

DEPARTMENT OF THE NAVY

USS WHIDBEY ISLAND (LSD 41)

EPO NEW YORK 09591-1728

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IN REPLY REFER TO: 5757 Ser LSD41/081 12 FEB 91

From:

Commanding Officer, USS WHIDBEY ISLAND (LSD 41)

To:

Director, Naval History (OP-09BH)

Subj:

1990 COMMAND HISTORY

Ref:

(a) OPNAVINST 5720.12E

Encl:

(1) Command Composition and Organization

(2) Chronology

(3) Narrative

(4) Supporting Documents

1. In accordance with requirements set forth in reference (a), enclosures (1) through (4) are submitted for the period 01 January 1990 to 31 December 1990.

T.L. BREITINGER

SHIP'S MISSION

The mission of USS WHIDBEY ISLAND is to conduct sustained combat operations at sea, worldwide, in support of national policy. Designed to transport elements of a landing force to an Amphibious Objective Area, LSD-41 launches preloaded assault landing craft and amphibians in the waterborne assault and supports the landing force in subsequent operations ashore.

USS WHIDBEY ISLAND will operate primarily as an element of an Amphibious Task Force to gain or maintain sea control through projection of power ashore.

With its extensive surface assault, command and control capability, the LSD is often times assigned duties as Primary Control Ship to organize and execute the entire waterborne assault. The ship is also designed to be a boathaven rendering docking and repair services to small ships, boats and landing craft.

Compared with previous LSD's, the WHIDBEY ISLAND class introduces to the fleet a significant improvement in amphibious warfare. The new and improved capabilities are updated communications and combat systems, 20 and 60 ton cranes, expanded repair shop facilities, two helicopter landing spots, complete medical and dental spaces and automated computer-based logistic support. It is also the first ship built to embark and support the U.S. Navy's new Landing Craft Air Cushion (LCAC).

Assigned to COMPHIBRON TEN and homeported at the Naval Amphibious Base, Little Creek, Virginia, Whidbey Island is the

Enclosure (1)

previous proud winner of the coveted Battle Efficiency and "Top Gator" Award.

Whidbey Island is commanded by Commander Thomas L. Breitinger of Wyomissing, Pennsylvania.

JANUARY

- 1 INPORT LITTLE CREEK.
- 2-7 BOAT DECK RESURFACING.
- 8 END THIRD LEAVE PERIOD. UNDERWAY FOR ONSLOW BAY, NORTH CAROLINA FOR AMPHIBIOUS TRAINING WITH MARINE CORPS.
- 9 ARRIVE ONSLOW BAY. COMMENCE AMPHIBIOUS TRAINING.
- 11 CONDUCT AMPHIBIOUS ASSAULT. UNDERWAY FOR LITTLE CREEK.
- MOOR LITTLE CREEK. EMBARK COMPHIBGRU TWO AND COMTACGRU
 TWO.
- 15-23 FLIGHT DECK RESURFACING.
- 23 CINCLANTFLT VISIT. EMBARK CALVERT COUNTY NJROTC.
- 24-25 UNDERWAY FOR WET WELL OPS IN VACAPES OPS AREA.
- 26 MOOR LITTLE CREEK. NJROTC DEBARK.
- 30 COMNAVSURFLANT VISIT.
- 31 INPORT LITTLE CREEK.

FEBRUARY

- 1-7 INPORT LITTLE CREEK. PREPARATIONS FOR GTMO. MAJ GEN PLASTERER VISIT. EMBARK SCIENTISTS TO SEA.
- 8 UNDERWAY TO ANCHORAGE. EMBARK LCM 8 AND CREW. ENROUTE GTMO.
- 10 SHIP'S BIRTHDAY CELEBRATION.
- 11 MOOR GUANTANAMO BAY, CUBA.
- 12 COMMENCE LIMITED TEAM TRAINING.
- 14 BLACK HISTORY MONTH DINNER.
- 26 INPORT/UNDERWAY. COMPLETE LTT.
- 27 HOLIDAY ROUTINE. INPORT GTMO.
- 28 UNDERWAY FOR LITTLE CREEK.

MARCH

- 1-4 ENROUTE LITTLE CREEK.
- 2 ACOUSTIC TRIALS.
- 5 MOOR LITTLE CREEK.
- 19 EMBARK 11 TORTUGA PERSONNEL AND TWO USNR JAG OFFICERS.
 UNDERWAY FOR VACAPES OPS AREA.
- 19-22 AMPHIBIOUS LIMITED TEAM TRAINING. INCLUDED WERE: LCAC OPS,
 LCU OPS, LCM-8 OPS, SMALL BOAT OPS IN CHESAPEAKE BAY AND
 VACAPES OPAREA.
- DEGAUSSING RUN, MOOR LITTLE CREEK. DEBARK 11 TORTUGA
 PERSONNEL.
- 26 UNDERWAY FOR COMBAT SYSTEM ASSESSMENT. MOOR NAVAL STATION, NORFOLK.
- 27-29 UNDERWATER HULL CLEANING.
- 28 CHICAGO URBAN LEAGUE VISIT.
- UNDERWAY FOR CHESAPEAKE BAY. DEPENDENT'S CRUISE. MOOR LITTLE CREEK. DEBARK JAG OFFICERS.

APRIL

- 2 EMBARK 8 PRECOMDET TORTUGA (LSD 46) PERSONNEL. UNDERWAY FOR ERAT IN VACAPES OPS AREA.
- 4 COMPLETE ERAT. RTP LITTLE CREEK.
- 11 UNDERWAY FOR VACAPES.
- 13 RTP LITTLE CREEK. DEBARK TORTUGA PERSONNEL.
- 17 UNDERWAY FOR VACAPES.
- 18-19 EMBARK COMPHIBRON TEN. COMMENCE OPPE.
- 20 COMPLETE DMAT AND OPPE. RTP LITTLE CREEK. DEBARK COMPHIBRON TEN.
- 22 CHRISTENING CEREMONY FOR MARY VICTORIA BUCKLEY.
- 23-25 CINTEX 4-90. CRANE LOAD TEST.
- TYPE COMMANDERS AMPHIBIOUS TRAINING (TCAT) 3-90 PRE-SAIL
 CONFERENCE ONBOARD NASHVILLE. SAILOR OF THE YEAR 89
 BANQUET AT CAVALIER HOTEL.
- 27 PERSONNEL INSPECTION/AWARDS CEREMONY.
- 30 EMBARK 2 SCIENTISTS TO SEA AND LCACS 10, 11, AND 21 OF ACU
 - 4. UNDERWAY ENROUTE ONSLOW BAY FOR TCAT 3-90.

MAY

- 1 ENROUTE ONSLOW BAY, NORTH CAROLINA FOR TCAT 3-90.
- 2-8 ONSLOW BAY, NORTH CAROLINA. TCAT 3-90.
- 9 MOOR LITTLE CREEK.
- 14-18 HUMAN IMMUNODEFICIENCY VIRUS (HIV) ANNUAL RETEST.

 SEMI-ANNUAL PHYSICAL READINESS TEST (PRT). COMBAT

 SYSTEMS READINESS REVIEW (CSRR) PHASE I.
- 15-31 LANTRAMID I. EMBARK 7 MALE 1/C MIDN, 4 FEMALE 1/C MIDN, 5 3/C MIDN.
- 19-31 COMPHIBGRU TWO AND COMTACGRU TWO EMBARKED.
- 19 SHIP'S PICNIC.
- 21 UNDERWAY FOR AMMO ONLOAD AT G-2 ANCHORAGE.
- 22-23 SEMI-ANNUAL PRT.28 MEMORIAL DAY.
- 29-31 CSRR PHASE II.
- 31 FLEET EX 3-90 BRIEF.

JUNE

- 1-5 CSRR PHASE II. COMPHIBGRU TWO/COMTACGRU TWO EMBARKED.

 LANTRAMID I.
- 4 FLEET EXERCISE 3-90 PRE-SAIL CONFERENCE (NASHVILLE).
- 5 EMBARK SEAL TEAM TWO DET AND SPECIAL BOAT UNIT TWO DET.

 DEBARK COMPHIBGRU TWO AND COMTACGRU TWO.
- 6 ONLOAD LCAC'S 10, 11, 21 AND EMBARK ACU-4 DET.
- 6-27 UNDERWAY FLEET EX 3-90. LANTRAMID I.
- OFFLOAD LCAC'S 10, 11, 21 AND DEBARK ACU-4 DET, SEAL TEAM TWO DET, AND SPECIAL BOAT UNIT TWO.
- 26-28 COMPHIBRON TWO EMBARKED.
- 28-29 SUPPLY MANAGEMENT INSPECTION. COMMENCE INTERMEDIATE
 MAINTENANCE AVAILABILITY.

JULY

- 1-23 IMAV.
- 1-12 FIRST LEAVE PERIOD.
- 2 COMPLETE NAVY RELIEF FUND DRIVE.
- 11 PRE-DEPLOYMENT BRIEFS.
- 13-26 SECOND LEAVE PERIOD.
- 18 FLEET SURGEON VISIT.
- 19 PRE-DEPLOYMENT BRIEFS.
- 23 LANTRAMID III.
- 25 SBU 20 ONLOAD.
- 30 ACU 4 ONLOAD. PERSONNEL INSPECTION.
- 31 UNDERWAY VACAPES.

AUGUST

- 1-5 HULL CLEANING, NAVAL STATION NORFOLK.
- 3 MARG 3-90 PRE-SAIL CONFERENCE, USS NASHVILLE.
- 6 COMPLETE LANTRAMID III. EMBARK SEAL TEAM 2 GOLF PLATOON,
 SPECIAL BOAT UNIT 20, BEACH MASTER UNIT 2. UNDERWAY MOREHEAD
 CITY, N.C. COMMENCE DEPLOYMENT MARG 3-90.
- 7 ONLOAD MOREHEAD CITY, N.C. EMBARK MARINE UNITS. 7-20
- 7-19 TRANSLANT.
- 19 ARRIVE MAMBA STATION, VICINITY MONROVIA, LIBERIA.
- 21 TURNOVER WITH UNITS OF MARG 2-90.
- 22-24 RECONFIGURATION OF MARG 3-90 FORCES. DEBARK SEAL TEAM 2,
 SPECIAL BOAT UNIT 20, LAI DET, BLT RECON DET, FORCE RECON
 DET, AND ANGLICO DET. EMBARK HMM 162 DET ALPHA, KILO
 COMPANY, AND FLEET SURGICAL TEAM 2.
- 23 EMBARK COMJTF, SHARP EDGE.
- 24-27 COMNAVSURFLANT DEMAT VISIT.
- 25-31 UNDERWAY ON MAMBA STATION FOR OPERATION SHARP EDGE.

SEPTEMBER

- 1-30 UNDERWAY MAMBA STATION. OPERATION SHARP EDGE.
- 5 UNREP WITH USNS HENRY J. KAISER.
- 10 MAN OVERBOARD.
- 18 SHIP VISIT BY ASSISTANT SECRETARY OF STATE.
- 19 CAPTAIN GRAUSE DEPARTS SHIP ON EMERGENCY LEAVE. CDR
 BREITINGER ASSUMES DUTIES AS COMJTF.
- 21 UNREP WITH USNS HENRY J. KAISER.
- 23 USCINCEUR VISIT SHIP. CAPTAIN DRAGER EMBARKS SHIP AND ASSUMES DUTIES AS COMJTF.

OCTOBER

- 1-31 UNDERWAY MAMBA STATION. OPERATION SHARP EDGE.
- 6 ENGINEERING READINESS ASSISTANCE TEAM (ERAT) ARRIVES ONBOARD.
- 7 UNDERWAY REPLENISHMENT WITH USNS HENRY J. KAISER.
- 11 ERAT DEBARKS SHIP.
- 13 NAVY BIRTHDAY.
- 16 AMBASSADOR PETTERSON VISITS SHIP.
- 17 CAPTAIN GRAUSE RETURNS FROM EMERGENCY LEAVE AND RELIEVES
 CAPTAIN DRAGER AS COMJTF, SHARP EDGE. CAPTAIN DRAGER DEBARKS
 WHIDBEY ISLAND.
- 19 AMBASSADOR DE VOS VISITS SHIP.
- 28 UNDERWAY REPLENISHMENT WITH USNS HENRY J. KAISER.
- 29-30 REAR ADMIRAL CRESSY, COMFAIRMED, EMBARKS WHIDBEY ISLAND.

NOVEMBER

- 1-30 UNDERWAY MAMBA STATION. OPERATION SHARP EDGE.
- 1 AMBASSADOR DE VOS VISITS SHIP.
- 5 COLONEL BUTTOLPH, CHIEF OF MILITARY MISSION, VISITS SHIP.
- 10 U.S. MARINE CORPS BIRTHDAY.
- 18 UNDERWAY REPLENISHMENT WITH USNS JOSHUA HUMPHRIES.
- 22 THANKSGIVING.
- 28 SACRAMENT OF CONFIRMATION, U.S. EMBASSY, MONROVIA.
- 29-30 TURNOVER AND RECONFIGURATION WITH USS NASHVILLE.

DECEMBER

- 1 CONTINUE TURNOVER WITH NASHVILLE ON MAMBA STATION. COMJTF SHARP EDGE SHIFTS PENNANT TO NASHVILLE.
- 2 WHIDBEY ISLAND DETACHES FROM OPERATION SHARP EDGE.
- 3 WHIDBEY ISLAND CROSSES THE EQUATOR. SHELLBACK INITIATION.
- 4-9 ENROUTE LAS PALMAS, CANARY ISLANDS.
- 7 UNDERWAY REPLENISHMENT WITH USNS JOSHUA HUMPHRIES.
- 9-12 INPORT LAS PALMAS, CANARY ISLANDS.
- 12-14 ENROUTE ROTA, SPAIN.
- 14-17 INPORT ROTA, SPAIN.
- 17-19 ENROUTE CARTAGENA, SPAIN.
- 19-31 INPORT CARTAGENA, SPAIN.
- 25 CHRISTMAS.
- 31 ENROUTE ST. RAPHAEL, FRANCE.

JANUARY

WHIDBEY ISLAND began the New Year in homeport at the Naval Amphibious Base, Little Creek, Virginia. The ship commenced resurfacing the boat deck on 2 January and continued to do sountil 7 January. On 4 January, Commander Thomas L. Breitinger, Commanding Officer, USS WHIDBEY ISLAND (LSD 41), held a pre-sail conference with 2nd Amphibious Assault Vehicle Battalion representatives in the wardroom. The third holiday leave period ended 8 January and the ship got underway for Onslow Bay, North Carolina to conduct advanced amphibious training with the U.S. Marine Corps.

Enroute to Onslow Bay the ship conducted a Close-in Weapons System PACFIRE, an anti-mine gunnery exercise, a detect-to-engage exercise, and several basic engineering casualty control exercises (BECCE). The ship also streamed her NIXIE countermeasure torpedo system. On 9 January the ship began four-section duty before anchoring in Onslow Bay, whereupon she set condition one-alfa for wet well operations. Thirty Amphibious Assault Vehicles and 300 Marines were then embarked for the amphibious training. The ship conducted BECCEs that evening. The following day the ship rehearsed launching and recovering the AAV's and their Marine compliment at anchor and underway.

Early the next morning WHIDBEY ISLAND launched the AAV's and the Marines for the actual amphibious assault and then got underway for Little Creek. In transit, the ship held a "famfire" small arms qualification firing and a series of BECCE drills. On 12 January, WHIDBEY ISLAND conducted a precision anchorage at LA-28 and held an advancement and awards ceremony before mooring at Quaywall East.

The ship remained inport throughout the weekend and on 15 January commenced resurfacing the flight deck. In addition, the ship sent many of her personnel TAD to fire fighting and other schools for special training during the week. The ship took on stores on 19 January.

After another weekend inport WHIDBEY ISLAND started the week continuing the resurfacing her flight deck. In addition, the ship held a personnel qualification system (PQS) standdown on 22 January which lasted for two days. The following day the ship completed the resurfacing of her flight deck. Also, Commander-in-Chief, U.S. Atlantic Fleet visited WHIDBEY ISLAND later thatday for a ship's tour and discussion with the Commanding Officer. That evening the ship embarked 36 Navy Junior Recruit Officer Training Cadet (NJROTC) students and their two chaperones from Calvert County, Maryland for three days of familiarization training. The ship got underway on 24 January for three days of Landing Craft, Air Cushion (LCAC) craftmaster training, flightquarters, LCM-8 operations, and damage control exercises. On 26 January WHIDBEY ISLAND moored at Little Creek and the NJROTC students debarked the ship.

Enclosure (3)

The following week the ship remained inport, making preparations for upcoming Limited Team Training in Guantanamo Bay, Cuba. On 30 January Commander, Naval Surface Force, U.S. Atlantic Fleet visited the ship for an informal tour.

FEBRUARY

WHIDBEY ISLAND began February inport Little Creek preparing Limited Team Training (LTT) with Fleet Training Group, Guantanamo Bay (GTMO), Cuba. The ship conducted general quarters, damage control team training, medical training, and repair locker training throughout the week. On 2 February USMC Major General Plasterer, US CINCLANT J-6, visited the ship for lunch and a brief tour. The ship took on stores on 6 February for the trip to GTMO, and the Captain held a pre-sail brief in the wardroom. following day WHIDBEY ISLAND embarked two participants in the Navy's ongoing Scientists to Sea program fora four familiarization cruise and two Tunisian Naval Officers for a three month foreign exchange training program.

On 8 February WHIDBEY ISLAND got underway for anchorage at LA-7 to onload a modified LCU and her crew. Afterward, the ship was underway for Guantanamo Bay, Cuba in condition three steaming. Enroute GTMO, the ship conducted general quarters every day, in addition to numerous unannounced at sea fire drills and a multiple series of BECCEs. WHIDBEY ISLAND turned five years old on 9 February, but the official ceremony was held the next day. In addition to the traditional cake cutting ceremony, the captain hosted the ship's 6 remaing plankowners for dinner in his cabin. On 11 February the ship went to anchorage in Guantanamo Bay, Cuba to offload the modified LCU and then moored at Naval Station, Enclosure (3)

Guantanamo Bay, Cuba.

On 12 February, WHIDBEY ISLAND commenced Limited Team Training with Fleet Training Group, Guantanamo Bay, Cuba. The following day ship was underway for BECCEs and material yoke/modified zebra checks, returning to port in the evening. On 14 February the ship was again underway for more BECCEs and yoke/modified zebra checks. That night the crewcelebrated Black History Month with a special dinner on the messdecks. The next day the ship conducted a CIWS PACFIRE, low visibility piloting, loss of gyro, navigating a swept channel, anti-mine gunnery, and man overboard exercises. The ship returned to port in the evening to be tested on inport damage control drills. The next day the ship held BECCE drills again underway. On 17 February, the ship conducted "bumper drills" - a training series of moorings - for Junior Officers of the Deck. The following day the command held a ship's picnic in Phillip's Park on base to reward the hard work of the previous week.

On 19 February, WHIDBEY ISLAND began the week continuing LTT by conducting a highline transfer and an underway replenishment with USNS PAWCATUCK (TAO 108). The ship returned to port in the evening. The following day the ship conducted a highline transfer and a refueling at sea with USS WISCONSON (BB 64), returning to port in the evening. On 21 February the ship piloted the swept channel, and conducted a man overboard drill, a detect-to-engage exercise, and an anti-mine gunnery exercise, before returning to Enclosure (3)

port for damage control inport drills that evening. The following day the ship was underway for general quarters and BECCE drills.

Whidbey Island was underway again on 23 February for Navigation and seamanship training. The ship remained inport for the weekend and held another ship's picnic on 25 February. On 26 February the ship got underway for one last day of training before returning to port and completing LTT. Althoughmost of the training throughout LTT focused on damage control and engineering casualty control, Fleet Training Group instructorsalso trained the crew with combat systems, navigation and seamanship exercises. The crew received scores of 90 and above on nearly all its inport damage control drills, many of its basic engineering casualty control exercises, many of its seamanship drills, and all its medical training exercises.

In addition, the ship's signalmen, radiomen, and electronic warfare specialists performed well in their respective training evolutions. The next day was holiday routine for non-duty section personnel and on 28 February the ship was underway for Little Creek, having completed a highly successful LTT in GTMO.

MARCH

Having recently completed two weeks of Limited Team Training with Fleet Training Group, Guantanamo Bay, Cuba, WHIDBEY ISLAND began March enroute to her homeport at the Naval Amphibious Base, Little Creek, Virginia. In transit the ship completed acoustic trials in the Tongue of the Ocean near Nassau in the Bahamas, conducted a safety standdown, a PMS standdown, BECCE's, and a fresh water washdown. The ship moored at Little Creek on 5 March.

WHIDBEY ISLAND remained inport for roughly two weeks, giving the ship an opportunity to send personnel to firefighting and other training schools. Also, during that time, the ship conducted a diesel/boiler inspection, and personnel from Deck Department were able to assist in replacing nautical rigging and shipbuilding company the wire rigging on the ship's 20, 60 and 15 ton cranes. On 14 March the Captain held a pre-sail conference with representatives of ACU 2, ACU 4, and the Naval Amphibious School in the wardroom. This was in preparation for the Amphibious Limited Team Training (LTT) to be conducted from 19-23 March.

WHIDBEY ISLAND was again underway on 19 March to conduct the underway portion of the diesel inspection followed by helicopter and wet well operations in the Virginia Capes operating areas. Onboard were 11 pre-commissioning detachment personnel from USS TORTUGA (LSD 46), Instructors from the Amphibious Warfare School, and two Judge Advocate General Corps officers for ship's Enclosure (3)

familiarization and training. Over the next three days the ship conducted 22 helo launch/recoveries, refueling on deck, helo crash training, and receiving/handling casualties from a helicopter.

In addition, Landing Craft Utility exercises with the ship included а sterngate marriage, basic cargo handling, embarkation/debarkation, control and tracking of landing craft, and control of ship-to-shore movement. LCM-8 operations included well deck cargo handling, receiving and handling of casualties in the well deck, and control and tracking of boat waves. LCAC operations included embarkation/debarkation, assault craft handling, well deck exercises, and ACU 4 LCAC Craftmaster at anchor Phase III training. The ship also conducted a mooring to buoy exercise and night training for LCAC Craftmasters.

Upon completion of a satisfactory run on the Norfolk degaussing range, WHIDBEY ISLAND moored at Little Creek on 23 March. The 11 personnel from USS TORTUGA (LSD 46) and all instructors debarked the ship upon arrival. The ship remained inport over the weekend and was underway again on 26 March for a COMPHIBRON TEN Combat Systems Assessment (CSA) in the VACAPES OPS area. Concurrent with the CSA, COMPHIBGRU TWO personnel evaluated the navigation team during a navigational assist visit/check ride. Upon completion of this inspection the ship moored at Naval Station, Norfolk. WHIDBEY ISLAND underwent an underwater hull cleaning for the next three days at the Naval Station, during which Enclosure (3)

time the ship hosted 37 high school students from the Urban League of Chicago for a tour.

On 30 March WHIDBEY ISLAND got underway from Naval Station, Norfolk for a one day dependent's cruise. Over 200 family and friends of WHIDBEY ISLAND crewmembers participated in the event, which featured demonstrations of LCAC dry-well and LCU wet-well operations, SEAFOX and patrol boat operations, and a simulated Close-in Weapons System firing. At the conclusion of the dependent's cruise, the two USNR JAG Corps officers debarked the ship.

APRIL

On 2 April WHIDBEY ISLAND embarked 8 personnel from the precommissioning detachment of USS TORTUGA (LSD 46) for eleven days of ship familiarization and training. Later that morning, the ship got underway to conduct Engineering Readiness Assistance Team (ERAT) training in the Virginia Cape Hatteras operations area in preparation for her upcoming Operational Propulsion Plant Examination (OPPE). WHIDBEY ISLAND continued ERAT the following day, concentrating on engineering operations and basic engineering casualty control exercises. The ship completed ERAT on 4 April and returned to homeport, Little Creek.

WHIDBEY ISLAND anchored at LA-28 on 11 April and then proceeded to the VACAPES ops area, where she conducted EOPS, BECCES, and main space fire drills. On 13 April the ship returned to homeport. The 8 precomdet TORTUGA personnel debarked upon arrival.

WHIDBEY ISLAND embarked three more precomdet TORTUGA (LSD 46) personnel on 17 April and got underway for the VACAPES ops area. The ship continued OPPE preps on 18 April, conducting BECCES and main space fire drills before anchoring at LA-6 for personnel transfer early the next morning. On 19 April the three TORTUGA personnel went ashore and COMPHIBRON TEN, his Chief Staff Officer, and the CINCLANTFLT Propulsion Examinaton Board arrived via LCAC. Later that night the ship commenced OPPE.

Enclosure (3)

For OPPE, WHIDBEY ISLAND completed two sets of BECCES, a main space fire drill, a high power demonstration run and EOPS. On 20 April the ship completed OPPE and returned to homeport late that night. During the OPPE debrief, the ship received an overall grade of satisfactory and a one year certification for her engineering plant. COMPHIBRON TEN and all OPPE riders then departed the ship.

From 23 to 25 April the ship conducted CINTEX 4-90 and also tested her 20 and 60 ton cranes. Both evolutions proved satisfactory. On 24 April the Captain and other officers attended Type Commanders Amphibious Training (TCAT) 3-90 pre-sail conference onboard USS NASHVILLE (LPD 13). Later that evening, WHIDBEY ISLAND's Sailor of the Year for 1989, Storekeeper First Class (Surface Warfare) , celebrated his special achievement with an honorary dinner in the Cavalier Hotel, Virginia Beach. The Captain held an inspection and awards ceremony on 27 April.

WHIDBEY ISLAND embarked two female workstudent participants in the Navy's ongoing Scientists to Sea program on 30 April and Enclosure (3)

then proceeded to anchorage, where she took on LCACS 10, 11, and 21 of Assault Craft Unit 4. Afterward, she was underway to Onslow Bay, North Carolina, for TCAT 3-90.

WHIDBEY ISLAND began May underway to Onslow Bay, North Carolina for Type Commanders Amphibious Training (TCAT) 3-90, along with USS INCHON (LPH 12), USS NASHVILLE (LPD 13), USS NEWPORT (LST 1179), and USS FAIRFAX COUNTY (LST 1193). En route the ship conducted divtacs, electronic surveillance measure watch evaluations, visual communication drills, and radio telephone drills. She also conducted general quarters, an abandon ship drill, and a small arms familiarization firing.

WHIDBEY ISLAND arrived at Onslow Bay on the morning of 2 May. Training for TCAT 3-90 included controlling OV-10 aircraft for suicide attack profiles on the NASHVILLE, WHIDBEY ISLAND, and FAIRFAX COUNTY; controlling a Lear jet for Close-in Weapons System (CWIS) tracking runs for the NASHVILLE, WHIDBEY ISLAND, and FAIRFAX COUNTY and one firing run for WHIDBEY ISLAND. The ship also completed two satisfactory tracking runs on mount 24 and one satisfactory tracking run on mount 21. During a live CWIS firing, she destroyed the towed drone unit on her first firing run with mount 24 expending 270 rounds. After debarking LCAC 11 to medevac an injured crewmember, the ship anchored in Onslow Bay. While at anchor WHIDBEY ISLAND conducted morse code training among the other ships as OIC of the exercise before recovering LCAC 11.

Later that evening WHIDBEY ISLAND conducted LCAC onload and offload of Marine vehicles, search and rescue (SAR) swimmer Enclosure (3)

training, and flight quarters, completing 33 launchings and take offs. Afterward, the ship proceeded from anchorage for a night steaming exercise.

Early on 3 May, the ship went back to anchorage to conduct driver training with LCAC's 10, 11, and 21 while onloading 10th Marine Artillery. Later that morning, 50 personnel from 2nd Dental Battalion arrived onboard via LCU for a familiarization/training tour. The ship remained at condition 1A for 10.5 hours to conduct Marine vehicle driver training (on/off LCAC'S) at red beach one, during which time she embarked one M198, one M103, four M923, one M105, and two M998 artillery canons as well as 21 Amphibious Assault Vehicles (AAV) and 189 personnel from 3/6 for an AAV assault the next morning. The Commanding General and Deputy of Second Marine Division also visited with their staff for a ship tour. In addition, flight quarters conducted 16 landings/takeoffs by CH-46 helicopters. Later that night, WHIDBEY ISLAND got underway from anchorage to rendezvous with USS INCHON (LPH 12) for one hour of plane guard duties and a night steaming exercise. WHIDBEY ISLAND anchored again in Onslow Bay early 4 May. However, a hairline fuel line crack in LCAC 21 caused a one-hour delay of AAV operations. The ship remained at condition 1A for 13 hours in order to continue onload of Marine personnel and equipment from XWN A1/10, 2nd Tank Battalion, embarking by LCAC one M88, four M60s, five M813s, one 149, four M198s, twenty-eight M998 artillery weapons and 218 personnel. The ship

Enclosure (3)

got underway from anchorage for a night steam and a turnaway landing. All other amphibious events were postponed on 5 May owing toinclement weather.

On 6 May WHIDBEY ISLAND conducted TCAT 3-90 assault at anchor The following day the ship conducted LCAC in Onslow Bay. craftmaster training, LCAC anchoring and BECCE drills, and LCAC operations with USS NASHVILLE (LPD 13), performing duties as PCS. WHIDBEY ISLAND retained duties as PCS during the backload of beachmasters and bulk fuel transfer from LCU-60 to LSD 41. May the ship concluded the selective backload of Marine personnel and their vehicles. LCAC 11 was damaged during operations with the NASHVILLE, rendering craft with a degraded lift capability. Repairs to the craft were effected upon return to Assault Craft Unit 4. Upon completion of TCAT 3-90, WHIDBEY ISLAND got underway for Little Creek. On 9 May the ship moored at Quaywall East. During the inport week of 14 to 18 May, WHIDBEY ISLANDconducted her annual Human Immunodeficiency Virus (HIV) test, semi-annual Physical Readiness Test (PRT), and Combat Systems Readiness Review (CSRR) Phase I.

CSRR provided a pre-deployment check to certify certain conditions of material readiness onboard ship. Phase I focused primally on combat system auxiliary support equipment, in addition to navigational and other miscellaneous equipment.

The major discrepancy from Phase I was that our 2M station could not be recertified because our 2M technician's personnel Enclosure (3)

certification had expired.

Sixteen Midshipmen including four females from around the country arrived on 15 May for ship familiarization and training through the end of June. On 19 May COMPHIBGRU TWO and COMTACGRU TWO embarked WHIDBEY ISLAND for the remainder of the month. Later that afternoon the ship held her annual picnic at Lake Bradford for family and friends of crewmembers. LSD 41 got underway on 21 May for an ammunition onload at G-2 anchorage, taking on approximately 10,000 pounds of ammunition. The ship concluded her semi-annual PRT testing on 22 and 23 May. WHIDBEY ISLAND observed Memorial Day on 28 May by rigging the dress ship lights and carrying out holiday routine.

Beginning 29 May, the ship conducted CSRR Phase II, focusing on communications, radar, and weapons equipment. Phase II lasted through 1 June. On the last day of the month, the Captain held a FLEET-EXERCISE 3-90 brief in the wardroom in preparation for FLEET-EX3-90 to be held in the Caribbean Sea during the month of June.

WHIDBEY ISLAND began June by completing Combat Systems Readiness Review (CSRR) Phase II and continueing LANTRAMID I. COMPHIBGRU TWO and COMTACGRU TWO were still emmbarked from the previous month. The major discrepancy from Phase II was that all teletype printers were identified as requiring Class B overhaul, as was previously documented by ship's force personnel. The ship also embarked SEAL and SBU equipment, in addition to holding a shipwide stores onload. The CO, OPS, NAVO, CICO, OSCS attended a FLEET EX 3-90 pre-sail conference onboard USS NASHVILLE (LPD 13). COMPHIBGRU TWO and COMTACGRU TWO debarked the ship on 5 June.

WHIDBEY ISLAND was underway on 6 June for FLEET EX 3-90, along with USS INCHON (LPH 12), USS NASHVILLE (LPD 13), USS NEWPORT (LST 1179), and USS FAIRFAX COUNTY (1193). The ship anchored at LA-9 to onload LCAC's 10, 11, 21 and then proceeded from anchorage enroute to Morehead City, North Carolina. On 7 June WHIDBEY ISLAND moored at Morehead City to embark personnel and cargo of Marine Task Force 293. The ship completed the onload of Marine personnel, cargo, and vehicles the following day and was then enroute to rendezvous with Carrier Task Force (CTF) 292.

Enroute to Isla de Vieques, the ship set general quarters on 9 June for a fuel oil leak in Main Machinery Room No. 2 caused by a ruptured fuel oil pressure transducer diaphram behind Main Propulsion Diesel Engine No. 2A local operating station.

Enclosure (3)

Approximately 20 gallons of fuel oil escaped to the bilges; however, it was covered with AFFF and then pumped overboard without further complications. On 10 June she continued steaming in form 70-B with the NASHVILLE, FAIRFAX COUNTY, NEWPORT, INCHON, SAMPSON, and WISCONSON enroute to Isla de Vieques for advance force operations on 11 June. In addition, the ship held flight quarters for deck landing qualifications.

Early on 11 June the ship went to anchorage off Isla de Vieques for advance force operations. Later that day she conducted flight operations and made preparations for LCAC operations in support of a turnaway rehearsal. WHIDBEY ISLAND continued advance force operations the following day. Afterward she weighed anchor andwas underway for a rendezvous with Task Force 292, launching oncall Wave 3 at cushion departure point on time. The ship conducted defense against swimmer attack with SEAL Team Two against NEWPORT and FAIRFAX COUNTY on 13 June. The attack against NEWPORT was unsuccessful. Results of the attack against FAIRFAX COUNTY were unknown. In addition, the ship completed offload with LCU transfer of 3 M101's and associated personnel.

WHIDBEY ISLAND conducted flight operations at anchor for scheduled frags and provided continuous green deck for Task Force 292 emergent refueling requirements on 14 June. She also conducted LCAC operations for personnel/cargo transfer and wet well operations for LCU ammunition/personnel/cargo transfer ashore. The following day she launched one RIB boat for insertion of radio Enclosure (3)

beacon.

On 17 June WHIDBEY ISLAND conducted a fueling at sea with USS DETROIT (AOE 4). The ship then anchored off Roosevelt Roads, Puerto Rico for backload and embarkation of Task Force 292 equipment/personnel in preparation for FLEET EX 3-90 blue water transit and continued green water workups in Onslow Bay, North Carolina. The ship moored at Naval Station Roosevelt Roads for the night, getting underway the following morning to rendezvous with Task Force 292.

enroute to Onslow Bay for green water workups from 19 to 22 June. On 23 and 24 June the ship sailed in assigned 4W grid for Onslow Bay green water workups. Flight quarters was set for NEO drill as part of SOCEX 3-90. Condition 1A for LCAC operations was set for 1.1 hours for pickup of LCAC tech reps and parts. Inclement weather secured flight operations for the remainder of the day. However, the ship was still able to conduct a walk through of the Non-combatant Evacuation Operation bill in preparation for a mass casualty exercise. General quarters was set for at-sea fire party training. While steaming in a 4W grid in Onslow Bay for the final day of green water work ups on 25 June, the Captain held a frocking, promotion, and awards ceremony.

At anchor on 26 June, WHIDBEY ISLAND conducted LCAC operations for offload of Marine personnel and vehicles in 5.1 hours. Later the ship moored at Morehead City and assumed flagship duties for Enclosure (3)

COMPHIBRON TWO. That evening she was underway for Little Creek. Early 27 June the ship set condition 1A to offload the LCACS and ACU-4 personnel. Afterward she moored at the Naval Amphibious Base, Little Creek, thus completing FLEET EX 3-90. Upon arrival the ship ended LANTRAMID I.

COMPHIBRON TWO debarked WHIDBEY ISLAND on 28 June. From 28 to 29 June, WHIDBEY ISLAND underwent her biannual Supply Management Inspection conducted by Readiness Support Group, Norfolk. In addition, the ship commenced a one month Intermediate Maintenance Availability upon arrival.

WHIDBEY ISLAND began July inport, continuing her Intermediate Maintenance Availability (IMAV) and the first leave period. The following day, the command completed its 1990 Navy Relief Fund Drive. One hundred percent shipwide participation garnered an average contribution of \$25.35, raising a total of \$8,187.57. On 4 July WHIDBEY ISLAND rigged the dress ship lights in honor of Independence Day. The following day the ship began the refurbishment of the wardroom, chief petty officer's mess, and the crew's messdecks, which continued through early August. The ship finished out the week continuing the IMAV.

On 9 July the Port Engineer visited WHIDBEY ISLAND to conduct a Dry Docking Planning Maintenance Availability (DPMA) shipcheck. Two days later, the ship sponsored Family Service Center conducted its pre-deployment brief onboard for military singles. That night the ship also sponsored a similar pre-deployment brief for military couples in an auditorium at the Naval Amphibious School. The ship's first leave period ended on 12 July. The second leave period commenced the following day.

The ship's Port Engineer visited WHIDBEY ISLAND again on 16 July for another DPMA shipcheck. On 18 July, the Atlantic Fleet Surgeon, RADM Donald Sturtz, visited the ship for a tour and conference with the ship's Medical Officer. The ship held another military singles pre-deployment brief onboard the following day, Enclosure (3)

and later that night, held another married couples pre-deployment brief at the Naval Amphibious School.

WHIDBEY ISLAND commenced LANTRAMID III on 23 July, welcoming aboard 15 male NROTC & USNA Midshipmen from universities around the country. In addition, the ship completed her IMAV that afternoon. On 25 July Special Boat Unit 20 onloaded supplies and equipment for the upcoming deployment. The second leave period ended the next day. Assault Craft Unit 4 onloaded supplies and equipment on 30 July.

Commander Breitinger, Commanding Officer, USS WHIDBEY ISLAND (LSD 41), conducted a personnel inspection on 30 July, with one third of the crew in dungarees, one third in service dress whites, and one third in service dress blues.

On 31 July WHIDBEY ISLAND was underway for the VACAPES. During the day the ship conducted general quarters, a Close-In Weapons System (CIWS) shoot, and an anti-mine Gunnery Exercise. The ship remained at sea overnight.

AUGUST

WHIDBEY ISLAND returned from the VACAPES on 1 August to run the degaussing range before mooring at Naval Station Norfolk, Pier 7, Berth 2. The ship immediately received an underwater hull cleaning, and spent the next five days making final preparations for deployment MARG 3-90. On 3 August, the Captain, Operations Officer, Navigation Officer, Combat Information Officer, and Senior Chief Operations Specialist attended a MARG 3-90 pre-sail conference onboard USS NASHVILLE (LPD 13). WHIDBEY ISLAND was notified that MARG 3-90 would sail for MAMBA Station off Monrovia, Liberia. That weekend, the ship completed final preparations for getting underway.

On 6 August, after debarking the 15 male midshipmen, WHIDBEY ISLAND sortied with the other units of MARG 3-90 and proceeded enroute to Morehead City, North Carolina. Embarked onboard were Seal Team 2 Golf Platoon, Special Boat Unit 20, and Beach Master Unit 2 personnel. The ship set Condition 1A to onload LCAC's 10, 11, and 21, and personnel from ACU 4, and then proceeded to Morehead City. WHIDBEY ISLAND offloaded LCAC's 10, 11, and 21 the following morning before mooring in Morehead City in order to onload assigned USMC units and equipment. The Marine vehicles were onloaded pierside over the sterngate while CONEX boxes and MILVANS came aboard via shore crane. Afterward, the ship was underway for Onslow Bay to pick up LCAC's with pre-loads. WHIDBEY ISLAND again Enclosure (3)

set condition 1A to onload LCAC's 10, 11, and 21 and Marine equipment. All in all, the ship conducted the onload in a record three and one half hours. Embarked Marine units of MARG 3-90 included detachments from Golf Battery BLT 3/8, LAI, BLT Recon, Weapons Company, H & S Company, Force Recon, Anglico, 2nd Radio Battalion, and MSSG-26. Captain David P. Karcher embarked WHIDBEY ISLAND as Commandig Officer of Troops. That afternoon WHIDBEY ISLAND, along with USS INCHON (LPH 12), USS NASHVILLE (LPD 13), USS NEWPORT (LST 1179), and USS FAIRFAX COUNTY (LST 1193), sortied sortied Morehead City as MARG 3-90 enroute to the Mediterranean.

During a twelve-day transit across the Atlantic Ocean, WHIDBEY ISLAND conducted numerous training evolutions, including various gunnery exercises, familiarization firings, snoopy exercises, leap frogs, BECCE's, flight operations, mass casualty drills, CBR drills, abandon ship drills, and main space fire drills.

WHIDBEY ISLAND arrived on MAMBA Station in international waters off Monrovia, Liberia on 19 August. The next day, Commander Breitinger and other officers and Chief Petty Officers of WHIDBEY ISLAND attended a turnover brief onboard USS PONCE (LSD 12) and then a Sharp Edge brief onboard USS SAIPAN (LHA 2). Upon completion of turnover, Commander Breitinger assumed duties as Commander, Joint Task Force (CJTF) Sharp Edge. At the time of the turnover in forces, 132 Americans and nearly 1,600 citizens from other nations had been evacuated from Liberia. On 22 August, WHIDBEY ISLAND conducted an underway replenishment and refueling Enclosure (3)

at sea with USNS HENRY J. KAISER and commenced the at-sea reconfiguration of MARG 3-90. The reconfiguration was conducted entirely with helicopters from HMM 162. The transfer of equipment took three days, and was the first of its kind. A total of 100 take off's and landings took place onboard. HMM 162 Detachment Alpha embarked with three CH-46 Helicopters and a full maintenance complement. This is the first time a Dock Landing Ship has carried an air detachment on a full time basis. Although the detachments from Seal Team 2, Special Boat Unit 20, LAI, BLT Recon, Force Recon, and Anglico departed for other ships of MARG 3-90, detachments from HMM 162, Kilo Company Battalion 3/8, TACRON 21 personnel, Fleet Combat Camera Team, and Fleet Surgical Team 2 were now part of the Navy/Marine Corps team onboard WHIDBEY ISLAND. Captain D. P. Karcher, Commanding Officer of Troops, was relieved by Major George S. Hartley. Major Hartley was collaterally assigned as Commander, Contingency MAGTF 3-90.

Captain F.P. Grause, Commander, Naval Beach Group Two, relieved Commander Breitinger as COMJTF, Sharp Edge, on 23 August. WHIDBEY ISLAND remained as flagship for Operation Sharp Edge, utilizing ship's company and embarked officers as the COMJTF sharp Edge staff. Along with USS BARNSTABLE COUNTY (LST 1197), the two ships now formed the Sharp Edge Task Force operating under the the U.S. European Command. The official mission was to protect American lives by being capable of reinforcing the American Embassy in Monrovia; to evacuate Americans and others as requried; to Enclosure (3)

provide logistic support to the American Embassy; and to provide limited humanitarian assistance as required. WHIDBEY ISLAND completed MARG reconfiguration efforts on 24 August. Later that day, the Captain and the Commodore visited Ambassador De Vos at the U.S. Embassy in Monrovia. The COMNAVSURFLANT Diesel Engineering Mobil Assessment Team (DEMAT) arrived on board and its inbrief was held. The following day, 23 Non-Combatant Evacuees were transferred to Freetown, Sierra Leone via CH-53 Helicopter. No evacuees were moved on 26 August, but 90 were administratively processed by the U.S. Embassy. DEMAT departed the ship on 27 Five evacuees embarked WHIDBEY ISLAND on 28 August for further transfer to BARNSTABLE COUNTY and eventually Freetown the following day. Seventy-six evacuees transferred to BARNSTABLE COUNTY on 30 August for transport to Freetown the following day.

SEPTEMBER

WHIDBEY ISLAND began September 1990 underway on MAMBA Station off Monrovia, Liberia. On 2 September, 63 persons were evacuated from the U.S. Embassy in Monrovia to USS BARNSTABLE COUNTY (LST 1197) for transfer to Freetown, Sierra Leone. Six evacuees were American citizens and 57 were foreign nationals, including the Korean Ambassador to Liberia. On the next day, the evacuees were transported to Freetown.

WHIDBEY ISLAND conducted an underway replenishment with USNS HENRY J. KAISER (T-AO-187) and USS BARNSTABLE COUNTY (LST 1197) on 5 September. During 11 hours of flight operations, 142 pallets were transferred to WHIDBEY ISLAND by helicopter. On 6 September, 78 evacuees from Liberia were tansported to BARNSTABLE COUNTY, including 4 American citizens and the Lebanese Ambassador to Liberia. They were transferred to Freetown the following day. Later on the 7th, WHIDBEY ISLAND conducted a casualty power Selected Exercise (SELEX) for a grade of 98. On 8 September Commander, Joint Task Force Sharp Edge met with the U.S. Ambassador to Liberia at the Embassy.

On 9 September, 94 evacuees were moved from the American Embassy to BARNSTABLE COUNTY, including 10 American citizens and the Polish Charge D'affaires. Liberian President Samuel K. Doe was reported wounded in the leg and in the custody of NPFL Prince Johnson.

Enclosure (3)

BARNSTABLE COUNTY detached for Freetown on 10 September to transport the 94 evacuees received the day before to Freetown, Sierra Leone. The U.S. Embassy reported that President Doe had been killed while in captivity. WHIDBEY ISLAND reported a man overboard at 2250. After an extensive search for the man via small boat and search lights and two full musters, the Executive Officer reported all present and the ship secured from man overboard. On 12 September, 12 evacuees, including 6 American citizens, were transferred to Freetown via CH-53 helicopter. No evacuees were handled during the next three days. On 16 September, 49 evacuees were transported from the American Embassy to Freetown via CH-53E Helicopter.

Due to an increasing threat ashore on 17 September, the Sparrowhawk Team was launched via CH-46 helicopter to reinforce the American Embassy by augmenting the Marine security force ashore there. The quick reaction augmentary security force reached the Embassy in 33 minutes and stayed ashore overnight. On 18 September, Under Secretary of State for West African Affairs, Mr. Herman Cohen, visited WHIDBEY ISLAND, and the Sparrowhawk Team returned to WHIDBEY ISLAND via CH-46's. The following day Captain Grause departed on emergency leave and Commanding Officer, USS WHIDBEY ISLAND, assumed duties as Commander, Joint Task Force, Sharp Edge.

A thirty man Sparrowhawk Team was inserted on 20 September to Enclosure (3)

ensure the Marine ground force ashore was properly reinforced during an underway replenishment scheduled the next day. In addition, 25 evacuees, including one American citizen, were transferred from the American Embassy to Freetown via CH-53. WHIDBEY ISLAND conducted an underway refueling/vertical replenishment with USNS HENRY J. KAISER for 4 hours on 21 September. The following day extracted the Sparrowhawk Team and transferred 13 pallets of supplies and bulk F-76 fuel to the American Embassy in Monrovia.

On 23 September, Rear Admiral L.W. Smith, Jr., (USCINCEUR J3) toured WHIDBEY ISLAND, took an LCAC familiarization ride, and then visited with Ambassador De Vos at the U. S. Embassy. Later that day, Captain J. M. Drager embarked WHIDBEY ISLAND to assume duties as Commander, Joint Task Force, Sharp Edge until Captain Grause could return from emergency leave. Rear Admiral Smith returned to Freetown, Sierra Leone via BARNSTABLE COUNTY. The next day the ship observed holiday routine with a "steel beach" picnic on the flight deck. The ship conducted general quarters, abandon ship, and emergency destruct drills on 25 September. The next day an at sea fire drill, general quarters, and a two missile hit battle problem were conducted. Flight quarters and LCAC operations were also conducted.

On 27 September, the ship again conducted general quarters, a missile hit battle problem, an at-sea fire drill, and junior officer shiphandling. Also, CH-53E helicopters lifted 1.3 tons of Enclosure (3)

medical supplies from U.S. Embassy, Sierra Leone to U.S. Embassy, Monrovia. The following day, COMJTF Sharp Edge went ashore to visit the Marines and the Ambassador, and the ship conducted electrical Basic Engineering Casualty Control (BECCE's). On the last day of the month, the ship observed holiday routine, but still delivered fuel to the Embassy. COMJTF Sharp Edge again went ashore to visit with the Marines and the Ambassador.

OCTOBER

WHIDBEY ISLAND was on MAMBA station continuing Operation Sharp Edge at the beginning of October. On 1 October, 18 evacuees including 6 American citizens were moved by CH-53E helicopter from the American Embassy in Monrovia to Freetown, Sierra Leone. ship went dead in the water for 23.8 hours to conserve fuel. Embarked helicopters delivered 2,500 gallons of fuel to the American Embassy. The following day, 5 evacuees (3 Americans) were moved from the American Embassy to Freetown via CH-53E. Helicopter delivered 2,000 gallons of fuel from WHIDBEY ISLAND to the American Embassy. The ship conducted general quarters and 4 hours of BECCE's. Twenty-seven evacuees were moved from the American Embassy to Freetown via CH-53E. One-thousand gallons of fuel from the ship was delivered via CH-46. Condition 1A for LCAC operations was set for 4 hours, and both LCPL's were launched for coxswain training and diesel trend analysis.

The next day, a CH-53E delivered 3 doctors and 3,000 pounds of medical supplies from Freetown to the American Embassy in Monrovia. The CH-46 delivered 2,000 gallons of fuel from the ship to the Embassy. WHIDBEY ISLAND set condition 1A for a Sparrowhawk (Embassy reinforcement) drill, LCAC option, for one hour and was ready to launch in 24 minutes. On 5 October, the ship medevac'd a patient with chest pains and facial numbness from BARNSTABLE COUNTY to WHIDBEY ISLAND. The man was stable and in no apparent Enclosure (3)

danger. The ship remained dead in the water for four hours to conserve fuel.

On the following day, 32 evacuees (3 American citizens) were transferred from Embassy to Freetown via CH-53E. A second CH-53E arrived at Freetown to lift a 14,000 pound generator from Lungi Airport to USNS HENRY J. KAISER (T-AO 187) for further transfer to Also, the COMPHIBRON TEN four man Engineering the Embassy. Readiness Assistance Team (ERAT) arrived onboard. delivered 2,000 gallons fuel to the American Embassy from WHIDBEY ISLAND. The ship set condition 1A for LCAC operations for 3.5 The ship conducted ERAT in-brief and an engineering main hours. space walk-through. The ship was dead in the water for 8 hours to conserve fuel. WHIDBEY ISLAND conducted an underway replenishment with USNS HENRY J. KAISER on 7 October. In addition, the ship received 130 pallets of stores by vertical replenishment. engineering administration programs and material, electrical and damage control checks. The ship conducted a BECCE set, including a main space fire drill.

On 8 October, a CH-46 Helicopter transferred 2,000 gallons of fuel from WHIDBEY ISLAND to American Embassy in Monrovia. The CH-53E from Freetown attempted to lift the generator from USNS HENRY J. KAISER but dropped it into the sea in 400 fathoms. ERAT continued inspecting engineering programs and conducted a BECCE set, including a main space fire drill. On the following day, a CH-53E conducted one personnel, mail, cargo (PMC) flight to and Enclosure (3)

from WHIDBEY ISLAND, returning to Freetown with 27 evacuees (1 American citizen). ERAT conducted one BECCE set, including a main space fire drill. On 10 October, a CH-46 transferred 1,000 gallons of fuel from WHIDBEY ISLAND to the American Embassy. A CH-53E conducted one flight to and from WHIDBEY ISLAND, returning to Freetown with 6 evacuees (3 American citizens) from the Embassy. The ship set Condition 1A for LCAC operations for two hours and went dead in the water for 4.5 hours to conserve fuel. completed the ERAT assessment by conducting various engineering evolutions, administration review, a satisfactory full power run and on 11 October, held a debrief. A CH-53E conducted two flights between Freetown and MAMBA station, with ERAT departing in the morning and 30 evacuees (1 American citizen) in the afternoon. The ship was dead in the water for 8 hours to conserve fuel. A CH-46 transferred 3,000 gallons of fuel from WHIDBEY ISLAND to the American Embassy in Monrovia. The next day a CH-53E made one flight to MAMBA station returning to Freetown with 15 evacuees from the American Embassy. Also, the ship conducted LCAC operations for 2 hours and held a cake cutting ceremony on the messdecks to celebrate the Navy's 215th birthday. On 13 October, a CH-46 transferred 2,000 gallons of fuel from WHIDBEY ISLAND to the American Embassy. LCAC operations were conducted for 2 hours and flight deck crew training was held for 2 hours. Marines conducted MK-19 weapon firing on the flight deck for 2 hours. The following day the ship observed holiday routine and held a talent show on the Enclosure (3)

flight deck.

On 15 October, WHIDBEY ISLAND went dead in the water for 10 hours to conserve fuel. The following day, a CH-46 transferred 3,000 gallons of fuel from the ship to the Embassy and a CH-53E made two flights from Freetown to MAMBA station. A CH-53E lifted Ambassador Petterson and his party of five, 2,500 pounds of rice, and 7,500 pounds of cargo from Freetown to the American Embassy. French Secretary for Humanitarian Affairs Kouchner and his party of seven were transported to Freetown. Captain Grause returned from emergency leave and relieved Captain Drager as Commander, Joint Task Force, Sharp Edge. Commander Breitinger held an awards ceremony on the flight deck. The ship set condition 1A for LCAC operations for 2 hours and conducted one four hour BECCE set. On 17 October a CH-53 made one flight from Freetown to MAMBA station and back to Freetown with 32 evacuees, including 3 American citizens. A CH-46 transferred 1,000 gallons of fuel from WHIDBEY ISLAND to the American Embassy in Monrovia. The ship went dead in the water for 8 hours to conserve fuel.

On 18 October, a CH-53E made one flight from Freetown to MAMBA station and returned to Freetown with Ambassador Petterson. One CH-46 followed the CH-53 back to Freetown. A CH-46 transferred 2,000 gallons of fuel from WHIDBEY ISLAND to the American Embassy in Monrovia. COMJTF Sharp Edge went ashore to visit troops and the American Ambassador. The ship went dead in the water for 16 hours to conserve fuel. Enroute to Freetown on 19 October, Ambassador Enclosure (3)

De Vos, U.S. Ambassador to Liberia, visited WHIDBEY ISLAND. While onboard he addressed the crew and troops on the flight deck. Afterward, HMM 162 held a maintenance day so there were no further flight operations that day. WHIDBEY ISLAND participated in "divtacs" with BARNSTABLE COUNTY and then went dead in the water for 11 hours to conserve fuel. On 20 October, the ship observed holiday routine with no flight operations, but held small boat operations for a fishing trip and gig party. Also, the ship went dead in the water for 4 hours to conserve fuel. The next day, the ship conducted man overboard training. \$1,560 was reported missing from the Sales Office, taken the previous night. commenced a JAG investigation into the matter. A CH-46 transferred 2,000 gallons of fuel from WHIDBEY ISLAND to Monrovia, and the ship conducted night LCAC operations for 2 hours. During the evening, a Sparrowhawk drill with LCAC 10 with 37 minutes from alert to LCAC launch.

WHIDBEY ISLAND went dead in the water for 10.2 hours to conserve fuel. A CH-53E made two PMC flights from Freetown to MAMBA station to Freetown with a total of 7 evacuees (4 American citizens). A CH-46 transferred 2,000 pounds of fuel from WHIDBEY ISLAND to the Embassy. WHIDBEY ISLAND conducted Combat Systems Training Team (CSTT) training, conducted a 2 hit battle problem during 1.5 hours of general quarters. On 23 October, a CH-53E transferred 6 evacuees (3 American citizens). The ship held a CSTT drill for 1.5 hours and set Condition 1A for LCAC operations Enclosure (3)

for 5 hours. Additionally, 2 sets of BECCE's, including a main space fired drill, were conducted over 8 hours. The next day a CH-53E made one flight from Freetown to MAMBA station and back to Freetown with 16 evacuees (3 American citizens). transferred 2,000 gallons of fuel to the American Embassy. persons were medevac'd from BARNSTABLE COUNTY to WHIDBEY ISLAND. One person was released that day and the other, after recovering from a high fever, transferred to BARNSTABLE COUNTY on 31 October. The ship went dead in the water for 14.5 hours to conserve fuel. On 25 October, a CH-53E transferred 1 American citizen evacuee Freetown and a CH-46 transferred 2,000 gallons of fuel from WHIDBEY ISLAND to the American Embassy in Monrovia. The ship held a Close-In Weapon System (CIWS) practice firing and a live fire exercise using Lear Jet with a towed drone unit. The ship was dead in the water 6.8 hours to conserve fuel. On 27 October, WHIDBEY ISLAND received a satisfactory score in an electronic warfare exercise. They went dead in the water for 14 hours. A CH-46 delivered 2,000 gallons of fuel from WHIDBEY ISLAND to the American Embassy in The ship conducted a Sparrowhawk drill (LCAC option) Monrovia. and then set Condition 1A for LCAC operations for 3 hours to conduct navigation checks using satellite navigation equipment. The ship received a heat stress casualty from the American Embassy in Monrovia. The patient was reported in stable condition and was released from the medical ward the next day.

WHIDBEY ISLAND conducted an underway and vertical Enclosure (3)

replenishment with USNS HENRY J. KAISER on 28 October, receiving 206,121 gallons of F76 fuel, 30,741 gallons of F44 fuel, and 72 pallets of stores. On 29 October, the ship went dead in the water for 10.5 hours to conserve fuel. Rear Admiral Cressy, COMFAIRMED, and CTF 63/67, visited WHIDBEY ISLAND that afternoon for a familiarization tour and an LCAC ride. Later that day, a CH-53E transferred 14 evacuees (3 American citizens) to Freetown. On 30 October, Rear Admiral Cressy, Captain Grause and Major Hartley (Commanding Officer of Troops) visited BARNSTABLE COUNTY via CH-46 and then proceeded to the American Embassy to visit the Ambassador and the troops ashore. Following his Embassy visit, Rear Admiral Cressy flew to Freetown via CH-53E helicopter. A CH-46 transferred 2,000 pounds of fuel from WHIDBEY ISLAND to the American Embassy in Monrovia. The ship medevac'd a sailor with a head injury by CH-46 from BARNSTABLE COUNTY to WHIDBEY ISLAND. His condition was The ship set Condition 1A for 3 hours. stable. The following morning, the medevac'd sailor was transferred from WHIDBEY ISLAND back to BARNSTABLE COUNTY. The two ships conducted leap frogs for 2 hours.

NOVEMBER

WHIDBEY ISLAND continued operations as flagship for Commander, Joint Task Force, Sharp Edge in November. A CH-53E helicopter made one flight from Freetown to MAMBA Station with personnel, medicine, and rice for the American Embassy, Monrovia. A CH-46 lifted Chaplain Dang for services to the Embassy and returned with Ambassador De Vos to WHIDBEY ISLAND to meet with COMJTF Sharp Edge, the Commanding Officer, and to address the crew and embarked personnel. After lunch and a tour of the ship, Ambassador De Vos departed the ship on travel to the United States. In addition, the CH-46E helicopters transferred 3,000 gallons of fuel from the ship to the Embassy. A CH-53E transported 2,500 pounds of cargo for Sharp Edge units and returned to Freetown with 18 evacuees (6 American citizens). The ship conducted Ship's Self Defense Force (SSDF) training.

Early on 2 November, the ship set condition 1A for small boat operations for 3 hours for a Captain's Gig cruise to support the Combined Federal Campaign. The Gig also delivered parts to BARNSTABLE COUNTY. A CH-53E delivered 7,500 pounds of cargo to Sharp Edge units and returned to Freetown with no evacuees. The next day the ship set condition 1A for LCAC operations for four hours and conducted LCAC ECCT and DCTT training for two hours. Commander, Joint Task Force, Sharp Edge went to the Embassy to visit with the Charge d'affaires and troops ashore. The Commodore Enclosure (3)

returned to WHIDBEY ISLAND in the afternoon. The CH-46E transferred 22 pallets of Meals Ready to Eat (MRE's) from USS BARNSTABLE COUNTY to her relief, USS NEWPORT (LST 1179). The ship conducted U.S. Marine Corps and Sharp Edge turnover briefs onboard, and then BARNSTABLE COUNTY detached from Joint Task Force, Sharp Edge operations. On 4 November the ship observed holiday routine and Sea Service Deployment Ribbon day. Lieutenant accepted his permanent appointment to the rank of Lieutenant Commander.

The following day the ship held repair locker leader and repair chief training for two hours. A CH-53E made one flight from Freetown to MAMBA Station, delivering 18,000 pounds of medicine and rice, then returned to Freetown. The CH-46 also transferred 3,000 gallons of fuel and 1,000 pounds of food from WHIDBEY ISLAND to the American Embassy. Major George S. Hartley, Commanding Officer, Contingency MAGTF 3-90, visited troops embarked on NEWPORT. American Embassy, Monrovia Chief of Military Mission, Colonel Buttolph, visited COMJTF Sharp Edge onboard WHIDBEY ISLAND. A CH-53E made a second flight from Freetown to MAMBA Station with 1,000 pounds of cargo for Sharp Edge units. It returned to Freetown with 12 evacuees (4 American citizens). On 6 November the ship held DCTT training for two hours. A CH-46 transferred 2,000 gallons of fuel from WHIDBEY ISLAND to the Embassy. In addition, a CH-46 conducted night flight operations for night vision goggles (NVG) training. On 7 November the ship conducted general quarters for Enclosure (3)

two hours. Later that day a CH-46 transferred 2,000 gallons of fuel from WHIDBEY ISLAND to the Embassy. A CH-53E made one flight from Freetown to MAMBA Station with 1,000 pounds of cargo and one techrep for the Embassy. The command completed turnover of Marines ashore using CH-46 and CH-53E helicopters. The ship set Condition 1A for two and a half hours of LCAC night operations.

The following day a CH-53E made one flight from Freetown to MAMBA Station with 7,000 pounds of rice for the Embassy. A CH-46 made various flights to the NEWPORT and the Embassy. On the second flight from Freetown, the CH-53E delivered 2,000 pounds of cargo to MAMBA Station and then returned with 6 evacuees. WHIDBEY ISLAND conducted engineering watch station training, anti-mine gunnery exercises, and short range high speed .50 caliber gun surface engagement exercises. That evening the ship held a set of BECCE's. On 9 November, no flight operations were scheduled, so the aviation detachment maintenance crew performed repairs on the helicopters. The ship conducted one BECCE set. Early the following morning, the ship held ceremonies in celebration of the U.S. Marine Corps 215th birthday. That evening there was a cake cutting ceremony ashore A CH-46 transferred 3,000 gallons of fuel from and onboard. WHIDBEY ISLAND to the Embassy, and the ship set condition 1A for LCAC operations for 2.5 hours. On 11 November, "swing ship" was conducted to compensate the magnetic compass. The ship held a pie throw and skeet shoot on the flight deck for the Combined Federal Campaign (CFC). Repair locker leader and repair chief training was Enclosure (3)

held for 2 hours on the next day. A CH-53E made one flight from Freetown to MAMBA Station with 6,000 pounds of cargo in the morning. That afternoon a CH-46 transferred 2,000 gallons of fuel from WHIDBEY ISLAND to the Embassy, and a CH-53E made another flight with 4,000 pounds of cargo for Sharp Edge units. It returned to Freetown with 6 evacuees (2 American citizens). In the evening, the ship held one BECCE set, including a main space fire drill/general quarters. On 13 November WHIDBEY ISLAND a conducted combat Systems Training Team drill for two hours. The ship conducted SSDF training for 2 hours and set condition 1A for nearly three hours.

On 14 November, WHIDBEY ISLAND held repair locker leader, repair chief training for two hours. A CH-46 transferred 2,000 pounds of fuel from WHIDBEY ISLAND to the American Embassy in Monrovia and completed turnover of Marines ashore. The ship held Damage Control Training Team (DCTT) training for one hour on 15 A CH-53E delivered 6,000 pounds of cargo to MAMBA Station and then returned to Freetown. It made another flight from Freetown to MAMBA Station carrying 10,000 pounds of cargo for Sharp Edge units. COMJTF embarked in NEWPORT for a luncheon meeting that day. On 16 November, a CH-46 made one flight to the Embassy and The ship held repair locker leader and repair chief back. training, and conducted a Sparrowhawk drill with helicopter option. In addition, WHIDBEY ISLAND conducted a BECCE set with a main space fire drill. The following morning the ship again held general Enclosure (3)

quarters. Flights were conducted from WHIDBEY ISLAND to the Embassy via CH-46. The ship also set condition 1A for LCAC operations for 3 hours.

Early 18 November, WHIDBEY ISLAND conducted an underway replenishment with USNS JOSHUA HUMPHREYS (T-AO-188). The ship received 5,608 gallons of F-76 fuel, 726 gallons of F-44 fuel, 22 gallons of 9250, 39 gallons of 2190 and 143 pallets of cargo and stores. That night the ship steamed with USS NEWPORT and USNS JOSHUA HUMPHREYS. On 19 November, a CH-53E made one flight from Freetown to MAMBA Station with 12.5 Kilos of cargo for the Embassy and one medevac, Seaman , from HC-4, Freetown, who had a possible fractured ankle. He was x-rayed and released on the next flight to Freetown. The ship conducted repair locker leader and repair chief training, SSDF training, and stretcher bearer training, in addition to holding one BECCE set. CH-46's also transferred 2,000 gallons of fuel from WHIDBEY ISLAND to the Embassy. The next day the ship held engineering self-assessment training and conducted a fire drill for the at-sea fire party. On 21 November, WHIDBEY ISLAND conducted one BECCE set with a main space fire drill. A CH-53E made two flights from Freetown to MAMBA Station, delivering 8,000 pounds of cargo and humanitarian supplies for the Embassy on the first flight and 1,100 pounds of cargo for Sharp Edge units on the second flight. CH-46's transferred 2,000 gallons of fuel from WHIDBEY ISLAND to the Embassy and completed turnover of Marine forces ashore. The ship completed its Enclosure (3)

engineering self-assessment and held a debrief. The ship also conducted combat systems training with NEWPORT.

WHIDBEY ISLAND celebrated Thanksgiving on 22 November with a traditional feast on the messdecks, a gospel choir concert, whale watching, shark fishing and a full round of athletic activities. The following day a CH-53E made one flight to MAMBA Station carrying 3,000 pounds of Bennemix, 4,500 pounds of cargo for the Embassy and 2,200 pounds of cargo for Sharp Edge units. That day, the CH-46's transferred 2,000 gallons of fuel from WHIDBEY ISLAND The ship conducted repair locker leader/repair to the Embassy. chief and advanced damage control training. On 24 November, the ship conducted engineering maintenance and topside preservation, and engineering watch station training. CH-46's transferred 2,000 gallons of fuel from WHIDBEY ISLAND to the Embassy. In addition, the ship held helicopter NVG training for 3 hours and conducted a 3M self-assist. The self-assist was continued the next morning. A CH-53E made one flight to MAMBA Station, returning to Freetown with 9 evacuees (3 American citizens). CH-46's transferred 2,000 gallons of fuel from WHIDBEY ISLAND to the Embassy. HMM-162 also conducted a Sparrowhawk drill with helicopter option. The following day HMM-162 held a maintenance day for its detachment. The ship held boxing smoker competition on the flight deck, set condition 1A for night LCAC operations for 2.5 hours, and continued its 3M self-assessment. On 28 November, a CH-46 transferred 18 personnel and COMJTF Sharp Edge to the American Embassy for first Enclosure (3)

communion and confirmation of nine sailors and Marines with the Roman Catholic Archbishop of Liberia. CH-46's completed the turnover of Marines ashore and transferred 2,000 gallons of fuel from WHIDBEY ISLAND to the Embassy.

Commodore Grause addressed WHIDBEY ISLAND officers, sailors, and Marines on 29 November. The ship conducted one BECCE set, and CH-46's transferred 2,000 gallons of fuel to the Embassy. WHIDBEY ISLAND commenced turnover with USS NASHVILLE (LPD 13). The turnover brief was held onboard. A CH-53E made one flight to MAMBA Station with 11,000 pounds of cargo for the Embassy and three CH-46 rotor blades for NASHVILLE. It returned to Freetown with one evacuee. WHIDBEY ISLAND continued turnover with NASHVILLE on 30 November. CH-46's transferred BLT 3/8 and HMM 162 equipment, evacuation supplies, and ammunition between WHIDBEY ISLAND and NASHVILLE. A CH-53E made one flight to MAMBA Station carrying cargo and returned to Freetown with one evacuee. That evening the ship conducted one BECCE set for four hours.

DECEMBER

WHIDBEY ISLAND continued turnover with USS NASHVILLE (LPD 13) on December 1. In addition, the ship conducted a Comprehensive Communications Assessment (CCA) and set Condition 1A for LCAC operations for 2.8 hours to facilitate reconfiguration of LCAC preloads and conduct vehicle and LCAC maintenance. When WHIDBEY ISLAND finished turnover in the afternoon, COMJTF Sharp Edge shifted his pennant to USS NASHVILLE (LPD 13).

Upon detaching from Operation Sharp Edge early on 2 December, WHIDBEY ISLAND proceeded to the equator for "crossing the line" initiation festivities. Pollywog watches were set for King Neptune and his court's arrival. That afternoon the ship held a beauty contest, a wog dog show, and talent show. In celebration of the 118th consecutive day at sea since departing Moorehead City, the ship's Welfare and Recreation Committee provided two beers per man as authorized by Sixth Fleet during a party on the flight deck. At 0530 on 3 December, Neptunus Rex arrived to meet with Commander Breitinger, Miss Whidbey Island, the prize winning dog, and the royal court. As directed by Neptunus Rex, WHIDBEY ISLAND crossed the Equator and initiated 263 sailors and 380 Marines as "trusty Shellbacks". The ship observed Holiday Routine for the rest of the day.

After crossing the equator, WHIDBEY ISLAND proceeded directly to Las Palmas, Grand Canary Island from 4 through 9 December.

Enclosure (3)

During this period, the ship conducted one BECCE set for 4 hours with a main space fire drill, and then two four hour BECCE sets, including another main space fire drill. WHIDBEY ISLAND conducted an underway replenishment with USNS JOSHUA HUMPHREYS (T-AO 188) the evening of 7 December. The ship received 250,891 gallons of diesel fuel, 14,748 gallons of JP-5, and 108 pallets of stores. On 5 December, the ship commenced a two day safety standdown.

After 125 consecutive days at sea, WHIDBEY ISLAND moored at El Dique Generalismo in Las Palmas, Grand Canary Island early on 9 December. The crew and embarked personnel enjoyed three days of well-earned liberty in this international resort city. The Captain hosted a luncheon and ship's tour for the Provisional Governor, Spanish naval officers and other dignitaries on 10 December.

WHIDBEY ISLAND was underway from Las Palmas on 12 December enroute to Rota, Spain. A Diesel Material Assessment Team (DMAT) inspection commenced with a review of the engineering administration programs and hot and cold checks. The ship continued DMAT the following day with two sets of BECCE drills, including a main space fire drill, and completed review of its engineering administration programs. The ship also conducted a high power run.

WHIDBEY ISLAND completed the DMAT assessment and moored in Rota, Spain on 14 December. Inport Rota, the crew painted the starboard side of the ship and assisted in the reconfiguration of the Marine forces onboard. The ship set Condition 1A for LCAC Enclosure (3)

operations on 15 December for the entire work day to assist with the reconfiguration.

On 17 December WHIDBEY ISLAND was underway for Cartagena, The ship conducted a chemical, biological, radiological defense (CBR-D) drill during general guarters, and transited the Straits of Gibraltar the following day. Two days later the ship arrived at Cartagena, Spain for a restricted availability (RAV) and remained inport for the remainder of the holidays. On Christmas Eve, Chaplain and sixty sailors and Marines from the ship attended mass at Barrio de Santa Lucia Iglesia de Santiago Apostal in Cartagena, the oldest Roman Catholic Church in Spain. Christmas day, Chaplain conducted an ecumenical service at the church for WHIDBEY ISLAND personnel. It was the first ever to be held at the church. Later Christmas Day, parishioners from the church visited WHIDBEY ISLAND for cake, ice cream and a tour of the ship. Afterward, the crew celebrated Christmas with a traditional yuletide feast on the mess decks. While inport, crewmembers also enjoyed shopping tours and attendance at medieval banquets in Benidorm, Spain. In addition, the command held its semi-annual physical readiness test (PRT) from 28 to 30 December. ISLAND completed her restricted availability and was underway for St. Raphael, France on 31 December. The ship conducted a collision at sea drill, including general quarters and an abandon ship drill.