DEPARTMENT OF THE NAVY
USS MAHLON S. TISDALE (FFG-27)
FLEET POST OFFICE
SAN FRANCISCO, CA 96679-1483

IN REPLY REFER TO:
5000
CO/ 125
29 APRIL 1986

From: Commanding Officer, USS MAHLON S. TISDALE (FFG-27)
To: Director of Naval History (OP-09BH), Washington Navy Yard, Washington D. C. 20374

Subj: COMMAND HISTORY (REPORT SYMBOL 5750-1) FORWARDING OF

Ref: (a) OPNAVINST 5750.12C

Encl: (1) Basic History

1. In accordance with reference (a), enclosure (1) for USS MAHLON S. TISDALE (FFG-27) for the year ending 31 December 1985 is forwarded.

J. R. THOMPSON

Copy to:
COMNAVSURFPAC
COMDESRON SEVEN

COMMAND HISTORY FOR 1985
USS MAHLON S. TISDALE (FFG-27)

The year 1985 began for USS MAHLON S. TISDALE with the ship in homeport in San Diego, California, for a leave and upkeep period following the ship's return on 20 December 1985 from a deployment to the Western Pacific.

On 2 February 1985, the ship's first commanding officer, Commander Michael R. GOODWIN, USN, was relieved by Commander John R. THOMPSON, USN, at a change of command ceremony held onboard in San Diego, California.

During the month of February 1985, the ship performed plane guard duties for three days for USS KITTY HAWK and conducted six days of underway engineering casualty control drills in preparation for an imminent Operational Propulsion Plant Re-exam.

On 13 March 1985, while underway in the final stages of a Mobile Training Team Phase II visit, the ship was directed to return to port to make preparations for an unscheduled special operation. Five days later, the ship departed for a month long operation in Central American waters. The ship conducted coastal patrols off several Central American countries and made port visits to Rodman Naval Station in Panama and to Puerto Vallarta, Mexico. During the return transit from Panama, the ship embarked a U.S. Coast Guard Law Enforcement Detachment and conducted drug interdiction operations enroute to San Diego, California.

After a three week inport period for upkeep, the ship commenced five weeks of underway operations. From 6 May until 31 May 1985, the ship was underway for fifteen days in support of the operational testing of an improved version of the Close-In Weapons System (CIWS BLK-I). During this time, the ship conducted 138 tracking events against manned aircraft including supersonic targets and conducted nine actual firing events. The command provided an assessment of the operational suitability and effectiveness of the new system and an evaluation of the tactics proposed for its employment. During this period, the ship visited Monterey, California for the Memorial Day weekend.

On 2 June 1985, the ship proceeded to the Naval Weapons Station at Seal Beach, California to offload ammunition in preparation for the ship's first Selected Restricted Availability. Following the offload evolution, the ship participated in a Kernel Usher Amphibious Exercise as a member of the opposing force from 4 June until 10 June 1985. From 17 June until 6 September 1985, the ship was inport in San Diego, California undergoing a Selected Restricted Availability that involved extensive repair and modernization of the ship. In addition to the planned work, it was necessary to perform major repairs on the ship's main reduction gear. These repairs involved the removal and replacement of three high speed gear elements. In spite of this significant expansion of the scope of the work to be accomplished during the Selected Restricted Availability, the command succeded in completing the repair period on schedule.

On 26 June 1985, the command was awarded the 1985 Captain Edward F. Ney Memorial Award for excellence in food service. The ship was the Navy-wide winner in the medium afloat category. This award was based on the ship's success in a series of very demanding inspections during the preceding six months. The inspections covered the entire shipboard program for food service management and preparation.

The ship conducted sea trials on 6 September 1985 to verify that the ship's combat and engineering systems were fully ready following the Selected Restricted Availability. During the remainder of September, the ship conducted eleven days of underway engineering casualty control exercises in preparation for an Operational Propulsion Plant Re-exam scheduled for early December and onloaded ammunition at the Naval Weapon Station, Seal Beach, California on 13 September.

During October, the ship continued the extensive and very demanding material and administrative preparations required for an Operational Propulsion Plant Re-exam. This effort was complicated by the need to correct the many minor engineering and combat system problems discovered during the underway operations following the Selected Restricted Availability. The ship also conducted two weeks of underway engineering casualty control exercises during this month.

On 4 November 1985, the ship commenced an underway Mobile Training Team Visit in final preparation for the imminent Operational Propulsion Plant Re-examination. After returning to port on 8 November, following a successful week of drills and inspections, the ship was directed to get underway the following day to intercept and conduct surveillance of a Soviet intelligence collection ship which was approaching Southern California waters. In less than twenty-four hours, USS MAHLON S. TISDALE had recalled the crew from weekend liberty and departed port. The Soviet AGI was intercepted over two hundred miles at sea by USS MAHLON S. TISDALE and kept under close surveillance for the next two weeks. The ship was commended by the Commander, Naval Intelligence Command for providing "invaluable intelligence data on high interest Soviet equipment and operations" as a result of the ship's very successful intelligence collection efforts during this surveillance operation. Following the ship's return to port on 21 November 1986, the command was directed to make preparations for a five week operation in Central American waters commencing in late December.

From 6 December until 18 December, the ship was drydocked in the floating drydock STEADFAST in San Diego, California for underwater repairs. The ship spent the remainder of the month making final preparations for Central American operations. On 30 December 1985, USS MAHLON S. TISDALE departed San Diego, California enroute to Panama with a US Coast Guard Law Enforcement Detachment embarked to conduct drug interdiction operations for the next five weeks. On New Year's Eve, the crew of USS MAHLON S. TISDALE welcomed the new year at Latitude 23-40 North and Longitude 113-20 West while proceeding on a southerly course.