Peace Depot Working Paper No.2 E

Missile Defense Operations of US Aegis Ships Based in Japan

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Missile Defense Response to the July 5, 2006 North Korean Missile Test by US Naval Vessels Home-ported at Yokosuka

by Hiromichi UMEBAYASHI
Peace Depot

Summary

For many years, Peace Depot has studied US Navy internal documents, and over the past year, one research theme has been the activities of Aegis-equipped ships based in Yokosuka engaged in missile defense duties. This analysis of the activities of the US 7th Fleet around the time of the July 5, 2006 North Korean missile tests is part of this work. This study draws together the results of analysis from the US Navy command histories and deck logs.

The command histories, together with the Congressional testimony of the head of the US Missile Defense Agency, demonstrate that US Navy Aegis-equipped ship patrols in the Sea of Japan after October 1, 2004 are a part of US national missile defense operations that assume the possibility of a North Korean missile attack on the American mainland – specifically long range surveillance and tracking of missiles. These records clearly show that the USS *Curtis Wilbur* and the USS *Fitzgerald* were the first and second ships respectively designated with this duty. For the first time, the command histories clearly specify the purpose of these patrols.

The results of the survey of the deck logs of the three Aegis-equipped ships home-ported at Yokosuka – the *Curtis Wilbur*, the *Fitzgerald* and the *John S. McCain* (hereafter, *McCain*) – show that the three ships were engaged in duties related to the July 5th North Korean missile tests. The records reveal for the first time that the US Navy established Ballistic Missile Defense Operation Areas in both the Sea of Japan (East Sea) and in the Pacific Ocean. These Operation Areas are located on an almost direct line with the US X-Band radar deployed at the Shariki Communications Base, Tsugaru City, Aomori. The Sea of Japan BMD Operation Area is approximately 285 km west of the Matsumae Peninsula in Hokkaido, and the Pacific BMD Operation Area is about 270 km east of Kujikaigan in Iwate Prefecture. The Aegis ships were on standby in two extremely small maritime zones about 30 kilometers across. Although the ships were on station for about three weeks, they finished the launch monitoring duty in the middle of the night next day of the launch. So for the first time the location and duration of BMD duty of these Aegis-equipped vessels has been clearly identified in this study.

This deck log data corroborates the evidence from Congressional testimony and from the command histories that the purpose of these interconnected BMD missions across the northern tip of Honshu, Japan is for the missile defense of the United States proper. The specific formation of this deployment is consistent with an assumption by the US military of a possible North Korean targeting of Hawaii with a Taepodong-2 missile.

These operations by US naval vessels home-ported in Yokosuka tasked with direct

defense of the US itself are an absolutely new development, one not provided for under the Japan-USA Mutual Security Treaty. This matter must be fully discussed from the viewpoint of the "rule of law" of military activities under the international treaty.

Research Method

A request for inspection of documents was made to the US Naval Historical Center in Washington DC. The research took place on the period from November 2005 to October 2006. The deck logs discussed here were obtained in October 2006.

Command histories are required statements recording the important activities and events of a ship in the preceding year. Notwithstanding the fact that writing the command history is a specified responsibility of the ship's commander, there are many cases where a ship's command history is missing.

Details of a ship's location in latitude and longitude are recorded in the deck log three times a day (0800, 1200, and 2000). In addition, the logs contain information about the ship's navigation, its contacts with other ships, and any accidents etc. on board.

Discoveries from the Command Histories

The 2004 command histories of the *Curtis Wilbur* and the *Fitzgerald* were obtained. The command history for the *Curtis Wilbur* recorded the ship's careful preparations as the US Navy's "first active Ballistic Missile Defense (BMD) ship" (see Attachment 1). It stated that "in mid-July after months of strenuous installations and training CURTIS WILBUR put to sea to test its BMD equipment and theory", and following another two months of BMD preparations moved to the Sea of Japan to begin "the first ever BMD patrol". "October 1st found CURTIS WILBUR on station and radiating its modified SPY-1D radar over North Korea in defense of the United States."

Similarly, the *Fitzgerald* 2004 command history stated that from January to March 2004 the ship was in its homeport of San Diego undergoing refitting for BMD-capability, and in September moved to its new homeport in Yokosuka. The command history then records that through its patrols in the Sea of Japan in November and December, the *Fitzgerald* became "the second ship to participate in the national Ballistic Missile Defense Limited Defense Operations (LDO)" (see Attachment 2).

This information from the command histories closely corresponds with Congressional testimony given in May 2005 by the Director of the Missile Defense Agency Henry A. Obering III, Lieutenant-General U.S. Air Force. In brief, Obering stated that the Aegis ships started deployment in the Sea of Japan to establish "a limited defense capability for the United States against a long-range North Korea missile threat" and "to provide long-range surveillance and tracking data to their (our) battle management system" (See Attachment 3).

Together with the corroborating evidence of this testimony, the annual record by the commanders of the ships that actually carried out the missile defense duty from Yokosuka proves that Japan has been made into a stronghold for operations directly in defense of the United States itself. Also the command history confirmed the names of the first and second ship for the duty. (As our earlier study showed, these ships were also followed by the third ship, the *McCain*.[1])

[1] See the second article of this working paper.

We should naturally anticipate that this basic duty would also be carried out in June-July 2006 at the time of the Taepodong 2 missile launch by North Korea.

Deck Logs Information

1. Voyages/Cruises

On June 10th, all Aegis destroyers based in Yokosuka with the exception of the USS Stethem, which was undergoing repairs at the time, left Yokosuka as part of the *Kitty Hawk* Strike Group, heading for waters off Guam. The *Fitzgerald* deck log for June 11th records that the ship "is steaming with the USS *Kitty Hawk* (CV-63), USS *Cowpens* (CG-63), the USS *Curtis Wilbur* (DDG-59), the USS *Lassen* (DDG-82), USS *John S. McCain* (DDG-56)" (see Attachment 4[2]).

The first to record the BMD duty in this time period was the *Fitzgerald*. The ship returned to Yokosuka with rudder damage, and immediately after leaving port at 14:25 on June 14th, the deck log recorded the ship as sailing "From Yokosuka, to BMD" (see Attachment 5). After this the *Fitzgerald* transited the Tsugaru Strait, proceeding straight for the Sea of Japan, and on June 16th entered what was to be identified as the Japan Sea BMD Operation Area. The *Fitzgerald* remained on station in this Operation Area (often with its engines stopped), from this time until very early morning of July 7th, the night after the North Korean missile test, when it departed for its homeport of Yokosuka. The *Fitzgerald* was thus on station in the Operation Area for 21 days. Attachment 6 shows the location of the ship as recorded in the deck log.

On June 15th, the day after the *Fitzgerald* left Yokosuka for BMD duty, the *Curtis Wilbur* deck log records the ship as traveling from "Modloc [Modular Location] FDM, To BMD", meaning it was moving from the Farallon de Medinilla Target Range (FDM)[3] Modular Location [Modloc] Operation Area just north of Guam to BMD duties (see Attachment 7). Perhaps the two ships received BMD deployment orders about the same time. On June 18th 03:20 the deck log recorded "Enter BMD Box" as the ship entered the BMD Operation Area, the location later identified as the BMD Pacific Operation Area (See Attachment 8). On June 26 the *Curtis Wilbur* deck log recorded that the ship was moving "From BMD to New BMD", traversing the Tsugaru Strait and entering the Japan Sea BMD Operation Area (see Attachment 9). The ship then stayed on this station until July 6th, and headed for Yokosuka the next morning. The chart in Attachment 10 shows the *Curtis Wilbur's* path.

The *McCain*, previously also in waters off Guam, arrived in the Pacific Operation Area just as the *Curtis Wilbur* left that area for the Japan Sea Operation Area. Early on the morning of June 24th, the *McCain's* deck log recorded the ship moving "From Guam OPAREA [Operation Area], Entering Tsugaru Straits" (see Attachment 11). The *McCain* entered the Pacific Operation Area (sometimes recorded as "the Tsugaru straits", or as "waters near the entrance to the Tsugaru straits" in spite of the fact that the location is more than 300 km distant from Tsugaru Strait) on June 26th and remained in the area until it departed for Yokosuka early on the morning of July 7th. The chart in Attachment 12 shows the track of the *McCain*'s voyage.

With this rotation, the *Curtis Wilbur* and the *McCain* were on station for a total of 19

[2] The deck log then erroneously states "currently operating in the sea of Japan." The coordinates given place the ship in the pacific.

[3] The Farallon de Medinilla, an uninhabited island, is the Pacific Fleet's only U.S.-controlled range located 150 miles north of Guam.

days in the Pacific BMD Operation Area.

The *Lassen*'s deck logs showed that it did not participate in BMD operations. After its activities with the Kitty Hawk Strike Group in waters near Guam the *Lassen* headed for Sasebo, which is close to the Korean Peninsula, and arrived there on June 29th. But even though no North Korean test launch had yet taken place, it left Sasebo for Yokosuka the next day, and remained there until July 8th.

To make these comings and goings more readily understandable, summary data from the deck logs is set out in Attachment 13: "Deck log summaries for missile defense duty in response to North Korean missile launch: June 11th, 2006 – July 8th, 2006."

2. Operation Areas

When the latitude and longitude of the daily positions of ships are plotted on a map, it immediately becomes clear that the ships on BMD duties stayed within very narrow areas. These locations are generally recorded in the deck logs as "BMD Op. [Operational] Area" (sometimes "Station", "Box", or "Modloc"). To specify these locations more clearly, detailed charts showing the plotted paths of the ships on station have been arranged in separate charts for three successive periods: between June 15th and July 7th.

a. Detailed Chart I (Attachment 14), covering the period June 15th - June 25th, shows the paths of the *Fitzgerald* and the *Curtis Wilbur*.

b. Detailed Chart II (Attachment 15), covering the period from June 26th to 06:00 on July 5th, just after the launch of the Taepodong II at 5 am, shows the *McCain* as well as the *Fitzgerald* and the *Curtis Wilbur* together on station.

c. Detailed Chart III (Attachment 16) covers the brief period following confirmation of the Taepodong II launch from 06:00 on July 5th to July 7th, the end of the BMD mission.

Two very concentrated Operation Areas can be defined in Detailed Charts I and II as shown below. Although the daily plotted positions overlap each other and may be a little difficult to follow, it is remarkable to see how densely those plotted ship positions are concentrated in the two narrow sea areas over a 20-day period. One can see some short trips from those concentrated area to slightly separated locations: these were for underway replenishment and other unidentified activities at separate rendezvous points.

1. BMD Japan Sea Operation Area
   41o28' north, 136o32' east.
   About 30 km across.
   About 285 km west of the west coast of the Matsumae Peninsula, Hokkaido.

2. BMD Pacific Operation Area
   40o12' north, 145o00' east
   About 30 km across.
   About 270 km east of the coast of Kuji, Iwate prefecture.

A third area can also be identified. Immediately following the launch of the Taepodong II at about five in the morning of July 5th the *Curtis Wilbur* and the *Fitzgerald* concentrated on a small area in the Japan Sea about 40 km east of the center of the

above Japan Sea Operation Area, at 41o25' north, 137o00' east. This was probably related to a certain after action measure, for instance to avoid troubles with any possible violation of the EEZ mid-point line between Japan and Russia.

The Japan Sea and Pacific Operation Areas are almost on a direct line that transects the Shariki Communications Base, Tsugaru City, Aomori Prefecture where the US X-band radar has been deployed, about 320 km and 400 km from Shariki respectively. The US X-band radar at Shariki, established for BMD purposes according to the agreement between Japan and the US in the recent negotiations on the US Forces realignment, reportedly began operations in June, sooner than schedule, to respond the anticipated North Korean missile launch.

3. The records for July 5th.

Since deck logs are not records of mission objectives, there is almost no mention of BMD activity in relation to the July 5th North Korean missile launch. However, at 5 am, that is, at the time of the third missile launch, the Taepodong II launch, there was the following series of entries in the *Fitzgerald's* deck log (see Attachment 17):

> 05:00 IR [infra-red] data received.
> 05:03 North Korean missile launched.
> 05:04 Missile exploded 40 seconds after launch.

This description confirms very interesting fact that the Aegis ship was connected to a direct satellite data and communication link while on station and could know not only launch but also explosion almost instantaneously.

4. Liaison with the Self Defense Forces.

The deck logs mention link-ups with the JMSDF (Japan Maritime Self Defense Force) refueling vessel *Hamana* (AOE424) and the JMSDF Aegis-equipped destroyer *Kongo* (DD173).

The *Hamana* carried out underway replenishment of the *Curtis Wilbur* on two occasions. The first was on the night before the *Curtis Wilbur* moved from the Pacific Operation Area to the Japan Sea Operation Area, over three hours from 18:44 to 21:59 on June 25th (see Attachment 18). The deck log records "From BMD To RAS with HANAMA" [RAS = Replenishment at Sea][4].

The second replenishment took place on June 27th in the Japan Sea Operation Area, over two hours from 18:54 to 20:51. There is a question as to whether or not these replenishment activities are violations of the Acquisition and Cross-Servicing Agreement [ACSA][5].

The *Kongo* linked-up with the *Fitzgerald* early on the morning of June 20th in the Japan Sea Operation Area. Chief Operations Specialist Madott was moved from the *Kongo* to the *Fitzgerald* (see Attachment 19).

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[4] The deck log misrecords "*Hanama*" for "*Hamana*." The JMSDF was recorded as "JDF."
[5] The Japan-US ACSA amended in 1999 and 2004 allows logistical mutual provision and cross-service between the two armed forces only under circumstances such as joint exercises, UN PKOs and legally defined situations such as armed attacks against Japan and significant situations in areas surrounding Japan.

05:39 Boat deck manned and ready.
05:40 Saber is in the water ["Saber" = name of an assault craft]
05:44 Saber is away.
05:51 Saber is en route to Kongo for pax transfer - OSC Madott.
05.56 Saber is alongside Kongo.
05.59 Saber is disembarked.
06.05 Saber is alongside.
06.07 Saber is at the rail, OSC Madott is onboard.
06.09 Saber in the skids

This is a concrete example of the *Kongo* working and communicating together precisely with the *Fitzgerald*. Most likely MSDF personnel were receiving one-on-one operational technical training.

Conclusions.

One extremely interesting analytical issue is the basis for the establishment of the Japan Sea and Pacific BMD Operation Areas. Geography is part of the reason, but not the complete explanation. But a reliable analysis is possible by taking into consideration the *Curtis Wilbur* and *Fitzgerald* command histories and their corroboration by the 2005 Congressional testimony of the head of the Missile Defense Agency, Henry A. Obering III, and the operational activities of the Aegis ships shown in their deck logs.

The chart in Attachment 20 shows the location of the two Operation Areas, their alignment with Shariki, and also shows the Great Circle route from the North Korean Musudanri missile base to Honolulu, as well as the splashdown point for the 1998 Taepodong I launch. The chart in Attachment 21 shows the Great Circle routes from Musudanri and Kittaeryong to other potential US and Okinawan targets, as well as the splashdown area for the missiles other than Taepodong II that were tested on July 5, 2006.

1. Missile Course

The two Operation Areas in the Japan Sea and the Pacific make sense in relation to the possible defense of Hawaii. The three radars – Shariki, together with the Aegis ships in the two Operation Areas – together cover the Great Circle route to Hawaii, especially at points where a long-range missile from North Korea is still in the second stage or third stage acceleration, when interception is theoretically more likely.

The three Aegis ships on station were carrying out long-range surveillance and tracking duties, even though at present they lack intercept capacity. The important point to understand is that this formation of radar sites is the source of data supplied for the missile defense of the United States proper/mainland, and consequently is tied to the entire combat system (see Obering's testimony in Attachment 3). By supplying missile trajectory data to the Shariki radar base, the Japan Sea and Pacific Aegis ship deployments were intended the Shariki X-band radar facility's very high capacity for missile discrimination extend for the longest period possible.

The flight path of the 1998 Taepodong I launch could be an important reference. There was a possibility of a southward curving trajectory for the missile launch to due east, as happened on the occasion of the Taepodong I launch, or launch test pretending to be satellite launch.

2. Position

In the event of an attack towards the US west coast, deployment in the Japan Sea in the most westerly position possible is desirable. But, given the position of the mid-point line between Japanese and Russian EEZs, the Japan Sea Operation Area is at its most westerly possible location. It is possible the location of the Pacific Operation Area, exactly 400 km from the Shariki radar site in some way reflects the performance of the radar facilities, but this is not certain.

Apart from these considerations, it is also important to consider the present locations from the point of view of intercept simulations. As already mentioned, although the three Aegis ships involved in the BMD duties only possessed long-range surveillance and tracking capacity, the US Navy Aegis cruiser USS *Shiloh* has since been deployed to Yokosuka, and it possesses an interception capacity. Also, there has been a report that two destroyers, *Curtis Wilbur* and *Stethem*, were to be upgraded to interception capability by the end of 2006. It is possible, therefore, that the US used the North Korean missile launch to train for an interception drill. In the standard understanding of missile defense, the possibility of interception is greatest in the boost phase and the second stage and third stage acceleration when the rocket is moving relatively slowly and the heat plume of its rocket motor is most visible. It is possible that this was a factor in deciding the location of the Operation Areas.

3. Rule of law

It is impossible to avoid the conclusion that the present missile defense arrangement, which covers only very northern tip of Honshu (Mainland Japan) with two MD operational sea areas on the western and eastern sides of the Shariki X-band radar, is intended for the missile defense of the US proper including Hawaii. That it is secondarily connected to the defense of Japan is just an excuse and does not alter this primary fact. Since this is even admitted in Congressional testimony, a plea of alternative interpretations is unpersuasive.

There is in fact a recurring problem of the Japanese government failing to prevent, and indeed, permitting the US military in Japan violate the provisions of the Japan-US Mutual Security Treaty, specifically Article 5 (the defense of the Japanese territorial area) and Article 6 (the Far East clause).[6] There has been a series issue of US bases in Japan being developed into frontline bases and supply bases for Afghanistan, Iraq, and the Persian Gulf. However, this time the situation is different. The use of US bases in Japan directly for the defense of the United States proper is something quite new. Strict rule of law must be followed in relation to the military, and particularly in case of a foreign military using the territory of an independent state. This is the foundation of civilian control.

The government and the Diet should not ignore the implications of this research. After North Korean nuclear test in October 2006, there is a political atmosphere in Japan that Japan should not demand anything inconvenient to the US military force in Japan

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[6] Treaty Of Mutual Cooperation And Security Between Japan And The United States Of America, Article V: "Each Party recognizes that an armed attack against either Party in the territories under the administration of Japan would be dangerous to its own peace and safety and declares that it would act to meet the common danger in accordance with its constitutional provisions and processes." Article VI: "For the purpose of contributing to the security of Japan and the maintenance of international peace and security in the Far East, the United States of America is granted the use by its land, air and naval forces of facilities and areas in Japan."

so as to give them freer-hand to protect Japan. However, it is more necessary than ever in this circumstance to reaffirm the importance of keeping the military strictly within the rule of law.

Acknowledgement

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Attachment 1

DEPARTMENT OF THE NAVY

USS CURTIS WILBUR (DDG 54)
FPO AP 96663-1272

1000
DDG 54/Ser 047
20 Mar 05

From: Commanding Officer, USS CURTIS WILBUR (DDG 54)
To: Naval Historical Center, Washington Navy Yard

Subj: COMMAND HISTORY FOR 2004

Ref: (a) OPNAVINST 5750.12H

Encl: (1) Command Organization
(2) Chronology 2004
(3) Narrative History
(4) Commanding Officer Biography
(5) Change of Command Ceremony Pamphlet

1. Pursuant to reference (a), enclosures (1) through (5) comprise the 2004 calendar year history of USS CURTIS WILBUR (DDG 54).

J. T. SAUER III

Commodore Perez came aboard to witness the changing of CURTIS WILBUR's command from Commander A. J. Abramson to Command J. T. Lauer. On March 29th, 2004 in a ceremony rolling in the waves of the Sea of Japan the crew of CURTIS WILBUR welcomed a new Captain and said farewell to another.

The next stop for CURTIS WILBUR was a port visit in the other United States Navy base in Japan at Sasebo. Over the span of a week CURTIS WILBUR conducted some much needed repairs to its engineering plant as well as giving the crew some much needed time ashore following its time off Korea. Soon after, CURTIS WILBUR returned home to Yokosuka in late April to begin months of preparations to become the Navy's first active Ballistic Missile Defense (BMD) ship.

For the next three months CURTIS WILBUR underwent extensive alterations to its communications and combat systems suites in preparation for the first BMD patrol. With the assistance of experts from Port Hueneme Naval Surface Warfare Division, Ship Repair Facility Yokosuka, and Center for Surface Combat Systems Yokosuka, CURTIS WILBUR was able to transform both its equipment and training to prepare for this vanguard deployment. CURTIS WILBUR sailors used their expertise to not only learn their new equipment and mission but to also expand upon it and establish doctrine and training for other BMD ships to follow.

In mid-July after months of strenuous installations and training CURTIS WILBUR put to sea to test its BMD equipment and theory and also to conduct its Destroyer Squadron 15 Mid-Cycle Assessment. With both evolutions passed and validated CURTIS WILBUR sailed south toward a groundbreaking and unprecedented port visit to Da Nang, Vietnam.

As only the second United States Navy ship to visit Vietnam in thirty years, CURTIS WILBUR sailors were more than aware as to the uniqueness of the port visit and the opportunities it offered. CURTIS WILBUR sailors made most out of their time conducting numerous site sightseeing and shopping tours. Several receptions and community projects helped to reawaken and strengthen ties that had not existed in Da Nang since the American departure in 1973. Through five miraculous days CURTIS WILBUR sailors had the experience of a lifetime opening new doorways for their country and themselves.

Following Da Nang, CURTIS WILBUR returned to Yokosuka for another two months of BMD preparations. Using much the same regimen as the early spring, CURTIS WILBUR continued with the extensive installations and training that was needed. The first ever BMD patrol began the last week of September as CURTIS WILBUR sailed north from Yokosuka bound for the Sea of Japan.

October 1st, 2004 found CURTIS WILBUR on station and radiating its modified SPY-1D radar over North Korea in defense of the United States. Through two weeks of this proof of concept patrol CURTIS WILBUR avoided the swipes of both the BMD critics and two typhoons to provide the best possible coverage for this new mission.

Attachment 2

DEPARTMENT OF THE NAVY
USS FITZGERALD
FPO AP 96665-1280

IN REPLY REFER TO:
5750
Ser DDG 62/ 295

APR 2 1 2005

From: Commanding Officer, USS FITZGERALD (DDG 62)
To: Director of Naval History, Washington, DC

Subj: SUBMISSION OF COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12H

Encl: (1) USS FITZGERALD Command History 1 January 2004 to 31 December 2004
(2) Command History 3½" Disk
(3) Welcome Aboard Pamphlet
(4) USS FITZGERALD Photograph

1. Pursuant to reference (a), the enclosures (1) through (4) are submitted.

E. SMITH

Copy to:
COMDESRON FIFTEEN
COMNAVSURFPAC
COMPACFLT

successful INSURV inspection in June, sixty percent of the crewmembers from USS O'BRIEN (DD 985), previously forward-deployed to Yokosuka, Japan, swapped over to FITZGERALD in a "Super Sea Swap." Following a two-week transition period, FITZGERALD completed a successful Command Assessment of Readiness and Training (CART) II/Initial Assessment (IA) visit by Afloat Training Group, Pacific (ATGPAC) and rolled into an intensive and compressed nine-week Unit Level Training Phase. Due to the large crew turnover, the ship was required to re-certify in all nineteen SURFORTRAMAN certification areas, achieving Training Level (TL) I proficiency in 17 of 19 certification areas to achieve an overall C2 rating. FITZGERALD completed Final Evaluated Problem on 3 September and transited west, arriving in Yokosuka, Japan on 30 September. Of note, FITZGERALD completed the first Tactical Tomahawk Weapon Control System (TTWCS) Pacific Fleet Cruise Missile Tactical Qualification, Tomahawk (CMTQ-T) and CMTQ in two consecutive weeks with her Combat Systems Training Team (CSTT) packages have become the Fleet's standard.

FITZGERALD's Supply Management Inspection (SMI) was completed in November with grades of 92.97% for Stores, 93.71% for Food Services, 95.48% for Retail Operations, OUTSTANDING for Disbursing management, and OUTSTANDING for Postal Management.

At the same time, FITZGERALD was the winner of the Commander, Pacific Fleet Retention Excellence Award for FY04. Commander, Destroyer Squadrons TWO THREE and FIFTEEN recognized FITZGERALD Sailors with two Destroyer Squadron Sailors of the Quarter and two Junior Sailors of the Quarter in 2004.

At the close of November and through 19 December FITZGERALD was the second ship to participate in the national Ballistic Missile Defense Limited Defense Operations (BMD LDO). For weeks FITZGERALD kept vigilant guard and remained undetected while helping refine the Navy's role and experience in BMD LDO.

FITZGERALD continued her fruitful Partnership in Education program with Solana Beach Elementary School while in San Diego, where Sailors spent numerous hours visiting and interacting with the elementary students. In April 2004, over forty-two crewmembers participated in a massive Community Relations project during a port visit to Puerto Vallarta, where the exterior of a two-story elementary school was repainted. In Yokosuka, FITZGERALD Sailors continued to serve their community helping with the clean-up of a local cemetery and donating over 49,000 yen to victims of the recent earthquake in Niigata, Japan. During her recent port visit to Pusan, over thirty FITZGERALD Sailors volunteered to help with the clean up of a local orphanage and visit with the children there. Additionally, the crew donated over $9,250 to the Navy and Marine Corps Relief

Attachment 3

Congressional testimony (exerpts)
by the Director of the Missile Defense Agency, Lt-Gen. Henry A. Obering III, USAF
House Armed Services Committee, Subcommittee on Strategic Forces.
March 15, 2005

Missile Defense Approach—Layered Defense
With the initial fielding last year of the Ground-based Midcourse Defense and Aegis surveillance and track capabilities of this integrated system, **we are establishing a limited defensive capability for the United States against a long-range North Korean missile threat.** At the same time, we are building up our inventory of mobile interceptors to protect coalition forces, allies and friends against shorter-range threats. With the cooperation of our allies and friends, we plan to evolve this defensive capability to improve defenses against all ranges of threats in all phases of flight and expand it over time with additional interceptors, sensors, and defensive layers. . .

Initial Fielding of Block 2004
We stated last year that, by the end of 2004, we would begin fielding the initial elements of our integrated ballistic missile defense system. We have met nearly all of our objectives. We have installed six ground-based interceptors in silos at Fort Greely, Alaska and two at Vandenberg Air Force Base in California. We completed the upgrade of the Cobra Dane radar in Alaska and the modification of six Aegis ships for long-range surveillance and tracking support. These elements have been fully connected to the fire control system and are supported by an extensive command, control, battle management and communications infrastructure. . .

Since October 2004, we have been in a “shakedown” or check-out period similar to that used as part of the commissioning of a U.S. Navy ship before it enters the operational fleet. We work closely with U.S. Strategic Command and the Combatant Commanders to certify missile defense crews at all echelons to ensure that they can operate the ballistic missile defense system if called upon to do so. We have exercised the command, fire control, battle management and communication capabilities critical to the operation of the system. **The Aegis ships have been periodically put on station in the Sea of Japan to provide long-range surveillance and tracking data to our battle management system.**

Attachment 4

OPNAV 3100/99 (Rev. 7-84)
SIN 0107-LF-031-0498

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY		CLASS	HANDL
DDG	62	06	06	I	11	E	U	/

USS FITZGERALD

AT/FROM SEA OF JAPAN

TO

POSITION ZONE TIME	POSITION ZONE TIME	POSITION ZONE TIME	LEGEND
0800 L BY	1200 L BY	2000 L BY	1-CELESTIAL 2-ELECTRONIC 3-VISUAL 4-D.R.
A BY	A BY	A BY	

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
0001					2200 - 0700 (CONT'D)
					ASSUMED THE WATCH UNDERWAY AS BEFORE. STEAMING WITH
					USS KITTY HAWK (CV-63), USS COWPENS (CG-63), USS CURTIS
					WILBUR (DDG-54), USS LASSEN (DDG-82), USS JOHN S. MCCAIN
					(DDG-56). CURRENTLY OPERATING IN THE SEA OF JAPAN.
					ENGINEERING PLANT STATUS IS AS FOLLOWS: GTM'S 2A+1B
					ONLINE, GTG'S 3+1 ONLINE, A/C UNITS 3+4 ONLINE,
					CHS PUMPS 2,3+5 ONLINE, FIRE PUMPS 2+6 ONLINE.
					CMCON CONDITION DELTA IS SET THROUGHOUT THE SHIP
					ALONG WITH CONDITION OF READINESS II AND MATERIAL
					~~CONDITION~~ CONDITION MODIFIED ZEBRA IS SET. THE
					SHIP IS DARKENED WITH THE EXCEPTION OF THE NAV
					LIGHTS WHICH BURN BRIGHT THROUGHOUT THE NIGHT.
					THE OOD IS LTJG KERNS. THE CO IS ON THE BRIDGE
	R280				296 PSTGC.
	AAS		17		
0002	S278				
	AAS		16		
	R282				
0003	R284				
0004	L282				
0005	S280				
0007	AAS		15		
	S281				291 PSTGC.
0008	AAS		17		
	L278				
0009	R282				CRITICAL FAULT IN STEERING MODE.
0012	L280				
0014	R282				292 PSTGC.
0015	R284				
0016	AAS		19		
0017	L278				
	AAS		18		
018	AAS		15		
0019	R281				291 PSTGC.

REPORT SYMBOL OPNAV 31-10	IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE	IF CLASSIFIED STAMP SECURITY MARKING HERE

Attachment 5

OPNAV 3100/99 (Rev. 7-84)
S/N 0107-LF-031-0498

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

	SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY		
U A	DDG	62	06	6	I	17	E	

USS FITZGERALD
FROM AT Yokosuka, Japan
BMO

CLASS	HANDL
U	/

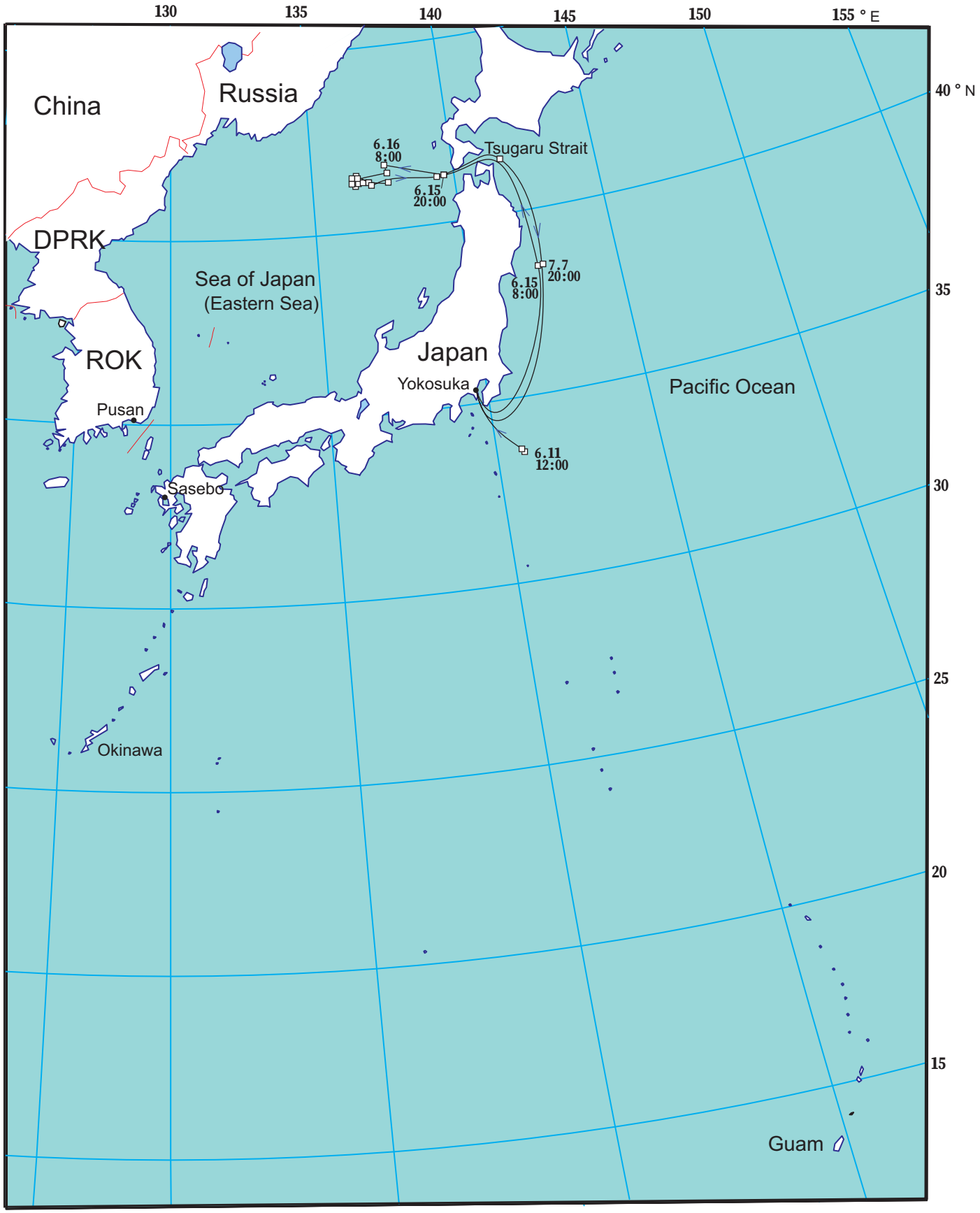
POSITION 0800 ZONE	TIME	POSITION 1200 ZONE	TIME	POSITION 2000 ZONE	TIME	LEGEND
L	BY	L	BY	L	BY	1-CELESTIAL 2-ELECTRONIC 3-VISUAL 4-D.R.
A	BY	A	BY	A	BY	

TIME	ORDER	CSE	SPEED	DEPTH / RECORD OF ALL EVENTS OF THE DAY
1425	R15R			
	AAM			
	R10R	175		
	R15R	195		205 PSTGC
1427	L5R			
	R5R	195		205 PSTGC
1428				Secure from sea and anchor
1429				Secure standby side party [illegible]
1430	R10R	204		PSTGC 213
1432				Set weapons, [illegible] 2
	L5R	206		216 PSTGC
1435	L8R	196		206 PSTGC
1443	R10R	205		217 PSTGC
45				CO is off the Bridge
1448				Chief Eng assumes con
1450	R5R	208		220 PSTGC
1455	R10R	215		227 PSTGC
	R10R	224		232 PSTGC
1502	L15R	180		185 PSTGC
1505				Navigation detail secured
				LTJG [illegible] has the deck
				X [signature] LTJG
				X [signature] LTJG
				1200 - 1700 CON'T
1525				ASSUMED THE WATCH W/W AS BEFORE
1533	L15R	110		135 PSTGC
1535	L120			125 PSTGC
1536	SAS		18	
1549	L15R	085		085 PSTGC
1613				ENS SEIBERLICH HAS THE CONN
1614				~~LTJG ROSEN~~ LT ROSENBACH HAS THE DECK
				[signature]
				[signature]

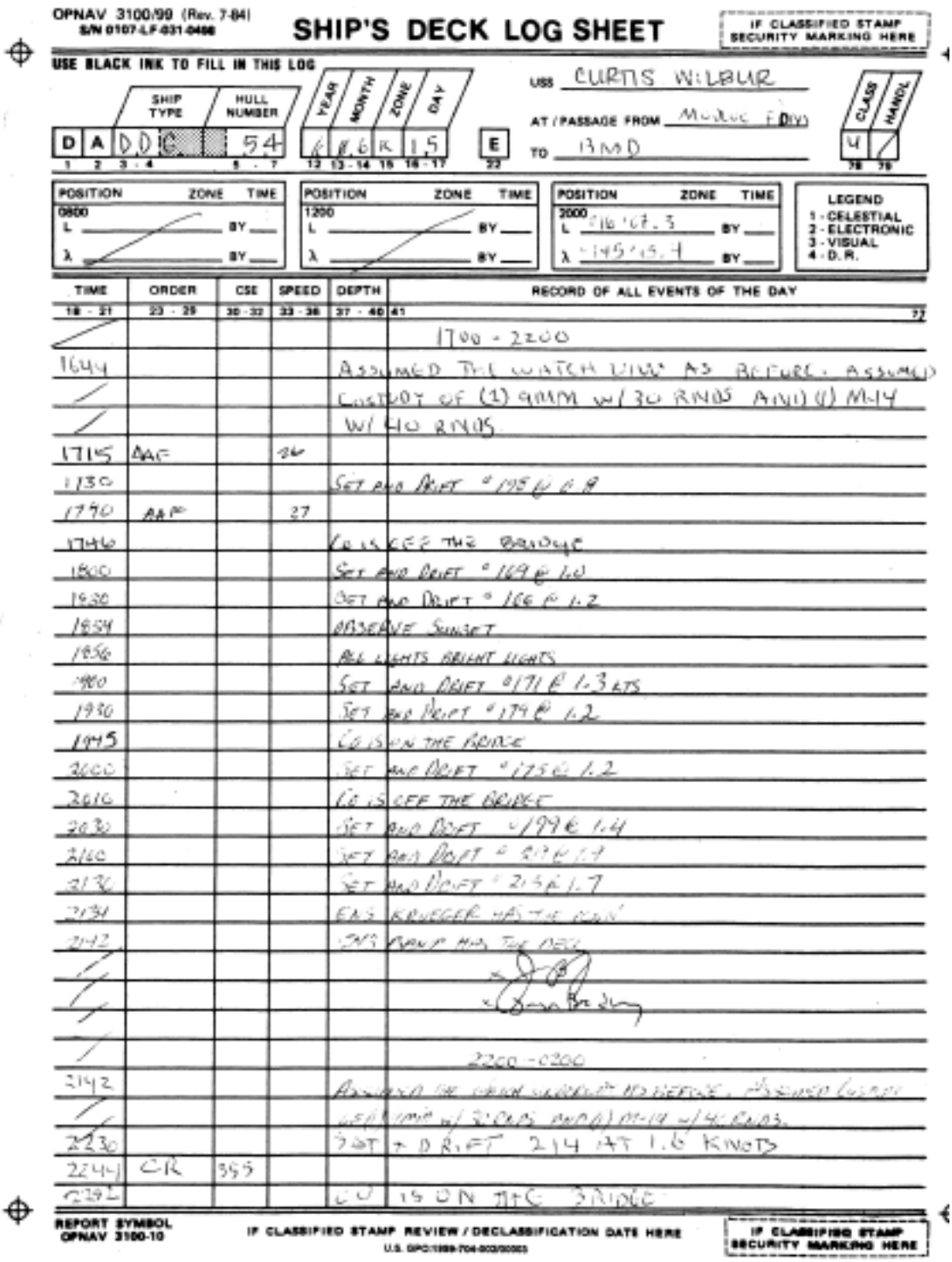
REPORT SYMBOL OPNAV 31-10	IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE	IF CLASSIFIED STAMP SECURITY MARKING HERE

Attachment 6

Fitzgerald (DDG62)Cruise Track (Jun. 11 - Jul. 8, 2006)



Attachment 7



OPNAV 3100/99 (Rev. 7-84)
S/N 0107-LF-031-0466

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY
DDG	54	86	06	R	15

USS CURTIS WILBUR

AT / PASSAGE FROM NORFOLK VA

TO BMD

CLASS 4 HANDL

POSITION 0800	ZONE	TIME	POSITION 1200	ZONE	TIME	POSITION 2000	ZONE	TIME
L ____	BY ____		L ____	BY ____		L 36°07.3	BY ____	
λ ____	BY ____		λ ____	BY ____		λ 145°15.4	BY ____	

LEGEND
1 - CELESTIAL
2 - ELECTRONIC
3 - VISUAL
4 - D.R.

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
					1700 - 2200
1644					ASSUMED THE WATCH USW AS BEFORE. ASSUMED
					CUSTODY OF (1) 9MM W/ 30 RNDS AND (1) M-14
					W/ 40 RNDS
1715	AAC		26		
1730					SET AND DRIFT °195 @ 0.8
1790	AAC		27		
1746					CO IS SEE THE BRIDGE
1800					SET AND DRIFT °169 @ 1.0
1830					SET AND DRIFT °166 @ 1.2
1854					OBSERVE SUNSET
1856					ALL LIGHTS BRIGHT LIGHTS
1900					SET AND DRIFT °171 @ 1.3 KTS
1930					SET AND DRIFT °179 @ 1.2
1945					CO IS ON THE BRIDGE
2000					SET AND DRIFT °175 @ 1.2
2010					CO IS SEE THE BRIDGE
2030					SET AND DRIFT °199 @ 1.4
2100					SET AND DRIFT °217 @ 1.7
2130					SET AND DRIFT °215 @ 1.7
2134					EM3 KRUEGER HAS THE CON
2142					EM3 KRUEGER HAS THE CON
					[signature]
					[signature]
					2200 - 0200
2142					ASSUMED THE WATCH USW AS BEFORE. ASSUMED CUSTODY
					OF (1) 9MM W/ 30 RNDS AND (1) M-14 W/ 40 RNDS.
2230					SET + DRIFT 214 AT 1.6 KNOTS
2244	CR	355			
2252					CO IS ON THE BRIDGE

REPORT SYMBOL OPNAV 3100-10

IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE

U.S. GPO:1988-704-003/80003

IF CLASSIFIED STAMP SECURITY MARKING HERE

Attachment 8

OPNAV 3100/99 (Rev. 7-84)
S/N 0107-LF-031-0400

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

	SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY		
D A	DDG	54	6	06	I	16	E	
1 2	3 - 4	5 - 7	12	13 - 14	15	16 - 17	22	

USS CURTIS WILBUR

AT / PASSAGE FROM FDNF

TO FDNF

CLASS: U HANDL.: /

POSITION ZONE TIME	POSITION ZONE TIME	POSITION ZONE TIME	LEGEND
0800 L ___ BY ___ λ ___ BY ___	1200 L ___ BY ___ λ ___ BY ___	2000 L ___ BY ___ λ ___ BY ___	1 - CELESTIAL 2 - ELECTRONIC 3 - VISUAL 4 - D. R.

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	41 — 72
					0200 - 0400 (CONT)
0200					SET AND DRIFT 154 @ 1.9
0231	CR	359			359
					NAV + CIC FIXES CONCUR
					SET + DRIFT 154 @ 1.8
0300					NAV + CIC FIXES CONCUR
					SET + DRIFT 184 @ 0.7
0310					LOW VISIBILITY DETAIL
0321	AAZ		10		
					COME TO TACTICAL SHIFT
0322	SAZ		10		
0324	SA1		5		
0320					ENTER AMP. BOX
0336					CO IS ON THE BRIDGE
0342					CO IS OFF THE BRIDGE
0346	SA1		3		
					OBSERVE SUNRISE
0402	R15R				
					SET AND DRIFT 352 @ 1.4
0430					SET AND DRIFT 355 @ 1.6
0454	R30R				
0454	R35R				
0500					SET + DRIFT 002 @ 1.6
0512	CR	170			
0530					SET AND DRIFT 176 @ 2.0
0549	CR	180			
0600					SET AND DRIFT 142 @ 0.7
0630					SET AND DRIFT 134 @ 0.6
0700					SET AND DRIFT 191 @ 0.7
0728					ENS [illegible] HAS THE CONN
0738					LTJG BORRELL HAS THE DECK

REPORT SYMBOL OPNAV 3100-10

IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE

U.S. GPO:1996-704-002/00000

IF CLASSIFIED STAMP SECURITY MARKING HERE

OPNAV 3100/99 (Rev. 7-84)
S/N 0107-LF-031-0498

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

D	A	SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY	E
D	A	DDG	54	6	OCT	2	26	E

USS CURTIS WILBUR

AT / PASSAGE FROM GMD

TO NEW BMD

CLASS: 4 HAROL: /

POSITION 0800 ZONE TIME	POSITION 1200 ZONE TIME	POSITION 2000 ZONE TIME	LEGEND
L ____ BY ____	L ____ BY ____	L ____ BY ____	1 - CELESTIAL 2 - ELECTRONIC
λ ____ BY ____	λ ____ BY ____	λ ____ BY ____	3 - VISUAL 4 - D.R.

TIME 18 - 21	ORDER 23 - 29	CSE 30 - 32	SPEED 33 - 36	DEPTH 37 - 40	RECORD OF ALL EVENTS OF THE DAY 41 - 77
					0200 - 0700 CONT.
0235	CR	297			
0243					NAVIGATION SHIFTED TO 15 MINUTE FIXES
	CR	298			
0247					SOUNDED ONE PROLONGED BLAST EVERY 2 MINUTES
					SET LOW VISIBILITY DETAIL
0249					CO IS ON THE BRIDGE.
0251	CR	299			
~~0304~~ 0305					SHIFTED TO CHART # 97040
0318	CL	293			
0326	CL	295			
0335					SHIFTED TO CHART # 96943
0343	CL	290		298	
0346	CL	283		291	
0348					NAVIGATION SHIFTING TO 5MIN FIXES.
0349	CR	284		296	
0351	AAF		20		
0354					OBSERVE SUNRISE
0400					SET AND DRIFT 083 / 0.8
0411	CL	283		290	
0413	CL	281		288	
0416	CR	278		287	
0418	CL	276		284	
0423	CL	274		282	
0430					SET AND DRIFT 232 / 1.7
	CR	276			
0432	CR	278		285	
0434	CR	280		286	
0437	CR	285		291	
0446	AAS		17		
0457	CR	287		291	

REPORT SYMBOL
OPNAV 3100-10

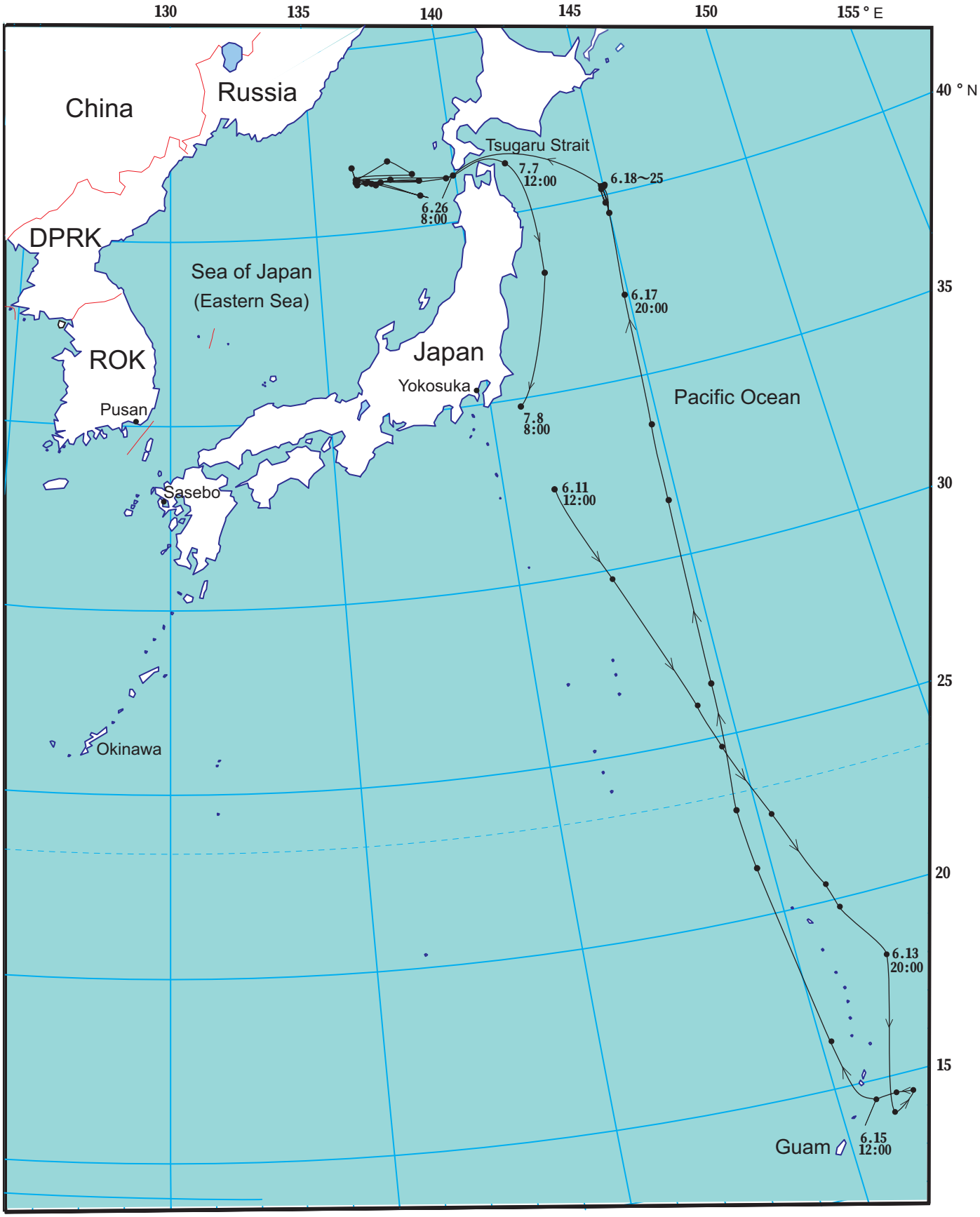
IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE

U.S. GPO:1999-704-003/00003

IF CLASSIFIED STAMP SECURITY MARKING HERE

Attachment 10

Curtis Wilbur (DDG54) Cruise Track (Jun. 11 - Jul. 8, 2006)



Attachment 11

OPNAV 3100/99 (Rev. 7-84)
S/N 0107-LF-031-0498

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

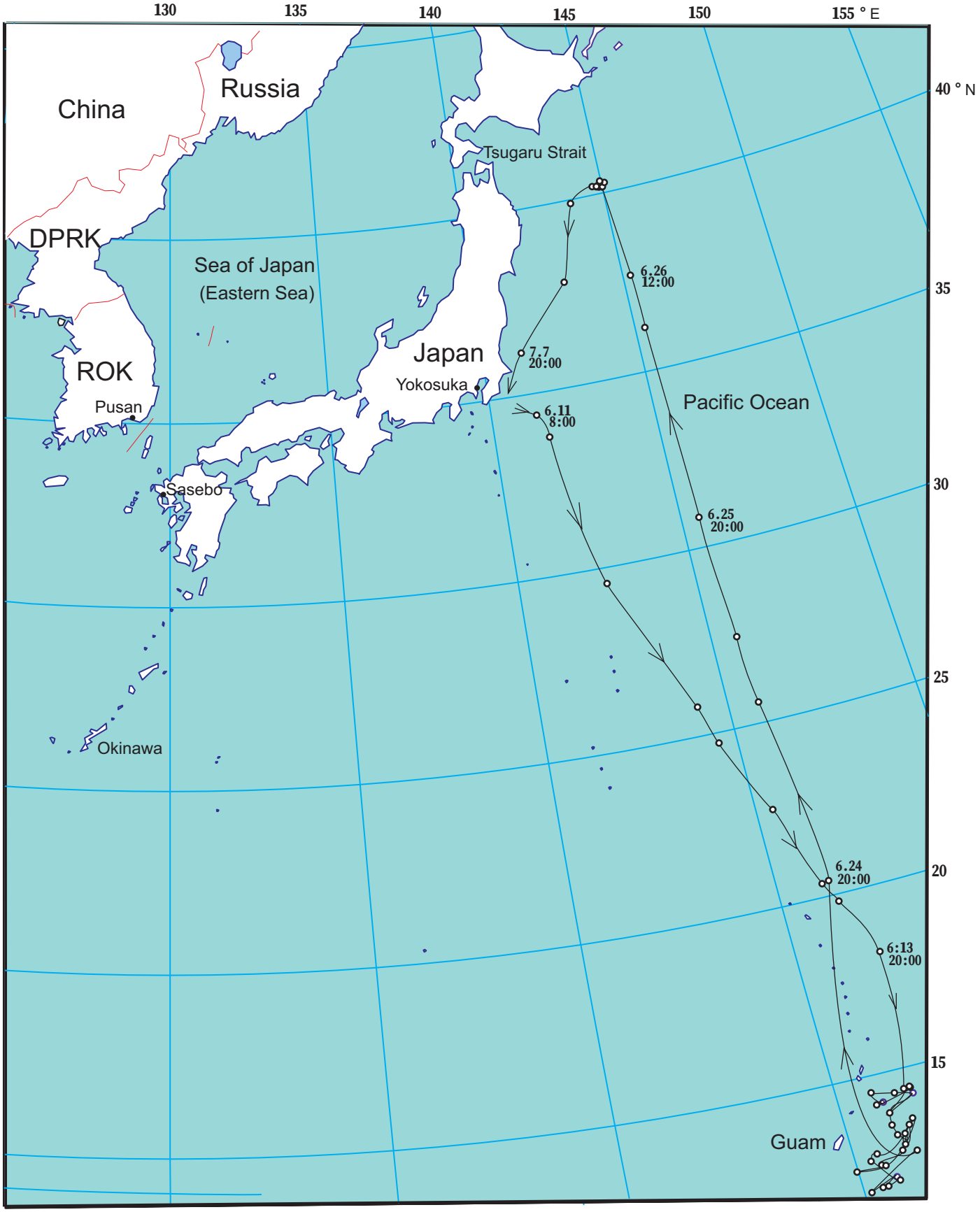
		SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY			CLASS	HANDL
D	A	DDG	056	6	6	K	24	E	USS JOHN S. MCCAIN FM GUAM OPAREA TO ~~[illegible]~~ ENT [illegible] STRAITS	U	/
1	2	3-4	5-7	12	13-14	15	16-17	22		78	79

POSITION ZONE TIME	POSITION ZONE TIME	POSITION ZONE TIME	LEGEND
0800 L____ BY___ λ____ BY___	1200 L____ BY___ λ____ BY___	2000 L____ BY___ λ____ BY___	1-CELESTIAL 2-ELECTRONIC 3-VISUAL 4-D.R.

TIME 18-21	ORDER 22-29	CSE 30-32	SPEED 33-36	DEPTH 37-40 / RECORD OF ALL EVENTS OF THE DAY 41 … 77
				0100-0700
0401	R322			
	AAF		25	
	R323			315 PDSGC
0403	L322			316 PDSGC
0405	L320			317 PDSGC
0406	R317			311 PDSGC
0406	L316			
0408	R314			
	R315			310 PDSGC
0411	L314			310 PDSGC
	L313			309 PDSGC
0412	L312			308 PDSGC
0415	R313			307 PDSGC
0417	R314			
0418	L313			309 PDSGC
0419	L310			
0420	L309			
	L300			
	AAS		13	
0421	R306			
	R310			
0423	AAZ		10	
	AAF		24	
0424	R317			
0425	L312			
0427				SET RMD
	R317			
0427	AAS		13	
0429	L310			
	AAS		14	
0429				MAKING APPROACH ON USNS TIPPECANOE
0427	R310			
0425	L 309			
0437	L 308			
0430	L 309.5			
0432	R310			
0434	L309.5			
0435	R310			
0436				TENSIONING SPAN WIRE TWO
0436	R310.5			
0441				TAKE ON FUEL [illegible]
0442	R310			

REPORT SYMBOL OPNAV 31-10	IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE U.S.GPO [illegible]	IF CLASSIFIED STAMP SECURITY MARKING HERE

John S. McCain (DDG56)Cruise Track (Jun. 11 - Jul. 8, 2006)



Attachment 13

Deck log summaries for missile defense duty in response to North Korean missile launch
June 11th, 2006 – July 8th, 2006

Date	Curtis Wilbur	Fitzgerald	John S. McCain	Lassen
06.11	To waters off Guam as part of Kitty Hawk Strike Group	Part of Kitty Hawk Strike Group; returns to Yokosuka with rudder damage	To waters off Guam as part of Kitty Hawk Strike Group	To waters off Guam as part of Kitty Hawk Strike Group
		21:55 anchored at anchorage A-11, Yokosuka		
06.12		08:36 moored to Yokosuka Berth 6		
06.13				
06.14		13:25 underway	00:00 "At Guam Op Area"	00.00 "At Guam Op Area"
		14:25 First entry of "To BMD"		
06.15	16:44 "Modloc [Modular Location] FDM, To BMD"			
06.16		13:04 "At BMD Op Area"		
06.17				
06.18	03:20 "Enter BMD Box"			
06.19				
06.20		Link-up with MSDF ship "Kongo"; passenger transfer		
06.21			In company with Kitty Hawk, Lassen, and Cowpens	
06.22				
06.23				
06.24			04:01 "From Guam Op Area To entrance to Tsugaru Straits"	07:53 "From Guam Op Area To Sasebo"
06.25	Replenishment from MSDF ship *Hamana*			
06.26	02:35 "From BMD To New BMD"		00:00 "At Tsugaru Straits" (*)	
	14:20 "At BMD Japan Sea TSP"			
06.27	Replenishment		00:00 "In Vicinity	

	from MSDF ship *Hamana*		of entrance to Tsugaru Straits" (*)	
06.28				
06.29				07:49 moored at Sasebo
06.30				09:46 underway to Yokosuka
07.01				
07.02				10:37 moored to Yokosuka Berth 8
07.03	Replenishment from USNS Tippecanoe (T-AO199)	Replenishment from USNS Tippecanoe (T-AO199)		
		19:30 Link-up with Curtis Wilbur; passenger transfer		
07.04				
07.05		05:00 "Received IR data"		
		05:03 "North Korean missile launch"		
		05:04 "Missile exploded 40 seconds after launch"		
07.06				
07.07	04:30 "From BMD To Yokosuka"	02:35 "From BMD To Yokosuka"	00.00 "To Yokosuka"	
07.08	12:39 moored to Yokosuka Berth 3	10:10 moored to Yokosuka Berth 10	00.00 "From Tsugaru Strait To Yokosuka"	08:37 underway to Kure
			10:14 moored to Yokosuka Berth 8	
07.09				
07.10	underway, for a Search & Rescue drill			
07.11				
07.12		Underway to nearby waters		

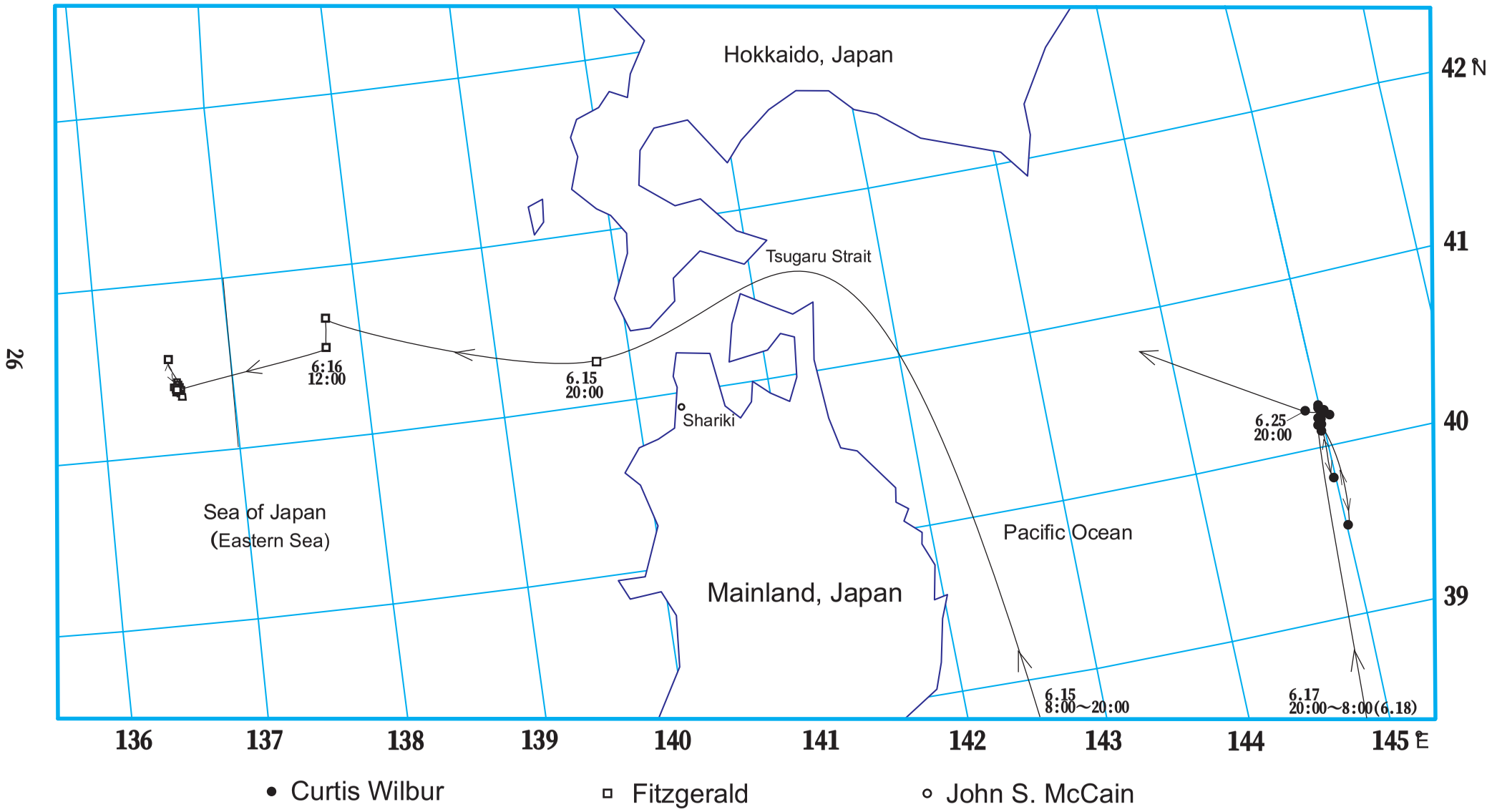
Notes:
Darker shading = Pacific Operational Area
Lighter shading = Japan Sea Operational Area
Underlined times are the starting times of the deck log pages where quoted entries appear.

Op Area = Operational Area
FDM Training Area = Farallon de Medinilla Target Range
TSP = Tracking and surveillance post/position

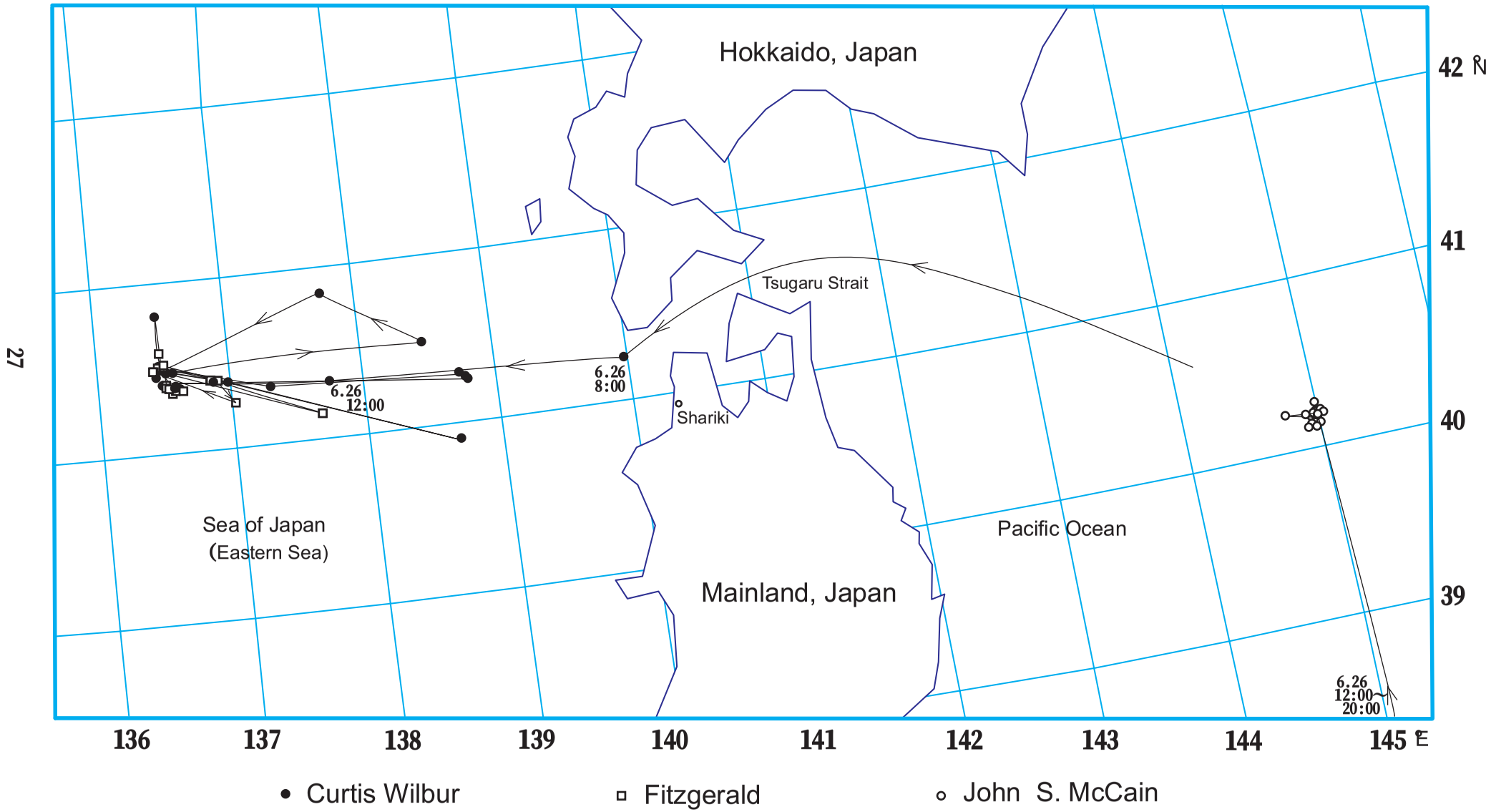
* Log keepers of McCain constantly use “Tsugaru Straits” to describe the BMD station in spite of the fact that the location is far east of the Tsugaru straits.

Attachment 14

Detailed Chart Ⅰ (Jun. 15 - 25, 2006)

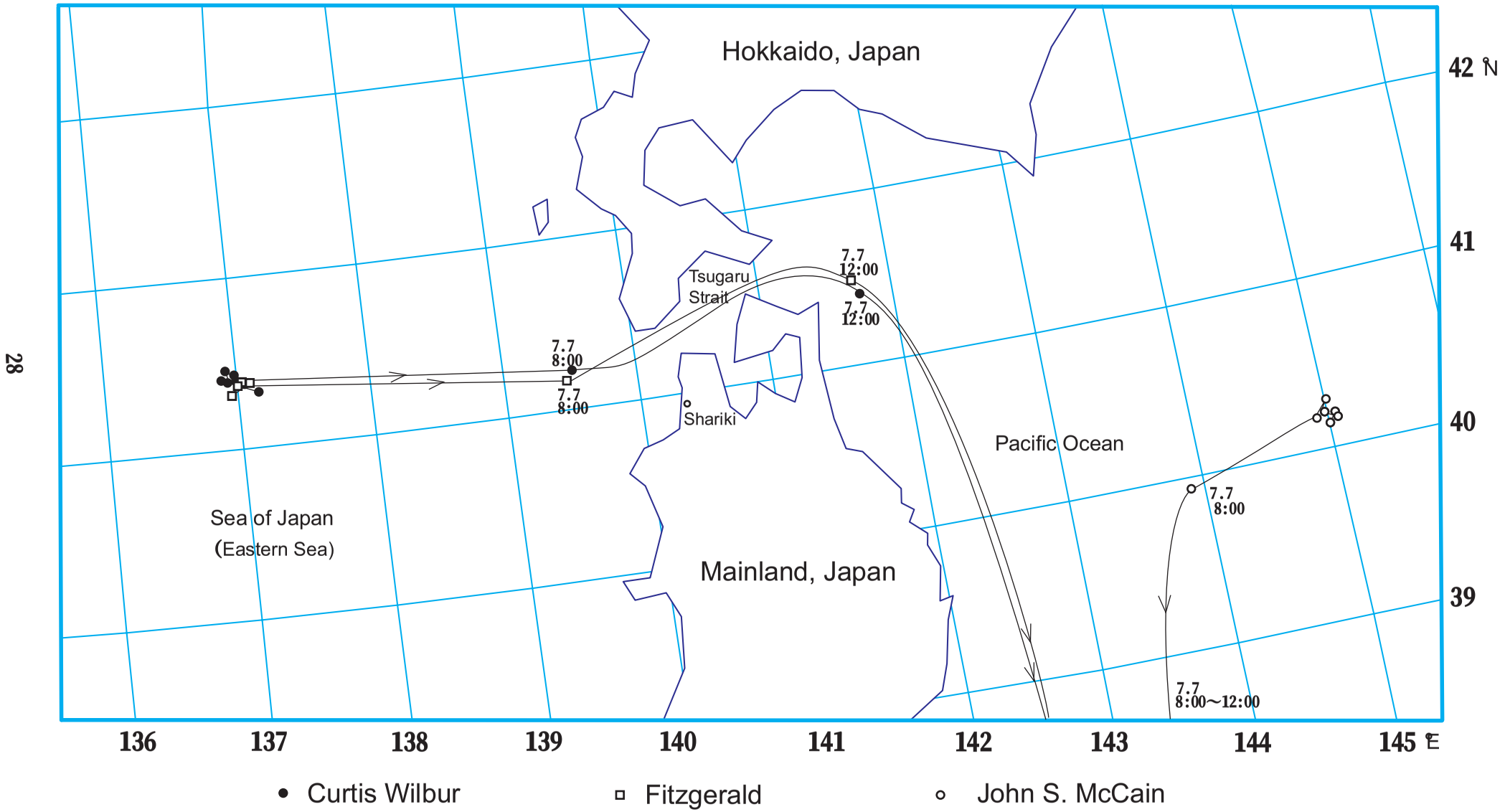


Detailed Chart Ⅱ (Jun.26 - 6:00 am. Jul. 5, 2006)



Attachment 16

Detailed Chart Ⅲ (6:00 am, Jul. 5 - Jul. 7, 2006)



Attachment 17

OPNAV 3100/99 (Rev. 7-84
S/N 0107-LF-031-0498

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

	SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY		
D A	DDG	62	06	07	I	05	E	

USS FITZGERALD

FROM/AT ~~[illegible]~~ [illegible] [illegible]

TO

CLASS: U HANDL: /

POSITION 0800	ZONE	TIME	POSITION 1200	ZONE	TIME	POSITION 2000	ZONE	TIME	LEGEND
L		BY	L		BY	L		BY	1-CELESTIAL 2-ELECTRONIC 3-VISUAL 4-D.R.
A		BY	A		BY	A		BY	

TIME	ORDER	CSE	SPEED	DEPTH / RECORD OF ALL EVENTS OF THE DAY
0000				2400-0400 [illegible]
				ASSUMED THE WATCH [illegible] [illegible] [illegible]
				[illegible] IN THE SEA OF JAPAN AT AND [illegible]
				[illegible] @ [illegible] [illegible] [illegible]
				[illegible] AT [illegible] [illegible] CONDITION [illegible] AND [illegible]
				[illegible] III. [illegible]
				[illegible]
				[illegible]
				[illegible]
				[illegible]
0137				ENS SANKEY HAS THE CONN
0159				LT ROSENBACH HAS THE DECK
				[signature] LTJG
				[signature]
				0400-0700
				ASSUMED THE WATCH UNDERWAY AS BEFORE
0424				OBSERVED SUNRISE DE-ENERGIZED NAVLIGHTS.
0500				IR DATA RECEIVED.
0503				NORTH KOREAN MISSLE LAUNCHED
0504				MISSLE EXPLODED 40 SECONDS AFTER LAUNCH
0610				NCC EMLY HAS THE CONN.
0643				14 PCL PORT SHAFT
0644				LTJG LUNDEN HAS THE DECK
				[signature]
				EMILY ROSENBACH
				0700-1200
				ASSUMED THE WATCH UNDERWAY AS BEFORE
0651	AAF		22	
	LISR	090		
0657	RIVR	115		
	AAF		28	
02				CO IS ON THE BRIDGE
0708	AAFL			

REPORT SYMBOL OPNAV 31-10	IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE	IF CLASSIFIED STAMP SECURITY MARKING HERE

Attachment 18

OPNAV 3100/99 (Rev. 7-84)
S/N 0107-LF-031-0499

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY		USS	CLASS	HANDL
DA DDG	54	6	06	I	25	E	CURTIS WILBUR	4	

(AT) / PASSAGE FROM PMR
TO EAS w/ HANAMA

POSITION ZONE TIME	POSITION ZONE TIME	POSITION ZONE TIME	LEGEND
0800 L ___ BY ___ ☽ ___ BY ___	1200 L ___ BY ___ ☽ ___ BY ___	2000 L ___ BY ___ ☽ ___ BY ___	1 - CELESTIAL 2 - ELECTRONIC 3 - VISUAL 4 - D.R.

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
					1700 - 2200 (LOAT)
1737	R15R	200			
	SA 2/3		9		
1738	STEADY	196			
1740	R30R	190			
1746	R10R	160	7		
1754	STEADY	185	6		
1805	SA 1/3		5		
1826	SA 0		5		
1831					COIS ON THE BRIDGE
1833	R35R	210			
1840					COS OFF THE BRIDGE
1842					COIS ON THE BRIDGE
1843					INDICATING SPLIT PLANE
	AA 2/3		3		
1844					ENS HENNING HAS THE CONN
					UNREP DETAIL
					ENS CORRELL HAS THE DECK
					x
					x LTJG BRADLEY
					1700 - 2200
1844					ASSUMED THE WATCH U/W AS BEFORE. ASSUMED CUSTODY
					OF 6) 9MM w/10 RNDS + 6) M14 w/40 RNDS.
1850					ALL STATIONS MANNED AND READY.
1858					OBSERVE SUNSET
					LTJG BRADLEY HAS THE CONN.
1901	L35R	180		189	
1902	AA1		6		
1905	L35R	160		169	
1906	AAS		15		

REPORT SYMBOL OPNAV 3100-10

IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE

U.S. GPO:1988-704-002/00003

IF CLASSIFIED STAMP SECURITY MARKING HERE

Attachment 19

OPNAV 3100/99 (Rev. 7-84)
S/N 0107-LF-031-0498

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY			CLASS	HANDL
D A DDG	62	06	6	I	2[illegible]	E	USS FITZGERALD ~~FROM~~/AT GMO STATION SEA OF JAPAN	U	J

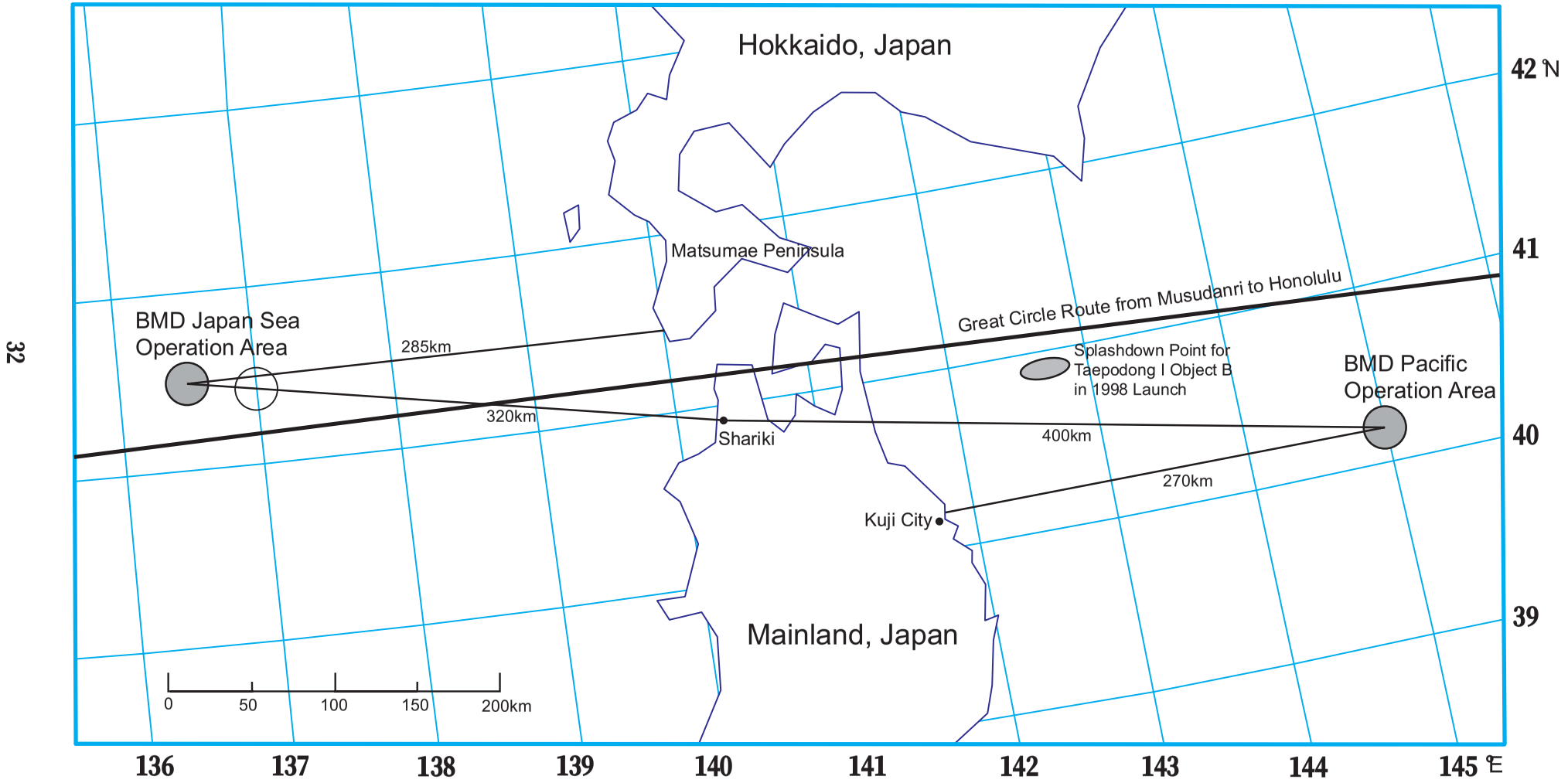
POSITION ZONE TIME	POSITION ZONE TIME	POSITION ZONE TIME	LEGEND
0800 L____ BY___ A____ BY___	1200 L____ BY___ A____ BY___	2000 L____ BY___ A____ BY___	1-CELESTIAL 2-ELECTRONIC 3-VISUAL 4-D.R.

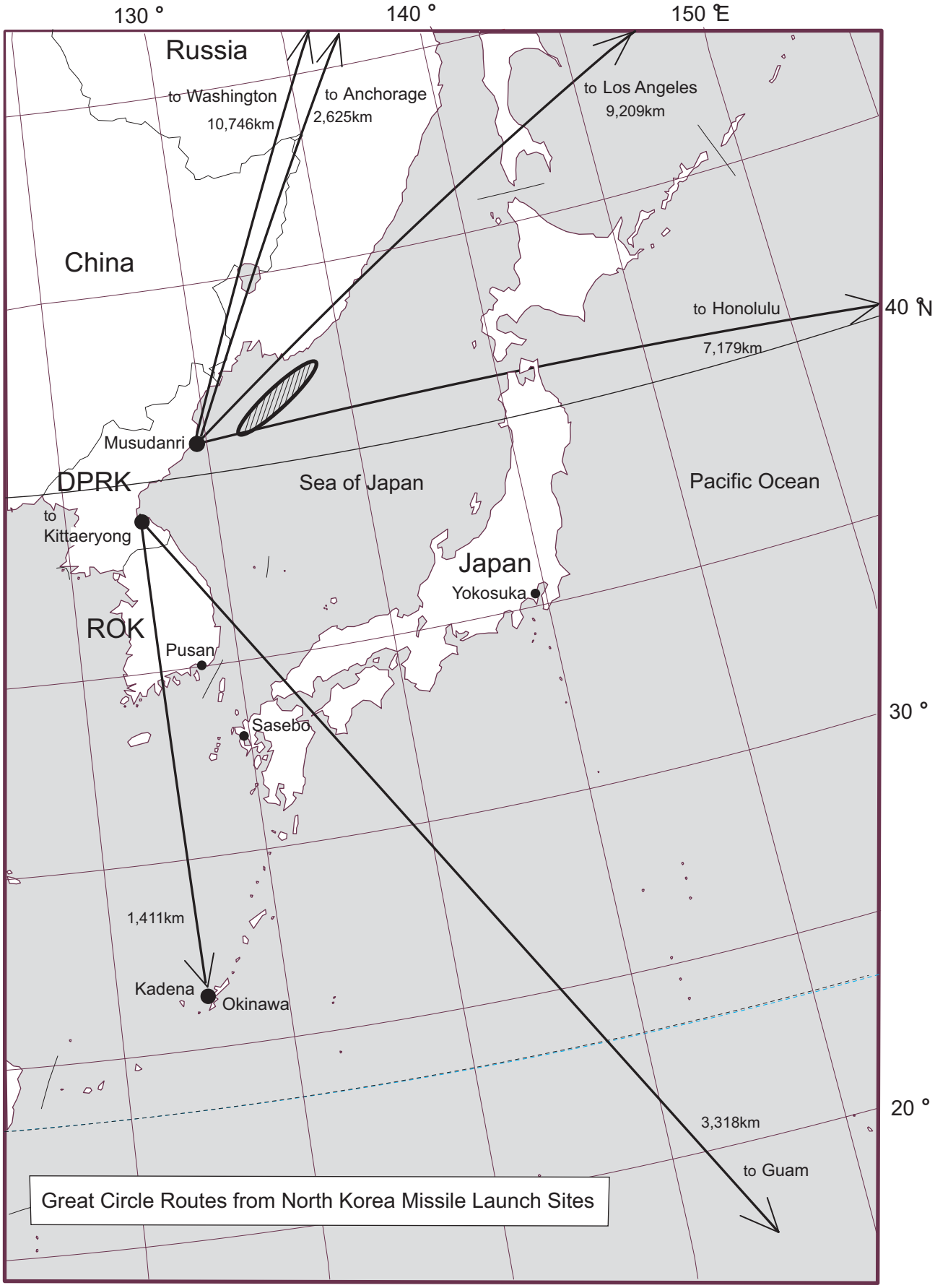
TIME	ORDER	CSE	SPEED	DEPTH / RECORD OF ALL EVENTS OF THE DAY
				0200 - 0700 CON'T
~~[illegible]~~	0534			BOAT DECK MANNED AND READY
~~[illegible]~~				SABER IS IN THE WATER - SABER IS ALONGSIDE
	5-STUN			
~~[illegible]~~				SABER IS AWAY
0551				SABER IS ENROUTE TO KUNDO (WARSHIP [illegible]) FOR
				PAX TRANSFER - OSC MADOTT
0556				SABER IS ALONGSIDE THE KUNDO
0559				SABER IS ~~AWAY~~ DISEMBARKED
0605				SABER IS ALONGSIDE
0607				SABER IS AT THE RAIL / OSC MADOTT IS
				ONBOARD
[illegible]09				SABER IN THE SKIDS
[illegible]14	RIGHT	121		
	SA 2		8	
0644				LTJG BIDLO HAS THE DECK
				X [signature]
				X EMILY ROSENBACH
				0200-0700
0644				ASSUMED THE WATCH UNDERWAY AS BEFORE
06[illegible]	5/145			199/ 310 C
0717	ACKP			
0735				COMMENCED FOG SIGNALS
				DAILY DRAFT REPORT: FWD 2[illegible] FT, AFT 21.44 FT,
				MID [illegible], DISPLACEMENT [illegible]
0839				SECURED SOUND SIGNALS
0857				[illegible] ENGAGED
0935				BACKUP MANUAL
				RUDDER SWING CHECKS
0950				CRITICAL FAULT AFT STEERING
1116				QMC KING HAS THE CONN
1138				LTJG LUNDEN HAS THE DECK
				[signature]
				JUSTIN BIDLO
1138				0700 - 1200

REPORT SYMBOL OPNAV 31-10	IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE	IF CLASSIFIED STAMP SECURITY MARKING HERE

Attachment 20

Summary Arrangement Map





The shaded sea area is estimated splashdown points for DPRK missiles, other than Taepodong Ⅱ, launched on July 5, 2006

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2

US Navy Set Missile Defense Operations Area in the Sea of Japan 190 Kilometers West of Okushiri: Japan as a Base for the Defense of the US Homeland.[7]

by Hiromichi UMEBAYASHI

A survey conducted by Peace Depot has established for the first time the actual patrol patterns of the U.S. Navy Aegis destroyers in the Sea of Japan engaged in missile defense duties. These patrols are not conducted by moving over the whole of the Sea of Japan. Instead a maritime area designated as a "Ballistic Missile Defense Operations Area (BMD Op Area or BMD Station)" has been established, within which the US Navy carries out intensive on-station surveillance and tracking activities. That Operations Area is 190 kilometers west of the Japanese island of Okushiri, off the southwest coast of Hokkaido. But far from being a permanent station, this operations area is clearly still only at an experimental stage. The key source for this research has been the daily deck logs of the Arleigh Burke class Aegis destroyers, USS *Curtis Wilbur* (DDG 54), USS *Fitzgerald* (DDG 62), and USS *John S. McCain* (DDG 56), all of which have Yokosuka as their homeport.

Patrol Routes

On October 1st 2004 the United States Navy acknowledged it was beginning surveillance and tracking operations in the Sea of Japan in preparation for expected North Korean missile launchings.[8] That same day Associated Press reported that US naval sources confirmed the *Arleigh Burke*-class Aegis destroyer USS *Curtis Wilbur*, home-ported in Yokosuka, Japan, was to be the first to take up such duty, to be followed by the USS *Fitzgerald* and USS *John S. McCain*.[9]

The author examined the deck logs of the three ships in the Naval Historical Center in Washington DC, and traced the path of their voyages, and thus surveyed the actual patrol patterns in the Japan Sea. In addition to the deck logs, the 2004 Command Histories of the USS Curtis Wilbur and USS Fitzgerald were also studied. First, let us look at the results of this survey.

Curtis Wilbur (DDG 54)

The logs for the USS *Curtis Wilbur* were examined for the five months from September 1st, 2004 to January 31st, 2005. The *Curtis Wilbur* headed north from Yokosuka on September 27th, with the deck log specifying the destination as "the Sea of Japan" (Attachment 3). On Sept 30th the deck log entry recorded the first mention of missile defense: "00:00; Underway as before in the Sea of Japan in support of BMD." At 00:01 on October 1st the deck log again recorded: "Assumed the watch. Underway as before in

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7 First appeared in the Nautilus Institute SPECIAL REPORT 06-42A May 30th, 2006.

8 Secretary of the Navy Gordon England**,** US DOD News Transcript, October 1, 2004.

9 "U.S. Ship Patrols Sea of Japan," CBSNEWS.COM Tokyo, October 1, 2004

the Sea of Japan in support of BMD." When the ship moved to the Tsushima Straits on October 9th, the log used the term "BMD Station" for the first time, where it reads "from BMD station to the Tsushima Straits." "Station" here is generally a term referring to a specified operations area.[10]

While the time duration for the ship's BMD operation is not described specifically in the deck logs, for reasons we will discuss below, it is safe to conclude that *Curtis Wilbur* was on station in the BMD Operations Area for about 10 days from September 29th to October 8th. (See the calendar in Table 1, and the track recorded on the map in Chart 1). At first glance, the map of the ship's voyage in Chart 1 seems to show a backwards and forwards patrol pattern in the Sea of Japan, but this is not the case. On October 9th, Typhoon 22 proceeded north-north-east off the Kii Peninsula. In order to avoid the typhoon, the ship moved up and down the Japan Sea.

On October 16th, the *Curtis Wilbur* put in to Sasebo, and on October 26th returned to Yokosuka. Afterwards, the ship took part in training exercises in the Okinawa Operations Area and the Philippines Operations Area. After again returning to Yokosuka, following 10 days of repairs and maintenance the *Curtis Wilbur* headed for Kagoshima. On December 9th it returned to Yokosuka for repairs and maintenance and the Christmas break. Until the end of January 2005 the *Curtis Wilbur* basically remained in Yokosuka.

This understanding of the *Curtis Wilbur's* part in BMD operations is confirmed by the 2004 Command History of the Curtis *Wilbur*. "October 1st, 2004 found CURIIS WILBUR on station and radiating its modified SPY-1D radar over North Korea in defense of the United States. Through two weeks of this proof of concept patrol CURTIS WILBUR avoided the swipes of both the BMD critics and two typhoons to provide the best possible coverage for this new mission."[11] (Attachment 1)

Fitzgerald (DDG 62)

The logs for the *Fitzgerald* for the five months from October 1st to February 28th were examined. Records for the following three months were not yet available. Until the *Fitzgerald* departed Yokosuka on November 29th, the ship basically remained in Yokosuka. When it left port on the 29th its destination was recorded as "BMD station" (Attachment 4). The log for December 1st records the ship's destination as "BMD OP AREA (Operations Area)".[12] Accordingly, at midnight on the same day, the log stated "00:00 Continued the watch. Underway ise [independently] in the Sea of Japan en route to BMD station," and late on the following night at 23:00 recorded: "Continued the watch. Underway ise in the Sea of Japan. Currently at BMD station."

In the case of the *Fitzgerald*, the BMD activity seemed to be carried out over a wider range than the operations area that we will specify in the later discussion. It is possible that there is more than one such specified operational area. Including time spent in that broader area, the *Fitzgerald* carried out about nine days of BMD Operations Area

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10 "BMD station" is often entered as "MODLOC" [modular location]. While this word is also a frequent entry in the logs, it is used not just for BMD-related matters but more widely to refer to a constantly used maritime operation area.

11 *Command History for 2004*, USS *Curtis Wilbur* (DDG 54), 20 Mar 05

12 These two terms refer to the same thing.

activity (Chart 2).

On December 17th, the *Fitzgerald* put into Pusan, leaving for its home port in Yokosuka on December 22nd. The ship basically remained in Yokosuka until February 7th. That day it left port for Maizuru on the Sea of Japan coast, and after putting into Maizuru on February 10th, headed for the Okinawa Operations Area four days later. On February 18th, the *Fitzgerald* sailed from the Okinawa Operations Area for Hong Kong, which it reached on the 21st. On February 25th it left Hong Kong to return to the Okinawa Operations Area. Although Maizuru is on the Sea of Japan, and there was no BMD surveillance and tracking mission capable U.S. ship deployed in the Sea of Japan when the *Fitzgerald* was at Maizuru, it did not spend additional time in the Sea of Japan, and the ship's log makes no further mention of the BMD Operations Area.

Again, the description of this period in the *2004 Command History* of the *Fitzgerald* is consistent with this study's account of its BMD role. "At the close of November and through 19 December FITZGERALD was the second ship to participate in the national Ballistic Missile Defense Limited Defense Operations (BMD LDO). For weeks FITZGERALD kept vigilant guard and remained undetected while helping refine the navy's role and experience in BMD LDO."[13] (Attachment 2)

John S. McCain (DDG 56)

The logs for the USS *John S. McCain* were examined for the six months from October 1st, 2004 until March 31st, 2005.[14] On October 21st, 2004, the *McCain* left Yokosuka for exercises in Okinawa and the East China Sea, returning on November 22nd. As can be seen from Table 1, in this period, the *McCain* could have taken the place of *Curtis Wilbur* on BMD duty, but did not. This means that currently the US Navy does not have a plan to station some ships permanently or more frequently in the Sea of Japan for BMD patrols.

After returning from the East China Sea, the *McCain* remained in Yokosuka. Then, on January 13th, the ship headed for Sasebo. Next day, en route to Sasebo, it confirmed the mission by recording its destination as "BMD station" (Attachment 5). Putting into Sasebo on the 16th, and leaving on the 17th, again its destination was clearly specified as "BMD station".

Leaving Sasebo, the *McCain* headed straight to the BMD station, but for some reason it redirected to an RAS (Replenishment at Sea) station off Pohang, South Korea, where the ship rendezvoused with a supply ship to take supplies. This explains the irregular cruise track in the Sea of Japan that is seen on the chart of its patrol route (Chart 3). While the term "BMD Operations Area" does not appear in the *McCain's* log again, as discussed
below, it was engaged in operations in a narrow sea area in the northern part of the Sea of Japan conforming exactly to a "BMD Operations Area" as identified in this study. The period of this engagement was relatively short, just five days. Immediately after, the *McCain* headed for Yokosuka, returning on January 29th.

After stopping at Yokosuka for several days, the *McCain* headed for Otaru in Hokkaido,

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13 *Command History for 2004*, USS *Fitzgerald* (DDG 62), April 21, 2005

14 Records for April and after were not yet available.

staying there from February 5th – 9th. The ship then left Otaru and traveled in the Sea of Japan straight to the South Korean port of Jinhae, arriving there on February 11th. It is to be noted that there is no sign either in the log entries or in the derived cruise chart to suggest that the *McCain* was engaged in the BMD surveillance and tracking duty in this deployment. Therefore, the *McCain's* port call at Otaru is considered to have no direct connection with such duties.

Lake Erie (CG 70)

Just a word here about the Aegis cruiser *Lake Erie*. It is known that this ship has been used to conduct test firing of the Standard-3 (SM3) missile to be used for mid-course missile defense. The *Lake Erie* visited Yokosuka US Naval base on September 22nd, 2004, and put into Niigata on October 11th.

We might speculate that the ship was deployed in the Sea of Japan on missile defense duties from October 1st. But after examining the *Lake Erie's* logs, the author's conclusion is that, unlike the three Aegis-class destroyers deployed in the Sea of Japan from the start of October 2004, the *Lake Erie* was not carrying out BMD surveillance and tracking duty. However, the possibility cannot be excluded that its port call at Niigata was a practice in preparation for future BMD roles in the Sea of Japan, and that it may in some way have involved missile defense joint exercises in the Sea of Japan with *the Curtis Wilbur*, which was on BMD station at the time. According to the US Navy, the immediate purpose for the *Lake Erie's* deployment was to take part in large-scale exercises in the Okinawa and Philippines regions. In fact it eventually participated in such exercises after leaving Niigata.

"BMD Operations Area"

The three Arleigh Burke-class Aegis destroyers were each deployed in turn for a period to be engaged in BMD surveillance and tracking duty in the Sea of Japan. The cruise tracks for the three ships are shown in Charts 1-3. The charts were constructed by plotting the latitude and longitude of the ships as recorded three times a day in the logs. The charts clearly show that the three Aegis ships stayed in a defined zone west of Okushiri Island while they were engaged in BMD surveillance and tracking duty. And this area was itself labeled in the logs as "BMD Op Area" or "BMD station." The cruise tracks within this operations area are shown in detail in Chart 4. This chart was drawn by plotting the positions of the ships in latitude and longitude given in the logs in the same way as in Charts 1-3, but on a larger scale. This area is about 190 kilometers west of Okushiri, roughly 80 kilometers in radius centered on latitude 40° 05' North and 137° 06' East. The fact that the US Navy has set up a specific "BMD Operations Area" is an important new finding.

The significance of this finding is that while cruising in the Sea of Japan these patrol deployments do not in fact involve patrolling operational activity, but rather surveillance and tracking duty within a designated zone. As will be explained below, this is consistent with the congressional testimony of the head of the Missile Defense Agency.

Rotation

To make the rotation periods of the three ships clearer, Table 1 sets out the daily itinerary of the three ships in parallel. There was a roughly 45-day period from when the

Curtis Wilbur left its station in the BMD Operations Area to when the *Fitzgerald* entered the area. The *Command History* of the Fitzgerald says that it was the second ship for BMD duty deployment.[15] It was then about another 45 days until the *McCain* took up station. It is not impossible that other ships besides these three were on station in the BMD Operations Zone during these intervals, but it is highly unlikely. Only a limited number of Aegis-ships have the capability for long range missile surveillance and tracking, and there is no information of other such warships entering Japanese ports. As already noted, even when one of the three ships was available to fill an apparent vacancy at the Op Area, none was assigned to such duty. Accordingly, only three ships were rotationally engaged in missile surveillance and tracking during the period studied, though there is probably not a strict meaning to the 45 day period, and there were long periods without any ships on station at the BMD Op Area.

In short, it is quite clear from our study results that the US missile defense patrol arrangement is at an extremely limited experimental stage. It is a long way from reaching the condition of a permanent station.

Analysis of the Present State of Play

What then do these survey results tell us concerning the purpose of the ships activities? On March 15, 2005 the Director of the Missile Defense Agency, Lt-Gen. Henry A. Obering III, USAF testified to the House Armed Services Committee Subcommittee on Strategic Forces. Parts of his testimony have an important bearing on the results of this study (Attachment 5). After explaining the evolutionary development and spiral testing approach to missile defense, Obering clearly stated that the objective of the initial fielding of the developing missile defense capacity is to defend the United States homeland against a missile attack from North Korea and that the Aegis surveillance and track capabilities are an integral part of this homeland defense capacity: "With the initial fielding last year of the Ground-based Midcourse Defense and Aegis surveillance and track capabilities of this integrated system, we are establishing a limited defensive capability for the United States against a long-range North Korean missile threat."[16]

The Command History of the *Curtis Wilbur* reiterated this statement in more direct military terms when, as cited above, it stated "(Curtis Wilbur radiated) its modified SPY-1D radar over North Korea in defense of the United States."[17] On the other hand, Obering stated, the defense of allied countries and US forces in Japan and South Korea is being dealt with by "building up our inventory of mobile interceptors." This refers to the Patriot (PAC-3) missile units being deployed to South Korea and introduced into Japan. Furthermore, Obering's testimony suggests that the long-range surveillance and tracking support activities by Aegis ships in the Sea of Japan from October 1st, 2004 were conducted in accordance with specific interceptor launch scenarios based on launching of ground-based interceptors from Fort Greely, Alaska and from Vandenberg Air Force Base in California. Obering mentioned three elements of ground-based interceptors, Cobra Dane radar, and Aegis ships long-range surveillance and tracking support, and then stated, "These elements have been fully connected to the fire control

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15 *Command History for 2004*, USS *Fitzgerald* (DDG 62).

16 Congressional testimony by the Director of the Missile Defense Agency, Lt-Gen. Henry A. Obering III, USAF. House Armed Services Committee, Subcommittee on Strategic Forces. March 15, 2005 See Attachment for further details.

17 *Command History for 2004*, USS *Curtis Wilbur* (DDG 54), op. cit.

system," and "the Aegis ships have been periodically put on station in the Sea of Japan to provide long-range surveillance and tracking data to our battle management system." This means that the plan is to integrate Aegis ships long-range surveillance and tracking data in the Sea of Japan, the interceptor missile launch control system and the battle management system. Accordingly, rather than being an ongoing surveillance and tracking activity, the current periodic Japan Sea patrols should be regarded as part of a "proof of concept", and as part of a joint training process integrating maritime surveillance and tracking deployments to the continental U.S. ground-based interceptor missile launch systems. That is to say, the Japan Sea patrols are a crucial component in exercises to develop the core of the whole integrated system US National Missile Defense system. When you consider such an objective, we can understand why that particular area of the Japan Sea was selected as the "BMD Operations Area". This zone, 190 km west of the island of Okushiri, is positioned under the Great Circle path a Taepodong missile must traverse to reach Hawaii or Los Angeles (Chart 5). Again, this makes sense of periodic rotation for surveillance and tracking duty rather than permanent station.

Yokosuka's Role as a US Homeland Defense Base

Amidst all this technical detail, the larger point to recognize here is that something new has been born within the US-Japan alliance. All three Aegis vessels were home-ported at Yokosuka when they conducted their missile defence patrols. The United States is using a US base in Japan directly for US homeland defense that is discrete from the defense of Japan. Such an activity is not permitted under the US-Japan Mutual Security Treaty, which limits the activities of the US Forces in Japan to defending Japan and to maintaining international peace and security in Far East by Articles 5 and 6 of the Treaty.[18] Such limitation comes from the Peace Constitution of Japan.

At the very least a fresh Diet debate is needed to face the changing character of the alliance, and to focus attention on these uses of US bases in Japan in violation of the provisions of the Mutual Security Treaty. We should sound the tocsin because recently politicians and mass media figures in Japan seem to have forgotten that military activities should be controlled strictly under the rule of law, and always under Japanese civilian control.

Postscript:

The deck logs of all three ships up to mid-April 2005 subsequently became available for study. According to those logs, none of the three visited the Sea of Japan, and none mentioned the BMD Op Area. This means that at least for eighty days there was no BMD-related deployment to the Sea of Japan. This long hiatus is consistent with findings in this study, and further suggests that as a result of system integration

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[18] The relevant parts of these articles in the Treaty of Mutual Cooperation and Security of 1960 are as follows:
Article V Each Party recognizes that an armed attack against either Party in the territories under the administration of Japan would be dangerous to its own peace and safety and declares that it would act to meet the common danger in accordance with its constitutional provisions and processes. . . Article VI For the purpose of contributing to the security of Japan and the maintenance of international peace and security in the Far East, the United States of America is granted the use by its land, air and naval forces of facilities and areas in Japan…

experiments meeting difficulty, the Japan Sea patrol was paused.

Acknowledgements:

I would like to express my gratitude to Reiko Yabu who helped in dealing with the great volume of data and with the charts. I would also like to thank Kiminori Hayashi who helped with part of the survey and Richard Tanter for his help in translating the article in Japanese into English. I would also like to thank the staff of the Naval Historical Center.

(Attachment 1)

DEPARTMENT OF THE NAVY

USS CURTIS WILBUR (DDG 54)
FPO AP 96663-1272

1000
DDG 54/Ser 047
20 Mar 05

From: Commanding Officer, USS CURTIS WILBUR (DDG 54)
To: Naval Historical Center, Washington Navy Yard

Subj: COMMAND HISTORY FOR 2004

Ref: (a) OPNAVINST 5750.12H

Encl: (1) Command Organization
(2) Chronology 2004
(3) Narrative History
(4) Commanding Officer Biography
(5) Change of Command Ceremony Pamphlet

1. Pursuant to reference (a), enclosures (1) through (5) comprise the 2004 calendar year history of USS CURTIS WILBUR (DDG 54).

J. T. Sauer III

J. T. SAUER III

Commodore Perez came aboard to witness the changing of CURTIS WILBUR's command from Commander A. J. Abramson to Command J. T. Lauer. On March 29th, 2004 in a ceremony rolling in the waves of the Sea of Japan the crew of CURTIS WILBUR welcomed a new Captain and said farewell to another.

The next stop for CURTIS WILBUR was a port visit in the other United States Navy base in Japan at Sasebo. Over the span of a week CURTIS WILBUR conducted some much needed repairs to its engineering plant as well as giving the crew some much needed time ashore following its time off Korea. Soon after, CURTIS WILBUR returned home to Yokosuka in late April to begin months of preparations to become the Navy's first active Ballistic Missile Defense (BMD) ship.

For the next three months CURTIS WILBUR underwent extensive alterations to its communications and combat systems suites in preparation for the first BMD patrol. With the assistance of experts from Port Hueneme Naval Surface Warfare Division, Ship Repair Facility Yokosuka, and Center for Surface Combat Systems Yokosuka, CURTIS WILBUR was able to transform both its equipment and training to prepare for this vanguard deployment. CURTIS WILBUR sailors used their expertise to not only learn their new equipment and mission but to also expand upon it and establish doctrine and training for other BMD ships to follow.

In mid-July after months of strenuous installations and training CURTIS WILBUR put to sea to test its BMD equipment and theory and also to conduct its Destroyer Squadron 15 Mid-Cycle Assessment. With both evolutions passed and validated CURTIS WILBUR sailed south toward a groundbreaking and unprecedented port visit to Da Nang, Vietnam.

As only the second United States Navy ship to visit Vietnam in thirty years, CURTIS WILBUR sailors were more than aware as to the uniqueness of the port visit and the opportunities it offered. CURTIS WILBUR sailors made most out of their time conducting numerous site sightseeing and shopping tours. Several receptions and community projects helped to reawaken and strengthen ties that had not existed in Da Nang since the American departure in 1973. Through five miraculous days CURTIS WILBUR sailors had the experience of a lifetime opening new doorways for their country and themselves.

Following Da Nang, CURTIS WILBUR returned to Yokosuka for another two months of BMD preparations. Using much the same regimen as the early spring, CURTIS WILBUR continued with the extensive installations and training that was needed. The first ever BMD patrol began the last week of September as CURTIS WILBUR sailed north from Yokosuka bound for the Sea of Japan.

October 1st, 2004 found CURTIS WILBUR on station and radiating its modified SPY-1D radar over North Korea in defense of the United States. Through two weeks of this proof of concept patrol CURTIS WILBUR avoided the swipes of both the BMD critics and two typhoons to provide the best possible coverage for this new mission.

（Attachment 2）

DEPARTMENT OF THE NAVY
USS FITZGERALD
FPO AP 96665-1280

IN REPLY REFER TO:
5750
Ser DDG 62/ 295

APR 2 1 2005

From: Commanding Officer, USS FITZGERALD (DDG 62)
To: Director of Naval History, Washington, DC

Subj: SUBMISSION OF COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12H

Encl: (1) USS FITZGERALD Command History 1 January 2004 to 31 December 2004
(2) Command History 3½" Disk
(3) Welcome Aboard Pamphlet
(4) USS FITZGERALD Photograph

1. Pursuant to reference (a), the enclosures (1) through (4) are submitted.

SMITH

Copy to:
COMDESRON FIFTEEN
COMNAVSURFPAC
COMPACFLT

successful INSURV inspection in June, sixty percent of the crewmembers from USS O'BRIEN (DD 985), previously forward-deployed to Yokosuka, Japan, swapped over to FITZGERALD in a "Super Sea Swap." Following a two-week transition period, FITZGERALD completed a successful Command Assessment of Readiness and Training (CART) II/Initial Assessment (IA) visit by Afloat Training Group, Pacific (ATGPAC) and rolled into an intensive and compressed nine-week Unit Level Training Phase. Due to the large crew turnover, the ship was required to re-certify in all nineteen SURFORTRAMAN certification areas, achieving Training Level (TL) I proficiency in 17 of 19 certification areas to achieve an overall C2 rating. FITZGERALD completed Final Evaluated Problem on 3 September and transited west, arriving in Yokosuka, Japan on 30 September. Of note, FITZGERALD completed the first Tactical Tomahawk Weapon Control System (TTWCS) Pacific Fleet Cruise Missile Tactical Qualification, Tomahawk (CMTQ-T) and CMTQ in two consecutive weeks with her Combat Systems Training Team (CSTT) packages have become the Fleet's standard.

FITZGERALD's Supply Management Inspection (SMI) was completed in November with grades of 92.97% for Stores, 93.71% for Food Services, 95.48% for Retail Operations, OUTSTANDING for Disbursing management, and OUTSTANDING for Postal Management.

At the same time, FITZGERALD was the winner of the Commander, Pacific Fleet Retention Excellence Award for FY04. Commander, Destroyer Squadrons TWO THREE and FIFTEEN recognized FITZGERALD Sailors with two Destroyer Squadron Sailors of the Quarter and two Junior Sailors of the Quarter in 2004.

At the close of November and through 19 December FITZGERALD was the second ship to participate in the national Ballistic Missile Defense Limited Defense Operations (BMD LDO). For weeks FITZGERALD kept vigilant guard and remained undetected while helping refine the Navy's role and experience in BMD LDO.

FITZGERALD continued her fruitful Partnership in Education program with Solana Beach Elementary School while in San Diego, where Sailors spent numerous hours visiting and interacting with the elementary students. In April 2004, over forty-two crewmembers participated in a massive Community Relations project during a port visit to Puerto Vallarta, where the exterior of a two-story elementary school was repainted. In Yokosuka, FITZGERALD Sailors continued to serve their community helping with the clean-up of a local cemetery and donating over 49,000 yen to victims of the recent earthquake in Niigata, Japan. During her recent port visit to Pusan, over thirty FITZGERALD Sailors volunteered to help with the clean up of a local orphanage and visit with the children there. Additionally, the crew donated over $9,250 to the Navy and Marine Corps Relief

(Attachment 3)

OPNAV 3100/99 (Rev. 7-84)
S/N 0107-LF-031-0498

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY		CLASS	HANDL
DA	DD 976	4	09	I	27	E	U	

USS CURTIS WILBUR

AT / PASSAGE FROM Yokosuka JA

TO Sea of JORAN

POSITION 0800	ZONE	TIME	POSITION 1200	ZONE	TIME	POSITION 2000	ZONE	TIME
L		BY	L		BY	L		BY
λ		BY	λ		BY	λ		BY

LEGEND
1 - CELESTIAL
2 - ELECTRONIC
3 - VISUAL
4 - D.R.

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
					0700-1200 (EDT)
0905	AA 1/3				
0906	RFR				
	S STOP			S	
0905	AA 1/3				
				FWD	TUG CAST OFF
0907	R MID				
	L OR				
	R MID				
0909	LR LFR	040		045	DSTGC
0910				NAV	Reassumed course 004
	R MID				
	RSR				
	CR	004			
				NAV	Reassumed Turn
0914	RSR	060			
0915	CR	055			
	AA 2/3		8		
	RFR	055			
0917	RSR	065			
0918				Commence	Force Protection Drill
0920				NAV	Reassumed 060 to maintain course
				Tugs	Along Starboard Side
				Pilots	Disembark
0921				Captain	orders one Prolonge Blast
0922				Tug	Clear of Ship
	AAS		15		
	L OR	060			
0924				SET	Low visability Detail
0924				SECURE	From Force Protection Drill
0925	AA 2/3		8		

REPORT SYMBOL
OPNAV 3100-10

IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE

U.S. GPO:1999-704-002/00003

IF CLASSIFIED STAMP SECURITY MARKING HERE

OPNAV 3100/99 (Rev. 7-84)
S/N 0107-LF-031-0400

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

D	A	SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY		CLASS	HANDL.
D	A	DD[illegible]	54	4	09	I	30	E	U	/

USS CURTIS WILBUR

AT/PASSAGE FROM MOBILE

TO

POSITION	ZONE	TIME
0800 L ___ BY ___		
λ ___ BY ___		

POSITION	ZONE	TIME
1200 L ___ BY ___		
λ ___ BY ___		

POSITION	ZONE	TIME
2000 L ___ BY ___		
λ ___ BY ___		

LEGEND
1 - CELESTIAL
2 - ELECTRONIC
3 - VISUAL
4 - D.R.

TIME (18-21)	ORDER (23-29)	CSE (30-32)	SPEED (33-36)	DEPTH (37-40)	RECORD OF ALL EVENTS OF THE DAY (41-77)
					2300 - 0500 (CONT)
0000					U/W AS BEFORE IN THE SEA OF JAPAN IN SUPPORT
					OF BMD. SOPA AND OTC IS THE COMMANDING
					OFFICER USS CURTIS WILBUR. E MDM DECK SET.
					THE ENGINEERING PLANT STATUS IS AS FOLLOWS:
					ALL GTM OFFLINE, 2,1 GTG, 2,4 A/C, 2,3,5 SWS,
					3,5 F/P, AND 2,1 ALPHA STEERING UNITS ARE ALL
					ONLINE. YOKE IS SET AND [illegible].
					DARKEN SHIP SET WITH THE EXCEPTION OF NAV
					LIGHTS WHICH BURN BRIGHT AND TASKING LIGHTS.
					THE CO IS OFF THE BRIDGE.
0010					ENGAGING BRAVO UNITS, SECURE ALPHA UNIT
0020					CHIEF WARRANT OFFICER [illegible] HAS THE CONN
0300					SIGHTED LARGE AMBER-YELLOW LIGHT
					BRNG 243 T OVER THE HORIZON
					ESTIMATED POSIT: 42:20.8 N 136:53.6 E. NO AIR
					OR SURFACE CONTACT SHOWN ON RADAR
0301					LTJG LANE HAS THE DECK
					x [signature]
					x FABIAN Y. BOU[illegible], ENS, USNR
					0300 - 0700
0301					ASSUMED THE WATCH U/W AS BEFORE.
0530					STARTED MAIN ENGINES
0534					INDICATE TRAILING STARBOARD SHAFTS
					PORT ENGINE STOP
0536					SECURE TASK LIGHTS.
	KSR				
	PAZ		8		
0543					OBSERVED SUNRISE
~~0544~~	L30R ~~KSR~~	106			
0601					CO IS ON THE BRIDGE

REPORT SYMBOL OPNAV 3100-90

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U.S. GPO:1986-764-030/80003

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OPNAV 3100/99 (Rev. 7-84)
S/N 0107-LF-031-0496

SHIP'S DECK LOG SHEET

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USE BLACK INK TO FILL IN THIS LOG

	SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY		CLASS	HANDL
D A	D D		4	10	I	01	E	U	/

USS CURTIS WILBUR

(AT) PASSAGE FROM MODLOC

TO

POSITION 0800 ZONE TIME	POSITION 1200 ZONE TIME	POSITION 2000 ZONE TIME	LEGEND
L ____ BY ____	L ____ BY ____	L ____ BY ____	1 - CELESTIAL
λ ____ BY ____	λ ____ BY ____	λ ____ BY ____	2 - ELECTRONIC 3 - VISUAL 4 - D.R.

TIME (18 - 21)	ORDER (23 - 29)	CSE (30 - 32)	SPEED (33 - 36)	DEPTH (37 - 40)	RECORD OF ALL EVENTS OF THE DAY (45 - 77)
					2300 - 0300 (CONT)
0001					ASSUMED THE WATCH U/W AS BEFORE IN THE
					SEA OF JAPAN IN SUPPORT OF BMD. SOPA AND OTC
					IS CO USS CURTIS WILBUR. EMCON DELTA SET. THE
					ENGINEERING PLANT STATUS IS AS FOLLOWS: ALL GTMS
					OFFLINE; 1,2 GTGS; 2,4 A/C; 235 SWS; 2,5 F/P AND
					ALPHA STEERING UNITS ARE ONLINE. MSG ZEBRA
					SET MAIN DECK AND BELOW. SHIP IS DARKENED WITH
					THE EXCEPTION OF NAV LIGHTS AND TASKING LIGHTS.
					THE COMMANDING OFFICER IS OFF THE BRIDGE.
0228					NC MORROW HAS THE CONN
0258					LTJG RAY HAS THE DECK
					x [signature]
					x WILLIAM C. LANE LTJG,
					0300 - 0700
0258					ASSUMED THE WATCH U/W AS BEFORE
0544					OBSERVED SUNRISE, DE-ENERGIZED TASKING AND
					NAV LIGHTS
					RAISED BALL DIAMOND BALL
0607					GYRO ERROR DETERMINED TO BE ZERO BY
					AMPLITUDE OF THE SUN
0636					ENS GANDY HAS THE CONN
0657					LTJG SCRANER HAS THE DECK
					x Timothy Ray
					x TIMOTHY RAY LTJG, USNR
					0700 - 1200
0657					ASSUMED THE WATCH U/W AS BEFORE
0753	SA2				PLACE STBD SHAFT IN TRAIL
	PA2		8		
					SET AND DRIFT IS 120T AT 0.6 KNOTS
0754	RCR	350			

REPORT SYMBOL OPNAV 3100-10

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U.S. GPO 1999-784-032/00083

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OPNAV 3100/99 (Rev. 7-84)
S/N 0107-LF-031-0496

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

		SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY		CLASS	HANDL
D	A	DD	[illegible]	[illegible]	[illegible]	I	0A	E	U	✓
1	2	3 - 4	5 - 7	12	13 - 14	15	16 17	22	78	79

USS CURTIS WILBUR

AT / PASSAGE FROM [illegible] STATION

TO TSUGARU STRAITS

POSITION	ZONE	TIME	POSITION	ZONE	TIME	POSITION	ZONE	TIME	LEGEND
0800			1200			2000			1 - CELESTIAL
L		BY	L		BY	L		BY	2 - ELECTRONIC
λ		BY	λ		BY	λ		BY	3 - VISUAL 4 - D.R.

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 29	30 - 32	33 - 36	37 - 40	41 ... 72
/					1200 - 1700 (cont)
1515				ENS BRADLEY HAS THE CONN	
1530				ENS [illegible] HAS THE DECK	
/					x [signature]
/					x B.P. KEFER
/					1200 - 1800 (cont)
1530				MS [illegible] THE WATCH, U/W AS BEFORE [illegible]	
/				OF (1) [illegible] [illegible] # 1370710 w/[illegible] AND (1) [illegible]	
/				[illegible] w/[illegible].	
1600	PAZ		10		
1619	PAZ		15		
1624				CO IS ON THE BRIDGE	
1650				CO IS OFF THE BRIDGE	
/	L20R	211			
1700	R10R	230			
1721				CO IS ON THE BRIDGE	
1732				CO IS OFF THE BRIDGE	
1734				CHIEF WARRANT OFFICER [illegible] HAS THE CONN	
1736	CL	215			
1751	R15R	220			
1755	PAC		18		
1757	PAF		26		
/	PAC		13		
1800				[illegible] [illegible] ENERGIZED NAV LIGHTS	
1809	L15R	045			
1813				LOST [illegible] [illegible] THE DECK	
/					x [signature]
/					x FABIAN Y. [illegible], ENS, USNR
/					1700 - 2300
1803				ASSUMED THE WATCH U/W AS BEFORE	
/				ASSUMING CUSTODY OF 1 [illegible] PISTOL # 1370776	

REPORT SYMBOL OPNAV 3100-10

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U.S. GPO:1989-704-[illegible]

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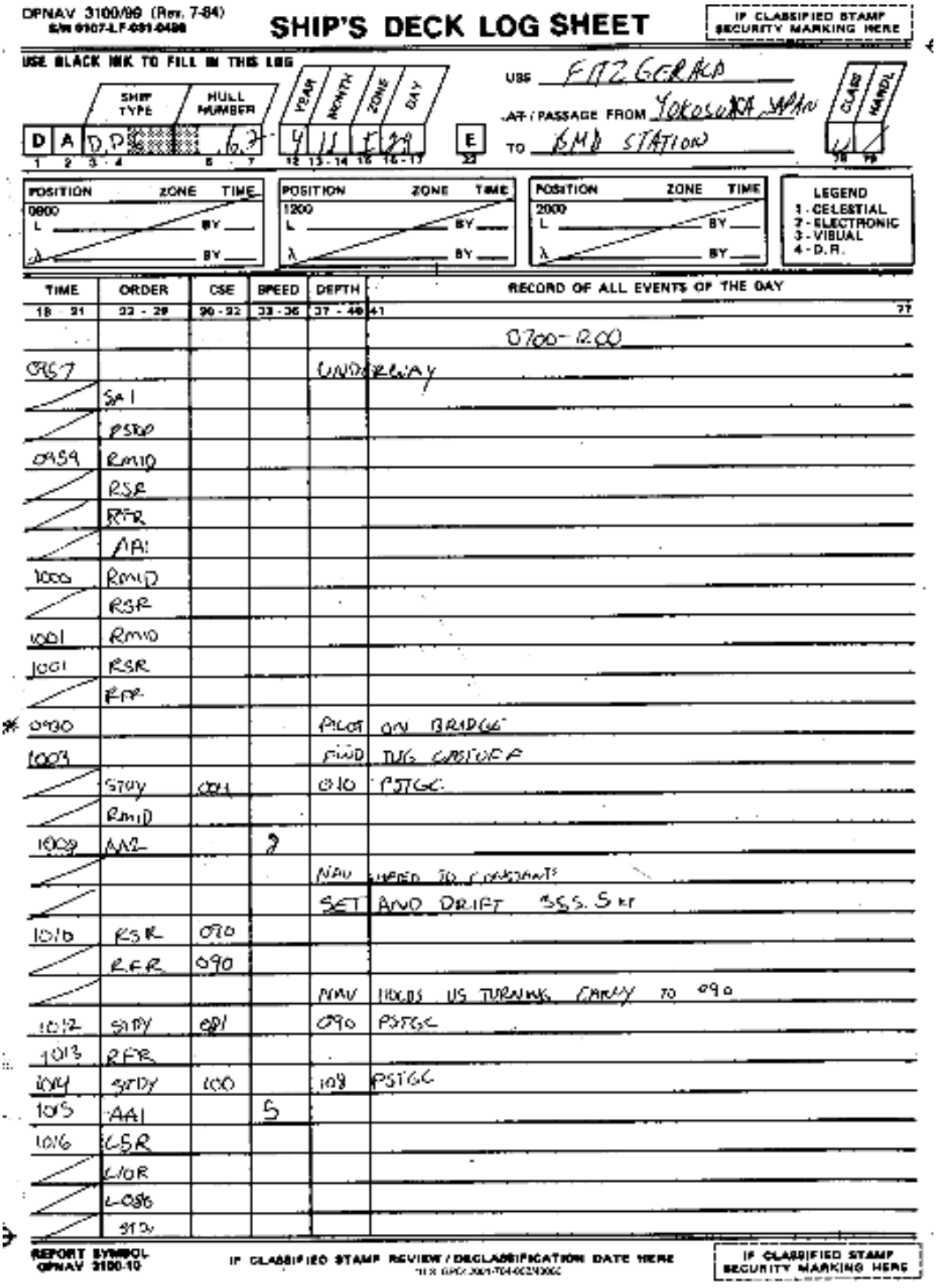
(Attachment 4)



OPNAV 3100/99 (Rev. 7-84)
S/N 0107-LF-091-0499

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY
DA	DDG 62	4	11	E	29

USS FITZGERALD

AT / PASSAGE FROM Yokosuka Japan

TO GMD STATION

CLASS / HANDL

POSITION 0800	ZONE	TIME
L ____		BY ____
λ ____		BY ____

POSITION 1200	ZONE	TIME
L ____		BY ____
λ ____		BY ____

POSITION 2000	ZONE	TIME
L ____		BY ____
λ ____		BY ____

LEGEND
1 - CELESTIAL
2 - ELECTRONIC
3 - VISUAL
4 - D.R.

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
					0700-1200
0957				UNDERWAY	
	SA1				
	PSTGC				
0959	RM1D				
	RSR				
	RFR				
	AA1				
1000	RM1D				
	RSR				
1001	RM1D				
1001	RSR				
	RFR				
* 0930				PILOT	ON BRIDGE
1003				FWD	TUG CASTOFF
	STDY	090		010	PSTGC
	RM1D				
1009	AA1		7		
				NAV	SPEED TO 7 KNOTS
				SET	AND DRIFT 355.5 KT
1016	RSR	090			
	RFR	090			
				NAV	180.05 US TURNING CARRY TO 090
1012	STDY	091		090	PSTGC
1013	RFR				
1014	STDY	100		108	PSTGC
1015	AA1		5		
1016	QSR				
	QMOR				
	LOOS				
	STDY				

REPORT SYMBOL OPNAV 3100-10

IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE

IF CLASSIFIED STAMP SECURITY MARKING HERE

OPNAV 3100/99 (Rev. 7-84)
S/N 0107-LF-031-0406

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

		SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY	
D	A	0.0[redacted]	062	4	17	-7-	01	E
1	2	3 - 4	6 - 7	12	13 14	15 16	16 17	33

USS FITZGERALD
AT / PASSAGE FROM YOKOSUKA, JP
TO BMD OPAREA

CLASS: U HANDL: /

POSITION 0800 ZONE TIME	POSITION 1200 ZONE TIME	POSITION 2000 ZONE TIME	LEGEND
L ____ BY ____	L ____ BY ____	L ____ BY ____	1 - CELESTIAL 2 - ELECTRONIC 3 - VISUAL 4 - D. R.
λ ____ BY ____	λ ____ BY ____	λ ____ BY ____	

TIME 18 - 21	ORDER 23 - 29	CSE 30 - 32	SPEED 33 - 36	DEPTH 37 - 40	RECORD OF ALL EVENTS OF THE DAY 41 - 77
					2200 - 2400 (CONT)
0000				CONTINUED THE WATCH UNDERWAY ISO IN THE	
				SEA OF JAPAN ENROUTE TO BMD STATION. ENGINEERING	
				PLANT STATUS IS AS FOLLOWS; MR 1A GTM TRAILING,	
				PORT SHAFTING 1,2 GTGS, MR 1,4 A/C UNITS, MR 5,4,5	
				SWS PUMPS, MR 3,5 FIREPUMPS, CONDITION OF READINESS	
				III, [illegible] CONDITION [illegible] DELTA AND MATERIAL CONDITION MODIFIED	
				ZEBRA ARE SET THROUGHOUT THE SHIP. SHIP IS DARKENED	
				WITH THE EXCEPTION OF NAVIGATIONAL LIGHTS WHICH ARE	
				ENERGIZED AND BURN BRIGHT. SHIP IS ON COURSE 271 T	
				AT 15 KTS. OOD IS LT DAVIES, CO IS OFF THE BRIDGE	
0027	R271			275 PSTGC	
0040	RSTR 301				
0042	L 300	300		300 PSTGC	
0048				SET [illegible] DRIFT [illegible]	
0052	R 310				
0053		310		317 PSTGC	
0100	L 305				
0120	L 300		305		PSTGC
0125	L 295			300	PSTGC
0126				SENIOR CHIEF JENKINS HAS THE CONN	
0147				LTJG OATS HAS THE DECK	
					X [signature]
					X LT DAVIES
					0200 - 0400
0147				ASSUMED THE WATCH UNDERWAY AS BEFORE	
0300				SET	AND DRIFT 298 @ 0.1 KT
0307	RSR	303		308	PSTGC
0334	RSR	305		310	PSTGC
0401				SET	AND DRIFT 303 @ 0.2 KTS
0359	[illegible]	301		305	PSTGC

REPORT SYMBOL OPNAV 3100-10

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OPNAV 3100/99 (Rev. 7-84)
S/N 0107-LF-031-0400

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

	SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY		CLASS	HANDL
D A	D D	0 6 2	4	1 2	I	0 3	E	U	/

USS FITZGERALD

AT / ~~PASSAGE FROM~~ BMD OPAREA

~~TO~~

POSITION 0800 ZONE TIME	POSITION 1200 ZONE TIME	POSITION 2000 ZONE TIME	LEGEND
L ___ BY ___	L ___ BY ___	L ___ BY ___	1 - CELESTIAL 2 - ELECTRONIC 3 - VISUAL 4 - D. R.
λ ___ BY ___	λ ___ BY ___	λ ___ BY ___	

TIME 18-21	ORDER 23-29	CSE 30-32	SPEED 33-36	DEPTH 37-40	RECORD OF ALL EVENTS OF THE DAY 41-77
2300					2200 - 0200 (CONT)
				CONTINUED THE WATCH UNDERWAY ISO IN THE	
				SEA OF JAPAN CURRENTLY AT BMD STATION	
				ENGINEERING PLANT STATUS IS AS FOLLOWS; NR	
				2,3 GTG'S, NR 1,4 A/C UNITS, NR 2,3,5 SW PUMPS,	
				NR 4,5 FIRE PUMPS, AND BRAVO HPU'S ARE ONLINE.	
				CONDITION OF READINESS III, EMCON CONDITION	
				DELTA AND MATERIAL CONDITION MODIFIED ZEBRA	
				ARE SET THROUGHOUT THE SHIP. SHIP IS DARKEN	
				WITH EXCEPTION OF DECEPTIVE NAVIGATIONAL LIGHTS	
				WHICH ARE ENERGIZED AND BURN BRIGHT. SHIP	
				IS DIW. OOD IS LTJG OATS. CO IS OFF THE	
				BRIDGE, NR 20 GTM ONLINE, TRAILING, STBD SHAFT	
0001	L 310				
0007	L 310		~~315 PSTAC~~	315 PSTAC	
0029	RFR 110				
0034	PA 2	110	10	120 PSTAC	
0046	RFR 240				
0052		240		255 PSTAC	
0054	LFR 110				
	SHIFT RUDDER				
0058		065		071 PSTAC	
0071	RFR 045				
0100		045		051 PSTAC	
0112	RFR 120				
0114		120		135 PSTAC	
				ENS LUNDEN HAS THE CONN	
0131	RFR 150				
0135		150		155 PSTAC	
0140				CONDUCTED GYRO REPEATER CHECKS. VARIOUS ERRORS	
				FOUND	

REPORT SYMBOL OPNAV 3100-10

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U.S. GPO: 2001-704-002/40002

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(Attachment 5)

OPNAV 3100/99 (Rev. 7 84)
S/N 0107-LF-031-[illegible]

SHIP'S DECK LOG SHEET

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USE BLACK INK TO FILL IN THIS LOG

		SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY	
O	A	VP [illegible]	056	5	01	I	14	E

USS John S. McCain
AT/PASSAGE FROM Yokosuka
TO Bahc Station [illegible]

CLASS / HANDL: U /

POSITION 0800	ZONE	TIME	POSITION 1700	ZONE	TIME	POSITION 2000	ZONE	TIME
L ____ BY ____			L ____ BY ____			L ____ BY ____		
λ ____ BY ____			λ ____ BY ____			λ ____ BY ____		

LEGEND
1 - CELESTIAL
2 - ELECTRONIC
3 - VISUAL
4 - D. R.

TIME (18-21)	ORDER (22-29)	CSE (30-32)	SPEED (33-36)	DEPTH (37-40)	RECORD OF ALL EVENTS OF THE DAY (41-72)
/					1200 - 1600
1213	AAS		16		
/				1M	Bravo Station Line Trail Shaft [illegible]
1249				CO	is on THE BRIDGE
1254				CO	is off THE BRIDGE
1310	L250			251	PDFEL
1320	R241				
1323	PAS		18		
1328	AAF		20		
1335	R241				
1343				SE	LEISTIKOW HAS THE CONN
/	PAF		16		
1402				CO	IS ON THE BRIDGE
1408					[illegible] Five Shots [illegible]
1418					Stand clear of M13 [illegible] [illegible] [illegible]
1420				CO	is off Bridge
/				CO	IS ON THE BRIDGE
1422	LSR	180			
1423	AAS				
/	LFR				
/					MAN OVER BOARD DRILL
1430	PG[2]				
1431	SES				
1432	RAAS				
/	AES				
/	AD'				
/	AS				
1435	LFR				
/	PB'				
/	SA'				
1436	PS				

REPORT SYMBOL OPNAV 3100-16

IF CLASSIFIED STAMP REVIEW / DECLASSIFICATION DATE HERE

U.S. GPO [illegible]

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OPNAV 3100/99 (Rev. 7-84)
S/N 0107-LF-031-0499

SHIP'S DECK LOG SHEET

IF CLASSIFIED STAMP SECURITY MARKING HERE

USE BLACK INK TO FILL IN THIS LOG

	SHIP TYPE	HULL NUMBER	YEAR	MONTH	ZONE	DAY		CLAS	HANDL
D A	D D G	[illegible] 0 5 6	5	0 1	I	1 7	E	U	/
1 2	3 4	5 - 7	11	13 - 14	15	16 - 17	22	78	79

USS JOHN S MCCAIN
AT / PASSAGE FROM PORT OF [illegible] EBC
TO BMD STATION

POSITION 0800	ZONE	TIME
L ______		BY ____
λ ______		BY ____

POSITION 1200	ZONE	TIME
L ______		BY ____
λ ______		BY ____

POSITION 2000	ZONE	TIME
L ______		BY ____
λ ______		BY ____

LEGEND
1 - CELESTIAL
2 - ELECTRONIC
3 - VISUAL
4 - D. R.

TIME	ORDER	CSE	SPEED	DEPTH	RECORD OF ALL EVENTS OF THE DAY
18 - 21	23 - 29	30 - 32	33 - 36	37 - 40	41 - 77
/					1200 - 1300 (CONT)
1315					PILOT IS ON THE BRIDGE
1315	[illegible]				
/					SET BMD
1331					CO IS ON THE BRIDGE
~~1334~~					
1350					ALL LINES ARE SINGLED
1352					UNDERWAY SHIFT COLORS
1355					[illegible]
1356	2+1 [illegible]				
/	I+1 [illegible]				
/	AS				
1403	AA1		3		
/	R3R	183			
1407					CAPT OF PORT [illegible]
1409	R5R	174			
/	AA2		10		
1425 ~~[illegible]~~	R25R				
1426 ~~[illegible]~~	R5R	257			
1427 ~~[illegible]~~	R10R				
1428	R15R	257			
/	RFR	257			
1429	R11R	258			
1430	R10R	259			
1435	L5R	257			
1436	R5R	258			
1437	R5R	259			
1439	L5R	235			
1441	R10R	237			
/	AA1		5		
	R7R	239			

REPORT SYMBOL OPNAV 3100-10

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U.S. GPO [illegible]

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(Attachment 6)

Excerpts from Congressional testimony by the Director of the Missile Defense Agency, Lt-Gen. Henry A. Obering III, USAF.
House Armed Services Committee, Subcommittee on Strategic Forces.
March 15, 2005

Missile Defense Approach—Layered Defense[i]
With the initial fielding last year of the Ground-based Midcourse Defense and Aegis surveillance and track capabilities of this integrated system, **we are establishing a limited defensive capability for the United States against a long-range North Korean missile threat**. At the same time, we are building up our inventory of mobile interceptors to protect coalition forces, allies and friends against shorter-range threats. With the cooperation of our allies and friends, we plan to evolve this defensive capability to improve defenses against all ranges of threats in all phases of flight and expand it over time with additional interceptors, sensors, and defensive layers. . .

Initial Fielding of Block 2004
We stated last year that, by the end of 2004, we would begin fielding the initial elements of our integrated ballistic missile defense system. We have met nearly all of our objectives. We have installed six ground-based interceptors in silos at Fort Greely, Alaska and two at Vandenberg Air Force Base in California. We completed the upgrade of the Cobra Dane radar in Alaska and the modification of six Aegis ships for long-range surveillance and tracking support. These elements have been fully connected to the fire control system and are supported by an extensive command, control, battle management and communications infrastructure . . .

Since October 2004, we have been in a "shakedown" or check-out period similar to that used as part of the commissioning of a U.S. Navy ship before it enters the operational fleet. We work closely with U.S. Strategic Command and the Combatant Commanders to certify missile defense crews at all echelons to ensure that they can operate the ballistic missile defense system if called upon to do so. We have exercised the command, fire control, battle management and communication capabilities critical to theoperation of the system. **The Aegis ships have been periodically put on station in the Sea of Japan to provide long-range surveillance and tracking data to our battle management system.**

[i] Emphasis added.
http://www.house.gov/hasc/testimony/109thcongress/Strategic%20Forces/3-15-05OberingStatement.pdf)

(Table 1) Itinerary of Aegis Ships for MD Mission

(27 Sep. '04～31 Mar. '05)

		Curtis Wilbur	Fitzgerald	John S.McCain
04.09.27		leave Yokosuka (northbound)		
28				
29		BMD Op Area		
30			(Record starts on Oct.1 '04.)	(Record starts on ct.1'04.)
10.01			berthed in Yokosuka	berthed in Yokosuka
02				
03				
04				
05				
06				leave Yokosuka to near sea
07				
08				return Yokosuka
09		to Yellow Sea		
10-12		(evade typhoon)		
13		(location not recorded)		
14		BMD Op Area		
15		to Sasebo		
16		port call at Sasebo		
17-18				
19				leave Yokosuka to A12 & return
20				
21		leave Sasebo to Yokosuka		
22				leave Yokosuka to Okinawa
23-25				
26		return Yokosuka		
27				
28		leave Yokosuka to Okinawa		
29				
30-31		(Okinawa Op Area)		
11.01-08				
09				port call at WB & leave to YKSK
10-13				(exercise in East China Sea)
14		(Philippine Op Area)		(exercise in East China Sea)
15-18				(exercise in East China Sea)
19-21		to Yokosuka		to Yokosuka
		Curtis Wilbur	Fitzgerald	John S. McCain
22		return Yokosuka	leave YKSK to Sagami-wan & return	to Sagami-wan & return YKSK
23-28				

11.29			leave Yokosuka (northbound)	
30				
12.01		leave Yokosuka to Kagoshima	BMD Op Area	leave Yokosuka to Sagami-Wan
02				
03		port call at kagoshima		return Yokosuka
04				
05			around BMD Op Area	
06				
07		leave Kagoshima		
08				
09		return Yokosuka		
10-15				
16			to Pusan, ROK	
17			port call at Pusan	
18-19				
20			leave Pusan to Yokosuka	
21				
22			return Yokosuka	
23-31				
05.01-09				
10		leave Yokosuka to A12 & return		
11-12				
13				leave Yokosuka (Southbound)
14-15				
16				port call at Sasebo
18			leave YKSK to near sea & return	
19-22				
23				BMD Op Area
24				
25				
26				
27				
28				
29				return Yokosuka
30-31		(berthed in Yokosuka)		
02.01		(deck logs for Feb. not available)		
		Curtis Wilbur	Fitzgerald	John S. MaCain
02				
03				leave Yokosuka to Otaru
04				
05				port call at Otaru
06				
07			leave Yokosuka to Maizuru	

08				
09				leave Otaru for Chinhae, ROK
10			port call at Maizuru	
11				port call at Chinhae
12				leave Chinhae
13				
14			leave Maizuru to Okinawa Op Area	
15				port call at Pusan
16				
17				leave Pusan to Sea of Japan
18			to Hong Kong	
19				to Hong Kong
20				
21			port call at Hong Kong	
22-24				(port call at HK, no record of date)
25			leave HK to Okinawa Op Area	
26-27				
28			(underway Okinawa sea area)	
03.01-04			(deck logs for Mar. not available)	
05				port call at WB
04				leave WB to Chinhae
07-13				
14				port call at Chinhae
15-17				
18				leave Chinhae
19				port call at Pusan
20				leave Pusan to Yokosuka
21-27				
28				return Yokosuka
29-30				
31				(berthed Yokosuka)

YKSK = Yokosuka, Japan WB = White Beach, Okinawa HK = Hong Kong, China

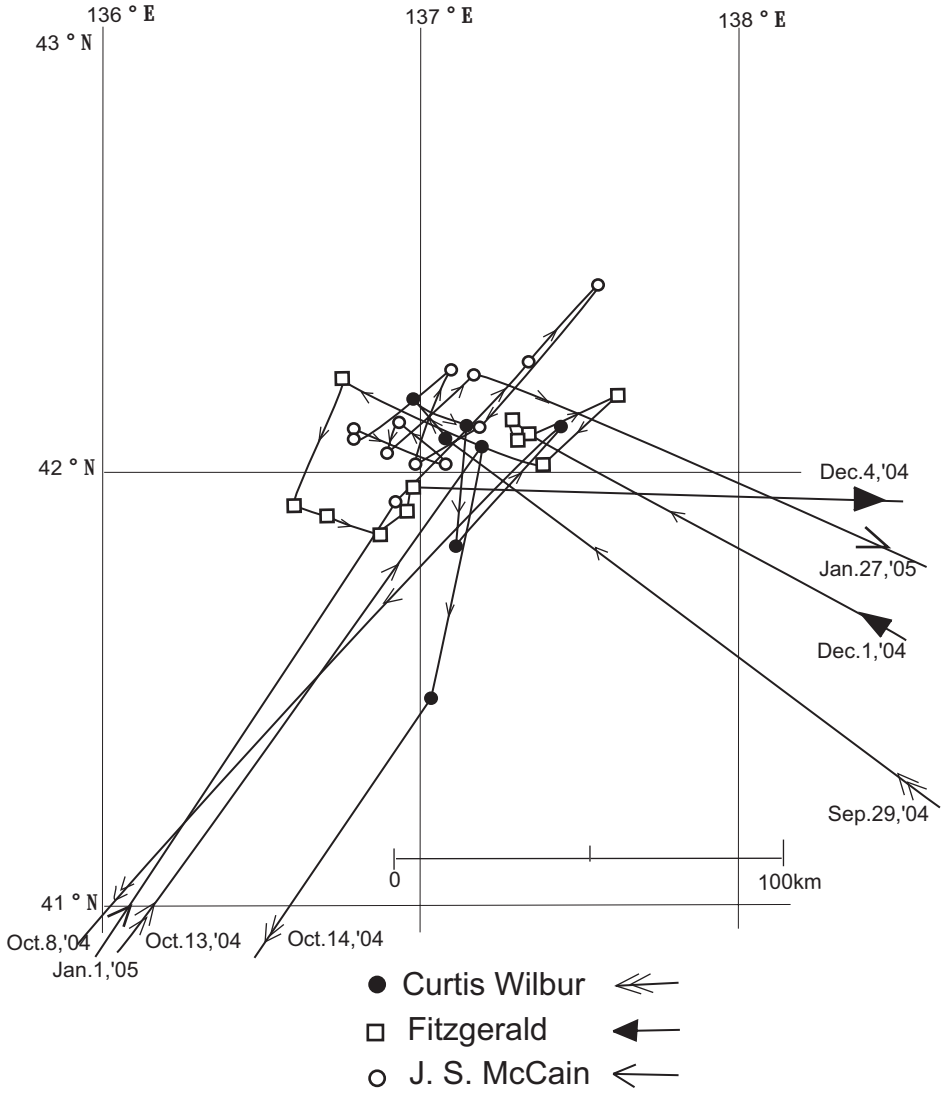
(Chart 1) Curtis Wilbur Cruise Track (Sep. 27 - Oct. 26, 2004)

(Chart 2) Fitzgerald Cruise Track (Nov. 22 - Dec. 31, 2004)

(Chart 3) J. S. McCain Cruise Track (Jan.13 - 29, 2005)

(Chart 4)

Cruise Tracks in BMD Operation Area (Sep.27, '04 - Mar.31, '05)



(Chart 5)


130 ° E
140 ° E
150 ° E
to Los Angeles
Russia
China
Hokkaido
40 ° N
Okushiri-
to
to Honolulu
Taepodong
DPRK
Sea of Japan
(Eastern Sea)
Pacific Ocean
Japan
Yokosuka
ROK
Pusan
30 ° N
Sasebo
20 ° N