

R 261251Z AUG 00 ZYB PSN 372228T24  
 FM USS DONALD COOK  
 TO COMFIFTHFLT//N3/N313//  
 COMGWBATGRU  
 CTF 50  
 COMDESRON FIVE ZERO  
 COMDESRON TWO TWO  
 INFO TACTRAGRULANT DAM NECK VA//N32//  
 BT  
 UNCLAS //N03510//  
 EXER///  
 MSGID/GENADMIN/DONALD COOK//  
 SUBJ/NIIP PROGRAM FORMATTED LESSONS LEARNED SUBMISSION//  
 RMKS/DATA FORMATTED FOR PROCESSING BY NIIP SOFTWARE.//  
 CAPSCHECK/F//  
 IIPID/63472-87745/U/-/-/-/-//  
 CLASDAT/-/-//  
 TITLE/PORT VISIT REPORT TO ADEN, YEMEN//  
 OPEXCMD/-/USS DONALD COOK//  
 LLPOC/LTJG [REDACTED] /-/-//  
 OBSTXT/U/-/-/1. PORT VISIT SUMMARY. //  
 ///  
 / A. NAME OF PORT: ADEN, YEMEN//  
 ///  
 / B. GEOGRAPHIC LOCATION: GULF OF ADEN//  
 ///  
 / C. NAME OF VESSEL: USS DONALD COOK//  
 ///  
 / D. NAME OF COMMANDING OFFICER: [REDACTED] //  
 ///  
 / E. DATE OF VISIT: 21AUG00//  
 ///  
 / F. TIME ZONE: MINUS 3 CHARLIE (-3C)//  
 ///  
 /2. NAVIGATIONAL INFORMATION.//  
 ///  
 / A. DESCRIPTION OF PORT: LARGE REFUELING PORT. DCK OBSERVED  
 /CONSTANT MERCHANT TRAFFIC FOR DURATION OF VISIT//  
 ///  
 / B. APPROACHES, LIGHTS, ETC.: DCK USED NIMA CHARTS 62097 AND  
 /62098 FOR THE APPROACH AND HARBOR NAVIGATION. DCK BERTHED AT  
 /DOLPHIN #7 IN THE INNER HARBOR. VISUAL NAVIGATION WAS GOOD  
 /ENTERING THE PORT (DAYLIGHT HOURS) DUE TO PROMINENT NAV AIDS  
 /AROUND THE HARBOR. THE DEPARTURE WAS MADE AT NIGHT AND DCK  
 /RELIED HEAVILY ON GPS FIXES AS MOST VISUAL AIDS WERE NOT  
 /LIGHTED. THE BUOY PATTERN IS WELL MARKED AND EASILY FOLLOWED.  
 /ON THE INBOUND TRANSIT CIC FOUND ALL RADAR FIXES TO BE ADEQUATE,  
 /HOWEVER, ON THE OUTBOUND TRANSIT THE RADAR POINTS WERE NOT  
 /CUTTING ACCURATELY. MOST WERE ABAFT THE BEAM OR IN THE SHIP'S  
 /RADAR CUTOUTS. GPS WAS UTILIZED FOR THE NAVIGATION SOURCE IN  
 /CIC.//  
 ///  
 / C. PILOTAGE: PILOTAGE IS COMPULSORY. DCK PICKED UP THE PILOT  
 /AT THE OUTER PILOT PICK-UP POINT. THE PILOT SPOKE SOME ENGLISH  
 /BUT KNEW THE HARBOR WELL. CONSIDERABLE LANGUAGE BARRIER WAS A  
 /CHALLENGE. TO ALLOW FOR AN EASIER UNDERWAY IN THE DARKNESS, DCK  
 /DESIRED TO TWIST THE SHIP AND GO STBD SIDE TO THE FUELING PIER  
 /BUT THE PILOT WAS RESISTANT. CO HAD TO INSIST TO EXECUTE THIS  
 /MANEUVER. DCK MADE UP TWO TUGS FOR THE INBOUND TRANSIT, WITH  
 /POLYPROPYLENE TUG HAWSERS. TUGS WERE ROUGH ON THE HAWSERS AND  
 /REQUIRED CONSTANT INSISTENCE TO GO EASY. STANDARD KEVLAR LINES  
 /WOULD HAVE PARTED UNDER THE STRAIN INDUCED BY TUGS. DCK USED  
 /BUCCERS AND SCREWS TO TWIST AROUND UNTIL PARALLEL TO THE PIER,

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/THEN ALLOWED WIND TO SETTLE DCK INTO THE BERTH. BERTH WAS SHORT /PLATFORM (150 FT LONG) WITH MOORING BUOYS BOTH FWD AND AFT OF /THE PLATFORM. PILOT DIRECTED LINE MAKE-UP RESULTING IN 9 LINES /OVER. LINES 1 AND 1A TO MOORING BUOYS, 2, 2A AND 3 WERE TO THE /PLATFORM. LINES 4, 5 AND 5A WERE ALSO TO THE PIER, WITH LINE 6 /TO A MOORING BUOY AFT. WORKBOATS WERE STANDING BY AT SHIPS /ARRIVAL TO TAKE LINES TO BUOYS. NO ADDITIONAL HARDWARE WAS /NEEDED TO ATTACH THE LINE TO THE BUOY.//

///  
/OUTBOUND PILOT WAS PROFICIENT IN ENGLISH AND QUITE RESPONSIVE. /DCK TOOK IN ALL LINES AND USED ENGINES TO HOLD POSITION /ALONGSIDE THE DOLPHIN, THEN MADE UP TUGS IN ORDER TO PREVENT /PARTING LINES IN CASE TUGS STARTED TO PULL AS SOON AS LINES WERE /PASSED.//

///  
/ D. ENTRANCE: NC//

///  
/ E. CHANNEL: NC//

///  
/ F. ANCHORAGES: NC//

///  
/ G. WRECKS AND OBSTRUCTIONS: NC//

///  
/ H. TIDES AND CURRENTS: NC//

///  
/ I. WEATHER AND WINDS: DCK ANTICIPATED POOR WEATHER WITH OUR /LATE ENTRANCE INTO PORT. PUB 172 NOTED SANDSTORMS DURING /JUL-AUG MONTHS AROUND SUNSET THAT GREATLY LIMITED VISIBILITY. /LOCAL AREA WEATHER PREDICTED HIGH WINDS. ACTUAL WIND WAS ABOUT /25 KTS DURING LATE AFTERNOON, DYING OFF AFTER SUNSET. /SANDSTORMS DID NOT OCCUR.//

DISTXT/U/--/3. BERTHING AND FACILITIES.//

///  
/ A. MOORINGS, DOCKS, ETC.: MANY OF THE BUOYS AND MOORING BUOYS /LISTED IN THE INNER HARBOR WERE NOT OBSERVED BY DCK.//

///  
/ B. FUEL, LUBE AND DIESEL OIL: FUEL RCVD WAS OF GOOD QUALITY /AND PUMPING PRESSURE WAS CONSTANT.//

///  
/ C. MECHANICAL HANDLING FACILITIES: DCK WAS DELAYED FOR /SEVERAL HOURS BECAUSE ADEN COULD ONLY REFUEL ONE NAVAL VESSEL AT /A TIME. OTHER SHIPS ARRIVING IN COMPANY ELECTED TO ANCHOR /OUTSIDE OF THE OUTER HARBOR.//

///  
/ D. DRYDOCKS AND REPAIR FACILITIES: NC//

///  
/ E. WAREHOUSE AND STORAGE FACILITIES: NC//

///  
/ F. STEVEDORES: NC//

///  
/ G. PORT CAPACITY: NC//

///  
/ H. ROAD, RAIL AND STEAMER TRANSPORTATION: NC//

LLTXT/U/--/4. SERVICES, LOGISTICS AND OPERATIONS.//

///  
/ A. LIGHTERAGE: NC//

///  
/ B. DREDGES AND MISCELLANEOUS CRAFT: NC//

///  
/ C. WATER: NC//

///  
/ D. AIRFIELDS: NC//

///  
/ E. COMMUNICATIONS: NC//

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///  
/ F. MEDICAL: NC//  
///  
/ G. GASOLINE: NC//  
///  
/ H. PROVISIONS: NC//  
///  
/ I. GARBAGE DISPOSAL: NC//  
RECTXT/U/-/-/5. PERSONALIA.//  
///  
/ A. CALLS: NC//  
///  
/ B. HONORS: NTR//  
///  
/6. PORT VISIT INFORMATION.//  
///  
/ A. GENERAL INFORMATION: NC//  
///  
/ B. LIBERTY: NTR//  
///  
/ C. CLUBS AND BARS: NC//  
///  
/ D. RESTAURANTS: NC//  
///  
/ E. HOTELS: NC//  
///  
/ F. ATHLETICS: NC//  
///  
/ G. BEACHES: NC//  
///  
/ H. CHURCHES: NC//  
///  
/ I. TRANSPORTATION: NC//  
///  
/ J. TOURS: NC//  
///  
/ K. SHOPPING: NC//  
///  
/ L. THEATER AND MOVIES: NC//  
///  
/ M. PHYSICAL SECURITY: NC//  
///  
/ N. MISCELLANEOUS INFORMATION: NC//  
COMTXT/U/-/-/7. MILITARY CONTACTS: NC//  
///  
/8. PUBLIC RELATIONS: NC//  
///  
/9. COMREL: NC//  
///  
/10. CO COMMENTS: ENTRY AND EXIT FROM ADEN WENT SMOOTHLY AND  
/WERE EASIER THAN EXPECTED BASED ON COMMENTS FOUND IN SOME OTHER  
/LESSONS LEARNED MESSAGES. THE HARBOR MASTER WAS WILLING AND  
/ABLE TO RESPOND TO A CHANGE IN SCHEDULE AND DCK ENTERED, FUELED  
/AND DEPARTED WITH MINIMUM DIFFICULTY. HARBOR CAPACITY IS ONLY 1  
/SHIP AT AT TIME BEING LIMITED BY THE CAPACITY OF THE FUELING  
/DOLPHINS. RECOMMEND THAT IF 2 SHIPS ARE SCHEDULED FOR THE SAME  
/DAY, EXTRA TIME BE FACTORED IN FOR SERVICING OF SECOND SHIP.//  
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