

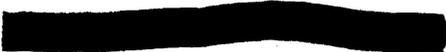


DEPARTMENT OF THE NAVY
USS ANTIETAM (CG 54)
FPO AP 96660-1174

Rec'd 1/16/97

5750
ADM/155
10 OCT 96

DECLASSIFIED

 - UNCLASSIFIED Upon Removal of Enclosure (8)

From: Commanding Officer, USS ANTIETAM (CG 54)
To: Director of Naval History (N09BH), Naval Historical Center, Washington Navy Yard, 901 M Street SE, Building 57, Washington, DC 20374-5060
Subj: COMMAND HISTORY OF USS ANTIETAM (CG 54) CY 1995 (U)
Ref: OPNAVINST 5750.12F

- Encl:
- (1) Command Composition, Organization and Chronology
 - (2) Narrative
 - (3) Welcome Aboard Pamphlet
 - (4) Published Articles
 - (5) Light-Off Examination (LOE)
 - (6) Command Assessment of Readiness and Training (CART) and Tailored Ship's Training Availability (TSTA)
 - (7) Combat Systems Inspections and Qualifications
 - (8) PRT&T Missile Firing Reports → (CLASSIFIED)
 - (9) Change of Command
 - (10) Public Affairs Awards

1. In accordance with reference (a), enclosures (1) through (10) are re-submitted as Command History of USS ANTIETAM (CG 54) for CY 1995.

W. E. DOUD

1995

1. Command Composition and Organization

Mission	TO PRESERVE THE PEACE AND TO ACHIEVE SUCCESS AND EXCELLENCE IN COMBAT	
Organizational Structure (ISIC)	Commander, Cruiser-Destroyer Group Three, RADM . . Prout	01Jan-08May
	Commander, Cruiser-Destroyer Group Three, RADM E. Moore	09May-13Sep
	Commander, Cruiser-Destroyer Group Five, RADM T. F. Marfiak	14Sep-31Dec
Name of Commander	CAPT Joe Lee Frank III, Commanding Officer	01Jan-30Nov
	CAPT William E. Doud, Jr., Commanding Officer	01Dec-31Dec
Permanent Duty Station	Naval Station, Long Beach, CA	01Jan-13Sep
	Naval Station, San Diego, CA	14Sep-31Dec
Type and Number of Aircraft Assigned	Helicopter Anti-Submarine Squadron Light Four Nine, Detachment Seven	11Oct-07Nov

2. Chronology

Movements	DryDock #1, Naval Shipyard, Long Beach, CA	01Jan-16Apr
	Naval Shipyard, Long Beach, CA	17Apr-27Jun
	Sea Trails	28Jun-30Jun
	Ammunition Onload, Naval Weapons Station, Seal Beach, CA	31Jul-01Aug
	SOCAL OPAREAS	02Aug-04Aug
	Naval Station, Long Beach, CA	05Aug-20Aug
	SOCAL OPAREAS (FIREX 1)	21Aug-25Aug

Naval Station, Long Beach, CA	26Aug-28Aug
Underway Stbd rudder checks	29Aug
Naval Station, Long Beach, CA	30Aug-19Sep
SOCAL OPAREAS (TSTA I)	20Sep-22Sep
Naval Station, San Diego, CA	23Sep-24Sep
SOCAL OPAREAS (TSTA I)	25Sep-29Sep
Naval Station, Long Beach, CA	30Sep-09Oct
Ammunition Onload, Naval Weapons Station, Seal Beach, CA	10Oct
Transit to Hawaiian OPAREAS	11Oct-15Oct
Naval Station, Pearl Harbor, HI	16Oct
Hawaiian OPAREAS (CSSQT)	17Oct-20Oct
Naval Station, Pearl Harbor, HI	21Oct-22Oct
Hawaiian OPAREAS (PRT&T)	23Oct-27Oct
Naval Station, Pearl Harbor, HI	28Oct-31Oct
Transit to San Diego, CA	01Nov-07Nov
Naval Station, San Diego, CA	08Nov-19Nov
SOCAL OPAREAS (Spotter Services)	20Nov-22Nov
Naval Station, San Diego, CA	23Nov-10Dec
SOCAL OPAREAS (TSTA II)	11Dec-15Dec
Naval Station, San Diego, CA	16Dec-31Dec
Deployments	None

Exercises and Operations	None	
Change of Command	CAPT W. E. Doud, Jr. relieved CAPT J. L. Frank III	30Nov
Major Changes to Organization, Name, Mission or Functions	Changed ISIC from Commander, Cruiser-Destroyer Group Three to Commander, Cruiser-Destroyer Group Five	14Sep
New Weapons Systems or Major Equipment	<u>Installed:</u> EHF SATCOM High Frequency Radio Group AEGIS Baseline 2.9 SPY1-A "Big 5" Ordalt Dual Net Multi-Frequency Link SRBOC ORDALT <u>Removed:</u> JTIDS (Link 16)	
Major Physical Alterations	PCMS AFFF	
Logistic Support	None	
Major Command Awards	Presidential Physical Fitness Award Battle Efficiency Award Fleet Morale Welfare & Recreation Award Commander, Naval Surface Forces, Pacific, Surface Ship Safety Award	

Commander, Naval Surface
Force, Pacific, Top
Financial Performer Award

Major Command
Problems

None

Major Units Embarked
or Disembarked

Helicopter Anti-Submarine
Squadron Light Four Nine,
Detachment Seven

11Oct-07Nov

Major Conferences

None

Ship/Stations/Area
to which Deployed

SOCAL OPAREA

various

Hawaiian OPAREA

16Oct-31Oct

Changes in
Operational Command

CTG 015.4

01Jan-31Dec

Major Accidents
Involving Loss of
Life or Equipment

None

N/A

"Underway! Shift colors!" With these words, the AEGIS cruiser, USS Antietam, one of the top cruisers in the Pacific Fleet, commenced her sea trials and ended her first regular overhaul (ROH). The overhaul, performed by Long Beach Naval Shipyard, began on October 3, 1994, and was completed on June 29, 1995. This regular overhaul set the example for other ships and shipyards to follow, and earned accolades from all levels of the chain of command.

Vice Admiral Robinson, Commander, Naval Surface Forces, Pacific, sent his congratulations and went on to say, "The outstanding cooperation and teamwork demonstrated between USS Antietam, Long Beach Naval Shipyard, and the other technical and industrial support activities led to the highly successful availability. Due to your efforts, Antietam was delivered, fighting fit, on time and under predicted costs. The pride, professionalism, and cooperation demonstrated by the Antietam team is the example of future ship availability's to follow."

Antietam's teamwork and dedication are the ship's trademarks. USS Antietam entered Long Beach Naval Shipyard following an extremely successful deployment to the Western Pacific and Arabian Gulf. During her stay in dry-dock, the ship was awarded the Commander, Naval Surface Forces, Pacific, Safety Award and the Battle Efficiency Award, for outstanding performances in logistics, command and control, combat systems, and engineering. The dedicated efforts of the crew and shipyard personnel brought Antietam from overhaul through Light-Off Examination, one of the Navy's most difficult engineering inspections, with flying colors.

The strong sense of teamwork and dedication was shared by the professionals of the Long Beach Naval Shipyard, who are commanded by Captain John Pickering. Captain Joe Lee Frank, Antietam's commanding officer, established a good rapport with the shipyard commander before the start of the overhaul, and encouraged friendly relations between Antietam's crew and the shipyard, causing everyone to work that much harder to accomplish quality work.

"In the course of my career I have accomplished major overhauls or construction in each of my nine shipboard tours. The performance of Long Beach Naval Shipyard during the Regular Overhaul of Antietam from October 1994 through June 1995 was superb, the finest work I have seen from an industrial activity...This is itself testament to the dedication, professionalism and perseverance of the Long Beach Naval Shipyard," said Captain Frank in a letter of appreciation to Captain Pickering.

Captain Pickering shares Captain Frank's opinion, and praised Antietam's crew: "The crew of Long Beach Naval

Shipyards would particularly like to recognize the magnificent contributions made by USS Antietam's crew in the timely and cost effective completion of this precedent-setting availability. Well done and thanks."

Antietam is the fourth AEGIS cruiser to complete regular overhaul, and the first to have the work performed in a government shipyard. The complex work performed on Antietam required an additional 200 engineers and technicians from Naval Surface Warfare Center, Point Hueneme, and various defense contractors, such as Martin Marietta, Raytheon, and Litton-Ingalls. The overhaul effort also involved over 3,000 shipyard workers who displayed an extremely high level of professionalism and dedication to the project. Lieutenant Paul Schlise, the overhaul coordinator, said, "It is a 50 million dollar work package which will significantly modernize Antietam and better equip her to deal with emerging threats in the Pacific theater and throughout the world."

The work performed on Antietam's combat systems was extensive. The vertical launch system, which houses nearly all of Antietam's guided missiles, underwent an extensive overhaul of the deluge valves for the sprinkler system and had its top resurfaced. The AEGIS "Big Five" upgrade provides significant improvements to the AN/SPY-1A phased array radar system.

The AEGIS improvements and outstanding efforts of the crew even earned the praise of Rear Admiral Wayne Meyer, the father of the AEGIS program: "What an incredible job Antietam did during overhaul! I've heard several positive remarks about the extraordinary performance of Antietam's sailors while in the shipyard. There's no limit to what can happen when a little leadership is applied. Good on the officers, chief petty officers, and crew!"

At the beginning of the overhaul, Ms. Noelle Chacon, the project engineer responsible for all aspects of the combat systems upgrades said, "Integration of the support teams to accomplish the aggressive work scheduled for Antietam's weapon and sensor systems will be challenging. I look forward to seeing Antietam leave Long Beach Naval Shipyard as one of the United States' most capable weapon systems." As a result of the efforts of the Antietam-Long Beach Naval Shipyard team this wish has come true.

Antietam's radio communications suite was also extensively overhauled. The ship's hull was strengthened in order to extend the life of the ship. A pressurized aqueous film forming foam line (AFFF) was installed. This system will greatly enhance the damage control and survivability of the ship.

The Ney Award-winning Snakebite Cafe underwent modernization, as well. The galley received new ovens and

other cooking equipment, and the messdecks had the deck re-laid. With these upgrades and the steady performance of the supply department, the ship is ready to compete in the next food service excellence competition.

The overhaul marked the first time since the ship's commissioning that the crew did not live onboard. Antietam's crew moved off the 9,600 ton cruiser and into the barracks at the Long Beach Naval Shipyard, taking all of their gear and personal belongings. They also emptied offices and workshops, taking many pieces of equipment with them.

Although the overhaul involved a lot of hard work, an ample program of leave and liberty was provided. Many crewmembers took the opportunity to continue their education through classes onboard the ship's barge, or with schools in the surrounding communities. Antietam's commanding officer, Captain Joe Lee Frank, promised and delivered each crew member at least one Navy school during the overhaul. This increase in the corporate knowledge of the crew will enable Antietam to reap large benefits from the combination of a highly skilled crew and modernized equipment.

As the end of the overhaul approached, the crew began a phased move-aboard. Berthing compartments were reopened, and services like the barbershop, ship's store, and the Snakebite Cafe were brought on-line.

The last few days of the overhaul presented the biggest challenge. After a very successful Light Off Examination, Antietam quickly made the ship ready for sea trials. That this feat was accomplished in an unprecedented six days is a testimony to the hard work and dedication of the entire crew. The sea trial period was completed with all systems testing satisfactory.

Captain Frank had more praise for the shipyard concerning their performance assisting the ship prepare for LOE: "The positive role of you [Captain Pickering], your managers and the union leaders during the tumultuous period of base realignment and closure evaluation ensured that all of us in Long Beach had a clear focus on our overhaul objective. This was a focus that never wavered. That Antietam passes her Light-off Examination with no degradation, just as the base closure decision was being announced, stands as the definite description of the quality of your shipyard's work." Even in light of the Base Realignment and Closure Committee's decision to close the Long Beach Naval Shipyard, the shipyard workers are dedicated to completing assigned work in good faith and closing the shipyard with pride in their accomplishments.

Antietam's overhaul was a smashing success and an example for future overhauls to follow. Captain Frank and Mr. Michael O'Keefe, the project superintendent for the Long

Beach Naval Shipyard, brought the ship through overhaul on time and under budget. The dedicated efforts of Antietam's crew and the professionals of the Long Beach Naval Shipyard brought about the outstanding modernization of USS Antietam, and definitely gave the taxpayers their money's worth.

USS Antietam successfully completed sea trials on Friday, June 30. This marked the first time that she had set sail since starting her regular overhaul last October. The purpose of the three day trial was to demonstrate that they ship and crew were ready to return to sea and to symbolize the close of the overhaul period.

The sea trials enabled the crew to conduct extensive training while at sea. Many of the ship's divisions and workcenters conducted individual training for their personnel. Deck division, for example, administered life jacket training to their sailors, while in E-division, Electrician's Mate Second Class Sorenson was instructed in the proper manning of the electrical plant console. This is an important watchstation when the ship is underway. EM2 Sorenson felt that he learned a lot about the ship in general as a result of being out to sea. Seaman Apprentice Ventulett, who reported aboard five days prior to sea trials, stood lookout watches during the cruise. Ventulett is looking forward to qualifying and standing helmsman.

Petty Officer Telleen, a fire controlman from Mesa, Arizona, who has served aboard Antietam for approximately a year and a half, felt good about the sea trials. Telleen said, "It was peachy keen." The success of fast cruise, according to Telleen, should be attributed to the fact that the ship successfully activated its SPY-1A phased array radar system, which is the primary surface and air search radar onboard. According to the fire controlmen who handle the system, it performed flawlessly. This high level of performance is due in part to the work of Charlie Hand, who according to Telleen, is the man who wrote the AEGIS program used onboard Antietam. The system has just been refined to generate a clearer and more accurate picture all-around.

The sea trials also introduced newly reported personnel to the normal underway routine. For Petty Officer Sablich, an electrician's mate from Fort Lauderdale, Florida, the experience of going to sea was an entirely new one. "It was very interesting," said Sablich, "I didn't get sea-sick once, although I thought I would." He does, however, admit to getting queasy several times. He dealt with this by visiting the ship's fantail often and trying hard to keep his mind off the rocking and rolling of the ship. During the sea trials, Sablich stood sounding and security watches. "When I wasn't standing watch I was helping out in the electrical shop."

Seaman Tyree, a native of Cleveland, Ohio, had this to say: "Its cool getting out in the ocean and seeing the ship really move." Tyree, who arrived onboard Antietam while the ship was in dry-dock, really felt that the sea trials boosted his morale and instilled a sense of pride in the ship. "Once we cleared Queen's Gate I really felt a burst of fresh air."

Master Chief Petty Officer Bogan, Antietam's Command Master Chief, said this about going to sea once again, "I loved it, I love going to sea." Master Chief Bogan was previously assigned to an aircraft carrier and staff duty ashore, but returned to sea duty on a "small boy" because "small boys have a tighter crew." The Command Master Chief could have retired prior to this tour, but asked specifically for an AEGIS platform, and finds it "pretty interesting and exciting."

While at sea Antietam conducted her second general quarters drill. The crew responded enthusiastically to the drill. They manned their battle stations, and established communications quickly; their response was highly professional. There are, however, a few details that remain to be worked out. The ship's company understands that the more they practice, the better they will become. The biggest challenge is simply molding the crew into a highly efficient sea-going machine once again. A lot of people are new, and some old hands are rusty. The first steps are always the hardest, and the only route to success is through constant practice and attention to detail, all of which is part of Antietam's tradition.

USS Antietam embarked some future sailors for their annual fleet summer training. Four midshipmen from the United States Naval Academy and five Sea Cadets arrived to join the crew and learn first hand about life at sea aboard a U.S. Navy cruiser. Midshipmen First Class Chris Adams, Tim Fontana, James Harney, and Adam Piepkorn will use their two months onboard USS Antietam to learn the fine art of being a surface warfare junior officer prior to their commissioning in May of 1996. Cadets John Grounds, James Martinez, Brian Peel, Calvin Slater, and Josh Youngblood are using their time to find out more about the Navy they may enter following graduation from high school.

The United States Naval Academy sends midshipmen to ships around the world for training during the summers preceding their junior and senior years. This gives them the opportunity to use the skills obtained during the rigorous training at the Academy, and learn more about their future jobs. The midshipmen are fully integrated into the ship's wardroom, and are assigned junior officers as "running mates." The running mates escort the midshipmen

during their time onboard and assign them tasks which are challenging and characteristic of their future responsibilities.

The Sea Cadets program is coordinated through the Long Beach Naval Reserve Center at the Long Beach Naval Shipyard. It is a youth-oriented program, with members of ages thirteen through eighteen, which exposes high school students to enlisted life. Following successful completion of the Sea Cadet program and graduation from high school, cadets enlisting in the Navy are advanced to E-3 after boot camp. The Sea Cadets are assigned running mates from enlisted mid-level management ranks, typically petty officers second or first class. They work primarily in deck division and engineering, but also with the quartermasters and operations specialists.

All of Antietam's guests are looking forward to a challenging, and rewarding stay. They said that the crew has been "helpful and answered all questions." The crew enjoys the opportunity to show their skills to new people, and is working hard to integrate the guests fully into the ship's routine. The ship will continue sea trials this week, and has some special training opportunities scheduled for the students.

People interested in the Sea Cadets should contact the Naval Reserve Center at the Long Beach Naval Shipyard. Students desiring to attend the United States Naval Academy, or any Naval Reserve Officer's Training program at another college, should see their high school counselors.

USS Antietam has just completed her first regular overhaul (ROH). The overhaul, performed by the Long Beach Naval Shipyard, began in October 1994 and was completed in June 1995. The overhaul set the example for ship and shipyards to follow by finishing on time and under budget. As hectic and demanding as the overhaul was, Antietam accomplished a feat no other ship has before. Fulfilling the vision of the Commanding Officer, Captain Joe Lee Frank, 100% of the crew who were eligible and onboard during the overhaul received the Presidential Fitness Award.

"Incredible!" was how York Onnen, Director of Program Development for the President's Council on Physical Fitness and Sports described Antietam's athletic accomplishments. Antietam provided over twenty sports, including tennis, flag football and volleyball, to choose from during her Fall and Spring Captain's Cup competitions. The Captain's Cup program was extremely popular with crew participation at 100%.

Antietam, surpassing CNO directives, began physical training four days a week. Three of the days were dedicated towards improving the crew's scores on the Navy's Physical

Readiness Test. The hard work and commitment paid off in huge dividends: 88 Outstandings and ZERO failures from a crew of nearly 400!

Antietam was involved with several local and base-run athletic events (softball, volleyball, triathlons, etc.). In addition, Antietam sponsored its own sporting events: a 5.4 km run, and a 5.4 mile run. The distances for the runs were a word play on Antietam's hull number CG-54 and the 5.4 mile run was used to select three crewmembers to represent the ship at the annual "Run Through History" at the Antietam National Battlefield, in Sharpsburg, Maryland.

While keeping this rigorous work-out schedule, divisional physical fitness coordinators assisted crewmembers in maintaining an accurate record of the amount of time spent exercising. These logs were then submitted to the Presidential Council on Physical Fitness, earning every crewmember the prestigious Presidential Fitness Award.

Over three hundred and thirty crewmembers will be presented with their certificates on Monday, 7 August 1995, by Mr. Calvin Hill, a former Dallas Cowboy football star, and Mr. Onnen. Mr. Hill was drafted in the first round by the Cowboys in 1969, played in Super Bowls V and VI, four Pro Bowls and is a member of the Cowboys All-Time Team.

Antietam's outstanding physical fitness program has received Navy and national attention. More importantly, the crew reaped large benefits in terms of overall health and physical fitness. The increased activity and camaraderie caused Antietam's crew to feel better and stay healthier. The teamwork developed during Antietam's physical fitness program definitely contributed to her overwhelming success during her regular overhaul at the Long Beach Naval Shipyard.

"Now that's an A-plus in anybody's book," was Captain Joe Lee Frank's response to the effort of USS Antietam's gunnery team in the recently completed FIREX-1. Antietam's experts aced the two day Naval Gunfire Support (NGFS) evaluation with an unbelievable final score of 99.6%, firing 455 5-inch rounds.

The gunnery exercise, which lasted all day Wednesday and Thursday, the 23rd and 24th of August, put Antietam's NGFS team to the test. Antietam recently completed a 50 million dollar overhaul at the Long Beach Naval Shipyard, and is beginning the work-up cycle for a 1996 deployment with the USS Kitty Hawk. Though busy ensuring the success of their overhaul, Antietam's gun team was far from idle. The team attended school in San Diego, and practiced gunnery at least three times a week in preparation for the evaluation.

The ship's Combat Information Center Officer, Lieutenant Leo Martinez, said, "NGFS is a hard subject in which to retain proficiency ... OS2 Ireland's steady influence based upon his experience, and OS1 Wilkerson's standout work communicating with the spotter team on the beach deserve a lot of the credit for our success, but the entire team was outstanding." Operations Specialist Second Class Ireland served in the difficult position of plot supervisor, managing the chart and information received from the spotters ashore. Operations Specialist First Class Wilkerson was the primary tactical communicator for the team. He received and relayed gunnery information between the ship and the shore, sometimes from three spotters simultaneously.

The work of gunnery involves more than just the spotting team, however. The bottom line is putting the ordnance on target, and that is achieved by Antietam's Fire Controlmen and Gunner's Mates of CG division. The men in the gun mounts labored to keep the guns shooting and full of ammunition. The 450 rounds fired in the two days accounted for a third of Antietam's magazine capacity. While the Gunner's Mates were heating up the barrels, the fire control system was being operated by professionals like Fire Controlman Third Class Ken Wingrove.

"We worked long hours," the young sailor said. "We started at around 0600 after an early breakfast and stayed at our consoles until around 2000. We were able to take quick breaks whenever the ship came about at the end of the gun line to set up for another run, but aside from that, we were at our consoles the whole day. We did really well and I'm very proud of our efforts."

Antietam's gun mounts were fired nearly continuously from sunrise to sunset over the course of the gunnery exercises. This kind of use is extremely demanding, and requires the ship to work as a team to keep them operational. Machinery Repairman First Class (Surface Warfare) Ralph Coon enabled emergent repairs to both five-inch gun mounts by manufacturing parts which otherwise would have delayed the exercise. His expertise enabled Antietam to continue to demonstrate her gunnery skill.

NGFS is the part-art, part-science skill of delivering support to Marine amphibious forces and other units ashore. Ships may be called upon at any time to support forces in high tension areas like the Middle East or Bosnia. While Aegis cruisers are more often known for their 21st century radar and missile systems, or launching Tomahawk cruise missiles, NGFS is a little heralded task. Antietam's Gunnery Officer, Lieutenant(Junior Grade) John Tolg, described the importance of NGFS as follows: "It's important to soften up the beaches before invasion and give

support to the Marines when they need it. For the first hours of an invasion, we are all the artillery the Marines have."

NGFS has traditionally been the job of battleships, but with the decommissioning of these platforms, other ships have had to fill the role. Antietam's 5 inch .54 caliber guns are not as big as the battleships' 16 inch guns, but are far more sophisticated and allied with the MK 86 fire control system, allow the ship to destroy targets with pinpoint accuracy. In fact, the only point deduction came from one round which fell 50 yards short of it's target - a distance which in actual combat would have still resulted probable destruction of the target.

Above all, Antietam completed this dangerous mission with absolutely no safety discrepancies, the overriding goal during all training evolutions. This record of safety has come to be the expected norm on Antietam, but is remarkable when one considers the coordination required between CIC, the gun mounts, the navigation team on the bridge, and the spotter on shore.

All of these efforts paid off for the Antietam's crew when Captain Frank, former Executive Officer of the battleship USS Missouri, awarded ten members of the NGFS team the Navy Achievement Medal, and said, "You men have just done as good a job as any battleship at NGFS. In fact, you have surpassed the standard set by the battleships. Well done!"

USS Antietam embarked five Sea Cadets during the week of 21 August for their annual fleet summer training. The five intrepid young men are Chris Paladino of Temple City, Gerardo Guzman from Glendale, Travis Montavon of Pasadena, Michael Escobar of Burbank, and Bernie Segura from Covina. The Sea Cadet program is directed at high school students, aged 13 through 18, and is designed to introduce its members to life at sea. It has the added benefit of earning the Cadets a two-level promotion at the end of recruit training if they enlist in the Navy following high school graduation. Sea cadets are assigned running mates while onboard, and are usually assigned to deck and engineering divisions, though they can be assigned to other divisions from time to time.

While onboard Antietam, the Sea Cadets had a once in a lifetime opportunity to witness Antietam's outstanding Naval Gunfire Support exercise, in which the ship scored 99.6%.

Chris Paladino, who is on his fourth cruise, has been in the sea cadets for three years. He is the senior man in the group, and is charged with responsibility for his fellow Cadets. Paladino aspires to a commission as a naval officer.

His running mate, Boatswain's Mate Third Class French remarked on Paladino's enthusiasm: "He's been part of everything we've done this week and enjoyed all of it."

Michael Escobar shares Paladino's goal of gaining commissioning. "I want to join the navy, and attend the Naval Academy" he says. Escobar plans to become part of the surface warfare community when he is commissioned; "I like subs because of the elite camaraderie," Michael says, "but subs are ships that sink on purpose, and that's a little spooky." Most surface sailors share his opinion.

The Navy and the Army are traditionally members of a friendly rivalry, but Travis Montavon sees no rivalry at all. As a member of the Army's Junior Reserve Officer Training Corps as well as the Sea Cadets, he knows that he wants to be an officer. Montavon has also trained with an Army special forces unit.

Another Sea Cadet whose interest runs to special operations is Bernie Segura, a native of Covina, California. Segura was put in the capable hands of Seaman Mackey, one of Antietam's finest junior sailors. Antietam was Segura's first ship. He thoroughly enjoyed his experience, but said that next summer he will receive training at "Junior BUDS, the Navy's version of their elite SEAL and UDT training program for midshipmen and Sea Cadets.

No matter where the future takes them, Antietam wishes her Sea Cadet riders the best of luck in the future, and was proud to have them aboard.

In their role as sea-going ambassadors, the crew of USS Antietam (CG 54), strongly supports national and naval public relations efforts. She continually demonstrated an unparalleled commitment to public affairs, evidenced by Antietam's winning two Rear Admiral Thompson Awards for Excellence in Public Affairs--becoming the only ship in the Navy without a professional Public Affairs Officer to do so.

Antietam strengthened ties with an Orange County, California, elementary school through several events. The ship's Commanding Officer, Captain Joe Lee Frank, served as an awards ceremony speaker, acted as principal for a day, and served as main speaker for the school's eighth grade graduation ceremony. In addition, Antietam sponsored two whale watching trips for students, providing them a unique opportunity for adventure. Their efforts in this dynamic partnership resulted in Antietam's winning the Rear Admiral Thompson Award for this important community outreach program, and earned recognition by the Commander, Long Beach Naval Shipyard as the local area nominee for the Navy Personal Excellence Partnership and Community Service Award.

During her most recent deployment to the Western Pacific and Arabian Gulf, Antietam sailors acted as American

ambassadors to many foreign countries. However, it was her efforts in support of three visits to Australia, to the ports of Esperance, Western Australia, Adelaide, Southern Australia, and Sydney, New South Wales, that resulted in the presentation of a second Rear Admiral Thompson Award.

Planning for the visit began while the ship was in the Arabian Gulf. Special friendship pins and ship baseball caps with crossed American and Australian flags were ordered, issued to every crewmember, and eventually made available for Australian guests. While transiting to Australia, crewmembers were extensively educated on Australia by handouts attached to the ship's Plan of the Day, and through broadcasts from Antietam's SITE Television Station (KANT), Captain's Calls, and LMC announcements.

Several community events, such as "Dail-a-Sailor," sporting events, and receptions with town councils and veterans groups, strengthened ties between the ship and their Australian hosts. These efforts had dramatic results, with the ship hosting 20,690 guests between the three port visits. These numbers are especially significant considering the 8,091 hosted in Esperance is estimated to be over 80 percent of the population of the city and outlying rural areas.

In Antietam, public affairs and diplomatic efforts are recognized to be nearly as important to the ship, and the Navy as a whole, as combat readiness itself. Through strong ties to the community and well-executed port visits, Antietam kept the public informed of her successes and served as an American ambassador abroad. These efforts resulted in dramatic successes for the ship and its crew, as well as two Rear Admiral Thompson Awards for Public Affairs Excellence.

USS Antietam (CG 54) fired six Standard missiles, and achieved six hits, in support of Post-Regular Overhaul Trials and Tests (PRTT) with the USS Paul Hamilton (DDG 60). The exercises were conducted on the Pacific Missile Range Facility off the shores of Kauai, Hawaii, over the course of a week.

Preparations for this event started months ago, some even during Antietam's regular overhaul at the Long Beach Naval Shipyard. Technical representatives from Lockheed-Martin and other major defense contractors were present during the overhaul to assist in the installation of modifications to Antietam's Aegis Combat System, and to supervise the maintenance and grooming of other components of Antietam's combat systems.

Antietam left Long Beach, California, on 10 October to travel to Pearl Harbor, Hawaii. While enroute, the crew continued to hone their systems to a razor's edge, and

tirelessly practiced the drill scenarios for the missile firings. With operating costs escalating and opportunities for live missile firings few, Antietam's firing team worked many long hours to guarantee success.

Many government technical representatives embarked prior to Antietam's departure. These professionals, primarily from Naval Surface Warfare Centers Port Hueneme, California, and Dahlgren, Virginia, and Afloat Training Group, San Diego, California, worked with the firing team and maintenance personnel to review the firing plans and assist in the system groom. They had many of their own tests to perform as well. Some of them were engineers who designed portions of the weapons systems, or their operating programs. Some were personnel embarked specifically to extract data from Antietam's computer suite during and following the missile shoots. All were warmly welcomed into Team Antietam and made a significant contribution to Antietam's success on the range.

Antietam's first week on the range was basically a dry-run of the live missile firing events. Antietam and Paul Hamilton, a brand-new Arleigh Burke class destroyer, participated in a "Multex," or multi-threat exercise. This phase of training tested the overall operability of the combat system and the men who employ it. Threats were presented in all warfare areas--air, surface, and subsurface.

This phase of the scenario provided an outstanding training opportunity for both Antietam and Paul Hamilton, above and beyond the missile firings. The Multex allowed Antietam to practice skills necessary for deploying ships, and gave Paul Hamilton an opportunity to flex her muscles with another fleet unit. While Antietam is preparing for a 1996 deployment to the Western Pacific and Arabian Gulf with the USS Kitty Hawk battlegroup, Paul Hamilton is still conducting tests and trials following her construction.

This first week at sea was followed by liberty for both crews in the exciting port of Pearl Harbor, Hawaii. All hands thoroughly enjoyed the recreational opportunities available on this island paradise, but still thought of the challenge ahead. Preparations for the firings continued through the weekend, with several meetings between the key players on both ships, range coordinators, and technical representatives. These final meetings allowed all parties to discuss last minute issue and observations made during the Multex.

Both ships returned to sea rested, but anxious to fire their missiles. The operations required Antietam and Paul Hamilton to operate closely together. The ships were within a few miles of each other for the scenarios, and remained close during the night for additional training.

Communications checks between the ships and the missile range were conducted very early in the morning. This was followed by the recovery of a helicopter from the missile range carrying additional technical representatives who returned daily to check the day's results.

The day's missile firings commenced shortly after satisfactory communications were achieved and the departure of the helicopter. These events were extremely exciting, and drew the attention of many crewmembers.

Drone targets were launched from the missile range facility on Kauai. Several aircraft were employed to jam the powerful SPY-1 radars on Antietam and Paul Hamilton. The scenarios were designed to simulate real-world threat conditions and to test specific aspects of upgrades to the Aegis Combat System.

In all of her missile firings, Antietam's systems and crew performed in an exemplary fashion. Antietam went six for six, with the missiles either destroying the target, or passing close enough to be evaluated as kills.

The missile firings themselves provided a spectacular sight. First the exhaust vents open on the vertical launching system. Once the missile launch is initiated, a wall of flame erupts from the exhaust vent. This is nearly instantaneously followed by the missile itself roaring clear of the launcher and skywards towards its target.

The launch sequence ends in a split second. The intercept of the missile to its target is complete in a matter of seconds. The speed and power of the overall combat system is awesome.

Antietam and Paul Hamilton learned many valuable lessons from their two weeks on the Pacific Missile Range Facility. The outstanding results achieved by both ships is the direct result of the tireless efforts of many people: the crew, range coordinators and operators, technical representatives, and the men and women who designed these outstanding weapon systems. All were key in helping the crew of Antietam accomplish her mission: To achieve success and excellence in combat!

USS Antietam will change homeports from Long Beach, California, to San Diego, California, upon her return from Hawaii on 7 November 1995. This move will bring the ship to the 32nd Street Naval Station from her home of eight years at Naval Station Long Beach, now Long Beach Naval Shipyard.

Antietam is currently operating in the mid-Pacific, participating in Post Regular Overhaul Tests and Training (PRTT) with the USS Paul Hamilton (DDG-63). PRTT will test the recently overhauled cruiser and her watchstanders. Preparations for Antietam's PRTT began several months ago,

and are sure to guarantee the outstanding results for which the ship is famous.

Antietam is the eighth AEGIS cruiser, and is named to commemorate a site along Antietam Creek, near Sharpsburg, Maryland, at which a major Civil War battle was fought. CG 54 is the third American warship named in remembrance of this battle, which was the bloodiest in American history with over twenty-two thousand casualties.

The first Antietam was a sailing sloop constructed in 1864, which served as a sailing stores ship. The second Antietam, CV 36, was the first aircraft carrier to be fitted with an angled deck, and was reclassified CVS 36 for anti-submarine duty.

The current Antietam was brought to life in Baltimore, Maryland, on the June 6, 1987. Following her gala commissioning ceremony, Antietam steamed through the Panama Canal to her homeport in Long Beach, California.

Antietam's initial deployment, beginning in September 1988, took her to the Arabian Gulf, where she escorted Kuwaiti tankers as part of Operation Earnest Will. Following the first full 18 month competitive cycle, Antietam was awarded the Battle "E", eight of nine departmental excellence awards, and the LAMPS Mk III Safety Award.

Antietam departed on her second deployment in June 1990. A full schedule of Pacific operations was cut short by the Iraqi invasion of Kuwait on 2 August. Antietam entered the Arabian Gulf on August 6th, and assumed duties as Anti-Air Warfare Commander for the Middle East Force, serving during the turbulent days of Operation Desert Shield.

For her second deployment, Antietam was awarded the Navy Unit Commendation and the Southwest Asia Service Medal. Antietam returned to the United States where she received another Battle "E", nine of nine departmental excellence awards, and the Spokane Trophy for Combat Systems excellence.

In January of 1992, Antietam once again deployed to the Western Pacific, this time for a series of bilateral exercises with regional allies. She conducted joint operations with the Japanese, Singapore and Brunei navies, and visited ten cities in eight different countries.

After winning the Navy-wide 1993 Captain Edward F. Ney Award for Food Service Excellence, Antietam departed in February 1994 on her fourth deployment, once again to the Arabian Gulf. She earned the Southwest Asia Service Medal for participation in Operation Southern Watch, and hosted many ambassadors and diplomats in the Gulf, and in three Australian cities.

Following her return in August of 1994, Antietam underwent her first regular overhaul at Long Beach Naval Shipyard. The 50 million dollar overhaul, in a public yard, was completed on time and within budget.

This feat represents the first such accomplishment within six years, and prompted Admiral Robinson, Commander, Naval Surface Forces, Pacific Fleet, to write: "The outstanding cooperation and teamwork demonstrated between USS Antietam and the Long Beach Naval Shipyard, and the other technical and industrial support activities led to the highly successful availability. Due to your efforts, Antietam was delivered fighting fit, on time and under predicted costs. The pride, professionalism, and cooperation demonstrated by the Antietam team is the example for future ship availabilities to follow."

She was again awarded the Battle "E", and four of four area excellence awards, including a fleet-leading sixth consecutive Red Engineering "E". Antietam also won the Commander, Naval Surface Forces, Pacific, Safety Award for her aggressive efforts in maintaining an outstanding safety record during her deployment and time in the shipyard.

During her regular overhaul, Antietam received many system upgrades which bring her to the forefront of naval technology. Major affected systems include the AEGIS Weapon System, a pressurized AFFF main, and Passive Countermeasures System (PCMS).

Antietam's crew established strong ties with the Long Beach community during her eight year stay. The MacArthur Fundamental School in Santa Ana adopted the ship and her crew in 1991. During Operation Desert Shield, MacArthur School students wrote letters to their pen-pals on Antietam. When the ship returned, Antietam sailors treated the children to tours and other special events. Antietam's commanding officer, Captain Joe Lee Frank, was invited to speak at the school's eighth grade promotion ceremonies, and served as "Principal for a Day". Antietam recently returned the favor by hosting Ms. Jane Russo, MacArthur's principal, and having her serve as "Captain for a day".

While the opportunities for interaction with other naval vessels will increase with Antietam's homeport shift, she will miss the friends made in Long Beach. Antietam looks forward to establishing new community relationships, while maintaining contact with those she left behind.

Antietam is about to begin the second phase of her Tailored Ship's Training Availability (TSTA), in preparation for a 1996 deployment to the Western Pacific and Arabian Gulf with the USS Kitty Hawk battlegroup.

On November 30, 1995, Captain William E. Doud will relieve Captain Joe Lee Frank as Commanding Officer of USS Antietam

(CG 54) during a gala ceremony to be held on Pier Two, 32nd Street Naval Station. The ceremony marks the end of a thirty-one year naval career for Captain Frank, who is retiring from the naval service to take a position in the civilian community.

During his tenure as the fifth Commanding Officer of USS Antietam, Captain Frank led the ship through a highly successful deployment to the Western Pacific and Arabian Gulf with the USS Carl Vinson battlegroup, a highly-praised regular overhaul at the Long Beach Naval Shipyard, and the beginnings of the training cycle for another Western Pacific deployment, this time with the USS Kitty Hawk battlegroup. His inspirational leadership guided the crew to many significant accomplishments during this time.

Captain Frank became Antietam's Commanding Officer just a few weeks prior to her 1994 deployment. During her transit to the Western Pacific, Captain Frank directed an emphasis on thorough training to ensure professional battlegroup operations. His training regimen developed a crew which soon became recognized as a mainstay of the deploying force.

The ship conducted several port visits prior to her arrival in the Arabian Gulf, including visits to Pusan, South Korea, Hong Kong, and Singapore, Malaysia. During each visit, the ship's crew served as naval ambassadors while hosting thousands of guests for tours and receptions and participating in community relations events. Through these efforts, USS Antietam established a reputation as a public affairs professional.

Antietam participated in Operation Southern Watch during her two months in the Arabian Gulf. This military operation was designed to monitor Iraqi military aircraft operating south of the 32nd parallel and to track, report, and occasionally board merchant vessels suspected of violating United Nations sanctions against Iraq. Antietam spent many days near the Iraqi coast in support of Operation Southern Watch and was awarded the Southwest Asia Service Medal for her efforts.

Community relations events conducted in Australia during the ship's return from the Arabian Gulf resulted in the presentation of a Rear Admiral Award for Excellence in Public Affairs from the Chief of Naval Information. Antietam rigorously prepared for her three Australian port visits by teaching Australian geography and colloquialisms to the crew and by sending two representatives as an advance party to upcoming ports prior to the ship's arrival. The ship hosted several diplomatic luncheons for the American consul to Australia, and conducted tours for over 20,000 Australians between the three ports.

Following her return from deployment, Antietam undertook the first-ever Aegis class overhaul in a public yard at the Long Beach Naval Shipyard. The 50 million dollar overhaul was completed on-time and within budget. Through the application of rigorous statistical process control, the crew expertly managed and improved the overhaul process, setting the example for future Aegis overhauls.

The establishment and maintenance of close working relations with the Long Beach Naval Shipyard, Ship's Intermediate Maintenance Activity, San Diego, the Naval Surface Warfare Center, Port Hueneme Division, and a host of other technical representatives and contractors fostered an exceptionally positive atmosphere of cooperation and shared commitment to excellence. Despite record bad weather and the late emergence of extensive shaft work, the crew devised new and creative work plans, using crewmembers side-by-side with civilian workers to meet major milestones.

Antietam was repeatedly recognized for outstanding performance during the overhaul. Admiral Robinson, Commander, Naval Surface Forces, Pacific, wrote, "The outstanding cooperation and teamwork demonstrated between USS Antietam, Long Beach Naval Shipyard, and the other technical and industrial support activities led to the highly successful availability. Due to your efforts, Antietam was delivered fighting-fit, on-time and under predicted costs. The pride, professionalism, and cooperation demonstrated by the Antietam team is the example for future ship availabilities to follow."

Admiral Huchting, the Aegis Program Manager added, "The proactive approach exhibited by the ship's force during this aggressive overhaul was instrumental in its success. I salute this exceptional effort."

While demonstrating a total commitment to safety, Antietam won the Commander, Naval Surface Forces, Pacific, 1994 Surface Ship Safety Award, and continued to improve on that award-winning performance throughout the overhaul. Through an aggressive implementation of the tenets of Total Quality Leadership, the crew provided an atmosphere of continual process improvement that led to an outstanding safety record throughout the nine month overhaul, including a discrepancy-free review by the Occupational Safety and Health Administration (OSHA). Antietam generated initiatives such as the Safety Marshals program (highlighted in the August 1995 edition of *FATHOM* magazine), in which crewmembers took preemptive action to arrest hazards as a key to their superlative safety record onboard. In an effort to share their success stories and lessons learned, they submitted five mishap reports with a critical review of the cause of each incident and recommendations for prevention in the future. Additionally, six articles or

lesson learned inputs were submitted, and subsequently published in the Long Beach *Dispatch* newspaper and in messages to Antietam's group commander. The crew has made proactive and dedicated attention to safety central to life on Antietam.

During her overhaul, Antietam upgraded her personal computer systems and installed a local area network (LAN) for administrative work. The crew aggressively applied automated data processing (ADP) to shipboard functions, making steady progress toward the stated goal of a "paperless ship." The LAN established during the overhaul was evaluated during a command inspection as the "best seen in the Fleet," and is managed by a full-time ADP department. Antietam set the standard as the undisputed leader in the use of statistical process control of shipboard activities, using sound TQL principles to such varied areas as budget management, coordination of ventilation cleaning, small valve overhaul, maintenance project management, and safety discrepancy correction.

During this demanding period, the crew still demonstrated a firm and unrelenting commitment to education. Recognizing the educational and motivational value of formal education, Antietam set and attained a goal of sending 100 percent of the crew to school during the overhaul. Continuing a program normally offered during deployment, Antietam conducted the Program for Afloat Continuing Education (PACE) full-time through the overhaul, holding basic skills and college-level courses during work and non-working hours.

In spite of a very large ship's force work package, this aggressive program resulted in the completion of 34 courses, and the awarding of 358 completion certificates to 224 crewmembers during this period. Counting on the supportive command attitude towards education, over forty crewmembers also pursued advanced education on their own through local colleges. Additionally, Antietam trained most of the crew in advanced computer software through a comprehensive instructional program, and the establishment of a shipboard computer learning center. This important training insured currency and fluency with the latest business software, and was critical to the advancement of automated data processing and standard business practices onboard. Antietam laid the groundwork for a more diverse offering of college-level classes, enabling implementation of PACE II, interactive computer based instruction. The atmosphere on Antietam affords personnel the chance to pursue virtually any educational opportunity.

Professional training also received emphasis throughout the overhaul. Divisional, departmental, and shipwide training was held regularly, and supplemented continuous "on

the job" training. In particular, the engineering training program was extremely effective in preparing for the propulsion plant's Light-off Examination, completing the evaluation with no discrepancies. Likewise, crew certification was reviewed by Commander, Cruiser-Destroyer Group Three with no discrepancies.

During the overhaul, Antietam was awarded the Battle Efficiency Ribbon for sweeping all areas of this command excellence award. The ship was among the best in the Pacific Fleet in command and control, logistics, combat systems, and engineering. The red "E" for engineering marked a fleet-leading sixth consecutive award.

Antietam demonstrated a complete commitment to a rigorous physical training program, well exceeding new requirements directed by the Chief of Naval Operations. The crew was driven to new levels of achievement on the Navy-wide physical readiness test, increasing the number of outstandings from 37 to 88, and decreasing the number of failures from 18 to zero.

Every crewmember received the President's Council on Physical Fitness and Sports award for their participation in this outstanding program. This accomplishment marked the first time an entire Navy unit received this award in the 25 year history of the program. Calvin Hill, a former Dallas Cowboy superstar, presented these awards to Antietam's crew, earning the ship national recognition.

Captain Frank's leadership and vision have ensured the success of Antietam's dedicated crew. The programs currently in place will guarantee future successes consistent with Antietam's reputation as a fleet leader. The crew bids a fond farewell to Captain Frank and a hearty hail to Captain Doud.

Captain Frank will have served as Commanding Officer, USS Antietam (CG 54) from February 1994 to November 1995. By any measure, Captain Frank is the most capable and successful commanding officer in this Cruiser-Destroyer Group. His major command tour is distinguished by his superb judgment, dynamic leadership, and exceptional resourcefulness. His visionary stewardship of the ship and her crew has made his time in Antietam the most noteworthy command tour in recent memory.

Captain Frank thrived on the challenge of command, leading Antietam through every tasking with consistently superior results. No commander showed greater concern for the quality of life of his crew. No detail of operation or administration of the ship escaped his attention. Juniors and seniors alike highly respected and greatly admired him for his extraordinary breadth and depth of knowledge, and

experience. Specific accomplishments of this remarkable commanding officer:

Captain Frank was the leader and catalyst that made possible completion of a \$50 million public yard overhaul, on time and within budget, the first such accomplishment within six years. Demonstrating outstanding leadership, detailed technical management, unflagging enthusiasm and perseverance, he built a cooperative team of 800 sailors, shipyard workers, government technicians and contractors into a cohesive team. He set challenging goals, correctly identified barriers and accomplished timely corrections in overcoming emergent issues. Despite record bad weather and the late emergence of extensive shaft work, he set the pace for revised and creative work plans, using crew members side by side with civilian workers, in an exceptionally positive atmosphere of cooperation, to meet major milestones.

Personally recognized for outstanding performance during the overhaul. Admiral Robinson wrote, "The outstanding cooperation and teamwork demonstrated between USS Antietam, Long Beach Naval Shipyard, and the other technical and industrial support activities led to the highly successful availability. Due to your efforts, Antietam was delivered fighting fit, on time and under predicted costs. The pride professionalism and cooperation demonstrated by the Antietam team is the example for future ship availabilities to follow." Admiral Huchting, the Aegis Program Manager added, "The proactive approach exhibited by ship's force during this aggressive overhaul was instrumental in its success...I salute this exceptional effort. Bravo Zulu."

Led the ship through an outstanding Light Off Examination (LOE), during which the ship received grades of EXCELLENT in five management areas. Under his leadership, the ship made the transition from LOE to a successful sea trial in only six days, the shortest period of time in memory. This effort allowed the overhaul to end on time.

Strongly committed to continuing process improvement, he provided specific lessons learned, to other ships and overhaul activities, at the 25, 50 and 100 percent points of the overhaul, on a variety of topics. His unyielding demand for a comprehensive hull inspection that resulted in the discovery of 13 discrepancies not previously identified through an array of individual inspections. He promulgated a regular overhaul Standard Organizations and Regulations Manual (SORM) that should be used as an example in all future overhauls. His identification of support problems

for the controllable-reversible propeller (CRP) pump flexible coupling and hub drew praise from SPCC Mechanicsburg, and he provided an extensive documentation of problems with the installation of a shipalt to upgrade the Aqueous Film Forming Foam (AFFF) System. The complete and detailed feedback concerning problems with the AFFF shipalt was specifically lauded by PMS 400 as "the most complete input ever received."

Demonstrating a total commitment to safety, he led Antietam to winning the Commander Naval Surface Forces Pacific 1994 Surface Ship Safety Award. Through aggressive implementation of the tenets of Total Quality Leadership, he imbued an atmosphere of continual process improvement that led to an outstanding safety record throughout the nine month overhaul, including a discrepancy free review by the Occupational Safety and Health Administration (OSHA). Under his direction, Antietam generated initiatives such as the Safety Marshals program (highlighted in the August 1995 *Fathom* Magazine) in which crew members take preemptive actions to arrest hazards as key to the superlative safety record onboard. In an effort to share their success stories and their lessons learned, he submitted five mishap reports with a critical review of the cause of the incident and recommendations for prevention in the future. Additionally, six articles or lessons learned inputs were submitted, and subsequently published in the Long Beach *Dispatch* newspaper, messages to the group commander, and articles published in *Fathom* magazine. Captain Frank has made proactive and dedicated attention to safety central to life on Antietam.

Established an atmosphere of total quality, and implemented standard business practices throughout Antietam, an environment directly responsible for:

Award of the Battle "E".

Award of all area excellence awards, including the sixth straight Engineering/Survivability "E", more than any other Naval Surface Force Pacific Fleet ship.

Recognition as COMNAVSURFPAC Top Financial Performer for a second straight year.

Ney Award Runner-up following a year in which the ship won the award outright.

COMNAVSURFPAC Food Service Excellence Award winner for 1994.

Nomination by COMCRUDESGRU THREE for 1994 CNO Lamps Ship Safety Award and Association of Old Crows Award.

Aggressively applied Automated Data Processing (ADP) to shipboard functions, making significant progress toward the

publicly stated goal of "a paperless ship". Established and maintained a shipboard Local Area Network (LAN) evaluated during command inspection as "best seen in the Fleet" and managed by a full-time ADP/TQL department. Employed PACE courses, divisional lectures/OJT, and a shipboard computer learning center to provide a remarkable amount of ADP training to the officers and crew, ensuring currency and fluency with the latest business software. Has taken major steps to ensure full LAN accreditation by the end of November 1995.

Completed an exceptionally successful Integrated Logistics Overhaul (ILO) in conjunction with the regular overhaul, that finished five weeks ahead of the normal schedule. Using statistical process control, every aspect of this complex evolution was tracked to ensure maximum efficiency. Through active coordination with The Naval Sea Systems Logistics Center, and use of alternative resources, Antietam's parts shortages amounted to only forty thousand dollars, approximately twenty percent of the normal shortfall for this class of ship. Antietam's ILO team achieved a backload inventory accuracy rate of 99 percent.

Bringing his significant gunnery experience to bear on maintenance, training, and coordination, he significantly enhanced shipboard gunnery operations on Antietam. His efforts culminated in a Naval Gun Fire Support exercise in which the team scored a perfect 100 percent. This accomplishment is all the more significant in light of the fact that it was the first major gunnery following a nine month overhaul. Capping the success in the FIREX I was the two days of spotter services in which he led the gunnery team in firing 48 missions, including dual, simultaneous calls for fire at three different targets. This shooting received a rare "Well Done" from the Marine spotters.

Demonstrated an unparalleled commitment to public relations, evidenced by Antietam's winning two Rear Admiral William Thompson Awards for Excellence in Public Affairs, the only ship in the Navy without a professional Public Affairs Officer to do so. Specific public affairs achievements:

Delivered an AEGIS firepower demonstration and hosted a formal dinner for very senior government officials and their international counterparts, subsequently praised by the Chief of Naval Operations in a personal message.

Strengthened ties with locally sponsored elementary school by serving as awards ceremony speaker, acting as

principal for a day, and serving as main speaker for eighth grade graduation. He sponsored two whale watching trips for students, providing them a unique opportunity for adventure. His efforts in this dynamic partnership resulted in Antietam's winning her second Rear Admiral Thompson Award of the year for this very important community outreach program, and earned recognition by the Commander, Long Beach Naval Shipyard as the local area nominee for the Navy Personal Excellence Partnership and Community Service award.

Initiated, sponsored and spoke at an exceptionally successful and motivating Black History Month luncheon, attended by more than three hundred persons. His inspirational speech was well received, and elicited praise from the president of the local chapter of the NAACP.

Was successful at telling the Navy story through many channels, including visits by Mr. Huell Howser from the California Educational Television Network KCET TV-28 in Los Angeles. Mr. Howser interviewed, toured and filmed while onboard Antietam on two separate occasions. The first visit was during the earlier part of overhaul when the ship was in drydock. This program aired in the spring of 1995 and planted the seed for a comprehensive follow-up tour, documenting naval operations at sea. The combined one hour show was broadcast in California on the evenings of 1 and 7 October 1995.

Enthusiastically initiated Navy League visits and speeches in the absence of large fleet presence, with four separate Navy League Councils in Long Beach, Los Angeles, Palos Verdes, and Pasadena, the National Security Industrial Association conference, and other organizations.

Made weekly contributions to the Navy newspapers in San Diego and Long Beach. Antietam's articles frequently provided the front story in the Long Beach "Dispatch".

Sponsored three base running events of lengths that were variations of the hull number of "54", and sent three ship's runners to the Antietam Battlefield 10K "Run Through History" in Sharpsburg, Maryland. Antietam representatives met with the Sharpsburg mayor, spoke at a local school, and established liaison with the local American Legion Post, rejuvenating a long term relationship with the citizens of the town.

Provided tours and presentations to representatives from the Navy Motion Picture service and their Hollywood

counterparts, to British Sea Cadets, local Boy Scout Troops, and countless other organizations.

Was active in a variety of other outreach programs in local communities, both on deployment and at home. Participated whole-heartedly in Project Handclasp, distributing over five pallets of materials to needy people in three ports.

Supported community activities by providing a ceremonial color guard for a commemoration at the Nixon Library, and local Flag Day celebrations.

Through exceptional personal effort, built the finest Morale, Welfare, and Recreation (MWR) program on the West Coast, providing a wide array of subsidized alternative activities for the crew, yet maintaining MWR funds accounting firmly in the black and on a businesslike footing. These activities included weekly free filmings of many prime time television shows, Comedy Club acts, many sports events, team activities, individual athletic competitions, camping and other subsidized activities. Arranged for a local chess master to visit and provide practical hands-on instruction on the game of chess, encouraging crew involvement in this hobby. The exceptional program of alternative activities have resulted in a 35 percent reduction in liberty incidents.

Captain Frank demonstrated a firm and unrelenting commitment to crew education on many levels. Recognizing the educational and motivational value of formal education, he set and attained a goal of sending 100 percent of the crew to school during the overhaul. Continuing a program offered during deployment, Antietam conducted the Program for Afloat Continuing Education (PACE) program full time through the overhaul, holding basic skills and college level courses during work and non-work hours. This aggressive program resulted in the completion of 46 courses, and the awarding of 519 completion certificates to 244 crew members during his tour. Counting on the supportive command attitude to education, over forty crew members also pursued advanced education on their own through local colleges. Additionally, Antietam trained most of the crew in advanced computer software through a comprehensive instructional program, and establishment of a shipboard computer learning center. This important training ensured currency and fluency with the latest business software, and was critical to the advancement of automated data processing and standard business practices onboard. Antietam offered a more diverse offering of college level classes, through implementation of

PACE II, an interactive computer based training. Under Captain Frank's direction, the atmosphere on Antietam affords personnel the opportunity to pursue virtually any educational opportunity.

He also greatly enhanced professional training. Complimenting a complete program of divisional, departmental and shipwide training, he took every opportunity to broaden the perspectives of his officers and men. Officer training offered a diverse sampling of lessons outside the confines of the ship and shipboard topics, notable among these being field trips to NWS Seal Beach missile production and test facility, Rockwell Corporation's Theater Air Defense facility, and Vessel Traffic Information System headquarters for the ports of Long Beach and Los Angeles. He also arranged lectures of Just War theory, ethics, and Psychology of War.

A master shiphandler, he provided superior training to his officers through flawless execution of ship movements in and out of numerous foreign and domestic ports, with and without the assistance of tugs.

Led the way in making use of civilian food service training. His direct liaison with fine restaurants in the Los Angeles area led to the certification of eight sous chefs and one executive chef by the American Culinary Federation while the ship was in regular overhaul. His commitment to food service excellence was evidenced by the certification of these chefs months ahead of a similar program detailed in *Navy Times* in June 1995.

Provided exceptional training to several groups of embarked midshipmen and sea cadets. His efforts during one period drew the following praise from Commander, Third Fleet, "Well done for what ended up being a short notice embarkation of sea cadets...Your responsiveness, initiative and 'can do' spirit resulted in complete success, and fully supported this important program. Bravo Zulu."

He encouraged and mentored numerous Antietam authors to get represented in *Fathom*, *Surface Warfare*, and other local publications. He led by example, as his article "Out of Sight, Out of Mind" describing foreign relations with Australia was published in *Proceedings* while Antietam was on deployment.

Demonstrated a complete commitment to physical fitness through the implementation of an aggressive, rigorous physical training program, exceeding requirements imposed by

the CNO. The crew was driven to new levels of achievement on the physical readiness test, increasing the number of outstandings from 37 to 88, and decreasing failures from 18 to zero! Every crew member qualified for and received the President's Council on Physical Fitness and Sports award and certificate. This accomplishment marked the first time an entire Navy unit received this award in the 25 year history of the council. The presentation of these awards to the crew was by Council Member Mr. Calvin Hill, Antietam earned national recognition through coverage in *USA Today*, and Navy/Marine Corps News This Week, and was specifically praised at the highest levels of the Navy.

Undisputed leader in the application of statistical process control to shipboard activity, applying sound TQL principles to such varied areas as TADTAR budget management, ship's store operations, gas turbine generator starts, the correction of shipboard safety discrepancies, small boat operations, and small valve overhaul.

Stands behind no one in his total commitment to the well being of the crew. Examples of his extraordinary concern for his men are:

Recognizing early in the deployment the inequity in the Family Separation Allowance (FSA) policy, he submitted, and forced a review of, a point paper which directly resulted in the rapid reversal of the Finance Center's position on payment of FSA, benefiting not only his crew, but countless others throughout the Navy in similar situations.

Revitalized the Professional Development Board, providing an outlet for every junior enlisted on board to explore career opportunities.

Instituted broad and innovative recognition programs, including the awarding of red Antietam 'A's, tickets to local attractions, and meritorious captain's mast.

Went to extreme efforts to improve quality of life for sailors, providing permanently assigned Bachelor Quarters rooms for the crew during overhaul, and exhausting incredible energy in an effort to pay separate rations to the men while in overhaul.

Established and maintained a dynamic command religious program serving the spiritual needs of all faith groups. Catholic sailors benefited greatly from his work to ensure that a Catholic chaplain visit the ship twice monthly.

Captain Frank's total quality approach to every aspect of Antietam's operations and overhaul has been dynamic and determined and has yielded tremendous results. He maintains the highest personal and professional standards and demands the same from his officers and men. Never content with the status quo, he actively seeks out innovative suggestions for process improvement from all quarters.

Maritime Warfare (Power Projection/Sea Control) Excellence Award. In a short period of time, ANTIETAM transitioned from an emphasis on her regular overhaul to one of combat readiness. She clearly demonstrated her outstanding proficiency during the training cycle through several live missile firings in support of Post-Regular Overhaul Trials and Tests (PRTT) on the Pacific Missile Range Facility, graded Naval Surface Fire Support missions on San Clemente Island, and a torpedo drop from an embarked LAMPS helicopter.

ANTIETAM had no firing failures and made no unauthorized modifications to targets to ensure hits. During PRTT, ANTIETAM missile shooters went "six for six" against highly challenging targets representing real-world threats which were designed to test recent upgrades to ANTIETAM's AEGIS Combat System. Also during this period, the ship's ASW team conducted a torpedo drop with HSL-49 which was graded "Excellent" by the Pacific Missile Range Facility.

In the area of Naval Surface Fire Support, ANTIETAM gunnery experts scored an outstanding 99.6% during FIREX-1 on San Clemente Island. The ship regularly conducted two simultaneous firing missions, firing 450 rounds over two days. This ordnance accounted for nearly one-third of the ANTIETAM's magazine capacity. These efforts won the praise of Marine spotters ashore, who called ANTIETAM a "shooter" and stated that the ship was one of the best with which they had ever worked.

ANTIETAM demonstrated excellent ASW proficiency through the management of a SITSIX contact during her transit to the Hawaiian opareas during her PRTT. The ship's ASW team managed an organic SH-60B and several P-3C aircraft from both Barber's Point, Hawaii, and Wallops Island, Washington. These efforts resulted in a debrief with Commander, Patrol Wings, Pacific, at Barber's Point following ANTIETAM's arrival, and the submission of an acoustic intelligence package to the Afloat Training Group in San Diego.

Both ANTIETAM's Aviation Certification and Aviation Readiness Examination are current.

ANTIETAM's Cruise Missile Tactical Qualification expired during her regular overhaul. The next examination

is scheduled for March of 1996. Ship's force aggressively trained to maintain their proficiency during the overhaul by implementation of a rigorous study program and participation in SLAMEX exercises at the Fleet Combat Training Center, Pacific. Further instruction has been obtained through the CART and TSTA process and has been implemented in ANTIETAM's combat systems training.

Engineering/Survivability Excellence Award. ANTIETAM crewmembers worked tirelessly during her regular overhaul to maintain their outstanding record in main propulsion, damage control, and ship-wide safety. During 1995, the ship was awarded a fleet-leading sixth consecutive "Red E."

ANTIETAM was also presented with the Commander, Naval Surface Forces, Pacific, Surface Ship Safety Award, becoming only one of five cruisers fleet-wide to do so. During her regular overhaul, ANTIETAM's fire marshals patrolled the ship daily looking for potential safety hazards. Any discrepancies were immediately corrected and reported to the Command Duty Officer. These efforts caused ANTIETAM to be described as "a model for proactive safety" by Commander, Cruiser-Destroyer Group THREE.

ANTIETAM completed her Light-Off Examination less than two weeks after the ship's undocking. The Pacific Fleet Propulsion Examining Board rated ANTIETAM as satisfactory overall, and excellent in electrical safety and quality control. The ship's Operational Propulsion Plant Examination is scheduled for 13 to 15 February 1996.

Command and Control Excellence Award. ANTIETAM demonstrated sustained superior performance in shipboard operations relating to matters of command, control, and communications, intelligence, electronic warfare, cryptologic employment, navigation, and seamanship.

ANTIETAM's operations team regularly serve as warfare commanders for anti-air warfare, anti-surface warfare, and strike warfare. The ship was assigned anti-air warfare coordinator duties during PRTT and regularly volunteers to serve as Launch Area Coordinator and Surface Action Group Commander during SLAMEX exercises. All such assignments are handled with professionalism and result in training which greatly enhances ANTIETAM's combat readiness.

ANTIETAM's acoustic intelligence package submitted following PRTT is another example of the ship's combat readiness. The package was described by the Afloat Training Group as "one of the best" and stated that it was better than most submitted by ships specially trained over several months for acoustic intelligence-gathering missions.

The ship's CMS inspection was graded satisfactory, with the account being described as "one of the best ever

seen" by the Commander, Naval Surface Forces, Pacific, inspector. ANTIETAM has had no loss of CMS material, loss of CMS accountability, or a CMS incident which was determined to result in a compromise. This is especially significant as ANTIETAM's CMS account was inactive during her regular overhaul, and was re-activated by a new custodian and alternates.

ANTIETAM successfully completed a Comprehensive Communications Assessment (CCC-27-SF), with a score of 90%.

ANTIETAM has had no security violations during 1995 evaluated by Commander, Cruiser-Destroyer Group FIVE.

The ship's annual navigation checkride was completed and graded satisfactory.

Logistics Management Excellence Award. ANTIETAM's Supply Department achieved unparalleled success in 1995. Outstanding customer service is the norm on ANTIETAM, as is the meticulous management of material and financial records. This unmatched excellence was obvious from the numerous accolades ANTIETAM received.

ANTIETAM last completed a Logistics Management Assessment held on 28 June 1993 through 02 July 1993. Scores of "outstanding" were achieved in overall level of knowledge, accountability, and crew support, with an "excellent" in sustainability.

The last annual Disbursing Audit conducted from 27 November 1995 to 30 November 1995 was graded "satisfactory." There was no reportable loss of accountability during the competitive cycle.

All CNO Special Interest items received grades of "satisfactory" or better during the ISIC Command Inspection held in May 1995.

ANTIETAM's logistics achievements were varied and numerous in 1995. All aspects of the Supply department showed continuous improvement. Antietam was the only combatant in the Fleet to be selected in FY95 as Commander, Naval Surface Force, Pacific's "Top Financial Performer". This award is for ships that maintained flawless Budget OPTAR records and maximized use of all allocations.

ANTIETAM completed a successful Integrated Logistics Overhaul one month ahead of schedule. ANTIETAM will enjoy greatly improved Logistics support through her next deployment as a result of the thorough and efficient job done by the Navy's Finest Storekeepers.

ANTIETAM's commitment to the Redistributable Material Management System (RMMS) saved over \$82,500 in FY95.

During her overhaul, nine Mess Management Specialists were accredited as Certified Chefs by the American Culinary Federation (ACF). Together with the Los Angeles Chapter of the ACF, and local resorts, such as the Sheraton Santa

Monica and Hollywood Park Resort, ANTIETAM forged a unique partnership of cooperation and training. ANTIETAM's cooks spent a minimum of two weeks TAD in cooking apprenticeships with recognized civilian industry experts. This program was unprecedented in Navy Food Service, and provided junior cooks top-notch on-the-job training.

ANTIETAM's messdecks, otherwise known as "The Snake Bite Cafe," hosted a gala change of command reception on 30 November 1995, that was declared by several high level attendees as "the most impressive" on the San Diego waterfront in 1995, setting a new standard.

The Ship's Store transitioned back to full operations smoothly after the ten month overhaul, again providing the finest in sales service to the crew. Stock turn for the accounting period of 01 June 1995-30 September 1995 was 2.1, and MWR profits nearly doubled from the previous accounting period to \$14,000.

The disbursing operation performed superbly throughout the overhaul and subsequent homeport shift in September. Disbursing processed over 400 TAD travel claims generated during an extensive training period, and followed that with the flawless execution of a homeport shift. Timely processing of PCS travel claims, advance pay requests, and new VHA certifications associated with the shift contributed significantly to the crew's continuing high morale.

ANTIETAM's Supply Department sets the standard for logistics excellence. The finest possible customer service and sound financial management are daily routine in the department. ANTIETAM was challenged in all aspects of operations in 1995, from overhaul to Light Off Examination to fleet operations. ANTIETAM's success in all of these challenges would not have been possible without the Fleet's Finest Supply Department.

Regular Overhaul. ANTIETAM's regular overhaul at the Long Beach Naval Shipyard is the crew's major contribution to the ship's combat readiness during the competitive period. The 50 million dollar overhaul was only the fourth accomplished on an AEGIS cruiser, and the first in a public shipyard.

Commander, Naval Surface Forces, Pacific, stated that "The outstanding cooperation and teamwork demonstrated between USS ANTIETAM, Long Beach Naval Shipyard, and the other technical and industrial support activities led to the highly successful availability. Due to your efforts, ANTIETAM was delivered, fighting-fit, on-time and within predicted costs. The pride, professionalism, and cooperation demonstrated by the ANTIETAM team is the example of future ship availabilities to follow."

The complex work performed on ANTIETAM required an additional two hundred engineers and technicians from the Naval Surface Warfare Center, Port Hueneme, and various defense contractors, such as Martin Marietta, Raytheon, and Litton-Ingalls. The overhaul effort also involved over three thousand shipyard workers who displayed an extremely high level of professionalism a dedication to the project.

The maintenance period included extensive modifications and upgrades to several major systems including the AEGIS Combat System, AFFF, and hull-strengthening, and installation of new equipment such as EHF SATCOM, a High-Frequency Radio Group, and radar absorbent material as part of a Passive Countermeasures System. The AEGIS "Big Five" upgrade returns ANTIETAM's combat system to the forefront of weapons systems technology.

The overhaul also resulted in praise from Rear Admiral Wayne E. Meyer, the father of AEGIS: "What an incredible job ANTIETAM did during overhaul! I've heard positive remarks about the extraordinary performance of ANTIETAM's sailors while in the shipyard. There's no limit to what can happen when a little leadership is applied. Good on the officers, chief petty officers, and crew!"

ANTIETAM's accomplishments during 1995 strongly merit nomination for the Battle Efficiency Award, as well as all area excellence awards. ANTIETAM's crew worked tirelessly during her regular overhaul to prepare her to face today's threats and those of tomorrow. Since her sea trials in June, ANTIETAM's crew have strived to make her combat ready and worthy of a fleet-leading seventh consecutive Engineering and Survivability "Red E" and a second consecutive "Battle 'E'".

Four moves and the game was over! That's how long it took National Master Barry Noble to defeat one of the crewmembers of USS Antietam at a recent chess presentation and exhibition. Mr. Noble, a master chess player with over thirty years of experience, came to Antietam at the request of the command in order to increase crew members knowledge of the basics of chess, as well as to provide the crew with an opportunity to develop a greater awareness and appreciation for the game.

Mr. Noble's presentation, sponsored by the Morale Welfare and Recreation committee and organized through the Chess Palace in Long Beach, was a big hit with the men of Antietam. Taking a break from the rigorous demands of overhaul, Commanding Officer Captain Joe Lee Frank, Executive Officer Lieutenant Commander Robert Oldani and a host of officers, chiefs and enlisted personnel took part in

the fascinating seminar that was enlightening, inspiring and for some, very humbling.

The presentation began with a description of chess "notation". This is the terminology used by chess players to document the moves made on a chess board. Mapping the chess board out in an algebraic grid, each move is recorded by rank and file, that is its vertical and horizontal positioning. For example, Nf8 denotes the movement of a K(N)ight to the "f" file - horizontal column and the "8" ranking -lateral position. Although quite confusing at first, Mr. Noble led crewmembers through a game played by World Champion Grand Master Kasparov from Russia. He explained the various terms as they appeared, and highlighted key moves and important strategies.

After the seminar, Mr. Noble played nine members of the crew in a simultaneous chess exhibition, where he went from one player to another, making his moves in a matter of seconds. Although there were no "winners" that day, Seaman Michael Lipka held on the longest. All of the participants had a great time playing against the chess master, and each received a certificate of participation signed by Mr. Noble. Captain Frank presented Mr. Noble with a framed photograph of USS Antietam as an expression of his appreciation on behalf of the crew.

Reflecting upon Mr. Noble's presentation, it is interesting to consider the many similarities between the game of chess and the business of war. To be effective in chess, one needs to have a well thought out strategy, an aggressive approach in carrying out one's plan, and an understanding of the opponent's strengths and weaknesses. This is true of successful military campaigns as well. Thanks to the visit of a chess master, the men of Antietam now know what it takes to "check-mate" any opponent that comes their way.