



DEPARTMENT OF THE NAVY

USS HAWES (FFG 53)
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From: Commanding Officer, USS HAWES (FFG 53)
To: Director of Naval History (N09BH)

Subj: COMMAND HISTORY FOR CALENDAR YEAR 1998

Ref: (a) OPNAVINST 5750.12F

- Encl:
- (1) Chronology
 - (2) Descriptive narrative
 - (3) "Bravo Zulu" to HAWES for outstanding performance during Logistics Management Inspection (LMA)
 - (4) "Bravo Zulu" to HAWES for early qualification in Cruise Missile Tactical Qualification (CMTQ)
 - (5) HAWES Birthday Celebration Plan and Thank You Notes
 - (6) Safety Standdown Plan
 - (7) Burial at Sea Participants
 - (8) Engineering Certification
 - (9) "Bravo Zulu" to HAWES for her participation in tow of MTS-635 (SAM RAYBURN)
 - (10) COMDESRON THREE TWO post-FEP report after completion of TSTA III and request for validation of FEP
 - (11) "Bravo Zulu" for assistance with Search and Rescue Operation during INDEX 98-2
 - (12) "Bravo Zulu" for OPFOR ISO JTFEX 98-2
 - (13) Change of Command Program
 - (14) "Bravo Zulu" for performance during CD Deployment from CTF FOUR ZERO
 - (15) "Bravo Zulu" for performance during CD Deployment from JIATF EAST
 - (16) "Bravo Zulu" for performance during CD Deployment from COMNAVSURFLANT
 - (17) "Bravo Zulu" from SWOSCOLCOM for School Ship Performance
 - (18) TIGER Cruise SOE/Information Booklet
 - (19) Letter of appreciation from Mr. Stephen Weekly
 - (20) "Bravo Zulu" for assisting Motor Vessel "Lady A"
 - (21) Welcome Aboard pamphlet
 - (22) Commanding Officer's biography
 - (23) Color photograph of CDR Charles B. Dixon
 - (24) 3.5" Diskette with cover letter, enclosures (1) and (2)

1. In accordance with reference (a), the calendar year 1998 command history for USS HAWES (FFG 53) (UIC: 21234) is submitted.

2. Command Composition and Organization.

a. Mission: Multi-mission platform capable of performing in a variety of roles ranging from convoy escort to anti-air and anti-surface warfare. The addition of Naval Tactical Data System, Light Airborne Multi-Purpose helicopters, and the Tactical Towed Array System (TACTAS) provides USS HAWES a combat capability far beyond class program expectations of the mid-1970s, and makes the ship an integral and valued asset in virtually any war-at-sea scenario.

b. Organizational structure: The immediate senior command is Commander, Destroyer Squadron TWO TWO (UIC: 0131A). Aircraft assigned to the unit were supplied by Helicopter Squadron Light FOUR EIGHT, Detachment Five, from Mayport, Florida (UIC: 53918).

c. Name of commander: Charles B. Dixon (CDR, USN).

d. Permanent duty station: Norfolk Naval Base, Virginia.

e. Type and number of aircraft assigned: One SH-60B LAMPS Helicopter. Maximum capability is two helicopters.

3. Chronology is contained in enclosure (1).

4. Descriptive narrative is contained in enclosure (2).

5. Supporting documents are contained in enclosures (3) through (23).

6. This cover letter and enclosures (1) and (2) are saved as MS Word 6.0 and provided in enclosure (24).


CHARLES B. DIXON

**Nineteen Hundred Ninety-Eight
COMMAND HISTORY
Chronology**

01 - 04 Jan Holiday Leave and Upkeep, Norfolk, VA.
13 - 16 Jan Tailored Ship Training Availability I (TSTA I)
for Engineering Training Group (ETG) (underway
14 - 16 Jan)
20 - 23 Jan Logistics Management Assessment (LMA)
(Enclosure (3))
20 - 23 Jan TSTA II for Combat Systems Training Group (CSTG)
23 Jan HT1(SW) Donald F. Crumpacker designated Sailor of
the Year
26 - 30 Jan TSTA II for CSTG
27 Jan Fleet Maintenance Availability (FMAV) Inbrief
29 Jan Cruise Missile Tactical Qualification (CMTQ)
(Enclosure (4))
02 - 06 Feb TSTA II for CSTG
09 Feb HAWES reaches her 13th year of service
09 - 11 Feb Underway TSTA II for CSTG
09 - 11 Feb Operation TOPHAT
17 Feb HAWES Birthday Celebration **(Enclosure (5))**
18 Feb Safety Standdown **(Enclosure (6))**
25 - 27 Feb Underway TSTA II for ETG
25 Feb Burial at Sea **(Enclosure (7))**
26 Feb Towing Exercise with USNS POWHATAN
02 Mar RAIDS installation commences
02 - 18 Mar Fleet Maintenance Availability
04 Mar Colombian Ship GLORIA Visit
23 - 26 Mar U/W for ETG TSTA II/E-CERT **(Enclosure (8))**
31 Mar -
3 Apr TOWEX **(Enclosure 9)**
13 - 17 Apr U/W for TSTA III/Week One Workups
18 - 19 Apr Inport San Juan, Puerto Rico
20 - 24 Apr U/W for Index 98-2
25 - 26 Apr Inport San Juan, Puerto Rico
28 Apr Coordination with USS CARR on SAR Operation
(Enclosure 11)
28 Apr -
4 May U/W for INDEX 98-2
5 May Return to Port NAVSTA NORVA
13 - 18 May Inport Nauticus-Downtown Norfolk
15 May CDR C. B. Dixon relieves CDR D. D. Bigelow
(Enclosure 13)
28 May -
5 Jun Target
1 - 5 Jun CSRR
8 - 10 Jun VCOA Local Ops
12 Jun Mr. Banister, Special Assistant to the Secretary
of Veteran Affairs) Visit

19 Jun Ship's Picnic
 21 Jun First POM leave period commences
 6 Jul POM Turnover day
 20 Jul POM ends-final preps for deployment begin
 24 Jul Underway for Counter Drug Deployment 1998
 28 - 29 Jul Inport Guantanamo Bay, Cuba for BSF and "AW"
 Turnover with USS YORKTOWN
 30 Jul Assume Duties as CTG 4.1.6 (Air Warfare Commander)
 for CD-OPS
 4 Aug Southbound through the Panama Canal
 11 Aug Crossing the Line Ceremony
 12 - 16 Aug Port Visit Manta, Ecuador
 28 Aug
 - 2 Sep Port Visit Rodman, Panama
 3 Sep Northbound through the Panama Canal
 12 - 16 Sep Port Visit Willemstad, Curacao
 23 - 27 Sep Port Visit Oranjestad, Aruba
 30 Sep Inport Guantanamo Bay, Cuba for BSF and "AW"
 Turnover with USS MCINERNEY (FFG 8)
 30 Sep Outchop CTG 4.1 (**Enclosures 14 through 16**)
 4 - 5 Oct Training Readiness Evaluation
 5 - 8 Oct Broward County Navy Days-Ft. Lauderdale, FL
 12 - 18 Oct School Ship Newport, RI (**Enclosure 17**)
 19 - 22 Oct Tiger Cruise (**Enclosure 18**)
 23 Oct Return to homeport Norfolk, VA
 27 Oct Engineering Mid-Cycle Assessment
 28 Oct -
 12 Nov Post Deployment Leave and Stand Down
 16 - 18 Nov Ship Handling Trainer
 30 Nov -
 4 Dec Local Ops/Assist Motor Vessel "Lady A" (**Enclosure
 20**)
 16 - 29 Dec First Holiday Leave Period
 29 - 31 Dec Second Holiday Leave Period In Progress

Nineteen Hundred Ninety-Eight
COMMAND HISTORY
Narrative

The New Year was celebrated in port Norfolk, VA. Most of the crew enjoyed leave for the holidays. On 05 January all HAWESMEN returned safely, everyone is refreshed and ready to resume the Inter-Deployment Training Cycle.

The engineers diligently prepared for the Tailored Ship Training Availability I (TSTA I) Engineering Training Group (ETG) training. With only a week to prepare, they made an impressive showing when the training team conducted engineering casualty control drills from 13 - 16 January. This training week also afforded the "topside" watch standers an opportunity to revive their proficiency after about a month in port.

At the end of January HAWES arrived at its last challenge for the 1997 Battle Efficiency Competition, the Logistics Management Assessment. From 20 - 23 January HAWESMEN performed at their peak to impress this inspection team. The 3M Coordinator thoroughly prepared the maintenance men for PMS spotchecks and 3M Board inspections. The maintenance men scored an impressive 93.4%. The supply portion of the inspection fared well also, scoring above 90% in all but one area. Now HAWES waits in anticipation for the Commodore's final decision on the most battle efficient ship in the squadron.

As is typical in the inter-deployment training cycle, one inspection or training group follows the next, with little or no break in between. On 26 January the Combat Systems Training Group (CSTG) returned to HAWES to evaluate watchstanders for the Cruise Missile Tactical Qualification. The watchstanders did so well, and the training program was so organized, that the Evaluators recommended an early qualification for the team. The hard work of the combat systems watchstanders paid off when they aced their early qualification. The watchstanders were so impressive that the inspectors stopped the drill evaluation early and qualified them on 29 Jan 98, a week-and-a-half early. HAWES is only the fifth ship (and only the second FFG) in the Atlantic Fleet to accomplish this early qualification.

Regardless of the early qualification, combat systems covers a broad spectrum of warfare areas, of which cruise missile tactical response is only one of the many such areas. For another week, from 09 -11 February, CSTG put the Combat Information Center (CIC) watchstanders through rigorous exercises in undersea warfare (USW) and air warfare (AW).

During that week, HAWES reached her 13th year of service on 09 February. HAWES also took part in the development of a new ship identification system in Operation TOPHAT. The system utilizes the ship's wake, as seen from a satellite sensor, to identify a specific ship. Still in its development stage, when

complete, it will aid in the tracking and location of U.S. assets at sea.

After returning to port and enjoying a long, three-day weekend for Presidents' Day, HAWES celebrated her 13th birthday with the Kemps Landing Magnet School on 17 February. About 110 students came to tour the ship and enjoyed cake and ice cream with the HAWESMEN. For the past few years HAWES sailors volunteered as tutors at Kemps Landing. The children appreciated the chance to see the workplace of their mentors. The effect the sailors have on the children (and vice versa) is extraordinary (see enclosure (5)).

Spring is around the corner and the weather is improving- definite indicators of a safety standdown. On 18 February, everyone onboard stopped their daily routine to pay attention to recreational safety, electrical safety, drunk driving, suicide awareness, and back injury prevention. This standdown also served as a controlling factor for the very dangerous towing exercise scheduled for 26 February.

Besides a multitude of engineering casualty control drills, the week of 23 February proved very eventful. High winds and seas kept HAWES inport until 25 February. The bad weather did not effect the Engineering Training Group, who continued to run drills inport. A very effective Main Space Fire Drill early in the week precluded a second later in the week while underway (one less GQ- always easier on the schedule).

While at sea on 25 February, HAWESMEN commended the bodies of MMCS Robert E. Correll and S/2C Leslie Worrell to the deep. The ceremony was professionally conducted and will hopefully bring comfort to their families.

In preparation for towing escort duties, HAWES completed a towing exercise with USNS POWHATAN on 26 February. An exercise rarely performed by warships. A sailor might see this once or twice in a career. HAWES performed superbly. A smart and seaman like evolution was conducted and HAWES was qualified for her upcoming duties as tow escort.

On 02 March, Surface Combatant Department, Naval Surface Warfare Center, Port Hueneme Division, reported to HAWES to install the RAIDS system. This new system will improve the employment of HAWES' self-defense systems, and aid the TAO in the collection, evaluation, and dissemination of tactical information. The system will aid the TAO in prioritizing incoming threats and recommend appropriate weapon system assignments to engage the threat.

Concurrently, the ship underwent a fleet maintenance availability, during which numerous material issues were corrected or altered to improve the ship's material readiness in preparation for the upcoming deployment. The availability lasted through the 18th.

On 04 March 150 Midshipmen from the Colombian Ship GLORIA toured HAWES and enjoyed a steel beach picnic on the flight deck.

Their Norfolk port visit afforded them the opportunity to tour many U. S. warships and to experience a few days of American culture. The Colombian Navy only commissions about 30 officers per year. To see a navy as large as ours was quite impressive to them. Equally as impressive was the beautiful tallship the midshipmen sailed to learn practical navigation and seamanship. After a reception at Waterside, in downtown Norfolk, on 07 March, the GLORIA departed Norfolk the morning of the eighth.

22 March commenced a brief underway period for her final engineering availability and certification during this workup phase. After a final scrub from ETG on Tuesday and Wednesday, PEB flew onboard Thursday morning. An all out crew effort and a superb performance by engineering certified the ship for "unrestricted engineering operations." HAWES' engineering plant is officially ready to deploy. During this underway, HAWES also exercised her UNREP capabilities with the USS PLATTE.

The following week, HAWES got underway on Tuesday, 31 March to escort USNS MOHAWK, her tow, Moored Training Ship 635, and USNS APACHE. The MTS will provide "in plant" training to prospective nuclear sailors.

HAWES met up with the convoy Wednesday morning outside of Charleston harbor. The convoy arrived safely Friday morning, with HAWES detaching outside of Chesapeake Bay. During the transit, the training teams put the crew through numerous drills to prepare for the final workup phase.

The preparations made during TOWEX were completed the following week inport NAVSTA Norfolk. Then HAWES got underway on 14 April for TSTA III. Simultaneously, HAWES began her Week One Workups with HSL 48 Detachment 5. Enroute to San Juan, Puerto Rico, HAWES underwent a vigorous examination of her crew's seamanship, engineering, combat systems, and damage control capabilities. While the ship conducted numerous USW, SUW, and AW exercises, she and the air department began operating together. HSL 48 Detachment 5 will be attached to HAWES throughout the upcoming counter narcotics deployment. Again, all HAWESMEN performed at unparalleled levels, which resulted in the validation of the Final Evaluation, a previously unaccomplished feat.

After an enjoyable weekend visit in San Juan, the high tempo training stepped up another level with HAWES' full involvement in INDEX 98-2. In addition to the INDEX exercises, HAWES began training for the deployment with training provided by COMWESTHEMGRU. The training including lectures as well as a rehearsal boarding.

Instead of concluding the month conducting the Final Evaluation Period, HAWES participated in the conclusion of INDEX 98-2, with events ranging from maneuvering drills and visual communication to over the horizon encounter exercises. In the midst of the activity, HAWES assisted in a real time search and rescue operation.

May began with a brief participation as a member of the opposition forces for JTFEX 98-2. This is the graduation exercise for the Eisenhower Battle Group and certified them ready for their upcoming Mediterranean/Arabian Gulf deployment. HAWES brief participation ended 3 May, and she returned to homeport NAVSTA Norfolk on 4 May.

On 13 May, HAWES got underway with family members aboard for a dependent's cruise and transit to downtown Norfolk and the berth at Nauticus. Here, HAWES marked the end of CDR Bigelow's tenure and the beginning of CDR Dixon's tour as Commanding Officer. Under sunny skies, Nauticus National Maritime Museum provided the backdrop for the Change of Command Ceremony. A reception was held on the pier following the ceremony. Later that afternoon, Electrician's Mate Chief Petty Officer (Surface Warfare) Phillip Gonzalez retired after 20 years of faithful service in the U.S. Navy. Throughout the weekend, HAWES served as visit ship for the Town Point Jazz and Blues festival and hosted over 800 visitors. After a weekend of downtown liberty, HAWES returned to Norfolk Naval Station to focus hard on predeployment preparations.

Those predeployment preparations included TARGET, an engineering groom/assist visit by FTSC/LANT and other civilian tech reps. The visit began on 28 May and went through 5 June. During this assist, the engineering plant received a final tune-up and was again certified as safe to operate and ready to deploy.

In addition to TARGET, Combat Systems department received one final look prior to deployment. The Combat Systems Readiness Review evaluated all aspects of HAWES' Combat Systems readiness and adjudged this department ready to deploy.

HAWES got underway on 8 June for three days to exercise the ship's crew. Since INDEX, HAWES training teams had been limited to inport drills. During this brief three day underway period, the Seamanship, Damage Control, Engineering, Combat Systems and Medical Training teams all conducted drills. Additionally, HAWES conducted an evaluation of its PCMS radar cross section reduction system.

Later that week, Mr. Hayward Banister, Special Assistant to the Secretary of Veterans Affairs, White House Liaison, visited HAWES inport Norfolk Naval Station. He received a tour of the ship, during which he talked with numerous crewmembers.

On June 19, HAWES took the afternoon off to picnic with family members at the Amphibious Base. The picnic was highlighted by a dunk tank, great food, softball games, and door prizes. A good time was had by all, and it kicked off the POM leave period.

The POM leave period continued through most of July, interrupted by the July 6th awards ceremony. During this ceremony, numerous crewmembers were recognized for their hard

work and dedication. Those who were advanced from the March rating exam were frocked as well during this ceremony.

July 20th marked the end of the POM leave period, and final preparations for deployment were frantically made. On the early afternoon of July 24th, HAWES departed from Pier 25 Norfolk, VA. She transited to Guantanamo Bay, Cuba via the Caicos passage for a brief stop for fuel, the embarkation of the Coast Guard Law Enforcement Detachment, and turnover with the USS YORKTOWN. HAWES relieved YORKTOWN as the Air Warfare Commander, and departed for the southwestern Caribbean. During the transit, the Law Enforcement Detachment embarked aboard HAWES boarded two vessels, including an intricate operation with the Panamanian coast guard in Panamanian territorial waters. After a few more days patrolling waters off the coast of Panama and Colombia, HAWES entered the Panama Canal zone on 4 August.

The transit was conducted mostly at night, due to a large northbound tanker that required most of the channel and all of the daylight. HAWES arrived around 0300 at Naval Station Rodman. After refueling later that morning, she was underway to patrol waters as far north as Costa Rica and as far south as Ecuador. During this patrol, HAWES crossed the equator, which was accompanied by the traditional crossing the line ceremony. The port visit that followed to the quiet fishing village of Manta, Ecuador gave the crew the much-needed opportunity to rest and "recharge" their batteries.

Back underway, HAWES continued its aggressive patrol of the Eastern Pacific. Over the course of nearly four full weeks underway, HAWES conducted eleven boardings of suspect vessels. None of these carried contraband at the time they were boarded, but HAWES had made its presence known. In addition to all of the boardings, HAWES continued its integrated training program to maintain the readiness that the crew worked so hard to attain during the Interdeployment Training Cycle. Upon completion of her duties in the Eastern Pacific, HAWES returned to Rodman for a four day port visit.

On 2 September, HAWES headed northbound through the Panama canal. She then patrolled the southwestern Caribbean on sharp lookout for any suspicious contacts headed north from South America. Then on 12 September, HAWES arrived in Willemstad, Curacao. While in port Curacao, HAWES assisted the new Consul General in hosting her first official reception for local officials. The reception was held in the official residence of the Consul General, which overlooked the port. HAWES Supply Division provided excellent food service. After departing Curacao, HAWES again patrolled the southern Caribbean. Then, HAWES visited Aruba for four days, giving the crew a much deserved break prior to departing for turnover with USS MCINERNEY (FFG 8) in Guantanamo Bay, Cuba.

HAWES then headed north for Broward County Navy days. On the way, HAWES flexed her Undersea Warfare skills as a

participant in Training Readiness and Evaluation (TRE). This exercise pitted HAWES and a submarine against another submarine that was being evaluated in overall mission proficiency. TRE was a valuable training opportunity for all units involved, and put HAWES back into action in a more traditional Surface Warfare role.

HAWES then returned to the continental United States for Broward County Navy days. Ft. Lauderdale was the host for three days of celebration and relaxation, and rewarded the crew for their labors during Counter Drug operations.

Then it was back to work as HAWES transited the eastern seaboard for Newport, Rhode Island. At the home of Surface Warfare, HAWES provided valuable training opportunities for current and prospective Surface Warfare officers and gave them a glimpse of what their next job might entail. At the same time, the crew was able to utilize the damage control facilities at Naval Station Newport to enhance their professional capabilities. Before departing Newport, 23 "tigers", family members of crewmembers, embarked to experience shipboard life, and to share the excitement of return to homeport of a deployer. The tigers participated in a very busy week at sea, and culminated in the recognition of these 23 honorary "Hawesmen" at an awards ceremony.

HAWES returned from her 1998 deployment on 23 October to the cheers of her assembled family members. The successful deployment ended, and HAWES newest father, DCCS(SW) Harkin led the exodus ashore for the long awaited reunion.

Then it was right back at it for the engineer's Mid-Cycle Assessment (MCA). DESRON 22 and ATG were on board to evaluate the engineer's administrative programs and underway proficiency.

All programs checked out and HAWES' aggressive training teams demonstrated how hard the crew had worked during the deployment to maintain and improve qualifications.

Upon return from MCA, HAWES began a much deserved stand down period, giving the crew the opportunity to spend time with family and relax from their labors in the Caribbean. At the conclusion of the stand down, HAWES' conning officers received their first opportunity to work at the Marine Safety Institute's Ship Handling Trainer. This interactive three dimensional trainer allowed conning officers to work on UNREP approaches, pier work, and DIVTACs, without threat to life, limb, or paint job.

The first week of December marked HAWES first underway in over a month. During the course of this week, HAWES exercised her combat systems, engineering, damaging control, and seamanship capabilities. The week was highlighted by HAWES performance in the rescue and assistance operation conducted jointly with Maryland Coast Guard units. HAWES was the first to respond to a distress call to Motor Vessel "Lady A", which was taking on water. HAWES used her small boat to transfer a pump and three

crewmembers to the "Lady A", then escorted her safely to Ocean City, Maryland.

On the 16th, HAWES kicked off her holiday leave period with an awards ceremony, highlighted by the frocking of those who were selected for the next higher pay grade as a result of their performance on the September rating exam. Then, half the crew took their leave to spend the Christmas holiday with their families. On the 29th, roles reversed as the second half of the crew departed to usher in the New Year with their families.

