



DEPARTMENT OF THE NAVY
USS SAMUEL ELIOT MORISON (FFG-13) ✓
FLEET POST OFFICE
MIAMI 34092

FFG13/01:ds
5750
Ser: 030
10 February 1985

From: Commanding Officer, USS SAMUEL ELIOT MORISON (FFG-13)
To: Director of Naval History, (OP-09BH), Washington, D.C.

Subj: Annual Command History; forwarding of

Ref: (a) OPNAVINST 5750.1C
(b) Chief of Naval Operations ltr ser SH/2023 dtd 30 Jan 85

Encl: (1) USS SAMUEL ELIOT MORISON (FFG-13) Command History for the period
January 1983 through January 1984

1. As required by reference (a), and in response to reference (b), enclosure (1) is resubmitted. Command History previously sent to CNO (OP-09BH) on original submission and in response to a 9 August 1984 letter request.


L. J. GIONET, JR.

Copy to:
COMDESRON EIGHT (w/o enclosure)

COMMAND HISTORY
JANUARY 1983 - JANUARY 1984
USS SAMUEL ELIOT MORISON (FFG-13)

The year 1983 began with SAMUEL ELIOT MORISON (SEM) returning from Special Operations in the Eastern Pacific on 26 January. The decision was made to administer a CINCLANTFLT Propulsion Examining Board, Operational Propulsion Plant Examination (OPPE) to SEM prior to commencement of a Selected Restricted Availability (SRA 1) in late March. After many days of hard work, the ship successfully passed the CINCLANTFLT OPPE, which was shortened from three to two days on 17 March. Captain Smith, Senior CINCLANTFLT Inspector, commented that this was the best OPPE he had ever seen. This was the second time in MORISON'S history that a successful CINCLANTFLT administered OPPE had been achieved, both on the first attempt.

As March ended, SEM transited to Charleston, S. C., to offload missiles, gun and small arms ammunition, and pyrotechnics at the Naval Weapons Station. This completed final preparations for Selected Restricted Availability (SRA) One which commenced in Mayport on 30 March 1983, and was completed on 29 July 1983.

ET2(SW) (b) (6) was selected as SEM's Sailor Of The Year, 1982, for his outstanding contributions to SEM, both professionally and as an exceptional shipmate. Commander Larry Gionet, Commanding Officer, presented Petty Officer Sowards with the Navy Achievement Medal in recognition of his outstanding service to SEM at an awards ceremony on April 22nd.

In July, SAMUEL ELIOT MORISON was presented the Secretary Of The Navy's Environmental Protection Award by Rear Admiral Peter C. Conrad, Commander Cruiser Destroyer Group TWELVE. This award is presented to that one small combatant afloat unit in the Navy which contributed most toward protecting the environment through a comprehensive program of daily adherence to environmental protection laws and associated regulations. SEM was also runner-up in the small combatant category for the Navy's Energy Conservation Award for fiscal year 1982.

SEM conducted a family cruise on 15 August 1983 embarking over 200 family members and guests. The four hours at sea were spent proudly showing off SEM to families and guests through tours, static displays, and operational demonstrations. The family cruise was a big success and was thoroughly enjoyed by all.

Following completion of SRA one and a short inport period, SEM left Mayport and headed south to transit the Panama Canal for a second two and one half month SPECOPS deployment in the Eastern Pacific. Enroute to the Panama Canal, SEM was diverted to Port Everglades, Florida when a hot bearing was experienced in the main reduction gear. While engineers performed a bearing changeout, other crewmembers enjoyed a day and a half in Ft. Lauderdale before getting underway again. A few days later SEM made the transit through the very picturesque Panama Canal. Following a brief turnover with USS CLIFTON SPRAGUE (FFG-16), SEM entered Pacific waters to begin special operations as a unit of Task Force 24.

While operating in the Eastern Pacific, SEM was fortunate to visit the beautiful southern Mexican resort city of Acapulco in early September. Although the visit

was conducted during the tourist "off season" SEM crewmembers thoroughly enjoyed the many activities in and around Acapulco Bay. The visit coincided with Hispanic Heritage Week in the United States making the visit even more significant. The crew enjoyed many activities including free tours of the local area as well as shopping, golf, sailing, ski-boating and water skiing, parasailing, and lying around the beach or pool. Many shipmates took advantage of substantial hotel discounts for an opportunity to relax away from normal shipboard surroundings and enjoy the many different types of foods and atmospheres. Commanding Officer, CDR Larry Gionet, and the Executive Officer, LCDR Chris Weaver, paid official calls on the Commander-In-Chief of the Mexican Pacific Fleet, Rear Admiral J. Orizaga Amiezuca and the Municipal President of Acapulco, Dr. A. Zarur Menes. In return, the Mexican Navy in conjunction with the Acapulco Chapter of the United States Navy League hosted a cocktail party for the SEM Wardroom at Las Brisas Hotel, overlooking beautiful Acapulco Bay. As SEM set sail to continue operations in the Eastern Pacific, the crew was reflective of this most enjoyable and memorable port visit to Mexico.

In October as SEM was preparing to return home to Mayport after two months of Special Operations in the Eastern Pacific, SEM turned her attention toward preparation for a visit by the Gas Turbine Mobile Training Team (MTT). The team's visit aided in strengthening the ship's engineering readiness as well as assisting in the preparation for an upcoming Training Readiness Evaluation (TRE) and Interim Refresher Training (IRFT) in Guantanamo Bay, Cuba. With MTT onboard, SEM set out on a night transit of the Panama Canal enroute Mayport. While on the trek homeward, orders were received to participate in Operation "URGENT FURY". The purpose of this joint operation of the United States and the Organization of Eastern Caribbean States was to restore order and to protect lives and property on the island of Grenada. SEM was on station to provide surveillance support and seaborne security to the U. S. Forces and the Caribbean Peace Keeping Force. For her contribution to "URGENT FURY", the ship was commended by the Chairman of the Joint Chiefs of Staff, General John W. Vessey, Jr., USA. After successfully completing this additional assignment, SEM turned finally toward home for a long awaited homecoming by crew, family and friends. In fulfilling mission requirements, SEM traveled over 10,000 miles in the ten week deployment and changed time zones a total of seven times. She met every tasking with no major degradation in mission capability. Her contribution can be summed up in the words of Vice Admiral Joseph Metcalf, III, Commander, U. S. Second Fleet, in the final words of his commendatory message to SEM, "Great Job".

Following the return home from extended operations in mid November, all hands enjoyed a well deserved two weeks of rest and relaxation at home with loved ones. During this short inport period COMDESRON EIGHT conducted a Training Readiness Evaluation as a final preparation for IRFT. Commodore Rodgers, Commander Destroyer Squadron EIGHT, said of the TRE, "That as usual, SEM's flexibility and professionalism allowed her to successfully pass a rigid TRE with little time to prepare following SPECOPS; Very Well Done!"

As November drew to a close SEM once again went to sea for three and one half weeks of very intensive training at Guantanamo Bay, Cuba (GITMO). While in GITMO, the ship performed in every environment that could possibly exist in a real combat situation. Every day was long and fast paced as the crew sharpened their skills in all facets of simulated combat ranging from damage control to

shiphandling. Concurrently, an OPPE certification was administered which SEM successfully passed. The success of OPPE certification was attributable in part to the tough screening and training by MTT and TRE, however the dedication and teamwork of SEM's determined crew were, as usual, the key ingredients in the achievement of this milestone. A well trained crew is the goal of IRFT and SEM was no exception. As the final battle problem concluded, it was easy to see that SEM shipmates had achieved a high state of knowledge and combat readiness through dedication to perfection and professional performance!

The return to Mayport from GITMO in mid December gave SEM the opportunity to spend the Christmas and New Year's Holidays with loved ones which was of special importance since last holiday season found SEM in Panama.



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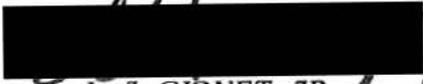
From: Commanding Officer, USS SAMUEL ELIOT MORISON (FFG-13)
To: Director of Naval History, (OP-09BH), Washington, D.C.

Subj: Annual Command History; forwarding of

Ref: (a) OPNAVINST 5750.12C of 29 January 1980

Encl: (1) USS SAMUEL ELIOT MORISON Command History for the period ending
31 January 1985

1. Enclosure (1) is forwarded in accordance with reference (a).


L. J. GIONET, JR.

COMMAND HISTORY
JANUARY 1984-JANUARY 1985
USS SAMUEL ELIOT MORISON (FFG-13)

The year 1984 began with SAMUEL ELIOT MORISON inport following the Christmas leave period. On January 9th, IMAV 4 commenced to prepare SEM for a Mediterranean cruise scheduled to commence early April. SEM accomplished another first since her commissioning during the IMAV when her engineers performed a changeout of one of two gas turbine engines. Although a monumental task, the changeout was smooth and fast, taking only fifty-four hours to remove the old gas turbine and replace it with the new engine.

After a successful IMAV, SAMUEL ELIOT MORISON went to sea for a day of sea trials and embarked twenty-seven guests from Navy League Chapter 469 of St. Augustine, Florida. Several of the Navy League members commented that the crew of SEM was very professional and greeted them with warm hospitality.

On February 1, 1984, SEM departed Mayport to participate in a fleet readiness exercise, READEX 2-84, which was a combined exercise of east coast fleet units of Task Force 21 from Mayport, Florida, Charleston, S.C., and Norfolk, Virginia. SEM participated in numerous events ranging from gunnery exercises to nuclear defense drills. As a blue force member, SEM was highly successful in the defense of the USS SARATOGA and AMERICA Battle Groups in several encounters with the Orange Force. Diligent ASW prosecution and effective AAW gave SEM confidence in her effectiveness in a high threat environment.

After return from READEX 2-84 in late February 1984, SEM began an accelerated five week installation of the Phalanx Close-In-Weapon System that was completed in early April 1984.

In March 1984, SEM hosted Vice Admiral Briggs, Commander, Naval Force, Atlantic, and The Honorable Mr. Conn, Under Secretary of the Navy. Both visits were for SEM to demonstrate the improved management techniques realized through automation, specifically through the use of SEM's computer, the SNAPS II System.

SEM departed her homeport of Mayport the morning of April 2nd in company with other units of the USS SARATOGA (CV-60) Battle Group. SEM enjoyed a busy and productive transit across the Atlantic until her arrival in the port of Rota, Spain on April 13th. After several hours in port Rota, SEM departed in company with USS JOHN L. HALL (FFG-32) for the transit east across the Mediterranean to the entrance of the Suez Canal. SEM arrived at anchorage, Port Said, Egypt on April 19th and, as part of a fifteen ship convoy, commenced transit of the Suez Canal. On April 21st, SEM arrived at Port Suez and completed a turnover process with the USS CLARK (FFG-11). Within four hours SEM headed south through the Gulf of Suez into the Red Sea, through the Bab el Mendeb Straits into the port city of Djibouti, the largest city of the nation of Djibouti.

The visit to Djibouti was greatly enhanced by the well planned schedule prepared and managed by the American Embassy, Djibouti. SEM athletic teams competed against a French Navy volleyball team, a Djiboutian Army Soccer Team, the Djiboutian National Basketball Champions and the American embassy softball team. All events were marked by a high spirit of camaraderie.

Upon departure from Djibouti in late April, SEM headed east through the Gulf of Aden into the Arabian Sea and on up through the Straits of Hormuz arriving in the Persian Gulf on 1 May to begin operations as a unit of the U. S. Middle East Force.

During this time continued hostilities between Iran and Iraq resulted in an extremely tense situation in the Persian Gulf including strikes by both countries against merchant shipping. Throughout this period SEM was directly involved in executing U. S. national policy in maintaining free and open sea lanes of Communications in the Persian Gulf and Straits of Hormuz.

On the evening of 29 May, in response to an urgent distress call SEM conducted an emergency medical evacuation of a critically injured seaman from the Swedish Merchant Vessel SEA Saga. SEM's performance in this incident was praised by the Government of Sweden in a telegram received from the U. S. Embassy in Stockholm. Additionally, on 11 June, COMIDEASTFOR, RADM J. F. ADDAMS visited the ship to present individual awards to eight SEM crew members for their heroic action in the 29 May rescue mission.

While serving with the Middle East Force in the Persian Gulf for two months SEM conducted two brief port visits to Bahrain. SEM began the trek from the Persian Gulf to Port Suez on 21 June stopping in Djibouti for a brief refueling on 26 June. SEM passed through the Suez Canal on June 30th completing the transit back to the Mediterranean.

Upon entering the Mediterranean, SEM proceeded directly to Alexandria, Egypt where seven days were spent enjoying the mild Egyptian summer and their gracious hospitality. SEM was warmly welcomed in Alexandria by the USO and the American Diplomatic Office. After eighty-two of the last ninety-one days had been spent by SEM underway, it was a great respite for the crew to be able to relax. On July 6th the American Consulate in Alexandria held a gala Fourth of July celebration for the American community in Egypt and ship's company from both SEM and USS JOHN L. HALL (FFG-32).

On the morning of July 8, 1984, SEM was underway again enroute to Haifa, Israel. In Haifa, SEM underwent a three week maintenance and upkeep period alongside USS PUGET SOUND (AD-38). Israel offered a wide selection of informative tours including Bethlehem, Jerusalem, Tel Aviv, Nazareth, Galilee, Massada, Armageddon, and Caesarea.

SEM departed Haifa on August 2nd and following a five day transit arrived in Cannes, France on the French Riviera. While in Cannes, on August 12th, SEM hosted a USO roadshow featuring the Redskinettes -- five very talented Washington Redskin Cheerleaders. Their modern song and dance routines were most entertaining and enjoyed by all in attendance.

On August 16th, in an impressive wreath laying ceremony, the city of Cannes commemorated the 40th Anniversary of the Allied Forces landings in the south of France during World War II. There were many American Veterans of the U.S. Army 517th Airborne Division, that landed near Cannes forty years ago, present at the ceremony. They all expressed great pride in having SEM representation at the commemorative event.

SEM weighed anchor on August 20th and got underway from Cannes and headed out to sea to rendezvous with the USS SARATOGA (CV-60) Battle Group for a week of operations.

Following operations with the carrier battle group, SEM arrived in Athens Greece on August 28th. SEM anchored just off Athens and was shortly thereafter visited by the Commander, U. S. Sixth Fleet, Vice Admiral Martin. Admiral Martin met with SEM officers and chief petty officers and then addressed the crew on the ship's flight deck. SEM departed Athens on Saturday, September 1st for continued Battle Group Operations with the USS SARATOGA (CV-60).

On September 6th, SEM arrived in Gaeta, Italy. On September 11th, SEM was joined by USS PUGET SOUND (AD-38) which provided SEM with ten days of maintenance and repair support. During SEM's visit to Gaeta many sailors enjoyed tours about Italy, to Rome, Venice, Capri, and Pompei. SEM was underway from Gaeta on September 23rd for participation in a large NATO Exercise, Display Determination-84 which involved operations for five days with units of the British and Italian Navies in the Tyrrhenian Sea, west of Italy.

On September 29th, SEM arrived in Naples, Italy for a seven day repair period. After extensive temporary superstructure repairs were completed, SEM departed Naples on October 5th for Augusta Bay, Sicily. SEM arrived in Augusta Bay the morning of October 6th, refueled, and was underway that afternoon for points west. SEM rendezvoused with USS SARATOGA (CV-60), USS VREELAND (FF-1061), USS SURIBACHI (AE-21), and USS CALOOSAHATCHEE (AO-98) in Rota, Spain on October 11th. The Battle Group departed Rota P.M. the 11th for Westward Atlantic transit. During the transit home, SEM celebrated her fourth anniversary on October 11th. The transit was smooth with following seas and SEM arrived in her homeport on October 20, 1984.

Upon completion of her six and one half month Indian Ocean/Mediterranean deployment, the officers and crew of SEM were able to relax and enjoy some well deserved time with their families during a one month standdown period. After standdown, SEM underwent permanent superstructure repairs during a two month restricted availability in Mayport.

SEM enjoyed the Christmas and New Year's holidays in port while making preparations for future employments that will likely prove that "THE PAST IS PROLOGUE".



DEPARTMENT OF THE NAVY
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5750

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10 MAR 1986

From: Commanding Officer, USS Samuel Eliot MORISON (FFG-13)
To: Director of Naval History, (OP-09BH), Washington, D.C.

Subj: FORWARDING OF ANNUAL COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12C

Encl: (1) USS SAMUEL ELIOT MORISON Command History for the period ending 31
December 1985

1. In accordance with reference (a), enclosure (1) is forwarded.

[REDACTED]
W. B. WOODSON

COMMAND HISTORY 1985

Early January 1985 saw SAMUEL ELIOT MORISON completing a two month upkeep period following her second Mediterranean deployment. After the upkeep period, SAMUEL ELIOT MORISON deployed from 24 January to 14 February to conduct special operations in the Caribbean Sea.

SAMUEL ELIOT MORISON's return was soon followed by a Change of Command on 21 February, in which Commander Walter B. WOODSON III relieved Commander Laurence J. GIONET as SAMUEL ELIOT MORISON's Commanding Officer. Commander, Destroyer Squadron EIGHT, Captain J. Michael ROGERS, served as guest speaker and offered praise to the officers and crew of SAMUEL ELIOT MORISON for their outstanding record of accomplishment.

The Change of Command in late February marked the beginning of a series of inspections and evaluations. In March, SAMUEL ELIOT MORISON completed an Inspection and Survey (INSURV) which is an examination of a ship's material readiness to see if it is prepared to conduct its mission and if it is fit for further Naval service. March also included SAMUEL ELIOT MORISON's Training Readiness Evaluation, (TRE) which is a measure of our readiness to conduct training in Guantanamo Bay, Cuba.

Upon completion of the Training Readiness Evaluation, SAMUEL ELIOT MORISON got underway 29 March for four weeks of Interim Refresher Training (IRFT) in Guantanamo Bay, Cuba. While conducting various exercises off the coast of Cuba, SAMUEL ELIOT MORISON was called upon to serve as an escort for the USS CORAL SEA on 13 April, following her at-sea collision with an Ecuadorian merchant vessel the night before. SAMUEL ELIOT MORISON escorted CORAL SEA for part of her transit back to Norfolk and then returned to Guantanamo Bay to resume training. SAMUEL ELIOT MORISON returned to Mayport 30 April upon successful completion of all required exercises and training.

In May, SAMUEL ELIOT MORISON prepared for and successfully completed her Operational Propulsion Plant Examination (OPPE) administered by the Atlantic Fleet Propulsion Examining Board (PEB).

Upon completion of OPPE, SAMUEL ELIOT MORISON prepared for her upcoming Selected Restricted Availability (SRA). SAMUEL ELIOT MORISON departed Mayport 10 June enroute Charleston, South Carolina for the offload of weapons 12 June. SAMUEL ELIOT MORISON returned to Mayport 14 June to complete drydocking preparations.

On 8 July SAMUEL ELIOT MORISON commenced her second Selected Restricted Availability since her commissioning. On 14 July, SAMUEL ELIOT MORISON entered the Atlantic Drydock at Fort George Island in Jacksonville, Florida. The SRA period included major reworking of various equipment as well as the addition of fin stabilizers and a full high pressure air start system for the gas turbine engines. On 16 December, a revitalized SAMUEL ELIOT MORISON rejoined her squadron in the Mayport Basin. SAMUEL ELIOT MORISON completed sea trials 20-21 December once again proving that the "Past is Prologue".


W. B. WOODSON