



DEPARTMENT OF THE NAVY

USS CIMARRON (AO 177)  
FPO SAN FRANCISCO 96662-3018

Rec'd 3/2/93

IN REPLY REFER TO:

5750  
PAO/Ser 036/93  
24 Feb 1993

From: Commanding Officer, USS CIMARRON (AO-177)  
To: Director of Naval History (OP-09BH)

Subj: COMMAND HISTORY, 1992

Ref: (a) OPNAVINST 5750.12D

Encl: (1) Command Composition and Organization  
(2) Chronology of Events  
(3) Narrative: The Year in Review  
(4) Listing of Most Recent Major Inspections  
(5) Retention Performance  
(6) Overall Training Readiness / Supply Effectiveness  
(7) Ship's Roster  
(8) Family Gram  
(9) Ship's Photograph  
(10) Executive Officer's Biography  
(11) Executive Officer's Photograph  
(12) Commanding Officer's Biography  
(13) Commanding Officer's Photograph  
(14) Welcome Aboard Pamphlet  
(15) Cruise Book From Western Pacific Deployment 1990

1. In accordance with reference (a), enclosures (1) through (15) are submitted.
2. Point of contact is LTJG (b) (6), USN, phone; Commercial (808) 471-9357

[REDACTED]  
D. S. Gernes

## COMMAND COMPOSITION AND ORGANIZATION

The mission of USS CIMARRON is to transport bulk petroleum products from shore depots to AOE's, AOR's, and AO's, effecting delivery underway, including consolidation; to deliver bulk petroleum products to combatants and support forces underway; and to deliver limited fleet freight, mail and personnel.

CIMARRON's immediate superior in command is Commander, Naval Surface Group, Middle Pacific, RADM W. A. RETZ, headquartered in Pearl Harbor, Hawaii. CIMARRON conducted a change of homeport on 301619Z MAR 1992, from Avondale, Louisiana, to Pearl Harbor, Hawaii. Avondale Shipyard, Louisiana, was the site of her year-long conversion, or jumboization, which began in August of 1991. When not deployed with a battle group, CIMARRON's tasking varies from training/refueling operations in the Hawaiian operations area to various battle group exercises/taskings in the California operations area. CIMARRON is commanded by CDR Deborah S. Gernes.

CIMARRON is organized into five departments: Deck, Operations, Engineering, Supply and Navigation/Administration. Her crew consists of approximately 16 officers and 195 enlisted men and women.

Enclosure (1)

## Chronology Of Events for 1992

01JAN-05JAN 92 - HOLIDAY LEAVE/UPKEEP PERIOD AVONDALE LA  
20JAN-22JAN 92 - CREW MOVE ONBOARD  
31MAR-31MAR 92 - SECOND INCLINE  
11MAY-11MAY 92 - MACHINERY SPACE TURNOVER  
08JUN-10JUN 92 - LIGHT OFF EXAMINATION  
23JUN-23JUN 92 - INPORT INSURV  
25JUN-25JUN 92 - FAST CRUISE/CREW CERTIFICATION  
02JUL-02JUL 92 - DOCK TRIALS  
07JUL-10JUL 92 - SEA TRIALS  
31JUL-31JUL 92 - DELIVERY/DEPART AVONDALE LA  
06AUG-06AUG 92 - TRANSIT PANAMA CANAL  
08AUG-08AUG92 - OPCON: CINCPACFLT  
09AUG-09AUG92 - "CROSSING THE LINE" CEREMONY AT LAT 00.00 LONG 085 45W  
14AUG-17AUG 92 - PORT VISIT: ACAPULCO MX  
24AUG-31AUG 92 - PORT VISIT: ALAMEDA CA : TRNG AVAIL  
04SEP-13SEP 92 - PORT VISIT: BREMERTON WA  
08SEP-11SEP 92 - INPORT UNREP SHIP QUALIFICATION TRIALS:  
ASSIST SHIP USS CAMDEN  
14SEP-18SEP92 - UNDERWAY UNREP SHIP QUALIFICATION TRIALS: EASTPAC:  
ASSIST SHIP USS CAMDEN  
24SEP-24SEP 92 - RETURN TO HOMEPORT: PEARL HARBOR HI  
01OCT-19OCT 92 - UPKEEP R-AVAIL  
20OCT-22OCT 92 - LOGSVCS: MIDPAC: MEFEX 92-5  
21OCT-21OCT 92 - UNREP USS REID: DFM  
05NOV-05NOV92 - UNREP USS TISDALE: DFM  
13NOV-16NOV 92 - LOGSVCS: MIDPAC TARAWA ARG  
15NOV-15NOV 92 - UNREP USS TARAWA, USS FORT FISHER, USS OGDEN: DFM/JP5  
18NOV-20NOV 92 - CART II (CNSG MIDPAC) / COMMAND INSPECTION  
30NOV-04DEC92 - CART II (ATG) / TRE  
07DEC-11DEC 92 - SUPPLY MANAGEMENT ASSIST  
17DEC-31DEC 92 - HOLIDAY LEAVE/UPKEEP PEARL HARBOR HI

Enclosure (2)

## NARRATIVE: 1992 The Year in Review

### **MISSION EFFECTIVENESS**

CIMARRON has demonstrated a capability beyond that outlined by its Required Operational Capabilities (ROC). CIMARRON has four fully qualified rig teams and a complete aviation operations and refueling team which are capable of conducting simultaneous two-sided underway connected replenishment and helo operations. CIMARRON has consistently demonstrated the ability to provide and sustain this level of capability in actual battle group operations. Throughout an often grueling conversion period, CIMARRON sailors paid aggressive attention to tank cleaning and fuel quality. As a result CIMARRON was judged to have the cleanest fuel of any AOJ and aviation fuel quality tested satisfactory the first time. During this period, no ongoing UNREP evolution was ever cut short by rig failure of any kind.

### **MISSION READINESS**

CIMARRON has fulfilled her primary mission to provide logistics support to fleet units. Despite an extended conversion period and compressed training cycle, CIMARRON successfully completed UNREP Ship Qualification Trials as well as virtually all CORE/BASIC Fleet Exercises to achieve M3 Status in overall readiness. CIMARRON is fully mission capable to successfully carry out all assigned missions. During this competitive cycle, CIMARRON refueled 44 U.S. and Allied ships. Additionally, CIMARRON has provided stores, spare parts, food, oil and mail to fleet units via connected replenishment and helos. With a certified flight deck and a helo refueling capability, CIMARRON has conducted over 100 safe flight operations with Navy, Marine Corps, and Army helicopters. CIMARRON has consistently strived to provide customer support service whenever and however tasked.

### **MILITARY SMARTNESS**

CIMARRON crew is proud of their ship, its mission, and welcomes the opportunities to demonstrate that pride. Visitors to CIMARRON, most notably the Chief of Naval Operations and the two previous Master Chief Petty Officers of the Navy, have praised CIMARRON for her outstanding appearance. CIMARRON sailors have been professionals on and off duty. Throughout this competitive cycle, CIMARRON has not had a single liberty incident nor had any personnel brought back by shore patrol. CIMARRON carried this proud tradition abroad in her August 1992 visit to Acapulco MX where the Commanding Officer and Executive Officer were hosted by the Commander in Chief of the Mexican Pacific Fleet. CIMARRON has been an active participant in both the MIDPAC Host Ship Program and Sister Ship Program while in port Pearl Harbor. CIMARRON hosted the CFAV ENDEAVOR in Oct 92 and is assigned Sister Ship to both USS CHOSIN and USS WILLAMETTE. CIMARRON has generously provided volunteers for such local events as the Pearl Harbor Memorial Day and the Kauai Clean-up Campaign. During Surface Line Week, CIMARRON also fielded several sports teams. CIMARRON carolers (as well as Santa's feet sticking out of the stack) received high praise for their participation in the 1992 Christmas Light competition.

Enclosure (3)

## **OPERATIONS**

From Aug 91 to July 92 CIMARRON underwent conversion in Avondale Shipyards where she was fitted with a new midbody. Hundreds of maintenance and repair jobs were completed, allowing CIMARRON to continue to meet and exceed her required tasking. Outstanding work package preparation facilitated the maximum number of jobs accepted and completed as well as in excess of 1 million dollars in growth work. All major milestones were met and CIMARRON left with the most complete and quality installation of any AOJ thus far. Effective shipwide training and irrepressible CIMARRON Can-Do Attitude were integral to the successful completion of LOE and Crew Certification. LOE inspectors noted CIMARRON had the finest DCTT ever before seen. Upon departure Avondale Shipyards, CIMARRON transited the Panama Canal and made three port visits enroute Pearl Harbor HI. CIMARRON successfully navigated four challenging sea details for the first time without incident, received high praise for performance in UNREP SQT's and achieved M3 status overall. Since October 92, CIMARRON has resumed duties as MIDPAC Duty oiler providing logistic support to 6 ships including the TARAWA ARG. In November 92, CIMARRON entered the first phase of her Tailored Ship Training Availability (TSTA) with Afloat Training Group (ATG) MIDPAC breaking new ground in what COMTHIRDFLT has referred to as an "iterative" training process.

## **SAFETY**

Safety is a number one priority on CIMARRON. Because of the high state of readiness and ongoing training programs, CIMARRON has operated during this competitive cycle in an active accident prevention atmosphere. Constantly stressing safety awareness and procedures, CIMARRON has had NO Class A Mishaps nor Class B Mishaps.

## **PERSONNEL AND ADMINISTRATION**

CIMARRON has been the leader in setting the example and establishing standards for the implementation of the Women-At-Sea Program. Fleet support to PACEX units remained at the highest quality levels and CIMARRON was continuously complimented by PACEX units for demonstrated professionalism and quality service to the fleet. Women comprise 33 percent of the ship's company and 50 percent of the wardroom and are fully integrated in all operations.

## **COMMUNITY SERVICE**

During the competitive cycle, CIMARRON participated in two Combined Federal Campaigns which netted 14,891 dollars in total contributions. In virtually every fund drive, the crew's overwhelming response has allowed CIMARRON to exceed the expected contribution for a crew of her size. CIMARRON was awarded the Gold Award for her achievement in the 1992 Combined Federal Campaign. Prior to departure from Avondale Shipyards, CIMARRON arranged for the pickup of 3275 lbs of Project Handclasp material for transport to Acapulco Mexico in conjunction with a community service project. Well over a fourth of the crew volunteered their services. Since her return to Pearl Harbor, CIMARRON has activated the Adopt-A-School Program which will be rewarding for both CIMARRON and the Hale Keiki elementary school. These commendable successes were the direct result of the generous attitude and genuine pride displayed by the CIMARRON's crew and reflect CIMARRON's high morale and willing readiness to assist others.

## **QUALITY OF LIFE**

CIMARRON spent hundreds of man-hours in Habitability Improvements throughout conversion in Avondale LA and has received high marks for her Welfare and Recreation Programs. Many large scale improvements have been undertaken to maintain the high quality living accommodations CIMARRON is noted for.

The ship's gym was completely renovated by volunteers and the ship added one Lifecycle and one Liferower, maximizing on existing space and improving overall comfort for users. An alternative location for additional aerobic equipment, two Lifecycles and one Stair Master, was capitalized upon outside the ship's Supply Storeroom. New furniture including TV's, VCR's and pictures were purchased for all berthing lounges. An innovative overhead bicycle storage system was installed on the forward main deck and two ship bicycles were obtained for crewmembers' use. A basketball playing area complete with hoop was put in place on the forward Rig deck. Highlights of the Quality Of Life Programs include discount movie tickets for Consolidated Theaters, monthly rebates of up to \$40.00 for recreational activities, diving classes held onboard, several ship picnics, an annual Dependents Cruise to a neighboring island, and an annual Keiki Christmas party.

## **PARTICIPATION IN INPORT AND AT-SEA EXERCISES**

While CIMARRON was inport, every effort was made to participate in any available training, including MIDPAC Training Days. During at-sea periods, training opportunities were seldom missed. Mutual training was conducted between CIMARRON and many other ships deploying to or returning from the Persian Gulf. Enroute Pearl Harbor from Avondale LA every opportunity was made to exercise all rig teams, bridge teams and radio and CIC watch sections. In conjunction with the Afloat Training Group, CIMARRON has begun her Tailored Ship Training Availability (TSTA) and has been available for training services to all other ships.

## MOST RECENT MAJOR INSPECTIONS

1. 3M Inspection  
Date last conducted: 21 Jun 91  
Overall grade: SATISFACTORY/83%  
Summary: Operations 88 %  
Deck/Weapons 75 %  
Engineering 81 %  
ER09 93 %
2. OPPE  
Date last conducted: 6 Dec 89
3. Supply Management Assessment (SMA)  
Date last conducted: 28 Jun 91  
Summary: Level of Knowledge EXCELLENT  
Sustainability EXCELLENT  
Accountability EXCELLENT  
Crew support EXCELLENT
4. ISIC Command Inspection  
Date last conducted: 18 Nov 92
5. Legal Affairs Management  
Date last conducted: 18 Nov 92
6. Material Assessment  
(No Material Assessment current competitive cycle)  
Date last conducted: 10 Jan 86
7. NAVOSH Management Evaluation  
Last date conducted: 21 Dec 92
8. Personnel Qualification Standards Evaluation  
Last date conducted: 10 Nov 92
9. Navy Postal Inspection  
Last date conducted: 26 Apr 90  
Scheduled Feb 93
10. CMS Inspection  
Last date conducted: 30 Nov 92  
Grade: Satisfactory
11. Physical Security Inspection  
Last date conducted: 18 Nov 92
12. Recreation Fund/Special Services Inspection  
Last date conducted: 8 Dec 92  
Grade: 94%

13. Disbursing Review  
Last date conducted: 18 Jan 91  
Grade: 1.9, Satisfactory  
Scheduled 2nd Qtr 93 - Short Notice
14. Diesel Engine Inspection  
Last date conducted: 7 May 92
15. Aviation Readiness Evaluation  
Last date conducted: 21 Dec 92
16. CSRT  
Last date conducted: 16 Mar 90
17. Shipboard Explosive Safety Inspection  
Last date conducted: 24 Aug 89  
Scheduled Jan 93
18. Medical Readiness Evaluation  
Last date conducted: 18 Nov 92  
Grade: C-1, Fully Ready
19. Environmental Health Survey  
Last date conducted: 2 Nov 92  
Grade: Satisfactory
20. UW Hull Groom/Sonar Dome Groom  
Last date conducted: 15 Dec 89
21. SSRNM  
(No SSRNM conducted during current competitive cycle)  
Last date conducted: 16 Oct 87
22. Industrial Hygiene Survey  
Last date conducted: 2 Feb 90
23. Integrated Logistics Overhaul  
Last date conducted: 13 Jun 92
24. Aviation Certification Inspection  
Last date conducted: 21 Dec 92
25. UNREP Equipment Test (Concurrent UNREP SQT's with USS CAMDEN)  
Last date conducted: 18 Sep 92  
Grade: All Unrep Stations Fully Operational  
Rig Teams Proficiency Highly Satisfactory
26. Tempest Certification  
Last date conducted: 16 July 92
27. Combat Systems Overhaul Review  
(No C/S Overhaul Review conducted current competitive cycle)  
Last date conducted: None



28. Crew Certification  
Last date conducted: 25 Jun 92  
Grade: Crew sufficiently trained and prepared to effectively and safely operate the ship.
29. Navigation Check Ride  
Last date conducted: 20 Oct 92  
Grade: Satisfactory
30. Dental Readiness Evaluation  
Last date conducted: 13 Oct 92  
Grade: C-1
31. Main Propulsion Steam Generation  
(No Main Propulsion Steam Generation conducted current competitive cycle)  
Last date conducted: 25 Jun 88
32. Command Assessment of Readiness and Training II/Training Readiness Evaluation (CART II/TRE)  
Last date conducted: 30 Nov 92
33. INSURV/Material Inspection (Restricted to new midbody)  
Last date conducted: 24 Jun 92
34. Boiler Inspection (1A)  
Last date conducted: 5 Mar 92
35. Boiler Inspection (1B)  
Last date conducted: 4 Mar 92
36. ISIC Engineering Readiness Assessment  
Last date conducted: 1 Dec 89  
Scheduled: 4-6 Jan 93
37. PRAV Phase I and II Base Line  
(No PRAV Phase I and II Base Line conducted current competitive cycle)  
Last date conducted: 24 Apr 87



Rec'd 9/6/94  
DEPARTMENT OF THE NAVY

USS CIMARRON (AO-177)  
FPO AP 96662-3018

IN REPLY REFER TO:

5757  
PAO Ser 155/94  
11 Aug 94

From: Commanding Officer, USS CIMARRON (AO-177)  
To: Director of Naval History (OP-09BH)

Subj: COMMAND HISTORY 1993

Ref: (a) OPNAVINST 5750.12E  
(b) CNO ltr 5757 Ser 09BH/SH/4U507311 of 21 Jun 94

Encl: (1) Command Composition and Organization  
(2) Chronology of Events  
(3) Narrative: The Year in Review  
(4) CDR Patterson Biography  
(5) Change of Command Pamphlet  
(6) Welcome Aboard Pamphlet  
(7) Ship's Photograph

1. In accordance with references (a) and (b), enclosures (1) through (7) are submitted.

2. Point of contact is LTJG (b) (6), phone: Commercial (808) 471-8297, Autovon 471-8297.

(b) (6)

By direction

## COMMAND COMPOSITION AND ORGANIZATION

USS CIMARRON's mission is to transport bulk petroleum products from shore depots to AOEs and AORs, effecting delivery underway, including consolidation; to deliver bulk petroleum products to combatants and support forces underway; and to deliver limited ammunition, fleet freight, mail and personnel.

CIMARRON's immediate superior in command is Commander, Naval Surface Group Middle Pacific, RADM W. A. RETZ, headquartered in Pearl Harbor, Hawaii. CIMARRON is homeported in Pearl Harbor, when not deployed with a battle group. CIMARRON's tasking varies from training/refueling operations in the Hawaiian operations area to various battle group exercises/tasking in the California operations area.

CIMARRON is organized into five departments: Deck, Operations, Engineering, Supply and Navigation/Administration. Her crew consists of approximately 16-18 officers and 235 enlisted men and women.

## CHRONOLOGY - 1993

18 Dec 92 - 06 Jan 93	Holiday standdown, Pearl Harbor, HI
06 Jan - 31 Jan	Local operations, RAS services
01 Feb - 28 Feb	TSTA I
01 Mar - 26 Mar	Local operations, TSTA II commences
26 Mar	Main engine casualty, towed into Pearl Harbor by USS SALVOR
27 Mar - 27 Sep	Shipyard maintenance availability for replacement of main engine
27 Aug	CDR Torkel Patterson relieved CDR Deborah Gernes as Commanding Officer, USS CIMARRON
28 Sep - 30 Sep	Light-Off Examination
01 Oct - 05 Nov	Local operations
29 Oct - 05 Oct	Transit to Long Beach, CA
05 Nov - 15 Nov	Inport Long Beach for System Qualification Trials for RAS with USS WABASH
15 Nov - 19 Nov	Transit to Oakland, Ca and underway SQTs with USS KANSAS CITY
19 Nov - 26 Nov	Inport Oakland, CA
26 Nov - 06 Dec	Transit to Pearl Harbor, HI
06 Dec - 31 Dec	Inport Pearl Harbor, HI

## 1993: THE YEAR IN REVIEW

1993 was a very eventful year for CIMARRON. It began with the last few days of holiday standdown, during which time CIMARRON sailors were scattered to the four winds visiting family and friends. It ended the same way, but the time in between brought many changes, both good and bad, to the Pearl Harbor oiler.

January through March, CIMARRON divided her time between Bravo 17 pier in Pearl Harbor and the Hawaiian opareas. During this intensely busy time, the ship and her crew provided excellent RAS services to transitting ships and RAS training to the homeported ships who desired to brush up on their underway replenishment skills. In February, CIMARRON successfully completed Tailored Ship Training Availability, Phase I (TSTA I). March was spent in training with Afloat Training Group personnel in order to prepare CIMARRON for the underway phase of TSTA II. CIMARRON was underway in late March to finish TSTA II when she experienced a major engine casualty on 26 March due to a loss of lube oil to the main engine.

This casualty rendered CIMARRON incapable of propulsion, and USS SALVOR was summoned to tow CIMARRON into port. After her return to port, CIMARRON spent nearly six months in a shipyard availability, replacing the badly damaged main engine.

On 27 August 1993, the crew of CIMARRON welcomed aboard a new Commanding Officer, CDR Torkel L. Patterson, and said farewell to CDR Deborah S. Gernes. Following the change of command, CIMARRON's crewmembers turned their thoughts to the upcoming Light-Off Examination, which was successfully completed 28-30 September.

As a result of the long inport time. CIMARRON was required to complete System Qualification Trials (SQTs) in Replenishment at Sea. To this end, following a sea trial, CIMARRON was underway for Long Beach, CA on 29 October. Once inport Long Beach on 5 November, CIMARRON crewmembers spent much of their time honing underway replenishment skills that had lain dormant during the six months in the shipyard. With the assistance of USS WABASH, moored across the pier from CIMARRON, the crew was able to send and receive refueling rigs inport and practice the art of replenishment at sea.

After the week of training afforded the ship in Long Beach, it was time to be underway on 15 November for more RAS training this time at sea with the USS KANSAS CITY off the coast of San Francisco, CA. CIMARRON made the transit quickly and efficiently and was called upon to assist a sailing vessel in distress approximately 70 miles off the Northern California coast. CIMARRON crewmembers acted as heroes that day as they launched the Rigid-hulled Inflatable Boat (RHIB) in 10-15 foot seas and rescued 5 crewmembers of the overturned sailboat.

Following a successful underway SQT with USS KANSAS CITY, CIMARRON pulled into port at Naval Supply Center, Oakland, CA, for some much-needed and deserved rest and relaxation. Crewmembers enjoyed the excitement of San Francisco, skiing in Lake Tahoe, gambling in Reno and wine-tasting in the wine country of Northern California. On 26 November, the day after Thanksgiving, CIMARRON was underway for home in Pearl Harbor, HI.

After her return to Pearl Harbor on 3 December, CIMARRON spent the remainder of the year in training and in support of the fleet with RAS services. And once again, CIMARRON sailors closed out the year by spending time with loved ones both near and far.

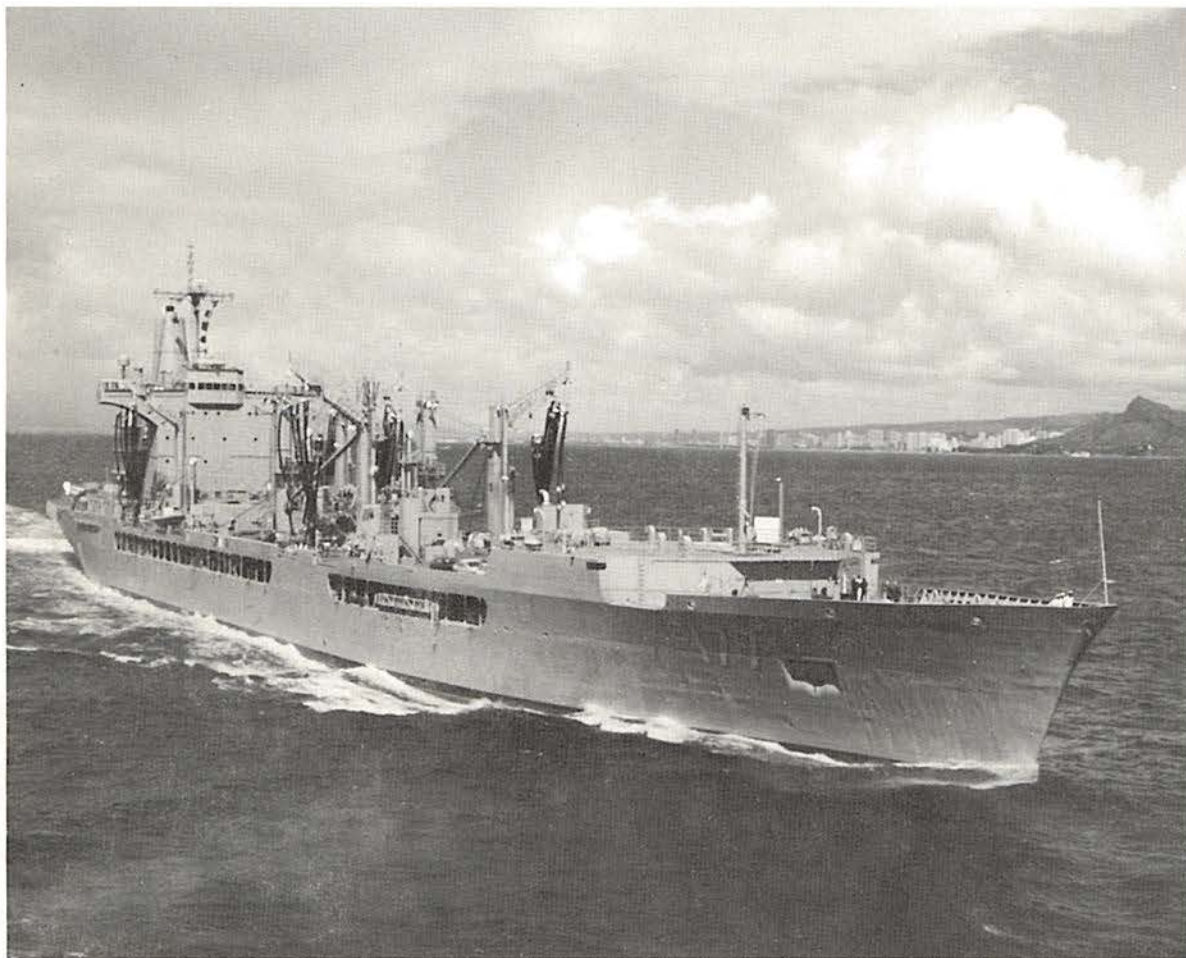
## BIOGRAPHY OF COMMANDER TORHEL L. PATTERSON

Commander Torkel Patterson is a native of (b) (6) and a 1976 graduate of the United States Naval Academy in Annapolis, Maryland. Prior to reporting to USS CIMARRON, Commander Patterson served at the White House as Director of Asian Affairs on the National Security Council Staff and at the Pentagon as Senior Director for Japan in the Office of the Assistant Secretary of Defense (International Security Affairs).

Commander Patterson was the Executive Officer on USS CIMARRON (AO-177), Weapons Officer on USS ROBINSON (DDG-12) and Antisubmarine Warfare Officer and First Lieutenant on USS REASONER (FF-1063). Early shore tours included duty as Aide and Flag Lieutenant to the Commander U.S. Naval Forces, Japan and serviced as Olmsted Scholar at the University of Tsukuba in Ibaraki, Japan.

Commander Patterson is married to the former (b) (6). They live with their children, (b) (6) in Hawaii.

# *USS CIMARRON (AO-177)*



*Welcome Aboard!*



**ENCLOSURE(6)**



# *FIRST IN SERVICE*

The word "Cimarron" is of Spanish origin and means "wild" or "unruly." The Cimarron River, for which the ship is named, stretches for 600 miles through New Mexico, Colorado, Kansas and Oklahoma before emptying into the Arkansas River. The historically significant Cimarron River Valley is rich in the folklore of the Old West, and each of the three Navy ships named Cimarron have had distinguished operational records.

The first CIMARRON was a sidewheel, double-ended steam gunboat which was built by D.S. Machine of Bordertown, New Jersey. Launched 16 March 1862, she was outfitted at the Philadelphia Navy Yard and commissioned 5 July 1862.

Between 11 July and 4 September 1862, CIMARRON sailed the James River in active support of the Civil War Army operations. She later gave excellent service as a member of the South Atlantic Blockading Squadron. CIMARRON returned to the Philadelphia Navy Yard 8 August 1865, and was decommissioned 17 August 1865.

The second CIMARRON, AO-22, was launched 7 January 1939, by Sun Shipbuilding and Drydock Co., Chester, Pennsylvania; and commissioned 20 March 1939. Prior to the war, CIMARRON operated on both coasts and also supported convoys to Iceland. When the war began, she was in the vicinity of Capetown, South Africa, and operated from the Brazilian ports to Iceland until March 1942, when she transferred to the West Coast.

CIMARRON's first duty on the West Coast was with the task force which made the first air raid on Tokyo, flown from the carrier Hornet by Colonel James H. Doolittle's Army Corps pilots in B-25 bombers. Later, she supported the forces which defeated the Japanese in the Battle of Midway, the Solomon Islands operation, the Guadalcanal campaign, the occupation of New Georgia, the Wake Island raid, the Gilbert Islands campaign, the Marshalls operation, the attacks on Truk, the Marianas operation, and the Palau operation.

After the war, she supported the occupation of Japan and later operated primarily in the Far East. She served three tours of duty in the Korean War, participated in the 1959 Quemoy-Matsu Island Crisis, and made three Western Pacific deployments during the Vietnam War. She received ten battle stars for World War II service and four for the Korean War. Usually referred to as the most dependable oiler in the Pacific Fleet, CIMARRON provided outstanding service throughout her distinguished career. She was decommissioned on 30 September 1968 and transferred to Portugal the next day.

The third CIMARRON, AO-177, is the first of a new class of fleet oilers. She was launched 29 April 1979 at Avondale Shipyards Incorporated, Avondale, Louisiana. Commissioning took place 10 January 1981 at the Naval Supply Center, Oakland, California. CIMARRON's home port is Pearl Harbor, Hawaii. In August 1988, she became the first Combat Logistics Force (CLF) ship to implement the Women at Sea program when two female officers and twenty-two female enlisted personnel reported aboard. Later, she was commanded by the first woman to screen for a major afloat command and now has a crew comprised of about 35 percent women. As of December 1990, she had completed six Western Pacific/Indian Ocean deployments of approximately six months each, and was deployed to the Persian Gulf during Desert Shield. In 1992, CIMARRON was "jumboized" to its present length of almost 700 feet. CIMARRON has been awarded three consecutive Battle Efficiency "E" Awards, 16 departmental competitive cycle awards and was the 1984 winner of the Ney Memorial Award, presented to commands which display excellence in food service. She has a complement of 17 officers and approximately 235 enlisted personnel.



## *SHIP CHARACTERISTICS*

	Pre-Conversion	Post-Conversion
<b>Length Overall:</b>	591'6"	699' 8"
<b>Beam (Width):</b>	88' 1-3/8"	same
<b>Displacement (total):</b>	27, 377.8 tons	39, 000 tons
<b>Draft (limiting):</b>	32' 6"	35' 5"
<b>Cargo Fuel Capacity:</b>		7.1 mil gal
<b>Cargo Ammunition Capacity:</b>		625 long tons
<b>Anchors:</b>	22,500 lbs	same

**Propulsion:** 2-600 psi vertically fired boilers supplying main steam to a General Electric steam driven engine turning a single screw, and three General Electric ship's service turbine generators.

<b>Maximum Speed</b> (two boilers):	20 kts	same
<b>Shaft Horse Power:</b>	24, 000 shp	same
<b>Crew:</b>	17 Officers / 235 Enlisted	



Rec'd 4/4/95

12 March 1995

From: Commanding Officer, USS CIMARRON (AO-177)  
To: Director of Naval History (OP) 09BH


Subj: COMMAND HISTORY 1994

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Command Composition and Organization  
(2) Chronology of Events  
(3) Narrative: The Year in Review  
(4) CDR Felmy biography  
(5) Welcome Aboard Pamphlet  
(6) Ship's Photograph

1. In accordance with reference (a), enclosures (1) through (6) are submitted.

2. Point of contact is ENS Mei-Ling A. Marshall, USN, phone: Commercial: (808) 471-9357, DSN: 471-8297.

  
ENS M.A. Marshall  
Public Affairs Officer  
By direction of the  
Commanding Officer

### Command Composition and Organization

USS CIMARRON's mission is to deliver petroleum products and ordnance cargo, either independently or with other combat logistics ships, to fleet units in hostile and other environments. Specific requirements include:

\*\*\* Transporting bulk petroleum, oil and lubricants (POL), and ordnance cargo from shore depots to Fast Combat Support Ships (AOEs), Replenishment Oilers (AORs), and Fleet Oilers (AOs), effecting delivery and consolidation underway.

\*\*\* Delivering bulk POL and ordnance cargo to combatants and other support forces underway.

\*\*\* Delivering and receiving by Vertical Replenishment (VERTREP) and Connected Replenishment (CONREP) dry cargo, fleet freight, limited ordnance, mail and personnel.

USS CIMARRON's immediate superior in command (ISIC) is Commander, Naval Surface Group Middle Pacific, RADM G. S. Holder, headquartered in Pearl Harbor, HI. CIMARRON's Commanding Officer is CDR Michael L. Felmlly and is homeported in Pearl Harbor, HI.

CIMARRON is organized into five departments: Deck, Operations, Engineering, Navigation/Administration, and Supply. Her crew consists of approximately 16-18 officers and 225 enlisted men and women.

## CHRONOLOGY - 1994

01 Jan - 10 Jan	Local operations
10 Jan - 28 Jan	TSTA I
22 Jan	Dependents' cruise
29 Jan - 06 Feb	Inport Pearl Harbor, HI
07 Feb - 11 Feb	Computex - DTMD 94-7T PCOSS - Hollywood
12 Feb - 27 Feb	Inport Pearl Harbor, Upkeep period
14 Feb - 25 Feb	IMAV - PH SIMA
28 Feb - 04 Mar	TSTA II
05 Mar - 07 Mar	Inport Pearl Harbor, HI
08 Mar - 13 Mar	Preparations for INSURV
14 Mar - 18 Mar	INSURV
19 Mar - 27 Mar	Inport Pearl Harbor, Upkeep period
28 Mar - 31 Mar	TSTA II
31 Mar	Ran aground outside Pearl Harbor, Towed off by USS Salvor, CDR Torkel Patterson relieved of command, USS Cimarron by Acting Commanding Officer, LCDR David Bergin
01 Apr - 10 Apr	Inport Pearl Harbor, Upkeep period, Sea Trials
10 Apr	CAPT Lenny W. Capello relieved LCDR David Bergin as Commanding Officer, USS Cimarron
11 Apr - 27 Apr	Underway, America Samoa
17 Apr - 19 Apr	Port Visit American Samoa - Flag Day
27 Apr - 09 May	Inport Pearl Harbor
10 May - 13 May	Preparations for OPPE, Underway Hawaiian OpArea
14 May - 16 May	Inport Pearl Harbor
17 May - 20 May	OPPE
21 May - 31 May	Inport Pearl Harbor, RIMPAC 94, Host ship to HMS Provider

Encl (2)

31 May - 16 Jun	RIMPAC, RAS Services in Hawaiian OpArea, CONSTELLATION Battle Group and INDEPENDENCE Battle Group
16 Jun - 23 Jun	Inport Pearl Harbor
19 Jun	CDR Michael L. Felmlly relieved CAPT Lenny W. Capello as Commanding Officer, USS Cimarron.
23 Jun - 07 Jul	Underway, RAS Services CONSTELLATION Battle Group, escorting INDEPENDENCE Battle Group half-way to Yokosuka, RAS Services with KITTY HAWK Battle Group in Alaska OpArea
07 Jul - 09 Jul	Inport Pearl Harbor, Preparations for TSTA II
09 Jul - 11 Jul	TSTA II
12 Jul - 17 Jul	Inport Pearl Harbor, CSRR, Preparations for FEP
18 Jul - 20 Jul	FEP, INCHOP to THIRDFLT
20 Jul - 15 Aug	Inport Pearl Harbor, IMAV - SIMA PH Installations: A/N SLQ-25A, SNAP III, BG Cellular, OA-9123 antenna couplers
15 Aug - 21 Aug	Enroute San Diego, CA
21 Aug - 22 Aug	Port Visit San Diego, CA
23 Aug - 02 Sep	FLEETEX, RAS Services CONSTELLATION Battle Group, SOCAL OpArea
02 Sep - 11 Sep	Inport San Diego, CA, Type Training
12 Sep - 22 Sep	FLEETEX, RAS Services CONSTELLATION Battle Group, SOCAL OpArea
23 Sep - 27 Sep	Enroute Victoria, British Columbia
28 Sep - 30 Sep	Port Visit Victoria, British Columbia
01 Oct - 06 Oct	Enroute Pearl Harbor, HI
06 Oct - 14 Nov	Inport Pearl Harbor, IMAV - SIMA PH, Preparations for Deployment
11 Nov	Ordnance On-load, Pier B-26 Pearl Harbor
14 Nov	Ordnance On-load, Anchorage Pearl Harbor - Discovered lube oil piping leaking, delayed deployment

15 Nov - 17 Nov Inport Pearl Harbor, repaired lube oil piping

17 Nov LCDR Christopher Wenz relieved LCDR David Bergin as Executive Officer, USS Cimarron Underway WESTPAC

17 Nov - 13 Dec WESTPAC, RAS services CONSTELLATION Battle Group, Western Pacific OpAreas

22 Nov Deployment Ordnance Load-out from USS Kiska

25 Nov THIRDFLT/SEVENTHFLT AOR, INCHOP to SEVENTHFLT

13 Dec - 15 Dec Port Visit Pusan, Korea

16 Dec - 23 Dec Enroute Hong Kong, CONSTELLATION Battle Group

23 Dec - 27 Dec Port Visit Hong Kong

27 Dec - 31 Jan Enroute Singapore, CONSTELLATION Battle Group



## NARRATIVE - 1994

CIMARRON started the year off with operations in the Hawaiian OPAREA, preparing for TSTA I, and a one day Dependents' Cruise. The following inport periods, exercises, and inspections were designed to prepare the crew for Work Ups to obtaining a readiness level that would take CIMARRON through her end of the year deployment.

During TSTA II training, early in the morning on March 31, CIMARRON ran hard aground on Waipio Point when entering the area outside Pearl Harbor. USS Salvor assisted in towing CIMARRON out of the shoal water, and CIMARRON proceeded into port. Upon entering port, CDR Torkel Patterson was relieved of command and LCDR David Bergin, then the Executive Officer, became the acting Commanding Officer. TSTA II training was postponed until later due to CIMARRON's demanding schedule.

More upkeep activities continued, sea trials began and CAPT Lenny Capello assumed command of CIMARRON on April 10, 1994. CAPT Capello took CIMARRON to her first foreign port in several months when the ship sailed to American Samoa for Flag Day festivities. In Pago Pago, CIMARRON participated in the Flag Day parade, hosted innumerable tours for visitors, and celebrated Flag Day with the Samoans.

Upon return to Pearl Harbor, CIMARRON began preparations for OPPE and RIMPAC. As usual, OPPE was hard on the crew but, upon completion, CIMARRON sailed into Pearl Harbor with a broom flying from the highest halyard indicating a "clean sweep" of the inspection.

Preparations for RIMPAC began almost immediately and the Harbor was filled with foreign ships and other Naval vessels from mainland ports. CIMARRON was the host ship to the Canadian ship, HMS Provider, a destroyer. Upon the commencement of RIMPAC, CIMARRON set sail as the duty oiler for USS Constellation and her escorts. Shortly after the beginning of RIMPAC, CIMARRON was tasked with meeting USS Independence and her battle group on their way to the Hawaiian OpArea from Japan. CIMARRON spent the whole of RIMPAC providing RAS Services to both Battle Groups.

Upon completion of RIMPAC, CIMARRON escorted the INDEPENDENCE Battle Group halfway back to Japan. After detaching from INDY, CIMARRON then hurried north toward Alaska to refuel the USS Kitty Hawk and her escorts on their way to the Persian Gulf.

Finally back in Pearl Harbor, CIMARRON completed her TSTA II phase, CSRR, and FEP. Completing all inspections successfully, the ship INCHOPped to THIRDFLT and began an intense IMAV to finish final preparations, repairs and installations for FLEETEX and deployment.

FLEETEX commenced August 23 and CIMARRON operated with the CONSTELLATION Battle Group in the SoCal OpArea. After three weeks filled with intense exercises and RAS services, CIMARRON headed toward British Columbia for a port visit in Victoria.

Upon her return to Pearl Harbor on October 6, CIMARRON began the final phase of preparing for deployment and provided a pre-deployment standdown time for the crew.

During ordance on-load, a Fireman noticed a major leak in the lube oil piping. Investigation led to the discovery of corroded lube oil piping. CIMARRON began repairs and deployment was delayed for two days.

Also during this time, NIS investigations began due to rape allegations of a female CIMARRON sailor against a male CIMARRON sailor. The investigation revealed other fraternization issues and a large investigation was conducted regarding the command climate. Several personnel were relieved of their duties and remained in Pearl Harbor when the ship deployed.

LCDR David Bergin, CIMARRON's Executive Officer was relieved by LCDR Christopher Wenz just prior to CIMARRON deploying the afternoon of November 17th.

WESTPAC 1994-1995 provided many opportunities for CIMARRON to excel at RAS Services with CONSTELLATION and her escorts. The year ended with port visits in Korea, Hong Kong, and Singapore.

1994 has been a long and exciting year for USS Cimarron. Looking back, there were some really rough times, but on the whole, CIMARRON's crew has grown tremendously, come a long way, and has a right to be proud of the successes of 1994.