



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

*Rec'd 10/22/98
w/disk*

5070
CHAPS/

From: Commanding Officer, USS ANTIETAM (CG-54)
To: Director of Naval History (OP-09BH), Washington Navy Yard,
Washington, D.C. 20374-0571

Subj: CY 1997 COMMAND HISTORY

Encl: (1) USS ANTIETAM's Command History for CY 1997

1. Enclosure (1) is forwarded for retention.

A handwritten signature in black ink, appearing to be "C. M. MOE", written over a horizontal line.

C. M. MOE

1. Command Composition and Organization

Mission: To conduct prompt and sustained combat operations at sea.

Organizational Structure ISIC): Commander, Cruiser-Destroyer Group five, RADM Peter A. C. Long/ RADM Daniel R. Bowler 01Jan-31Dec

Name of Commander: CAPT William E. Doud, Jr Commanding Officer 01Jan-10Jul

CAPT Christopher M. Moe Commanding Officer 11Jul-31Dec

Permanent Duty Station: Naval Station San Diego, CA 01Jan-31Dec

Type and Number of Aircraft Assigned: Helicopter Anti-Submarine Squadron Light Four Five, Detachment Four (2 SH-60B) 01Jan-11Apr

2. Chronology

Dates of Movements:	WESTPAC Deployment	01Jan-11Apr
	Standown	12Apr-12May
	Combat Systems Material Condition Review	13May-16May
	Inport San Diego	12Apr-19May
	Leaders to Sea	20May-23May
	Inport San Diego	24May-09Jun
	Ammo Offload Seal Beach	10Jun-12Jun
	Inport San Diego	13Jun-28Jun
	Board of Inspection & Survey Assessment	16Jun-20Jun
	Ammo Offload Seal Beach	29Jun-30Jun
	Inport San Diego	01Jul-30Sep
	Selected Restrictive Availability	14Jul-30Sep
	Sea Trials	01Oct-03Oct
	Inport San Diego	04Oct-07Oct
	Team Work North Phase II San Francisco Fleet Week	08Oct-17Oct
	Inport San Diego	18Oct-19Oct
	Leaders to Sea	20Oct-24Oct
	Inport San Diego	25Oct-26Oct
	Commanders Assessment of Readiness Training (CART II)	27Oct-31Oct

	Inport San Diego	01Nov-23Nov
	Tailored Ship Training Availability (TSTA I)	24Nov-19Dec
	Inport San Diego	19Dec-31Dec
Deployments:	Western Pacific/ Indian Ocean/ Arabian Gulf	
Exercises and Operations:	Gulf Exercise	05Feb-10FEB
	Team Work North Phase II	08Oct-10OCT
Change of Command:	CAPT Christopher M. Moe	11Jul
Major Changes to Organization, Name, Mission or functions:	NONE	
New Weapons Systems or Major Equipment:	Joint Tactical Information Distribution System, (LINK16)	
	Underwater Battery Fire Control System, (Mk 116)	
	Vertical Launch ASROC Upgrade	
	Post Block III Tomahawk Upgrade	
	AEGIS Weapon System Base Line 2.10, upgrading the SPY-1A Radar System.	
Major Physical Alterations:	NONE	
Logistic Support:	Integrated Logistics Review/(ILR)	11JUL-30SEP
Major Command Awards:	Four Mission Awards	

- (1) Maritime Warfare Excellence.
- (2) Engineering/Survivability.
- (3) Command & Control Excellence.
- (4) Logistics Management Excel.

Major Command Problems: NONE

Major Units Embarked or Disembarked: COMCRUDESGRU Five, 08Oct-12Oct
(San Francisco Fleetweek)

Major Conferences: NONE

Ship/Station/Area to which deployed: Arabian Gulf 24FEB-01JAN

Western Pacific/
Indian Ocean 25FEB-26MAR

Changes in Operational Command:

- Commander, Fifth Fleet
- Commander Task Force 50
- Commander Task Force 57
- Commander Task Force 58
- Commander, Seventh Fleet March
- Commander Task Group 70.4 March
- Commander, Third Fleet March
- Commander Task Group 30.4 March-July
- Commander Task Group 015.4 July-Oct

Major Accidents Involving Loss of Life or Equipment: NONE

3. Narrative

01Jan-11Apr WESTPAC Deployment:

The new year found ANTIETAM continuing her fifth WESTPAC deployment, having departed San Diego on the morning of 11OCT96. The deployment was her first with the KITTY HAWK Battle Group commanded by Rear Admiral Peter A. C. Long, Commander, Cruiser Destroyer Group Five. The KITTY HAWK Battle Group was comprised of ANTIETAM, KITTY HAWK (CV 63), USS REID (FFG 30), USS COWPENS (CG 63), USS RAINIER (AOE 7), and USS CUSHING (DD 985). Highlights of this portion of the deployment included port calls in Muscat Oman, where the US Ambassador and her guests were hosted on the ship for an evening reception, as well as port calls in Albany, Western Australia and Melbourne, Australia. Departing Australia, the ship's next call was Pearl Harbor, where over 50 dependents were embarked for a Tiger Cruise back to San Diego. The officers and crew returned to their waiting families and loved ones on 11APR97.

11Apr-10Jul Post Deployment Upkeep and Training:

After a much deserved stand-down, ANTIETAM prepared for her next milestone, an assessment by the Board of Inspection and Survey, the only Congressionally-mandated inspection the ship must undergo. A total evaluation of her combat and operational capabilities, ANTIETAM completed the assessment with flying colors on 20Jun after being assessed as "capable of conducting sustained combat operations at sea", the highest mark possible.

11Jul Change of Command:

11Jul marked the passing of the responsibility of command from Capt. W. E. Doud to Capt. C. M. Moe. Many friends and family of ANTIETAM were on hand to mark this important day in the ship's life. Capt. Moe reported from the Joint Chiefs of Staff, and Capt Doud departed on orders as the Chief of Staff for Commander, Naval Surface Forces, Pacific.

12Jul-30Oct Selected Restricted Availability:

After a successful change of command, ANTIETAM's next hurdle was a three month SRA at Southwest Marine. During this period, many significant upgrades were accomplished on the ship's engineering plant and combat systems suite.

08Oct-17Oct Teamwork North Phase II/San Francisco Fleetweek '97:

ANTIETAM participated in Teamwork North, phase II, a bilateral exercise involving the Chilean ship BLANCO ENCALADA and the US ships ANTIETAM, OLDENDORF, (and to a lesser extent, DENVER, TARAWA, and the US Coast Guard Cutter RUSH. COMCRUDESGRU Five (RADM Long) and his staff embarked on ANTIETAM for the duration of the exercise. Several exercises were conducted including a gunnery exercise, helicopter crossdecks, and surface warfare encounter exercise. At the conclusion of the exercise, ANTIETAM led a "Parade of Ships" to open Fleet Week in San Francisco Bay. While inport, the crew received a chance for some well deserved liberty.

27Oct-31Oct CART II (IPT):

ANTIETAM's Command Assessment of Readiness and Training Phase Two (CART II) was held during the week of 27-31 October 1997. During CART II, Afloat Training Group (ATG), with assistance from Aegis Training Readiness Command (ATRC) assessed ANTIETAM's training levels/proficiency in virtually all mission areas. Special attention was paid to her proficiency in the following areas: combat system tactical, navigation, communications, propulsion engineering, medical, and aviation proficiency. ANTIETAM had a very successful CART II with several of our mission areas rated higher than the fleet average for that stage of the training cycle.

24Nov-19Dec Tailored Ship Training Availability I (IPT):

ANTIETAM's Tailored Ship's Training Availability Phase One (TSTA I) was held during the weeks of 24-28 Nov, 01-05 Dec, 08-12 Dec, 15-19 Dec. During TSTA I we emphasized improving our Training Teams' ability to plan and conduct training. Watchstander training emphasized basic watchstation skills.

During the week of 24-28 Nov. the focus was on sharpening our Harpoon employment skills. Other training included Visit, Board, Search, and Seizure training, radio circuit configuration

training, navigation lectures, engineering evolutions and damage control tasks.

During the week of 01-05 Dec the focus was on engineering evolutions and drills including propulsion casualties and main space fires. Other training included live torpedo firing, electronic warfare signals recognition, underway replenishment and seamanship drills including man overboard.

During the week of 08-12 Dec the focus was on sharpening our Tomahawk employment skills. Other training included helicopter deck landing qualifications, propulsion casualty drills and repair locker training.

During the week of 15-19 Dec the focus was on damage control and repair locker training including hull damage with shoring, flying squad drills, and fire fighting. Other training included several air warfare scenarios, underway replenishment and a Tomahawk slamex.

19Dec-31Dec Stand Down:

After completing a successful Phase 1 of TSTA, ANTIETAM's crew took a well-deserved break from the training and enjoyed the holidays with family and loved ones.



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

1650
CO / 046
06 Mar 97

From: Commanding Officer, USS ANTIETAM (CG 54)
To: Secretary of the Navy, Washington, DC
Via: (1) Commander, Cruiser Destroyer Group FIVE
(2) Commander, Naval Surface Force Pacific
(3) Commander in Chief, Pacific Fleet

Subj: NOMINATION OF USS ANTIETAM (CG 54) FOR THE HUMANITARIAN
SERVICE MEDAL

Ref: (a) SECNAVINST 1650.1F

Encl: (1) Description of events
(2) Excerpt of ANTIETAM deck log for 12 Feb 97
(3) List of personnel attached to ANTIETAM as of 12 Feb 97

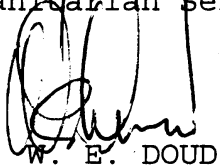
1. On 12 February 1997, USS ANTIETAM (CG 54) rescued nine Iranian nationals from a sinking dhow. The evolution required all-hands' coordination and risk above and beyond the normal call of duty, and the successful rescue and return of the Iranians drew national media attention from all levels.

2. The results of ANTIETAM's efforts were numerous and far-reaching. Foremost, the ship directly saved the lives of nine people. On a larger scale, the operation furthered the image of the United States Navy as an international humanitarian force, dedicated to protecting life and property, and further validated the necessity of the Navy's presence in the Arabian Gulf.

3. While it is the charge of every vessel on the high seas to render assistance in times of distress, this particular evolution proved to be above and beyond normal duties. The risk incurred by personnel exceeded the dangers associated with night-time and heavy seas small-boat operation, exposing the team to the perils of capsizing and sinking in an unseaworthy vessel. The crew recognized the potential magnitude of danger, and in true humanitarian spirit, undertook the task without regard, succeeding through close coordination and cooperation at all levels of the command.

Subj: NOMINATION OF USS ANTIETAM (CG 54) FOR THE HUMANITARIAN
SERVICE MEDAL

4. For their heroic efforts and success in the rescue and
assistance operation, the crew of ANTIETAM is most deserving of
and so nominated for the Humanitarian Service Medal.



W. E. DOUD

DESCRIPTION OF EVENTS

At 0208(-3C), USS ANTIETAM (CG 54) operating in the Central Arabian Gulf, was en route Bahrain when the bridge watch team discerned over bridge-to-bridge radio what seemed to be a MAYDAY call in broken english. The Officer of the Deck attempted to establish communications and determine the location of the distressed vessel, and was finally successful only through translation by an embarked Farsi linguist.

ANTIETAM maneuvered to close the motor vessel SOROOSH, an Iranian dhow transiting from Doha, Qatar to Busher, Iran. Once within visual range, night observation devices confirmed a low free-board and the Master's report that she was sinking. Equipped with kit bags of damage control gear, water eductors, and a submersible water pump, a rescue and assistance team was sent to SOROOSH in ANTIETAM's Rigid Hull Inflatable Boat (RHIB). Due to heavy winds, ANTIETAM maintained a 2000-yard distance from the distressed vessel, requiring the RHIB to cross 1 mile of the state 3 seas in the dark. Once to the vessel, which was dead in the water and laying-to in the trough of the seven foot swells, the team climbed aboard and inspected the dhow. They found the cargo and engineering spaces awash and still flooding; the interior was open and the vessel was in danger of capsizing from the free-surface effect and each heavy swell. Subsequent inspection indicated that the water level was above the vessel's transmission and had contaminated the fuel. Damage control efforts were unsuccessful; the team was unable to locate the source of flooding and could not pump the water fast enough to contain the flooding. Upon receiving these reports, ANTIETAM's Commanding Officer ordered all salvage efforts ceased and the dhow evacuated. In two crossings of the RHIB, the Iranians were transferred to ANTIETAM, where they were given food, dry clothing, and cots for rest.

The unlit, sinking dhow still posed a significant hazard to navigation in an area of high traffic. ANTIETAM maintained watch on the dhow to prevent endangering passing ships, and at first light returned a salvage crew to SOROOSH. Through creative rigging and deft shiphandling, ANTIETAM took the vessel in tow and proceeded to Bahrain, their port of original intention. However, after three hours, the high winds, heavy seas, and continued flooding caused the tow line to part. The vessel, with minimal freeboard remaining, was declared derelict and abandoned to drift until sinking.

Following diplomatic clearance arrangements, ANTIETAM was diverted to Doha, Qatar to return the Iranians to their port of origin. While the ship itself was not cleared to enter territorial waters, the Iranians were transferred ashore to Doha International Airport in three runs by an embarked SH-60 "Sea Hawk" helicopter.