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DEPARTMENT OF THE NAVY
USS ARDENT (MCM12)
FPO AA 34090-1932

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From: Commanding Officer, USS ARDENT (MCM 12)
To: Director of Naval History (OP-09BH)
Subj: COMMAND HISTORY OF USS ARDENT (MCM 12) FOR 1993
Ref: (a) OPNAVINST 5750.12E
Encl: (1) COMNAVSEASYS COM WASHINGTON DC 181117Z AUG 93
(Acceptance, Delivery and Commissioning of ARDENT)
(2) Material Inspection and Receiving Report (DD Form 250)
(3) Commanding Officer's Biography
(4) COMCMGRU INGLESIDE TX 022310Z NOV 93 (LOE
Congratulations)
(5) COMCMGRU INGLESIDE TX 041240Z NOV 93 (Crew
Certification Results)
(6) Ship's Crest

1. The command history of USS ARDENT (MCM 12) for calendar year 1993 is forwarded herewith in accordance with the requirements of reference (a).

2. History.

a. Part I. Command Composition and Organization.

(1) From keel laying on 22 October 1990 to ship delivery on 20 August 1993, ARDENT was under the direct control and supervision of Naval Sea Systems Command, PMS 303. Mr. John Gambrill was project officer for the MCM-1 Class during this period.

(2) Upon delivery on 20 August 1993, USS ARDENT (MCM 12), LCDR John T. Ririe commanding, was assigned to Mine Countermeasures Group One under Captain Dennis I. Parsons.

(3) Mine Countermeasures Group Ingleside was established on 29 October 1993, at which time USS ARDENT was reassigned to the new group under Captain Richard Owens.

(4) Ingleside, Texas, was named ARDENT's homeport on 3 December 1993.

b. Part II. Chronology.

(1) 22 Oct 90 Keel laid at Peterson Builders, Inc., Sturgeon Bay, Wisconsin.

(2) 26 Nov 91 ARDENT launched. Sponsor: Mrs. Sue Ann

Mashak Thompson (First Lady of Wisconsin). Matron of Honor: Shirley A. Klauser. RADM J. T. Hood and CAPT Daniel R. Welch of SUPSHIP Sturgeon Bay were also in attendance.

(3) Nov 92 Precommissioning Detachment is established at Fleet Training Center, Norfolk, Virginia.

(4) 5 Apr 93 PCO ARDENT, LCDR J. T. Ririe, arrives at PCD.

(5) 26 Apr 93 Precommissioning Unit is established in Sturgeon Bay, Wisconsin. PCU is housed at the so-called "white house," 136 S. Second Ave., Sturgeon Bay WI.

(6) 27 Apr 93 Dock Trials conducted for ARDENT.

(7) 28 Apr 93 PCO ARDENT arrives at PCU.

(8) 9 May 93 First Command Senior Chief, SKCS [REDACTED] reports to PCU.

(9) 14 Jun 93 Builder's Trials. Completed 18 Jun 93.

(10) 26 Jul 93 Acceptance Trials. Completed 30 Jul 93.

(11) 20 Aug 93 ARDENT was delivered and placed "in commission, active, without ceremony."

(12) 9 Sep 93 Crew Certification Phase I completed.

(13) 22 Sep 93 Ship's first sea and anchor detail called away for a dead stick move from one berth to another at the Sturgeon Bay City Dock.

(14) 11 Oct 93 Pre-LOE assist visit by Engineering Training Group under LCDR [REDACTED]. Successfully completed 15 Oct 93.

(15) 15 Oct 93 A technical crew from Crane, Indiana, commenced installation of GPS. Completed 21 Oct 93.

(16) 26 Oct 93 LOE conducted by PEB (Captain Duffy, senior inspector). Successfully completed 28 Oct 93.

(17) 29 Oct 93 Crew Certification Phase II conducted with satisfactory results.

(18) 30 Oct 93 Underway from Sturgeon Bay, Wisconsin, on maiden voyage, bound for Green Bay, Wisconsin. Conducted equipment checks in the bay of Green Bay before proceeding into the city.

(19) 30 Oct 93 Port visit, Green Bay.

(38) 15 Dec 93 Arrived at homeport, Ingleside.

(39) 17 Dec 93 Commenced holiday leave and upkeep period, extending through to the new year.

c. Part III. Narrative.

(1) Pursuant to a directive from Naval Sea Systems Command to SUPSHIP Sturgeon Bay, enclosure (1), USS ARDENT was delivered and placed in commission (without ceremony) on 20 August 1993 while moored at City Dock, Sturgeon Bay, Wisconsin. The Material Inspection and Receiving Report, DD Form 250, signed at the time of delivery is included in this history as enclosure (2).

(2) Although the official commissioning ceremony was deferred until 18 February 1994 in Ingleside, Texas, a brief ceremony was held at the City Dock on 20 August 1993 with the commissioning crew in summer whites. Captain D. R. Welch, SUPSHIP Sturgeon Bay, signed the document of transfer (DD 250) and said a few words. The President of Peterson Builders Inc., Ellsworth Peterson, also spoke. The ship's first commanding officer, LCDR John T. Ririe (biography included as enclosure (3)), signed the DD 250 and was the concluding speaker. The Executive Officer, LT [REDACTED], ordered the first watch set, and colors were piped as the ensign and jack were raised aboard ship for the first time. BM1 [REDACTED] did the piping, and the ceremony was orchestrated by BMC [REDACTED].

(3) During the two months following delivery the crew worked feverishly to prepare for the Light-off Examination and Crew Certification. Phase I of Crew Cert was completed on 9 September 1993 with very few discrepancies, and the team of inspectors from MCMGRU ONE headed by LCDR [REDACTED] seemed generally pleased with the ship's training and readiness levels. On 14-17 September 1993 an Engineering Training Group based out of Ingleside under the direction of LCDR [REDACTED] conducted a useful assist visit for ARDENT's engineering and damage control teams. The same team returned to the ship on 11-15 October 1993 and observed a dress rehearsal for LOE, trained firefighting and engineering teams, reviewed administrative programs and conducted oral boards. These assist visits contributed to the successful completion of LOE on 26-28 October 1993 with the following results:

- (a) Administration - Satisfactory
- (b) Material - Excellent
- (c) Level of Knowledge - Satisfactory
- (d) Firefighting - Good

(4) On 29 October 1993 phase II of Crew Cert was

- (20) 2 Nov 93 Departed Green Bay enroute Ingleside, Texas, via the Great Lakes and Saint Lawrence Seaway.
- (21) 6 Nov 93 Port visit, Toronto, Ontario, Canada.
- (22) 11 Nov 93 Departed Toronto enroute Rochester, New York.
- (23) 11 Nov 93 Brief stop for fuel, Rochester, New York.
- (24) 12 Nov 93 Departed Rochester enroute Quebec City, Quebec, Canada.
- (25) 14 Nov 93 Brief stop for fuel, Quebec City.
- (26) 14 Nov 93 Departed Quebec City enroute Halifax, Nova Scotia, Canada.
- (27) 17 Nov 93 Port visit, Halifax.
- (28) 21 Nov 93 Departed Halifax enroute Little Creek, Virginia.
- (29) 24 Nov 93 Arrived Little Creek, took on fuel, and unloaded a new CL-3 cable from USS EXPLOIT which was about to decommission.
- (30) 28 Nov 93 Departed Little Creek enroute Charleston, South Carolina.
- (31) 30 Nov 93 Arrived Charleston. Offloaded excess magnetic material.
- (32) 1 Dec 93 Entered the magnetic silencing facility slip (pier yankee).
- (33) 2 Dec 93 Commenced stray fields testing at the magnetic silencing facility. Completed tests on 3 Dec 93.
- (34) 6 Dec 93 Underway for Charleston city degaussing range. Performed degaussing system calibration on the range. Completed calibration 7 Dec 93. Unloaded excessive magnetic material.
- (35) 8 Dec 93 Departed Charleston enroute Key West, Florida.
- (36) 11 Dec 93 Brief stop for fuel at Key West.
- (37) 11 Dec 93 Departed Key West enroute Ingleside, Texas.

successfully completed, and the Chief Staff Officer for MCMGRU ONE, CDR [REDACTED], cleared the ship for underway operations. (See enclosures (4) and (5).)

(5) During the work-ups for LOE and Crew Cert several other events took place which are worthy of note. First, on 19 September 1993 SR Jason P. Copeland was killed in a single vehicle car accident in Sevastopol, Wisconsin. He was the command's first fatality. Second, on 24 October 1993 the Operations Officer, LT [REDACTED], suffered a severe gash in his left achilles tendon while passing through a joiner door aboard ship and was lost to the command for a period of three months. On a happier note, the command held its first awards ceremony on 1 October 1993 at which Navy Achievement Medals were presented to LT [REDACTED], STGC [REDACTED], SKCS [REDACTED], ENC [REDACTED], BM1 [REDACTED], RM1 [REDACTED], STG2 [REDACTED] and DC2 [REDACTED]. On 15 October 1993 technical representatives from Crane, Indiana, installed the Global Positioning System (GPS) in ARDENT.

(6) At 0810 on 30 October 1993 ARDENT got underway from City Pier, Sturgeon Bay, on her maiden voyage. The crew conducted local operations in the bay of Green Bay throughout the day prior to proceeding into the city of Green Bay. Tests were completed on the AN/SQQ-32 sonar, the 6(B) acoustic device was rigged on deck, and the Mk 6(h) closed loop magnetic sweep cable was deployed and retrieved. The ship tied up in Green Bay, Wisconsin, at 1800, 30 October 1993.

(7) At the behest of Commander, Mine Warfare Command, ARDENT remained in Green Bay, 30 October-2 November 1993, to promote good will for the Navy. The public affairs gesture was a rousing success as well in excess of 5000 civilians visited the ship during the three day port visit. Two local television stations and one radio station provided extensive media coverage for the event.

(8) At 1230 on 2 November 1993, ARDENT departed Green Bay enroute to Ingleside, Texas. An experienced pilot, Captain Robert Hempstead of Exeter, Rhode Island, embarked the ship in Sturgeon Bay and assisted in navigation and pilotage during the ship's transit to the Atlantic Ocean, 2 November-17 November 1993. Between 2130, 3 November, and 0600, 4 November, the ship transited the St. Claire and Detroit Rivers. On 5 November, ARDENT passed through the Welland Canal, arriving in Toronto, Ontario, Canada, at 2300.

(9) The ship's stay in Toronto was originally scheduled for just two days, but due to warranty-related problems with 1A Main Propulsion Diesel Engine, the port visit was extended until 11 November. Significant amounts of silver-bronze material were found in the prior-to-U/W lube oil sample for 1A MPDE on 8 November. After the ship reported this condition to SUPSHIP Sturgeon Bay, a technical representative from Isotta-Fraschini,

Mr. Fernando Rodriguez, was sent to Toronto to investigate the cause for the bad sample. He arrived at 0730, 9 November, and worked with ship's force on the problem until it was successfully resolved on 11 November.

(10) While in Toronto, the ship was hosted by HMCS YORK, the Canadian Navy's reserve component in the city. LCDR [REDACTED] acted as liaison officer for the host activity.

(11) Following repairs to 1A MPDE, the ship got underway at 1200, 11 November, for Rochester, New York. Arriving there at 1930 on the same day, ARDENT refueled and, following a brief delay, resumed the transit, departing Rochester at 1830, 12 November.

(12) Throughout 13 November the ship transited the Saint Lawrence lock system. While tying up in Saint Catharines lock in Montreal, the vessel sustained a severe jolt against the lock wall when a 30 knot wind gust overpowered the engines and bow thruster. Fortunately no structural damage to the hull occurred, and the ship was able to resume the transit unhampered.

(13) Embarking the first of several Lawrentian pilots in Montreal at Saint Lambert's lock on the evening of 13 November, ARDENT commenced the arduous passage down the Saint Lawrence River, arriving in Quebec City, Quebec, Canada, at 1030 on 14 November. Stopping only long enough to take on fuel, pump off CHT and oily waste, dump trash and fill potable water tanks, the ship resumed its passage at 1530. While in Quebec, some 30 Canadian Navy reservists toured the ship.

(14) ARDENT arrived in Halifax, Nova Scotia, Canada, at 1330, 17 November, for a port visit. HMCS ALGONQUIN, a Canadian destroyer undergoing overhaul, acted as host activity. Captain Robert Hempstead, whose services were much appreciated during the transit through the lakes and river, departed the ship to return to his home in Rhode Island.

(15) The ship was due to leave Halifax on 20 November, but gale force southeasterly winds prompted a twenty-four hour delay. Underway at 1100 on 21 November, ARDENT proceeded to Little Creek, Virginia, via the Cape Cod Canal, tying up at the Naval Amphibious Base at 1130, 24 November. The ship took on fuel and onloaded a new CL-3 cable released from USS EXPLOIT, an old MSO which was at that time preparing to decommission.

(16) Due to adverse weather, the ship remained in Little Creek over the Thanksgiving Holiday, departing for Charleston, South Carolina, at 1600 on 28 November.

(17) ARDENT arrived at Charleston Naval Base at 0900, 30 November, tying up at berth R4A. After offloading all excess magnetic material, the ship shifted berths to pier "yankee" at the magnetic silencing facility, tying up in the late afternoon

on 1 December.

(18) On 2-3 December the ship completed stray fields and other static magnetic tests at the Charleston magnetic silencing facility. The ship also received official notification of homeport assignment, Ingleside, Texas, on 3 December. On 6-7 December ARDENT was underway on the Charleston city degaussing range undergoing degaussing calibration, an evolution which was successfully completed at 1145, 7 December. After onload of the excess magnetic material removed from the ship on 30 November, ARDENT got underway for Key West, Florida, departing Charleston Naval Base at 1200, 8 December.

(19) ARDENT arrived in Key West for fuel at 0800, 11 December, mooring at berth D-2, south, at the Coast Guard Base. Underway again at 1600, the ship proceeded to Ingleside, Texas, arriving there at 0900, 15 December.

(20) The command entered a holiday leave and upkeep period on 17 December which extended through the new year.

d. Part IV. Supporting Documents. All pertinent supporting documents for this year's command history are appended herewith as enclosures (1) through (6).

J. T. Ririe
J. T. RIRIE