

**OPNAVINST 5750.12K CH-1  
DNS-H  
9 June 2014**

**OPNAV Report Symbol 5750-1  
Command Serial Number: DDG96/026  
Date Submitted: 01 Mar 2010**

**Classification:**

## **Command Operations Report**

### **1. Command Data**

Name of your Command or Organization: USS BAINBRIDGE (DDG 96)

Unit Identification Code (UIC): 23153

Name, rank, and contact information of Commander/Commanding Officer/Officer in Charge:

Last: Murphy      First: Patrick      M.I.: R.      Rank: CDR

Email: Patrick.Murphy@ddg96.navy.mil      Phone: 757-443-8701

Date Assumed Command (date format is YYYY-MM-DD): 2017-08-11

Mission/Command Employment/Area of Operations: Multi-mission AEGIS Guided Missile Destroyer. BAINBRIDGE can operate offensively or defensively in a high-density, multi-threat environment, independently or as a member of a battle group, surface action group, amphibious task group, or underway replenishment group. Primary missions include Air Warfare, Surface Warfare, Undersea Warfare, Strike Warfare. This year BAINBRIDGE a Board of Inspection and Survey, Submarine Command Course, and conducted sustainment operations in the US Fleet Forces and Sixth Fleet area of operations.

Permanent Location (Home Port for deployable units): Norfolk, Virginia

Immediate Superior in Command:

Operational: Commander, Destroyer Squadron 2

Administrative: Commander, Destroyer Squadron 2

Identify your assigned Task Force/Group/Unit name(s). Include OPLAN(s) and/or named operations you participated in during Task Force assignment (if applicable):

Commander, Task Force 80 (01JAN– 22MAY/05JUL-31DEC) / Train, certify and provide combat-ready Navy forces to Combatant Commanders that are capable of conducting prompt, sustained naval, joint, and combined operations in support of U.S. national interests.

Commander, Sixth Fleet (23MAY – 04JUL) / Conducts the full range of Maritime Operations and Theater Security Cooperation missions, in concert with coalition, joint, interagency, and other parties, in order to advance security and stability in Europe and Africa

Name(s) of Forces, Commands, Ships, Squadrons or Units assigned or under your operational control (if applicable): N/A

Type and number of Aircraft/Ships Assigned and Tail Codes/Hull Numbers, if applicable:  
MH-60R / 2 / HSM-74 / SWAMP FOXES / (03MAY – 09JUL)  
MH-60R / 2 / HSM-46 / CUTLASS 767, 766 (18JUL – 17AUG)

Commands, Detachments or Units deployed on board or stationed aboard as tenant activities (as applicable): Detachment 4, Helicopter Maritime Strike Squadron 74 (HSM-74) and Detachment 2, Helicopter Maritime Strike Squadron 46 (HSM-46)

Number of Personnel Assigned:

Officers: 39          Enlisted: 254          Civilian: 0

Command Point of Contact:

Name (Rank, First Name, Middle Initial, Last Name): LTJG [REDACTED]  
Job Title/Office Code: Navigator / Operations  
E-mail (both classified and unclassified): [REDACTED]  
Phone number(s): [REDACTED]  
Command Mailing Address: USS BAINBRIDGE (DDG 96)  
UNIT 100325  
FPO AE 09565

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## 2. Commander's Assessment

BAINBRIDGE commenced 2018 in a CMAV, making preparations for five weeks at sea in support of HARRY S TRUMAN Strike Group COMPTUEX. Before getting U/W in the last week of January, BAI conducted several additional events that required alignment of ship's force to meet the mission. We hosted the Afloat Culture Workshop, which was a resounding success in identifying issues throughout the ship and improving on our internal communications. XO and I were assessed positively, but once again, the CPO Mess was the tough spot. They continue to be a work in progress. We had our Shipboard Explosive Safety Inspection as well, which is an intrusive look every three years at how we handle and account for ammunition/magazines, etc. We crushed it. We also hosted the INSURV Readiness Assessment Team (IRAT), a team of assessors aligned with TYCOM to assist in preparations for INSURV. INSURV was scheduled

for late April, so this was a good look several months in advance. This assessment did NOT go well, as numerous Damage Control degradations were identified along with many other concerns for anchor windlass and material readiness in general. Due to this poor assessment, we moved the TYCOM Readiness Evaluation-7 to a later date, using that third week in January to get another free look from the IRAT team. Biggest issue was our anchor windlass, for which we needed new turnbuckles fabricated. Those would not arrive until March!

We left the pier with IRAT on 25JAN to get some Underway Demo rehearsals in, all of which went poorly other than the 5'' gun. Full Power was bad as we lost an engine, the anchor was not available, the sonobuoys would not tune, and we had CIWS faults. All good lessons, but not a lot of completed rehearsals. Following a RAS the next morning, we dropped off IRAT and headed south to Mayport. We took fuel after mooring on 31JAN, embarked HSM 46 Det 2, and on 02FEB headed back north to commence OPFOR duties against HST. OPFOR is a great mission, as there is plenty of CO's time built into the schedule to get internal training and tasking complete. We enjoyed operating in vicinity of the CVN, we had two helicopters embarked for the first time in several years on the ship, and my bridge and CIC teams learned to respect strike group operations. We received plenty of good training in relatively lousy seas. We returned to port 28FEB18 after C2X was ended early due to a nasty winter storm.

March was INSURV prep month, and we did just that. We spent the entire month on the pier, working equipment issues, rehearsing checks, and hosting IRAT once again on 11-12 MAR. We were scheduled to execute RE-7 in the last week of March, but weather prevented the U/W, which bumped it to April. Down side to that was a lost opportunity to rehearse our Underway Demos, which had not gone well the last time we tried them in January.

The first week of April was lousy, with five of our Sailors popping for drug use. They all received NJP and processed for separation. The week prior we had a Sailor get caught with marijuana on his person at the main gate, so we had six drug offenses in two weeks. We got underway in the second week of April for MI-14/RE-7, a combo event to prepare for INSURV and complete the TYCOM INSURV demonstrations. We were unable to conduct the anchor demos because we had not performed maintenance properly on the windlass sump, leading the assessors to find UNSAT oil samples. We continued to have alarms on 2B GTM, also preventing the Full Power Demo. Due to that, I returned to port the next morning to find more oil for windlass and keep working on 2B GTM. The following week we went to sea again for MI-7, the final underway rehearsal for INSURV. Anchor drop test was good, but our procedures and execution were BAD. It was a good lesson to ensure communications are solid between the foc'sle and bridge before we do that again. Full Power itself was SAT, no alarms, but as soon as we returned to full ahead following the quick reversal astern, we lost an engine. Much better than last time, but not good enough. We were ready for INSURV the next week. INSURV came on 24APR, but so did the weather. So we shifted from the normal routine of INSURV in which you go to sea for the demos and then conduct the inport checks upon return. We did the inport checks

first beginning on Wednesday. They went extremely well, including Damage Control. Our hard spot turned out to be aviation, as the assessors did not like the sound of our RAST pump. They downed our ability to conduct helo operations, and we were leaving for BALTOPS in 10 days, so we were in a tough spot. We spent the weekend preparing for the underway portion, and went to sea at 0700 on Monday morning, 30APR. The demos were INCREDIBLE. Everything passed – and we were done with all checks by sunset. It was AWESOME. We returned the next morning, Tuesday 01MAY, and received our outbrief. Overall 88%, the 12<sup>th</sup> best DDG in the last 61 DDGs over the last six years.

That week continued with our underway scheduled on Saturday to conduct Submarine Commanders Course-56 followed directly by Baltic Operations 2018 in C6F. Our RAST was still down, and we were embarking helicopters in four days. After some ridiculous logistics errors with FedEx for shipping our pump, we bumped our U/W one day to the right (Sunday) to get this pump. It ended up that my Engineer, LT [REDACTED], drove to New Cumberland, PA, to get the pump himself on Saturday and installed it that night. We left the pier on Sunday, 06MAY, with all systems up. We embarked HSM 72.4 for SCC and BALTOPS, and for the next three days, conducted our second ISATT of the year. The crew was exhausted after INSURV, and this was not done well. Lots of poor performances were had on the bridge, to include my own, in ensuring safety of flight and personnel. We learned many lessons during that quick transit to Mayport. Following the inbrief for SCC-56, we got underway in company with MITSCHER, HMCS CHARLOTTETOWN, AND HMCS ASTERIX. SCC is demanding, and for three days, we performed six mini-wars that each lasted 12 hours. After 2 hour resets, the next mini-war commenced. It was grueling and we conducted over 40 evasive maneuvering drills for torpedo shots. This was throughout the day and night, and I did have concern over the readiness of the crew and our alertness. We conducted everything safely, but we were glad to be done and following our second RAS with HMCS ASTERIX, we commenced our eastbound transit of the Atlantic towards Brest, France. From 18-28 MAY, we enjoyed the Atlantic to ourselves and took the time to recover from INSURV and SCC. We needed it. We arrived in Brest on 28MAY, and it was clear we were not ready for the increased traffic around the English Channel. I was on the bridge the entire evening before arriving in France to assist in playing Frogger with the traffic that was funneling in and out of the Channel. We did that safely, and picked up the pilot at 0500 on 28MAY. Visibility was low and of course we were in new waters, but our Navigation team performed admirably, led by LTJG [REDACTED]. We moored safely in the Brest Naval Basin and took on fuel and stores. We arrived in Brest with only 28% DFM. We got underway at sunset and headed into the English Channel. This begins my most difficult stretch of navigation this entire year, as we approached the Dover Strait on the afternoon of 29MAY in complete fog. We almost collided with a sailboat off the port bow, and navigated on GPS and sound signals. The entire evening was spent on the bridge as we passed the turn to London and outlets to Amsterdam and Hamburg. Not until we reached the North Sea did I get 2 hours of sleep, and then next day we continued to transit the North Sea until reaching the Danish Strait at 0100 on 01JUN. We embarked the pilot at 0200, and for the next 14 hours steamed at 25 knots

through the Skagerrak and Straits. It was a gorgeous day, but I was pleased to have the pilot with us through the narrows and under the Great Bridge. We disembarked the pilot at 1600L and entered the Baltic. We needed 28kts to get to Klaipeda, Lithuania the next morning at 0600L, so we screamed across the Baltic being shadowed by a RFN Tarantul. The Russian could not keep up with us. We entered Klaipeda that morning, with a pilot that I did not enjoy. I ended up not following his recommendations for courses nor for mooring, but we made it safely and made it to the BALTOPS 18 Pre-Sail Conference by 0900.

Our time in Klaipeda was uneventful and enjoyable. We sailed on 03JUN to commence BALTOPS, which was two weeks of operations with NATO and allied forces from 22 different nations. We had a MC embarked to capture the event, MC1 Theron Godbold, who was a tremendous addition to our team. Our team performed admirably throughout, conducting four replenishment approaches with FGS FRANKFURT AM MAIN, chasing a Swedish submarine, and working in tandem with HMS MONMOUTH and the Danish frigate IVER HUITFELD. It was an amazing experience and the crew loved it. We entered Kiel Germany on 15JUN, attending six days of receptions in conjunction with Kiel Week. What a week – the crew once again conducted themselves accordingly on liberty, and we departed on 21JUN. After a one day transit back through the Danish Strait, we entered the Oslo Fjord en route Oslo, Norway. Perhaps one of the most scenic sea details I have ever accomplished, we moored safely in downtown Oslo, directly adjacent to the Akershus Fortress. Amazing! The crew loved that city – the weather was spectacular, and the World Cup was still going on. We hosted ADM Richardson and the US Ambassador to Norway on 25JUN during a State Department reception, which was conducted with class. I was extremely proud of my Supply Department for their efforts, along with our deck division for the emergent topside preservation required before hosting such high visibility guests. We departed on 26JUN, sailing once again down the fjord and into the North Sea. Our outbound English Channel transit was much less exciting than the first, which was fine with me, and we headed out into the Atlantic en route Ponta Delgada, Portugal. We arrived in the Azores on 01JUL, took on fuel and enjoyed two days of liberty. The crew loved it there as well.

We departed on 03JUL, enjoyed Independence Day at sea on 04JUL, and made an uneventful transit back to Norfolk, arriving on 09JUL. While we were in C6F, we were notified that we would shift ISICs to CDS-2 on 16JUL and were joining the ABRAHAM LINCOLN Strike Group, scheduled to deploy in APR 2019. The crew was excited about that, but the same day that we returned was also the beginning of the workup phase for our new Strike Group. So with only one night in Norfolk, we made our way to the Warfare Commanders' Conference the next morning to get aligned with CCSG 12. We spent two weeks doing that and making critical repairs in port, only to go to sea again on 23JUL with the Strike Group. We embarked HSM 46.2, conducted a quick ISATT, and following a week of operations with ABE, we were detached from Group Sail to conduct Theatre ASW east of the Bahamas. This was quite a change in operational tempo, but once again, no complaints from anyone. We spent several weeks searching for an Out of Area Deployer, and then got reassigned to act as escort for the sea trials

of USS ALBANY. Following that, we returned to Norfolk on 19AUG. The crew desperately needed some time with their families, and we supported that as best we could until early September.

September brought FST-GC, a synthetic Strike Group integrated operation. Completed pier side, it tested our connectivity to the battle lab, and also tested our warfighting skills. It was not easy, but we learned so much about integrated operations and we enjoyed the opportunity to get familiar with the different staffs we would deploy with. Following our extensive CMAV into mid-October, we finally got underway again in support of USS KEARSARGE MEU-C2X as OPFOR again. Used to this mission, we did a nice job operationally and enjoyed not having helicopters embarked for once. Upon completion of this mission on 31OCT, we returned for the pre sail conference of SMWDC SWATT, which started two days later.

We departed again on 02NOV, this time in company with the Strike Group CRUDES assets to work on interoperability and tactics. The weather was lousy for the entire time, and we struggled with the high speed transits and helicopter operations required to achieve the mission. SWATT is an interesting mission, as every night there are hours of debriefs to assess how teams performed. This was difficult to manage with our watch rotations, and the crew wore down quickly. That said, I was very impressed with our ASW work, specifically as SAUC, and I also thought we did a nice job with Air Defense and mission planning. We returned to Norfolk on 19NOV in time for Thanksgiving and the holiday season. That was our last underway in 2018, which amounted to 144 days at sea in a non-deployed status and over 160 days out of homeport.

December started with FPEX – the second time I have had the pleasure of conducting this event in command. We had to do it again as it was going to expire during deployment, so our AT/FP teams geared up and absolutely crushed it – passing all events the first time. With that cleared, we shifted focus to NUWTAC for the second and third weeks of the month, focused on ASW operations both in the classroom and in CIC. Again, our team worked overtime to get it right, and I was very pleased with our performance.

Without a doubt, 2018 was the most effective and productive year BAINBRIDGE has had in a long time, and we enjoyed the opportunity to get overseas and earn some victories in both assessments and operations. It boosted our confidence at sea, which translates well into our April 2019 deployment. BAINBRIDGE is ready to sail into Harm's Way!

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### 3. Chronology

01JAN – 19JAN  
20JAN – 24JAN

Corrective Maintenance Availability (CMAV) 8A3  
In-port NAVSTA Norfolk, Board of Inspection and Survey  
(INSURV) preparations

24JAN – 31JAN	Underway, INSURV preparations
01FEB	HARRY S. TRUMAN Strike Group Composite Training Unit Exercise (HSTSG C2X) Opposition Force (OPFOR) preparations
02FEB – 27FEB	Underway, HSTSG C2X OPFOR
28FEB – 04MAR	In-port NAVSTA Norfolk
05FEB – 23MAR	In-port NAVSTA Norfolk, CMAV 8A2
24MAR – 26MAR	In-port NAVSTA Norfolk, Readiness Evaluation (READ-E) 7 preparations
27MAR – 29MAR	In-port NAVSTA Norfolk, READ-E 7
30MAR – 09APR	In-port NAVSTA Norfolk
10APR – 11APR	Underway, TYCOM Material Inspection (MI) - 14
12APR – 16APR	In-port NAVSTA Norfolk, INSURV preparations
17APR – 18APR	Underway, TYCOM MI - 7
19APR – 24APR	In-port NAVSTA Norfolk, INSURV preparations
25APR – 29APR	In-port NAVSTA Norfolk, INSURV
30APR – 01MAY	Underway, INSURV
02MAY – 04MAY	In-port NAVSTA Norfolk
03MAY	HSM 74.2 Embarked
05MAY – 09MAY	Underway, NAVSTA Norfolk to NAVSTA Mayport
10MAY	In-port NAVSTA Mayport
11MAY – 13MAY	Underway, Submarine Commander Course (SCC) preparations
13MAY – 17MAY	Underway, SCC
18MAY – 28MAY	Underway, SCC to Brest, France
29MAY	In-port, Brest, France
30MAY – 31MAY	Underway, Brest, France to Klaipeda, Lithuania
01JUN – 02JUN	In-port, Klaipeda, Lithuania
03JUN – 14JUN	Underway, Baltic Operations 2018
15JUN – 21JUN	In-port Kiel, Germany
22JUN	Underway, Kiel, Germany to Oslo, Norway
23JUN – 26JUN	In-port Oslo, Norway
27JUN – 01JUL	Underway, Oslo, Norway to Ponta Delgada, Portugal
02JUL – 03JUL	In-port Ponta Delgada, Portugal
04JUL – 09JUL	Underway, Ponta Delgada, Portugal to NAVSTA Norfolk
09JUL	HSM 74.4 Detaches
10JUL – 23JUL	In-port NAVSTA Norfolk
18JUL	HSM 46.2 Embarks
24JUL – 29JUL	Underway, Abraham Lincoln Strike Group (ABESG) Group Sail
30JUL – 17AUG	Underway, United States Fleet Forces Anti-Submarine Warfare tasking
17JUL	HSM 46.2 Detaches
18AUG – 20AUG	In-port NAVSTA Norfolk
21AUG – 12OCT	CMAV 8A4
13OCT – 16OCT	In-port NAVSTA Norfolk
17OCT – 30OCT	Underway, Kearsarge Amphibious Ready Group C2X OPFOR
31OCT – 01NOV	In-port NAVSTA Norfolk

02NOV – 19NOV	Underway, Commander, Destroyer Squadron Two Surface Warfare Advanced Tactical Training (SWATT)
04NOV	Life Fire With A Purpose (LWFAP)
20NOV – 02DEC	In-port NAVSTA Norfolk, Force Protection Exercise (FPEX) and Aviation Facilities Certification (AVCERT) preparations
03DEC – 31DEC	CMAV 9A2
04DEC – 05DEC	In-port NAVSTA Norfolk, FPEX
10DEC – 21DEC	Navy Undersea Warfare Training And Assessment Course (NUWTAC)
14DEC – 31DEC	In-port NAVSTA Norfolk, Holiday Leave Period

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## Narrative

In January 2018, BAINBRIDGE continued Corrective Maintenance Availability (CMAV) 8A3 at Naval Station Norfolk in Norfolk, Virginia. BAINBRIDGE concluded the month in Naval Station Norfolk preparing for the Board of Inspection and Survey Assessment (INSURV).

In February, BAINBRIDGE was underway as Opposition Force (OPFOR) for the HARRY S. TRUMAN Strike Group (HSTSG) C2X.

In March, BAINBRIDGE spent her time in-port Naval Station Norfolk completing CMAV 8A2 and Readiness Evaluation – 7. She concluded the month preparing for INSURV.

In April, BAINBRIDGE began the arduous path to INSURV with TYCOM Material Inspection (MI) – 14 followed by MI – 7. She concluded the month successfully completing INSURV.

In May, BAINBRIDGE was back underway beginning her near three months away from homeport, Naval Station Norfolk. She completed Submarine Commander's Course – 56 and concluded the month crossing the Atlantic Ocean in route to participate in Exercise Baltic Operations 2018.

In June, BAINBRIDGE arrived in Brest, France for a brief stop for fuel then transited to the Baltic Sea to arrive in Klaipeda, Lithuania to start Baltic Operations (BALTOPS) 2018. She spent two weeks underway working with 41 vessel from multiple nations to successfully complete BALTOPS before she arrived in Kiel, Germany for Kiel Week. BAINBRIDGE spent five days in Oslo, Norway and concluded the month beginning her transit back to homeport.

In July, BAINBRIDGE visited Ponta Delgada, Portugal for a brief stop for fuel then continued her transit home. Upon arrival in Naval Station Norfolk, HSM-74 disembarked and within 10 tens HSM-46 embarked. BAINBRIDGE concluded July underway for Group Sail with the ABRAHAM LINCOLN Strike Group and the beginning of the intergraded phase.

In August, BAINBRIDGE was re-tasked from Group Sail to conduct United States Fleet Forces Theater Anti-Submarine Tasking and concluded the month with CMAV 8A4 in-port Naval States Norfolk.

In September, BAINBRIDGE was in-port Norfolk continuing with CMAV 8A4.

In October, BAINBRIDGE concluded CMAV 8A4 and got underway to serve as opposition force (OPFOR) for the KEARSARGE Amphibious Ready Group (KSGARG) C2X.

In November, BAINBRIDGE started the month off successfully conducting Live Fire With A Purpose (LFWAP) where she fired a Standard Missile – 2 to ensure full capability of her AEGIS Weapons System. Following LFWAP she spent two weeks underway in the first ever Atlantic Coast Surface Warfare Advanced Tactical Training (SWATT) with Commander, Destroyer Squadron – TWO, USS LEYTE GULF, USS MASON, and USS NITZE. BAINBRIDGE concluded the month in-port Naval Station Norfolk.

In December, BAINBRIDGE began CMAV 9A2 and successfully completed Force Protection Exercise 18-11 to ensure she can visit foreign ports during her upcoming deployment. BAINBRIDGE then executed Navy Undersea Warfare Training and Assessment Course (NUWTAC) Phase 1 and 2, and concluded the month with a holiday leave period.

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#### **4. Supporting Reports**

Supporting Reports attached in email:

- Enclosure 1 – Organizational Chart (01JAN – 29JUL)
- Enclosure 2 – Organizational Chart (30JUL – 30NOV)
- Enclosure 3 – Organizational Chart (01DEC – 31DEC)
- Enclosure 4 – Board of Inspection and Survey Report
- Enclosure 5 – Port Visit Report Brest, France
- Enclosure 6 – Port Visit Report Klaipeda, Lithuania
- Enclosure 7 – Port Visit Report Kiel, Germany
- Enclosure 8 – Port Visit Report Oslo, Norway
- Enclosure 9 – Port Visit Report Ponta Delgada, Portugal
- Enclosure 10 – 2018 Commander, Destroyer Squadron – TWO Unit Tactics Award
- Enclosure 11 – 2018 Commander, Destroyer Squadron – TWO Junior Officer Shiphandler Award

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#### **5. Published Documents**

Published documents attached with report:

- Enclosure 12 – Welcome Aboard Sample Letter
- Enclosure 13 – Commanding Officer Biography
- Enclosure 14 – Executive Officer Biography
- Enclosure 15 – Command Master Chief Cajun L. Nelms Biography
- Enclosure 16 - Command Master Chief David W. Sandeen Biography
- Enclosure 17 – Baltic Operations 2018 News Article
- Enclosure 18 – Surface Warfare Advanced Tactical Training News Article



## 6. Photographs

CDR Patrick R. Murphy  
Commanding Officer, USS BAINBRIDGE



CDR Mary K. Devine  
Executive Officer, USS BAINBRIDGE



CMDCM (SW/SCW) Cajan L. Nelms  
Command Master Chief, USS BAINBRIDGE  
(01JAN – 29JUL)



CMDCM (SW/AW/IW/EXW) David W. Sandeen  
Command Master Chief, USS BAINBRIDGE  
(30JUL – 31DEC)



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