



DEPARTMENT OF THE NAVY

USS BENFOLD (DDG 65)
FPO AP 96661-1283

IN REPLY REFER TO:

5750
Ser DDG 65/091
28 Aug 04

From: Commanding Officer, USS BENFOLD (DDG 65)
To: Director, Naval Historical Center, 805 Kidder Breese
SE, Washington Navy Yard, DC 20374-5059

Subj: COMMAND HISTORY USS BENFOLD (DDG 65)

Ref: (a) OPNAVINST 5750.12H

Encl: (1) Command History

1. Per reference (a), enclosure (1) is submitted for consideration.

A handwritten signature in cursive script, appearing to read "D. G. Hornbeck", is written over a horizontal line.

D. G. HORNBECK

USS BENFOLD DDG 65

USS BENFOLD DDG 65
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Ship's History 2003

Submitted IAW Ref (a) OPNAVINST 5750.12H

From "First to Fight" to "Onward with Valor"

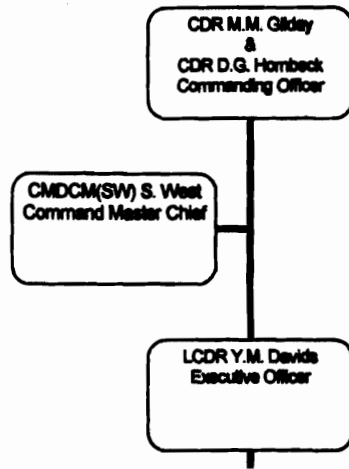


Command Composition & Organization

USS BENFOLD DDG 65 is commanded by CDR Donald G. Hornbeck, who assumed Command on August 29th, 2003, bringing a calm and confident command climate based on unsurpassed shiphandling and leadership skills. The Executive Officer is LCDR Yvette Davids, an energetic morale booster for the crew with an unparalleled ability to organize and execute plans. Together, with the assistance of the Wardroom and Chief's Mess, the BENFOLD crew excelled through unique challenges such as the first ever DDG Sea Swap and bringing a ship back to life with a new spirit to meet the aggressive post-Operation Iraqi Freedom Inter-Deployment Training Cycle resulting in the ship receiving the Battle Efficiency award from Commander, Destroyer Squadron SEVEN, BENFOLD's Immediate Superior In Command, for 2003. The following information is provided for Part 1 IAW ref (a):

1. Command: USS BENFOLD DDG 65
2. Short Title: DDG65
3. UIC: 21940
4. Homeport: Naval Station San Diego
5. ISIC: Commander Destroyer Squadron Seven
6. ISIC CMDR: Captain William P. Hoker
7. # of Officers: 31
8. # of Chiefs: 21
9. # of E1-E6: 319
10. % Female: 20%
11. Total Crew: 371

Organizational Structure



Mission

The mission of USS BENFOLD (DDG 65) is to conduct prompt, sustained combat operations at sea in support of US national policy. BENFOLD is equipped to operate in a high-density, multi-threat environment either independently or as an integral member of a Carrier Battle Group or Surface Action Group. In addition to her own self-defense capabilities in Air Warfare (AW), Surface Warfare (SUW) and Undersea Warfare (USW), BENFOLD can effectively provide local area protection to other ships in the battle group.

BENFOLD is the most sophisticated, capable surface combatant ever built. She employs the AN/SPY-1D phased-array radar, which incorporates significant advances in the detection capabilities of the AEGIS Weapon System, particularly in resistance to enemy electronic countermeasures (ECM). Using the SPY-1D and her MK 99 Fire Control System, BENFOLD can guide her vertically launched missiles at extended ranges.

BENFOLD is equipped with the Navy's latest Surface and Strike Warfare Combat System. Her Harpoon anti-ship missiles have a range in excess of 65 nautical miles. The 5-inch/54-caliber gun, in conjunction with the MK 34 Gun Weapon System, can be used against hostile surface contacts, close-in air contacts, or as Naval Surface Fire Support (NSFS) in support of forces ashore. Land attack mission is supported by Tomahawk missiles, which are launched from the MK 41 Vertical Launching System (VLS).

Finally, BENFOLD's AN/SQQ-89 integrated USW suite is the most advanced ship-borne anti-submarine warfare system in the world. The AN/SQR-19 Tactical Towed Array Sonar (TACTAS) provides long-range passive detection of submarines, while the AN/SQS-53 hull-mounted sonar is used to both passively and actively detect and localize submerged contacts. BENFOLD also has the capability to employ the SH-60B LAMPS MK III (SEAHAWK) helicopter, which uses a tactical data link to the ship for support in anti-submarine operations and over-the-horizon targeting. Six MK 32 Surface Vessel Torpedo Tubes (SVTT) capable of carrying MK 46 or MK 50 torpedoes round out her anti-submarine package.

These systems are supplemented by the SLQ-32V(2) Electronic Warfare (EW) suite, which provides passive detection of various radio emitters and transmissions to augment the tactical picture. The EW suite also permits the launching of decoy countermeasures and has the ability to actively jam enemy radar.

Propelled by four quick-response General Electric LM-2500 Gas Turbine Engines coupled to two Controllable Pitch Propellers (CPP), BENFOLD has tremendous maneuverability and a top speed in excess of 31 knots. Three Allison 501 Gas Turbine Generators provide the ship with electricity to power the ship. BENFOLD creates potable water through two Reverse Osmosis Distillers, which can produce 24,000 gallons of fresh water per day.

BENFOLD matches her potent offensive capability with maximum survivability. All-steel construction is used in the ARLEIGH BURKE-class destroyer. Extensive topside armor is placed around all vital combat systems and machinery spaces, while the hull structure significantly improves sea-keeping ability. Acoustic, infrared and radar signatures are reduced, and vital shipboard systems have been hardened against electromagnetic pulse and overpressure damage. A comprehensive Collective Air Protection System guards against

chemical, biological and radiological agents. State-of-the-art propulsion and damage control systems are managed by a Data Multiplexing System (DMS) with built-in redundancy.

Home to a crew of more than 300 sailors, BENFOLD offers most services associated with a small town at sea including dining, banking, ATM, laundry, postal, barber, and shopping facilities, and more than 10,000 spare parts. BENFOLD is a powerful weapon of State, capable of maintaining herself at sea for months at a time. The best technology combined with an outstanding crew make BENFOLD the premier warship designed to carry out the U.S. Navy's missions today and well into the 21st Century.

Coat of Arms

SHIELD: The AEGIS shield denotes the capability of BENFOLD to conduct operations in multi-threat environments. Dark blue and gold are the colors traditionally associated with the Navy. The lion embodies the courage and strength displayed by Hospitalman Edward C. Benfold, the ship's namesake, in combat. The escutcheon bears a red cross, alluding to BENFOLD's medical service and personal sacrifice in saving the lives of others. A background of red above blue in the manner of a Taegu underscores his service in Korea. The black pellets symbolize the heavy artillery and mortar barrages during his heroic action.



CREST: The reversed star, in medium blue and white, denotes the Medal of Honor, posthumously awarded to Hospitalman Benfold for his spirit of self-sacrifice and extraordinary heroism. The crossed Navy sword and the Marine Mameluke signify cooperation and strength; the Mameluke signifies Benfold's service with the First Marine Division in Korea.

SUPPORTERS: The halberds symbolize vigilance, resolve, and battle preparedness while suggesting BENFOLD's Vertical Launch System capabilities.

Namesake

Hospitalman Third Class Edward C. Benfold,
United States Navy
15 January 1931 – 5 September 1952

USS BENFOLD (DDG 65) is named after Hospitalman Third Class Edward C. Benfold, USN. Born in Staten Island, New York on January 15, 1931, Petty Officer Benfold graduated from Audobon High School in Audobon, New Jersey. Petty Officer Benfold entered the service in Philadelphia, Pennsylvania in 1950. After completion of recruit training in Great Lakes, Illinois, he was selected for "A" school training as a Hospitalman. In July 1951 he was designated as a Medical Field Technician and was ordered to duty with the Fleet Marine Force, Ground, Pacific.

He was killed in action while serving with the First Marine Division in Korea and posthumously awarded the Medal of Honor for his bravery. His citation reads:

For gallantry and intrepidity at the risk of his life above and beyond the call of duty while serving as a Hospital Corpsman, attached to 'A' Company in the First Marine

Division during operations against enemy aggressor forces in Korea on 5 September 1952. When his company was subjected to heavy artillery and mortar barrages, followed by a determined assault during the hours of darkness by an enemy force estimated at battalion strength, Benfold resolutely moved from position to position in the face of intense hostile fire, treating the wounded and lending words of encouragement. Leaving the protection of his sheltered position to treat the wounded when the platoon area in which he was working was attacked from both the front and the rear, he moved forward to an exposed ridge line where he observed two Marines in a large crater. As he approached the two men to determine their condition, an enemy soldier threw two grenades into the crater while two other enemies charged their position. Picking up a grenade in each hand, Benfold leaped out of the crater and hurled himself against the onrushing hostile soldiers, pushing the grenades against their chests and killing both attackers. Mortally wounded while carrying out this heroic act, Benfold, by his great personal valor and resolute spirit of self-sacrifice in the face of almost certain death, was directly responsible for saving the lives of his two comrades. His exceptional courage reflects the highest credit upon himself and enhances the finest traditions of the United States Naval Service. He gallantly gave his life for others.

Chronological Narrative

USS BENFOLD was intimately involved in the inaugural Commander, Naval Surface Forces Sea Swap experiment. This experiment centered upon USS HIGGINS (DDG 76) deploying to the Arabian Gulf. The crew of the USS BENFOLD then flew into Singapore where HIGGINS was conducting a maintenance availability. Commander Gilday relieved Commander Hill on 24 April 2003. The crew of the BENFOLD assumed the HIGGINS and the original crew of the HIGGINS returned home to San Diego, CA to assume control of USS BENFOLD (DDG 65).

Early in 2003 the original crew of BENFOLD prepared long and hard to assume command of HIGGINS. The Combat Systems suite was similar, but upon closer assessment had marked differences that had to be prepared for. Thus early in 2003 the original BENFOLD crew had to attend numerous schools and then crossdeck to other platforms to get hands on training on the equipment the other ship had that BENFOLD did not.

Eventually the crew had to fly out, and this state of the art Destroyer could not be left unattended, thus temporary command was passed to CAPT Steven Busch, Commodore of the Regional Support Organization in San Diego. He placed a skeleton crew aboard to ensure the physical security of the vessel until the original HIGGINS crew could complete their turnover in Singapore and return home to BENFOLD.

On May 1st, 2003 the crew of USS HIGGINS (DDG 76) arrived home to San Diego, California from a successful wartime six-month deployment to the Horn of Africa and the Arabian Gulf in support of Operation ENDURING FREEDOM and Operation IRAQI FREEDOM. Shortly after the chartered flight touched down at Naval Air Station North Island, a couple of vans loaded with HIGGINS sailors headed toward their new home and ship, USS BENFOLD (DDG 65). Approximately 50% of the crew took leave for the post deployment stand-down while the other half of the crew started the familiarization process with their new ship and its equipment. The leave and stand-down lasted for a little over a month, until the beginning of June.

Following Sea Swap and the Post Deployment Stand down period, the command and crew began the work of taking pride in ownership of a new ship and a new future. The first task was to take the ship underway for sea trials enroute to Seal Beach Naval Weapons Station to offload all weapons in preparation for the availability in Continental Maritime Shipyard. Upon return from Seal Beach, the crew conducted the Command Assessment of Readiness and Training (CART) I from 16-20 June in preparation for the Inter-Deployment Training Cycle (IDTC). After completing the CART I period, BENFOLD was taken to Continental Maritime Shipyard for an extensive availability to repair equipment and make the ship stronger to prepare for the next employment. During this period the focus turned to maintaining the ship and training in preparation for the upcoming Inter-deployment Training Cycle.

The shipyard availability period afforded the crew some well deserved Inport time and a period to hone skills and begin team building on this relatively unfamiliar hull and integrate the new arrivals into the existing team. The period also involved habitability work that forced all Sailors who lived aboard into a barracks on base, and all office functions to move to a

working Barge alongside. The priorities for the command turned to training, including physical Fitness training , starting the work day at 0600 with an eye opening Command PT session every Monday, Wednesday, and Friday, as well as professional training on Tuesday's and Thursday's. Required schools for professional development dominated BENFOLD's weekly schedule during this inport period. These schools all were focused to prepare BENFOLD for the upcoming IDTC and the eventual Deployment. A group of Sonar Technicians and Operations Specialists joined together and formed a remarkable Anti-Submarine Warfare (ASW) team at the Fleet ASW Training Center's Single Ship ASW Course, scoring the highest of any DDG at the time with a 91.5%. The following week, the Shipboard Training Team (SBTT) Course of Instruction was conducted in conjunction with the Afloat Training Group, Pacific (ATGPAC) from 24-30 July to train the BENFOLD Training Teams how to develop and execute training scenarios in preparation for the upcoming IDTC. As a result of this course, BENFOLD Training Teams were able to continuously develop challenging, realistic shipwide training packages, and scenarios, and schedule properly throughout the week to maximize the training emphasis across all mission areas. During that same week, the flight deck crew demonstrated their skills with an Aviation Limited Team Trainer while training team members observed.

On July 26th, BENFOLD teamed with the Christmas in July organization to provide assistance to a family in need by cleaning, painting, landscaping, and completely remodeling a home in very bad condition in the National City area, establishing a link to the community of service and support.

The honor of hosting the ARM YAQUI, a Mexican Navy ship, visiting San Diego was bestowed upon BENFOLD from 9-13 August while moored at Broadway Pier in downtown San Diego. Continuing our commitment to the community, BENFOLD sailors participated in Hands on San Diego and spent an entire day picking up garbage and pulling non-indigenous plant life for the wetlands south of Naval Station, San Diego.

The month of August was a busy time for BENFOLD as the crew worked long and hard to complete the availability period on time and to continue preparations for the Change of Command at the end of the month. Numerous Limited Team Trainers (LTT) and inspections, including Force Protection Training Team (FPTT), Communication Material Security (CMS) Assist, Aviation Facilities Inspection (ASIR), Engineering Training Team (ETT) and Aviation Readiness Qualification were successfully completed. BENFOLD departed the Continental Maritime Shipyard on 27 August with CDR Hornbeck, Prospective Commanding Officer (PCO), aboard to conduct Sea Trials, demonstrating to the PCO the outstanding prowess BENFOLD has always displayed. This event gave the crew a good look at what their new ship could do at sea, allowing their 10 weeks of hard work in the shipyards to finally be operationally tested. On 29 August, the Change of Command ceremony took place in an unusual, but fitting location for a US Naval Warship. Without fanfare and only the crew present, CDR Gilday was relieved as Commanding Officer by CDR Hornbeck on 29 August in a brief ceremony on the flight deck.

September continued the training and preparation of BENFOLD under new Command, and the transition was seamless. Supply Department had the opportunity to show their professionalism by conducting the Supply Management Assessment to prepare them for the follow on Supply Management Inspection. The Supply Department certified all areas at SMA but elected to hold SMI in order to qualify for the Supply Excellence Award. During that same timeframe, the CMS Inspection took a day out of the schedule to prove to assessors

that BENFOLD always properly safeguards Communications Security material. BENFOLD was underway in Southern California 8-12 September to conduct Engineering training as well as Navigation Training in preparation for the upcoming Training Cycle. Upon return, BENFOLD went into Force Protection mode and conducted Force Protection Exercise II and III under the guidance of ATGPAC. This assessment proved that BENFOLD was able to provide its own self-protection around the clock, but especially under threat of attack. Seal Beach, CA was the destination for BENFOLD on 22 September to conduct an ammunition onload to ensure that enough was onboard to support the Training Cycle requirements. BENFOLD got underway on 26 September and conducted its first Underway Replenishment the next day with USNS RAPPAHANNOCK before returning to San Diego. The following week continued the training environment onboard with the Combat Systems Team Trainer conducted by the AEGIS Training and Readiness Center Detachment San Diego in order to ensure BENFOLD was able to train in all facets of Combat Operations.

With a chill in the air, October brought an abundance of challenges to meet. BENFOLD was selected to participate in San Diego Fleet Week on 4 October led by Commander, Carrier Group Seven. BENFOLD invited family members onboard for a "Tiger Cruise" opportunity that was not available after deployment because of participation in the Sea Swap experiment. While in the Parade of Ships through San Diego Harbor, BENFOLD conducted a Fast Rope evolution with Explosive Ordnance Detachment Three and Helicopter Support Squadron Eleven in the vicinity of Harbour Island. BENFOLD pulled into port on Saturday and re-started training that next Monday morning. The ship was flexed across Departments as Expeditionary Warfare Training Group, Pacific was onboard conducting Naval Surface Fire Support (NSFS) Team Trainer while the Afloat Training Group, Pacific came aboard to conduct a Seamanship LTT and observe an OTTO II Fuel Spill drill. ATGPAC also conducted Visit, Board, Search, and Seizure school and the 3M Certification. Throughout the week, the Commanding Officer and Executive Officer observed the Conning Officers and Bridge team in simulators during the Bridge Resource Management course facilitated by Maritime Safety International. Underway for more training in SOCAL the week of 14 October after a late change cancelled the ship's port visit to Cabo San Lucas, Mexico due to Force Protection concerns. Damage Control and Engineering demonstrated their prowess and teamwork in preparation for the Initial Assessment, which is the ship's first real look at Engineering operations and their training teams. The NSFS Firing Exercise I (FIREX) was also conducted on the San Clemente range off San Diego, achieving an impressive score overall of 95.5%. The week ended with an Underway Replenishment conducted with USNS RAPPAHANNOCK. The week of 20 October saw BENFOLD inport putting the finishing touches on the preparations for the Command Assessment of Readiness and Training II and the Engineering Initial Assessment. ATGPAC observed Engineering drills and evolutions and a Combat Information Center (CIC) LTT while embarking Commander, Destroyer Squadron Seven and staff, and being designated as Third Fleet's Ready Asset. The CART II was postponed due to the unfortunate San Diego Wildfires that left much of San Diego County burning and left many people homeless, including several BENFOLD crewmembers.

November continued to stress BENFOLD's ability to train and combat self-imposed training scenarios. The first week of November consisted of a dynamic test of BENFOLD's Tactical Data Links through a successful Link Long Look. Also during this week, the Tailored Ship's Training Availability (TSTA) period was planned out in conjunction with ATGPAC and Destroyer Squadron Seven. The following week, 10-14 November, consisted

of successful completion of CART II and the Engineering Initial Assessment in four days vice the normal five days due to Veteran's Day. The reversal of CART II and the TSTA planning was reversed as a result of the San Diego Wildfires. After returning from this intense week of training and evaluation, the crew had the weekend to get ready for another underway week of training. The week of 17-21 November consisted of a precision anchorage evolution, small boat night attack at anchorage exercise, and Engineering training in preparation for Underway Demonstration. The week of Thanksgiving kept the tempo of training high onboard. Engineers continued to train while the Damage Control Organization flexed the Inport Emergency Teams to react to different casualties. In addition to all of this training, the CIC Team successfully completed the Harpoon Cruise Missile Tactical Qualification. Supply Department was also kept busy before the Thanksgiving holiday by successfully completing the Supply Management Inspection, qualifying for yet another of the coveted departmental awards, the Supply Blue E. BENFOLD came together as a family and raised significant money and clothing for each member of our crew left homeless by the San Diego wildfires, a natural disaster that was a challenging time for everyone.

December was an action packed month leading up to the Holiday Standdown period. BENFOLD went to sea the first week in order to make final preparations for Underway Demonstration. The Engineers had a successful training period during the extremely important "GO-NO GO" week. The success and hard work of the Engineers during the early portion of the training cycle led to an "above average" Underway Demonstration on 12 December and a positive burst of momentum into the remainder of the training cycle. The success led to a reason to celebrate and that was definitely performed at the Holiday Party, which was held Sunday 14 December at the Sheraton Harbor Island. The Holiday Standdown period began the next day and closed out the year with some much deserved rest and relaxation.

The year was a renewal time for USS BENFOLD. The ship was put into lay-up in March by one crew to maintain the systems during Sea Swap; and its new crew restored life to the ship in May. The Sea Swap experience proved that the lifeblood of any ship is the crew. The crew responded to many challenges and obstacles with determination and perseverance. This year was a successful one in the History of BENFOLD and many more still lie ahead. The crew and its performance during this calendar year were unsurpassed. BENFOLD continued its reputation of "Onward with Valor."