

OPNAVINST 5750.12J
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Command Operations Report

This report is **required** by commands listed in **SNDL Parts 1 & 2** and all operational **Task Forces, Groups and Units** temporarily established to meet operational requirements.

The report format is divided into six sections: Command Data, Commander's Assessment, Chronology and Narrative, Supporting Reports, Published Documents, and Photographs. Required information is identified in specific sections of the form. Instructions on submitting this form and the required attachments are at the end.

1. Command Data

Name of your Command or Organization: **USS CARR**

Unit Identification Code (UIC), per the SNDL: **21233**

Name and Rank of Commander/Commanding Officer/Officer in Charge:

Last: **LANG** First: **GEORGE** M.I.: **E** Rank: **CDR**

Date Assumed Command (date format YYYY-MM-DD): **2006-04-04**

Mission/Command Employment/Area of Operations: **TSC/DEPLOYMENT/C6F**

Permanent Location (Home Port for deployable units): **NORFOLK, VA**

Immediate Superior In Command:

Operational: **CTF 65/CTF 20**

Administrative: **CDS TWO**

Identify your assigned Task Force/Group/Unit name(s) and mission(s). Include OPLAN(s) and or named operations you participated in during Task Force assignment (if applicable): **SSG 06-1/CTF 65/ TSC ENGAGEMENT in SIXTH FLEET AOR**

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

Type and number of Aircraft Assigned and Tail Codes, if applicable: **SH-60B/ONE/BUNO 162331**

Commands, Detachments or Units deployed on board or stationed aboard as tenant activities (as applicable): **HSL44**

Number of Personnel Assigned:

Officers: 25 Enlisted: 230 Civilian: 0

Command Point of Contact (required entry, complete in full):

Name (Rank, First Name, Middle Initial, Last Name): LTJG [REDACTED]

Job Title/Office Code: AUXO

E-mail (both classified and unclassified, if available): [REDACTED]

Phone number(s): [REDACTED]

Command Mailing Address: FPO AE 09566 1506

2. Commander's Assessment

The Commander's Assessment briefly tells the story of the command's role in national defense and should highlight any general and specific lessons-learned. It should contain the commander's commentary, insights and reflections on the unit's activities. Attention should be directed to significant issues impacting training, operations and mission accomplishment during the reporting period. Descriptions of circumstances and sequence of events leading to major command decisions and results of those decisions are particularly desired. Also desired are accounts of specific contributions of individuals in the command to mission accomplishment. For units engaged in or directly supporting combat, significant wartime or peacetime operations (named operations, non-combat evacuation operations, disaster relief or other humanitarian operations, etc.) or major exercises, particular attention should be given to the commander's estimate of the situation, records of discussions and decisions, descriptions of circumstances and sequence of events leading to operational decisions and results of those decisions. For a unit returning from deployment or participating in a single operation this can normally be a single assessment. For higher-echelon commands or units engaging in multiple operations, a separate assessment for each operation in addition to an overall assessment may be appropriate.

On 28Nov05 USS CARR (FFG 52) and USS PORTER (DDG 78), departed homeport Norfolk. Serving as SSG 06-1 Commander, CARR took a Southerly route toward the Mediterranean Sea to avoid Hurricane Epsilon, stopping in Bermuda and Madeira to refuel before conducting their first European port visit in Rota, Spain. Commodore Rowden, Commander, Destroyer Squadron Sixty, greeted and briefed the crew on December 9th following CARR's trans-atlantic voyage. His address stressed the political and economical importance and upcoming Theater Security and Cooperation engagements with West African nations in the Gulf of Guinea (GOG).

Following a brief port visit to Rota, Spain, CARR began escort duties in the Strait of Gibraltar guarding military supply vessels enroute to Iraq in support of Operation Enduring Freedom (OEF). These duties involved coordination of CARR's embarked SH-60s (HSL 44) while escorting high-interest vessels safely through one of the most frequently transited passages in the world. In addition to escorting US-flagged high-value vessels through the Strait of Gibraltar (STROG), CARR was on the lookout for suspicious vessels that could be engaging in terrorist and/or illegal operations. Bridge and Combat Systems teams actively monitored traffic, querying all vessels in the ship's vicinity. Queries totaled upwards of 50 in a 24-hour period, with as many as two dozen queries within a single five-hour watch. The ship's largest concern was identifying suspect vessels involved with terrorist operations, human trafficking and the smuggling of weapons or drugs. Commodore Rowden appropriately informed CARR's crew, "You really are the cutting edge, the leading edge, of how we are going to run ship operations in the future."

Following her duties in the STROG, CARR headed North to the lively seaside city of Barcelona, Spain for the Christmas holiday. CARR returned to the STROG to continue escort duties until returning to Rota in time to celebrate the New Year. Following the New Year, CARR headed south to begin Theater Security and Cooperation Engagements off the coast of West Africa. During their initial African engagement, CARR's sailors had the opportunity to host a reception for the president of Cape Verde, train with local military commands and participate in a COMREL project to refurbish a local school.

Due to the loss of one of two Gas Turbine Engines, CARR was forced to return to Naval Base Rota to conduct an emergency change out of 1B Gas Turbine Engine. A testament to the acumen of the engineering department, the 1B GTE change out was a complete success.

CARR was selected to provide security along with USS MOUNT WHITNEY (LCC-20) off the coast of Monrovia, Liberia for the historical inauguration of the first elected woman president of an African nation..

While en route to Liberia, CARR rendered assistance to a small vessel of stranded fishermen. Lookouts from MOUNT WHITNEY (MTW) spotted six Ghanaian fishermen shortly after the two ships had completed a joint photo opportunity. The Ghanaian fishers had been adrift at sea for over 35 days without food and had ran out of fresh water five days prior to their rescue. A Rescue and Assistance Team comprised of CARR crewmembers provided medical assistance, food, water and a new engine with enough fuel for the men to return home safely.

Off the Coast of Monrovia, Liberia, CARR patrolled the areas surrounding MTW as they hosted a visit from Ellen Johnson-Sirleaf, the newly inaugurated President. CARR and her crew proudly conducted a parade ship and rendered honors to the newly elected president. The presence of US Naval warships, during the inauguration, instantly legitimized Johnson-Sirleaf's presidency and solidified renewed support from the United States government.

CARR conducted Replenishment at Sea (RAS) with USNS LARAMIE, taking over 35 pallets of stores, food, parts, mail, supplies and fuel. Lasting approximately three hours, CARR safely executed a CONREP, UNREP and VERTREP. CARR returned to Cape Verde. This time the scenic city of Praia was the backdrop for a lively reception hosted for the president of Cape Verde, American Ambassador and other foreign dignitaries. CARR then traveled to the other side of the country to the city of

Porto Grande, where CARR Sailors sampled the food, culture and sights meeting new people and learning new customs. CARR continued COMREL effort in Porto Grande by painting a local schoolhouse.

After visiting Cape Verde, CARR focused on underway evolutions and training, including a successful Brief Stop for Fuel (BSF) in Dakar, Senegal and a RAS during which CARR received over 20 pallets of food, supplies and mail.

The focal point of the SSG 061 deployment was CARR's participation in the Maritime Security Conference located in Accra, Ghana. Naval Commander Six Fleet along with ambassadors, statesmen and military leaders from every country in the GOG attended a reception aboard CARR. This reception highlighted CARR's use of the Automated Information System (AIS) to develop a Recognized Maritime Picture (RMP) of vessel traffic within countries Economic Exclusive Zones (EEZ). Vital information obtained through AIS vanguards against the illegal exploitation of fish and helps to prevent drug trafficking and other illicit maritime activities.

Enroute to the next port visit of Port Gentil, Gabon, Pollywogs turned into Emerald Shellbacks by crossing the line at the Prime Meridian. After a cherished and traditional crossing the line ceremony involving the entire crew, CARR hosted a Change Of Command Ceremony for their Commanding Officer. In a memorable ceremony CDR G.E. Lang, Jr. properly relieved CDR Peter Pagano. Once pierside in Port Gentil CARR was able to refuel, receive stores and potable water. Afterwards, CARR set sail northerly to the island of Sao Tome where she was able to pick up personnel via a small boat transfer with the EMORY S. LAND.

In a backdrop of poverty and sickness, CARR pulled in to the port of Freetown, Sierra Leone where ship's force hosted a reception for the president of Sierra Leone. Unfortunately, the president was unable to make the event due to scheduling conflicts. Guests included heads of the state department, ambassadors, leaders of the local Naval force and the media. Afterwards, CARR crewmembers were able to venture into the city to experience the culture and lifestyles of the local community.

In Dakar, Senegal, crews of the EMORY S. LAND (ESL) and CARR, along with Navy construction battalion personnel (Seabees) and a team of hydrographic experts increased maritime security in the oil-rich region; trained sailors of foreign navies; and built relationships with various governments and their people. "I believe it's really been an unqualified success on all fronts," Rowden said. "The feedback from the navies ... is that they've enjoyed the interaction with the crews of Carr and Emory S. Land and appreciated the work we've done." U.S. sailors trained African sailors on subjects ranging from leadership to damage control procedures/equipment and repaired everything from basketball courts to warships. While Rowden and other senior military officials were working with regional leaders to bolster U.S. military presence in the region, the ships' crews, Seabees, and hydrographic teams built relationships on a sailor-to-sailor level.

While transiting from one West African country to the next, CARR received much needed fuel, stores, and food from the USNS PATUXENT. Prior to commencing their UNREP, CARR and PATUXENT practiced approaches and emergency breakaways. This opportunity provided much needed training for all watch standers on both ships. After the final approach, CARR received over 100,000 gallons of fuel and safely executed a highline transfer of more than 20 pallets containing food and stores.

CARR's final port call in Agadir, Morocco, was in support of the Moroccan Royal Armed Forces 50th Anniversary. A multi national naval contingency from 8 different

Navies took part in a parade of ships at close quarters in column formation. The parade of ships included tactical signals for maneuvering and culminated when the precession rendered honors to the King and observers ashore. Following the parade of ships, CARR anchored in the harbor and observed a festive firework show as the crew enjoyed a lively “steel beach picnic.” The next day, the Moroccan Royal Navy invited all participants to a five-course luncheon comprised of traditional Moroccan foods. Meeting and speaking with naval officers from over 8 different countries helped reaffirm America’s support for and involvement in the region’s foreign affairs.

Upon departing Agadir, CARR made a brief stop for fuel in the picturesque port of Funchel, Madeira taking on over 104,000 gallons of fuel. On their voyage home across the Atlantic, CARR rejoined with the PORTER to complete multi ship training exercises. Most notable was the nighttime small arms gun exercise where thousands of tracer rounds bounced across the waves as the guns roared. CARR’s last major operation at sea was an UNREP in the VACAPES with the USNS JOHN LENTHALL on May 26, 2006. On May 27, 2006, CARR returned to her homeport of Norfolk, Virginia.

3. Chronology and Narrative

Chronology should include dates of movements; local operations and training; exercises and operations (define acronyms and purpose of exercise or operation); installation of new weapons systems or changes; major physical changes to facilities, ship or aircraft; Class A or B mishaps; port visits; unit awards received; reserve augmentation; and other significant operational or administrative events.

ATFP III PRE-LOOK	2005JAN20, 21, 24
SMA	2005JAN24-28
ATFP PHASE III	2005JAN31-2005FEB04
U/W CDS2 GP SAIL	2005FEB17-18
U/W	2005MAR14-18
U/W	2005APR21-25
U/W (TR GP SAIL)	2005APR8-15
FLEET WEEK NYC	2005MAY27-2005JUN03
U/W (C2X)	2005JUN22-2005JUL22
TR BGIEJ	2005AUG03-19
P/V SAVANNAH	2005JULY04-08
CMAV	2005JUL26-2005AUG12
U/W (NASSAU ESGEX)	2005AUG15-2005SEP02
AMMO ONLOAD (YKT)	2005SEP06-09
CMAV	2005SEP09-2005OCT10
U/W	2005OCT11-15
DEPLOY SSG 06-01	2005NOV28
BSF BERMUDA	2005NOV30-2005DEC01
P/V BARCELONA, SPAIN	2005DEC23-27
P/V ROTA, SPAIN	2005DEC29-2006JAN03
P/V PORTO GRANDE, CAPE VERDE	2006JAN09-12
P/V DAKAR, SENEGAL	2006JAN20-23

P/V ROTA SPAIN	2006JAN26-2006FEB14
BSF CANARY ISLANDS	2006FEB22
P/V PRAIA, CAPE VERDE	2006MAR05-06
P/V PORTO GRANDE, CAPE VERDE	2006MAR08-10
P/V ACCRA, GHANA	2006MAR18-24
BSP LIBREVILLE, GABON	2006APR04
P/V PORT GENTIL, GABON	2006APR08-10
BSF TEMA, GHANA	2006APR17
P/V FREETOWN, SIERRA LEONE	2006APR22-25
P/V DAKAR, SENEGAL	2006APR26-29
P/V PORTO GRANDE, CAPE VERDE	2006MAY04-08
P/V AGADIR, MOROCCO	2006MAY11-18
BSF FUNCHAL, MADIERA	2006MAY19
RTHP	2006MAY27

The most notable recognition CARR received is the DESRON Arleigh Burke Trophy. Commodore Clifford S. Sharpe, COMDESRON TWO, noted that one of the deciding factors for CARR's receipt of this award was the performance of the ship's engineering department: "CARR's vast improvements in engineering were displayed in this year's ISIC Engineering Assessment and ATG Training Assessment." In addition, the engineering department's stellar performance during last year's certifications, qualifications and Underway Demonstration helped earn CARR the Engineering/Survivability Excellence Award. CARR also received the highest DESRON TWO rating for Engineering Casualty Control Drills. Commodore Sharpe mentioned the ship's accomplishments in other excellence award areas: "This year CARR has qualified for four of five excellence awards, displayed excellence in operational readiness, and has shown an outstanding involvement in the crew's morale and welfare." The ship's outstanding performance in the Conventional Ordnance Safety Review and participation in the Submarine Commander's Course this past year helped earn her the Maritime Warfare Excellence Award. She was awarded the Logistics Management Excellence Award after receiving the highest Atlantic Fleet score during Supply Management Assessment and successfully managing her resources despite an overall budget decrease. The ship's combination of the Naval Safety Center's citation for "Best in Class," over 500 hours of incident-free flight operations, and no Class A mishaps resulted in the TYCOM Ship Safety Excellence Award.

The short narrative should amplify chronology entries (such as objectives and results of exercises/operations; commander's evaluation of exercises/operations, etc). Entries may refer to an enclosure of this report without additional description if the enclosure sufficiently reports the incident/event. For all other entries, give the date or period in YYYY-MM-DD format and provide a brief narrative. All significant events during the reporting period are to be included.

4. Supporting Reports

Supporting Reports are those reports required by other instructions that provide significant data about the command during the calendar year. These reports may be submitted “as is,” eliminating the need to duplicate information for this report that is already contained in reports prepared in response to other instructions and requirements. Examples include battle efficiency, safety and other award submissions, major staff or command studies, and end of cruise reports or briefs. For units engaged in or directly supporting combat, significant wartime or peacetime operations (named operations, non-combat evacuation operations, disaster relief or other humanitarian operations, etc.) or major exercises, enclosures may include, but are not limited to:

- a. Situation Reports
- b. Intentions Messages
- c. Operational Reports
- d. Operations Orders/Deployment Orders
- e. Operational Plans
- f. Personal For Messages
- g. After Action Reports
- h. Significant Electronic Message Traffic (outgoing/e-mail/chat)
- i. Battle Damage Assessments
- j. Casualty Reports
- k. End-of-Cruise/Deployment Reports
- l. Intelligence Summaries
- m. Major Exercise Reports

List below the items submitted, indicating the classification of each. Electronic reports should be in a Microsoft Office format (Word, Excel, Power Point, or Access), HTML, PDF, JPG, GIF, or plain text. It is unnecessary to convert non-electronic documents to electronic format. Submit electronic reports via e-mail or on CD-ROM as explained at the end of this form. Enclosures that do not exist in electronic format should be listed below and submitted in hardcopy in the same manner as a CD-ROM.

- A. Situation Reports: Classified*
 - B. Operational Reports: Classified*
 - C. After Actions Reports: Classified*
 - D. Casualty Reports: Classified*
-

5. Published Documents

List below the published documents being submitted in either electronic or paper format, indicating the classification of each item. Documents to be submitted include cruise books, change of command programs, commissioning/decommissioning brochures, establishment/disestablishment/deactivation brochures, copy of command's web site, news releases, biography of commander, welcome aboard brochures, newspaper articles, command studies, statistical data, etc.

Electronic documents should be in a Microsoft Office format (Word, Excel, Power Point, or Access), HTML, PDF, JPG, GIF or plain text. Documents in electronic format are to be submitted via e-mail or on CD-ROM as explained at the end of this form. It is unnecessary to convert non-electronic documents to electronic format. List any enclosures that are not electronic and submit in hardcopy in the same manner as a CD-ROM.

- A. Change of Command Program: Unclassified
 - B. Copy of Command's Website: Unclassified
 - C. Biography of Commanding Officer: Unclassified
 - D. Welcome aboard pamphlet: Unclassified
 - E. Newspaper Articles: Unclassified
 - F. Command Newsletters: Unclassified
-

6. Photographs

List below official photographs and any other command-generated media being submitted in either electronic or paper format. Photographs to be submitted include: official photo of commanding officer; recent photo of ship, aircraft, or facility; and photos of historic events associated with the command. Photographs submitted electronically should be in JPG, TIFF or GIF format. It is unnecessary to convert non-electronic documents to electronic format. Photographs in electronic format are to be submitted via e-mail or on CD-ROM as explained below. Enclosures that do not exist in electronic format should be listed below and submitted in the same manner as the CD-ROM. Also include any photographs covering operational strikes, battle damage (especially that sustained by own ship, aircraft, facilities or equipment), or other relevant photos relating to combat or deployment operations.

- A. Official photo of Commanding Officer**
 - B. Recent photo of ship**
 - C. Recent photo of aircraft**
 - D. Photos of historic events associated with the command**
-

Submit this Command Operations Report as follows:

Via e-mail, to one of the three e-mail addresses:

All air/aviation commands: aviationhistory@navy.mil

All ships: shiphistory@navy.mil

All other commands: archives@navy.mil

Place any attachments too large for transmission via e-mail on CD-ROM and send by an approved commercial courier, such as FEDEX or UPS. Check CDs for readability before submission to guard against corruption. Forward paper records included as attachments in the same manner. **Do not forward Command Operations Reports via U.S. mail, as all mail addressed to the Naval Historical Center is irradiated and will result in destruction of discs and damage to paper enclosures.** Address all shipments to:

Naval Historical Center
(Attn: Ships History/Aviation History/Operational Archives) *
805 Kidder Breese Street SE
Washington Navy Yard, DC 20374-5060

Submit **Confidential and Secret** Command Operations Reports electronically via SIPR-net e-mail to one of the three e-mail addresses:

All air/aviation commands: aviationhistory@cno.navy.smil.mil
All ships: shiphistory@cno.navy.smil.mil
All other commands: archives@cno.navy.smil.mil

Place any **classified** attachments too large for transmission via e-mail on CD-ROM and send by an approved commercial courier, such as FEDEX or UPS. Check CDs for readability before submission to guard against corruption. Forward classified paper records included as attachments in the same manner. **Do not send attachments to the Command Operations Report via U.S. mail, as all mail addressed to the Naval Historical Center is irradiated and will result in destruction of discs and damage to paper enclosures.** Ensure all items are properly marked and wrapped. Address all shipments to:

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Washington Navy Yard, DC 20374-5060

Forward Command Operations Report enclosures containing **Top Secret** via courier to:

405130-BA 33
NHC/AR Washington, DC

Forward Command Operations Report enclosures containing **Sensitive Compartmented Information (SCI)** via courier to:

449354-BA 31
ONI/Suitland, MD

The inner wrapper should read: ONI Historian, ONI-ODB EXT 2975

Telephone numbers for the ONI Historian are DSN 659-4488/5901, Commercial (301) 669-4488/5901.

* The attention line should read **Ships History** for all ships, **Aviation History** for all air/aviation commands, and **Operational Archives** for all other commands. Telephone numbers for these branches are as follows: Ships History Branch, DSN 288-6802, Commercial (202) 433-6802; Aviation History Branch, DSN 288-2321, Commercial (202) 433-2321; Operational Archives Branch, DSN 288-3224, Commercial (202) 433-3224.