



DEPARTMENT OF THE NAVY

USS CLEVELAND (LPD-7)
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From: Commanding Officer, USS CLEVELAND (LPD 7)
To: Director of Naval History (OP-09BH), Washington Navy Yard,
Washington, DC 20374-0571

Subj: COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12G

Encl: (1) Command Composition and Organization
(2) Command History Chronology, 01 January 2002 - 31 December 2002
(3) Chronology Narrative
(4) Current Commanding Officer's Biography
(5) Previous Commanding Officer's Biography
(6) Ship's Photograph
(7) Press Releases for 2002
(8) Current Ship's "Welcome Aboard" Pamphlet
(9) Situational Reports

1. Per reference (a), enclosures (1) through (9) are submitted.

A handwritten signature in black ink, appearing to read "R. W. Brown".

R. W. BROWN

I. COMMAND COMPOSITION AND ORGANIZATION

UIC: 07181, CLE

Mission: To boldly and safely conduct Expeditionary Maneuver Warfare in support of our amphibious ready group commander. CLEVELAND has been guided by seven command principles:

- (1) Integrity
- (2) Level of knowledge
- (3) Procedural compliance
- (4) Forceful Backup
- (5) Formality
- (6) Questioning attitude
- (7) Foresight

Organizational Structure- USS CLEVELAND is attached to COMMANDER, AMPHIBIOUS GROUP THREE.

Name of Commander- CAPT Robert W. Brown, USN

Permanent Duty Station- Naval Station San Diego, CA

II. CHRONOLOGY

01 JANUARY 2002 -31 DECEMBER 2002

01– 22 Jan 02: Holiday leave and upkeep period

23– 25 Jan 02: Underway – Southern California (SOCAL) Operating
Area (OPAREA)

26Jan-05 Feb 02: Inport San Diego, CA

06Feb- 08Feb 02: Underway SOCAL OPAREA for DLQs, and RAS with USNS
TIPPECANOE

09-10 Feb 02: Inport San Diego, CA

11-14 Feb 02: Underway to Seal Beach for Ammo Offload

15-20 Feb 02: Inport San Diego, CA

21-23 Feb 02: Transit to Puerto Vallerta, Mexico

24-27Feb 02: Inport Puerto Vallerta, Mexico (Anchored)

28 Feb- 08 Mar 02: Transit to San Diego and preparation for JSHIP

09-19 Mar 02: Inport San Diego, preparing for PMA

20Mar to 23 May 02: Yard Period (PMA) South West Marine San Diego

23 May 02: Underway, Sea Trials cancelled; Moored Pier Six

24May- 10 Jun 02: Inport San Diego, CA

11-12 Jun 02: Underway SOCAL OPAREA (Midshipman, Civilians) Moored
Pier Six

13-17 Jun 02: Inport San Diego, CA

18-21 Jun 02: Underway SOCAL OPAREA (Midshipman, Civilians)

22-08 Jul 02: Inport San Diego, CA

09-11 Jul 02: Underway SOCAL OPAREA (Leaders to Sea, Midshipman)

12-14 Jul 02: PVST Redondo Beach (Anchored)

15-19 Jul 02: Underway SOCAL OPAREA (Midshipman)

20-30 Jul 02: Inport San Diego, CA

31 Jul- 02 Aug 02: Underway SOCAL OPAREA CART I/II, ATGPAC, RAS (Midshipman)

03-12 Aug 02: Inport San Diego, CA

13-16 Aug 02: Underway SOCAL OPAREA: PACTRAMID 3, AOT-2, MAGTF-24, JSHIP

17-18 Aug 02: Inport San Diego, CA

19-23 Aug 02: Underway SOCAL OPAREA: MAGTF-24, AOT 2

24 Aug- 03 Sep 02: Inport San Diego, CA

04-06 Sep 02: Underway SOCAL OPAREA

07-16 Sep 02: Inport San Diego, CA

17-23 Sep 02: Underway SOCAL OPAREA: PVST Santa Barbara (Anchored)

23-26 Sep 02: Underway SOCAL OPAREA: TSTA, ENG LTT, Moored Pier 6 evening of the 26th

27 Sep- 07 Oct 02: Inport San Diego, CA

08-11 Oct 02: Underway SOCAL OPAREA: PVST San Francisco Fleet Week

12-14 Oct 02: Inport San Francisco, CA

15-17 Oct 02: Underway SOCAL OPAREA

18-27 Oct 02: Inport San Diego, CA

28-29 Oct 02: Underway SOCAL OPAREA: Underway Demonstration

30 Oct- 04 Nov 02: Inport San Diego, CA

05-07 Nov 02: Underway SOCAL OPAREA: Final Evaluation Problem

08-15 Nov 02:	Inport San Diego, CA
15 Nov 02:	Change of Command
16-19 Nov 02:	Inport San Diego, CA
20-22 Nov 02:	Underway SOCAL OPAREA: VBSS Training, DLQs
23 Nov- 01 Dec 02:	Inport San Diego, CA
02-05 Dec 02:	Underway SOCAL OPAREA: Ammo Onload, Seal Beach
06-13 Dec 02:	Inport San Diego, CA
14-31 Dec02:	Holiday leave period

III. NARRATIVE

2002 provided CLEVELAND the opportunity to reach new goals. It was a year of many changes and hard work. All efforts were focused at getting CLEVELAND and her crew ready for her 2003 deployment.

January 2002 was the end of a much deserved holiday leave and upkeep period. On 23 January, CLEVELAND got underway for three days to sharpen senses and prepare the crew for the long road ahead of them. Those few days were packed with drills, Deck Landing Qualifications (DLQs) and familiarization training with newly arrived Sailors.

After pulling into San Diego Harbor for about ten days, it was time to return to sea for more training, more DLQs and refueling at sea with the USNS TIPPECANOE. CLEVELAND pulled in for the weekend and went out again, except this time the mission was to offload remaining ammunition at Seal Beach in preparation for our Phased Maintenance Availability. Our Sailors from Deck Department were instrumental during this evolution, offloading all ammo onto LCUs quickly and safely. This made it possible for CLEVELAND to be ahead of schedule and return to port early the evening of the 14th.

CLEVELAND remained in San Diego for five more days, then left for Puerto Vallarta, Mexico for a last chance liberty port before entering a 9 week Phased Maintenance Availability (PMA.) Plaques were exchanged between CLEVELAND, the mayor, the local police department and the Mexican Navy. She remained anchored in the harbor for four days. On the morning of the 24th, she weighed anchor and headed north to the Southern California Operations Area (SOCAL OPAREA.) Upon arrival on the 28th of February, CLEVELAND's Air Department and Crash and Salvage teams were put to the test, training for JSHIP exercises which involved landing army helicopters with army pilots on an LPD. CLEVELAND

was the first LPD to perform this task and surpassed all expectations from the embarked JSHIP organization.

After completing JSHIP, CLEVELAND returned to her homeport of San Diego on the 8th of March in preparation for the up coming PMA. For ten days, the chain of command from Work Center Supervisors and above continually groomed jobs in an effort to ensure that each department received the much needed work they required. On the 20th of March, CLEVELAND was towed over to South West Marine San Diego to commence many needed overhauls and upgrades. The amount of work compressed into this package made CLEVELAND the largest job ever completed by South West Marine. The jobs ranged from a massive removal of asbestos insulation, removing and replacing many pumps and valves in the Main Engine rooms, applying new layers of PRC coating in almost every space onboard, removal of over thirty urinals, and Damage Control Assessments of all repair lockers, removal of over fifty interior and exterior water tight doors for powder coating, tiger teams working around the clock to paint every space aboard, installing thirteen new package air conditioning units, rehabilitation of A&R berthing and Combat Systems head, and the removal and install of two rebuilt CIWS mounts, overhauling, painting, and preserving every tank onboard, installing eddy pumps for all three CHT pump rooms, installing radar tank level indicators (TLIs), remodeling the wardroom and installing a new wood deck in the well deck. This is just a few of the many projects that were completed during this short nine-week availability.

23 May 2002, CLEVELAND were finally finished with the overhaul from South West Marine, and was moved to Pier Six, back at Naval Station San Diego. After 24 May, while inport, the crew readied the ship for the arrival of midshipman as part of their summer cruise.

On 11 June, CLEVELAND went to sea with midshipmen and some civilians to demonstrate CLEVELAND's new additions and check systems. She returned the following day, with only her port anchor. The starboard anchor detached while performing a drop test. The swivel shot on the detachable link failed. The anchor was recovered from 32-38.00 north, 117-13.37 west. She got underway again between the 18th and the 21st for more system checks and operational tests.

09 July, CLEVELAND got underway for 'Leaders to Sea,' which included local business owners, and politicians. This was an awesome opportunity for CLEVELAND to demonstrate to the local community the effective use of federal tax dollars. Various operations and drills were performed so our guests could see that CLEVELAND was making the most effective use of tax dollars and why local support is critical to our Sailors and for the US Navy. She anchored on the 11th of July to enjoy a three-day port visit in Redondo Beach, California. CLEVELAND got underway on the 15th and arrived back in San Diego on the 19th, remaining inport until the 30th.

On 31 July, CLEVELAND got underway with Afloat Training Group (ATG) for CART II and to refuel. CLEVELAND passed CART II and returned on 02 August. From the 13th to the 16th, CLEVELAND conducted JSHIP, and Amphibious Orientation Training (AOT-2) in preparation for deployment. CLEVELAND returned to San Diego for that weekend and returned to sea from 19 to 23 August to continue more drills and training in support of AOT. From the 24th of August to the 3rd of September, CLEVELAND remained inport San Diego.

From the 4th to the 6th, CLEVELAND returned to the SOCAL OPAREA to continue preparing and training for deployment. After returning to Naval Station San Diego on the 7th, CLEVELAND got underway on the 17th and proceeded north to Santa Barbara, California. It was on this short voyage that Commander Hogsten was relieved by Lieutenant Commander

Rodgers as Executive Officer. From the arrival on the 20th until she departed, favorable community relations were built between ship's company and the local Navy League. Many tours were provided and on the night of the 23rd, CLEVELAND organized and catered a reception on the flight deck, providing an excellent opportunity for our gracious hosts to observe a beautiful Southern California sunset. She weighed anchor the following morning to return to the SOCAL OPAREA and to complete the Tailored Ship Training Assessment (TSTA) and a focused training provided by ATG Limited Training Teams (LTT). On the evening of the 26th, we moored to Pier Six at Naval Station San Diego. She remained inport up to the 7th of October.

On 08 October, CLEVELAND set sail to San Francisco for the annual Fleet Week celebration, the first one held since the 9/11 attacks. She arrived on the morning of the 12th, enjoyed a couple days of liberty, and departed on the morning of the 15th and returned to San Diego on the 17th where she moored inport San Diego from the 18th to the 27th. From the 28th to the 29th, CLEVELAND's Engineering Department performed superbly for Underway Demonstration. Upon completion, CLEVELAND's Engineers received high praises and earned the title 'Best Engineering Team' on the West coast. They performed better on all drills and evolutions than any other ship regardless of propulsion type. From the 30th to the 4th of November CLEVELAND remained inport San Diego.

On the 5th of November, CLEVELAND returned to sea to complete the Final Evaluation Problem (FEP). It was now time for all the other training teams to step up to the challenge and be assessed for deployment. For two days, the crew was challenged in the repair lockers, gun mounts, in the Combat information Center (CIC), and the Bridge team. All watch teams and training teams performed to an exemplary standard. After completing FEP in a two-day record, we returned to Naval Station San Diego to prepare for the change of command ceremony on the 15th.

On 15 November, Captain Lawrence S. Rice was properly relieved by Captain Robert W. Brown as Commanding Officer.

From the 16th to the 19th, CLEVELAND rested for a couple days inport San Diego. From the 20th to the 22nd, CLEVELAND returned to the SOCAL OPAREA to receive Vessel Boarding Search and Seizure (VBSS) training and complete DLQs. CLEVELAND returned to port from the 23rd of November to the 1st of December, and left on the morning of the 2nd enroute to Seal Beach to conduct an ammo onload. CLEVELAND returned to port on the 6th of December. The first Leave and Upkeep period began on the 14th. On December 25th, CLEVELAND received the order to deploy with Amphibious Task Force West (ATF West) on January 17, 2003. All the hard work and training were now going to be employed in a matter of weeks into the New Year.

CLEVELAND's Sailors and Officers met many challenges and shared multiple new experiences in 2002. Upon their arrival in 2001, every member of ship's company knew that the following year would be very tasking and trying. They still put in the extra energy and many hours to push CLEVELAND to the level of excellence for which is she known. Every underway and assessment was a success and an opportunity to excel. Upon receiving the order to deploy on Christmas day, CLEVELAND was certainly ready to carry that excellence to the war of inevitability.