



DEPARTMENT OF THE NAVY  
USS CROMMELIN (FFG-37)  
FPO AP 96662-1492

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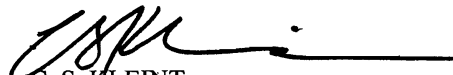
From: Commanding Officer, USS CROMMELIN (FFG-37)  
To: Director, Naval Historical Center

Subj: COMMAND HISTORY 1999

Ref: (a) OPNAVINST 5750.12G

Encl: (1) Command Composition and Organization  
(2) Chronology  
(3) Narrative  
(4) Welcome Aboard Pamphlet

1. Per reference (a), enclosures (1) through (4) are submitted.

  
C. S. KLEINT

## COMMAND COMPOSITION AND ORGANIZATION

- a. **Mission.** USS CROMMELIN's mission is to provide air, surface and undersea protection for underway replenishment groups, convoys, amphibious forces and other military and merchant shipping.
  
- b. **Organizational Structure.**
  - 1. Immediate Superior in Command: Commander, Destroyer Squadron Thirty-One.
  - 2. Units under operational /administrative control: None.
  
- c. **Commanding Officer.** Craig S. Kleint, Commander, United States Navy.
  
- d. **Permanent Duty Station.** Pearl Harbor, Hawaii, United States of America.
  
- e. **Type and Number of Aircraft Assigned.** One SH-60B was assigned during the following periods:
  - 24 August – 24 November, 1999 for Operation CAPER FOCUS '99

## CHRONOLOGY

### **JANUARY 1999**

- 01-31 - Moored, Naval Station Pearl Harbor.
- 01-11 - Holiday Leave and Upkeep.
- 12 - Secure from Holiday Leave and Upkeep.
- 13 - Commence Selected Restricted Availability.
- 15-20 - Host ship for FS PRAIRIAL (F 731).

### **FEBRUARY 1999**

- 01-28 - Moored, Naval Station Pearl Harbor
- 01-28 - Selected Restricted Availability.
- 19 - Flight deck awards ceremony.

### **MARCH 1999**

- 01-22 - Moored, Naval Station Pearl Harbor.
- 19 - COMDESRON THREE ONE Dining Out.
- 23 - Fast cruise.
- 23 - Vice Admiral Moore, COMNAVSURFPAC, tour and visit.
- 25 - Underway from Naval Station Pearl Harbor for independent steaming in the Middle Pacific.
- 26 - Underway replenishment with USNS JOHN ERICSSON (TAO-194).
- 27 - Moored, Naval Station Pearl Harbor.
- 29 - Underway from Naval Station Pearl Harbor for Naval Magazine, Lualualei.
- 29 - Moored, Naval Magazine, Lualualei for weapons onload.
- 29 - Underway from Naval Magazine, Lualualei for COMDESRON THREE ONE Golden War Canoe Multi-Sail.
- 30-31 - COMDESRON THREE ONE Multi-Sail.

**APRIL 1999**

- 01-02 - COMDESRON THREE ONE Multi-Sail.
- 02 - Underway replenishment with USNS JOHN ERICSSON (TAO-194).
- 03 - Moored, Naval Station Pearl Harbor.
- 07 - Underway from Naval Station Pearl Harbor for Hilo, Hawaii and the Merrie Monarch Festival.
- 08 - Moored, Hilo, Hawaii for the Merrie Monarch Festival.
- 09 - Ship tours given to approximately 100 civilians in conjunction with the Merrie Monarch Festival.
- 09 - Rear Admiral J.W. Townes, COMNAVSURFGRU MIDPAC, aboard for flight deck reception with approximately 85 members of the Merrie Monarch Royal Court and Hilo Chapter of the Navy League.
- 10 - Ship tours given to approximately 100 civilians in conjunction with the Merrie Monarch Festival.
- 11 - Ship tours given to approximately 100 civilians in conjunction with the Merrie Monarch Festival.
- 12 - Underway from Hilo, Hawaii for Pearl Harbor with 20 Hilo Navy League riders.
- 12 - Moored Naval Station Pearl Harbor to disembark Navy League riders.
- 12-14 - Underway from Naval Station Pearl Harbor for independent steaming in the Middle Pacific.
- 13 - Underway replenishment with USNS JOHN ERICSSON (TAO-194).
- 14 - Moored, Naval Station Pearl Harbor.
- 16 - Rear Admiral Green, Commander, Cruiser Destroyer Group Three, tour and visit.
- 19-20 - Aviation Certification.
- 19-23 - Logistics Assessment Training Review (LATR) inspection.
- 26-30 - Command Assessment of Readiness and Training (CART).
- 28-30 - Underway from Naval Station Pearl Harbor for CART II in the Middle Pacific.
- 29 - Underway replenishment with USNS JOHN ERICSSON (TAO-194).

30 - Moored, Naval Station Pearl Harbor.

**MAY 1999**

01-10 - Moored, Naval Station Pearl Harbor.

11 - Underway from Naval Station Pearl Harbor for towing exercise with USS Russell (DDG-59).

11-16 - Moored, Naval Station Pearl Harbor.

17-20 - Underway from Naval Station Pearl Harbor for Tailored Ship's Training Availability (TSTA) in the Middle Pacific.

21-24 - Moored, Naval Station Pearl Harbor.

25-28 - Underway from Naval Station Pearl Harbor for TSTA in the Middle Pacific.

25 - Moor-to-a-buoy exercise.

27 - Underway replenishment with USNS JOHN ERICSSON (TAO-194).

28-31 - Moored, Naval Station Pearl Harbor.

**JUNE 1999**

01-14 - Moored, Naval Station Pearl Harbor.

01-11 - Combat Systems Readiness Review.

01-12 - Fleet Maintenance Availability 903.

15-18 - Underway from Naval Station Pearl Harbor for Week One Workups with HSL-37 and TSTA in the Middle Pacific.

15 - Spike Lee onboard for Navy recruiting commercial filming.

18 - Moored, Naval Station Pearl Harbor.

21-24 - Underway from Naval Station Pearl Harbor for Engineering Qualification in the Middle Pacific.

24 - Engineering Qualification completed successfully. Moored, Naval Station Pearl Harbor.

25 - Captain Doud, Head Surface Detailer visit.

29 - Underway from Naval Station Pearl Harbor for TSTA in the Middle Pacific.

29 - Moor-to-a-buoy exercise.

30 - Surface Ship Radiated Noise Measurement.

### **JULY 1999**

01 - Torpedo firing exercise.

02 - AAW-11-SF Dual Stream Raid Missile Firing Exercise.

02 - Moored, Naval Station Pearl Harbor.

07-08 - Underway from Naval Station Pearl Harbor for Final Evaluation Period (FEP) in the Middle Pacific.

08 - FEP complete.

08 - Moored, Naval Station Pearl Harbor.

22-26 - Dependents Cruise to Lahaina, Maui.

27 - Commence POM leave period.

27-31 - Moored, Naval Station Pearl Harbor.

### **AUGUST 1999**

01-23 - Moored, Naval Station Pearl Harbor.

23 - Secured from POM stand down.

23 - Deploy to Eastern Pacific for Operation CAPER FOCUS '99 under tactical control of Joint Inter-Agency Task Force (JIATF) West.

24 - Underway from Naval Station Pearl Harbor for Junior Officer Shiphandling competition with COMDESRON THREE ONE embarked.

24 - Underway replenishment with USNS JOHN ERICSSON (TAO-194).

24 - Embark SH-60B helicopter "EASY RIDER" 51 from HSL-37.

30 - Moored, Naval Station San Diego.

### **SEPTEMBER 1999**

01-03 - Moored, Naval Station San Diego.

03 - Embark Coast Guard Law Enforcement Detachment (LEDET) 106.

03 - Underway from Naval Station San Diego for Exercise FOXHUNT.

- 03 - Underway replenishment with USNS GUADALUPE (TAO-200).
- 03-17 - Underway for Counter-Drug Operations in the Eastern Pacific (Operation CAPER FOCUS).
- 10 - Boarded and cleared Costa Rican F/V *FORMOSA I*.
- 14 - Underway replenishment with USNS GUADALUPE (TAO-200)
- 17-20 - Inport, Acapulco, Mexico
- 22 - Brief stop for fuel in Puerto Quetzal, Guatemala
- 30 - Underway replenishment with USNS PECOS (TAO-197).

**OCTOBER 1999**

- 01-17 - Underway for Counter-Drug Operations in the Eastern Pacific (Operation CAPER FOCUS).
- 13 - Underway replenishment with USNS GUADALUPE (TAO-200).
- 16 - Boarded and cleared Mexican F/V *BAHIA DE LOS ANGELES VII*
- 17-21 - Inport, Puerto Vallarta, Mexico.
- 20 - Disembark LEDET 106, embark LEDET 102
- 21-31 - Underway for Counter-Drug Operations in the Eastern Pacific (Operation CAPER FOCUS).
- 25 - Boarded F/V *ATUN IV*. Vessel turned over to Mexican Navy under suspicion of illegal drug activity.
- 27 - Underway replenishment with USNS PECOS (TAO-197).

**NOVEMBER 1999**

- 01-08 - Underway for Counter-Drug Operations in the Eastern Pacific (Operation CAPER FOCUS).
- 07 - Underway replenishment with USNS GUADALUPE (TAO-200).
- 09-11 - Inport, Cabo San Lucas, Mexico.
- 12 - Underway for Port Hueneme, California.
- 14 - Underway replenishment with USNS GUADALUPE (TAO-200).
- 14-18 - Moored, Naval Station Port Hueneme, California for Combat Systems Groom.

- 18 - Underway from Port Hueneme for Pearl Harbor, Hawaii.
- 18 - Embark 15 "Tigers" for TIGER CRUISE '99.
- 24 - Homecoming.
- 24-31 - Moored, Naval Station Pearl Harbor.
- 24 - Commence Post-Deployment Leave and Upkeep

**DECEMBER 1999**

- 01-31 - Moored, Naval Station Pearl Harbor



## NARRATIVE

CROMMELIN completed a demanding year of maintenance, training and real world operations in 1999. Beginning with a complex nine-week availability, through the Inter-deployment Training Cycle (IDTC) Basic Training Phase, culminating in a three-month independent deployment to the Southeastern Pacific in support of Joint Inter-Agency Task Force (JIATF) West, CROMMELIN compiled an extraordinary record of consistent, uninterrupted success.

CROMMELIN began 1999 by completing a demanding nine-week, private sector CNO Selected Restricted Availability in Pearl Harbor. The availability was completed on time despite 50 percent growth work and a contractor who exhibited dubious managerial and quality assurance practices. Despite the many obstacles standing in the way of on-time completion, CROMMELIN went to sea as scheduled as a fully functioning ship with no significant problems.

Literally days after emerging from the SRA, CROMMELIN received short-fused tasking from COMDESRON THREE ONE to make preparations to represent the U.S. Navy at the Merrie Monarch Festival in Hilo, Hawaii. Unfortunately, the timing afforded less than a week to plan the necessary details to pull off a first-class, high-visibility event. Nevertheless, the crew rose to the occasion, displayed characteristic team spirit, and simply made it happen. CROMMELIN conducted hundreds of ship tours, provided a ship's force drill team for the festival parade, supported a widely publicized community relations project and supported Commander, Naval Surface Group Middle Pacific in hosting a gala reception onboard for numerous local dignitaries.

Throughout the SRA, CROMMELIN implemented a long-term training program to prepare for the upcoming training cycle. The plan was enormously ambitious and proved much easier to plan for than to execute. Nevertheless, through meticulous coordination with the SRA contractor and Pearl Harbor Naval Shipyard, we were able to provide quality training to the crew and turn a normally idle maintenance period into a productive extension of our upcoming IDTC. A clear example of the results of that program was provided by the crew's performance during the Commander's Assessment of Readiness and Training (CART II) five short weeks after leaving the yards. Five key areas were assessed to be at the Final Evaluation Period (FEP)-level during CART II. A majority of the remaining areas were assessed to be at the TSTA III and TSTA II-levels. Another enormous victory was the validation of the Cruise Missile Test Qualification on the first day of training. This enabled the ship to expand its training focus to other areas needing attention.

Although CROMMELIN was able to accelerate the training process with a forward-leaning, between the lifelines training program during the SRA, effective deckplate engineering training was not possible due to the sheer magnitude of industrial work being performed. Despite the additional handicap of only seven weeks and 17 underway steaming days between CART II and Engineering Qualification (E-QUAL) Underway Demonstration, CROMMELIN's engineers undertook an exhaustive training program which aggressively squeezed the most out of every precious steaming day. Result: the ship executed a near-perfect Underway Demonstration, during which the COMNAVSURFPAC Engineering Qualification Team assessed 100% of drills and 28 of 29 evolutions as "Effective."

The final results of the IDTC were impressive to say the least, with CROMMELIN exceeding all expectations. The ship completed the Tailored Ship's Training Availability in an amazing 9 weeks from CART II to FEP. Despite the short duration of TSTA, CROMMELIN put together a training syllabus, which pushed the envelope and included difficult, complex evolutions not mandated by the minimum TSTA guidelines. More importantly, we quickly and effectively demonstrated the ability to train ourselves, and the crew developed a solid sense of self confidence in their ability to execute the types of evolutions they would later be required to execute during the ship's upcoming three-month CDOPS deployment.

When the ship did deploy in August, she did so with a degree of self-confidence that only comes from intense training and superior leadership at all levels. While deployed under JIATF West tactical control, CROMMELIN operated at sea for 77 of 92 days. Operating in the vanguard of our Nation's drug interdiction effort, CROMMELIN participated in Operation CAPER FOCUS, a joint JIATF East/West effort. CROMMELIN made tremendous contributions to JIATF West's understanding of the latest narcotics smuggling profiles, specifically, the use of radar picket and scout vessels to "sanitize" smuggling routes. Additionally, intelligence generated by CROMMELIN directly contributed to three major cocaine seizures by the Coast Guard vessels that relieved us, occurring literally days after CROMMELIN's departure from the AOR.

What is even more impressive about CROMMELIN's deployment success is that it was accomplished independently. CROMMELIN Sailors made the difficult routine, by demonstrating astonishing self-sufficiency and trademark ingenuity – maintaining 100 percent mission readiness throughout the deployment. CROMMELIN received virtually all fuel, stores, and repair parts at sea from replenishment oilers. Ship's force also effected major repairs to a wide variety of equipment "on the fly" and with little or no outside assistance. As a result, CROMMELIN was recognized by COMNAVSURFPAC as the Self-Sufficient Ship of the Quarter for fourth quarter FY 99.

By any objective measure, CROMMELIN's operational performance and mission readiness have improved markedly in the course of the past year, and the ship's demanding maintenance/training/inspection cycle and 3-month deployment were carried out with great success. The results of outside assessments, which were sometimes marginal in year's past, were also met with consistently superior results in 1999. What matters most, however, is that a crew lived, worked, and trained together to make a ship better at the end of a year than they found it at the beginning. That crew trained to fight and win not in pursuit of an award, but because it was the right thing to do. Early on in the year, it became obvious to many, and understandable to all, that improving the ship and achieving mission success meant raising the bar, improving upon past efforts, and not taking "no" for an answer and longer. CROMMELIN's performance in 1999 is a product of that team commitment.