

OPNAVINST 5750.12J

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# Command Operations Report

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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.

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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.

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## 1. Command Data

Name of your Command or Organization: **USS FARRAGUT (DDG 99)**

Unit Identification Code (UIC), per the SNDL: **23150**

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

Last: **McLay** First: **Deidre** M.I.: **L** Rank: **CDR**

Date Assumed Command (date format YYYY-MM-DD): **2006-01-06**

Mission/Command Employment/Area of Operations: **New Construction, Precommissioning, Shakedown, ship training cycle/Ship Custody Transfer, Industrial Post Delivery Availability (IPDA), Move Aboard, Crew Cert, AVCERT, ARQ, Sail Away, ULTRA E, EOC, ULTRA C, Joint Task Force Exercise (JTFEX) 06-2, Combat Systems Ship Qualification Trials (CSSQT), Submarine Commanders Conference (SCC) 4-06, Final Evaluation Problem (FEP), Board of Inspection and Survey (INSURV) Final Contract Trials (FCT), Post Shakedown Availability/ Second Fleet Area of Operations (AOR) including Cape Cod, Virginia Capes, Cherry Point, Charleston, Jacksonville, Cape Canaveral, and Tongue of the Ocean Operating Areas.**

Permanent Location (Home Port for deployable units): **Mayport, Florida**

Immediate Superior In Command:

Operational: 2006-01-06 through 2006-12-31: Destroyer Squadron 14  
2007-01-01 through 2007-02-28: Destroyer Squadron 24  
See following paragraph for exercise operational ISICs.

Administrative: 2006-01-06 through 2006-12-31: Destroyer Squadron 14  
2007-01-01 through 2007-02-28: Destroyer Squadron 24

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):  
2006-07-20 through 2006-07-28 participated in JTFEX 06-2 under THEODORE ROOSEVELT CARRIER STRIKE GROUP (CTG 955.1)  
2006-11-11 through 2006-11-16 participated in Submarine Commander's Conference (SCC) 4-06 under the operational chain of command of COMDESRON 22.

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: N/A

Commands, Detachments or Units deployed on board or stationed aboard as tenant activities (as applicable): N/A

Number of Personnel Assigned:

Officers: 29 Enlisted: 269 Civilian: 0

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

Name (Rank, First Name, Middle Initial, Last Name):

Job Title/Office Code: Navigator

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

Phone number(s): 904-270-6242, 904-270-1654 X3011, 1409

Command Mailing Address:

USS FARRAGUT (DDG 99)

FPO/AA 34091-1211

## 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.

USS FARRAGUT (DDG 99) spent 2006 establishing the command as a fleet asset and executing all of the normal post delivery testing events as well as training requirements and routine tasking from Commander, Second Fleet.

The heightened expectations for more rapidly making a newly commissioned ship ready for surge tasking was evident in FARRAGUT's schedule for 2006.

The three major requirements that filled the schedule between sail away from Bath Iron Works (BIW) in May 2006 and the end of 2006 were Combat Systems Ship Qualification Trials (CSSQT), executing the training requirements of the Surface Force Training Manual to certify in as many mission areas as possible and execute a successful Final Evaluation Problem (FEP), and preparations for the Board of Inspection and Survey Final Contract Trials (FCT). In addition to these known and planned for events, FARRAGUT was tasked by Second Fleet to participate as a Blue Force asset in a Joint Task Force Exercise (JTFEX) one month after Commissioning; we performed numerous Deck Landing Qualification (DLQ) events in support of HSL and HSC training needs, went on a high priority port visit to Philadelphia for the 4th of July, and were full exercise participants in a week long Submarine Commander's Course USW event.

There appeared to be no distinction made between FARRAGUT as a new ship and any other ship regarding tasking and expectations of proficiency, so it was very disappointing to be found ineligible to qualify for Departmental Excellence Awards due to an obscure sentence in the Surface Force Training Manual that disallowed consideration unless all pre-deployment certifications were complete. FARRAGUT had no Visit Board Search and Seizure (VBSS) Team qualification due to unavailability of schools, and no 3M Certification or Supply Management Certification due to insufficient records to review. As the Commander, I could see not awarding the Blue E for logistics due to these gaps, but the Red E for Engineering, the Black E for Maritime Warfare, and the Green E for C4I should have been granted to FARRAGUT for the crew's superb execution of a challenging year, and for their achievement of excellence.

Pre-Commissioning duty and bringing a new destroyer to life have some elements unique to this time in the ship's life. One is the sense of being "deployed to Maine" while at the Pre-Commissioning Unit (PCU) at the building yard. Much of the crew in Maine was without their families for as much as a year before the ship was ready for occupation and operation. The time spent training, writing directives, learning the ship, establishing programs and policies, and maintaining military standards set the foundation for success in the first year of operations.

A second aspect of a new ship is the extra high demand on ceremonial, social, and teamwork skills. Being the newest ship around, the interest in groups visiting is high. The coordination of the 10 June 2006 Commissioning Ceremony in Mayport, Florida took months of preparation and required close interaction with a number of groups. Of

particular enjoyment were the members of the FARRAGUT Association, comprised of sailors from former ships bearing the FARRAGUT name, primarily DLG-6/DDG-37, in service from 1960-1989. The program office, warfare center, contractor, and "cast of thousands" that supported CSSQT became a part of the crew as they essentially lived and worked onboard the ship for much of August, September, October and November. Additionally, we had a BIW Warranty Engineer onboard for the entire year. Fortunately, FARRAGUT's crew possessed outstanding social, ceremonial, and teamwork skills and became known as a courteous, professional, skilled crew. As Commanding Officer, I often reflected on how fortunate I was to have drawn such a talented and capable crew. The Mayport, Florida homeport seemed to be a popular draw as did the fact that the ship was being built at Bath Iron Works. I am convinced that most of FARRAGUT's success is based on the quality of the crew and my efforts to stay out of the way of competent people! Indeed the complexity of the ship itself, the events we must execute, and the programs and administrative requirements absolutely require autonomous, knowledgeable, mature sailors who are trusted and empowered by their chain of command to make decisions and do things without an unnecessary amount of scrutiny or tight control.

FARRAGUT benefited from more experienced people in key billets than usual. Both the Systems Test Officer (STO) and Electronic Material Officer (EMO) are Lieutenants, with the STO on his third STO tour and second pre-commissioned ship. The Main Propulsion Assistant (MPA) is a CW03, as is the Assistant Operations Officer. There are over 60 First Class Petty Officers in a total manning of 298. Although this introduced some difficulties in finding leadership opportunities for them all, it certainly made the command better able to execute at a high level of proficiency right from the start.

In the background of the new ship events, the personnel needs of the Global War on Terrorism did impact FARRAGUT. Several crew members were called to deploy to Iraq and Afghanistan as Individual Augmentees. As I write this in early 2007, five crew members are deployed to ground forces in CENTCOM; IS1, ITC, ET3, SK2, YN3. Two have returned from their tours; an OS1 and a LTJG.

There is a continuous flow of taskers to the XO to provide names for various needs overseas and he does a good job of describing the impact to the command if people are pulled for Individual Augmentations (IAs). Although all acknowledge the importance of the mission in CENTCOM, with the crew reduction initiatives over the past several years to cut down the minimum needed, each crewmember called for an IA has a more significant impact on ship operations than it would have under the older, more robust ship manning document.

December 2006 saw the successful completion of all of FARRAGUT's goals for the year; CSSQT was complete, FEP was complete, and the at sea demonstration day for FCT on 13 December was a "homerun", with many perfect 1.0 scores in the various graded demonstrations. It was especially rewarding as a close fog almost prevented the ship getting underway that morning at 0600. Fortunately, the senior pilot in Mayport knew our ship and its electronic navigation system, knew our bridge team, knew his own skills, and took us to sea in 250 yards of visibility. We never saw the junction buoy as we turned out of the basin into the St. John's River, but got out safely. As Captain, I was very grateful to have the pilot!

Early 2007 has been consumed with Post Shakedown Availability (PSA) at the Atlantic Dry Dock facility in Jacksonville, Florida. Although the planned improvements will make the ship even better it is somewhat heartbreaking to see FARRAGUT torn up again,

encased in scaffolding, and in various stages of paint prep and disarray. The crew is on a berthing barge and is diligently working to essentially redo all of the certifications and training events that were done last year. This is necessary to prevent expiration of the certifications on the ship's 2008 deployment.

Also in early 2007, the first group of crew turnover is starting. Several plankowner officers and chiefs have already been replaced with the vanguard of "crew number two". A big focus for the coming year is the integration of new crew with old and the avoidance of complacency and clique development. For although FARRAGUT's first year of service has been an unqualified success, it is the follow-on crews and the first deployment that really set the tone and pattern for long-term success.

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### **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.

**2006-01-06 Ship Custody Transfer**

**2006-03-03 Crew Moved Aboard the Ship**

**2006-04-20 Inport Refueling. Received 19200 gallons JP5.**

**2006-04-21 Inport Refueling. Received 38000 gallons JP5**

**2006-05-05 Sailed away from the building yard; Bath, Maine**

**2006-05-08 Arrived Newport, Rhode Island**

**2006-05-09 Inport refueling. Received 60,000 gallons JP5**

**2006-05-10 Inport refueling. Received 60,000 gallons JP5**

**2006-05-11 Underway from Newport, Rhode Island**

**2006-05-13 In support of Pre Aimed Calibration Firing (PAC FIRE), 5 Blind Loaded & Plugged (BL&P) rounds shot from Mk 45 5 inch 0.62 cal gun**

**2006-05-15 Arrived Norfolk, Virginia, Pier 1**

**2006-05-17 Underway from Norfolk, Virginia**

**2006-05-18 Underway Replenishment (UNREP) Trainer with USNS ARCTIC (TAOE-8). Conducted approaches and break aways to both port and starboard sides of ARCTIC. Received 195,868 gallons F-76.**

**2006-05-20 Deck Landing Qualifications (DLQs): take offs and landings for squadron HC-6 in Virginia Capes Operating Area (VACAPES or VCOA).**

**2006-05-22 DLQs for HSLs 40 and 42 in Jacksonville Operating Area (JAXOA).**

**2006-05-24 DLQs for HSL 40, JAXOA**

**2006-05-25 Arrived Mayport, Florida (prospective homeport)**

**2006-05-30 Inport refueling. Received 109,351 gallons F-76**

**2006-06-10 Commissioning, Mayport Florida, C pier, berth 1 (C-1).**

**2006-06-19 ULTRA-E inport period (Unit Level Training Assessment for Engineering)**

**2006-06-21 Underway in support of ULTRA-E, JAXOA (Jacksonville Operating Area). EOC achieved at ULTRA-E.**

**2006-06-22 DLQs for HSLs 42 and 46, JAXOA.**

2006-06-23 Return to Homeport. Inport refueling. Received 69,664 gallons F-76

2006-06-27 Underway from Homeport in support of ULTRA-C (Unit Level Training Certification, enroute to Philadelphia, Pennsylvania

2006-06-30 Arrived Philadelphia, Penn's Landing.

2006-07-04 FARRAGUT Crew participated in the "Let Freedom Ring" Fourth of July Ceremony.

2006-07-05 Underway from Philadelphia, enroute to homeport.

2006-07-06 UNREP. Received 151,172 gallons of F76 from USNS JOHN LENTHALL (TAO 189)

2006-07-09 Anchored in "ATG-2" anchorage, JAXOA

2006-07-10 Return to Homeport

2006-07-13 Underway from Homeport in support of DLQs for HSLs 42 and 48, JAXOA.

2006-07-14 Return to Homeport. Underway from Homeport in support of underwater acoustic range survey, JAXOA. Return to homeport late afternoon.

2006-07-17 Inport refueling. Received 70,977 gallons F-76

2006-07-20 Underway from Homeport in support of JTFEX 06-2 (Joint Force Exercise number two of 2006, Charleston Fleet Operating Area (CPOA), VACAPES

2006-07-22 UNREP. Received 70,895 gallons F-76, 3000 gallons JP5 from USNS ARCTIC (TAOE-8).

2006-07-23 UNREP. Dry hook up with USS THEODORE ROOSEVELT (CVN 71) to support their training cycle requirement to fuel a fleet unit.

2006-07-27 Medical evacuation; SN Dane Lewis, broken hand.

2006-07-28 JTFEX complete. UNREP. Received 219,540 gallons F76 from USNS JOHN LENTHALL (TAO 189)

2006-07-31 DLQ in support of HSL 44, JAXOA.

2006-08-01 Surface, Subsurface Combatant Commander (SSC) Scenario with support from HSL 42. Return to Homeport.

2006-08-03 Inport refueling. Received 64,552 gallons F-76

2006-08-07 Began Inport Groom Period of Combat Systems Ship Qualification Trials (CSSQT)

2006-08-28 Underway from Homeport in support of SESEF testing and Gun Weapons System "Killer Tomato" Exercise.

2006 -08-29 Fired 57 rounds BL&P from Mk 45 5inch 0.62 caliber gun.

2006-08-30 Return to Homeport; safe haven from Tropical Storm Ernesto.

2006-09-05 Underway from Homeport enroute to Port Canaveral, Florida

2006-09-06 Burial at sea, QMCM Juli Ann Dawley. Fired 32 High Explosive Point Detection (HE-PD) rounds and 21 High Explosive Controlled Variable Time (HE-CVT) rounds from the Mk45 5 inch 0.62 caliber gun in support of CSSQT exercises. One mis-fire.

2006-09-07 Arrived Port Canaveral, Florida at Naval Ordnance Test Unit, Trident Pier, North Berth, for inport acoustic trials preps and hull cleaning.

2006-09-12 Underway in afternoon from Trident Pier, moved to Tanker Berth 1 to refuel. Received 73,285 gallons Marine Gas Oil (MGO)

2006-09-13 Underway in Early AM from Tanker Berth 1 bound for sea, enroute to the Tongue of the Ocean Operating Area to conduct Prairie Masker air balancing, cavitation testing, structure borne noise baseline measurements, sonar self noise tests, and radiated noise tests.

2006-09-19 Arrive Port Canaveral, Tanker Berth 1 for refueling. Received 146,009

gallons MGO. Following refueling detail, moved to Trident Pier, North Berth for undersea warfare ship qualification preps.

2006-09-24 Fired 3 Recoverable Exercise Torpedoes (REXTORP) from starboard torpedo tubes while moored port side to at Trident Pier.

2006-09-25 Underway from Naval Ordnance Test Unit Port Canaveral (NOTU), Trident Pier, North Berth bound for sea, enroute to the Tongue of the Ocean Operating Area to conduct a Kingfisher mine exercise at Barry Island, complete the undersea warfare naval FORces weapon and sensor Accuracy Check Site (FORACS) range, and launch of a Vertically Launched Anti-Submarine Rocket (ASROC) (VLA). Fired 3 REXTORPs from port torpedo tubes once underway, but while still in the Trident Basin at NOTU.

2006-09-30 Fired 6 Mk 46 Mod 5A torpedoes from port torpedo tubes, 3 Mk 46 mod 5A torpedoes from starboard tubes, and 1 Mk 54 torpedo from starboard tubes in support of CSSQT. Mk 54 never surfaced and was lost after firing.

2006-10-01 Fired VLA Mk 46 Modification 5A torpedo from forward Vertical Launch System (VLS) launcher, module 7, cell 3; Tongue of the Ocean Operating Area.

2006-10-03 Arrived Homeport, morning. Commence Combat Systems Ship Qualification Trials (CSSQT) stand-down. Inport refueling. Received 159,417 gal F-76.

2006-10-05 Completed Cruise Missile Tactical Qualification (CMTQ).

2006-10-18 Underway from Homeport to conduct layered defense exercises with SPY 1D radar and Gun Weapons System in support of CSSQT, JAXOA.

2006-10-19 PAC FIRE 5 rounds BL&P from Mk 45 5inch 0.62 caliber gun. DLQs in support of HSLs 44, 46, 48, JAXOA.

2006-10-20 Fired 166 rounds BL&P from Mk 45 5 inch gun in support of CSSQT.

2006-10-21 Transited to VACAPES to conduct anti-air warfare exercises and Link 11/16/4A and CEC testing. Burial at sea.

2006-10-24 UNREP with USNS JOHN LENTHALL (TAO 189). Received 105,978 gallons F-76.

2006-10-26 COBLU (Cooperative OUTBOARD Logistics Update) testing at Norfolk SESEF (Shipboard Electronic Systems Evaluation Facility) Range.

2006-10-27 Arrived Norfolk Operating Base (NOB), Pier 4 Berth 5.

2006-10-29 Daylight Savings time ends. Shifted from +4Q to +5R time zones.

2006-10-30 Naval Safety Center Safety Survey. Underway late afternoon from NOB enroute to VACAPES for missile firings in support of CSSQT.

2006-10-31 Fired one SM2 block 3A from forward launcher module 5, cell 3, and one SM2 block 3A from aft launcher module 5, cell 3 in support of CSSQT; VACAPES.

2006-11-01 Fired one SM2 block 3A from forward launcher, module 6, cell 3 in support of CSSQT; VACAPES.

2006-11-06 Arrived at homeport

2006-11-07 CSSQT ends. Inport refueling. Received 140,276 gallons F-76.

2006-11-11 Underway from homeport enroute to Tongue of the Ocean OPAREA in support of Submarine Commander's Conference (SCC) 4-06.

2006-11-17 SLQ-32 Calibration at Mayport SESEF. Arrived at homeport late afternoon.

2006-11-20 Inport refueling. Received 165,015 gallons F-76

2006-11-28 Underway from homeport for Integrated Training Team (ITT) week, JAXOA.

2006-11-30 Validated Final Evaluation Problem (FEP) in conjunction with ITT week.

Afternoon/evening DLQs in support of HSL 40.  
 2006-12-01 Arrived at homeport  
 2006-12-04 Shifted to winter uniforms  
 2006-12-07 Underway from homeport in support of Burial at Sea and Pearl Harbor Day Ceremony with 230 embarked guests, enroute to JAXOA. Return to homeport late afternoon.  
 2006-12-11 Inport period of Final Contract Trials (FCT) begins.  
 2006-12-12 Cleared for underway portion of FCT.  
 2006-12-13 Underway early morning in support of FCT; enroute to JAXOA. Return to homeport in late evening.  
 2006-12-15 FCT Trial card screening conference.  
 2006-12-16 Holiday Upkeep Period begins.  
 2007-01-01 Immediate Superior in Command (ISIC) shift from Destroyer Squadron (DESRON) 14 to DESRON 24.  
 2007-01-08 Holiday Upkeep Period ends.  
 2007-01-10 Underway from homeport in support of DLQs for HSLs 42 and 44, JAXOA  
 2007-01-22 Defuel.  
 2007-01-23 Ammo Offload  
 2007-01-24 Defuel continued.  
 2007-01-29 Commence offload of over 100 spaces ship wide in preparation for Post Shakedown Availability (PSA) production activity.  
 2007-02-02 Berthing barge move aboard and equipment offload complete.  
 2007-02-05 Underway from homeport, deadstick, enroute to Atlantic Dry Dock (ADD) Corporation shipyard facility. Arrive at ADD moored port side to large ship pier, bow out. PSA begins.  
 2007-03-04 Entered the Dry Dock at ADD.

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.

2006-04-20 and 2006-04-21 Ship received a combined 59,000 gallons JP5 to be used for main propulsion. Bath Iron Works has no capability to deliver F-76; JP5 was burned at sail away.

2006-5-(08-11) In Newport, refueling was accomplished via truck from Fall River, Massachusetts. Choices were MGO or JP5. FARRAGUT's Chief Engineer opted for JP5.

2006-06-21 EOC achieved at ULTRA-E. Message included in Significant Message Traffic, Training and Certification Summary Folder, unclassified report supplement.  
 2006-07-14 Article in The Florida Times-Union included in Paragraph 5 section of the unclassified supplement amplifies the 14 July Acoustic Range Survey. (Article date 2006-07-14)

2006-07-(20-28) JTFEX 06-2. FARRAGUT was a late add, taking USS VICKSBURG's place. Received notification 12 July, attended no planning conferences, did not participate in coordinated FAST Cruise. JTFEX 06-2 OPGEN and Letter of Instruction (classified supplement, Operational Plans folder) do not address FARRAGUT participation in the exercise for that reason. Also requested training support from the

**Afloat Training Group Mayport for the period of JTFEX for Strike, Medical, and CIC. Message saved in unclas sup, Paragraph folder, Significant Messages, Training and Certification Summary folders.**

**2006-07-27 Amplifying message on Medical Evacuation in unclassified supplement, paragraph 4, Significant Message Traffic Folders.**

**2006-08-28 Brief on Gun Weapons System operational plans for this portion of CSSQT located in the Supporting Reports, Operational Plans Folder of unclassified report supplement.**

**2006-08-30 Messages relating to Naval Station Mayport's tropical storm mobilization and reaction to Tropical Storm Ernesto are located in Supporting Reports, Significant Message Traffic Folders.**

**2006-09-06 Burial at Sea tasking messages and reports are located in the classified supplement, paragraph 4, Significant Message Traffic, Burial at Sea folder.**

**2006-09-(7-12) Divers who conducted Hull Cleaning also surveyed the hull and took pictures of projections and points of interest for acoustic trials. Pictures are enclosed in the unclassified supplement, Photographs folder. Of particular interest is damage to port propeller blades caused during sea trials.**

**2006-09-13 Acoustic Trial Technical Document for DDG 51 Flight IIA class ships located in the classified supplement, paragraph 4, Operational plans, CSSQT folders.**

**2006-(09-25-10-01) Brief on FORACS range operational plan located in Supporting Reports, Operational Plans Folder of unclassified report supplement.**

**2006-11-30 End of Unit Level Training Phase and validation of FEP message in unclassified supplement, Paragraph 4 folder, Significant Messages, Training and Certification Summary folders.**

**2006-12-07 Messages regarding Pearl Harbor Day ceremony and burials at sea can be found in the classified supplement, Paragraph 4 folder, Significant Messages, Pearl Harbor Day and Burial at Sea folders.**

**2006-12-13 INSURV report for FCT located in the unclassified supplement, Paragraph 4 folder, Major Exercise Reports.**

**2007-01-01 See unclas supplement Paragraph 4 folder, Significant Messages for FARRAGUT welcome to DESRON 24 message.**

**2007-02-05 Anticipate staying at Atlantic Marine Dry Dock Corporation's Facility until May 07. See unclas supp, Paragraph 4 folder, SITREPs, for PSA SITREPs 1-4.**