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Recd 7/31/96

DEPARTMENT OF THE NAVY
USS GLADIATOR (MCM-11)
FPO AA 34091-1931

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IN REPLY REFER TO:

5757
Ser 00/C001
19 Jul 96

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From: Commanding Officer, USS GLADIATOR (MCM 11)
To: Chief of Naval Operations (Code N09BH)

Subj: COMMAND HISTORY FOR 1995

Ref: (a) OPNAVINST 5750.12F

1. As required by reference (a), the following command history of the USS GLADIATOR (MCM 11) is submitted for the calendar year 1995.

2. Supporting documents attached.

M. J. ASHLEY
By direction

DECLASSIFIED BY: CNO (N09N2)
OPNAVINST 5513.16 SERIES
DATE: 14 Nov 2005

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USS GLADIATOR (MCM 11)

COMMAND HISTORY 1995

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SECTION ONE

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COMMAND STRUCTURE

COMNAVSURFLANT
VADM D.J. Katz

DEPUTY AND CHIEF OF STAFF
CAPT L.S. Gurke

COMINEWARCOM
RADM J.D. Pearson
Deputy CAPT D.I. Parsons
COS CAPT C.P. Sackett

COMCMRON ONE
CAPT J.A. Haggart

COMCMRON TWO
CAPT R.B. O'Donnell

COMREGSUPPGRU INGLESIDE
CAPT D.I. Parsons

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THE MISSION

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The Mine Countermeasures Ship GLADIATOR (MCM 11) accommodates a crew of 84 and is the Navy's largest wooden hulled ship. The MCM class design incorporates modern mine countermeasures technology into a specially designed platform which includes low magnetic signature diesel engines, a precise electronic navigation system, a mine hunting and classification sonar, and a mine neutralization system. The MCM mission is to clear the bottom and water volume of mines in coastal and offshore areas. Production of the GLADIATOR is underscored by an extensive array of tests for shock, noise, vibration and magnetic signature. The MCM fulfills an important role in the long-standing objective to maintain the nation's mine countermeasures capability.

The U.S. Navy MCM mission statement requires the following strategic factors be considered:

- Ability to deploy world-wide for multi-purpose missions
- Ability to clear strategic U.S. or foreign ports and harbors of mines
- Surveillance of U.S. and foreign coastlines
- Neutralization of a variety of mine threats
- Peacetime support activities

Mission Requirements

U.S. Navy strategic considerations provide the basis for the following MCM mission requirements:

- Search, detect and neutralize moored and bottom mines
- Sweep moored mines
- Sink floating mines by gunfire
- Accompany deploying forces overseas
- Permit breakout of U.S. Forces from CONUS ports
- Provide navigational assistance to other Fleet surface units
- Conduct underwater surveys of ports and harbors
- Perform collection of oceanographic and navigational data

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MINE COUNTERMEASURES SHIP CHARACTERISTICS

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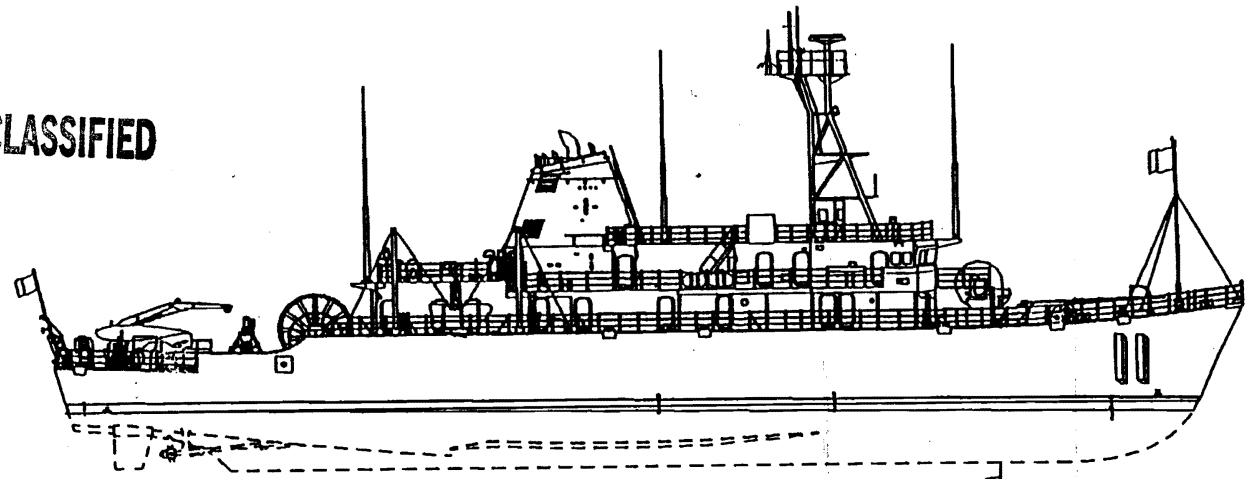

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The MCM hull structure is comprised of a combination of various species of wood including Douglas Fir, White Oak, and Alaskan Cedar. The hull framing, planking, bulkheads, decks, platforms and superstructure have been fully integrated for utilization of a combination of laminated structures, tongue and groove planking, fitted and glued planking, and marine plywood sheets. Both the ship's hull and superstructure are fabricated of all wood construction, with a GRP Fiberglass covering over all exterior surfaces for environmental protection. The MCM ship is constructed of the following wood structural components and solid wood members:

HULL FRAMING

- Transverse frames-laminated White Oak
- Longitudinal girders-laminated Douglas Fir
- Single piece keel-laminated Douglas Fir

HULL PLANKING

- Inner lay diagonal planking-Alaskan Cedar
- Longitudinal planking-Douglas Fir

DECKS AND PLATFORMS

- Main deck and 01 level planking-tongue and groove laminated Douglas Fir
- Main deck and 01 level sheathing-Douglas Fir plywood

SUPERSTRUCTURE

- Deck House construction-laminated and solid woods, plywood sheathing with GRP covering

HULL

- Length, overall . . . . . 224 feet
- Maximum beam . . . . . 39 feet
- Speed . . . . . 13.5 knots
- Draft (full load) . . . . . 12 feet
- Displacement (full load) . . . 1250 long tons

MACHINERY CHARACTERISTICS

- Twin main propulsion shafts driving controllable pitch propellers
- Four main propulsion diesel engines (rated at 600 BHP each)
- One 350 HP bowthruster
- Two electric light load propulsion motors

ELECTRIC PLANT

- Three ship's service diesel generators at 375 KW each
- Two motor generator sets
- One gas turbine magnetic minesweeping generator

COMBAT SYSTEMS AND ELECTRONICS

- AN/SLQ-48 Mine Neutralization System
- AN/SSN-2 Precise Integrated Navigation System (PINS)
- AN/SQQ-32 Sonar
- AN/SPS-55 Radar
- LN-66 Navigation Radar
- AN/WSN-2 Gyrocompass
- M2HB 50 cal. machine guns

CREW ACCOMMODATIONS

• Officers	7
• Chief Petty Officers	8
• Enlisted	69
Total	84

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CHRONOLOGY 1995

January 1995	
01 - 08	Holiday Stand-Down and UPK
09 - 09	COMM Assessment
10 - 11	Physical Security Assessment
12 - 13	Intel Assist
14 - 17	IMAV
17 - 20	Audiogram testing
17 - 27	Combat System Readiness Review
	EOSS Verification/Validation
	EEBD Relocation
27 - 30	PSA
30 - 31	SYSCAL Validation
February 1995	
01 - 10	SYSCAL Validation
	PATG Inspection
	POM
10 - 18	POM Con't
	Cableway Inspection TRG Team
	Gauge Calibration Review
18 - 23	T-34 SAR
24 - 28	ENR Mayport, FL
March 1995	
01 - 02	IPT Mayport, FL
02 - 05	ENR Charleston, SC
06 - 07	Strayfields Survey Charleston, SC
	WQN-1 Groom
08 - 09	Safety Center Survey
	PAO Brief
10 - 16	Degaussing Check-Range & UPK Charleston, SC
17 - 20	ENR Bermuda
21 - 23	IPT Bermuda
24 - 31	ENR Portsmouth, UK (EURO '95 Begins)
April 1995	
01 - 10	ENR Portsmouth, UK
11 - 17	UPK Portsmouth, UK
18 - 20	ENR AARHUS Denmark
21 - 23	IPT AARHUS Denmark
24 - 28	"Blue Harrier '95" Baltic Sea
29 - 30	ENR St. Petersburg, Russia

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May 1995

01 - 04	ENR St. Petersburg, Russia
05 - 10	IPT St. Petersburg, Russia 50th Anniversary VE-Day.
10 - 14	ENR Kiel Canal
15 - 15	Transit Kiel Canal
16 - 21	ENR Lisbon, Portugal
21 - 21	IPT Lisbon, Portugal (BSF)
22 - 25	ENR Palma De Mallorca
25 - 25	IPT Palma De Mallorca (BSF)
26 - 31	"Tridente '95" Western MED Sea

June 1995

01 - 01	ENR La Spezia
02 - 06	IPT La Spezia
07 - 09	ENR Cartagena, Spain
10 - 20	IPT Cartegena, Spain Tender Avail.
21 - 22	ENR Palma De Mallorca
22- 26	IPT Palma De Mallorca Tender Avail.
27 - 29	ENR Malaga, Spain
30 - 30	IPT Malaga, Spain
	PCO LCDR Collins arrives (Commence CO Turnover)

July 1995

01 - 02	ENR Lisbon
03 - 08	IPT Lisbon UPK
08 - 08	Change of Command
09 - 31	ENR Key West, FL

August 1995

01 - 01	IPT Key West, FL (BSF)
02 - 04	ENR Ingleside, TX
05 - 31	IPT Ingleside, TX
	UPK/Crew Stand-Down and Leave

September 1995

01 - 24	UPK/Crew Stand-Down and Leave
25 - 30	CART 2

October 1995

01 - 06	SOSMRC Corpus Christi OPAREA (CCOA)
07 - 10	UPK Ingleside, TX
10 - 13	Sortie for Hurricane Roxanne
14 - 20	TSTA 1 ATG (DC & Seamanship, CCOA)

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23 - 27	TSTA 1 ETG (Engineering, CCOA)
30 - 31	TSTA 1 ATG (MIW, CCOA)

November 1995

01 - 10	TSTA 1 ATG (MIW, CCOA)
11 - 14	UPK Ingleside, TX
15 - 20	Operation Drumstick
21 - 29	MIW Training CCOA
30 - 30	TSTA 2

December 1995

01 - 03	SOSMRC
04 - 15	TSTA 2 MCM Training ATG
11 - 13	LMA / 3M inspection
16 - 31	Holiday Standown

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USS GLADIATOR 1995

1995 was an extraordinary year for the USS Gladiator. Her performance throughout the year was flawless, from performing duties as the senior ship representing the United States during the 50th anniversary commemoration of VE-Day in St. Petersburg, Russia, to setting performances records during NATO exercises "BLUE HARRIER '95" and "TRIDENTE '95". Gladiator has been the established pace setter for the entire MCM community.

The month of January was filled with the many pre-deployment assessments and inspections. Gladiator sailed through these required reviews, achieving excellence in every mission area. Gladiator was well prepared to embark upon her deployment. With only five days remaining before her first major deployment, Gladiator was tasked to locate a downed T-34 aircraft from NAS Corpus Christi. Arriving on the scene Gladiator used her SQQ 32 Minehunting Sonar to locate the position of the aircraft wreckage. For her efforts, Gladiator received praise from Commander Mine Warfare Command and Commander Naval Air Training Command, Christi.

In March, 1995 Gladiator began her deployment for EURO ' 95 in company with USS Defender (MCM-2), USS Warrior (MCM-10) and USS Pioneer (MCM-9). The Atlantic transit began with a fuel stop in Bermuda, where the four ships rendezvoused with USS Caron (DD-970) the support ship for the journey.

Gladiator arrived in Portsmouth, England after a grueling three week Atlantic crossing with no significant material deficiencies, she was making a bold statement that this deployment would be the benchmark by which all future MCM groups would be measured. Gladiator continued to achieve superior results throughout the deployment. The most notable achievement was achieved when Gladiator surpassed the twenty five other NATO ship participants, in the number of mines discovered, prosecuted, and area cleared of mines.

During "BLUE HARRIER '95", an exercise that included 7 NATO nations, USS Gladiator was tasked with a lion's share of the mine clearing duties. Embarked onboard was Explosive Ordnance Disposal Team Six, a small group of highly trained mine clearance divers from Charleston, SC. Together, Gladiator and Dive Team Six's performance was nothing short of phenomenal, clearing over 10 miles of potentially dangerous mine-filled traffic routes in only four days. In addition GLADIATOR's revolutionary work in developing procedures and tactics for the Battle Space Profiler, proved to be a significant factor in the overwhelming success of the U.S. MCM team. The Battle Space Profiler is an advanced instrument that provides precise environmental information that is used to predict sonar and diver performance. In the Kattegat region of the Baltic Sea , where environmental conditions are extremely difficult to predict and overcome, Gladiator provided all the environmental data used to determine effective MCM tactics for the U.S. team, thus allowing the U.S. team to out perform all other NATO MIW teams.

Responding to national tasking, Gladiator was diverted from the "BLUE HARRIER '95" exercise to participate in the first port visit to St. Petersburg, Russia by a U.S. Navy ship in over 20 years. Together with USS Pioneer (MCM 9), the two ships

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celebrated the 50th anniversary of the victory in Europe with the people of Russia, in an unprecedented series of high-visibility commemorative events. During the port visit three Gladiator sailors heroically responded to a fire aboard a trolley car, saving the car from certain destruction. QM1 [redacted], QM1 [redacted], and QM2 [redacted] were presented awards from the Chief of the St. Petersburg fire department and VADM P.M. Quast, the visiting senior naval officer. Both ships received commendations from senior Russian officials, VADM Quast, and the Chief of Naval Operations, ADM Mike Boorda, for their outstanding success as diplomats and professionals.

Following the VE-Day celebration, Gladiator and Pioneer traveled nearly 3000 miles to participate in exercise "TRIDENTE '95" off the coast of Italy with standing naval forces Europe. The two ships arrived on station with high states of readiness, despite the arduous journey, and immediately began minehunting operations for exercise mines planted for the event. Gladiator and Pioneer proved to be the workhorse of the Belgian-Led STANAVFORCHAN team, responsible for locating over half of the mines located by the seven ships in the team. Gladiator was the only Mine Warfare Ship to achieve 100 percent clearance objective during the exercise. During "TRIDENTE '95" Gladiator displayed her Minehunting tactical prowess and technical proficiency by prosecuting the most technologically advanced and elusive mines in the world. Her exploitation of these mines resulted in vital lessons learned and greatly influenced MIW doctrine.

After exercise "TRIDENTE '95", Gladiator took a well-deserved rest, with a series of port visits to La Spezia, Italy, Cartagena and Palma De Mallorca, Spain. All visits were extremely successful, drawing warm praise and invitations to return from local officials and U.S. ambassadors alike.

Near the end of the deployment, Gladiator was invited to the American Celebration of the Fourth of July celebration in Lisbon, Portugal. Ambassador Frawley Bagely extended her personal thanks to the officers and crew for their supporting role and participation in the event. A quote from her message reads, "With nearly 3000 guests in attendance, one of the busiest places in our park was the hamburger stand, enthusiastically manned by a large group of Gladiator volunteers, led by the XO and CHENG. In less than three hours the Gladiator hamburger stand served almost 4000 hamburgers and hot-dogs and provided a vivid demonstration of Navy team spirit and pride." The Lisbon port visit proved to be extremely eventful for the ship and crew, as a change of command also took place there. On the 8th of July, at 1600 local, LCDR Al Collins relieved CDR (sel) Christopher Noble. In attendance was Commodore Richard Owens, COMCMRON THREE the guest speaker and the officers and crew of the Gladiator. Only 24 hours later, Gladiator was underway and homeward bound, leaving a lasting, positive impression on all who worked with her. With a considerable number of events and successes during the deployment, many valuable experiences were gained, leading to professional development, awards, and advancements.

- Warfare Qualifications Earned:

ENS [redacted], Special Operations Officer
ENS [redacted], Surface Warfare Officer
ENS [redacted], Surface Warfare Officer
EN1 [redacted], Enlisted Surface Warfare Specialist
IC1 [redacted], Enlisted Surface Warfare Specialist

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SM1 [redacted], Enlisted Surface Warfare Specialist
MN1 [redacted], Enlisted Surface Warfare Specialist
IC1 [redacted], Enlisted Surface Warfare Specialist
HM1 [redacted], Enlisted Surface Warfare Specialist
EN2 [redacted], Enlisted Surface Warfare Specialist
QM2 [redacted], Enlisted Surface Warfare Specialist

- Awards:

LT [redacted], Navy Achievement Medal
QM1 [redacted], Navy Achievement Medal
QM1 [redacted], Navy Achievement Medal
QM2 [redacted], Navy Commendation Medal
BM3 [redacted], Navy Achievement Medal
OS3 [redacted], Navy Achievement Medal
SN [redacted], Navy Achievement Medal

- Advancements and Promotions

ENS [redacted] promoted to LTJG
MN1 [redacted] advanced to MNC
MS2 [redacted] advanced to MS1
RMSN [redacted] advanced to RM3
BMSN [redacted] advanced to BM3
RMSN [redacted] advanced to RM3
BMSN [redacted] advanced to BM3

Upon her return to Ingleside, Texas the crew took a much needed and well deserved standown for leave. This brief repose did not effect the performance of the crew. Returning in full force in late September the Gladiator was faced with an intense training and material condition inspection cycle. Gladiator successfully completed all the requirements of the Command Assessment of Readiness and Training (CART 2). This success was carried over into October as Gladiator began the Total Ship Training Availability One (TSTA 1) performing all her tasks brilliantly while utilizing the opportunity to gain the necessary training that would ensure continued future Gladiator success.

In November, 1995 USS Gladiator became the first MCM since the Persian Gulf War, to participate in airborne MCM operations. During Operation "DRUMSTICK '95", Gladiator and the HM-15 Blackhawks, an MH-53 Squadron based out of Alameda, CA, worked together to tow a MK 103/MK 2(G) mine sweeping system. The MH-53 is the most powerful helicopter in the US inventory and the most capable MCM airborne asset in the world. With her three jet engines she is capable of towing mechanical, acoustic, and magnetic sweep gear, or a side-scanned sonar.

During the operation Gladiator streamed the helicopter's mine sweeping system behind the ship, a relatively light weight version of the GLADIATOR's own sweep gear. Then the system was transferred to the first of two MH-53 helicopters, which then towed the gear for a short time before returning control to the Gladiator. The transfer was accomplished by positioning the helicopter astern of the ship, lowering a grappling hook, and then crossing the stern, literally "snagging" the gear from behind the ship. In order to

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transfer control back to the ship the helicopter lowered the towline over the fantail, where it was grabbed by crew members, wrapped around the drum of a mine sweeping winch and hauled aboard. The exercise went remarkably well, and both the ship's company and squadron personnel learning a great deal about successful coordination between sea and airborne mine sweeping.

The year ended with continued success. In December Gladiator achieving an overall score of 92.3 (excellent) on the Logistics Management Assessment (LMA). During the 3M portion of LMA a remarkable 100% confidence factor on the ship's Current Ship Maintenance Project (CSMP) was achieved. Also note worthy on the 3M portion of the inspection was the achievement of passing 100% of all assigned PMS inspection spot checks. During December Gladiator also conducted and completed TSTA 2. All of the training exercises, during TSTA 2, were satisfactorily completed, with minehunting and minesweeping operations being evaluated as outstanding by Afloat Training Group Ingleside.

The culmination of Gladiators performance during 1995 peaked, with the awarding of GLADIATOR's second consecutive Battle Efficiency Award (Battle "E"). Together with the Battle "E" award, Gladiator was also recognized with mission area awards in Maritime Warfare Award (Black "E"), Engineering Excellence Award (Red "E"), Command Control and Communications Award (Green "E"), and Logistics Management Award (Blue "E"). Evident by her many accomplishments and awards GLADIATOR's performance during 1995 was the epitome of excellence. She continues to achieve firsts in the MCM community and set the standards for the Mine Warfare community.

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