



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

IN REPLY REFER TO:

5750
Ser 00/026
1 May 04

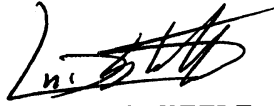
From: Commanding Officer, USS GLADIATOR (MCM-11)
To: Director of Naval History

Subj: COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12H (with change transmittal 1)

Encl: (1) Command History for 2003
(2) Change of Command Pamphlet
(3) Pictures (4) of USS GLADIATOR from 2003
(4) Command Excellence Award Submission
(5) Captain Edward F. Ney Award Letter

1. Per reference (a), USS GLADIATOR's Command History for 2003 has been emailed to shiphistory@navy.mil. Enclosures (1) through (5) are provided for inclusion with the electronic documents.


L. D. STUFFLE

USS GLADIATOR COMMAND HISTORY FOR 2003

1. Command Composition and Organization.

Ship name:	USS GLADIATOR (MCM 11)
Short Title:	GLADIATOR
UIC:	21454
ISIC:	Commander, Mine Countermeasures Squadron THREE
Commanding Officer:	LCDR Everett "Scott" Pratt, USN (01 Jan 03 to 26 Jun 03) LCDR Lyle "Doug" Stuffle, USNR(TAR) (26 Jun 03 to 31 Dec 03)
Permanent Duty Station:	Naval Station Ingleside, Ingleside, TX

2. Chronology.

Holiday Upkeep Period	01 Jan - 07 Jan
Inport, FMAV/DEI	13 Jan - 31 Jan
Safety Survey	15 Jan
AT/FP Phase 2 Training	27 Jan - 31 Jan
Inport, Upkeep	01 Feb - 13 Feb
Underway, MIW Training ATG MIW LTT	14 Feb - 21 Feb
Inport, Upkeep	22 Feb - 23 Feb
Underway, MIW Training ATG MIW LTT	24 Feb - 27 Feb
Inport, Upkeep	28 Feb - 02 Mar
Underway, MIW Training ATG MIW LTT	03 Mar - 09 Mar
Inport, C5RA/HM&ERA	10 Mar - 20 Mar
AT/FP Training	17 Mar - 20 Mar
Inport, Fast Cruise	21 Mar
Inport, AT/FP Training	22 Mar - 23 Mar
Inport, AT/FP Cruise	24 Mar
Inport, AT/FP Phase 'B' ATG Assessment	25 Mar - 27 Mar
Underway, CCOA, ISE	28 Mar - 29 Mar
Inport, Upkeep	01 Apr - 13 Apr
Supply Management Assist	07 Apr - 11 Apr
Underway, CCOA, RONEX 03-2	14 Apr - 15 Apr
Inport, Upkeep	16 Apr - 28 Apr
AT/FP Certification (Phase 1)	17 Apr - 18 Apr
INSURV	28 Apr - 02 May
Underway Material Inspection	29 Apr
Inport, Upkeep	30 Apr - 11 May
Underway, ATG MIW LTT	12 May - 14 May
Inport, Upkeep	15 May - 18 May
Underway, GOMEX 03-2	19 May - 28 May
AT/FP Certification (Phase 2)	19 May
AT/FP Certification (Phase 3)	21 May
EMR Facility Measurement	22 May

Corpus Christi Shipping	24 May
Channel Sonar Ops	
Corpus Christi Shipping	28 May
Channel Sonar Ops	
Inport, Upkeep	29 May - 29 Jun
3M Inspection	02 Jun - 05 Jun
FMAV/DEI	09 Jun - 20 Jun
Supply Management Inspection	19 Jun - 20 Jun
Midshipman Training (Phase 2)	23 Jun - 13 Jul
GLADIATOR Change of Command	26 Jun
Underway, ATG ITT TSTA	30 Jun - 03 Jul
Inport, Upkeep	04 Jul - 06 Jul
Underway, FEP	07 Jul - 10 Jul
Inport, Upkeep	11 Jul - 28 Jul
ATG MIW LTT	21 Jul - 25 Jul
Underway, MIW Demonstration	29 Jul - 31 Jul
Inport, Pre-Deployment Leave	01 Aug - 11 Aug
Underway, CO Time	12 Aug
Inport, Pre-Deployment Leave	13 Aug - 17 Aug
Heavy Weather Moor	15 Aug - 16 Aug
Underway, MIWRG-4 Deployment	18 Aug - 23 Aug
Burials at Sea	22 Aug
Port Visit, Belize City, Belize	24 Aug - 26 Aug
Underway, Transit to Panama Canal	27 Aug - 31 Aug
Panama Canal Transit	01 Sep
Port Visit, Rodman, Panama	02 Sep - 08 Sep
Underway, Transit to NAVSTA San Diego, CA	09 Sep - 22 Sep
Underway Replenishments	11, 15, 19, and 22 Sep
Inport, FMAV, NAVSTA San Diego	23 Sep - 28 Sep
Underway, Transit to Alameda, CA	29 Sep - 30 Sep
Port Visit, Alameda, CA	01 Oct - 03 Oct
Underway, Transit to Bangor, WA	04 Oct - 05 Oct
Inport, Upkeep, SUBASE Bangor, WA	06 Oct - 21 Oct
Underway, Transit to Alameda, CA	22 Oct - 25 Oct
Underway, San Francisco Q-Route Surveys	26 Oct - 29 Oct
Inport Alameda, CA, Upkeep	30 Oct - 02 Nov
Underway, San Francisco Q-Route Surveys	03 Nov - 07 Nov
Inport, Alameda, CA, Upkeep	08 Nov - 10 Nov
Underway, Transit to San Diego, CA	11 Nov - 16 Nov
Inport NAVSTA San Diego, CA, Upkeep	17 Nov - 18 Nov
Underway, SOCAL OPAREA	19 Nov - 20 Nov
Inport NAVSTA San Diego, CA, Upkeep	21 Nov - 04 Dec
Underway SOCAL OPAREA FACDAR Testing	05 Dec - 07 Dec
Underway SOCAL OPAREA, ISE	08 Dec - 10 Dec
Underway SOCAL OPAREA deep water acoustic ranging	11 Dec
Underway SOCAL OPAREA	12 Dec - 14 Dec
Inport NAVSTA San Diego, CA	15 Dec - 31 Dec

3. Narrative.

Calendar year 2003 was an eventful year that tested every aspect of USS GLADIATOR's crew. The early part of 2003 was dominated by the possibility of a surge deployment, a Board of Inspection and Survey Material Inspection, and a challenging inter-deployment training cycle. Mid-2003 was highlighted by a change of command, certification of the crew and subsequent deployment to the Eastern Pacific Ocean. The year concluded with USS GLADIATOR participating in operational tasking while on deployment and the achievement of several significant milestones.

As the year began, USS GLADIATOR completed the holiday stand down to resume the inter-deployment training cycle. The end of the basic phase of training, the final evaluation period (FEP), had previously been scheduled during December of 2002, but was delayed and rescheduled due to poor weather, scheduling conflicts, and equipment casualties. FEP was moved to April, and GLADIATOR trained to maintain readiness using simulation and drills.

The possibility of a contingency deployment came into consideration in January (and later March and April) causing the focus of preparations to shift to overseas movement early in the year. The Board of Inspection and Survey (INSURV) scheduled GLADIATOR for an Underway Material Inspection (UMI) in April, further complicating the preparations.

An uncertain schedule solidified toward the middle of April and GLADIATOR turned its focus to preparations for INSURV. Despite efforts to present the ship in its best light, GLADIATOR scored below average in all but two areas, Deck and Supply. Meeting minimum requirements to get underway, GLADIATOR was able to complete the underway material inspection and complete INSURV.

The outlook for the year began to change for the better. After correcting some difficulties with engineering and combat systems equipment, GLADIATOR performed well above average in its Anti-Terrorism and Force Protection (AT/FP) training. GLADIATOR's proficiency in sonar operations led to her selection to help develop confined water mine hunting tactics. GLADIATOR was tasked to hunt the narrow Corpus Christi shipping channel to capture lessons learned and refine tactics that were being utilized in the narrow waterways of Iraq. Hunting the shipping channel was a feat never attempted before by an Mine Countermeasures Ship (MCM) or a Mine Hunter (MHC). This good fortune was followed closely by a near-validating score on the Supply Management Assist Visit (SMA) and later a strong Supply Management Inspection (SMI).

GLADIATOR's selection as the MCM/MHC Captain Edward F. Ney Award for Food Service Excellence winner furthered the momentum that continued into the Gulf of Mexico Advanced Phase Exercise (GOMEX). During GOMEX, GLADIATOR was responsible for identifying nearly 75 percent of all the contacts identified of the five ships, earning the praise of CAPT Dagnall, Commander, Mine Countermeasures Squadron ONE.

Toward the end of June, LCDR Lyle D. Stuffle, USNR(TAR) relieved LCDR Everett S. Pratt, USN as the Commanding Officer of USS GLADIATOR. With a rescheduled FEP date and deployment rapidly approaching, LCDR Stuffle wasted no time in continuing to build on the crew's skills in Mine Warfare and Force Protection. GLADIATOR trained hard throughout July and demonstrated the requisite skills in Mine Warfare to earn the certification of the Afloat Training Group (ATG).

As Hurricane Erika approached Ingleside, Texas, the deployment plans required revision. MCM's and MHC's lack the speed and stability to outrun hurricanes or "weather the storm" at sea, so GLADIATOR joined the other 23 ships of Ingleside, Texas in a heavy weather moor. The moor, consisting of four nests of six ships arranged in a Mediterranean Moor-style, allowed for the greatest stability and security for the small ships. Luckily, the moor's stability wasn't tested as the brunt of Erika hit north of Ingleside, sparing the ships at the heavy weather berth.

Deploying CASREP-free, GLADIATOR met every commitment with professionalism and skill. Whether acting overseas as ambassadors for the Navy, or giving the rest of the Navy its first look at mine warfare, GLADIATOR rose to the occasion, putting Ingleside's best foot forward. Passing through the Panama Canal at night, GLADIATOR entered the Pacific Ocean for the first time and conducted four successful refuelings at sea en route to Naval Station San Diego. Able to flex to no-notice changes in tasking, GLADIATOR played a crucial supporting role in Task Unit 23.1.1, furthering the deployment to the Pacific Northwest during the early fall. Upon being re-designated as Commander of Task Unit 23.1.1, GLADIATOR picked up the responsibility, taking maximum advantage of training time, to keep mobility and mine warfare skills at their peak. Q-routes in and outside of San Francisco Bay were completed ahead of schedule and without incident.

GLADIATOR, along with her fellow ships of Task Group 23.1, participated in a ranging availability where each ship was measured for its acoustic and magnetic signatures. This testing, called the FACDAR Range, provided data to help the ship best minimize its signature; a necessity in order to avoid actuating mines.

Hard work in the seas of the Northern Pacific, long hours performing hydrographic surveys in San Francisco Bay, and the tedium of repeated acoustic and magnetic testing in the Southern California Operations Area (SOCAL OPAREA) were rewarded with an in port period in Naval Station San Diego for the holidays.

4. Terms, Abbreviations, and Jargon.

3M	Maintenance, Material, Management
AT/FP	Anti-Terrorism / Force Protection
ATG	Afloat Training Group
C5RA	Command, Control, Communications, Combat Systems, and Computers Repair Assistance
CCOA	Corpus Christi Operations Area
CO	Commanding Officer
CTG	Commander Task Group
CTU	Commander Task Unit
DEI	Diesel Engine Inspection
EMR	Electromagnetic Roll
Fast Cruise	Simulated Underway Operations while in port
FEP	Final Evaluation Period
FMAV	Fleet Maintenance Availability
GOMEX	Gulf of Mexico Exercise
HM&ERA	Hull, Maintenance and Electrical Repair Assistance

INSURV	Board of Inspection and Survey Material Inspection
IPT	In port
ISE	Independent Steaming Exercises
ITT	Integrated Training Team
LTT	Limited Team Training
MIW	Mine Warfare
MIWRG-4	Mine Warfare Readiness Group FOUR
OPAREA	Operations Area
RONEX	Squadron Exercise
SOCAL	Southern California
TSTA	Tailored Ship's Training Availability
UW	Underway



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FPO AA 34091-1931

IN REPLY REFER TO:

1650
Ser 00/062
11 Nov 03

From: Commanding Officer, USS GLADIATOR (MCM-11)
To: Commander, Mine Countermeasures Squadron Three
Subj: 2003 BATTLE "E" AND COMMAND EXCELLENCE AWARD INPUTS
Ref: (a) COMNAVSURFORINST 3502.1, Surface Force Training Manual

1. Per reference (a), USS GLADIATOR submits the following in consideration for the 2003 Command Excellence Awards for the competitive cycle January 2003 through December 2003.

(a) Maritime Warfare Excellence Award (Black E)

- GLADIATOR has exceeded the requirements for this award as evidenced by the following:
- Successful weapons management and ship self defense during FEP.
- Weapons, Ordnance, or other Mishaps: NONE
- Live Firing Exercise Failures: NONE. GLADIATOR successfully and safely completed multiple weapons firings during MIWRG-4 deployment, resulting in over 90% crew qualification with the 12-Gauge Shotgun, Beretta M-9 9mm, M-14 Rifle, M-60 Machine Gun, and .50 cal Machine Gun.
- Operations Department situational PMS accomplishment: 98.91.
- Thorough, accurate completion of MIW Tasking during MIWRG-4 Deployment. GLADIATOR's perseverance and attention to detail led to over 170 sonar contacts in the assigned waters of San Francisco Bay.

(b) Engineering/Survivability Excellence Award (Red E)

- Self-sufficient: GLADIATOR Engineers do whatever it takes to ensure mission completion. Working hand-in-hand with SIMA Ingleside, GLADIATOR replaced 2A MPDE engine block and overhauled NO.1 A/C plant while independently overhauling NO.2 A/C plant with around-the-clock shift work. Self-assessment of

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equipment damage methods including borescope, pop-testing of fuel injector nozzles and compression testing, as well as accurate and meticulous inspection by technically astute Enginemen, minimizes equipment down-time and maximizes mission readiness. GLADIATOR's ability to project the importance of operability and efficiently order and track parts required for repairs resulted in the clearing of ten CASREPs in the last four weeks prior to deployment including both A/C units, wastewater pump, 2 SSDG, 2A MPDE, MMGTG, bowthruster, port and starboard HPUs, and the magnetic cable reel. GLADIATOR got underway for deployment CASREP-FREE.

- Cost Savings: GLADIATOR's 2M Technicians have saved the Navy \$137,086 this year! Additionally, the engineers' technical knowledge and their ability to overcome any challenge allowed them to replace 1B SSDG's crankshaft and overhaul the engine; a job normally completed by intermediate maintenance activities. This endeavor eliminated the need for a Fly Away Team to travel to Rodman, Panama saving approximately \$80,000 and over 300 civilian manhours. GLADIATOR's willingness to auxiliary steam in two foreign and one domestic port saved over \$22,000.

- Contributions outside the lifelines. The expertise of GLADIATOR's Engineers is frequently called upon to provide assistance to other ships on the waterfront. GLADIATOR sent a First Class Electrician's Mate to the USS ARDENT during their Persian Gulf Deployment to ease their manning shortfall. Similarly, a GLADIATOR Second Class Interior Communications Electrician remained behind from our deployment to aid the USS PIONEER during her post-deployment shipyard availability.

- Superior Damage Control. GLADIATOR's Final Evaluation Period demonstrated the effectiveness of the crew to manage personnel and combat damage during the mass conflagration exercise. Afloat Training Group was unable to inflict enough damage to drive GLADIATOR to the abandon ship drills called for in the SOE.

(c) Command and Control Excellence Award (Green E)

- CMS Inspection: USS GLADIATOR (MCM-11) EKMS account was inspected on 13 AUG 02 with no discrepancies.

- Loss of CMS Material, loss of CMS accountability, or CMS incident, which is determined to result in a compromise or possible compromise: NONE.

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- Comprehensive Communications Assessment (CCC-19-SF):
Assessment completed 20 SEP 02 with a grade of 95.5 (CMCMRON
THREE DOC Ser 00/117)
 - Security Violations: NONE
 - Continuous SAR certification.
 - No grounding or collision incidents during the award period.
 - Sustained superior communications excellence: GLADIATOR'S
communications center is often cited as the example for other
MCM'S to emulate. Flawless communications support directly
contributed to successful completion of training requirements
and superior operational readiness during GOMEX and MIWRG-4
Deployment.
 - During MIWRG-4 Deployment, GLADIATOR continually displayed
superior communications abilities shifting seamlessly to NCTAMS
PAC systems. GLADIATOR provided over-the-air assistance to
other deployed MIWRG ships experiencing connectivity difficulty,
utilizing all available means of communications, including
Battle Force E-Mail (66) to forward pertinent message traffic to
the beach.
 - Operations Department situational PMS accomplishment: 98.91
 - Deck Department situational PMS accomplishment: 93.43
 - GLADIATOR excelled during mine recovery operations of GOMEX-03
by identifying new, and re-acquiring old contacts throughout the
CCOA. These operations updated the MEDAL database in support of
future exercises. Furthermore, GLADIATOR was near at the top of
the list for CRN identification.
 - Impeccable maintenance and effective management of the NWPL
and SECRET inventory allowed GLADIATOR to score perfect (Zero
Discrepancies) on the March 2003 NATO Secret Control Inspection.
- (d) Supply Management Excellence Award (Blue E)
- Supply Management Inspection (SMI):
Satisfactorily completed within 18-24 months periodicity (16-19
June 03) with the following results:
 - Storekeeping 93.70

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- Food Service 91.20
- Overall 92.45

Supply portion of SMI rated OUTSTANDING in all mission areas.

- 3M program conforms to standards: Validated by ATG assessors (09-11 June 03) with 100% RAR. Next Scheduled 3M Inspection JUN05.

- Extraordinary, professional supply support during MIWRG-4 deployment. USS GLADIATOR 100% supply readiness (on hand/on order) during IDTC allowed GLADIATOR to enter MIWRG-4 deployment CASREP free.

- Unparalleled performance during IDTC. S1 fulfilled all mission requirements on time to include: ENG IA, CART II, ENG UD, TSTA II, TSTA III, INSURV and FEP.

- S2 is clearly the example to follow for the waterfront. Financially, the End-Of-Month closeouts are always on time and well within budget. This attention to detail has earned GLADIATOR (3) consecutive Captain Edward F. Ney Awards (2001/2003 First Place - 2002 Runner-up). In addition, GLADIATOR received a 94 on its most recent menu review (OCT 02). Each of GLADIATOR'S Mess Specialists has earned the Culinary Specialist NEC. The effectiveness of this training is apparent during every meal.

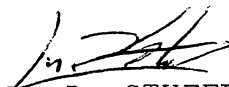
- INNOVATIVE! S2 is dynamic. GLADIATOR'S FSO/LMS always attends and evaluates the latest trend of products introduced by the local vendor (LABATTS). GLADIATOR continues to improve the serving line, beverage line, and the products provided to the crew.

- Phenomenal acquisition of critical parts for emergent repair work (24 hours a day - 7 days a week). USS GLADIATOR'S logistics professional have always found a way to acquire required parts in order to meet operational requirements. Most noteworthy was the support given to engineering for crucial parts required for INSURV and MIWRG-4 deployment. S1 personnel consistently enabled GLADIATOR to meet all mission areas and never missed an underway commitment due to lack of parts. In addition, FY03 DLR management has been second to none. \$550,000 DLR purchases with two outstanding carcass charges totaling \$2,590 for less than 1% DLR excess. GLADIATOR has also been singled out from COMNAVSURFLANT for leading the way on the waterfront for Demand Effectiveness for part support.

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(e) TYCOM Ship Safety Award

- During GLADIATOR's Navy Safety Center Shipboard Survey (conducted 15 JAN 2003) and INSURV UMI, all safety and NAVOSH programs were evaluated and assessed to be effective.
- Safety Officer is a graduate of the Safety Officer Course.
- Safety Council and Committee meetings are held quarterly, and minutes are reviewed by the Commanding Officer. Safety concerns and deficiencies are discussed, and training is held. Topics this year have included watch standing and fatigue, safety administration, PMS, common zone inspection discrepancies, and deck-plate level knowledge of shipboard safety hazards and programs.
- Effective Traffic Safety and Recreational and Home Safety Programs. Each program has been assigned to a Junior Officer for oversight. Quarterly training is for each program, and Safety Stand downs are conducted prior to any holiday/leave period. Records of traffic violations and motorcycle operators are maintained for analysis.
- Quarterly review of page 4s and continuous training is conducted on personal protective equipment usage, proper egress techniques, and EEBD and OBA use ensuring 100% qualification.
- Maximum effort is expended to minimize the number of mishaps to personnel and equipment. GLADIATOR suffered only one class "C" mishap during this competitive cycle. The mishap report was submitted in less than 30 days as required, and a safety stand down was conducted immediately following to ensure the lessons learned would be incorporated into training preventing future occurrence.


L. D. STUFFLE