

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 HALSEY (DDG 97)**

Unit Identification Code (UIC), per the SNDL: **23154**

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

Last: **Schlise** First: **Paul** M.I.: **J.** Rank: **CDR**

Date Assumed Command (date format YYYY-MM-DD): **2006-02-19**

Mission/Command Employment/Area of Operations: **C3F AOR**

Permanent Location (Home Port for deployable units): **San Diego, CA**

Immediate Superior In Command:

Operational: **Commander, Destroyer Squadron Seven**

Administrative: **Commander, Destroyer Squadron Seven**

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):

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: 32 Enlisted: 267 Civilian: 0

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

Name (Rank, First Name, Middle Initial, Last Name): ENS [REDACTED]

Job Title/Office Code: Public Affairs Officer

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

Phone number(s): [REDACTED]

Command Mailing Address:

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## 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.

2007 began with USS HALSEY moored at her homeport, NAVBASE San Diego, completing a post-deployment/holiday leave and upkeep period.

On 5 Jan 2007, an unexpected explosion occurred in the ship's Number One Main Reduction Gear in Main Engine Room Number One. The explosion caused serious damage to the reduction gear, bowing the gear casing and inspection port, damaging structural welds and moving the gear out of alignment tolerances with other components of the propulsion train. A detailed inspection of the damage by government and civilian technical experts eventually led to a determination in early Feb 2007 that the gear was

damaged beyond economical repair and required replacement. This was the first time in Navy history that an MRG replacement took place outside of the builder's yard.

HALSEY dry-docked at BAE San Diego shipyard on 19 MAR 07. The old reduction gear was removed via a 40 ft square hull cut on 2 APR 07. The new reduction gear was installed on 20 APR 07. The ship undocked and returned to NAVAL BASE San Diego on 4 MAY 07 to begin several months of pierside alignments of the propulsion train.

A Safety Investigation Board was convened on 25 JAN 07 to investigate the cause and circumstances of the explosion. In their subsequent Safety Investigation Report (SIREP), the board discovered the presence of a volatile compound in HALSEY's Number One MRG 2190 lube oil that significantly lowered the oil's flashpoint, allowing the explosion to occur. The SIREP did not, however, determine the root cause of the oil contamination.

In an attempt to determine the root cause of the casualty, Naval Sea Systems Command, in partnership with Southwest Regional Maintenance Center and ship's force, conducted a comprehensive inspection of all lube oil system tanks, piping, and components. The investigation found the likely cause of the lube oil contamination to be excessive heating of 2190 by thermostatically controlled heating elements in the MER 1 lube oil purifier heater. This resulted in coking and pyrolysis, or the breaking down of lube oil into more volatile components. These components lowered the flashpoint sufficiently to cause an explosive condition within the reduction gear.

The results of NAVSEA's and SWRMC's testing led DDG CLASSRON to order all DDGs to inspect their lube oil heaters for evidence of coking. This inspection revealed over 60 percent of the DDG Fleet had some level of coking caused by overheating. HALSEY assumed a pioneering role in the development of a more rigorous, systematic testing regimen for shipboard lube oil, which included the testing of viscosity and flashpoint -- two previously untested characteristics.

Following seven months of non-operational status due to heavy industrial work associated with the MRG replacement, HALSEY returned to sea on 24 JUL 07 for sea trials of the repaired systems. Following a successful week-long sea trial, the ship began a compressed pre-deployment basic phase training cycle, completing nearly all requiring certification in under three months and becoming a "ready surge" asset for Commander, THIRD FLEET, as well as the Air Defense Commander for PELELIU Expeditionary Strike Group.

In September, HALSEY was selected to launch a Block IV Tactical Tomahawk Missile (TACTOM) during Operational Test Launch (OTL) 454. This was the first Block IV missile to successfully transition from an in-flight re-target to an aimpoint update transmitted by Special Forces on the ground near the target site. Post-mission analysis indicated a successful 760 nautical mile mission, culminating in a miss-distance of less than 10 feet at the NAWC China Lake, CA target site. Additionally, HALSEY hosted key technical experts in support of next-generation SPY-1D(V) testing with USS KIDD (DDG 100) during KIDD's CSSQT in OCT 2007.

During TARAWA Expeditionary Strike Group COMPTUEX 07-7, HALSEY's Electronic Warfare team excelled in locating and conducting simulated engagements of "blue" forces while remaining completely undetected for over eight hours.

HALSEY excelled in the areas of Sailor retention and advancement and fuel conservation during 2007. The ship was placed on the retention honor rolls for first and fourth quarters and displays the Golden Anchor as a recipient of the FY07 COMPACFLT

Retention Excellence Award. In September 2007, HALSEY raised the Silver ESWS pennant for the first time since the ship's commissioning, reflective of HALSEY's commitment to the professional development of her Sailors. The ship implemented a robust and effective energy conservation program, resulting in burning 4,698 barrels of fuel under the class average during 4th quarter FY07. As a result, HALSEY was rated 4th quarter's Secretary of the Navy most fuel efficient DDG-51 Class Destroyer in the Fleet, earning a \$24,000 incentive grant.

HALSEY's crew performed brilliantly through the many challenges of 2007.

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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.

2007-01-05: Internal explosion/flashover in Main Reduction Gear in Main Engine Room One. Repair costs exceed \$8.5 million.

2007-01-24: CNSF directs CDS7 to convene a safety investigation board for Class A mishap.

2007-02-01: CDR Jay Pinckney relinquishes command to LCDR C.T. Monroe (Acting)

2007-02-19: CDR Paul J. Schlise assumes command.

2007-02-23: Safety Investigation Report concludes.

2007-02-26 through 03-01: Ammo offload at Bravo pier, Naval Air Station North Island.

2007-03-19: USS HALSEY enters dry dock at BAE shipyard for emergent repairs.

2007-04-02: Starboard MRG removed.

2007-05-04: USS HALSEY undocks from BAE dry dock and commences pierside MRG alignments.

2007-07-10 through 07-12: HALSEY completes Light Off Assessment

2007-07-23 through 07-27: HALSEY completed Sea Trials in SOCAL.

2007-07-30 through 08-03: HALSEY completed ULTRA C

2007-08-14 through 08-17: HALSEY completed ULTRA E

2007-09-12: HALSEY TLAM Operational Test Launch

2007-09-17 through 09-21: TARAUA C2X OPFOR

2007-10-01 through 10-05: KIDD CSSQT / HALSEY SPY Testing

2007-10-19: NSFS FIREX at San Clemente

2007-11-01 through 11-02: FEP

2007-11-06 through 11-08: Inport Seal Beach, CA, for ammo onload

2007-12-06: Underway Family Day Cruise

2007-12-10 through 12-14: Week One Workups

2007-12-17 through 2008-01-18: CMAV 8A1

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.

CDR Paul J. Schlise assumed command of USS HALSEY (DDG 97) while in-port San Diego, California, on Feb. 19, 2007, without ceremony. HALSEY dry docked at BAE on March 19th for emergent repairs. HALSEY undocked on May 4th and returned to Naval Station San Diego.

On July 24, HALSEY returned to sea for the first time in seven months for sea trials of the ship's newly-installed Number One Main Reduction Gear. The intensive 5-day trial proved the engineering plant to be fully operational following this multi-million dollar repair.

Again available for tasking, HALSEY participated in a successful Operational Test Launch of a Block IV Tomahawk Cruise Missile on September 12th, flexing the newest capabilities of the Navy's signature land attack missile. Later that week HALSEY also had the opportunity to fire 50 rounds from its 5" deck gun in an open-ocean exercise.

The busy underway schedule continued through the fall, including a week at sea playing Opposing Force for the TARAWA ESG's COMPTUEX and a week underway supporting USS KIDD's CSSQT while testing developmental, next-generation software for HALSEY's SPY 1D(v) radar. HALSEY also successfully performed a 5" gun Naval Surface Fire Support (NSFS) exercise on San Clemente Island. With all the recent time at sea and careful preparation by the crew, HALSEY had no problem passing her Final Evaluation Period with flying colors on 12 November, thus marking the end of the Basic Training Phase. HALSEY then made a port visit to Seal Beach, CA, to onload ammunition. Before beginning the annual winter holiday stand down, HALSEY performed "Week One Workups" from 10 to 14 December with an SH-60B helicopter and the "Heavy Hitters" of HSL 45 Detachment Three.

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## 4. Supporting Reports

Supporting Reports are those reports required by other instructions that provide significant data about the command during the calendar year. These reports may be submitted "as is," eliminating the need to duplicate information for this report that is already contained in reports prepared in response to other instructions and requirements. Examples include battle efficiency, safety and other award submissions, major staff or command studies, and end of cruise reports or briefs. 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, enclosures may include, but are not limited to:

- a. Situation Reports
- b. Intentions Messages
- c. Operational Reports
- d. Operations Orders/Deployment Orders
- e. Operational Plans
- f. Personal For Messages
- g. After Action Reports
- h. Significant Electronic Message Traffic (outgoing/e-mail/chat)
- i. Battle Damage Assessments

- j. Casualty Reports
- k. End-of-Cruise/Deployment Reports
- l. Intelligence Summaries
- m. Major Exercise Reports

List below the items submitted, indicating the classification of each. Electronic reports should be in a Microsoft Office format (Word, Excel, Power Point, or Access), HTML, PDF, JPG, GIF, or plain text. It is unnecessary to convert non-electronic documents to electronic format. Submit electronic reports via e-mail or on CD-ROM as explained at the end of this form. Enclosures that do not exist in electronic format should be listed below and submitted in hardcopy in the same manner as a CD-ROM.

(On CD, under folder "4 Supporting Reports")

- Battle Efficiency inputs/letter:
  - Nomination Packages, all other ship's awards
  - HALSEY MRG Unit Sitrep 5 JAN 07
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## 5. Published Documents

List below the published documents being submitted in either electronic or paper format, indicating the classification of each item. Documents to be submitted include cruise books, change of command programs, commissioning/decommissioning brochures, establishment/disestablishment/deactivation brochures, copy of command's web site, news releases, biography of commander, welcome aboard brochures, newspaper articles, command studies, statistical data, etc.

Electronic documents should be in a Microsoft Office format (Word, Excel, Power Point, or Access), HTML, PDF, JPG, GIF or plain text. Documents in electronic format are to be submitted via e-mail or on CD-ROM as explained at the end of this form. It is unnecessary to convert non-electronic documents to electronic format. List any enclosures that are not electronic and submit in hardcopy in the same manner as a CD-ROM.

The following are provided on CD in folder "5 Published Documents"

1. Welcome Aboard Pamphlet
  2. Command website is available at [www.halsey.navy.mil](http://www.halsey.navy.mil).
  3. Biography of Commanding Officer
  4. "Five Star Chronicle"- HALSEY newsletter Editions 5-
  5. Press Releases
  6. "The 21<sup>st</sup> Century Tin Can" article published in "Tin Can Sailor" vol. 31 no. 4
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## 6. Photographs

List below official photographs and any other command-generated media being submitted in either electronic or paper format. Photographs to be submitted include: official photo of commanding officer; recent photo of ship, aircraft, or facility; and photos of historic events associated with the

command. Photographs submitted electronically should be in JPG, TIFF or GIF format. It is unnecessary to convert non-electronic documents to electronic format. Photographs in electronic format are to be submitted via e-mail or on CD-ROM as explained below. Enclosures that do not exist in electronic format should be listed below and submitted in the same manner as the CD-ROM. Also include any photographs covering operational strikes, battle damage (especially that sustained by own ship, aircraft, facilities or equipment), or other relevant photos relating to combat or deployment operations.

**Pictures are on CD in folder "6 Photos", including photos of:**

- USS HALSEY**
  - Commanding Officer**
  - HALSEY in drydock**
  - Number 1 MRG (post explosion)**
  - MRG removal**
  - Burial at sea honor guard**
  - Captain's Call**
  - CPO Pinning**
  - Friends and Family Day**
  - Mooring to a buoy**
  - Flight operations**
  - TLAM OTL**
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**Submit this Command Operations Report as follows:**

Via e-mail, to one of the three e-mail addresses:

All air/aviation commands: [aviationhistory@navy.mil](mailto:aviationhistory@navy.mil)

All ships: [shiphistory@navy.mil](mailto:shiphistory@navy.mil)

All other commands: [archives@navy.mil](mailto:archives@navy.mil)

Place any attachments too large for transmission via e-mail on CD-ROM and send by an approved commercial courier, such as FEDEX or UPS. Check CDs for readability before submission to guard against corruption. Forward paper records included as attachments in the same manner. **Do not forward Command Operations Reports via U.S. mail, as all mail addressed to the Naval Historical Center is irradiated and will result in destruction of discs and damage to paper enclosures.** Address all shipments to:

Naval Historical Center  
(Attn: Ships History/Aviation History/Operational Archives) \*  
805 Kidder Breese Street SE  
Washington Navy Yard, DC 20374-5060

Submit **Confidential and Secret** Command Operations Reports electronically via SIPR-net e-mail to one of the three e-mail addresses:

All air/aviation commands: [aviationhistory@nhc.navy.smil.mil](mailto:aviationhistory@nhc.navy.smil.mil)

All ships: shiphistory@nhc.navy.smil.mil  
All other commands: archives@nhc.navy.smil.mil

Place any **classified** attachments too large for transmission via e-mail on CD-ROM and send by an approved commercial courier, such as FEDEX or UPS. Check CDs for readability before submission to guard against corruption. Forward classified paper records included as attachments in the same manner. **Do not send attachments to the Command Operations Report via U.S. mail, as all mail addressed to the Naval Historical Center is irradiated and will result in destruction of discs and damage to paper enclosures.** Ensure all items are properly marked and wrapped. Address all shipments to:

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Washington Navy Yard, DC 20374-5060

Forward Command Operations Report enclosures containing **Top Secret** via courier to:

405130-BA 33  
NHC/AR Washington, DC

Forward Command Operations Report enclosures containing **Sensitive Compartmented Information (SCI)** via courier to:

449354-BA 31  
ONI/Suitland, MD

The inner wrapper should read: ONI Historian, ONI-ODB EXT 2975

Telephone numbers for the ONI Historian are DSN 659-4488/5901, Commercial (301) 669-4488/5901.

\* The attention line should read **Ships History** for all ships, **Aviation History** for all air/aviation commands, and **Operational Archives** for all other commands. Telephone numbers for these branches are as follows: Ships History Branch, DSN 288-6802, Commercial (202) 433-6802; Aviation History Branch, DSN 288-2321, Commercial (202) 433-2321; Operational Archives Branch, DSN 288-3224, Commercial (202) 433-3224.