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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: **Weeldreyer** First: **Michael** M.I.: **L** Rank: **CDR**

Date Assumed Command (date format YYYY-MM-DD): **2011-07-22**

Mission/Command Employment/Area of Operations: **FIFTH and SEVENTH FLT AORs - WESTPAC 2011-2012**

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

Immediate Superior In Command:

Operational: **Commander, Destroyer Squadron One**

Administrative: **Commander, Destroyer Squadron One**

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): **CTF 151**

Name(s) of Forces, Commands, Ships, Squadrons or Units assigned or under your operational control (if applicable): **HSL-49 Detachment Two (Scorpions)**

Type and number of Aircraft Assigned and Tail Codes, if applicable: **SH-60B (RS 102 and RS 105)**

Commands, Detachments or Units deployed on board or stationed aboard as tenant activities (as applicable): **CTF 151 FLAG SHIP, USCG DET**

Number of Personnel Assigned:

Officers: 29 Enlisted: 279 Civilian: 0

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

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

Job Title/Office Code: Main Propulsion Officer /Public Affairs Officer

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

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Phone number(s): ██████████

Command Mailing Address: USS HALSEY (DDG 97), FPO AP 96667-1308

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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.

### 2012 Commander's Assessment

The new year found USS HALSEY at its half way mark for her 2011-2012 WESTPAC Deployment. During this time, she was the flagship for CTF-151, a multinational, mission-based task force working under Combined Maritime Forces, to conduct counter-piracy operations in the Southern Red Sea, Gulf of Aden, Somali Basin, Arabian Sea and Indian Ocean. The ship assisted in a number of Visit, Board, Search

and Seizure (VBSS) assignments which proved to be a significant piracy deterrent. HALSEY also assisted vessels that found themselves in distress. On one occasion HALSEY encountered a dhow that had been hijacked and provided food, water and fuel to the rescued crew they could complete their transit. Such was the case when two Yemeni patrol boats found themselves out of fuel. The ship unfortunately did not carry the same fuel needed to power the patrol boats, so both vessels were safely secured alongside the ship, the crew given quarters onboard HALSEY and both were safely towed to the coast of Yemen where they received the aid needed to get back home. Once released from her CTF-151 tasking, HALSEY headed to the beautiful island of Seychelles for some much needed rest and relaxation. Sailors took part in activities such as wind surfing, kayaking or just a leisurely swim in the ocean. Some Sailors had an opportunity to give back to the community and volunteered their time to repair a playground used by a local orphanage. For the volunteers, seeing a smile on the children who now had a place that they could enjoy was truly a blessing. Feeling refreshed and recharged after some much needed downtime, HALSEY set sail to continue on its WESTPAC deployment. The end of March afforded the crew the opportunity to visit one of the richest countries in the Middle East; Muscat, Oman. For many sailors this was a unique opportunity to visit a beautiful and diverse country. Oman was unique in and of itself, since it blended Eastern and Western cultures extremely well. Here you could indulge in the bustling shopping of the gold Suk or take a quiet tour of a famous mosque. A few sailors even ventured into purchasing local garments and wore them out in town. Upon completion of this port visit, the ship set its sights on Chennai, India where it would meet up with the rest of the CARL VINSON STRIKE GROUP and have the unique opportunity to work with the Indian Navy in a joint exercise called MALABAR 2012. For one week HALSEY, CARL VINSON and BUNKER HILL, along with six other Indian warships, took part in various exercises which included DIVTAC's, SAG vs. SAG and culminated in a highly skilled and well organized event called a CHEER EX. This exercise called for the USS CARL VINSON STRIKE GROUP to stay on a fixed course, while the Indian Navy steamed on a reciprocal course coming within a few hundred feet of each other. The Sailors on both the American and Indian ships proceeded to render appropriate honors bringing MALABAR 2012 to a close. Upon completion of the exercise the ship and crew said goodbye to the carrier strike group and headed for home. But the best was yet to come, as HALSEY found out that it would be visiting not one, but two Australian ports. HALSEY sailors were welcomed in Darwin by over 550 visitors many of whom had never been onboard a ship before. HALSEY's visit also coincided with Anzac Day, Australia's equivalent to the United States' Independence Day. On this day, citizens all around Australia get together to celebrate and pay tribute to those who gave their lives during WWII in the defense of Australia's freedom. HALSEY sailors were asked to join in the Anzac Day parade, which proceeded through the heart of Darwin. The Australian crowd showed their support for both American and Australian troops who sacrifice so much in the defense of their nations. Filled with pride, HALSEY set sail for the much larger port of Brisbane for the Battle of Coral Sea commemoration. Here the ship was on full display while hosting hundreds of visitors. The Sailors received a special treat when an 80 year old WWII veteran of the USS LEXINGTON visited the ship. He shared stories of when his ship came under fire from Japanese fighter pilots and was sunk. The selfless acts of bravery he described sent chills up the spines of the young sailors that were listening. Yeoman Second Class Robert Raynor, described that day as one he would never forget. When they were not

giving tours to visitors, HALSEY sailors found time to soak up the sun and enjoy the local cuisine. A major hit for many of the crew was the opportunity to purchase their first boomerang, a souvenir that any visitor to Australia could not leave without. With souvenirs in hand and sunburns on their faces, the crew set sail for home. The first taste of home came in the form of Pearl Harbor, HI. Pearl Harbor was a sight for sore eyes as the crew knew the end of a grueling six month deployment was soon coming to a close and they would be reunited with their families. Never the less, there was still work to be done. HALSEY brought over 150 Tigers (friends and families of the crew) onboard for a tiger cruise so they could experience life aboard a U.S. Navy vessel during the five day transit back to the ship's homeport of San Diego, CA. During the transit families and friends of the crew were able to see the ship's 5" gun and Close In Weapons System (CIWS) shoot, a shipboard recovery of a man overboard, helicopter operations and many other shipboard evolutions. They were also treated to an air show hosted by the squadrons that were deployed onboard the carrier.

May 23, 2012 finally ended the six month WESTPAC 2011-2012 Deployment. Over the six months, HALSEY had traveled 42,292 miles and expended close to four million gallons of fuel. HSL-49 flew over 277 sorties while utilizing over 94,000 gallons of JP-5 and flying close to 860 hours. Nearly forty sailors received their Enlisted Surface Warfare Specialist (ESWS) pins and eight officers received their Officer of the Deck (OOD) underway letters. WESTPAC Deployment 2011-2012 was now in the books and crew was set to enjoy some much needed time off with their families.

Upon returning to work in mid June of 2012, HALSEY quickly found herself back in the swing of things as the ship prepared to host sixty-two Midshipmen from the United States Naval Academy and universities across the country. The Midshipmen were quickly immersed in every facet of the ship's day to day operations, including watch standing. Many of them left with a profound respect of what it takes to be at sea, sustain an arduous up-tempo training cycle, and then return everyone home safely. Once this important training phase was complete, HALSEY received news that it would attend the 2012 Seattle Sea Fair in Seattle, WA. The Seattle Sea Fair is rich in tradition and is one of the premier fleet events in the country. To attend was truly an honor and HALSEY was very much up to the challenge. The hosted over 4,246 visitors, volunteered for community relation (COMREL) events, and attended receptions around the city. While not working, HALSEY sailors had the opportunity to take in such events as Hydro plane races, the Blue Angels Air show and even a Seattle Mariners baseball game. The Seattle Sea Fair was truly a hit for both the city of Seattle and the HALSEY crew. Upon returning home, HALSEY entered into a one month CMAV (CNO Maintenance Availability) before being invited to attend the Santa Barbara Navy League's 9/11 comemoration in Santa Barbara, CA. The ship again hosted over 430 visitors in three days and received much praise for it's hospitality. For the remainder of the year HALSEY hosted Hollywood to film the upcoming television series "THE LAST SHIP". For about a month, the ship was transformed into a Hollywood set, decked out with white lights, make-up booths and actors. A few Sailors had speaking parts while others enjoyed being extras. The crew really appreciated this once in a life time opportunity and the actors and assistants learned first hand about life in the Navy. As the holidays and the new year approached, HALSEY found herself pier side San Diego, something the crew had not

experienced in over two years of back-to-back deployments. It was a much needed time of relaxation and upkeep for both the crew and the ship itself.

2013 brings a new change in the history of USS HALSEY. On the 25th of January 2013, USS HALSEY DDG 97 will complete a month long hull swap with USS RUSSELL DDG 59 out of Pearl Harbor, HI. HALSEY will be ridden back to Pearl Harbor where it will undergo a short maintenance phase in preparation for its next deployment.

M. L. WEELDREYER

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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.

2013-03-01 -	U/W WESTPAC 2011-2012
2012-03-02 - 2012-03-05	INPT SECHEILLES
2012-03-06 - 2012-03-25	U/W WESTPAC 2011-2012
2012-03-26 - 2012-03-29	INPT MUSCAT, OMAN
2012-03-31 - 2012-04-06	U/W WESTPAC 2011-2012
2012-04-07 - 2012-04-10	INPT CHENNAI, INDIA
2012-04-11 - 2012-04-22	U/W WESTPAC 2011-2012
2012-04-23 - 2012-04-26	INPT DARWIN, AUSTRALIA
2012-04-27 - 2012-05-02	U/W WESTPAC 2011-2012
2012-05-03 - 2012-05-05	INPT BRISBANE, AUSTRALIA
2012-05-06 - 2012-05-14	U/W WESTPAC 2011-2012
2012-05-15 - 2012-05-17	INPT PEARL HARBOR, HI
2012-05-18 - 2012-05-22	TRANSIT TO SAN DIEGO, CA
2012-05-23	ARRIVE HOMEPORT SAN DIEGO, CA
2012-05-24 - 2012-06-20	POM AND STAND DOWN
2012-07-09 - 2012-07-11	U/W MIDN CRUISE SOCAL OP AREA
2012-07-12 - 2012-07-15	INPT SAN DIEGO, CA
2012-07-16 - 2012-07-19	U/W MIDN CRUISE SOCAL OP AREA
2012-07-20 - 2012-07-22	INPT SAN DIEGO, CA
2012-07-23 - 2012-07-25	U/W MIDN CRUISE SOCAL OP AREA
2012-07-26	INPT SAN DIEGO, CA
2012-07-27 - 2012-07-30	U/W INROUTE TO EVERETT, WA
2012-07-31 - 2012-08-06	SEATTLE SEAFAIR SEATTLE, WA
2012-08-07 - 2012-08-09	U/W INROUTE TO HP SAN DIEGO, CA
2012-08-10 - 2012-09-04	INPT SAN DIEGO, CA
2012-09-05	U/W INROUTE TO SANTA BARBARA, CA
2012-09-06 - 2012-09-10	INPT SANTA BARBARA, CA

2012-09-11 - 2012-09-13 U/W INROUTE TO HP SAN DIEGO, CA  
2012-09-14 - 2012-09-17 INPT SAN DIEGO, CA  
2012-09-18 - 2012-09-20 U/W SOCAL OP AREA  
2012-09-21 - 2012-09-24 INPT SAN DIEGO SPEED FEST NAS NORTH ISLAND, CA  
2012-09-25 - 2012-10-01 INPT SAN DIEGO, CA  
2012-10-02 - 2012-10-03 U/W SOCAL OP AREA  
2012-10-04 - 2012-10-08 INPT SAN DIEGO, CA  
2012-10-09 - 2012-10-12 U/W SOCAL OP AREA  
2012-10-13 - 2012-11-11 INPT SAN DIEGO, CA "THE LAST SHIP" FILMING  
2012-11-12 - 2012-11-19 U/W JTFEX 13-01 SOCAL OP AREA  
2012-11-20 - 2012-12-03 INPT SAN DIEGO, CA  
2012-12-04 - 2012-12-05 U/W SOCAL OP AREA  
2012-12-10 - 2012-12-12 U/W SOCAL OP AREA/HALSEY'S FAMILY DAY CRUISE  
2012-12-13 - 2013-01-08 INPT SAN DIEGO, CA HOLIDAY LEAVE AND UPKEEP  
2013-01-09 - 2013-01-23 INPT SAN DIEGO, CA HULL SWAP WITH USS RUSSELL  
2013-01-24 U/W SOCAL OP AREA USS HALSEY SHIP FAM CRUISE  
2013-01-25 INPT SAN DIEGO, CA USS RUSSELL DDG 59 AND USS  
HALSEY DDG 97 COMPLETE HULL SWAP

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.

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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.

**P-4 MESSAGES AND 2012 SITREPS WILL BE POSTED SHORTLY. ALL OTHER DOCUMENTS ARE CLASSIFIED AND WILL BE SUBMITTED VIA CD-ROM**

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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.

**DOCUMENTS WILL BE SUBMITTED VIA CD-ROM**

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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.

**PHOTOS ARE TOO LARGE TO SEND VIA EMAIL AND WILL BE SENT VIA CD-ROM**

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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

All ships: shiphistory@navy.mil

All other commands: 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:

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(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

All ships: shiphistory@nhc.navy.smil.mil

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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.