



DEPARTMENT OF THE NAVY

USS HAWES (FFG 53) ✓
FLEET POST OFFICE
MIAMI 34091-1507

1985

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FFG53:CO:

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From: Commanding Officer, USS HAWES (FFG-53)
To: Director of Naval History (OP-09BH), Washington Navy Yard,
Washington, D.C. 20374

Subj: COMMAND HISTORY FOR 1985 (REPORT OPNAV 5750-1)

Ref: (a) OPNAVINST 5750.12C

Encl: (1) Commissioning Program
(2) Welcome Aboard Pamphlet

1. The following basic historical narrative is submitted in accordance with reference (a):

United States Ship HAWES (FFG-53) was commissioned on 9 February 1985. Her Commanding Officer was Commander Thomas Francis Madden and her Executive Officer was Lieutenant Commander Howard Blauvelt Sidman. She was the forty-seventh ship of the Oliver Hazard Perry Class to be built and the twentieth to be built by Bath Iron Works in Bath, Maine. Her keel was laid on 26 August 1983 and she was launched on 18 February 1984.

After commissioning the first hurdle for the new ship was the Engineering Light-off Examination and Crew Certification. This was a challenging feat for a ship's company of whom two-thirds had never been to sea before. Intense all hands training on damage control and ships systems was conducted with the help of the Fleet Introduction Team, Bath, Maine. The Light-Off Examination was completed on 15 March 1985.

On 18 March 1985 USS HAWES sailed from Bath under overcast skies. As she sailed down the Kennebec River, digital data link was established with a LAMPS (Light Airborne Multi-Purpose System) III SH-60B Seahawk helicopter from the Naval Air Test Center, Patuxent River, Maryland. After entering the open sea the helicopter landed numerous times on the flight deck using the new RAST landing system. The aircraft was moved into both hangars to verify that it would fit properly. All tests of the LAMPS III were successful.

On 19 March 1985 HAWES called at Newport, Rhode Island, to pick up students from the Surface Warfare Officers' School Department Head Course. Further port calls were made at Naval Station, Norfolk, and Naval Weapons Station, Yorktown for the weapons onload. The first landing of a LAMPS I SH-2 Seasprite helicopter on HAWES' flight deck was on 25 March 1985 as she sailed beyond the Virginia Capes bound for her new homeport of Charleston, South Carolina. USS HAWES arrived in Charleston on 29 March 1985.

During April HAWES prepared for Shakedown Training in Guantanamo Bay, Cuba. For most of April HAWES carried out these preparation in port. The ship conducted underway training in the Charleston Fleet Operating Area on 8-12 April and 23-25 April.

HAWES sailed to conduct Shakedown Training on 29 April 1985, and returned to Charleston on 3 June 1985. During Shakedown Training HAWES MEDEVACED an officer from a Spanish Navy Training Bark. Towards the end of Shakedown Training the crew enjoyed three days of liberty during a port visit to Ocho Rios, Jamaica on 25-27 May.

During the months of June, July and August, Combat Systems Ship Qualification Trials (CSSQT) and Weapon System Accuracy Trials (WSAT) were conducted. From 10 June until 12 July the ship operated in the Charleston Fleet Operating Areas every week, Tuesday through Thursday. In June the Vulcan Phalanx Close-in Weapons System (CIWS) obliterated a towed target on the first run. The 76mm gun scored a "hit" with three rounds of a five round salvo on a target sled in July.

On 15 July HAWES sailed for Port Everglades, Florida to commence WSAT. The ship enjoyed liberty in nearby Fort Lauderdale from 17 to 21 July. The next phase of WSAT was underway near the Bahamas from 22 to 23 July. HAWES moored in Nassau on 24 July for a four day port visit. While there a number of crewmen gave their time to help do yard work at the Stapledon School for the Mentally Disabled. Next HAWES sailed for the Atlantic Fleet Weapons Training Facility at Roosevelt Roads, Puerto Rico. Two SM-1 (MR) missiles were fired successfully on 1 August.

During INSURV Final Contract Trials in August and September, major problems with the alignment of the Mark 92 Fire Control System were confirmed that would require assistance from NAVSEA and various contractors. The first successful alignment of the Combat System was accomplished by a team under the direction of Commander R. K. Brands from the Naval Plant Representative Office at Sperry, Long Island, New York, in December 1985. That was the fifth battery alignment conducted since the combat system was installed by Bath Iron Works Corporation during construction.

During most of the month of November HAWES participated in Operation Hat Trick II, an interagency/international effort to interdict drug traffic bound for the United States from South America. HAWES embarked a Coast Guard law enforcement detachment from the Cutter UTE (WMEC-79) to conduct the boardings. Before returning to Charleston HAWES called at Saint Thomas, U.S. Virgin Islands for a four day port visit on 22-25 November.

USS HAWES was in port Charleston, South Carolina for a holiday leave and upkeep period for the last three weeks of December.

2. Enclosures (1) and (2) provide information on HAWES and are forwarded for inclusion in ship's history.


T. F. MADDEN