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From: Prospective Commanding Officer, JOHN PAUL JONES (DDG 53)
To: Director of Naval History (OP-09BH), Washington Navy Yard,
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Subj: COMMAND HISTORY CALENDAR YEARS 1990-1992

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Mission Description
(2) Characteristics/Configuration
(3) Command Organization
(4) Chronology
(5) Historical Narrative
(6) Biography of Commander J. M. Kelly
(7) Launch/Christening Booklet
(8) Welcome Aboard Pamphlet
(9) Progress Report Number One
(10) Progress Report Number Two
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(15) Progress Report Number Seven
(16) Progress Report Number Eight
(17) Progress Report Number Nine
(18) Progress Report Number Ten
(19) Progress Report Number Eleven
(20) Progress Report Number Twelve

1. Pursuant to reference (a), enclosures (1) through (20) are forwarded.

J. M. KELLY

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MISSION DESCRIPTION

JOHN PAUL JONES (DDG 53), the third ship of the ARLEIGH BURKE class constructed by Bath Iron Works Corporation, is designed to operate offensively either independently or as a unit of carrier battle groups, surface action groups, in support of underway replenishment groups or marine amphibious forces in multi-threat environments that include air, surface, and sub-surface threats.

CHARACTERISTICS/CONFIGURATION

DIMENSIONS

Hull Length (Overall/Waterline)	505 feet/466 feet
Beam (Max/Waterline)	66/59 feet
Draft (Navigation)	31 feet
Highest Point above the Water Line	148 feet
Masthead Light Height above Water Line	112 feet
Visual Horizon from Bridge	10 nautical miles
Displacement	8315 tons

COMMAND/CONTROL/COMMUNICATIONS

MK 2 MOD 0 Command & Decision System
MK 8 MOD 1 Weapon Control System
MK 2 MOD 0 AEGIS Display System
MK 7 MOD 0 Operational Readiness Test System
AN/SQQ-89 (V)4 ASW Combat System
AN/UQN-4A Fathometer
AN/WQC-2A Underwater Telephone
AN/URN-25 TACAN
AN/WRN-5 and AN/WSN-5 Inertial/Satellite Navigation System
AN/SRN-17A OMEGA Navigation System
AN/UPX-29 IFF System
LINKS 11 and 4A
MK 6 MOD 4 Digital Dead Reckoning Tracer (DDRT)
Exterior Communications: HF, VHF, UHF, SATCOM, INFRA-RED
AN/SRQ-4 LAMPS III Data Link
AN/ARR-75 Sonobuoy Receiver
AN/SYQ-7 (V)5 NAVMACS
AN/WQC-6 Probe Alert
AN/SKR-4B LAMPS I Data Link

WEAPONS

One MK 45 MOD 1 5"/54 Caliber Gun Mount
Two MK 41 MOD 2 Vertical Launching Systems (Standard Missiles, TOMAHAWK Cruise Missiles) (90 Tubes)
Two MK 141 Guided Missile Launchers (Harpoon Anti-shiping Missiles)
MK 15 MOD 12 Close-in-Weapons Systems (Two Phalanx Mounts)
Two MK 32 MOD 14 Triple Torpedo Tubes (MK 46 Torpedoes)

FIRE CONTROL

AN/SPY-1D Radar
MK 99 MOD 3 FCS (3 Illuminators)
MK 116 MOD 7 Underwater Fire Control System
AN/SWG-1A (V) Harpoon Launcher Control System
AN/SWG-3A TOMAHAWK Weapon Control System

SENSORS

AN/SPY-1D Radar
AN/SPS-67 (V)2 Surface Search Radar
AN/SPS-64 (V)9 Surface Search Radar
LAMPS MK III Helicopter
AN/SQS-53C (V)1 Sonar
AN/SQR-19 (V)1 Tactical Towed Array Sonar System
AN/SQQ-28 (V)2 LAMPS III Shipboard Electronics

ESM/ECM

AN/SLQ-32 (V)2
AN/SLQ-25 NIXIE Torpedo Countermeasure
MK 36 MOD 6 Decoy Launching System (Four Launchers)

ENGINEERING

M/P	4 LM2500 Marine Gas Turbine Engines (100,000 SHIP Total)
Elect	3 Allison 2500 KW Gas Turbine Generators
Speed	30+ Knots
Endurance	Classified
Fuel	Classified
Freshwater	Capacity - 15,215 gallons per day
Evaporators	Capacity- 2/9600 GPD Vapor Compression Distilling Plants

COMMAND ORGANIZATION

COMMANDING OFFICER

CDR John M. Kelly (October 1991 - December 1992)

EXECUTIVE OFFICER

LCDR Mark H. Buzby (December 1991 - January 1992)

LCDR Micheal J. Curry (January 1992 - June 1992)

LCDR Frederick P. McKenna (June 1992 - December 1992)

CHIEF OF THE SHIP

QMCM (SW) Tony Wells (PCD) (September 1991 - December 1992)

FCCM (SW) Bruce W. Lillie (PCU) (January 1992 - December 1992)

CHIEF ENGINEERING OFFICER

LCDR [REDACTED] (July 1992 - December 1992)

COMBAT SYSTEMS OFFICER

LCDR [REDACTED] (November 1991 - December 1992)

WEAPONS OFFICER

LT [REDACTED] (March 1992 - December 1992)

OPERATIONS OFFICER

LT [REDACTED] (April 1992 - December 1992)

SUPPLY OFFICER

LT [REDACTED] (July 1991 - December 1992)

IMMEDIATE SUPERIOR IN COMMAND (ISIC)

Commander Destroyer Squadron THIRTY-THREE

CAPT Lawrence E. Eddingfield (January 1992 - July 1992)

CAPT Gary L. Bier (July 1992 - December 1992)

COMMAND OMBUDSMAN

PRECOMUNIT, BATH ME

Mrs. [REDACTED] (December 1991 - August 1992)

Mrs. [REDACTED] (August 1992 - December 1992)

PRECOMDET, SAN DIEGO CA

Mrs. [REDACTED] (December 1991 - December 1992)

CHRONOLOGY
JOHN PAUL JONES (DDG 53)
Calendar Years 1990-1992

<u>Date</u>	<u>Event</u>
08 Aug 1990	Keel Laid, Bath ME
09 Jul 1991	Mast Stepping, Bath ME
14 Oct 1991	CDR John M. Kelly, Prospective Commanding Officer JOHN PAUL JONES, reported for duty
26 Oct 1991	Launch/Christening, Bath Iron Works (BIW) shipyard, Bath ME
04 Mar 1992	Combat Information Center (CIC) completed
21 Mar 1992	Christening ceremony, [REDACTED]
07 May 1992	German Naval Delegation Tour, Bath ME
26 Jun 1992	JOHN PAUL JONES/BIW Fantail Cookout, Bath ME
06 Jul 1992	John Paul Jones' Birthday ceremony, San Diego CA
18 Jul 1992	John Paul Jones' Day celebration, Portsmouth NH
21 Jul 1992	AEGIS Light Off (ALO)
16-30 Aug 1992	Damage Control Training (PCD personnel), Bath ME
22 Aug 1992	First Annual Family Picnic, Bath ME
08-09 Sep 1992	COMDESRON THIRTY-THREE visit, Bath ME
09 Sep 1992	Generator Light Off (GLO)
09 Sep 1992	Naval Command College visit
25 Sep 1992	Partnership in Education with John Paul Jones school established, San Diego CA
15 Oct 1992	Main Engine Light Off (MELO)
09-10 Nov 1992	Head Historian U.S. Naval Academy and Navy News This Week visit, Bath ME
01 Dec 1992	Christmas party
10 Dec 1992	Underway enroute Portland ME
10 Dec 1992	Enter drydock, Portland ME

HISTORICAL NARRATIVE

1. JOHN PAUL JONES' keel was laid at Bath Iron Works shipyard in Bath, Maine on August 8, 1993. She had her Mast Stepping ceremony on July 9, 1993. In her mast was placed a commemorative coin with John Paul Jones on the front and Bonhomme Richard on the back. The Commanding Officer, CDR John Kelly was in attendance.

2. JOHN PAUL JONES was Launched/Christened the morning of October 26, 1991. The Sponsor was Mrs. Connie Jeremiah. The Maids of Honor were Ms. Krista Jeremiah and Ms. Jodi Jeremiah. The principal speaker was William S. Cohen, U.S. Senator, Maine. Other distinguished guests included RADM George A. Huchting, AEGIS Program Manager; VADM Robert K. U. Kihune, Assistant Chief of Naval Operations (Surface Warfare); Honorable Thomas Andrews, U.S. Congressman, Maine; and ADM David E. Jeremiah, Vice Chairman, Joint Chiefs of Staff. The Wardroom presented Mrs. Jeremiah with a commemorative vase and an engraved plaque. The reception was held at the Naval Air Station Brunswick ME galley.

3. As the construction process continued through the new year, Wardroom manning was dealt a significant blow with the transfer of the Executive Officer, LCDR Buzby, to USS SHILOH (CG 67). LCDR Curry from the SHILOH served as Acting XO pending completion of ongoing medical evaluations, until LCDR McKenna relieved him as the new XO in June.

4. Overall production at the beginning of 1992 remained on

schedule with key milestone (ALO, GLO, MELO and commencement of trials) on track. By March, all four radar arrays were installed and CIC was loaded out. Management of Shock Trials was maturing rapidly. The establishment of an on-site decision making team with representatives from all key organizations (PMS400, SUPSHIP, BIW and DDG 53) significantly improved the ship's ability to support shock.

5. In March, JOHN PAUL JONES held its first infant baptism/christening ceremony. [REDACTED], the daughter of LT and Mrs. [REDACTED], Supply Officer JOHN PAUL JONES, was baptised in the ship's bell the morning of March 21, 1993. The ceremony was attended by the Commanding Officer, several members of the crew, and family and friends of LT and Mrs. [REDACTED].

6. In May, JOHN PAUL JONES provided a tour to a senior German Naval Delegation headed by RADM Gerhard Bing, CAPT Deiter Weigel and CDR Klaus Jacobsen from the German Navy. Escorts from the U.S. Navy were RADM William Houley (OP-091B), CDR [REDACTED] and CDR [REDACTED], USN. Other visitors in attendance were Herr Reinhard Beck, Herr Johannes Weyland, Herr Hans Hirsch, Herr Deithelm Stephan, and Herr Hans-Kurt Buettner. Many members of the crew were involved in the event.

7. In June, the Officer's and Crew of JOHN PAUL JONES hosted its first Fantail Cookout to commemorate one year until Ship's Custody Transfer (SCT). More than 600 BIW workers were served hot-dogs, potato chips and soda during their lunch hour by JOHN PAUL JONES

crewmembers. The picnic was one way for the crew to say thanks to the BIW team for their pride and care used in building the ship.

8. In early July, the PRECOMDET San Diego held a ceremony to commemorate John Paul Jones' 245th birthday. In addition to crewmembers, 28 students, parents and administrators from John Paul Jones Elementary School were on hand for the ceremony. The ceremony was held at Naval Station, San Diego CA.

9. Also in July, the PRECOMUNIT Bath celebrated the bicentennial of John Paul Jones life and death at the John Paul Jones House in Portsmouth NH. The John Paul Jones house was where the naval hero lived in 1777 during the building of the frigate Ranger and again four years later during the building of the 74-gun ship-of-the-line America. During the ceremony, John Paul Jones was made an honorary citizen of Portsmouth and of New Hampshire by proclamations read by Councilman John McMaster and Executive Coucilor Ruth Griffin. The event was hosted by the Portsmouth Historical Society, with several prominent Senators, Congressmen, and other distinguished guests in attendance. A detachment of JOHN PAUL JONES officers and crew participated in the event. The Commanding Officer, CDR Kelly, delivered the keynote speech.

10. In late July, JOHN PAUL JONES completed AEGIS Light Off (ALO). This event marked a major milestone in the construction of the ship, as the AEGIS combat systems came to life. AEGIS Light Off represented the beginning of a comprehensive testing

program for the combat systems equipment. This was the first time Bath Iron Works executed a "straight line", all systems available for testing ALO. A "straight line" ALO means that all major combat systems equipment is on line and that the testing can run continuously from beginning to end without pausing for new installations. The testing was conducted by BIW, AEGIS Test Team (ATT), and the ship's force. The testing continued throughout the year and will culminate with Trial Bravo.

11. In August, more than 75 crewmembers from the PRECOMDET San Diego were flown to Bath for two intensive weeks of ship familiarization/damage control training. During this period, detachment members qualified in all damage control systems onboard the ship. Some of these systems include electrical distribution, firefighting systems, main drainage system, first aid and rescue, damage control communications, and chemical, biological and radiological warfare. This evolution was part of the accelerated start up of complex training in all areas to support Shock Trials.

12. Additionally in August, the family members and crew of JOHN PAUL JONES participated in the first annual all hands picnic on Saturday August 22, 1992. The picnic was held at the Naval Air Station Brunswick ME picnic grounds and featured plenty of hot dogs, hamburgers, potato salad, coleslaw and corn-on-the-cob. Additionally, three cakes were served after a customary cake cutting ceremony led by the ship's Commanding Officer, CDR Kelly. The picnic was the first time crewmembers from the PRECOMDET in

San Diego CA, could join the PRECOMUNIT in Bath ME.

13. In the beginning of September, JOHN PAUL JONES hosted a visit from COMDESRON THIRTY-THREE. Commodore Bier visited the PRECOMUNIT from 08-09 September 1992 to gain a more extensive knowledge of the ship and to meet as many JOHN PAUL JONES personnel as possible. Many of the crewmembers were involved in providing the tour for the Commodore.

14. Also occurring in September was a significant milestone in the construction of the ship, Generator Light Off (GLO). This milestone indicated the ship was progressing smoothly in the area of Engineering and Hull construction. With the exception of bleeding entrapped air from the fuel system and correcting a very small number of electrical/mechanical faults, GLO went smoothly as planned. Fuel oil onload was completed on August 12, 1992. 60,000 gallons of DFM was onloaded to the four service tanks.

15. During the same time GLO was occurring, JOHN PAUL JONES hosted a visit from the Naval Command College (NCC). Forty members of the NCC Class of 1993 visited the Bath Iron Works facility and toured the JOHN PAUL JONES on September 9, 1992. Several crewmembers were involved in the tour.

16. Another significant event occurred on September 25, 1992, when JOHN PAUL JONES began a Partnership in Education with John Paul Jones Elementary School in San Diego CA. Through the partnership, crewmembers assist members of the school in a

variety of ways. Crewmembers tutor students in reading and writing, assist in construction and cleanup of school projects, and support the school in activities such as a Halloween carnival. Those students who make the honor roll also receive a Letter of Outstanding Achievement from the Commanding Officer. A formal partnership was signed and a celebration was held at the Elementary School.

17. In October another significant milestone occurred, Main Engine Light Off (MELO). MELO was delayed from October 6, until October 15, 1992. The delay initially resulted from late completion of lube oil and bleed air piping installations in both engine rooms. An emergent problem with the turning gear on #2 Main Reduction Gear, stemming from an unusual wear pattern, resulted in a change to the suspect gear. The new gear was installed and successfully tested prior to MELO.