



DEPARTMENT OF THE NAVY

USS LAKE ERIE (CG 70)
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1. Forwarded.


W. H. PARKS

**USS LAKE ERIE (CG 70)
COMMAND HISTORY 1993**

COMMAND COMPOSITION AND ORGANIZATION

USS LAKE ERIE's mission: To conduct prompt and sustained combat operations at sea in support of a carrier battle group or amphibious assault group.

The TICONDEROGA class cruiser is designed for a multi-warfare environment, which allows LAKE ERIE to function in protective roles while still maintaining the ability to perform power projection ashore. LAKE ERIE has the ability to defend against coordinated attacks involving surface, subsurface, and airborne threats using the computerized Aegis Combat Systems suite.

LAKE ERIE, homported in Pearl Harbor Hawaii, is commanded by Captain William H. Parks, USN. A member of the U.S. Pacific Fleet, her Immediate Superior in Command (ISIC) is Commander, Cruiser Destroyer Group THREE. Ship's company is comprised of 347 officers and crew divided into five departments; Combat Systems, Operations, Engineering, Supply, and Navigation/Administration. Each department is comprised of various ratings, grouped into divisions. Each division is responsible for a specific area of operation within LAKE ERIE.

CHRONOLOGY FOR 1993

January		
	19-22	Bravo Trials
February		
	09-10	Trial Charlie
	24	Supply Bulk Onload
March		
	08	Set the Engineering Watch
	12	Set the Quarterdeck Watch
		Ships Custody Transfer
		Crew Move Aboard
April		
	16	Fast Cruise
	19-22	Light-Off Examination
	28-30	Crew Certification
May		
	10	Commission LAKE ERIE (without ceremony)
	12	Underway from Bath Iron Works Corporation, Bath, Maine enroute to Pearl Harbor, Hawaii
	17-19	Inport Earle, NJ. for weapons onload
	21-26	Inport Norfolk, Va. French Naval Commander visit CINCLANT visit
June		
	05-08	Inport Jamaica
	10	Set Sea and Anchor Detail for Panama Canal Crossing
	11	Inport Rodman, Panama
	14	Crossing the Equator Ceremony
	21-28	Inport San Diego, CA.
	28	Underway for Pearl Harbor, HI
July		
	09	Arrive Pearl Harbor, HI
	24	Commission LAKE ERIE (Ceremonially)
August		
	23-27	Underway for Combat Systems Ships Qualification Trials and Operational Propulsion Plant Examination preparations
September		
	08-23	Combat Systems Ships Qualification Trails
November		
	02-04	Operational Propulsion Plant Examination
	15-19	Final Contract Trials
	22-23	Ammunition Offload
	30	Drydock
December		
	01-31	Begin Post Shakedown Availability Correction Period

NARRATIVE

January 1993, the Precommissioning Crew was busy preparing for Builders Trial Bravo. This "test" of LAKE ERIE was conducted January 19-22. Trial Bravo was organized and conducted by Bath Iron Works corporation employees and designated Defense Department contractors. The goal of the Trial was to test LAKE ERIE's array of complex systems. LAKE ERIE set sail from Bath, Maine and conducted steering drills, full speed maneuvering drills, equipment operational tests, and weapons firings. Each Trial event was scrutinized by LAKE ERIE's crew to assure correct performance and documentation of results. The ship returned to port having completed a tremendously successful trial.

With the beginning of February, Builders Trial Charlie was upon Ships Company. Trial Charlie was a total test of LAKE ERIE's abilities, with particular attention given to testing those items that required correction after Trial Bravo. This trial, one of the final milestones in the construction of a ship was observed by the Board of Inspection and Survey to determine if LAKE ERIE was fit for Naval Service. The positive results earned during Trial Charlie allowed LAKE ERIE to move toward the final objective for the Bath period; Sail Away. LAKE ERIE loaded all the supplies and equipment in preparation for Ship's Custody Transfer in less than one week. This was the first step toward making COMBAT READINESS THE ONLY PRIORITY IN LAKE ERIE.

In March, LAKE ERIE set her first watches. On 8 March, the Engineering watch was set in all mainspaces and on the 12th the Quarterdeck watch was set. With watches set, Ships Company took custody of LAKE ERIE for the Department of the Navy and the United States.

The 19th-22nd of April hailed the arrival of LAKE ERIE's first examination, CINCPACFLT's Propulsion Examination Board arrived for LAKE ERIE's Light-Off Examination. The crew performed superbly, as expected. The Propulsion Examination Board determined that the crew of LAKE ERIE could effectively and safely operate their Engineering plant and successfully fight a mainspace fire. The last week of April was devoted to LAKE ERIE demonstrating her readiness for her ISIC during Crew Certification. This inspection verified if ships company could safely take their ship to sea. The positive results of Crew Certification set the stage for sailaway from Bath Iron Works Corporation.

On May 10th, 1993, LAKE ERIE was commissioned into Naval service in a brief letter signing on the flight deck. The ceremonial commissioning with all the pageantry would have to wait two months until LAKE ERIE arrived in her homeport. LAKE ERIE departed Bath at 1512 and sailed down the Kennebeck. RADM Wayne E. Meyer, Father of Aegis, was the Sea and Anchor Officer of the Deck.

Each portion of the transit to Pearl Harbor was designated with a specific training goal. From tailored ship's training to

engineering casualty control drills, the crew learned to operate their ship. After leaving Bath, LAKE ERIE moored in Portland, Maine to load over 100,000 gallons of fuel for the transit to Earle, New Jersey. From the 17th through the 19th of May, LAKE ERIE was moored at Naval Weapons Station Earle, New Jersey for a weapons onload. During this time the ship loaded all the weapons for the transit to Pearl Harbor. While inport in Norfolk, Virginia, from the 21st through the 26th of May, LAKE ERIE hosted such distinguished visitors as the French Naval Fleet Commander and the Commander in Chief, U.S. Atlantic Forces.

From the 5th to the 8th of June, the crew enjoyed a port visit to Jamaica. It was a well deserved break from the intense training that had been conducted during the past year. On the 10th of June, the Sea and Anchor detail was set for the transit through the Panama Canal. A day later, LAKE ERIE was moored in Rodman, Panama, finally in the waters of the Pacific. LAKE ERIE set sail from Rodman enroute to San Diego, California on the 11th of June. While transitting to San Diego, the ship took advantage of the opportunity to dip south and cross the equator. On the 14th of June, the crossing the line ceremony was held as Davey Jones initiated the crew as Shellbacks.

While inport San Diego from the 21st through the 28th of June, the crew prepared for Naval Gunfire Support qualifications to be conducted off San Clemente Island, and acoustic trials that would occur on the Southern California Acoustic Range Facility. These evolutions were completed when LAKE ERIE set sail from San Diego on the final leg of her journey to her new home in Pearl Harbor, Hawaii.

LAKE ERIE reached her homeport on July 9th and moored at Pearl Harbor Naval Station. The remainder of the month was spent preparing for commissioning ceremony, to be observed on the 24th of July. The Honorable John Wahiee, the Governor of Hawaii was the principle speaker for this moving event. The following months of 1993 included the hard work of qualifying the ship for the mission she would perform. August was devoted to training and preparing for the Combat Systems Ships Qualification Trials and the Operational Propulsion Plant Examination.

From September 8th through 23rd, Combat Systems Ships Qualification Trails were the prime focus. This was a test of the overall combat readiness of the ship. Every weapons system in the ship was tested. This intense combat training allowed LAKE ERIE to be the test platform for the Standard Missile (Block III). These trials were successfully conducted on the Pacific Missile Range from the 3rd through the 5th of October.

The Operational Propulsion Plant Examination was conducted by the Propulsion Examination Board from the 2nd to the 4th of November. This was completed with LAKE ERIE proving yet again that she set the standards for others to achieve. After completing OPPE, LAKE ERIE begin to prepare for Final Contract Trials, to be conducted by the Board of Inspection and Survey from Washington D.C. The results of these inspections were superb; no major warfare area mission degradation was discovered

during INSURV and COMNAVSURFPAC deemed LAKE ERIE's OPPE the "Best yet seen in SURFPAC."

With all testing and inspections completed, LAKE ERIE entered the Post Shakedown Availability window. The first step was weapons offload, the 22nd through 23rd of November. On the 30th of November LAKE ERIE drydocked at Pearl Harbor Naval Shipyard and remained drydocked till 06 January 1994 as part of her preliminary discrepancy maintenance period prior to Post Shakedown Availability.