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DEPARTMENT OF THE NAVY
USS LAKE ERIE (CG 70)
FPO AP 96671-1190

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From: Commanding Officer, USS LAKE ERIE (CG 70)
To: Director of Naval History (N09BH)

Subj: COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12E

Encl: (1) USS LAKE ERIE (CG 70) Command History
(2) Commanding Officer's Biography
(3) Commanding Officer's Photograph

1. Pursuant to reference (a), enclosures (1) through (3) are resubmitted.


L. W. CHAPPLE

DECLASSIFIED BY: CNO (N09N2)
OPNAVINST 5513.16 SERIES
DATE: 16 Nov 2005

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USS LAKE ERIE (CG 70)
COMMAND HISTORY

COMBAT COMPOSITION AND ORGANIZATION

USS LAKE ERIE's mission is to conduct prompt and sustained combat operations at sea in support of a Carrier Battle Group or an Amphibious Ready Group.

The TICONDEROGA class cruiser is designed for a multi-warfare environment, which enables ships like 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, homeported in Pearl Harbor, Hawaii, is commanded by Captain L. W. Chapple, USN. A member of the U.S. Pacific Fleet, her Immediate Superior in Command (ISIC) is Commander, Cruiser-Destroyer Group ONE. Ship's Company is comprised of 360 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. In addition, LAKE ERIE is able to embark a Helicopter Detachment consisting of two Light Airborne Multi-Purpose System (LAMPS) MK III SH-60B helicopters, fully integrating their capabilities with those of the ship in the areas of Undersea Warfare and Surface Warfare. With a helicopter detachment on board, total ship manning is near 400 personnel.

Encl (1)

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CHRONOLOGY FOR 1996

January

01-10 Holiday Leave and Upkeep
10 Onload Naval Magazine Lualualei
11-12 Dockside UNREP Simulator, Ford Island
12-23 CNO Project 1475 CEC/MOUNTAIN TOP (U/W)
28-31 CNO Project 1475 CEC/MOUNTAIN TOP (U/W)

February

01-02 CNO Project 1475 CEC/MOUNTAIN TOP (continued, U/W)
05-09 Tailored Ship's Training Availability (TSTA) I (IPT)
07 LAKE ERIE Presented Golden Anchor
12-16 TSTA I (U/W)
20-23 TSTA I (U/W)
26-29 603 Maintenance Availability

March

01-31 603 Maintenance Availability (continued)
05 LAKE ERIE Announced Recipient of 1995 TYCOM Surface Ship Safety Award
18-22 Logistics and Administration Training Review (LATR)
19-20 NAVOSHME
22 LAKE ERIE Named Battle "E" Recipient

April

01-05 TSTA II (IPT)
01-07 603 Maintenance Availability (continued)
08-12 TSTA II (U/W)
15-19 TSTA II (U/W)
22-26 TSTA II (IPT)

May

06-10 LTT (U/W)
21-24 Tomahawk CMTQT (IPT)
29-31 Operational Propulsion Plant Examination (OPPE)

June

04-17 Rim of the Pacific 1996 (U/W)
18-30 604 Maintenance Availability
24-28 TSTA III (U/W)

July

09 USS LAKE ERIE Change of Command
12-31 Extremely High Frequency (EHF) Installation
22-26 Combined CMTQ (IPT)
30-31 Final Evaluation Problem (FEP, U/W)

August

01 FEP (continued, U/W)
01-31 EHF Installation (continued)
02 LAKE ERIE Safety Standdown
05-09 Combined CMTQ (IPT, continued)
05-30 605 Maintenance Availability
19-23 NSFS Team Trainer (IPT)

September

01-20 EHF Installation (continued)
09-13 Shipboard Explosives Safety Inspection (SESI)
17-20 Type Training (U/W)
20-22 Guest Cruise to Lahaina, Maui
23-30 606 Maintenance Availability

October

01-11 606 Maintenance Availability (continued)
16-25 Transit San Diego
22 Naval Surface Fire Support (NSFS), San Clemente
Island
23-31 San Diego Maintenance Availability
25-31 Training Availability San Diego

November

01 Training Availability San Diego (continued)
01-04 San Diego Maintenance Availability (continued)
01-08 COMPTUEX 96-5A (U/W)
08-13 Inport San Diego
13-19 COMPTUEX 96-5B (U/W)
19-26 Transit Pearl Harbor

December

02-13 Combat Systems Readiness Review (IPT)
02-31 701 Maintenance Availability
13-31 Holiday Leave and Upkeep

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NARRATIVE

LAKE ERIE's Holiday Leave and Upkeep period lasted through 10 January, the morning of which the ship moved down the channel to Naval Magazine Lualualei for a weapons onload. Upon completion of the onload that same day, LAKE ERIE got underway and moored alongside the Dockside Underway Replenishment Simulator at Ford Island. LAKE ERIE's three rig teams hadn't had much practice since deployment concluded in May 1995 and would spend the following two days receiving much-needed training.

On the afternoon of 12 January, LAKE ERIE departed Ford Island for Kauai's Pacific Missile Range Facility (PMRF) to fire four Standard missiles in support of CNO Project 1475, the Cooperative Engagement Capability/Mountain Top concept.

Multiple rehearsals by LAKE ERIE's BLUE and GOLD missile firing teams off the coast of Kauai during the last three months of 1995 culminated on 20 and 21 January with the first demonstration of an advanced, experimental capability in Cruise Missile Defense. As part of an "Advanced Concept Technology Demonstration" known simply as "Mountain Top", four surface-to-air missiles were launched from LAKE ERIE to engage sea-skimming, cruise missile test targets well beyond the ship's radar horizon. Four target kills were achieved at ranges more than three times greater than typically achievable with today's deployed systems.

LAKE ERIE returned to PMRF on 28 January with two of her CEC-equipped sister AEGIS cruisers from the Atlantic Fleet, USS ANZIO (CG 68) and USS CAPE ST. GEORGE (CG 71). Participating in a series of joint-service littoral operational scenarios including more Cooperative Engagement SM-2 firings, other players included Army,

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Air Force, Marine Corps, and U.S. Customs units. A major achievement during these tests included the first dual, simultaneous cooperative engagement with CEC and the three AEGIS cruisers against low-flying drone targets despite electronic jamming against the SPY-1B radars. ANZIO and CAPE ST. GEORGE fired their STANDARD missiles and guided them to intercept even though their own radars, blinded by the jamming, were unable to detect the targets. LAKE ERIE, over 100 miles away and unaffected by the jamming, provided SPY-1B track data via CEC. The data gathered in these highly successful events will, in the long term, serve to refine the development effort and move ahead towards achieving the vision for joint, extended-horizon Cruise Missile Defense.

Pacific Fleet's Golden Anchor was presented to LAKE ERIE on 07 February by Rear Admiral Herbert A. Browne, Deputy and Chief of Staff, Commander-in-Chief, U.S. Pacific Fleet. Named as a recipient the month before, LAKE ERIE can proudly display her gold-painted starboard anchor. The Golden Anchor is a mark of outstanding achievement in the area of retention, career information, and personal development programs.

The month of February commenced LAKE ERIE's participation in the Tailored Ship's Training Availability (TSTA), consisting of three phases (I, II, and III), and supported by Afloat Training Group Middle Pacific. ATG MIDPAC evaluates the ability of watchstanders to perform a wide variety of evolutions that become increasingly more complex with each passing phase, culminating in the Final Evaluation Problem (FEP). The areas receiving scrutiny are engineering, damage control, combat systems, and seamanship and navigation. In addition to evaluating the crew, ATG MIDPAC

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evaluates the ability of LAKE ERIE's different training teams to effectively train watchstanders to perform the different evolutions. TSTA I was accomplished with one work week spent inport, and two work weeks underway.

LAKE ERIE completed TSTA I on 23 February, and the following Monday began the 603 Maintenance Availability. The major jobs accomplished during the 603 Availability included the removal of the CEC shelter on the O-4 level, the replacement of Number Five Firepump, and repairs to both anchor windlasses, though an outstanding Departure From Specifications (DFS) is in effect.

On 05 March, COMNAVSURFPAC announced via message the winners of the 1995 TYCOM Surface Ship Safety Award, among whom was LAKE ERIE. Winners are selected based on the determination that effective safety programs are in place, and are authorized to fly the green safety pennant. During the week of 18 March, the Logistics and Administration Training Review (LATR), a precursor to the Logistics Management Assessment (LMA), was performed. On 19 and 20 March, the Safety Officer for COMNAVSURFGRU MIDPAC arrived onboard to conduct the periodic Navy Occupational Safety and Health Management Evaluation (NAVOSHME), finding that all NAVOSH programs examined were determined to be satisfactory.

In a message released 22 March, LAKE ERIE was one of many ships named as a recipient of the Battle Efficiency Award for 1995, for which she can proudly display the Battle "E" from both bridgewings.

TSTA II commenced 01 April. The first and fourth evaluation periods were spent inport, while the second and third weeks of April were spent underway. On 29 April, a Food Service Assist Team

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was aboard to assess and assist the Food Service division with material and management matters, and the installation of a WSN Field Change (7) was begun and completed by 06 May.

From 27 May through 16 August, midshipmen from the U.S. Naval Academy and Naval R.O.T.C. programs were onboard for summer training cruises. This was well-timed for the midshipmen, who were able to observe and participate in events such as OPPE, RIMPAC 1996, and FEP.

As a dress rehearsal to the Operational Propulsion Plant Examination (OPPE), an Engineering Lightoff Training Team (ELTT) arrived onboard to evaluate the effectiveness of the engineering watch teams to perform evolutions and casualty control, as well as test the ship's ability to fight a Main Space Fire. The many months of preparation for OPPE would pay off in the end when the Propulsion Examination Board (PEB) graded LAKE ERIE's performance as excellent in many areas, with nothing less than a satisfactory in others.

Every two years Pacific nations participate in the Rim of the Pacific exercise, a major maritime exercise conducted in the vicinity of the Hawaiian Islands. Bringing together maritime forces of Australia, Canada, Chile, Japan, the Republic of Korea, and the United States, multinational and bilateral training operations are conducted from 22 May through 21 June. The fifteenth such exercise, LAKE ERIE assumed the role as a Maritime Action Group (MAG) commander for the majority of her involvement.

LAKE ERIE returned to her training cycle on 24 June to spend five days underway for TEAMWORK NORTH/TSTA III, much of which was spent in a submarine tracking exercise.

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With the completion of TEAMWORK NORTH/TSTA III, LAKE ERIE's crew directed their attention to the Change of Command ceremony on 09 July. Captain Ronald A. Route, after two enormously successful years as commanding officer, passed responsibility for LAKE ERIE on to his relief, Captain Le Roy W. Chapple. In attendance were retired Rear Admiral Wayne E. Meyer, to whom is attached the label "Father of AEGIS", and Rear Admiral William R. Schmidt, Commander, Cruiser-Destroyer Group One.

On 12 July, an alteration installation team began outfitting LAKE ERIE with the next generation Military Satellite Communications system, the AN/USC-38(V)2 Extremely High Frequency (EHF) Satellite Communications Terminal. EHF provides survivable wartime voice and data communications to allow designated commanders direct command and control of assigned forces. The system is also designed to provide jam resistant, low probability of intercept and low probability of detection communications within selected mission areas. EHF communications also provides a sufficient level of protection from Electromagnetic Pulse effects caused by high altitude and close-proximity nuclear detonations. Providing a variety of communication capabilities including secure voice, teletype, and data, the terminal will operate on an EHF uplink and on a super high frequency (SHF) downlink through MILSTAR and EHF-package equipped Fleet Satellites.

LAKE ERIE celebrated three years of commissioned service on her birthday, 24 July. On 30 July, the ship got underway with ATG MIDPAC embarked for what turned out to be a successful completion of the Final Evaluation Problem.

LAKE ERIE started out the month of August with a shipwide

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Safety Standdown, and shortly thereafter, successfully renewed her Cruise Missile Tactical Qualification. The first ever "Captain's Cup" Sports Day was held on 14 August, extremely successful for the crew-wide involvement and zero injuries, and ATG MIDPAC was back onboard on 19 August, this time to conduct the Naval Surface Fire Support Team Trainer.

On 04 September, LAKE ERIE lost a shipmate when STGCM(SW) James M. Head, Jr. passed away. A memorial service for family, friends and crew was held 06 September on LAKE ERIE's flight deck.

Following the extremely successful completion of the Shipboard Explosives Safety Inspections (SESI), a review that comes once every eighteen months, and after more than two months inport, LAKE ERIE was underway on 17 September, largely to test the communication\$ and data systems for proper operation after more than two months of the EHF install. On the morning of 20 September, the ship returned to Pearl Harbor long enough to pick up two hundred Navy League guests and family members for a thoroughly enjoyable guest cruise to Maui.

On 16 October, LAKE ERIE set sail for Southern California. Accompanied by USS CHOSIN (CG 65) and embarking an HSL-37 Air Detachment, LAKE ERIE arrived in the SOCAL OPAREA on 21 October. LAKE ERIE renewed an essential Naval Surface Fire Support qualification at San Clemente on 22 October, and after several more days underway, pulled into San Diego on 25 October for a training availability that would last through 01 November. The major purpose for the transit was to join the USS CONSTELLATION (CV 64) Carrier Battle Group and go through challenging work-ups that would train and integrate the battle group in anticipation of the

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upcoming deployment in 1997. Each day underway was a challenge when simultaneous exercises within the battle group was the norm. Numerous Undersea Warfare (USW) events were conducted, plane guard assignments astern of CONSTELLATION, multiple underway replenishments (UNREP) of which LAKE ERIE performed one with CONSTELLATION, more to develop proficiency than receive fuel. As the Navy begins to shrink the number of oilers in the fleet, receiving fuel from a carrier on a regular basis is gradually shaping into a future reality.

Of primary importance to LAKE ERIE was her tasking as Anti-Air Warfare Commander (AAWC) within the battle group. As AAWC, LAKE ERIE controls the airspace, for which she is well-suited as an AEGIS platform, and likewise controls the battle group's air assets, overseeing their tasking. COMPTUEX 96-5A occurred between 01 and 08 November, during which LAKE ERIE was suitably challenged by a mock war scenario between two fictional nations. Following a Veteran's Day weekend, LAKE ERIE was underway for COMPTUEX 96-5B which fell between 13 and 19 November. LAKE ERIE and CHOSIN were detached on 19 November, completing the transit to Pearl Harbor on the morning of 26 November.

After OPPE and LMA, it was Combat Systems Department's turn to undergo a major inspection and review. Combat Systems Readiness Review (CSRR) lasted from 02 to 13 December, consisting of a thorough review of programs and inspection of all systems associated with the Combat Systems department. Meanwhile, arriving on 03 December was the Power Systems Assessment and Training (PSAT) Team. Composed of civilian members from various technical commands, their purpose was to do system support checks on 60/400

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Hertz power systems, SSGTGs, degaussing, and Helicopter Electrical Servicing Stations (HESS), and assist with the repair of identified discrepancies.

Holiday Leave and Upkeep commenced on 13 December, to last for the remainder of 1996.

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