



DEPARTMENT OF THE NAVY
USS LAKE ERIE (CG 70)
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From: Commanding Officer, USS LAKE ERIE (CG 70)
To: Director of Naval History (N09BH), Washington Navy Yard,
901 M Street SE, Washington, DC 20374-5060

Subj: COMMAND HISTORY

Encl: (1) Command History Narrative
(2) Chronology
(3) Command Composition and Organization
(4) Biography of Commanding Officer
(5) 3 1/2 inch disc with copy of Command History Narrative
and chronology

1. Pursuant to reference (a), enclosures (1) through (5) are
forwarded.


L. W. CHAPPLE

USS LAKE ERIE (CG 70) COMMAND HISTORY NARRATIVE

LAKE ERIE started the year in Christmas standown, enjoying the last part of the holiday season. After the first week in January, however, work began in earnest. January 8 was Fast Cruise for LAKE ERIE, working all of the holiday bugs out of the systems and shaking all of the cobwebs from the watchstations. With a successful dry run in the bag LAKE ERIE got underway on January 9 for San Diego to start workups with the CONSTELLATION battlegroup. Ships in company included the CHOSIN and the CIMARRON. That was also the day the LAKE ERIE's helicopter detachment, HSL-37 Det. 9 embarked. Ready to train with the group all three ships participated in numerous drills in preparation for the workups in the San Diego Op area. After a week of transit LAKE ERIE pulled into San Diego on January 15 for a day of onload and repairs. January 16 saw LAKE ERIE underway again, this time to begin participation in FLEETEX 97-1. Ships in company included the CONSTELLATION, CHOSIN, CIMMARON, MT HOOD, CHANDLER, JOHN PAUL JONES, MERRILL, KEY WEST and HELENA. After all the players were assembled the battlegroup began to work as a team. The first major exercise was MISSILE-EX 97-1. LAKE ERIE participated with JOHN PAUL JONES, MERRILL, CHOSIN, CHANDLER, and McCLUSKY. During the exercise LAKE ERIE fired two SM2 Blk III missiles against a BQM-75 and a AQM-76 drones. Both shots were evaluated as kills and the exercise deemed a success. Upon completion of the MISSILE-EX LAKE ERIE pulled into Port Huneme for a technical visit and assist. The engineers at Port Huneme had many great ideas that they were going to try on the first capable ship that they could get inport. The

most high visibility exercise was LAKE ERIE's participation in the SATCOM downlink experiment. The engineers at Port Huneme came up with a method of bringing continuous feed satellite signals down to a ship underway, and LAKE ERIE was the first real test run. On January 28, LAKE ERIE was underway for San Diego with a special adapter connected to number 3 MK 99 illuminator. After the successful download of television signals for more than 90 minutes the exercise was deemed a success. After the underway period, LAKE ERIE pulled into San Diego for two weeks of training, maintenance and rest.

February started with LAKE ERIE in port San Diego. Using the excellent training facilities available at NAVSTA SAN DIEGO most of the crew was sent to one school or another, receiving training in areas such as firefighting, navigation, ammunition admin, gun repair, boarding, shiphandling and supply. Training began again on February 3 when the battlegroup began to run security drills against the moored ships to test the pierside security. LAKE ERIE was moored on pier 2 with BOXER, CHOSIN, and JOHN PAUL JONES. All four ships coordinated efforts to remain secure from simulated swimmer and small boat attacks, pier intrusions and bomb threats. A simulated emergency sortie ended the inport time on February 9 and the battlegroup was underway again, this time for JTFEX 97-1. The entire battlegroup started working together to polish the exercises that could be required on deployment. During the eleven day exercise LAKE ERIE was involved in duties as convoy guard in a simulated straits transit, submarine prosecutor in submarine tracking exercises, and shotgun to the CONSTELLATION for air warfare protection, acting as rescue destroyer when necessary. LAKE ERIE was the air warfare

commander for the entire battlegroup, providing air support for all submarine tracking drills, ship identification, visit board search and seizure exercise and finally for the amphibious landing that ended the exercise. Even during this busy time LAKE ERIE still found the manpower and expertise to participate in CNO project 1404. With a successful exercise under her belt LAKE ERIE began the transit back to Pearl Harbor on February 21. Not wanting to lose the sharp edge LAKE ERIE, CHOSIN, and CIMMARON participated in firing drills, leapfrogs, comm and flaghoist drills and UNREP. The passage was finally over and LAKE ERIE returned to cheering family members on February 28.

March 1 started the Pre-Overseas Movement (POM) standown. LAKE ERIE, however, managed to stay busy. Capturing the attention of COMNAVSURFGRU MIDPAC as the best ship on the waterfront, LAKE ERIE was chosen to host a reception for the wardrooms of three Chinese ships that would be visiting Pearl Harbor from March 8 to March 12. LAKE ERIE's crew rose to the challenge, cleaning and painting the ship so she would look her best for this historic visit. On the big night of March 10, LAKE ERIE was ready, from the polished brass spyglass on the quarter-deck to the intricate food carvings served at the reception. Distinguished Chinese guests included the Vice CNO and the Chinese South Seas Fleet Admiral. Over 35 American flag officers were in attendance, including CINCPACFLT. Representative Abercrombie (D-HI) was also in attendance. The reception, naturally, was a huge success. Business for the last part of the month included making final repairs and getting rest before deploying. This didn't mean

that LAKE ERIE wouldn't continue to excel. On March 12, LAKE ERIE was informed that she had won the TYCOM ship's safety award for the second year running.

After a well earned rest in March, POM standown ended April 1. Again, LAKE ERIE hit the ground running, getting underway to Lualualei for her deployment toffload. Working hard to finish in one day the crew didn't stop then. At 1700 that evening LAKE ERIE was underway to conduct final sea trials and shake the remaining bugs from her systems. After all tests were found satisfactory, LAKE ERIE pulled into port at 0800 on April 2. The next six days were spent unloading stores, making final repairs and saying good-bys. On April 8 LAKE ERIE got underway for WESTPAC. CHOSIN, CIMMARON and HELENA were the ships in company as the group steamed south to meet the battlegroup. On April 10 all ships rendezvoused and started steaming for the first port of call, Sydney, Australia. Not wanting to waste the transit time, the battlegroup continued to run drills to keep all crews sharp. Starting with an intensive USW deception drill, LAKE ERIE and sister ships were tasked with operational deception in efforts to protect the high value units and kill the enemy submarine. True to form, LAKE ERIE continued to perform additional exercises. April 11 saw LAKE ERIE conducting PACFIRE on the 5", CIWS and the 25MM, and that evening was a War- At-Sea (WAS) exercise including MOUNT HOOD, CIMMARON and CHOSIN. The 12th was the next major event: the battlegroup photo ex. Participating units included the LAKE ERIE, CONSTELLATION, CHOSIN, MOUNT HOOD, CIMARRON, MERRILL, JOHN PAUL JONES, and KEY WEST. Also that evening was the first pizza night/bingo on the messdecks of the deployment. The transit continued until April 16

rolled around: it wasn't there! Crossing the international date line at the same time she crossed the equator LAKE ERIE made a ship full of golden shellbacks. Naturally to do this correctly LAKE ERIE's shellbacks couldn't muster a bridge team, so wog ENS [REDACTED] had the deck and the conn to get us safely through Neptune's domain. The very next day, April 17, RADM Schmidt came for a visit. After his tour of most of the spaces he had a good Q&A session with the wardroom and the chiefs mess. Always one that liked to answer questions he also talked with the crew on his tour around the ship. April 19 was the deployment's first battlegroup RAS day. Participating with LAKE ERIE was the MOUNT HOOD, CIMMARON, CHOSIN, CONSTELLATION, JOHN PAUL JONES, MERRILL, TIPPECANOE and NIAGARA FALLS. This was the day that NIAGARA FALLS' CH-46 went down: no personnel were lost but the helo sunk in a matter of minutes. This day also brought the deliverance of the majority of LAKE ERIE's weight lifting equipment: eight nautilus machines total. The transit continues with the group drawing steadily closer to Australia. One event of note was when LAKE ERIE frocked two of her chiefs to the rank of Senior Chief. RMC [REDACTED] and ENC [REDACTED] were frocked in a ceremony held in the Chief's mess by the CO, XO and CMC. Besides this, the excitement continued to grow as LAKE ERIE got closer to Australia. On April 24, LAKE ERIE lead the way into Sydney Harbor as she pulled in for the first port visit of the deployment. Manning the rails in whites, the city of Sydney welcomed the "Yanks" to their country. CONSTELLATION, CHOSIN, MERRILL and NIAGARA FALLS were also inport at the same time. LAKE ERIE was on the same pier with CONSTELLATION and CHOSIN. From April 25 to 27 LAKE ERIE's crew had the chance to see the city

and go on tours for everywhere from the Blue Mountains to Adventure Park, a theme park. Visit ship for LAKE ERIE was on the 26th: on this day LAKE ERIE had over 1000 guests wishing to tour the ship. The visit was over on the 28th when LAKE ERIE pulled out and began the transit to Albany. The straits transit was on the 29: lumps of rock were sticking out of the water everywhere as the group cautiously made its way through. The PACFIRE that was scheduled for that day was canceled due to the amount of small islands that were in the area. The month finished out still in transit to Albany, a Main Space Fire Drill finishing off the month.

May 1 started out with an EOOW board for LTjg [REDACTED] (he qualified). It was also the National day of Prayer, observed by LAKE ERIE with a prayer breakfast on the messdecks. Again the PACFIRE was canceled due to the amount of shipping traffic. May 2 brought LAKE ERIE into Albany at 1000 in the morning. After a truly hairy sea and anchor detail (there was one point when the fathometer was reading zero feet beneath the dome) the little town of Albany welcomed the ship. Due to a strike at other ports along Australia's west coast, the MERRIL also pulled into port. The town's high school marching band was there to greet the ship, as well as officials from the town council. LAKE ERIE barely had a chance to get her mooring lines over before there were visitors wanting to tour the ship. LAKE ERIE opened for tours the following day, and over the next three days a steady flow of 300 to 400 people toured the ship, delighted with the new technology. The evening of the 4th LAKE ERIE held a reception for the town's council, the mayor, the chief of police and other town officials as well as the wardroom of the MERRILL. Huge success, all of the guests had a great time. On May 6 LAKE ERIE got

underway from Albany and got ready for some serious work. The first event of the underway was a drill: Duty section 2 got the ship underway with no assistance from the rest of the crew. LCDR [REDACTED] guided his duty section to clear the channel and begin LAKE ERIE's transit to the Arabian Gulf. The next day, May 7, LAKE ERIE conducted a Damage Control Standown for the entire crew. The topics covered were how to use the DC equipment, electrical safety, donning of an EEBD and shipboard safety. Naturally gearing up for the gulf meant qualifying watchstanders on the use of small arms, which LAKE ERIE did on May 9, qualifying over 25 shipmates on the use of the 9MM pistol. May 10 had a RAS with the CIMMARON and a PACFIRE of the 5 inch, CIWS, and 25MM. May 11 was the long awaited crossing the line ceremony. The ceremony was delayed until after the Australia visit, but the full wrath of Neptune came upon the wogs of LAKE ERIE on that Sunday. Getting the wogs up at 0530 for breakfast on the foc'slel started the festivities. The rest of the morning and part of the afternoon saw the wogs crawling around the decks, being sprinkled with fire hoses, sitting in tubs of icy water and singing for Neptune, visiting the royal barber and doctor, and finally, after singing to or telling a story to the royal baby asking King Neptune himself permission to become a golden shellback. The remainder of the afternoon was a steel beach picnic as the shellbacks welcomed their new brethren into the fold. May 12-18 Continued the transit to the Arabian Gulf. LAKE ERIE had another RAS on the 16th, and another PACFIRE on the 17th. May 19th was the first CONREP of the deployment, done with the San Jose. During this time the Operations Officer, LCDR [REDACTED], was transferred via highline in the boatswains's chair between the two ships. The next day, May 20, LAKE ERIE

transited the Straits of Hormuz with the CONSTELLATION, CHOSIN and JOHN PAUL JONES. LAKE ERIE was leading the column formation through the straits and designated the ship to answer all queries for every ship. During the night transit LAKE ERIE was queried by the Royal Navy of Oman and the Iranian Navy. The Small Boat Attack Team was on station all night with the helicopter flying in racetrack patterns over the formation for the night. May 21 was the first day in the Arabian Gulf. After a 25MM/.50 cal PACFIRE LAKE ERIE was supposed to anchor at Bahrain Bell anchorage, but the decision was made to stay underway and loiter in the area while the Commanding Officers from each ship met on the CONSTELLATION for the gulf turnover brief. After the brief, LAKE ERIE began her transit to Jebel Ali port for a maintenance stop. May 22 early in the morning LAKE ERIE was waiting outside the entrance to the channel, at 0600, ready to pull in. It was this port where LAKE ERIE had the deployment's worst experience getting into port. Waiting for nearly 10 hours, LAKE ERIE was put off time and again by the port authority in Jebel Ali. Watching other tankers go in ahead of her, LAKE ERIE was forced to wait until almost 1600 to begin her transit into port. Finally moored at 1730 the crew saw their first port in the Arabian Gulf. Not much more than a port facility, Jebel Ali had outstanding complexes for storage of goods but very little for the crew to do in the way of recreation. A seaman's center was the extent of the facilities on base; the only other diversion was the city of Daubi 45 minutes drive from the complex. During this visit LAKE ERIE stayed within the complex and got some work done. Inport until the 26th the time was spent fixing minor discrepancies and getting some much needed rest. Getting underway on the 26th was just

as tough as getting into port, but at least the delay was only two hours getting out. As soon as LAKE ERIE was clear of the channel she began her transit north to Carrier Operating Area Four (CVOA 4). Most of the gulf experience for LAKE ERIE was spent in a section of this area, providing air coverage for the entire gulf when she took the task of XW for the battlegroup. LAKE ERIE stayed in the operating area until June 10.

On June 1, LAKE ERIE was still in the box. During this time the crew kept themselves busy with maintaining their systems at top combat readiness and standing watch. There was a break for the families as LAKE ERIE made a family support video from June 1 to 3, taping many private messages for the family and friends back home. A PACFIRE was conducted on June 7, giving LAKE ERIE a chance to flex the CIWS, 25MM and .50 cal, providing training for the gunners and the crews. A change came on June 9 when LAKE ERIE was tasked to go to the Northern Arabian Gulf (NAG) and Conduct Maritime Intercept Operations (MIO). LT [REDACTED] was the MIO coordinator for LAKE ERIE, setting up the blue and gold teams and organizing all training for the teams. LAKE ERIE queried two ships, both of which she boarded. The first was a large bulk tanker, the second a smaller oiler. Both vessels were in compliance with the UN sanctions and both were allowed to proceed when the visit was over. Each operation took about seven hours, requiring LAKE ERIE to spend the remainder of the 11th and the 12th finishing the boardings. On June 12 at the conclusion of the boardings, LAKE ERIE was tasked by XZ to escort the ship MARZOOQ to the Abu Dhabi port authorities. The MARZOOQ was carrying auto tires and computers to Iraq, a violation of UN sanctions. For the next two days LAKE ERIE escorted the ship, doing health and comfort

inspections each day to ensure that the vessel had adequate food, water and fuel to make the trip. Upon arrival at the Abu Dhabi port entrance on June 14 the MARZOOQ was handed over to the port authorities and LAKE ERIE proceeded into port. Scheduled for a three day visit the crewmembers enjoy a rest and a look at a larger city in the gulf. Getting underway on the 16th, LAKE ERIE proceeds to a training anchorage just outside the Jebel Ali port entrance. LAKE ERIE stays at anchorage for two days, conducting various training exercises and completing system maintenance. On June 19 LAKE ERIE is underway again, this time to go back into Jebel Ali. The port authority is a little better this time, only delaying LAKE ERIE's entrance by two hours. LAKE ERIE is inport with CONSTELLATION and CHOSIN: facilities at Jebel Ali absolutely swamped with people. Busses run from the facility to Dhubi to help get crewmembers off base for some liberty time. On June 24, LAKE ERIE was underway again. Proceeding back to CVOA 4 LAKE ERIE resumes the duties as XW, controlling all of the air traffic for the gulf. During this time in the box visibility was particularly poor. LAKE ERIE required to assume planeguard station for the next four nights. The month finished out with LAKE ERIE in CVOA 4 watching the skies and the carrier.

July began with LAKE ERIE still in the box. On July 2 LAKE ERIE detached to proceed to Abu Dhabi for a port visit. The American Businessmen's Association requested an American ship inport for the Fourth of July celebration. LAKE ERIE finished transit that evening and pulled into port the following morning. The port visit was for liberty only: the crew earned a time to relax and have some fun. On July 4 the celebration was at the Gulf Hotel Complex, and the picnic style lunch by the beach was a

great opportunity to relax and enjoy the day. Fireworks in the evening finished the day. On July 5 LAKE ERIE had a surprise as the Dallas Cowboy cheerleaders, on world tour, stopped by the ship for a tour, and later on perform their next years routine for the crew. The visit was a success for the girls and the crew, and both enjoyed the day. LAKE ERIE was underway again July 6, back up to CVOA 4 and XW duties. PACFIRES were conducted every Sat. morning and another small arms shoot was held on the 17th to qualify additional security personnel necessary for LAKE ERIE's next port visit in Bahrain. LAKE ERIE stayed in the box until transit time on the 18th. On July 18, LAKE ERIE and CONSTELLATION made way towards Bahrain. CONSTELLATION was scheduled for Jebel Ali so LAKE ERIE escorted her to port then proceeded to enter Bahrain. The morning of the 20th LAKE ERIE entered Bahrain port. Facilities were the best yet, however, the security conditions required 10 armed watches to be posted on the ship and pier for security. There was a .50 cal manned with ammunition on the feeder tray in the event of a security breach. LAKE ERIE was inport until the 26th, doing maintenance on the AC, RHIB hoist, GTMs and GTGs. Liberty in Bahrain was good, and the Administrative Support Unit (ASU) facilities were excellent. July 26 came and LAKE ERIE was underway again on that morning. After sea and anchor, LAKE ERIE then proceeded to participate in MIO surge operations, a battlegroup exercise designed to put two days of intense MIO operations on all of the merchants exiting the Shatt Al Arab waterway from Iraq. LAKE ERIE spent all of her time in the MAG, no queries or boardings. After two days of this LAKE ERIE proceeded to a training anchorage outside the Bahrain harbor to conduct exercises while at CHOSIN with JOHN PAUL JONES,

MERRILL, and David R Ray. LAKE ERIE anchored on July 29 and stayed at anchor until 31 July. LAKE ERIE was underway July 31 to conduct RAS with the Yukon and VERTREP with the SIRIUS. VERTREP was conducted with SIRIUS servicing LAKE ERIE and David R. Ray. After VERTREP, LAKE ERIE proceeded back to anchorage and stayed there for the remainder of the day.

LAKE ERIE stayed at anchor for the first two days of August and conducted rigorous training in all departments throughout the ship. On August 3, LAKE ERIE weighed anchor enroute for the Southern Arabian Gulf (SAG) and eventually to transit the Straits of Hormuz to begin her journey home. On August 4, all gunnery stations were manned for the transit through territorial waters. LAKE ERIE's EASY RIDER was up all day making race track patterns around the battle group to Conduct sea Control. Except for a few small Iranian fast patrol crafts which followed the battle group closely, there were no incidents. The transit took all day from sun-up to sun-down. At sunset, LAKE ERIE held Sundowners on the aft missile deck to enjoy a celebratory cigar as LAKE ERIE left the Arabian Gulf. On August 6, LAKE ERIE transits through the straits and into the Gulf of Oman.-- No more will the crew enjoy a smooth ride in glassy waters of the Arabian Gulf. Once in the Gulf of Oman the seas grew rougher, but the crew quickly acquired their sea legs. As LAKE ERIE transits to the Northern Arabian Sea, LAKE ERIE Conducted another PACFIRE, to include 25MM and .50 CAL. It was on this day that the crew began to anticipate arrival in Phuket, Thailand for some much needed liberty. While LAKE ERIE transited through the Northern Arabian Sea, LAKE ERIE participated in a joint exercise, INSPIRED UNION, with the Pakistan Navy. The

exercise included both surface and subsurface combatants which lasted for 10 days. During the USW phase of the exercise, LAKE ERIE was tasked to protect CONSTELLATION, the high value unit from enemy attack. LAKE ERIE used all means of electronic to propulsion deception to convince other ships that she was the CONSTELLATION. Her tactics were very effective. The exercise was successful tactically as well as politically. On August 15, LAKE ERIE conducted Mid Cycle Assessment (MCA) with the CCDG-1 staff from the CONSTELLATION who came onboard to evaluate LAKE ERIE's engineering capabilities. The crew shifted to long sleeve shirts for the graded Main Space Fire Drill. The ship went to general quarters and set modified zebra in the required eight minutes. The CCDG-1 staff additionally found LAKE ERIE's engineering spaces to be exceptionally clean. MCA was a huge success. Detached from the CONSTELLATION battle group on the 18th, LAKE ERIE traveled further south along the western coast of India. LAKE ERIE conducted Freedom of Navigation Operation (FON OPS) between the Cape of Comorin and Sri Lanka which took a few hours to transit out of the territorial waters. Once out, it was open ocean all the way to Phuket. On the morning of August 20, LAKE ERIE advanced clocks one hour to conform with time zone -6f. Also on that morning, LAKE ERIE conducted a Combat System Training Team Scenario, SUDDEN IMPACT, which included all warfare coordinators. Two days later at 0800, 22 August LAKE ERIE dropped anchor at Phuket, Thailand for some much needed liberty after spending months in the Arabian gulf. While in Phuket, LAKE ERIE's First Class Petty Officer Association (FCPOA) found the time to organize a community relations (COMREL) project at a local

elementary school. LAKE ERIE sailors painted, tutored, played sports and had a barbecue with the kids all in one day. After what seemed like five short days, on August 27, LAKE ERIE housed its anchor and made way to the Straits of Malacca. That morning LAKE ERIE conducted minefield exercises and steamed without use of the gyros through a mock minefield. LAKE ERIE's Officer of the Deck kept the ship from hitting all simulated mines. A few hours later, LAKE ERIE stationed the Navigation Detail for the transit through the Straits of Malacca, treacherously dense with shipping traffic to and from Singapore. Steaming through the night LAKE ERIE was off the coast of Singapore around 2200. In the morning of August 29, LAKE ERIE Chief Engineer tested the ship's Countermeasure Washdown System, used to fend off biological, and chemical agents from the ship's outer skin. The following day LAKE ERIE conducted a SAFETY STANDDOWN, where the entire crew attended briefs on Stress Management, Operational Hazards, Shipboard Health and Heat Stress, and Avoiding Used Car Scams.

LAKE ERIE began the September month moored to a buoy in Hong Kong harbor on the morning of September 2. The entire battle group moored in the harbor amongst what seemed like shipping from all over the world. Hong Kong truly was an international trading port. LAKE ERIE FCPOA conducted another COMREL project with a local organization called CROSSROADS INTERNATIONAL, where LAKE ERIE sailors spent a day packing and moving goods. LAKE ERIE spent five days in Hong Kong before LAKE ERIE was enroute for Guam on September 7. The next day, LAKE ERIE began deck preservation in preparation for its homecoming. LAKE ERIE conducted TLAMEX, an exercise involving tomahawks in a simulated wartime scenario in Combat

Information Center, and began Navy Rights and Responsibilities Workshops all week for the crew. E-5 and E-6 Advancement exams were also held that week. On September 11, LAKE ERIE began practicing for its Naval Gunfire Support Qualifications. That morning LAKE ERIE'S first round vaporized the KILLER TOMATO, a red, aluminum, beachball-like target properly named because of its indestructibility. Early on the morning of September 12, LAKE ERIE arrived at Guam, made navigation runs and began FIREX II at 0900. For most of the day, LAKE ERIE lobbed 5 in. rounds onto the firing range, while a SEAL team representative hovered overhead in EASYRIDER and graded the shoot. At sunset, after many rounds had been expended and powder smoke had cleared, LAKE ERIE steamed away with 102 out of 110 points, an outstanding score. On September 13, LAKE ERIE set course home to Pearl Harbor. Slicing through 15 knots head wind at maximum trail shaft speed, LAKE ERIE steamed across the Pacific Ocean. All hands attended Return and Reunion seminars-- "Homecoming for Singles" and "Reunion for Couples." Moral heightened as LAKE ERIE steamed Eastward, slowing only for fuel on the 13th. LAKE ERIE refueled for the last time with CIM on the 14th, and broke away to Motley Crue's "Home Sweet Home." Halfway across the Pacific from Hong Kong, BMCS [REDACTED] and SM2 [REDACTED] qualified Officer of the Decemerk Underway, after months of standing watches on the bridge learning how to drive the ship and run the bridge team. On September 18, LAKE ERIE crossed the International Date Line. LAKE ERIE turned all clocks back twenty four hours to conform with +12Y time zone. For the next two days, LAKE ERIE conducted Active Sonar Testing. LAKE ERIE also held Rope Yarn for the crew and a Steel Beach Picnic.

The following day the Commanding Officer recognized outstanding sailors with awards. At 0900 Sunday, September 21, with a Hawaiian lei draped around her foc'sle, LAKE ERIE pulled into B24 amongst tear-eyed family and friends waiting on the pier. On September 22, LAKE ERIE began a thirty day stand-down period and upkeep inport. LAKE ERIE sailors were able to take some much needed leave.

LAKE ERIE crewmembers enjoyed stand-down through October. On October 9, COMCRUDESGRU ONE paid a visit. The Admiral visited with the crew, toured the ship, and congratulated LAKE ERIE on a job well done while in the Arabian Gulf. The next day, members of the Pacific Century Fellows Organization toured the ship. The visitors included representatives, teachers, and executives from local companies. On October 13, LAKE ERIE celebrated the Navy's 222nd Birthday rigging dress ship flags and lights. LAKE ERIE enjoyed the rest of her stand-down period relatively eventless, until October 22nd, when she sailed over to LUALUALEI to offload all of her ordnance in preparation for the shipyards. It was a busy two days for LAKE ERIE. When LAKE ERIE pulled back into B24, on October 24, she was visited by the Chief of Naval Operation of Singapore Vice Admiral Lim. LAKE ERIE Conducted a Combat System Training Team scenario (CSTT) at the Admiral's request, followed by lunch in the wardroom where Captain Chapple presented him with LAKE ERIE'S placard. Also during the week, LAKE ERIE participated in Surface Line Week competitions with other ships in the harbor.

Berthed at B-23, LAKE ERIE continued upkeep as she began the month of November. On November 3, LAKE ERIE crew members took the semi-annual Physical

Readiness Test (PRT). All hands passed the push-ups, sit-and-reach, and the sit-ups. Several sailors were put on remedial PT for not meeting requirements for the Mile and a Half run. On November 11 LAKE ERIE celebrated Veterans Day. All hands except for duty section had the day off. All crewmembers returned the next day to get LAKE ERIE underway for two days to conduct Type Training in the Middle Pacific Ocean 100 nautical miles south of Oahu. Engineering Training Team (ETT) and Main Space Fire Doctrine (MSFD) drills were conducted, RAS with USS WILLAMETTE, and the streaming of NIXIE for maintenance. Upon returning to Pearl Harbor, LAKE ERIE conducted ESM training in the ULM-4 range. LAKE ERIE took over 300 dependents and guests on November 14 to Kona, HI for her dependents cruise. Arriving in Kailua Harbor, Kona HI, crewmembers and their guests hit the beach for the weekend. LAKE ERIE returned from Kona to Pearl Harbor on November. 17 and continued IMAV and worked on material discrepancies. Much work was being done to prepare the ship for its shipyard availability. The day before Thanksgiving, Make a Wish Foundation Child, Ross Laughter, sponsored by LAKE ERIE, visited the ship with his family. LAKE ERIE's honor guard and side boys rendered honors to him as he stepped onboard. He was escorted to Combat Information Center to watch and mash a few buttons during a Detect-to-Engage Scenario. He attended a luncheon with the wardroom in officers country later in the day, and was presented a framed LAKE ERIE picture signed by the captain. On November 30 LAKE ERIE celebrated Thanksgiving weekend. Much of the crew spent the weekend with family and friends.

LAKE ERIE resumed IMAV on December 1, focusing on ship's force jobs before going into the shipyards. Off the ship, LAKE ERIE crew members adopted the Hale-Keiki School, to sponsor students from kindergarten to 6th grade, tell sea stories and teach basic subjects. On December 9, LAKE ERIE returned to the middle Pacific Ocean for additional Type Training. LAKE ERIE streamed TACTAS for training and maintenance, conducted PACFIRE of 5 in. gun mounts, DTE LEAR, and a PHOTO OP off Diamond Head. The ship was only 3000 yards from the beaches of Diamond head when HSL-37 Det 9 flew overhead and shot pictures of the ship. After the photo op, LAKE ERIE made way to Pearl Harbor and moored at B17 around 1600. On December 11, military VIPs from the Army, Navy, and Airforce visited LAKE ERIE after she pulled into the shipyards. The VIPs visited Combat Information Center where they observed a Detect to Engage sequence, followed by a luncheon in the wardroom where they met with the crew. On December 25 LAKE ERIE celebrated Christmas moored in CIA. Most of the crew took leave to fly home to the mainland. The duty section stayed onboard and had a traditional Christmas dinner especially made by the Food Service Officer. LAKE ERIE spent the rest of December and 1997 in shipyards.

Command History of 1997 for

USS LAKE ERIE (CG 70)

- Jan 1 - 7: INPT Pearl Harbor. Christmas Stand-down ends on Jan 7.
- Jan 8: Fast Cruise.
- Jan 9 - 14: U/W for San Diego with Chosin and Cimmaron. HSL 37 embarks.
- Jan 15: INPT for one day to onload parts/make repairs.
- Jan 16 - 21: U/W for FLEETEX 97-1. U/W with Connie, Chosin, Cimmaron, Mt Hood, Merrill, John Paul Jones, Key West, Helena
- Jan 22 - 26: Missilex 97-1. LAKE ERIE participates with John Paul Jones, Merrill, Chosin, Chandler, McClusky. LAKE ERIE fires two SM2 Blk 3 missiles. One against a BQM-75 , the other against an AQM-76. Both shots evaluated as kills.
- Jan 27: Inpt Port Huneme for ship visit/technical assist. LAKE ERIE participates in SATCOM downlink exercise using on of the MK 99 illuminators to received television signals.
- Jan 28: U/W transit to San Diego. SATCOM test successful.
- Jan 28- Feb 9: LAKE ERIE inpt San Diego for Avail and Training. On Pier two with Boxer and JPJ. Security Drills for week of Feb 3 to Feb 8 to test Battlegroup readiness to combat various attacks.
- Feb 10 - 21: U/W for JTFEX 97-1 with Connie, JPJ, Chosin, Cimmaron, Mt Hood, Merrill, Key West, Helena, Boxer, Chandler, McClusky. Operations included Missile Shots, simulated Straits Transit, Amphibious Landings, Flight Operations, Submarine tracking and various others. LAKE ERIE is CW for exercise. LAKE ERIE also participates in CNO project 1404.
- Feb 21 - 28: U/W enroute to Pearl Harbor with Chosin and Cimmaron. All ships participate in firing exercises, comms drills, leapfrogs, Unreps and flag hoist drills.
- Mar 1 - 31: POM Standown. LAKE ERIE was chosen as host ship to receive wardrooms of three Chinese ships, the Chinese vice CNO and the Chinese South Seas Fleet Admiral. LAKE ERIE prepares ship

for visit.

- Mar 10: Reception starts at 1800. Over 35 American Admirals visit, the senior one being CINCPACFLT. Senator Abercrombie attends. Reception tremendous success.
- Mar 12: Message arrives awarding LAKE ERIE the TYCOM ships safety award. LAKE ERIE wins award second year running.
- Apr 1: POM standown ends. LAKE ERIE transit to Lualualei for deployment onload. Finishes at 1600 for a 1700 U/W time to conduct sea trials for final pre-deployment shakedown.
- Apr 2: LAKE ERIE pulls into B-23 at 0800. Final preparations for deployment commence.
- Apr 8: LAKE ERIE deploys for WESTPAC. First port of call is Sydney, Australia. Chosin, Cimarron, and Helena are in company.
- Apr 10: Rendezvous with Constellation Battle Group. Ships include JPJ, Mt. Hood, Merrill and Key West. All ships begin various exercises to prepare for Persian Gulf including VBD, PACFIRES, ASW Exercises, and Flight Ops. Tomahawk TEXAS THUNDER exercise is underway.
- Apr 11: Retard clocks one hour to conform with time zone 11X..
- Apr 12: PACFIRE of five inch, CIWS and 25mm. First underway bingo and pizza on the messdecks.
- Apr 14: Battlegroup photo with Connie, Cimarron, Mt Hood, Chosin, Merrill, JPJ and Helena. Retard clocks one hour to conform with 12Y. Plane Guard for Connie--BMCS had conn and did well.
- Apr 15: Crossed international date line and equator, golden shellbacks for all crew. Due to lack of planning, the entire bridge crew was wogs. ENS [REDACTED] had the deck and the conn for the crossing.
- Apr 16: Didn't exist due to crossing of date line.
- Apr 17: COMCRUDESGRU ONE visited ship and toured all spaces. Plenty of Q&A with the crew. Retard clocks for 11L.
- April 19: First BG RAS day. Did unrep and vertrep on the same day--entire group participated in exercise. This day was when Niagra Falls Sideflare CH 46 crashed into water: no personnel casualties. LAKE ERIE VERTREP with

Tippecanoe and Niagara Falls. This is also the day that LAKE ERIE acquired weight lifting nautilus equipment- seven different machines total.

- Apr 21: Ship begins to prepare to enter Sydney. Entire ship is cleaned top to bottom and the crew receives first briefing on liberty conduct.
- Apr 22: RMC [REDACTED] and ENC [REDACTED] are frocked to senior chief petty officer by the CO, XO, and CMC.
- Apr 24: LAKE ERIE pulls into Sydney, Australia. Inpt with Connie, Chosin, Merrill and Niagara Falls Ship tours planned and MWR tours set up for the crew to include winery, wonderland adventure amusement part, blue mountain excursion.
- Apr 25-27: Inpt Sydney. Visit ship was on Sunday the 26-LAKE ERIE had about 1000 visitors that toured everything from CIC to the messdecks. LAKE ERIE sailors also saw the sights of Sydney in the liberty days.
- Apr 28: Pulled out of Sydney, enroute to Albany. Plan to transit around the south part of Australia and into Albany.
- Apr 29: Transited straits today-lumps of rock everywhere. PACFIRE canceled due to close proximity of land and so many lumps of rock. EW1 [REDACTED] and MS1 [REDACTED] pass ESWS board and are awarded their pins.
- Apr 30: Continued transit. MSFD was big event for the day.
- May 1: EOOW board for Ltjg [REDACTED]. National day of Prayer observed on the messdecks. PACFIRE canceled due to shipping traffic.
- May 2: Inpt Albany. Pulled in at 1000 and moored on towns main pier. Albany welcomed ship with high school marching band and a host of townsfolk with town officials in attendance. Ship opened for tours, saw about 100 today.
- May 3: Ship opened for tour again: more than 400 visited and toured ship.
- May 6: Underway from Albany. Ship conducted drill where duty section was only people to get ship underway, duty section two pulled ship out with no assistance from rest of the crew. LCDR [REDACTED] was the CDO/OOD for pulling ship out.
- May 7: Damage Control Standown. Crew participates in Damage Control fam. of all shipboard equipment and receives lectures on personal protective equipment, uses of damage control equipment and electrical

safety.

- May 9: Conducted Small Arms qualification on the flight deck. Qualified over 25 personnel on the uses of 9mm.
- May 10: RAS with the Cim. PACFIRE 5", CIWS, and 25mm.
- May 11: Crossing the line ceremony. BG decided to hold off ceremony until after Australia due to time constraints. Festivities started at 0600 with the mustering of all of the WOGS on the foc'sel for breakfast, items included were boiled eyes of the sea dog, barnacles and sea cucumbers. Then it was a crawl around the main deck to make the wogs feel humble about their lowly status and properly grateful to the shellbacks for initiating them. Fire hose sprinkle downs, swimming in the port/stbd break, ice baths in the dc emergency chest, a visit with the royal barber and finally a trip to king Neptune himself. Each wog spent anywhere between 1 to 4 hours crawling around on the decks. A final baptism on the flight deck and the wog was transformed into a golden shellback. Spent the remainder of the day at a steel beach picnic and enjoyed the new status.
- May 12-18: Transit to Arabian Gulf. LAKE ERIE had another RAS on May 16, another PACFIRE on May 17 and did various operations in between.
- May 19: CONREP with the USNS San Jose. Transferred OPS via highline back and forth between the two ships.
- May 20: Transited the straits of hormuz the evening of the 20th/morning of the 21st. Challenged by the Royal Navy of Oman and the Iranian Navy. LAKE ERIE was the lead ship through the straits and responsible for answering all challenges. LAKE ERIE was in the lead of a column formation with Connie, Chosin and John Paul Jones. Small boat attack team was manned all night, helicopters from all three ships stayed aloft and flew racetrack patterns around the formation.
- May 21: 25MM/.50 cal PACFIRE. LAKE ERIE was supposed to anchor at Bah. Bell but instead steamed around at 1-3 knots and waited until they were tasked to go elsewhere. Turnover Brief on Connie with the commanding officers of all vessels in the battlegroup.
- May 22: From Bah. Bell anchorage LAKE ERIE transited to Jebel Ali to pull inport. At this port LAKE ERIE experienced the worst time ever trying to get into port. The Jebel Ali port authorities couldn't seem to figure out how to plan ahead for all of the traffic that was coming in. LAKE ERIE had to wait almost the entire day to get into port, stationing the sea and anchor detail two times before they finally were able to get in.

- May 23: Inpt Jebel Ali. LAKE ERIE has chance to see first port in gulf. Jebel Ali is little more than a huge port facility.
- May 26: LAKE ERIE underway from Jebel Ali. Pulling out was just as tough as getting in- port controller made us wait two hours before getting underway. Once out LAKE ERIE transited north to CVOA 3 to conduct carrier shotgun operations. LAKE ERIE was introduced to N30, a box where most of the gulf experience was spent by the men of LAKE ERIE. LAKE ERIE assumes the duties of XW, responsible for all of the air traffic in the gulf and the gulf area.
- Jun 2: Still in the Box. LAKE ERIE is mostly patrolling the box at 1-3 knots, just avoiding traffic and keeping an air eye on the flight plans of the Gulf. LAKE ERIE is still XW.
- Jun 3: LAKE ERIE makes family support group video for the 1/2 way dependents picnic. Crewmembers are given the chance to record messages to wives and other family members on how they are doing.
- Jun 7: PACFIRE Sat morning of 5", CIWS, 25MM, and M-60.
- Jun 9: LAKE ERIE possibly tasked with MIO operations. Sent to the NAG in preparation. All MIO personnel working up to prepare for boardings.
- Jun 10: LAKE ERIE conducts small arms famfire for all MIO personnel. All members qualified to carry arms when boarding.
- Jun 11: LAKE ERIE tasked to do MIO operations in the NAG. LAKE ERIE queries two ships and boards both-first a big tanker, second a smaller bulk carrier. Both ships check out and are allowed to proceed. Each MIO operation takes about seven hours to complete, making voice sitreps to XZ every 1/2 hour. Both ships cooperative and willing to help boarding team.
- Jun 12: MIO operations secure. LAKE ERIE is given task to escort ship MARZOOQ to Abu Dhabi port entrance. LAKE ERIE escorts MARZOOQ over the next three days, providing them with food, water and fuel to make port call. LAKE ERIE required to make health and comfort inspection each day to check on crew and vessel.
- Jun 14: LAKE ERIE hands MARZOOQ over to Abu Dhabi port authorities. LAKE ERIE then begins transit into Abu Dhabi port. LAKE ERIE scheduled for a three day visit. Port facilities in Abu Dhabi ok, but liberty much better. Local Hiltonia Hotel opens facilities to LAKE ERIE sailors.

- Jun 16: U/W from Abu Dhabi. Scheduled transit to anchorage for training. After sea and anchor LAKE ERIE proceeds to Abu anchorage. At anchor for the next three days until 19th. While at anchorage conducted various shipboard training.
- Jun 19: U/W for Jebel Ali again. Pulling into port for various minor shipboard repairs and upkeep. Inport with Chosin and Connie-facilities absolutely swamped with the amount of sailors inport. Inpt until Jun 24.
- Jun 24: U/W for CVOA 4 again. Back into box for more XW duties and carrier guard.
- Jul 3: Next port Abu Dhabi. Requested by the American Business association LAKE ERIE is invited to a picnic hosted at the Gulf hotel on July 4 to watch fireworks and relax with other American families in the area.
- Jul 5: Visited by the Dallas Cowboy cheerleaders on their world tour. The girls toured the ship and signed autographs. Later on at the gulf hotel the cheerleaders put on a show of their next years routine. Day visit a huge success, enjoyed by cheerleaders and sailors both.
- Jul 6-18: U/W for the MAG and CVOA 4 again. Back in the box, assumed the duties of XW again. Exercises include air traffic control for all exercises and keeping the connie within 10 NM to be carrier shotgun. PACFIRES every Sat morning and a small arms qual on Jul 17 to round out duty section qualified personnel. INPT Bahrain security requirements such that LAKE ERIE qualified as many personnel as possible to facilitate watchstanding.
- Jul 19-20: Transited South with Con enroute to Bahrain. Connie left at Jebel Ali for another port visit. LAKE ERIE then moved back to the Bahrain entrance to begin her transit into port on the morning of the 20th.
- Jul 20-26: Inpt Bahrain, security requirements absurd. LAKE ERIE inpt for a time with John Paul Jones and Mt Hood. Port visit to conduct maintenance and fix minor casualties. ASU facilities excellent, town liberty good.
- Jul 27-28: LAKE ERIE underway from Bahrain. Conducting MIO surge ops in the MAG. Idea behind surge ops is to put pressure on many different merchant ships at one time in hopes of catching some ships off guard and finding UN violators. LAKE ERIE does nothing for two days.

Jul 28: LAKE ERIE finishes surge ops and proceeds to anchorage by the port entrance at Bahrain. Anchorage good time to relax and get work done. LAKE ERIE officers hold steel beach picnic on Jul 30 for the crew.

Jul 31: LAKE ERIE underway to RAS with YUKON and VERTREP with SIRIUS. RAS is slow due to taking on fuel at only aft station: at stbd midships LAKE ERIE CONREPS to move barrels of HAZMAT over to YUKON. RAS takes place in morning and VERTREP in afternoon. LAKE ERIE goes back to anchorage when both events are complete.

Aug 1-2: Two more days anchorage Bahrain Bell. LAKE ERIE conducts shipwide training while at anchorage to include MSFD, and ASW training in combat. FC1 (SW) [REDACTED] reenlistment. All hands invited.

Aug 3: LAKE ERIE gets underway for Southern Arabian Gulf.

Aug 4-5: LAKE ERIE enroute Straits of Hormuz Transit. LAKE ERIE lead ship again. Navigation detail and All gunnery stations are manned for transit through the straits which take roughly one day. Aside for a few small Iranian fast patrol crafts following the battle group. There were no incidents. Sundowners held on aft missile deck to enjoy a stogie as LAKE ERIE leaves Arabian Gulf.

Aug 6-7: LAKE ERIE transits through the Gulf of Oman. LAKE ERIE conducts PACFIRE 25MM and .50 cal. LAKE ERIE sailors anticipates arrival in Phuket Thailand for some much needed premium liberty.

Aug 8-12. LAKE ERIE enters the North Arabian Sea and conducts INSPIRED UNION exercise with Pakistan Navy which included the entire battle group. Five day exercise. LAKE ERIE RAS with YUKON on the 10th.

Aug 13-17 LAKE ERIE still in North Arabian Sea. USWEX with battle group. LAKE ERIE conducts MCA on the 15th with CCDG-1 staff from CON. Ship goes to general quarters and set modified Zebra in less than 8 minutes. Spaces found to be exceptionally clean. MCA huge success largely because of squared away CHENG. NSFS training conducted during the week in CIC in preparation for gun shoot in September.

Aug 18: LAKE ERIE conducts Freedom of Navigation Operations through Territorial waters of Sri Lanka transiting to Phuket, Thailand.

Aug 19-21: Aug 20th, LAKE ERIE advance clocks one hour conform with -6F. LAKE ERIE conducts CSTT Scenario Sudden Impact in CIC all watchstations manned. OS1 [REDACTED] and ET2 [REDACTED] ESWS pinning held.

Clocks advanced again at 0200 one hour to conform with -7G the day before pulling into Phuket.

- Aug 22-26 LAKE ERIE sets Sea and Anchor detail to anchor at 0800 in Phuket, Thailand Aug 22. FCPOA organizes COMREL PROJECT involving elementary school and orphanage, painting, tutoring, playing sports, and barbecue.
- Aug 27-Sep 1: LAKE ERIE departs Phuket at 0900, 27th and conducts Minefield and Loss of Gyro exercise. Clocks advanced one hour to conform with -8H. Navigation Detail set for transit through treacherously dense shipping in the Straits of Malacca, destination- Hong Kong. Counter Measure Washdown System tests sat. LAKE ERIE conducts SAFETY STANDOWN on the 30th, all hands required to attend.
- Sep 2-6: LAKE ERIE moor to buoy in Hong Kong harbor in dense shipping 0800 on the 2nd.. Entire battle group present. Hong Kong Community Relations Project conducted by FCPOA with Crossroads International on the 4th. President of Crossroads impressed with LAKE ERIE sailors' hardwork and care for Hong Kong community.
- Sep 7-11: LAKE ERIE leaves Hong Kong enroute to Guam for NSFS exercise. TLAMEX conducted in CIC. Navy Rights and Responsibilities Workshops held all week for crew. E-5 and E-6 advancement exam held on the messdecks. On the 11th, LAKE ERIE conducts KILLER TOMATO exercise to prepare for gun shoot. KILLER TOMATO destroyed on first shoot--makes LAKE ERIE gunshoot history. SFR 2-97 issued to all work centers.
- Sep 12: LAKE ERIE conducts NAV runs upon arrival of Guam. 0900 LAKE ERIE conducts FIREX II. LAKE ERIE gets outstanding score many five inch rounds fired.
- Sep 13-20: LAKE ERIE transits to PH SOA max trail shaft. Entire crew has thoughts of going home. Moral high. Deck division "turning to" preparing the ship for arrival in PH. All hands required to attend Return and Reunion workshops- Homecoming for singles or Reunion for Married Sailors RAS/VERT with CIM on the 13th for last time. BMCS [REDACTED] and SM2 [REDACTED] OOD underway board in CO's cabin. Ship conducts Active Sonar Testing for three days from the 18th to the 20th. LAKE ERIE crosses international dateline, clocks retarded 24 hours on the 18th to conform with +12Y. Rope Yarn for crew.
- Sep 21: LAKE ERIE arrives PEARL HARBOR. Family and friends welcome home sailors after almost six months. HSL 37 DET 9 flies off at 0600 to

Barbers Point. LAKE ERIE moors B24 at 0900.

- Sep 22: LAKE ERIE begins thirty day STAND DOWN period.
- Oct 1-8 LAKE ERIE crew enjoys leave and time off ship.
- Oct 9: COMCRUDESGRU ONE pays visit to LAKE ERIE.
- Oct 10: Pacific Century Fellows visit LAKE ERIE. Visitors include Hawaii state representatives, teachers, and company executives. Objective is to build networking between communities.
- Oct 13: LAKE ERIE celebrates Navy 222nd Birthday.
- Oct 20: LAKE ERIE participates in Surface Line Week (SLW)
- Oct 22-23: LAKE ERIE moors in LUALUALEI to offload weapons for SRA.
- Oct 24: Singapore Chief of Naval Operations visit LAKE ERIE. LAKE ERIE puts on CSTT Scenario followed by lunch in the wardroom.
- Oct 27: LAKE ERIE participated in Combined Federal Campaign.
- Oct 29: LAKE ERIE wins softball, piping, and golf events in SLW tournament.
- Nov 1-2: LAKE ERIE continues with upkeep.
- Nov 3: LAKE ERIE begins semi-annual PRT.
- Nov 4-10: LAKE ERIE continues with upkeep.
- Nov 11: LAKE ERIE celebrates Veterans day. All non-duty personnell has day off.
- Nov 12-13: LAKE ERIE gets underway to conduct ETT/MSFD drills and type training in middle Pacific Ocean. LAKE ERIE RAS with USS WILLAMETTE at 1300 and streams nixie for maintainence. 13 Nov LAKE ERIE conducts ESM training in ULM-4 range.
- Nov 14-17: Dependents cruise to Kona. LAKE ERIE anchors in Kailua bay and crew spends weekend on the island.
- Nov 17-25: LAKE ERIE returns from dependents cruise and moors B-23. LAKE ERIE enters IMAV period.

Nov 26: LAKE ERIE sponsors Make A Wish Foundation Child Ross Laughter.

Nov 26-30: LAKE ERIE celebrates Thanksgiving. All has weekend off except for duty section. Duty section has Thanksgiving dinner aboard.

Dec1-2: LAKE ERIE resumes IMAV in the Harbor.

Dec 3: LAKE ERIE captain visits Co of Naval Complex.

Dec 4: LAKE ERIE crewmembers adopts Hale-Keiki School. Ceremony held at the school.

Dec 9-10 Underway for type training in the middle Pacific Ocean. Conducts ESM ranging and maintenance in ULM-4 range, stream tail, conducts PACFIRE of 5in. gun mounts, conducts DTE LEAR, and photo op off Diamond head on 10 Dec.

Dec 11: Military VIPs from Army/Navy/Airforce visits LAKE ERIE for tour.

Dec15-31: LAKE ERIE in shipyards.