



DEPARTMENT OF THE NAVY

USS MAHAN (DDG 72)

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From: Commanding Officer, USS MAHAN (DDG 72)
To: Director, Naval Historical Center, Washington Navy Yard

Subj: COMMAND HISTORY FOR 2001

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Encl: (1) Command Composition and Organization
(2) Chronology
(3) Narrative
(4) Supporting Documents
(5) 3 1/2" disk

1. In accordance with reference (a), enclosures (1) through (5) are forwarded.

D. C. Robertson, Jr.

D. C. ROBERTSON, JR.

COMPOSITION AND ORGANIZATION
COMMAND HISTORY
USS MAHAN (DDG 72)
2001

UIC: 21946

Mission: To fight and win in combat operations at sea.

ISIC: Commander, Destroyer Squadron Twenty-Six, CAPT Scott Jones (010101-123101)

Commanding Officer: CDR David C. Robertson (010101-123101)

Homeport: Norfolk, Virginia

CHRONOLOGY
COMMAND HISTORY
USS MAHAN (DDG-72)
2001

MONTH/

DAY EVENTS/REMARKS

JAN

01-12 Selected Restricted Availability
01-16 Holiday Standown (Leave Period 2)
03 AVCERT Inbrief
09 Sailor of the Year Board - IS1 [REDACTED] selected
16 ATWCS Schedule Meeting
16 Board of Experts Meeting at DESRON 26
18-19 Trainer Control Device (TCD) Exercise
22 Underway for Deperming Station
22-25 Deperming of the ship
25 Underway for Norfolk
25 Inport Norfolk
29 CAPSTONE Visit
31 CO ATG, CAPT Ellis Brief

FEB

01-05 DESRON Navigation Checkride
02 Reenlistment Ceremony for GSM3 [REDACTED]
05-09 Underway to Mayport, FL
06 RAS w/USS SUPPLY
09-12 Inport Mayport, FL
12-14 Underway to Norfolk
14 Inport Norfolk
14 USS MAHAN's Birthday Party
14 SYSCAL Brief
20 ATWCS Certification Inbrief
20-22 OHSAT
21 AT/FP Meeting
21 Mr. Gary Reese Visit (Senate Appropriations Committee)
21 Reenlistment Ceremony for SH1 [REDACTED]
21-23 TCDEX
22 Reenlistment Ceremony for TM3 [REDACTED]
22 Reenlistment Ceremony for GM2 [REDACTED]
26-28 Initial Assessment (IA)
26-02 LTT
26 GW D-18 IBFT Conference
26 CAPT Fishburn (CNSL Force Supply Officer) Visit

MAR

01 SLAMEX for CCDG2
02 Refuel pierside
06 E-6 Navywide Advancement Exam
08-12 Underway VACAPES
12-13 Inport Yorktown NWS
13 E-5 Navywide Advancement Exam
13 Inport Norfolk
14 CO MCAS Meeting at CDS26
20 E-4 Navywide Advancement Exam

21-23 TCD Exercise
22 GCCS-M Install Brief
22 Reenlistment Ceremony for GM1 [REDACTED]
26-30 SMA
26-30 ASMATI
27-30 Command Assessment of Readiness & Training (CART II)
29 Underway VACAPES
29 Inport Norfolk

APR

04 JSQ Board
05-06 Mobile Dental Van Services
05 SLAD Testing
05 Reenlistment Ceremony for QM2 [REDACTED]
05 SQ Board
09-13 Underway VACAPES
09 COMDESRON 26 Embarks
09 ULM-4 Range
09 DLQ's
10 5"/CIWS PACFIRE
12 RAS with USNS JOHN LENTHALL
13 Precision Anchorage in Lynnhaven Anchorage
13 Inport Norfolk
16-19 Marine Safety International Training
17 Reenlistment Ceremony for MS2 [REDACTED]
17 Captain Moon visit with CDR Robertson
19 Reenlistment Ceremony for GSE1 [REDACTED]
20 Retirement Ceremony for GM1 [REDACTED]
23-27 VERITAS VII
23 Underway VACAPES
26 RAS with USNS PATUXENT
27 Inport Norfolk
27 COMDESRON 26 disembarks

MAY

04 MSFD Certification
07 CAT survey
07 Reenlistment Ceremony for EM2 [REDACTED]
10-11 Underway Demo
10 Underway VACAPES
11 Inport Norfolk
13 Baptism of [REDACTED]
17 LCDR Epperson assumes XO
19 COMDESRON 26 embarks
21 Underway to Manhattan, NY
21 RAS with USNS LEROY GRUMMAN
22 5"/CIWS PACFIRE
23-30 Fleet Week, New York City
23 Inport Manhattan
24 UN reception
25 Mayor's Golf Classic Reception
26 DESRON 26 Reception
27 College Point Memorial Parade
28 Reenlistment for BMCS [REDACTED] BM2 [REDACTED] CTR2 [REDACTED] and FC3
[REDACTED] at the Statue of Liberty
30 Underway
Leapfrogs

31 RAS with USNS LEROY GRUMMAN
NSFS spotting for USS BARRY
5"/CIWS PACFIRE

JUN

01 Inport Norfolk
05-06 CMTQ
06 NEXCOM Excellence Award Presentation
08 E5/E6 Frocking
11-15 CORTRAMID
11 Underway VACAPES
12 5"/CIWS PACFIRE
12 DC Olympics
13 RAS with USNS PATUXENT
14 Inport Norfolk
14 COMDESRON 26 disembarks
15 E3/E4 Frocking
18-21 SMI
22 Reenlistment Ceremony for EM3 [REDACTED]
25-29 Command PRT
25-08 FMAV

JUL

2-6 Wet Trainer
9 Underway
FME meeting
10 5"/CIWS PACFIRE
TDU with Lear Jet
11 Burial at Sea
RAS/CONREP w/USNS SATURN
12 Inport Norfolk
16 German Armed Forces University Tour
18 Ship's picnic
19 Berth shift
Reenlistment Ceremony for OS1 [REDACTED]
23 DT/OT Inbrief
30 Underway
31 EMATT/REXTORP

AUG

1 Reenlistment Ceremony for MS3 [REDACTED]
3 Inport Mayport, FL
Tomahawk missile onload
4 5"/CIWS PACFIRE
5 Steel Beach picnic
6 Burial at Sea
8 OTL
10 Inport Mayport, FL
15 Underway
16 Ice cream social
17 Inport Norfolk
22 Shipwide ORM training
Reenlistment Ceremony for MS3 [REDACTED]
23 Family Support Group President Luncheon
24 Reenlistment Ceremony for QM3 [REDACTED]
27 Underway DESRON Group Sail
28 Leapfrogs

Live FIREX
 29 MIOEX
 CIWS PACFIRE
 30 DIVTACS
 31 RAS w/ USNS JOHN LENTHALL
 Inport Norfolk

 SEP
 4 Reenlistment Ceremony for MS3 [REDACTED]
 5 Admiral's Call with COMGWBATGRU
 6 Reenlistment Ceremony for FC2 [REDACTED]
 ARE
 SLAMEX
 7 GWBATGRU TLAM Syndicate Meeting
 10 Underway
 11 5"/CIWS PACFIRE
 11-12 Planeguard operations for USS GEORGE WASHINGTON
 12 Remembrance prayer
 13 Inport Yorktown
 14 Underway
 Inport Norfolk
 18 CPO Pinning ceremony
 20 SLAMEX
 ASWEX SMART SEARCH Meeting
 21 Reenlistment ceremonies for GSM2 [REDACTED] and FC2 [REDACTED]
 24 CDS 26 Embark
 27 Underway ASWEX SMART SEARCH
 28 Leapfrogs
 Squadron photo
 29 RAS w/ USNS PATUXENT
 30 Reenlistment ceremony for ET2 [REDACTED]

OCT
 4 RAS w/ USNS PATUXENT
 Burial at Sea
 Captain's Call - All hands
 5 Inport Norfolk
 9 PACE Courses begin
 9 Communications Readiness Assessment
 9-12 3M Assist/SMI
 11 Reenlistment Ceremony for EN2 [REDACTED]
 15-19 PATG
 15-2 FMAV
 Stern flap install
 16 RADM Kemp (CCDG 2) Visit
 17-18 Safety Survey
 29 MIO/VBSS Syndicate meeting
 29-2 MSI Shiphandling
 30 Safety Standown

NOV
 5 RADM McCarthy visit
 7 Reenlistment ceremony for YN3 [REDACTED]
 8 Evaluated CBR Drill
 DESRON Commander's Conference
 9 CAPT Landay (PMS 400F) visit with CO
 Reenlistment Ceremony for FC3 [REDACTED] and GMC [REDACTED]

RADM Kemp (CCDG 2) visit
 13-15 Command PRT
 26 NSFS Team Training
 28 AT/FP Syndicate Meeting
 29 Casualty Power ATG FEP evaluation

 DEC
 6 Surface Navy Association Symposium
 7 PACE courses end
 10 Underway
 ULM-4 Range/TACAN certification
 5"/CIWS PACFIRE
 Full power run
 12 RAS w/ USNS BIG HORN
 Inport Norfolk
 13 Christmas Party
 14 E-6/E-5 Frocking Ceremony
 NOBLE EAGLE Brief
 17 Underway
 18 5"/CIWS PACFIRE
 19 RAS w/ USNS BIG HORN
 Inport Norfolk
 20 Shipwide zone inspection
 21 E-4 Frocking Ceremony
 VADM Giffin (Previous CNSL)/CO time
 Children's Christmas Party

NARRATIVE
COMMAND HISTORY
USS MAHAN (DDG-72)
2001

The year 2001 commenced with the 2nd Holiday leave period, affording half of the crew the opportunity to visit family and be with loved ones. During this time, the AVCERT team came back to continue its support for ensuring that MAHAN was ready to conduct helicopter operations. On the 9th of January, IS1 [REDACTED] was awarded MAHAN's Sailor of the Year and automatically became a nominee for COMNAVSURFLANT's Sailor of the Year. On the 16th, liberty expired for All Hands and a Tuesday morning began full steam ahead. The ship's crew attended a brief for the upcoming Deperming of the ship, an ATWCS schedule meeting was held, and a Board of Experts meeting was held at DESRON 26. On the 18th, CDS26 used MAHAN to conduct Trainer Control Device (TCD) Exercises. Also on the 18th, the Navy-wide CPO Exam was given to eligible First Class Petty Officers.

On Monday, the 22nd of January, the ship got underway for the Deperming Station, Lambert Point just off Norfolk Harbor Reach, south of the Naval Station piers. After mooring, a Safety Brief was conducted regarding the deperming evolution. After wrapping cables around the ship for 2 days, the station energized the coils and aligned the ship's magnetism. Taking much less time to remove the cables than it did installing them, the ship got underway for Norfolk Naval Station on the 25th. On the 29th, the ship gave a tour to distinguished visitors from the CAPSTONE group. Then on the 31st, the CO at ATG, CAPT Ellis, conducted a brief onboard regarding the expectations that MAHAN may have with respect to the training that ATG would offer for the upcoming IDTC.

On the 1st of February, MAHAN successfully completed a Navigation Check Ride. The month of February held 4 more reenlistments and the ship's Integrated Training Team (ITT) commenced a Drill Package using the Ship's Training Team (STT) to run drills for the Bridge and Deck watchstations; Combat Systems Training Team (CSTT) to run AEGIS Combat Systems Training (ACTS) scenarios for Combat Information Center (CIC); and the Damage Control and Engineering Training Teams (DCTT, ETT) to run fire and flooding drills for the Repair Lockers and Engineers. On the 5th, the ship got underway for the VACAPES and Mayport, FL. During the transit south, the ship conducted Flying Squad drills, a TACAN Certification, Air Control Exercises, streaming of TACTAS and NIXIE, and a 5"/54 gun and 20mm CIWS PACFIRE. On the 6th, MAHAN Replenishment-at-Sea with USS SUPPLY and on the 7th, conducted BECCES, an ACTS scenario, a HELO Crash & Smash drill, Loss of Steering drills, flying squad drills and more Air Control exercises. The evening of the 7th lightened up as the ship went into an Ice Cream/Bingo night social. On the 9th, the ship entered Mayport, FL where several MWR events were planned, Disney World among them. After a fun-filled port visit to Mayport, the ship got underway on the 12th to commence the transit back to Norfolk and conduct more ITT training and drills on the way home. MAHAN was home on 14 February. That afternoon, the SYSCAL team held an inbrief as to how and what gauges throughout the ship it would check for calibration.

Inport, the ship conducted GQs, ACTS scenarios and abandon ship drills. The ship held a roundtable meeting of the new AT/FP requirements that were being promulgated by CNSL. On the 21st, Mr. Gary Reese from the Senate Appropriations Committee visited the ship and received a brief on Intelligence and Combat Systems. The ship also conducted another TCD Exercise from the 21st through the 23rd. On the 26th of February, the ship

commenced its Initial Assessment (IA) of the ship's material readiness and programs. Also, the ship hosted a tour for CAPT Fishburn and the CO, XO, CSO, OPS, EMO, COMMO, and SPOOK attended the George Washington D-18 IBFT Conference.

March kept the ship busy with the Navy-wide Advancement Exams for E-4s (20th), E-5s (13th), and E-6s (6th). On the 2nd, the ship refueled pierside. On the 8th, the ship got underway for a week to continue training the crew and conduct drills, exercises, and scenarios. This underway included Deck Landing Quals for the Flight Quarters team, Low Visibility Detail training, and a live shot from the 5"/54 gun and CIWS of a towed target. Air Intercept Controllers continued to train with Lear jets and the 5"/54 gun crew and 50 caliber and M-60 gun crews got to shoot the "Killer Tomato." ITT scenarios continued and on the evening of the 10th, the ship relaxed to a night of Ice Cream and Bingo again. On the 11th, the ship conducted a Detect to Engage sequence with a Lear jet, simulating engaging it through all the ship's layers of defense. MAHAN then proceeded to Yorktown Naval Weapons Station for an ammo onload. On the 13th, the ship got underway from Yorktown NWS and proceeded home once again to the Norfolk Naval Station piers.

The 21st through the 23rd found MAHAN conducting another TCD exercise and on the 22nd a brief discussing the new GCCS-M software upgrade took place. On 23 March, the ship was visited by Ms. Bonnie Morehouse, Assistant Secretary of the Navy for Reserve and Manpower Affairs. The tempo of the ship's schedule increased the week of 26-30 March, when the ship conducted SMA, ASMATI, and CART II all at once. The ship got underway on the 29th to demonstrate on the ship's readiness to conduct evolutions at-sea to inspectors. The ship returned to Norfolk Naval Station the evening of the 29th.

On April 4th the Chief Petty Officer's Mess held a JSQ Board for the candidates representing each department and chose EN3 [REDACTED] as the Junior Sailor of the Quarter. The 5th held SLAD testing for Deck Division, as well as a reenlistment for QM2 [REDACTED] on the Bridge. On that same day a Sailor of the Quarter Board was held, with GM1 [REDACTED] emerging as the winner. On Monday the 9th MAHAN officially embarked DESRON 26 and got underway for the VACAPES. On the way out to sea the crew conducted a successful TACAN certification on the ULM-4 range, followed by Deck Landing Qualifications in the vicinity of Chesapeake Light. On the 10th MAHAN executed an early morning 5"/54 and CIWS PACFIRE. The day before pulling in the ship conducted a Replenishment-at-Sea with USNS JOHN LENTHALL. That Friday, during the Sea and Anchor detail, MAHAN performed a practice precision anchorage in Lynnhaven anchorage just north of Little Creek.

The next week found the wardroom nearly empty as the majority of officers attended a course in Bridge Resource Management at Marine Safety International. After reviewing several mishap case studies and receiving instruction in teamwork skills, participants broke up into bridge teams to practice UNREP approaches and getting underway from a pier in MSI's simulators. The week ended with two casualty-filled simulated transits to Mahnhattan, NY. In addition, MS2 [REDACTED] and GSE1 [REDACTED] reenlisted. Also, on the 17th, Captain Moon visited with CDR Robertson.

On Friday the 20th, many of the crew attended GM1 [REDACTED]'s retirement ceremony being held at the Pier 26 enlisted club. They came to pay respect to twenty years of naval service and wish their shipmate fair winds and following seas.

The next Monday, all of Destroyer Squadron 26 got underway for Anti-Submarine Exercise VERITAS VII. MAHAN spent most of the week with the SQR-19 Tactical Array Sonar deployed, "tail wet." On the 26th the ship participated in an opposed RAS, screening the squadron from the submarine, then taking on

fuel from USNS PATUXENT. MAHAN returned to Norfolk early the next day and disembarked DESRON 26.

The 4th of May held an important milestone in the Inter-deployment Training Cycle - Main Space Fire Certification. On that day, MAHAN went to General Quarters and her repair lockers successfully demonstrated their ability to fight a major fuel fire in the main spaces. The ship got certified. The next week, CAT, a command climate survey was conducted onboard MAHAN. The Wardroom, Chief's Mess and a sampling of the crew were interviewed to get a feel for prevailing attitudes and opinions. Overall, feedback from the crew was positive, with a majority of MAHAN's sailors reporting high job satisfaction. The next week another major engineering examination took place, Underway Demonstration. After getting underway on the 10th, the crew proved their ability to handle engineering casualties by performing a series of BECCES. A full power run demonstrated the soundness of the propulsion plant. Another IDTC milestone was passed and the ship pulled back into Norfolk on the 11th.

Sunday the 13th, a baptism was performed for [REDACTED]. The Supply Officer's infant son. With family and much of the wardroom on hand to witness, [REDACTED] was baptized on the Bridge, in accordance with naval tradition, directly from the upturned, water-filled ship's bell. The next week was marked by XO turnover and Fleet Week preparations. On the 17th LCDR Sean Epperson officially relieved LCDR Doug Nashold. Two days later DESRON 26 embarked MAHAN once more.

On Monday the 21st MAHAN and Destroyer Squadron 26 got underway from Norfolk for Fleet Week New York City, 2001. On the way there, MAHAN conducted communications drills with the other ships in company, and performed an UNREP with USNS LEROY GRUMMAN. The arrival of the Fleet Week visiting ships had been carefully planned into an elaborate parade, complete with full dress ship decorations and gun salutes. However, in the pre-dawn morning of the 23rd, it became obvious to all that the parade of ships would not occur as planned. Visibility had reduced to one nautical mile, making it impossible for the ships to safely maneuver so close together and come into station. Under a foggy sky and occasional drizzle, the Fleet Week ships proceeded into New York. MAHAN passed under the shadows of the Statue of Liberty and the sky scrapers of downtown New York and pulled into midtown Manhattan's pier 88, bow out, starboard side to. Soon thereafter UK's Royal Navy Research Vessel TRIDENT moored outboard. Across the pier was USS JOHN F. KENNEDY. Aft of MAHAN was USS CARNEY, with USS SANUEL B. ROBERTS outboard her.

In the ensuing week, some sailors visited their nearby homes. Many took advantage of the Navy League's hospitality by using complimentary movie tickets, baseball games and museum tours and by participating in athletic tournaments. Most notably, LCDR [REDACTED], the Combat Systems Officer, LT [REDACTED], the Operations Officer, CMDCM Greene, the Command Master Chief and STGCS [REDACTED], the Combat Systems Leading Chief Petty Officer won the Mayor's Golf Classic, competing against other Navy teams as well as Mayor Giuliani's own team. LT [REDACTED], the Weapons Officer, won the arm wrestling contest and brought back a hideous but hard-won trophy.

The day after mooring MAHAN hosted the Deputy Mayor of New York and scores of UN representatives in a shipboard reception. Throughout the entire week MAHAN conducted shipboard tours for the thousands of visitors who waited patiently in a line that consistently stretched for over one city block. On the 27th approximately 30 MAHAN sailors marched in the College Point Memorial Parade in Queens. On the 28th the CDR Robertson reenlisted BMCS [REDACTED], BM2 [REDACTED], CTR2 [REDACTED] and FC3 [REDACTED] at the Statue of Liberty.

On the 30th, MAHAN got underway again for Norfolk. The next day MAHAN conducted a RAS with USNS LEROY GRUMMAN and acted as spotter for USS BARRY as

she practiced NSFS on a special target buoy. On the 1st of June the ship returned to Norfolk. On the 5th and 6th the Strike team participated in a Cruise Missile Tactical Qualification. The ship's crew mustered on the flight deck on the afternoon of the 6th to have the NEXCOM Excellence award presented to the Ship's Servicemen by CAPT Fishburn, the Force Supply Officer. On the 8th, in another ceremony before the crew, Petty Officers selected for promotion were frocked to First Class Petty Officer.

The morning of the 11th, several Midshipmen arrived for CORTAMID. After receiving a thorough orientation and a welcome aboard from the Captain and Command Master Chief, MAHAN got underway. The underway schedule permitted the Midshipmen to spend time with and learn from their running mates, but was nevertheless peppered with several exercises and demonstrations designed to demonstrate surface warship operations. Over the course of the week the ship performed an anchoring, 5" and CIWS PACFIRES, small arms familiarity firings and an UNREP with USNS PATUXENT. The most memorable event was Damage Control Olympics which drenched nearly every participant with Firemain water. On the 14th MAHAN returned to Norfolk and disembarked DESRON 26. The next day selected Seamen and Firemen were frocked to Third Class Petty Officer. The month finished up with the reenlistment of EM3 [REDACTED] on the 22nd and the start of an FMAV.

In that month of June it was announced that MAHAN would take part in a CNO directed experiment, soon to be called the Fleet Manning Experiment, to reduce manning aboard Navy ships. She and USS MONTEREY, the other Atlantic Fleet participant, were to propose labor saving initiatives. MAHAN originally braced to lose a great portion of her crew, but as the months passed and scope of the experiment became more defined, her proposal became more modest. Nevertheless, the ship experimented with innovative "flex" manning ideas that enabled the ship to use her crew more efficiently. Meanwhile, the Chain of Command searched to provide answers to the problems posed by FME, the biggest of which was, where will "excess" sailors go?

The first week of July the ATG damage control wet trainer was on the pier for MAHAN repair locker personnel to practice flood fighting. The last day was reserved for Junior Officers. On the 9th MAHAN got underway for an independent steaming exercise in the VACAPES to sharpen the crew's war fighting skills. The very next day the ship performed a 5"/CIWS PACFIRE and a TDU with a Lear jet. On the 11th a burial at sea was conducted from the flight deck, followed by a very slow Replenishment-at-Sea and practice Connected Replenishment with USNS SATURN. MAHAN returned to Norfolk Naval Station on the 12th. On the 19th the ship hosted a number of German Armed Forces University personnel. They received an extensive tour and were overall impressed with MAHAN's combat capability and material condition. Wednesday the 18th was dedicated to a ship's picnic at Fleet Recreation Park. On the 19th OS1 [REDACTED] reenlisted. The 23rd held a brief for the upcoming Tomahawk Operational Test Launch. The next week the ship got underway for the Gulf of Mexico.

On the 31st MAHAN conducted a EMATT/REXTORP exercise, practicing tracking and firing a torpedo at a sonar contact. The next day MS3 [REDACTED] reenlisted on the messdecks. The ship pulled in to Mayport FL on the 3rd, quickly loaded two Tomahawk cruise missiles into the aft VLS launcher, and departed Mayport. That Sunday the ship's crew enjoyed a Steel Beach Picnic of hamburgers, chicken and ribs in the warm waters of Southern Florida. As the ship passed the southern reaches of the Florida Keys, the seas and winds picked up - MAHAN was following a tropical storm into the Gulf of Mexico. Though the storm threatened the missile range, MAHAN was able to stay far enough away and proceed with the scheduled Tomahawk Missile Launch. All preparations for the shoot went as planned. Scores of sailors crowded the foc'sle to witness MAHAN's first Tomahawk launch. The Strike team received

orders to launch and the Officer of the Deck drove the ship to the appointed place and declared the booster drop zone clear. The missile went up and tipped over just as an Air Force F-16 streaked overhead to observe it on its way to the missile range. All went well for a few seconds until the missile failed to transition to cruise and unceremoniously fell into the water. The ship immediately moved forward with plans to launch the backup Tomahawk. The second missile managed to launch and transition correctly and MAHAN made way for Mayport once more.

MAHAN pulled in on August the 10th and stayed for five days. On the 15th the ship got underway for Norfolk and on the 16th had an ice cream social on the messdecks. MAHAN arrived in Norfolk in the 17th, just in time to enjoy the weekend.

During the next week ship-wide Operational Risk Management training was held and Re-enlistments were conducted for MS3 [REDACTED] and QM3 [REDACTED]. On the 27th, MAHAN got underway for DESRON group sail. On that day the ship practiced a precision anchorage as well as other Seamanship Training Team drills. The next day the ship performed Leapfrogs with USS BARRY, USS KAUFFMAN and USS LABOON. On the 29th the ship conducted an early morning CIWS PACFIRE, followed by a MIO Exercise where she practiced querying a suspect vessel - The seas were too rough for small boat operations. Group Sail was rounded out by three hours of DIVTACS, then the customary RAS to top of MAHAN's fuel tanks before pulling into port.

The first week of September held reenlistment ceremonies for FC2 [REDACTED] and MS3 [REDACTED]. RADM Kemp, COMGWBATGRU, held Admiral's Call on the fifth of September. Questions concerned the latest information on the upcoming deployment. The ship completed Aviation Readiness Examination and a SLAMEX on the 6th. On the 10th MAHAN got underway for an Independent Steaming exercise. The ship conducted drills during the 10th and the 11th. Late morning of the 11th the Captain addressed the crew over the 1MC. He announced that terrorists had attacked the World Trade Center and the Pentagon, and that in response, the military's DEFCON had been increased. For the majority of the crew, the reality of the attack did not sink in until pictures began to surface on the internet and circulate throughout the ship. The Aegis Display System in CIC showed that all civilian aircraft had been grounded. All along the eastern seaboard, only U.S. military jets roamed the skies. Later that afternoon USS MAHAN received tasking to perform planeguard operations for USS GEORGE WASHINGTON while she received her airwing and made her way north to Narragansett Bay. On the evening of the 12th the ship was relieved of planeguard duties and ordered to make best speed for Yorktown NWS. MAHAN arrived in Yorktown on the 13th, then left and arrived in Norfolk on the 14th.

The ship was greeted by a changed Norfolk Naval Station. Long lines greeted drivers at the gates. Increased Threat Condition required more heavily armed watchstanders, so MAHAN changed her duty rotation. She also spent parts of the rest of the year as an OPERATION NOBLE EAGLE stand-by ship ready to get underway and perform AAW should the need arise. Slowly, the ship adapted to new Anti-terrorism/Force Protection commitments. While MAHAN did indeed "get back to business," she continued the IDTC with a new sense of urgency.

On the 18th, FC1 [REDACTED], QM1 [REDACTED], SM1 [REDACTED], FC1 [REDACTED] and BM1 [REDACTED] were pinned as Chief Petty Officers at the American Legion hall in Ocean View. On the 20th another SLAMEX was conducted. Reenlistment ceremonies were held for GSM2 [REDACTED] and FC2 [REDACTED] on the 21st. On the 27th MAHAN got underway for ASW Exercise SMART SEARCH. On the way down to the exercise area off Mayport the ship conducted Leapfrogs with the rest of the Destroyer Squadron and replenished with USNS PATUXENT. On the 30th ET2 [REDACTED] reenlisted. Over the next few days the squadron worked in concert with LAMPS, submarine, PATRON and SOSSUS elements to find the orange force submarine. While returning from

the exercise MAHAN conducted another RAS with USNS PATUXENT and a Burial-at-Sea. The ship returned to Norfolk on the 5th of October. ATG performed a Communication Readiness Assessment and series of PACE courses began on the 9th. From the 9th through the 12th the ship underwent a 3M assist and Supply Management Inspection. The Personnel and Administrative Training Group conducted training with the ship's office from the 15th to the 19th. Also, an FMAV started that week. As a cofferdam was attached to the stern of the ship, work began on a stern flap designed to increase MAHAN's fuel efficiency. On the 16th, RADM Kemp made another visit, this time addressing the crew on SITE TV. The month of October closed out with more shiphandling instruction from the experts at MSI.

In November, reenlistments were held for YN3 [REDACTED] FC3 [REDACTED] and GMC [REDACTED]. On the 8th, ATG evaluated a CBR Drill as satisfactory. From the 13th to the 15th all hands turned out to the CINCLANTFLT compound to take part in the Command PRT. On the 26th NSFS training was conducted for the Gunner's Mates in CIC. Two days later, CSO LT [REDACTED] Gunnery Officer ENS [REDACTED] and GM1 [REDACTED] attended the AT/FP Syndicate Meeting to discuss Battle Group level protective measures. On the 29th MAHAN successfully completed a casualty power evaluation for FEP.

The month of December brought two Independent Steaming Exercises to prepare for FEP. The first included a TACAN certification, 5"/CIWS PACFIRES and many training team drills. To test out the new stern flap the ship conducted a full power run - there was no noticeable improvement in ship's performance. On the 12th MAHAN conducted an early RAS with USNS BIG HORN and returned to Norfolk Naval Station. On the next day the Command Christmas Party was held at Grand Affairs in Virginia Beach. The event was MC'd by LAMBRO Productions, STG1 [REDACTED] and NC1 [REDACTED] and included a gift raffle, dinner and dancing. On the 14th a frocking ceremony was conducted for Petty Officers selected to First and Second Class. The second underway period began on the 17th and included more PACFIRES, another RAS and more training team drills. The ship returned to homeport on the 19th and commenced a modified Holiday Leave period that gave some of the crew a chance to take leave, but enabled MAHAN to meet her operational and AT/FP commitments. On the 20th a shipwide zone inspection was held, with all available Chiefs and Officers scrutinizing each others' spaces. On the 21st selected Seamen and Firemen were frocked to Petty Officer. That same day CDR Robertson met ADM Giffin to brief the Admiral on MAHAN's plans for participation in the Fleet Manning Experiment.