



DEPARTMENT OF THE NAVY  
USS OGDEN (LPD 5)  
FPO AP 96674-1708

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IN REPLY REFER TO:

5750  
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From: Commanding Officer, USS OGDEN (LPD 5)  
To: Director of Naval History (OP-09BH)  
Subj: COMMAND HISTORY FOR CALENDAR YEAR 1993  
Ref: (a) OPNAVINST 5750.12E

Encl: (1) Command Composition and Organization  
(2) Chronology  
(3) Narrative  
(4) Welcome Aboard Pamphlet  
(5) Change of Command Program

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

  
D. A. RAUCH

**COMMAND COMPOSITION AND ORGANIZATION**

**COMMANDED BY:** CAPT P.K. Van Winkle, U.S. Navy, 1-14 January  
CAPT P.M. Fagan, U.S. Navy, 15 January-31 December

**HOMEPORT:** Long Beach, California

**ASSIGNED:** 9th AMPHIBIOUS SQUADRON, 3rd GROUP, 3rd FLEET

**MISSION:** The primary mission of the USS OGDEN (LPD 5) is to transport and land marine units along with their essential equipment and supplies by means of landing craft, boats, amphibious vehicles and helicopters.

## COMMAND HISTORY CHRONOLOGY FOR 1993

### JANUARY

1-4 UPKEEP Long Beach Naval Station  
5-7 Underway SOCAL Oparea  
5-7 AAV amphibious operations off Camp Pendleton.  
8-18 Moored Long Beach Naval Station  
12 Personnel inspection and awards ceremony  
15 Change of Command  
19-22 Moored Seal Beach Naval Weapons Station  
19-22 Ammunition offload  
23-31 Moored Long Beach Naval Station  
28-29 Fuel offload

### FEBRUARY

1-15 Moored Long Beach Naval Station  
4 L-Form offload  
9 COMPHIBRON NINE (CPR-9) Visit  
16-28 Drydock Long Beach Naval Shipyard  
16-28 Drydock Phased Maintenance Availability (DPMA)  
Long Beach/Naval Ship Yard (LBNSY) Long Beach,  
CA. SIMA Intermediate Maintenance Availability  
(IMAV)  
16 OGDEN drydocked drydock 1 LBNSY Long Beach, CA  
18 COMPHIBGRU THREE visit

### MARCH

1-31 Drydock Long Beach Naval Shipyard  
1-31 DPMA. SIMA IMAV  
6-20 San Antonio, Texas reserve unit on board

#### APRIL

1-30 Drydock Long Beach Naval Shipyard  
1-30 DPMA. SIMA IMAV  
12-15 CPR-9 Light Off Examination (LOE) assist visit  
26-30 Personnel Procedure Assist Team (PPAT)/ Admin  
assist visits

#### MAY

1-31 Drydock Long Beach Naval Shipyard  
1-14 SIMA IMAV  
1-31 DPMA  
3-5 CPR-9 LOE assist visit. Aviation Shipboard  
Installation Representative (ASIR) tech assist  
18-19 CPR-9 LOE assist visit  
27 Exited drydock.  
28-31 Moored Long Beach Naval Station

#### JUNE

1-30 Moored Long Beach Naval Station  
1-3 Limited Team Training (LTT) for LOE  
1-30 DPMA  
7-8 Fuel on load  
18 Aviation Handler Assist Team visit  
28-30 LOE rehearsal

#### JULY

1-31 Moored Long Beach Naval Station  
1-23 DPMA  
7 Fuel onload. Aviation assist visit  
13-15 LOE  
23-31 SIMA corrosion control availability

### AUGUST

1-30	Moored Long Beach Naval Station
1-6	SIMA corrosion control availability
3	COMNAVSURFPAC visit
3-30	LBNSY restricted availability
12	Aviation Readiness Evaluation
13	Safety stand down
13-30	Tender availability
16-30	Southwest Marine (SWM) restricted availability. SIMA IMAV
23-27	Navy Food Management Team assist visit
30	LOE

### SEPTEMBER

1-14	Moored Long Beach Naval Station
1-2	LOE
1-3	SIMA IMAV
1-13	SWM restricted availability
1-30	LBNSY restricted availability
10	Fuel onload
13	Fast Cruise
14	Dock Trials
15-16	Underway SOCAL Oparea
15-16	Sea Trials
17-21	Moored Long Beach Naval Station
17	KSQ-1 equipment onload
20-21	Command Assessment of Readiness and Training (CART) IIA
22-23	Underway SOCAL Oparea

22-23	CART IIA
24-28	Moored Long Beach Naval Station
27-28	Marine onload for Kernal Raider 94
29-30	Underway SOCAL Oparea
29-30	Kernal Raider 94

#### OCTOBER

1-7	Underway SOCAL Oparea
1-7	Kernal Raider 94
8-31	Moored Long Beach Naval Station
12-29	SIMA IMAV
12-31	Tender availability
13	Ship's picnic
18	Aviation ordinance assist visit
18-22	Surface line week
25-31	Tailored Ship's Training Availability(TSTA) I

#### NOVEMBER

1-10	Moored Long Beach Naval Station
1-3	Fuel offload
1-10	TSTA I
4-7	Repairs to starboard rudder post
8	Fuel onload
10-12	Underway SOCAL Oparea
10-12	TSTA I
13-15	Moored Long Beach Naval Station
13-15	TSTA I
16-19	Underway SOCAL Oparea
16-19	TSTA I

20-28	Moored Long Beach Naval Station
25-28	INSURV preparations
29-30	INSURV

DECEMBER

1-6	Moored Long Beach Naval Station
7	Underway SOCAL Oparea
7	INSURV
8-31	Moored Long Beach Naval Station
8-23	SIMA Tender availability
8-28	SIMA IMAV
15	Fuel onload
13-17	PPAT/CART IIB/SCLISIS audit
28-30	Material handling assist visit

**COMMAND HISTORY NARRATIVE**  
**1993**

January 1, 1993 saw OGDEN moored to Pier 9, Long Beach Naval Station in the midst of a holiday leave and standdown period. The ship was concurrently preparing for the upcoming Change of Command. On 4 January, fires were lighted in OGDEN's boilers in anticipation of underway training to familiarize the Prospective Commanding Officer, Captain Patrick M. Fagan with shipboard operations in accordance with Navy Regulations. OGDEN got underway 5 January for local amphibious operations and proceeded to Camp Pendelton to embark 10 Marine Amphibious Assault Vehicles (AAV's). That evening, OGDEN conducted AAV operations at Camp Pendelton's Red Beach. The next morning OGDEN streamed her SLQ-25, NIXIE in the Southern California (SOCAL) operating area and conducted more AAV operations. That evening all 10 AAV's were launched in a final assault on Red Beach. The 7th of January again found OGDEN underway in the SOCAL operating area. Engineering casualty control drills were performed and the crew was exercised at general quarters before mooring at Pier 9, Naval Station Long Beach at 1835. From 8 through 15 January the finishing touches were applied for the Change of Command ceremony. On a very rainy 15 January 1993, Captain P. M. FAGAN relieved Captain P. K. VAN WINKLE as Commanding Officer, USS OGDEN (LPD 5) in a ceremony held at inside parade in the ship's well deck due to inclement weather. Three days later, on 18 January 93 fires were again lighted in OGDEN's boilers as the ship prepared to get underway for Seal Beach Naval Weapons Station to offload ammunition in preparation for the upcoming DryDock Phased Maintenance Availability (DPMA). On 19 January 93, OGDEN got underway from Long Beach Naval Station bound for Seal Beach. The ammunition offload commenced on the 19th and continued through the 21st of the month. On the morning of 22 January, OGDEN got underway from Seal Beach Naval Weapons Station and proceeded to Pier 1, Long Beach Naval Shipyard. For the remainder of January, OGDEN resided pier side, preparing for the DPMA. On 29 January 93 the ship was defueled. February ushered in with the crew continuing preparations for the upcoming DPMA. All stores were offloaded. On 4 February, Category I and III L-Form was offloaded. The next day, 5 February the discharge line of the Nr 2 evaporator suffered a six inch rupture and caused flooding in Nr 2 main machinery room. The inport emergency party was called away and the flooding was controlled within 31 minutes. There was no damage to equipment or personnel. Divers installed a cofferdam and a soft patch was installed as a temporary correction for the casualty. OGDEN's immediate superior in the chain of command (ISIC), Commander, Amphibious Squadron Nine, Commodore Hobson visited OGDEN on 9 February. His visit was followed nine days later by the ship's group commander, RADM Perkins, Commander, Amphibious Squadron Three who came on board 18 February. Two days later, on 20 February, the crew relocated to the berthing barge where they were to be billeted over the next several months. At 1600, 24

February flushing and fire fighting water was secured throughout the ship and steam was secured at 1607. The ship began a deadstick move to Drydock Nr 1, Long Beach Naval Shipyard at 1608 and crossed the sill of the dock at 1846. Two minutes later, at 1948 the ship was in place over the blocks. Finally, at 2235 the ship rested securely on the keel blocks. Work associated with the DPMA commenced in earnest and continued through the remainder of February with a variety of jobs undertaken by Long Beach Naval Shipyard, Shore Intermediate Maintenance Activity (SIMA) Long Beach and ship's force.

The DPMA officially began on 15 February and was scheduled to be completed by 23 July. The total cost of the DPMA was \$13,565,405. The scope of the work was extensive and covered the entire ship. All tanks in the ship were opened, inspected, cleaned, and in designated cases repainted. The hull and free board were sand blasted and painted. The weather decks, including the flight deck, but excluding the boat deck were redone. Both anchors and anchor chains as well as the ship's ground tackle, were removed from the ship and overhauled. The main machinery spaces received a significant amount of work. The bilges were sand blasted and preserved. Machinery mounts were preserved and those that required it were refabricated. Both boilers were completely overhauled. The main condensers were opened and coated with special materials to prevent leaks from developing. All machinery pumps and motors were overhauled. The Ships Service Turbine Generators and switchboards were overhauled. Auxiliary equipment received much needed repairs. Most notably, the Boat and Aircraft Crane and the 16K Cargo Elevator received particular attention. The refrigeration boxes including the doors were reworked. Extensive repairs were made to the stern gate, the scope of which would be carried over to well after the DPMA. The motor whale boat davit was overhauled. The communications suite received numerous upgrades including installation of the Navy Standard Teletype (NST) system and a second satellite transceiver. Numerous patching panels were either replaced or overhauled. The Automotive Gasoline (MOGAS) system was completely overhauled.

Ship's force was responsible for numerous jobs including rework of Deck Department berthing using available materials from Commander Naval Surface Forces habitability warehouse. Various deck tile inside throughout the ship was replaced, including the entire 01 and 02 levels. The PRC deck on the mess deck was resealed. The bridge wings and pilot house areas were preserved by the Navigation Department and Supply Department completed numerous repairs to food service equipment in the crew's, chief's, and wardroom galleys using a combination of ship's force and contractor work. The officer's wardroom and the first class mess were remodeled.

Other notable events occurred during the DPMA period. On 6 March, Reservists from ODGEN's reserve unit in San Antonio, Texas arrived for their annual two weeks of training. On 12-15 April, Commander Amphibious Squadron Nine (COMPHIBRON 9) conducted a Light-Off Exam (LOE) assist visit. On 26-30 April, ODGEN had an assist visit from the Personnel Procedure Assist Team (PPAT)

which concentrated on ship's office administrative procedures and identified weak areas that required further training. On 3-5 May, OGDEN underwent an Aviation Shipboard Installation Representative (ASIR) technical assist in preparation for the subsequent Aviation Certification Inspection. Concurrently, COMPHIBRON 9 returned for a second LOE assist visits. They returned a third time 18-19 May. On 27 May, OGDEN left drydock and was deadsticked to Pier 1, Long Beach Naval Station to complete her DPMA and SIMA IMAV. OGDEN refueled 200,000 gallons of aviation fuel, JP-5 on 10 June. On 18 June, the Aviation Handler Assist Team came on board to conduct training. OGDEN celebrated her 28th birthday with a command picnic at Gull Park, Long Beach Naval Station on 18 June. On 24 June, OGDEN received a bomb threat. The caller indicated a bomb was going to go off at 0100 in the galley. The galley area was evacuated and a search determined the threat to be a hoax.

The pace picked up in July. An LOE rehearsal was performed 28 June - 02 July in preparation for the actual LOE, scheduled 13-15 July. On 7 July, the ship refueled 526,258 gallons of F-76 and an Aviation Assist Visit was held in preparation for the Aviation Readiness Evaluation. OGDEN's Light-off Examination of 13-15 July was graded unsatisfactory. OGDEN's DPMA officially ended on 23 July and three days later, on 26 July the ship was deadsticked over to pier E, Naval Station Long Beach.

From 23 July to 6 August a SIMA corrosion control availability for the preservation (sandblasting and flamespraying) of ship board equipment occurred. On 3 August Long Beach Naval Shipyard began a restricted availability which lasted until 30 September. This was designed to correct main propulsion space LOE discrepancies. On the same day, Vice Admiral Robinson, Commander, Naval Surface Forces Pacific (COMNAVSURFPAC) arrived on board for a one day inspection. On 12 August the Aviation Readiness Evaluation was conducted and yielded satisfactory results. On 13 August a shipwide safety standdown was held which emphasized heat stress, electrical safety, respiratory protection, and hearing protection. From 13 to 30 August a tender availability period with USS CAPE COD was performed in order to make repairs to the Boat and Aircraft Crane and 16K Cargo Elevator. Also, The Navy Food Management Team came on board to conduct an assist visit.

September was noteworthy because Ogden became rejoined the ranks of operational units again. The LOE re-inspection was conducted 30 August to 2 September, this time with satisfactory results. On 10 September, 183,000 gallons of diesel fuel marine (DFM) was onloaded. On 13 September, a fast cruise was conducted to train the crew in underway procedures and operations following the long shipyard availability. The next day, 14 September, dock trials were held to provide training in the operation of the engineering plant and to test operate all ship's equipment. From 15-16 September, Sea Trials were conducted for further testing and training of OGDEN personnel and equipment and ended when the ship moored to Pier E, Naval Station Long Beach. Command Assessment of Readiness and Training (CART IIA) occurred 20 through 23 September to determine what specific areas OGDEN

needed advanced focused training.

OGDEN participated in its first amphibious fleet exercise since the previous deployment from 29 September through 7 October when the ship got underway for Exercise Kernal Raider 94. This was a large scale exercise that involved multiple platforms and warfare areas such as mine, amphibious, strike, and marine expeditionary unit (special operating capabilities). OGDEN exercised all of her amphibious assault systems by launching and recovering Amphibious Assault Vehicles and LCU, CRRC, and M-8 landing craft. OGDEN also participated in the initial testing of the KSQ-1 over the horizon tracking system. The ship was detached at the completion of the exercise period to proceed independently back to homeport and moored starboard side to Pier 9, Long Beach Naval Station.

A short maintenance period began on 12 Oct with SIMA pursuing repairs to the upper stern gate and USS SAMUEL GOMPERS in port for a limited tender availability. OGDEN competed in what was billed as the final Long Beach Surface Line Week 18-22 October and did well competing in the large ship category against USS ESSEX and SIMA Long Beach.

The first of four tailored ship training availabilities (TSTA I) occurred 25 October - 19 November. The primary focus was on instructing the various ship's training teams in the mechanics of qualifying watch teams in order to make the ship self-sufficient from a training standpoint. The inport phase covered the first two weeks of the period. Concurrently, the ship offloaded fuel and placed weights on the forecastle 1-3 November in order to raise the port rudder post sufficiently to affect repairs to a waterborne seal which leaked excessively. Fuel was onloaded 8 November after completion of repairs and the ship went on to conduct the underway portion of TSTA I on 10-13 and 16-19 November. The intervening weekend was spent inport at Long Beach Naval Shipyard, Pier 9. Following the completion of TSTA I, OGDEN returned to Pier E, Long Beach Naval Station to affect repairs to the detachable links of both anchor chains necessitated by the improper preservation procedure followed by Long Beach Naval Shipyard during the DPMA. From 20 through 28 November the ship made preparations for a visit from the Board of Inspection and Survey (INSURV), interrupting them temporarily on 24 November to deadstick the ship to Pier 9, Naval Station Long Beach. The inport phase of the inspection took place 29 and 30 November but was suspended in order to affect emergent repairs to Nr 2 boiler. These repairs were pursued from 1 to 6 December and then the underway portion of the Underway Material Inspection (UMI) was performed on 7 December. As a result of the visit, OGDEN was found fit for further service.

The ship remained inport Long Beach throughout the rest of December. A concurrent availability began 8 December with work packages screened to USS Samuel Gompers and SIMA, Long Beach. The week of 13 December OGDEN underwent Command Assessment of Readiness and Training (CART) IIB which evaluated the supply and administration support areas of the ship. From the logistics side of the house, training was conducted in the supply, food management, and preventative maintenance (3M) areas while the

Personnel Procedure Assist Team (PPAT) reviewed ship's office and disbursing office procedures and evaluated progress made since the last visit in April. In the middle of the week, 15 December, OGDEN refueled 143,365 gallons of Diesel Fuel Marine. The month and year closed out with a Material Handling Assist visit 28 through 30 December.