



DEPARTMENT OF THE NAVY

USS OGDEN (LPD 5)

FPO AP 96674-1708

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IN REPLY REFER TO:

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From: Commanding Officer, USS OGDEN (LPD 5)

To: Director of Naval History (OP 09BH)

Subj: COMMAND HISTORY FOR CALENDAR YEAR 1994

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Command Composition and Organization

(2) Chronology

(3) Narrative

(4) Supporting Documents

(5) Welcome Aboard Pamphlet

(6) Change of Command Program

1. In accordance with reference (a), enclosures (1) through (6) are submitted.

*D. A. Rauch*  
D. A. RAUCH

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CHINFO WASH DC

# **COMMAND COMPOSITION AND ORGANIZATION**

**COMMANDED BY:** CAPT P.M. Fagan, U.S. Navy, 1 January-7 July  
CAPT D.A. Rauch, U.S. Navy, 8 July-31 December

**HOMEPORT:** Long Beach, California, 1-31 January  
San Diego, California, 1 February-31 December

**ASSIGNED:** 9th AMPHIBIOUS SQUADRON, 3rd GROUP, 3rd FLEET 01JAN-24OCT  
5th AMPHIBIOUS SQUADRON, 3rd GROUP, 3rd FLEET 25OCT-04NOV  
5th AMPHIBIOUS SQUADRON, 1st GROUP, 7th FLEET 05NOV-31DEC

**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.

## **CHRONOLOGY FOR 1994**

### **JANUARY**

1-9 Moored Long Beach Naval Station  
10-11 Ammo Offload Seal Beach  
12-13 Underway SOCAL Oparea  
14-23 Moored Long Beach Naval Station  
20-31 USS Samuel Gompers IMAV  
24-28 Underway SOCAL Oparea  
29-30 Moored Long Beach Naval Station  
31 Underway SOCAL Oparea

### **FEBRUARY**

1-4 Underway SOCAL Oparea  
1 Changed Home Port to San Diego California  
1-25 USS Gompers IMAV  
5-6 Moored Long Beach Naval Station  
7-11 Underway SOCAL Oparea  
7-8 Search and Rescue for downed civilian Cessna 310  
12-13 Moored Long Beach Naval Station  
14 Moved Ship to San Diego  
14 Dependents Day Cruise  
14 COMPHIBGRU THREE (CPG-3) Visit  
14 COMPHIBRON NINE (CPR-9) Visit  
15-22 Moored San Diego Naval Station  
23-25 Underway SOCAL Oparea  
25 (0923) Class "C" Fire in IC Switchboard  
26-28 Moored San Diego Naval Station

### **MARCH**

1-4 Underway SOCAL Oparea  
4-31 Moored San Diego Naval Station  
7-31 SIMA 4I1 IMAV

### **APRIL**

1-17 Moored San Diego Naval Station  
1-15 SIMA 4I1 IMAV  
11-29 USS Cape Cod 4S1 IMAV  
18-22 Underway SOCAL Oparea  
18-22 OPPE Preparations

23-30            Moored San Diego Naval Station

MAY

1-8            Moored San Diego Naval Station

6            COMPHIBRON NINE (CPR-9) Visit

9-11          Underway SOCAL Oparea

9-11          OPPE Preparations

12-15        Moored San Diego Naval Station

13            MOGAS Onload

16-20        Underway SOCAL Oparea

16-20        COMPTUEX

17            Unrep with USNS Guadalupe

21-24        Moored San Diego Naval Station

25-31        Underway for RIMPAC

30            Unrep with USS Wabash

31            Burial at Sea

JUNE

1-16        Underway for RIMPAC

1            Unrep with USS Wabash

1            Close-in refueling of USS Jarret

6            Unrep with HMCS Provider

6-13        Amphibious exercises vicinity Kauai

12            Unrep with HMCS Provider

15            Unrep with HMCS Provider

17-22        Moored Pearl Harbor Naval Station

23-30        Underway enroute San Diego

23-28        Final Evaluation Period (FEP)

24            Unrep with USS Wabash

26            Close-in refueling of USS Jarret

30            Marine Offload Camp Pendelton

JULY

1-17        Moored San Diego Naval Station

1-15        SIMA 412 IMAV

1-25        SIMA Restricted Availability (RAV 126)

7            COMPHIBGRU THREE (CPG-3) Visit

7            COMPHIBRON FIVE (CPR-5) Visit

8            Change of Command Ceremony

8                   COMPHIBRON NINE (CPR-9) Visit  
 18-20               Underway SOCAL Oparea  
 18-20               OPPE Preparations  
 21-25               Moored San Diego Naval Station  
 21-25               OPPE Preparations  
 26-28               Underway SOCAL Oparea  
 26-28               OPPE Preparations  
 29                   Moored San Diego Naval Station  
 29                   Fast Cruise, OPPE Rehearsal  
 30-31               Underway SOCAL Oparea  
 30-31               OPPE Rehearsal

#### AUGUST

1                   Underway to ATG Anchorage  
 1                   COMPHIBRON NINE (CPR-9) Embarks  
 2                   Anchored ATG Anchorage San Diego  
 3-4                  Underway SOCAL Oparea  
 2-4                  OPPE  
 5-7                  Moored San Diego Naval Station  
 5                   COMPHIBRON NINE (CPR-9) Debarks  
 8-12               Underway SOCAL Oparea  
 8-12               COMPTUEX  
 13-22               Moored San Diego Naval Station  
 23-30               Underway SOCAL Oparea  
 23-30               FLEETEX  
 31                   Moored San Diego Naval Station

#### SEPTEMBER

1-13               Moored San Diego Naval Station  
 14-22               Underway SOCAL Oparea  
 14-22               FLEETEX 94-3M2  
 23-30               Moored San Diego Naval Station  
 23-30               Pre-overseas Movement (POM) Leave and Standdown  
 24                   Fuel Oil Spill (50 Gallons)  
 26-30               SIMA 4D0 IMAV  
 26-30               SIMA Restricted Availability (RAV)

#### OCTOBER

1-18               Moored San Diego Naval Station

1-18 Pre-overseas Movement (POM) Leave and Standdown  
 1-22 SIMA 4DO IMAV  
 1-7 SIMA Restricted Availability (RAV)  
 18 COMPHIBRON FIVE (CPR-5) Visit  
 19 Underway to Camp Pendelton for Marine On-load  
 20-24 Moored San Diego Naval Station  
 25-31 Underway enroute Hong Kong WESTPAC '94-'95  
 26 Retard Clocks to +9V  
 28 Retard Clocks to +10W  
 31 Retard Clocks to +11X

#### NOVEMBER

1-16 Underway enroute Hong Kong  
 1 Retard Clocks to +12Y  
 2 Crossed International Date Line Adv Clocks -12M  
 3 Retard Clocks to -11L  
 5 Retard Clocks to -10K  
 5 Chop into SEVENTHFLEET  
 7 Unrep USNS Andrew J. Higgins  
 9 Retard Clocks to -9J  
 10 COMPHIBRON FIVE (CPR-5) Visit  
 10 Burial At Sea  
 11-13 Amphibious Operations Vicinity Okinawa  
 14 Retard Clocks to -8H  
 17-20 Anchored Victoria Harbor Hong Kong  
 21-26 Underway enroute Singapore  
 27-30 Moored Sembawang Ship Yard Singapore  
 27-30 Sembawang Ship Yard WESTPAC Maintenance Avail

#### DECEMBER

1-2 Moored Sembawang Ship Yard Singapore  
 1-2 Sembawang Ship Yard WESTPAC Maintenance Avail  
 3-14 Underway enroute Kuwait  
 3-4 Malacca Strait Transit  
 3 Retard Clocks to -7G  
 4 Retard Clocks to -6F  
 5 Unrep with USNS John Ericsson  
 7 Retard Clocks to -5E

10	Chop into USNAVCENT
10	Conrep with USNS Mars
10	Retard Clocks to -4D
11	Unrep with USNS Walter S. Diehl
13	Transit Strait of Hormuz, enter Persian Gulf
13	Retard Clocks to -3C
14-23	Exercise <b>EAGER MACE</b>
15-18	Anchored Kuwait Harbor
19-20	Underway North Arabian Gulf Operations
19	Vertrep with USNS Mars
21-22	Anchored Kuwait Harbor
23-26	Underway enroute Jebel Ali
24	Unrep with USNS Walter S. Diehl
25-26	Take down of M/V Ajmer
27-31	Moored Berth 58 Jebel Ali
27-31	USS Cape Cod WESTPAC Tender Avail (TAV)

January 1, 1994 saw OGDEN in the midst of a holiday leave and stand down period, moored at Pier 9, Long Beach Naval Station. On 9 January, fires were lighted in OGDEN's boilers in anticipation of getting underway enroute for Seal Beach. OGDEN arrived at Seal Beach 10 January for three days of onloading ammunition. OGDEN departed Seal Beach 12 January and conducted two days of operations in the SOCAL operating area before mooring at Pier 9, Naval Station Long Beach at 1612 on 14 January. At 0435 on 17 January the Greater Los Angeles area was devastated by an earthquake that registered 6.7 on the Richter scale. Although millions of dollars worth of damage were sustained throughout Southern California, OGDEN suffered no damage. The only casualty in close proximity to OGDEN was the Naval Station base lighting, which was knocked out for approximately three hours. On 24 January OGDEN was underway from Long Beach Naval Station bound for Camp Pendleton to conduct amphibious operations for two days with 2 Landing Craft Utilities (LCU 1616 & 1619) and 9 Amphibious Assault Vehicles (AAV). On 26 January, OGDEN headed south and anchored off Silver Strand to conduct two days of LCM operations with 4 LCM. As OGDEN headed back to Long Beach, they conducted exercises with USS JOHN A. MOORE (FFG 19), including a CIWS gunshoot. At 1622, 28 January OGDEN moored at Pier 9, Naval Station. Fires were lit 30 January and OGDEN was underway 31 January for the beginning of the Total Ship Training Availability (TSTA) phase of pre-deployment work-ups. A week of amphibious operations culminated with a return to pier 9, Long Beach Naval Station on 4 February. On 5 February Captain Golden, prospective Commanding Officer, USS DUBUQUE (LPD 8) came on board to visit and observe OGDEN in full operational mode. In addition to Captain Golden, OGDEN welcomed crewmembers from USS SAMUEL GOMPERS (AD 37) for supplemental training. While steaming in the SOCAL operating area 7 February, OGDEN was tasked with search and rescue duties after a report of a downed civilian-manned Cessna 310 aircraft was received. At 0114 8 February, OGDEN was relieved of search and rescue duties by USCGC POINT DIVIDE. 10 February saw OGDEN conducting towing, being towed, and a visit, board, search, and seizure exercise with YTB PACIFIC QUEEN. After a chaff firing exercise on the morning of 11 February, OGDEN pulled into pier 9, Long Beach Naval Station for the last time. A December 1993 message from the Chief of Naval Operations authorized OGDEN's homeport shift to San Diego effective 1 February, but the shift did not occur in earnest until 14 February. On that day, OGDEN hosted a Dependent's Day cruise and opportune lift in support of the homeport shift. At 1532, OGDEN moored to Pier 6, Naval Station San Diego. Rear Admiral Gunn, Commander, Amphibious Group Three, and Captain Burck, Commander, Amphibious Squadron Nine, as well as a band and local news coverage from KUSI-TV were on hand to receive and welcome OGDEN to her new home. On 21 February fires were lighted and 23 February OGDEN was underway in support of Operational Propulsion Plant Examination (OPPE) preparations. At 0923, 25 February OGDEN suffered a class "C" fire in the IC switchboard during Engineering Casualty Control/Main Space Fire drills. The fire



was quickly extinguished, and ventilation was restored within an hour. That afternoon OGDEN returned to Pier 6, Naval Station San Diego. OGDEN was underway 1 March for more engineering training and OPPE preparations. OGDEN pulled into pier 9, Naval Station San Diego 4 March to begin a six week availability period with Shore Intermediate Maintenance Availability (SIMA) San Diego, for some much needed repairs in support of the upcoming OPPE. The availability was completed 17 April and OGDEN was underway 18 April for post-availability sea trials, engineering casualty control drills, and more OPPE preps. OGDEN pulled into Pier 11, Naval Station San Diego on 22 April. Captain Burck, Commander Amphibious Squadron Nine, visited OGDEN 6 May to "tour the spaces" and get a first-hand look at how OGDEN was progressing towards OPPE. OGDEN was underway 9-12 May in the SOCAL operating area for more OPPE preps, and returned to Pier 11, Naval Station San Diego. 13 May saw OGDEN completing a dead-stick move to Pier 6, followed by an automotive gasoline (MOGAS) onload. OGDEN was underway 16 May for amphibious operations, taking onboard 2 LARCs and 1 LCU. 17 May OGDEN conducted underway replenishment with USNS GUADALUPE. The rest of the week was spent launching and recovering LARCs, CRRCs, AAVs, and LCACs, until OGDEN pulled into Pier 6, Naval Station San Diego 20 May. OGDEN was underway again 25 May to pick up a LCU off the coast of Camp Pendleton. OGDEN was then on her way to Hawaii to participate in RIMPAC '94 a multinational, multilateral exercise involving various countries of the Pacific Rim, including Canada, Australia, and Japan. 26 May OGDEN conducted a CIWS firing exercise with USS ESSEX and USS FORT FISHER. On 29 May OGDEN stopped and locked the starboard shaft due to flooding in the shaft alley. 30 May OGDEN conducted UNREP with USS WABASH, and a burial-at-sea was held on 31 May. 1 June OGDEN conducted another UNREP, this time close-in, with USS JARRETT. From 2-5 June OGDEN participated in four days of virtually non-stop amphibious operations off the Hawaiian coast. 6 June was another UNREP day, this time with the Canadian ship HMCS PROVIDER. 7-11 June included more amphibious operations off of Kauai, and on 12 June OGDEN conducted another UNREP with HMCS PROVIDER. After two more days of launchings and recoveries and a third UNREP with HMCS PROVIDER, OGDEN was ready to pull in for some well-deserved liberty. At 1824, 16 June OGDEN tied up to Pier V4, Naval Station Pearl Harbor. On 23 June, after seven days of fun in the Hawaiian sun, OGDEN set sail for San Diego. On the transit back, OGDEN completed the Final Evaluation Period (FEP), the culmination of the TSTA training process. OGDEN conducted UNREP with USS WABASH 24 June, and a CIWS firing exercise 25 June. 26 June saw a close-in UNREP with USS JARRETT secure early due to a burst transfer hose. After a LCU offload on the morning of 30 June, OGDEN pulled into and moored to Pier 9, Naval Station San Diego. A SIMA availability started 1 July, and 7 July saw visits to OGDEN from Commodore Stubbs, Commander, Amphibious Squadron Five, and Rear Admiral Gunn, Commander Amphibious Group Three. On the morning of 8 July, on a slightly overcast day, Captain Dale A. Rauch relieved Captain Patrick M. Fagan as OGDEN's Commanding Officer in a ceremony held on OGDEN's flight deck. Commodore Burck,

Commander, Amphibious Squadron Nine, served as guest speaker. OPPE preparations continued with main space fire drills inport from 12-15 July, and OGDEN was underway 18-20 July for more engineering casualty control and main space fire drill training. OGDEN returned to Pier 12 on 20 July, and more ECC/MSF drills were conducted inport from 21-25 July. On 26 July OGDEN was underway for the SOCAL operating area for more OPPE preparations. OGDEN returned to Pier 12 on 29 July and conducted a fast cruise OPPE rehearsal. Two days of last minute OPPE preparations in the SOCAL operating area followed on 30-31 July. OGDEN returned to San Diego Harbor 1 August and anchored at Afloat Training Group (ATG) Anchorage 216. Commodore Burck broke his flag on OGDEN to observe and assist with OPPE. On 2 August, the Propulsion Examination Board (PEB), led by Captain McGalliard, arrived onboard OGDEN and OPPE had begun. After three days of intense drills, oral boards, administrative reviews, and a main space fire drill, OGDEN emerged with a satisfactory OPPE. At 0130, 5 August OGDEN was returned to Pier 9, Naval Station San Diego, and at 0245, Commodore Burck departed. OGDEN was underway 8 August for COMPTUEX 94 with USS ESSEX and USS FORT FISHER to prepare for the upcoming WESTPAC deployment. The week was filled with RHIB and CRRC launchings, night-time raids, a CIWS gunshoot, and leapfrogs. On 12 August OGDEN anchored off Camp Pendleton to conduct LCU operations for the morning, and returned to Pier 6 that afternoon. After ten days of inport time, OGDEN was underway 23 August for FLEETEX 94, again with USS ESSEX and USS FORT FISHER, under the operational command of Commodore G. W. Stubbs, Commander, Amphibious Squadron Five, OGDEN's operational immediate superior in command (ISIC) for WESTPAC '94-'95. For three days OGDEN operated off the Silver Strand conducting LCU and RHIB operations. On 25 August OGDEN headed to sea and executed an overnight deceptive lighting exercise. On 26 August OGDEN conducted an underway replenishment with USNS GUADALUPE (TAO-200). 27 August saw OGDEN conducting a moor to buoy exercise at Buoy TG-1, Coronado Roads, in the vicinity of Silver Strand. 28 August was highlighted by a CIWS gunshoot and RHIB operations, followed by a chaff launching exercise and CRRC launchings on 29 August. On the morning of 30 August, OGDEN anchored in Del Mar boat basin for final LCU launching, and returned later that afternoon to Pier 6.

From 31 August - 13 September OGDEN was inport, NAVSTA San Diego. This two week period allowed for some minor repair work to get completed, and afforded a large amount of the crew to take some well-deserved leave. On 14 September, OGDEN participated in FLEETEX 94-3M2, the final work-up exercise prior to deployment. OGDEN again operated with the USS ESSEX and USS FORT FISHER, as well as a full complement of 3000 marines, 600 of which were embarked on the OGDEN. As expected, amphibious demonstrations were the focal point of the FLEETEX, as the embarked Marines and Seals tried to get their "sea legs" through a multitude of exercises including RHIB launchings, CRRC raids, LCU operations, and even LCAC launchings and recoveries. On 18 September OGDEN conducted UNREP with USS CIMARRON (AO 177). More CRRC raids off the coast of Camp Pendleton followed for the next four days. On

the morning of 22 September, OGDEN launched an LCAC to the beach at Camp Pendleton one final time, and OGDEN headed back to San Diego, first stopping at La Playa Pier to offload Automotive Gasoline (MOGAS), and then continuing back to Pier 6.

The pre-overseas movement (POM) leave and standdown period started on 23 September and gave the crew a more relaxed work routine for the month prior to deployment. Half the crew was allowed to take leave for the first two weeks, and the other half for the second two weeks, if they so desired. It also provided an opportunity for any final necessary repairs to be completed. One of these repairs was to fix the rudder posts to correct minor leakage into the after steering space. To support the effort of minimizing OGDEN's draft, OGDEN defueled on 24 September. While defueling, the barge which OGDEN was pumping to spilled approximately 50 gallons of Diesel Fuel Marine (DFM) into the water. Port services responded quickly, sending a Boston Whaler, skimmer, boom, and absorption pads. The spill was cleaned in less than two hours.

The rest of the POM period went as scheduled, and on 18 October Commodore Stubbs visited OGDEN briefly to ensure all was well for beginning deployment, as well as greet and wish "good luck" to the crew. On 19 October OGDEN was underway for Camp Pendleton to complete the onload for deployment. The last of the Marines and their gear were taken on, and OGDEN returned to Pier 6 that evening.

The OGDEN crew enjoyed one last weekend at home, and at 0852 on 25 October, after a farewell and good luck visit from Rear Admiral Gunn, Commander, Amphibious Group Three, OGDEN was underway for WESTPAC. The first day of the deployment kicked off with some LCU and LARC operations, and on 26 October OGDEN conducted Engineering Casualty Control (ECC) drills and retarded clocks to +9V. The next two days were filled with CIWS gunshoots, leap frogs, and ship's internal drills. 28 October saw OGDEN conduct a full power trial, observed by officers from COMPHIBRON FIVE staff. OGDEN also retarded clocks to +10W. Three more days of open ocean transit followed, and OGDEN retarded clocks to +11X on 31 October. The following day, 1 November, OGDEN retarded clocks to +12Y. On 2 November, at 0155, OGDEN crossed the International Date Line to instantaneously become 3 November, -12M time zone. That night, OGDEN retarded clocks to -11L. As the rest of the Amphibious Readiness Group (ARG) travelled through the Eastern Hemisphere on 5 November, OGDEN suffered a rupture to Number 1 Main Condenser. Flooding was isolated within six minutes, and the rupture was repaired onboard in under 24 hours. OGDEN retarded clocks to -10K that night. On 6 November, OGDEN chopped to Seventh Fleet. On 7 November, OGDEN conducted UNREP with USNS ANDREW J. HIGGINS to take on fuel, and retarded clocks to -9I on 9 November. On 10 November, Commodore Stubbs and Colonel Garrett, Commanding Officer, Thirteenth Marine Expeditionary Unit (13th MEU), visited OGDEN to brief the wardroom on upcoming amphibious exercises. 10 November also saw OGDEN hold burial-at-sea services. At 1459, at Latitude 27 Degrees, 41.3 Minutes N, Longitude 135 degrees, 39.1 Minutes E, the following former Navy servicemembers' cremains

were committed to the deep:

Robert C. Weller, BMC, USN (Ret.), [REDACTED]  
20JUN1921-05AUG1994

Arthur E. Burns, ADJ3, USN, [REDACTED]  
18MAY1936-25JUL1994

Richard M. Van Vorous, SLC, USN, [REDACTED]  
23FEB1926-31JUL1994

Glen B. Justice, LT, USNR, [REDACTED]  
30NOV1911-26JUL1994

Roy E. Kiser, LT, USNR, [REDACTED]  
02APR1930-02AUG1994

From 11-13 November OGDEN conducted amphibious operations with ESSEX ARG in the vicinity of Okinawa, Japan. The three days featured CRRC, RHIB, and LARC operations. OGDEN continued her transit and, following a CIWS and 25MM gunshoot exercise, retarded clocks to -8H on 14 November. On 16 November, after a 22 day transit across the Pacific Ocean, OGDEN anchored in Victoria Harbor, Hong Kong. For four days, OGDEN enjoyed some well-deserved liberty in one of the world's largest and most famous cities, taking in the sights and sampling cosmopolitan, Southeast Asian culture at its finest. On 21 November OGDEN was underway for a six day transit through the South China Sea. Thanksgiving was celebrated underway on 24 November, with more than 900 OGDEN crewmembers enjoying a seven course turkey feast meal. On 27 November, OGDEN moored at Pier 13, Sembawang Shipyard, Singapore. Although this was a working port which featured a shipyard maintenance availability, the crew had plenty of opportunity to experience a vast, dynamic array of cultures and lifestyles in one of the world's cleanest cities.

On 3 December, OGDEN was underway from Singapore and began the transit through one of the busiest waterways in the world, the Strait of Malacca. OGDEN retarded clocks to -7G that evening and exited the Strait of Malacca on the morning of 4 December. OGDEN was now transiting across the Indian Ocean. A funnel cloud was sighted, but no adverse weather was experienced. On this night, OGDEN retarded clocks to -6F. On 5 December, OGDEN conducted an UNREP with USNS JOHN ERICSSON, and more amphibious exercises were held on 6-7 December. 7 December also saw OGDEN retard clocks to -5E. OGDEN conducted a Main Space Fire Drill on 8 December, and on 10 December, in addition to retarding clocks to -4D and executing a CONREP with USNS MARS, OGDEN and the ESSEX ARG chopped in to United States Naval Forces Central Command (USNAVCENT). OGDEN conducted another UNREP on 11 December, this time with USNS WALTER S. DIEHL. On 12 December, OGDEN and the ESSEX ARG conducted a 25MM gunshoot and RHIB launchings. On 13 December, OGDEN elevated her readiness condition as the ESSEX ARG commenced transit of the Strait of Hormuz. OGDEN retarded clocks to -3C. OGDEN continued northbound in the Persian Gulf and

anchored in Kuwait Harbor on 14 December, marking the beginning of Exercise EAGER MACE, a demonstration of United States Forces ashore, operating in the vicinity of the Kuwait-Iraq border. The crew was offered an opportunity to visit Kuwait City on 18 December, and on 19 December OGDEN effected a CONREP and VERTREP with USNS MARS. OGDEN again anchored in Kuwait harbor on 20 December, and remained there until 23 December, when the embarked troops returned aboard, signifying the completion of Exercise EAGER MACE. OGDEN was underway for Jebel Ali, United Arab Emirates. OGDEN conducted another UNREP with USNS WALTER S. DIEHL on 24 December. A scheduled Christmas morning arrival in Jebel Ali was postponed when the Iranian merchant vessel AJMER was disregarding warnings by USS VANDEGRIFT (FFG 48) to obey United Nations sanctions. OGDEN and the rest of the ESSEX ARG were ordered to take down the AJMER. When the take down crew boarded the date-carrying AJMER, the craft master surrendered almost immediately, rendering the AJMER no longer seaworthy as the lower spaces were flooding out. OGDEN pulled in to Jebel Ali, UAE, mooring at Berth 58, on 26 December, to begin a two week tender avail with USS CAPE COD (AD 43). Food and entertainment were available at the foot of the brow, and the city of Dubai, with its Persian rugs and gold souks, were just a cab ride away. Fun times were available for all, and it is here where OGDEN spent the last six days of 1994. As the year came to a close, a red ball resembling the New Year's ball in Times Square began to drop on the USS CAPE COD, signifying the end of 1994, and the beginning of 1995.