



DEPARTMENT OF THE NAVY

USS PELICAN (MHC 53)  
FPO AE 34092-1852

Rec'd 5/2/02  
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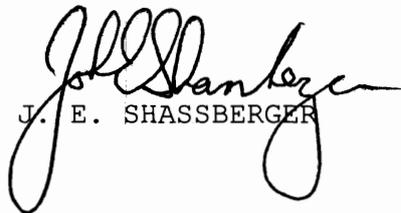
From: Commanding Officer, USS PELICAN (MHC 53)  
To: Chief of Naval Operations (N09BH)

Subj: COMMAND HISTORY FOR 2001

Ref: (a) OPNAVINST 5750.12G

- Encl: (1) Command Composition and Organization  
(2) Chronology  
(3) Narrative  
(4) CO's Standing Orders  
(5) CO's Battle Orders  
(6) Change of Command Pamphlet  
(7) 2000 CNSL Battle Efficiency Award Announcement  
(8) Photograph of Ship  
(9) Nomination for the 2001 Battle Efficiency & Command Excellence Award  
(10) 3 1/2 " Computer Disk and copy of memorandum and enclosures in MS Word

1. In accordance with reference (a), the following command history is submitted by USS PELICAN (MHC 53) for calendar year 2001.

  
J. E. SHASSBERGER

1. Command Composition and Organization. In accordance with reference (a), the following information is submitted.

a. Command Organization:

1. Command Short Title: (MHC 53) PELICAN 21865
2. Mission: USS PELICAN is a coastal mine hunter, the third ship of the OSPREY class. PELICAN was designed solely for mine hunting, the technique of locating mines with sonar, and then neutralizing them with a remotely controlled underwater vehicle. The ship's mission is to clear harbors, coasts, and ocean waters of acoustic, magnetic, pressure, and contact type mines, by utilizing reconnaissance, classification, and neutralization tactics.
3. Organizational Structure: Commander, Mine Countermeasures Squadron One, UIC, 60546, 1455 Ticonderoga Road, Suite W-200, Ingleside, TX, 78362-5001.
4. Commanding Officer: LCDR C.A. Hottenrott (Aug 2000 – Feb 2002)
5. Type and number of aircraft assigned: None.

2. Chronology: In accordance with reference (a), the following information is submitted:

January 2001 :

Jan 01 – 07 - In port Ingleside, TX, Holiday Leave/Stand down and Upkeep

Jan 08 - In port Ingleside, TX, Crew return

Jan 09 - In port Ingleside, TX, Maintenance and Upkeep

Jan 10 - In port Ingleside TX, Fast Cruise

Jan 11 – 12 - Underway CCOA (Corpus Christi Operational Area) GOMEX 01-1 (Gulf of Mexico Exercise 2001-1, AM departure 11 January, AM arrival Ingleside, TX 12 January. PELICAN suffered major casualty to Number Two Diesel caused by a connecting rod impacting the cylinder block and rendering it useless.)

Jan 13 – 19 - In port Ingleside, TX, Maintenance and Upkeep

Jan 20 – 21 - In port Ingleside, TX Naval Reserve Training

Jan 22 – 31 - In port Ingleside, TX Maintenance and Upkeep

February 2001 :

Feb 01 – 05 - In port Ingleside, TX Maintenance and Upkeep

Feb 06 - In port Ingleside, TX Hull Cleaning

Feb 07 – 11 - In port Ingleside, TX Maintenance and Upkeep

Feb 12 – 23 - In port Ingleside, TX AIT/TAV (Alteration Installation Team/ Technical Availability)

Feb 24 – 25 - In port Ingleside, TX Naval Reserve Training

Feb 26 - In port Ingleside, TX Maintenance and Upkeep

Feb 27 – 28 - In port Ingleside, TX SEAFOX expendable mine neutralization system (EMNS) training, Mine Warfare Training Center (MWTC)

March 2001 :

Mar 01 – 02 - In port Ingleside, TX SEAFOX EMNS training (MWTC)

Mar 03 – 07 - Underway GOM (Gulf of Mexico) en route Panama City, Florida (AM departure Ingleside, TX 03 Mar, AM Arrival Panama City, Florida)

Mar 07 – 11 - In port CSS (Coastal Systems Station) Panama City, Florida, SEAFOX EMNS

install/optest

Mar 12 – 16 - In port CSS, SEAFOX EMNS operational checkout/ in water testing

Mar 17 – 18 - In port CSS

Mar 19 - U/W PCOA (Panama City Operational Area) SEAFOX operational testing  
(AM departure CSS, PM return to port)

Mar 20 – 21 - In Port CSS , SEAFOX operational testing

Mar 22 – 23 - U/W PCOA, SEAFOX operational testing (AM departure 22 Mar CSS, PM  
return to port 23 Mar)

Mar 24 – 25 - In port CSS

Mar 26 – 27 - U/W PCOA, SEAFOX operational testing (deep water testing, AM  
departure 26 Mar, PM return to port 27 Mar)

Mar 28 – 30 - In port CSS, SEAFOX offload and removal

Mar 31 - In port CSS

April 2001 :

Apr 01 - In port CSS, MEDAL bi-directional installation

Apr 02 - U/W PCOA MEDAL bi-directional testing (AM departure CSS, PM return  
to port)

Apr 03 – 06 - U/W GOM en route Ingleside, TX (AM departure 03 Apr, PM arrival  
Ingleside, TX 06 Apr)

Apr 07 – 08 - In port Ingleside, TX Maintenance and Upkeep

Apr 09 – 23 - In port Ingleside, TX FMAV (fleet maintenance availability)

Apr 09 – 11 - Industrial Hygiene/Environmental protection assist visit

Apr 24 – 26 - U/W CCOA CO'S training time

Apr 27 – 30 - In port Ingleside, TX EMR (electromagnetic range) material offload

May 2001 :

May 01 - In port Ingleside, TX EMR offload

May 02 - U/W Corpus Christi Channel, EMR facility (AM departure Ingleside, TX,  
PM return to port Ingleside, TX)

May 03 – 06 - In port Ingleside, TX EMR on load

- May 07 - In port Ingleside, TX Maintenance and Upkeep
- May 08 - In port Ingleside, TX Naval Safety Center Assist Visit
- May 09 – 13 - In port Ingleside, TX Maintenance and Upkeep
- May 14 – 15 - U/W CCOA CO'S training time
- May 16 – 18 - In port Ingleside, TX Maintenance and Upkeep
- May 19 – 20 - In port Ingleside, TX, Naval Reserve training weekend
- May 21 – 31 - In port Ingleside, TX Maintenance and Upkeep

June 2001 :

- Jun 01 – 06 - In port Ingleside, TX Maintenance and Upkeep
- Jun 07 - U/W CCOA pre-INSURV (board of inspection and survey) preparations
- Jun 08 - In port Ingleside, TX Maintenance and Upkeep
- Jun 09 – 10 - In port Ingleside, TX Naval Reserve training weekend
- Jun 11 - In port Ingleside, TX Maintenance and Upkeep
- Jun 12 – 14 - In port Ingleside, TX INSURV
- Jun 13 - U/W CCOA INSURV UMI (underway material inspection)
- Jun 15 – 27 - In port Ingleside, TX Maintenance and Upkeep
- Jun 28 - U/W CCOA Type training
- Jun 29 – 30 - In port Ingleside, TX Maintenance and Upkeep

July 2001 :

- Jul 01 – 10 - In port Ingleside, TX Maintenance and Upkeep
- Jul 11 – 12 - U/W CCOA Type training
- Jul 13 - 24 - In port Ingleside, TX Maintenance and Upkeep
- Jul 17 – 20 - In port Ingleside, TX SBTT (ship board training team) with ATG Ingleside,  
TX
- Jul 25 – 27 - U/W CCOA Type training
- Jul 28 – 31 - In port Ingleside, TX Maintenance and Upkeep

August 2001 :

- Aug 01 – 13 - In port Ingleside, TX Maintenance and Upkeep
- Aug 14 – 16 - U/W CCOA Engineering LTT with ATG Ingleside, TX
- Aug 17 – 26 - In port Ingleside, TX Maintenance and Upkeep
- Aug 27 – 31 - In port Ingleside, TX PLOT I (pre-light off training)

September 2001 :

- Sep 01 – 10 - In port Ingleside, TX Maintenance and Upkeep
- Sep 11 - In port Ingleside, TX terrorist bombings of Twin Towers in New York City. Set Force protection condition Delta.
- Sep 12 - In port Ingleside, TX Force Protection condition Delta
- Sep 13 - U/W Corpus Christi Channel, en route Port of Corpus Christi Gulf Copper Shipyards (AM departure Ingleside, TX, PM arrival Port of Corpus Christi)
- Sep 13 – 30 - In port Corpus Christi, TX PMA (phased maintenance availability)
- Sep 24 – 30 - In port Corpus Christi, TX FMAV

October 2001 :

- Oct 01 – 31 - In port Corpus Christi, TX PMA
- Oct 01 – 05 - In port Corpus Christi, TX PLOT II
- Oct 20 – 21 - In port Corpus Christi, TX Naval Reserve Training
- Oct 22 – 26 - In port Corpus Christi, TX SMA (Supply Management Assistance visit)

November 2001 :

- Nov 01 – 30 - In port Corpus Christi, TX PMA
- Nov 05 – 09 - In port Corpus Christi, TX PLOT III
- Nov 15 – 16 - In port Corpus Christi, TX OHSAT
- Nov 17 – 18 - In port Corpus Christi, TX Naval Reserve Training

December 2001 :

- Dec 01 – 12 - In port Corpus Christi, TX PMA
- Dec 08 – 09 - In port Corpus Christi, TX Naval Reserve Training

- Dec 11 - In port Corpus Christi, TX Dock Trials
- Dec 12 - U/W CCOA Sea Trials
- Dec 12 – 17 - U/W CCOA CO'S training time (U/W AM 12 Dec from Gulf Copper in Corpus Christi, TX, for sea trials, small boat transfer PM 12 December, for ship yard personnel, and return to Ingleside AM 17 December 2001).
- Dec 18 - In port Ingleside, TX Secret/NATO secret inspection
- Dec 19 – 31 - In port Ingleside, TX Holiday leave and Stand down

In accordance with reference (a), the following narrative for the year 2001 is submitted.

Following her 2000/2001 holiday stand down PELICAN'S crew returned rested and ready for the new year. PELICAN'S Engineers spent long hours during the holiday stand down period to effect repairs on number two Main Propulsion Diesel Engine; an engineering casualty caused from the heavy steaming PELICAN conducted during her 2000 East coast deployment. With assistance from Mayport, FL Diesel Engine Inspectors, PELICAN'S engineers identified the need for extensive main propulsion diesel engine repairs, and completed them during the stand down period in order to be ready to participate in GOMEX 01-1.

PELICAN'S engineering department once again came through and on 11 January, Diesel Engine Inspectors inspected number two main engine and cleared it for operations with a satisfactory operational test. With both main engines ready to answer all bells, PELICAN was ready for GOMEX 01-1.

On the morning of 11 January, PELICAN was outbound in the Corpus Christi channel when a loud metallic noise was heard emanating from number two main engine. Watchstanders' immediate response to the casualty prevented personnel injuries and further damage beyond number two main engine. After the engine was secured, an oil sample revealed water contamination and metallic fragments. Once pierside, ship's force discovered that the connecting rod had come loose, impacting the cylinder head and piston block several times causing extensive damage to the engine. Number two main engine was eventually removed and replaced. This did not prevent PELICAN from continuing on with training and maintenance, and in February PELICAN was well prepared for new challenges. With FDGM having completed engine replacement and operational test on the 26<sup>th</sup> of February PELICAN'S crew was ready to demonstrate her mine hunting experience. PELICAN was chosen from among a dozen surface mine countermeasures ships to be the test platform for the Navy's newest mine neutralization system—the German STN built SEAFOX. Assisted by STN Atlas, Lockheed Martin, Navy engineers; PELICAN'S crew began to train with the SEAFOX system.

Departing Ingleside, TX on the 3<sup>rd</sup> of March, PELICAN spent a week training in the Gulf of Mexico en-route Coastal Systems Station, Panama City, FL. The crew promptly fell

back into her at-sea routine, and when PELICAN arrived at Coastal Systems station on the 7<sup>th</sup> of March she was full up and mission ready.

During the week of 7 to 13 March, assisting STN Atlas and Lockheed Martin engineers, PELICAN installed the SEAFOX equipment, the associated launching and recovery system, and hydrophone. After a system check out by STN atlas, twenty training evolutions (neutralizer preparation, launch, outbound transit, target identification, return, and recovery) were conducted on targets of opportunity in the Corpus Christi bay. Ship's force Minemen and PELICAN'S deck department learned to expertly operate a brand-new mine neutralization system in less than one week. On the 16<sup>th</sup> of March, PELICAN was ready to put her newly installed SEAFOX to use against actual targets. Getting under way early on the morning of the 19<sup>th</sup> of March, PELICAN transited to the Panama City operational area and began two weeks of testing. During the demonstration PELICAN applied the modified tactics developed for use on board US mine-warfare ships. Transiting to the selected target, maneuvering the ship to place the target at the appropriate bearing and standoff range to lower the hydrophone, deploying the RHIB and launching the SEAFOX vehicle.

Ship's force sonar operators displayed skill and exceptional technical ability tracking the target and the SEAFOX vehicle in water ranging from 40 feet to over 300 feet. Targets ranged from MK-52 bottom mines to MK-6 moored mines, and in all cases the crew performed flawlessly. STN Atlas and Lockheed Martin engineers collected invaluable information and all commented on the professionalism and knowledge that was displayed throughout the experiment by PELICAN'S officers and crew.

In all, PELICAN ended up conducting 45 missions against four different targets at various depths. During one of these missions, SEAFOX suffered an umbilical cable casualty and the vehicle was lost. With expert precision, PELICAN'S crew searched the ocean's surface and depths with the same dogged determination that marked her successful 2000 East Coast deployment- PELICAN found the vehicle and successfully recovered it, saving STN atlas approximately one hundred thousand dollars and hundreds of man-hours.

Upon PELICAN'S departure from Coastal Systems Station, Panama City Florida, she was once again tasked with operational testing of a new software for the AN/SYQ-13 bi-directional system. PELICAN once again performed excellently, and on the 3<sup>rd</sup> of April, after more than a month away from home, PELICAN was finally homeward bound.

Back in Ingleside on the morning of April 7<sup>th</sup>, PELICAN began to prepare for her next challenge—INSURV. Scheduled every five years, the Board of Inspection and Survey conducts an extensive material inspection on every system on the ship. With a little more than two months of preparation time, PELICAN'S officers and crew conducted the most successful Board of Inspection and Survey inspection by a coastal mine hunter to date. PELICAN'S INSURV success resulted in the marked improvement in the conduct of all future INSURV inspections aboard MHC'S.

From the date of PELICAN's return from CSS Panama City until the Board of Inspection and Survey inspection was completed on the 14<sup>th</sup> of June, PELICAN'S crew dedicated time to improving the cleanliness, material condition, and the level of maintenance on shipwide systems. The effort resulted in and a 0.94 score on Automatic Data Processing systems (ADP), a 0.80 in quick reversal, a perfect 1.0 in the steering test, a perfect 1.0 in the anchor drop test, a 0.84 in the auxiliaries portion, a 0.82 in the electrical portion, and a 0.85 in the damage control areas, and an overall grade of 0.80 (out of a possible 1.0). With this arduous inspection over, PELICAN began preparation for the Phased maintenance availability.

The terrorist attacks of September 11<sup>th</sup> changed the country's perception of national security, and PELICAN contributed to force protection efforts by monitoring maritime traffic in Corpus Christi Harbor. Separated from her sister ships berthed at Naval Station Ingleside, PELICAN spent approximately 90 days at Gulf Copper Shipyard, Corpus Christi, TX, undergoing an extensive overhaul and numerous war-fighting improvements. PELICAN received the SQQ-32 sonar dry sail modification, vastly increasing her sea worthiness and ability to deploy and recover the variable depth sonar, along with the installation of various self contained air conditioning units and numerous other improvements to crew habitability. All these repairs and additions were made with the added strain of stringent force protection measures and the associated substantial increase in the number of required watchstanders. The officers and crew expertly administered all of these modifications at the same time that a series of inspections were being conducted. These inspections in sequential order were: Ordnance Handling Safety Assessment, Supply Management Assessment, Communications Readiness Assessment, and a SECRET publication inspection. On the 12<sup>th</sup> of December, PELICAN completed the Gulf Copper availability and proceeded out to sea to conduct her Sea Trials and a week of training.

Underway once again in the Corpus Christi operational area, PELICAN'S officers and crew underwent an extensive training week before returning to Ingleside on the 17<sup>th</sup> of December to begin her 2001 holiday stand down. Berthing astern the USS OSPREY, PELICAN combined crews with OSPREY, sharing the added burdens of extra force protection watches to permit their respective crews the opportunity to spend the holidays with families and friends while the ships maintained an appropriate force protection posture.

Having already been awarded the Battle "E" the previous calendar year, PELICAN once again stood as a front-runner for this prestigious honor as she closed out the calendar year.