



DEPARTMENT OF THE NAVY
USS SHREVEPORT (LPD 12) ✓
FLEET POST OFFICE
NEW YORK 09587-1714

IN REPLY REFER TO:

5750
Ser 80/C 001

12 MAR 1985

[REDACTED]
(Declassified upon removal of enclosure (1))

From: Commanding Officer, USS SHREVEPORT (LPD-12)
To: Director of Naval History (OP-09139), Washington Navy Yard,
Washington, D.C. 20374

Subj: SUBMISSION OF ANNUAL COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12C

Encl: (1) 1984 History of the USS SHREVEPORT (LPD-12)

1. In compliance with reference (a), the 1984 command history of USS SHREVEPORT (LPD-12), is forwarded as enclosure (1).

2. USS SHREVEPORT (LPD-12) participated in several major operations and exercises in the year 1984. These included Interim Refresher Training in Guantanamo Bay, Cuba, Mediterranean Amphibious Ready Group (MARG 3-84) Workups at Onslow Beach, North Carolina and the MARG 3-84 Deployment commencing 25 July 1984. At INCHOP to Commander Sixth Fleet, USS SHREVEPORT was detached from MARG 3-84 to conduct independent operations in support of Mine Countermeasure Operations in the Gulf of Suez, code named Operation "Intense Look." This was followed by assignment off the coast of Beirut to provide support for Beirut Contingency Operations in connection with the 20 September 1984 bombing of the American Embassy Annex. On completion of independent operations, USS SHREVEPORT rejoined MARG 3-84 and resumed flagship responsibilities for Commander, Task Force SIX ONE and Commander, Task Force SIX TWO during Amphibious Exercises, PHIBLEX 4-84 off Cape Serrat, Tunisia, and PHIBLEX 5-84 off Sierra De Retin, Spain.


R. J. IANUCCI

Copy to:
COMPHIBGRU TWO
COMPHIBRON TWELVE

DECLASSIFIED BY: CNO (N09N2)
OPNAVINST 5513.16 SERIES
DATE: 28 Nov 2005

DECLASSIFIED

Summary of Events

January 1984: USS SHREVEPORT (LPD-12) saw in the new year while undergoing an Intermediate Maintenance Availability (IMAV) period conducted by USS VULCAN (AR-5). The IMAV ended on the 6th of January and ran concurrently with a Restricted Availability period (RAV) that was conducted under direction of the COMNAVSURFLANT Readiness Support Group. Commander, Amphibious Squadron TWO (COMPHIBRON TWO), Captain Dennis Strole, USN, broke his pennant in SHREVEPORT on the 9th, and Commander, Amphibious Squadron Twelve (COMPHIBRON TWELVE), Captain T. J. Johnson, USN, visited SHREVEPORT for an RAV progress meeting on the 11th. On the 19th, a Supply Management Re-Inspection (SMI) began and the results were satisfactory.

February 1984: Until the tenth of the month SHREVEPORT continued her Restricted Availability period pierside in Norfolk, Virginia. On the eighth she conducted a CINTEX and preparations were begun for OCEAN VENTURE '84 with the initial Joint Embarkation Conference held in USS IWO JIMA (LPH-2). The Training Readiness Evaluation (TRE) began on the 16th of February in preparation for Interim Refresher Training (IRFT) in Guantanamo Bay, Cuba and was concluded successfully on the 17th. The ship held a Fast Cruise on the 21st and marked her first day underway in the new year on the 23rd of February. Anchorage was made at Lynnhaven Anchorage LA-7 on the 24th and on the 25th an Economy Run was conducted in the Virginia Capes Operating Area. SHREVEPORT moored at Naval Station Norfolk, VA., on the 27th. During the underway period efforts were devoted to conducting Basic Engineering Casualty Control Exercises (BECCes), Basic Damage Casualty Control Exercises (BDCCes), and to General Quarters training.

March 1984: Preparations were completed for IRFT and transit to Guantanamo Bay, Cuba commenced on the 6th of March. As a transport of opportunity, Marine vehicles and troops of the Sixth Marine Amphibious Brigade were embarked in Norfolk on the 6th and SHREVEPORT set sail on the 7th. She arrived at Onslow Bay, N.C., on the 8th and anchored to embark Landing Vehicle Tracked, Personnel Carriers (LVTP's) and Brigadier General R. F. Milligan, USMC, Commanding Officer of the 6th MAB. On 11 March, SHREVEPORT moored in Guantanamo Bay and completed offloading the 6th MAB. On the 12th, Interim Refresher Training began with briefings from the Training Liason Officer. Underway training continued until the 19th when problems developed with the No. 1 Boiler. Inport the 19th and 20th, pierside Damage Control training was conducted which included drills and exercises tailored to the ship's Repair Locker Parties, Inport Duty Section Fire Parties and Rescue and Assistance Details. On the 21st, Commander, Training Atlantic, Rear Admiral Fettermen, USN, observed SHREVEPORT's Damage Control Teams and their performance in action during flooding drills conducted on the newly instituted pierside Buttercup. The 22nd marked the arrival of a repair team from Ship's Intermediate Repair Activity (SIMA), Norfolk, VA. to assist in repair of the No. 1 Boiler. With repair to the boiler continuing through the 28th, Operational Readiness Evaluation Exercises were conducted by the inport Fire Parties and Rescue and Assistance Details resulting in superior grades. Repairs to the boiler were completed and SHREVEPORT resumed daily underway training. However, due to delays in training, the ship's scheduled stay in Guantanamo Bay was extended to the 16th of April on 30 March.

Enclosure (1)

DECLASSIFIED

DECLASSIFIED

April 1984: SHREVEPORT experienced further serious problems in April while undergoing training. Heat stress limits within the engineering plant spaces created short duration stay times, thus preventing a rapid conclusion of exercises related to the Operational Propulsion Plant Examination (OPPE). In addition, the No. 2B Forced Draft Blower suffered a casualty to the root steam valve on the 3rd and parts had to be flown in from Norfolk, Va. On the 9th, training continued in earnest with daily underway periods involving full battle problems, abandon ship, BECCes, precision anchoring, communication and flag hoist exercises. On the 15th of April a major casualty began to develop to both main feed pumps in the after plant. SHREVEPORT worked unceasingly to resolve these main feed pump problems. The problem was so complex that on the 30th it was determined that SHREVEPORT return to Norfolk to effect repair to the feed pumps, forcing an unsuccessful conclusion to Interim Refresher Training.

May 1984: With major feed pump problems to repair, beyond the maintenance capability of SIMA Guantanamo Bay, Cuba, SHREVEPORT completed preparations to return to Norfolk, Va. The ship was again utilized as a lift of opportunity for marines and embarked Bravo Company, Eighth Engineering Support Battalion on May 1st for transport to Morehead City, N.C. Departing Guantanamo Bay on the 2nd of May, SHREVEPORT arrived in Morehead City on the evening of the 4th. This was followed by an all night unloading evolution of embarked troops and equipment. SHREVEPORT departed immediately after completing the offload and arrived in Norfolk, Va., on the 5th. An RAV period began on the 10th to make the final major installation of the Close-In Weapon System (CIWS) by Norfolk Shipbuilding and Drydock Corp. Another IMAV with USS Vulcan ran concurrently with the RAV during which time new main feed pumps were installed in the after main machinery room. On the 16th Commander, Amphibious Squadron TWELVE began the Command Administrative Inspection and culminated it with the Command Personnel Inspection on the 18th. Commander, Amphibious Squadron TWO broke his pennant in SHREVEPORT on the 17th and on the 20th SHREVEPORT received 28 Midshipmen for summer training until the 22nd of June. CINTEX 30-84 was conducted on the 23rd and on the following day COMPHIBRON TWO conducted a Troop Habitability Inspection in preparation for deployment of Mediterranean Amphibious Ready Group (MARG) 3-84. On the 29th of May, SHREVEPORT, with repairs completed to her main engineering equipment, got underway for Sea Trials with the COMNAVSURFLANT Steam Propulsion Mobile Training Team (MTT) on board to conduct OPPE training and casualty control drills.

June 1984: During Sea Trials SHREVEPORT conducted initial tests on the newly installed CIWS on the 1st of June. Throughout the rest of the Sea Trial period MTT/BECCE drills and training were conducted and concluded with mooring pierside in Norfolk on the 5th. On arrival, HELMINERON FOURTEEN mine countermeasures equipment were onloaded and the following day, 6 June, SHREVEPORT proceeded to Lynnhaven Anchorage to undergo her Mine Countermeasures Readiness Inspection (MRCI), conducted by Commander, Mine Warfare Command (COMMINEWARCOM). After successful completion of the MRCI, SHREVEPORT returned to port to offload HELMINERON FOURTEEN equipment and made to sea the same evening for transit to Yorktown, Va., and ammunition onload. On completion of the onload on the 8th, SHREVEPORT conducted a Dependants Day Cruise on her return transit to Norfolk. The 11th marked SHREVEPORT's underway for MARG 3-84 Workups and embarkation of COMPHIBRON TWO by helicopter. Enroute to Onslow Beach, N.C., on the 13th, COMPHIBRON TWELVE, Captain Steven R. Briggs, USN, embarked and SHREVEPORT began her Operational Propulsion Plant Examination in the VACAPES Operating Area. The OPPE was successfully completed on the 14th and after unloading amphibious craft at Lynnhaven Anchorage, transit was made to Onslow Beach arriving on the 16th.

DECLASSIFIED

On that day units of the 22nd Marine Amphibious Unit were embarked, under the command of Colonel R. S. Plasterer, USMC. Two rehearsal landings were conducted on the 17th and the final D-Day landing was conducted on the 18th. Also on the 17th, Commander, Amphibious Squadron FOUR, Captain Carl R. Erie, USN, embarked on board SHREVEPORT to conduct the Commander Amphibious Task Force (CATF) Operational Readiness Evaluation on Commander, Amphibious Squadron TWO. The MARG 3-84 Workups concluded on the 21st of June with training conducted on an intense level throughout the period. A partial listing of training accomplishments were Division Ship Maneuvering Tactics, helicopter amphibious assault and well deck landing craft operations, Navy Evacuation Operation (NEO), Mass Casualty drills, communication exercises, gun shoots and close-in weapons firings. Departing Onslow Beach on the 21st for Norfolk, SHREVEPORT completed MARG 3-84 Workups with blue water operations on the return transit and, on the 22nd prior to returning pierside, she conducted her recertification for AV8 Harrier operations in the VACAPES operating area.

July 1984: Much of July was spent making final preparations for the MARG 3-84 deployment that commenced on the 25th. Stinger missile platforms were installed on the ship on the 10th in preparation for Beirut Operations expected during the upcoming deployment and on the 18th the Naval Investigative Service conducted Counter-Terrorism intelligence briefings for all hands. Also on the 18th, Marine Supply Support Group (MSSG) 24 commenced onload of marine amphibious landing support materials. Two days prior to deployment, on the 23rd, Rear Admiral Robert B. Rogers, Commander, Amphibious Group TWO paid a visit to SHREVEPORT and COMPHIBRON TWO. Then on the 25th after embarking amphibious assault landing craft at Lynnhaven Anchorage, SHREVEPORT got underway to join up with MARG 3-84 forces and began the trip to Morehead City to complete loading troops and equipment of the 22nd MAU. Leaving Morehead City on the 26th, the trans-atlantic crossing was executed with underway training to increase the readiness of MARG 3-84 units.

August 1984: SHREVEPORT moored in Rota, Spain on the morning of the 5th of August and began an involved evolution which called for turnover with USS PONCE (LPD-15) of MARG 2-84 while concurrently offloading COMPHIBRON TWO and units of the 22nd MAU. This was accomplished in response to orders received calling for embarkation of Helicopter Mine Countermeasures Squadron FOURTEEN, commanded by Commander Chester F. Harrison, USN, with four RH-53D helicopters. USS SHREVEPORT had been assigned as the support ship for Airborne Mine Countermeasures in conjunction with Operation "Intense Look" in response to the mining of the Gulf of Suez and the Red Sea. Other units that embarked were a detachment of Commander, Mine Warfare Command with Captain Donald L. Dill, USN, as Officer in Charge, and later on the 12th, embarked by helicopter from Sigonella, Italy, the Mobile Medical Augmentation Team (MMART) lead by Commander Joseph M. Ricciardi, USN. On the 10th of August, SHREVEPORT began her transit to the Gulf of Suez and made passage through the Straits of Gibraltar. Enroute to Port Said, Egypt a vertical replenishment was conducted with the USS SAN DIEGO on the 13th and on the 14th an alongside refueling was completed with the USNS WACCAMAW, prior to entering the Red Sea area. Arriving at Port Said on the 15th, SHREVEPORT embarked Egyptian pilots and immediately commenced her passage of the Suez Canal as an individual ship. The passage was completed in the record time of seven hours and forty-five minutes and SHREVEPORT continued south to her operating area off Ras Shukheir, Egypt, in the Gulf of Suez. Enroute on the 16th, SHREVEPORT received, Commander Task Force One Five Five, Commodore Roger L. Newman, USN, who arrived from his headquarters in Cairo, Egypt. SHREVEPORT anchored off Ras Shukheir on the 16th and was joined by USNS HARKNESS. The remainder of the day was spent conducting briefings aboard SHREVEPORT for commencement of mine hunting operations on the 17th.

[REDACTED]

For the next thirty days, mine hunting operations continued in the Gulf of Suez from sunrise to sunset making use of available daylight hours. Major Network media representatives visited on the 19th for a press conference and briefings about operations. On the 28th, SHREVEPORT was honored by a visit from the Egyptian Chief of Naval Operations, Admiral Aly Gad, EN and his staff. On the same afternoon, U.S. Commander in Chief Central, Lieutenant General Robert C. Kingston, USA, visited SHREVEPORT with his staff consisting of Major General D.C. Rohr, USAF, Deputy USCINCCENT, accompanied by Major General K.D. Burns, USAF, from the office of the Deputy Assistant Secretary of Defense for Eastern/Southern Asian Affairs and Commodore Newman, USN, CTF 155.

September 1984: On station in the Gulf of Suez, SHREVEPORT conducted an underway fuel replenishment on the 1st with USS CALOOSA HATCHEE (AO-98) and then shifted her operations on the 9th, slightly north of Ras Shukheir, to the area of Zafarana. Upon completion of mine hunting operations and having ensured no further danger of existing mines in her assigned sector, SHREVEPORT was released and, with an additional helicopter from HELSUPPRON FOUR and her maintenance personnel embarked, began her return to the Mediterranean on the 18th of September. Two days into her return transit to Rota, Spain, SHREVEPORT received modified orders as a result of the bombing of the American Embassy Annex in Beirut, Lebanon. On the 20th, she was directed to proceed at best speed to a Modloc position approximately 25 miles off the coast of Beirut, to standby to assist the American Embassy and be prepared for the possible evacuation of American citizens from Lebanon. SHREVEPORT arrived on station in company with USS JOHN L. HALL (FFG-32) on the 22nd of September and HM-14 began immediate airborne logistics support to the embassy and evacuation of injured American personnel to Tel Aviv, Israel. Several passenger shuttle trips were made for Ambassador Murphy, Assistant Secretary of State for Middle Eastern Affairs between Larnaca, Cyprus and Beirut, Lebanon in the preliminary days on station for situation assessment. Additional support was provided when a twenty man combined team of ship and squadron personnel was formulated and for five days assisted the Federal Bureau of Investigation in an on site bomb investigation. On the 24th, SHREVEPORT and USS JOHN L. HALL were joined by USS SEMMES (DDG-18) and SHREVEPORT became flagship for the fourth embarked staff of the deployment. On this occasion Captain Robert L. Goodwin, Jr., Commander, Destroyer Squadron TWENTY (COMDESRON TWENTY), embarked as Officer in Tactical Command (OTC) for Beirut Contingency Operations and remained on board through the 30th of September. Logistics replenishment was accomplished with USNS SATURN on the 26th and logistics support operations to the embassy began to wind down on the 29th.

October 1984: Beirut Contingency Operations ended on the 4th of October. After completing an underway replenishment with USNS TRUCKEE, SHREVEPORT once again began her transit back to Rota, Spain. During her transit west across the Mediterranean, SHREVEPORT received a visit from Commander, Sixth Fleet, Vice Admiral Edward H. Martin, USN, on the 6th to tour the ship and address the crew. Alongside replenishment with USNS SATURN happened on the 8th and the CH-53E from HC-4 also departed to return to Sigonella, Italy. On the 9th, HM-14's aircraft departed for Rota, Spain. SHREVEPORT arrived in Rota on the 10th of the month. Offload of HM-14 equipment and personnel commenced immediately on arrival, completing on the 11th, and SHREVEPORT began her backload of units of the 22nd MAU and equipment staged in Rota. The backload was completed on the 13th and SHREVEPORT departed pierside to anchor in Rota harbor to complete securing of equipment for sea. She weighed anchor on the 15th and arrived in Malaga, Spain, for her first port visit of the deployment, after a total of 67 days underway prior to arriving in Rota, Spain. The port visit continued until the 22nd of October and the crew enjoyed exceptional liberty in Malaga and the nearby town of Torremolinos, Spain.

DECLASSIFIED

[REDACTED]

Sightseeing Tours were arranged to the local areas and to as far away as Morocco. Underway from Spain, SHREVEPORT made rendezvous with Task Force Six One on the 25th of October and continued to Cape Serrat, Tunisia, where in conjunction with the Tunisian Armed Forces, Amphibious Landing Exercise (PHIBLEX) 4-84 was conducted through the end of the month. On the 30th, SHREVEPORT again became the Flagship for COMPHIBRON TWO.

November 1984: SHREVEPORT departed for Marseille, France, on the 2nd of November and moored for her second port visit of the deployment. While in Marseille the ship underwent a shipyard assisted Restricted Availability under the direction of Commander, Service Force Sixth Fleet that was complicated and very successful. The port visit lasted through the 21st and included two separate USO shows, entitled "Sonido 2000" and "Happy Days". Numerous sightseeing tours throughout southern France were conducted. The 209th Marine Corps Birthday was celebrated on the 10th and Brigadier General Hoar, USMC, Assistant Division Commander, Second Marine Division arrived on the 14th to tour SHREVEPORT and visit the marines of the 22nd MAU. Throughout the inport period there was an extensive amount of interaction between civic organizations of Marseille and SHREVEPORT that were arranged by the ship's Chaplain. In all, fourteen separate events took place on and off the ship that developed close ties between the ship and citizens of the city. Two different orphanages visited the ship for tours and entertainment by the ship's crew and embarked marines. Several visits by children of the local schools occurred and the ship's band played in concert for an elementary school. Divine services were held onboard and members from Marseille's Church of Latter Day Saints were welcomed on a visit to the ship. To avoid complications of a port strike on the 22nd of the month, SHREVEPORT and Task Force Six One got underway from Marseille on the 21st. Transit was made to Sierra De Retin, Spain, for PHIBLEX 5-84. The second day underway saw an underway replenishment with USNS RIGEL, USNS SIRIUS and USNS TRUCKEE. On completion of that event the Task Force celebrated Thanksgiving Day and ended the day enjoying Holiday Routine. Transit of the Straits of Gibraltar occurred on the 24th and on the 25th. The Task Force made anchorage at Sierra De Retin, Spain to commence PHIBLEX 5-84. It concluded on the 29th of November and the Task Force departed Sierra De Retin to arrive in Rota, Spain on the 30th.

December 1984: SHREVEPORT spent the entire month of December moored pier side in Rota, Spain, in response to efforts by COMSIXTHFLT to save on fuel expenditures. Moored inport with USS HERMITAGE, USS SUMTER and USS NEWPORT, the time was utilized to perform an extensive amount of upkeep maintenance. The Task Force minus USS INCHON organized a MARG 3-84 Olympics that put the ships in competition for honors as the best ship in numerous categories, such as: Best Sides, Quarterdeck, Mess Facilities, and Small Boats Seamanship, were among the many events. Extensive General Shipboard Damage Control training was conducted and Task Force activities included a vast number of intership sports competitions to determine the winner of the Olympics. Again in Rota, there was a great deal of effort on the part of the ship's Chaplain to develop community relations between the military and civilian communities of Rota and SHREVEPORT. Thirty one individual events transpired during the month that brought the ship and the local community together, ranging from grade schoolers and scouting organizations visiting the ship, to entertaining local orphanages and conducting Christmas concerts and church services onboard and ashore. With the ship inport over the holidays some members of the crew were treated to a unique Christmas. Families stationed in Rota opened their homes to the crew and invited individual members to partake in their Christmas celebrations, which made the holiday period much more enjoyable for those who took advantage of the opportunity.

DECLASSIFIED

DECLASSIFIED

[REDACTED]

On the 1st of the month COMPHIBRON TWELVE paid a visit to SHREVEPORT and on the 6th the ship was visited by Brigadier General Wallace Arnold, USA, Director of Personnel and Administration for Headquarters, United States European Command. SHREVEPORT also received visits from several Spanish dignitaries while in port that included among others, Rear Admiral Giraldo, SN and Rear Admiral Sanchez, SN on the 17th. SHREVEPORT received a 3-M Inspection from COMNAVSURFGRU MED also on the 17th. The final flight operations of the years occurred on the 7th of December when HELSUPPRON SIX (HC-6) conducted a pierside vertical replenishment to the Task Force from the USNS SATURN. They executed the 23,913th flight deck evolution on board SHREVEPORT. Another USO show was held, entitled "Girlfriends" on the 20th and a fast cruise was conducted on the 28th in preparation for underway operations after the first of the year. On 12 December 1984 at Rota, Spain, USS SHREVEPORT (LPD-12) celebrated her 14th anniversary since commissioning. An appropriate celebration was conducted at which Captain Robert J. Ianucci, USN, Commanding Officer cut and served a LPD-shaped cake to all hands.

DECLASSIFIED