



DEPARTMENT OF THE NAVY

USS SHREVEPORT (LPD 12)
FLEET POST OFFICE
NEW YORK 09587-1714

IN REPLY REFER TO:

5750
Ser 81/144
27 MAR 1986

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

Subj: SUBMISSION OF ANNUAL COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12C

Encl: (1) 1985 History of the USS SHREVEPORT (LPD-12)

1. In compliance with reference (a), enclosure (1) is forwarded.
2. USS SHREVEPORT (LPD-12) executed an extremely varied operations schedule in 1985 commencing with Task Force 61 flagship responsibilities in the Amphibious Landing Exercise 2-85 at Cape Draa, Morocco and ending in overhaul at Brooklyn, New York with 30% of a regular overhaul (ROH) completed. Major evolutions in the interim included the conclusion of Mediterranean Amphibious Ready Group 3-84 deployment on 20 February; Task Force 24 flagship operations during "Solid Shield '85", 3-13 May; and participation in the combined Reserve Amphibious Landing Exercise '85/LANTRAMID III function 15-22 July. SHREVEPORT was a prime attraction in the 1 June opening of the Tennessee-Tombigbee Waterway in Mobile, AL; the culmination of a three week midshipman training cruise. Other assignments included Dynamic Interface Testing of the CH-53E helicopter wind envelopes and two Special Warfare Training availabilities for Task Force 160 personnel. Underway 25-28 September in avoidance of Hurricane Gloria, the ship missed a 28 September ROH commencement target date. Arriving at Coastal Drydock and Repair, Corporation facilities on 2 October, SHREVEPORT began her scheduled eight month regular overhaul.


J. N. MCKAY, JR.

SUMMARY OF EVENTS

JANUARY 1985

Pierside Rota, Spain in accordance with COMSIXTHFLT's fuel conservation effort, USS SHREVEPORT (LPD-12) began the new year by winning the Mediterranean Amphibious Ready Group (MARG) 3-84 Olympic Games in competition with the USS HERMITAGE (LSD-34), USS NEWPORT (LST-1179), and USS SUMTER (LST-1181). Completing a three week officer/CPO performance management conference conducted by Rota's Organizational Effectiveness Center, SHREVEPORT sailed on 7 January with Commander, Amphibious Squadron TWO (COMPHIBRON TWO), CAPT Dennis Strole, USN embarked. A four day training anchorage at Sierre de Retin provided opportunities for flight, small boat and well deck operations. Also exercised were the ship's Close-In Weapons System (CIWS) and 3"/50 cal mounts. Enroute to Malaga, Spain on the 12th, SHREVEPORT conducted flight operations and a full power run prior to a simultaneous VERTREP/UNREP with the USNS SIRIUS and the USNS NEOSHO on the 13th. While in port Malaga from 14-25 January, volunteer crewmembers continued a productive and rewarding liaison with the local girl's orphanage by performing minor repairs to the structure and hosting an onboard tour/dinner. A COMSIXTHFLT 3M reinspection on 21 January netted a satisfactory score of 87.9%. Underway on the 25th, SHREVEPORT conducted an UNREP with USNS NEOSHO and proceeded to Cape Draa, Morocco as flagship for Amphibious Landing Exercise (PHIBLEX) 2-85. With the Moroccan Chief of Naval Operations and the U. S. Charge d'Affairs as onboard observers, the ship launched an LCU, M-6 boats and a LCPL (as Boat Group Commander) in support of the 28 January exercise invasion. Surf conditions prevented any actual waterborne landings by the 4900 man, five ship squadron but SHREVEPORT's flight deck saw 251 land/launch evolutions shuttling men, material, and ammunition to and from the beach over the next four days.

FEBRUARY 1985

PHIBLEX 2-85 ended on 2 February with the squadron steaming north, photographed in formation by a helicopter launched from the SHREVEPORT. The exercise provided invaluable training for U. S. Marine and naval units acting in concert with Moroccan forces; the first such cooperative effort in two years. Arriving Rota, Spain on the 4th, the ship began refueling and agricultural washdown operations in preparation for outchop. Following a thorough turnover with MARG 1-85 units (specifically, USS NASHVILLE (LPD-13), SHREVEPORT sailed for home on 7 February. The twelve day voyage allowed for extensive training prior to return to homeport. The embarked Marine infantry company and associated staff personnel headed by Command Officer, 22nd Marine Amphibious Unit (22nd MAU), COL Ross Plasterer, USMC, and Commanding Officer, 24th Marine Service Support Group, LTCOL Larry Richards, USMC, detached upon arrival in Morehead City, NC on 19 February. SHREVEPORT ended her deployment on arrival Naval Station, Norfolk, VA the next day. Post deployment leave period, upkeep and maintenance, Pre-Overhaul Test and Inspection (POTI), and a Restricted Availability (RAV) occupied the remainder of the month. On 27 February, a group of 56 educators and students from St. Louis, MO arrived for a ship tour. This date also marked the first of weekly Communications Intelligence Exercises to be conducted throughout the next seven months.

Enclosure (1)

MARCH 1985

A CMS assist visit by COMPHIBRON 2 staff on 1 March was followed by the commencement of Joint Interoperability of Tactical Command and Control Systems (JINTACCS) training for Operations Department personnel on the 4th. Commanding General, 2nd Force Service Support Group, BGEN Robert Winglass, USMC and Commander, Naval Beach Group Unit 2, CAPT William Banks, USN visited the ship on the 6th and 8th respectively, to discuss the upcoming "Solid Shield '85" exercises. The RAV continued until 19 March with resultant improvement in the ship's ballast piping and firefighting systems. An 11 March PERA ASC shipcheck of helicopter facilities found no major discrepancies. Sixteen thousand gallons of Landing Force Marines (LFORM) MOGAS were offloaded on 14 March. The 26 March "fast cruise" to prepare all hands for upcoming mission assignment was followed by a Supply Manage Inspection (SMI) 28 and 29 March. SHREVEPORT passed this initial inspection with satisfactory scores for all divisions.

APRIL 1985

Embarking NJROTC students from Tabb, VA and Eureka, MO, SHREVEPORT sailed on 1 April for the Virginia Capes Operating Area (VCOA). Primary mission was dynamic interface testing with CH-53E helicopters flown daily from Patuxent River, MD. The 115 landings conducted to establish operating wind envelopes for these aircraft on AUSTIN class LPD's were performed concurrently with the following ship drills: general quarters, small arms fam-firing, abandon ship, BECCE's and main space fire. SHREVEPORT returned to Norfolk on 5 April and commenced preparations for a visit by Deputy Chief of Naval Operations for Surface Warfare, VADM Joseph Metcalf, USN on the 8th. Twelve hundred attendees, including visitors from the other commands, assembled in the ship's well deck to hear the Admiral address the topic of surface warfare professionalism. Shipboard installation of the JINTACCS terminal and commencement of Surface Warfare Training Week (SWTW) on 15 April provided timely impetus for implementation of VADM Metcalf's message. This date also marks SHREVEPORT's initial reception of the proposed Ship's Authorized Repair Package (SARP) for the upcoming Regular Overhaul (ROH). COMPHIBRON 2, CAPT Dennis Strole, USN presented the Meritorious Unit Commendation to the ship on 17 April for services rendered in Operation "Intense Look" during the '84-'85 Mediterranean deployment. Throughout the month, SHREVEPORT volunteers made repairs to the Hope Haven Children's Home in Virginia Beach, VA. Shipboard tours were also provided for groups of these children.

MAY 1985

A 1 May fast cruise and subsequent departure from Norfolk on the 3rd began SHREVEPORT's participation in exercise "Solid Shield '85". With two pennants embarked, COMPHIBRON 2 and COMNAVBEACHGRU 2, the ship unloaded an LCU and two M-6 boats at Lynnhaven Inlet and proceeded to Morehead City, NC mooring there on the 4th. Following the arrival of CG, 2nd FSSG and associated Marine personnel and equipment, SHREVEPORT performed a 5 May underway replenishment (UNREP) with the USS MERRIMAK and administrative flight operations. The French Military Attache, BGEN Bottire, escorted by MGEN Erwin Godfrey, USMC, arrived onboard 7 May to observe the

exercise assault at Onslow Beach the next day. Launching her well on the morning of the 8th, SHREVEPORT served as Primary Control Ship for the squadron's assault craft and administrative boats on D-Day and for the LST's causeway operations on D+1. A ready flight deck was maintained throughout the exercise, receiving 55 flights for fueling, material transfer or administrative operations. COMPHIBRON 2 and COMNAVBEACHGRU 2 debarked on the 11th and SHREVEPORT returned to Norfolk on the 13th. The following week saw the embarkation (16th) and debarkation (20th) of Commander, Amphibious Squadron TWELVE (COMPHIBRON 12), CAPT Steven Briggs, USN, and the arrival of 20 midshipmen to begin LANTRAMID II operations. Underway 21 May, SHREVEPORT embarked a BMU-2 LCU to assist with the onload of USMC assets from Onslow Beach, NC (these troops and equipment would form part of an onboard static display in Mobile, AL for the opening ceremonies of the Tennessee-Tombigbee Waterway opening). General quarters drill, BDECCE's, and a 3"/50 gunshoot kept the crew busy during the transit from Onslow Bay to Port Everglades, FL. Four days of exceptional liberty in Fort Lauderdale ensued. Eleven Mobile, Alabama Navy League members arrived on the 27th to ride the ship to their hometown. Underway on the 28th, the ship conducted Deck Landing Qualifications (DLQ's) with helicopters from HC-16 prior to the embarkation of an H-53D and an H-46 from HMM-464 and HMM-264 respectively. SHREVEPORT arrived in Mobile on 31 May, embarking 42 additional Navy Leaguers prior to mooring at the Alabama State Docks.

JUNE 1985

"Open House" ship tours held on the first two days of the month netted over 8100 visitors in celebration of the opening of the Tennessee-Tombigbee Waterway. Embarked Marines, Aircrew, Beachmasters, and ship's company exhibited commendable enthusiasm while explaining the workings of their equipment and their specific contribution to the amphibious mission. SHREVEPORT departed on the 5th, launching the static-display helicopters just prior to getting underway. During the two day transit around the Florida Peninsula, DLQ's were performed with aircraft from HML-767, HMH-777, and MAG 46. A brief anchorage in Onslow Bay on the 10th saw the Marines and their equipment offloaded. DLQ's with aircraft from HMH-461, HMH-264, and HMM-266; general quarters and abandon ship drills were conducted enroute to Norfolk with SHREVEPORT performing its 25,000th consecutive accident-free aircraft landing on the 13th. That same evening, the ship responded to a distress call by the 52 foot yawl "Aquila", adrift and taking on water approximately 100 nautical miles east of Morehead City. Communicating with the Coast Guard, SHREVEPORT proceeded to Aquila's position in the eight to ten foot seas and circled at 500 yards, passing location information to the rescue cutter. SHREVEPORT closed to 100 yards upon the arrival of USCGC 44343 and provided a lee for the ensuing successful towline hook-up. Returning to Norfolk on 14 June, SHREVEPORT debarked midshipmen and spent the remainder of the month performing pierside upkeep and maintenance.

JULY 1985

A NAVSESS Philadelphia Mogas Assist Visit (2-3 July), the embarkation of midshipmen for LANTRAMID III (7 July), and a pennant shift by COMPHIBRON 2 to the USS GUADALCANAL (LPH-7)(9 July) preceeded SHREVEPORT's 9-12 July underway period.

SOSMRC, CORTRAMID and DLQ (with GUADALCANAL's UH-1) operations were performed in Lynhaven Inlet and the VCOA. A brief inport period was followed by the ship's 15 July departure for Reserve Amphibious Landing Exercise '85, a training operation involving six ships and 3200 Naval and Marine Corps reservists. Enroute to Onslow Bay exercise area, SHREVEPORT unloaded a BMU-2 LCU and performed general quarters, man overboard, leap-frog, and division tactics drills. Embarkation of BGEN Michael Sullivan, USMC, on the second day of rehearsal operations (19 July) was followed by night division tactics on the 20th, positioning SHREVEPORT for the 21 July assault. The ship launched her well that morning and assumed a "ready flight deck" status for the remainder of the exercise. Returning to Norfolk on 22 July, the ship participated in a Type Commander's Communications Exercise (TYCOMMEX). In ceremonies conducted onboard 25 July, CAPT Robert Ianucci, USN, was relieved as Commanding Officer, USS SHREVEPORT (LPD-12) by CAPT John N. McKay, Jr., USN. Underway again on the 29th for the VCOA, the ship commenced Special Warfare Training operations with U. S. Army helicopters and Navy SEALs from Task Force 160. A tactical situation wargame and general quarters drills were conducted on the 31st.

AUGUST 1985

Having performed 341 flight deck evolutions and completing their 1 August battle problem, TF 160 departed and the SHREVEPORT returned to Norfolk on 2 August to commence a month long Intermediate Availability (IMAV) with the USS SHENENDOAH. Commander, Amphibious Group TWO (COMPHIBGRU 2) RADM Robert Rogers, USN, made use of the ship's wardroom on 5 August to meet with the 50 midshipmen assigned to the Group during LANTRAMID III. Departure of the midshipmen on the 9th coincided with the re-embarkation of COMPHIBRON 2, CAPT Robert Ianucci, USN, SHREVEPORT's former Commanding Officer. Beginning 13 August, the ship hosted USS PONCE (LPD-15) crewmembers for daily meals, as the latter's mess decks were being refurbished. Naval Tactical Game (NAVTAG) system training commenced 12 August and SHREVEPORT began her COMPHIBRON 12 Ship of the Week (SOW) inspection on the 13th. A 20 August safety stand down was followed by a COMNAVSURFLANT Aviation Assist visit on the 23rd. The 26-30 August SWTW saw SHREVEPORT place first in five of eight events held in competition with other pierside COMPHIBRON 12 ships.

SEPTEMBER 1985

The month opened for SHREVEPORT with a 4-6 September underway period in the VCOA acting as a platform for Special Warfare Training operations. Army helicopters and navy SEALs from TF 160 completed 259 flight deck evolutions and numerous small boat exercises. Leapfrogs, divisional tactics drills and a highline transfer with the USS TRENTON (LPD-14) as well as intensive engineering training maximized this at-sea period. Preparations for ROH continued as SHREVEPORT offloaded fuel and equipment. On 13 September, CDR Harvey Gannon, USN was relieved as Executive Officer of USS SHREVEPORT (LPD-12) by LCDR Paul Striffler, USN. A ship's tour and wreath laying by 27 members of the Ancient Order of the Hibernians to commemorate John Barry Day also occurred on the 13th. The 17-20 September ammunition offload provided an opportunity for over 80 crewmember dependents to ride the ship on a Dependents Cruise to and from the Naval Weapons Station at Yorktown, VA. Back inport Norfolk, the ship offloaded her

two CIWS mounts and her Intergrated Logistics Overhaul (ILO) supply parts on the 23rd. COMPHIBRON 2 hauled down his pennant on 24 September. The projected approach of Hurricane Gloria necessitated an emergency recall and departure on the 25th. After three days of storm avoidance approximately 200 nautical miles off Norfolk, SHREVEPORT returned to make final preparations for ROH in Brooklyn, NY.

OCTOBER - DECEMBER 1985

SHREVEPORT began her ROH with Coastal Drydock and Repair, Corporation on 2 October; with the removal of a forty foot mast section allowing passage under the Brooklyn Bridge to the East River ROH site. Formal receptions for the ship's officers and men by the Brooklyn Chamber of Commerce and the New York Navy League were indicative of the warm community relations to be enjoyed throughout the year. Coordination with the Temple of the Catholic Guardian Society enabled SHREVEPORT volunteers to host an onboard Thanksgiving Day dinner for forty underprivileged local children (26 November) and to take another 125 local children shoe shopping on 10 December. A gift-wrapping session organized by SHREVEPORT sailors on 16 December was followed by a Christmas party for needy children at the Naval Station, New York CMO Club on the 17th. Distinguished visitors during this period included RCMC(SW) William Plackett, Master Chief Petty Officer of the Navy (20 November) and COMPHIBRON 12, CAPT Steven Briggs, USN, (12 December).