



Rec 0 5/3/94
DEPARTMENT OF THE NAVY

USS TRENTON (LPD-14)
FPO AE 09588-1716

5150
Ser ADM/061
17 APR 1994

From: Commanding Officer, USS TRENTON (LPD-14)
To: Director of Naval History (OP-09BH), Washington Navy Yard,
Washington, DC 20374-5060

Subj: 1993 COMMAND HISTORY

Ref: (a) OPNAVINST 5150.12E

Encl: (1) Photograph and Biography of Captain Larry C. Baucom,
USN
(2) 1993 Chronology
(3) 1993 Command Narrative
(4) Mission, Vision and Guiding Principles
(5) USS TRENTON Strategic Plan
(6) Press Releases
(7) Selected Photographs
(8) Selected Messages
(9) Selected Personal Correspondence

1. Per reference (a), the following is submitted:

a. Background: USS TRENTON (LPD 14), an Amphibious Transport Dock (LPD), is named for the historic capital of the state of New Jersey that was founded by an 18th century ship owner and businessman, Colonel William Trent.

The present USS TRENTON is the third United States vessel to bear the name. The first was a steam sloop of war commissioned in 1884. The second was a light cruiser, CL-11 commissioned in 1924, which served with the Asiatic, Caribbean and Southeast Pacific Fleets during World War II. The keel for the present TRENTON was laid on 8 August 1966. She was christened on 3 August 1968 by Mrs. Richard J. Hughes, wife of then governor of New Jersey. TRENTON was commissioned 6 March 1971. The Amphibious Transport Dock (LPD) is a very versatile class of amphibious ship. TRENTON can transport, land and support a Marine force on a hostile shore. TRENTON is capable of carrying over 900 troops plus their vehicles, equipment, weapons, ammunition, and supplies. She also carries landing craft in her floodable well deck. Her flight deck capability allows her to operate the Navy and Marine Corps active helicopter inventory and VTOL aircraft.

TRENTON participated in the 1983 liberation of Grenada, was a member of the multinational force off the coast of Beirut, Lebanon, in 1983-1984, and was a participant in Operation Praying Mantis in April 1988 during a six month deployment to the Persian Gulf.

Subj: 1993 COMMAND HISTORY

TRENTON played a supporting role in the presidential summit at Malta in December 1989, participated in Operation Just Cause in Panama in June 1990 and deployed on short notice to the Middle East as a member of the amphibious task force during Operation Desert Shield (January 1991) and Operation Desert Storm (January 1991 to April 1991). During her most recent deployment (May - November 1992) TRENTON participated in Operation Provide Promise as the Sea and Air Rescue Platform for Humanitarian Relief flights into the former Yugoslavia.

b. Commanding Officer: Captain Larry C. Baucom, USN, 1 January 1993 to 31 December 1993.

c. Homeport: Norfolk, Virginia.

d. Command Association: 01Jan93-31Dec93 Commander Amphibious Group TWO

e. Exercises and Operations: GTMO Guantanamo Bay, OPPE, INSURV, TCAT I, LMA, CSRR, ASRR, TCAT II, JTG Phase III, FLEETEX.

f. Embarked units:

Tango Battery, 10th Marines	13-23 October	1993
2nd AAV	13-23 October	1993
K Company 2nd tanks	13-23 October	1993
MSSG 24 (Det)	8-13 November	1993
	1-17 December	1993
L Company 36	8-13 November	1993
	1-17 December	1993
Seal Team 2, G platoon	8-13 November	1993
	1-17 December	1993
SBU 20	8-13 November	1993
	1-17 December	1993
EOD MU 2	8-13 November	1993
	1-17 December	1993
2nd Anglico	8-13 November	1993
	1-17 December	1993
Force Recon Det	8-13 November	1993
	1-17 December	1993
2nd Radio Battalion	8-13 November	1993
	1-17 December	1993
Beachmaster Unit	8-13 November	1993
	1-17 December	1993
Det ACU 2	8-13 November	1993
	1-17 December	1993
Det Phib Seabees	8-13 November	1993
	1-17 December	1993

Subj: 1993 COMMAND HISTORY

g. Statistics:

- (1) Engine Miles travelled: 12,767 NM
- (2) Fuel consumed: 1,639,000 gallons
- (3) Refueling at sea: 3
- (4) Aircraft landings: 1,329
Lifetime total landings: 35,856
- (5) A. JP5 aviation fuel delivered: 33,088 gallons
B. MOGAS delivered: 1,633 gallons
- (6) Large caliber ammunition expended:
-CIWS: 1,400 rounds
- (7) Underway replenishment: 3
- (8) 1993 Budget: Repair parts: \$738,198.88
Consumables: \$908,473.64
Total Cost Salaries and expenses: \$15,000,000.00

h. Chronology attached as enclosure (2).

i. Narrative attached as enclosure (3).


G. T. LENNON

1993 CHRONOLOGY, USS TRENTON (LPD-14)

01 Jan - 31 Jan: Pre-Phased Maintenance Availability/
Intermediate Maintenance Availability

01 Feb - 16 Apr: Phased Maintenance Availability/
Intermediate Maintenance Availability,
Metro Machine Shipyard

10 Apr - 12 Apr: Sea Trials following Phased
Maintenance Availability

17 Apr - 25 Apr: Inport Norfolk, VA

26 Apr - 01 May: Damage Control Limited Training Team

03 May - 08 May: Engineering Limited Training Team
(underway, VACAPES)

10 May - 15 May: Amphibious Limited Training Team
(underway, VACAPES)

17 May - 20 May: Inport Yorktown, Ammunition Onload

21 May - 08 Jul: Inport Norfolk, VA

07 Jun - 11 Jun: Tailored Ship Training Availability I

23 Jun: Visit by Savannah, Georgia dignitaries

24 Jun: Visit to Trenton, New Jersey by
Commanding Officer of USS TRENTON

28 Jun - 01 Jul: Engineering Training Group (underway,
VACAPES)

08 Jul - 11 Jul: Underway enroute Guantanamo Bay, Cuba

09 Jul - 22 Jul: Tailored Ship Training Availability
II, Guantanamo Bay, Cuba

24 Jul - 26 Jul: Port visit, Nassau, Bahamas

25 Jul: TRENTON Humanitarian Project, Nassau,
Bahamas

27 Jul - 31 Jul: Engineering Training Group (enroute
Norfolk, VA)

03 Aug: Dependent's Cruise

Encl (2)

04 Aug - 06 Aug:	Operational Propulsion Plant Examination Preparation
09 Aug - 13 Aug:	Operational Propulsion Plant Examination Preps
24 Aug - 27 Aug:	Operational Propulsion Plant Examination (OPPE)
30 Aug - 03 Sep:	Underway, Hurricane Emily
13 Sep - 17 Sep:	Board of Inspection and Survey, Atlantic (INSURV)
13 Oct - 23 Oct:	Underway for Type Commander Amphibious Training 1-94 (TCAT), Onslow Bay, North Carolina
25 Oct - 26 Oct:	Underway, Yorktown, Ammo Top-off
01 Nov - 05 Nov:	Logistics Management Assessment, Combat Systems Readiness Review and Auxiliary Systems Readiness Review
08 Nov - 13 Nov:	Joint Task Group 94-1/Comprehensive Task Unit Exercise (COMPTUEX)
01 Dec - 17 Dec:	Joint Task Group Phase III/Fleet Exercise (FLEETEX)/Special Operation Capable Exercise (SOCEX)
15 Dec:	Visit by Commodore Bridges, RN (UKNLPHIBGRU)
18 Dec - 31 Dec:	Christmas Leave and Upkeep Intermediate Maintenance Availability

USS TRENTON (LPD 14)
Command Narrative 1993

USS TRENTON (LPD 14) returned from Mediterranean Amphibious Readiness Group MARG 2-92 in November 1992, and remained at the Norfolk Naval Base until the year's end. At that time, the ship was tentatively scheduled to deploy with MARG 2-93 in August 1993.

At the year's outset, USS TRENTON planned to complete an intensive Phased Maintenance Availability (Feb-May), followed by a series of limited team trainers and an abbreviated workup cycle to be ready to sail on MARG 2-93. The Phased Maintenance Availability was shortened from thirteen weeks to ten weeks to accommodate the "short cycle" turnaround that would be required, and yet the ship made every effort to complete the more than 4.1 million dollar PMA which included more than four hundred scheduled jobs and an ambitious ship-driven habitability improvement package. Of particular note was the ship force installation of nearly seven hundred hard pan racks in troop berthing areas, and a virtual retiling and repainting of seventy percent of the ship's common areas. The ship was lauded for the PMA, and for the follow-on successful sea trial period in mid-April 1993. TRENTON left Metro Machine Shipyard on time and with no significant material deficiencies.

The spring of 1993 took TRENTON through an intensive series of limited team trainers in which the ship left Norfolk for three weeks successively. The concept of operations would allow the crew to receive the near equivalent of a traditional Refresher Training period in preparation for deployment. By late May, however, USS SHREVEPORT (LPD 12) was declared ready for deployment, and took her place in the MARG 2-93 lineup. TRENTON's schedule was realigned to a more traditional pre-deployment regimen, to include REFTRA (now called Tailored Ship Training Availability (TSTA I)), an Operational Propulsion Plant Examination (OPPE) and an inspection by the Board of Inspection and Survey, plus all of the usual assist visits and public relations duties for ships Norfolk.

USS TRENTON (LPD 14) returned to Norfolk through Memorial Day and into June 1993 conducting a material availability and preparations for the TSTA I cruise to Guantanamo Bay, Cuba. During this time frame the ship had numerous visitors, including dignitaries from the Savannah, Georgia area in a visit sponsored by CINCLANTFLT, ADM H. H. Mauz, USN. Numerous thank you letters were received (in enclosure 9) as well as praises from the chain of command.

Encl (3)

The day following the Savannah dignitaries visit, the ship's Commanding Officer, Captain L.C. Baucom travelled to Trenton, NJ to conduct a public relations visit with officials of the ship's namesake city. Captain Baucom was accompanied by the ship's Command Master Chief, HTCM E. Abrearocho and the Combat Cargo Officer CWO2 [REDACTED], USMC. During the trip they made a presentation at the Mercer County, NJ Chamber of Commerce and had audiences with Trenton, New Jersey Mayor Douglas Palmer and New Jersey Governor Jim Florio. Several members of the media covered the visits, and two newspaper articles were published (See enclosures (6) and (7)).

In the late spring and summer of 1993, USS TRENTON embarked approximately thirty midshipmen from the U.S. Naval Academy and Naval Reserve Officer Training Corps (NROTC). The midshipmen ranged from sophomore year "third class" to senior year "first class" in grade. The midshipmen arrived in two basic groupings, the first group embarking the ship from mid-June to mid July, and a similar group meeting the ship in mid-July at Guantanamo Bay, Cuba and disembarking the ship in Norfolk in early August 1993. The ship's "hands-on" approach to training was apparently effective as midshipmen aggressively performed their (voluntary) practical factors which stressed learning about TRENTON, and meeting the ship's key players. The TRENTON's midshipman training program was well received by these prospective naval officers, and officially recognized as superior in a letter the ship received from COMNAVSURFLANT, VADM J. P. Reason, USN (See enclosure (9)).

The ship departed Norfolk just after the Independence Day holiday for TSTA I with Fleet Training Group at Guantanamo Bay, Cuba. TSTA I was comprised of two intense weeks of fundamental seamanship, navigation, damage control, and combat systems training culminating in a challenging multi-faceted battle problem. Overall the ship performed very well at "Gitmo," completing every assigned exercise and passing the graded material condition (Yoke and Zebra) checks. The ship conducted some rarely practiced evolutions to include "Med mooring" and mooring to a buoy. The ship was complimented by COMPHIBGRU TWO, RADM L.F. Picotte, USN, for its aggressive pursuit of "total ship fightability," wherein the ship conducted "Gitmo" training in conjunction with ship driven events intended to add battle realism and enhance awareness across departmental lines. TRENTON's TSTA I package was distributed within COMPHIBGRU TWO as a "model" approach to TSTA I.

Following TSTA I, TRENTON made a three day port visit to Nassau, Bahamas. The ship's crew enjoyed a wide variety of tours and water sports, and conducted a humanitarian and facilities upgrade project at the Children Emergency Youth Hostel in Nassau.

The ship departed Nassau on 28 July, conducting an informal engineering training group evaluation enroute. The ship returned to Norfolk on Saturday, 31 July.

On 3 August, the ship conducted a most successful Dependent's Day Cruise just after returning from the Caribbean. More than two hundred family members and friends spent the day at sea off the Virginia Capes, seeing a wide variety of amphibious and special operations. One highlight of the day-long affair was an air wing flight demonstration conducted by USS GEORGE WASHINGTON (CVN 73) and Carrier Air Wing EIGHT. TRENTON's embarked special warfare team also conducted a repelling demonstration from a Marine HH-46 helicopter, and a Landing Craft Utility (LCU) demonstrated well deck operations while GEORGE WASHINGTON's families watched from about one thousand feet away as the ships steamed in formation.

In August 1993, USS TRENTON entered its most intensive and demanding period of the year, conducting a barrage of high visibility inspections and concurrent deployment workup preparations with the SARATOGA Battle Group. The first challenge was the Operational Propulsion Plant Examination (OPPE) in late-August. This inspection was especially difficult on TRENTON's engineers as a high pressure main propulsion turbine required major repairs leading up to the morning of the inspection. The ship successfully completed a 2-year OPPE certification, and was especially strong in conducting the main space fire drill.

Following OPPE the ship set its sights on another major inspection, INSURV, scheduled for mid-September. Amid the extensive preparations required, the ship (and all of the east coast) closely watched approaching Hurricane Emily, and just after Labor Day, the ship and many others in Norfolk got underway for hurricane evasion. The storm, while aimed at Tidewater, Virginia on much of its route, veered as it approached the east coast of the United States. TRENTON returned to port for a work-intensive weekend, and embarked the INSURVLANT inspection team early Monday, 10 September.

The INSURV inspection, and its associated Underway Material Inspection (UMI) was completed on time, and with no significant difficulties. The board's senior member, Captain E. B. Pratt, complimented the ship for its overall high state of cleanliness and evident preparation. In his initial "quick look" he remarked, "Especially noteworthy was the cleanliness and outstanding material condition of the troop spaces." The senior engineering observer complimented the ship's overall preparations for the inspection, saying, "TRENTON was the best prepared ship

I've seen in more than fifty inspections." While the ship had some notable electronics deficiencies noted during INSURV, these would be rapidly eliminated during a Combat Systems Readiness Review completed a few weeks later.

While TRENTON was completing OPPE and INSURV, USS SARATOGA (CV 60) and her escorts commenced Phase I carrier qualifications and basic workups. TRENTON sent representatives to early planning meetings in Mayport, FL and at Dam Neck, VA with Commander Cruiser-Destroyer Group TWELVE, RADM W.H. Wright, IV, USN. In mid-October 1993, TRENTON put to sea with COMPHIBRON FOUR and USS INCHON (LPH 12), USS PORTLAND (LSD 37) and USS SPARTANBURG COUNTY (LST 1192) for Type Commander Amphibious Training (TCAT) conducted in Onslow Bay, NC. During this period, TRENTON had the opportunity to meet the first of her prospective emarkees for deployment from the 24th Marine Expeditionary Unit (24 MEU). Following TCAT, TRENTON spent a few days at Yorktown Naval Weapons Station to top off her ammunition for upcoming deployment JTG/MARG 1-94.

The first week in November brought COMNAVSURFLANT's Logistics Management Assessment (LMA) Team for yet another major inspection. Overall, the ship performed well during LMA, especially in all aspects of accountability and services. Material and maintenance automated systems' reviews necessitated shipwide SNAP 2 computer training, and in so doing, the ship raised its maintenance data accuracy rate to nearly 100 percent.

During mid-November TRENTON, Amphibious Ready Group, and the USS SARATOGA (CV 60) Battle Group joined for Joint Task Group 1-94 Phase II, otherwise known as COMPTUEX (Comprehensive Task Unit Exercise). In this joint exercise, the amphibious force was fully integrated into the composite warfare structure of the traditional U.S. Navy battle group, and in much of the exercise many of TRENTON's embarked personnel were sent over to USS SARATOGA to become indoctrinated in carrier operations and procedures. TRENTON returned to Norfolk in late November and spent Thanksgiving in home port.

The entire first half of December 1993 was spent at sea for the Joint Task Group Phase III Fleet Exercise (FLEETEX) and follow-on Special Operations Capable Exercise (SOCEX). For the first time, TRENTON and her associated MARG 1-94 and SARATOGA Battle Group ships were in an "opposed" environment. Despite often poor weather and heavy seas, TRENTON ran the full gamut of amphibious and special operations. The Amphibious Task Force and 24 MEU also teamed up to achieve "excellent" grades in all capabilities graded during SOCEX. TRENTON's role as the advance force ship earned the praises of COMSARABATGRU RADM W.H. Wright, IV, as TRENTON's forces conducted the missions vital to blue force success. Also during FLEETEX and SOCEX, TRENTON completed

a highly successful Combat Systems Assessment and hosted the Commander, United Kingdom-Netherlands Task Group, Commodore R.N. Bridges of the Royal Navy. TRENTON returned to Norfolk on 18 December for an abbreviated Pre-Overseas Movement (POM) and Intermediate Maintenance Availability period.

The harried Christmas 1993 maintenance period allowed for many of the crew to go on a week of leave, while still ensuring the completion of more than one hundred repair jobs and several stores and ammunition onloads. The ship was properly adorned for the annual Norfolk Christmas decorama, displaying more than 900 lights in its "Peace on Earth" holiday theme. The lights were packed away on the day after Christmas, and the ship made its final preparations to sail.

The USS TRENTON (LPD 14) started 1994 by lighting off its engineering plant and reporting readiness for sailing. The ship sailed on time the morning of January 5, 1994 with no casualty reports (CASREPS) outstanding.