

OPNAVINST 5750.12J  
14 Mar 2005

OPNAV Report Symbol 5750-1  
Command Serial Number: 5750/  
Date Submitted: 1-Jul-07

Classification (when filled in): UNCLAS

# Command Operations Report

---

This report is **required** by commands listed in **SNDL Parts 1 & 2** and all operational **Task Forces, Groups and Units** temporarily established to meet operational requirements.

---

The report format is divided into six sections: Command Data, Commander's Assessment, Chronology and Narrative, Supporting Reports, Published Documents, and Photographs. Required information is identified in specific sections of the form. Instructions on submitting this form and the required attachments are at the end.

---

## 1. Command Data

Name of your Command or Organization: **USS WASP (LHD 1)**

Unit Identification Code (UIC), per the SNDL: **21560**

Name and Rank of Commander/Commanding Officer/Officer in Charge:

Last: **Hawley** First: **Michael** M.I.: **D** Rank: **Capt**

Date Assumed Command (date format YYYY-MM-DD): **2006-09-21**

Mission/Command Employment/Area of Operations: **USS WASP (LHD 1) is a multi-purpose amphibious assault ship whose primary mission is to embark, deploy, support and land elements of a Marine Landing Force in amphibious assault operations by helicopter, landing craft, amphibious vehicles, V/STOL or any combination of these methods. USS WASP has a secondary mission of sea control.**

Permanent Location (Home Port for deployable units): **Norfolk, Va**

Immediate Superior In Command:

Operational: **COMSECONDFLT (UIC 08961)**  
**VADM Marty CHANIK, USN**  
**COMPHIBGRU TWO (UIC 55333)**

RADM Garry E. Hall, USN (18 Nov – 31 Dec)

Administrative: COMNAVSURFLANT NORFOLK VA (UIC 53824)  
RADM Michael P. Nowakowski, USN  
COMPHIBGRU TWO (UIC 55333)  
RADM Garry E. Hall, USN

Identify your assigned Task Force/Group/Unit name(s) and mission(s). Include OPLAN(s) and or named operations you participated in during Task Force assignment (if applicable): **N/A**

Name(s) of Forces, Commands, Ships, Squadrons or Units assigned or under your operational control (if applicable): **None**

Type and number of Aircraft Assigned and Tail Codes, if applicable: **None**

Commands, Detachments or Units deployed on board or stationed aboard as tenant activities (as applicable):

Number of Personnel Assigned:

Officers: 73 Enlisted: 1048 Civilian: 2

Command Point of Contact (required entry, complete in full):

Name (Rank, First Name, Middle Initial, Last Name): MCC [REDACTED]  
Job Title/Office Code: PAO  
E-mail (both classified and unclassified, if available): [REDACTED]  
Phone number(s): (757) 445-4936  
Command Mailing Address: USS WASP (LHD 1), FPO AE 09556-1660

---

## 2. Commander's Assessment

The Commander's Assessment briefly tells the story of the command's role in national defense and should highlight any general and specific lessons-learned. It should contain the commander's commentary, insights and reflections on the unit's activities. Attention should be directed to significant issues impacting training, operations and mission accomplishment during the reporting period. Descriptions of circumstances and sequence of events leading to major command decisions and results of those decisions are particularly desired. Also desired are accounts of specific contributions of individuals in the command to mission accomplishment. For units engaged in or directly supporting combat, significant wartime or peacetime operations (named operations, non-combat evacuation operations, disaster relief or other humanitarian operations, etc.) or major exercises, particular attention should be given to the commander's estimate of the situation, records of discussions and decisions, descriptions of circumstances and sequence of events leading to operational decisions and results of those decisions. For a unit returning from deployment or participating in a single operation this can normally be a single assessment. For higher-echelon

commands or units engaging in multiple operations, a separate assessment for each operation in addition to an overall assessment may be appropriate.

WASP's main focus during 2006 was to maintain Surge-ready status to support missions as assigned in support of the Global War on Terrorism. WASP served as the Second Fleet Flagship, and in this capacity stood ready to provide a platform for Homeland Security and Hurricane Relief. WASP's readiness was put to the test in August, when its crew was surged with only 96 hours notice to support the United States Embassy in Beirut, Lebanon. Serving as a Sixth Fleet asset under Joint Task Force Lebanon (JTF-Lebanon), WASP performed as the Maritime component commander's flagship, and stood ready to support all U.S. interests in the Levant, including the American Embassy in Damascus, Syria after the terrorist attack in September. In late September, WASP evacuated the USMC FAST Company from the Beirut Embassy compound. After the JTF stood down, WASP was tasked with a high priority diplomatic engagement mission to Iceland. The outcome was described as a "homerun" by the Secretary of Defense Donald Rumsfeld.

---

### 3. Chronology and Narrative

Chronology should include dates of movements; local operations and training; exercises and operations (define acronyms and purpose of exercise or operation); installation of new weapons systems or changes; major physical changes to facilities, ship or aircraft; Class A or B mishaps; port visits; unit awards received; reserve augmentation; and other significant operational or administrative events.

#### CHRONOLOGY

January 2006

24-25: Underway

February 2006

HSC-28 VBSS/Fastrope training (Visit, board, search and seizure)

21-24: Underway

23: 110 Day Certification Renewal by ATG

March 2006

7-10: Underway

08: HSC-28 DLQ / VERTREP

09: VMM-162 DLQ / VERTREP qualification

April 2006

12: 1-A LCU STERN GATE MARRIGE (PIERSIDE)

18-21 Underway

18: RAS USNS KANAWHA (2 STA) IVO VACAPES

18: 1-A LCAC OPS (HOPPER 83 / 84)

19: 1-A LCAC OPS (HOPPER 83 / 84)

19: MOB (DAY)

19-20: HSC-28 PMC

19-20: 160th SOAR DLQ (Special Operations Aviation Regiment)  
20: 1-A LCAC OPS (HOPPER 83 / 84)  
20: 28 H-53 DLQs  
20: HSC-28 DLQ  
20: ANCHOR (SANDBRIDGE)  
21: 1-A LCAC OPS (HOPPER 83 / 84)  
21: MOB (NIGHT)

May 2006

2-6: Underway  
2: ANCHOR (LYNNHAVEN)  
2-3: AWST DLQ (Airborne Mine Countermeasures Weapons Systems Training School – H-53)  
2-4: HSC-28 PMC/SLQ/VERTREP  
4: HSC-28 DLQ/VERTREP  
05: RAS USNS LEROY GRUMMAN (2 STA) IVO VACAPES

June 2006

5-9: Underway  
6-8: HMM-461 CH-53 DLQs  
HMM-266 DLQ  
HMLA-167 DLQ  
HMH-461 DLQ  
9: RAS USNS JOHN LENTHAL (2 STA) IVO VACAPES

July 2006

HSC-28 VIP PAXFERS  
AWSTS DLQ

21-28 Underway  
28-31 Inport Newport Rhode Island  
31 – Aug 1 Underway

August 2006

1-6: Anchored Rockland, Maine  
6-12: Underway  
10: RAS USNS JOHN LENTHAL (2 STA) IVO VACAPES

12-25: Inport Norfolk  
25: SURGE DEPLOYED JTF LEBANON  
25: ANCHORAGE (LYNNHAVEN)  
25: 1-A LCU / LCAC OPS (UNIFORM 59 / HOPPER 54)

25-31: Underway  
26: RAS USNS LARAMIE (2 STA) IVO VACAPES  
HM-14 H-53 DLQs (embarked)  
HMM-264 DLQs for H-46E, AH-1W and UH-1N helicopters  
HSC-22 DLQ/VERTREP

## HC-4 PMC/DLQ

September 2006

1-30: Underway

2: STROG Transit

6 – 30: on station off coast of Lebanon

07: USNS KANAWHA (3 STA) IVO EASTERN MED

09: 1-A (LCAC / LCU / LARC / CRRC OPS)

16: USNS KANAWHA (3 STA) IVO EASTERN MED

18: FAS USS BARRY IVO EASTERN MED

20: 1-A (LCAC / LCU OPS)

21: Change of Command

25: RAS USNS LARAMIE (3 STA) IVO EASTERN MED

26: 1-A (LCAC OPS)

28: 1-A (LCAC OPS)

28: SWIM CALL

29: RAS USNS LARAMIE (2 STA) IVO EASTERN MED

HM-14 H-53 DLQs (embarked)

Busiest month for flight ops for the year, moving over 25000 lbs of cargo and over 600 passengers via air (20 VIPs)

USMC FAST Platoon Extract by aircraft from JTF Lebanon Task Force Alpha

EC-725 Helo DLQ

HSL-44 PMC

HSC-22 VERTREP and PMCr the Guard and Reserves Tour (45)

October 2006

1-3 Underway

01: October: On station off coast of Lebanon

3-4: Inport Augusta Bay, Sicily

07: STROG Transit

07: RAS USNS KANAWHA (2 STA) IVO STROG

09: Strait of Dover Transit

-12 Inport Reykjavik, Iceland

17 Oct 1-A LCAC OPS (ICELAND RUNABOUT)

17-20 Underway

19 Oct: SKAG Transit

20-25 Inport Copenhagen, Denmark

25-31 Underway

25 Oct: SKAG Transit

27 Oct: Strait of Dover transit

31ST RAS USNA KANAWHA (2 STA) IVO ROTA SPAIN

HM-14 H-53 DLQ (embarked)

November 2006

1-11 Underway

05TH 1-A (LCAC / LCU OPS) PRE BOATING  
11TH ANCHOR (LYNNHAVEN)  
11TH 1-A (LCAC / LCU OPS OFFLOAD)

HM-14 H-53 DLQ (embarked)  
HM-14 MEDEVAC (Cruise Ship casualty) from WASP to Azores

11-28 Inport Norfolk  
28-30 Underway  
28TH ANCHOR (GOLF ANCHORAGE)  
28TH 1-A (LCAC OPS) ONLOAD FOR PHILLY TRIP  
29TH 1-A (LCAC OPS) FAM RIDES FOR TIGERS

December 2006

1-5 Inport Philadelphia  
5-8 Underway  
08TH 1-A (OFFLOAD LCAC)  
8-31 Inport Norfolk  
MV-22 DLQ and flight testing by VMM-263 and VMM-162  
MH-60S DLQs

The short narrative should amplify chronology entries (such as objectives and results of exercises/operations; commander's evaluation of exercises/operations, etc). Entries may refer to an enclosure of this report without additional description if the enclosure sufficiently reports the incident/event. For all other entries, give the date or period in YYYY-MM-DD format and provide a brief narrative. All significant events during the reporting period are to be included.

## 2006 NARRATIVE

WASP began 2006 in its continuing role as the United States Second Fleet flagship. The first half of the year was spent performing training and maintenance to once again become "Surge Ready."

During 2006, WASP conducted 1919 aircraft landings, 105 Vertical Replenishment evolutions, 220 elevator evolutions, 55 aircraft moves on the hangar deck and over 150 aircraft moves on the flight deck. Combat Cargo and V-1 division assisted with the movement of over 48000 pounds of cargo and 1500 passengers – of which nearly 200 were VIP transfers. In addition, V-4 division pumped over 125000 gallons of JP-5, conducted 160 refueling evolutions and tested 1400 JP-5 Quality Assurance samples for water, sediment and flashpoint properties.

During the months of February and March, WASP hosted DLQs and VERTREP training for HSC-28 and VMM-162. On the 23 Feb, the ship conducted a ballast/de-ballast testing. In late February, the Air Dept passed the 110 day re-certification with the ATG the Amphibious Aircraft Handling Team. This ensured WASP was kept surge-ready for rotary wing operations.

In April, the 160th SOAR, HSC-28 and HSC-2 flew DLQs onboard WASP. HSC-28 also conducted PMC missions. April 26, 2006 WASP received the 2006 Hampton Roads Volunteer Achievement Award.

In May, HSC-28 flew PMC missions as well as training flights for DLQ and VERTREP. AWSTS H-53s also did DLQs. DLQ training for June included HMM-461, HMM-266, HMLA-167 and HMM-461. July flight ops consisted of HSC-28 VIP PAX transfers and AWSTS DLQ.

From June 12-16 WASP hosted 37 Navy Supply Corps students onboard WASP as part of the Supply Corps school's semi-annual Salt Water Trip. Students toured WASP and performed basic supply OJT.

In June, the ship assumed the additional responsibility of Hurricane Relief Ship and participated in a Non-Combatant Evacuation Operation (NEO) exercise in the Atlantic Ocean, in preparation for the storm season.

On 7 July, WASP, in its capacity as C2F Flagship, hosted Vice President of the United States Dick Cheney as he welcomed home the NASSAU ESG. Setup consisted of flightdeck platform and bleachers with contingent setup in WASP hanger bay. A Vice Presidential reception was hosted in flight deck triage.

The ship conducted a port visit to Newport, RI, followed by its second visit to Rockland, ME from 1-6 August in support of Lobster Fest. Anchored out, WASP used contracted ferries to transport thousands of visitors to the ship for tours during her stay. On 3 August WASP hosted VIP luncheon onboard WASP for Mayor of Rockland and 12 distinguished visitors while in port Rockland ME, for annual Maine Lobster Festival.

As the ship proceeded back to Norfolk, it received a warning order on 18 August, followed shortly thereafter by a deployment order on 22 August, to prepare for a surge deployment to Lebanon for possible non-combatant evacuation operations. WASP was sent to support the JTF in its mission of providing support to the American Embassy in Beirut, and support to DoD approved humanitarian assistance efforts as requested by the Department of State

Starting 21 August, in preparation for surge, WASP loaded \$295k in general stores and material in 96 hours leading up to underway. An additional \$300k in food stores were loaded during the same period. Loadout utilized all available departmental personnel loading material via ship's brow and crane support to the ship's port elevator. On August 23, the 25mm guns were installed and provisions loaded, followed by an ammunition on-load on the 24th. On August 25, WASP departed Norfolk, stopping only to load an LCU, LCAC, and a Beachmasters unit. Two MH-53s from HM-14 also embarked. Even with the short notice, according to then Commanding Officer, Capt. Todd Miller, the WASP crew was more than ready to "get on station and complete the mission." "We're well prepared to accept Task Force Bravo, be part of it, and to take on any additional challenges that come our way," Miller said. Nearly 1,300 Sailors aboard

WASP, including a detachment from Mine Countermeasure Squadron (HM) 14, Assault Craft Units (ACU) 2 and 4, and a Fleet Medical Team, deployed to support a Request for Forces (RFF) from U.S. European Command. WASP reached Lebanon approximately two weeks later. While off Lebanon on this national tasking, WASP served as the Flagship for the Maritime component commander, Commodore John Nowell, commander, Task Force "Bravo". WASP was accompanied by USS Barry (DDG 52), USS Hue City (CG 66). Working alongside Task Force Alpha, WASP supported the combined Air Force-Army 352nd Special Operations Group in providing support to US Embassy Beirut.

WASP also stood ready support any evacuation of the American Embassy in Damascus, Syria in the aftermath of the foiled 18 September terrorist attack. Fortunately, no such action was required.

During the surge deployment, WASP's Joint Intelligence Center (JIC) served as the EUCOM Joint Analysis Center Afloat, supporting both the Commander of the JTF, VADM Stufflebeem and the Embassy in Beirut. For their actions, WASP was awarded the Commander Naval Surface Forces Intelligence Excellence Award for 2006.

On 21 September, WASP conducted its scheduled change-of-command at sea. The ceremony was conducted in the Hangar Bay, as CAPT T.R. Miller was relieved by CAPT M.D. Hawley.

On 23 September, WASP closed on Beirut and evacuated the USMC Fleet Anti-terrorism Security Team from the Embassy. After five days on WASP, the Marines were transferred to RAF Akrotiri, Cyprus on 28 September. The operation was conducted over the course of 4 hours, supporting the movement of 48 Marines and 2100 pounds of ammunition and cargo.

On 28 September, a sailor from USS BARRY suffered a possible heart attack and was transferred to WASP by RHIB for treatment and evaluation. From 29 September through 3 October, WASP Engineering conducted LTT with ATG from 29 September to 3 October, and received much needed training for watch-standers and evaluation of Engineering Programs and training. That same day, WASP's COMREL Program won honorable mention in the Project Good Neighbor category for large ship.

During September, WASP based aircraft moved over 25,000 lbs of cargo and over 600 passengers via air (20 VIPs). An EC-725 helicopter also did DLQ, HSL-44 H-60Bs did PMC/DLQ and HSC-22 VERTREP and PMC.

JTF-Lebanon stood-down on 30 September, and WASP was released to perform a critical diplomatic engagement mission to enhance US-Icelandic relations after the American base at Keflavik closed and US forces were withdrawn from that small nation. Braving rough seas, WASP arrived in Reykjavik on 12 October. During the ship's stay from Oct. 12-17, the ship was visited by the Icelandic Prime Minister and much of that nation's senior leadership. On 14 October, WASP hosted a reception for the Reykjavik diplomatic corps. Prior to departure, WASP participated in a joint US-Icelandic security

exercise utilizing the national “Viking Squad”, the ACU’s LCACs, and HM-14’s MH-53s. US Secretary of Defense Donald Rumsfeld commended WASP’s crew, writing: “Getting WASP into Iceland was a homerun.” American Ambassador Carol van Voorst stated that the “visit of USS WASP demonstrates the robust and visible commitment to Iceland’s defense.”

After an early morning LCAC fly-by salute to Reykjavik on 17 October, WASP departed Iceland enroute to a quality of life port visit in Copenhagen, Denmark. WASP visited Denmark from 20-25 October. While in port Copenhagen, WASP conducted a successful 2-day in port refueling evolution receiving over 600K gallons of fuel.

At about 2:00 p.m. local time on Nov. 2, USS WASP (LHD 1) received a request for medical assistance from the Chilean submarine, SSK Carrera, steaming more than 300 miles away. WASP immediately changed course and steamed at full speed to provide the necessary care. A Chilean sailor aboard the sub sustained injuries to his hand when a valve he was working on was accidentally closed. The medical team aboard the sub stabilized him as WASP continued to close the distance. On the morning of Nov. 3, WASP sent a Rigid Hull, Inflatable Boat (RHIB) along side the submarine to transport the sailor to the ship.

Once aboard WASP, he was immediately taken to the medical clinic where doctors from Fleet Surgical Team Two began the process of examining him to determine the extent of his injuries. He remained on WASP was transferred to Portsmouth Naval Medical Center for further care.

Less than 24 hours after the sub MEDEVAC, WASP received instructions from 6th Fleet to change course and provide urgent medical assistance to a passenger aboard a civilian cruise liner. An elderly passenger aboard the cruise ship Celebrity Century, which was on its way from Barcelona, Spain to Miami, Fla., fell and sustained a life-threatening injury. WASP’s Level II medical capability and the embarked Norfolk-based Fleet Surgical Team Two provided an ideal emergency response.

As WASP steamed towards the cruise ship, she received word that there was not only the one passenger, but two additional passengers, in need of urgent medical attention beyond the capabilities of the cruise ship’s medical staff.

At about 2:00 a.m. local time on Nov. 4, WASP pulled along side Celebrity Century and sent over a medical team to examine the passengers. The medical evaluations took several hours, and due to the life-and-death nature of the passengers’ medical conditions the decision was made that it would be in the best interest of the patients to bring them aboard WASP for transportation to the nearest land-based hospital.

As the sun rose on the horizon, Capt. Michael Hawley, gave permission for the ship’s RHIB boat crew to begin bringing the passengers to WASP. After several trips, the patients, and their family members were all brought aboard. It was only at this point, that the ship learned that the most seriously injured man was actually a World War II veteran who had served the country as a U.S. Army Combat Photographer.

With the transfer complete, WASP Sailors manned the rails, and were greeted by the grateful cheers of the more than 1000 American passengers on the Celebrity Century. The ship's Master added to the moment through multiple blasts of the ship's whistle, and WASP returned the honors.

The medical staff aboard WASP continued providing care while the ship made preparations to transfer them to a land-based facility. Once within range, HM-14 flew the injured and their families via an MH-53 Sea Dragon helicopter to the nearest hospital, and WASP continued on its homeward journey.

On 11 November, WASP returned to its homeport in Norfolk. The embarked units disembarked earlier that same morning.

On 28 November, WASP departed with Tigers to Philadelphia in support of the Army-Navy game. While in Philadelphia, WASP hosted local business leaders and dignitaries, as well as serving as a backdrop for numerous ESPN spots. WASP sailors attended the Army-Navy Game, Philadelphia Eagles, and 76ers events. The ship's Color Guard performed at a Philadelphia Flyers game. Additionally, the ship hosted Joe Vento from Geno's Steaks. Mr. Vento graciously donated over 200 Cheese Steaks to the crew of WASP.

In December, the Engineering Department designed and implemented a Christmas Lighting Scheme to include a festive WASP replica that earned the USS WASP first place in the 2006 Christmas lighting contest.

## Maintenance, Upkeep, and Training

In 2006, approximately 35,000 sq ft of the hangar bay overhead and forward bulkhead were restored to save over \$75,000 in contractor costs and account for over 600 man hours. V-1 and V-4 divisions also dedicated over 1800 man hours to completely restore 220 sq ft of four engineering MMR#1 trunk access spaces. V-1 division rehabilitated over 20,000 sq ft of the island structure interior to save \$10,000 dollars in contractor fees.

To maintain readiness in fire fighting capabilities, the Air Department Air Training Team conducted a total of 28 fire drills on the flight deck and hangar deck, four of which were conducted for ATG evaluation toward the renewal of WASP's 110 day flight deck certification.

## AIMD

January 2006- August 2006

- AIMD directed the collection and off-load of \$259k worth of unauthorized "Off the Record" surface spares.

- Amphibious Crash crane was offloaded and load tested, boom was removed, welded and repainted.
- Hosted JSF Maintenance Familiarization Tour to numerous JSF engineers from various contractors manufacturing the JSF to show how arduous a task AC maintenance is when deployed.
- In June IMO4 hydrostatically tested 22 nitrogen cylinders from the nitrogen pump room.
- IMO4 Division transitioned to electronic publications for all there support equipment publications placing them on the LAN with the exception of the following publications:

NA-19-40-521  
 NA-19-25-514  
 NA-AG -310DO-OMM-000  
 NA-19-1-157, 19-40-57  
 NA-17-15BF-89  
 NA-19-45D-25  
 NA-19-45D-32  
 NA-19-70-521

- In August IMO4 performed a quick engine change (QEC) on A/S32A-31; returning this asset back to an RFU status.
- Troubleshoot and repaired AN/ARM-200 test bench, with a cost avoidance of 10,000 dollars in scarce AVDL rework funds for continued support of various aircraft radio systems.
- WASP load tested and certified all Material Handling Equipment forklifts ensuring continuous movement of stores, cargo and ammunition at a cost savings of more than \$12,000.
- Installed CASS Hybrid station upgrade to RF station, further enhancing our capabilities to support AV-8 avionics systems. Acceptance of new OTPS for H-60's expanding our repair capability beyond the limits of AV-8's.
- AIMD personnel rehabbed 8 shipboard and squadron work centers.
- Provided more than \$25,000 in ship's beautification projects manufacturing cabinet for entertainment center for wardroom, manufactured dividers for medical emergency boxes, permanently mounted ice cream machines in the enlisted mess while also manufacturing numerous curtains throughout the ship.
- Dedicated 30 hours assisting Medical Department in repairing the radiological Mobilett X-Ray machine, vital to patient care and the medical mission accomplishment in support of Joint Task Force Lebanon. Returned X-Ray machine to full functionality, which resulted in saving the command approximately 27,000 dollars of outside man-hours and repairs? Also, troubleshoot and repaired 2 x-ray machines for the dental department.

- Prior to departing AIMD planned, implemented and coordinated the certification and validation of nine 4K, four 6K, three 4KRT, one 10K and one 20K forklift in addition to 6 radiological pieces of test equipment, while identifying and obtaining six critical pieces of test equipment in less than seventy-two hours to ensure AIMD's repair capability was at 100% for SURGE 06 ISO GWOT.

September 2006 – November 2006

Below are some of AIMD's Surge Facts:

- AIMD had phenomenal results through 100% utilization of manpower material and facilities. AIMD achieved and sustained 94% calibration readiness, 100% material validation, 98.2%SE and IMRL availability on 2,909 line items valued at over 51.9 million dollars.

- During Surge W/C 690 repaired 8 PRC-90s cables for W/C 810.

-AIMD repaired and manufactured cables for the following Test Benches for the USS NASSAU:

- H-46 AFCS test set
- Gyro Control test set
- Interconnect Box Test Set (IBTS)
- NT-131
- Rate Gyro Turn Table

AIMD Surge 06 Stats:

- 1487 PMS inspections were performed
- 28 Acceptance & Transfer inspections
- 318 SE repair discrepancies
- 72 Preservation MAFS initiated
- 113 AIMD & Misc. Work Requests
- 12 HM-14 Work Request
- 51 AIMD in-house Work Request
- 5 HM-14 Repairable assets repaired

- Tested and repaired 7 R/T-1159 TACAN, 1 MX-9577 TACAN Decoder, 10 PRC-90 Aircrew Survival Radio units were repaired and returned to service.

- 1 IFF APX 100 unit was tested and returned to an LCAC of ACU-4. Also, remanufactured a badly damaged cable for the FC's Communications Computer preventing an off-ship requirement and a CASREP.

- W/C 690 manufactured 4 RF BNC cables for 610. W/C 690 repaired wires for the LNR satellite to CCW receiver for C5I department and removed and replaced the wires for the failed switch to repair the 25 MM machine gun. Troubleshoot and repaired 2 combat display cards for C5I.

December 2006

- Conducted AIMD Facilities Inspection to document exact locations of mounted/installed furnishings and equipment, physical obstructions (piping, vents, etc.) also, to gather nomenclature, manufacturer, model/configuration, and serial number data on the significant installed equipment in each shop like HCTS, CASS, film processor, magnetic particle inspection unit, and the end result will provide an electronic snapshot of AIMD's spaces/facilities.

- Repaired a 15 pin AUI connector for the Data Management Processor in less than 1 day.

The DMP provides the color picture for the TAO and SWC consoles in CIC.

Because we are preparing for Ultra C, this system is vital to the training process and our certification.

- IMO3 Calibration Laboratory inducted, processed and calibrated over 2200 items in 2006, while maintaining readiness over 90%.

- AIMD DCPO's completed 2923 DC equipment 3M checks.

- IMO3 completed 1095 Surface 3M checks.

- AIMD IMO3 Battery Locker maintained over 50 batteries in the battery locker to support GSE, the Captain's Gig and RHIB.

- In 2006 AIMD'S Quality Assurance implemented the following LCP's: HAZMAT, Maintenance Training, QA, Tire and Wheel, Tool Control to be in accordance with the COMNAVAIRFORINST 4790.2 CH1, greatly enhancing mission readiness and aircraft availability for ESG Airwings.

- AIMD submitted the following NAMDRP reports:

QA Processed 3 TPDR's, 3 PQDR's, 1 EI, and 9 SE Misuse and abuse and Near Mishap Reports.

- AIMD CTPL restructured the entire aeronautical technical publications library, currently 70% complete with paper to digital publication conversion of over 1,000 publications using NATEC website and various other sources. This conversion has and will continue to streamline the work process for AIMD, cutting down on paper waste and storage space for the department.

- In 2006 IMO4 Division licensed 130 ships company personnel on various Support Equipment/Material Handling Equipment at the same time, generated new tests for the A/M26U-4A, and A/S32A-44.

- Managed 469 Support Equipment Custody and Maintenance records and the preventive maintenance cycles on 2988 IMRL assets. This resulted in flawless scheduling of over 3000 maintenance inspections, 450 Acceptance/Transfer inspections and the accurate reporting of AFAST NALCOMIS data to COMNAVAIRFOR on a weekly basis.

## AIMD CY 2006 AVIATION/ NON-AVIATION SUPPORT TOTALS

	AVIATION SUPPORT					NON-AVIATION SUPPORT				
	Mnhrs	Items	Proc.	MAFs	Proc.	Mnhrs	Items	Proc.	MAFs	Proc.
Jan	379.9	350	386	53.4	16	6				
Feb	589.6	320	354	78.5	67	10				
Mar	683.5	303	782	60.4	15	9				
Apr	987.0	295	300	25.3	18	11				
May	1413.5		349	359	169.8	28	18			
Jun	1007.0		389	397	175.1	26	18			
Jul	1327.5		353	385	172.7	44	12			
Aug	1313.7		422	447	100.5	42	17			
Sep	2188.6		469	491	258.8	59	37			
Oct	1518.6		377	405	101.1	42	14			
Nov	842.1	365	382	72.6	27	18				
Dec	575.3	307	343	28.6	21	14				
TOTAL		12826.3		4299	5031	1296.8		405		184

- AIMD personnel (AD1 █████) spearheaded a Tiger Team of 25 crewmen during the installation of over 20,000 Square feet of PRC Deck and sealant on the Main Deck, 02 Level and Officers Country.

- IMO3 personnel repaired and verified OTPS 5 and OTPS 8 for CNAF prior to shipping to the USS BOXER.

### ENGINEERING

Ship maintenance for February included repairs to the governor to 1A Forced Draft Blower, replacement of the demister pads and cleaned all stages of NR2 Evaporator, and resetting the Amerol pump stroke on NR 1 and 2 Evaporator. Additionally, ship's personnel spent over 250 man hours repairing remote operators throughout the ship.

Other maintenance included:

- Repacked 1A and 1B Main Feed Pump.
- Reset Amerol pump stroke on NR 1 and 2 Evaporator
- Replaced sight glass on hotwell for NR 1 Main Engine.
- Replaced RPI on Main Engine.
- Repaired inlet flapper valves to NR 1 Main Condenser.
- Replaced packing and flex on 150 psi auxiliary steam air ejector.
- Removed/installed three medical blood freezers.
- Fabricated and installed blood cell separators for Medical Department.
- Repaired critical freshwater washdown piping systems for Air Department in support of AVCERT preparations
- Repaired two Fuel Oil service strainers for FWD MMR.

- Replaced sight glass on hotwell for NR 1 Main Engine.
  - Repaired two Fuel Oil service strainers for FWD MMR.
  - Repacked 1B Main Feed Pump
  - Troubleshoot and repaired the governor to 1B Main Feed Pump.
  - Troubleshoot poor vacuum and heat exchange problems with NR 2 Evaporator which led to a 9 day repair and overhaul of NR 2 evaporator led by 3 tigers teams working 24 hours a day.
  - Replaced mechanical seal on NR 2 Evaporator distillate pump.
  - Troubleshoot and replaced Gland Seal Pressure transmitter.
  - Manufactured FWD and AFT Evaporator hydrostatic test pieces in support of repairs
  - Repaired travel limit contacts on Main Steam Stop.
  - Repaired overspeed trip on NR 4 SSTG.
  - Removed 6 self contained air conditioners from USS Trenton
- Sept
- Repaired and plugged leaking tubes in feedheater of NR 1 and NR 2 Evaporators. -----
  - Removed and replaced vapor gaskets in NR 2Evaporator.
  - Replaced NR 3 SSTG Turbine Throttle Valve hand wheel assembly.
  - Completed a voyage repair to 2B Main Condensate Pump.
  - Manufactured Aircraft Elevator Air Manifold, ballast hydraulic power unit pump coupling, bushing for NR 4 firepump and hotel steam flanges for ship's laundry.
  - Repaired 10 steam hanger bay heaters originally scheduled for 6A4 availability.
  - Repacked 1A Main Feed Pump
  - Resurfaced 1A forced draft blower valve.
  - Designed and manufactured serial tools for removal of water tight doors.
  - Performed repairs to 1 high pressure flex hose assembly.
  - Repaired NR 1, 3 and 5 cargo weapons elevator.
  - Rewired stern gate control restoring operability of the gates from stern gate control as well as well deck control.
  - Repaired 2B steering unit, STBD elevator locks, port elevator stations, 2 and 3 CMU's and RAS station saddle winches 1 and 4.
  - Replaced cyclone separator on NR 2 Evaporator brine pump.
  - Planed and removed four self-contained air conditioning units and associated equipment from USS Austin for install onboard USS WASP.
  - WASP technicians procured required materials and overhauled the STBD main propulsion shaft grounding system.
  - Troubleshoot and repaired auxiliary condenser hotwell level controller

Of particular note was the work conducted on WASP's evaporators, including emergency restoration conducted by ship's force during an emergency stopover at Signonella Bay, Italy, while en route to Iceland.

---

## 4. Supporting Reports

Supporting Reports are those reports required by other instructions that provide significant data about the command during the calendar year. These reports may be submitted “as is,” eliminating the need to duplicate information for this report that is already contained in reports prepared in response to other instructions and requirements. Examples include battle efficiency, safety and other award submissions, major staff or command studies, and end of cruise reports or briefs. For units engaged in or directly supporting combat, significant wartime or peacetime operations (named operations, non-combat evacuation operations, disaster relief or other humanitarian operations, etc.) or major exercises, enclosures may include, but are not limited to:

- a. Situation Reports
- b. Intentions Messages
- c. Operational Reports
- d. Operations Orders/Deployment Orders
- e. Operational Plans
- f. Personal For Messages
- g. After Action Reports
- h. Significant Electronic Message Traffic (outgoing/e-mail/chat)
- i. Battle Damage Assessments
- j. Casualty Reports
- k. End-of-Cruise/Deployment Reports
- l. Intelligence Summaries
- m. Major Exercise Reports

List below the items submitted, indicating the classification of each. Electronic reports should be in a Microsoft Office format (Word, Excel, Power Point, or Access), HTML, PDF, JPG, GIF, or plain text. It is unnecessary to convert non-electronic documents to electronic format. Submit electronic reports via e-mail or on CD-ROM as explained at the end of this form. Enclosures that do not exist in electronic format should be listed below and submitted in hardcopy in the same manner as a CD-ROM.

NONE

---

## 5. Published Documents

List below the published documents being submitted in either electronic or paper format, indicating the classification of each item. Documents to be submitted include cruise books, change of command programs, commissioning/decommissioning brochures, establishment/disestablishment/deactivation brochures, copy of command’s web site, news releases, biography of commander, welcome aboard brochures, newspaper articles, command studies, statistical data, etc.

Electronic documents should be in a Microsoft Office format (Word, Excel, Power Point, or Access), HTML, PDF, JPG, GIF or plain text. Documents in electronic format are to be submitted via e-mail or on CD-ROM as explained at the end of this form. It is unnecessary to convert non-electronic documents to electronic format. List any enclosures that are not electronic and submit in hardcopy in the same manner as a CD-ROM.

## Attached Files

---

## 6. Photographs

List below official photographs and any other command-generated media being submitted in either electronic or paper format. Photographs to be submitted include: official photo of commanding officer; recent photo of ship, aircraft, or facility; and photos of historic events associated with the command. Photographs submitted electronically should be in JPG, TIFF or GIF format. It is unnecessary to convert non-electronic documents to electronic format. Photographs in electronic format are to be submitted via e-mail or on CD-ROM as explained below. Enclosures that do not exist in electronic format should be listed below and submitted in the same manner as the CD-ROM. Also include any photographs covering operational strikes, battle damage (especially that sustained by own ship, aircraft, facilities or equipment), or other relevant photos relating to combat or deployment operations.

### Attached Files

---

#### Submit this Command Operations Report as follows:

Via e-mail, to one of the three e-mail addresses:

All air/aviation commands: aviationhistory@navy.mil

All ships: shiphistory@navy.mil

All other commands: archives@navy.mil

Place any attachments too large for transmission via e-mail on CD-ROM and send by an approved commercial courier, such as FEDEX or UPS. Check CDs for readability before submission to guard against corruption. Forward paper records included as attachments in the same manner. **Do not forward Command Operations Reports via U.S. mail, as all mail addressed to the Naval Historical Center is irradiated and will result in destruction of discs and damage to paper enclosures.** Address all shipments to:

Naval Historical Center  
(Attn: Ships History/Aviation History/Operational Archives) \*  
805 Kidder Breese Street SE  
Washington Navy Yard, DC 20374-5060

Submit **Confidential and Secret** Command Operations Reports electronically via SIPR-net e-mail to one of the three e-mail addresses:

All air/aviation commands: aviationhistory@nhc.navy.smil.mil

All ships: shiphistory@nhc.navy.smil.mil

All other commands: archives@nhc.navy.smil.mil

Place any **classified** attachments too large for transmission via e-mail on CD-ROM and send by an approved commercial courier, such as FEDEX or UPS. Check CDs for readability before submission to guard against corruption. Forward classified paper records included as attachments in the same manner. **Do not send attachments to the Command Operations Report via U.S. mail, as all mail addressed to the Naval Historical Center is irradiated and will result in destruction of discs and damage to paper enclosures.** Ensure all items are properly marked and wrapped.

Address all shipments to:

Naval Historical Center  
(Attn: Ships History/Aviation History/Operational Archives) \*  
805 Kidder Breese Street SE  
Washington Navy Yard, DC 20374-5060

Forward Command Operations Report enclosures containing **Top Secret** via courier to:

405130-BA 33  
NHC/AR Washington, DC

Forward Command Operations Report enclosures containing **Sensitive Compartmented Information (SCI)** via courier to:

449354-BA 31  
ONI/Suitland, MD

The inner wrapper should read: ONI Historian, ONI-ODB EXT 2975

Telephone numbers for the ONI Historian are DSN 659-4488/5901, Commercial (301) 669-4488/5901.

\* The attention line should read **Ships History** for all ships, **Aviation History** for all air/aviation commands, and **Operational Archives** for all other commands. Telephone numbers for these branches are as follows: Ships History Branch, DSN 288-6802, Commercial (202) 433-6802; Aviation History Branch, DSN 288-2321, Commercial (202) 433-2321; Operational Archives Branch, DSN 288-3224, Commercial (202) 433-3224.