

Classification (when filled in): UNCLAS

## Command Operations Report

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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.

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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. See instructions appendices for assistance in compiling and on submitting this form and any attachments.

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. Photographs submitted electronically should be in JPG, TIFF or GIF format.

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### 1. Command Data (Boxes will expand as information is typed)

Name of your Command or Organization: USS WASP

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

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

Last: TEETS First: BRIAN M.I.: T Rank: CAPTAIN

Date Assumed Command (date format YYYY-MM-DD): 2013-07-18

Mission/Command Employment/Area of Operations:

Mission: Embarkation, deployment, landing, and support of a Marine Landing Force. Specifically designed to accommodate Air Cushion Landing Craft (LCAC), a full range of Navy and Marine Corps helicopters, conventional landing craft, amphibious vehicles, Osprey MV-22 Tilt Rotor aircraft, Harrier II AV-8B STO/VL jets, and Medical/Dental facilities capable of providing intensive medical assistance to 600 humanitarian or combat casualties.

Command Employment: Joint Strike Fighter (JSF) ship alterations, USMC training availability with 2<sup>nd</sup> MEB, JSF Developmental Testing, CNO Availability.

Area of Operations: Western Atlantic / CONUS

Permanent Location (Home Port for deployable units): NORFOLK NAVAL STATION

Immediate Superior In Command:

Operational: COMPHIBRON 6

Administrative: COMNAVSURFLANT

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): N/A

Type and number of Aircraft Assigned and Tail Codes, if applicable: See Attached Files

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

ESG-2, ACU-4, HSC-28, HSC-26, VX-23

Number of Personnel Assigned:

Officers: 78    Enlisted: 911    Civilian: 0

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

Name (Rank, First Name, Middle Initial, Last Name): LCDR [REDACTED]

Job Title/Office Code: METOC

E-mail (both classified and unclassified, if available): [REDACTED]

Phone number(s): 757-443-7520

Command Mailing Address: USS WASP

FPO AE 09556-1660

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## 2. Commander's Assessment

2013 can be summarized by a flurry of mid-year operational activity sandwiched by significant maintenance periods. By any account, the highlight of the year for WASP was a three week underway period in August during which we embarked two F-35B Lightning II, Joint Strike Fighters (JSF), a large contingent of military and civilian personnel and conducted nearly 100 landings and takeoffs as part of a complex Developmental Test agenda. Every action of the year leading up to this Developmental Test was in preparation for its successful execution.

From January to May, we found ourselves pierside Norfolk conducting what we termed "Super CMAV". This six month maintenance period started in November 2012 and did not officially end until Sea Trials in early June. June and July were spent re-certifying and training in preparation for what was to become a highly successful Joint Strike Fighter test event.

Immediately upon returning to port in the closing days of August, the crew shifted gears as WASP entered a 12 month CNO Availability in early September. Entering drydock Titan at BAE Systems Norfolk in mid-September, WASP remained in dock at years end. This particular availability period is perhaps the most complex and most important that any LHD or LHA has ever conducted. By replacing an outdated and decertified combat system, this availability will return WASP to the operational deployment cycle. In addition to this important combat systems upgrade, significant ship modifications to support JSF embarkation are being made and an outdated ship's computer network is being replaced by CANES, the Navy's next generation tactical afloat network.

When I reflect about 2013 and WASP, the strongest theme that comes to mind is preparation. The crew worked hard this year to prepare the ship for Joint Strike Fighter testing. JSF testing was itself a preparation for the future operational capability of the F-35B. And finally, the drydock availability that closed out the year is preparing WASP to return to operational primacy. In the decades of operational service that LHD-1 has remaining, it will be the work of 2013 WASP Sailors that laid the foundation for her future achievements. Many years from now, when I read of WASP and her operational exploits, I will be grateful that good fortune and providence enabled me to Command such a crew at such a critical time in WASP's life.

## 3. Chronology

31 Jan – Fast Cruise

03 Feb – Radiography testing conducted in FWD MMR

11 Feb – Ammo Onload

20 Feb – Flooding in compartment 02-81-5-L (ruptured pipe)

27 Feb – HVU C set due to Exercise Citadel Shield. Visit by MARFORCOM.

28 Feb – Fast Cruise

05 Mar – Steam leak in Crew Galley

24 Mar – Flooding in Compartment 2-47-2-L

02 April – Launched and recovered RHIB

11 April – Raised then lowered STBD Anchor / Fast Cruise

19 April – SURFLANT onboard for visit/tour / Toxic gas leak (Freon) from sight glass receiver in AMR / ESG 2 onboard for visit

01 May – Flooding (6 in of water on deck) in 02-51-3 due to ruptured pipe.

13 May – Fires lit #2 Boiler.

15 May – Fires lit #1 Boiler  
16 May – Pulled fires from #1 and 2 Boilers.  
17 May – Visit by Philippine Ambassador.  
23 May – Fast Cruise.  
30 May – Commenced Underway Checkoff List.  
31 May – Fires lit #1 and #2 Boilers.  
02 Jun – Steering checks completed.  
03 Jun – Underway from Pier 10 – conducted Nav Checkride. Lost fires NR 2 Boiler. LCAC ops with Hopper 83.  
04 Jun - Fires lit NR 2 Boiler. MOB drill. Conducted CIWS/25MM/40MM shoot. Soot Blow on NR 1 and NR 2 Boiler. Conducted Boiler Flex.  
05 Jun – RAS with USNS BIG HORN. Streamed Nixie. Conducted Ballasting.  
06 Jun – Conducted Anchor Drop Test. Conducted DTE. ULM-4 Range. Soot Blow NR 1 and NR 2 Boiler.  
07 Jun – Entered port NAVSTA Norfolk Pier 7 Berth 1.  
19 Jun – Class C fire in Load Center 37.  
21 Jun – Fires lit NR 1 and NR 2 Boiler. Major Lube Oil Leak NR 2 Boiler.  
24 Jun – Underway from NAVSTA Norfolk. Flight Ops with  
Charger 35/Bay Raider 47. AV-8 Flight Ops (Stone 7/8/9)  
25 Jun – Flight Ops Bayraider 53, Thunder 12/16, NVD ops with Oasis 05/13.  
26 Jun – CIWS Pacfire. Admin GQ. Flight Ops.  
27 Jun – Small Arms GUNEX. Flight Ops with Dragon 40. SAR Det Flyoff.  
28 Jun – Soot Blow NR 1 and NR 2 Boiler. Entered port NAVSTA Norfolk, Pier 12, Berth 1.  
18 Jul – Change of Command  
19 Jul – Lit off NR 2 Boiler  
22 Jul – Underway from NAVSTA Norfolk. LCAC Ops to receive Hopper 85 and 78. Flight Ops to receive Bay Raider 41 and 46, and AV-8s.  
23 Jul – Soot Blow NR1/2 Boiler, LCAC Ops/Flight Ops  
24 Jul – LCAC Ops/Flight Ops, visit by MAG 14 CO  
25 Jul – LCAC Ops/Flight Ops  
26 Jul – Anchored in Onslow Bay, LCAC Ops/Flight Ops  
27 Jul – Anchored in Onslow Bay, RHIB Ops, Flight Ops  
28 Jul – Nixie Stream  
29 Jul – RHIB Ops, LCAC Ops with simulated emergency LCAC recovery, Flight Ops  
30 Jul – CIWS PACFIRE/TDU Shoot, Conducted Boiler Flex NR1 Boiler, Flight Ops for AV-8s and MV-22s  
31 Jul – Soot Blow MR1/2 Boiler, UNREP with USNS BIG HORN, Flight Ops, Boiler Flex NR 2 Boiler, Full Power Run, conducted steering checks  
01 Aug – LCAC Ops to send Hopper 85 and 78 ashore. Enter port NAVSTA Norfolk.  
05 Aug – Ammo onload.  
08 Aug – Burial at Sea remains received onboard.  
09 Aug – Lit off NR1/NR2 Boilers.  
12 Aug – Underway from NAVSTA Norfolk. Flight Ops to receive Bay Raider 41/53 and F-35B Lighting 61/65. CQs for Lighting 61/65.  
13 Aug – GUNEX M240, MOB for mustering, Flight Ops for JSF.

14 Aug – ESG 2 arrives onboard. Flight Ops for JSF – First F-35B night landing on ship.  
15 Aug – Burial at Sea. Flight Ops for JSF.  
16 Aug – Flight Ops for JSF, RHIB ops to receive MEDEVAC patient from USNS GRASP.  
17 Aug – GQ for Zebra checks, Flight Ops for JSF.  
18 Aug – Flight Ops for JSF, NIXIE stream.  
19 Aug – NIXIE stream continued, Flight Ops for JSF, M16 gunshot.  
20 Aug – Flight Ops for JSF.  
21 Aug – Flight Ops for JSF, Swim Call.  
22 Aug – VERTREP with USNS W. McLean, Flight Ops for JSF, MV-22 ops for VIPs.  
23 Aug – Flight Ops - JSF and VIPs.  
24 Aug – Flight Ops for JSF, CANX CIWS shoot for power failure.  
25 Aug – Flight Ops for JSF.  
26 Aug – General Quarters – TSSE, Flight Ops for JSF.  
27 Aug – CIWS/25 MM shoot, VIP visit (Commandant of Marine Corps), Flight Ops for JSF.  
28 Aug – Flight ops – Media visit.  
29 Aug – Flight Ops – aircraft fly-off.  
30 Aug – Return to NAVSTA Norfolk, pier 10.  
04 Sep – YD Crane alongside, JSF (Lightning 65) loaded onto barge from ship.  
10 Sep – ESG-2 Change of Command held onboard.  
15 Sep – STBD Anchor housed.  
17 Sep – Conducted Nav Brief for dead stick move. Heads and Potable Water secured.  
18 Sep – Dead stick move from NAVSTA to BAE. Ship docked in Titan Dry Dock.  
23 Dec – Toxic gas reported in 1-67-1-C due to Freon leak.

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#### 4. Narrative

The beginning of January 2013 found USS WASP in the middle of a five month Continuous Maintenance Availability (CMAV). Regularly scheduled maintenance was a focus of this CMAV, including a 5 year inspection on the aft boiler and an 18-month inspection on the forward boiler. However, for all the work being done, the crew was already looking forward to Summer operations with the F-35B Lightning II, Joint Strike Fighter (JSF). The initial preparedness included a contracted work with BAE Systems to upgrade the ship's flight deck in support of the F-35B. Even though the operations with the F-35B were not to occur until July, the crew knew it was coming and started to prepare for at sea operations with the first of many Fast Cruises conducted on January 31. Crew members spent many of their off duty hours participating in the Volunteer Service Program (VSP) led by the Chaplain Department. During January and February, USS WASP VSP team took 42 sailors to participate in the Extreme Makeover Home Hampton Roads Edition.

The month of February brought a few minor highlights. Duty section training was put to the test for Exercise Citadel Shield conducted from 25FEB- 01MAR. Rear Admiral Thomas, Commander, Surface Forces Atlantic (SURFLANT) paid a visit to the Food Service Division on February 25 to present the 2013 Edward F. Ney Award for Large Afloat Category. On 27FEB, Commander, U.S. Marine Corps Forces Command (COMMARFORCOM) paid a visit to USS WASP to view the progress on upgrades to the ship for the F-35B. That same day WASP set FPCON C as

she was one of the high value units for Exercise Citadel Shield. The following day, the entire crew participated in a Fast Cruise to prepare for a Summer at sea. Earlier in the week, the Inport Emergency Team tested their skills, fighting a casualty caused by a ruptured potable water pipe.

The month of March found WASP Sailors continuing to put the nose to the grindstone as tensions were building to meet deadlines of the impending June underway periods. Two minor casualties tested the resolve of the Inport Emergency Team. On 05MAR there was a steam leak in the galley, and on 24 MAR another ruptured pipe caused minor flooding.

April 11<sup>th</sup> the crew held another Fast Cruise. Deck Department was all in as they raised, then lowered the starboard anchor. Air department conducted Air 1.1 on April 8 and 9. Another milestone met by Air Department in April was the completion of the Aircraft Firefighting Shipboard Team Trainer in Pensacola, FL. From April 15-19 the 26 Crash Division Sailors, led by the Division Officer and the Aviation Boatswain battled a closed book examine and live drills to score above the fleet average for aircraft carrier ships, with a 98% overall course completion score.

April also saw a visit from SURFLANT and the Commander of Expeditionary Strike Group 2 (ESG2) on April 19. The two commander's, the former having administrative control of WASP and the latter having operational control, stopped by to view completed milestones from the CMAV. The CMAV officially concluded on 30APR2013. USS WASP Sailors expended over 100,000 man hours during the \$122 million dollar CMAV.

A successful boiler light off was the focus during the month of May. The Afloat Training Group (ATG) came by May 6-10 for the Light Off Assessment (LOA). After passing the arduous LOA, it was time to light fires, boiler number 2 was first on 13MAY and then boiler number 1 on 15MAY. Both fires were then pulled on 16MAY. On 23MAY, Sailors conducted another Fast Cruise to ensure everyone knew their duties and responsibilities before the schedule underway on 03JUN.

The next step towards getting underway in August for F-35B testing was Aviation Certification (AVCERT). AVCERT was conducted from 28MAY-01JUN. The divisions of V-1, Crash and Salvage, V-3 and V-4 were all put to the test that week. Crash and Salvage alone executed 47 successful competency exercises. The combined efforts of all of these divisions led to unrestricted AVCERT and Air Readiness Qualification. USS WASP was ready to go out to sea once more after 7 months pier side. Fires were lit in both boilers on 31MAY for a 03JUN departure.

On June 2<sup>nd</sup>, steering checks were completed. Departing from Pier 10 on the morning of June 3<sup>rd</sup> the WASP was finally underway for Sea Trials in the Virginia Capes (VACAPES) Operating Area. Many evolutions were conducted during the Sea Trials week. The ship was ballasted for LCAC Operations, an anchor drop test was conducted, and a test of the CIWS, 25MM guns, and the 40MM gun saluting battery. The AN/SLQ-25 Nixie, towed ASW decoy device, was streamed that week providing the Combat Information Center (CIC) team and the bridge watch team with much needed proficiency training. All of the events culminated with a replenishment at sea conducted on 05JUN with the USNS BIG HORN. Sea Trials were a success. On 07JUN was moored at Naval Station Norfolk once again, this time at Pier 7.

During the academic Summer months WASP hosted 282 Midshipman from the Naval Academy and NROTC units. This is more than any other ship on the Norfolk water front. The first group of 48 midshipman arrived on 29MAY for 3 weeks of participation in every aspect of shipboard operations, including the Sea Trials underway.

In addition to their efforts that supported the ship at sea, Supply Department had also been focusing their attention for the last several months on the Navy's Supply Management Certification (SMC). The week of June 10-17 had numerous inspectors from ATG on board looking at the Supply Department's current condition, administration, accountability, and operation of its logistics support. The graded areas included general stores, aviation stores, food service, retail operations and postal operations. The department had an overwhelming success, passing the SMC.

With the ship now proven to be sea worthy, it was time to certify the flight deck with AIR CERT. On 24JUN, the ship was back underway into the VACAPES with flight operations involving MH-60 Seahawks and AV-8B Harriers from HSC-28 and VMA-223 respectively. June 24-27 had the ship's flight deck taking 211 landings and launches, including over 75 with Night Vision Devices (NVG). This set of flight ops would certify WASP's flight deck, air traffic control center, and air traffic control tower to handle landings from other aircraft on future underway periods during 2013.

The late June underway was also a time to welcome 55 more Midshipman for their Summer Cruise. The Combat Information Center (CIC) team including the Fire Controlmen participated in a Detect to Engage (DTE) exercise on 26JUN. This live fire exercise involved the shooting of a Towed Drone Unit (TDU) behind a Lear Jet with the CIWS. Over 400 man hours of maintenance, rehearsals, and repairs ensured success. After an eventful week the ship pulled into Naval Station Norfolk, moored to Pier 12, on June 28.

The inport week of July 15-19 would allow for USS WASP to host the pier side exercise, Trident Warrior 2013. Trident Warrior was the time for SPAWAR, NAVSEA, and SURFLANT to come together and test the systems of tomorrow on a ship of today. This performance test and evaluation is done every year and is invaluable to the future of our Navy's systems afloat.

On July 18, 2013, Captain Gary Boardman read his orders. He had a very successful tenure as the Commanding Officer of USS WASP. Captain Boardman's next set of orders would take him to the Joint Expeditionary Base Little Creek, Norfolk, VA to be the Chief of Staff for ESG-2. Captain Brian T. Teets read his orders, he was now the Commanding Officer. Several weeks earlier, Captain Kurt Kastner had relieved him as Executive Officer.

The 21<sup>st</sup> of July would find 119 more Midshipmen crossing the brow to board the WASP. These Midshipmen got to experience the ship for its intended purpose. The crew would not miss a beat due to the Change of Command, and on 22JUL the ship was back out to sea. This time the ship would onload LCAC H-78 and H-85 off the coast of Virginia Beach and head south to Onslow Bay. For a week the WASP would conduct unit level training with Marine assets, both air and ground. VMA-223 conducted flight operations qualifying its pilots to land on a flight deck while ACU-4 would practice delivering Marines to the beach with its LCACs. The most unique event of the week was the practice recovery of an LCAC with dual engine failure. This involved the deck department conducting small boat operations to deliver the tow cable to the disabled LCAC and then towing in the LCAC with a deflated bladder. This was the first time for many WASP sailors to conduct such an evolution. One run of LCAC operations from the beach on July 27 delivered 60 MIDN from NROTC units around the country for a one week exposure to Amphibious Warfare. Other significant operations of the underway involved another Nixie Stream, CIWS TDU shoot, a boiler flex, a full power run, and steering checks. On 01AUG both LCACs were sent ashore and the WASP would find herself moored at Naval Station Norfolk once again.

Planned events for the next underway period involved a burial at sea and ordnance drops from an F-35B Lightning II, in preparation, the first week of August consisted of an ammo onload for the weapons department and an onload of the deceased for the burial at sea. The last underway of the year would begin on August 12. This day would start 18 days of the highly anticipated Developmental Testing II (DT2) for the F-35B Lightning II. The Commander of Expeditionary Strike Group 2, RDML Anne Phillips would ride her Flag Ship for much of that event.

Operations over the next three weeks would take WASP in search of high winds as the DT-2 team of engineers and pilots tried to widen the take off and landing envelope. DT-2 testing also led to the qualification of additional fleet pilots for both day and night carrier landings. This was a historic mission for the F-35B test team as it was the first time night landings of this aircraft would be conducted on a ship. Weapons Department personnel assembled 36 GBU-12 Laser Guided Bombs, 12 GBU-32 Joint Direct Attack Munitions and configured 6 CATM-120 missiles in support of weapon system load system testing and the development of the STOVL flight parameters. These efforts directly supported the testing of the versatile capabilities of the new F-35B Lightning aircraft. USS WASP's Aviation Ordnancemen were the first in the fleet to assemble and deliver weapons to the F-35B onboard any naval vessel, and were instrumental in the first ordnance drops from a shipboard platform.

On August 22<sup>nd</sup>, following a VERTREP conducted with the USNS William McLean, WASP welcomed several VIPs to the ship. Those involved in Program Management, including LtGen Schmidle, Deputy Commandant for Aviation. A 60 Minutes film crew also came out that day to do a story on the F-35B for their weekly television show. Testing of the F-35B continued for another week until it was time to show off the aircraft's capabilities. The Commandant of the Marine Corps flew out to WASP on August 27. The 28<sup>th</sup> of August was a day set aside for media observations. After a successful mission, it was time to head home. Unfortunately, one of the two F-35B aircraft was not operable on the day it was supposed to fly home. Dry Docking Planned Maintenance Availability (DPMA) contract obligations required the WASP to return to port without delay. USS WASP returned to Naval Station Norfolk on 30AUG with one F-35B still on board. It was craned off on 04SEP and trucked to a nearby hangar for completion of its maintenance requirements before the plane could fly back to NAS Patuxent River, MD.

September was a very fast paced month for the crew. It began with the crane off of the F-35B on September 4. The very next day the crew commenced preparations for the ESG-2 Change of Command which took place on September 10 in ship's hangar. One week later the ship was moving for what would be a very long, shipyard maintenance period. On September 18, 2012, WASP would leave her homeport of Naval Station Norfolk and head south, up the mouth of the Elizabeth river to the BAE Shipyard Facility in South Norfolk for a 12 month Docking Phased Maintenance Availability (DPMA).

The DPMA is a major milestone for USS WASP. Many regularly scheduled, contracted, maintenance items will take place as well as many modernization upgrades to return WASP to the fight.

## **5. Supporting Reports (Refer to specific guide for Ship/Shore/Aviation or Fleet Command)**

See Attached CD Files

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## 6. Published Documents

See Attached CD Files

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## 7. Photographs

See Attached CD Files

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### Submit this Command Operations Report as follows:

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