



DEPARTMENT OF THE NAVY  
USS TICONDEROGA (CG-47)  
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From: Commanding Officer, USS TICONDEROGA (CG 47)  
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Encl: (1) USS TICONDEROGA (CG 47) Command History for 1983

1. In accordance with reference (a), enclosure (1) is submitted.

  
R. G. GUILBAULT

**COMMAND HISTORY**  
**USS TICONDEROGA (CG 47) - "First and Formidable"**  
**Commissioning (22 January 1983) through 31 December 1983**

Captain Roland G. Guilbault, USN, is Commanding Officer of USS TICONDEROGA (CG 47). Prior to the ship's commissioning he was Commanding Officer of the ship's Pre-Commissioning Unit. (Addendum 1)

TICONDEROGA is the lead ship of the Guided Missile AEGIS Class Cruisers, the first surface combatant equipped with the AEGIS Weapon System. TICONDEROGA brings to the Battle Group tremendous multi-warfare capability which strengthens the groups operational effectiveness, defense and survivability. TICONDEROGA's primary warfare areas are: Anti-Air Warfare, Anti-Surface Warfare, Anti-Submarine Warfare, and Command and Control.

TICONDEROGA was constructed at Ingalls Shipbuilding, Pascagoula, MS in just under four years. Built on a Spruance class hull measuring 563 feet, with a beam of 55 feet, TICONDEROGA displaces 9600 tons. In addition to the AEGIS Weapons System, she carries an impressive array of weapons and electronic equipment: two Phalanx Close-In-Weapon Systems; two 5"/54 MK-45 guns; two MK-26 Guided Missile Launching Systems; two Over-The-Side Triple-Barrel Torpedo Launchers; Anti-Surface Harpoon missiles; Anti-Submarine Rocket Torpedoes (ASROC); AN/SLQ-32 (V3) Electronic Counter Measures System; Super Rapid Blooming Chaff Launchers and LAMPS.

Authorized in Fiscal Year 1978, TICONDEROGA's keel laying ceremony took place on 21 January 1980. On 25 April 1981 she was launched. The following month, on 16 May 1981, the First Lady, Mrs. Nancy Reagan, the ship's sponsor, christened USS TICONDEROGA (CG 47) with some 9000 military and civilian dignitaries present including Plankowners and their families, Big "T" Association members and Ingalls employees. Following a year of outfitting, extensive testing and crew training the "First and Formidable" AEGIS Cruiser was brought to life. Starting in July 1981 through November of that year the nucleus crew arrived in Pascagoula and began certification. Sea trials were held in May, August and November 1982. During the second sea trial, TICONDEROGA and her nucleus crew accomplished an unprecedented "Navy First." She flexed her muscles six months prior to commissioning, successfully firing every weapon system including: 11 blast test vehicles from her launchers, 140 rounds of 5-inch munitions, 800 rounds of CIWS 20 MM ammunition, 12 rounds of SRBOC, two anti-Surface Harpoon Blast Test Missiles and two Standard Surface-to-Air Missiles against live drone air targets launched from Eglin Air Force Base Missile Range.

Enclosure (1)

The Balance Crew of TICONDEROGA, which had been organized and trained under the direction of the Prospective Executive Officer, CDR P. W. Bulkeley, at Fleet Training Center, Norfolk, Virginia, TICONDEROGA's future homeport, reported to the shipbuilding yard in Pascagoula, MS on 1 November 1982. Delivered to the Navy on 13 December 1982, TICONDEROGA and her crew began intensive preparations for commissioning on 22 January 1983 and final events to insure "TICO" was "Combat Ready" by that date. Captain Guilbault took command and commented that TICONDEROGA would be dedicated to combat system excellence manned by "true professionals and winners". Among those in attendance were Secretary of the Defense, Chief of Naval Operations, Commander-in-Chief U. S. Atlantic Fleet, Commander Naval Surface Force Atlantic, The AEGIS Ship Building Project Manager, Commander Cruiser Destroyer Group Eight TICONDEROGA's Group Commander, President of Ingalls Shipbuilding and many other military and civilian national and community dignitaries.

Just prior to departure from Pascagoula, MS, the ship's engineers along with the at-sea and inport fire parties and Medical Department personnel, and supported by all TICONDEROGAMEN flawlessly completed the Propulsion Light Off Exam (LOE). TICONDEROGA departed Pascagoula, MS at 0759 on 14 February 1983 on her maiden voyage and shakedown cruise. After leaving the Gulf of Mexico and commencing operations in the Atlantic Ocean, TICONDEROGA completed her first underway replenishment. The fact that it was in sea state 5 weather conditions may have been indicative of the challenges ahead. Receiving fuel from USNS NEOSHO in those conditions was in Captain Guilbault's words "...a demanding test of both the seakeeping ability of TICONDEROGA and of the crew's seamanship." Both responded extremely well. The Master of the NEOSHO had these fine words on the occasion of the TICONDEROGA first UNREP,

"The professionalism and outstanding seamanship of the officers and crew of TICONDEROGA was evident in every phase of the unrep evolution. This was outshone only by their enthusiasm."

Off the coast of North Carolina, the ship then completed an intensive Helo certification landing program and general operations including Dynamic Interface Tests of CNO project K176, SH-2 and SH-3 Day/Night Operation certifications, HIFR, Hot Refueling certification, and Vertical Replenishment training and certification. During this period of operation TICONDEROGA logged 163 SH-2 and 92 SH-3 landings and take-offs.

Next, a five day visit was conducted in Charleston, SC. Many fleet sailors visited "TICO" during her stay at the Naval Station, anxious to see first hand the new technology she possessed. They

were impressed with the operational potential they found in (CG 47). The next two days were then involved with ammunition loadout at Naval Weapons Station Charleston.

Following weapons loadout in Charleston, SC, CG 47 began weapons and crew training at various locations along the Eastern seaboard and in the Caribbean. During a working stop in Fort Lauderdale, FL, TICONDEROGAMEN successfully passed a required Training Readiness Exam (TRE) and were certified ready for Refresher Training (REFTRA) Exercises which would follow in Guantanamo Bay, Cuba. Leaving Fort Lauderdale, TICO headed for the Tongue of the Ocean in the Bahamas and completed Weapon System Alignment Tests (WSAT) at Atlantic Fleet Underwater Test and Evaluation Center (AUTEC). During these tests, TICONDEROGA worked with USS STURGEON (SSN 637), P-3 Aircraft from NAS Jacksonville, FL and completed a 10 hour ASW exercise, a passive target motion analysis, passive/active sonar testing, evaluations and quiet ship testing. Two over the side torpedoes and four Anti-submarine Rocket launches were made.

From AUTEC, TICONDEROGA headed for Naval Station Roosevelt Roads, Puerto Rico, for more Combat Systems testing and training evaluations. While in the Puerto Rico operational area TICONDEROGA performed superbly and provided the benchmark for future performance of the AEGIS Weapon System. Prior to leaving the Puerto Rico area TICONDEROGA impressively completed Combat System Ship's Qualification Trials (CSSQT) and Follow-On Test and Evaluation Trials (FOT&E). According to RADM Carter, Commander, Operational Test and Evaluation Force, during FOT&E,

"TICONDEROGA demonstrated formidable warfare capability under threat test environments that would have totally overwhelmed any other ship in the fleet today."

He went on to say,

"The dedicated FOT&E of TICO involved the most intensive, short-of-war operational testing of a surface ship in the history of our Navy."

During the tests, TICONDEROGA detected, identified, and fired on seven extremely stressing presentations including unaugmented AQM-37C, BQM-34E, BQM-34s drones and a P-3 launched Harpoon. On completion of these trials RADM Carter sent the following message to TICONDEROGA:

"Last week's operations represented the most intensive short-of-war operational testing of a surface ship in the history of our Navy. TICONDEROGA's hospitality and efforts under arduous conditions displayed a high state

of morale and esprit de corps that is the hallmark of outstanding leadership. As I hauled down my flag I had to remind myself that I had just tested a ship and crew that had only been in commission less than three months. In that light, an incredible demonstration of professionalism. My sincere appreciation and admiration to entire ship's company."

Four weeks later TICONDEROGAMEN proved again that they and their ship were "First and Formidable" by completing Refresher Training (REFTRA), at Guantanamo Bay, Cuba, in record time shaving two days off the scheduled 25 days period with an overall Operational Readiness Exam (ORE) grade of 95. Simultaneously the ship and crew completed a discrepancy free Nuclear Weapons Acceptance Inspection (Nwai) with the comment of "best ever in 13 such inspections I have participated in as chief inspector" and the Operational Propulsion Plant Examination (OPPE) in minimum time while validating all watchteams present. On completing REFTRA, TICO sailed back into the Puerto Rico operating area for Naval Gunfire Support (NGFS) qualifications. These qualifications were scheduled for two days. In less than 6 hours on-range time, TICONDEROGA qualified with a score of 94.5. This was followed by ASW action at AUTEK where TICONDEROGA achieved the impressive grade of 95% in ASW action thus completing all shakedown training requirements. Overall, TICONDEROGA's first cruise was an unqualified success with the "Shield of the Fleet" proving its worth.

Homecoming! For the first time since the ship was commissioned, CG 47 reached her homeport, Norfolk, VA on 3 June 1983. TICONDEROGA had thus been away from home the first 132 days of her commissioned life. It was a welcomed opportunity to get reacquainted with families and an opportunity, although too brief, to catch our breath from the hectic underway evolutions of the past four and a half months. From 27 June through 1 July 1983, the ship completed extremely successful Final Contract Trials with RADM Bulkeley, USN, President Board of Inspection and Survey, embarked. In his quick look report he stated, "Thorough and accelerated completion of all trial events is due to exceptional level of crew training and professionalism..." Prior to departing for PSA in Pascagoula, TICONDEROGA stopped at Naval Weapons Station Yorktown for weapons offload. Several families were able to come aboard and ride the ship up the York River to the station.

The Press consisting of Mr Peter R. Rowe from the Norfolk News Journal, Mr James J. Bencivenga from the Christian Science Monitor and Mr. Fred Hiatt from the Washington Post came aboard to make transit to Pascagoula, MS. All papers covered follow-up articles on the ship from their observations with TICO receiving Front page coverage in Washington Post, 25 July '83 edition. In addition to

the press, the transit to Pascagoula, MS permitted us to host a Tiger cruise where 24 fathers and sons of TICONDEROGAMEN were able to come aboard for this 12 - 16 July cruise. However this transit to Pascagoula, brought TICO a very sad event with the loss of one of her crewmembers. OSSR L. C. Norton disappeared overboard in the hours of darkness off the coast of North Carolina. After an extensive search and rescue effort consisting of a variety of Navy and Coast Guard units, the TICO plankowner was declared "lost at sea".

Post Shakedown Availability (PSA) and Pascagoula! During PSA Ingalls proved once again that hard work and long hours were the norm in completing TICO's work package which fine tuned her to the present high state of readiness. TICO's skipper wrote "short of war performance" from her Ingalls shipyard workers set another record for jobs completed on time in an unprecedented 6 week period. After PSA, CG 47 transited to Charleston, SC for ammunition loadout, shaking out the operational bugs after six weeks in the shipyard. Aboard during the transit was Vice Admiral Carr, Deputy CINCLANTFLT, who was familiarizing himself with TICONDEROGA's capabilities and characteristics. From 3 - 6 September 1983, CSSQT and FOT&E Exercises were conducted off the coast of Puerto Rico. TICONDEROGA then supported USS INDEPENDENCE during her Operational Readiness Evaluation 7 - 9 September. Next it was READEX 2-83, 10 - 14 September 1983, where TICONDEROGA officially joined the Fleet and demonstrated to the Battle Group, first hand, the combat system excellence of the AEGIS Combat System. TICONDEROGA's command and control was superb. She directed the firepower for all Battle Group Units. Missiles were successfully fired at all targets. TICO's READEX performance was summarized by the Commander Second Fleet's message;

"In the coming days and weeks, you will see a lot of well deserved praise. Do not let it go to your head. Your performance was what was expected. Anything less would have been unsat. We already know the AEGIS Weapon System is indeed wondrous. However, whether or not TICO brings to the Battle Force the margin for victory will depend not on machines but on the sailors of TICO. TICO as an AEGIS platform will not revolutionize the way the Battle Force fights. It is how TICO integrates into the whole that will make the difference. And you, the officers and men of USS TICONDEROGA, have the burden to make that happen. You must take the lead, steam in the van and where necessary, take the heat. If everything goes well and there are no rocks in the road, you are not pushing hard enough. You must be teachers, counselors, movers and shakers. You must persuade and cajole. You must be humble with others who try hard. You must succeed. In READEX 2-83, you made a fine start. AEGIS ate everything

in sight and your weapons system spit it out. But more important, you contributed enormously to the success of the whole. You succeeded where I say you must succeed. You coached other units. You worked the link and communications problems. You were a team player. That, sailors of TICO, is where you deserve praise and is the standard by which this Fleet Commander will measure you. You passed your first test with flying colors. BRAVO ZULU."

On completing Readex, TICONDEROGA spent two days conducting a Fire Power demonstration and final OPEVAL tests off Roosevelt Roads, Puerto Rico. This capped off a very demanding operational tempo of testing and training following commissioning. Addendum 2 summarizes some statistics in this regard.

TICONDEROGA returned to Norfolk on 20 September 1983 for Pre-Overseas Movement (POM) preparations. During the thirty days prior to departure for her first Mediterranean deployment, the ship hosted the Secretary of the Navy for a one day cruise in the VACAPES Operating area. The highlight of this period for TICONDEROGA families was the dinner dance held at the Chamberlin Hotel where wives and dates made the evening an attractive affair and even parents traveled from distant states to join the festivities.

Deployment! On 20 October 1983, TICONDEROGA set sail for her first extended deployment. She was a part of the USS INDEPENDENCE Carrier Task Force under the tactical command of Rear Admiral R. C. Berry, Commander, Cruiser Destroyer Group EIGHT. During the transit period the INDEPENDENCE and a small group of escorts were diverted to Grenada by Commander, U.S. Second Fleet. TICO's skipper immediately assumed the duties as Officer in Tactical Command of the remaining 13 ship Battle Group ships while continuing East to join the Sixth Fleet. Gale force winds and seas were the norm for the transit putting TICONDEROGA through her seaworthiness paces and totally dispelling journalistic rumors that she in some way might be lacking in seaworthiness.

At the Azores, TICONDEROGA detached and proceeded independently to Portsmouth, England, her first European port visit. On arrival at Southsea Castle TICONDEROGA initiated a 21-gun salute which was returned by the Royal Marine Guard at the entrance to the harbor. While in England the ship was toured by hundreds of British Naval officers and members of the Ministry of Defense. Official visitors included Commander in Chief Fleet, VADM Admiral Anson; Flag Officer Portsmouth, RADM J. C. Warsop, officers from the Royal Naval College Greenwich, USCOMEASTLANT, VADM Holcomb, RADM R. J. A. Fitch, RN, and over 500 other officers and civilian representatives

of Great Britain. VADM Holcomb, Deputy CINCUSNAVEUR characterized TICONDEROGA's visit with this message:

"USS TICONDEROGA's visit to Portsmouth early this month (Nov 83) was important and successful. The ship hosted numerous dignitaries, including CINCFLEET, and stimulated a great deal of professional interest. Each evolution reflected the highest degree of command attention and crew support. Feedback from visitors was most positive and indicate that the visit did much to enhance relations with our allies. The ship sparkled, the crew looked great. Good to have such a proud bunch of professionals on the team."

The day after Inchop at Rota, Spain, TICONDEROGA joined the USS INDEPENDENCE, USS CARON and USS MOOSBRUGGER. The following morning the four ships transited through the Straits of Gibraltar and joined the Sixth Fleet. Rear Admiral Berry broke his flag aboard TICO and assumed duties as Anti-Air Warfare Commander for the Sixth Fleet Battle Force. Early plans for port visits to Palma de Mallorca, Marseille, France and Istanbul, Turkey were necessarily cancelled as TICONDEROGA took station off the coast of Lebanon with other units of the Sixth Fleet in support of the U.S. Marines in Beirut. As a result of hostile ground fire at reconnaissance aircraft in late December TICONDEROGA and USS TATNALL stationed off the coast of Beirut returned fire with 5"/54 caliber guns. These shots were the first fired in anger by TICONDEROGA. She subsequently provided Naval gunfire support of U.S. Marines in Beirut on several occasions displaying the versatility and accuracy of her 5"54 gun battery.

TICONDEROGA made her first Mediterranean port call in Haifa, Israel after 48 days of Condition III readiness steaming in the Eastern Mediterranean. Although there was no general visiting allowed small groups of Israeli military personnel were given guided tours of the ship. TICONDEROGAMEN were also able to tour Jerusalem, Nazareth, Bethlehem, the Sea of Galilee and many other Holy Land biblical and historical sites. The Haifa, Israel port visit was equally significant for another reason. While in port, TICONDEROGAMEN painted on her sides the well earned Excellence Awards for: Anti-Air Warfare; Anti-Submarine Warfare; Anti-Surface Warfare; Electronic Warfare; Command and Control and Communications; Mobility Excellence, Damage Control, Engineering and Navigation/Deck Seamanship Excellence. The Navy's first AEGIS cruiser swept eight of eight Warfare, Engineering, and Seamanship awards while taking only nine of eighteen months other ships had to complete all required exercises.

TICONDEROGA's first year has been second to none in modern Naval History. She and her crew stand by her motto - "First and



Formidable." She has met or exceeded every commitment in record time. She has demonstrated her combat system excellence, multi-warfare diversity, engineering and damage control robustness and deck and seamanship flexibility. And she has done it all with class. Her record has been impressive and TICONDEROGAMEN have made believers of all knowledgeable Naval warfare individuals that the Navy has definitely produced a ship dedicated to warfighting and operational excellence.

## STATISTICS

(From Commissioning on 22 January 1983 through 31 December 1983)

1. Days Commissioned - 355.
2. Days underway - 172.
3. Nautical miles steamed - 45,462.
4. Days in homeport - 67.
5. Consecutive days underway - 48.
6. Ammunition expended:
  - Standard Missiles - 53
  - Anti-submarine Rockets - 7
  - Torpedoes - 6
  - Harpoon Missiles - 3
  - 5"/54 - 1,143 rounds.
  - CIWS 20mm - 12,300 rounds.
  - SRBOC - 44
  - Pyrotechniques - 42
  - 40mm Saluting Battery - 88 rounds.
  - .50 caliber Machine gun - 5,404
  - .45 Caliber Pistol - 9,811 rounds.
  - 7.62mm M-14 Rifle - 5,672 rounds.
  - 7.62mm M-60 Machine Gun - 3,145 rounds.
  - 12 Gauge Shotgun - 1,620 rounds.
  - 40mm Grenade - 12 rounds
  - Total small arms - 26,000 rounds
7. Total Control Hours for Helo/Fixed Wing ASW Aircraft -490
8. Total Fighter Aircraft controlled - 891
9. Total number of intercepts - 3,092

## TICONDEROGA SCHEDULE RECAP FOR 1983

Commissioning	- 22 January
LOE	- 31 January
Crew Certification	- 2 - 4 February
Underway	- 8 - 9 February
Family Cruise	- 11 February
Depart Pascagoula, MS	- 14 February
Shakedown	- 14 - 27 February
NWAT, Charleston, S.C.	- 28 February -2 March
Ammo Loadout, Charleston, S.C.	- 3 - 4 March
WSAT/TRE, Port Everglades, FL	- 7 - 11 March
FORACS/WSAT/Underway Photo AUTECS	- 13 - 16 March
CSSQT/FOT&E, Puerto Rico OpArea	- 21 May -21 April
REFTRA/NWAI/OPPE, Guantanamo Bay	- 26 April - 24 May
NGFS, Vieques OpArea	- 25 May
ASW Ops AUTECS	- 30 - 31 May
Inport Norfolk	- 3 June - 11 July
Final Contract Trials	- 27 June - 1 July
CINTEX (Inport Training)	- 7 - 8 July
Ammo offload, Yorktown, VA	- 10 - 11 July
Transit Pascagoula (Passex/Tiger Cruise, Press Embarkation)	- 12 - 16 July
Post Shakedown Availability	- 17 July - 26 August
Transit Charleston, S.C.	- 26 - 29 August
Ammo onload, Charleston, S.C.	- 29 - 30 August
Transit AFWT	- 31 August - 2 September
CSSQT, Puerto Rico OpArea	- 3 - 4 September
FOT & E, Puerto Rico OpArea	- 5 - 6 September
USS Independence ORE	- 7 - 9 September
MSR, Puerto Rico OpArea	- 10 - 12 September
Fire Power Demo	- 14 September
FOT & E, Puerto Rico OpArea	- 15 September
Transit Norfolk, VA	- 16 - 18 September
Ammo Onload, Yorktown, VA	- 19 September
POM Norfolk, VA	- 20 September - 20 October
Underway for SIXTHFLT	- 20 October
Transit Atlantic	- 20 - 30 October
Port Visit Portsmouth England	- 30 October - 5 November
Transit Rota, Spain	- 5 - 8 November
Port visit Rota, Spain	- 8 - 11 November
Transit Eastern Med	- 11 - 15 November
Operations Eastern Med	- 15 November - 26 December
Transit Haifa, Israel	- 27 December
Port Visit Haifa, Israel	- 28 December 1983 -5 January 1984