



DEPARTMENT OF THE NAVY
USS TICONDEROGA (CG-47) ✓
FLEET POST OFFICE
NEW YORK, NEW YORK 09588

IN REPLY REFER TO:
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From: Commanding Officer, USS TICONDEROGA (CG 47)
To: Director of Naval History (OP-09BH),
Washington Navy Yard, Washington, D.C. 20374

Subj: COMMAND HISTORY - 1984

1. Submitted.


R. G. GUILBAULT



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COMMAND HISTORY

USS TICONDEROGA (CG 47) - "FIRST AND FORMIDABLE"
1 JANUARY 1984 - 31 DECEMBER 1984

Captain Roland G. Guilbault, USN, is Commanding Officer of USS TICONDEROGA (CG 47). (Addendum 1)

The beginning of TICONDEROGA's second year of commissioning found her two months into the ship's first extended deployment, enjoying a well deserved respite from intensive SIXTH Fleet operations in the Eastern Mediterranean. A port visit to Haifa, Israel provided a welcome change from 48 days of Condition II steaming off the coast of Beirut, Lebanon in support of U.S. Marines ashore. Following a short rest and culturally enriching exposure to the Holy Land, Ticonderoga resumed her duties as Anti-Air Warfare Commander on 5 January for the SIXTH Fleet Battle Force under the Flag of RADM R. C. Berry, COMCRUDESGRU EIGHT, embarked and functioning as Battle Force, Composite Warfare Commander. The next two weeks of task force operations were hectic, however the prospect of a port visit to Split, Yugoslavia made the time pass quickly.

Transiting in company with USS MOOSBRUGER, TICONDEROGA encountered rough weather. However, steaming in new waters made the trip exciting, if somewhat uncomfortable. Split, Yugoslavia, provided an excellent opportunity for the first AEGIS cruiser to diplomatically represent the U.S. to our Balkan friends. Ambassador Anderson, the U.S. Ambassador, visited the ship offering a splendid occasion to host both civilian and military dignitaries. It was a very upbeat visit with the Yugoslavian military leaders who came aboard and were very impressed with our new technology and surprised and pleased that we provided them such a comprehensive tour of the ship. The day of departure was noteworthy and cause for celebration as TICONDEROGA marked her first birthday. On January 22, a greeting from Naval Sea Systems Command; AEGIS Project Manager declared:

"To shakedown the ship, train the crew, conduct the CG 47 Class Operational Evaluation, show the flag, and arrive in the combat zone in less than ten months is an impressive feat... exceeding accomplishments of any other Navy ship within memory... Happy Birthday."

On leaving Yugoslavia, TICONDEROGA headed for Gaeta, Italy and a 12 day availability alongside the tender, USS Puget Sound. TICONDEROGAMEN were able to visit Rome, Naples, and many historic sites. Bus tours were extremely popular and TICONDEROGAMEN were eager tourists. Then it was back to the Eastern Mediterranean and operations off Lebanon. Back in the United States some Congressmen

were questioning the effectiveness of AEGIS and TICONDEROGA's performance. In view of the superb performance which was being displayed off Lebanon, critics were invited to come over and see for themselves. In February 1984, an ABC News Team came aboard to observe our operations as part of a comprehensive ABC News report. On February 23, 1984, the ABC news segment aired, showing Marines leaving Beirut for ships off shore where their safety was enhanced by virtue of presence of TICONDEROGA - portrayed as being a very special kind of warship which offered a comprehensive protective shield. They concluded that although a controversy was still brewing at home surrounding allegations that initial test results did not inspire confidence in AEGIS on Capitol Hill, all aboard Tico and the operational commanders in the area confirmed that the ship was performing beyond expectations. TICONDEROGA was a "Star Wars" ship able to achieve a truly comprehensive air picture, keeping total track of all air contacts. This limited the need for F-14 deck launched intercepts or combat air patrol (CAP) aircraft assignment on a regular basis, saving significant fuel and aircraft maintenance costs. Specific contributions which TICONDEROGA brought to the Battle Force for most of February and all of March included:

SPY-1A Radar - Tracking of all air and surface contacts with fire control accuracy has become the standard. CAP engagements have been enhanced by the continuous automatic altitude updates. As word spread of TICONDEROGA's unique coherent air picture, 20-25 requests per day were processed for flight following services of helos transiting the Eastern Mediterranean. Additionally the ability to come from radar silence to a full up tactical picture in less than 25 seconds was tactically employed for the first time during an EMCON transit. System reliability was incredible considering constant use and minimal maintenance allowed due to SPY-1A becoming the "sensor in demand", by all warfare commanders.

AEGIS Display System - provided such an accurate and comprehensive tactical picture, augmented with patterns, maps, and tags, that it was a major factor in sorting out ROE candidates, keeping all players on station and assisting in the resolution of ID conflicts.

Link 11 Operations - in Eastern Mediterranean were almost continuous. TICONDEROGA in concert with E-2C provided the best overall picture to date.

Prior to outchopping, TICONDEROGA made a short visit to Toulon, France. After 53 days on the line, this offered TICONDEROGAMEN a last chance to visit another European country and see the famed French Riviera. Transiting the Straights of Gibraltar, TICONDEROGA outchopped from the Sixth Fleet on April 11, 1984 and set course for Puerto Rico for Follow on Test and Evaluation (FOT&E) Trials. These were to be additional tests to take on the most difficult targets which could be mustered and would confront, head on, any and all critics who felt AEGIS was still not meeting the Navy's design intent.

Upon arrival in Puerto Rico, TICONDEROGA again displayed the "can do" spirit and totally professional attitude which had become its hallmark. Participating in a truly warlike test and evaluation of the AEGIS System on the heels of an arduous six month deployment was yet another example of performance under pressure.

So successful were the results of these tests, the independent evaluator, Admiral Carter, Commander, Operational Test and Evaluation Force (COMOPTEVFOR), remarked:

"TICONDEROGA destroyed ten of eleven targets (hard warhead kills requiring no further evaluation) presented in an operational environment, achieving a kill effectiveness of ninety-one percent. Target presentations included sea skimmers and a harpoon ASM in a clear environment and simultaneous multiple targets in heavy jamming and chaff."

He went on to say that,

"TICONDEROGA has come of age since we last tested her. Her crew is solidly professional, her systems virtually flawless, and her tactical doctrine is sound. The threats which we threw at TICONDEROGA represented the maximum effort which we are capable of generating at this time. She ate them up effortlessly. Tough as they were, our tests did not begin to approach what we believe to be CG 47's ultimate capability."

Upon return to homeport in Norfolk on May 4, 1984, Adm James D. Watkins, Chief of Naval Operations, lauded TICONDEROGA's maiden deployment. In his Welcome Home message of May 1, 1984, he stated:

"TICONDEROGA has established a new benchmark of excellence for SIXTH Fleet operations... and an impressive new tactical dimension characterized by 100% total system availability. Providing a totally coherent air picture and allowing embarked AAWC to manage rather than simply react to difficult tactical situations.

TICONDEROGA's accomplishments are all the more impressive in view of nine month workup after commissioning compared to fleet average of 18 - 20 months. While others would have been in PSA, TICONDEROGA was delivering ordnance 'on target.' Your recent performance during FOT&E is a fitting finale to an outstanding deployment and the beginning of a new era in Naval Warfare."

The summer months of June, July and August were characterized by an attempt by TICONDEROGAMEN to reacquaint themselves with their families and loved ones, and to assimilate the ship into a normal, inport, post deployment routine. Major command inspections like NTPI became a DNSI, but TICONDEROGA rallied as usual to achieve "BEST SURFACE SHIP" (to date) recognition for this difficult inspection. "Visit Ship" duties were plentiful during this period and involved hosting the Japanese Chief of Operations, North Norway, a French Admiral, Deputy Assistant Secretary of the Navy and many other NATO and US dignitaries. Visits by CINCLANTFLT, SECOND Fleet and COMNAVSURFLANT were also highlights of these months. Preparations for Operational Propulsion Plant Examination (OPPE) were juggled with a major air defense exercise, SEABAT, Midshipman training and the AEGIS Baseline One computer program checkout. The engineers were also busy performing their second unassisted main engine changeout in less than two months.

September started out as the first major post deployment underway period with several significant events scheduled. TICONDEROGA operations with USS Mahan and USS Yorktown were extremely successful as the first remote Link 11 track designation was passed from CG 47 to USS Mahan and the TICONDEROGA and YORKTOWN worked in unison to broaden the already wide and coherent AEGIS "Command of the Skies". SPY-1A vulnerability assessments were conducted by NAVSECGRU Charleston during this period.

September 8, 1984 marked a tragic day in TICONDEROGA's short history. That morning a fire broke out in the aft main engine exhaust uptake trunk at 0208 while operating approximately 180 nautical miles east of Mayport, Florida. TICONDEROGA's At Sea Fire Parties and General Quarters Fire Parties valiantly fought the blaze and, relatively quickly, brought it under control. The entire crew was thankful that none of their shipmates were seriously hurt and, although the damage was severe, it was localized and had little effect on major warfare functions. The AEGIS System never even flickered during the entire firefighting evolution. TICONDEROGA returned to Norfolk smartly and under her own power and, in her inimitable style when faced with adversity, the great warship began quickly returning to fighting prime.

Temporary repairs were completed within eleven days of the fire and TICONDEROGA was once again underway for a major test and evaluation trial.

CNO Project 623 was designated to evaluate the SM-2, Blk II, Missile. The approval for the purchase of these missiles for CG 49 and CG 50 hinged on the missiles performance in a real world tactical environment. TICONDEROGA responded to that challenge, combining excellent equipment with proven operational expertise in meeting the test objectives.

Naval Gun Fire Support Qualifications rounded out the underway period and a rapid transit back to Norfolk for OPPE preps was effected. Following offload of all weapons, the ship commenced a historically insignificant (with exception of record for "most dirt accumulated in a Navy ship) yard period at Norfolk Ship Building and Dry Dock Company (NORSHIPCO) from October 22 1984 to the end of the year.

In December the crew was gladdened to hear that the Commanding Officer, Captain Guilbault, was selected for advancement to Commodore, a fitting conclusion to a tremendously successful year. As Captain Guilbault stated when he announced his selection to the crew, "Your constant support and can do spirit played a major role in this accomplishment." When he put on the stars, he assured the crew that he would wear them for every man on board, each of whom he considered had played an important part in his accomplishment.

STATISTICS

	1984	TOTAL
1. Days Commissioned	365	708
2. Days underway	134	306
3. Nautical miles steamed	34,332	78,066
4. Days in homeport	194	261
5. Consecutive days underway	56	
6. Ammunition expended:		
Standard Missiles	44	97
Anti-submarine Rockets	2	9
Torpedoes	2	6
Harpoon Missiles	0	3
5"/54	386	1,594
CIWS 20mm	3,560	13,300
SRBOC	0	44
Total small arms	18,000	44,000
7. Total Control Hours for Helo/Fixed Wing ASW Aircraft -490		
8. Total Fighter Aircraft controlled - 891		
9. Total number of intercepts - 3,092		

AWARDS

Department "E"

"Top Hand" Award, during deployment, from COMSIXTHFLT
NTPI (First surface ship to get Close Out - "No Discrepancies" -
Nomination.)

30 Month Retention Superstar List, Golden R

Golden Anchor Nominee from CRUDESGRU EIGHT

Navy Unit Commendation for Superb Performance

First enlisted serviceman commissioned as an officer: Ens O'Donnell

FTM1 Garrigan - CCDG EIGHT Sailor of the Year

Supply Officer won the Admiral Batchelder Afloat Supply award

Best Helo Deck in Med

CCDG-8 Ahead of the Eight Ball Recipient for Engineering

Addendum (2)

TICONDEROGA SCHEDULE RECAP FOR 1984

Port Visit Haifa, Israel	28 Dec 83 -5 Jan 84
Operations Eastern Med	5 - 19 Jan 1984
Port Visit Split Yugoslavia	19 - 22 Jan 1984
Port Visit Gaeta Italy	24 Jan - 6 Feb 1984
Operations Eastern Med	6 Feb - 1 April 1984
Port Visit Tolon France	5 - 8 April 1984
Out Chop Rota Spain	9 - 11 April 1984
Transit to Puerto Rico	11 - 20 April
Inport Roosevelt Roads	20 -22 April 1984
FOT & E Puerto Rico OpArea, CNO Project 100	22 - 30 April
Depart / transit to Norfolk (tiger cruise)	1 - 4 May 1984
Arrive Norfolk	4 May 1984
Dependents cruise u/w VACAPES OpArea	14 Jun 1984
VIP Visit Host Ship Weekend	23 Jun 1984
NWAT Assist visit	5 - 6 Jul 1984
SEABAT u/w VACAPES	10 - 13 Jul 1984
Visit Dr. Ann Berman, Dep Asst Sec Nav	12 July 1984
DNSI	25 - 26 July 1984
EMTT u/w VACAPES OpArea	30 July - 1 Aug 1984
Aviation Readiness Insp, u/w VACAPES OpArea	7 - 9 Aug 1984
Baseline 1 program checkout u/w Jax OpArea	22 - 24 Aug 1984
USS Mahan / USS Yorktown Link 11 Ex u/w	4 - 8 Sept 1984
Fire in Hangarbay / Uptake Space	8 Sept 1984
Enroute / arrive Norfolk	9 - 10 Sept 1984
Inport Norfolk	10 - 11 Sept 1984
NORSHIPCO for emergency repairs	12 - 19 Sept 1984
Transit to Puerto Rico OpArea	19 - 23 Sept 1984
Arrive Roosevelt Roads PR OpArea	23 Sept 1984
Inport Roosevelt Roads	24 Sept 1984
Underway PROA DT/OT CNO Proj 623	25 - 27 sept 1984
Inport Roosevelt Roads	27 - 29 Sept 1984
OT Missillex SM2 Block 2 u/w PROA	29 - 30 Sept 1984
NGFS Quals u/w PROA	2 - 3 Oct 1984
Transit to Norfolk, VA	4 - 6 Oct 1984
Arrive Norfolk	6 Oct 1984
OPPE u/w VACAPES OpArea	15 - 16 Oct 1984
Offload NWS Yorktown	16 - 18 Oct 1984
Transit / arrive NORVA	18 Oct 1984
SRA u/w Transit/ arrive NORSHIPCO	22 Oct 1984
Inport NORSHIPCO SRA	22 Oct - 31 Dec 1984
Christmas Dinner Dance at Chamerlin Hotel	30 Nov 1984
Childrens Xmas Party aboard	8 Dec 1984

Addendum (2)