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COMMANDING OFFICER
USS TICONDEROGA (CG-47)
FPO AE 09588 - 1158



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From: Commanding Officer, USS TICONDEROGA (CG 47)
To: Director of Naval History (N09BH), Washington Navy Yard,
901 M Street, SE, Washington, DC 20374-5060

Subj: COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12D (CH-1)

Encl: (1) Command History for 1993
(2) Commanding Officer, Captain Gary A. Storm,
Biography and Photograph
(3) Welcome Aboard pamphlet
(4) Post Regular Overhaul Photograph
(5) MED/RS/NAS 4-91 Cruise Book

1. In accordance with reference (a), enclosures (1) through (4) are submitted for historical record. Enclosure (5) was not available prior to submission of the Command History of 1992; thus, it is being submitted to update the historical record of 1992.


G. A. STORM

Copy to:
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COMDESRON TWO

COMMAND HISTORY

1. COMMAND COMPOSITION AND ORGANIZATION.

USS TICONDEROGA (CG 47) is the lead ship of her class of guided missile cruisers. The "First and Formidable" surface combatant equipped with the AEGIS weapons system. She is a multi-warfare capability platform. USS TICONDEROGA has excelled in all aspects of Anti-Air Warfare, Anti-Surface Warfare, Command and Control, and Anti-Submarine Warfare. Homeported in Norfolk, Virginia, as a unit of Carrier Group EIGHT, she is commanded by Captain Gary A. Storm, United States Navy.

2. CHRONOLOGY.

Regular Overhaul

01 JAN - 27 FEB	Dry docked in Old Dominion Drydock, Metro Machine Corporation, Norfolk, Virginia
01 FEB	Commenced Compartment Close Out
08 FEB - 12 FEB	Engineering Mobile Team Trainer Type II
22 FEB - 26 FEB	Surface Warfare Training Week
26 FEB	Destroyer Squadron 2 Administrative Review
27 FEB - 28 FEB	Ship Undocked - Moored Metro Machine Corporation, Norfolk, Virginia
08 MAR - 12 MAR	Battery Alignment
12 MAR	Systems Reinstallation Complete
14 MAR	AEGIS Light-Off
22 MAR - 26 MAR	SSMO Phase I
24 MAR	CHT Certification
06 APR - 16 APR	Engineering Operational Sequencing System Validation
19 APR	Machinery Spaces Turnover
23 APR	Hearing Conservation Program Assist Visit
25 APR	Complete Habitability Work
26 APR - 29 APR	Combat Systems Operational Sequencing System Validation
27 APR - 29 APR	Crew Move Aboard
29 APR - 02 MAY	Big "T" Reunion - Fort Lauderdale, Florida
04 MAY - 07 MAY	Battery Alignment/Dead Bus Team
05 MAY	SSES TEMPEST Survey
06 MAY - 07 MAY	Physical Security Assessment
10 MAY - 12 MAY	Engineering Mobile Team Trainer Type III
15 MAY	Operability Tests Complete
17 MAY	SSES Accreditation Visit NAVEASTOCEANCEN Assist Visit
17 MAY - 19 MAY	Firing Zone Cutout Verification
19 MAY - 21 MAY	Repair Parts Backload
28 MAY	SESEF Equipment Installation

Enclosure (1)

06 JUN	SSMO Phase II
07 JUN	HARPOON Material Certification
07 JUN	(CG 47) Reserve Unit 4705 ACDUTRA
13 JUN	Electrical Cableway Inspection
14 JUN - 16 JUN	Light Off Examination
17 JUN	Missile Deck Resurfacing
18 JUN	Dock Trials
19 JUN	Fast Cruise
21 JUN - 23 JUN	Sea Trials

Post Regular Overhaul Testing and Training

24 JUN	SNAP II Power Modification
25 JUN	Captain Storm Arrives
28 JUN	End of Regular Overhaul Conference
30 JUN	Change of Command/Retirement Ceremony
06 JUL - 09 JUL	Aviation Assist Visit/Technical Assist
07 JUL	Electronic Calibration Recertification
26 JUL - 30 JUL	Logistic Management Assessment/3M Assist Visit
02 AUG - 06 AUG	Surface Warfare Training Week
07 AUG	Aviation Certification/Readiness Evaluation Sphere Tracking Exercise - Virginia Capes Operating Area Combat Systems Fly Around - Virginia Capes Operating Area
09 AUG - 12 AUG	Engineering Training Group Special
07 SEP	All Core Phase Training Exercises completed
07 SEP - 09 AUG	Transit to Puerto Rican Operating Area
10 SEP	Arrived Naval Station Roosevelt Roads, Puerto Rico Load Exercise Torpedo/Anti-Submarine Rocket
11 SEP - 12 SEP	Naval Gunfire Support Spotter Services - Vieques Island Range
13 SEP	Anti-Submarine Rocket/Torpedo Firing - Underwater Tracking Range, Saint Croix, USVI Naval Gunfire Support Qualification - Vieques Island Range
14 SEP - 16 SEP	Electronic Warfare Mode Services and Electronic Warfare/Electronic Counter Measures - Puerto Rican Operating Area
17 SEP	Surface Gunnery Exercise - Williamson Sled
20 SEP	AM/FM Noise Checks
20 SEP - 21 SEP	Inport Naval Station Roosevelt Roads, Puerto Rico
21 SEP	Underway from Naval Station Roosevelt Roads, Puerto Rico enroute North Puerto Rican Operating Area

22 SEP - 23 SEP	Missile Exercise in the North Puerto Rican Operating Area
24 SEP	Inport Naval Station Roosevelt Roads, Puerto Rico
24 SEP - 28 SEP	Enroute Weapons Firing Facility, Wallops Island
29 SEP	Missile Exercise Weapons Firing Facility, Wallops Island
30 SEP	Arrive - Naval Station, Norfolk, Virginia
01 OCT - 11 OCT	Upkeep - Naval Station, Norfolk, Virginia
04 OCT - 08 OCT	Logistics Management Assessment
11 OCT - 13 OCT	Underway enroute Port Everglades, Florida
13 OCT - 18 OCT	Port Visit - Port Everglades, Florida, Broward Navy Days
18 OCT - 22 OCT	Executive Officer Turnover Underway enroute Norfolk, Virginia
19 OCT - 22 OCT	Engineering Training Group Pre Operational Propulsion Plant Examination Type Training in Virginia Capes Operating Area
23 OCT - 02 NOV	Upkeep - Naval Station Norfolk, Virginia
01 NOV - 05 NOV	Combat Information Center Team Trainer/Combat Systems Operational Sequencing System Phase II
02 NOV - 05 NOV	Mock Operational Propulsion Plant Examination
03 NOV - 04 NOV	Type Training in Virginia Capes Operating Area
05 NOV - 15 NOV	Upkeep Naval Station, Norfolk, Virginia
08 NOV - 12 NOV	Explosive Safety Inspection
16 NOV - 19 NOV	Operational Propulsion Plant Examination
17 NOV - 19 NOV	Type Training in Virginia Capes Operation Area
19 NOV - 07 DEC	Upkeep - Naval Station, Norfolk, Virginia

Counter Drug Operations

07 DEC - 10 DEC	Underway enroute Naval Station, Roosevelt Roads, Puerto Rico
11 DEC	Counter Drug Operations Turnover - Naval Station, Roosevelt Roads, Puerto Rico
12 DEC - 22 DEC	Counter Drug Operations - Caribbean Sea
20 DEC	Brief stop for fuel - Cartagena, Columbia
23 DEC - 28 DEC	Holiday Port Visit - Curacao, Netherlands Antilles
30 DEC	Brief Stop for Fuel - Colon, Panama
31 DEC	Counter Drug Operations - Caribbean Sea

3. NARRATIVE.

TICONDEROGA continued her tradition of excellence in 1993. Through three diverse periods of employment, TICONDEROGA maintained her superior performance in all endeavors. The year began with the continuation of the first Regular Overhaul of an AEGIS cruiser and ended with Counter Drug Operations in the Caribbean Sea. Throughout the year, TICONDEROGA did it right the first time.

TICONDEROGA began 1993 in Old Dominion Dry Dock at Metro Machine Corporation in Norfolk, Virginia. Originally scheduled to undock in late December, the additional work of removing and rehabilitating both shafts and adverse weather conditions during hull painting caused a delay in undocking until late February. Nevertheless, the remaining work packages progressed on time enabling TICONDEROGA to remain on schedule for completion of Regular Overhaul.

On February 1, 1993 the long and tedious process of compartment closeout commenced. With over 600 compartments involved, this process was greatly simplified by the incorporation of a complete data base for monitoring compartment closeout status and job progression. With a continually shifting crew move aboard date, status reports needed to be continually updated. This was accomplished through an organized and efficient quality control program assuring timely completion and only top-notch work.

From February 8 through February 12, TICONDEROGA hosted the Engineering Mobile Team Trainer Type II in preparation for the upcoming Light-Off Examination. This training ensured basic Damage Control skills and Engineering watchstation training. Upon successful completion of this training, TICONDEROGA took part in Surface Warfare Training Week, participating in Junior Officer Shiphandling, Enlisted Surface Warfare Specialist and Surface Warfare Officer written examinations, Boatswain mate Olympics, and a bowling tournament. This week served as a valuable tool in maintaining operational proficiency while in a shipyard environment. Destroyer Squadron TWO conducted an Administration Review on February 22. TICONDEROGA's ability to manage administrative programs was proven through this short, but comprehensive review.

The ship's undocking was being hampered daily by adverse weather conditions affecting the ability to apply the final coat of paint to the ship's hull. The final coat of paint was finally applied on February 25, and an undocking was scheduled for February 26. Only hours before the undocking was to begin,

several gashes were found in the sonar dome by ship's force personnel during a final inspection for undocking readiness. The undocking had to be again postponed. Technical representatives from The Goodyear Corporation immediately arrived on scene. Working around the clock, the Goodyear personnel and ship's force were able to patch afflicted areas of the sonar dome in a minimal amount of time.

The ship became ready for undocking in the early morning of February 27 and the undocking was scheduled for late that evening. The men of TICONDEROGA showed great dedication and resourcefulness in preparing the ship to undock on such short notice. Despite the discouraging delays prior to undocking, the evolution began at 2300 and was completed at 0600 on February 28. No problems were encountered. TICONDEROGA moored at the main pier at Metro Machine Corporation where she remained until the end of the Regular Overhaul.

With most overhaul work proceeding on schedule, battery alignment was conducted from March 8 through March 12. Systems reinstallation was completed on March 12. With AEGIS Light-Off on March 14, TICONDEROGA became the first baseline one AEGIS cruiser to receive the BIG FIVE ORDALT. This extensive modification to the Combat Systems suite enabled the SPY-1A radar to perform at the same level as the newer, SPY-1B radar. These improvements to her already superior technology ensured TICONDEROGA was prepared to retain her position as a shield for the fleet.

SSMO Phase I and CHT Certification was completed in late March. To assure the engineering plant was operated effectively and safely after Regular Overhaul, an extensive validation of the Engineering Operational Sequencing System was conducted from April 6 through April 16. On April 19, the machinery spaces were turned over from Metro Machine to the ship's force. This could be only partially completed due to outstanding jobs yet to be completed by the ship yard.

Habitability work was completed on April 25 with the exception of the Chief Petty Officer's Mess which was receiving the most extreme modification of all berthing areas. Twelve additional racks, an added lounge area, and new shower facilities were added. The ship's crew completed the majority of the habitability work in the crew living spaces. Upon completion, all berthing areas had been completely rehabilitated and painted. The modification of the Chief Petty Officer's Mess was completed by Metro Machine in early May. With most of the habitability work complete, crew move aboard took place from April 27 through April 29. This required an extensive coordinated effort by ship's force personnel to return all necessary equipment and supplies to TICONDEROGA.

With the very important Light-Off Exam rapidly approaching, TICONDEROGA hosted the Engineering Mobile Team Trainer Type III from May 10 through May 12. This training team evaluated the ship's performance of cold plant checks and main space fire drills. On May 15, operability tests were conducted in which over 1300 Light-Off examination discrepancies were discovered. With this revelation the Engineering Department and Metro Machine undertook the difficult task of restoring the engineering plant to an operational state. This required additional funding from the type commander, in addition to many overtime hours from the always dedicated crew of TICONDEROGA.

With the Light-Off Examination looming in the near future, the final touches were being put on the remainder of Regular Overhaul projects. Firing Zone Cutout Verification was conducted from May 17 through May 19. Repair Parts Backload was completed between May 19 and May 21. Finally, SSMO Phase II was conducted, HARPOON Material Certification was completed, and the finishing touches were put on TICONDEROGA's new Battle Bill.

The final preparation for the Light-Off Examination was conducted on June 13 in the form of an extensive electrical cableway inspection. Thousands of coaxial cables were removed and installed during the yard period by Central Radio Company. The crew made a final check to ensure all cables were properly and safely installed prior to Light-Off.

The greatly anticipated Light-Off Examination was conducted from June 14 through June 16 by the Propulsion Examining Board. TICONDEROGA received a overall satisfactory evaluation. Two of three fire drills were evaluated as satisfactory and the engineering plant was deemed fit to steam.

With the major milestone of the Light-Off Examination successfully completed, TICONDEROGA conducted Dock Trials on June 18 to ensure essential equipment was on line prior to Sea Trials. A Fast Cruise was conducted on June 19 to familiarize the crew with underway watchstations. Finally, TICONDEROGA, steaming on her own power, left Metro Machine Corporation on June 21 to conduct Sea Trials.

From June 21 through June 23, TICONDEROGA completed an intensive three days of testing prior to returning to Naval Station, Norfolk, Virginia on June 23 and marking the end of the first Regular Overhaul of an AEGIS cruiser.

The conclusion of Regular Overhaul ushered TICONDEROGA into a period of Post Regular Overhaul Testing and Training. This began with the same intense pace as the overhaul left off. The first milestone facing TICONDEROGA was the upcoming Change of Command and retirement ceremony for Captain Edward F. Messina.

On June 25, Captain Gary A. Storm arrived to relieve Captain Edward F. Messina as Commanding Officer of the first AEGIS cruiser. After a smooth five day turnover, a Change of Command and Retirement Ceremony was conducted on June 30. This event drew to a close Captain Messina's thirty-six year career of service to his country and The United States Navy. Captain Storm arrived to TICONDEROGA from the United States Naval Academy. He immediately became an inspiration to the crew coining TICONDEROGA's new core value of "Ship, Shipmate, Self".

The Post Regular Overhaul Testing and Training period was utilized for accomplishment of required qualifications and certifications. Several assist visits, team trainers, and aggressive training programs were undertaken to ensure successful completion of the upcoming qualifications.

The result was nothing short of amazing. TICONDEROGA was able to complete all qualifications and certifications scheduled in an extremely short period of time. Electronic Calibration Recertification was completed on July 7.

From August 2 through August 6, TICONDEROGA completed an Aviation Certification and Readiness Evaluation with no discrepancies. An Engineering Training Group special visit was conducted from August 9 through August 12 in preparation for the upcoming Operational Propulsion Plant Examination in November. These three days were also used to extensively test the Combat Systems suite in various operability tests in the Virginia Capes Operating Area.

On September 7, TICONDEROGA left Naval Station, Norfolk, Virginia enroute the Atlantic Fleet Weapons Training Facility for missile, gun, and torpedo firing qualifications. After a brief stop in Roosevelt Roads, Puerto Rico on September 10, TICONDEROGA provided gunfire support for spotter services on the Vieques Island Range on September 11 and 12. September 13 began with a successful Naval Gunfire Support Qualification followed by a transit to the Underwater Tracking Range, Saint Croix, U.S. Virgin Island, where successful Anti-Submarine Rocket and over-the-side torpedo firings were conducted.

From September 14 through September 16, TICONDEROGA participated in Electronic Warfare Mode Services and Electronic Counter-counter Measures in the North Puerto Rican Operating Area. These evolutions were conducted to thoroughly test the upgrades made to the SPY-1A radar during Regular Overhaul. On September 22 and 23, TICONDEROGA conducted a missile firing exercise in the North Puerto Rican Operating Area. TICONDEROGA's reputation as a shield of the fleet was maintained through five successful missile firings. TICONDEROGA transited north to participate in a VANDAL exercise on the Wallops Island Range, on September 29 TICONDEROGA's standard missile failed to fire. This was later attributed to a faulty booster within the missile. TICONDEROGA returned to Naval Station, Norfolk, Virginia on September 30 for 11 days in homeport.

A Logistic Management Assessment was conducted from October 4 through October 8. An overall grade of excellent was assigned. This provided an added boost to morale, as the crew was vigorously preparing for the upcoming Operational Propulsion Plant Examination.

On October 11, TICONDEROGA began a three day transit to Port Everglades, Florida for participation in Broward Navy Days from October 12 through October 18. The residents of Fort Lauderdale were hospitable and supportive as always. An Engineering Training Group Pre-Operational Propulsion Plant Examination visit was conducted in the Virginia Capes Operating Area from October 18 through October 22. On October 22, Lieutenant Commander D. W. Davenport relieved Lieutenant Commander B. L. Jackson as Executive Officer. TICONDEROGA returned to Naval Station, Norfolk, Virginia on October 23.

Once again faced by a large equipment discrepancy list due to overhaul lay-up of the engineering plant, the men of TICONDEROGA undertook a coordinated effort to ready the machinery spaces for this all important examination. In preparation, a mock examination was conducted in the Virginia Capes Operating Area from November 2 through November 5. The massive task of preparing for this examination was compounded by the need for the ship to prepare for Counter Drug Operations in December and an Explosive Safety Inspection from November 8 through November 12. The Explosive Safety Inspection was satisfactorily completed on November 12. This set the stage for TICONDEROGA's greatest test since departing Regular Overhaul, the Operational Propulsion Plant Examination.

Ship's Tiger Teams were able to accomplish an amazing amount of equipment repairs and cosmetic maintenance to the machinery spaces prior to the examination. On November 16, the Propulsion Examining Board embarked to evaluate TICONDEROGA's ability to safely manage its propulsion plant. Despite several minor setbacks during the initial stages of the examination, TICONDEROGA was able to satisfactorily complete the examination on November 19. This success would not have been possible without the complete dedication of the entire crew of TICONDEROGA.

The Post Regular Overhaul Testing and Training period was completed without any setbacks to TICONDEROGA's special and showed that she was ready to resume her role in the Atlantic Fleet.

TICONDEROGA's first tasking in an operational capacity was Counter Drug Operations in the Caribbean Sea. Arriving on station on December 11, TICONDEROGA shifted Operational Control to Commander Task Group FOUR POINT ONE. Assigned as Anti-Air Warfare Commander and Screen Commander, TICONDEROGA's ability to monitor force disposition and asset allocation proved invaluable in the detection and monitoring mission of Counter Drug Operations.

TICONDEROGA remained on station off the coast of northern Columbia until December 22. From December 23 through December 28, TICONDEROGA enjoyed a holiday port visit in Curacao, Netherlands Antilles. A brief stop for aviation fuel was conducted in Colon, Panama on December 30. TICONDEROGA returned to Counter Drug Operations on December 30. She would remain on station until late January of 1994.

Nineteen Hundred and Ninety-three was a year of new challenges and ever greater accomplishments for TICONDEROGA. Three diverse periods of command employment tested the resolve of ship and crew. As has always been the tradition of TICONDEROGA, every challenge was met and overcome with ever increasing vigor. TICONDEROGA has returned to the fleet ready to overcome all obstacles in highest tradition of The United States Navy.