



DEPARTMENT OF THE NAVY

USS CHUNG-HOON (DDG 93)
UNIT 100203 BOX 1
FPO AP 96662

3000
Ser DDG 93/062
24 Mar 15

From: Commanding Officer, USS CHUNG-HOON (DDG 93)
To: Director, Naval History and Heritage Command

Subj: USS CHUNG-HOON (DDG 93) 2014 COMMAND OPERATIONS
REPORT

Ref: (a) OPNAVINST 5750.12K

Encl: (1) Command Operations Report, USS CHUNG-HOON (DDG
93), CY 2014

1. Enclosed is USS CHUNG-HOON's (DDG 93) calendar year 2014
Command Operations Report.

2. Please contact my Public Affairs Officer, ENS [REDACTED]
[REDACTED] at [REDACTED] or [REDACTED] with any
questions concerning this history.

A handwritten signature in black ink, appearing to read "RDC", is positioned above the printed name.

R. D. COLLINS

Command Operations Report, USS CHUNG-HOON (DDG 93), CY 2014

1. Command Data:

- a. Name of your command: USS CHUNG-HOON (DDG 93)
- b. Unit identification code: 23146
- c. Name and rank of commander, commanding officer or officer in charge:
- (1) Last/first/middle initial: Collins/Ryan/D
- (2) Rank: CDR
- (3) Date assumed command: 2013-10-30
- d. Mission, command employment or area of operations: Hawaii Op Area
- e. Permanent location: Pearl Harbor, HI
- f. Immediate superior in command: DESRON 31
- g. Operational superior in command: DESRON 31
- h. Administrative superior in command: DESRON 31
- i. Identify your assigned task force, group or unit name(s) and mission(s). Include operation plan(s) and or named operations you participated in during task force assignment (if applicable): N/A
- j. Name(s) of forces, commands, ships, squadrons or units assigned or under your operational control (if applicable): N/A
- k. Type and number of aircraft assigned and tail codes, if applicable: N/A
- l. Commands, detachments or units deployed on board or stationed aboard as tenant activities (as applicable): N/A
- m. Number of personnel assigned: 290
- n. Officers, enlisted, or civilian: 30 Officers, 260 Enlisted
- o. Command point of contact):
- (1) Name (rank, first name, middle initial, last name): ENS, [REDACTED]
- (2) Job title or office code: Gunnery/Public Affairs Officer
- (3) E-mail (both classified and unclassified, if available):
Unclassified: [REDACTED]; Classified: [REDACTED]
- (4) Phone number(s): Work: [REDACTED] Personal: [REDACTED]
- (5) Command mailing address:

2. Commander Assessment:

CHUNG-HOON is a multi-mission platform with multiple advanced weapon systems. Arleigh Burke class destroyers are specifically designed to excel in Anti-Submarine Warfare, Surface Warfare, and Air Defense. The highly skilled personnel of USS CHUNG-HOON make this a reality. CHUNG-HOON took an operational pause in 2014 to achieve a much needed dry docking at the ten year point in the ship's life. During this Dry-docking Selected Restricted Availability (DSRA) significant work was done on the ship's shafting, the ship's cryptologic collection suite was upgraded, and extensive repairs were conducted on the sonar equipment. Following the DSRA, CHUNG-HOON's crew worked hand in hand with the Afloat Training Group to start the training cycle. Together an aggressive qualification path was developed to lead CHUNG-HOON through the Basic Phase. The crew has responded quickly to the demands of at-sea operations and is well on its way to regaining tactical proficiency. Upon completion of DSRA, CHUNG-HOON's crew worked side by side with ATG to navigate the ship through the Basic Phase training in support of the Optimized Fleet Response Plan.

3. Chronology:

DATES	ACTIVITY
06-17 January	TSRA 2
21-26 January	Koa Kai Exercise
27-31 January	Ammunition Offload
01-03 February	Koa Kai Exercise
03 February	Burial at Sea
10-14 February	TSRA 2
28 February	Ship Party at Hickam Beach
03 March	Crew Move to Barge
06 March	Docking at DD-4
06 March-18 August	DSRA
19 August	Leave Dry Dock
20 August	Begin Basic Phase Events
02 September	XO Promotion Ceremony
16 September	CPO Pinning Ceremony
18 September	10th Anniversary of Commissioning
29 September-03 October	Light Off Assessment
09-10 October	Ammo Onload
21 October	Swiss Military Tour

24 October	Chinese Military Ship Tour
07-10 November	Underway TYCOM Sea Trials
01-05 December	Underway Basic Phase Events
05 December	Holiday Party
07 December	Memorial Sail Around Ford Island for Pearl Harbor Remembrance Day
15-17 December	Ammo Onload
18-31 December	Holiday Leave Period

4. Narrative:

Although CHUNG-HOON spent much of Calendar Year 2014 in Dry Dock 4 at Pearl Harbor Naval Shipyard, her crew refused to abandon their operational mindset. In spite of a challenging and lengthy Dry Docking period, she successfully maintained an intense focus on Damage Control and Anti-Terrorism Force Protection, allowing for her seamless transition into the Basic Phase, knocking out ATPF, SAR, FSO-M and MOB-D in short order.

The ship's emphasis on consistent drilling and studying allowed for the advancement of 53 percent of eligible sailors during the spring and fall cycles, to include the advancement of 5 First Class Petty Officers, 2 Chief Petty Officers, and 1 Senior Chief Petty Officer. Her performance in the advancement of personnel speaks volumes to the ship's high regard of quality training and warfare readiness.

In addition to countless training opportunities on other ships and shore facilities, CHUNG-HOON's crew participated in operational events throughout the Pacific. Additionally, CHUNG-HOON hosted several tours of foreign nationals, including the Chinese National Defense University staff, extending a friendly welcome to our international counterparts.

5. Published Documents:

a. Ship's Website: www.chung-hoon.navy.mil

6. Supporting Documents:

- (a) Battle Efficiency Award Submission
 - (1) Blue E Submission
 - (2) Red E Submission
 - (3) Yellow E Submission

- (4) Green E Submission
- (b) Basic Phase End of Mission Reports
 - (1) MOB-S 1.4
 - (2) MOB-N 1.4
 - (3) 3M 1.3
 - (4) VBSS 2.4
 - (5) MOB-D 1.4
 - (6) FSOM 1.4
 - (7) AT 1.1
 - (8) SAR 1.4
- (c) Light Off Assessment End of Mission Report



DEPARTMENT OF THE NAVY
USS CHUNG-HOON (DDG93)
FPO AP 96662-1302

3502
Ser DDG 93/241
7 Dec 14

From: Commanding Officer, USS CHUNG-HOON (DDG 93)
To: Commander, Destroyer Squadron THREE ONE

Subj: 2014 BATTLE EFFECTIVENESS AWARD

Ref: (a) COMNAVSURFPACINST 1650.3B, Surface Forces Related Awards

Encl: (1) Engineering/Survivability Excellence Award Summary
(2) Command, Control, Communications, and Information Warfare Excellence Award Summary
(3) Logistics Management Excellence Award Summary
(4) CNSF Ship Safety Excellence Award Summary

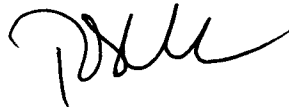
1. In accordance with reference (a), USS CHUNG-HOON (DDG 93) submits the following for consideration as recipient of the Commander, Destroyer Squadron THREE ONE (DESRON 31) 2014 Battle Effectiveness Award. Additionally, CHUNG-HOON submits enclosures (1) through (4) for consideration as recipient of the respective Command Excellence Awards.

2. During the period of 1 January 2014 to 31 December 2014, USS CHUNG-HOON (DDG 93) continued to perform as a Battle E winning ship. Executing the sustainment Phase, CHUNG-HOON operated with fellow DESRON THREE ONE ships during KOA KAI 2014, ensuring independent deployment ships were ready for tasking. Immediately following that CHUNG-HOON showed her ASW prowess during SILENT FURY, a Theater ASW exercise with regional Allies. As CHUNG-HOON shifted to the maintenance phase, the crew put forth the same vigor into a six month Dry Docking Selected Restricted Availability, and then jumped headlong into the Basic Phase. CHUNG-HOON wasted no time gaining certifications, completing the first events of the Basic Phase the week after exiting Dry Dock 4. Having maintained an intense focus on Damage Control and Anti-Terrorism Force Protection throughout the availability, CHUNG-HOON has been able to transition seamlessly into the Basic Phase, completing ATFP, SAR, and FSO-M in short order. Despite a constantly shifting schedule of events, CHUNG-HOON has clung tenaciously to the ultimate goal of certifying as ready for tasking, reflecting her determination to always be operationally relevant.

Subj: 2014 BATTLE EFFECTIVENESS AWARD

3. Despite spending much of Calendar Year 2014 in Dry Dock 4 at Pearl Harbor Naval Shipyard, CHUNG-HOON maintained a tactical edge. Even during the availability, CHUNG-HOON demonstrated her tactical focus by rapidly assimilating several new capabilities into her Battle Orders and taking advantage of all training opportunities on these new systems. An aggressive post-availability light off schedule ensured tactical systems were fully functioning and ready for use during the first underway. CHUNG-HOON will enter Calendar Year 2015 as a highly capable asset, not because of new capabilities, but because CHUNG-HOON's crew has taken upon themselves to learn how to employ these capabilities. This forward leaning attitude not only sets CHUNG-HOON up for success in Afloat Training Group certifications, but ensures CHUNG-HOON remains tactically effective regardless of her phase in the Fleet Response Plan.

4. CHUNG-HOON's focus on operational excellence sustained her through the maintenance environment and has already paid dividends in the Basic Phase. As Calendar Year 2014 draws to a close, CHUNG-HOON has demonstrated adaptability always keeping a focus on warfighting. For these reasons, CHUNG-HOON is most deserving of the 2014 Battle Effectiveness Award for Destroyer Squadron THREE ONE.



R. D. COLLINS



DEPARTMENT OF THE NAVY
USS CHUNG-HOON (DDG93)
FPO AP 96662-1302

3502
Ser DDG 93/243
7 Dec 14

From: Commanding Officer, USS CHUNG-HOON (DDG 93)
To: Commander, Destroyer Squadron THREE ONE

Subj: 2014 LOGISTICS MANAGEMENT EXCELLENCE AWARD

Ref: (a) COMNAVSURFPACINST 1650.3A, Surface Forces Related Awards
(b) COMNAVSURFPACINST 3502.3, Surface Forces Readiness Manual

1. Per reference (a), USS CHUNG-HOON (DDG 93) has met all requirements for the 2014 Logistics Management Excellence Award.
2. The next Supply Management Certification (SMC) is scheduled to be conducted in April 2014. The last SMC visit was conducted on 7 December 2012 and received an overall grade of "EXCELLENT" (91.67%). The grade resulted from scores of "EXCELLENT" in Food Service (90.17%), "SATISFACTORY" in General Stores (87.43%), and scores of "EXCELLENT" in Retail Operations (93.53%) and "OUTSTANDING" in Postal Operations (95.53%).
3. 3M Assessment was not conducted during this award period. It was conducted in February 2013, with an overall score of "SATISFACTORY" (89.57%), and a Supply Department score of "SATISFACTORY" (89.51%) keeping CHUNG-HOON in good standing.
4. CHUNG-HOON had no spills of oil or other pollutants.
5. A proactive Depot Level Repairable (DLR) program is in place, resulting in no DLR carcass tracking charges, including surveys, exceeding 1% of DLR obligations for the Fiscal Year award period. The DLR carcass charges are at 0% as of November 2014. Supply Support processed 216 DLRs with no discrepancies to cause carcass tracking charges.
6. Food Service Division experienced no loss of accountability, and stores consumed did not exceed the monetary allowance of 2% or greater. Additionally, there were routinely no excessive surveys during the competitive period. The morale of the ship is constantly high due to the impact of the Food Service Division's outstanding meals being produced daily, receiving praises from the crew on a regular basis.

Subj: 2014 LOGISTICS MANAGEMENT EXCELLENCE AWARD

7. Retail Operations Division experienced no level 3 differences in the 2014 award period. Differences did not exceed 3% and/or more than \$3,000 during the accounting periods (31 Jan, 31 May, and 30 Sep). Unmatched expenditures have been significantly reduced to \$2,353.35 as of November 2014. Accounting Service no unmatched expenditures exist for a period greater than two years. CHUNG-HOON's Ship's Servicemen provides the best customer service on the waterfront. During 2014's Drydock period, S3 maintained a fully stocked Ship's Store while operating on the barge and adjusted their operating hours to support the ship's schedule. They are dedicated to supporting the crew and managing their inventory in order to maximize their contributions to MWR. In Fiscal Year 2014 alone, they funded MWR with \$15,500.

8. Disbursing Management is flawless with all Command Verification Team audits scoring 100%. A score of "OUTSTANDING" (97.97%) was obtained in the May 2014 Field Examination Group Disbursing Audit with no loss of funds or accountability. The grade resulted from scores of "OUTSTANDING" (98.89%) in Disbursing operations, an "EXCELLENT" (92.70%) in Command Pass Coordinator, and an "OUTSTANDING" (100.00%) in Command Responsibility. Additionally, there were no deposit and debit voucher discrepancies, untimely submission of monthly reports, unresolved travel advances or any type of fraudulent activity.

9. Postal Operations Management is satisfactory with no loss of accountability, failure to follow proper procedures, or postal offenses involving culpability on the part of the Postal Division during 2014.

10. Across all Supply Divisions there was no loss of accountability or loss of material/equipment during the award period due to poor management practices or failure to establish procedures.

11. In comparison to the CNSF average, CHUNG-HOON consistently performed higher in all Supply areas reported on the Continuous Monitoring Program (CMP). CMP reporting is managed closely by the Supply Officer and Commanding Officer, and is used as a management tool by all Supply personnel.

12. All Supply Maintenance and Unit Level Phase certifications remain within periodicity throughout the competitive cycle.



R. D. COLLINS



DEPARTMENT OF THE NAVY
USS CHUNG-HOON (DDG93)
FPO AP 96662-1302

3502
Ser DDG 93/242
7 Dec 14

From: Commanding Officer, USS CHUNG-HOON (DDG 93)
To: Commander, Destroyer Squadron THREE ONE

Subj: 2014 ENGINEERING/SURVIVABILITY EXCELLENCE AWARD

Ref: (a) COMNAVSURFPAC/COMNAVSURFLANT Instruction 1650.3B
Surface Forces Related Awards

1. CHUNG-HOON is fully qualified for the 2014 Engineering /Survivability Excellence Award based on the following criteria set forth in reference (a):

a. All 3M, MOB-D, and MOB-E certifications remained within periodicity and in good standing throughout the reporting period.

b. There have been no reportable oil or contaminant spills during the reporting period where CHUNG HOON unloaded/offloaded approximately 418,316 gallons of F-76 fuel, 41,500 gallons of JP-5, and 17,000 gallons of 2190 TEP lube oil. CHUNG-HOON remains vigilant and committed to environmental safety through continuous training and strict adherence to all Naval Environmental Protection instructions and best practices.

c. One NAVOSH Program (Heat Stress) assessed as partially effective during LOA. ICAS was in IEM during dry-docking period and CHUNG-HOON used daily Pearl Harbor Navy Shipyard Heat Stress Surveys to monitor heat stress conditions. CO, XO, HMC reviewed the surveys daily as required. All discrepancies have been addressed.

d. All Engineering programs with the exception of PQS and Quality Assurance were graded as "Ready to Support Light Off" during Light Off Assessment. All discrepancies have been addressed.

e. Gas Free Engineering was graded as "Ready to Support Light Off" during Damage Control Material Readiness Certification. All discrepancies have been addressed.

Subj: 2014 ENGINEERING/SURVIVABILITY EXCELLENCE AWARD

f. CHUNG-HOON was assessed as "Ready to Light Off" during TYCOM Light Off Assessment completed on 1 Oct 2014.

2. Rapid casualty control, sound troubleshooting, and teamwork are hallmarks for CHUNG-HOON's Engineers. These highly skilled technicians consistently maintained the engineering readiness while operational, in dry-dock, and then while bringing the Engineering plant back to full operational readiness. CHUNG-HOON's sustained superior performance in Engineering and Survivability is well documented before, during, and throughout the year:

a. Dry-docking Selected Restricted Availability (DSRA):

(1) Maintained a solid working relationship with BAE systems, Pearl Harbor Naval Shipyard, and SEMAT that contributed to the completion of over 657 work items that comprised of replacing port and starboard propeller hubs/blades, oil distribution boxes, and preservation of forward and aft uptake stacks and dirty side intakes.

(2) Cleared 25 CASREPS on various critical systems through repairs to gas turbine generators, gas turbine engines, electrical distribution system, SPY array, RHIB, refrigeration plants, air conditioning (A/C) units, low pressure air compressors, helo hangar doors, and ICAS.

(3) Conducted several dewatering and defueling operations totaling over 800,000 gallons of seawater and F-76 in support of docking operations and tank inspections.

(4) Replaced three GTG bleed air regulating valves which brought the bleed air system to 100% capability.

(5) Replaced all module fuel valves on gas turbine engines which ensured engine fuel system operability for light off assessment.

(6) Overhauled port and starboard stern tube seal cooling system, ensuring 100% optimal seawater cooling pressure and flow to the stern tube seal assemblies.

(7) Repaired major leaks on 2 A/C temperature regulating valve and condenser piping saving approximately \$100,000 in repair costs.

Subj: 2014 ENGINEERING/SURVIVABILITY EXCELLENCE AWARD

(8) Conducted repairs on starboard RSD Marotta valve bringing RAST to 100% for AVCERT.

(9) Installed over 250 grounding straps for wraparound controllers throughout the ship in preparation for 2015 INSURV.

(10) Replaced over 45 conduits on weatherdecks, preventing water intrusion and saving over \$50,000 of repair costs.

(11) Refitted 50 lighting fixtures and replaced over 2,000 peanut bulbs from fluorescent to LED, significantly improving visibility and enhancing CHUNG-HOON'S contribution to the Navy's energy conservation program.

b. Damage Control Material Assessment/Light Off Assessment

(1) Completed a back to back Mock Light Off Assessment and Light Off Assessment only nine days after Project Completion Date, well under the required time in accordance with the Joint Fleet Maintenance Manual.

(2) Corrected over 378 discrepancies, which included 114 underway restrictives.

(3) Readjusted 16 hydraulic and motor operated firemain valves, including firepump suction valves, following repair activity overhaul.

(4) Repaired and replaced three solenoid operated valves and rebuilt the AFFF pump for aft AFFF station.

(5) Hydro tested 312 portable CO2 bottles.

c. Throughout the year, CHUNG-HOON'S Maintenance Team and Engineers continued the steady strain of engineering excellence:

(1) Assisted with grooms to the galley, A/C and laundry equipment, helicopter hangar doors, and RHIBs.

(2) Assisted in repairs to fuel oil transfer piping that comprised of defueling both service tanks and generator gravity feed tank.

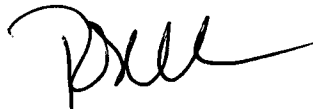
(3) Maintained shipboard gage calibration readiness at an average of 93%.

Subj: 2014 ENGINEERING/SURVIVABILITY EXCELLENCE AWARD

d. All installed firefighting systems were maintained at 100% throughout the period. CHUNG-HOON executed a successful dry dock availability, Damage Control Material Assessment, Light Off Assessment, and CMAV. During the availability, CHUNG HOON aggressively drove a Command Damage Control training program, which ensured a successful MOB-D training cycle and resulted in an unheard of command average of 87% for level of knowledge exams.

e. CHUNG-HOON's troubleshooting and systems knowledge allowed the ship to flex to an ever-changing and demanding schedule. While undocking when the BAE contractors could not discover why none of CHUNG-HOON's fire or seawater service pumps would start, it was CHUNG-HOON engineers who not only located the problem in the suction check valves but also fixed them fast enough to continue with the undocking evolution. After leaving drydock, CHUNG-HOON located and controlled a rupture in a seawater compensated tank in forward VCHT that could have allowed 20,000 gallons of water into the space. When it was determined that ship's force would have to dewater 170,000 gallons of seawater in three days, an evolution usually completed by off-ship specialists, CHUNG-HOON engineers completed the evolution to ensure repairs to the fuel oil storage tank would not delay schedule. When two pinhole leaks in the aft fuel transfer piping were discovered during a routine fuel transfer evolution, CHUNG-HOON watchstanders immediately controlled the casualty and applied temporary patches, allowing CHUNG-HOON to proceed with LOA and Contractor Sea Trials.

3. CHUNG-HOON's Engineering Department achieved engineering excellence in 2014 making CHUNG-HOON an excellent choice for the 2014 Engineering/Survivability Excellence Award.



R. D. COLLINS



DEPARTMENT OF THE NAVY
USS CHUNG-HOON (DDG93)
FPO AP 96662-1302

3502
DDG 93/CO
2 Dec 14

From: Commanding Officer, USS CHUNG-HOON (DDG 93)
To: Commander, Destroyer Squadron THREE ONE

Subj: 2014 CNSF SHIP SAFETY EXCELLENCE AWARD

Ref: (a) COMNAVSURFPAC/COMNAVSURFLANT Instruction 1650.3B
Surface Forces Related Awards
(b) OPNAVINST 5102.1D Navy and Marine Corps Mishap
and Safety Investigation Reporting and Record
Keeping Manual
(c) OPNAVINST 5100.19E Navy Safety and Occupational
Health (SOH) Program Manual

1. In accordance with reference (a) CHUNG-HOON meets or exceeds all requirements for this award. Specific requirements are addressed below.

a. ISIC Assessment. CHUNG-HOON was assessed by Destroyer Squadron THREE ONE as having fully effective safety and occupational health, traffic safety, and off-duty safety programs.

b. A formal Naval Safety Center Survey was completed on 7 February 2014.

c. Safety Standdowns. CHUNG-HOON conducted two safety standdowns in calendar year 2014. The standdowns were conducted on 25 February 2014 and 27 June 2014. Crew attendance was recorded via Relational Administrative Data Management (RADM) training muster sheets.

d. Mishap Reports. CHUNG-HOON recognizes the important role this process plays in the mitigation of future mishaps and submitted all required mishap reports in accordance with reference (b). All mishap reports have been submitted to the Naval Safety Center in Web Enabled Safety System (WESS) as required by reference (b).

e. Class A Mishaps. No class A mishaps occurred in the competitive period.

Subj: 2014 CNSF SHIP SAFETY EXCELLENCE AWARD

f. Hazardous Material Safety Program. Afloat Hazardous Material/Hazardous Waste program was last reviewed during the 2014 Safety Survey. Although a specific grade is not assigned during the Safety Survey, the survey discovered only two significant discrepancies and ten minor discrepancies.

g. Safety Council and Safety Committee Meetings. During the competitive period, Safety Council and Safety Committee meetings were held regularly, as shown below. Regular topics of discussion included a review of Divisional Safety Petty Officers responsibilities, a review of Hazard Report procedures, space safety inspections, and upcoming safety events. All minutes and musters were documented and Safety Council minutes were reviewed by the chain of command.

(1) 2014 Safety Council Meetings: 5 February, 7 May, 15 October. A fourth meeting will be held in December.

(2) 2014 Safety Committee Meetings: 16 January, 22 January, 28 March, 18 September, 15 October. Another meeting will be held in December.

h. NAVOSH Program Assessments. No INSURV or TYCOM Material Condition Assessment occurred during the competitive period.

i. Motorcycle Safety. CHUNG-HOON has a total of 20 motorcycle riders, all of whom are current on Basic Rider's Course (BRC). The ships motorcycle program dashboard in ESAMS shows "Green" for both standard and sport bike rider training compliance. Two riders have not completed Level II training. Every sailor who rides or owns a motorcycle has signed a Page 13 acknowledging the suspension of their riding privileges (when applicable) pending a successful completion of the motorcycle courses. CHUNG-HOON requests a waiver for these riders in light of the circumstances detailed below:

(1) Rider 1. This rider purchased a motorcycle in September 2014, attended BRC on 11 September 2014, and was scheduled for 12 November MSRC. This course was canceled before convening; the rider is rescheduled on 20 December 2014 at Leeward Community College.

(2) Rider 2. This rider purchased a motorcycle in September 2014, attended BRC on 4 March 2014, and was scheduled for 21 November BRC-2. This course, along with six previous

Subj: 2014 CNSF SHIP SAFETY EXCELLENCE AWARD

courses in which the rider was enrolled, was cancelled prior to convening. The rider is rescheduled on 19 December 2014 at Barber's Point.

j. A baseline industrial hygiene survey has been completed and a periodic industrial hygiene survey was completed on 10 November 2014.

2. USS CHUNG-HOON (DDG 93) has been effective in the execution of an Afloat Safety program that meets or exceeds the criteria discussed in reference (a).



R. D. COLLINS



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USS CHUNG-HOON (DDG93)
FPO AP 96662-1302

3502
DDG 93/CO
2 Dec 14

From: Commanding Officer, USS CHUNG-HOON (DDG 93)
To: Commander, Destroyer Squadron THREE ONE

Subj: 2014 COMMAND, CONTROL, COMMUNICATIONS AND INFORMATION
WARFARE EXCELLENCE AWARD

Ref: (a) COMNAVSURFPAC/COMNAVSURFLANT Instruction 1650.3B
Surface Forces Related Awards

1. Per reference (a), USS CHUNG-HOON (DDG 93) is fully eligible for the Command, Control, Communications and Information (C3I) Warfare Excellence Award, pending approval of waiver for RCS range.

2. Communications. CHUNG-HOON continues to demonstrate sustained superior performance in shipboard operations relating to matters of command, control, communications, intelligence, electronic warfare and cryptology equipment. While operational as an Information Warfare Unit during KOA KAI 2014, CHUNG-HOON provided integral stationing and maneuvering communications to multiple ships during underway Information Warfare Commander events. Following successful underway operations, CHUNG-HOON quickly shifted focus to maintenance and over the course of a comprehensive five month Dry-docking Selected Restricted Availability (DSRA) period executed a complex ship's antenna mast refurbishment that included over 1,200 man hours, covering over 1,000 square feet of preservation, resulting in a cost savings of over \$500,000. Additionally, an overhaul of 15 communications antennas was completed with zero safety discrepancies and 100 percent operational capability. CHUNG-HOON also successfully completed a Service Life Enhancement Program (SLEP) upgrade to its NIPRNET and SIPRNET Local Area Network (LAN). This included upgraded hardware along with increased speed and reliability of CHUNG-HOON's LAN services.

3. Cryptology. During DSRA, CHUNG-HOON supported a successful Ship's Signal Exploitation Equipment Increment F (SSEE INC-F) installation. This complex modernization provided CHUNG-HOON a single core architecture that can be quickly modernized and/or upgraded to incorporate technological advances and scaled capabilities. The system will be fully compliant with the

Subj: 2014 COMMAND, CONTROL, COMMUNICATIONS AND INFORMATION
WARFARE EXCELLENCE AWARD

Maritime Cryptologic Architecture. There were no reportable security incidents during the calendar year.

4. Electronic Warfare. During the competitive period, Electronic Warfare personnel retained proficiency by rigging deceptive lighting, setting and maintaining various EMCON levels, and running the Pearl Harbor ULM-4 range. CHUNG-HOON's Electronic Warfare watch standers regularly distinguished themselves with their superior training and tactical accomplishments. During Combat Systems Light off and the following Total Ship's Readiness Assessment, the Electronic Warfare Mission Area passed initial start up checks, resulting in readiness for upcoming Basic Phase.

5. CCC, CRY, EW, and INT Mission Areas are pending certification during upcoming basic phase schedule.

6. CHUNG-HOON successfully completed ULM-4 range testing 21 January 2014 and 10 November 2014.

7. CHUNG-HOON last completed RCS range testing September 2011, which is required every eighteen months, waiver submitted. CHUNG-HOON submitted a request to complete range testing in March 2013, however due to construction, the Pearl Harbor range was not available. From April - October 2013, there were no ranges available in the Seventh Fleet AOR. CHUNG-HOON requested range time in November 2013, February 2014, and November 2014, but due to a compressed underway schedule in November and range availability due to funding, CHUNG-HOON was directed to wait to more efficiently use range resources.

8. RFIST was not applicable to USS CHUNG-HOON (DDG 93).

9. Electromagnetic compatibility certification was not required (situational).

10. CHUNG-HOON did not have any security, to include EKMS/COMSEC, incidents.

11. CHUNG-HOON was 100 percent Cyber Security Work Force (CSWF) compliant with two qualified Information Assurance Managers onboard.

12. CHUNG-HOON was 100 percent Information Assurance Vulnerability Alert (IAVA) compliant during the competitive period.

Subj: 2014 COMMAND, CONTROL, COMMUNICATIONS AND INFORMATION
WARFARE EXCELLENCE AWARD

13. CHUNG-HOON had zero information assurance incidents to report through the competitive period.

14. CHUNG-HOON had zero computer network defense incidents or policy violations to report through the competitive period.

15. CHUNG-HOON successfully passed a bi-annual EKMS Advice and Assistance inspection.

16. CHUNG-HOON sustained peak levels of combat and mission readiness. These accomplishments make her most deserving of the 2014 Command, Control, Communications and Information Warfare Excellence Award.



R. D. COLLINS

08 December 2014

**AFLOAT TRAINING GROUP MIDDLE PACIFIC
END OF MISSION REPORT**

Mission Area: MOB-S	Event: 1.4
Ship: USS CHUNG-HOON (DDG 93)	Dates: 01-04 Dec
Team Lead: BM1 (SW/AW) [REDACTED]	
Assessor U/I: BMC (SW) [REDACTED]	

1. Events completed during the visit.
 - a) MOB-S 1.4 was conducted and the following CE's were assessed.
 - (1) CE-03 Conduct Underway/Mooring to a pier
 - (2) CE-06 Conduct MOB Recovery (Ship and Boat)
 - (3) CE-07 Conduct Small Boat Operations
 - (4) CE-09 Conduct CONREP (FAS & RAS)

CE/RE status	Watch Teams	Avg Score
CE-02 Level Of Knowledge Exams	X	94%
CE-03 Conduct Underway/Mooring to a Pier	X	99%
CE-06 Conduct MOB Recovery (Ship and Boat)	X	90%
CE-07 Conduct Small Boat Operations	X	100%
CE-09 Conduct CONREP (FAS & RAS)	X	72%

2. Significant comments a. CHN's CE-04 (Anchor Operations), CE-05 (Mooring to a Buoy), CE-08 (Conduct Towing), CE-11 (Conduct Abandon Ship) remain outstanding due to limited ship's schedule underway availability. Remaining CE's will be assessed underway the week of 02FEB2015 & 09FEB2015. Recommend 1st LT review safety procedures with all watch standers to ensure safety of the crew during all deck evolutions.

- a. Administration - N/A
- b. Material - N/A
- c. Personnel - N/A
- d. CE/RE Performance and Procedural Compliance -
 - (1) CE03 Conduct Underway/ Mooring to a pier
 - a) Line Handler(s) were not wearing chin straps.
 - (2) CE06 Conduct MOB Recovery (Ship and Boat)
 - a) Bridge did not pass man was recovered over 1MC.

Enclosure (25)

b) SAR Swimmer was not wearing Chem lights on Mask for Night Man Overboard.

(3) CE08 Conduct CONREP (receive fuel, receive cargo)

a) Line Handler took off chin strap and was not in battle dress.

b) Fuels, phone and distance line phone talkers did not wear Kevlar helmet.

c) CONREP Riggers walked under tensioned highline twice between the load and deck edge.

d) Line handlers let line run through their hands.

3. Recommendation -

a. CHN CE09 (CONREP) shall be re-assessed during MOB-S 1.4 the week of 26 January 2015.

b. CHN's CE-04 (Anchor Operations), CE-05 (Mooring to a Buoy), CE-08 (Conduct Towing), CE-11 (Conduct Abandon Ship) remain outstanding due to limited ship's schedule underway availability. Remaining CE's will be assessed underway the week of 26Jan2015.

c. Recommend 1st LT review safety procedures with all watchstanders to ensure safety of the crew during all deck evolutions.

d. Recommend Deck Division continue to work closely with MOB-S Assessors to ensure a smooth basic phase and mission success.

e. Recommend CHN 1st LT communicate early and often if there are any questions, comments and or concerns.

4. Outbrief was conducted at on 04DEC14. The following personnel were in attendance:

CHN	(DDG-93)	AFLOATRAGRU	MIDPAC
CO	CDR Collin	MOB-S TL	BM1 [REDACTED]
XO	CDR Ogden	MOB-S TL U/I	BMC [REDACTED]
OPS	LT [REDACTED]	TLO	LT [REDACTED]
1 st LT	ENS [REDACTED]		

- 5. SOP Alignment.
 - a. N/A

/s/

A solid black rectangular redaction box covering the signature.

18 February 2014

**AFLOAT TRAINING GROUP MIDDLE PACIFIC
END OF MISSION REPORT**

Mission Area: MOB-S	Event: 1.4
Ship: USS CHUNG-HOON (DDG 93)	Dates: 02-13 Feb
Team Lead: BM1 (SW/AW) [REDACTED]	
Assessor: BMC (SW) [REDACTED]	

1. Events completed during the visit.
 - a) MOB-S 1.4 was conducted and the following CE's were assessed.
 - (1) CE-04 Conduct Anchoring operation
 - (2) CE-08 Conduct Emergency Towing
 - (3) CE-09 Conduct CONREP (FAS & RAS)
 - (4) CE-11 Demonstrate Abandon Ship Procedures

CE's completed	Watch Teams	Avg Score
CE-04 Conduct Anchoring operation	X	95%
CE-08 Conduct Emergency Towing	X	85%
CE-09 Conduct CONREP (FAS & RAS)	X	85%
CE-11 Demonstrate Abandon Ship Procedures	X	95%

2. Significant comments a. CE-05 (Mooring to a Buoy), remain outstanding due to limited ship's schedule underway availability. Remaining CE will be assessed underway the week of 23FEB2015. Recommend 1st LT review safety procedures with all watch standers to ensure safety of the crew during all deck evolutions.

- a. Administration - N/A
- b. Material - N/A
- c. Personnel - N/A
- d. CE/RE Performance and Procedural Compliance -
 - (1) CE04 Conduct Anchoring Operation
 - a. Rigger stepped over Chain stopper between anchor chain.
 - (2) CE08 Conduct Towing
 - a. Only One (1) line throwing gun was available.
(No backup on station)
 - b. CHN did not incrementally increase speed to 5-7kts.

Enclosure (25)

- (3) CE-09 Conduct CONREP (FAS & RAS)
 - a. Line handlers were within 6ft of blocks.
 - b. Riggers did not cut Stoppers at the knuckle properly.
- (4) CE11 Abandon Ship Procedures
 - a. Soft covers were not worn by all personnel.

3. Recommendation -

- a. CHN will not be recommended for Certification until CE05 (Mooring to a Buoy) is complete. CE05 will be executed during the week of 23FEB15 due to ship's limited underway schedule the week of 09FEB15.
- b. Recommend 1st LT review safety procedures with all watch standers to ensure safety of the crew during all deck evolutions.
- c. Recommend Deck Division continue to work closely with MOB-S Assessors from ATGMP to ensure a smooth basic phase and mission success.
- d. Recommend CHN 1st LT communicate early and often if there are any questions, comments and or concerns.

4. Outbrief was conducted at on 13FEB15. The following personnel were in attendance:

USS CHUNG-HOON (DDG-93)		AFLOATRAGRU MIDPAC	
CO	CDR Collin	MOB-S TL	BM1 [REDACTED]
XO	CDR Ogden	MOB-S Assessor	BMC [REDACTED]
OPS	LT [REDACTED]	TLO	LT [REDACTED]
1 st LT	ENS [REDACTED]		
LCPO	BMC [REDACTED]		

- 5. SOP Alignment.
 - a. N/A

/s/
 [REDACTED]

17 FEB 2015

**AFLOAT TRAINING GROUP MIDDLE PACIFIC
END OF MISSION REPORT**

Mission Area: MOB-N	Event: 1.4 U/W
Ship: USS CHUNG-HOON (DDG-93)	Dates: 12-13 FEB 2015
Team Lead: QMCS (SW) [REDACTED]	

1. Events completed during the visit.
 - a. Watch team training drills (Block 1.4 Underway) IAW ATGPAC Users Guide Tab P Appendix B.

CE's completed	Watch Teams	Avg Score
CE04-Conduct a Precision Anchorage	S&A	90%
CE05-Conduct Restricted Water Navigation	S&A	90%
CE06-Conduct Low Visibility Navigation	S&A	94%
CE07-Respond to a Navigation Casualty	S&A	97%
CE08-Conduct Open Ocean Navigation	Section 1	95%
CE09-Respond to a Loss of Steering Casualty (Restricted Waters)	S&A	100%
CE09-Respond to a Loss of Steering Casualty (Open Ocean)	Section 1 Section 2 Section 3	100% 100% 100%
CE10-Demonstrate Visual Signaling	1 Watch Team	100%

2. Significant comments - CHN will not be recommended for certification until the DFS on VMS is cleared.

- a. Administration - N/A
- b. Material -
 - (1) 67 Radar OOC JCN: CE03-0600 (ETR unknown)
- c. Personnel - N/A
- d. CE Performance and Procedural Compliance
 - (1) CE04-Conduct a Precision Anchorage:
 - a. CHN Anchored 16 Yards from the center of Anchorage.
 - b. The gyro error that was brief did not match the gyro error that was posted.
 - (2) CE05- Conduct Restricted Water Navigation:
 - a. The bearing and range error for each Navigation radar and repeater was not logged or posted.
 - b. The gyro error that was brief did not match the gyro error that was posted.

Enclosure (25)

- (3) CE06- Conduct Low Visibility Navigation:
 - a. Check list was not completed or logged in the decklog.
- (4) CE07- Respond to a Navigation Casualty: GYRO:
 - a. NTR
- (5) CE07- Respond to a Navigation Casualty: Respond to a Navigation Casualty- VMS (sensor and display):
 - a. Check list was not completed or logged in the decklog.
- (6) CE08- Conduct Open Ocean Navigation:
 - a. Compass Comparisons between bridge gyrocompass/INS repeaters and magnetic compass at least every 30 minutes was not logged in the decklog.
- (7) CE09: Respond to a Loss of Steering Casualty S&A:
 - a. NTR
- (8) CE09- Loss of Steering Open Ocean Sections 1, 2, and 3:
 - a. Section 1 - NTR
 - b. Section 2 - NTR
 - c. Section 3 - NTR
- (9) CE10-Demonstrate Visual Signaling:
 - a. NTR

e. CHN is IAW COMNAVSURFOR SAN DIEGO CA DEFENSE ADVANCED GPS RECEIVER PROGRAM FAMILIARIZATION AND /DISTRIBUTION PLAN MSG DTG: 071732Z MAY 14.

f. CHN is IAW COMNAVSURFOR SAN DIEGO CA: DELEGATION AUTHORITY FOR SHIP NAVIGATION WATCHSTANDER PQS: MSG DTG: 171814Z JUN 14.

g. This event was conducted Underway and crew is utilizing FRV Coveralls IAW COMAFLOATRAGRUPAC SAN DIEGO CA: TEMPORARY STANDING ORDER 14-08: MSG DTG: 252325Z JUN 14.

3. Recommendation -

- a. CHN has completed all MOB-N CEs, meeting criteria for certification in the MOB-N mission area.

- b. CHN will not be recommended for certification until the DFS on VMS is cleared.
- c. BZ CHN team for the response time to simulated casualties casualties ensuring CHN was safe to operate.
- d. BZ CHN Navigation and watch teams for the noticeable training that has taken place since MOB-N 1.3.

4. An Outbrief was conducted at 1515, on 13 FEB 15. The following personnel were in attendance:

USS CHUNG-HOON (DDG-93)
CO CDR Collins
XO CDR Ogden
NAVIGATOR LTJG [REDACTED]

AFLOATRAGRU MIDPAC
MOB-N TL QMCS [REDACTED]
TLO LT [REDACTED]

5. SOP Alignment - N/A

/s/
[REDACTED]

23 Jan 2015

**AFLOAT TRAINING GROUP MIDDLE PACIFIC
END OF MISSION REPORT**

Mission Area: 3M	Event: 1.3
Ship: USS Chung-Hoon(DDG-93)	Dates: 21JAN-23JAN
Team Lead: ENC [REDACTED]	
Assessors: EMCS [REDACTED], ENC [REDACTED], DCCS [REDACTED], EMC [REDACTED], MMCS [REDACTED], LSC [REDACTED], EM1 [REDACTED], ETC [REDACTED], DCCS [REDACTED] (U/I), YN1 [REDACTED] (U/I)	

1. Events completed during the visit.

CE's/RE's completed	DIVISON
Workcenters above 85% AER	34/43
Workcenters above 85% CSMP	43/43
Workcenters successfully re assessed AER	9/9
Workcenters successfully re assessed CSMP	N/A
EER	89.91%

2. Significant comments.

a. Administration

CSMP

Several workcenters have incorrect second contact or no second contact at all. Some workcenters had jobs written under wrong APL.

CA01

- 5321/R51 S-3 Lined out and not accomplished.
- MRCs missing location: 1651/005 W-3, S-2R, S-3R,S-6R, S-7, 18M-1, 18M-3, and U-4
- 3301/002 M-1 LGL missing S/N
- 4241/002 R-3 location block empty
- 4680/002 M-1 no location A-2, A-3R, A-6R, R-1, R23Q, R30W, R-76S, R94, LU-1 and SU-1
- 4836/716 R-5 and R-6
- 5000/005 R-1 and 6300/001 U-12 LGL missing serial number
- Several valves Missing CDM RIN- not associated.

CA02

Enclosure (25)

- FBR 3119-14 not installed
- 4731/008 LGL missing serial number for Winch unit
- 5000/005 LGLs missing serial numbers
- 4688/029 S-19R not lined out on situational Report
- 4731/008 R-2 not lined out on R check report
- Incorrect maint. reflected in SKED 09NOV14 4688/029 R-5
- CDM RIN no listed for PP 2-452-1

CA04

- No discrepancies.

CC01

- Missing check notes for QTR 24
- IT2 ██████████ accomplished the check but did not change ITSN ██████████ in Sked.
- 6341/001 S-1 accomplished on 01DEC2014, but in sked on 03DEC2014.

CC02

- Missing check notes for QTR 24
- Wrong maintenance person listed in SKED.

CE01

- Check note verbage not standardized
- Equipment association not complete

CE03

- No discrepancies.

CE04

- 25Nov2014 does not have check notes

CF01

- 4560/R08 four items missing serial numbers on LGL
- Check notes for week 1/5-1/11 missing

CF02

- No discrepancies.

CF03

- Check notes for 11/24/2014-11/30/2014 missing
- Situational events not being triggered

CG01

- 5000/005 U-1 LGL missing serial numbers
- 5221/012 forward Gun Project Mag needs serial number
- 6122/001 no location
- 6630/005 compressed gas cylinders need LGL
- Wrong maintenance person entered in SKED 12/16 R-1D

CG02

- 3-14 needs check note

CG03

- Incorrect split MIP use 4361/051, 5221/012
- 5000/009 A-1 omitted without justification
- 7611/001 S-26R omitted
- MIP 5000/009, 5221/009, 5221/012 not correctly associated, associated to xcompartment vice system/equipment

CG04

- Missing CDM RIN/Ships RIN on MIPS 3000, 5000/009, 5362/010 and 6630/005
- Week 1/12-1/18 MP did not sign and date. MIP 7000/X01 1/1212015
- Date don't match SKED (MIP 7112/1131) week 1/12

CM01

- MIP 5000/005 OT-1, U-12 is deleted
- 6300/001 passageway 1-300-01-L in IEM, access trunk 1-338-1-T in IEM, should be 6341/001-Deck not in space
- 1-12-2015 check notes not annotated
- 12/29 W-1R(#R-3) 13 week report should be R-2

CM02

- Record of change dates not saved in SKED
- MP 7211/094 U-2 (6300/001 18M-1#)
- 13 week check notes not standardized

CSE1

- Check notes missing in 25NOV14
- Category Two IEM does not have a JSN

CSE3

- No discrepancies.

EA01

- Blanks requiring Ship's Force data not filled out

EA04

- Still using NSTM 670 outdated version
- Omitted R-2/R-6M pre-underway x 4

EB14

- FR 4-14 10/17 vice 10/13
- Date on 13 Week does not match SKED

EE01

- Missing check note for Q-1R MIP 3000/001 01/8/2015 and 24M-2

EE02

- 4431/013 (Standardization) All checks lined out except for U-2
- 5519/022 (Standardization) All checks lined out except for LU-1, SU-1.

EM01

- FR 4-14 finalized 10/17 vice 10/13

- MIP 5932/000 does not match work center PMS manual and SKED. Changes on MIP are not reflected in SKED.
- Dates on 13 Week does not match w/SKED
- Names does not match SKED
- 13 Week acct printed w/o association

EM02

- FR 4-14 signed 10/17 vice 10/13
- MP does not match SKED

EM04

- Change does not match SKED
- FR 4-14 implemented 10/17 vice 10/13
- Wrong SA for 2451/006 S-10 not split to EM02/EM04
- MIP 3241/051 line-outs do not match SKED
- Dates on 13 week Accountability log and SKED do not match
- Equipment not Associated
- No Mandatory maintenance identifier

ER01

- Q-1 related maintenance U-11 not lined out
- 5000/005 CPW-V-752 A-2 binded incorrectly should not be mandatory
- 5210/016 related maintenance 5000/014 A-2 not lined out
- 5931/016 M-7 not binded with U-1, 2M-3 nto binded with U-15 and A-7 is not lined out
- 6300/001 veriy OMMS-NG ownership
- 6341/001 S-2 not binded with U-7 and S-1 nto binded with convience related maintenance

ER03

- 13 week 22Dec14 T/O machinist lath T/o# 42121 SU-1, Q-2R, S-1, S-2, A-3 and 24M-1
- Maintenance person completed SU-1, Q-2R, S-1, S-2, A-3, 24M-1 did not complete check in SKED

ER04

- 5231/001 R-23(#R-1, 5210/016 R-9Q), U-8 not bound x4
- 5291/001 36M-1(#A-13)
- 5291/001 crossed MIP incorrectly (#5000/006)
- 5519/015 A-8 related maintenance#5000/009 A-1, 5000/014M-1, 5834/010 not bound
- 5519/017 M-1R should be cross MIP x3
- 5519/017 36M-2#Q-1r nto bound x3 and 36M-1
- 3519/021 A-8 not bound
- 5519/022 A-8 related manintenance not applicabile and not lined out SU-4 5000/015 A-1, 5834/010 A-1
- 5551/029 verify MRC bound correctly
- 5553/026 U-3 related maintenance nto bound
- 5553/026 U-2 incorrectly bound
- 5556/003 U-5 incorrectly bound x2
- 6241/002 SU-1 lined out related maintenance not applicabile
- 6300/001 ensure space ownership is correct in OMMSNG for example 2-116-2-T belongs to CC01
- 6300/001 veriy MRC bound
- 6641/018 U-14 lined out related maintenance not applicabile
- 6641/052 SU-1(#2M-1) not bound

ER09

- Record of Change dates does not match
- Situational change not being triggered
- MP 6300/001 S-1 listed doors and scuttles and comparted S-1 is for compartmns
- Check notes not standardized
- Equipment association not complete
- Periodic maintenance not scheduled for accomplishment with SU checks when equipment brought out of IEM 83x3 249 omitted
- Omitted door/hatches/scuttles 134x3 402 omitted
- 1671/003 48M-2 deleted

EX01

- No discrepancies.

Enclosure (25)

FCA1

- 79 gages that ship's force capable out of calibration (omitted)

HE01

- R-1 (MRC 6600) don't reflect on SKED
- Q-4R was Triggered will correct
- MIP 6600 MRC 74A1CEN (R-1) lined out

HM01

- Date don't match on SKED week 1/5

CE03

- Situational check R-5Q MIP 4551/292 missing from sked and not being triggered prior to underway.

SS03

- MIP 6541/080 not on current loop and should be removed from 3m work center binder MIP section.

CG02

- No discrepancies.

NN01

- Proper Check notes verbage not used
- Completed on 21DEC14 but in SKED was completed 17DEC14
- 4211/015 S-2 check signed for but not added to SKED

OD01

- Qtr 4-14 week 8 closed out before the maintenance was signed off.
- S-1 MRC table not accounting for electrical enclosures for multiple spaces.

OI01

- Incorrect lineouts on MIP 4551/290 has 3 MRCs lined out without SA or FBR or Split MIP

OT01

- Qtr 4-14 PMS report missing SAR#s but routed
- Some 13 week reports do not match SKED

OT02

- No discrepancies.

SS01

- 5000/005 MIP not associated

SS02

- 5121/004 and 5000/005 not associated
- Completion date in SKED does not match 13 weeks: 11/24; 12/1; 12/8, and 1/6

SS03

- Missing serial numbers on MRC 64 T32H N(5000/005) and A2 T32L U.
- Missing LGL on 6541/081 MRC 52 PG60 U
- Missing association 6541/081
- Dates on week 12/1 does not match SKED

EER

- Split MIP not up to date. Several work centers with split MIPs did not match the master split MIP file.
- FBR 1264-14 over 7 days old
- Missing list of 3M positions and qualification level for personnel filling positions

RAF

- No discrepancies.

3. Recommendation.

- a. USS Chung Hoon is recommended to proceed to 1.4.
- b. Emphasize the importance of getting equipment serialized. Also need to address and correct omitted checks.
- c. Continue to identify equipment ownership for all spaces to ensure that equipment is receiving proper maintenance.
- d. Continue to evaluate current maintenance practices and train as necessary to prepare for 3M 1.4 event.

4. Outbrief details.

- a. ENC [REDACTED] conducted the outbrief with CO, XO, 3MC, ATGMIDPAC CO and crew leadership.

5. SOP Alignment.

- a. There were no deviations from the SOP.

[REDACTED]

20 Jan 2015

**AFLOAT TRAINING GROUP MIDDLE PACIFIC
END OF MISSION REPORT**

Mission Area: VBSS	Event: 2.4
Ship: USS CHUNG-HOON (DDG 93)	Dates: 20 JAN 2015
Team Lead: GMC (SW) [REDACTED] Assessors: QMC (EXW/SW/FPJ/DV) [REDACTED] GMC (SW) [REDACTED] DCC (SW/AW) [REDACTED] BM1 (EXW/SW) [REDACTED]	

1. Events completed during the visit. VBSS 2.4

CE's completed	Watch Teams	Avg Score
CE03 CONDUCT NON-COMPLIANT BOARDING	1	97%
CE04 CONDUCT COMPLIANT BOARDING	1	97%
CE05 CONDUCT APPROACH, ASSIST, VISIT OPERATIONS	1	100%
CE06 DETAINEE OPERATIONS	1	100%

2. Significant Comments. BZ to CHN's BTM for their attention to detail in NCVBSS tactics, techniques, procedures and outstanding communications during their vessel search, this led to safe a successful evolution and safe handling of all personnel onboard.

a. Administration- NA

b. Material- NA

c. Personnel- NA

d. CE/RE Performance and Procedural Compliance

(1) Non-Compliant Boarding, CE03

(a) CE03.13 Were BTM and Boat Crew properly dressed for MIO operations? Boat Crew was not issued small arms as per NTTP 03-07.11M.

(2) Compliant Boarding, CE04

(a) CE04.12 Were BTM and Boat Crew properly dressed for MIO operations? Boat Crew was not issued small arms as per NTTP 03-07.11M.

3. Recommendations -

a. CHN is recommended to certify VBSS 2.4.

b. Recommend CHN boarding team members continue training to maintain proficiency and to prevent complacency.

c. Recommend VBSS Officer continues to scrub training records and ensure compliance with the most recent ASA check sheet/references.

4. Out brief details - GMC [REDACTED] debriefed CO, XO, VBSSO (ENS Moore).

5. SOP alignment-

N/A

/s/
[REDACTED]

AFLOAT TRAINING GROUP MIDDLE PACIFIC
END OF MISSION REPORT

Mission Area: MOB-D	Event: 1.4
Ship: USS CHUNG-HOON (DDG 93)	Dates: 08-12 DEC 2014
Team Lead: DCCS [REDACTED]	
Assessors: DCCS [REDACTED], DCC [REDACTED], DCC [REDACTED], DC1 [REDACTED]	

1. Events completed during the visit.

CE's completed	Watch Teams	Avg Score
CE02-Set Material Condition Readiness	RPL	83%
CE04-Respond to Fire	ALL	87%
CE05-Respond to Flooding	ALL	96%
CE06-Respond to Structural Damage	ALL	92%
CE07-Respond to Toxic Gas	FS/IET	94%
CE08-Provide Rescue and Assistance	FS	100%
CE09-Rig Casualty Power	RPL	100%
CE10-Employ CBR Defense Procedures	RPL	83%
CE11-Combat A Major Conflagration	RPL	83%

2. Significant comments.

a. Administration:

- 1) Continue to revise and verify the Repair Party Manual and the Damage Control closure log.

b. Materials:

- 1) This event was conducted underway and crew is utilizing FRV coveralls.
- 2) Ensure flash gear is on order and available. A lot of flash gear were worn and close to not usable.

c. Drill recommendations:

- 1) Allow electricians to actually isolate spaces.
- 2) Continue to conduct Zebra drills and include all watch stations in validating Zebra cards.

d. CE/RE Performance and Procedural Compliance:

- 1) NTR

3. Recommendation.

a. USS CHUNG-HOON has successfully completed Phase 1.4, met all MOB-D CEs, and is recommended MOB-D Certification.

4. Out brief details.

a. Debrief conducted by DCCS GRANADOS, MOB-D Team Lead, with CDR Collins (CO), CDR Ogden (XO), LT [REDACTED] (CHENG), DCC [REDACTED] (Repair LCPO), LT [REDACTED] (ATGMIDPAC TLO), and DC1 [REDACTED] (ERO4 LPO).

5. SOP Alignment.

a. NTR

DCCS (SW/AW) [REDACTED]

MOB-D TEAM LEAD

[REDACTED]

Office: [REDACTED]

AFLOAT TRAINING GROUP MIDDLE PACIFIC
END OF MISSION REPORT

Mission Area: FSO-M	Event: 1.4
Ship: USS CHUNG-HOON DDG (93)	Dates: 01-04 DEC 2014
Team Lead: HMC [REDACTED]	
Assessors:	

1. Events completed during the visit.

CE's completed	Watch Teams	Avg Score
CE04 CONDUCT FIRST AID DRILLS (8 BASIC WOUNDS)	I, III	98%
CE05 CONDUCT PATIENT TRANSPORT	I, III	100%
CE06 CONDUCT BDS OPERATIONS	I, III	100%
CE07 CONDUCT MASS CASUALTY DRILL	I, III	100%

Note: ATG MIDPAC medical conducted a four (4) day underway phase 1.4 event in order to assess the training provided in blocks 1.2/1.3 and apply them in assessment mode.

2. Significant Comments.

a. Administration. NSTR

b. Material. Procured missing medical emergency items raising stock levels to 100%.

c. Personnel. HMC [REDACTED]'s medical programs are effective; his spaces are organized and well maintained. The crew and stretcher bearers have bought into his training providing outstanding results during the first aid and mass causality drills.

3. Significant comments.

USS CHUNG-HOON'S watch team proficiency was 100% for each Battle Dressing Station (BDS). The ship's watch teams performed exceptionally well during the entire basic training phase. NC1 [REDACTED] did an outstanding job as the Triage Officer with the assistance of SN [REDACTED]. CTT2 [REDACTED], PS2 [REDACTED] LS2 [REDACTED] and YN3 [REDACTED] displayed a high level of knowledge, enthusiasm and motivation during training events. USS CHUNG-HOON Sailors are proud, professional, resilient and ready for the seas. Bravo Zulu!

4. Recommendation.

USS CHUNG-HOON has successfully completed Phase 1.4, met all FSO-M CEs, and is recommended for Fleet Support Operations - Medical Certification.

5. Out brief details.

a. HMC [REDACTED], FSO-M Team Lead conducted an out brief with CDR Collins (CO), CDR Ogden (XO), LT [REDACTED] (TLO) and HMC [REDACTED] (SMDR).

6. SOP Alignment.

a. There were no deviations from SFRM Tab K.

[REDACTED]
ATG MIDPAC, N57063
FSO-M Team Lead

23 JUL 14

**AFLOAT TRAINING GROUP MIDDLE PACIFIC
END OF MISSION REPORT**

Mission Area: AT	Event: 1.1
Ship: USS CHUNG-HOON (DDG 93)	Dates: 21 JUL 14
Team Lead: MA1 [REDACTED]	
Assessors: OS1 [REDACTED], MA1 [REDACTED]	

1. Events completed during the visit:

CE Evaluated	Watch Team	Score
CE01: Review AT Administration	1-3	92%

2. Significant comments. BZ to FPO, MAC and GM1 Gonzalez whose preparation for AT 1.1 was a direct reflection of your team reaching out to ATGMP AT Team early and often. My Team observed significant changes and much improvement to the records keeping and AT/FP program significantly.

a. Administration

- (1) Training records missing the following:
- a. CMAA requires ATO Level II certification.
 - b. Missing Laser Safety training documentation for ATTWO's.
 - c. JQR and SOP for Pencil Flares could not be provided.
 - d. Update Emergent Dive Bill upon conclusion of DSRA.

b. Material

- (1) AEL's missing the following:
- a. 4 of 24 cans of inert OC
 - b. 2 of 5 Inspection Mirrors (Acrylic)
 - c. 2 of 2 Inspection Mirrors (Rectangular)

(2) Two (2) Acrylic and Two (2) Rectangular inspection mirrors were not on hand however, CHN provided requisitions inquiry showing both items on order. ETA for Mirrors is 27 July 2014. Requisitions inquiry for OC

Enclosure (25)

submitted 21 July 14, awaiting Chain of Command approval and submission.

c. Personnel

- (1) 5 of 36 Crew Served Weapons (CSW) qualifications not met. Ammo procured for 05 Aug 14.
- (2) Second Class swimmer qualification missing for 1 of 2 boat engineers.
- (3) Small Arms Marksmanship Instructors (SAMI) qualifications are as follows:
 - a. GM1 [REDACTED] - 18JUL14
 - b. GMCS [REDACTED] - 17JUL14

d. CE/RE Performance and Procedural Compliance

- (1) CE 01 completed.

3. Recommendation.

- a. ATG recommends CHN proceed to AT 1.2.
- b. Recommend designation letter for Assistant ATO.
- c. Continue to work with ATG AT Team throughout the BP to ensure mission success.
- d. Recommend CHN's ATTT continue training personnel throughout the BP and incorporate as many non-simulated scenarios, to ensure the highest levels of proficiency and to minimize complacency.
- e. ATG recommends a semi-annual scrub of all training jackets to ensure appropriate documentation is completed and accurate IAW the ASA Check Sheet/Check Sheet references.

4. An Outbrief was conducted at on 21 JUL 14. The following personnel were in attendance:

USS CHUNG HOON (DDG-93)		AFLOATRAGRU MIDPAC
CO	CDR Collins	AT TL MA1 [REDACTED]
XO	LCDR Ogden	AT TM OS1 [REDACTED]
WEPS	LT [REDACTED]	AT TM MA1 [REDACTED]
FPO	LT [REDACTED]	
CMAA	MAC [REDACTED]	
SAMI/CSWI	GM1 [REDACTED]	

5. SOP Alignment.

- a. N/A.

/s/



03 SEP 14

**AFLOAT TRAINING GROUP MIDPAC
END OF MISSION REPORT**

Mission Area: SAR	Event: SAR 1.4
Ship: USS CHUNG-HOON (DDG 93)	Dates: 21-22AUG14 27AUG14 SAR Plot Remediation 28AUG14 SAR Plot Complete
Team Lead: CTTC (SW/SS/AW/IDW) [REDACTED]	
Assessors: DCC (SW) [REDACTED]	

1. Events completed during the visit.

a. SAR 1.4: SAR Certification.

CE's completed	Watch Teams	Avg Score
01: CONDUCT SAR CERTIFICATION	1	85%
02: DEMONSTRATE SAR PLOTTING (SAREX)	1	97%

2. Significant comments. Continue Training as a Team to minimize complacency and for safety of the crew. Identify additional resources in advance to react to unplanned loss.

a. Administration-

(1) Admin Binder Layout: Missing SRS Training Lecture Form and SRS Practical Training Form for both Swimmers for 2013.

b. Material- N/A

c. Personnel-

(a) The new rigger, BMSN [REDACTED], requires additional training in order to become proficient.

(b) The coxswain, BM3 [REDACTED], requires additional training in order to become proficient.

d. CE/RE Performance and Procedural Compliance-

(1) Forecastle Evolution:

(a) Rigger, BMSN [REDACTED], required excessive backup from other Watchstanders.

(b) STOKES Litter was deployed without S-turn on the In Haul/Out Haul line.

(2) Small Boat Evolution:

Enclosure (25)

- (a) Coxswain required excessive backup from other Watchstanders.

(3) Demonstrate SAR Plotting:

- (a) Watchteam was not able to complete SAR Plotting in required time allotted however, with a one (1) day (27AUG14) remediation from OSC [REDACTED] and OSC [REDACTED], ATG Combat Systems Team Members, CHN was able to perform well scoring a 97%.

3. Recommendation.

- a. CHN is recommended for SAR certification.
- b. CHN received an overall grade of "Requires Attention" due to a safety violation during the Forecastle Evolution. There was excessive use of back up by Rigger and Coxswain who were new to the watchbill.
- c. Continue training for Forecastle and Rescue Boat teams, putting Swimmers (no simulations) in the water similar to SAR 1.2/1.3 training.
- d. Complete SRS Training Lecture Form and SRS Practical Training Form for 2013.
- e. Continue to work with ATGMP's SAR Team if there is any SAR guidance and or advice needed.

4. An Outbrief was conducted on CHN 22 AUG 14. The following personnel were in attendance:

USS CHUNG-HOON (DDG 93)
CO CDR COLLINS
XO LCDR OGDEN
OPS LT [REDACTED]
SARO ENS [REDACTED]
DECK BMC [REDACTED]

AFLOATRAGRU MIDPAC
SAR TL CTTC [REDACTED]
SAR TM DCC [REDACTED]

5. SOP Alignment - N/A

/s/
[REDACTED]

Enclosure (25)