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DEPARTMENT OF THE NAVY

USS STERETT (CG-31)
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From: Commanding Officer, USS STERETT (CG 31)
To: Director of Naval History (OP-09BH), Washington Navy Yard,
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Subj: ANNUAL COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Command Composition and Organization
(2) 1992 Chronology
(3) 1992 Command History
(4) Captain T.E. Blount Jr. Biography
(5) Captain T.E. Blount Jr. Photograph
(6) Commander G.O. Dorsey Biography
(7) Commander G.O. Dorsey Photograph
(8) Welcome Aboard Pamphlet
(9) 1990-1992 Cruisebook
(10) Overhaul SITREP file

1992

1. In accordance with reference (a), enclosures (1) through (10) are submitted as the command history for 1992.


G.O. DORSEY

USS STERETT (CG 31)
COMMAND COMPOSITION AND ORGANIZATION

1. Command Composition and Organization. USS STERETT (CG 31) is a Josephus Daniels class guided Missile Cruiser whose primary missions are anti-aircraft, anti-submarine, and anti-surface warfare. STERETT was assigned to Commander, Cruiser-Destroyer Group FIVE until 01 May 1993 when she was re-assigned to Commander, Carrier-Group THREE. Captain T. E. Blount Jr. was the commanding officer until he was relieved on 16 December 1992 by Commander G.O. Dorsey. After the change of command, STERETT was assigned to Commander, Destroyer-Squadron THIRTEEN on 16 December. STERETT was homeported at San Diego, California.

Enclosure (1)

2. 1992 CHRONOLOGY

01 JAN - 04 JAN	DRYDOCK, SOUTHWEST MARINE SHIPYARD, SAN DIEGO, CALIFORNIA
05 JAN - 09 OCT	INPORT SOUTHWEST MARINE SHIPYARD
18 MAR	OVERHAUL FIFTY PERCENT CONFERENCE
02 JUN	OVERHAUL SEVENTY-FIVE PERCENT CONFERENCE
15 JUN	CREW MOVE ABOARD
01 APR	ASSIGNED TO COMCARGRU THREE
23 APR	ELECTRONIC LIGHT OFF
14 AUG	HARPOON MATERIAL CERTIFICATION
17 AUG - 19 AUG	ENGINEERING LIGHT-OFF EXAMINATION (LOE)
24 AUG	SPS-49(V) RADAR INSTALLATION COMPLETE
27 AUG	LOE RE-EXAM
30 AUG	FIRES LIT 2A BOILER (0801)
14 SEP	RECEIVED PHILIPPINE PRESIDENTIAL UNIT CITATION
15 SEP	MISSILE MAGAZINE SPRINKLER CERTIFICATION
15 SEP	2M CERTIFICATION
18 SEP	CREW CERTIFICATION
24 SEP	SPS-48E RADAR INSTALLATION COMPLETE
24 SEP	GMLS INSTALLATION COMPLETE
30 SEP	CDS INSTALLATION COMPLETE
08 OCT - 09 OCT	DOCK TRIALS
08 OCT - 09 OCT	FAST CRUISE
15 OCT	TACAN CERTIFICATION
19 OCT - 05 DEC	COMBAT SYSTEMS SHIP'S QUALIFICATION TRIALS (CSSQT)
21 OCT	SRBOC CERTIFICATION
23 OCT	DEPARTURE CONFERENCE; END OF ROH
26 OCT	HELICOPTER CERTIFICATION
13 OCT - 15 OCT	SEA TRIALS
29 OCT	IPT SAN DIEGO
30 OCT - 04 NOV	U/W ENROUTE PEARL HARBOR, HI (CSSQT)
05 NOV - 06 NOV	IPT PEARL HARBOR, HI
07 NOV - 12 NOV	U/W HAWAIIAN OPAREAS (CSSQT)
13 NOV - 15 NOV	IPT PEARL HARBOR, HI
16 NOV - 24 NOV	U/W HAWAIIAN OPAREAS (CSSQT)
25 NOV - 01 DEC	IPT PEARL HARBOR, HI
02 DEC - 04 DEC	U/W MISSILE EXERCISES, BARKING SANDS MISSILE RANGE
05 DEC	BRIEF IPT PEARL HARBOR, HI
05 DEC - 11 DEC	U/W ENROUTE SAN DIEGO
12 DEC - 31 DEC	IPT SAN DIEGO
12 DEC	CRUISE MISSILE TACTICAL QUALIFICATION
16 DEC	CHANGE OF COMMAND
16 DEC	ASSIGNED TO COMDESRON THIRTEEN

3. COMMAND HISTORY

STERETT began the new year in its homeport of San Diego drydocked at Southwest Marine Shipyard. She began a comprehensive, fourteen-month overhaul on 12 August 1991 and entered drydock on 13 September 1991 to work on the hull, SQS-26 Sonar System, propellers, shafts, rudders, and major sea valves. After almost five months in drydock, STERETT undocked on 04 January to begin the difficult task of installing and testing equipment.

The AN/SPS-49(V) 5 and the AN/SPS-48E radar equipment and antennas were among the first equipment to be installed during the week of 01 February. The installation of this equipment set the pace for all combat systems work for the remainder of the overhaul. The MK-10 launcher was installed by mid-March, and start-up maintenance began on 03 April, almost six weeks ahead of schedule. At the end of April, STERETT achieved electronic light off for the SPS-49 Radar, SPS-48, the Combat Direction System, and the Weapons Directions System nearly four months ahead of schedule. By the end of May, the gun mount was installed, the Mk-68 GFCs system was fully on-line, and initial light of SPG-55B Radar equipment had started. Through June and July, combat systems progress remained well ahead of schedule as intensive testing continued for the air-search and fire control radar systems, missile launcher, gun mount, sonar suite, communications equipment, and CIWS mounts. Although temporary setbacks, such as a casualty to the RD-358 magnetic tape unit, occasionally slowed the pace of work, ship's force and contractor foresight and ingenuity maintained momentum as the overhaul moved into its final stages.

At the end of July, however, the ship began to experience intermittent losses of shore power which adversely impacted most areas of production and testing. Combat systems testing, in particular, lost considerable ground not just in postponed tests, but also in repairs to equipment previously identified as satisfactory. After sixteen power losses and ineffectual troubleshooting, the contractor still could not provide stable shore power and instead, on 04 September, furnished a portable diesel generator. With stable power, combat systems regained testing momentum--especially in communications--but the portable generator's power output was too imprecise for use with the SPS-48 Radar. Completion of combat systems testing depended on the ship's ability to make electricity.

In Engineering, work appeared to be progressing on schedule from January through April. By the end of April, all four boilers had been re-tubed, all forced draft blowers had been installed, and all main feed pumps had been steam tested in-shop. As early as March, however, it became apparent that, due in part to the volume of growth work, the engineering schedule could begin to slip if the contractor did not accelerate the pace of repairs. By mid-May, with three weeks remaining before the scheduled completion of main-space work, only one of the four main spaces had been painted, and piping, interferences, and system hydro tests and flushes became areas of concern. By early June, all major equipment had been installed and boiler inspections had begun, but due to the lack of an emergency power source and to a massive amount of unfinished interference work, the schedules for main space completion and the engineering Light-Off Examination (LOE) were revised to reflect a two to four week delay. Contractor work in hotel-steam piping and galley and reefer equipment also fell behind schedule, pushing the crew move aboard target date of 02 June to an actual completion date of 15 June. By the end of July, already over a month behind schedule, contractor work on several systems, including the high and low pressure air control systems, line shaft bearings, JP-5 fuel piping, and the emergency gas turbine and diesel generators, failed to meet proposed completion dates. The LOE start date of 05 August was again revised, but continued delays in August--most notably for replacement of the emergency gas turbine and repairs to the diesel generator--made necessary even further schedule modifications.

LOE finally commenced on 17 August and resulted in success for all spaces except Number One Engine Room where both Ship's Service Turbine Generators (SSTG's) and Number One Main Engine required additional work and inspection. The Propulsion Examining Board evaluated as satisfactory the following areas: level of knowledge, fire fighting, administrative programs, cleanliness, preservation and stowage, and the Current Ship's Maintenance Project. After a one-day re-examination of discrepancies in Number One Engine Room on 27 August, fires were lit in 2A boiler at 0801 on 30 August. Steam testing followed immediately and, largely through the efforts of the engineering crew, progressed rapidly and satisfactorily through the end of September. Although obstacles were encountered, including problems with the steam and electric lube oil pumps and on the aft main feed pumps, repair work quickly corrected nearly all discrepancies. At the end of September, the forward plant was producing stable power and only testing of 2A and 2B SSTG'S remained. But here work became difficult as voltage regulation problems prohibited successful testing.

Against the background of the final stages of the overhaul, and almost lost in the hectic pace of testing, STERETT took time out to remember its past. On 14 September, the Chief of Naval Operations authorized STERETT to wear the Philippine Presidential Unit Citation Badge for her work in the Republic of the Philippines during the period May 1989 to June 1991. The citation recognized STERETT's participation in typhoon and earthquake disaster aid, construction work at Subic Bay area schools, and tuition assistance to numerous Filipinos while she was homeported at Subic Bay, Republic of the Philippines.

The citation also served as a reminder that, since her return from Subic Bay, sixteen months had passed since STERETT had last seen blue water. The crew was eager to sail. With the ship's forward plant producing stable power, combat systems testing resumed in early September. By 03 October, all tests necessary for sea trials were completed, and an aggressive approach to training and certification, including dock trials and a fast cruise on 08 and 09 October, prepared the crew to get underway. The problems with the two after SSTG's, however, continued to confound the underway schedule. But finally, after three weeks of around-the-clock troubleshooting, technicians discovered wiring discrepancies and were able to repair 2B SSTG on 12 October. In spite of 2A SSTG's outstanding discrepancies, repairs to 2B SSTG cleared the last obstacle for sea trials. On 13 October, after fourteen months in overhaul and over seventy-five million dollars in repairs and upgrades, STERETT once again returned to sea.

During sea trials, STERETT spent three days conducting tests to ensure vital systems were functioning satisfactorily. Although discrepancies were reported for engineering and combat systems, all major equipment passed the ship's first test of overhaul work. The ship's high speed power run was particularly impressive, as all four boilers operated successfully and generated steam to move the ship in excess of thirty knots. When STERETT returned to port on 15 October 1992, the Supervisor of Ships for the overhaul officially closed the contract. The formal departure conference was held on 23 October.

At the completion of the sea trials and with the conclusion of overhaul, STERETT immediately moved into a schedule of post-overhaul and pre-deployment qualifications and work-ups. From 19 October to 05 December, STERETT conducted a Combat Systems Ships Qualification Trial (CSSQT) to test and certify all areas of its combat systems suite. The forty-eight day CSSQT period included twenty-seven days inport, complete with one week of classroom training and continuous hands-on maintenance training, and twenty-one days underway consisting of intensive maintenance and operational training in Hawaiian operational areas. Underway training included anti-submarine warfare and anti-surface warfare exercises (employing shared live services with USS SHILOH (CG- 67), anti-air warfare exercises, MK-68 digital gunfire control system/5 inch 54 caliber gun exercises, electronics warfare exercises, and Close In Weapons System tracking and firing exercises. STERETT achieved CSSQT qualification criteria was achieved

in all supported areas except the MK-68 GFCS and CIWS due to non-completion of live anti-air firing exercises.

After spending Thanksgiving weekend in port at Pearl Harbor, STERETT sailed on 02 December for Barking Sands Missile Range to commence the highlight of CSSQT, the missile exercises. STERETT conducted four exercises, including two SM-1 (ER) and two SM-2 (ER) missile firings. In both of the first two exercises, STERETT fired an SM-1 (ER) missile against a twenty-five thousand foot, two square meter BQM-74C drone at maximum range. Both SM-1 exercises were evaluated as successful. In the third exercise, STERETT fired an SM-2 (ER) missile exercise against a low elevation, un-augmented, BQM-74C drone. The first drone run was aborted due to a late acquisition by the fire control radar, but the second run resulted in an evaluated success. The last SM-2 exercise was conducted at long range against a twenty-five thousand foot, five square meter, BQM-34S drone. In spite of a last-second missile failure, the exercise was evaluated as a success, and the results significantly extended the engagement envelope of naval surface missile systems.

After the missile exercises, STERETT stopped briefly at Pearl Harbor to disembark CSSQT personnel before sailing for San Diego on 05 December. Arriving at San Diego on 11 December, the crew moved quickly to prepare for STERETT's fifteenth Change of Command. On 16 December, at a ceremony onboard STERETT and attended by Rear Admiral Dantone, Commander G.O. Dorsey relieved Captain T.E. Blount Jr., becoming STERETT's sixteenth Commanding Officer. After the Change of Command, STERETT was assigned to COMDESRON THIRTEEN.

STERETT finished the year inport at San Diego with a period of leave and upkeep, preparing for what would prove to be a busy, 1993, pre-deployment Schedule.

CAPTAIN THOMAS E. BLOUNT, JR.
UNITED STATES NAVY

Captain Thomas E. Blount, Jr., was born in Melbourne, Florida, the son of Commander and Mrs. Thomas E. Blount, USN (Ret.) He attended Walter Johnson High School, in Rockville Maryland and the Columbian Preparatory School in Washington, DC prior to entering the U.S. Naval Academy in 1962.

After graduation and a commission as Ensign in June 1966, Captain Blount reported to USS BIGELOW (DD-942), where he served as First Lieutenant and ASW Officer from August 1966 to April 1968. He next served in PBR's as a Patrol Officer in River Division 573 and as Assistant Plans Officer for the River Patrol Force (CTF 116) in the Republic of Vietnam, from June 1968 to June 1969. From August 1969 to August 1971 Captain Blount pursued graduate studies in Ocean Engineering at the University of Miami, Florida.

After attendance at the Destroyer School Department head course in Newport, Rhode Island, Captain Blount reported to USS TOWERS (DDG 9) where he served as Weapons Officer from June 1972 to April 1974. In May 1974, he reported to the Bureau of Naval Personnel where he served as Head, AAW/ASW Rating Assignment Section and subsequently, Head, Technical Rating Assignment Branch.

From June 1977 to May 1980 he served as Commissioning Executive Officer in USS COMTE DE GRASSE (DD 974). Captain Blount was next assigned duties as Aide and Flag Secretary to Commander Seventh Fleet, homeported in Yokosuka, Japan, from June 1980 to March 1982. From November 1982 to February 1985, Captain Blount served as Commanding Officer, USS O'BRIEN (DD 975). He then attended the College of Naval Warfare at the Naval War College in Newport, Rhode Island, graduating with distinction in March 1986. From April 1986 to May 1988, Captain Blount was assigned as Aide and Executive Assistant to the Chief of Naval Education and Training, Pensacola, Florida. Captain Blount next served as Commanding Officer, Fleet Anti-Submarine Warfare Training Center Pacific, San Diego, from July 1988 to June 1990. Captain Blount assumed command of USS STERETT (CG 31) on 10 September 1990.

Captain Blount's personal awards include the Legion of Merit with Gold Star in Lieu of second award, Bronze Star with Combat "V", Meritorious Service Medal with Gold Star in lieu of second award, Navy Commendation Medal with Combat "V", Navy Achievement Medal with Combat "V", Combat Action Ribbon, and various service medal and unit awards.

Captain Blount is married to the former Robin Halley of Melbourne, Australia.

**COMMANDER GORDON O. DORSEY
UNITED STATES NAVY**

Commander Gordon Owen Dorsey was born in Abilene, Texas the son of Dr. and Mrs. O. L. Dorsey. He attended San Marcos High School in San Marcos, Texas and the University of Texas at Austin where he was awarded a Naval Reserve Officers Training Corps scholarship.

After graduation and commission as an Ensign on 22 May 1976, he completed Navy Nuclear Power School in Orlando, Florida, Nuclear Power Training at the S1C prototype in Windsor Locks Connecticut, and the Surface Warfare Officer School Basic Course in Newport, Rhode Island.

Commander Dorsey's first shipboard assignment was to the USS NIMITZ (CVN 68) where he served as the Chemistry and Radiological Officer from November 1977 to April 1980. In May 1980, Commander Dorsey reported to the USS CALIFORNIA (CGN 3) where he was assigned as the Combat Information Center Officer through May 1982.

In July 1982, Commander Dorsey returned to the University of Texas NROTC unit as Austin, Texas where he assumed duties as an instructor through July 1984. After completing the Surface Warfare Officer's School Department Head Course, Commander Dorsey reported to the USS BARNEY (DDG 6) as Operations Officer where he served from April 1985 to September 1986. He then attended the Naval Reactors Prospective Commanding Officers Course before reporting to USS DWIGHT D. EISENHOWER (CVN 69) as Reactor Officer from January 1987 through March 1990. From April 1990 to April 1992 Commander Dorsey pursued graduate studies in Organic Chemistry at the University of Texas at Austin where he earned a Master's Degree.

Commander Dorsey's personal awards include the Meritorious Service Medal, Navy Commendation Medal with two Gold Stars in Lieu of second and third awards, Navy Achievement Medal with Gold Star in Lieu of second award, and various service medal and unit awards.

Commander Dorsey is married to the former Susan Lee of Virginia Beach, Virginia, and has one daughter, Allison Lee Dorsey.