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Command Operations Report

This report is **required** by commands listed in **SNDL Parts 1 & 2** and all operational **Task Forces, Groups and Units** temporarily established to meet operational requirements.

The report format is divided into six sections: Command Data, Commander's Assessment, Chronology and Narrative, Supporting Reports, Published Documents, and Photographs. Required information is identified in specific sections of the form. Instructions on submitting this form and the required attachments are at the end.

1. Command Data

Name of your Command or Organization: **USS FORREST SHERMAN**

Unit Identification Code (UIC), per the SNDL: **23149**

Name and Rank of Commander/Commanding Officer/Officer in Charge:

Last: **Vesely** First: **Dean** M.I.: **M.** Rank: **CDR**

Date Assumed Command (date format YYYY-MM-DD): **2006-02-16**

Mission/Command Employment/Area of Operations: **Theater Security Cooperation
Deployment (Black Sea and Africa) 09JUL-19DEC2007**

Permanent Location (Home Port for deployable units): **Norfolk, VA**

Immediate Superior In Command:

Operational: **31 Dec 06: DESRON 2**

Administrative: **31 Dec 06: DESRON 2**

Identify your assigned Task Force/Group/Unit name(s) and mission(s). Include OPLAN(s) and or named operations you participated in during Task Force assignment (if applicable): **CTF 67, CTF 63/CTG 60.5, CTG 60.4**

Name(s) of Forces, Commands, Ships, Squadrons or Units assigned or under your operational control (if applicable): **HSL 46.2 (09JUL07-19DEC07)**

Type and number of Aircraft Assigned and Tail Codes, if applicable: **2 SH-60B**

Commands, Detachments or Units deployed on board or stationed aboard as tenant activities (as applicable): **NTR**

Number of Personnel Assigned:

Officers: 30 Enlisted: 271 Civilian: 1

Command Point of Contact (required entry, complete in full):

Name (Rank, First Name, Middle Initial, Last Name): **LTJG [REDACTED]**

Job Title/Office Code: **Ship's Historian**

E-mail (both classified and unclassified, if available): **[REDACTED]**

Phone number(s): **[REDACTED]**

Command Mailing Address: **FPO, AE 09569-1214**

2. Commander's Assessment

The Commander's Assessment briefly tells the story of the command's role in national defense and should highlight any general and specific lessons-learned. It should contain the commander's commentary, insights and reflections on the unit's activities. Attention should be directed to significant issues impacting training, operations and mission accomplishment during the reporting period. Descriptions of circumstances and sequence of events leading to major command decisions and results of those decisions are particularly desired. Also desired are accounts of specific contributions of individuals in the command to mission accomplishment. For units engaged in or directly supporting combat, significant wartime or peacetime operations (named operations, non-combat evacuation operations, disaster relief or other humanitarian operations, etc.) or major exercises, particular attention should be given to the commander's estimate of the situation, records of discussions and decisions, descriptions of circumstances and sequence of events leading to operational decisions and results of those decisions. For a unit returning from deployment or participating in a single operation this can normally be a single assessment. For higher-echelon commands or units engaging in multiple operations, a separate assessment for each operation in addition to an overall assessment may be appropriate.

After spending the early months of the reporting period (March 2007-June 2007) engaged in workups and other readiness preparations, USS FORREST SHERMAN departed Norfolk on her maiden deployment 09 July 2007 as a member of USS

ENTERPRISE (CVN 65) Strike Group. Instead of following the carrier to the Fifth Fleet area of operations, after entering the Mediterranean on 15 July the ship began an independent 13-port Theater Security Cooperation (TSC) cruise to the Black Sea and Africa.

FORREST SHERMAN stopped four days at Souda Bay, Crete, before transiting the Turkish Straits on 30 July under CTF-67. Shortly after entering the Black Sea the ship participated in a two-day exercise with the Romanian navy's flagship, Type 22 frigate Regele Ferdinand (F 221). Events included a search-and-rescue exercise (SAREX), an air-defense exercise (ADEX) and recognized maritime picture (RMP) establishment with a U.S. P-3C, maritime interdiction operations (MIO) and visit-board-search-and-seizure (VBSS) exercises and DIVTACS.

Arriving in Varna, Bulgaria, the deployment's first TSC port, on 03 August, CDR Vesely called on the commanding officer of the city's naval base and the city's mayor. The naval-base commander reciprocated a reception held in FORREST SHERMAN's pilothouse. Meanwhile FORREST SHERMAN's crew visited a local orphanage as a community relations (COMREL) project and played soccer with a Bulgarian navy team (FORREST SHERMAN lost 7-3). Members of the embarked helicopter detachment HSL 46.2 gave air operations familiarization training to Bulgarian navy pilots, including a crash-and-smash drill demonstration and seminars on SAR procedures, maintenance and logistics.

FORREST SHERMAN crossed the Black Sea on 6 August and moored at a berth in downtown Sevastopol, Ukraine, the next morning. The CO called on the city's mayor and the Ukrainian navy's commander in chief (CINC) and hosted a flight-deck reception that was reciprocated by the Ukrainian navy. Ahead of approaches and landings on FORREST SHERMAN by a Ukrainian KA-27 HELIX helicopter on 10 August (an unprecedented event), DET TWO repeated their familiarization program with Ukrainian pilots and aircrewmembers.

On 12 August FORREST SHERMAN re-crossed the Black Sea to Constanta, Romania, to participate in the Romanian Navy Days ceremony and parade of ships. A group of FORREST SHERMAN Sailors stayed ashore to participate in the ship pass-and review-scheduled for later that morning. The day's events also included fighter aircraft and helicopter demonstrations, a torpedo boat depth charge exhibition and fireworks in the evening.

The CO called on the Romanian Fleet Commander and Constanta's mayor, prefect and city council president. The commanding officer and chief of staff of Romania's 56th Frigate Flotilla lunched aboard FORREST SHERMAN while the Romanian minister of defense and chief of naval operations toured the ship. FORREST SHERMAN crewmembers performed a community relations project at a local orphanage. Ahead of a second encounter exercise with ROS REGELE FERDINAND on 16 August - including a crew exchange, publication exercise (PUBEX), visual signals drills and a sail-pass/PHOTO-EX - DET TWO repeated their familiarization program with Romanian pilots and aircrewmembers.

The robust air operations training culminated in a one-hour orientation flight for each Romanian pilot. Each orientation flight reinforced the wardroom lectures and demonstrated aircraft startup, takeoff, landing and shutdown checklists; shipboard takeoff and landing procedures; AFCS (automatic flight control system) automatic approaches; crew hover capability; automatic departure; SAR scenario with search plan entry into MPD (multi-purpose display); visual identification procedures.

The Romanian pilots were very interested and willing to learn. All of the pilots spoke English well and easily understood complex aircraft systems. They were all 26 to 28 years old and were the junior, up-and-coming members of their young squadron. The Romanians also provided their own presentation, largely based on aircraft and mission capabilities; there proved to be many similarities between American and Romanian operations. The Romanians are just beginning to venture into the shipboard helicopter world. The Romanian pilots were also interested in taking the briefs FORREST SHERMAN's detachment gave back to their parent squadron. All of the lectures were provided by thumb drive to the pilots on the second day. The orientation flights were superbly executed and relatively unscripted as far as in-flight training requirements. The detachment recommended this approach for future events. In-flight orientation training should be left to the discretion of the aircraft commander so as to tailor it to the observer's interests.

The schedule of events on the day of the orientation flights was in a constant state of flux. Events altered, event-times changed, and some of the Romanian pilots made two or three trips out to get into the aircraft only to find out that it was not yet their chance to fly. A higher priority could have been placed on the orientation flights in the larger schedule of events (SOE). The detachment recommends setting aside an entire day for the orientation flights instead of trying to fit them in around ship-based exercises.

The last set in a series of three foreign port training sessions for Det TWO, this was the greatest overall experience. Det TWO not only provided onboard training to the Romanian pilots, but also spent time off of the ship with them. Cultural bridges were crossed during a truly Romanian dinner experience, when Detachment TWO personnel learned local customs and traditions and made six friends in the process.

On 18 August FORREST SHERMAN made the southbound transit through the Turkish Straits to reach Aksaz, Turkey, on 20 August for the pre-sail period of the Reliant Mermaid VIII search and rescue exercise (SAREX) with the Turkish and Israeli navies. On the morning of 20 August, FORREST SHERMAN's CO made a courtesy call to COMTURKNAVAKBASE and COMTURSOUTHSTRKGRP and lunched onboard TCG GELİBOLU. That afternoon GELİBOLU hosted an onboard damage control (DC) exercise, reciprocated by similar exercises onboard FORREST SHERMAN, INS LAHAV and TCG GAZAL the next day. 21 August also held harbor communications drills, mutual visits by the multinational crews and lunch aboard FORREST SHERMAN. A reception onboard INS LAHAV occupied the evening.

On the morning of 22 August, after cross-decking several sailors to and from the Turkish and Israeli ships, FORREST SHERMAN got underway to participate with the following units for the at-sea portion of RELIANT MERMAID VIII: TCG GELİBOLU, TCG

KARAYEL, TCG GAZAL, TCG KARAMÜRSEL, TCG AB-24, TCSG 82, TCSG 83, INS LAHAV, and INS ROMACH. The sortie afforded the opportunity for DIVTACS, followed by the deployment of eight "Oscars" and the commencement of the air search and rescue operations. The force returned to Aksaz on the morning of 23 August in PHOTOEX formation. Upon arrival crewmembers from all ships participated in a disaster response exercise (DISTEX). ended with a reception aboard TCG GELİBOLU that evening. FORREST SHERMAN departed Aksaz the next morning and transited southbound through the Suez Canal on 25 August.

RELIANT MERMAID VIII was well planned and executed, though communications were, as expected, the most difficult element to master during the one-and-a-half day at-sea period. The Search and Rescue exercise was smoothly scripted, proving that a multilateral entity can execute a relatively robust SAR event. Overall, the Turkish and Israeli navies were very professional and competent. Both the in-port and at-sea programs were beneficial, emphasizing cross-cultural commonalities and affording an excellent opportunity to exchange ideas and establish friendships.

FORREST SHERMAN made a brief stop for fuel (BSF) and embarked a civilian public affairs officer (PAO) and a CNE-C6F Navy band at Djibouti, Djibouti, on 01 September en route to her first African TSC port under the auspices of Sixth Fleet's CTF-63/CTG 60.5: Dar Es Salaam, Tanzania, where she became the first American warship to visit since 1963. On 05 and 06 September the CO and commodore paid official calls on Dar Es Salaam's mayor and Chief of Defense (CHoD) Office. The CHoD was not present at his office, but the visiting party did meet with his Chief of Staff (CSO) and expected relief. The CSO had a much more positive view of American-Tanzanian relationships than the current CHoD. Plaques were exchanged in a friendly ceremony. A reception on FORREST SHERMAN's flight deck was well received, welcoming over 100 guests from military and diplomatic corps. Attendees included U.S. Embassy officials, the Tanzanian CNO, and various ambassadors and other diplomatic officials stationed in Dar Es Salaam. The Tanzanian CNO hosted a reciprocal reception on the evening of 08 September. Thirty FORREST SHERMAN crewmembers accompanied the official party.

The Dar Es Salaam COMREL project was a joint endeavor with the TPDF at the local Ytima orphanage. Thirty crewmembers cleaned, painted and played with local orphans, accompanied by the Navy band, who also played to an audience of 2,000 local high-schoolers. Another off-ship TSC engagement took place at the local school for military members' children. This was a sporting event involving volleyball and soccer matches between FORREST SHERMAN crew and Tanzanian military teams. Though roundly beat by both teams (the Tanzanian counted national team-members in their rosters), it was a great opportunity to make friendships and was enjoyed by players and spectators alike.

Other "duty-ashore" opportunities of note in Tanzania were attendance at the qualifying match between the Mozambican and Tanzanian national soccer teams for Africa Cup 2008, visiting local woodcarving market, taking a one-day Safari tour at a nearby game reserve. The American Embassy hosted two events for the crew: a Marine-Sailor party attended by American expatriates from local NGOs (e.g., the Peace Corps) attended. This was a great opportunity to engage American members of such organizations.

FORREST SHERMAN engineers also provided DC training to approximately 100 students of the Dar Es Salaam Maritime Institute and 20 TPDF members. The ship's classroom was used to introduce and demonstrate the operation of damage control gear before the tutorial moved to the weather decks. Once outside, FORREST SHERMAN sailors demonstrated use of the NFTI and hose-handling procedures with a P-100 pump. Each person in attendance spent some time as a nozzleman and many had the opportunity to breathe on the SCBA and don a full FFE. FORREST SHERMAN awarded all participants a certificate of completion of the firefighting familiarization course.

The Tanzanian Navy appeared very small, consisting of only a few patrol craft. The craft that they did possess were used for coastal-patrol missions and had no offensive capability other than crew-served weaponry. The Tanzanian People's Defense Forces (TPDF) were impressed with the technology and capability of FORREST SHERMAN but had little to no interest in discussing their navy, ships or operations. CTF-63 briefed the Dar Es Salaam Port Director on the advantages of Automated Information System (AIS), but the TPDF did not seem to be interested in its acquisition or use. Interaction with Tanzanian military and government officials was very professional, and it was evident that they were appreciative of FORREST SHERMAN's visit to Dar Es Salaam.

On 12 September FORREST SHERMAN became the first U.S. warship to visit the archipelagic nation of Comoros since 1974. The CO called on the Comoran Minister of Defense (MOD) and Army CSO in Moroni upon arrival offshore (the ship remained underway during the visit, as no adequate berths or anchorages were available). That evening 15 local journalists came aboard for a press conference, while CTF-63, FORREST SHERMAN's XO, the embarked PAO and ten FORREST SHERMAN Sailors attend the graduation ceremony of the Comoran National School of Armed Forces English language program. The next day (13 September) FORREST SHERMAN Sailors participated in a COMREL project painting at a local school, accompanied by the Navy band while an official party hosted a reception for 50 distinguished visitors (DVs) at Moroni's "La Moroni" restaurant and FORREST SHERMAN engineers provided mil-to-mil assistance, troubleshooting a potable water system at a Comoram Army base. Meanwhile, Sailors remaining on the ship conducted VBSS, first-aid, and DC demos. The highlight of the stay was the fly-on by one of FORREST SHERMAN's helicopters of the President of Comoros and the American ambassador for a ship's tour. FORREST SHERMAN tour guides demonstrated the use of AIS to the Comoran President, who appeared very interested in its capability and requested that the 42-foot fast response (ARCHANGEL) boat that the U.S. purchased for Comoros be equipped with AIS technology.

On 17 September FORREST SHERMAN became the first U.S. warship to visit Maputo, Mozambique, since 1974. Upon anchoring off the coast (due to draft-depth limitations), CTF-63 and FORREST SHERMAN's CO visited the Mozambican Vice Minister of Defense, CHoD, CNO and Maputo's mayor. The highlight of the visit was an Embassy-led blood-drive onboard 18 September in which FORREST SHERMAN Sailors donated more than 100 units of blood for a local bank. On 18-19 September FORREST SHERMAN held a program of small boat handling tutorials, VBSS and DC demonstrations and first-aid training for 100 Mozambican Sailors. On 19 September

FORREST SHERMAN Sailors performed a COMREL project at Chiango School and Orphanage: clearing and tilling a field for a vegetable garden and fixing a water-pump. Meanwhile the Navy band played four gigs at local high schools and a VIP reception at American Embassy. Their concert at Matola Secondary School was attended by 1,500 students. During ship's tours FORREST SHERMAN gave an AIS brief to Mozambique's CNO, who indicated that the country was already set to receive AIS in FY08. After the brief, CTF-63 and CNO discussed next step - acquiring coastal radars. Mozambique's overwhelming desire is for additional U.S. training, presence and money. The country's military is enthusiastic but has little capability or funding to back that enthusiasm with action. One of their main priorities is to protect the nation's 3,000 km of resource-rich coastline from unlawful fishermen and other bad actors.

FSH sailed from Durban, South Africa, 26 September (after being the first U.S. Navy warship to visit – though just overnight - in more than seven years) with frigate SAS Amatola for a four-day at-sea exercise. The ship pulled into Cape Town, South Africa, 30 September and conducted a formal exercise debrief, VIP reception, media tours, COMREL project and various band engagements. Cape Town became the crew's favorite port call of the deployment, with great liberty opportunities within blocks of where the ship was moored downtown. During their time in South Africa, FORREST SHERMAN's crew also celebrated the halfway point of their deployment.

FORREST SHERMAN pulled into Durban on 25 September for Exercise Indunduma's pre-sail conference on board SAS AMATOLA (F 145). Along with FORREST SHERMAN and AMATOLA, a San Meko A 200 Valour-class frigate, exercise participants included: submarine SAS MANTHATISI, fast patrol craft SAS GALESHEWE, two South African Air Force (SAAN) Oryx helicopters, and a C-47 and P-3 from Sigonella, Italy. The exercise comprised air, surface and subsurface serials utilizing NATO MXP 2 (c) pubs to conduct maritime security and safety drills. Events included DIVTACS, a SAREX, a SURFEX, an ADEX, a CASEX, a PHOTOEX, communication drills and MIO/VBSS operations. The navies also participated in a shiprider exchange during the exercise with six FSH Officers and Sailors swapping places with seven AMATOLA Officers and Sailors.

The SAN generally agreed that, for them, the MIO/VBSS training was the highlight of the exercise. FORREST SHERMAN sent a VBSS team to conduct a compliant boarding demonstration aboard AMATOLA. FORREST SHERMAN crewmembers were able to demonstrate the entire process from the initial querying of a "suspect" vessel through a compliant boarding and search of the ship using coalition forces' VBSS procedures. Two SAN officers assigned to their newly established Maritime Reaction Squadron were part of the ship rider exchange program and observed the entire boarding sequence of events. The FORREST SHERMAN shipriders aboard AMATOLA dressed up as civilian mariners and played the role of the merchant vessel crew. The SAN personnel who observed the operation were extremely excited about taking what they saw and applying it to their Navy's developing VBSS training program.

The ADEX event provided the most realistic training that FSH watchstanders had participated in so far on the deployment. It provided an excellent opportunity to train against a live aircraft (SAAF Jaguar) executing non-scripted and dynamic flight patterns. The compressed battle space provided a challenging scenario in terms of queries,

warnings and high speed maneuvering with other warships in company. FORREST SHERMAN crew uniformly considered the ADEX event to be the most valuable training of the exercise.

Post-exercise recommendations included: 1) Increase length of future in-port sessions to include DC and boarding demonstrations, import Sailor-exchanges and social events to enhance partnership-building efforts and knowledge of each other's capabilities. 2) Continue VBSS training with advanced boarding practices both in-port and at-sea. 3) Increase the complexity of the SAREX to include multiple personnel casualties (Oscars). 4) Take advantage in future multi-ship exercises with the SAN of their use of non-scripted air, surface and subsurface assets during their serials, which afford valuable littoral warfare training.

RDML Kurta (CNE-C6F) and CTF-63 conducted separate office calls in Simons Town with South African Navy's Flag Officer of the Fleet RADM Bester. FORREST SHERMAN hosted a VIP pilot house reception in Durban for city leadership and senior AMATOLA officers. RDML Kurta hosted a flight-deck reception in Cape Town attended by numerous SAN flag officers and other military personnel, members of the local diplomatic corps and the U.S. ambassador to South Africa the Honorable Eric Bost.

In Durban, seven journalists came aboard for a ship tour that resulted in a handful of stories in national press. In Cape Town, nearly 15 journalists including representatives of CNBC and Reuters, toured the ship. CNBC used the feature news piece on FSH as a part of their "The Week in South Africa" news program. A reporter from Jane's Weekly also conducted a sit-down interview with RDML Kurta about CNE-C6F goals and objectives in Southeast Africa.

In Durban, "Topside," Navy Europe-Africa's rock band played at the City Hall auditorium in conjunction with South Africa National Heritage week festivities. In Cape Town, the band entertained students at two high schools, the University of Cape Town and at the Victoria and Albert Waterfront Amphitheater. The band also had an opportunity to jam with musicians from the South African Navy band and to visit outreach projects with SAN musicians to entertain the communities' youth.

As a COMREL project FSH Sailors spent a day at the Friends Day Care Center, a home for handicapped kids and adults, where they cleaned, painted and conducted minor building repairs.

FORREST SHERMAN opened the ship to (topside-only) tours for the general public 03-04 October. FORREST SHERMAN also gave additional VIP tours and AIS-demonstrations to many of the senior SAN and SAAF officers who participated in the planning and execution of Exercise Indunduma.

By comparison, FORREST SHERMAN's TSC activity from 10-15 October in São Tomé, São Tomé and Príncipe, was small beer. This port call, the third by a U.S. warship in 2007, reiterated U.S. commitment to continued engagement with west African nations and marked another step toward consolidating maritime partnerships in the Gulf of Guinea region.

Quickly gaining momentum once an odd “ninja” situation defused, the visit gave the crew a chance to interact at length with São Tomean military and civilians, both onboard and ashore, in settings both formal and informal, to mutual interest and benefit.

FORREST SHERMAN's CO, now working for CTG 60.4, made calls on the offices of Lt. Col. Justina Lima, Commander of São Tomé's Coast Guard and Lt. Col. Idalecio Pachire, Commander of São Tomé's Armed Forces 11 OCT; office call on Mr. Oscar Sousa, São Tomé's Minister of Defense and Internal Order 12 October. All three officials thanked him for U.S. warships' (and Marines') repeated attention and asked that it steadily increase in the future. As Minister Sousa told the CO during their conversation, “Your Navy is a great example to us because you promise great things and then deliver them.” He also recognized the necessity of cultivating the young officers and enlisted under his command if São Tomé's military is to capitalize on its future.

Lt. Col Lima, Lt. Col. Eugenio Guadalupe, Commander of São Tomé's Armed Forces Instruction Center, and eight other São Tomean military officials joined FORREST SHERMAN's CO for a luncheon in the wardroom on 11 October, followed by a tour of the ship and an AIS brief and demonstration in CIC and the pilothouse.

FORREST SHERMAN's CO toured the São Tomean Coast Guard compound after meeting Minister Sousa on 12 October. The Coast Guard were putting the concrete boat ramp just rebuilt by the Seabees to good use. FORREST SHERMAN's CO saw two Boston Whalers: one at the disposal of an American Navy-civilian hydrographic survey team whom we passed working off the coast every morning, and the other moored, manned by São Tomean Coast Guard personnel, at fleet landing. A third boat sat on a trailer at the head of the boat ramp.

Sub-Lt. Henderson Sousa briefed FORREST SHERMAN's CO, in admirable English, on the Coast Guard's current and projected AIS/RMAC capabilities on 12 October. Lt. Col. Lima listened in. The capacity to correlate radar contacts with monitored AIS tracks is not available yet. LCDR Reme explained to FORREST SHERMAN's CO that the program was still in its infancy. FORREST SHERMAN's CO emphasized to Lt. Sousa the importance of the next step: developing, in the near future, the necessary force to follow up the intelligence provided by this system with actionable orders – the investigation and potential interdiction of suspected illegal shipping, fishing, and terrorists. FORREST SHERMAN's CO also recommended that the radar antenna recently installed on the Coast Guard headquarters be heightened somehow so as to increase its range. Evidently standing too low to look over surrounding trees and buildings beyond the breakwater, it did not pick up FORREST SHERMAN riding at anchor just a mile and half away. As LCDR Reme mentioned to FORREST SHERMAN's CO anecdotally, such missions as the Coast Guard were then executing happened only haphazardly and unsupported without clear instructions or debrief.

Five members of the São Tomean press corps - representing national, Portuguese, and online news outlets, both print and broadcast – embarked for a media tour upon FORREST SHERMAN's arrival 10 October. When they asked FORREST SHERMAN's CO whether the ship had come in response to the “ninja” situation just arisen with the

national police, he emphasized that in order to gain access to São Tomean territorial waters FORREST SHERMAN had to receive official permission months ago. Asked whether the U.S. military was planning to establish a permanent presence on the islands, FORREST SHERMAN's CO stuck to the talking points: FORREST SHERMAN was there to help enhance the safety and security of the surrounding seas; officials well above FORREST SHERMAN's CO paygrade, he said, make any decisions about AFRICOM.

Immediately after anchoring FORREST SHERMAN received 20 eager Coast Guardsmen aboard for a round-robin regiment of shipboard training that lasted three days. FORREST SHERMAN crewmembers led small-boat-handling tutorials in the RHIB, gave the São Tomeans a go at the "helm" on FORREST SHERMAN's classroom's shipdriving simulator and instructed them in proper hosehandling and other damage control procedures. FORREST SHERMAN's VBSS team demonstrated personnel and vessel search techniques. On the second and third days the students stayed for lunch on the messdecks.

FORREST SHERMAN's crewmembers also led tours for the visiting São Tomean Coast Guard members, as well as for eight associates of various NGOs working on the ground in São Tomé who came aboard for dinner on the messdecks 11 October.

Forty-two FORREST SHERMAN Sailors spent 149 hours over three days absorbed in a COMREL project at the local high school (Lyceu Nacional). They cleaned, stripped and repainted four classrooms and visited with the schoolchildren.

FORREST SHERMAN's basketball team cleaned up an outdoor arena before challenging a São Tomean squad before hundreds of local spectators and a TV news station's camera crew on 12 October. FORREST SHERMAN (finally) won 63-61 at the buzzer and were proposed a rematch the next day, unfortunately rained out.

MWR activities abounded, though the prices arranged by the husbanding agent struck FORREST SHERMAN's CO as high. The crew visited the town's renowned chocolate factory, hiked through the rain forest and, on Saturday night, celebrated Navy's birthday at Hotel Miramar. All their time ashore the crew encountered friendly, courteous and curious locals.

Logistics in São Tome tested FORREST SHERMAN's mettle. No trash, fuel or water barges were on hand. The husbanding agent hired three water taxis, but only one - a low, open boat holding only about 18 passengers comfortably - lasted the duration of our stay. Pre-existing rudder issues rendered the first vessel unavailable after the first morning; another - the largest and most useful, holding 50 passengers per trip - broke down with battery trouble during a run the first night of general liberty. Since FORREST SHERMAN was able to anchor just 3,000 yards offshore, the ship's RHIB was able to cover any gaps.

FORREST SHERMAN's next TSC activity occurred 21-24 October in Pointe Noire, Republic of the Congo. FORREST SHERMAN's CO counted this busy port call, the first pier side stop by a U.S. warship in 2007, as one of the greatest successes of the deployment. The country team's active involvement in the visit from pre-arrival to

departure made possible the packed schedule's smooth flow from one event to the next. High coordination between Navy and State Department personnel at each stage of planning and execution showed the great relevance to Congo of the cooperative vision outlined in the sea services' joint maritime strategy.

The enthusiastic collaboration of all players - the crew, Congolese military officials, MPP representative CAPT Todd Cabelka, NCIS agents Erin Hansen and Adel Buloushi, Inchcape husbanding agent Sanjeeb Chakraborty, Assistant DAO Maj. Josh Reitz, Mr. Joe O'Brien of the NGO International Partnership for Human Development, and especially Ambassador Robert Weisberg and his staff – may serve as a relevant model for any warship anticipating a follow-on visit to the Gulf of Guinea region in the near term.

FORREST SHERMAN's CO called on the offices of Pointe Noire's mayor, M. Roland Viaudo-Bouiti, and prefect, M. Honoré Mpaka, on the morning of 22 October with Ambassador Weisberg, MPP and ADATT. Since New Orleans is Pointe Noire's sister city, on Ambassador Weisberg's suggestion FORREST SHERMAN's CO brought three Louisiana natives from the crew to meet the mayor. In the afternoon we visited Général René Boukaka, Commander of the Military Zone, and Commandant Marcel Ngouya, Commander of the Pointe Noire Naval Base, who had greeted FORREST SHERMAN's CO on the pier upon our arrival the day before, when a military band and troop formation presented themselves for pass and review, a ceremony repeated on FORREST SHERMAN's departure 24 October. From all discussions FORREST SHERMAN's CO got the sense that the officials welcomed the crew's presence in the city and encouraged efforts at interaction. Zone Commander Boukaka asked the ambassador a question FORREST SHERMAN's CO heard repeated everywhere during the stay: Is the U.S. planning to base AFRICOM in Congo? Maj. Reitz assured the general that this issue is being addressed by the DAO office in Kinshasa. All four officials thanked us for U.S. warships' attention in the last two years (the mayor singled out Forrest Sherman's COMREL project at a local primary school) and asked that it continue. The Ambassador said he intended to bring another ship to Pointe Noire next spring.

During a ship's tour and pilothouse reception for a dozen Congolese military officials on the afternoon of 21 October, including Base Commander Ngouya, FORREST SHERMAN delivered an AIS brief and demonstration in CIC and on the bridge that visibly stirred their interest. MPP CAPT Cabelka said he and his team have the follow-up campaign for action. The Congolese in turn invited our wardroom to dinner at a local beachfront restaurant on 23 October, where FORREST SHERMAN's CO talked at length and concluded with a gift exchange. On this occasion a Congolese Lieutenant Commander (with 20 years of service) told three FORREST SHERMAN ensigns that his navy currently enjoys relations "with the French military first, the Chinese second, and the Americans third."

Sixty of 75 invitees attended the flight-deck reception on the evening of 22 October, featuring the tunes of the seven-member CNE Band "The Diplomats," who had also played before a large local crowd at a beachfront restaurant the night before. In FORREST SHERMAN's CO's welcoming words he listed the ports FORREST SHERMAN has visited so far on her deployment and explained that her purpose in Pointe Noire, as everywhere in Africa, is "to develop partnerships and foster relationships

between our militaries and governments in support of achieving safe and secure seas which, in turn, will help economic prosperity for all countries involved.” The Congolese Minister of Maritime Affairs, M. Louis-Marie Nombo-Mavoungou, spoke second, alluding to his desire that the U.S. share its “naval technology” with his country’s government. In his closing remarks Ambassador Weisberg took the opportunity to reemphasize that FORREST SHERMAN “may be the first U.S. warship to visit a western African nation since the Pentagon announced the stand-up of AFRICOM” on 17 October and that it would not be the last. During the reception, FORREST SHERMAN officers gave the Minister a tour of the ship and a well received demonstration of AIS.

Twelve Congolese armed forces officials also heard a brief about Forrest Sherman’s mission and capabilities over breakfast in the wardroom on the morning of 24 October and reciprocated with an analogous presentation about their navy. They showed particular interest in FORREST SHERMAN’s weapons’ ranges - specifically MT 51 – and asked how long the ship could endure underway before requiring replenishment. They also wondered how the U.S. maintains its ships at sea, curious whether the ship enjoys direct support from the contractors that built the her (e.g., Rolls Royce). FORREST SHERMAN’s CO took advantage of these questions to open a discussion of the needs of their navy. The Congolese said they want more training to improve maintenance of their patrol craft.

Eight members of the Pointe-Noire press corps - representing local and national Francophone television and radio stations – embarked for a media tour on the morning of 22 October. Asked what FORREST SHERMAN meant by bringing such firepower to the Pointe-Noire harbor, CDR Vesely stuck to the talking points: FORREST SHERMAN is here to continue to foster partnerships with Congo’s military and government in support of promoting safe and secure seas from illegal activity such as illegal fishing, smuggling, and piracy. The weapons FORREST SHERMAN has aboard are serving in the Gulf of Guinea not to start but to deter potential conflict.

At Ambassador Weisberg’s behest, on the evening of 23 October FORREST SHERMAN’s CO addressed 75 audience-members at the Embassy’s American Corner cultural center in downtown Pointe Noire. Most seemed to relish the unique opportunity to listen to the captain of a U.S. Navy warship. After a few words of introduction FORREST SHERMAN’s CO answered questions ranging from “What is the hardest part of your job?” (being away from family) to “What is your opinion of America’s actions in Iraq?” (FORREST SHERMAN’s CO votes but otherwise executes his orders without reference to his politics). The Ambassador wrapped up the 90-minute session with a summary of the Embassy’s recent activities in the country, which include the total rehabilitation of two schools in Brazzaville by a small group of Seabees, a highly visible project just completed at the beginning of October.

Forty FORREST SHERMAN Sailors spent twenty hours over three days absorbed in a COMREL project at a local public elementary school, one of hundreds of sites around the country where Mr. Joe O’Brien and the staff of the NGO International Partnership for Human Development (IPHD) run a food distribution program that feeds 120,000 Congolese children. Crewmembers worked alongside a local contractor’s team and a

small contingent of the Congolese armed forces to repaint five classrooms and visit with the school's 600 students.

Three FORREST SHERMAN Sailors distributed five boxes of clothes and toys to children at Pointe Noire's A.R.I.P.S. Day Care and Orphanage 23 October in an ongoing program they have dubbed "Toys for Africa."

On 22 and 23 October FORREST SHERMAN welcomed aboard 30 members of the Congolese armed forces for two sessions of shipboard training: a diesel mechanic/small boat engineering tutorial and a small-boat-handling lesson in the RHIB. On both days the students stayed for lunch on the messdecks.

FORREST SHERMAN crewmembers also led tours for the visiting Congolese armed forces students, as well as for an additional 80 people over three days vetted by the American embassy in Brazzaville. The ship was closed to the general public, and the prevailing wet weather and remoteness of the pier to the center of town combined to discourage most visitors. A memorable moment of the final morning of the stay, however, was the arrival of 30 students (Kindergarten through fifth grade) from Alexis Makosso Primary School, our COMREL site, for a tour led by the ADATT, FORREST SHERMAN's XO and one of the ship's French-speaking ensigns. The children enjoyed their time aboard, asked many questions, and expressed their thanks to the crew for the shipboard tour, for painting their school, and for our concern for the children in Africa with a song they had learned.

FORREST SHERMAN's soccer, volleyball, and basketball teams challenged – and lost to - a trio of Congolese military teams in matches played on the afternoon of 23 October. A congenial postgame meet-and-greet session restored all camaraderie.

FORREST SHERMAN did not arrange MWR activities due to the busy schedule (including a morning of ATFP training for the duty sections 24 October) and relatively early curfew (2000 for E-4 and below; 2100 for E-5 and E-6; 2200 for E-7 and above). The crew skipped a picnic on the pier planned by the First Class Petty Officers' Association for the evening of 24 October, having gotten underway a day early at the ambassador's request (Congo's Chief of State, President M. Denis Sassou-Nguesso, was due to arrive in Pointe Noire 25OCT for a ribbon-cutting ceremony to open a Chinese-built road). Crewmembers made the most of their time off, however, enjoying the food and drink available at Point Noire's abundant beachfront restaurants and hotels.

In spite of the circumstances attending the ship's late arrival and early departure, FORREST SHERMAN's CO believe the teamwork he witnessed in Congo had not only gone some way further to promote an air of heightened trust between the two navies, but, just as importantly, that it marked another step towards aligning the roles of several American actors – military, government and private - to achieve a shared goal: maritime safety and security in support of regional stability and prosperity.

FORREST SHERMAN's penultimate TSC activity of the deployment occurred 05-07 November in Mindelo, Cape Verde. The crew managed to meet all objectives during this three-day port call even as it was curtailed 24 hours by the approach of a merchant

vessel requiring the ship's refueling berth. The embassy's involvement in the visit from pre-arrival to departure made possible the comparatively thin schedule's smooth flow from one event to the next.

The enthusiastic collaboration of all players - the crew, American Embassy representative (and well connected Cape Verde native) Mr. Nicolau Soares and his public affairs staff in Praia, Caboverdian military officials, NCIS agent Roberto Luna (who previously assisted us in Tanzania), Inchcape husbanding agents Sanjeeb Chakraborty and Javier Torrente (who stayed on to facilitate ANNAPOLIS's visit) – may serve as a useful model for the warships anticipating follow-on visits to the country.

FORREST SHERMAN's CO called on the offices of Major Anildo Morais, Deputy Commandant of Cape Verde's Military Region One (the principal commanders of the country's three military regions are based in Lisbon), and the national Director of Ports and Maritime Institutions, Mr. Zeferino Fortes on the afternoon of 05 November. Major Morais, who came aboard for a ship's tour on the morning of 07 November, greeted FORREST SHERMAN's CO in his headquarters at the end of an aisle of sideboys, an honor repeated on departure. It was evident from the rehearsed precision of this ceremony and the substance of the brief conversation that he was by then well used to receiving foreign commanders and appreciates the repeated attentions of American naval forces. By virtue of its strategic location as a clean, efficient and convenient stepping-off point for Atlantic transits - with fuel, potable water and stores readily available and security high and crime at levels of low concern - Mindelo appears to be much frequented by European fleets. FORREST SHERMAN replaced the British Batch Two Type 42 Destroyer NOTTINGHAM (D91) in Porto Grande's Mole Two, Pier Two as she got underway on the morning of our arrival; the French Corvette LIEUTENANT DE VAISSEAU LEVALLÉE (F790) berthed at the neighboring pier at midday 07 November and, like FORREST SHERMAN, was headed next for Dakar. FORREST SHERMAN's CO's talk with Mr. Fortes, a fluent English-speaker (French and English were taught as second languages in Cape Verde's public schools, the latter steadily becoming the more popular choice), confirmed what his bridge and CIC watchstanders noted on the way in: that the islands since August 2006 have installed three working AIS base stations. These would undergo improvements next month to expand their range, Mr. Fortes said, and coverage already sometimes reaches to ships along the Portuguese coastline. VTS radar control nodes currently exist in Mindelo and Praia, and dishes now being erected will tie into an enhanced counter-narcotics and counter-terrorism data network. FORREST SHERMAN's CO told Mr. Fortes that Cape Verde's radar-AIS integration efforts seemed "four steps ahead" of most of the other African countries he has visited. Acknowledging this, he told me that fighting the illegal fishing of Caboverdian waters bulks large among his challenges. From his window overlooking the bay he pointed out the latest iteration of a perennial problem lying there at anchor: one of four wooden vessels recently found harboring 158 refugees from the African mainland, stopped in Cape Verde en route to the Canary Islands.

FORREST SHERMAN hosted a ship's tour and pilothouse reception on the evening of 06 November for 31 Caboverdian military officials, including the captain of Coast Guard patrol boat TAINHA, the single operational platform in the country's four-vessel fleet with which FORREST SHERMAN had scheduled to perform a MIO exercise, canceled due to

the host nation's lack of interest, on the morning of 08 November. Nine members of the French crew also attended, and during a cocktail reception aboard LEVALLÉE later in the evening FORREST SHERMAN's CO arranged a pair of PASSEXes (including a "Swedish Tennis Court" exercise, ADEX, DIVTACS and PHOTOEX) for 10 November involving the two ships, ANNAPOLIS and the French BR 1150 Maritime Patrol Aircraft ATLANTIQUE (MPA 2000).

Five members of the Caboverdian press corps - representing local and national Lusophone television and radio stations and one Web-based print news agency – embarked for a media tour on the morning of 06 November. Even by the low-key standards of the African journalists FORREST SHERMAN's CO has faced in previous ports, this group lobbed few questions, all "softball." He took the opportunity of their relative reticence to stress the standard talking points.

Fifteen crewmembers spent 16 hours over two days (06-07 November) engrossed in a double-barreled community relations project at Mindelo's Ribeira de Vinha and Almeirão public elementary schools, working alongside ten members of Cape Verde's armed forces to paint the interior classroom of the first building and the exterior walls of the second (Almeirão Elementary's interior had been painted by DOYLE Sailors on their last visit; ANNAPOLIS planned to follow up FORREST SHERMAN's work there by painting the schools courtyard and bathroom, whose plumbing could use an overhaul in the future). FORREST SHERMAN Sailors also donated more than 50 pairs of shoes to the students; any footwear that is too large will be bartered or sold for school supplies. FORREST SHERMAN's Electronic Materials Officer (EMO), who counted his visit to Almeirão Elementary on Wednesday as his third community relations project so far on the ship's deployment, said he "got the gut feeling that the kids, teachers and staff genuinely appreciated our presence." Having previously painted schools in Congo and Mozambique, he is alive to the degree to which these institutions, many of them operating without the benefit of a maintenance budget, depend almost exclusively on the efforts of passing ships for their basic upkeep. "When the children started arriving on foot for class at mid-morning we could hear them from one or two blocks away getting really excited to see us painting their school, and I'm sure that their neighbors, too, who were watching us from their porches the whole time, were grateful as well," EMO said. After the Sailors finished the project one student chalked 'Thank you, America' on a blackboard in English.

On 06 November FORREST SHERMAN welcomed aboard 20 members of Cape Verde's armed forces for tours of the ship and began in earnest a round-robin regimen of training in diesel engineering (on the RHIBs), damage control procedures and vessel-boarding techniques.

On the morning of 07 November FORREST SHERMAN's indefatigable soccer team cheerfully lost 3-1 in the first round of a cordial tournament against squads fielded by Cape Verde's army and coast guard and the LEVALLÉE crew.

FORREST SHERMAN did not arrange MWR activities in Cape Verde due to the compressed schedule (including two mornings of ATRP training for the duty sections 06-07 November) and the necessity of getting underway a day early. Crewmembers made

the most of their time off, however, most homing in on the ample food and drink available at a beachfront pub restaurant within safe dragging distance of the pier.

On the morning of 10 November, three days after getting underway from Cape Verde, FORREST SHERMAN conducted a two-part PASSEX in an Eastern Atlantic “playground” approximately 90 miles west of Dakar, Senegal. At 0900Z USS ANNAPOLIS (SSN 760) and the French Maritime Patrol Aircraft (MPA) ATLANTIQUE joined FORREST SHERMAN for a PHOTOEX. FORREST SHERMAN drew up 500 yards off ANNAPOLIS’ starboard beam (FORM 4) as ATLANTIQUE flew between the two vessels at an altitude of 200 feet in view of photographers deployed in FORREST SHERMAN’s RHIB and the embarked SH-60B PUNISHER 477.

At 1200Z the units reset to conduct a basic coordinated ASW exercise (CASEX C-2) to practice localizing, tracking, attacking and reporting a submarine of known initial position. From a range of ten nautical miles FORREST SHERMAN’s ASTAC and ASWE controlled the prosecution of ANNAPOLIS by two airborne “blue forces.” In the first phase, lasting approximately 45 minutes, ATLANTIQUE established a visual datum while ANNAPOLIS remained on the surface. ATLANTIQUE next dropped four active sonobuoys to determine the target’s course and speed before she went “sinker.” ANNAPOLIS then went “sinker.”

After making four simulated attack runs, ATLANTIQUE passed the baton via Land/Launch to PUNISHER 467, FORREST SHERMAN’s other embarked SH-60B. PUNISHER laid three passive buoys around the submarine’s last known position and continued tracking with MAD and an additional eleven DIFAR buoys. Losing contact with the target, PUNISHER requested to go active, ultimately dropping a total of four DICASS buoys before FINEX after an hour of prosecution.

After performing Intelligence Preparation of the Environment (IPE) operations 09-18 November in the Gulf of Guinea and Eastern Atlantic Ocean, FORREST SHERMAN arrived in the final TSC port visit of her 2007 deployment, Dakar, Senegal, on 19 November – marking the fourth official visit to the city by a U.S. warship in 2007.

FORREST SHERMAN prefaced this five-day port call – her last in Africa - with a week of underway training on search-and-rescue operations for five members of Senegal’s air force who embarked in Cape Verde. The visit culminated in a SAREX on 23 November performed 12 nautical miles off the coast of Dakar with the French MPA ATLANTIQUE and a Senegalese Mi-17 Hip helicopter. FORREST SHERMAN spent the better part of the intervening pierside period making preparations for this event, a highly visible capstone to the deployment’s engagement efforts.

The enthusiastic collaboration of all players - the crew, the DODC LCDR [REDACTED], Chargé d’Affaires Mr. Jay Smith, American Embassy representative (and polished French-English interpreter) Mr. Matthew Dever, Senegalese liaison officer LTJG Ngouye Sougoufara and Inchcape husbanding agent Sanjeeb Chakraborty – made this visit a model of partnership valuable to any follow-on action in the region.

FORREST SHERMAN's CO made calls on the offices of Captain Ousmane Sall, Senegalese Chief of Naval Operations (who was joined by his Operations Officer, CAPT Jean-Baptiste Faye), and Chargé d'Affaires Mr. Jay T. Smith of the American Embassy on the morning of 20 November. CAPT Sall, who has visited the United States and speaks fluent English, greeted FORREST SHERMAN's CO in his headquarters at the end of an aisle of sideboys, an honor repeated on departure. It was evident from the rehearsed precision of this ceremony and the substance of our brief conversation that he is by now well used to receiving foreign commanders and appreciates the repeated attentions of American naval forces. CAPT Sall thanked FORREST SHERMAN's CO for continuing DOYLE's earlier instruction in search-and-rescue procedures when he described the training FORREST SHERMAN gave to CAPT Al Housseyny Ly - director of Dakar's Maritime Rescue Coordination Center (MRCC) - and four other members of the Senegalese Air Force underway the week before the ship arrived in Dakar. Since September 2002, when the Senegalese government failed to respond in time to the capsizing of the state-owned ferry JOOLA - a disaster that led to the deaths of nearly 2,000 passengers - building a professional SAR capability has been a top military priority, CAPT Sall said. He emphasized that although efforts have been made to align the diverse capacities of the Senegalese Air Force, Navy, customs, gendarmerie, and Department of Fisheries (which currently manages the country's ten coastal radar stations), more work of coordination remains if the country is to take charge of the MRCC's vast area of responsibility, a swath of land and water stretching over eight million square kilometers from Mauritania to Angola. Control of illegal immigration in Senegalese waters and the regular deployment of the Navy's ships and patrol craft (one of which, newly repaired by APS personnel, escorted FORREST SHERMAN in and out of the harbor) are CAPT Sall's other primary objectives. He repeatedly stressed his desire for more training - in everything from SAR skills to basic maintenance know-how. He wants American help to get his MRCC operators internationally accredited and his engineers savvy enough to keep the Senegalese fleet ready for tasking. The French keep a military presence in Dakar (like the MPA ATLANTIQUE, which works closely with the MRCC and participated in two exercises with FORREST SHERMAN) but does not seem particularly interested in making the Senegalese operationally self-sufficient, LCDR Hopkins told FORREST SHERMAN's CO. The Senegalese Navy already monitors AIS data at its Dakar headquarters, and FORREST SHERMAN's CO was confident that CAPT Sall grasped the importance of correlating it with the received radar picture. He clearly articulated several realistic goals, but the challenge, he readily acknowledged, is finding the money and establishing a common sense of purpose across the government to attain them. For assistance in this endeavor he addressed an appeal to the American Navy: "We hope to benefit from your knowledge and expertise in the future. We need your experience." When FORREST SHERMAN's CO mentioned this comment in my later conversation with Chargé d'Affaires Smith, who has been at the Embassy now for four months, he said that he wants "to make continued U.S. Navy ship-visits a cornerstone of my time here."

The week in port culminated in a SAREX with a Senegalese Mi-17 Hip helicopter (the DODC LCDR ████████, a reservist helicopter pilot, went up as an observer) and the French Maritime Patrol Aircraft ATLANTIQUE while underway 12 nautical miles from the coast of Dakar. The SOE was hashed out with the French and Senegalese participants during a meeting aboard FORREST SHERMAN on the morning of 21 November.

FORREST SHERMAN's CIC watchstanders controlled ATLANTIQUE, which in turn directed the Hip. Deploying Oscar to start the exercise, FORREST SHERMAN reported the man in the water to Dakar's MRCC. The ATLANTIQUE, already airborne conducting patrols, located Oscar and marked the position with a green dye marker before vectoring in the Hip, which – in a first for the Senegalese SAR team - then practiced search patterns before hovering over the spot to simulate a hoist recovery, using techniques that the Senegalese pilots and aircrew had observed from the back of FORREST SHERMAN's SH-60B helicopters during the transit to Dakar from Cape Verde the week before. All operations on 23 November occurred within view of the Chargé d'Affaires (from the pilothouse and bridgewings) and nine Senegalese naval officers (from the midships quarterdecks and boat deck), who also received an exercise pre-brief, a ship's tour and enjoyed a wardroom luncheon. Two reporters also embarked to cover the event. Once the two aircraft returned to the MRCC, FORREST SHERMAN's SAR swimmer deployed in the RHIB to recover Oscar.

Two members of the Dakar press corps - representing the leading national dailies, *Le Soleil* (a government newspaper) and the independent *Le Quotidien* – embarked on the morning of 23 November to observe the SAREX with a Senegalese Mi-17 Hip helicopter and the French MPA before riding the RHIB ashore in the afternoon. Using the Embassy representative Mr. Matthew Dever as an interpreter, FORREST SHERMAN's Air Boss, LCDR ██████████, briefed the reporters on the SAREX's sequence of events on their arrival. Then FORREST SHERMAN's Public Affairs Officer led them to the midships quarterdecks and boat deck to watch the action unfold. They also received a full ship's tour and enjoyed lunch on the mess decks. Additionally, FORREST SHERMAN's CO received a television journalist (an English-speaking American citizen) from the Associated Press for a one-on-one tour and interview on the morning of 21 November. He asked FORREST SHERMAN's CO to explain the ship's mission in Dakar and any affiliation with AFRICOM. FORREST SHERMAN's CO clarified that the ship does not answer to AFRICOM, which was still standing up its operations, and that the ship was visiting Dakar to help the Senegalese military build proficiency to keep the country's waters safe and secure.

FORREST SHERMAN hosted ship's tours on the afternoon of 21 November for 15 members of the American Embassy and their families. FORREST SHERMAN tour guides divided them into two groups and spent over an hour showing off topside spaces, CIC and the pilothouse.

The crew took advantage of duty ashore on the afternoon and evening of 20 November and all day 22 November (FORREST SHERMAN's CO granted holiday routine for Thanksgiving). After talking with the country team and previewing some of the likely liberty destinations in town, FORREST SHERMAN's CO increased the standard minimum liberty party from two to four personnel for all hands, requiring one member of each group to be male. All enjoyed Dakar's bustling culture and nightlife without incident.

Notwithstanding street demonstrations (unrelated to FORREST SHERMAN's presence) on the afternoon of 21 November that made a planned training session at Dakar's MRCC impossible, the crew managed to meet every objective set out in the comparatively light schedule. FORREST SHERMAN's CO believed that the crew effectively extended the

work begun by African Partnership Station (APS) earlier in the month and would prove a crucial link to SAN JACINTO's later visit.

FORREST SHERMAN stopped briefly in Rota, Spain (03-07 December), and Funchal, Madeira (09-12 December), before undergoing ULTRA S 12-16 December en route to homeport.

2007 Sailor of the Year:

OS1(SW/AW) [REDACTED]

3. Chronology and Narrative

Chronology should include dates of movements; local operations and training; exercises and operations (define acronyms and purpose of exercise or operation); installation of new weapons systems or changes; major physical changes to facilities, ship or aircraft; Class A or B mishaps; port visits; unit awards received; reserve augmentation; and other significant operational or administrative events.

2007-03-02 Sustainment 1 Exercise (VACAPES) until 16 MAR with USS Enterprise Strike Group
2007-03-19 ULTRA S until 21 MAR
2007-03-28 Newport, RI, as school-ship until 06 APR
2007-04-10 Air Crew Workups (ACW) with HSL 46.2 (2 SH-60B; Mayport, FL) until 13 APR
2007-04-25 Surface Warfare (SUW) CIC Team Trainer until 29 APR
2007-04-26 U/W JAXOA until 07 MAY; Mini-WOWU with HSL 46.2
2007-04-30 Fleet Week (Port Everglades, FL) until 04 MAY
2007-05-21 ENTERPRISE Force Protection Exercise (ENT FPEX) until 22 MAY
2007-05-22 Sustainment 2 Exercise until 01 JUN
2007-06-04 Search and Rescue (SAR) Certification until 08 JUN
2007-06-04 2M Certification until 08 JUN
2007-06-11 Yorktown for pre-deployment ammo load-out until 15 JUN
2006-01-21 CMAV (FY07 Q4)
2007-06-18 Aviation Readiness Qualification (ARQ)
2007-06-19 CMS Inspection Assist
2007-06-26 EKMS Certification (PASS)
2007-07-04 Pre-deployment Family Cruise
2007-07-09 Depart Norfolk for deployment
2007-07-15 Straits of Gibraltar transit; chop to C6F
2007-07-25 Arrive Souda Bay, Crete; depart 28 JUL
2007-07-30 Transit Turkish Straits (northbound)
2007-08-01 Black Sea Multi-PASSEX with Romanian navy until 02 AUG
2007-08-03 Arrive Varna, Bulgaria; depart 06 AUG
2007-08-10 Ukrainian KA-27 HELIX helicopter lands on FSH
2007-08-07 Arrive Sevastopol, Ukraine; depart 11 AUG

2007-08-12 Arrive Constanta, Romania, for Romanian Navy Day (14 AUG;
 depart 15 AUG
 2007-08-16 Romanian Navy PASSEX with ROS REGELE FERDINAND
 2007-08-18 Transit Turkish Straits (southbound)
 2007-08-20 Arrive Aksaz, Turkey
 2007-08-22 U/W for Reliant Mermaid VIII (SAREX) with Turkish and Israeli navies until
 23 AUG; return to Aksaz 24 AUG
 2007-08-25 Depart Aksaz, Turkey; transit Suez Canal
 2007-09-01 Arrive (and depart) Djibouti, Djibouti for BSF
 2007-09-03 Arrive Dar Es Salaam, Tanzania; depart 09 SEP
 2007-09-06 E-6 exam
 2007-09-12 Arrive (U/W) Moroni, Comoros; depart 13 SEP
 2007-09-17 Arrive (anchored) Maputo, Mozambique; depart 21 SEP
 2007-09-20 E-4 exam
 2007-09-25 Arrive Durban, South Africa; depart 26 SEP
 2007-09-26 Exercise INDUNDUMA with South African frigate SAS AMATOLA and
 submarine SAS MANTHATISI, SA ORYX helicopter, U.S. P-3C and SAAF
 aircraft until 30 SEP
 2007-09-30 Arrive Cape Town, South Africa; depart 05 OCT
 2007-10-10 Arrive Sao Tome and Principe; depart 15 OCT
 2007-10-21 Arrive Pointe Noire, Republic of the Congo; depart 24 OCT
 2007-11-05 Arrive Mindelo, Cape Verde; depart 07 NOV
 2007-11-09 Intelligence Preparation of the Environment (IPE) in Gulf of Guinea/Eastern
 Atlantic Ocean until 18 NOV
 2007-11-10 PASSEX with French corvette LEVALLEE; CASEX with USS ANNAPOLIS
 and French MPA ATLANTIQUE
 2007-11-19 Arrive Dakar, Senegal; depart 23 NOV
 2007-11-23 SAREX with Senegalese Mi-17 Hip helicopter and French MPA Atlantique
 2007-12-03 Arrive Rota, Spain; depart 07 DEC
 2007-12-09 Arrive Funchal, Madeira (Portugal); depart 12 DEC
 2007-12-13 Return and Reunion training until 14 DEC
 2007-12-14 Chop C2F
 2007-12-16 ULTRA S until 18 DEC
 2007-12-19 RTHP

The short narrative should amplify chronology entries (such as objectives and results of exercises/
 operations; commander's evaluation of exercises/operations, etc). Entries may refer to an enclosure
 of this report without additional description if the enclosure sufficiently reports the incident/event.
 For all other entries, give the date or period in YYYY-MM-DD format and provide a brief narrative.
 All significant events during the reporting period are to be included.

NTR

4. Supporting Reports

Supporting Reports are those reports required by other instructions that provide significant data
 about the command during the calendar year. These reports may be submitted "as is," eliminating

the need to duplicate information for this report that is already contained in reports prepared in response to other instructions and requirements. Examples include battle efficiency, safety and other award submissions, major staff or command studies, and end of cruise reports or briefs. For units engaged in or directly supporting combat, significant wartime or peacetime operations (named operations, non-combat evacuation operations, disaster relief or other humanitarian operations, etc.) or major exercises, enclosures may include, but are not limited to:

- a. Situation Reports
- b. Intentions Messages
- c. Operational Reports
- d. Operations Orders/Deployment Orders
- e. Operational Plans
- f. Personal For Messages
- g. After Action Reports
- h. Significant Electronic Message Traffic (outgoing/e-mail/chat)
- i. Battle Damage Assessments
- j. Casualty Reports
- k. End-of-Cruise/Deployment Reports
- l. Intelligence Summaries
- m. Major Exercise Reports

List below the items submitted, indicating the classification of each. Electronic reports should be in a Microsoft Office format (Word, Excel, Power Point, or Access), HTML, PDF, JPG, GIF, or plain text. It is unnecessary to convert non-electronic documents to electronic format. Submit electronic reports via e-mail or on CD-ROM as explained at the end of this form. Enclosures that do not exist in electronic format should be listed below and submitted in hardcopy in the same manner as a CD-ROM.

5. Published Documents

List below the published documents being submitted in either electronic or paper format, indicating the classification of each item. Documents to be submitted include cruise books, change of command programs, commissioning/decommissioning brochures, establishment/disestablishment/deactivation brochures, copy of command's web site, news releases, biography of commander, welcome aboard brochures, newspaper articles, command studies, statistical data, etc.

Electronic documents should be in a Microsoft Office format (Word, Excel, Power Point, or Access), HTML, PDF, JPG, GIF or plain text. Documents in electronic format are to be submitted via e-mail or on CD-ROM as explained at the end of this form. It is unnecessary to convert non-electronic documents to electronic format. List any enclosures that are not electronic and submit in hardcopy in the same manner as a CD-ROM.

6. Photographs

List below official photographs and any other command-generated media being submitted in either electronic or paper format. Photographs to be submitted include: official photo of commanding officer; recent photo of ship, aircraft, or facility; and photos of historic events associated with the command. Photographs submitted electronically should be in JPG, TIFF or GIF format. It is unnecessary to convert non-electronic documents to electronic format. Photographs in electronic format are to be submitted via e-mail or on CD-ROM as explained below. Enclosures that do not exist in electronic format should be listed below and submitted in the same manner as the CD-ROM. Also include any photographs covering operational strikes, battle damage (especially that sustained by own ship, aircraft, facilities or equipment), or other relevant photos relating to combat or deployment operations.

Submit this Command Operations Report as follows:

Via e-mail, to one of the three e-mail addresses:

All air/aviation commands: aviationhistory@navy.mil
All ships: shiphistory@navy.mil
All other commands: archives@navy.mil

Place any attachments too large for transmission via e-mail on CD-ROM and send by an approved commercial courier, such as FEDEX or UPS. Check CDs for readability before submission to guard against corruption. Forward paper records included as attachments in the same manner. **Do not forward Command Operations Reports via U.S. mail, as all mail addressed to the Naval Historical Center is irradiated and will result in destruction of discs and damage to paper enclosures.** Address all shipments to:

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(Attn: Ships History/Aviation History/Operational Archives) *
805 Kidder Breese Street SE
Washington Navy Yard, DC 20374-5060

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All ships: shiphistory@nhc.navy.smil.mil
All other commands: archives@nhc.navy.smil.mil

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Washington Navy Yard, DC 20374-5060

Forward Command Operations Report enclosures containing **Top Secret** via courier to:

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Forward Command Operations Report enclosures containing **Sensitive Compartmented Information (SCI)** via courier to:

449354-BA 31
ONI/Suitland, MD

The inner wrapper should read: ONI Historian, ONI-ODB EXT 2975

Telephone numbers for the ONI Historian are DSN 659-4488/5901, Commercial (301) 669-4488/5901.

* The attention line should read **Ships History** for all ships, **Aviation History** for all air/aviation commands, and **Operational Archives** for all other commands. Telephone numbers for these branches are as follows: Ships History Branch, DSN 288-6802, Commercial (202) 433-6802; Aviation History Branch, DSN 288-2321, Commercial (202) 433-2321; Operational Archives Branch, DSN 288-3224, Commercial (202) 433-3224.