

Classification: UNCLASSIFIED

1. Command Data

Name of your Command or Organization: USS FORREST SHERMAN (DDG 98)

Unit Identification Code (UIC): 23149

Name, rank, and contact information of Commander/Commanding Officer/Officer in Charge:

Last: MURDOCK First: JAMIE M.I.: A Rank: CDR/O-5

Email: [REDACTED] Phone: [REDACTED]

Date Assumed Command: 2016-11-04

Mission/Command Employment/Area of Operations: VIRGINIA CAPES, JAX OPAREA

Permanent Location: NORFOLK, VIRGINIA

Immediate Superior in Command:

Operational: DESTROYER SQUADRON TWO

Administrative: DESTROYER SQUADRON TWO

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):

Commander Task Force Eight Zero

Name(s) of Forces, Commands, Ships, Squadrons or Units assigned or under your operational control (if applicable): HSM-46 Grandmasters

Type and number of Aircraft/Ships Assigned and Tail Codes/Hull Numbers, if applicable:

2 MH-60R, Tail Codes: 431 and 432

Commands, Detachments or Units deployed on board or stationed aboard as tenant activities (as applicable): N/A

Number of Personnel Assigned:

Officers: 35 Enlisted: 252 Civilian: 0

Command Point of Contact:

Name: ENS, [REDACTED]
Job Title/Office Code: ORDNANCE OFFICER
E-mail: [REDACTED]
Phone number(s): [REDACTED]
Command Mailing Address: USS FORREST SHERMAN, FPO AE, 09569-1214

2. Commander's Assessment

In 2016, our ship transitioned from the operational tempo of 2015's 5th and 6th Fleet deployment to a challenging eight-month Maintenance Phase. During a phase in which other ships struggle, both the Aegis Light-Off (ALO) for Combat Systems and Weapons Departments and Light-Off Assessment (LOA) for Engineering Department went off without a hitch on the first attempt, allowing for us to leave BAE Shipyard without extension and under our own power. When tasked to support SOCOM Pri-1 services, the elite Special Operations pilots left the event with high regards for our recently certified flight deck crew, and during that same underway, Hurricane Matthew tested our seaworthiness with 15 foot swells during a Replenishment at Sea (RAS). During an Opposition Forces assignment in support of USS GEORGE H. W. BUSH, we certified Damage Control on the first attempt and conducted challenging ship-handling evolutions, including Plane Guard for the CVN. In 2016, no task proved too daunting for FORREST SHERMAN as the crew lived up to our ship's motto: "Relentless Fighting Spirit!"

3. Chronology

1JAN-6JAN	Holiday Leave Period
4JAN-8JAN	Defuel in preparation for Dry Dock
8JAN	Fast Cruise
11JAN	Deadstick from NOB to BAE Shipyard Portsmouth
11JAN-15AUG	Dry Dock CNO Availability, BAE Shipyard Portsmouth
12JAN-14JAN	Crew moves onto Barge
20JAN	Docking
27JAN	RE-3
4FEB-5FEB	JOs attend NSST for ship handling training
15FEB-19FEB	PATA
29FEB	JOs attend NSST for ship handling training
14MAR-18MAR	Afloat Culture Workshop
21MAR-22MAR	JOs attend NSST for ship handling training
16MAY-20MAY	SAR LTT
31MAY-3JUN	Surface Line Week
6JUN-10JUN	ERAT Visit

6JUN-10JUN	JOs attend NSST for ship handling training
22JUN-23JUN	JOs attend NSST for ship handling training
28JUN	Depart Dry Dock, remain at BAE Shipyard, Pier 1
1JUL	Command Picnic
5JUL	Aegis Light Off
5JUL-8JUL	ERAT Light Off Assessment Prep
13JUL-15JUL	Crew Move Aboard
18JUL-22JUL	Wardroom attends NSST for Bridge Resource Management
29JUL-18AUG	NAVCERT
1AUG-5AUG	ERAT Mock Light-Off Assessment
8AUG-12AUG	Light Off Assessment
16AUG-18AUG	KTR Sea Trials
18AUG	Replenishment at Sea
22AUG-9SEP	CMAV, Pier side Norfolk
26AUG	Carrier Strike Group Twelve (CSG 12) Visit
29AUG-2SEP	Aviation Certification
12SEP-14SEP	TYCOM Sea Trials
12SEP-15SEP	XO Turnover
14SEP	Replenishment at Sea
19SEP-23SEP	BFAS Installation
23SEP	COMNAVSURFLANT Visit
26SEP-7OCT	U/W VACAPES (SOCOM Pri-1)
1OCT	Replenishment at Sea
7OCT	Replenishment at Sea
24OCT-28OCT	U/W VACAPES
26OCT	Towing Exercise
2NOV	Ammunition Onload
4NOV	Change of Command
7NOV-8NOV	MOB-E 1.4 (Certification Event)
7NOV-10NOV	U/W VACAPES
7NOV-10NOV	MOB-N 1.4A/B (Certification Event)
9NOV	Strike Warfare 2.4B FIREX
14NOV-18NOV	CCC 1.4 (Certification Event)
28NOV-21DEC	Composite Training Unit Exercise Opposition Forces (COMTUEX)
03DEC-08DEC	MOB-D 1.4 (Certification Event)
22DEC-31DEC	CMAV, Pier side Norfolk
22DEC-31DEC	Holiday Leave Period

Narrative

USS FORREST SHERMAN (DDG 98) began her year by defueling on 4JAN17 thru 8JAN in preparations for an 8 month CNO Availability. Three days after her tanks were emptied, on 11JAN, FORREST SHERMAN made her way down the Elizabeth River, under power of tugs, and moored pier side at BAE Shipyard, Portsmouth. The crew would spend the next week moving into an adjacent barge, where they conducted day to day business over the following 8 months. On 20JAN, BAE lifted FORREST SHERMAN out of the water and commenced a 6

month dry dock period. During the dry dock period, the Command held many off-ship events, including Wardroom trips to the Norfolk Navigation, Seamanship, and Shiphandling Trainer (NSST), where junior officers built and maintained their seamanship skills. Additionally, FORREST SHERMAN participated in Surface Line week, taking second place in Basketball, Football, Soccer, the Fitness Competition, and taking third overall for the entire event.

On 28JUL, a notably hot day, with temperatures reaching upwards of 120 degrees Fahrenheit in parts of her hull, the FORREST SHERMAN was once again floated and moved to Pier 1 where repairs would continue for another two months. With the end of the dry dock period came the end of many stresses for the ship. Celebration was called for, and on 1JUL, FORREST SHERMAN took a half day to hold a command picnic. While many Sailors played volleyball, egg toss, horseshoes or other events, others opted to sit back and enjoy the sun as a day of leisure had been heartily earned. The day's events coincided with the first day of the Meritorious Advancement Program (MAP) window, and near the picnic's end, a handful of Sailors celebrated with family and friends as the Captain called their names and promoted them in front of the crew.

From 13JUL to 15JUL, the FORREST SHERMAN crew packed their things and moved from the barge back into their ship's mighty hull. In the week that followed, 18JUL to 22JUL, groups from the Wardroom would attend a Bridge Resource Management course at NSST Norfolk in preparation for getting underway for the first time in over eight months. This advanced course focused less on individual shiphandling skills and more on bridge team management in the Pilot House during various evolutions. On the week of 8AUG, FORREST SHERMAN began her Engineering Light-Off Assessment (LOA), which consisted of an in-depth look at how well the Engineering department was prepared to conduct preventative and corrective maintenance, as well as respond to equipment casualties. The end result was a nearly flawless execution of LOA on the first attempt, something rarely achieved at that time.

On 16AUG, FORREST SHERMAN once more achieved the improbable. After an eight month CNO Availability, which included a five month dry dock period, FORREST SHERMAN left BAE Shipyard, Portsmouth and travelled down the Elizabeth River, to sea, under her own power. There she would remain until 18AUG, spending those three days conducting Contractor Sea Trials consisting of an hour long full power demo, man overboard drills and a General Quarters demonstration. On 18AUG, after her first Replenishment at Sea (RAS) in nearly nine months, FORREST SHERMAN returned to Norfolk to commence another Continuous Maintenance Availability (CMAV), from 22AUG to 9SEP, in order to fix the discrepancies found during the Sea Trials. During this time period FORREST SHERMAN also conducted her Aviation Certification (AVCERT).

After the conclusion of the CMAV, from 12SEP to 14SEP FORREST SHERMAN went out to sea for TYCOM Sea Trials. During this week, FORREST SHERMAN's prospective Executive Officer (XO) reported on board and began his turnover. One week later, COMNAVSURFLANT paid a visit to FORREST SHERMAN to see her progress and to enjoy lunch with the Wardroom. On 26SEP, FORREST SHERMAN began a two week long underway to participate in SOCOM Pri-1 services. Those two weeks provided incredibly valuable training to all involved and tested the newly certified flight deck crew. While SOCOM Pri-1 was happening, Hurricane Matthew started to develop steam in the Caribbean. Day by day, the waters grew worse and events began to fall off the schedule and the ship began making preparations for a Sortie. Already a two week underway, the ship was also tasked to be Opposition Forces (OPFOR) for the week following the conclusion of SOCOM Pri-1. On 6OCT, FORREST

SHERMAN received news that the OPFOR assignment had been cancelled due to the hurricane and that she was to pull into port that Friday (8OCT). On 7OCT, FORREST SHERMAN performed a RAS in 10 to 15 foot swells and a chilling rain. As she safely broke away, the crew rested easy knowing that they would be safe at home with their families as Hurricane Matthew uprooted trees and flooded the streets of Norfolk on Saturday, 10OCT.

During the month of November, a Change of Command (4NOV), and three certification events happened: MOB-E 1.4 (7-8NOV), MOB-N 1.4A/B (7-10NOV), and CCC 1.4 (14-18NOV). All three events resulted in certification. On 28NOV, FORREST SHERMAN embarked on a near month long COMTUEX OPFOR underway for USS George H. W. Bush. During the first two weeks of the underway, FORREST SHERMAN sounded the General Quarters alarm two to three times each day in preparations for MOB-D 1.4 the week of 03DEC. The crew ran DC drills, tested Zebra settings, and after two weeks of vigorous training, FORREST SHERMAN certified Damage Control on 08DEC17. The weeks of OPFOR that followed ushered in highly valuable training for the crew as they gained an opportunity to see through the eyes of the enemy and pursued US Navy forces. On 21DEC, when FORREST SHERMAN pulled into port for the last time in 2016, half of the crew embarked on a much deserved Holiday Leave period, while the other half waited their turn and the ship underwent her final CMAV of 2016.

4. Supporting Reports

1. MOB-D 1.4 EOMR
 2. MOB-E 1.4 EOMR
 3. COMNAVSURFLANT 5050
 4. Change of Command 5060
 5. CASREPS
 6. SITREPS
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5. Published Documents

USS FORREST SHERMAN Official Website: <http://www.sherman.navy.mil>

6. Photographs

1. Commanding Officer Jamie A. Murdock Photo and Biography
2. Commanding Officer Todd C. Zenner Photo and Biography
3. Executive Officer Patrick R. O'Loughlin Photo and Biography
4. Command Master Chief Michael Wentzel Photo and Biography

Standard End of Mission/Training Report (V1.1)

The purpose is to standardize the End of Mission/Training Report, and to quickly and easily capture potential training deficiencies identified during visits or assessments.

Date(s):	03-08 DEC 2016
Ship / Hull / Crew Number:	USS FORREST SHERMAN (DDG-98)
Ship CO:	CDR MURDOCK
Ship DH/MA Lead	CDR O'Loughlin (XO), LTJG ██████████ (DCA), CMDCM Wentzel
Ship POCs:	CPO MOORE
Mission Area:	MOB-D
Mission Event (tier/phase):	1.4
Organization / Team	T/L-SCPO ██████████
Lead/Assessor(s):	T/M- CPO ██████████, PO1 ██████████

TRAINING EVENT	TEAM	GRADE	TRAINING EVENT	TEAM	GRADE
Fire Drill CE04	IET 1	86	CE04: Fire	ASFP	83
Toxic Gas CE07	IET 1	92	CE05: Flooding	ASFP	94
Flooding CE05	IET 1	94	CE06: Structural	ASFP	84
Structural Damage CE06	IET 1	94	CE07: Toxic	ASFP	81
R&A	IET 1	80	CE08: R&A	ASFP	100
Fire Drill CE04	IET 2	94	CE04: Fire	DCRS 2	100
Toxic Gas CE07	IET 2	94	CE05: Flooding	DCRS 2	100
Flooding CE05	IET 2	94	CE06: Structural	DCRS 2	100
Structural Damage CE06	IET 2	94	CE04: Fire	DCRS 3	81
R&A	IET 2	100	CE05: Flooding	DCRS 3	94
			CE06: Structural	DCRS 3	86
Fire Drill CE04	IET 3	91	CE04: Fire	DCRS 5	100
Toxic Gas CE07	IET 3	82	CE05: Flooding	DCRS 5	100
Flooding CE05	IET 3	100	CE06: Structural	DCRS 5	100
Structural Damage CE06	IET 3	100			
R&A	IET 3	100			
CE03: Set Material Condition Readiness	ALL	84	CE10: CBR	ALL	85

CE02: LOK	ALL	100	CE11: Major CONFLAG	ALL	88

1) Executive Summary/ BLUF:	
2) Recommended for Next Phase of Training?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
3) Reference(s):	COMNAVSURFLANTINST 3502.3 Surface Force Readiness Manual (SFRM)
4) Objectives(s)/CE(s) met?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
5) Training/Events Conducted:	MOB-D 1.4
6) All Required Personnel Present for the Event(s)?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
7) Significant Comments:	- NTR
a) Mission Area Admin/Program Status:	- NTR
b) Manning Issues	- NTR
c) Mission Area Training/Performance Deficiency Issues:	<p>1. Manning Issues: (Will they meet the 90% BA exit criteria?) - NTR</p> <p>2. Critical NEC and School issues: (Will they meet the minimum on 1 critical NEC and 1 critical school exit criteria?) - NTR</p> <p><u>COMMENTS</u></p> <p>DAY ONE 03 DEC 2016 ASFP CLASS ALPHA FIRE SELF SERVICE LAUNDRY</p> <ul style="list-style-type: none"> - 2 of 2 Investigator SCBA Bottles under 4000 PSI. - Watchstanders entered Buffer Zone without breathing protection. - Tape missing from fire hose nozzles used to combat fire. - Mechanical Isolation not set properly. Ventilation Closure 2-409-5 not closed. - Rapid Response did not arrive on scene. - One primary boundary not set in Electric Shop - Smoke curtains not installed correctly to control smoke <p>ASFP FLOODING AND STRUCTURAL DAMAGE AFT STEERING</p> <ul style="list-style-type: none"> - Shoring Collapsed after word passed as complete. - Personnel in space without PPE. - Team Members carrying shoring without proper PPE <p>ASFP RESCUE AND ASSISTANCE</p> <ul style="list-style-type: none"> - NTR <p>ASFP TOXIC GAS AND HAZMAT SPILL</p> <ul style="list-style-type: none"> - Personnel Breaking Boundaries - Rapid Response did not arrive on scene. - Boundaries not set and maintained <p>DAY TWO 04 DEC 2016 GENERAL QUARTERS/MAJOR CONFLAG</p>

	<ul style="list-style-type: none"> - Zebra time 12 minutes 30 seconds (Repair 2 & 3 UNSAT IAW ASA 5) - Doors, Hatches, Scuttles not set IAW Material Condition. - Deck drains missing more than 50% of screws or not being set IAW Material Condition. - Fittings logged open in DC Closure Log were not filled out properly and no authorizing signature. - Spaces missing CCOL and Bullseye. <p>REPAIR 2 FIRE</p> <ul style="list-style-type: none"> - NTR <p>REPAIR 2 FLOODING & STRUCTURAL DAMAGE</p> <ul style="list-style-type: none"> - NTR <p>REPAIR 5 FIRE</p> <ul style="list-style-type: none"> - NTR <p>REPAIR 5 FLOODING & STRUCTURAL DAMAGE</p> <ul style="list-style-type: none"> - NTR <p>REPAIR 3 FIRE</p> <ul style="list-style-type: none"> - Team Leader helmet not strapped on and buckled. - Plugman not wearing gloves. - Hose Team members straddling hose. - Above and Aft boundary not set. <p>REPAIR 3 FLOODING & STRUCTURAL DAMAGE</p> <ul style="list-style-type: none"> - Watchstanders in space without PPE. - Watchstanders wearing PPE incorrectly. <p>DAY THREE 05 DEC 2016</p> <p>IET SECTION 1 FIRE</p> <ul style="list-style-type: none"> - Only Fire Marshal responded as rapid response. - Smoke control zone never established with smoke curtains and smoke blankets. - Investigators did not check surrounding spaces. - Starboard and above boundary were set with 2 ½" Fire hose but only one person. <p>IET SECTION 1 FLOODING & STRUCTURAL DAMAGE</p> <ul style="list-style-type: none"> - Investigators not wearing hearing protection in engineering spaces. <p>IET SECTION 1 TOXIC GAS</p> <ul style="list-style-type: none"> - PASP/RASP Operator not wearing hearing protection. <p>IET SECTION 1 RESCUE & ASSISTANCE</p> <ul style="list-style-type: none"> - 2 of 2 Investigators SCBAs below 4000 PSI. <p>IET SECTION 2 FIRE</p> <ul style="list-style-type: none"> - Aft and Above boundaries did not have hoses faked out. <p>IET SECTION 2 FLOODING & STRUCTURAL DAMAGE</p> <ul style="list-style-type: none"> - Boundaries not set and maintained properly. Ships force constantly breaking primary boundaries. <p>IET SECTION 2 TOXIC GAS</p> <ul style="list-style-type: none"> - SCBA Mask donned incorrectly and not making a seal. - Fire Marshal did not don rubber boots prior to entering space to clean up HAZMAT spill. <p>IET SECTION 2 RESCUE & ASSISTANCE</p> <ul style="list-style-type: none"> - NTR
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	<p>DAY FOUR 06 DEC 2016</p> <p>IET SECTION 3 FIRE</p> <ul style="list-style-type: none"> - Rapid Response missing personnel. IEM was only watchstander to respond. - Investigator not in proper battle dress. Sleeves were unbuttoned. <p>IET SECTION 3 FLOODING & STRUCTURAL DAMAGE</p> <ul style="list-style-type: none"> - NTR <p>IET SECTION 3 TOXIC GAS</p> <ul style="list-style-type: none"> - Investigator broke primary boundary after isolation. Did not follow buddy system and went inside space alone. - Boundaries were not set and maintained properly.' - Boundaryman unaware of casualty location and did not set boundary at proper door. <p>IET SECTION 3 RESCUE & ASSISTANCE</p> <ul style="list-style-type: none"> - NTR <p>DAY FIVE 07 DEC 2016</p> <p>CBR GENERAL QUARTERS</p> <ul style="list-style-type: none"> - Aft lookout in Helo Control Tower did not have gas mask on during MOPP IV. - Decon Station Operators did not know proper procedures for decontaminating personnel and removing JSLIST. - Scrubbers did not bring hoses and nozzles required for decontaminating topside hot spots. - 75MC in FWD Decon inoperable. - Zebra time 7 minutes. - Four UNSAT spaces in Repair 2 AOR. - QAWTD 01-174-2 not set in 01-163-2-L - QAWTD 01-130-2 not set in 01-122-0-L - QAWTD 1-158-2 not set in 1-158-8-L - WD-V-239 not set in 1-178-01-L - Compartment 2-450-1-L missing CCOL and Bullseye.
<p>d) Equipment/Material Issues:</p>	<ul style="list-style-type: none"> - FPL 2-377-1 Seized - WD-V-239 Seized - WD-V-303 Seized - Fire main valve in 1-78-01 –L missing label plate and handwheel.
<p>8) Shipboard Operating Principles:</p>	<ul style="list-style-type: none"> - NTR
<p>9) Manpower (ATG/CSCS/etc.):</p>	<p>3 Assessors X 6 days = 18 "Man-days"</p>
<p>10) Outstanding issues from previous visit and/or Waivers in Force?</p>	<p>YES ___ NO <u>X</u> ___</p>
<p>11) Remarks/Recommendations:</p>	<ul style="list-style-type: none"> - NTR
<p>12) Senior Assessor Comments:</p>	<p>Out brief conducted with CO/XO/CMC/CHENG/CPO [REDACTED] /CPO</p>

	██████ on 07DEC16. Attended by SCPO ██████, CPO ██████, PO1 ██████ from ATG.
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Commander Jamie A. Murdock

Commanding Officer, USS FORREST SHERMAN (DDG 98)

Commander Jamie Murdock is a native of Ticonderoga, NY. A graduate of the University of Florida, he received his commission through Officer Candidate School in Pensacola, Florida in 1999.

He served at sea as Damage Control Assistant and Navigator in the pre-commissioning crew of USS HOWARD (DDG 83), Engineer Officer on USS HIGGINS (DDG 76), and Engineer Officer on USS CAPE ST. GEORGE (CG 71). He was awarded the 2007 CNSF Navy and Marine Association Leadership Award and the Naval Academy Class of '76 Leadership Award while serving as a Department Head.



Ashore, CDR Murdock served in the Office of the Dean of Students at the Naval War College, in the Office of Legislative Affairs Program Office as the Fleet Readiness Liaison to the Senate and House Armed Services Committees, and as a Detailer in PERS-41, Surface Commander and Lieutenant Commander/Commander Assignments, at Navy Personnel Command.

In addition to his Bachelor of Arts in Political Science, History, and Criminal Justice from the University of Florida, he also has a Master of Arts in National Security and Strategic Studies from the Naval War College.

CDR Murdock's decorations include the Meritorious Service Medal, Navy and Marine Corps Commendation Medal, Navy and Marine Corps Achievement Medal, and various individual, unit, and campaign awards.

Commander Todd C. Zenner

Commanding Officer, USS FORREST SHERMAN (DDG 98)

Commander Todd Zenner was raised in Cotulla, Texas. He is a 1997 graduate of the United States Naval Academy and a 1999 graduate of the University of Texas.

In 1999, CDR Zenner reported to his first division officer assignment aboard USS SPRUANCE (DD-963) as the Fire Control Officer. After completing nuclear power training, he reported to USS THEODORE ROOSEVELT (CVN-71) in 2002, completing an Eastern Mediterranean deployment in support of air strikes for Operation Iraqi Freedom and serving in Reactor Controls and Reactor Training division officer assignments.



CDR Zenner reported to his first department head tour on USS NICHOLAS (FFG-47) in 2005 as Combat Systems Officer, deploying to the Persian Gulf. He then reported as the Reactor Controls Assistant aboard USS ENTERPRISE (CVN-65) in 2006. During his tour, USS ENTERPRISE deployed to the FIFTH Fleet and was awarded the Battle E and the Battenberg Cup.

CDR Zenner's shore duty assignments include Nuclear Surface Warfare Officer Community Manager at the Navy Personnel Command as well as the Executive Assistant to the Deputy Director for Politico-Military Affairs Asia at the Strategic Plans and Policy Directorate (J-5) of the Joint Staff.

CDR Zenner's personal awards include the Defense Meritorious Service Medal and multiple awards of the Joint Commendation Medal, the Navy and Marine Corps Commendation Medal, and the Navy and Marine Corps Achievement Medal.

Commander Patrick R. O’Loughlin

Executive Officer, USS FORREST SHERMAN (DDG 98)

A native of Jackson, Missouri, Commander O’Loughlin graduated in May 2000 from the University of Missouri with a Bachelor of Arts in Political Science and received his Commission through the NROTC Program.

After attending Surface Warfare Officers Division Officer Course, Commander O’Loughlin’s initial sea tour was as Damage Control Assistant in USS O’KANE (DDG 77) from December 2000 to December 2002. During his tour, he completed a deployment in support of OPERATION ENDURING FREEDOM. He then served as Fire Control Officer in USS RUSSELL (DDG 59) from March 2003 to August 2004, completing a deployment to Southeast Asia.



As a department head, he served as Operations Officer in USS FORREST SHERMAN (DDG 98) from October 2008 to February 2010 and in USS MONTEREY (CG 61) from February 2010 to November 2011, completing the first-ever Ballistic Missile Defense of Europe deployment.

Ashore, Commander O’Loughlin served as the Assistant SWO Community Manager at PERS-41 in Millington, Tennessee from September 2004 to May 2006 and attended the Naval Postgraduate School in Monterey, California, earning his Masters of Business Administration (Financial Management) in December 2007. He served as the lead ASW instructor at Surface Warfare Officers School in Newport, Rhode Island from November 2011 to November 2013 before reporting to Undersea Warfighting Development Center, Detachment Norfolk, serving as a Strike Group ASW Trainer and Assessor.

Commander O’Loughlin’s personal awards include six Navy and Marine Corps Commendation Medals, Navy Achievement Medal, and various other unit and personal awards.

CMDCM (SW/FMF/EXW) Michael O. Wentzel

Command Master Chief

CMDCM Michael Wentzel was born in the Philippines and raised in Oceanside, CA. He completed recruit training and HM "A" School in Great Lakes in 1989 and reported to Naval Reserve Hospital Unit 119 in San Diego, CA.

Upon recall to active duty on 27 June 1990, he was assigned to USS ROBISON (DDG 12) as a Hospitalman Recruit. Subsequent tours include Naval Hospital Camp Pendleton, 4th Landing Support Battalion, Lathrop, CA, and 4th Medical Logistics Company, San Diego. In May 2000, he reported to Independent Duty Corpsman (IDC) School where he was selected for Chief Petty Officer. IDC tours include Naval Ambulatory Care Center New Orleans and upon termination of shore duty, USS RODNEY M DAVIS (FFG 60). In 2004, he was selected as the Full Time Support HM Detailer in New Orleans and continued his detailer tour at Navy Personnel Command (NPC) in Millington, TN, following evacuation from Hurricane Katrina. He then served as Senior Enlisted Advisor for the Reserve Medical Branch (PERS-95) of NPC. In 2011, while on 10 month IA orders as a FMF Corpsman with 1st Battalion, 5th Marines to Sangin District, Helmand Province, Afghanistan, he was selected as the 2010 NPC Senior Enlisted Leader of the Year, selected for the Command Senior Chief Program, and advanced to Master Chief Petty Officer. Previous CMC tours include Coastal Riverine Group ONE and Commander Navy Region Southwest, Reserve Component Command San Diego.

Master Chief Wentzel is a graduate of the Senior Enlisted Academy, Class 165 and CMC/COB Course, Class 100 in Newport, Rhode Island.

Personal awards include the Meritorious Service Medal, Navy and Marine Corps Commendation Medal (eight awards), Navy and Marine Corps Achievement Medal (three awards), and various unit and campaign awards. He is qualified as an Enlisted Surface Warfare Specialist, Fleet Marine Force Warfare Specialist, and Expeditionary Warfare Specialist.



End of Mission Report (V1.4) ENGINEERING ASSESSMENTS ATLANTIC

Date(s):	20-21 OCTOBER 2016
Ship / Hull / Crew Number:	USS FORREST SHERMAN (DDG 98)
Ship CO:	CDR MURDOCK
Ship DH/MA Lead	LCDR [REDACTED]
Ship POCs:	LCDR [REDACTED]
Mission Area:	MOB E
Mission Event (tier/phase):	1.4
Organization / Team Lead/Assessor(s):	ENGINEERING ASSESSMENTS, ATLANTIC SENIOR ASSESSOR: CDR [REDACTED] PROJECT OFFICER: LCDR [REDACTED] TEAM MEMBERS: LCDR [REDACTED], LT [REDACTED], LT [REDACTED], LT [REDACTED], EMCS [REDACTED], MMC [REDACTED]

<p>1) Executive Summary/BLUF:</p>	<p>ENGINEERING READINESS ASSESSMENT WAS CONDUCTED ONBOARD USS FORREST SHERMAN (DDG 98) ON 07-08 NOV 2016. THE OBJECTIVES OF THE ASSESSMENT PER REF (A) WERE ACCOMPLISHED.</p> <p>RESTRICTIVE MATRIX</p> <table border="1"> <thead> <tr> <th>RES</th> <th>SYSTEM/COMPONENT</th> <th>REF</th> <th>NARRATIVE/SHIP IMPACT</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>NONE</td> <td></td> <td></td> </tr> </tbody> </table> <p>ITEM OF PRIORITY (IOP) MATRIX</p> <table border="1"> <thead> <tr> <th>IOP</th> <th>SYSTEM/COMPONENT</th> <th>REF</th> <th>NARRATIVE/SHIP IMPACT</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>NONE</td> <td></td> <td></td> </tr> </tbody> </table> <p>ITEM OF CONCERN (IOC) MATRIX</p> <table border="1"> <thead> <tr> <th>IOC</th> <th>SYSTEM/COMPONENT</th> <th>REF</th> <th>NARRATIVE/SHIP IMPACT</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>NONE</td> <td></td> <td></td> </tr> </tbody> </table> <p>CLEANLINESS, PRESERVATION, AND STOWAGE COMMENTS:</p> <ul style="list-style-type: none"> - THE OVERALL CLEANLINESS AND MATERIAL CONDITION OF THE ENGINEERING PLANT WAS ABOVE FLEET AVERAGE AS COMPARED TO SHIP'S RECENTLY ASSESSED. THE SPACES HAVE BEEN WELL MAINTAINED SINCE FORREST SHERMAN'S LIGHT OFF ASSESSMENT. <p>GENERAL OPERATIONS OBSERVATIONS: THE OVERALL PREPARATION, SEQUENCING, AND EXECUTION OF EVOLUTIONS AND DRILLS WERE ABOVE AVERAGE AND ENABLED FORREST SHERMAN TO COMPLETE THE ASSESSMENT.</p>	RES	SYSTEM/COMPONENT	REF	NARRATIVE/SHIP IMPACT	1	NONE			IOP	SYSTEM/COMPONENT	REF	NARRATIVE/SHIP IMPACT	1	NONE			IOC	SYSTEM/COMPONENT	REF	NARRATIVE/SHIP IMPACT	1	NONE		
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2) Recommended for Next Phase of Training?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>																																																																														
3) Reference(s):	(A) SURFACE FORCE READINESS MANUAL SFRM (B) COMNAVSURFORINST 3540.3 (SERIES) (EDORM) (C) ATGLANTINST 3500.3 (SHIP OPERATING PRINCIPLES) (D) COMNAVSURFORINST 3500.5 (WATCHSTANDERS GUIDE)																																																																														
4) Objectives(s)/CE(s) met?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> THE FOLLOWING ASSESSMENT OBJECTIVES COULD NOT BE MET: - NONE																																																																														
5) Training/Events Conducted:	<p style="text-align: center;">MOB-E CERTIFICATION REQUIREMENTS</p> <table border="1" data-bbox="548 661 1409 1856"> <thead> <tr> <th colspan="2">TRAINING EVENT (TE)</th> <th>CRITERIA</th> <th>ATG</th> </tr> </thead> <tbody> <tr> <td>TE-1</td> <td>SOH EFFECTIVE?</td> <td></td> <td>Y</td> </tr> <tr> <td></td> <td>TAG OUT</td> <td>Y</td> <td>Y</td> </tr> <tr> <td></td> <td>ELECTRICAL</td> <td>Y</td> <td>Y</td> </tr> <tr> <td></td> <td>HEARING</td> <td>Y</td> <td>Y</td> </tr> <tr> <td></td> <td>HEAT STRESS</td> <td>Y</td> <td>Y</td> </tr> <tr> <td>TE-2</td> <td>CRITICAL PROG EFFECTIVE?</td> <td></td> <td>Y</td> </tr> <tr> <td></td> <td>PQS</td> <td>Y</td> <td>Y</td> </tr> <tr> <td></td> <td>TRAINING</td> <td>Y</td> <td>Y</td> </tr> <tr> <td></td> <td>FOQM</td> <td>Y</td> <td>Y</td> </tr> <tr> <td></td> <td>LOQM</td> <td>Y</td> <td>Y</td> </tr> <tr> <td></td> <td>LEGAL</td> <td>Y</td> <td>Y</td> </tr> <tr> <td>TE-3</td> <td>OTHER AT LEAST PE?</td> <td></td> <td>Y</td> </tr> <tr> <td></td> <td>EOSS</td> <td>Y</td> <td>Y</td> </tr> <tr> <td></td> <td>MGTESR</td> <td>Y</td> <td>Y</td> </tr> <tr> <td></td> <td>OP LOGS</td> <td>Y</td> <td>Y</td> </tr> <tr> <td></td> <td>QA</td> <td>Y</td> <td>Y</td> </tr> <tr> <td>TE-4</td> <td>WATCH TEAM LOK</td> <td>≥80%</td> <td>Y</td> </tr> <tr> <td></td> <td>ENGINEERING DEPARTMENT</td> <td>≥80%</td> <td>Y</td> </tr> </tbody> </table>			TRAINING EVENT (TE)		CRITERIA	ATG	TE-1	SOH EFFECTIVE?		Y		TAG OUT	Y	Y		ELECTRICAL	Y	Y		HEARING	Y	Y		HEAT STRESS	Y	Y	TE-2	CRITICAL PROG EFFECTIVE?		Y		PQS	Y	Y		TRAINING	Y	Y		FOQM	Y	Y		LOQM	Y	Y		LEGAL	Y	Y	TE-3	OTHER AT LEAST PE?		Y		EOSS	Y	Y		MGTESR	Y	Y		OP LOGS	Y	Y		QA	Y	Y	TE-4	WATCH TEAM LOK	≥80%	Y		ENGINEERING DEPARTMENT	≥80%	Y
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	TE-5	OVERALL EVOLUTIONS	>75%	Y
		SECTION 1	>75%	Y
		SECTION 2	>75%	Y
	TE-6	OVERALL DRILLS	>50%	Y
		SECTION 1	≥ 50%	Y
		SECTION 2	≥ 50%	Y
	TE-7	MMFOL SECTION 1 EFFECTIVE	Y	Y
		MMFOL SECTION 2 EFFECTIVE	Y	Y
		REP 5 RE-ENTRY EFFECTIVE	Y	Y
6) All Required Personnel Present for the Event(s)?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>			
7) Significant Comments:				
a) Mission Area Admin/Program Status:	<p>FOUR OF FOUR SOH PROGRAMS ARE EFFECTIVE. THE FOLLOWING PROGRAMS WERE FOUND AS PARTIALLY/NOT EFFECTIVE:</p> <ul style="list-style-type: none"> - NONE <p>FIVE OF FIVE CRITICAL PROGRAMS ARE EFFECTIVE. THE FOLLOWING PROGRAMS WERE FOUND AS NOT EFFECTIVE:</p> <ul style="list-style-type: none"> - NONE <p>FOUR OF FOUR NON-CRITICAL PROGRAMS ARE AT LEAST PARTIALLY EFFECTIVE. THE FOLLOWING PROGRAMS WERE FOUND AS NOT EFFECTIVE:</p> <ul style="list-style-type: none"> - NONE <p>MANAGEMENT</p> <p>1. EQUIPMENT DEGRADATION TRACKING (SELF ASSESSMENT): EFFECTIVE</p> <p>(1) EIGHT O' CLOCK REPORTS</p> <ul style="list-style-type: none"> - NSTR <p>(2) CASREPS:</p> <ul style="list-style-type: none"> - TOTAL CASREPS AT START OF ASSESSMENT: 3 - TOTAL CASREPS AT END OF ASSESSMENT: 3 <p>(3) DEPARTURE FROM SPECIFICATIONS:</p> <ul style="list-style-type: none"> - TOTAL DFS AT START OF ASSESSMENT: 21 - TOTAL DFS AT END OF ASSESSMENT: 21 			

(4) TEMPORARY STANDING ORDERS:

- TOTAL TSO AT START OF ASSESSMENT: 12
- TOTAL TSO AT END OF ASSESSMENT: 13

(5) EOSS DEVIATIONS:

- CO AUTHORIZED PEN AND INK CHANGE TO MMFOL & MCBF TO PLACE SHIP AT GQ VICE COND II DC.

C. ENGINEERING PROGRAMS

NAVOSH PROGRAMS
HEAT STRESS
HEARING CONSERVATION
ELECTRICAL SAFETY
TAGOUT

CRITICAL PROGRAMS
PQS
ENGINEERING TRAINING
LUBE OIL QUALITY MANAGEMENT
FUEL OIL QUALITY MANAGEMENT
LEGAL RECORDS

NON-CRITICAL PROGRAMS
EOSS
MGTESR
OPERATING LOGS
QUALITY ASSURANCE
Note: All Program References are maintained on the program ASA checksheets

PROGRAM: HEAT STRESS

EVALUATION: **EFFECTIVE**

	<p>(CCR TABLE PROGRAM LIST)</p> <ul style="list-style-type: none"> - THE DB THERMOMETER AT THE OD BOX IN MER1 WAS NOT ETCHED AT 32 DEGREEES IAW OPNAVINST 5100.19E, CHAPTER B2 (CORRECTED) <p>PROGRAM: <u>HEARING CONSERVATION</u> EVALUATION: EFFECTIVE</p> <p>(CCR TABLE PROGRAM LIST)</p> <ul style="list-style-type: none"> - PO3 FOUND WORKING IN MER 2 WITH NO HEARING PROTECTION. <p>PROGRAM: <u>ELECTRICAL SAFETY</u> EVALUATION: EFFECTIVE</p> <p>(CCR TABLE PROGRAM LIST)</p> <ul style="list-style-type: none"> - THE POWER CORD FOR THE WEAPONS SIMULATOR IN THE CLASSROOM WAS NOT SAFETY CHECKED - THERE WAS A SECOND POWER CORD/ADAPTER IN THE OVERHEAD BY THE PROJECTOR THAT WAS NOT SAFETY CHECKED (CORRECTED) <p>PROGRAM: <u>TAGOUT</u> EVALUATION: EFFECTIVE</p> <p>(Back To CCR TABLE PROGRAM LIST)</p> <ul style="list-style-type: none"> - NSTR <p>PROGRAM: <u>PQS</u> EVALUATION: EFFECTIVE</p> <p>(Back To CCR TABLE, PROGRAM LIST)</p> <ul style="list-style-type: none"> - THE DCRS 5 REPAIR LOCKER LEADER DCTT WAS NOT PQS QUALIFIED FOR DCTT OR RPL <p>PROGRAM: <u>TRAINING</u> EVALUATION: EFFECTIVE</p> <p>(Back To CCR TABLE PROGRAM LIST)</p> <ul style="list-style-type: none"> - NSTR <p>PROGRAM: <u>LUBE OIL QUALITY MGMT</u> EVALUATION: EFFECTIVE</p> <p>(Back To CCR TABLE PROGRAM LIST)</p> <ul style="list-style-type: none"> - NSTR <p>PROGRAM: <u>FUEL OIL QUALITY MGMT</u> EVALUATION: EFFECTIVE</p> <p>(Back To CCR TABLE PROGRAM LIST)</p> <ul style="list-style-type: none"> - NSTR <p>PROGRAM: <u>LEGAL RECORDS</u> EVALUATION: EFFECTIVE</p> <p>(Back To CCR TABLE PROGRAM LIST)</p> <ul style="list-style-type: none"> - NSTR <p>PROGRAM: <u>EOSS</u> EVALUATION: EFFECTIVE</p> <p>(Back To CCR TABLE PROGRAM LIST)</p> <ul style="list-style-type: none"> - EOP "RLOC" IN MER1 WAS DETACHED FROM THE EOSS BOOK <p>PROGRAM: <u>MGTESR</u> EVALUATION: EFFECTIVE</p> <p>(Back To CCR TABLE PROGRAM LIST)</p> <ul style="list-style-type: none"> - NSTR <p>PROGRAM: <u>OPERATING LOGS</u> EVALUATION: EFFECTIVE</p> <p>(Back To CCR TABLE PROGRAM LIST)</p> <ul style="list-style-type: none"> - LETTER OF DESIGNATION NOT SIGNED BY CURRENT CO.
--	--

	PROGRAM: <u>QUALITY ASSURANCE</u> (Back To <u>CCR TABLE</u> PROGRAM <u>LIST</u>) - NSTR PROGRAM: <u>DFS</u> - NSTR	EVALUATION: EFFECTIVE EVALUATION: EFFECTIVE
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b) Manning Issues	NSTR
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c) Mission Area Training/ Performance Deficiency Issues:	THE FOLLOWING ASSESSMENT OBJECTIVES COULD NOT BE MET: - NONE EVOLUTION AND DRILL PROFICIENCY
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DRILLS	# SAT	# ATTEMPT	% EFF
SECTION ONE	5	6	83.3%
SECTION TWO	5	6	83.3%
EVOLUTIONS			
SECTION ONE	17	20	85.0%
SECTION TWO	16	20	80.0%

EAA EVALUATED: EVOLUTIONS AND DRILLS SUMMARY:

(2) EVOLUTIONS:

(b) EVOLUTIONS – SECTION ONE

Evolution			Space
1	START/STOP FIRE PUMP (EOOW)		CCS
	W/S	ETT	EVOLUTION REASON CODES
			A B C D E F G H I J K L M N O P Q
	EFF	NC	
Evolution			Space
2	EVALUATE HEAT STRESS SURVEY (EOOW)		CCS
	W/S	ETT	EVOLUTION REASON CODES
			A B C D E F G H I J K L M N O P Q
	EFF	NC	
Evolution			Space
3	START/STOP SWS PUMP (PACC)		CCS
	W/S	ETT	EVOLUTION REASON CODES

			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q		
	EFF	NC																			
Evolution																		Space	Ev		
4	MOTOR/START/STOP GTM																	CCS			
	W/S	ETT	EVOLUTION REASON CODES																		
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q		
	EFF	NC																			
Evolution																		Space	Ev		
5	START/PARALLEL GTG (PERM MODE)																	CCS			
	W/S	ETT	EVOLUTION REASON CODES																		
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q		
	EFF	NC																			
Evolution																		Space	Ev		
6	TEST EPCC ALARMS																	CCS			
	W/S	ETT	EVOLUTION REASON CODES																		
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q		
	EFF	NC																			
Evolution																		Space	Ev		
7	ALIGN MRG L/O COOLER																	MER 1			
	W/S	ETT	EVOLUTION REASON CODES																		
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q		
	NE	NC	X							X											
Evolution																		Space	Ev		
8	ALIGN/OPERATE/SECURE EDUCTOR																	MER 1			
	W/S	ETT	EVOLUTION REASON CODES																		
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q		
	EFF	NC																			

Evolution		Space	Ev																																																						
9	START/STOP SWS PUMP	MER 2																																																							
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10	SHIFT LPAC MODE	MER 2																																																							
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	EFF	NC																	
Evolution																	Space	Ev	
15	SAMPLE/TEST POTABLE WATER																AUX 1		
	W/S	ETT	EVOLUTION REASON CODES																
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
	NE	NC								X									
Evolution																	Space	Ev	
16	DON EEBD (ARO)																CCS		
	W/S	ETT	EVOLUTION REASON CODES																
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
	EFF	NC																	
Evolution																	Space	Ev	
17	SHIFT CONTROL TO SWBD (LOCAL)																1 SWBD		
	W/S	ETT	EVOLUTION REASON CODES																
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
	EFF	NC																	
Evolution																	Space	Ev	
18	REMOVE LOAD/STOP GTG (AT SWBD)																1 SWBD		
	W/S	ETT	EVOLUTION REASON CODES																
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
	NE	NC															X		
Evolution																	Space	Ev	
19	CONDUCT L/O BS&W																*		
	W/S	ETT	EVOLUTION REASON CODES																

			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
	EFF	NC																	
Evolution																	Space		
20	CONDUCT NAVIFLASH TEST																OIL LAB		
	W/S	ETT	EVOLUTION REASON CODES																
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
	EFF	NC																	

SECTION 1 EVOLUTIONS

Ev #	Watch Stander Comments	ETT Comments
7	WATCHSTANDER DID NOT ALIGN THE SW OUTLET VALVE IAW RLOC WITHOUT APPROVAL FROM THE EOOW; LATER, AFTER HE WAS ORDERED BY THE EOOW TO ALIGN THE SW INLET VALVE, HE DID SO AND THEN WENT BACK TO OPEN THE SW OUTLET VALVE (OUT OF SEQUENCE). AFTER DOING SO, HE FAILED TO RECOGNIZE RAPID AND SIGNIFICANT DROP IN L/O SUPPLY TEMPERATURE. TEMPERATURE DROPPED TO 79DEG INDICATED.	
15	WATCH STANDER FAILED TO REPORT UNSAT BROMINE LEVEL TO EOOW.	
18	EVOLUTION WAS NOT COMPLETED. EOOW RAN OUT OF TIME BEFORE HE WAS ABLE TO REMOVE THE LOAD FROM AND SECURE NR 1 GTG.	

(a) EVOLUTIONS – SECTION TWO

Evolution																	Space		
1	EVALUATE F/O SAMPLE (EOOW)																CCS		
	W/S	ETT	EVOLUTION REASON CODES																
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
	EFF	NC																	
Evolution																	Space		

		2	DON EEBD (EOOW)	CCS																	
	W/S	ETT	EVOLUTION REASON CODES																		
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q		
	NE	NC				X															
Evolution																	Space	Ev			
		3	MOTOR/START/STOP GTM	CCS																	
	W/S	ETT	EVOLUTION REASON CODES																		
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q		
	EFF	NC																			
Evolution																	Space	Ev			
		4	SHIFT F/O PUMPS	CCS																	
	W/S	ETT	EVOLUTION REASON CODES																		
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q		
	EFF	NC																			
Evolution																	Space	Ev			
		5	START/PARALLEL GTG (PERM MODE)	CCS																	
	W/S	ETT	EVOLUTION REASON CODES																		
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q		
	EFF	NC																			
Evolution																	Space	Ev			
		6	TEST EPCC ALARMS	CCS																	
	W/S	ETT	EVOLUTION REASON CODES																		
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q		
	EFF	NC																			
Evolution																	Space	Ev			
		7	CONDUCT FUEL PURGE GTM	MER 1																	
	W/S	ETT	EVOLUTION REASON CODES																		
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q		

			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q		
	EFF	NC																			
Evolution																		Space	Ev		
8	SHIFT L/O STRAINER/FILTER																	MER 1			
	W/S	ETT	EVOLUTION REASON CODES																		
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q		
	EFF	NC																			
Evolution																		Space	Ev		
9	SHIFT F/O PUMPS																	MER 2			
	W/S	ETT	EVOLUTION REASON CODES																		
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q		
	EFF	NC																			
Evolution																		Space	Ev		
10	SHIFT L/O STRAINER/FILTER																	MER 2			
	W/S	ETT	EVOLUTION REASON CODES																		
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q		
	NE	NC				X	X						X								
Evolution																		Space	Ev		
11	ALIGN/OPERATE/SECURE EDUCTOR (PSM)																	*			
	W/S	ETT	EVOLUTION REASON CODES																		
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q		
	NE	NC				X	X														
Evolution																		Space	Ev		
12	ALIGN/OPERATE LPAC (PSM)																	*			
	W/S	ETT	EVOLUTION REASON CODES																		
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q		
	EFF	NC																			
Evolution																		Space	Ev		

13		ALIGN/OPERATE/SECURE EDUCTOR (S&S)													*						
	W/S	ETT	EVOLUTION REASON CODES																		
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q		
	EFF	NC																			
Evolution															Space	Ev					
14		DON EEBD (S&S)													CCS						
	W/S	ETT	EVOLUTION REASON CODES																		
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q		
	EFF	NC																			
Evolution															Space	Ev					
15		VERIFY ALIGNMENT OF STEERING GEAR													A/S						
	W/S	ETT	EVOLUTION REASON CODES																		
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q		
	EFF	NC																			
Evolution															Space	Ev					
16		SHIFT POTABLE WATER TANK FILL/SUCTION													AUX 1						
	W/S	ETT	EVOLUTION REASON CODES																		
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q		
	EFF	NC																			
Evolution															Space	Ev					
17		SHIFT CONTROL TO SWBD (LOCAL)													3 SWBD						
	W/S	ETT	EVOLUTION REASON CODES																		
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q		
	NE	NC				X															
Evolution															Space	Ev					
18		START/PARALLEL GTG (EPCC)													CCS						
	W/S	ETT	EVOLUTION REASON CODES																		

			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
EFF	NC																		
Evolution																		Space	Ev
19			DRAW PPS ON SERVICE TANK															*	
	W/S	ETT	EVOLUTION REASON CODES																
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
EFF	NC																		
Evolution																		Space	Ev
20			CONDUCT CFD/FWD TEST															LAB	ATG
	W/S	ETT	EVOLUTION REASON CODES																
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
EFF	NC																		

SECTION 2 EVOLUTIONS

Ev #	Watch Stander Comments	ETT Comments
2	EOW WAS NOT ABLE TO DON EEBD WITHIN TIME REQUIREMENT. ACTUAL TIME TO DON EEBD WAS 19 SECONDS.	
10	WATCHSTANDER FAILED TO PROPERLY FOLLOW EOSS WHEN HE OPENED AND THEN RELEASED A SPRING LOADED VALVE HANDLE THAT HE WAS SUPPOSED TO CONTINUOUSLY HOLD OPEN OVER MULTIPLE STEPS. AT THE END OF THE PROCEDURE THE WATCHSTANDER NOTICED A MATERIAL DISCREPANCY AND WAS UNSURE OF HOW TO PROCEED. HE WAS NOT AWARE OF THE HANGING TSO IN FRONT OF HIM THAT ADDRESSED THE ISSUE HE FOUND.	
11	WATCHSTANDER WAS AWARE OF TSO AFFECTING HIS EVOLUTION (TSO FOR MD VALVES) AND POINTED TO THE POSTED TSO, BUT NEVER REFERENCED OR READ THE TSO IN THE COURSE OF EXECUTION OF HIS EVOLUTION.	
17	WATCHSTANDER DID NOT PROPERLY FOLLOW EOSS WHEN TESTING FOR POSITIVE CONTROL OF THE GTG AT THE SWITCHBOARD. HE LOCALLY RAISED THE FREQUENCY OF THE GTG TO 61HZ AND THEN DID NOT RETURN IT TO 60HZ UNTIL HE TRIED TO CONTINUE ON AND WAS STOPPED BY EAA FOR EQUIPMENT SAFETY.	

(3) DRILLS:
(a) SECTION ONE

Drill																Space		
1	MLCRP - LOSS OF PITCH CONTROL															MER 1		
W/S	ETT	DRILL REASON CODES																
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
EFF	EFF																	
Drill																Space		
2	MMF - FLOODING MAIN SPACE															AUX 2		
W/S	ETT	DRILL REASON CODES																
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
NE	NE				X			X										
Drill																Space		
3	MCFED - CLASS 'C' FIRE ELEC DISTRIBUTION SYSTEM															AUX 2		
W/S	ETT	DRILL REASON CODES																
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
EFF	EFF																	
Drill																Space		
4	MLFOP - LOSS OF FUEL OIL PRESSURE															MER 2		
W/S	ETT	DRILL REASON CODES																
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
EFF	EFF																	
Drill																Space		
5	MBGGM - B FIRE GTG MODULE															3 GTG		
W/S	ETT	DRILL REASON CODES																
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
EFF	EFF																	

Drill		Space
6	MHBRG - HOT BRG REDUCTION GEAR	MER 1
W/S	ETT	DRILL REASON CODES
		A B C D E F G H I J K L M N O P Q
EFF	EFF	
Drill		Space
7	MMFOL - MAJOR FUEL OIL LEAK	MER 2
W/S	ETT	DRILL REASON CODES
		A B C D E F G H I J K L M N O P Q
EFF	EFF	
Drill		Space
8	MCBF - CLASS "B" FIRE IN MAIN SPACE	MER 2
W/S	ETT	DRILL REASON CODES
		A B C D E F G H I J K L M N O P Q
EFF	EFF	
SECTION 1 DRILLS		
DRILL #	Watch Stander Comments	ETT Comments
2	Watchstander in MER2 aligned eductor as directed by EOW, but never opened the MD bulkhead cutout between AUX2/MER2 to align for dewatering of AUX2.	ETT did not catch the fact that the bulkhead cutout valve was never opened, and proceeded to simulate lowering water level in AUX2 bilge after report of eductor light-off came in.
(b) SECTION TWO		
Drill		Space
1	MLLOPR - LOSS OF L/O PRESSURE TO MN RED GR	MER 1
W/S	ETT	DRILL REASON CODES
		A B C D E F G H I J K L M N O P Q
EFF	NE	X

			Space																
2	MCASF - GT COOL AIR SYSTEM FAILURE		MER 2																
W/S	ETT	DRILL REASON CODES																	
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	
EFF	EFF																		
Drill			Space																
3	MCFED - CLASS C FIRE ELEC DIST SYSTEM		MER 2																
W/S	ETT	DRILL REASON CODES																	
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	
EFF	EFF																		
Drill			Space																
4	MMF - MAIN SPACE FLOODING		AUX 1																
W/S	ETT	DRILL REASON CODES																	
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	
EFF	EFF																		
Drill			Space																
5	MLPACC - LOSS OF PACC CONSOLE		CCS																
W/S	ETT	DRILL REASON CODES																	
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	
EFF	EFF																		
Drill			Space																
6	MBGTM - B FIRE GTM MODULE		MER 2																
W/S	ETT	DRILL REASON CODES																	
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	
NE	NE				X			X											
Drill			Space																
7	MMFOL - MAJOR FUEL OIL LEAK		MER 1																

	W/S	ETT	DRILL REASON CODES																
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
	EFF	EFF																	
Drill																			Space
8		MCBF - CLASS "B" FIRE IN MAIN SPACE																	MER 1
	W/S	ETT	DRILL REASON CODES																
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
	EFF	EFF																	

SECTION 2 DRILLS

DRILL #	Watch Stander Comments	ETT Comments
1		ETT left leak streamer drill prop in place at leak location for the duration of the drill (even after L/O pumps secured and shaft stopped), causing confusion amongst the watchstanders and resulting in continued reports of leak until the end of the drill.
5		EOOW was not able to complete IA step H which say "WHEN ORDERED, EOOW ORDER SCU OPERATOR TO TRANSFER THRUST CONTROL TO THE PILOT HOUSE" due to the OOD never issuing the order to the EOOW. This control transfer happened via direct coordination between helmsman and SCU on Net 53. Recommend ETT have a trusted agent on the bridge to ensure order is issued to EOOW vice helmsman to ensure EOOW is able to maintain plant control and in compliance with EOSS as written.
6	PACC operator properly depressed fuel oil service tank suction and recirc valve "CLOSE" pushbutton, but never verified "CLOSE" pushbutton indicator illuminated IAW MBGTM. In reality, recirc valve never actually closed, leaving "OPEN" pushbutton illuminator indicated and	

"CLOSED" pushbutton
illuminator extinguished.

Evolutions Degradation Codes

Watch Stander

- A. Steps were conducted out of sequence
- B. Steps were missed
- C. Did not use procedure
- D. Steps were performed improperly
- E. Insufficient knowledge to conduct evolution
- F. Did not obtain permission from supervisor for a step
- G. Caused a loss of plant control
- H. Failed to report/take action on alarm condition
- I. Failed to recognize material discrepancy
- J. Failed to recognize documentation discrepancy
- K. Failed to report material discrepancy
- L. Failed to report documentation discrepancy
- M. Self-simulated actions
- N. Inordinate delay of accomplishment of actions
- O. Did not wear PPE
- P. Did not recognize unsafe action
- Q. Committed general safety violation

ETT

- A. Improper safety walkthrough
- B. Did not recognize W/S error
- C. Did not stop safety violation
- D. ETT did not properly impose props as briefed
- E. Did not step-in at step-in point

F. Cancelled due to poor ETT organization

G. ETT lost plant control

Drills Degradation Codes

Watch Stander

A. Did not recognize unsafe condition

B. Committed general safety violation

C. Steps performed out of sequence

D. Steps omitted

E. Steps were performed improperly

F. Incorrect actions performed

G. W/S made incomplete/incorrect report/order

H. Controlling/Immediate actions not committed to memory

I. Failure to use EOCC when required

J. Failure to use other supporting documentation when required (MRC/EOP)

K. Actions caused loss of plant control

L. Took action w/o order when order was required

M. Inordinate delay of accomplishment

N. Self-simulated actions

O. Inadequate knowledge: Could not perform required actions

P. Failure to recognize casualty

ETT

A. Improper safety walkthrough

B. Did not recognize W/S error

C. Did not stop safety violation

D. ETT did not properly impose props as briefed

E. Did not step-in at step-in point

F. Cancelled due to poor ETT organization

G. ETT lost plant control

B. MAIN SPACE FIRE DRILL

(1) REPAIR PARTY MANUAL/MAIN SPACE FIRE DOCTRINE COMMENTS:

- RPM NOT IAW CURRENT REVISION OF STANDARD REPAIR PARTY MANUAL FOR FORCES AFLOAT
- DCTT DRILL PACKAGE MECHANICAL AND ELECTRICAL ISOLATION TABS DID NOT MATCH RPM
- THE MECHANICAL ISOLATION LIST FOR MER2 LISTS BA-V-12 IN BERTHING 6, BUT THE VALVE IS ACTUALLY BA-V-27
- DCRS 5 GFE KIT HAD EXPIRED HYDROGEN FLUORIDE AND HYDROGEN SULFIDE DRAEGER TUBES.
- THE DCRS 5 GFEA REQUIRES REFRESHER TRAINING ON THE APPROPRIATE TOXIC GASSES TO TEST AFTER A MACHINERY SPACE FIRE, AND THE ASSOCIATED PEL AND IDLH LEVELS FOR COMMON TOXIC GASSES, AND THE ASSOCIATED REFERENCE FOR GAS FREE ENGINEERING.

(2) WATCH TEAM MSFD:

(a) SECTION 1: **EFFECTIVE**

INITIAL ACTIONS:

(i) LEAK:

- NSTR

(ii) FIRE:

- NSTR

(b) SECTION 2: **EFFECTIVE**

INITIAL ACTIONS:

(i) LEAK:

- NSTR

(ii) FIRE:

- NSTR

(3) DC ORG MSFD: **EFFECTIVE**

FIRE FIGHTING ACTIONS:

- NSTR

REPAIR 5 MANNING:

- REPAIR PARTY LEADER NOT PQS QUALIFIED DCTT OR RPL

c) ISOLATE SPACE, ESTABLISH SMOKE AND FIRE BOUNDARIES:

- BOUNDARY MEN LOK WAS WEAK, PARTICULARLY FOR REEFER DECKS

	<p style="text-align: center;">AND BERTHING 3.</p> <p>d) SPACE REENTRY: - NSTR</p> <p>e) COMMAND AND CONTROL: - NSTR</p> <p>(4) ETT/DCTT COMMENTS - NSTR</p>
<p>d)Equipment/Material Issues:</p>	<p>THE FOLLOWING MATERIAL PROBLEMS INTERFERED WITH TRAINING/HINDERED THE ASSESSMENT:</p> <ul style="list-style-type: none"> - NONE - SAFE TO TRAIN: MET <p>- GENERAL SAFETY SETTINGS DISCREPANCY COMMENTS: THE FOLLOWING SYSTEMS AND/OR RELIEF VALVES WERE NOT LISTED ON THE SAFETY AND RELIEF SETTINGS LIST:</p> <ul style="list-style-type: none"> - NONE <p>THE FOLLOWING SYSTEM/RELIEF VALVES HAD INCORRECT INFORMATION ON THE SAFETY SETTING LIST (PMS, TESTING PERIODICITY):</p> <ul style="list-style-type: none"> - NONE <p>THE FOLLOWING SYSTEM/RELIEF VALVES WERE OUT OF PERIODICITY OR MISSING TEST DATA TAGS:</p> <ul style="list-style-type: none"> - NONE <p>- GENERAL FLEX HOSE DISCREPANCY COMMENTS: THE FOLLOWING HOSES WERE OUT OF PERIODICITY AND OR REQUIRE REPLACEMENT:</p> <ul style="list-style-type: none"> - NONE <p>B. MATERIAL DISCREPANCIES (Go to MER 1, MER 2, AMR 1, AMR 2, 3 GEN, SHAFT ALLEY, AFT STEERING, DAMAGE CONTROL)</p> <p>CCS:</p> <p>SAFE TO TRAIN: - NONE</p> <p>CLEANLINESS, PRESERVATION, STOWAGE: - NONE</p> <p>GENERAL SPACE DISCREPANCIES: - NONE</p> <p>MAIN ENGINE ROOM 1:</p>

SAFE TO TRAIN:

- THERE WAS SOME OILY WATER IN THE BILGE POCKET NEAR THE FOSP'S (CORRECTED)

CLEANLINESS, PRESERVATION, STOWAGE:

- NSTR

GENERAL SPACE DISCREPANCIES:

- NSTR

1A GTM:

- NSTR

1B GTM:

- NSTR

MRG:

- NSTR

CRP:

- NSTR

LUBE OIL SYSTEM:

- NSTR

FUEL OIL SYSTEM:

- NSTR

REVERSE OSMOSIS UNITS:

- NSTR

MAIN ENGINE ROOM 2:

SAFE TO TRAIN:

- LOCKING DEVICE ON VALVE FTS-V-39 FOUND UNLOCKED.
- LOCKING DEVICE ON VALVE 2-RLO-5 FOUND UNLOCKED.
- LOCKING DEVICE ON VALVE 2-FT-V-66 FOUND UNLOCKED.
- OILY RAGS FOUND IN BILGE UNDER NR2 GTG.
- L/O POOLED IN BILGE UNDER NR 2 MRG.
- LOCKING DEVICE ON VALVE 2-LO-V-154 FOUND UNLOCKED.
- BATTLE LANTERN IN MID LEVEL FOUND INOPERABLE.
- WATER FOUND UNDER ELECTRICAL MATTING BY NR 2B UCC TOWER.

CLEANLINESS, PRESERVATION, STOWAGE:

- NSTR

GENERAL SPACE DISCREPANCIES:

- NSTR

2A GTM:

- NSTR

2B GTM:

- NSTR

MRG:

- NSTR

CRP:

- NSTR

LUBE OIL SYSTEM:

- NSTR

FUEL OIL SYSTEM:

- NSTR

NR 2 GTG:

THE FOLLOWING DISCREPANCIES WERE NOTED DURING THE INTAKE (CLEAN SIDE) INSPECTION:

- NSTR

THE FOLLOWING DISCREPANCIES WERE NOTED DURING THE INTAKE (DIRTY SIDE) INSPECTION:

- NSTR

THE FOLLOWING DISCREPANCIES WERE NOTED DURING THE GTGI:

- NSTR

NR 2 SWBD:

- NSTR

AUXILIARY MACHINERY ROOM 1:

SAFE TO TRAIN:

- WATER IN BILGE BELOW POTABLE WATER PUMP (CORRECTED)
- CAP MISSING FOR OILY WASTE PIPE (CORRECTED)

CLEANLINESS, PRESERVATION, STOWAGE:

- PRESERVATION REQUIRED ON DECK ON UPPER LEVEL OUTBOARD OF NR 1A A/C.

GENERAL SPACE DISCREPANCIES:

- AEGIS SKID SEAWATER PIPE GAUGE SW-TH-1 OOC, READ 210 (CORRECTED)

NR 1 GTG:

- NSTR

THE FOLLOWING DISCREPANCIES WERE NOTED DURING THE INTAKE (CLEAN SIDE) INSPECTION:

- NSTR

THE FOLLOWING DISCREPANCIES WERE NOTED DURING THE INTAKE (DIRTY

SIDE) INSPECTION:

- NSTR

THE FOLLOWING DISCREPANCIES WERE NOTED DURING THE GTGI:

- NSTR

NR 1 SWBD:

- NSTR

AUXILIARY MACHINERY ROOM 2:

SAFE TO TRAIN:

- DAMAGED CONDUIT NR2 AC WATER REGULATING VALVE (CORRECTED)

CLEANLINESS, PRESERVATION, STOWAGE:

- NSTR

GENERAL SPACE DISCREPANCIES:

- NSTR

REEFER DECK:

SAFE TO TRAIN:

- AIR FLOW MONITOR BATTERY FAILURE ALARM ACTIVE (CORRECTED)

CLEANLINESS, PRESERVATION, STOWAGE:

- NSTR

GENERAL SPACE DISCREPANCIES:

- NSTR

NR3 GEN:

SAFE TO TRAIN:

- FLANGE SHIELDS IMPROPERLY INSTALLED (X2) (CORRECTED)
- VALVE LOCKING DEVICES NOT PROPERLY MADE UP (CORRECTED)
- EXHAUST LAGGING FOUND LOOSE (CORRECTED)
- STANDING OIL IN 3GTG MODULE (CORRECTED)

CLEANLINESS, PRESERVATION, STOWAGE:

- NSTR

GENERAL SPACE DISCREPANCIES:

- NSTR

NR 3 GTG:

THE FOLLOWING DISCREPANCIES WERE NOTED DURING THE INTAKE (CLEAN SIDE) INSPECTION:

- NSTR

THE FOLLOWING DISCREPANCIES WERE NOTED DURING THE INTAKE (DIRTY SIDE) INSPECTION:

- NSTR

THE FOLLOWING DISCREPANCIES WERE NOTED DURING THE GTGI:

- NSTR

	<p>NR 3 SWBD: - NSTR</p> <p>SHAFT ALLEY: SAFE TO TRAIN: - NSTR</p> <p>CLEANLINESS, PRESERVATION, STOWAGE: - NSTR</p> <p>GENERAL SPACE DISCREPANCIES: - NSTR</p> <p>FWD PUMP/VCHT ROOM: SAFE TO TRAIN: - NSTR</p> <p>CLEANLINESS, PRESERVATION, STOWAGE: - NSTR</p> <p>GENERAL SPACE DISCREPANCIES: - NSTR</p> <p>AFT PUMP/VCHT ROOM: SAFE TO TRAIN: - DECKPLATE WAS MISSING SCREWS (CORRECTED)</p> <p>CLEANLINESS, PRESERVATION, STOWAGE: - NSTR</p> <p>GENERAL SPACE DISCREPANCIES: - NSTR</p> <p>AFT STEERING: SAFE TO TRAIN: - OILY WATER POOLED UP IN THE BILGE (CORRECTED)</p> <p>CLEANLINESS, PRESERVATION, STOWAGE: - NSTR</p> <p>DAMAGE CONTROL DISCREPANCIES: HALON SYSTEM: - NSTR</p> <p>AFFF SYSTEM: - NSTR</p> <p>VENTILATION: - NSTR</p>
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	<p>ESCAPE TRUNK/SCUTTLES: - NSTR</p> <p>FIRE PUMPS: - NSTR</p> <p>MAIN EDUCTORS: - NSTR</p> <p>SECONDARY EDUCTORS: - NSTR</p> <p>FIXED DC EQUIPMENT: - NSTR</p> <p>PORTABLE DC EQUIPMENT: - NSTR</p> <p>FIRE ZONE DOORS: - NSTR</p> <p>SCBA: - NSTR</p> <p>REPAIR LOCKER DISCREPANCIES: - NSTR</p>
8) Shipboard Operating Principles:	-NSTR
9) Manpower (ATG/CSCS/etc):	8 EAA ASSESSORS X TWO DAYS = 16 MAN DAYS
10) Outstanding issues from previous visit and/or Waivers in Force?	YES _____ NO <u>X</u>
11) Remarks/ Recommendations:	- FORMALITY was observed as being in need of some improvement. While no egregious violations were observed, there were several instances of watchstanders giving informal orders or making informal reports (e.g. EOW ordered PACC operator to "Secure 3 and 4" vice "Secure Nr. 3 and 4 seawater service pumps;"). Engineering leadership should emphasize the importance of formal communications using clear and specific language when issuing orders or making reports.
12) Senior Assessor Comments:	<p>SENIOR ASSESSOR COMMENTS:</p> <p>A. USS FORREST SHERMAN EXECUTED AN ENGINEERING OPERATIONAL CERTIFICATION EVENT. THE ENGINEERING DEPARTMENT'S SENSE OF PRIDE AND OWNERSHIP IN THEIR EQUIPMENT AND SPACES WAS EVIDENT.</p> <p>B. SPACE CLEANLINESS OF THE ENGINEERING PLANT WAS ABOVE AVERAGE COMPARED TO SHIPS RECENTLY ASSESSED.</p> <p>C. THE HOSPITALITY PROVIDED BY THE SUPPLY DEPARTMENT AND CREW WAS OUTSTANDING AND APPRECIATED.</p>



DEPARTMENT OF THE NAVY

USS FORREST SHERMAN (DDG 98)
UNIT 100327 BOX 1
FPO AE 09569

FSHNOTE 5050
DDG 98/EXEC
20 Sep 16

USS FORREST SHERMAN (DDG 98) NOTICE 5050

From: Commanding Officer, USS FORREST SHERMAN (DDG 98)

Subj: SURFACE FORCE ATLANTIC VISIT

Encl: (1) RADM Grady, Biography
(2) CDR Zenner, Biography
(3) CDR O'Loughlin, Biography
(4) CMDCM Wentzel, Biography

1. Purpose. To provide information, delineate responsibilities and promulgate the Schedule of Events (SOE) for Commander, Surface Force Atlantic (SURFLANT), RADM Christopher Grady's visit on 22 September 2016 while in Naval Station Norfolk, Pier 4 Berth 2, Norfolk, VA.

2. Background. SURFLANT has requested a tour of the ship to visit with leadership.

3. Discussion

a. SURFLANT and travel party are expected to arrive onboard FORREST SHERMAN at approximately 1030. RADM Grady shall be rung on with six bells, "NAVAL SURFACE FORCE ATLANTIC, ARRIVING." No side boys are necessary.

b. SURFLANT will immediately proceed to the Commanding Officer's (CO) Cabin for approximately 30 minutes to meet with the CO, Executive Officer (XO), Command Master Chief (CMC), Port Engineer (PE) and Combat Systems PE. (1030-1100)

c. SURFLANT will then observe a brief demonstration of the ship's onboard weapon simulator in the ship's classroom. Along the route to the classroom, two Sailors will be available for recognition via challenge coins. (1100-1115)

d. SURFLANT will then proceed to the Chief Petty Officer (CPO) Mess for a discussion with CPOs. (1115-1145)

e. SURFLANT will have lunch with the CO, XO and Officers in the Wardroom. (1145-1230)

4. Action. The XO shall ensure widest dissemination and command-wide familiarity with this notice to ensure compliance and maximum participation.

5. Responsibilities

a. Commanding Officer (CO). Official host for the event.

b. XO. Overall responsible for the proper execution of all events. Additionally, he is to ensure the CO is kept informed of all events and tasking.

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c. Command Duty Officer (CDO). Ensure all topside and internal spaces present a smart appearance to arriving guests.

(1) Ensure a parking sign is placed on the pier with the SURFLANT crest placed neatly on it.

(2) Assign an officer as Officer of the Deck and an experienced Quarterdeck watch team.

d. Supply Officer

(1) Ensure cleanliness of all heads in forward Officer's Country and CO's stateroom.

(2) Ensure coffee, water and snacks are available in the CO's Cabin.

(3) Provide Wardroom lunch menu and cost for guests to CNSL Aide.

(4) Write watch bill for lunch in the Wardroom to ensure all seats are filled

6. Uniform

a. The uniform for unarmed Quarterdeck watch standers will be Dress Whites/Summer Whites.

b. The uniform for all other personnel involved will be the Navy Working Uniform with command ball caps.

7. Cancellation. This notice is cancelled upon completion of the event.


T. C. ZENNER

Naval Surface Force Atlantic
Rear Admiral Christopher Grady

Rear Admiral Christopher Grady is a native of Newport, Rhode Island. He is a graduate of the University of Notre Dame, and was commissioned an ensign through the Naval Reserve Officers Training Corps program.

Grady's initial sea tour was aboard USS Moosbrugger (DD 980) where he served as combat information center officer and antisubmarine warfare officer. As a department head, he served as weapons control officer and combat systems officer in USS Princeton (CG 59). He was commanding officer of Mine Counter Measure Rotational Crew Echo aboard USS Chief (MCM 14), and deployed to the Arabian Gulf in command of USS Ardent (MCM 12). Grady then commanded USS Cole (DDG 67) deploying as part of NATO's Standing Naval Forces Mediterranean. He then commanded Destroyer Squadron (DESRON) 22 deploying to the Arabian Gulf as sea combat commander for the Theodore Roosevelt Carrier Strike Group (TRCSG) in support of Operations Enduring Freedom and Iraqi Freedom.



Ashore, Grady first served on the staff of the Joint Chiefs of Staff and then as naval aide to the Chief of Naval Operations. He also served on the staff of the Chief of Naval Operations as assistant branch head, Europe and Eurasia Politico-Military Affairs Branch (OPNAV N524). He then served as executive assistant to the Navy's Chief of Legislative Affairs. Next, he served as the deputy executive secretary of the National Security Council in the White House. He then went on to serve as the executive assistant to the Chief of Naval Operations.

Grady is a distinguished graduate of Georgetown University where he earned a Master of Arts in National Security Studies while concurrently participating as a Fellow in Foreign Service at the Edmund A. Walsh School of Foreign Service. He is also a distinguished graduate of the National War College earning a Master of Science in National Security Affairs.

Grady's first flag assignment was as the director of the Maritime Operations Center (N2/3/5/7), Commander, U.S. Pacific Fleet. Next, he commanded, Carrier Strike Group (CSG) 1 and the Carl Vinson Carrier Strike Group, deploying for nearly ten months to the Western Pacific and the Arabian Gulf conducting combat operations in support of Operation Inherent Resolve. In July 2015, Grady assumed command of Naval Surface Force Atlantic.

His personal awards include the Defense Superior Service Medal, the Legion of Merit with three gold stars, the Meritorious Service Medal with three gold stars, Joint Service Commendation Medal, Navy and Marine Corps Commendation Medal with three gold stars and the Combat "V", and the Joint Service Achievement Medal. Grady is a joint specialty officer.

Commander Todd C. Zenner

Commanding Officer, USS FORREST SHERMAN (DDG 98)

Commander Todd Zenner was raised in Cotulla, Texas. He is a 1997 graduate of the United States Naval Academy and a 1999 graduate of the University of Texas.

In 1999, CDR Zenner reported to his first division officer assignment aboard USS SPRUANCE (DD-963) as the Fire Control Officer. After completing nuclear power training, he reported to USS THEODORE ROOSEVELT (CVN-71) in 2002, completing an Eastern Mediterranean deployment in support of air strikes for Operation Iraqi Freedom and serving in Reactor Controls and Reactor Training division officer assignments.

CDR Zenner reported to his first department head tour on USS NICHOLAS (FFG-47) in 2005 as Combat Systems Officer, deploying to the Persian Gulf. He then reported as the Reactor Controls Assistant aboard USS ENTERPRISE (CVN-65) in 2006. During his tour, USS ENTERPRISE deployed to the FIFTH Fleet and was awarded the Battle E and the Battenberg Cup.

In June 2015, CDR Zenner assumed command of USS FORREST SHERMAN (DDG-98) after fleet-ing-up from Executive Officer duties.

CDR Zenner's shore duty assignments include Nuclear Surface Warfare Officer Community Manager at the Navy Personnel Command as well as the Executive Assistant to the Deputy Director for Politico-Military Affairs Asia at the Strategic Plans and Policy Directorate (J-5) of the Joint Staff.

CDR Zenner's personal awards include the Defense Meritorious Service Medal and multiple awards of the Joint Commendation Medal, the Navy and Marine Corps Commendation Medal, and the Navy and Marine Corps Achievement Medal. He lives in Chesapeake, Virginia with his wife, Carolyn, and their three children, Bethany, Logan, and Ryker.



Commander Patrick R. O'Loughlin

Executive Officer, USS FORREST SHERMAN (DDG 98)

A native of Jackson, Missouri, Commander O'Loughlin graduated in May 2000 from the University of Missouri with a Bachelor of Arts in Political Science and received his Commission through the NROTC Program.

After attending Surface Warfare Officers Division Officer Course, Commander O'Loughlin's initial sea tour was as Damage Control Assistant in USS O'KANE (DDG 77) from December 2000 to December 2002. During his tour, he completed a deployment in support of OPERATION ENDURING FREEDOM. He then served as Fire Control Officer in USS RUSSELL (DDG 59) from March 2003 to August 2004, completing a deployment to Southeast Asia.

As a department head, he served as Operations Officer in USS FORREST SHERMAN (DDG 98) from October 2008 to February 2010 and in USS MONTEREY (CG 61) from February 2010 to November 2011, completing the first-ever Ballistic Missile Defense of Europe deployment.

Ashore, Commander O'Loughlin served as the Assistant SWO Community Manager at PERS-41 in Millington, Tennessee from September 2004 to May 2006 and attended the Naval Postgraduate School in Monterey, California, earning his Masters of Business Administration (Financial Management) in December 2007. He served as the lead ASW instructor at Surface Warfare Officers School in Newport, Rhode Island from November 2011 to November 2013 before reporting to Undersea Warfighting Development Center, Detachment Norfolk, serving as a Strike Group ASW Trainer and Assessor.

Commander O'Loughlin's personal awards include six Navy and Marine Corps Commendation Medals, Navy Achievement Medal, and various other unit and personal awards.



CMDCM(SW/FMF/EXW)Michael O. Wentzel
Command Master Chief

CMDCM Michael Wentzel was born in the Philippines and raised in Oceanside, CA. He completed recruit training and HM "A" School in Great Lakes in 1989 and reported to Naval Reserve Hospital Unit 119 in San Diego, CA.

Upon recall to active duty on 27 June 1990, he was assigned to USS ROBISON (DDG 12) as a Hospitalman Recruit. Subsequent tours include Naval Hospital Camp Pendleton, 4th Landing Support Battalion, Lathrop, CA, and 4th Medical Logistics Company, San Diego. In May 2000, he reported to Independent Duty Corpsman (IDC) School where he was selected for Chief Petty Officer. IDC tours include Naval Ambulatory Care Center New Orleans and upon termination of shore duty, USS RODNEY M DAVIS (FFG 60). In 2004, he was selected as the Full Time Support HM Detailer in New Orleans and continued his detailer tour at Navy Personnel Command (NPC) in Millington, TN, following evacuation from Hurricane Katrina. He then served as Senior Enlisted Advisor for the Reserve Medical Branch (PERS-95) of NPC. In 2011, while on 10 month IA orders as a FMF Corpsman with 1st Battalion, 5th Marines to Sangin District, Helmand Province, Afghanistan, he was selected as the 2010 NPC Senior Enlisted Leader of the Year, selected for the Command Senior Chief Program, and advanced to Master Chief Petty Officer. Previous CMC tours include Coastal Riverine Group ONE and Commander Navy Region Southwest, Reserve Component Command San Diego.



Master Chief Wentzel is a graduate of the Senior Enlisted Academy, Class 165 and CMC/COB Course, Class 100 in Newport, Rhode Island.

Personal awards include the Meritorious Service Medal, Navy and Marine Corps Commendation Medal (eight awards), Navy and Marine Corps Achievement Medal (three awards), and various unit and campaign awards. He is qualified as an Enlisted Surface Warfare Specialist, Fleet Marine Force Warfare Specialist, and Expeditionary Warfare Specialist.