

OPNAV Report Symbol 5750-1
Command Serial Number: 23149
Date Submitted: 01MAR19

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: O'LOUGHLIN First: PATRICK M.I.: R Rank: CDR/O-5

Email: [REDACTED] Phone: [REDACTED]

Date Assumed Command: 2018-05-17

Mission/Command Employment/Area of Operations: VACAPES, CHERRY POINT,
ATLANTIC CITY OPAREA, HALIFAX OPAREA, 6th Fleet AOR

Permanent Location: NORFOLK, VIRGINIA

Immediate Superior in Command:

Operational: DESTROYER SQUADRON TWO EIGHT

Administrative: DESTROYER SQUADRON TWO EIGHT

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): HSTCSG, CTF-61, Operation Inherent Resolve, Operation Lightning Handshake, Operation Trident Juncture

Name of Forces, Commands, Ships, Squadrons, or Units assigned or under your operational control: HSM-48 VIPERS

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

2 MH-60R, Tail Codes: 511 and 514

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

Number of Personnel Assigned:

Officers: 38

Enlisted: 266

Civilian: 0

Command Point of Contact:

Name: LT [REDACTED]

Job Title/Office Code: NAVIGATOR

E-mail: [REDACTED]

Phone number(s): [REDACTED]

Command Mailing Address: USS FORREST SHERMAN, FPO AE, 09569

2. Commander's Assessment

It was a busy year for FORREST SHERMAN (FSH), as we spent 10 months on the leading edge of new force employment strategies for the United States Navy. HARRY S. TRUMAN Carrier Strike Group was the first strike group to participate in the new "Dynamic Force Employment" deployment model. We returned to home port after four months at sea in order to conduct a maintenance availability and prepare for the challenges inherent in operating in cold climates. While it was nice to return home mid-deployment, we stressed that our return was not a "homecoming" in the traditional sense, but a chance to re-focus for the second half of a dynamic deployment.

HARRY S. TRUMAN was the first aircraft carrier to operate north of the Arctic Circle in thirty-one years and FORREST SHERMAN played a key role in ensuring that she was able to get there safely while continuing to complete regularly scheduled cyclic flight operations. This was an important step for the U.S. Navy as our country moves to demonstrate our prowess and adaptability to near peer global competitors.

FSH spent a great deal of time participating in joint operations with foreign militaries. Throughout her 8 month deployment to the 6th Fleet area of operation, she participated in exercises with Belgium, France, Germany, Italy, Morocco, Norway, and the United Kingdom. It is very important to continue to improve upon the close ties the U.S. Navy has established with foreign navies.

FSH enters 2019 focused on keeping the ship ready to deploy and adapt to any tasking that is presented.

RELENTLESS FIGHTING SPIRIT!

3. Chronology

29JAN18	NSST (CTF 80 ASSESMENT)
1FEB18 - 5MAR18	HST CSG C2X

28FEB18	RAS W/ USNS MEDGAR EVERS
5MAR18-9MAR18	AMMO ONLOAD (YORKTOWN NWS)
23-26APR18	OPERATION LIGHTNING HANDSHAKE
28APR18	RAS W/ USNS ARCTIC
02MAY18	RAS W/ USNS ARCTIC
09MAY18	RAS W/ USNS ARCTIC
16MAY18	RAS W/ USNS ARCTIC
17MAY18	CHANGE OF COMMAND
19MAY18	BURIAL AT SEA
22MAY18	RAS W/ USNS ARCTIC
23-27MAY18	PVST RHODES, GREECE
29MAY18	RAS W/ USNS ARCTIC
07JUN18	RAS W/ USNS ARCTIC
14JUN18	RAS W/ USNS LARAMIE
17JUN18	RAS W/ USNS ARCTIC
20JUN18	RAS W/ USNS ARCTIC
21-25JUN18	PVST THEOULE-SUR-MER, FRANCE
05JUL18	RAS W/ USNS ARCTIC
20JUL18	RAS W/USNS ARCTIC
21JUL-27AUG18	CMAV 8A3
13AUG18	NSST
20AUG18	NSST
01SEP18	RAS W/ USNS JOHN LENTHALL
05SEP18	RAS W/ USNS ARCTIC
12SEP18	RAS W/ USNS ARCTIC
19SEP18	RAS W/ USNS BIG HORN
23-27SEP18	PVST REYKJAVIK, ICELAND
01OCT18	RAS W/ USNS ROBERT E. PEARY
04OCT18	RAS W/ USNS LEROY GRUMMAN
06-10OCT18	PVST AMSTERDAM, NETHERLANDS
13OCT18	RAS W/USNS ROBERT E. PEARY
18-22OCT18	PVST PORTSMOUTH, UK
26-30OCT18	TRIDENT JUNCTURE 2018
29OCT18	RAS W/ USNS BIG HORN
04NOV18	RAS W/ USNS BIG HORN
07NOV18	RAS W/ USNS BIG HORN
10-14NOV18	PVST LISBON, PORTUGAL
15NOV18	RAS W/ USNS BIG HORN
21NOV18	RAS W USNS ROBERT E. PEARY
25NOV18	RAS W/ USNS BIG HORN
28NOV18	RAS W/ USNS MEDGAR EVERS
05DEC18	RAS W/ USNS BIG HORN
14DEC18	RAS W/ USNS BIG HORN
16DEC18	HOMECOMING (NORFOLK, VA)

Narrative

FSH began the year fully immersed in preparations for her 2018 deployment with the HARRY S. TRUMAN Carrier Strike Group. On 29 January, FSH sent three complete watch teams to the Navigation, Seamanship, and Shiphandling training complex in order to undergo a complex CTF 80 navigation assessment. Bridge and CIC watch standers were assessed on their knowledge of COLREGS and inland Rules of the Road as well as their integration in multiple high traffic density scenarios. After the successful completion of the CTF 80 assessment, FSH embarked on a rigorous, month long COMPTUEX with HSTCSG. Prior to returning to Norfolk, FSH sailed the York River to conduct her deployment ammunition onload at Naval Weapons Station Yorktown.

Upon return to Norfolk, the ship conducted a pre-deployment leave period to give the crew some rest and relaxation prior to the commencement of deployment. After a tearful goodbye with loved ones, FSH departed Norfolk, Virginia for a 6th Fleet Deployment on 11 April 2018 with HARRY S. TRUMAN Carrier Strike Group.

From 23-26 April, FSH participated in "Operation Lightning Handshake". Lightning Handshake was a maritime exercise conducted with USS HARRY S. TRUMAN, USS NORMANDY, and FREMM MOHAMMED VI, a frigate from the Royal Moroccan Navy. Upon conclusion of this exercise, FSH transited the Strait of Gibraltar and entered the Mediterranean Sea in support of USS HARRY S. TRUMAN's cyclic flight operations. FSH changed command at sea on 17 May 2018, conducted a solemn Burial at Sea service on 19 May, and conducted a port visit in Rhodes, Greece from 23-27 May.

After a few more weeks with HARRY S. TRUMAN Strike Group in the Eastern Mediterranean, FSH executed a precision anchorage in Théoule-Sur-Mer, France. Prior to returning home to Norfolk, FSH supported HARRY S. TRUMAN in Baltic Operations from the Adriatic Sea. She also participated in multiple joint exercises with the Italian Navy and the Albanian Coast Guard.

As part of the new "Dynamic Force Employment" deployment model, FSH returned home to Norfolk, VA in late July in order to conduct maintenance availability. This time was also used to conduct additional training for bridge watch standers at the NSST complex. Bridge and CIC teams participated in three complex Straits of Dover maneuvering scenarios.

FSH departed Norfolk, VA for a second time on 28 August 2018 in order to return to the 6th Fleet Area of Operation. After battling rough seas during the trans-Atlantic voyage, FSH received a much needed port visit in Reykjavik, Iceland from 23-27 September. FSH Sailors enjoyed the opportunity to explore the stunning natural resources that are abundant in Iceland. Upon departure from Iceland, FSH traveled southwest into the North Sea to re-join her station alongside USS HARRY S. TRUMAN. Two weeks later, while the rest of the strike group embarked on port visits of their own, FSH sailed through the North Sea Canal in order to execute a port visit in Amsterdam, Netherlands from 06-10 October 2018. The voyage into Amsterdam was challenging as it involved transit through a complex lock as the ship transited into the fresh water of the North Sea Canal from the salt water of the North Sea.

FSH returned to the North Sea on 11 October 2018 and remained there until the ship sailed through the Straits of Dover on 17 October in route to a port visit at the Royal Navy's base in Portsmouth, England. Sailors enjoyed opportunities to travel to London and the wardroom received several invitations to participate in an exceptional Mess Night in celebration of the Royal Navy's stunning victory at the Battle of Trafalgar in 1805.

From Portsmouth, FSH returned to the strike group in preparation to sail north to the waters of Vestfjorden, Norway. This was the first time in 20 years that a U.S. Aircraft Carrier sailed north of the Arctic Circle. Upon completion of OPERATION TRIDENT JUNCTURE, a NATO maritime exercise off the Norwegian coast, the strike group sailed south in order to execute a scheduled port visit in Lisbon, Portugal from 10-14 November.

HARRY S. TRUMAN Carrier Strike Group returned to the Mediterranean and Adriatic Sea briefly the end of November prior to sailing west and returning home to Norfolk, Virginia on 16 December 2018.

4. Supporting Reports

1. NSST Attendance Record 29 January 2018
2. Change of Command Press Release 17 May 2018
3. Burial at Sea Completion Message (DTG 281039Z MAY 18)
4. After Action Report: Rhodes, Greece (DTG 311254Z MAY 18)
5. After Action Report: Théoule-Sur-Mer, France (DTG 091351Z JUL 18)
6. NSST Attendance Record 13 August 2018
7. NSST Attendance Record 20 August 2018
8. After Action Report: Reykjavik, Iceland (DTG 090706Z OCT 18)
9. After Action Report: Amsterdam, Netherlands (DTG 241543Z OCT 18)
10. After Action Report: Portsmouth, England (DTG 061011Z NOV 18)
11. After Action Report: Lisbon, Portugal (DTG)

5. Published Documents

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

6. Photographs

1. Commanding Officer Patrick R. O'Loughlin Photo and Biography
2. Executive Officer Chad S. Kaiser Photo and Biography
3. Command Master Chief Michael Wentzel Photo and Biography

Commander Patrick R. O'Loughlin
Commanding 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.

Commander Chad S. Kaiser
Executive Officer, USS FORREST SHERMAN (DDG 98)

A native of Tennessee, CDR Kaiser enlisted in the Navy in January of 1995 and served in USS SEAWOLF (SSN 21) before being selected for the Broadened Opportunity for Officer Selection and Training (BOOST) program. He graduated from Oklahoma University in 2001 with a Bachelor of Arts in Finance and was commissioned in December of 2001.

Upon commissioning, CDR Kaiser reported to Surface Warfare Officer School in Newport, Rhode Island for training before reporting to USS SPRUANCE (DD 963) as First Lieutenant and then USS MITSCHER (DDG 57) as Training Officer. CDR Kaiser then attended the Naval Postgraduate School in Monterey, CA, earning a Master of Science Degree in Operations Research.

Upon graduation, CDR Kaiser reported to USS LEYTE GULF (CG 55) as the Weapons Officer and later served as the Combat Systems Officer. LEYTE GULF completed a Fifth Fleet deployment as Air Defense Commander for ENTERPRISE Carrier Strike Group and was recognized with several unit awards including the Battle "E" and Unit Tactics Award.

After completing his tour in LEYTE GULF, CDR Kaiser reported to Joint Forces Staff College for Joint Professional Military Education and subsequently to the Chief of Naval Operations Staff, Assessment Division (N81) serving as a Campaign and Integrated Air and Missile Defense analyst. In December 2014, CDR Kaiser reported to the Joint Staff, J-7 Future Concepts Division and served as a Joint concepts implementation analyst.

CDR Kaiser's personal awards include the Defense Meritorious Service Medal, Meritorious Service Medal, Navy and Marine Corps Commendation Medal, Navy and Marine Corps Achievement Medal, and various other unit and personal awards. CDR Kaiser was also selected as the 2011 Surface Warfare Officer of the year, a recipient of the 2011 Admiral Arleigh Burke Surface Warfare Operational Excellence Award and a recipient of the Navy and Marine Corps Association Leadership Award.



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.

██████████	X	x										100
██████████	X											96
██████████	X											96
██████████	X											88
██████████	X	x										96
██████████ QM1	x	x										72
XO	X	X										
CO Murdock, CDR		X										

Instructor Comments: CDS 28 Assessment. DCom, CAPT Coultier and several staff were present to assess. SOH inbound. ROR exam provided, administered and graded by CDS 28

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Forrest Sherman Holds Change of Command

Story Number: NNS18052121 Release Date: 5/21/2018 1:27:00 PM

A A A  

By Mass Communication Specialist 2nd Class Tyrrell K. Morris, Harry S. Truman Carrier Strike Group Public Affairs

MEDITERRANEAN SEA (NNS) -- The guided-missile destroyer USS Forrest Sherman (DDG 98) held a change of command ceremony on the ship's flight deck, May 17.

During the ceremony, Cmdr. Jamie Murdock was relieved by Cmdr. Ryan O'Loughlin as commanding officer of Forrest Sherman.

Murdock has served as Forrest Sherman's commanding officer since November 2016.

"It has been my greatest honor and privilege to serve beside the best Sailors in the Navy as the commanding officer of USS Forrest Sherman (DDG 98)," said Murdock. "For the last three years I have seen them grow, both personally and professionally, into the finely tuned machine out on deployment today doing the nation's business. I am incredibly saddened to leave, but I leave knowing they are well trained and will succeed in any mission."

For his leadership, Murdock was presented with the Meritorious Service Medal.

Murdock is a native of Ticonderoga, New York, and graduated from the University of Florida with a Bachelor of Arts in Political Science, History and Criminal Justice.

He will continue his naval service at the Naval Surface and Mine Warfighting Development Center at Joint Expeditionary Base Little Creek Fort Story.

O'Loughlin officially assumed the title and responsibilities as Forrest Sherman's commanding officer after orders were read and salutes rendered.

O'Loughlin served as Forrest Sherman's executive officer from September 2016 to March 2018. Previous sea tours include Damage Control Assistant aboard USS O'Kane (DDG 77), Fire Control Officer aboard USS Russell (DDG 59), Operations Officer aboard both USS Forrest Sherman (DDG 98) and USS Monterey (CG 61).


Ashore, O'Loughlin served as the Assistant Surface Warfare Officer Community Manager at PERS-41 in Millington, Tennessee, Anti-Submarine Warfare Instructor at Surface Warfare Officers School in Newport, Rhode Island and Strike Group Anti-Submarine Warfare Trainer and Assessor at Undersea Warfighting Development Center Detachment Norfolk.

"I am humbled to be back aboard this truly superb ship and humbled to be amongst this fantastic crew, the lifeblood of any ship," said O'Loughlin.

Forrest Sherman is currently deployed as part of the Harry S. Truman Carrier Strike Group. With USS Harry S. Truman (CVN 75) as the flagship, deployed strike group units include staffs, ships and aircraft of Carrier Strike Group Eight (CSG 8), Destroyer Squadron Two Eight (DESRON 28) and Carrier Air Wing One (CVW-1); as well as Sachsen-class German Frigate FGS Hessen (F221).


For more information, visit www.navy.mil, www.facebook.com/usnavy, or www.twitter.com/usnavy.

For more news from Navy Public Affairs Support Element, visit www.navy.mil/local/npaschq/.

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Navy POD

R 281039Z MAY 18
FM USS FORREST SHERMAN
TO COMNAVSURFLANT NORFOLK VA
INFO BUMED FALLS CHURCH VA
NAVMED EAST PORTSMOUTH VA
NAVMEDCEN PORTSMOUTH VA
COMNAVPERSCOM MILLINGTON TN
COMCARSTRKGRU EIGHT
COMDESRON TWO EIGHT
USS FORREST SHERMAN

BT

UNCLAS

MSGID/GENADMIN/FORREST SHERMAN/-/MAY//

SUBJ/BURIAL AT SEA COMPLETION//

REF/A/MSG/CNSL 061345Z DEC 17//

AMPN/BURIAL AT SEA TASKING MESSAGE//

POC/LT [REDACTED]/USS FORREST SHERMAN/NORFOLK VA/TEL: [REDACTED]//

GENTEXT/REMARKS/1. IAW REF A, BURIAL AT SEA SERVICES FOR THE
FOLLOWING SERVICE MEMBERS WERE CONDUCTED ON 19MAY2018 AT 1100Z:

- A. OS1 Matthew Sitko, USN, Hon.
- B. YN1 Carl Krusiec, USN, Hon.
- C. DP2 Kadin Betts, USN, Hon.
- D. CAPT James Bryson, USMC, Ret.
- E. HMCS Reinaldo Crawford, Jr., USN, Ret.
- F. ABH1 Richard Downes, USN, Ret.
- G. CAPT William Ferguson, USN, Ret.
- H. YNCM Frank Hernandex, USN, Ret.
- I. MMCM John Kurth, USN, Ret.
- J. MM2 John Litch, USN, Hon.
- K. PM2 Sumner McDonough, USN, Hon.
- L. BU2 Ned Miller, II, USN, Hon.
- M. SK3 Isabelle Moser, USN, Hon.
- N. IC2 Ronald Parker, USN, Ret.
- O. EN2 William Perry, Jr, USCG, Ret.
- P. LT Alan Robbins, USN, Hon.
- Q. RMC Kevin Schrieber, USN, Ret.
- R. SKCS Antero Travenero, USN, Ret.
- S. CWO4 Raymond J. Virgil, II, USMC, Ret
- T. PO1 Perry West, USN, Ret.

CREMAINS WERE COMMITTED TO THE SEA AT 34-03 N LATITUDE AND 032-05 E
LONGITUDE.

2. SERVICES WERE CONDUCTED IAW NAVY REGULATIONS. A CHART MARKING
LOCATION OF BURIAL, COMMANDING OFFICERS PERSONAL LETTER, SHELL
CASINGS FROM THE GUN SALUTE, US FLAG, AND PHOTOGRAPHS OF CEREMONY
WILL BE SENT VIA CERTIFIED MAIL TO NEXT OF KIN.//

BT

R 311254Z MAY 2018
FM USS FORREST SHERMAN
TO COMUSFLTFORCOM NORFOLK VA
INFO COMSIXTHFLT
CTF 80
DIRNAVCRIMINVSERV QUANTICO VA
COMNAVSURFLANT NORFOLK VA
COMNAVREG MIDLANT NORFOLK VA
COMCARSTRKGRU EIGHT
NAVSUP FLT LOG CTR NORFOLK VA
COMDESRON TWO EIGHT
USS FORREST SHERMAN
BT
UNCLASS
SUBJ/PORT VISIT AAR TO RHODES, GREECE//
REF/A/OPORD 2000-11/USFF/SEP2011//
AMPN/REF A IS USFF OPORD 2000-11.//
MSGID/GENADMIN/FORREST SHERMAN/-/MAY//
POC [REDACTED] /LT/NAV/EMAIL:
[REDACTED]

REMARKS/

1. NAME OF PORT: RHODES, GREECE
2. ALTERNATE NAMES: NISOS RODHOS
3. GEOGRAPHIC LOCATION: 36-26N7 028-14E5
4. WORLD PORT INDEX NUMBER: 43210
5. NAME OF VESSEL: USS FORREST SHERMAN DDG 98
6. NAME OF COMMANDING OFFICER: CDR P.R. O'LOUGHLIN
7. DATE OF VISIT: 23 - 27 MAY 2018
8. TIME ZONE: -3C
9. NAVIGATION INFORMATION
 - A. DESCRIPTION OF PORT: RHODES IS A MAJOR TOURIST PORT ON THE NORTHERN PART OF THE EASTERN MOST GREEK ISLANDS. THE PORT FACILITIES WERE WELL MAINTAINED AND SEVERAL CRUISE LINERS, PLEASURE CRAFT, AND FERRIES FREQUENT THE HARBOR.
 - B. NGA CHARTS: N/A
 - C. ELECTRONIC NAVIGATION DATA: COA10C/D, A1043210, H1043210
 - D. AIDS AND APPROACHES: FSH APPROACHED THE HARBOR FROM THE EAST AND ENTERED THE HARBOR NORTHEAST OF THE BREAKWATER. NAVIGATION AIDS WERE FEW AND BLENDED IN WITH THE SURROUNDING SCENERY.
 - E. PILOTAGE: PILOTS ARE COMPULSORY FOR ALL VESSELS ENTERING RHODES HARBOR. FSH CONTACTED PILOTS ON VHF CH 12 IAW SAILING DIRECTION GUIDANCE, USING THE CALLSIGN "RHODES PORT CONTROL". PORT CONTROL RESPONDED ON CH 12 IMMEDIATELY. PILOT BOARDED FSH APPROX 1NM NORTH EAST OF THE BREAKWATER. DUE TO OUTBOUND FERRY TRAFFIC GETTING UNDERWAY FROM RHODES, FSH WAS REQUIRED TO TURN NORTH TO 000 IN ORDER TO DELAY ENTRANCE TO THE HARBOR. THERE IS GOOD WATER IN ALL DIRECTIONS IVO RHODES HARBOR AND FSH HAD AMPLE TIME AND SPACE TO MANEUVER. PILOT BOAT HAD A BLACK HULL/WHITE SUPERSTRUCTURE WITH PILOT MARKED ON SIDE OF THE BOAT. TUGS WERE ONLY ABLE TO PULL AS FSH APPROACHED THE PIER. THEY WILL NOT PUSH. FSH UTILIZED OWN MOORING LINES TO MAKE UP TUGS. TUGS CAST

OFF LINES WITHOUT WARNING ONCE FSH WAS IVO PIER. THE PILOT SPOKE LIMITED ENGLISH AND DID NOT PROVIDE USEFUL MOORING GUIDANCE. FSH MOORED PST, BOW IN, ON THE NORTHERN ARM OF THE EASTERN MOST PIER. PIER HEADING WAS 130 T. WATER DEPTHS WERE AN AVERAGE OF 36 FEET. FATHOMETER READ 4 FEET BENEATH THE DOME AFTER MOORING. F. ENTRANCE: THERE WERE NO VISUAL NAVAIDS INDICATING THE ENTRANCE TO THE HARBOR. THE PIERS WERE VISIBLE WELL OUT TO SEA.

G. CHANNEL: N/A

H. ANCHORAGES: ANCHORAGES ARE AVAILABLE ALONG THE EASTERN COAST OF THE ISLAND AT DEPTHS BETWEEN 75-100FT. BOTTOM TYPE IS SAND. ANCHORING WAS NOT ALLOWED IN THE HARBOR.

I. WRECKS AND OBSTRUCTIONS: NTR.

J. TIDES AND CURRENTS: TIDAL RANGE FOLLOWED THE SAILING DIRECTIONS OF 0.1 TO 0.3M. FSH EXPERIENCED A CURRENT OF 1KT OUTSIDE THE HARBOR AND LESS THAN 1KT INSIDE THE HARBOR.

K. WEATHER: WEATHER WAS MILD WITH TEMPERATURES RANGING FROM 65 TO 85 DEGREES F. FSH EXPERIENCED SUSTAINED WINDS OF 30KTS FROM THE WEST DURING THE INBOUND TRANSIT, CAUSING A SEVERE SET TO PORT. COG AND HEADING WERE SEPARATED BY 15 DEGREES UNTIL FSH ENTERED THE HARBOR. RELATIVE WINDS WERE IN EXCESS OF 45 KNOTS DURING THE INBOUND TRANSIT, IMPEDING ABILITY TO MAN THE RAILS.

10. BERTHING AND FACILITIES:

A. MOORINGS, DOCKS, ETC.: THE PORT PROVIDED YOKOHAMA FENDERS THAT WERE LARGE, DURABLE, AND WELL PLACED.

B. FUEL, LUBE, AND DIESEL OIL: NTR.

C. MECHANICAL HANDLING FACILITIES: NTR.

D. DRYDOCKS AND REPAIR FACILITIES: NTR.

E. WAREHOUSES AND STORAGE FACILITIES: NTR.

F. STEVEDORES: NTR.

G. PORT CAPACITY: PORT CAN SUPPORT ALL TYPES OF MILITARY AND PLEASURE VESSELS.

H. ROAD, RAIL, AND STEAMER TRANSPORTATION: NTR.

11. PHYSICAL SECURITY/FORCE PROTECTION:

A. SENT SEPCOR.

12. SERVICE, LOGISTICS, AND OPERATIONS:

A. LITERAGE: NTR.

B. DREDGES AND MISCELLANEOUS CRAFT: THERE WERE NUMEROUS CRUISE LINERS, FERRIES AND LARGE PLEASURE CRAFT THAT FREQUENTED THE HARBOR. FERRIES OFTEN MED MOORED IN THE SLIPS SURROUNDING FSH.

C. WATER/CHT: WATER SERVICES WERE PROVIDED FROM THE PIER VIA 2.5 INCH BRASS CONNECTION. THE SAME SIZE CONNECTION WAS USED TO PUMP VCHT TO PIERSIDE CONTAINER THAT WAS TRANSFERRED VIA PIER VEHICLE MULTIPLE TIMES THROUGHOUT THE DAY.

D. ELECTRICITY: FSH REMAINED ON SHIP'S POWER WHILE PIERSIDE.

E. AIRFIELDS: FSH UTILIZED LOCAL AIRPORT TO RECEIVE AND TRANSFER SEVERAL FSH SAILORS.

F. COMMUNICATIONS: NTR.

G. MEDICAL: RHODES GENERAL HOSPITAL WAS LOCATED THREE MILES FROM PIER, BUT FSH DID NOT REQUIRE SERVICES FROM THAT FACILITY.

H. GASOLINE: NTR.

I. PROVISIONS: FSH RECEIVED TWO PALLETS OF FFV ON THE LAST DAY OF PORT VISIT.

J. GARBAGE DISPOSAL: TRASH DISPOSAL WAS PROVIDED ON THE PIER.

K. HARBOR MASTER: NTR.

L. ORGANIZATION: NTR.

M. CUSTOMS: NTR.

13. PORT VISIT INFORMATION:

A. GENERAL INFORMATION: RHODES WAS A LIBERTY PORT FOR ALL HANDS. FSH CHARTERED THREE BUSES TO TRANSIT SAILORS THROUGH OLD AND NEW TOWN, MAKING DESIGNATED STOPS FOR THE CREW. TAXIS WERE EASY TO FIND AND CHARGED REASONABLE PRICES FOR TRANSIT ACROSS THE ISLAND.

B. LIBERTY: LIBERTY WAS AUTHORIZED IAW C6F POLICY.

C. RESTAURANTS: VARIOUS RESTAURANTS, CAFES, AND BARS WERE LOCATED WITHIN OLD TOWN AND NEW TOWN THAT WERE WITHIN WALKING DISTANCE OF THE PIER. FOOD PRICES WERE REASONABLE.

D. HOTELS: A VARIETY OF HOTELS WITH VARYING PRICE RANGES WERE AVAILABLE TO THE CREW FOR OVERNIGHT LIBERTY.

E. ATHLETICS: NTR

F. BEACHES: THERE ARE A NUMBER OF BEACHES ACROSS THE ISLAND THAT WERE OPEN FOR TOURISTS. MANY ARE WITHIN WALKING DISTANCE FROM THE PIER.

G. CHURCHES: CHURCHES OF VARIOUS CHRISTIAN DENOMINATIONS AND MOSQUES ARE AVAILABLE IN OLD AND NEW TOWN.

H. SHOPPING: BOTH OLD AND NEW TOWN OFFERED MANY SHOPS FOR THE CREW THAT WERE OPEN THROUGHOUT THE DAY AND NIGHT WITH VARYING PRICE AND QUALITY RANGES.

I. THEATER AND MOVIES: LOCAL THEATERS OFFERED MOVIES THAT WERE BEING SHOWN IN THE UNITED STATES.

J. MISCELLANEOUS INFORMATION: NSTR.

K. FP AAR: PROVIDED SEPCOR.

L. COMMANDING OFFICER'S COMMENTS: RHODES IS A TERRIFIC MEDITERRANEAN PVST WITH A VERY HOSPITABLE AND OUTGOING LOCAL POPULATION. MANY SAILORS TOOK ADVANTAGE OF SOME QUALITY MWR TOURS THROUGHOUT OUR STAY, SEEING OVER 2,400 YEARS OF HISTORY.

BT

LANDING. WATER DEPTH AT ANCHORAGE POSITION WAS 140 FEET. FSH UTILIZED 8 SHOTS OF CHAIN FOR ANCHORAGE.

12. NAVIGATION AIDS AND APPROACHES: FSH APPROACHED THE HARBOR FROM THE SOUTHWEST ON A COURSE OF 306T, THEN TURNED TO PORT TO LINE UP ON A HEAD BEARING OF 282T. FSH ANCHORED IN POSITION 40 30.800 N 006 56.900 E. HEAD BEARING WAS LA RAGUE EBW LT (43 30.856 N 006 56.358 E). DROP BEARING WAS MANDELIEU A LA NAPUOLE LT (43 31.298 N 006 56.706 E). ADDITIONALLY, FSH USED THE FOLLOWING NAVAIDS DURING HER APPROACH TO ANCHORAGE: ILES DE LERINS LES MOINES LT (43 29.968 N 007 03.090 E), CHURCH TOWER (43 33.049 N 007 00.632 E). ONCE ANCHORED, FSH UTILIZED THEOULE SUR MER E LT (43 30.563 N 006 56.364 E).
13. PILOTAGE: PILOTAGE IS COMPULSORY FOR ALL TRAFFIC ENTERING THEOULE. FSH CONTACTED "CANNES PILOTS" ON VHF CHANNEL 12 AND RECEIVED AN IMMEDIATE RESPONSE. PILOT BOARDED IVO 43 30.5 N 007 00.2 E. PILOT EMBARKED VIA PILOTS LADDER RIGGED ON THE STARBOARD (LEE) SIDE. PILOT SPOKE GOOD ENGLISH AND WAS PRIMARILY UTILIZED TO SPEAK TO OTHER VESSELS AS FSH APPROACHED ANCHORAGE. PILOT BOAT HAD A BLACK HULL AND A GREEN DECK.
14. ENTRANCE: ENTRANCE TO GOLFE DE LA NAPUOLE IS APPROXIMATELY 4NM WIDE.
15. CHANNEL: N/A
16. ANCHORAGES: FSH ANCHORED IVO 40 30.800 N 006 56.900 E IN 140 FT OF WATER. BOTTOM TYPE WAS SOFT MUD AND SEAWEED. FSH UTILIZED FIRE HOSE IOT CLEAN MUD OFF ANCHOR AND ANCHOR CHAIN UPON HEAVING IN.
17. HAZARDS: FSH HAD TO MANUEVER FOR SEVERAL UNCHARTED FISHING BUOYS ALONG THE COAST AS WE MADE OUR APPROACH TO THEOULE SUR MER. ADDITIONALLY, THERE WAS A COMMERCIAL TUG AT ANCHOR IN THE POSITION FSH PLANNED TO ANCHOR, WHICH SHIFTED THE ANCHORAGE 75 YARDS EAST OF INTENDED POSITION. THE PILOT DID A GOOD JOB DECONFLICTING TRAFFIC, INCLUDING GETTING THE COMMERCIAL TUG TO WEIGH ANCHOR AND MOVE.
18. TIDES AND CURRENTS: TIDAL AND CURRENT RANGE FOLLOWED THE SAILING DIRECTIONS FOR CANNES, FRANCE. CURRENT WAS PRIMARILY WIND DRIVEN. FSH EXPERIENCED A 3-5 DEGREE EASTERLY SET UPON APPROACH TO ANCHORAGE.
19. WEATHER AND WINDS: TEMPERATURE REMAINED IN THE LOW 80S WITH PARTLY CLOUDY SKIES FOR THE MAJORITY OF THE PORT VISIT. FSH EXPERIENCED WINDS OUT OF THE SOUTHWEST DURING THE EVENING HOURS. WINDS WOULD SHIFT TO THE SOUTHEAST DURING DAYLIGHT HOURS. SUSTAINED WINDS AVERAGED 10-18 KTS.
20. GEOGRAPHY: THEOULE HAS A SUBURBAN TERRAIN LOCATED MAINLY ALONG THE HILLSIDE. THERE ARE NUMEROUS MOUNTAIN RANGES NEAR PORT THEOULE AS WELL AS SEVERAL BEACHES.
 - A. BATHYMETRY: THE SEA FLOOR IS SLOPED, STARTING JUST OFF THE SHORE. WATER DEPTHS INCREASE SIGNIFICANTLY LESS THAN ONE NAUTICAL MILE FROM SHORE. ANCHORAGE FOR LARGE VESSELS IS ONLY POSSIBLE CLOSE TO LAND DUE TO SIGNIFICANT OFF SHORE WATER DEPTHS.
 - B. BIOLUMINESCENCE: NTR.

C. SALINITY: NTR.

D. SEA TEMPERATURE: THE AVERAGE SEA WATER TEMPERATURE WAS 74 F. TEMPERATURE WAS TAKEN AT THE SEA WATER INTAKE AT VARIOUS TIMES OF THE DAY AND RECORDED IN FSH WEATHER OBSERVATION SHEETS.

E. RIVERINE DATA: NTR.

21. BERTHING AND FACILITIES: NTR.

22. MOORINGS, DOCKS, ETC.: NTR.

23. FUEL, LUBE, AND DIESEL OIL: NTR.

24. MECHANICAL HANDLING FACILITIES: NTR.

25. DRYDOCKS AND REPAIR FACILITIES: NTR.

26. WAREHOUSES AND STORAGE FACILITIES: NTR.

27. OPEN STORAGE: NTR.

28. STEVEDORES: NTR.

29. PORT CAPACITY: PORT THEOULE CAN SUPPORT ONE U.S. MILITARY VESSEL AT ANCHOR.

30. ROAD, RAIL, AND STEAMER TRANSPORTATION: FRANCE HAS A ROBUST TRAIN SYSTEM. THERE IS AN EASILY ACCESSIBLE TRAIN STATION IN THEOULE AND IN NEARBY CANNES.

31. PHYSICAL SECURITY/FORCE PROTECTION: SENT SEPCOR.

32. SERVICE, LOGISTICS, AND OPERATIONS: HUSBANDING AGENT PROVIDED TIMELY RESPONSE TO FSH REQUIREMENTS.

33. LIGHTERAGE: NTR.

34. DREDGES AND MISCELLANEOUS CRAFT: NTR.

35. WATER/CHT: A POTABLE WATER TUG PROVIDED WATER TO FSH. FSH USED A BARGE TO OFFLOAD CHT.

36. ELECTRICITY: FSH REMAINED ON SHIP'S POWER WHILE AT ANCHOR.

37. AIRFIELDS: FSH UTILIZED NICE COTE D'AZUR INTERNATIONAL AIRPORT IN NICE TO RECEIVE AND TRANSFER SAILORS.

38. COMMUNICATIONS: NTR.

39. MEDICAL: NTR.

40. GASOLINE: NTR.

41. PROVISIONS: NTR

42. GARBAGE DISPOSAL: A TRASH BARGE PULLED ALONGSIDE THREE TIMES A DAY TO OFF LOAD GARBAGE. SAILORS PLACED TRASH IN LARGE RECEPTACLES PROVIDED ON THE BARGE.

43. HARBOR MASTER: NTR.

44. ORGANIZATION: NTR.

45. CUSTOMS: NTR.

46. LIST ALLOWANCES AND CHARGES: NTR.

47. PROTOCOL:

A. CALLS: THE MAYOR OF THEOULE VISITED THE SHIP. FSH ALSO HOSTED A TOUR FOR 40 LOCAL ELEMENTARY SCHOOL STUDENTS ACCOMPANIED BY THEIR TEACHERS.

B. HONORS: NTR.

48. PORT VISIT INFORMATION

A. GENERAL INFORMATION: THEOULE-SUR-MER IS A SMALL COASTAL TOWN LOCATED IN THE ESTEREL MOUNTAINS ON THE FRENCH RIVIERA.

B. LIBERTY: LIBERTY EXPIRED FOR E4 AND JUNIOR AT 2359 EACH NIGHT. LIBERTY FOR E5 AND SENIOR EXPIRED AT 0100. SAILORS E-5 AND SENIOR, AS WELL AS EXCEPTIONAL E1-E4 SAILORS, WERE

AUTHORIZED OVERNIGHT LIBERTY.

C. RESTAURANTS: THERE WERE A LIMITED NUMBER OF RESTAURANTS, BARS, AND CAFES IN THEOULE. SAILORS WISHING FOR A MORE DIVERSE SELECTION OF RESTAURANTS HAD TO TRAVEL TO CANNES. FOOD PRICES IN CANNES WERE MORE EXPENSIVE THAN MEALS OF THE SAME QUALITY IN THE UNITED STATES. MANY RESTAURANTS WERE CLOSED ON SUNDAY.

D. HOTELS: A VARIETY OF HOTELS AT VARYING PRICE RANGES WERE AVAILABLE TO THE CREW FOR OVERNIGHT LIBERTY. MOST OF THE HOTELS WERE LOCATED IN CANNES. THERE WERE ONLY A FEW HOTEL ACCOMODATIONS AVAILABLE IN THEOULE.

E. ATHLETICS: NTR

F. BEACHES: THERE WERE THREE BEACHES WITHIN WALKING DISTANCE OF THE FLEET LANDING. BEACHES IN THEOULE AND IN CANNES WERE QUITE CROWDED.

G. CHURCHES: NTR

H. TRANSPORTATION: TAXIS IN THE AREA WERE WELL MARKED. FOR SAILORS WITH CELL PHONE SERVICE, UBER WAS AVAILABLE. A ONE WAY FARE FROM FROM THEOULE TO CANNES WAS 50 EUROS ON AVERAGE. THE PUBLIC BUS LINE DEPARTED THEOULE EVERY 45 MINUTES FOR TRANSIT TO CANNES AND COST APPROXIMATELY 10 EUROS. FSH CHARTERED THREE 9 PASSENGER VANS FOR USE SHUTTILING SAILORS TO CANNES. A FLAT RATE WAS PAID IN ADVANCE. THE WATER TAXI FROM THE SHIP RAN FROM 0800 TO 0200, GENERALLY DEPARTING EVERY 30 MINUTES. THE WATER TAXI TOOK A ONE HOUR LUNCH

BREAK

AT 1130 AND A ONE HOUR DINNER BREAK AT 1900.

I. TOURS: MWR ARRANGED A TOUR OF MONACO FOR FSH SAILORS. THE TOUR INCLUDED A VISIT TO THE FAMOUS MONTE CARLO CASINO AND WAS THE ONLY OPPORUNITY FOR FSH TO VISIT MONACO DURING THE PORT VISIT.

J. SHOPPING: THERE WERE MINIMAL SHOPPING OPPORTUNITES AVAILABLE IN THEOULE SUR MER. THE MAJORITY OF SHOPPING OPPORTUNITES WERE FOUND IN CANNES. MOST RETAIL IN CANNES WAS VERY EXPENSIVE. MANY BUSINESSES WERE CLOSED ON SUNDAY.

K. THEATER AND MOVIES: A MOVIE THEATRE WAS AVAILABLE IN CANNES AND PLAYED AMERICAN MOVIES IN ENGLISH.

I. COMMUNITY RELATIONS: NTR.

J. MISCELLANEOUS INFORMATION: LOCAL CURRENCY WAS THE EURO, WITH AN EXCHANGE RATE OF 1.19 US DOLLARS TO 1 EURO. FSH CREW WAS ABLE TO USE LOCAL ATMS AND MOST SHOPS TOOK DEBIT/CREDIT CARDS. THERE WERE NO OFF LIMIT LOCATIONS WITH EXCEPTION OF TRAVELING OUTSIDE OF A 50 MILE RADIUS.

49. COMMANDING OFFICER'S COMMENTS: FSH THOROUGHLY ENJOYED OUR PVST. THE HUSBANDING AGENT WAS VERY RESPONSIVE AND HELPFUL, ESPECIALLY WITH THE TIGHT TIMELINE DURING THE BEGINNING OF TOURIST SEASON. ANY SHIP WILL ENJOY A PVST HERE.

"RELENTLESS FIGHTING SPIRIT!"//

BT

██████████, OS1		X								
██████████ OS1		X								

Instr

Manoverboards. Theory and 12 x Anderson turns

uctor Comments:

Dover Straits northbound, day. Low visibility and heavy weather.

██████████	LTJG		x								
██████████	ENS		x								
██████████	ENS		x								

Instructor Comments: Contact Management for several watch teams. CO present and engaged for both sessions

R 090706Z OCT 18
FM USS FORREST SHERMAN
TO COMUSFLTFORCOM NORFOLK VA
COMNAVWARDEVCOM NORFOLK VA
INFO COMSIXTHFLT
CDR USTRANSCOM SCOTT AFB IL
CTF 80
CTF 65
CTF 61
CNO WASHINGTON DC
NGA NAVSAFETY WASHINGTON DC
DIRNAVCRIMINVSERV QUANTICO VA
COMNAVSURFLANT NORFOLK VA
COMNAVREG MIDLANT NORFOLK VA
COMCARSTRKGRU EIGHT
NAVSUP FLT LOG CTR NORFOLK VA
COMDESRON TWO EIGHT
USS FORREST SHERMAN
BT
UNCLASS
SUBJ/PORT VISIT REPORT TO REYKJAVIK, ICELAND//
REF/A/ OPORD 4000-11/USFF/SEP2011//
AMPN/REF A IS C6F OPORD 4000-11.//
MSGID/GENADMIN/FORREST SHERMAN/-/SEP//
POC/[REDACTED]/LT/NAV/EMAIL:
[REDACTED]

GENTEXT/REMARKS/

1. NAME OF PORT: REYKJAVIK, ICELAND
2. GEOGRAPHIC LOCATION: 64-09 N 021-56 W
3. ALTERNATE NAMES: NTR.
4. WORLD PORT INDEX NUMBER: 100
5. NAME OF VESSEL: USS FORREST SHERMAN (DDG 98)
6. NAME OF COMMANDING OFFICER: CDR P.R. O'LOUGHLIN
7. DATE OF VISIT: 23-27 SEPTEMBER 2018
8. TIME ZONE: ZULU
9. SIGNATURE: [REDACTED]/NAVIGATOR/[REDACTED]
[REDACTED]
10. NAVIGATION INFORMATION
 - A. NGA CHARTS: NTR
 - B. ELECTRONIC NAVIGATION DATA: FSH UTILIZED DNC H1900100, A1900100, COA19D, AND GEN 19B FOR TRANSIT INTO REYKJAVIK.
 - C. NARRATIVE: FSH MADE A NORTHERN APPROACH AROUND KEFLAVIK PENINSULA USING THE WESTERN MOST OF TWO NORTH BOUND TRAFFIC SEPARATION SCHEMES. FSH EXITED THE TSS ON A COURSE OF 341 T AND TURNED TO 042 T TO MAKE HER APPROACH TO THE TSS THAT LEADS EAST INTO REYKJAVIK HARBOR. FSH EXITED THE TSS ON A

COURSE OF 090 T AND STATIONED THE SEA AND ANCHOR DETAIL UPON EXITING. FSH TURNED TO 075 T TO APPROACH PILOT PICKUP IVO SAFE WATER BUOY 7 IN POSITION 64-12 N 021-57 W. DUE TO AN ABUNDANCE OF DEEP WATER NORTH OF BUOY 7, FSH TOOK THE BUOY DOWN HER STARBOARD SIDE AND EMBARKED THE PILOT APPROXIMATELY 75 YARDS NORTH OF CHARTED PILOT PICKUP POSITION. THE PILOT EMBARKED VIA A PILOT LADDER RIGGED STARBOARD SIDE MIDSHIPS. SPEED AT PILOT PICKUP WAS 4 KNOTS. REYKJAVIK HARBOR PILOTS UTILIZE A TUG AS PILOT LAUNCHES. TUGS IN REYKJAVIK HARBOR HAVE RED AND WHITE WHEELHOUSES, STRIPED HORIZONTALLY. THEY ARE CONVENTIONAL DRIVE AND ON THE INBOUND LEG, MADE UP TO FSH AT A REQUESTED SPEED OF 4 KNOTS. ONCE MADE UP, THE PILOT ASKED FOR NO MORE THAN 5 KNOTS OF SPEED. THE TUG THAT CARRIED THE HARBOR PILOT DISPLAYED THE COLREGS LIGHTING CONFIGURATION FOR A PILOT VESSEL. FSH FOLLOWED THE RECIPROCAL OF THE INBOUND VOYAGE PLAN FOR THE OUTBOUND TRANSIT.

D. NAVIGATION DISCREPANCIES: NTR

11. **PORT DESCRIPTION: REYKJAVIK IS THE CAPITAL OF ICELAND AND IS THE COUNTRY'S MOST DENSELY POPULATED CITY. THE PORT IS OWNED BY THE CITY OF REYKJAVIK AND IS MANAGED BY ASSOCIATED ICELANDIC PORTS (AIP), WHO OPERATE THE HARBORS OF REYKJAVIK, GRUNDARTANGI, AKRANES, AND BORGARNES. REYKJAVIK CONTAINS TWO DISTINCT PORT AREAS. GAMLA HOFN, THE OLDER HARBOR, LIES IN VICINITY OF 64-09 N 021-56 W AND IS DIRECTLY NORTH OF THE CITY CENTER. SUNDAHOFN, THE NEW HARBOR, LIES IN VICINITY OF 64-09 N 021-52 W AND IS THE PRIMARY HARBOR IN REYKJAVIK FOR COMMERCIAL VESSELS AND CAR CARRIERS. SKARFABAKKI PIER, LOCATED AT SUNDAHOFN GENERAL CARGO TERMINAL, IS THE ONLY SUITABLE BERTH FOR A U.S. NAVAL VESSEL. PIERSIDE DEPTHS AT SKARFABAKKI ARE CHARTED AT 12 METERS. FSH OBSERVED SEVERAL INBOUND AND OUTBOUND MERCHANT VESSELS IN VICINITY OF SKARFABAKKI PIER DURING THE PORT VISIT. A CRUISE SHIP WAS MOORED IN THE SLIP DIRECTLY ASTERN OF FSH DURING THE FINAL DAY OF THE PORT VISIT.**
12. **NAVIGATION AIDS AND APPROACHES: THERE ARE AN ABUNDANCE OF CLEARLY MARKED VISUAL NAVIGATION AIDS ON THE APPROACH TO SUNDAHOFN. ON BOTH THE INBOUND AND OUTBOUND TRANSITS, FSH UTILIZED THE SECTOR LIGHT ON ENGEY ISLAND AND GROTTA LIGHTHOUSE AS TURN BEARINGS. THE PILOT PICKUP BUOY, SAFE WATER BUOY 7, IS CLEARLY VISIBLE. FSH HAD FIRST VISUAL OF THIS BUOY AT A RANGE OF 5 NM. THERE IS A LARGE WHITE FARM HOUSE TO THE NORTH OF SKARFABAKKI PIER. FSH UTILIZED THE FLAG POLE OF THIS HOUSE AS A VISUAL NAV AID. ON THE FINAL LEG OF THE INBOUND TRANSIT, THERE IS A CLEARLY VISIBLE NAVIGATION RANGE ALIGNED ON A COURSE OF 136.5 T. BY DAY, THE RANGE IS MARKED BY TWO BRIGHTLY FLUORESCENT ORANGE TRIANGLES. BY NIGHT, THE RANGE IS MARKED BY RED LIGHTS FLASHING AT A PERIODICITY OF THREE SECONDS. FSH USED THIS RANGE**

AS WE MADE OUR FINAL APPROACH TO THE PIER. FSH MOORED STARBOARD SIDE TO WITH A PIER HEADING OF 140 T.

13. PILOTAGE: PILOTAGE IS COMPULSORY FOR ALL VESSELS 10,000 DWT OR 60 M IN LENGTH AND OVER. FSH HAILED "REYKJAVIK PILOTS" ON VHF CHANNEL 12 THREE HOURS PRIOR TO SCHEDULED PILOT PICKUP AND AGAIN ONE HOUR PRIOR TO PILOT PICKUP. BOTH THE INBOUND AND OUTBOUND HARBOR PILOT SPOKE GOOD ENGLISH. THE INBOUND PILOT WAS ASSERTIVE AND PROACTIVE IN DIRECTING HIS TUGS. HE REQUIRED LITTLE PROMPTING AND SEEMED TO UNDERSTAND THE HANDLING CAPABILITIES AND LIMITATIONS OF A DDG. THE OUTBOUND PILOT WAS LESS ASSERTIVE AND REQUIRED PROMPTING BY FSH'S COMMANDING OFFICER PRIOR TO TAKING ANY ACTION. PILOT DROP OFF ON THE OUTBOUND TRANSIT OCCURED PRIOR TO PASSING REYKJAVIK BREAKWATER VIA A PILOT LADDER RIGGED STARBOARD SIDE MIDSHIPS, 2 METERS ABOVE THE WATERLINE, AT A SPEED 6 KNOTS.
14. ENTRANCE: THE ENTRANCE TO SUNDAHOFN IS MARKED BY THE CONSPICUOUS SKARFAGAROS LIGHT, LOCATED ON THE TIP OF REYKJAVIK BREAKWATER. SKARFAGAROS LIGHT IS PAINTED BRIGHT YELLOW AND FLASHES A GREEN LIGHT AT A PERIODICITY OF TWO SECONDS. THIS LIGHT WAS AN EXCELLENT VISUAL NAVAID FOR THE INBOUND AND OUTBOUND TRANSITS. THE TIP OF REYKJAVIK BREAKWATER IS AN EXCELLENT RADAR NAVAID.
15. CHANNEL: THERE ARE TWO LATERAL BUOYS MARKING THE ENTRANCE TO SUNDAHOFN. REYKJAVIK FOLLOWS THE IALA A BUOYAGE SYSTEM AND THERE ARE APPROXIMATELY 500 YARDS BETWEEN THE BUOYS. BOTH BUOYS ARE WELL MAINTAINED AND WERE EASILY IDENTIFIABLE WELL OUT TO SEA.
16. ANCHORAGES: WHILE THERE ARE NO EMERGENCY ANCHORAGES DESIGNATED ON THE CHART, THERE IS PLENTY OF GOOD WATER FOR ANCHORAGE TO THE EAST OF THE OLD HARBOR AND IN THE NATURAL LEE PROVIDED BY ENGEY ISLAND. TRANSITING DEPTHS WERE 40-60 FEET AND THE BOTTOM TYPE IN ALL AREAS WAS MUD.
17. HAZARDS: THERE IS A CHARTED WRECK IN VICINITY OF THE GREEN LATERAL BUOY THAT MARKS THE ENTRANCE CHANNEL TO SUNDAHOFN. THE CHARTED DEPTH WAS 40 FEET AND THE WRECK DID NOT POSE A HAZARD TO NAVIGATION.
18. TIDES AND CURRENTS: FSH TRANSITED INBOUND AND OUTBOUND AT HIGH TIDE, APPROXIMATELY 8 FEET ABOVE CHARTED DEPTH. THE FATHOMETER READ NO LESS THAN 19 FEET BENEATH THE DOME AT ALL POINTS OF THE TRANSIT. NO SPECIFIC CURRENT DATA COULD BE FOUND FOR EITHER TRANSIT. FSH HAD TO CRAB 1-2 DEGREES TO PORT TO MAKE FINAL LEG OF 136 DEGREES ON THE INBOUND TRANSIT.
19. WEATHER AND WINDS: WEATHER WAS MILD FOR BOTH THE INBOUND AND OUTBOUND TRANSIT. SUSTAINED WINDS WERE FROM NORTH EAST AT 15 KNOTS DURING THE APPROACH TO THE PIER, LEADING TO ON SETTING CONDITIONS. ONCE ALONGSIDE THE PIER, FSH USED +10 PERCENT

PITCH ON THE STBD (INBOARD) SHAFT TO COUNTERACT THE WIND ON THE PORT BOW AND A DDG'S NATURAL STERNWAY TENDENCY AT ALL STOP TO MAINTAIN

THE SHIP'S LATERAL SEPARATION. WINDS WERE FROM THE WEST AT 15 KNOTS DURING THE OUTBOUND TRANSIT, RESULTING IN OFF SETTING CONDITIONS.

SEA STATE TO THE EAST OF KEFLAVIK PENINSULA WAS LOW, WITH SEAS AT 1-2 FEET. THE SEA STATE ALONG THE WEST COAST OF KEFLAVIK PENINSULA WAS 5-7 FEET. VISIBILITY WAS UNRESTRICTED DURING THE INBOUND TRANSIT.

FSH EXPERIENCED SMALL PATCHES OF FOG AND PRECIPITATION DURING THE OUTBOUND TRANSIT, RESULTING IN REDUCED VISIBILITIES OF 3-5 NM.

20. GEOGRAPHY:

A. BATHYMETRY: NTR.

B. BIOLUMINESCENCE: NTR.

C. SALINITY: NTR.

D. SEA TEMPERATURE: 50-60.

E. RIVERINE DATA: NTR.

21. BERTHING AND FACILITIES: NTR.

22. MOORINGS, DOCKS, ETC.: SKARFABAKKI PIER IS APPROXIMATELY 700 METERS LONG AND IS THE ONLY SUITABLE BERTH FOR U.S. NAVAL VESSELS. NO YOKOHAMA FENDERS WERE AVAILABLE, BUT THE PIER CONTAINED INSTALLED RUBBER BUMPERS THAT PROVIDED ADEQUATE HULL PROTECTION DURING MOORING. THE NEAREST SHOAL WATER TO THE BERTH WAS 450 METERS TO THE SOUTHEAST.

23. FUEL, LUBE, AND DIESEL OIL: THERE IS ONE REFUELING BARGE IN REYKJAVIK: "BARKUR", IMO 1588293. BARKUR HAS A WHITE WHEELHOUSE AND A LIGHT BLUE HULL. FSH RECEIVED 300K GALLONS OF MGO FUEL OVER A COURSE OF 13 HOURS. THE MAX PUMP RATE FROM THE BARGE AVERAGED 800 GALLONS PER MINUTE. EACH FULL BARGE TOOK 3.5 HOURS TO EMPTY AND THERE WAS A 4 HOUR TURN AROUND FOR THE 2ND BARGE. THE FUEL BARGE HAD A CONNECTION THAT CONVERTED OUR 8 INCH PIPE TO A SIZE SUITABLE FOR THEIR HOSE CONNECTION. THE FUEL BARGE HAD A CRANE THAT MADE IT EASY TO LIFT EQUIPMENT TO OUR REFUELING STATION. THE MASTER OF THE REFUELING BARGE RESERVES THE RIGHT NOT TO PERFORM REFUELING DURING HEAVY WEATHER.

24. MECHANICAL HANDLING FACILITIES: NTR.

25. DRYDOCKS AND REPAIR FACILITIES: NTR.

26. WAREHOUSES AND STORAGE FACILITIES: NTR.

27. OPEN STORAGE: NTR.

28. STEVEDORES: NTR.

29. PORT CAPACITY: BOTH THE OLD AND NEW HARBOR HAVE THE CAPACITY FOR SEVERAL GENERAL CARGO, FISHING, AND BULK CONTAINER VESSELS. CRUISE SHIPS ALSO FREQUENT THE NEW HARBOR. VESSELS VISITING REYKJAVIK SHOULD EXPECT TO SEE A PLETHORA OF MERCHANT TRAFFIC TRANSITING THE AREA.

30. ROAD, RAIL, AND STEAMER TRANSPORTATION: THERE ARE NO TRAINS AVAILABLE IN ICELAND, BUT TAXI CABS ARE COMMON AND ARE AVAILABLE 24 HOURS A DAY. CABS ACCEPT CREDIT CARDS OR CASH, TO INCLUDE U.S. DOLLARS. APP BASED TAXI SERVICES SUCH AS UBER AND LYFT ARE NOT AVAILABLE IN ICELAND. REYKJAVIK ALSO HAS A ROBUST PUBLIC BUS SYSTEM.
31. PHYSICAL SECURITY/FORCE PROTECTION: SENT SEPCOR.
32. SERVICE, LOGISTICS, AND OPERATIONS:
33. LIGHTERAGE: NTR.
34. DREDGES AND MISCELLANEOUS CRAFT: NTR.
35. WATER/CHT: FSH RECEIVED WATER THROUGH A PIER CONNECTION. A CHT TRUCK ARRIVED EVERY THREE HOURS BETWEEN THE HOURS OF 0700 AND 2000. NIGHT TIME CHT OFFLOAD WAS OFFERED BUT NOT REQUIRED.
36. ELECTRICITY: FSH USED SHIP'S POWER FOR THE PORT VISIT.
38. COMMUNICATIONS: NTR.
39. MEDICAL: THERE WERE SEVERAL HOSPITALS AVAILABLE IN REYKJAVIK THAT WERE IN CLOSE PROXIMITY TO THE PIER.
40. GASOLINE: NTR.
41. PROVISIONS: FSH RECEIVED A SMALL FOOD ORDER WHICH WAS DELIVERED A MERE EIGHT HOURS AFTER THE CONTRACT WAS AWARDED.
42. GARBAGE DISPOSAL: TWO INDUSTRIAL SIZED DUMPSTERS WERE AVAILABLE ON THE PIER DURING THE PORT VISIT.
43. HARBOR MASTER: NTR.
44. ORGANIZATION: NTR.
45. CUSTOMS: NTR.
46. LIST ALLOWANCES AND CHARGES: NTR.
47. PROTOCOL:
 - A. CALLS: NTR.
 - B. HONORS: NTR.
48. PORT VISIT INFORMATION
 - A. GENERAL INFORMATION: REYKJAVIK WAS A LIBERTY PORT FOR FSH.
 - B. LIBERTY: LIBERTY EXPIRED FOR E4 AND JUNIOR AT 2359 EACH NIGHT. LIBERTY FOR E5 AND SENIOR EXPIRED AT 0100. SAILORS E-5 AND SENIOR, AS WELL AS EXCEPTIONAL E1-E4 SAILORS, WERE AUTHORIZED OVERNIGHT LIBERTY.
 - C. RESTAURANTS: THERE ARE A LARGE NUMBER OF RESTAURANTS AVAILABLE
IN REYKJAVIK'S CITY CENTER. THERE IS A WIDE VARIETY OF CUISINES AVAILABLE. PRICES FOR FOOD WERE HIGH COMPARED TO MEALS OF THE SAME QUALITY IN THE UNITED STATES.
 - D. HOTELS: THERE ARE A LARGE NUMBER OF HOTEL AND HOSTEL OPTIONS AVAILABLE IN REYKJAVIK. SAILORS AUTHORIZED OVERNIGHT LIBERTY WERE REQUIRED TO PRESENT HOTEL INFORMATION TO THE QUARTERDECK UPON DEPARTURE FROM THE SHIP.

E. ATHLETICS: NTR

F. BEACHES: NTR.

G. CHURCHES: CATHOLIC MASS WAS AVAILABLE ON SUNDAY EVENING IN REYKJAVIK. HALLGR?MSKIRKJA IS A LUTHERAN PARISH CHURCH AND IS ONE OF THE MOST POPULAR TOURIST ATTRACTIONS IN THE CITY.

H. TRANSPORTATION: FSH CHARTERED 2 BUSES, 2 VANS, AND 1 SEDAN FOR USE DURING THE VISIT.

I. TOURS: MWR ARRANGED TOURS OF THE BLUE LAGOON, LOCAL HOT SPRINGS,

AND THE CITY CENTER OF REYKJAVIK VIA A VERY RESPONSIVE HUSBANDING AGENT. PRICES FOR THESE EVENTS WERE HIGH COMPARED TO MWR EVENTS DURNG OTHER PORT VISITS.

J. SHOPPING: THERE ARE A VARIETY OF SHOPPING OPPORTUNITES AVAILABLE IN REYKJAVIK CITY CENTER, AS WELL AS TWO SHOPPING MALLS IN THE OUTSKIRTS OF THE CITY.

K. THEATER AND MOVIES: NTR.

I. COMMUNITY RELATIONS: NTR.

J. MISCELLANEOUS INFORMATION:

49. COMMANDING OFFICER'S COMMENTS: WHILE EXPENSIVE, FSH TOOK ADVANTAGE

OF THE MANY OPPORTUNITIES TO TOUR SOME OF THE VERY UNIQUE GEOLOGICAL

SITES IN ICELAND, INCLUDING A GEYSER, VOLCANIC HOT SPRINGS, AND AN IMPRESSIVE WATERFALL, GULLFOSS, CREATED BY GLACIER MELT. WE ALSO TOOK ADVANTAE OF THE MANY FREE WIFI SERVICES OFFERED AT ALMOST

ALL

RESTAURANTS AND CAFES.

"RELENTLESS FIGHTING SPIRIT!"//

BT

R 241543Z OCT 18
FM USS FORREST SHERMAN
TO COMUSFLTFORCOM NORFOLK VA
INFO COMSIXTHFLT
CTF 80
CTF 65
CTF 61
CNO WASHINGTON DC
NGA NAVSAFETY WASHINGTON DC
DIRNAVCRIMINSERV QUANTICO VA
COMNAVSURFLANT NORFOLK VA
COMNAVREG MIDLANT NORFOLK VA
COMCARSTRKGRU EIGHT
NAVSUP FLT LOG CTR NORFOLK VA
COMDESRON TWO EIGHT
USS FORREST SHERMAN
BT

UNCLASS

SUBJ/PORT VISIT REPORT TO AMSTERDAM, NETHERLANDS//
REF/A/ OPOD 4000-11/USFF/SEP2011//
AMPN/REF A IS C6F OPOD 4000-11.//
MSGID/GENADMIN/FORREST SHERMAN/-/OCT//
POC/[REDACTED]/LT/NAV/EMAIL:
[REDACTED]

GENTEXT/REMARKS/

1. NAME OF PORT: AMSTERDAM, NETHERLANDS
2. GEOGRAPHIC LOCATION: 52-22 N 004-54 E
3. ALTERNATE NAMES: NTR
4. WORLD PORT INDEX NUMBER: 31060
5. NAME OF VESSEL: USS FORREST SHERMAN (DDG 98)
6. NAME OF COMMANDING OFFICER: CDR P.R. O'LOUGHLIN
7. DATE OF VISIT: 06-10 OCTOBER 2018
8. TIME ZONE: -2B
9. SIGNATURE: [REDACTED]/NAVIGATOR [REDACTED]
[REDACTED]

10. NAVIGATION INFORMATION

- A. NGA CHARTS: NTR
- B. ELECTRONIC NAVIGATION DATA: FSH UTILIZED DNC H2131060, A2131060, COA21A, GEN21A, AND GEN21B FOR TRANSIT THROUGH THE NORTH SEA CANAL INTO AMSTERDAM. ALL CHARTS WERE CORRECTED THROUGH VDU 34/18.
- C. NARRATIVE: FSH PROCEEDED EAST THROUGH THE BREAKWATER ON 06 OCTOBER 2018 AND TRANSITED THROUGH THE NORTHERN LOCK AT IJMUIDEN IN ROUTE TO AMSTERDAM FOR A ROUTINE PORT VISIT. FSH DEPARTED AMSTERDAM ON 10 OCTOBER 2018.
- D. NAVIGATION DISCREPANCIES: NTR

11. PORT DESCRIPTION: AMSTERDAM IS LOCATED AT THE EASTERN END OF THE NORTH SEA CANAL AND IS COMPOSED OF A COMPLEX OF LARGE BASINS AND QUAYS WHICH LIE SOUTH AND EAST OF ZAANDAM. NUMEROUS SMALL

BASINS

AND SHIPYARDS ARE LOCATED ALONG THE NORTH SIDE OF THE CANAL. AMSTERDAM IS LOCATED ON AN EXTENSIVE INLAND WATERWAY SYSTEM THAT CONNECTS IT TO THE PORTS OF DEN HELDER AND ROTTERDAM. THREE LOCKS, LOCATED AT IJMUIDEN, PROVIDE ACCESS TO THE NORTH SEA CANAL. FSH UTILIZED THE NORTHERN LOCK. THIS LOCK WAS 400 METERS LONG, 44 METERS WIDE, AND WAS DREDGED TO A DEPTH OF 15 METERS. FSH HAD 20 FEET BENEATH THE SONAR DOME WHILE MOORED IN THE LOCK.

12. NAVIGATION AIDS AND APPROACHES: THE TRANSIT INTO AMSTERDAM WAS FILLED WITH EXCEPTIONAL RADAR NAVIGATION AIDS. WHILE THERE WERE PLENTY OF LARGE SHORE STRUCTURES THAT MADE FOR GOOD VISUAL NAVAIDS, FEW WERE CHARTED ON DNC H2131060, MAKING IT DIFFICULT TO OBTAIN CONSISTENT VISUAL FIXES. THE INBOUND APPROACH TO THE LOCKS AT IJMUIDEN WERE MARKED BY TWO LIGHTED RANGES. THE FIRST RANGE DESIGNATED THE ENTRANCE THROUGH THE BREAKWATER AND WAS ALIGNED ON A COURSE OF 100 T. THE SECOND LIGHTED RANGE MARKED THE APPROACH TO THE LOCK AND WAS ALIGNED ON A COURSE OF 070 T. BOTH RANGES WERE CLEARLY VISIBLE IN DAYLIGHT AND WERE WELL LIGHTED TO SUPPORT NIGHT TIME TRANSITS.

DURING THE INBOUND TRANSIT, FSH TRANSITED THE 070 LEG APPROXIMATELY 15 YARDS RIGHT OF TRACK IN ORDER TO GIVE AN OUTBOUND MERCHANT VESSEL ROOM TO MANEUVER OUT OF THE LOCK AND OUT TO SEA. FSH ALSO SLOWED TO ALLOW THE HARBOR AUTHORITIES TIME TO RIG FENDERS IN THE LOCK. FSH UTILIZED A FOUR MOORING LINE CONFIGURATION WHILE MOORING IN THE LOCKS. ADDITIONALLY, FSH UTILIZED HAND TENDED FENDERS TO PROTECT THE HULL WHILE MOORING IN THE LOCKS. THE FENDERS PROVIDED BY PORT AUTHORITIES WERE INADEQUATE TO PROVIDE HULL PROTECTION. THE WATER LEVEL CHANGE WITHIN THE LOCKS VARIES WITH THE TIME OF DAY AND TIDAL STATE, BUT FSH SPENT APPROXIMATELY 30 MINUTES IN THE LOCK ON BOTH THE INBOUND AND OUTBOUND TRANSIT. THE WATER SALINITY CHANGES TO

FRESH

WATER ONCE ON THE EASTERN SIDE OF THE LOCK, RESULTING IN A SLIGHT INCREASE IN DRAFT WITHIN THE CANAL.

13. PILOTAGE: PILOTAGE IS COMPULSORY FOR ALL VESSELS OVER 75M LOA WITHIN IJMUIDEN APPROACH AND THE NORTH SEA CANAL. FSH CONTACTED THE AMSTERDAM VTS AT PIVTS(AT)PORTOFAMSTERDAM.NL 24 HOURS PRIOR TO

PILOT PICKUP TO CONFIRM ARRIVAL AND ARRANGE FOR TUGS. THE PORT AUTHORITIES WERE QUICK TO RESPOND TO ALL E-MAIL CORRESPONDENCE. FSH EMBARKED THE INBOUND PILOT IN VICINITY OF YELLOW BUOY IJM "C" IN LOCATION 52-29 N 004-25 E, 4 NM WEST OF THE BREAKWATER.

FSH HAILED AMSTERDAM VTS ON VHF CHANNEL 07 ONE HOUR PRIOR TO PILOT

PICKUP USING THE CALL SIGN "IJMUIDEN APPROACH". THE PILOT VESSEL WAS ON STATION 15 MINUTES EARLY FOR THE INBOUND TRANSIT.

THE PILOT VESSEL HAD A CANARY YELLOW HULL AND A WHITE WHEELHOUSE.

THE WORD "PILOT" WAS WRITTEN ON THE WHEELHOUSE IN ENGLISH IN BOLD BLACK LETTERS. FSH MADE UP TWO TUGS ON THE INBOUND TRANSIT ON THE 070 LEG, PRIOR TO ENTERING THE LOCK. THE FORWARD TUG MADE UP THROUGH THE BULLNOSE AND THE AFT TUG MADE UP THROUGH THE STERN CHOCK. THE TUGS DO NOT PUSH ON THE HULL, REQUIRING FSH TO TAKE A FORWARD TENDING SPRING LINE TO POWER DURING BOTH INBOUND AND OUTBOUND

TRANSITS THROUGH THE LOCK. ONCE THROUGH THE LOCK, THE TUGS FOLLOWED

FSH THROUGH THE CANAL AND MADE UP ONCE AGAIN PRIOR TO LEAVING THE

CANAL ON A COURSE OF 234 T. COORDINATION OF THE TUGS WAS DIFFICULT ALONGSIDE THE PIER. IT SEEMED THAT THE TUGS WERE PUSHING FSH TOWARDS THE PIER AT LESS THAN PERPENDICULAR ANGLES, RESULTING IN A NEED TO ORDER NON STANDARD ENGINE CONFIGURATIONS TO BRING THE SHIP

ALONGSIDE THE PIER. RECOMMEND TAKING BREAST LINES TO POWER ALONGSIDE

THE PIER TO ASSIST IN MOORING. FSH ARRANGED PILOTAGE FOR THE OUTBOUND

TRANSIT 24 HOURS OUT USING VHF CHANNEL 03 AND THE CALL SIGN "TRAFFIC SERVICE NORTH SEA CANAL". TUGS FOR THE OUTBOUND TRANSIT ARRIVED 15 MINUTES EARLY. THE PILOT, HOWEVER, ARRIVED ON BOARD 10 MINUTES LATER THAN THE SCHEDULED UNDERWAY TIME. THE PILOT FOR BOTH

TRANSITS SPOKE GOOD ENGLISH AND WERE EXCEPTIONALLY HELPFUL WITH THE APPROACH TO THE LOCKS. BOTH PILOTS TOOK CHARGE USING THE APPROPRIATE VHF CHANNELS TO DECONFLICT PASSAGE THROUGH THE CANAL

TO THE COMPLEX AMSTERDAM VESSEL TRAFFIC SERVICE. THE OUTBOUND PILOT

WAS EXCEEDINGLY HELPFUL DECONFLICTING PASSAGE INTO THE CANAL, AS THERE WERE SEVERAL BARGES MOVING INTO AND OUT OF THE SLIP WHILE GETTING UNDERWAY. HE ALSO HAD A FAR BETTER HANDLE OF TUG USAGE ALONGSIDE THE PIER.

14. ENTRANCE: FSH ENTERED THE NORTH SEA CANAL VIA THE WELL MARKED APPROACH TO IJMUIDEN BREAKWATER. FSH UTILIZED THE SOUTHERN TSS FOR APPROACH TO IJMUIDEN AND DID NOT ENTER THE DEEP WATER CHANNEL UNTIL PILOT PICKUP IN VICINITY OF YELLOW BUOY IJM "C". FSH KEPT THE YELLOW BUOYS THAT MARK THE SOUTHERN BOUNDARY OF THE DEEP

WATER CHANNEL ON HER PORT SIDE DURING THE APPROACH TO IJMUIDEN. ONCE WITHIN THE DEEP WATER CHANNEL, THE APPROACH TO THE BREAKWATER

WAS MARKED BY LATERAL BUOYS ARRANGED IN THE IALA A CONFIGURATION.

15. CHANNEL: THE NORTH SEA CANAL IS DREDGED TO A DEPTH OF 15 METERS. FSH CONSISTENTLY SAW 20 FEET BENEATH THE SONAR DOME DURING THE TRANSIT. THERE IS PLENTY OF ROOM TO MEET VESSELS MOVING IN THE OPPOSITE DIRECTION PORT TO PORT, AS THE CHANNEL IS 150-180 YARDS WIDE. THE PILOT INFORMED FSH THAT THE CHANNEL IS NOT DREDGED COMPLETELY FROM BANK TO BANK AND THAT THE WATER GETS SIGNIFICANTLY SHALLOWER WITHIN 10 METERS OF THE BANK. FSH OVERTOOK A SLOW MOVING BARGE DURING THE INBOUND TRANSIT AND HAD PLENTY OF ROOM TO DO SO. THE REQUIRED VHF CIRCUITS FOR THE AMSTERDAM VTS ARE CLEARLY MARKED USING WHITE SIGNS WITH RED BORDERS. THESE SIGNS ARE POSTED ON BOTH BANKS AND ARE CONSISTENT THROUGHOUT THE CANAL.

16. ANCHORAGES: ANCHORAGE WAS NOT PERMITTED WITHIN THE NORTH SEA CANAL. THERE IS A LARGE ANCHORAGE LOCATED SOUTH OF THE IJMUIDEN APPROACH TSS, 4 NM WEST OF THE BREAKWATER. ON THE INBOUND APPROACH, FSH PASSED OVER TWENTY VESSELS AT ANCHOR IN THIS AREA. SOME OF THE VESSELS ANCHORED WITHIN 1 NM OF THE SOUTHERN TSS BOUNDARY.

17. HAZARDS: THERE WERE SEVERAL UNCHARTED MOORING BUOYS IN THE CHANNEL

AS FSH MADE HER FINAL APPROACH TO VLOTHAVEN PIER. THE BUOYS HAVE BLACK BASES AND YELLOW TOPS. THE PILOT INFORMED FSH THAT THE LOCATION OF THESE BUOYS CHANGES FROM USE TO USE. THEY ARE USED TO MOOR BULK GRAIN CARRIERS THAT OFFLOAD THEIR STORES TO SMALLER BARGES.

WHILE MOORED, ONE OF THESE MOORING BUOYS WAS LOCATED DIRECTLY ASTERN

OF FSH AT A RANGE OF APPROXIMATELY 20 YARDS.

18. TIDES AND CURRENTS: THE TIDAL STATION AT IJMUIDEN IS THE ONLY TIDAL STATION THAT IS APPLICABLE TO THIS TRANSIT. FSH EXPERIENCED AT 2-3 DEGREE SET TO STARBOARD ON THE INBOUND TRANSIT DUE TO A 1 KNOT EBB CURRENT FROM 195 T. ONCE FSH PASSED EAST THROUGH THE BREAKWATER, HOWEVER, TIDES AND CURRENTS WERE NEGLIGIBLE AND THE SHIP WAS ABLE TO MAINTAIN COURSE WITHOUT THE NEED TO COMPENSATE FOR SET AND DRIFT. UPON MOVING WEST THROUGH THE BREAKWATER ON THE

OUTBOUND TRANSIT, FSH EXPERIENCED A 2-3 DEGREEE SET TO STARBOARD AS WE APPROACHED THE OUTBOUND TSS.

19. WEATHER AND WINDS: FSH EXPERIENCED EXCELLENT WEATHER CONDITIONS

ON BOTH THE INBOUND AND THE OUTBOUND TRANSIT. ON THE INBOUND

APPROACH, SEAS WERE 1-3 FEET AND WINDS WERE OUT OF THE SOUTH EAST AT 9 KNOTS. WINDS WERE OUT OF THE EAST AT 9 KNOTS DURING THE OUTBOUND TRANSIT. WHILE IN THE CONFINES OF THE NORTH SEA CANAL, THE SEA STATE IS MAINTAINED AT ZERO METERS. VISIBILITY WAS UNRESTRICTED FOR BOTH TRANSITS.

20. GEOGRAPHY:

A. BATHYMETRY: NTR

B. BIOLUMINESCENCE: NTR

C. SALINITY: WATER WITHIN THE NORTH SEA CANAL IS FRESH WATER.

D. SEA TEMPERATURE: 50-60.

E. RIVERINE DATA: NTR

21. BERTHING AND FACILITIES: FSH MOORED PORT SIDE TO AT VLOTHAVEN PIER, LOCATED IN THE WESTPOORT DISTRICT OF AMSTERDAM. VLOTHAVEN IS AN INDUSTRIAL AREA AND THERE WERE SEVERAL MERCHANT VESSELS AND BULK GRAIN CARRIERS IN THE AREA THROUGHOUT THE PORT VISIT. VESSELS ARE ALLOWED TO ANCHOR IN THE SLIP NEXT TO VLOTHAVEN. THERE WAS A GRAIN CARRIER AT ANCHOR APPROXIMATELY 50 YARDS FROM FSH DURING THE PORT VISIT. BARGES FREQUENTLY SAIL IN AND OUT OF THE SLIP. VLOTHAVEN IS LOCATED NEXT TO AN OPEN LOT THAT HOLDS MOTORCYCLE RIDER'S COURSES. SEVERAL CLASSES WERE IN SESSION DURING THE PORT VISIT.

22. MOORINGS, DOCKS, ETC.: THE MOORING BOLLARDS AT VLOTHAVEN WERE LARGE AND EYES OF FSH'S MOORING LINES WERE UNABLE TO FIT AROUND THEM UPON REACHING THE PIER. THE FORWARD LINEHANDLER ON THE PIER WAS REQUIRED TO MODIFY THE LINES USING A NON STANDARD KNOT TYING CONFIGURATION TO CREATE AN EYE LARGE ENOUGH TO FIT AROUND THE BOLLARDS.

23. FUEL, LUBE, AND DIESEL OIL: NTR

24. MECHANICAL HANDLING FACILITIES: NTR

25. DRYDOCKS AND REPAIR FACILITIES: NTR

26. WAREHOUSES AND STORAGE FACILITIES: NTR

27. OPEN STORAGE: NTR

28. STEVEDORES: NTR

29. PORT CAPACITY: AMSTERDAM IS ONE OF THE LARGEST MARITIME PORTS IN EUROPE AND HAS THE CAPACITY FOR LARGE NUMBERS OF MERCHANT VESSELS IN SLIPS THAT BRANCH NORTH AND SOUTH FROM THE NORTH SEA CANAL. LARGE CARGO VESSELS SHOULD BE EXPECTED DURING THE TRANSIT IN AND OUT OF AMSTERDAM. IN ADDITION, FERRIES ARE USED HEAVILY IN AMSTERDAM TO MOVE PERSONNEL THROUGH THE CITY AND ARE COMMON WITHIN THE CANAL.

30. ROAD, RAIL, AND STEAMER TRANSPORTATION: AMSTERDAM HAS A ROBUST PUBLIC TRANSPORTATION SYSTEM, INCLUDING PUBLIC BUS LINES, TRAINS, TAXIS, AND A COMPLEX SYSTEM OF FERRIES USED FOR TRANSPORTATION ON THE MANY CANALS AND INLAND WATERWAYS OF AMSTERDAM.

31. PHYSICAL SECURITY/FORCE PROTECTION: SENT SEPCOR.

32. SERVICE, LOGISTICS, AND OPERATIONS: THE HUSBANDING AGENT PROVIDED

A TIMELY RESPONSE TO ALL FSH REQUIREMENTS.

33. LIGHTERAGE: NTR.
34. DREDGES AND MISCELLANEOUS CRAFT: NTR.
35. WATER/CHT: FSH OFFLOADED CHT VIA A BARGE THAT TIED UP STARBOARD SIDE TO FOR THE ENTIRETY OF THE PORT VISIT. THE CHT HOSES WERE ATTACHED TO THE BARGE USING HOSE CLAMPS. FSH WAS ABLE TO PUMP TO THE BARGE FROM 0700-2300.
36. ELECTRICITY: FSH USED SHIP'S POWER FOR THE PORT VISIT.
38. COMMUNICATIONS: NTR
39. MEDICAL: NTR
40. GASOLINE: NTR
41. PROVISIONS: FSH RECEIVED FOUR PALLETS OF PROVISIONS DURING HER VISIT.
42. GARBAGE DISPOSAL: THERE WAS A LARGE INDUSTRIAL SIZED DUMPSTER PROVIDED AT THE PIER, LOCATED JUST OUTSIDE THE ECP. IT WAS AVAILABLE FOR THE ENTIRETY OF THE PORT VISIT.
43. HARBOR MASTER: TRAFFIC INTO AND OUT OF THE NORTH SEA CANAL IS GOVERNED BY A COMPLEX VESSEL TRAFFIC SERVICE. THE LOCAL PILOTS ASSOCIATION IS KNOWN AS "LOODSWEZEN", OR "DUTCH PILOTS".
44. ORGANIZATION: NTR.
45. CUSTOMS: NTR.
46. LIST ALLOWANCES AND CHARGES: NTR.
47. PROTOCOL:
 - A. CALLS: FSH PROVIDED TOURS TO THE DUTCH MILITARY AND THE YOUTH PRESS CORPS DURING THE PORT VISIT, UTILIZING THE ON DUTY JUNIOR OFFICERS TO PROVIDE THE TOURS.
 - B. HONORS: NTR
48. PORT VISIT INFORMATION
 - A. GENERAL INFORMATION: AMSTERDAM WAS A LIBERTY PORT FOR FSH.
 - B. LIBERTY: LIBERTY EXPIRED FOR E4 AND JUNIOR AT 2359 EACH NIGHT. LIBERTY FOR E5 AND SENIOR EXPIRED AT 0100. SAILORS E-5 AND SENIOR, AS WELL AS EXCEPTIONAL E1-E4 SAILORS, WERE AUTHORIZED OVERNIGHT LIBERTY.
 - C. RESTAURANTS: THERE WERE AN ABUNDANT NUMBER OF RESTAURANTS AVAILABLE IN THE CITY CENTER AND IN THE OUTSKIRTS OF AMSTERDAM, OFFERING NUMEROUS CUISINES. LOCAL PIZZA SHOPS AND SMALL RESTAURANTS DELIVERED FOOD TO THE SHIP FOR ON DUTY PERSONNEL.
 - D. HOTELS: THERE WERE A WIDE VARIETY OF LODGING ACCOMODATIONS AVAILABLE IN AMSTERDAM. WHILE HOTELS IN THE CITY CENTER WERE MORE EXPENSIVE THAN THOSE ON THE OUTSKIRTS OF THE CITY, PRICES WERE COMPARABLE TO PRICES IN THE UNITED STATES.
 - E. ATHLETICS: NTR
 - F. BEACHES: THE NEAREST PUBLIC BEACH WAS 20 KM FROM VLOTHAVEN.
 - G. CHURCHES: THERE ARE MORE THAN 50 CHURCHES OF VARIOUS RELIGIOUS DENOMINATIONS AVAILABLE IN AMSTERDAM.
 - H. TRANSPORTATION: TAXIS IN AMSTERDAM ARE WELL MARKED AND ARE

EASY TO OBTAIN. ADDITIONALLY, APP BASED TRANSPORTATION SERVICES SUCH AS UBER WERE AVAILABLE IN THE CITY. THE CITY OF AMSTERDAM OFFERS BIKE RENTALS IN MANY LOCATIONS. BIKE TRANSPORTATION IS ONE OF THE MOST POPULAR MODES OF TRAVEL IN THE CITY. FSH CHARTERED A LIBERTY BUS TO BRING SAILORS TO THE CITY CENTER, AS WELL AS 2 VANS AND 1 SEDAN.

I. TOURS: NTR

J. SHOPPING: THERE ARE TWO SHOPPING MALLS IN AMSTERDAM AT MAGNA PLAZA AND THE KALVERPASSAGE. THE CITY OF AMSTERDAM ALSO CONTAINS NUMEROUS SMALL SHOPS OFFERING A WIDE VARIATION OF PRODUCTS. PRICES WERE SIMILAR TO PRICES FOR PRODUCTS OF THE SAME QUALITY WITHIN THE UNITED STATES.

K. THEATER AND MOVIES: AMSTERDAM HAS SEVERAL INDEPENDENT FILM HOUSES THAT SHOW MAINSTREAM MOVIES IN BOTH DUTCH AND ENGLISH.

I. COMMUNITY RELATIONS: NTR

J. MISCELLANEOUS INFORMATION:

49. COMMANDING OFFICER'S COMMENTS: BE PARTICULARLY AWARE IN THE LOCK

INBOUND OF THE FRESH/SALT WATER EXCHANGE CURRENT. THE WATER BUILDS QUICKLY BETWEEN THE INBOARD BOW AND LOCK WALL, FORCING THE BOW OUT AND SUBSEQUENTLY, THE STERN IN. BE PREPARED BY CONFIGURING RUDDER AND ENGINES TO LIFT STERN OFF BEFORE CASTING OFF MOORING LINES.

"RELENTLESS FIGHTING SPIRIT!"//

BT

R 061011Z NOV 18
FM USS FORREST SHERMAN
TO COMUSFLTFORCOM NORFOLK VA
COMNAVWARDEVCOM NORFOLK VA
INFO COMSIXTHFLT

CTF 80

CTF 65

CTF 61

CNO WASHINGTON DC

NGA NAVSAFETY WASHINGTON DC

DIRNAVCRIMINSERV QUANTICO VA

COMNAVSURFLANT NORFOLK VA

COMNAVREG MIDLANT NORFOLK VA

COMCARSTRKGRU EIGHT

NAVSUP FLT LOG CTR NORFOLK VA

COMDESRON TWO EIGHT

USS FORREST SHERMAN

BT

UNCLASS

SUBJ/PORT VISIT REPORT TO PORTSMOUTH, UNITED KINGDOM//

REF/A/ OPORD 4000-11/USFF/SEP2011//

AMPN/REF A IS C6F OPORD 4000-11.//

MSGID/GENADMIN/FORREST SHERMAN/-/NOV//

POC [REDACTED]/LT/NAV/EMAIL:
[REDACTED]

GENTEXT/REMARKS/

1. NAME OF PORT: PORTSMOUTH, ENGLAND

2. GEOGRAPHIC LOCATION: 50-48 N 001-06 W

3. ALTERNATE NAMES: NTR

4. WORLD PORT INDEX NUMBER: 35600

5. NAME OF VESSEL: USS FORREST SHERMAN (DDG 98)

6. NAME OF COMMANDING OFFICER: CDR P.R. O'LOUGHLIN

7. DATE OF VISIT: 18-22 OCTOBER 2018

8. TIME ZONE: -1A

9. SIGNATURE: [REDACTED]/NAVIGATOR [REDACTED]
[REDACTED]

10. NAVIGATION INFORMATION

A. NGA CHARTS: NTR

B. ELECTRONIC NAVIGATION DATA: FSH UTILIZED DNC H2035600,
A2035600, COA20A, COA20B, COA20C, COA20D, AND GEN20B
FOR THE TRANSIT THROUGH THE STRAIT OF DOVER AND THE
APPROACH TO HMNB PORTSMOUTH.

C. NARRATIVE: FSH TRANSITED WESTBOUND THROUGH THE STRAIT OF
DOVER ON THE EVENING OF 17 OCTOBER 2018 IN ORDER TO ARRIVE
IN PORTSMOUTH FOR A ROUTINE PORT VISIT ON 18 OCTOBER.
FSH DEPARTED PORTSMOUTH ON 22 OCTOBER AND TRANSITED EAST

THROUGH THE STRAIT OF DOVER TO PROCEED TO OPERATIONAL TASKING IN THE NORTH SEA. FSH MOORED STARBOARD SIDE TO AT PRINCESS ROYAL JETTY.

D. NAVIGATION DISCREPANCIES: NTR

11. PORT DESCRIPTION: PORTSMOUTH IS SITUATED ON THE NORTH SIDE OF THE EAST PART OF "THE SOLENT", A STRAIT THAT SEPARATES THE ISLE OF WIGHT FROM MAINLAND ENGLAND. HMNB PORTSMOUTH IS A MAJOR NAVAL

BASE AND OCCUPIES A LARGE AREA ON THE EAST SIDE OF THE HARBOR. PORTSMOUTH CONTAINS EXTENSIVE FACILITIES FOR COMMERCIAL CAR CARRIERS AND PLEASURE CRAFT. HMNB PORTSMOUTH IS LOCATED LESS THAN ONE MILE FROM DOWNTOWN PORTSMOUTH AND IS THE HOME TO HMS VICTORY, THE FORMER FLAGSHIP OF VICE ADMIRAL LORD NELSON.

12. NAVIGATION AIDS AND APPROACHES: THERE ARE NUMEROUS VISUAL NAVIGATION AIDS ON THE APPROACH TO PORTSMOUTH AND FSH WAS ABLE TO CONSISTENTLY CORRELATE GPS POSITIONS TO VISUAL FIXES. NAB TOWER, THE PILOT PICKUP REFERENCE POSITION, WAS EASILY VISIBLE WELL OUT TO SEA ON BOTH THE INBOUND AND OUTBOUND TRANSIT. IT IS CONSTRUCTED OF STEEL AND CONCRETE, IS 28 METERS HIGH, AND IS EQUIPPED WITH AIS AND A RACON. "NO MAN'S LAND FORT" IS LOCATED IN APPROXIMATE POSITION 50-44 N 001-05 W. IT IS A ROUND STONE STRUCTURE MARKED BY A LIGHT ON THE SOUTH SIDE OF THE SOLENT, 1.2 MILES NNE OF NETTLESTONE POINT. HORSE SAND FORT IS LOCATED IN APPROXIMATE POSITION 50-45 N 001-04 W. A SUBMERGED BARRIER EXTENDS 1.7 MILES NORTH FROM THIS FORT TO THE MAINLAND SHORE. ON THE FINAL APPROACH LEGS TO HMNB PORTSMOUTH, FSH UTILIZED SOUTHSEA CASTLE LIGHT (50-47 N 001-05 W), SPIT SAND FORT (50-46 N 001-06 W) AND FORT GILKICKER (50-46 N 001-08 W) AS VISUAL NAVAIDS. PORTSMOUTH NAVAL WAR MEMORIAL, LOCATED APPROXIMATELY 2 MILES EAST OF FORT GILKICKER, AND SPINNAKER TOWER WERE ALSO WELL VISIBLE SEVERAL MILES OUT TO SEA. PICTURES AND LOCATIONS OF ALL VISUAL NAVAIDS CAN BE FOUND IN SAILING DIRECTIONS PUBLICATION 191 (ENGLISH CHANNEL).

13. PILOTAGE: PILOTAGE IS COMPULSORY WITHIN THE SOLENT FOR ALL VESSELS 48 METERS OR OVER IN LENGTH. FSH CONTACTED QHM PORTSMOUTH

AT INFO(AT)PORTSMOUTH-PORT.CO.UK AND PILOTSETA(AT)PORTSMOUTH-PORT.CO.UK 96 HOURS PRIOR TO ARRIVAL TO ARRANGE PILOT PICKUP. QHM PORTSMOUTH WAS EXTREMELY

RESPONSIVE

TO ALL E-MAIL CORRESPONDENCE AND WAS AN EXCELLENT RESOURCE FOR VOYAGE PLANNING. FSH UTILIZED VHF CHANNEL 11 TO COMMUNICATE WITH PILOTS WHILE MAKING THE APPROACH TO HMNB PORTSMOUTH. FSH

REQUESTED

USE OF THE DEEP DRAFT NAB CHANNEL FOR APPROACH TO PORTSMOUTH BUT WAS DIRECTED BY QHM PORTSMOUTH TO TRANSIT TO THE WEST OF THE

APPROACH CHANNEL BETWEEN NEW GROUNDS SHOAL AND THE NUMBER 4 NAB

CHANNEL BUOY. FSH EMBARKED THE PILOT IN POSITION 50-40 N 000-58.70 W, 1 NAUTICAL MILE WEST OF NAB TOWER LIGHT. THE PILOT LAUNCH HAD A BLACK HULL AND A WHITE WHEELHOUSE. THE CALLSIGN FOR THE PILOT LAUNCH WAS "SD SOLENT RACER" AND WAS WRITTEN ON THE HULL

IN WHITE LETTERS. THE PILOT LAUNCH ARRIVED AT THE EMBARKATION POSITION 15 MINUTES PRIOR TO THE SCHEDULED PILOT PICKUP TIME AND THE PILOT EMBARKED FSH VIA A PILOT'S LADDER RIGGED ON THE FLIGHT DECK, 1 METER ABOVE THE WATERLINE. FSH RECEIVED TWO TUGS ON BOTH THE INBOUND AND OUTBOUND TRANSIT. ONE OF THE TUGS WAS AN SD 2909 CLASS, AND THE OTHER WAS AN SD 2509 CLASS. THE PILOT DEPARTED THE SHIP ON THE OUTBOUND TRANSIT 3 NM NW OF NAB TOWER LIGHT, AS SOON AS FSH TURNED SOUTH TO TRANSIT BETWEEN NEW GROUNDS SHOAL AND NAB

CHANNEL.

14. ENTRANCE: THE APPROACH TO HMNB PORTSMOUTH AND THE ENTRANCE CHANNEL BETWEEN FORT GILKICKER AND SOUTHSEA IS WELL MARKED BY LATERAL BUOYS ARRANGED IN THE IALA A CONFIGURATION. IN ADDITION TO THE LATERAL BUOYS, THERE ARE NUMEROUS ISOLATED DANGER MARKS ON BOTH SIDES OF THE CHANNEL. EACH ISOLATED DANGER MARKER WAS EQUIPPED WITH A CARDINAL TOPMARK THAT INDICATED THE PREFERRED SIDE ON WHICH TO TRANSIT PAST THE NAVIGATION HAZARD. THE ENTRANCE CHANNEL TO PORTSMOUTH HARBOR IS 260 YARDS WIDE AT ITS NARROWEST POINT. FSH UTILIZED TWO SECTOR LIGHTS ON THE APPROACH TO HMNB PORTSMOUTH. THE FIRST WAS ALIGNED ON A COURSE OF 351 T. THE SECOND WAS ALIGNED ON A COURSE OF 334 T. THE PILOT UTILIZED LOCAL KNOWLEDGE TO GUIDE FSH INTO THE HARBOR AND THE SHIP DEVIATED FROM THE PLOTTED VMS COURSE AFTER FOLLOWING PILOT GUIDANCE.

15. CHANNEL: NAB CHANNEL HAS A WIDTH OF 397 METERS AND IS ENTERED 1 MILE NNE OF NAB TOWER. NAB CHANNEL LEADS 2 MILES NNW AND NW INTO THE SOLENT. THE CHANNEL IS MARKED BY YELLOW BUOYS WITH "X" TOPMARKS AND IS DREDGED TO A DEPTH OF 13.3 METERS. AT HIGH WATER, NAB CHANNEL CAN ACCOMODATE VESSELS WITH DRAFTS UP TO 14.9 METERS. VESSELS INTENDING TO USE NAB DEEP DRAFT CHANNEL ARE REQUIRED TO OBTAIN CLEARANCE FROM SOUTHAMPTON VTS PRIOR TO ENTRY BOTH INBOUND AND OUTBOUND. FSH REQUESTED TO USE THE CHANNEL FOR BOTH TRANSITS BUT WAS DIRECTED TO TRANSIT TO THE WEST OF THE CHANNEL BETWEEN NEW GROUNDS SHOAL AND THE NUMBER 4 NAB CHANNEL BUOY DUE TO THE HIGH TIDE BOTH INBOUND AND OUTBOUND. AFTER SAILING PAST THE TERMINUS OF THE NAB CHANNEL FSH TURNED TO 289 T TO INTERCEPT THE ENTRANCE CHANNEL TO PORTSMOUTH.

16. ANCHORAGES: MAN OF WAR ANCHORAGES 1-8 ARE 3 NM SOUTH OF THE

ENTRANCE CHANNEL AND ARE WELL MARKED ON VMS. THESE REPRESENT THE LAST CHANCE FOR A DDG TO ANCHOR PRIOR TO ENTERING PORTSMOUTH HARBOR. WATER IN VICINITY OF NAB TOWER IS DEEP ENOUGH TO CONDUCT AN ANCHORAGE BUT CLEARANCE MUST BE OBTAINED BY SOUTHAMPTON VTS PRIOR TO DOING SO. BOTTOM TYPE IS SAND AND SHINGLE THROUGHOUT THE SOLENT.

17. HAZARDS: PORTSMOUTH HARBOR FOG ROUTINE WILL BE ANNOUNCED ON VHF CHANNELS 11, 13, AND 73 WHEN VISIBILITY IS REDUCED SO LOW THAT NORMAL SHIPPING MOVEMENTS ARE CONSIDERED DANGEROUS.

WHEN FOG ROUTINE IS IN EFFECT, VESSELS OF OVER 20 METERS IN LENGTH MUST OBTAIN PERMISSION FROM QHM PORTSMOUTH ON VHF 11 BEFORE MOVING IN THE HARBOR OR ITS APPROACH CHANNELS. DEW POINT SPREAD SHOULD BE CLOSELY MONITORED PRIOR TO MAKING AN APPROACH TO OR DEPARTURE FROM PORTSMOUTH HARBOR. ADDITIONALLY, THERE ARE SEVERAL SUBMERGED WRECKS AND HAZARDS TO NAVIGATION IN VICINITY OF THE APPROACH CHANNEL TO PORTSMOUTH HARBOR. EACH HAZARD WAS WELL MARKED WITH AN ISOLATED DANGER BUOY,

HOWEVER AND DID NOT INTERFERE WITH TRANSIT INTO OR OUT OF PORT.

18. TIDES AND CURRENTS: THERE ARE TWO TIDAL STATIONS ON THE TRANSIT INTO AND OUT OF PORTSMOUTH. IN VICINITY OF THE FIRST TIDAL STATION, AT NAB TOWER, FSH EXPERIENCED A .7 KNOT FLOOD FROM DIRECTION 261 T AND TRANSITED AT HIGH TIDE, 11.5 FEET ABOVE THE CHARTED DEPTH. FSH WAS REQUIRED TO ORDER COURSES 5 DEGREES TO STARBOARD OF THE PLOTTED COURSE IN ORDER TO MAKE THE APPROPRIATE

COURSES OVER GROUND. FSH SAW NO LESS THAN 19 FEET BENEATH THE DOME

WHILE TRANSITING BETWEEN NEW GROUNDS SHOAL AND THE NUMBER 4 BUOY,

DESPITE THE CHARTED DEPTH BEING LESS THAN THE SHIP'S SAFETY DRAFT AND VMS SHOWING DANGER SOUNDINGS. IN VICINITY OF PORTSMOUTH HARBOR

TIDAL STATION, FSH TRANSITED AT 11.8 FEET ABOVE THE CHARTED DEPTH AND EXPERIENCED A .4 KNOT EBB FROM DIRECTION 350 T. ON THE OUTBOUND TRANSIT, FSH EXITED THE HARBOR AT 14.4 FEET ABOVE THE CHARTED DEPTH.

19. WEATHER AND WINDS: WINDS AND SEAS WERE MILD ON BOTH THE INBOUND AND OUTBOUND TRANSITS. FSH DID NOT ENCOUNTER PORTSMOUTH HARBOR FOG ROUTINE AND VISIBILITY WAS UNRESTRICTED DURING BOTH TRANSITS. SEA STATE FOR BOTH TRANSITS WAS 1-3 FEET NORTH OF NAB TOWER LIGHT.

20. GEOGRAPHY:

A. BATHYMETRY: NTR

B. BIOLUMINESCENCE: NTR

C. SALINITY: NTR

D. SEA TEMPERATURE: 55-65

E. RIVERINE DATA: NTR

21. BERTHING AND FACILITIES: FSH MOORED STARBOARD SIDE TO AT PRINCESS ROYAL JETTY, LOCATED AT HMNB PORTSMOUTH. LARGE YOKOHAMA FENDERS WERE AVAILABLE FOR MOORING.
23. FUEL, LUBE, AND DIESEL OIL: FSH REFUELED WHILE IN PORT, RECEIVING 100,700 GALLONS OF F-76 FROM A REFUELING BARGE MADE UP PORT SIDE TO. FUEL DELIVERY MUST BE COORDINATED THROUGH THE BASE. HMNB PORTSMOUTH WILL NOT ALLOW THIRD PARTY VENDOR ACCESS TO DELIVER FUEL. THE REFUELING BARGE WAS ON TIME, HAD THE REQUIRED ADAPTER FOR REFUELING, AND HAD THE APPROPRIATE FENDERS ATTACHED IN ORDER TO COME ALONGSIDE.
24. MECHANICAL HANDLING FACILITIES: NTR
25. DRYDOCKS AND REPAIR FACILITIES: NTR
26. WAREHOUSES AND STORAGE FACILITIES: NTR
27. OPEN STORAGE: NTR
28. STEVEDORES: NTR
29. PORT CAPACITY: PORTSMOUTH HAS EXTENSIVE FACILITIES FOR COMMERCIAL CAR CARRIERS AND PLEASURE CRAFT AND CAN SUPPORT WARSHIPS OF VARIOUS DRAFTS. THERE ARE NUMEROUS MOORING BUOYS FOR PLEASURE CRAFT TO THE WEST OF HMNB PORTSMOUTH AND THERE WAS A LOT OF SMALL BOAT TRAFFIC INTO AND OUT OF THE HARBOR DURING THE ENTIRETY OF THE PORT VISIT.
30. ROAD, RAIL, AND STEAMER TRANSPORTATION: THE NEAREST RAILWAY STATION TO HMNB PORTSMOUTH LION'S GATE EXIT IS "PORTSMOUTH HARBOR", A 2 MINUTE WALK FROM THE GATE. TRAINS GO DIRECTLY TO LONDON WATERLOO AND SOUTHAMPTON, AS WELL AS OTHER SMALLER TOWNS NEARBY. ALTERNATIVELY, THE NEAREST STATION FROM TRAFALGAR GATE EXIT IS "PORTSMOUTH AND SOUTHSEA", WHICH IS A 15 MINUTE WALK. TRAINS FROM HERE GO DIRECTLY TO LONDON (WATERLOO, VICTORIA) AND SOUTHAMPTON. LOCAL BUSES GO AROUND THE CITY AND RUN APPROXIMATELY EVERY 10 MINUTES BETWEEN 0800 AND 1800. BUS ROUTE 1 GOES THROUGH THE CITY CENTER TO SOUTHSEA SEA FRONT. BUS ROUTE 2 CAN GO TO ELM GROVE/ALBERT ROAD, WHERE THERE IS A LARGE CONCENTRATION OF RESTAURANTS, CAFES, AND BARS. AFTER 1800, BUS SERVICE IS LESS REGULAR.
31. PHYSICAL SECURITY/FORCE PROTECTION: SENT SEPCOR.
32. SERVICE, LOGISTICS, AND OPERATIONS: THE HUSBANDING AGENT PROVIDED A TIMELY RESPONSE TO ALL FSH REQUIREMENTS.
33. LIGHTERAGE: FSH RECEIVED PARTS AND MAIL DURING THE PORT VISIT.
34. DREDGES AND MISCELLANEOUS CRAFT: NTR
35. WATER/CHT: WATER AND CHT HOOKUPS WERE ON THE PIER. THE BASE HAD

ADAPTERS FOR WATER HOSES. FSH USED BASE HOSES FOR CHT. WHEN ON BOARD WATER USE WAS HIGH, POTABLE WATER PRESSURE WAS LOW. FSH WAS REQUIRED TO FILL FRESH WATER TANKS AND USE OWN SHIP PUMPS TO MAINTAIN PRESSURE.

36. ELECTRICITY: FSH USED SHIP'S POWER FOR THE PORT VISIT.
38. COMMUNICATIONS: NTR
39. MEDICAL: NTR
40. GASOLINE: NTR
41. PROVISIONS: FSH RECEIVED FROZEN STORES AND FFV DURING THE PORT VISIT. DELIVERY POC AND VEHICLE INFORMATION HAS TO BE PROVIDED IN ADVANCE TO ARRANGE AN ESCORT THROUGH THE BASE.
42. GARBAGE DISPOSAL: THERE WERE LARGE INDUSTRIAL SIZED DUMPSTERS AVAILABLE ON THE PIER FOR FSH USE DURING THE PORT VISIT. ENVIRONMENTAL REGULATIONS REQUIRE THE USE OF CLEAR PLASTIC BAGS (HN HAD AVAILABLE FOR USE) AND TRASH MUST REMAIN SEPARATED.
43. HARBOR MASTER: QUEEN'S HARBOUR MASTER (QHM) PORTSMOUTH COORDINATES THE MOVEMENTS OF ALL VESSELS NORTH OF A LINE BETWEEN GILKICKER POINT AND HORSE SAND FORT LIGHT. VTS SOUTHAMPTON COORDINATES THE MOVEMENTS OF ALL VESSELS 20 METERS OR MORE IN THE SOLENT AND SOUTHAMPTON WATER, EXCLUDING AREAS COVERED BY QHM PORTSMOUTH.
44. ORGANIZATION: NTR
45. CUSTOMS: FSH RECEIVED TEN INVITES TO "TRAFALGAR NIGHT" A HIGHLY FORMAL EVENT THAT CELEBRATED THE ROYAL NAVY'S RESOLUTE VICTORY OVER FRENCH AND SPANISH FLEETS AT THE BATTLE OF TRAFALGAR IN 1805. FSH'S COMMANDING OFFICER, XO, CMC AND DEPARTMENT HEADS ALSO RECEIVED AN INVITE TO A TRAFALGAR DAY COMMEMORATION ON BOARD HMS VICTORY ON 21 OCTOBER. FORMAL MESS UNIFORMS SHOULD BE ON HAND FOR SHIPS VISITING PORTSMOUTH DURING THESE DATES.
46. LIST ALLOWANCES AND CHARGES: NTR.
47. PROTOCOL:
 - A. CALLS: FSH CO CALLED ON HMNB PORTSMOUTH COMMANDING OFFICER SHORTLY AFTER ARRIVING.
 - B. HONORS: FSH RENDERED HONORS TO HMS VICTORY ON THE INBOUND AND OUTBOUND TRANSIT. FSH MANNED THE RAILS IN SERVICE DRESS BLUES ON THE INBOUND TRANSIT.
48. PORT VISIT INFORMATION
 - A. GENERAL INFORMATION: PORTSMOUTH WAS A LIBERTY PORT FOR FSH.
 - B. LIBERTY: LIBERTY EXPIRED FOR E4 AND JUNIOR AT 2359 EACH NIGHT. LIBERTY FOR E5 AND SENIOR EXPIRED AT 0100. SAILORS E5-E6, AS WELL AS EXCEPTIONAL E1-E4 SAILORS, WERE AUTHORIZED OVERNIGHT LIBERTY.
 - C. RESTAURANTS: GUNWHARF QUAY HAS NUMEROUS CHAIN RESTAURANTS AND BARS,
LOCATED JUST OUTSIDE THE BASE. TIGER TIGER WAS A POPULAR BAR/CLUB.

IT IS HIGHLY RECOMMENDED SHORE PATROL FREQUENT THIS ESTABLISHMENT

DURING THEIR ROUNDS.

D. HOTELS: THERE WERE JUST A FEW HOTEL OPTIONS AVAILABLE IN PORTSMOUTH. THERE IS MORE ROBUST SELECTION OF LODGING OPTIONS AVAILABLE IN LONDON.

E. ATHLETICS: NTR

F. BEACHES: NTR

G. CHURCHES: THERE ARE NUMEROUS CHURCHES OF VARIOUS RELIGIOUS DENOMINATIONS AVAILABLE IN PORTSMOUTH AND LONDON.

H. TRANSPORTATION: A PASSENGER BUS FOR CREW USE WAS NOT AUTHORIZED

DUE TO THE TRAIN STATION AND BUS STOPS THAT WERE LOCATED WITHIN A TEN MINUTE WALK FROM THE SHIP.

I. TOURS: NTR

J. SHOPPING: THERE ARE NUMEROUS SHOPPING MALLS AVAILABLE IN PORTSMOUTH AND LONDON IN ADDITION TO SEVERAL SMALL BUSINESSES SELLING LOCAL SOUVENIRS AND AMMENITIES.

K. THEATER AND MOVIES: NTR

I. COMMUNITY RELATIONS: NTR

J. MISCELLANEOUS INFORMATION: SAILORS WISHING TO PAY A VISIT TO STONEHENGE SHOULD UTILIZE THE TRAIN STATION IN SALISBURY. APP BASED TAXI SERVICES SUCH AS UBER ARE AVAILABLE IN THE UNITED KINGDOM.

49. COMMANDING OFFICER'S COMMENTS: FSH ENJOYED A WONDERFUL PVST IN PORTSMOUTH, A PLACE RICH IN NAUTICAL AND NAVAL HISTORY. ANY VISITING USN WARSHIP WILL FIND THEIR ROYAL NAVY HOSTS EXTREMELY PROFESSIONAL AND ACCOMODATING.

"RELENTLESS FIGHTING SPIRIT!"//

BT

R XXXXXXZ NOVEMBER 2018

FM USS FORREST SHERMAN

TO COMUSFLTFORCOM NORFOLK VA

COMNAVWARDECVOM NORFOLK VA

INFO COMSIXTHFLT

CDR USTRANSCOM SCOTT AFB IL

CTF 80

CTF 65

CTF 61

CNO WASHINGTON DC

NGA NAVSAFETY WASHINGTON DC

DIRNAVCRIMINSERV QUANTICO VA

COMNAVSURFLANT NORFOLK VA

COMNAVREG MIDLANT NORFOLK VA

COMCARSTRKGRU EIGHT

NAVSUP FLT LOG CTR NORFOLK VA

COMDESRON TWO EIGHT

USS FORREST SHERMAN

BT

UNCLASS

SUBJ/PORT VISIT REPORT TO LISBON, PORTUGAL //

REF/A/ OPOD 4000-11/USFF/SEP2011//

AMPN/REF A IS C6F OPOD 4000-11.//

MSGID/GENADMIN/FORREST SHERMAN/-/NOV//

POC/[REDACTED]/LT/NAV/EMAIL:

[REDACTED]
GENTEXT/REMARKS/

1. NAME OF PORT: LISBON, PORTUGAL
2. GEOGRAPHIC LOCATION: 38-42 N 009-10 W
3. ALTERNATE NAMES: LISBOA
4. WORLD PORT INDEX NUMBER: 37990
5. NAME OF VESSEL: USS FORREST SHERMAN (DDG 98)
6. NAME OF COMMANDING OFFICER: CDR P.R. O'LOUGHLIN
7. DATE OF VISIT: 10-14 NOVEMBER 2018
8. TIME ZONE: ZULU
9. SIGNATURE: [REDACTED] NAVIGATOR [REDACTED]
[REDACTED]

10. NAVIGATION INFORMATION

A. NGA CHARTS: NTR

B. ELECTRONIC NAVIGATION DATA: FSH UTILIZED DNC H0837990, COA08D, COA08E, AND GEN08 FOR TRANSIT THROUGH THE TAGUS RIVER TO LISBON. THERE WERE NO APPROACH CHARTS AVAILABLE FOR THIS TRANSIT.

C. NARRATIVE: FSH TRANSITED TOWARDS LISBON FROM THE SOUTH ON THE EVENING OF 09 NOVEMBER 2018 IN ORDER TO EXECUTE A ROUTINE PORT VISIT FROM 10-14 NOVEMBER. FSH WAS IN COMPANY WITH USS HARRY S. TRUMAN WHO ANCHORED IN THE TAGUS RIVER DURING THE SAME DATES. FSH MOORED PORT SIDE TO AT CAIS DE ALCANTARA, A CONTAINER AND GENERAL CARGO TERMINAL CLOSE EAST OF THE PONTE 25 DE ABRIL SUSPENSION BRIDGE ON THE NORTH BANK OF THE TAGUS RIVER.

D. NAVIGATION DISCREPANCIES: FSH ENCOUNTERED SEVERAL UNCHARTED FISHING BUOYS DURING THE TRANSIT THROUGH THE TAGUS RIVER TO LISBON. ADDITIONALLY, WHILE THE DEPTH AT THE WESTERN EDGE OF

ALCANTARA PIER IS CHARTED AT 9.2 METERS, THE PILOTS AND PORT AUTHORITIES REPORTED THAT THE ACTUAL DEPTH IS APPROXIMATELY 11.5 METERS. FSH SAW NO LESS THAN 10 FEET BENEATH THE SONAR DOME WHILE MOORED AT ALCANTARA PIER.

11. PORT DESCRIPTION: LISBON IS THE CAPITAL AND PRINCIPAL PORT OF PORTUGAL. THE CITY OF LISBON RISES FROM THE NORTH BANK OF THE TAGUS RIVER AND CONSISTS OF A DENSE MASS OF BUILDINGS OCCUPYING THE SOUTH SLOPE OF A SUCCESSION OF HILLS. SHIPS ENTERING LISBON ARE REQUIRED TO TRANSIT ACROSS THE BARRA GRANDE, THE PRINCIPAL ENTRANCE CHANNEL TO THE TAGUS RIVER. THERE ARE APPROXIMATELY 7 MILES OF BERTHING SPACE AVAILABLE WITHIN THE PORT OF LISBON FOR GENERAL CARGO, CAR CARRIERS, CONTAINER, TANKER, LPG, AND BULK VESSELS.

12. NAVIGATION AIDS AND APPROACHES: THERE IS AN ABUNDANCE OF EXCELLENT VISUAL AIDS ON BOTH BANKS OF THE TAGUS RIVER ON THE APPROACH TO LISBON. FSH UTILIZED FORTE DE SAO JULIAO LIGHT, FORT BUGIO, THE LISBON HARBOR CONTROL TOWER, TORRE DE BELEM, THE NORTH AND SOUTH SPANS OF THE PONTE 25 DE ABRIL SUSPENSION BRIDGE, AND THE CHRIST THE KING STATUE ON THE SOUTH BANK OF THE RIVER AS VISUAL NAVIGATION AIDS DURING THE APPROACH. THE SPECIFIC LOCATION AND PHYSICAL DESCRIPTION OF ALL VISUAL NAVAIDS IS AVAILABLE IN SAILING DIRECTIONS PUBLICATION 143. DUE TO THE THICK FOG THAT FREQUENTS LISBON HARBOR IN CALM PERIODS BETWEEN OCTOBER

AND FEBRUARY, IT IS HIGHLY RECOMMENDED THAT SHIPS SAILING TO LISBON ESTABLISH A LARGE NUMBER OF RADAR NAVIGATION AIDS TO PREPARE FOR LOW VISIBILITY PILOTING. THE ENTRANCE TO THE BARRA GRANDE IS MARKED BY LATERAL BUOYS ARRANGED IN THE IALA A

CONFIGURATION. THERE ARE NO RED LATERAL BUOYS AND THE ENTRANCE CHANNEL IS MARKED ONLY BY GREEN LATERAL BUOYS EQUIPPED WITH NORTHERN TOP MARKS. THERE ARE SEVERAL YELLOW AND BLACK ISOLATED DANGER BUOYS ON THE NORTH BANK OF THE RIVER. THE ENTRANCE FAIRWAY

IS INDICATED BY A LIGHTED RANGE WHICH IS ALIGNED ON A COURSE OF 047 T. THIS RANGE IS WELL MARKED ON THE CHART AND IS CONTINUOUSLY FLOODLIT BY RED LIGHTS IN ORDER TO RENDER THE RANGE LIGHTS DISTINGUISHABLE FROM THE CITY LIGHTS THAT SURROUND IT. FSH SAILED UNDERNEATH THE PONTE 25 DE ABRIL SUSPENSION BRIDGE IN ROUTE TO ALCANTARA TERMINAL. THE BRIDGE IS SUPPORTED BY TWO MAIN PILLARS AND HAS A VERTICAL CLEARANCE OF 70 METERS BETWEEN PILLARS.

13. PILOTAGE: PILOTAGE IS COMPULSORY FOR ALL VESSELS INWARD OF TORRE DE BELEM, LOCATED IN POSITION 38-42 N 009-13 W. THE PILOT PICKUP LOCATION IS WELL MARKED ON THE CHART AND IS LOCATED APPROXIMATELY 0.3 MILES SOUTH OF TORRE DE BELEM. FSH REQUESTED PILOT PICKUP WEST OF THE ENTRANCE TO BARRA GRANDE IN ORDER TO FACILITATE TRANSIT INTO THE RIVER, BUT WAS DIRECTED TO PROCEED THROUGH THE RIVER TO EMBARK THE PILOT SOUTH OF BELEM TOWER. FSH COORDINATED PILOTAGE VIA VHF CHANNEL 14 THREE HOURS PRIOR TO DESIRED PILOT PICKUP AND WAS DIRECTED TO RIG THE PILOTS LADDER ON THE PORT SIDE, ONE METER ABOVE THE WATERLINE. FSH REACHED OUT TO ALL PILOTAGE E-MAIL ADDRESSES LISTED IN THE SAILING DIRECTIONS FOR ADDITIONAL GUIDANCE PRIOR TO ENTERING PORT, BUT RECEIVED NO RESPONSE. PILOTAGE HAD TO BE COORDINATED VIA THE SHIP'S HUSBANDING AGENT. UPON REACHING THE PILOT PICKUP LOCATION, THE PILOT INFORMED FSH THAT HE WAS UNABLE TO ASCEND THE PILOTS LADDER

MIDSHIPS. AFTER SEVERAL FAILED ATTEMPTS TO BOARD, THE PILOT REQUESTED THAT THE PILOTS LADDER BE RIGGED ON THE FLIGHT DECK TO FACILITATE THE BOARDING PROCESS. DESPITE THE SMALLER FREEBOARD, THE PILOT STILL WAS UNABLE TO BOARD THE SHIP. FSH LOWERED HER READY RHIB, LOADED THE PILOT INTO THE RHIB, AND HAULED HIM ON TO THE SHIP VIA SLAD. MEANWHILE, DESPITE HAVING SLOWED TO THREE KNOTS TO AID THE BOARDING PROCESS, FSH HAD SAILED TOO FAR DOWN RIVER TO MAKE A SMOOTH APPROACH TO ALCANTARA PIER AND HAD TO SAIL BACK UP RIVER IN ORDER TO RESET AND MAKE A BETTER APPROACH TO THE PIER. FSH SAILED UNDERNEATH THE PONTE 25 DE ABRIL SUSPENSION BRIDGE THREE TIMES BEFORE MOORING PORT SIDE TO AT ALCANTARA PIER, SUCCESSFULLY OP-TESTING HER AIR DRAFT. IN VICINITY OF THE PIER, THE TUGS REFUSED TO PUSH, AND WERE MADE UP VIA THE BULLNOSE AND STERN CHOCK USING LONG LEAD LINES. FSH RECEIVED A MORE PROFESSIONAL PILOT ON THE OUTBOUND TRANSIT. HE WAS ABLE TO DISEMBARK VIA PILOTS LADDER, AS BRIEFED.

14. ENTRANCE: SEE SECTION 12.

15. CHANNEL: THE NARROWEST POINT OF THE BARRA GRANDE IS 1300 YARDS. THE NARROWEST POINT OF THE TAGUS RIVER IS 1800 YARDS. PLEASE REFER TO SECTION 12 FOR ADDITIONAL INFORMATION REGARDING THE CHANNEL.

16. ANCHORAGES: THERE ARE DESIGNATED ANCHORAGE AREAS FOR MERCHANT

VESSELS IN THE BAIA DE CASCAIS. VESSELS WITH DRAFTS GREATER THAN 5M SHOULD ANCHOR IN THE DESIGNATED ANCHORAGE 1.9 MILES SW OF PONTO DO SAL. THIS ANCHORAGE AREA IS WELL MARKED ON THE CHART. IN ADDITION, THERE ARE 4 ANCHORAGE BERTHS DESIGNATED 3.0, 3.1,

3.2, AND 3.3 CLOSE TO THE SOUTHERN BANK OF THE TAGUS RIVER. ALL ARE SITUATED IN A DEPTH OF 33 METERS AND ARE SSW OF TORRE DE BELEM. BOTTOM TYPE IS SOFT MUD IN ALL ANCHORAGE POSITIONS. USS HARRY S. TRUMAN UTILIZED THE 3.0 ANCHORAGE DURING HER PORT VISIT.

17. HAZARDS: FISHING VESSELS FREQUENT THE APPROACHES TO THE TAGUS RIVER AND LEAVE A LARGE NUMBER OF NETS, POTS, AND BUOYS BEHIND. THESE FISHING DEVICES ARE ALL UNCHARTED AND A SHARP VISUAL LOOKOUT SHOULD BE MAINTAINED FOR EARLY DETECTION OF SUCH OBJECTS.
18. TIDES AND CURRENTS: IN THE MIDDLE OF BARRA GRANDE, TIDAL CURRENTS SET DIRECTLY ALONG ITS AXIS. WHILE SAILING NNW THROUGH THE BARRA GRANDE, FSH EXPERIENCED LITTLE TO NO SET TO PORT OR STARBOARD AND WAS ONLY REQUIRED TO ORDER 3 KNOTS ADDITIONAL SPEED IN ORDER TO MAKE GOOD THE PLANNED SOA. DURING ORDINARY WEATHER, THE MAXIMUM RATE OF FLOOD CURRENT ON THE BAR IS 3 KNOTS AND THE MAXIMUM RATE OF EBB CURRENT IS 4 KNOTS. THESE MAGNITUDES MAY INCREASE AFTER STORMS OR PERIODS OF HEAVY RAINFALL. HIGHLY RECOMMEND PLANNING APPROACH AND DEPARTURE TIMES NEAR PERIODS OF RELATIVE SLACK WATER, WHICH OCCUR TWICE DAILY. OFF THE CITY OF LISBON, THE EBB CURRENT OFTEN OBTAINS A MAGNITUDE OF 6 TO 7 KNOTS. RECOMMEND UTILIZING A HEAVY WEATHER MOORING CONFIGURATION WHILE IN PORT LISBON. FSH WAS NOT SET SIGNICANTLY OFF TRACK WHILE SAILING ON AXIS WITH THE FLOW OF THE RIVER BANK. WHILE MOORED, FSH EXPERIENCED AN 8-10 FOOT TIDAL RANGE DAILY.
19. WEATHER AND WINDS: DURING THE INBOUND TRANSIT, FSH EXPERIENCED ON SETTING WINDS FROM THE SOUTHWEST AT 15-20 KNOTS. VISIBILITY

THROUGHOUT THE APPROACH WAS 3-5 NAUTICAL MILES DUE TO FOG AND HAZE AND DECREASED TO LESS THAN 1 NAUTICAL MILE IN VICINITY OF THE SUSPENSION BRIDGE. FOGGY CONDITIONS WERE PREVALENT THROUGHOUT

THE ENTIRETY OF THE PORT VISIT, OCCURRING IN THE MID MORNING AND TYPICALLY BURNING OFF BY MID AFTERNOON. VISIBILITY WAS UNRESTRICTED DURING THE OUTBOUND TRANSIT WITH WINDS BLOWING FROM

THE NORTH WEST AT 10-15 KNOTS.

20. GEOGRAPHY:

A. BATHYMETRY: NTR

B. BIOLUMINESCENCE: NTR

C. SALINITY: NTR

D. SEA TEMPERATURE: 60-70

E. RIVERINE DATA: THE TAGUS RIVER IS A SALT WATER ESTUARY WITH AN AVERAGE DEPTH OF 30 METERS AND A BOTTOM TYPE OF SOFT MUD.

21. BERTHING AND FACILITIES: ALCANTARA PIER IS A CONTAINER AND GENERAL CARGO TERMINAL LOCATED CLOSE E OF THE SUSPENSION BRIDGE ON THE NORTH SIDE OF THE RIVER. IT IS 1,100 METERS LONG WITH AVERAGE PIERSIDE DEPTHS RANGING FROM 10-13 METERS. LARGE YOKOHAMA

FENDERS WERE REQUESTED BUT WERE UNAVAILABLE. HOWEVER, THE PIER WAS EQUIPPED WITH INSTALLED FENDERS THAT WERE SUITABLE FOR HULL PROTECTION. THE PROVIDED BROW WAS ADEQUATE BUT CONSISTENTLY SHIFTED AROUND DUE TO THE HEAVY CURRENTS AND LARGE TIDAL RANGE INHERENT WITH MOORING IN THE TAGUS RIVER. RECOMMEND SECURING THE BROW WITH HEAVY CHAINS.

23. FUEL, LUBE, AND DIESEL OIL: [CHENG INPUT]

24. MECHANICAL HANDLING FACILITIES: NTR
25. DRYDOCKS AND REPAIR FACILITIES: NTR
26. WAREHOUSES AND STORAGE FACILITIES: NTR
27. OPEN STORAGE: NTR
28. STEVEDORES: NTR
29. PORT CAPACITY: THERE ARE SEVEN MILES OF BERTHING SPACE AVAILABLE WITHIN THE LIMITS OF LISBON HARBOR AND VISITING SHIPS SHOULD EXPECT TO SEE A LARGE NUMBER OF MERCHANT VESSELS, HEAVY CARGO VESSELS, AND FERRIES.
30. ROAD, RAIL, AND STEAMER TRANSPORTATION: SEE 48 H.
31. PHYSICAL SECURITY/FORCE PROTECTION: SENT SEPCOR.
32. SERVICE, LOGISTICS, AND OPERATIONS: THE HUSBANDING AGENT WAS ABLE TO PROVIDE A CRANE AND MAN BASKET FOR AN URGENT SHIP REPAIR. CHANGING THE BUS SCHEDULE REQUIRED CONSTANT COMMUNICATION BETWEEN THE HUSBANDING AGENT AND THE LOCAL COMPANY PROVIDING THE SERVICE.
33. LIGHTERAGE: FSH RECEIVED PARTS AND MAIL DURING THE PORT VISIT.
34. DREDGES AND MISCELLANEOUS CRAFT: NTR
35. WATER/CHT: POTABLE WATER IS PROVIDED VIA PIER CONNECTION. CHT IS OFFLOADED VIA TRUCK. RECOMMEND COORDINATING A SPECIFIC TIME TO CHANGE OUT TRUCKS AND THAT THEY PROVIDE THE SAME SIZE TRUCK EACH TIME.
36. ELECTRICITY: FSH USED SHIP'S POWER FOR THE PORT VISIT.
38. COMMUNICATIONS: NTR
39. MEDICAL: NTR
40. GASOLINE: NTR
41. PROVISIONS: FSH RECEIVED FOOD, PARTS, AND STORES DURING THE

PORT VISIT.

42. GARBAGE DISPOSAL: A LARGE INDUSTRIAL SIZED DUMPSTER WAS AVAILABLE

ON THE PIER FOR THE ENTIRETY OF THE PORT VISIT.

43. HARBOR MASTER: NTR

44. ORGANIZATION: NTR

45. CUSTOMS: NTR

46. LIST ALLOWANCES AND CHARGES: NTR

47. PROTOCOL:

A. CALLS: THE UNITED STATES AMBASSADOR TO PORTUGAL VISITED FSH DURING THE PORT VISIT.

B. HONORS: NTR

48. PORT VISIT INFORMATION

A. GENERAL INFORMATION: LISBON WAS A LIBERTY PORT FOR FSH.

B. LIBERTY: LIBERTY EXPIRED FOR E4 AND JUNIOR AT 2359 EACH NIGHT. LIBERTY FOR E5 AND SENIOR EXPIRED AT 0100. SAILORS E5-E6, AS WELL AS EXCEPTIONAL E1-E4 SAILORS, WERE AUTHORIZED OVERNIGHT LIBERTY.

C. RESTAURANTS: THERE ARE A VARIETY OF RESTAURANTS SPANNING DIFFERENT TASTES AND CUISINES AVAILABLE IN LISBON. PRICES WERE LESS EXPENSIVE THAN MEALS OF THE SAME QUALITY PROVIDED IN THE UNITED STATES.

D. HOTELS: THERE IS AN ABUNDANCE OF LODGING OPTIONS AVAILABLE IN LISBON. APP BASED, NON TRADITIONAL LODGING OPTIONS SUCH AS AIRBNB ARE AVAILABLE IN THE CITY.

E. ATHLETICS: NTR

F. BEACHES: THE NEAREST BEACH TO LISBON IS LOCATED AT CASCAIS, APPROXIMATELY 10 MILES AWAY.

G. CHURCHES: NTR

H. TRANSPORTATION: LISBON HAS A ROBUST PUBLIC TRANSPORTATION SYSTEM INCLUDING BUSES AND AN EFFICIENT METRO TRAIN SYSTEM. APP BASED TRANSPORTATION SERVICES SUCH AS UBER ARE AVAILABLE IN LISBON. FSH CHARTERED ONE SEDAN AND TWO SEVEN PASSENGER VANS FOR OFFICER USE IN ADDIITON TO TWO LARGE LIBERTY BUSES.

I. TOURS: NTR

J. SHOPPING: NTR

K. THEATER AND MOVIES: THERE ARE MULTIPLE MOVIE THEATRES IN LISBON. AMERICAN MOVIES ARE SHOWN, SUBTITLED IN PORTUGESE.

I. COMMUNITY RELATIONS: FSH EXECUTED A COMREL WITH A LOCAL ORPHANAGE DURING THE PORT VISIT. 20 SAILORS PARTICIPATED.

J. MISCELLANEOUS INFORMATION: LISBON PROVIDED EXCELLENT LIBERTY OPPORTUNITIES FOR THE CREW.

49. COMMANDING OFFICER'S COMMENTS:

"RELENTLESS FIGHTING SPIRIT!"//

BT