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R 261251Z AUG 00 ZYB PSN 372228T24
FM USS DONALD COOK
TO COMFIFTHFLT//N3/N313//
COMGWBATGRU
CTF 50
COMDESRON FIVE ZERO
COMDESRON TWO TWO
INFO TACTRAGRULANT DAM NECK VA//N32//
BT
UNCLAS //N03510//
EXER///
MSGID/GENADMIN/DONALD COOK//
SUBJ/NIIP PROGRAM FORMATTED LESSONS LEARNED SUBMISSION//
RMKS/DATA FORMATTED FOR PROCESSING BY NIIP SOFTWARE.//
CAPSCHECK/F//
IIPID/63472-87745/U/-/-/-/-//
CLASDAT/-/-//
TITLE/PORT VISIT REPORT TO ADEN, YEMEN//
OPEXCMD/-/USS DONALD COOK//
LLPOC/LTJG [redacted]/-/-//
OBSTXT/U/-/-/1. PORT VISIT SUMMARY. //
///
/ A. NAME OF PORT: ADEN, YEMEN//
///
/ B. GEOGRAPHIC LOCATION: GULF OF ADEN//
///
/ C. NAME OF VESSEL: USS DONALD COOK//
///
/ D. NAME OF COMMANDING OFFICER: [redacted]//
///
/ E. DATE OF VISIT: 21AUG00//
///
/ F. TIME ZONE: MINUS 3 CHARLIE (-3C)//
///
/2. NAVIGATIONAL INFORMATION.//
///
/ A. DESCRIPTION OF PORT: LARGE REFUELING PORT. DCK OBSERVED
/CONSTANT MERCHANT TRAFFIC FOR DURATION OF VISIT//
///
/ B. APPROACHES, LIGHTS, ETC.: DCK USED NIMA CHARTS 62097 AND
/62098 FOR THE APPROACH AND HARBOR NAVIGATION. DCK BERTHED AT
/DOLPHIN #7 IN THE INNER HARBOR. VISUAL NAVIGATION WAS GOOD
/ENTERING THE PORT (DAYLIGHT HOURS) DUE TO PROMINENT NAV AIDS
/AROUND THE HARBOR. THE DEPARTURE WAS MADE AT NIGHT AND DCK
/RELIED HEAVILY ON GPS FIXES AS MOST VISUAL AIDS WERE NOT
/LIGHTED. THE BUOY PATTERN IS WELL MARKED AND EASILY FOLLOWED.
/ON THE INBOUND TRANSIT CIC FOUND ALL RADAR FIXES TO BE ADEQUATE,
/HOWEVER, ON THE OUTBOUND TRANSIT THE RADAR POINTS WERE NOT
/CUTTING ACCURATELY. MOST WERE ABAFT THE BEAM OR IN THE SHIP'S
/RADAR CUTOUTS. GPS WAS UTILIZED FOR THE NAVIGATION SOURCE IN
/CIC.//
///
/ C. PILOTAGE: PILOTAGE IS COMPULSORY. DCK PICKED UP THE PILOT
/AT THE OUTER PILOT PICK-UP POINT. THE PILOT SPOKE SOME ENGLISH
/BUT KNEW THE HARBOR WELL. CONSIDERABLE LANGUAGE BARRIER WAS A
/CHALLENGE. TO ALLOW FOR AN EASIER UNDERWAY IN THE DARKNESS, DCK
/DESIRED TO TWIST THE SHIP AND GO STBD SIDE TO THE FUELING PIER
/BUT THE PILOT WAS RESISTANT. CO HAD TO INSIST TO EXECUTE THIS
/MANEUVER. DCK MADE UP TWO TUGS FOR THE INBOUND TRANSIT, WITH
/POLYPROPYLENE TUG HAWSERS. TUGS WERE ROUGH ON THE HAWSERS AND
/REQUIRED CONSTANT INSISTENCE TO GO EASY. STANDARD KEVLAR LINES
/WOULD HAVE PARTED UNDER THE STRAIN INDUCED BY TUGS. DCK USED
/RUDDERS AND SCREWS TO TWIST AROUND UNTIL PARALLEL TO THE PIER,

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/THEN ALLOWED WIND TO SETTLE DCK INTO THE BERTH. BERTH WAS SHORT
/PLATFORM (150 FT LONG) WITH MOORING BUOYS BOTH FWD AND AFT OF
/THE PLATFORM. PILOT DIRECTED LINE MAKE-UP RESULTING IN 9 LINES
/OVER. LINES 1 AND 1A TO MOORING BUOYS, 2, 2A AND 3 WERE TO THE
/PLATFORM. LINES 4, 5 AND 5A WERE ALSO TO THE PIER, WITH LINE 6
/TO A MOORING BUOY AFT. WORKBOATS WERE STANDING BY AT SHIPS
/ARRIVAL TO TAKE LINES TO BUOYS. NO ADDITIONAL HARDWARE WAS
/NEEDED TO ATTACH THE LINE TO THE BUOY.//
///
/OUTBOUND PILOT WAS PROFICIENT IN ENGLISH AND QUITE RESPONSIVE.
/DCK TOOK IN ALL LINES AND USED ENGINES TO HOLD POSITION
/ALONGSIDE THE DOLPHIN, THEN MADE UP TUGS IN ORDER TO PREVENT
/PARTING LINES IN CASE TUGS STARTED TO PULL AS SOON AS LINES WERE
/PASSED.//
///
/ D. ENTRANCE: NC//
///
/ E. CHANNEL: NC//
///
/ F. ANCHORAGES: NC//
///
/ G. WRECKS AND OBSTRUCTIONS: NC//
///
/ H. TIDES AND CURRENTS: NC//
///
/ I. WEATHER AND WINDS: DCK ANTICIPATED POOR WEATHER WITH OUR
/LATE ENTRANCE INTO PORT. PUB 172 NOTED SANDSTORMS DURING
/JUL-AUG MONTHS AROUND SUNSET THAT GREATLY LIMITED VISIBILITY.
/LOCAL AREA WEATHER PREDICTED HIGH WINDS. ACTUAL WIND WAS ABOUT
/25 KTS DURING LATE AFTERNOON, DYING OFF AFTER SUNSET.
/SANDSTORMS DID NOT OCCUR.//
DISTXT/U/-/-/3. BERTHING AND FACILITIES.//
///
/ A. MOORINGS, DOCKS, ETC.: MANY OF THE BUOYS AND MOORING BUOYS
/LISTED IN THE INNER HARBOR WERE NOT OBSERVED BY DCK.//
///
/ B. FUEL, LUBE AND DIESEL OIL: FUEL RCVD WAS OF GOOD QUALITY
/AND PUMPING PRESSURE WAS CONSTANT.//
///
/ C. MECHANICAL HANDLING FACILITIES: DCK WAS DELAYED FOR
/SEVERAL HOURS BECAUSE ADEN COULD ONLY REFUEL ONE NAVAL VESSEL AT
/A TIME. OTHER SHIPS ARRIVING IN COMPANY ELECTED TO ANCHOR
/OUTSIDE OF THE OUTER HARBOR.//
///
/ D. DRYDOCKS AND REPAIR FACILITIES: NC//
///
/ E. WAREHOUSE AND STORAGE FACILITIES: NC//
///
/ F. STEVEDORES: NC//
///
/ G. PORT CAPACITY: NC//
///
/ H. ROAD, RAIL AND STEAMER TRANSPORTATION: NC//
DISTXT/U/-/-/4. SERVICES, LOGISTICS AND OPERATIONS.//
///
/ A. LIGHTERAGE: NC//
///
/ B. DREDGES AND MISCELLANEOUS CRAFT: NC//
///
/ C. WATER: NC//
///
/ D. AIRFIELDS: NC//
///
/ E. COMMUNICATIONS: NC//

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///
/ F. MEDICAL: NC//
///
/ G. GASOLINE: NC//
///
/ H. PROVISIONS: NC//
///
/ I. GARBAGE DISPOSAL: NC//
RECTXT/U/-/-/5. PERSONALIA.//
///
/ A. CALLS: NC//
///
/ B. HONORS: NTR//
///
/6. PORT VISIT INFORMATION.//
///
/ A. GENERAL INFORMATION: NC//
///
/ B. LIBERTY: NTR//
///
/ C. CLUBS AND BARS: NC//
///
/ D. RESTAURANTS: NC//
///
/ E. HOTELS: NC//
///
/ F. ATHLETICS: NC//
///
/ G. BEACHES: NC//
///
/ H. CHURCHES: NC//
///
/ I. TRANSPORTATION: NC//
///
/ J. TOURS: NC//
///
/ K. SHOPPING: NC//
///
/ L. THEATER AND MOVIES: NC//
///
/ M. PHYSICAL SECURITY: NC//
///
/ N. MISCELLANEOUS INFORMATION: NC//
COMTXT/U/-/-/7. MILITARY CONTACTS: NC//
///
/8. PUBLIC RELATIONS: NC//
///
/9. COMREL: NC//
///
/10. CO COMMENTS: ENTRY AND EXIT FROM ADEN WENT SMOOTHLY AND
/WERE EASIER THAN EXPECTED BASED ON COMMENTS FOUND IN SOME OTHER
/LESSONS LEARNED MESSAGES. THE HARBOR MASTER WAS WILLING AND
/ABLE TO RESPOND TO A CHANGE IN SCHEDULE AND DCK ENTERED, FUELED
/AND DEPARTED WITH MINIMUM DIFFICULTY. HARBOR CAPACITY IS ONLY 1
/SHIP AT AT TIME BEING LIMITED BY THE CAPACITY OF THE FUELING
/DOLPHINS. RECOMMEND THAT IF 2 SHIPS ARE SCHEDULED FOR THE SAME
/DAY, EXTRA TIME BE FACTORED IN FOR SERVICING OF SECOND SHIP.//
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http://www.cusnc.navy.smil.mil/ops/surface/PVSTRPTS/ADN-DCK.TXT