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P 230715Z NOV 99
FM USS TAYLOR
BT
UNCLAS //N03120//
MSGID/GENADMIN/TAYLOR/-/NOV//
SUBJ/LESSONS LEARNED REFUELING ADEN, YEMEN//
REF/A/DOC/CUSNC-C5F/18FEB98//
REF/B/GENADMIN/JOHN HANCOCK/282002ZOCT99//
AMPN/REF A IS COMUSNAVCENT-COMFIFTHFLT OPORD 1000-98//
RMKS/1. USS TAYLOR CONDUCTED A BRIEF STOP FOR FUEL IN ADEN, YEMEN ON 18 NOV 99. IAW REF A, FOL LESSONS LEARNED SUBMITTED:
A. NAVIGATION CHARTS: TAY USED CHARTS 62097 (APPROACH) AND 62098 (HARBOR). DEPTHS AND NAVAIDS ARE ACCURATE WITH THE EXCEPTION OF THE 047 DEGREE RANGE BETWEEN INNER CHANNEL BEACON NUMBER 3 AND ALIYA ISLAND - IT CLEARLY DOES NOT LINE UP WITH THE CHANNEL BUOYS. BRITISH ADMIRALITY CHART 3660 GAVE THE BEST REPRESENTATION OF ALL INNER HARBOR MODIFICATIONS. RECOMMEND USN SHIPS USE BA 3660 TO STUDY HARBOR/PIER MODS IF ABLE TO OBTAIN IN ADVANCE. TAY FOUND CHANNEL DREDGED TO 15 M CONCURRING WITH ADMIRALTY CHART. THE CENTER OF THE INNER HARBOR WAS DREDGED TO 15 M, BUT DEPTH DECREASED TO 11.2 M AT 300 YDS FROM AND ALONGSIDE FUELING DOLPHIN #7.
B. FUEL DOLPHIN: DOLPHIN #7 IS NOT MARKED ON DMA CHART 62098 BUT IS MARKED ON BRITISH ADMIRALTY CHART 3660. IT IS LOCATED IN POSITION 12-47'57"N/044-58'54"E. DOLPHIN IS 171.6FT (52 METERS) LONG WITH MOORING BUOYS 140-150 FT TO THE EAST AND WEST OF THE DOLPHIN. DOLPHIN HAS TWO YOKOHAMA FENDERS (10-12 FT LONG EACH) SEPARATED BY 140-160 FT. FUELING RISER IS LOCATED APPROX 40 FT WEST OF DOLPHIN CENTERLINE. DOLPHIN CAN ACCOMODATE ONE SHIP. TAY MOORED PORT SIDE TO AND THE FUELING/FENDER LINE UP FOR FFGS IS SATISFACTORY. ONE FENDER JUST AFT OR UNDER BRIDGEWING IN A PORTSIDE TO FFG MOORING PROVIDES THE BEST FUELING LINE UP. CONNECTION TO SHIP FROM RISER CURRENTLY USES AN EIGHT-INCH NON-COLLAPSIBLE HOSE. HOSE COMES IN 30 FT BOLTED SECTIONS AND WEIGHT AND SIZE MAKE HANDLING HOSES VERY DIFFICULT. AN EIGHT-INCH TO SIX-INCH REDUCER IS AVAIL IF NEEDED. THERE WAS ONE MEDIUM SIZE CRANE ON THE DOLPHIN FOR PURPOSE OF HANDLING HOSES, HOWEVER CRANE WAS INOP DURING TAY BSF. STATUS OF REPAIR UNKNOWN.
C. SHIPHANDLING/MOORING:
PILOTS: TAY EXPERIENCED A 15 MIN DELAY WAITING FOR INBOUND PILOT. INBOUND PILOT SPOKE MARGINAL ENGLISH AND WAS UNFAMILIAR WITH HANDLING CHARACTERISTICS AND DIMENSIONS OF WARSHIPS. DESPITE REPEATED DISCUSSION, PILOT DID NOT UNDERSTAND THE CO'S RECOMMENDED LINEUP ALONG THE DOLPHIN AND FENDER FOR REFUELING. CO DID FINAL PIER

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ALIGNMENT WITH ENGINE AND APU'S WITH ALL TUG LINES SLACK. ONE TUG USED TO HOLD TAY TO DOLPHIN WHILE DOUBLING LINES. OUTBOUND PILOT RECOMMENDED EARLY DEPARTURE FROM LAST LEG OUT OF CHANNEL DUE TO "PLENTY OF GOOD WATER" AVAILABLE OUTSIDE THE CHANNEL. ALTHOUGH PILOT'S RECOMMENDATION CONCURRED WITH DEPTHS LISTED ON BRITISH ADMIRALTY CHART, TAY CONFORMED TO ORIGINAL DEPARTURE TRACK. OUTBOUND TRANSIT SPEED OF 8 KTS USED DUE TO SPEED LIMITATIONS OF THE PILOT BOAT.

TUGS: TWO TUGS WERE AVAILABLE, BOTH TIED OFF UTILIZING SHIP'S LINES. TUGS WERE USED BRIEFLY DURING MOORING. DURING APPROACH, PILOT WOULD ONLY USE TUGS TO HOLD SHIP OFF THE DOLPHIN IN THE EVENT OF EMERGENCY OR FOR ASSISTANCE WITH OFFSETTING WINDS. DIFFERENT PILOT USED TUGS TO PULL TAY OFF PIER WITH A 20 KT ONSETTING WIND. DEPARTURE TUGS STARTED PULLING BEFORE ALL MOORING LINES WERE ON DECK. CO DIRECTLY INTERVENED WITH THE PILOT TO PREVENT TUGS FROM PARTING LINES. TUGS WILL PUSH WITH CO'S PERMISSION.

LINEHANDLING: LINEHANDLING BOATS WILL TAKE LINES TO MOORING BUOYS. ONLY TWO BOATS WERE AVAILABLE, WORKING BOTH BUOYS AND THE DOLPHIN. LINEHANDLERS IN BOATS REQUIRED DIRECTION FROM PILOT TO WORK LINES PROPERLY DUE TO LANGUAGE BARRIER WITH TAY LINEHANDLERS. THIS CAUSED DELAY IN GETTING ALL LINES OVER AND DOUBLED. TAY INITIALLY PASSED LINE ONE TO THE FWD MOORING BUOY AND LINE FIVE TO THE WESTERN END OF DOLPHIN. TAY LAID BACK ON THESE LINES TO POSITION THE SHIP, THEN PASSED LINE TWO TO FWD MOORING BUOY AND LINE SIX TO AFT MOORING BUOY. TAY THEN PASSED LINE THREE FROM FOC'SLE TO EAST END OF DOLPHIN (LINE TENDING AFT VICE FORWARD), AND LINE FOUR FROM FLIGHT DECK TO DOLPHIN (TENDING FWD). TAY PASSED TWO ADDITIONAL BREAST LINES FROM MIDSHIPS TO DOLPHINS. FOR FFG CLASS SHIPS, RECOMMEND 8 STANDARD MOORING LINES, 3 ON THE FOC'SLE, 2 MIDSHIPS AND 3 ON THE FLIGHT DECK. ALSO RECOMMEND USING STANDARD MOORING LINES DOUBLED FOR TUGS DUE TO THE AMOUNT OF STRESS APPLIED TO LINES WHEN TWISTING THE SHIP.

FUELING SETUP: EACH SECTION OF NON-COLLAPSIBLE HOSE WEIGHS SEVERAL HUNDRED POUNDS. TAY USED GROUND TACKLE TO ASSIST IN HOISTING HOSE TO THE 02 LEVEL; APPROX 40 PERSONNEL WERE REQUIRED TO MANHANDLE THE HOSE INTO POSITION AND CONNECT TO THE AFT FUELING RISER ONCE HOSE WAS ON 02 LEVEL. THE FUELING STATION SUPERVISOR, MR. CHARLO MARSTON, SPOKE EXCELLENT ENGLISH AND WAS VERY HELPFUL THROUGHOUT THE EVOLUTION. MR. MARSTON STATED THAT HE EXPECTED DELIVERY OF NEW COLLAPSIBLE HOSES BY MARCH 2000. HIS E-MAIL ADDRESS IS: CMARST@HOTMAIL.COM.

D. SERVICES: FRESH WATER, CHT REMOVAL, AND TRASH REMOVAL SERVICES WERE PROVIDED VIA BARGE. FRESH WATER CONTAINED NO CHLORINE OR



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BROMINE.
E. LIBERTY: NO LIBERTY WAS GRA**ED. THREATCON C IN EFFECT.
F. INTELIGENCE REPORTS: TAY SUBMITTED LOCATOR MESSAGE LISTING ALL SHIPS INPORT DURING BSF. (DTG 181500ZNOV99)
G. POC: LCDR [redacted] (CHENG), LT [redacted] (OPS) OR LTJG [redacted] (NAV)
AT (LOWER CASE) FIRSTINITIALLASTNAME@TAYLOR.NAVY.(SMIL.)MIL//
BT



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