

Naval Vessel Historical Evaluation
FINAL DETERMINATION



This evaluation is unclassified

Name	Hull Number
SHREVEPORT	LPD 12
Vessel Class	Previous Vessel Designation (if any)
AUSTIN (LPD 4)-class amphibious transport dock	
Vessel Location	Current Status
INACTSHIPMAINTO Philadelphia, PA	Stricken, awaiting disposal

Initial Evaluation Date	Initial Finding
5 January 2014	Ineligible
Final Evaluation Date	Eligibility for Listing to the National Register of Historic Places
16 June 2014	Ineligible

Vessel Snapshot

Lineage	Second U.S. Navy ship to be named for the city of Shreveport, LA
Displacement	16,800 fully loaded
Length	569 ft.
Beam	110 ft.

Draft	32 ft., fully ballasted
Speed	21+ kts.
Propulsion	2 Foster Wheeler 600 psi boilers, powering 2 De Laval GT turbines, driving two propellers providing 12,000 Shaft Horsepower (SHP) each.
Armament	2 20 mm Close-In Weapons System (CWIS) and various machine gun and chain gun systems; also 4 radars (SPS-40; SPS-67; SPS-64; Furuno)
Laid Down	27 December 1965
Launched	22 October 1966
Built By	Lockheed Shipbuilding Co., Seattle, WA
Sponsor	Mrs. Andrew Jackson, wife of VADM Jackson, Deputy CNO
Delivered	1 December 1970
Commissioned	12 December 1970, Bremerton, WA
Inactivated	Not found
Decommissioned	26 September 2007
Stricken	8 November 2006

Vessel History

Deployment Summary	SHREVEPORT departed Norfolk, Virginia, in early January 1973 for her first deployment with the Sixth Fleet in the Mediterranean Sea. She served as flagship for Commander, Amphibious Squadron Two. During this deployment, she visited ports in France, Italy, Greece, Crete, and Turkey
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before returning to the United States in July of that year.

In 1974 and early 1975, the "Super Gator", as her crew dubbed her, was the flagship of the Caribbean Amphibious Ready Group and participated in various fleet exercises, with South American forces on various occasions. She deployed again to the Mediterranean Sea in July of 1975 with Commander, Amphibious Squadron Two again embarked for NATO exercises involving British, Turkish, and U.S. naval forces. Following Christmas at Palma, Spain, SHREVEPORT returned to Norfolk in early February of 1976 having sustained damage on the bow and flag bridge from a massive forty-foot wave, off of Cape Hatteras, North Carolina.

In late August of 1976, SHREVEPORT deployed to Northern Europe as flagship for Commander, Amphibious Squadron Eight. During the two and one-half month cruise, the ship participated in two major NATO amphibious assault exercises and visited ports in Sweden, West Germany, the Netherlands, and the United Kingdom.

In September of 1979, SHREVEPORT began another deployment to the Mediterranean Sea where she completed four major amphibious operations with European allies. She returned to Norfolk in February of 1980. In August of that year, her crew earned the Humanitarian Service Medal for their on-scene assistance to the Cuban Flotilla in the Florida Straits. In September of 1981, SHREVEPORT visited Cancun, Mexico while supporting the attendance of the President Ronald Reagan at the North-South Economic Summit Conference.

In August of 1982, SHREVEPORT departed Norfolk to return to the Mediterranean as flagship for Commander, Amphibious Squadron Six. She joined the multi-national force in September and served for four months off the coast of Beirut, Lebanon, before returning to Norfolk in March of 1983. She was awarded the Navy Unit Commendation and the Navy Expeditionary Forces Medal for her operations off of the Lebanese coast.

The "Super Gator" returned once more to the Mediterranean in July, 1984. While in Rota, Spain, SHREVEPORT received mission tasking to off-load her embarked Marines and to embark Helicopter Mine Countermeasures Squadron Fourteen (HM-14). Crossing the Mediterranean and transiting the Suez Canal in world record time, she participated in Operation INTENSE LOOK, conducting mine clearance operations in the Red Sea. For her actions in support of this critical operation, SHREVEPORT was awarded the Meritorious Unit Commendation. Later in the deployment, she was called to action off the Lebanese coast. Following the bombing of the U.S. Embassy in Beirut, SHREVEPORT provided critical medical evacuation and logistics support services. After making port calls in Marseille, France, and Malaga and Rota, Spain, she returned to Norfolk.

In May of 1985, SHREVEPORT was present for the opening ceremonies of the Tennessee-Tombigbee Waterway in Mobile, Alabama. On her return trip to Norfolk, she logged her 25,000th helicopter landing. Later in the year, she was involved in several minor underway exercises and began making preparations for a shipyard overhaul. In October, she departed Norfolk bound for overhaul in Brooklyn, New York. While in the shipyard, the ship underwent extensive refurbishment, modernization, and upgrade. She returned to Norfolk in July of 1987.

After several weeks at sea in December of 1986 and January of 1987, SHREVEPORT departed Norfolk for refresher training at Guantanamo Bay, Cuba. Upon successful completion of training, she returned to Norfolk in March. One month later, she participated in Exercises Solid Shield '87 in preparation for her upcoming deployment. In September, she departed for the Mediterranean. Embarked with Marines of the 22nd Marine Expeditionary Unit (22 MEU), SHREVEPORT—along with NASSAU (LHA-4) and MANITOWOC (LST-1180)—composed the first Mediterranean Amphibious Ready Group (MARG) to deploy in conjunction with a regularly scheduled Aircraft Carrier Battle Group (ACBG) deployment. She participated in several amphibious exercises, including a joint MARG/ACBG fleet exercise and Exercise African Eagle off the Moroccan coast. SHREVEPORT arrived in home port in March of 1988.

That following June, the ship entered the Metro Machine Corporation shipyard in Norfolk where she underwent four months of repair, upgrade, and refurbishment. Six months later in January of 1989, she departed Norfolk for refresher training at Guantanamo Bay, Cuba before deploying again to the Mediterranean. While there, she visited ports in Spain, France, Israel, Egypt, Italy, and Portugal. A scheduled visit to Toulon, France was abruptly canceled when SHREVEPORT was suddenly tasked to support the American Embassy evacuation operations in Beirut. She conducted numerous evacuation rehearsals with U.S. Air Force, Army, and Marine Corps helicopters operating from her flight deck.

November of 1989 saw the "Super Gator" returning to Norfolk and the Metro Machine Corporation shipyards for another maintenance availability. She was underway again in June of 1990 and spent the majority of the summer months conducting local operations and exercises in preparation for a deployment to Northern Europe. That deployment was canceled when SHREVEPORT was tasked to deploy to the Middle East in support of Operation Desert Shield.

SHREVEPORT departed Norfolk on August 15, 1990 with Commander, Amphibious Squadron Six embarked. During Operations DESERT SHIELD and DESERT STORM, she logged more than 40,000 nautical miles and served as the primary control ship during the four "Sea Soldier" amphibious

assault exercises. The amphibious task force was the largest assembled since the landings at Inchon during the Korean War. The ship also participated in the interception of the Iraqi ship IBN KHALBOON and the processing of enemy prisoners of war. Following an eighteen-month deployment, SHREVEPORT returned home to Norfolk on April 17, 1991. In January of 1992, SHREVEPORT was awarded the Arleigh Burke Fleet Trophy for outstanding readiness and performance during her deployment to the Middle East in Operations DESERT SHEILD and DESERT STORM.

In November of 1993, LPD-12 was assigned to the coast of Mogadishu, Somalia in support of Operation RESTORES HOPE. Just two months later in January of 1994, she was present in the Adriatic Sea taking part in Operation PROVIDE PROMISE and flying reconnaissance missions over Bosnia-Herzegovina. From December of 1995 through February of 1996, she provided support of the enforced no-fly zone over the war-torn republics of the former Yugoslavia (Operation DENY FLIGHT) and the air drop of humanitarian aid to the residents of the city of Sarajevo (Operation PROVIDE PROMISE). She also provided support of Operation JOINT & DECISIVE ENDEAVOR.

SHREVEPORT was deployed to the Mediterranean once more on October 03, 1997. Her cruise was interrupted in early February of 1998 when she was called away from her schedule to spend the remainder of the deployment supporting Operation SOUTHERN WATCH in the Arabian Gulf.

SHREVEPORT was awarded the Commander, Naval Surface, U.S. Atlantic Fleet Battle Efficiency Award and Safety Award in 1998 and 1999, as well as her sixth consecutive Engineering "E", seventh Maritime Warfare "E", third Operations "E", first Logistics "E" and first Medical "H". The "Super Gator" once again deployed to the Mediterranean between September of 1999 and April of 2000 where she supported Exercises BRIGHT STAR, NOBLE SHIRLEY, AND INFINITE MOONLIGHT in the Mediterranean and Persian Gulf areas.

Following the attacks on the World Trade Center and the Pentagon, SHREVEPORT was deployed to the Mediterranean Sea in support of the U.S. response to the terrorist threat: Operation ENDURING FREEDOM. That deployment lasted from September of 2001 through April of 2002. SHREVEPORT again supported the "War on Terror" as part of Operations Enduring Freedom and Iraqi Freedom in February of 2004 as part of the WASP Amphibious Ready Group. Operating as an Afloat Forward Staging Base, she participated in intelligence gathering missions off the Horn of Africa and led the defense of the Al Basra and Khawr Al Amaya oil terminals off the coast of Iraq. This deployment ended in September of that year.

SHREVEPORT returned home and underwent Dry Dock Maintenance Availability at Metro Machine Corporation in Norfolk, Virginia, from

	October of 2004 to February of 2005. She returned to duty in time to participate in relief efforts along the Gulf Coast in the wake of Hurricane Katrina in September of 2005 as part of the IWO JIMA Amphibious Readiness Group. In January of 2007, SHREVEPORT made her final deployment conducting Marine Safety Operations as part of the BATAAN Expeditionary Strike Group. She returned to Norfolk, Virginia, in July of that year and was decommissioned there on September 28, 2007. Afterward, she was towed to the Naval Inactive Ships Maintenance Facility in Philadelphia where she remains awaiting disposal.
Awards	Four Navy Unit Commendations, two Navy Meritorious Unit Commendations, four Navy "E" Ribbons, two Navy Expeditionary Medals, three Armed Forces Expeditionary Medals, one Southwest Asia Service Medal, six Armed Forces Service Medals, and one Humanitarian Service Medal.
Noteworthy Events	Known throughout Navy under her nickname, "Super Gator." In February 1976, the ship's flag bridge was destroyed by a forty foot wave off Cape Hatteras. As of the mid-1990s, SHREVEPORT held the world's record for fastest transit of the Suez Canal (16 August 1984; 7 hrs., 45 minutes)
DANFS* Entry	Completed <i>DANFS</i> place-saver entry for SHREVEPORT January 2014.

**Dictionary of American Naval Fighting Ships*

Criteria Evaluation¹

i. Was the vessel awarded an individual Presidential Unit Citation?	No
ii. Did an individual act of heroism take place aboard the vessel such that an individual was subsequently awarded the Medal of Honor or the Navy Cross?	No
iii. Was a President of the United States assigned to the vessel during his or her naval service?	No
iv. Was the vessel was the first to incorporate engineering, weapons systems, or other upgrades that	No

¹ Evaluation conducted using triggers established for naval vessels in *Program Comment for the Department of Navy for the Disposition of Historic Vessels*, issued by the Advisory Council for Historic Preservation on 15 March 2010.

represent a revolutionary change in naval design or warfighting capabilities?		
v. Did some other historic or socially significant event occur on board the vessel?		No
Historic Evaluation Conclusion		Ineligible
Sources	Welcome Aboard USS SHREVEPORT, multiple editions	
	NHHC Archives	
	<i>Dictionary of American Naval Fighting Ships</i>	
	Naval Vessel Register	
	www.usskidd.com/ships-shreve-usn.html	
	www.history.navy.mil/shiphist/s/lpd12.htm	

Historic Preservation Stakeholder Comment

Historic preservation stakeholder comments received are considered when preparing final determinations. The initial determination for this vessel was made available for comment by historic preservation stakeholders for 60 days. During that time, the Navy received no written comments.

Comments Received	Comment Disposition