

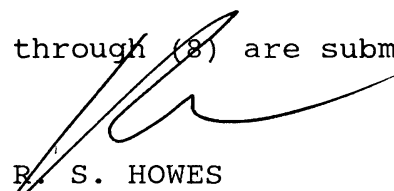


*Rec'd 3/29/94*  
**DEPARTMENT OF THE NAVY**  
USS SALVOR (ARS-52)  
FPO AP 96678-3222

5750  
SO/jdt  
18 March 1994

From: Commanding Officer, USS SALVOR (ARS 52)  
To: Director of Naval History (OP-09BH)  
Subj: 1993 COMMAND HISTORY (OPNAV REPORT 5750-1)  
Ref: (a) OPNAVINST 5750.12E  
Encl: (1) Command History  
(2) Biography of Commanding Officer  
(3) Photograph of Commanding Officer  
(4) SALVOR Personnel Roster  
(5) Results of Operational Inspections  
(6) Photograph of USS SALVOR (ARS-52)  
(7) News Releases  
(8) Commendatory Correspondence

1. Per reference (a), enclosures (1) through (8) are submitted.

  
R. S. HOWES

Copy to:  
COMNAVSURFGRU MIDPAC

## COMMAND HISTORY

1. The Command History for USS SALVOR for 1993 is as follows:

a. Command Composition and Organization

(1) The mission of USS SALVOR is fourfold:

(a) Salvage of Stranded Vessels: SALVOR carries portable cutting and welding equipment, power sources, and dewatering equipment. She carries six legs of beach gear which can be rigged to exert over 300 tons of retracting force to a stranded vessel.

(b) Rescue and Assistance: For fighting fires alongside, SALVOR is equipped with two manually operated fire monitors on the signal bridge, and a manual portable monitor on the forecastle. These monitors can be supplied with 1,000 gallons per minute of sea water or fire fighting foam. SALVOR is designed for open ocean towing. The power from her main engines is sufficient to tow a Nimitz class aircraft carrier at a speed of 3-5 knots.

(c) Recovery of Submerged Objects: SALVOR is equipped with a 7.5 ton capacity boom forward and a 40 ton capacity boom aft. A dynamic 150 ton lift is possible over the main bow or stern rollers using deck machinery and purchase tackle or hydraulic pullers. She can make a dynamic lift of 300 tons using the main bow rollers and stern rollers in unison.

(d) Manned Diving Operations: The MK21 MOD 1 diving system provides SALVOR divers the capacity of air diving to depths of 190 feet. The divers descend to depth on a diving stage lowered by a power davit. There is a hyperbaric chamber aboard for diver recompression following a dive or for the treatment of divers suffering from decompression sickness. For shallow inspections, searches, and other tasks which require mobility, there is a full complement of SCUBA equipment on board.

(2) Administrative Chain of Command:

USS SALVOR (ARS 52)  
COMNAVSURFGRU MIDPAC  
COMNAVSURFPAC

Encl(1)

(3) Internal Command Organization as of 01 March 1994:

Commanding Officer: LCDR R. S. Howes  
Executive Officer: LT D. E. Davis  
Operations Officer: LT J. P. Cox  
First Lieutenant: CWO4 W. E. Morgan  
Chief Engineer: CWO2 B. Kukich  
Supply Officer: ENS J. B. Moulton  
Assistant Operations: ENS L. R. Hatcher

Enlisted Manpower assigned:

Chief Petty Officers: 7                      Total Enlisted: 91

(4) Home Port: Pearl Harbor, Hawaii.

(5) Type and Number of Aircraft Assigned: N/A.

b. Chronology for 1993:

January

01-10                      Inport Pearl Harbor  
11-14                      CART II  
19-21                      Lahaina Dive Ops  
22-25                      Makahiki Games  
25-29                      DORA

February

01-19                      TSTA  
20-28                      RAV

March

01-14                      RAV  
08                          Makalapa Elementary Sch. Visit  
15-31                      TSTA II, Emergent Tow of USS CIMARRON (AO 177)

April

07                          CNO Afloat Safety Award  
20-22                      OPPE

May

11-23                      Tow EX-USS HADDOCK Enroute Bremerton, WA  
23-27                      Inport Bremerton, WA  
28-31                      Inport Victoria, BC

June

01-07 Inport Everett, WA  
07-10 Inport Seattle, WA  
10-15 MINE-EX VSW EX 93-1  
16-30 Inport San Diego, CA

July

01-20 Inport San Diego, SH-60 Recovery From 4000 FSW  
20-21 Escorted USNS NAVAJO (T-ATF 169) with USS RANGER  
01-31 Enroute Rodman, Rep. of Panama

August

01-31 Tow EX-TRITON From Rodman, Panama to Bremerton, CA

September

03-16 Enroute Pearl Harbor, HI  
16-31 Inport Pearl Harbor, HI

October

15-18 Dependent Cruise to Kauai, HI  
21 Safety Survey  
25-26 SESI  
25-29 Dive Ops

November

01-18 Inport Pearl Harbor, HI  
19 Change of Command  
20-31 Inport Pearl Harbor, HI

December

01-07 Inport Pearl Harbor, HI  
07-10 Waianae Dive Ops  
18-31 Holiday Leave and Upkeep

c. Narrative:

After a leave and upkeep period, SALVOR entered 1993 with a Command Assessment Readiness Training Phase II (CART II) 11-15 January. The purpose of the evaluation was to assess the ship's level of training. SALVOR did very well.

January 19-21 diving operations were conducted off of Maui in Lahaina. That weekend Salvor visited Molokai, Hawaii and participated in the Makahiki Games. SALVOR provided a community service team of divers to clean the wharf area and surrounding waters.

A Diving Operational Readiness Assessment (DORA) of SALVOR was conducted 25-29 January. The Assessment Team concluded that SALVOR was capable of conducting safe diving operations on all assigned equipment. The overall grade of the DORA was satisfactory.

February 1-19 SALVOR went through a Tailored Ship Training Availability (TSTA). Mission area evaluations were conducted. For the rest of the month of February SALVOR went through upkeep and RAV inport.

On March 8, SALVOR welcomed aboard eighty-six elementary school students from Makalapa Elementary School. The students were given a tour and orientation as part of an ongoing partnership between SALVOR and the school. The rest of March SALVOR went through TSTA II. While conducting BECCES during TSTA II, SALVOR was called upon to conduct an emergent tow of USS CIMARRON (AO 177). SALVOR was congratulated for her "quick and professional response to a short notice tasking."

The CNO Afloat Safety Award was presented to SALVOR on 7 April. The green safety "S" and the TYCOM ship safety pennant flew on SALVOR's yardarm to recognize her commitment to excellence in shipboard safety programs.

April 20-22 SALVOR displayed team effort by receiving a satisfactory grade on the Operational Propulsion Plant Examination (OPPE). RADM Retz sent his personal Bravo Zulu on a job well done.

May 11-23 SALVOR successfully towed the EX-USS HADDOCK to Bremerton, WA. SALVOR's crew enjoyed port visits in Bremerton, WA and Victoria, BC, 23-31 May.

SALVOR remained in Washington state for 10 days in June. Mine exercises were then conducted off the coast of California 15 June. The crew spent the remainder of June enjoying the summer season in San Diego, CA.

In July, SALVOR was commended for the recovery of a SH-60 Aircraft from a depth of 4000 FSW off the coast of San Diego. July 20-21 SALVOR escorted USNS NAVAJO (T-ATF 169) with USS RANGER to Long Beach, CA. SALVOR left Long Beach on the 21st to commence her transit to the Republic of Panama.

SALVOR towed EX-TRITON from Rodman, Panama to Bremerton, WA. The trip took the entire month of August. SALVOR began her trip home to Pearl Harbor, HI on the 3rd of September. The crew remained inport for Post Deployment Stand-down for the rest of September.

SALVOR conducted a Dependents Cruise 15-18 October to Kauai, HI, to observe the Navy's birthday. SALVOR welcomed members from the Navy League in Kauai for a luncheon and a short channel crossing. A Diving Safety Survey was conducted on 21 October, the survey team found only four minor discrepancies.

The Shipboard Explosives Safety Inspection (SESI) was conducted 25-26 October. The inspection reviewed the effectiveness of the Shipboard Explosives Safety Program. It included a thorough review of the ship's personnel qualification and certification program, personnel training, ammunition storage and handling, magazine sprinkler systems, and ordnance/material handling equipment. No major deficiencies were found.

October 25-29 SALVOR conducted diving operations in a local OPAREA. November 19th, SALVOR wished fair winds and following seas to LCDR Pauls, the former Commanding Officer, and welcome to LCDR Howes at the Change of Command Ceremony.

December 7-10 diving operations were conducted in Waianae, HI. After a year of inspections, open ocean towing, salvaging and new faces, SALVOR welcomed the Holiday season through December 31.