DEPARTMENT OF THE NAVY
USS SALVOR (ARS 52)
FPO AP 96678-3222

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From: Commanding Officer, USS SALVOR (ARS 52)
To: Director of Naval History (N09BH)

Subj: 1999 COMMAND HISTORY (OPNAV REPORT 5750-1)

Ref: (a) OPNAVINST 5750.12G

Encl: (1) Command Composition and Organization
(2) Chronology
(3) Narrative
(4) Supporting Documentation

1. In accordance with reference (a), enclosures (1) through (4) are forwarded.

W. J. NAULT

Command Composition and Organization

1. Command Mission. The mission of USS SALVOR is fourfold.

a. Salvage of Stranded Vessels. Disabled vessels require various support services. SALVOR carries portable cutting and welding equipment, power generators, dewatering salvage pumps, a machine shop, and necessary materials to effect temporary hull repairs. Additionally, she is equipped with six legs of beach gear, which can be rigged to exert over 300 tons of retracting force to the stranded vessel.

b. Rescue and Assistance. For exterior fire fighting, SALVOR is equipped with two manual permanent fire monitors on the signal bridge and a manual portable monitor on the forecastle. These monitors provide fire fighting water or aqueous film forming foam at the rate of 1,000 gallons per minute to extinguish topside fires on a distressed ship. She is also rigged with two off-ship fire fighting manifolds, which supply firefighting water to aid in firefighting efforts to the interior of the distressed ship. SALVOR is designed for open-ocean towing. The power from her four main propulsion diesel engines and the towing machine 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. Utilizing the two main bow rollers or the two stern rollers in conjunction with deck machinery, purchase tackle or hydraulic pullers, a dynamic 150 ton lift can be achieved. She can perform a dynamic lift of 300 tons using the main bow rollers and stern rollers in unison. SALVOR also possesses two auxiliary bow rollers, which when used simultaneously, can support a 75 ton lift.

d. Manned Diving Operations. The MK21 MOD 1 diving system provides SALVOR divers the organic capacity of diving to normal operational depths of 190 feet on surface supplied air. When combined with the MK III Fly-Away Mixed Gas System (FMGS), the diving capacity is increased to a maximum depth of 300 feet. The divers descend to depth on a diving stage lowered by one of two powered davits. The diving locker is equipped with a double lock hyperbaric chamber for recompression following a deep dive or in the treatment of diving accidents.

For shallow underwater inspections, searches and other tasks which require greater mobility than tethered diving, SALVOR maintains a complete complement of self contained underwater breathing apparatus (SCUBA) equipment on board with the ability to use Nitrox in order to extend dive time.

2. Organizational Structure.

a. Immediate Senior in Command:
Commander, Naval Surface Group Middle Pacific
RADM J. W. Townes, III, USN

b. Commanding Officer
LCDR William Joseph Nault, USN

c. Permanent Duty Station:
Pearl Harbor, Hawaii

d. No aircraft assigned.

Chronology

January 1999

01-12: Post holiday upkeep.

07: Awarded Energy Conservation Incentive Award

13-31: Planned Maintenance Availability

- 18-22 January 1999: CART I
- 21 January 1999: Upgraded to the Navy Orderwire Message Processing System
- 28 January 1999: Received honorable mention for 1999 CAPT Edward F. Ney Memorial Awards.
- 28 January 1999: Upgraded to the EKMS System.

February 1999

01-28: Planned Maintenance Availability

March 1999

01-16: Planned Maintenance Availability.

- 02 March 1999: Completed Night Vision Goggles Analysis.
- 01-05 March 1999: Logistics Admin Training Review
- 04 March 1999: Awarded COMSEVENTHFLT Salvage Excellence Award.
- 09-11 March 1999: Completed Diver Life Support System and Recompression Systems Certification.
- 11 March 1999: Conducted weight test on 40 Ton Boom.
- 11-12 March 1999: Host ship for the Canadian Navy.
- 12 March 1999: Completed Crew Certification Phase II.

- 13 March 1999: Conducted weight test Port Davit.

- 15 March 1999: Completed Navigation Assist.

- 15 March 1999: Conducted weight test on 7.5 Ton Boom.

- 16 March 1999: Awarded the Battle "E" (3rd), Maritime Warfare Award (8th), Engineering/Survivability Warfare Award (3rd), Command and Control Warfare Award (7th), Logistics Management Award (3rd).

- 16 March 1999: Completed Crew Certification Phase II.

17: Completed Fast Cruise.

18-19: Completed Sea Trials and Tow Certification.

22-31: Tow of EX-USCGC BASSWOOD (WLB 388) from Pearl Harbor HI to San Francisco CA.

April 1999

01-06: Inport San Francisco CA.

07-08: Underway en route San Diego CA.

09-11: Inport San Diego CA.

12-29: Participated in exercise KERNEL BLITZ '99.

- 12 April 1999: Turnover with USNS Navajo.

- 12-18 April 1999: VEMS Interrogation/Minefield Security.

- 12-18 April 1999: Continuous Small Boat Operations ISO Mine Field Security.

- 19-21 April 1999: MK V Mammal Operations.

- 19-21 April 1999: Recovery of Moored Mines/ Minefield Security.

- 22 April 1999: Inport San Diego CA for mine off load and stores onload.

- 22-26 April 1999: VEMS Interrogation/Minefield Security.

- 26-27 April 1999: Continuous Small Boat Operations ISO Minefield Security.

- 28 April 1999: Mine recovery. MK V Mammal Operations.

- 29 April 1999: Inport San Diego CA.

30: Inport San Diego CA.

May 1999

01-03: Underway en route Cabo San Lucas Mexico.

04-06: Inport Cabo San Lucas Mexico.

07-18: Underway en route Pearl Harbor HI.

21-26: Completed SPAWARS Field Change Installation Program.

- 21 May 1999: CAPDS Change and Outbrief.

- 24 May 1999: Completed AAV/ARE.

- 26 May 99: Awarded NMCRS "HIGHEST PER CAPITA", and "TEAM SPIRIT" awards.

27-28: Conducted Gun Qualifications.

June 1999

01-18: IMAV

- 03-04 June 1999: Conducted SRTT Training.

- 10-13 June 1999: Maintenance on CHT System.

- 17 June 1999: NMCRS Award Receipt.

- 18 June 1999: Night Vision Equipment Annual Asset Verification

21-23: Host Ship for the Japanese Navy.

- Conducted ELTT.

24-30: Underway JFTEX '99.

July 1999

01-06: Inport Pearl Harbor HI.

- Host Ship for the Japanese Navy.

07-08: Diving Operations Mamala Bay HI.

- 07 July 1999: Conducted Burial At Sea. Committed the remains of RD2 Edward Silva, CM3 Robert Wilson, LT Roy Henderson, and CAPT Archibald Campbell.

- 07 July 1999: Underway and executed a two point moor.

09-25: Inport Pearl Harbor HI.

- 09-22 July 1999: Host Ship for the Japanese Navy.

- 12-16 July 1999: SBTT. Ship Check for AER 03/98.

- 12-23 July 1999: Completed SYSCAL.

- 19-23 July 1999: Completed Salvage Training Readiness Evaluation.

23-31: 10 day lockout.

- 26-28 July 1999: Underway CART II preparations.

August 1999

01: Ten Day Lockout.

02-06: Conducted CART II.

06-29: Inport Pearl Harbor HI.

- 10 August 1999: Conducted Divers Safety Survey.

December 1999

01-31: Inport, Pearl Harbor, HI.

- 01-03 December 1999: HERO/HERP Survey.
- 09-10 December 1999: New PC computer install.
- 13-15 December 1999: Command Indoctrination.
- 16-31 December 1999: Holiday upkeep.

Narrative

1. January 13 1999 - March 16 1999 Planned Maintenance Availability

a. Objectives: To complete an intensive work package containing over 130 jobs over a nine week period designed to make numerous upgrades, repairs and alterations to various shipboard systems and equipment, in order to prolong the life of the ship.

b. Results: Completed the following major work items;
- Upgraded to the Navy Orderwire Message Processing System
- Upgraded to the EKMS System
- Completed Diver Life Support System and Recompression System certification (3 year certification)
- Complete overhaul and weight test of the 40 ton and 7 ½ ton booms
- Complete overhaul and weight test of port and starboard work boat davits
- Converted the tow machine to fully automatic capability
- Modified all main fire pumps to improve reliability
- Modified overflow berthing into redesigned berthing to accommodate for more personnel
- Increased diving capabilities from 190 to 300 feet
- Repaired electric fuel valve actuators
- Repaired aft salvage hatch
- Replaced AMR and MMR ventilation systems
- Completed 5 year boiler inspection and various alterations
- Completed numerous repairs to all main engines and generators
- Overhauls #1 and #2 Distilling plants

c. Lessons learned: Ship's force must continue to work closely with contractors and SUPSHIP personnel. Verify Government furnished material. Ensure work specifications are correct ahead of time. Be flexible to monetary constraints.

d. CO's evaluation: Overall very impressed with the final results of PMA.

e. Equipment performance: All upgrades, repairs, and alterations are performing up to standards with minimal down time or failure since put in operation.

2. March 22-31: Tow of EX-USCGC BASSWOOD (WLB 388) from Pearl Harbor, HI to San Francisco, CA

a. Objectives: Safely deliver tow to San Francisco, CA.

b. Results: Successful.

c. Lessons Learned: When sending a de-watering team to the tow, the ship should place the team on board the tow and recover the RHIB. This allows the ship to continue steaming at PIM without losing time.

d. CO's Evaluation: Tow sent very well. Initial tow preparation could have been better.

e. Equipment performance: Tow machine worked well.

3. April 12-29 1999: Participated in exercise KERNEL BLITZ '99

a. Objectives: VEMS interrogation and minefield security.

b. Results: VEMS Interrogation/Minefield Security. Recovered 42 Moored Mines and assisted in diving operations as well as limited minefield security.

c. Lessons Learned: None.

d. CO's Evaluation: SALVOR was not allowed to police the minefield during evolutions. The ship held station and was underused throughout the exercise.

e. Equipment performance: Starboard shaft was OOC due to problem with starboard MRG.

4. June 01-18: IMAV

a. Objectives: To complete over 30 continuous maintenance work items on numerous shipboard systems and equipment.

b. Results: Completed the following work items;
- Repairs to accommodation ladder
- Weight test on starboard aft capstan
- Repair Baxter bolt deck sockets
- Overhaul of Number 1 A/C compressor
- Repairs on reverse power relays
- Repair port search light
- Repair port and starboard shaft seals

- Repair to various fuel oil transfer and stripping piping
- Overhauled 2SGB generator
- Weld repair of auxiliary boiler burner rings
- Repair CHT tank level sensors
- Installed several PRC deck coverings
- Repair of fuel tank sounding tube caps
- Repaired/replaced numerous deteriorated lagging

c. Lessons learned: Ensure advanced planning and material support is conducted to prevent delays in work start times. Remain active in communicating with SHIPSUP.

d. CO's Evaluation: Several previously scheduled jobs required deferral due to material being outstanding and caused a backlog in jobs which put heavier burden on ships force to support the increases during follow-up availability.

e. Equipment performance: All work items were satisfactorily completed with no rework required. All equipment worked as required.

5. June 24-30: JFTEX '99.

a. Objectives: To act as a foreign vessel ISO VBSS operations.

b. Results: Mission accomplished.

c. Lessons Learned: Allow a small portion of the crew to play in the games, so the crew is not over tasked.

d. CO's Evaluation: A good deal of maneuvering with other ships.

e. Equipment performance: All systems worked well.

6. August 2 1999 - October 22 1999 Inter-Deployment Training Cycle (CART II/TSTA A/E-QUAL/TSTA B/FEP)

a. Objectives: To train the crew for a deployment cycle.

b. Results: Successfully passed FEP.

c. Lessons Learned: The training cycle for salvage ships should be shortened to 12 weeks.

d. CO's Evaluation: SALVOR was allowed to perform mission critical tasking for the scenarios. This allowed practice in doing our mission, instead of pretending to be a warship. SALVOR laid beach gear legs and performed diving operations.

e. Equipment performance: All equipment worked well.

7. November 22-23 1999: Salvage Operations USS LOUISVILLE anchor from Lahaina, Maui HI.

a. Objectives: Disconnect anchor-chain from submarine and recover anchor and chain.

b. Results: Successful.

c. Lessons Learned: None.

d. CO's Evaluation: Great operation.

e. Equipment performance: All equipment worked well.