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

Subj: 2000 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), enclosure's (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 permanent manual fire monitors on the signal bridge and a portable manual 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 R. T. Conway, USN

b. Commanding Officer
CDR (sel) William Joseph Nault, USN

c. Permanent Duty Station:
Pearl Harbor, Hawaii

d. No aircraft assigned.

Chronology

January 2000

01-12: Post holiday upkeep.

13-17: Port Visit Aloha Tower Market C.O.C.

- 14 January: Change of Command: New Commanding Officer LCDR William J. Nault, USN.

18-30: Inport Pearl Harbor

- 24-28 January: Joint Canadian Scuba Diving Operations

31: Underway ISO SDV platform laying operations

February 2000

01: Dive operations ISO SDV platform laying operations

02-07: Inport Pearl Harbor

08-10: Underway ISO MDSU-1 FADS III system certification

10-28: Planned Maintenance Availability

- 10-28 Overhaul MPDE 1B+2A

March 2000

01-29: Planned Maintenance Availability.

- 1-29 Overhaul MPDE 1B+2A

- 13-17 Tow machine certification

30-31: Inport Pearl Harbor

April 2000

01-02: Inport Pearl Harbor

03-06: Underway ISO MDSU-1 Mixed Gas Diving Operations

07-10: Inport Pearl Harbor (affected repairs to 40 ton boom)

11-14: Underway ISO SUBRON Seven

15-16: Inport Pearl Harbor

17-21: Underway ISO MDSU-1 Mixed Gas Diving Operations

22-25: Inport Pearl Harbor

26-27: Underway Transit to Hilo

27-30: Inport Hilo, HI (Merrie Monarch Festival)

May 2000

01-07: Underway en route San Diego, CA

08-09: Inport San Diego, CA (On load mine shapes)

10-11: Underway ISO mine laying

12-14: Inport San Diego, CA

15-19: Underway ISO Mine recovery operations

20-21: Inport San Diego, CA (Off load mine shapes)

22-24: Underway to San Francisco, CA

25-27: Inport San Francisco, CA

28-31: Underway Dual ship tow ops ISO RIMPAC

June 2000

01-15: Underway dual tow ops ISO RIMPAC enroute PMRF, KAVA:
16-19: Inport Pearl Harbor

20-23: Underway ISO MIO Ops

24-30: Inport Pearl Harbor

July 2000

01-22: Inport Pearl Harbor

- 11-13 July: Conducted diving operations

- 17-20 July: ENRO tow inspection

22-31: Underway decommissioned submarine tow to Bremerton

August 2000

01-06: Underway decommissioned submarine tow to Bremerton, WA

07-12: Inport Bremerton, WA

13-17: Underway Ex-Pyro tow to San Francisco, CA

18-21: Inport San Francisco, CA

22-29: Underway with Ex-Okinawa to Bremerton, WA

30-31: Inport Bremerton, WA

September 2000

01-08: Underway to Pearl Harbor

09-17: Inport Pearl Harbor

18-30: DPMA Pearl Harbor Naval Shipyard

- 26 September: Dead stick move into dry dock #4

October 2000

01-31: DPMA Pearl Harbor Naval Shipyard

November 2000

01-15: DPMA Pearl Harbor Naval Shipyard

- 8 November: Dead stick move to B-15

15-30: Inport Pearl Harbor

December 2000

01-31: Inport Pearl Harbor

- 04-08 December: Pre INSURV walkthrough

- 12-14 December: Diving Operational Readiness Assessment

- 14-31 December: Holiday upkeep

Narrative

24-28 January: Joint Canadian SCUBA diving operations

a. Objectives: Joint diving operations with Winnapeg Wing 17 of the Canadian Special Forces group.

b. Results: Salvor expertly planned and conducted 25 dives in support of Joint Canadian SCUBA diving operations.

c. Lessons learned: Great care must be taken when planning multi-national diving operations and a diving waiver is required from NAVSEA 00C.

d. CO's evaluation: All dives with Canadian special forces group Winnapeg Canada went well and excellent training for both nations was achieved.

e. Equipment performance: Equipment performed superbly.

31 January: Underway ISO SDV platform laying operations

a. Objectives: Load and place 15-ton platform in 90 feet of seawater using 40 ton boom and heavy lift bags.

b. Results: Loaded a 15 ton, 40 ft long, 15 ft wide and 15 ft high platform for the Advanced Swimmer Delivery Vehicle on the fantail. Lowered the platform in 90 feet of seawater in the exact location specified by SDV Team 1.

c. Lessons learned: Heavy lifts should be closely monitored high sea state. The exact position of placement of the lift should be determined prior to any lifting taking place. 15-ton platform should be anchored to ocean bottom to prevent shifting.

d. CO's evaluation: Lift went well.

e. Equipment performance: 40 ton boom brake slipped. Operator was forced to place lock on during static moments.

10 February - 2 April Planned Maintenance Availability

a. Objectives: Overhaul MPDE 1B+2A. Repair 40-ton boom.

b. Results: Main engines overhauled, 40-ton boom repaired.

c. Lessons learned: N/A

d. CO's evaluation: This work should have been accomplished during the first avail of the year.

e. Equipment performance: Satisfactory

1 - 25 May RIMPAC Mines

a. Objectives: Lay and recover 45 mine shapes ISO RIMPAC 2000.

b. Results: Outstanding. Laid 45 mines in 1/3 the time required to lay same number of mines the previous year. Saved the U. S. Navy $13 Million.

c. Lessons learned: A good plan can expedite deployment and retrieval of mines. Pinpoint accuracy is required.

d. CO's evaluation: Superb ship handling and difficult deck work. The ship was required to transit waters with depths as shallow as 25 feet.

e. **Equipment performance:** Excellent.

28 May - 15 June: Underway Dual ship tow ops ISO RIMPAC

a. Objectives: Trans-Pacific dual tow of two decommissioned ships to Kuai Pacific Missile firing Range.

b. Results: Ex-RAMSEY and Ex- GAFFEY were towed across the Pacific Ocean and delivered on time for a successful SINKEX.

c. Lessons learned: Planning of fuel consumption must be carefully addressed during long multiple ship tows.

d. CO's evaluation: SALVOR completed the first ever astern refueling while towing two ships. This was the culmination of 108 people working as a team.

e. Equipment performance: Generator problems were noted throughout the transit.

22-31 July: Underway Nuclear Submarine Tow to Bremerton

a. Objectives: Transpacific tow of a decommissioned nuclear powered submarine to Bremerton, Washington.

b. Results: Tow delivered on time.

c. Lessons learned: Greater flexibility in the ships schedule is needed to accommodate unforeseen problems such as high sea state or equipment failure.

d. CO's evaluation: Difficult sea and anchor details for a long transit into the straights of Juan de Fuca and through the Rich Passage.

e. Equipment performance: A failure of one of four main engines slowed the transit.

13-17 August: Underway Ex-Pyro tow to San Francisco

a. Objectives: Tow a decommissioned oiler from Bremerton, Washington to San Francisco, California.

b. Results: Tow delivered on time.

c. Lessons learned: Tow connections can be made in stream while moving ahead if tugs are coordinated.

d. CO's evaluation: Smooth tow.

e. Equipment performance: Equipment performed well.

22-29 August: Underway with Ex-Okinawa to Bremerton

a. Objectives: Tow decommissioned helicopter carrier from San Francisco, California to Bremerton, Washington.

b. Results: Tow delivered on time.

c. Lessons learned: Space more time between engine repair and next required evolution for testing and break-in of new repairs.

d. CO's evaluation: Smooth tow.

e. Equipment performance: Main engine problems delayed transit time.

18 September - 28 November: DPMA Pearl Harbor Naval Shipyard

a. Objectives: Overhaul equipment and systems, to include: main engines, bow thruster, generators. Strip and paint the hull.

b. Results: Overall the availability was satisfactory, although several jobs were not completed until 2001.

c. Lessons learned: N/A

d. CO's evaluation:

e. Equipment performance: NA

12 December - 14 December: Diving Operational Readiness Assessment

a. Objectives: Evaluate the ship's operational diving capabilities to include material condition of diving system, administration, and personnel knowledge level and training.

b. Results: Satisfactory

c. CO's Evaluation: Both equipment and personnel performed flawlessly.

d. Equipment performance: No equipment problems experienced.

14 December - 11 January 2001: Holiday Stand-down

a. Objectives: Crew stand-down.

b. Results: NA

c. CO's Evaluation: NA

d. Equipment performance: NA