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: 2001 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.

J. A. CARTER

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
LCDR John Allen Carter, USN

c. Permanent Duty Station:
Pearl Harbor, Hawaii

d. No aircraft assigned.

Chronology

January 2001

01-11: Post holiday upkeep.

11-16: Inport Pearl Harbor

17-19: Two-point moor and diver training operations
-18: Burial at Sea

20-28: Inport Pearl Harbor

29-31: Inspection and Survey (INSURV)
-30: Underway for INSURV checks

February 2001

02: Inspection and Survey (INSURV)

03-08: Planned Maintenance Availability

09-12: Underway ISO Fishing Vessel EHIME MARU SAR Operations

13-16: Inport Pearl Harbor
-16: Onload Deep Drone equipment

17-28: Underway ISO EHIME MARU wreckage survey/personal Item recovery

March 2001

01-03: Underway ISO EHIME MARU wreckage survey/personal Item recovery

04-15: Inport Pearl Harbor

16-26: Underway tow operations Ex-USS WYMANN (DE 38)

27-31: Inport San Francisco

April 2001

01: Inport San Francisco

02-04: Underway transit to San Diego

05-09: Underway ISO KERNEL BLITZ 2001 mine shape recovery ops

10-15: Inport San Diego

16-19: Underway transit to Cabo San Lucas Mexico

19-23: Inport Cabo San Luca Mexico

23-30: Underway transit to Pearl Harbor

May 2001

01-03: Underway transit to Pearl Harbor

03-31: Inport Pearl Harbor
03-13: Post-deployment stand down
29-31: Maintenance availability

June 2001

01-30: Inport Pearl Harbor
01-29: Maintenance availability
01-22: PACTRAMID I
25-30: PACTRAMID II
-13: Dead stick move to B13
-14: Dead stick move to B20

July 2001

01-20: PACTRAMID II
01-08: Inport Pearl Harbor
09-12: 2-point moor in Mamala Bay ISO Master Diver pre-screening
13-16: Inport Pearl Harbor (Rigging beach gear)
17-20: Underway/moored ISO Salvage training
-17: 4-point moor in Middle Loch, Pearl Harbor
-18: Extracted EX-NAVIGATOR from shoal water
-19: Recovered 4-point moor
-20: Towed EX-NAVIGATOR off of Barbers Point for Fire-at-sea training

21-31: Inport Pearl Harbor

August 2001

01-22: Inport Pearl Harbor
14-15 Deep Drone on-load and setup

23-24: Underway to tow Research Platform FLIP to mooring IVO Kaneohe Bay

25-31: Inport Pearl Harbor

September 2001

01-10: Inport Pearl Harbor

11-12: Underway emergency sortie

- 12 September: Change of Command: New Commanding Officer, LCDR John A. Carter, USN.

13-16: Inport Pearl Harbor

17-19: Underway to recover Research Platform FLIP from mooring IVO Kaneohe Bay

20-24: Inport Pearl Harbor

25: Underway ISO SSN towed array sensor recovery

26-30: Inport Pearl Harbor

October 2001

01-05: Underway to tow Research Platform FLIP to mooring south of Hawaii

06-09: Inport Pearl Harbor

10-15: Underway ISO EHIME MARU salvage operations

16-31: Inport Pearl Harbor

November 2001

01: Underway ISO COMNAVSURFGRU MIDPAC Ship handler of the Year competition.

02-23: Inport Pearl Harbor

24-26: Underway ISO EHIME MARU recovery Operations/TABS buoys recovery

27-30: Inport Pearl Harbor

December 2001

01-06: Underway dual tow operations EX-YW86 and EX-YW126 ISO DESRON-EX

06-08: Two-point moor ISO Ehime Maru salvage operations

09-31: Inport Pearl Harbor
15-31: Holiday upkeep

Narrative

29 January - 02 February: Inspection and Survey (INSURV)

a. Objectives: Conduct a material inspection of USS SALVOR (ARS-52).

b. Results: Overall score - SAT
Significant material deficiencies include (SAT(0.8-1.0)/degraded (0.60-0.79)/Unsat (0.0-0.59)):

1. Propulsion: 0.48
2. Auxiliaries: 0.65
3. Electrical: 0.67
4. Damage Control: 0.59
5. Deck: 0.45
6. C5 Systems: 0.76
7. NAVOSH: 0.80
8. Environmental Protection: 0.49

c. Lessons learned: Scheduling of the inspection directly after an availability and Christmas Stand-down did not give the ship a good opportunity to prepare for the inspection.

d. CO's evaluation: Despite the timing of the event, the ship did extremely well. All major equipment discrepancies were quickly corrected.

e. Equipment performance: Fit for further service.

03 - 08 February: Planned Maintenance Availability

a. Objectives: Repair various degraded equipment.

b. Results: Satisfactory

c. Lessons learned: None

d. CO's evaluation: Satisfactory

e. Equipment performance: N/A

09 - 12 February: Underway ISO Fishing Vessel EHIME MARU Search and Rescue Operations

a. Objectives: Search and Rescue of survivors of the sunken fishing vessel EHIME MARU.

b. Results: Searched 374 square miles, from Diamond Head to Barbers point. Salvor recovered no survivors or remains. Retrieved floating debris and EPIRB's

c. Lessons learned: None

d. CO's evaluation: The crew performed superbly. Salvor was underway within an hour of notification with eighty percent of the crew.

e. Equipment performance: Satisfactory

17 February - 03 March: Underway EHIME MARU wreckage survey/personal item recovery

a. Objectives: Dual operations with USNS C-COMMAND to Locate and survey EHIME MARU wreckage using remote operated vehicle and side scan sonar. Locate personal items around wreckage site and survey the F/V EHIME MARU for possible salvage operations.

b. Results: Located EHIME MARU in 1900 ft of water. Recorded over twelve hours of video for wreckage survey.

c. Lessons learned: Close coordination with Deep Drone personnel ensured a smooth operation.

d. CO's evaluation: The watchstanders performance and there ability to maintain the ship in a static position ensured success.

e. Equipment performance: Satisfactory

16 - 26 March: Underway EX-WYMAN tow to San Francisco

a. Objectives: Tow decommissioned MSC Research vessel from Pearl Harbor Hawaii to San Francisco California.

b. Results: EX-WYAMAN delivered to San Francisco four days ahead of schedule.

c. Lessons learned: None

d. CO's evaluation: Favorable winds and seas enabled SALVOR to make good speed which allowed the tow to be delivered ahead of schedule.

e. Equipment performance: Satisfactory

05 08 April: Underway mine shape recovery ISO KERNEL BLITZ 2001

a. Objectives: Locate and recover training mines used during KERNEL BLITZ 2001.

b. Results: Recovered 69 mines.

c. Lessons learned: A good plan can expedite the retrieval of mines.

d. CO's evaluation: A very successful operation. Ship handling was the key to the expeditious safe recovery of all mines.

e. Equipment performance: Experienced problems with Fire Pump #4, Port Controllable Pitch Propeller and #2 Ships service diesel generator.

29 May - 29 June: Planned Maintenance Availability

a. Objectives: Repair degraded Equipment

b. Results: Satisfactory

c. Lessons learned: None

d. CO's evaluation: Satisfactory

e. Equipment performance: N/A

05-13 July: Master Diver Pre-screening

a. Objectives: Conduct dive training for the evaluation of Master Diver candidates. Training conducted both pier side and at sea.

b. Results: Two weeks of diving drills provided excellent training for both SALVOR divers and Master Diver candidates. All casualty drills involving MK-21, MK-20, and SCUBA diving were conducted safely.

c. Lessons Learned: N/A

d. CO's evaluation: Although the training was geared towards Master Diver Candidates, the intense two weeks of training was invaluable to SALVOR divers.

16 July - 20 July: SALVAGE TRAINING

a. Objectives: Lay four legs of beach gear and extract Ex-Navigator from shoal water in East Loch, Pearl Harbor, HI. Recover beach gear and tow Ex-Navigator to sea for fire-at-sea training.

b. Results: Ex-Navigator extracted from shoal water on the first pull. Outstanding performance in the Fire at Sea exercise. All evolutions conducted safely.

c. Lessons learned: Refrain from de-watering too many compartments onboard Ex-Navigator to provide more realistic training for beach-gear extraction. Increase the periodicity of training.

d. CO's evaluation: Great training for all hands.

e. Equipment performance: Satisfactory

23 - 24 August: Tow FLIP to a Mooring IVO Kaneoe Bay

a. Objectives: Tow Research Platform FLIP IVO Kaneohe Bay and place her in a precision 3-point Moor.

b. Results: Placed FLIP in a 3-point Moor at the proper location.

c. Lessons learned: Close coordination between the Captain of FLIP and Salvor ensured a successful operation.

d. CO's evaluation: A complete success. The coordination between FLIP personnel and the SALVOR crew enabled FLIP to be placed in her precision moor on the first attempt.

e. Equipment performance: Satisfactory

11 - 12 September: Underway emergency sortie

a. Objectives: Recall crew and to get underway due to a terrorist attack on the United States. Provide security for coastal waters outside Pearl Harbor.

b. Results: Ship was underway with all crewmembers on board within 20 minutes of the order to Sortie.

c. Lessons learned: N/A

d. CO's evaluation: The crew adapted rapidly to the changing environment and was ready to meet any threat.

e. Equipment performance: Satisfactory

17 - 19 September: Underway recovery FLIP

a. Objectives: Recover the Research Platform FLIP from her 3-Point Moor IVO Kaneohe Bay and return to Pearl Harbor.

b. Results: All three legs recovered without incident. FLIP returned to Pearl Harbor to prepare for upcoming experiment.

c. Lessons learned: The most effective method of breaking the sheer pins in the mooring legs was a direct pull along the same bearing the leg was laid.

d. CO's evaluation: Recovering FLIP from a 3-Point Moor required a high degree of ship-handling expertise. Close attention to the winds and seas prevented the mooring lines from being fouled.

e. Equipment performance: Satisfactory

25 September: Underway recovery of SSN towed array sonar

a. Objectives: Recover the towed array sonar from an SSN that experienced equipment failure.

b. Results: Safely and successfully recovered the towed array.

c. Lessons Learned: None

d. CO's evaluation: A smooth operation. The crew demonstrated flexibility by developing a successful plan despite short notice tasking.

e. Equipment performance: satisfactory

01 - 05 October: Tow FLIP South of Hawaii

a. Objectives: Tow the research platform FLIP to a single-point mooring approximately 200 nautical miles south of the Island of Hawaii.

b. Results: SALVOR successfully placed FLIP in an 18,000-foot single-point moor.

c. Lessons learned: None

d. CO's evaluation: An intense evolution handled professionally and safely by SALVOR's bridge team and rigging crew.

e. Equipment performance: Satisfactory

10 - 15 October: Underway ISO EHIME MARU salvage operations

a. Objectives: Provide security and emergency response during the relocation of the F/V EHIIME MARU from the deep-water site to the shallow water work site.

b. Results: Satisfactory

c. Lessons learned: SALVOR's slow speed and maneuverability make it a less-than-ideal security vessel. In order to intercept vessels in danger of approaching too close to the operation SALVOR used small boats and U.S. Coast Guard assets.

d. CO's evaluation: SALVOR effectively adapted to the situation and adjusted its procedures in order to maintain security.

e. Equipment performance: Satisfactory

24 - 26 November: Underway ISO EHIME MARU relocation to final resting site/TABS Buoy recovery

a. Objectives: Provide security for the relocation of EHIME MARU to final resting site. Locate and plot the position of the EHIME MARU at the Final Resting Site. Recover two TABS buoys.

b. Results: SALVOR relocated the EHIME MARU without incident. Both TABS buoys recovered safely.

c. Lessons learned: The degree of accuracy was limited by the capabilities of the towed-array system. Consider utilizing longer lifting straps to avoid placing crane hook near RHIB during recovery process.

d. CO's evaluation: Once again SALVOR's crew performed flawlessly through the pinger location exercise.

e. Equipment performance: Recovery winch for pinger-locator broke during the final recovery. Dive locker personnel forced to recover final 200' by hand.

01 - 06 December: Tow of Ex-YW86 and Ex-YW126 ISO DESRON-EX

a. Objectives: Dual tow of two decommissioned fuel barges to Barking Sands missile range for DESRON-31 live fire exercise.

b. Results: Both vessels towed and released in the correct positions despite extraordinary heavy seas.

c. Lessons learned: Ensure assisting Tug does not pull back on the tow, as this caused a surge, parting the shear pins.

d. CO's evaluation: Emergent repairs conducted to the Port Tow Machine by Dive Locker Personnel enabled SALVOR to complete the mission without delay.

e. Equipment performance: Port tow machine clutch Shear pins sheered, Port tow machine repaired underway.

06 - 08 December: Underwater Survey of EHIME MARU Shallow Water work site

a. Objectives: Survey the EHIME MARU shallow water work site and remove any debris found.

b. Results: Safely recovered all debris associated with the EHIME MARU salvage operation.

c. Lesson Learned: None

d. CO's evaluation: The crew performed superbly. They easily shifted from towing operations to diving operations.

e. Equipment performance: Satisfactory

15 December - 11 January 200: Holiday Stand-down

a. Objectives: Crew stand-down.

b. Results: N/A

c. Lesson Learned: N/A

d. CO's Evaluation: N/A

e. Equipment performance: NA