



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: 1996 COMMAND HISTORY (OPNAV REPORT 5750-1)

Ref: (a) OPNAVINST 5750.12F

Encl: (1) Command Composition and Organization

(2) Chronology

(3) Narrative

(4) Supporting Documentation

1. Per reference (a), enclosures (1) through (4) are forwarded.


C. M. HENSON

USS SALVOR (ARS 52)
Command Composition and Organization

1. USS SALVOR's command history for 1996 is as follows:

a. Command Composition and Organization

(1) The mission of USS SALVOR is fourfold:

(a) Salvage of Stranded Vessels: A disabled ship requires a variety of assistance. SALVOR carries portable cutting and welding equipment, power generators, dewatering salvage pumps, machine shops, and material to effect temporary hull repairs. She carries 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 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 provide 1,000 gallons per minute of sea water or fire fighting foam to extinguish topside fires on another ship. SALVOR is also 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 two main bow rollers, or two stern rollers using deck machinery and purchase tackle or two hydraulic pullers. 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 combined can support a 75 ton lift.

(d) Manned Diving Operations: The MK21 MOD 1 diving system provides SALVOR divers the organic capacity of air diving to normal operational depths of 190 feet. When combined with the MK 3 Fly-Away Mixed Gas System, SALVOR increases its diving capacity to a depth of 300 feet. The divers descend to depth on a diving stage lowered by one of two powered davits. There is a double lock hyperbaric chamber on board for surfaced diver decompression following a deep diver or the treatment of diving accidents. For shallow underwater inspections, searches and other tasks which require greater mobility than tethered diving, there is a full complement of SCUBA equipment on board.

(2) Administrative Chain of Command:

USS SALVOR (ARS 52)
COMNAVSURFGRU MIDPAC
COMNAVSURFPAC
COMTHIRDFLT
CINCPACFLT

USS SALVOR (ARS 52)
Command Composition and Organization

(3) Internal Command Organization as of 31 December 1996:

Commanding Officer:	LCDR C. M. Henson
Executive Officer:	LT K. A. Bense
Operations Officer:	LT R. L. Rodriguez
First Lieutenant:	CWO4 W. E. Morgan
Chief Engineer:	CWO4 M. S. Armistead
Assistant Chief Engineer:	LTJG S. C. La Bash
Supply Officer:	ENS J. L. Roth
ADP Security Officer	LTJG M. R. Bradshaw
Senior Enlisted Advisor:	MMCS(SW/MDV) J. E. Schnoering

Enlisted Manpower assigned as of 31 December 1996:

Chiefs:	7	Total Enlisted:	99
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(4) Home Port: Pearl Harbor, Hawaii

USS SALVOR (ARS 52)
Chronological Events

January

01-12 Moored at Pearl Harbor Naval Ship Yard for Docked Phase Maintenance Availability (DPMA) and Intermediate Maintenance Availability (IMAV), Pearl Harbor, HI

12 Change of Command Ceremony held on board as LCDR Randall Stephen Howes was relieved by LCDR Christopher Michael Henson

13-31 Continued DPMA and IMAV in Pearl Harbor Naval Ship Yard, Pearl Harbor, HI

February

01-09 Continued DPMA and IMAV in Pearl Harbor Naval Ship Yard, Pearl Harbor, HI

05-09 Conducted Light Off Assessment (LOA), Pearl Harbor, HI

09-15 DPMA and IMAV, Pearl Harbor, HI

16 Underway enroute Middle Pacific in order to conduct sea trials

17-20 Inport, Pearl Harbor, HI

21 Underway enroute Middle Pacific to conduct local area operations

22-25 Inport, Pearl Harbor, HI

26-29 IMAV, Pearl Harbor, HI

29 Conducted LIMPETEX 96-2-007 with Explosive Ordnance Disposal Training Evaluation Unit One (EODTEU-1)

March

01-05 Continued IMAV, Pearl Harbor, HI

05-06 Completed Aviation Facility Certification and Aviation Readiness Evaluation (AAV/ARE)

06-13 Continued IMAV, Pearl Harbor, HI

13-14 Completed Salvage Training Readiness Evaluation, Pearl Harbor, HI

14 Conducted LIMPETEX 96-2-352 with Explosive Ordnance Disposal Training Evaluation Unit One (EODTEU-1)

14-22 Continued IMAV, Pearl Harbor, HI

23-24 Inport, Pearl Harbor, HI

25-29 Command Assessment of Readiness and Training II (CART II), Pearl Harbor, HI

30-31 Inport, Pearl Harbor, HI

USS SALVOR (ARS 52)
Chronological Events

April

01-02 On load of salvage equipment in preparation of Tailored Ship's Training Availability IV (TSTA IV), Pearl Harbor, HI
03-07 Inport, Pearl Harbor, HI
08-19 TSTA IV Salvage Training - grounded ex-TUNICA for beach gear training. SALVOR rigged, laid down and harnessed into two legs of beach gear, and proceeded to retract ex-TUNICA from beachhead. In a separate exercise, SALVOR demonstrated live at-sea fire fighting techniques on ex-TUNICA
20-21 Inport, Pearl Harbor, HI
22 Underway enroute Kailua-Kona, HI for port visit and diving operations (DIVOPS)
23-27 Port visit/DIVOPS, Kailua-Kona, HI
28 Conducted type training while enroute Pearl Harbor, HI
29-30 IMAV, Pearl Harbor, HI

May

01-15 Continued IMAV, Pearl Harbor, HI
15 Conducted LIMPETEX 96-3-385 with Explosive Ordnance Disposal Training Evaluation Unit One (EODTEU-1)
16-17 Continued IMAV, Pearl Harbor, HI
18-19 Inport, Pearl Harbor, HI
20 Underway enroute Lahaina, HI, for port visit and DIVOPS
21-23 Conducted operational test of Mobile Diving and Salvage Unit One (MDSU-1) MK-3 Fly-Away Mixed Gas Diving System while at anchor, Lahaina, HI
24 Underway enroute Pearl Harbor, HI
25-27 Inport, Pearl Harbor, HI
28-31 Conducted Logistics and Administrative Training Review (LATR), Shipboard Explosives Safety Inspection (SESI), Combat Systems Readiness Review (CSRR), and Surface Rescue Team Training (SRTT) while inport, Pearl Harbor, HI

June

01-02 Inport, Pearl Harbor, HI
03-07 Underway enroute Middle Pacific in order to conduct local operations
08-12 Underway, Middle Pacific, in support of Rim of the Pacific 1996 (RIMPAC '96) and Mid-cycle Assessment (MCA)
13-16 Inport, Pearl Harbor, HI
17-18 Underway enroute Middle Pacific in order to conduct TSTA III
18 Conducted emergent at sea recovery USS LOS ANGELES (SSN 688) eight million dollar TB-29 Towed Array Sonar while underway Middle Pacific
19-21 TSTA III, Middle Pacific
22-24 Inport, Pearl Harbor, HI
25-27 Underway enroute Middle Pacific in order to conduct Final Evaluation Period
28 Inport, Pearl Harbor, HI
29-30 Pre-overseas Movement (POM), Pearl Harbor, HI

USS SALVOR (ARS 52)
Chronological Events

July

01-12 Continued POM and commenced IMAV, Pearl Harbor, HI
13 Underway enroute Middle Pacific for dependents cruise
14-21 POM/IMAV, Pearl Harbor, HI
22-26 Inport, Pearl Harbor, HI
27 Underway enroute Middle Pacific for dependents cruise
28 Inport, Pearl Harbor, HI
29-31 Underway enroute Sasebo, Japan. USS SALVOR commenced its first Western Pacific deployment in five years

August

01-16 Underway enroute to Sasebo, Japan
17-18 Inport, Sasebo, Japan
19 Underway enroute to Chinhae, Republic of Korea (ROK)
20-31 Conducted bi-lateral Diving and Salvage Exercise (SALVEX) 96-2K in the East China Sea with the Republic of Korea Navy (ROKN). During SALVEX 96-2K, SALVOR: conducted in-depth classroom training on diving practice and theory, deployed a precision four point moor, and conducted joint US-ROKN mixed gas diving operations (HeO2). SALVOR conducted 58 dives with a total bottom time of 13 hours and 37 minutes

September

01-03 SALVEX 96-2K, Chinhae, Republic of Korea
04 Underway enroute to Sasebo, Japan
05-18 Upkeep, Sasebo, Japan
19-23 Underway enroute to Hong Kong
24-29 At anchorage, Hong Kong Harbor, for port visit
30 Underway enroute to Sembawong Harbor, Singapore

October

01-05 Underway enroute to Sembawong Harbor, Singapore
06-09 Inport, Sembawong Harbor, Singapore, for port visit
10-12 Underway enroute to Phattaya Beach, Thailand for port visit
13-18 At anchorage, Phattaya Beach, Thailand for port visit
19 Retrieved anchor and moved 30 miles south to Sattahip, Thailand, in order to conduct SALVEX 96-1TH with the Royal Thai Navy (RTN)
20-31 Conducted bi-lateral Diving and Salvage Exercise 97-1TH with the Royal Thai Navy. Highlights of SALVEX 97-1TH included: conducted classroom training on diving practices and theory and underwater salvage demolition procedures and techniques, conducted an in-depth survey of a sunken hazardous wreck, deployed a three point moor, and conducted underwater demolition and underwater cutting and welding operations. SALVOR conducted 82 dives with a total bottom time of 38 hours and 53 minutes

USS SALVOR (ARS 52)
Chronological Events

November

01 SALVEX 97-1TH, Sattahip, Thailand
02-04 Underway enroute to Singapore for provisions replenishment
05 Moored alongside USNS Tippecanoe (TAO-199) at anchor,
Singapore, for provisions onload
06-07 Underway enroute to Surabaya, Indonesia in order to conduct
SALVEX 96-1 with the Indonesian Navy
08-12 Inport, Surabaya, Indonesia, conducting classroom training
on MK-21 SSDS, underwater cutting and welding techniques and
mixed gas diving and theory
13 Underway enroute to Pasir Putih, Indonesia in order to
continue SALVEX 96-1 with the Indonesian Navy
14-22 Deployed two-point moor off of Pasir Putih, Indonesia in
order to conduct diving and underwater cutting and welding
operations with the Indonesian Navy. SALVOR conducted 130
dives with a total bottom time of 43 hours and 23 minutes
23 Underway enroute to Bena, Bali, Indonesia for port visit
24-26 Inport, Bena, Bali, Indonesia for port visit
27-30 Underway enroute to Chinhae, Republic of Korea

December

01 Underway enroute to Chinhae, Republic of Korea
02 Rendezvoused with USNS Tippecanoe (TAO 199) in order to
conduct underway astern refueling off the western coast of
Luzon, Republic of Philippines
03-10 Underway enroute to Chinhae, Republic of Korea
11-16 Conducted bi-lateral Diving and Salvage Exercise 97-1K with
the Republic of Korea Navy. Highlights included: completed
pierside cold water indoctrination air diving using MK-21
SSDS and Viking dry suits, and conducted HeO2 mixed gas
diving operations to 135 feet. SALVOR conducted a total of
14 dives with a total bottom time of 6 hours and 49 minutes
before receiving emergency tasking to proceed to Okinawa,
Japan
17-18 Underway enroute to White Beach, Okinawa in order to effect
the recovery of two Lighter Amphibious Rescue Craft (LARC)
19 Inport, White Beach, Okinawa, in order to reprovision and
load side-scan sonar necessary for LARC recovery operations
20-22 Underway off of White Beach, Okinawa using side scan sonar
to search for missing LARCs
22 Received emergency tasking to proceed enroute to Naha,
Okinawa and become the recovery platform during Operation
Valiant Search, the recovery of a MK 82 1000 pound bomb.
Arrived at Naha, Okinawa and deployed two point moor in
order to retrieve the bomb
23 Two point moor, Naha, Okinawa
24 Retrieved two point moor and deployed three point moor in
order to increase ability to shift in the moor. Upon
recovery of MK 82 1000 pound bomb, SALVOR retrieved three
point moor and proceeded enroute to a remote disposal area
for destruction
25 Destroyed MK 82 1000 pound bomb and proceeded underway
enroute to White Beach, Okinawa in order to continue
LARC recovery operations

USS SALVOR (ARS 52)
Chronological Events

26-27 Arrived at White Beach, Okinawa and deployed three point
moor in order to recover LARC 842. Conducted the recovery
of LARC 842 from 300 feet of sea water and transited to the
Army Pier at White Beach, Okinawa

28 Inport, White Beach, Okinawa, in order to offload LARC 842,
and reprovision for transit back to Pearl Harbor, HI

29-31 Underway enroute to Pearl Harbor, HI

USS SALVOR (ARS 52)
Narrative of Major Events

- EMERGENCY AT SEA RECOVER OF USS LOS ANGELES (SSN 688) TOWED ARRAY

In the midst of a demanding training cycle, USS SALVOR (ARS 52) successfully conducted the first emergent at sea recovery of a TB-29 Towed Array Sonar from the USS LOS ANGELES (SSN 688). Twenty four hours from the initial tasking, SALVOR onloaded the specialized recovery equipment, proceeded to a rendezvous point with the LOS ANGELES, deployed a diving recovery team and safely recovered the array.

- BI-LATERAL DIVING AND SALVAGE EXERCISE 96-2K

USS SALVOR performed superbly during the bi-lateral Diving and Salvage Exercise (SALVEX) 96-2K with the Republic of Korea Navy (ROKN) in August and September 1996. The commanding officer, LCDR Christopher M. Henson, acted as Officer Conducting Exercise (OCE), upholding the Pacific Fleet's mission of cooperative engagement with Western Pacific navies. USS SALVOR successfully trained and conducted the following operations in conjunction with ROKN Divers:

- In-depth classroom training was conducted for ROKN divers on the topics of SCUBA, MK-21 Surface Supplied Diving System (SSDS), mixed gas diving theory and operational procedures, basic and advanced diving medicine, and underwater cutting and welding.

- Conducted the precision deployment of a four point moor in a harbor congested with fishing vessels in order to position the ship over a simulated debris field.

- Completed pierside indoctrination air diving for Korean divers utilizing the MK-21 SSDS.

- Conducted joint US-ROKN HEO2 mixed gas diving operations to depths in excess of 150 feet salt water using the MK-3 Fly-Away Mixed Gas Diving System and MK-21 SSDS.

- Using pre-constructed underwater projects, trained ROKN divers on the use of the Kerie Cable underwater cutting system.

- Safely conducted 58 dives with a total bottom time of 13 hours and 37 minutes.

- BI-LATERAL DIVING AND SALVAGE EXERCISE 97-1TH

USS SALVOR completed SALVEX 97-1TH with the Royal Thai Navy (RTN) in October 1996. The following training exercises were accomplished to further the working relationship between RTN and the U.S. Navy:

- Conducted classroom training for RTN divers on SCUBA, MK-21 SSDS, underwater salvage demolition procedures and techniques, basic and advanced diving medicine, and underwater cutting and welding theories and techniques.

- Conducted indoctrination air dives using the MK-21 SSDS.

- Safely conducted underwater demolition operations on a submerged wreck off of Ko Tao Mo Island, Sattahip, Thailand. SALVOR and Thai divers constructed, placed and detonated two hose charges, two detasheet contact charges, three flexible linear shaped charges, and one C-4 contact charge.

- Removed shallow portions of the sunken wreck while simultaneously training Thai divers on the use of the Kerie Cable underwater cutting system.

- Successfully deployed a three point moor in restricted waters 100 yards off of Ko Tao Mo Island approximately 50 feet from the submerged wreck.

USS SALVOR (ARS 52)
Narrative of Major Events

- Completed 82 dives with a total bottom time of 38 hours and 53 minutes.

- BI-LATERAL DIVING AND SALVAGE EXERCISE 97-1, INDONESIA

USS SALVOR completed the bi-lateral Diving and Salvage Exercise 97-1 with the Indonesian Navy in November 1996. The following exercises were successfully completed:

- Conducted air diving using the MK-21 SSDS.
- Conducted HeO2 Mixed Gas diving using the MK-3 Fly-Away Mixed Gas Diving System in conjunction with the MK-21 SSDS.
- Utilizing pre-constructed underwater projects, trained Indonesian divers on the uses of the Kerie Cable underwater cutting system and U.S. Navy underwater welding techniques.
- Completed the patching and refloating of a ten ton submerged pontoon project using compressed air.
- Recovered a ten ton submerged pontoon using Salvage Recovery Lift Bags.
- Completed 130 dives with a total bottom time of 43 hours and 28 minutes.

- BI-LATERAL DIVING AND SALVAGE EXERCISE 97-1K

USS SALVOR completed the bi-lateral Diving and Salvage Exercise 97-1K with the Republic of Korea Navy in December 1996. Specific accomplishments during the exercise included:

- Completed pierside cold water indoctrination air diving utilizing the MK-21 SSDS and Viking Dry Suits.
- Conducted HeO2 mixed gas diving operations to 135 feet sea water using the MK-3 Fly-Away Mixed Gas Diving System in conjunction with the MK-21 SSDS and Viking Dry Suits.
- Participated in a demonstration of disabled submarine lifting techniques.
- Completed 14 dives with a total bottom time of 6 hours and 49 minutes.

- OPERATION VALIANT SEARCH

In December 1996, at the culmination of a successful Western Pacific deployment, SALVOR was tasked to conduct the emergent salvage recovery of a MK-82 1000 pound bomb off the coast of Naha, Okinawa, Japan in support of Operation Valiant Search. This combined U.S. Navy/Japanese Maritime Self Defense Force operation was completed safely in full view of a highly concerned Japanese public. SALVOR's contributions to this critical operation included:

- Embarked members of Explosive Ordnance Disposal Mobile Unit Five (EODMU-5)
- Deployed a precision three point moor in the area of the recovery
- Conducted six "bounce dives" to a depth of 190 feet sea water, repositioning the ship after each dive in order to maneuver closer to the MK-82 1000 lb bomb
- Completed two HeO2 mixed gas dives to a depth of 210 feet of sea water in order to rig the bomb for recovery
- Effected the recovery of the bomb and assisted EODMU-5 with the safe positioning of the bomb on SALVOR's fantail

USS SALVOR (ARS 52)
Narrative of Major Events

- Transited 50 nautical miles with the bomb to a remote disposal area for destruction
- Assisted EODMU-5 with the disposal of the bomb

- LARC RECOVERY OPERATIONS

When Beach Master Unit One (BMU-1) and the USS DUBUQUE (LPD 8) lost two Lighter Amphibious Recovery Craft (LARC) in December 1996 off the coast of White Beach, Okinawa, USS SALVOR was called into action. While SALVOR was occupied with Operation Valiant Search, USS GUARDIAN (MCM 4) was tasked with locating the two missing LARC. GUARDIAN located and marked LARC 842 in 295 feet sea water and LARC 872 in 315 feet sea water. Immediately following the completion of Operation Valiant Search, SALVOR transited to the LARC recovery area and conducted the following operations:

- Deployed a three point moor in the recovery area
- Conducted one "bounce dive" to 190 feet sea water in search of LARC 842
- Completed two HeO2 mixed gas dives to 300 feet sea water in order to rig the LARC for recovery
- Safely recovered the LARC and secured it to SALVOR's fantail
- Transited to Army Pier, White Beach, Okinawa and delivered LARC 842 to the pier for return to BMU-1
- SALVOR was unable to recover LARC 872 due to the depth of water. The Chief of Naval Operations has set safe diving limits and a depth of 315 feet sea water is beyond the Exceptional Exposure Limit.