



DEPARTMENT OF THE NAVY
USS SALVOR (ARS-52) ✓
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA 96678

5750
Ser SUP/76
26 Feb 1988

From: Commanding Officer, USS SALVOR (ARS 52)
To: Director of Naval History (OP=09BH), Washington Naval Yard,
Washington, D.C. 20374-0571

Subj: ¹⁹⁸⁷~~1986~~ COMMAND HISTORY (OPNAV REPORT 5750-1)

Ref: (a) OPNAVINST 5750.12D

- Encl:
- (1) Command History
 - (2) Biography and Photograph of Commanding Officer
 - (3) Photograph of USS SALVOR (ARS 52)
 - (4) Personnel Roster
 - (5) USS SALVOR (ARS 52) Symposium Brief
 - (6) Familygrams
 - (7) Ombudsman Newsletters

1. Per reference (a), enclosures (1) through (7) are submitted.


R. A. REISH

Copy to:
COMSERVRON 5

Commissioned June 1986

COMMAND HISTORY

1. The Command History for USS SALVOR for 1987 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 sources, dewatering gear, 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, one remotely controlled fire monitor mounted on the forward kingpost, and a manual portable monitor on the fo'c'sle. 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) Recover 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 MK 12 and MK 1 diving systems provide SALVOR divers the capability of air diving to depths of 190 feet. The divers descend to depth on a diving stage lowered by a powered 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 underwater inspections, searches, and other tasks which require mobility, there is a full complement of SCUBA equipment on board.

(2) Organizational Structure:

USS SALVOR (ARS 52)
COMSERVRON 5
COMNAVSURFGRU MIDPAC
COMNAVSURFPAC

Encl (1)

(3) Internal Command Organization:

Commanding Officer:	LCDR R. A. Reish
Executive Officer:	LT D. J. Oswald, Jr. (Departing)
	LT M. D. Kavanaugh (Reporting)
Operations Officer:	LT M. W. Kaminski
First Lieutenant/ Weapons Officer:	LT A. L. Langston
Chief Engineer:	LT N. Hansen/ LT R. Y. Resnick
Supply Officer:	ENS J. L. Brennan
Command Master Chief:	HTCM(DV/SW) J. A. Searcy

Enlisted Manpower assigned as of 31 December 1987:

Chiefs: 10 Total Enlisted: 93

(4) Home Port: Pearl Harbor, Hawaii

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

b. Chronology for 1987:

January

5-16 Underway Shakedown Training
12 Collision with USS RECLAIMER
15 EOD PICKEK
26-30 Dive OPS Reef Runway

February

3 Full Power Run
4-5 Target Tow - Air Force Tactical Fighter Wing 419
6 VERTREP
9-10 Target Tow/BOMBEX HMCS KOOTENAY and HMCS TERRA NOVA
17-20 Seal Support OPS
24-27 MIT Phase I

March

2-6 Salvage Training: Beach Gear/EX-BUCKEYE
9-11 Salvage Training: Bowlift/MUD MONSTER
12 Ammo Off-Load
16-9 SIMA Availability
Apr
19-20 Fuel Off-Load

April

9 Start PSA
20-22 Underwater Demolition Training - Divers
27-29 Underwater Demolition Training - Divers

May

11 Safety Standdown
27 Command Inspection
27-5 "RED CELL" Exercise
Jun

June

9 End PSA
10-26 Upkeep
17 Welfare and Recreation Assist Visit
26 Fast Cruise
29 Fuel On-Load
30 Ammo On-Load

July

1-2 Deperm
6-10 ISE
10 PICKEK EOD
13-17 MIT Phase I
13 DLSS Recertification
20 Petty Officer Indoctrination
21-23 PMS Inspection
24 Target Tow - USS WHIPPLE
28-30 ISE
31 Firefighting Team Training

August

3-7 ISE
6-7 Submarine Support OPS - Kauai
10-14 MIT Phase II
17 USS SAFEGUARD Boating Accident
18 News of Deployment
20 Refuel
21 Stores On-Load
24-26 REFTRA
27-28 Small Arms Training
31 Off Ship Firefighting: EX-BUCKEYE

September

5 Ammo On-Load
6 Underway: WESTPAC
10 Collision between USS CONQUEST and USS BARBOUR COUNTY
11 Patch and Tow CONQUEST
16 Arrive Pearl Harbor
25 Underway, Return to Port for On-Load of Cargo for
USS CONQUEST, Underway 2000
26 Rendezvous, Hook-up USS CONQUEST

October

2 Chop to 7th Fleet
4 Inport Kwajalein: Refuel
5 Depart Kwajalein
11 Adjust Course to Avoid Typhoon Kelly
16 Arrive Subic Bay
20 Dive OPS: Grande Island
21-22 Jungle Environment Survival Training
27 Underway Enroute Hong Kong
29 Arrive Hong Kong

November

3 Depart Hong Kong
5 Arrive Subic Bay
15 Underway: AFDB 1B and 2E in Tow
25 Fuel at Sea: USS MAUNA KEA

December

6 General Quarters - Shaft Brake Engaged
7 Crossed International Date Line
Rendezvous USS BRUNSWICK
8-9 Fueling at Sea
11 Pass Tow
18 Arrive Pearl Harbor

c. Narrative:

After a leave and upkeep period, SALVOR entered 1987 with Shakedown Training on 5 January. Shakedown Training involved numerous seamanship, engineering, and damage control drills conducted in order to assess the operational readiness of the plankowner crew. The crew did well and the Fleet Training Group observers determined that SALVOR was ready to proceed with Refresher Training in the fall. However, during a tow and be towed exercise with the USS RECLAIMER the two ships collided. SALVOR was dead in the water showing two black balls. RECLAIMER made her

approach from the downwind side and struck SALVOR a glancing blow on the starboard bow, just below the Stato anchor pocket. Both ships suffered minor damage but no personnel casualties and returned to port under their own power.

Following Shakedown Training, SALVOR laid a tow point moor off Reef Runway for diving operations. The dives were conducted using MK 12 surface supplied diving system in 150 feet of seawater from 26-30 January. During this week the Commanding Officer, LT Hansen, LT Langston, and ENS Brennan presented a paper on the maiden voyage tow of EX-TUNICA, EX-TENINO, EX-NAVIGATOR, and YTB 817 for the 1987 Diving and Salvage Symposium.

On February 3 SALVOR was underway for an engineering plant full power run. February 4th and 5th SALVOR provided target tow services for Air Force Fighter Wing 419, and February 6th conducted VERTREP operations with a SH2 completing requirements for helo certification. SALVOR was underway February 9-10, providing target tow services for a joint U.S. and Canadian Naval Force exercise and was impressed by the gunnery performance of the HMCS KOOTENAY and HMCS TERRA NOVA. SALVOR, along with the USS SWORDFISH, provided underway support for Seal Team 1 from 17-20 February, and then returned to port for MIT Phase I from the 24th to the 27th.

March began with two weeks of Salvage Training. The salvage hulk EX-BUCKEYE was beached in Pearl Harbor. SALVOR laid two legs of beach gear, patched, and pumped out EX-BUCKEYE, and using hydraulic pullers, extracted the ship from the beach. Salvage Training continued inport from 9-11 March. SALVOR conducted a heavy bow lift exercise and the divers gained experience while patching the MUD MONSTER. On 16 March SALVOR entered a SIMA Availability which was to last until 9 April. During this availability the ship off-loaded her ammunition and fuel to prepare for the yard period involved in the upcoming Post Shakedown Availability (PSA).

Post Shakedown Availability was originally scheduled to begin in February and last two months, but the design work required to correct discrepancies discovered during Acceptance and Final Contract Trials was not completed. The start date was delayed several times. Post Shakedown Availability officially began on 9 April and would be completed two months later on 9 June.

Also during PSA, all divers and diving officers received Explosives Refresher Training at Explosive Ordnance Disposal Training Unit 1. Training included surface and underwater demolition and searching for mines with hand held sonar.

On May 11th the command held a Safety Standdown, with valuable training received by all hands. SALVOR passed a command inspection on May 27th with flying colors. That same day exercise RED CELL began,

with all ships and stations in the Pearl Harbor area involved in increasing levels of readiness against simulated terrorist attacks. SALVOR posted additional topside and pier watches to meet each threat level.

Post Shakedown Availability officially ended on June 9th, but SALVOR remained inport for an additional two week upkeep period. A Welfare and Recreation Fund Assist was held on June 17th, and on June 26th SALVOR held a "Fast Cruise". The Fast Cruise worked out the kinks in the underway watchbill and familiarized both old and new crewmembers with underway routine after 3 months inport.

The week of 29 June saw SALVOR underway, moving about Pearl Harbor to on-load ammunition and fuel the ship then docked at the Deperming Piers, and the crew assisted in wrapping large magnetic cables around the skin of the ship. Once depermed, a transit of the Degaussing Range confirmed that SALVOR's magnetic signature had been reduced to an acceptable level.

SALVOR got underway the next week for independent steaming and Engineering Casualty Control Drills. On her way into port on Friday SALVOR was detoured back out to sea to perform a PICKEK. Explosive Ordnance Disposal Technicians parachuted into the water from a P-3, and were recovered by SALVOR's workboats.

MIT Phase I was held 13-17 July, and did not go well. Following the visit the Chief Engineer was relieved and replaced by LT Langston, formerly the First Lieutenant. Also that week the diver's life support system was certified by NAVSEA. Petty Officer Indoctrination was held for those E3s who were selected for advancement. SALVOR passed a surprise PMS inspection on 23 July with a grade of 88, and provided target tow services for USS WHIPPLE on the 24th. Underway again from 28-30 July for engineering drills, SALVOR returned to port for Firefighting Team Training on the 31st.

On Monday night on the 17th of August, SALVOR initiated her recall bill. Another ship in the squadron had suffered a boating accident and SALVOR sailors responded admirably. Search efforts continued throughout the night until midday, unfortunately without success. On the afternoon of the 18th, the crew gathered on the foc's'le for Captain's Call. "I have some good news and some bad news" the Captain began, "The Good News is that this ship will be making a deployment. The Bad News is we are leaving in 10 days."

After the crew recovered from the initial shock preparations for deployment began. The ship refueled and enough stores to last 60 days were on-loaded. Engineers worked around the clock to restore existing casualties, and an OPTAR augment was requested and received to outfit

the ship for a four to six month deployment. SALVOR was not informed of much more than that there were three MSO's being towed from the West Coast by an LST, and that SALVOR would provide assistance as needed.

SALVOR underwent a three day compressed Refresher Training 24-26 August. Sixty-six drills were conducted: 64 were graded Satisfactory and two Unsatisfactory. Small arms training was conducted, with almost all petty officers and above qualifying on the .45, shotgun and M-16. On 31 August the crew gained experience in off-ship firefighting by putting out a fire on the EX-BUCKEYE at sea.

Underway 5 September to on-load additional ammunition, SALVOR left Pearl Harbor on 6 September. SALVOR rendezvoused with the USS BARBOUR COUNTY, USS CONQUEST, USS ESTEEM, AND USS ENHANCE. The LST took the three MSO's in tow per a tow plan designed by SALVOR. One of the MSO's experienced a minor casualty and SALVOR was dispatched back to Pearl Harbor to pickup some parts.

SALVOR was in overnight awaiting the parts and took off again the next day to catch up with the rest of the task unit. Shortly after rendezvous, the tow rig on the lead tow parted. All of the ships tripped out of the tow and steamed independently throughout that night. A refueling was scheduled for the next day and it was decided to try the tow again following the refueling operations. In view of the problem the night before with the towing rig, higher authority decided that SALVOR should do some of the towing. As she was preparing to take two of the MSO's in tow, the third MSO was refueling from the LST when a collision occurred between the two ships. The outcome of this situation was that SALVOR was tasked to make emergency repairs to the damaged MSO and take her in tow back to Pearl Harbor for repairs.

After a little more than a week inport SALVOR was underway again. This time she was supposed to take the MSO in tow and get her to her ultimate destination. Underway on schedule SALVOR waited for the MSO to meet us outside of the harbor for the hook-up and the ultimate tow to WESTPAC. Unfortunately, the MSO experienced another casualty before they left and some equipment needed to be transferred to SALVOR to make room for some temporary machinery to replace their damaged equipment. SALVOR was ordered to return to port and moor alongside the MSO for the equipment transfer.

As soon as the equipment was aboard and secured for sea, SALVOR got underway one more time in our repeated efforts to head west. SALVOR steamed in the vicinity of the harbor entrance all night conducting drills and training patiently awaiting our charge. Early the next morning the MSO steamed out of the harbor. We made the hook up and started putting as much distance as possible between us and Papa Hotel.

After heading south to avoid Typhon Kelly, SALVOR arrived in Subic Bay on 16 October. SALVOR entered an availability period with Subic Bay Naval Shipyard. The divers on board took advantage of the warm clear waters off Grande Island and conducted numerous scuba dives. Approximately 15 crewmembers braved the wild jungle night during Jungle Environmental Survival Training.

SALVOR was underway for Hong Kong on 27 October, arriving for a five day port visit two days later. Various members of the crew toured Victoria, Kowloon, Macau, and those lucky enough to have brought their passports spent a day in the People's Republic of China.

On November 5th SALVOR returned to Subic Bay. Two dry dock sections SALVOR had been tasked to tow back to Pearl Harbor still needed quite a bit of work before they would be properly prepared. After numerous tow inspections, AFDB 1B and AFDB 2E were ready. SALVOR waited two days for a storm to pass, and departed for Pearl Harbor on 15 November.

SALVOR diverted south to 5 degrees north latitude to avoid a late forming typhoon, and then rendezvoused with USS MAUNA KEA for fueling on November 25. Originally MAUNA KEA attempted to take station ahead of SALVOR, but it was determined that SALVOR would take station on MAUNA KEA. The entire astern refueling evolution lasted 10 hours.

General Quarters was sounded the night of 6 December, when the starboard shaft brake was engaged on the rotating shaft, filling the main machinery room with smoke. During the casualty the ship lost all propulsion until the main engines were restarted.

After working through the night to restore the casualty and inspect the tows for damage, SALVOR rendezvoused with the USS BRUNSWICK the following morning. SALVOR and BRUNSWICK conducted astern refueling for the next 2 days, but high sea state prevented the passing of the ADFM 1B to the BRUNSWICK until the dawn hours of 11 December. With only one dry dock in tow SALVOR made good time and arrived home to Pearl Harbor on 18 December. The dry dock was delivered to Inactive Ships in Middle Loch and SALVOR berthed at A7 to begin a well deserved holiday leave and upkeep which continued through 31 December.