



Rec'd 6/20/91  
DEPARTMENT OF THE NAVY

USS CARR (FFG-52)

FLEET POST OFFICE

MIAMI 34090-1506

5000  
Ser 01/ 405  
12 June 1991

From: Commanding Officer, USS CARR (FFG-52)  
To: Director of Naval History (OP-09BH), Washington Navy Yard  
Washington, DC 20374-0571

Subj: COMMAND HISTORY 01 JAN - 31 JAN 1991

1. Command Composition and Organization

CARR is attached to Destroyer Squadron SJX, homeport - Charleston, South Carolina.

Mission - To escort and protect convoys, underway replenishment groups, amphibious landing groups and carrier battle groups.

2. Chronology.

01 JAN - 21 JAN INPORT CHARLESTON  
22 JAN - 23 JAN INPORT NAVAL WEAPONS STATJON  
24 JAN U/W CHARLESTON OPAREA  
25 JAN - 31 JAN INPORT CHARLESTON

3. Narrative.

CARR opened the New Year with the goals of getting ready for Refresher Training in Guantanamo Bay, Cuba, clearing Casualty Reports (CASREPS), productively completing the post SRA Intermediate Maintenance Availability (JMAV), and completing the crew's habitability improvements. The week of 4 January to 11 January was designated Damage Control Readiness Week. The emphasis was placed on preparing the ship's spaces and DC equipment, and training the crew; setting material condition "YOKE", improving the readiness and qualification status of the Inport Emergency Teams and Repair Parties.

On 4 January, USS Robert G. Bradley, another DESRON SJX ship held a Change of Command. On 7 January, a brief was conducted onboard providing information on the Indian Ocean and Persian Gulf threat to naval forces. The brief was all too relevent in view of the invasion of Kuwait by Iraq. A second brief was held by one 20B5 team from Fleet Training Unit, Charleston to provide information on the upcoming combat systems training. The Engineering Department conducted an Engineering Operational Sequencing System (EOSS) inventory and configuration check. A small Class "C" or electrical fire occured in #2 F/F Pump Controller. The power was secured and the fire was immediately extinguished. On 8 January, division officers conducted an inspection of their spaces' equipment, doors, scuttles, and hatches. Repair II was exercised in the afternoon and the duty section conducted training exercise MOB-D-110-SF. Damage Control inspections continued on 9 January 1991. 20B5 hookups were conducted to tie the teams simulation equipment with the ships combat systems computers. Legal assistance was provided to execute wills and power-of-attorneys. Repair III was exercised and the duty section conducted MOB-D-112-SF and MOB-D-113-SF. A 20B5 trainer brief was held on January 10th.

Subj: COMMAND HISTORY 01 JAN - 31 JAN 1991

The Overall Combat Systems Operational Test (OCSOT) was conducted in the afternoon. Repair V was exercised and the duty section conducted MOB-D-114-SF. On the 11th of January the ship set General Quarters to exercise all the repair lockers. The duty section conducted MOB-121-SF.

The week of 11-18 January 1991 was filled with Ships Self Defense Force Training, 20B5 combat systems team training, Flooding Casualty Control Software (FCCS) installation, Inport Emergency Team exercises, non-skid replacement of all top side surfaces, and I-Division for newly reported personnel. NAVSEA, SPAWAR, and Type Commander Representatives were onboard on 14 January to conduct a SPA-25G and JOTS JJ site survey. On 16 January, history was made when the United States and its Allies began an air attack on Iraq, 19 hours after the United Nations deadline for Iraq's withdrawal from Kuwait. The Charleston Naval Base immediately initiated Threat Condition (THREATCON) "B" to tighten security throughout the base. CARR also held a frocking and awards ceremony. E-7 Exams were held on 17 January. Martin Luther Kings Birthday was observed on the 18th. CARR held an observance for the crew on the flight deck, held a time for quiet reflection, and watched a video "I have a Dream" that described what this great man did to improve our nation. On the 19th, the Ships Self Defense Force (SSDF) Team-In-Training used CARR as a live training ground. SSDF tactics were practiced as the students faced the instructors on the 1st deck, sometimes in the dark. All participants were armed with paint pellet guns which added an incredible amount of realism to the training. A large clean up job of the water soluble paint had to be conducted afterwards in the horseshoe passageway because that is where most of the ambushes occurred. Over the weekend, CARR conducted a battery alignment of the ships weapons systems. The alignment was required because the ship had recieved a new track antenna and gun barrel during SRA Two. The fire control systems had to be realigned with the gun so that they would both be looking at the same place when tracking a target. It had to be conducted at night so that the sunlight would not heat the ships aluminum structure and change the alignment readings. Martin Luther King's birthday was observed nationally on the 21st and CARR held holiday routine.

On 22 January, CARR got underway and transited the Cooper River to the Naval Weapons Station in preparation for a ammunition onload on the 22nd. Buses returned crewmembers back to the Naval Base that night and returned them back to the ship the next morning. An Aviation Certification and Ammunition Onload brief was held. On the 23rd, a safe and efficient full ammunition onload was conducted. CARR once again had a defensive and offensive capability. In the afternoon, CARR got underway for sea trials. This was the first time the ship got underway in over five months. During sea trials the ship conducted a full power run, man overboard drill, General Quarters drill, 76mm gunnery exercise against a TDU towed by a Flight International lear jet, Close in Weapons System (CIWS) pre-action calibration fire, and extensive testing and troubleshooting of all systems. CARR returned to the Charleston Naval Station the evening of the 24th. On the 25th, CARR hosted a tour of the ship for a 3rd grade class.

Subj: COMMAND HISTORY 01 JAN - 31 JAN 1991

During the week of 18-25 January, CARR prepared for a Planned Maintenance System (PMS) Inspection. Each day portions of the system were reviewed. The chain of command validated Maintenance Requirement Cards (MRC), performed PMS spot checks, and reviewed Equipment Guide Lists, PMS scheduling boards, 13 week files, related maintenance, and situational requirements. On 27 January, Superbowl Sunday, final preparations were made for the PMS inspection. The PMS Inspection began on 28 January and was successfully completed on 30 January. A PMS Inspection debrief was held with Destroyer Squadron Six on the 31st with positive results. On the 29th, the CARR Family Support Association had a chili-dog sale on the messdecks.

CARR closed the hectic month of January with DMSR, stores onload, and final preparations for getting underway to Guantanamo Bay, Cuba. CARR passed DMSR with few discrepancies, entitling the ship to proceed on duties assigned and conduct Refresher Training.

  
S. STARR KING  
By direction



DEPARTMENT OF THE NAVY

USS CARR (FFG-52)  
FLEET POST OFFICE  
MIAMI 34090-1506

5000  
Ser 01/406  
12 June 1991

From: Commanding Officer, USS CARR (FFG-52)  
To: Director of Naval History (OP-09BH), Washington Navy Yard  
Washington, DC 20374-0571

Subj: COMMAND HISTORY 01 FEB - 28 FEB 1991

1. Command Composition and Organization

CARR is attached to Destroyer Squadron SJX, homeport - Charleston, South Carolina.

Mission - To escort and protect convoys, underway replenishment groups, amphibious landing groups and carrier battle groups.

Helicopter Anti-Submarine Squadron Light Four (HSL-44) Detachment 4, based at NAF Mayport, Florida. Aircraft - 1 SH-60B Seahawk.

2. Chronology.

01 FEB - 28 FEB Guantanamo Bay, Cuba

3. Narrative.

The month of February 1991 began with a tour and lunch onboard for the children from CARR's Personnel Excellence Program partner, Jenkins Orphanage. They enjoyed their time aboard. Preparations for getting underway for the Caribbean continued on the 3rd. CARR crewmembers secured for sea, removed trash, and said their final goodbyes to their families. The ship would be gone for over a month.

On 4 February, CARR sailed for Interim Refresher Training in Guantanamo Bay, Cuba. Commanding Officer's Call was held on the flight deck, including an awards ceremony and the announcement Planned Maintenance System inspection results for each department. Later, two Close In Weapons Systems (CIWS) and two 76mm gun firing exercises were conducted as CARR was making its final preparations for refresher training.

CARR made a brief stop in Mayport to pick up the Air Department on the 5th. CARR moored before sunrise, unloaded HSL FOUR FOUR DET FOUR and their gear, refueled, unloaded parts, and then sailed again. CARR exercised at flight quarters and recovered Magnum 451, an SH-60B Seahawk helicopter. As CARR and the Air Department worked to complete week one work ups, flight operations were conducted continuously to work the Air Department back into the CARR family. The ship exercised at General Quarters and conducted Chemical, Biological, and Radiological (CBR) Defense (CBR-D) training. Flight operations continued on the 7th. Basic Engineering Casualty Control Exercises (BECCES) were conducted. The ship exercised at General Quarters and drills were conducted to simulate helicopter in-flight emergencies.

Subj: COMMAND HJSTORY 01 FEB - 28 FEB 1991

The intense training continued on 8 January. CARR practiced Vertical Replenishment (VERTREP), in-flight emergencies, man overboard drills, and motor whale boat operations. The ship once again exercised at General Quarters and continued to hone CBR defense skills.

On February 9th, CARR moored at Guantanamo Bay, Cuba, ready and motivated to train. Interim Refresher Training was scheduled to begin 11 February and end 12 March. The first week was spent conducting various indoctrination briefs, classroom training, and Anti-Submarine Warfare (ASW) operations. On the 12th, one quarter of ships company attended a CBR course. The course included a trip into the Fleet Training Group (FTG) gas chamber. The entire crew gained a renewed appreciation for the effectiveness of the MK5 Gas Mask. From February 13th to the 15th, CARR was underway to practice Anti-Submarine Warfare. CARR achieved an overall grade of 88.4% in the ASW exercises. On 16 February, CARR moored back in Guantanamo Bay to enjoy the weekend and prepare for the rigorous training ahead. On Saturday, crewmembers enjoyed an all night bowling marathon. The 18th was a holiday and was celebrated with a ships picnic at Philips Park, the picnic which included a cookout, softball, basketball, and lots of music presented by a disc jockey.

On 19 February, CARR got underway and immediately began low visibility, swept channel, and man overboard training exercises. Sheets were put over the Bridge windows to simulate low visibility. The majority of the day was spent conducting the first CON-1-EX, exercising the ship at General Quarters and during simulated missile or torpedo hits causing extensive damage, fire, and flooding. The ship was graded on how well it exercised its damage control skills. On the way back inport, CARR conducted a precision anchorage exercise. These receive was repeated over and over throughout Refresher Training. CARR's performance improved in these exercises every time they were conducted. Usually, when the ship returned from its underway day of training, inport training would occur in which each of the duty sections inport emergency teams would drill at main space damage control casualties.

On 21 February, anti-mine gunnery exercises were conducted with the .50 caliber machineguns. A satisfactory run of misfire procedures had to be accomplished before shooting. Anti-Ship Missile Defense (ASMD) was exercised, including a Close-In-Weapons-System (CIWS) Readiness Evaluation and a CIWS Pre-Action Calibration (PAC) fire. In the afternoon, non-firing AAW targeting exercises and Combat System Training Team (CSTT) drills were conducted. The CSTT drills trained watchstanders to correct various casualties to their equipment during the heat of battle. The CSTT, comprised of CARR's Combat Systems personnel, graded the watchstander's performance. CSTT training improved the overall Combat Systems team readiness.

The first of many Overall Combat Systems Operability Tests (OCSOT) was conducted on the 22nd. This test rated the overall material readiness of the Combat Systems equipment by exercising the equipment and operators in all its designed features. Basic Engineering Casualty Control Exercises (BECCES) filled the rest of the day. BECCES was the Engineering "OCSOT". CARR passed Yoke and Zebra checks on the 22nd.

Subj: COMMAND HISTORY 01 FEB - 28 FEB 1991

On Sunday, 24 February, CARR had holiday routine to recover from the hard training the week before and prepare for the hard training scheduled for the next week.

The last week of February was spent conducting most of the previous training over again in order to improve teamwork. The CON-1-EX was highly stressed. On 27 February, Duty Section JJ Inport Emergency Team (JET), during main space damage control inport drills, was able to apply their Guantanamo Bay training to an actual Class "C" fire in #2 Switchboard. The JET responded well and put out the fire. At the end of February, visible improvements were beginning to show as the CARR team started to put together the lessons learned and knowledge gained the last few weeks.

  
S. STARR KJNG  
By direction



DEPARTMENT OF THE NAVY

USS CARR (FFG-52)  
FLEET POST OFFICE  
MIAMI 34090-1506

5000  
Ser 01/ 407  
12 June 1991

From: Commanding Officer, USS CARR (FFG-52)  
To: Director of Naval History (OP-09BH), Washington Navy Yard  
Washington, DC 20374-0571

Subj: COMMAND HISTORY 01 MAR - 31 MAR 1991

1. Command Composition and Organization

CARR is attached to Destroyer Squadron SIX, homeport - Charleston, South Carolina.

Mission - To escort and protect convoys, underway replenishment groups, amphibious landing groups and carrier battle groups.

Helicopter Anti-Submarine Squadron Light Four Four (HSL-44) Detachment 4, based at NAF Mayport, Florida. Aircraft - 1 SH-60B Seahawk.

2. Chronology.

01 MAR - 13 MAR GUANTANAMO BAY  
14 MAR JAX OPAREA  
15 MAR - 21 MAR CHARLESTON SC  
21 MAR - 22 MAR CHASN OPAREA  
23 MAR - 30 MAR CHARLESTON SC  
31 MAR JAX OPAREA

3. Narrative.

The month of March 1991 started with a full day of training at Guantanamo Bay, Cuba. Friday, the 1st of March, was a very exciting day. CARR conducted a long range high speed surface gunnery exercise in the morning. In the afternoon, an high speed gunnery exercise and Close In Weapons System (CIWS) were conducted. The surface gunnery exercise entailed shooting the 76mm gun at a towed sled at various ship speeds and rates of fire. The exercise allowed for training with bracketing fire and spotting from the MK92 fire control system. So as to not damage the towed sled an offset was entered into the computer. "RAKE" data was sent to the ship from observers on the towing vessel after the exercise to report the accuracy of the shots. The anti-air firing exercise entailed tracking and firing at a towed drone. All the exercises were safe and ran well. CARR's Combat Information Center team received excellent "real world" training only a live exercise can provide. After the live firing exercises, Combat Systems Training Team drills were held and critiqued.

On the 2nd of March, CARR crewmembers relaxed at a picnic on Cable beach. The most popular events were eating steak and snorkeling. CARR had holiday routine on the 3rd.

Subj: COMMAND HISTORY 01 MAR - 31 MAR 1991

On 27 March, OPPE was conducted on CARR. The Propulsion Examination Board (PEB) which conducts OPPE was comprised of CAPT Carlson, LCDR Maloney, LT Cairns, and LT Heberly. Hot and cold checks were completed and CARR got underway at 0600 on the 28th. At sea, the ship conducted engineering drills and evolutions which lasted the entire day. A high speed run into Charleston was conducted that night and followed by a midnight "sea and anchor" detail. At 0030 on the 29th, CARR moored homeport and completed OPPE. CARR received satisfactory marks across the board for OPPE.

When sailors returned from liberty later in the morning of the 29th they learned that the ship was leaving early for Counter Narcotic Operations. The Law Enforcement Detachment from the Coast Guard and the Air Department embarked on CARR that day. CARR got underway on the 30th for Counter Narcotic Operations in rough weather. Many sailors fought to acquire their "sea legs."

CARR closed the month of March by celebrating Easter. The weather calmed down and Lay services on the messdecks were attended by 40 crewmembers. In the afternoon, a rehearsal was held to practice the Counter Narcotic Operations that would take place in April.

  
S. STARR KING  
By direction



DEPARTMENT OF THE NAVY

USS CARR (FFG-52)

FLEET POST OFFICE

MIAMI 34090-1506

5000  
Ser 01/408  
12 June 1991

From: Commanding Officer, USS CARR (FFG-52)  
To: Director of Naval History (OP-09BH), Washington Navy Yard  
Washington, DC 20374-0571

Subj: COMMAND HISTORY 01 APR - 30 APR 1991

1. Command Composition and Organization

CARR is attached to Destroyer Squadron SIX, homeport - Charleston, South Carolina.

Mission - To escort and protect convoys, underway replenishment groups, amphibious landing groups and carrier battle groups.

Helicopter Anti-Submarine Squadron Light Four Four (HSL-44) Detachment 4, based at NAF Mayport, Florida. Aircraft - 1 SH-60B Seahawk.

2. Chronology.

01 APR	JNPORT GUANTANAMO BAY
02 APR	UNDERWAY CARIBBEAN
03 APR	TRANSIT PANAMA CANAL SOUTHBOUND
04 APR - 17 APR	UNDERWAY EASTERN PACIFIC
18 APR	TRANSIT PANAMA CANAL NORTHBOUND
19 APR	UNDERWAY CARIBBEAN
20 APR	JNPORT GUANTANAMO BAY
21 APR - 22 APR	UNDERWAY JAX OPAREA
23 APR	JNPORT MAYPORT FL
24 APR - 25 APR	UNDERWAY JAX/CHASN OPAREA
26 APR - 30 APR	JNPORT CHARLESTON, SC

3. Narrative.

The month of April 1990 began with CARR enroute Counter Narcotics Operations; sailing south in the Atlantic Ocean on its way to the Caribbean and the Panama Canal. On 1 March, CARR moored at Guantanamo Bay, Cuba for a brief stop for fuel (BSF). USS SIMPSON was also moored at GTMO and parts were traded between the ship's technicians to help fix equipment. Both ships benefitted and became more mission ready after the swap of parts. Commanding Officers from the SIMPSON and CARR traded tricks of the trade and helpful hints on how to survive the rigorous training. CARR's Commanding Officer also called on the Commanding Officer of Fleet Training Group.

On the 2nd of April, CARR became an asset for Commander Task Group FOUR PT ONE (CTG 4.1) CARR continued for the Cristobal breakwater which marked the entrance to the Panama Canal.

Subj: COMMAND HJSTORY 01 APR - 30 APR 1991

An awards ceremony was held on the 16th. Two sets of Basic Engineering Casualty Control Exercises (BECCES) were conducted. Crewmembers went to bed early in preparation for an early morning return transit through the Panama Canal. CARR arrived at Balboa Sea buoy at 0400 on 17 April, but had to wait hours to enter the harbor. After entering the harbor CARR moored pierside at Rodman Naval Station only to spend the entire day there waiting our turn to transit the canal. CARR started the transit of the Panama Canal the evening of the 17th and completed the transit the morning of the 18th at 0900. The southern Caribbean felt rough after the benign waters in the Eastern Pacific.

On 19 April, CARR conducted a vertical replenishment (VERTREP) transfer of the USCG's Rigid Hull Inflatable Boat (RHIB) davit to the USS NICHOLSON. A Zone Material Inspection of Combat Systems Department spaces was held. Enlisted Warfare Specialist (ESWS) boards were held for DC1 Lynn and EW1 Bowman. CARR "chopped" out of CTG 4.1 at 192359ZAPR91. CARR moored inport Guantanamo Bay, Cuba for a BSF and a day of rest on the 20th.

CARR moved through the Crooked Island Passage on the 21st. Holiday Routine and flight quarters were the only plans for the day. CARR was enroute to a station in the Jacksonville Operations Area (JAX OPAREA) to be the host ship for Deck Landing Qualifications (DLQ) for helicopters out of Mayport's SH-60B squadrons. On 22 April, CARR arrived on station off Mayport to provide DLQ services.

On 23 April, a CARR sailor died tragically onboard. Found unconscious in his assigned work space valiant efforts were made to resuscitate him. He was MEDEVAC'd ashore to Mayport, but was pronounced dead on arrival. CARR moored inport Mayport. On the 24th, CARR completed a business in Mayport and got underway. On 25 April, CARR provided one more day of services to SH-60B helicopters. The DLQs were completed at approximately 1700 and CARR headed back to homeport Charleston SC.

CARR moored at Charleston SC on the 26th. Crewmembers were overjoyed to see their families and relieved that the grueling month at sea was over. CARR closed the month of April with an Intermediate Maintenance Availability (IMAV) arrival conference on the 29th and a retirement ceremony onboard with Commander Cruiser Destroyer Group Two as guest speaker on the 30th. The ceremony went smoothly and was professionally executed. CARR looked great because of the hard work of the crew.

  
S. STARR KING  
By direction



DEPARTMENT OF THE NAVY

USS CARR (FFG-52)  
FLEET POST OFFICE  
MIAMI 34090-1506

5750  
SER 00/527  
02 AUG 91

From: Commanding Officer, USS CARR (FFG 52)  
To: Director of Naval History (OP-09BH), Washington Navy Yard  
Washington, DC 20374-0571

Subj: COMMAND HISTORY 01 MAY - 31 MAY 1991

1. Command Composition and Organization

CARR is attached to Destroyer Squadron SIX, homeport - Charleston, South Carolina.

Mission - To escort and protect convoys, underway replenishment groups, amphibious landing groups and carrier battle groups.

Helicopter Anti-Submarine Squadron Light Four Four (HSL-44) Detachment 4, based at NAF Mayport, Florida. Aircraft - 1 SH-60B Seahawk.

2. Chronology.

01 MAY - 19 MAY INPORT CHARLESTON SC  
20 MAY - 21 MAY UNDERWAY CHARLESTON OPAREA  
21 MAY - 26 MAY INPORT CHARLESTON SC  
27 MAY - 29 MAY UNDERWAY CHARLESTON OPAREA  
30 MAY - 31 MAY INPORT CHARLESTON SC

3. Narrative.

The month of May 1991 opened with a pre-inspection of CARR for Combat Systems Assessment (CSA) which was to be held later in the month. The pre-inspection was performed by Destroyer Squadron (DESRON) Six who would also be inspecting during the actual CSA. DESRON Six passed on helpful advice and stated the ship was well on its way in its preparations for a successful inspection. CARR kept busy during the first few weeks in May with an Intermediate Maintenance Availability (IMAV), Sonar System Maintenance and Overview (SSMO), an alteration to the Chaff lockers to expand their capacity, an alteration to Anti Submarine Warfare capability, and field changes to TACAN.

On 2 May, CARR experienced flooding in the Main Engine room. The flooding was isolated quickly and casualties restored without further incident. CARR shifted berths on 3 May. Protestant Lay Services were held on Sunday, 5 May.

Monday, the 6th, kicked off Surface Warfare Training Week (SWIW or "Sweat" week). SWIW was filled with training exercises conducted throughout each day counting for points in a competition between all SURFLANT ships on base. Ships swap observers to grade each other in exercises ranging from fire drills to security alerts. Other competitions included many challenging events such as a .45 caliber pistol shooting contest on the range and tactical exercises in an ASW trainer. CARR participated with a full show of force and did an outstanding job in the competition. One of the major events was responding to simulated hurricane "VAN" as it approached Charleston. All the required messages and communications were actually performed, and the exercise

helped make the ships and the base better prepared to handle a real hurricane such as hurricane HUGO which hit Charleston in 1989.

On 8 May, CARR held a Midshipman Training Brief which reviewed the ship's schedule during Midshipmen Operations in June. Many exciting events were planned to show the Surface Navy at its best.

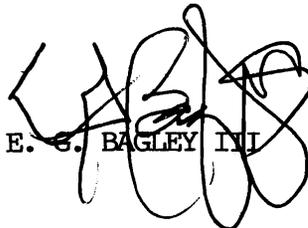
During the week of 10 May, CARR returned to four section duty and to ensure a satisfactory and prepared inport emergency team at all times, each duty section's first day was a walk through of a fire, flood, and rescue and assistance drill. On the 10th, CARR closed out SWIW 2-91 by participating in Damage Control Olympics, First Aid Olympics, Small Boat Races and Regatta, and a Barbecue Cook-Off. The Naval Wives enjoyed a "Military Spouse Appreciation Celebration" which entailed a luncheon on the messdecks. The Officers of CARR went to Sterrett Hall to hear VADM Boorda speak and then went to an Officers Join-Up at the Bachelor Officers Quarters (BOQ) Lounge. VADM Boorda was an excellent speaker and made the gathering of Navy officers and enlisted watching him feel comfortable about the Navy's future.

CARR held a personnel inspection and awards ceremony on the 15th. Afterwards, CARR crewmen and Jenkins' Orphanage marched together at the Armed Forces Sunset Parade. On 16 May, CARR crewmembers went to Sterrett Hall to hear RADM Katz speak about "Desert Storm" Operations. On the 17th, the Greek Chief of Naval Operations (CNO) visited the USS Semmes who was on the same pier as CARR. The Greek CNO was interested in buying the warship. The weekend of the 18th and 19th was spent making preparations to get underway.

On May 20th, CARR got underway for post IMAV sea trials and CSA rehearsal. The CSA rehearsal went well with the exception of the Detect-to-Engage (DTE) Phase. Because of a lack of air services the ship's sensors and weapons could not be flexed in the DTE sequence. A casualty was also discovered in the Close In Weapons System (CIWS). The MK75 76mm gun shot well. CARR returned to Charleston on the 21st and crewmembers enjoyed a cookout on the fantail.

The Physical Readiness Exam (PRT) was held for all crewmembers on the 22nd and 23rd. CARR also had a Physical Security Assist Team visit on the 22nd. On 24 May, the Combat Systems Department and Operations Department took CSA exams and Personnel Qualification System (PQS) and Training (PMS) Records were inspected by DESRON Six. Satisfactory results were obtained for everything inspected. On the 25th and 26th, "Visit Ship" was held on CARR. One hundred and ten visitors were given an enjoyable tour of the ship. The weekend was also spent on preparations for CSA and fixing equipment.

On 27 May, CARR got underway for CSA. The 27th was spent conducting one more rehearsal and the inspection was held on the 28th. The DESRON Six inspectors were picked up on the morning of the 28th. CARR successfully completed CSA on the 29th and was very impressive as it flexed the entire weapons system. All the hard work maintaining, training, and preparing was evident. CARR returned to homeport late on the 29th feeling proud of a job well done.



E. G. BAGLEY III



Rec'd 8/8/91  
DEPARTMENT OF THE NAVY  
USS CARR (FFG-52)  
FLEET POST OFFICE  
MIAMI 34090-1506

5750  
Ser 00/524  
31 JUL 91

From: Commanding Officer, USS CARR (FFG-52)  
To: Director of Naval History (OP-09BH), Washington Navy Yard  
Washington, DC 20374-0571

Subj: COMMAND HISTORY 01 JUN - 30 JUN 1991

1. Command Composition and Organization

CARR is attached to Destroyer Squadron SIX, homeport - Charleston, South Carolina.

Mission - To escort and protect convoys, underway replenishment groups, amphibious landing groups and carrier battle groups.

Helicopter Anti-Submarine Squadron Light Four Four (HSL-44) Detachment 4, based at NAF Mayport, Florida. Aircraft - 1 SH-60B Seahawk.

2. Chronology.

01 JUN - 06 JUN INPORT CHARLESTON SC  
07 JUN - 14 JUN UNDERWAY CARIBBEAN  
15 JUN INPORT NAVAL STATION ROOSEVELT ROADS  
16 JUN UNDERWAY CARIBBEAN  
17 JUN - 21 JUN INPORT ST KITTS  
22 JUN - 30 JUN UNDERWAY CARIBBEAN

3. Narrative.

The beginning of the month of June 1991 found CARR inport Charleston, SC. CARR took a one day trip up the Cooper River to the Charleston Weapons Station for an ammunition onload and offload on 3 June. The evolution went smoothly and safely. On 4 June, CARR commenced Command Inspection by Commander Destroyer Squadron Six (COMDESRON SIX) and staff. Command Inspection of Messing and Berthing, and Food Servicemen/Food Service Spaces was conducted on the 4th as well as a topside material survey. SH1(SW) Covington retired into the Fleet Reserve on the 5th. Command Personnel Inspection of the entire ship's company was held on the 6th. On the 7th, CARR successfully completed Command Inspection. Commodore Sheppard (COMDESRON SIX) had very fine words to say about CARR at the debrief.

On 7 June, CARR got underway for MIDRON 1-91 to the Caribbean Sea. CARR sailed with USS KLA KRING, USS THORN, and USS BLAKELY under Commander, Destroyer Squadron Twenty's (CDS-20) command. CARR also brought onboard the Air Department and their SH-60B helicopter MAGNUM 451. On the 8th, CARR conducted a Mass Conflagration Drill which was observed by Fleet Training Group (FTG) riders. The drill worked all the repair lockers and crew at damage control. The entire ship's company had to work as a team to save the ship. During the morning of 9 June, many innovative "quick draws" were conducted. Each ship tried to complete the task first and win the quick draw. Examples of some of the quick draws were the first to open fire with M-60 machine guns and the first to start a P-250 Pump. CARR won a majority of the quickdraws leaving

the other ships in our wake. In the afternoon of the 9th, the Midshipmen tried each station on the Bridge during divisional tactics (DIVTACS) or ordered maneuvering by ships in company. The midshipmen learned how to conn, do maneuvering boards, work radar repeaters, talk on the radio telephone, encode and decode maneuvering signals, and use the stadimeter. Flight Operations and Basic Engineering Casualty Control Exercises (BECCES) were also conducted on the 9th. CARR conducted maneuvering drills and a Fueling at Sea (FAS)/ Replenishment at Sea (RAS) walk-thru. The 11th was a deck seamanship day. An underway replenishment (UNREP) was held with USNS NEOSHO to RAS/FAS and a tow and be towed evolution was conducted. More flight operations followed these events.

On 12 June, CARR conducted a missile exercise (MISSILEX) with three other Charleston guided missile frigates (FFG's); USS SAMUEL ELLIOT MORRISON, USS FAHRION, and USS KLAKRING. With a burst of flame and smoke, CARR shot two SM-1 missiles at a low flying remote control target. After the MISSILEX, Commodore Moser (CDS-20) rode CARR back through the Virgin Island Passage. CARR then conducted a surface gunnery exercise (ASU-12-SF).

The 13th was a another seamanship day. CARR delivered and received a manila highline with the USS THORN, conducted "leapfrogs" with the USS THORN and USS MOUNT BAKER, conducted man overboard drills, and conducted a FAS with USNS NEOSHO.

On 14 June, many gunnery exercises were conducted amongst the ships. Anti-Surface exercises ASU-6-B and ASU-8-B were rapid fire exercises against a fast moving Septar boat simulating a torpedo shot and a sled simulating a small, slow moving surface target. Anti-Air exercises AAW-12-SF and AAW-21-SF entailed the main battery and CIWS shooting at a towed drone. A Mine-in-Water exercise was later conducted. It provided good training to the lookouts and practiced the ship at setting material condition Zebra and "quiet ship." CARR then conducted a RAS with USS MOUNT BAKER.

CARR made a brief stop in Naval Station Roosevelt Roads after a precision anchorage on the 15th of June. CARR unloaded three torpedoes, refueled, and briefed the upcoming ASW exercises with St Croix Underwater Tracking Range (UTR) personnel and USS SAMUEL ELLIOT MORRISON. CARR spent the 16th on the St Croix UTR. CARR shot one torpedo from the torpedo tubes and two torpedoes were air launched from MAGNUM 451; one for CARR and one for USS SAMUEL ELLIOT MORRISON. After the ASW exercises, the ship anchored for an hour or two so the crew could catch their breath. CARR then got underway and headed south for a much deserved port visit.

On 17 June, CARR arrived at St Kitts Island only to find we would have to wait while a sugar ship unloaded its cargo at the only pier available. At 2000, CARR moored at ST Kitts. Liberty was called away immediately. CARR crewmembers enjoyed the liberty on the island. Many sailors enjoyed exploring the beautiful island, sailing, scuba diving, eating wonderful seafood meals, sight seeing, or just lying on the beach with a "CARIB", the islands homemade beer.

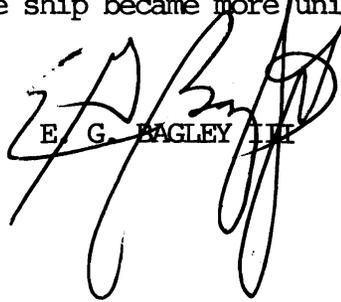
CARR got underway from St Kitts on 21 June and made a high speed run to the west to rendezvous with the USS EISENHOWER Battle Group. CARR first conducted ASW exercises with USS KLAKRING, USS BLUEFISH, and aircraft from CVW-7. On 22 June, CARR continued ASW operations and conducted an anti surface warfare (ASUW) selected exercise (SELEX) observed by the Executive Officer of USS KLAKRING. ASW exercises continued through to the 24th.

On the 25th, CARR detached from the Eisenhower Battle Group after a 0200 FAS alongside USNS HENRY J. KAISER. CARR then proceeded at high speed to the St Croix UTR and rendezvoused with a US Navy submarine. CARR provided services

as a target for four MK48 Torpedo shots.

On 26 June, CARR sailed south and simulated a Kirov against the Eisenhower Carrier Battle Group. While CVW-7 earned several constructive kills, CARR and MAGNUM 451 got some hits in. CARR continued operations as the opposition force and conducted a FAS with the USNS HENRY J. KAISER on the 27th.

CARR completed operations in support of the USS EISENHOWER on the 28th and headed back to homeport. The month of June had been very arduous, but exciting and rewarding as the ship became more united and better trained.



E. G. BAGLEY III



Rec'd 8/19/91  
DEPARTMENT OF THE NAVY

USS CARR (FFG-52)  
FLEET POST OFFICE  
MIAMI 34090-1506

5750  
Ser 01/548  
8 AUG 91

From: Commanding Officer, USS CARR (FFG-52)  
To: Director of Naval History (OP-09BH), Washington Navy Yard  
Washington, DC 20374-0571

Subj: COMMAND HISTORY 01 JUL - 31 JUL 1991

1. Command Composition and Organization

CARR is attached to Destroyer Squadron SIX, homeport - Charleston, South Carolina.

Mission - To escort and protect convoys, underway replenishment groups, amphibious landing groups and carrier battle groups.

Helicopter Anti-Submarine Squadron Light Four Four (HSL-44) Detachment 4 based at NAF Mayport, Florida. Aircraft - 1 SH-60B Seahawk embarked 10-31 July 1990.

2. Chronology.

01 JUL - 09 JUL INPORT CHARLESTON SC  
10 JUL - 12 JUL UNDERWAY NORVA OPAREA  
13 JUL - 15 JUL INPORT NORFOLK VA  
16 JUL - 21 JUL UNDERWAY NORVA OPAREA  
22 JUL - 26 JUL INPORT NEWPORT RI  
27 JUL - 28 JUL UNDERWAY NORVA OPAREA  
29 JUL - 31 JUL INPORT CHARLESTON SC

3. Narrative.

The first of July 1991 found CARR moored pierside at 1100 inport Charleston, SC. As soon as CARR was moored the work began at a fever pitch. CARR offloaded the Air Department and offloaded the Midshipmen who were still wide-eyed from their first underway excursion. CARR received many new crewmen. Harpoon Training started immediately and would continue throughout the month in preparation for Harpoon Tactical Qualification Certification coming up at the end of the month. Most of the ship was busy conducting corrective maintenance. On the 2nd of July, CARR called away a twenty man working party to load stores and provisions. The engineers refueled the ship. Flags and pennants were rigged for Full Dress ship on the 3rd as CARR sailors prepared to celebrate Independence Day. On 4 July, CARR observed the USA's 215th birthday. Full Dress ship was rigged and holiday routine was followed. A lot of rain fell, but it did not put a damper on the festivities and fireworks were still lit off throughout Charleston.

On 6 July, the wardroom held a "Farewell" party for the Executive Officer (XO), LCDR King and his wife at the Supply Officer's house. A lot of fun was had at the party and the XO and his family will certainly be missed. Holiday routine was observed on Sunday the 7th and religious services were held with Chaplain Gragg. On the 8th and 9th, preparations were made for getting underway for Midshipmen Training Course or CORTRAMID.

CARR got underway for Norfolk, VA on 10 July, where the ship would provide services for the midshipmen. CARR picked up 14 second class midshipmen via small boat from USS AINSWORTH at Chesapeake Light on the 11th. The midshipmen were treated to a 76mm Pre-Action Calibration fire (PAC fire), Close In Weapons System (CIWS) PAC fire, tours of the ship, shiphandling, and they got to live fire the .50 caliber machine guns. Basic Engineering Control Exercises (BECCES) were held in the evening. Each midshipmen got an opportunity to eat in the wardroom with the officers. The CORTRAMID operations for this group of midshipmen were completed on the 12th. On the way back to Norfolk Naval Station the midshipmen got a chance to drive the ship during man overboard drills and divisional tactics (DIVTACS) with other ships.

On 13 July and 14 July, CARR had holiday routine and enjoyed a weekend in the Norfolk and Virginia Beach area. Many crewmembers visited friends they knew on other ships. Almost everyone knew somebody at the Norfolk Naval Station. On the 15th CARR refueled, loaded stores, obtained Casualty Reporting (CASREP) parts, and cleaned the ship. A group of CARR's officers led by the XO went to a picnic on the beach being held for all the second class midshipmen in Norfolk for CORTRAMID. Hamburgers and volleyball were the order of the day. CARR got underway for more CORTRAMID operations on the 16th feeling very refreshed from the weekend. CARR again took on 14 second class midshipmen. They were also treated to gunshoots and all the things that make a warship great. They got a chance to see the ship flex its weapons system during a Detect-To-Engage sequence against a Lear jet. An Awards, Frocking, and Advancement Ceremony was held in the afternoon. CARR returned to Norfolk, VA on 17 July to exchange midshipmen. LCDR A. A. S. Lovvorn, USN checked aboard as Prospective XO. CARR got underway on 18 July with a final group of 15 second class midshipmen. These midshipmen also enjoyed shiphandling, PAC fires, BECCES, and tours of the ship. Harpoon training was still a high priority in CARR's future and Fleet Training Unit Charleston and Little Creek held training for CARR on the 18th and 19th. On 19 July, CARR completed its CORTRAMID obligation feeling that it gave a great first impression of the surface navy to the future officers. CARR pulled into Norfolk for one last time to refuel. Admiral Miller, Commander in Chief Atlantic Fleet (CINCLANTFLT) arrived at 1600 for a "surprise" brief visit. The CARR, being an FFG, was a curiosity on the waterfront since there were no FFGs stationed in Norfolk. CARR said goodbye to Norfolk and got underway at 1900 and headed to Newport RI for its next obligation as Engineering Host Ship for Surface Warfare Officers School.

On 20 July, CARR held a hazardous material and hazardous waste safety stand down. Later, CARR had a very successful Pizza and Bingo Night. CARR had holiday routine on the 21st and held a "steel beach" picnic. Volleyball was played on the flightdeck. BECCES were conducted in the evening. CARR moored inport Newport, RI on 22 July.

On 23 July, CARR's duty section did an outstanding job during the SWOS Engineering Officer of The Watch (EOOW) and Damage Control Assistant (DCA) demonstration of a class "B" fire in the main engine room. SWOS Division Officer (DIVO) training also included a special zone inspection where the DIVO's learned how a zone inspection should be conducted. They also had a brief with CARR's DCA and a Material Maintenance Management (3M) review. LCDR Lovvorn relieved LCDR King as XO and immediately made his presence felt. On the 24th, the officer candidates from Officer Candidates School (OCS) were given tours of the ship. Prospective Navy EOOWs and DCAs continued to use CARR for hands-on training. On 25 July, Prospective Department Heads from SWOS toured CARR's Combat Systems Department and observed Overall Combat Systems

Operational Test (OCSOT). The Chief Petty Officers (CPO) Mess chalked up a narrow victory on the softball field against the Wardroom - 19 to 2. CARR got underway for homeport on the 26th.

On 27 July, CARR held a General Quarters Drill. In the evening, CARR celebrated its sixth birthday with a cake cutting ceremony, surf-and-turf dinner, and talent show. SR Henderson, the junior most crewmember with a July birthday, and HMC Bastin, the senior most crewmember with a July birthday, had the honor of cutting the cake using the Commanding Officer's sword. The Commanding Officer congratulated the crew and wished them another six years as outstanding as the first had been. A lobster and steak dinner followed the cake cutting ceremony. The mess specialists outdid themselves with fancy garnishing of the service line and perfect preparation of the food. The lobsters were from Maine and bought fresh in Newport before CARR got underway. Dessert consisted of ice cream sundaes. Following dessert, a talent show was presented to the crew. The most talented presentations were the singing of SN Berman and FN Robinson. The most outrageous act was the "Chorus Line" of prospective CPOs BM1(SW) Bradley, PN1(SW) Weber, GSE1 Wolfe, and OS1(SW) Davis. The Wardroom Entrepreneurs won the talent show by acclamation of the crew. EMCM(SW) Waterson did an outstanding job as host.

CARR moored inport Charleston SC on 29 July. CARR closed the busy month of July by giving a tour to 40 young men ages 10 to 12 in "Operation Shipmate." CARR's Harpoon team also put in their final training prior to Combat Systems Mobile Training Team (CSMTT) arrival.



E. G. BAGLEY III



REC'D 9/25/91  
DEPARTMENT OF THE NAVY

USS CARR (FFG-52)  
FLEET POST OFFICE  
MIAMI 34090-1506

5750  
Ser 00/600  
13 SEP 91

From: Commanding Officer, USS CARR (FFG-52)  
To: Director of Naval History (OP-09BH), Washington Navy Yard  
Washington, DC 20374-0571

Subj: COMMAND HISTORY 01 AUG - 31 AUG 1991

1. Command Composition and Organization

CARR is attached to Destroyer Squadron SIX, homeport - Charleston, South Carolina.

Mission - To escort and protect convoys, underway replenishment groups, amphibious landing groups and carrier battle groups.

Helicopter Anti-Submarine Squadron Light Four Four (HSL-44) Detachment 4 based at NAF Mayport, Florida. Aircraft - 1 SH-60B Seahawk.

2. Chronology.

01 AUG - 11 AUG INPORT CHARLESTON SC  
12 AUG - 15 AUG UNDERWAY JAX OPAREA  
16 AUG - 25 AUG INPORT CHARLESTON SC  
26 AUG - 30 AUG UNDERWAY AUTEC  
31 AUG INPORT CHARLESTON SC

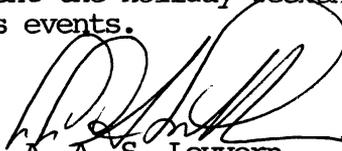
3. Narrative.

The month of August 1991 opened with CARR successfully completing the rigorous Harpoon Tactical Qualification. The qualification originally started as an assist, but was upgraded to a certification because of the expertise shown by the Combat Information Center watchstanders. CARR had practiced many long hours for the assist and it paid off.

On the 2 August, Cruiser Destroyer Group Two Chaplain paid a pleasant visit to CARR. CARR had some excitement on the 6th when a class "C" fire started in a space heater of Operations Berthing Head. CARR's inport fire fighting team did an outstanding job. Electrical power was secured to the burning equipment and the fire was out in minutes with minimal damage. An Operational Report (OPREP) - 3 message and voice report were sent out within the required time limits to alert CARR's chain-of-command of the impact and status of the event. The situation was ironic because the writing of OPREP-3 messages had just been discussed earlier in the day at Officer's Training.

CDR Newhouse, Chaplain Corps, provided Protestant Divine Services for the duty section on 4 August. On the 7th, LTJG Mike Doran qualified as Officer of the Deck (OOD) Underway (U/W) and LTJG Jim Griffin qualified as Anti-Submarine Warfare (ASW) Evaluator and Combat Information Center Warfare Officer (CICWO). They qualified by passing an oral board with the Commanding Officer, Executive Officer, and other qualified officers. This was a great achievement for both officers. In the afternoon, volunteer crewmembers took children from Jenkins Orphanage on a trip to see a movie called "Home Alone." The day trip was a complete success and everyone enjoyed themselves immensely. The rest of the crew spent the afternoon observing "Ropeyarn" or a half day off. LTJG Evans qualified OOD U/W on 8 August.

After completing all of Surface Warfare PQS and enduring an hour and a half oral board with the Commanding Officer, Executive Officer and the line Department Heads, LTJG Doran qualified Surface Warfare Officer. CARR moored inport Charleston late that evening and the Air Department packed up and disembarked the ship. CARR spent the holiday weekend resting and mentally preparing for the next month s events.



A. A. S. Lovvorn  
Executive Officer



Reero 16/22/91

DEPARTMENT OF THE NAVY

USS CARR (FFG-52)  
FLEET POST OFFICE  
MIAMI 34090-1506

5750  
Ser/00/627  
11 Oct 91

From: Commanding Officer, USS CARR (FFG-52)  
To: Director of Naval History (OP-09BH), Washington Navy Yard  
Washington, DC 20374-0571

Subj: COMMAND HISTORY 01 SEP - 31 SEP 1991

1. Command Composition and Organization

CARR is attached to Destroyer Squadron SIX, homeport - Charleston, South Carolina.

Mission - To escort and protect convoys, underway replenishment groups, amphibious landing groups and carrier battle groups.

Helicopter Anti-Submarine Squadron Light Four Four (HSL-44) Detachment 4 based at NAF Mayport, Florida. Aircraft - 1 SH-60B Seahawk.

2. Chronology.

01 - 04 Sep Inport CHASN  
05 - 06 Sep Underway DLQ's JAXOA  
07 - 25 Sep Inport CHASN  
26 - 27 Sep Underway CHASNOA  
28 - 30 Sep Inport CHASN

3. Narrative.

The month of September opened with CARR having just returned from rigorous Anti-Submarine Operations in the Caribbean and enjoying the peaceful holiday weekend. CARR volunteers took time out of their holiday routine, however, to help with the Jerry Lewis Telethon. The beginning of the work week saw the Prospective Commanding Officer, CDR Carradean Lynn Brown, arrive to begin his turnover with CDR Bagley. Preparations for the upcoming change of command were already in full swing by the middle of the week. On Thursday, the 5th of September, Carr got underway for DLQs off the coast of Jacksonville and "PCO Ops". The rigorous day began with a man overboard drill as soon as CARR had secured from Sea and Anchor detail, followed by General Quarters, a main space fire drill in Auxiliary Machine Room #1, and an abandon ship drill. By early afternoon the ship was in position and began providing DLQ services for various HSL squadrons. These exercises lasted well into the early hours of the morning of the 6th. CARR began her return to homeport as

Subj: COMMAND HISTORY 01 SEP - 31 SEP 1991

soon as she was detached from DLQs, and set the Sea and Anchor detail in time to be moored by 1000 Friday morning. The day inport saw change of command preparations continue. On Saturday, newly frocked LT Ray and CDR Bagley had their farewell, which was also a hail for CDR Brown and his wife Robin. Everyone from the wardroom except the command duty officer participated.

Monday the 9th saw last minute arrangements smoothed out for the change of command. The 10th of September was a beautiful day for the Change of Command. During the impressive ceremony, CDR Bagley said farewell to the sailors with whom he had worked so hard, and CDR Brown relieved him to assume command of CARR. On Wednesday the ship was back to business as usual, continuing with Combat Systems Readiness Review and Link 11 team training. Ropeyarn Sunday was observed, and some crewmen participated in the Captain's Choice Golf Tournament on base. LT Ray detached on Thursday the 12th, with ENS Sheehan relieving him as Anti-Submarine Warfare Officer. Friday the 13th was an early morning for CARR sailors with liberty expiring at 0515 in order to conduct a main space fire drill to prepare for the upcoming EMAT. Over the weekend CARR was available to the public as a visit ship and gave a tour to 7 prospective nuclear power officers.

The week of the 16th began with preparations for the upcoming EMAT continuing, CSRR continuing, and Monday was also the day of initiation for CARR's four new Chief Petty Officers: OSC (SW) Davis, BMC (SW) Bradley, GSMC Wolfe, and PNC (SW) Weber. Following the initiation was the frocking ceremony which was attended by the Captain and XO. Monday was also the first day of implementation for the Uniform Microcomputer Disbursing System, or UMIDS. On Tuesday, FC2 Brown and GMG1 Letourneau successfully completed their oral boards for Enlisted Surface Warfare Specialist qualification. The week continued with intense preparation for the fast approaching EMAT. Friday the 20th was another early morning for CARR sailors with a main space fire drill commencing at 0530. With a demanding week behind them, CARR sailors enjoyed having the weekend off.

Monday the 23rd of September began with the arrival of the EMAT team. The EMAT hot and cold checks began soon after the in-brief and EMAT had begun; Tuesday continued with hot and cold checks. Wednesday saw CARR underway at the break of dawn. Basic Engineering Casualty Control Exercises were held for all of the engineering watchstations as soon as CARR was out of the Cooper River. A main space fire drill in Auxiliary Machine Room #2 was conducted with very enthusiastic participation from CARR's damage control members. CARR passed its first drill and secured from EMAT evolutions for the night. The next day the remaining

Subj: COMMAND HISTORY 01 SEP - 31 SEP 1991

engineering watchstations completed their BECCes, and CARR returned to port having finished the underway part of the assessment. On Friday the inport sections of the EMAT were finished and the successful EMAT was concluded.

Monday, the 30th of September, was the end of a busy month and the end of the fiscal year. The Supply department worked long hours in closing the books for the stores division, food service division, ship's store division, and the disbursing office. While Monday was the last day of the month and the fiscal year, it was also the beginning of many things--a month of preparation for the upcoming deployment, the important pre-deployment IMAV, and a busy time for CARR and the CARR family.



C. L. BROWN

Subj: COMMAND HISTORY 01 - 31 OCTOBER 1991

series of lectures for newly reported crewman designed to indoctrinate them in the ship's policies and routines. Tuesday saw I Division continue and the outbriefing of the successful SMI assist. Replacement of 1B gas turbine began, a task which required careful planning and hard work on the part of the Engineering Department. On the evening of the 8th CARR held the first of two pre-deployment briefs for CARR sailors and their families. The event kicked off with a pot luck dinner arranged by the CARR Family Association. The evening had high attendance and was conducted again on Wednesday for those who could not attend the first meeting. Wednesday was another busy day in preparation for the upcoming MEFEX, but Ropeyarn Sunday was observed so that CARR sailors could take care of personal business. Thursday included an intelligence brief for the upcoming deployment at Fleet Training Unit. The Captain also met with the new ombudsman, Shelly Lynn. Additionally the 1B gas turbine engine replacement was completed. On Friday CARR also installed a new antenna for CAS, part of the Mark 92 fire control system. During the weekend CARR continued her maintenance availability and on Sunday Catholic divine services were held.

On Monday Columbus Day was celebrated with holiday routine, a much deserved day off for the hard working crew. Tuesday was the beginning of the work week, and an intense week of briefing and training for the upcoming deployment. Two teams of CARR crewmen participated in VBSS training in order to prepare for possible boarding operations during the deployment. A Stinger weapons briefing was held at Fleet Training Unit for all of the officers. Tuesday also included a CMS inspection. On Wednesday the various training continued, Ropeyarn Sunday was observed, and the CMS inspection was concluded with satisfactory results. The 17th was a busy day of more pre-deployment briefings, with visits by COMDESRON SIX and COMDESRON THREE SIX. CARR also began Naval Gunfire Support Training. Friday began with two re-enlistments: BM2 Siedl and QM3 Braddy. The day continued with several briefings, including a Missilex and Army AHIPS briefing which were attended by COMDESRON SIX and COMDESRON THREE SIX. LT Lordi, the Ordnance Officer, said his good-bye to the crew that afternoon and to the Wardroom that evening at his farewell. That weekend remained busy as CARR made arrangements for the embarkation of the HSL-44 detachment and the Army AHIPS detachment. In order to make room for everyone, all three of the berthing lounges were emptied and prepared for temporary berthing assignments. Sunday evening the air crews for both detachments loaded their equipment aboard CARR for the upcoming exercise.

Monday the 21st CARR got underway bright and early for the MEFEX. After securing from the sea detail, several drills were immediately conducted: general quarters, man overboard, and

Subj: COMMAND HISTORY 01 - 31 OCTOBER 1991

and be towed exercise with the USS NICHOLSON (DD-982). Flight quarters were held all day with the Army AHIPS completing their .50 calibre machine gun qualifications. LTJG Griffin also successfully completed his Officer of the Deck board. The seas began to pick up on the evening of the 29th, and continued to get rougher through the night into the morning of the 30th. Due to the rough weather, no flight quarters were conducted on the 30th but the ship did hold general quarters for damage control training. LT Goodson successfully completed his Tactical Action Officer board, and LTJG Doran also completed his Command Duty Officer board. The last day of the month remained rough as CARR was homeward bound. Three of CARR's officers received their Surface Warfare Officer qualification after a successful qualification board chaired by the Captain: LTJG Bayse, LTJG Griffin, and LTJG Evans. LTJG Bayse and LTJG Griffin were deservingly frocked to Lieutenant. The ship's crew continued staying busy by making sure that CARR looked her finest for the return to port on the 1st of November.

A handwritten signature in black ink, appearing to be 'C. L. BROWN', with a long horizontal stroke extending to the right.

C. L. BROWN



Rev'd 1/2/92  
DEPARTMENT OF THE NAVY

USS CARR (FFG-52)  
FLEET POST OFFICE  
MIAMI 34090-1506

5750  
Ser/041/006  
08 December 91

From: Commanding officer, USS CARR (FFG-52)  
To: Director of Naval History (OP-09BH), Washington Navy Yard  
Washington, DC 20374-0571

Subj: COMMAND HISTORY 01 ~~SEP~~ <sup>UN</sup> - 30 ~~OCT~~ <sup>NOV</sup> 1991

1. Command Composition and Organization:

CARR is attached to Destroyer Squadron SIX, homeport - Charleston, South Carolina

Mission - To escort and protect convoys, underway replenishment groups, amphibious landing groups and carrier battle groups.

Helicopter Anti-Submarine Squadron Light Four Four (HSL-44) Detachment 4 based at NAF Mayport, Florida. Aircraft - 1 SH-60B Seahawk.

2. Chronology.

1 -30 November Import Charleston

3. Narrative.

The 1st of November began with CARR returning from her extremely successful participation in MEFEX 1-92. In the morning LTJG Evans, LTJG Bayse and LTJG Griffin received their Surface Warfare Officer pins during a ceremony on the flight deck. LTJG Bayse and LTJG Griffin were also frocked to Lieutenant and wet down, to their surprise, with buckets of water upon having their "railroad tracks" pinned on their collars. The ship returned to homeport by late morning and was greeted by a large group of relatives and friends of the crew. Later in the afternoon the Lamps III air department debarked as well as the Army AHIP helicopter detachment which also had participated in the MEFEX. The officers and crew enjoyed a quiet weekend, and Chaplin Greer conducted Catholic divine services on board on Sunday. The weekend was also the beginning of the first POM leave period. On Monday, the 4th, preparations for the deployment continued as numerous outside workers assisted the ship's force in last minute work and repairs. The next day CARR transited the Cooper River to onload weapons for the deployment at Naval Weapons Station Charleston. COMDESRON SIX rode the ship up the river to observe the ship's Junior Officer Shiphandling Award Candidate, LT Bayse.

Subj: COMMAND HISTORY 01 OCT - 31 OCT 1991

The weapons onload was successfully completed early in the afternoon and CARR returned to Naval Station Charleston shortly after 1600. On Wednesday POM reviews continued, and Catholic Mass was conducted on board. A pre-deployment supply brief, conducted at COMCRUDESGRU TWO, was attended by the Supply Department officers and chief petty officers. The Captain and Executive Officer also attended an executive level supply briefing during the afternoon.

The week closed with work continuing on deployment issues. On Friday the Captain conducted officer training on Carrier Battle Group Operations, specifically discussing safety precautions and related events around the Belknap collision which he experienced.

The 8th also marked the beginning of the second leave period. Ship's force continued work on Saturday, gas freeing and cleaning the CHT tank as well as working on SSDG #3 generator shaft and bearings. On Sunday the duty section enjoyed holiday routine, with Monday also being a holiday in observance of Veteran's Day.

CARR dressed ship and flew the MIA/POW flag in recognition of our fellow servicemen throughout America's history who have answered the call of duty even to the paying of the last full measure, their life. Tuesday was a rigorous work day, with the crew dining on board the USS HAWES as CARR's mess decks were retiled. On the 13th work progressed as the ship's CAPIDS and SPA 25 installation continued. On Thursday a CIWS groom was conducted, and QMCS (SW) Stephen's retirement ceremony was held. Desiring a brief retirement ceremony, the Commanding Officer, Executive Officer, the members of the Chief's Mess and other officers celebrated this event in the mess before piping him over the side.

On the 15th the helo crash and salvage team attended a team trainer in order to prepare for the upcoming deployment. A zone inspection of the Engineering Department spaces also was held. The officers attended a joinup at the Cooper River Recreation center, while the chief petty officers said farewell to BMCS (SW) Tevere, QMCS (SW) Stephens, ETCS (SW) Oates and MSC (SW) Graves at The Fox and Hound Restaurant in Charleston. Hard work continued for the duty section on Saturday, and, on Sunday, the crew again enjoyed holiday routine and Catholic divine services. Twelve Naval Reserve officers also were given a tour on Sunday, coming all the way from NAVSEADDET 705 of Cincinnati, Ohio. POM continued on the 18th, and the next day CARR berth shifted dead stick to pier November. A Visit, Boarding, Search and Seizure (VBSS) briefing was given by personnel of USS HAWES for CARR's VBSS team.

Wednesday was a big day for the ship. Since it was turnover day between the 2nd and 3rd leave periods, the whole crew was on board. An impressive Service Dress Blues personnel inspection was conducted with E-1 Division and the Supply Department receiving highest praise from the Commanding Officer. In the awards ceremony immediately following the inspection, the following personnel were

Subj: COMMAND HISTORY 01 OCT - 31 OCT 1991

awarded a Letter of Appreciation from the Commanding Officer: GSMFN Smith, FC2 Getz, MS1 Ellington, OS1 Schoonmaker, OS1 Reeves, FN Harmon, GSE2 Aukerman, GSM1 McKeown, GSEC Johanson, LTJG Doran, GMG3 Wright, DS2 Waller. A Letter of Commendation was given to FC2 (SW) Black, FC2 Kimball, OSSN McAfee, EN2 (SW) Fowler, STG2 (SW) Beck, GSE2 Jackson, and DS2 Waller. The following personnel were advanced to their present rates: BMC (SW) Bradley, BM1 Harris, MS1 Day, TM2 Jenkins, IC2 Theriault, and FC2 Getz. MS1 Day was named Mess Specialist of the Quarter, and FN Mehl was named Food Service Attendant of the Quarter. Junior Sailor of the Quarter was awarded to YNSA Canchola, and SM2 Bradford was named CARR's Sailor of the Quarter. QM3 Braddy, FC3 Carter, HT1 (SW) Naab, IC2 (SW) Fulton and SKC Grant received Good Conduct Awards. The Captain presented the Navy Achievement Medal to RM2 (SW) Gerfen, BMC (SW) Bradley, ET2 Thorne, BM1 Hale and QMC Graves to conclude the ceremony.

Chemical, Biological and Radiological (CBR) training was also conducted on Wednesday, and the end of the workday marked the start of the third leave period. Deployment preparations continued the rest of the week as the VBSS team conducted small arms training at the base range and the remaining 76mm ammunition was shipped from the weapons station by small craft and unloaded. The Supply Department unloaded stores of its own, and the Captain attended a Commanding Officer's meeting at COMDESRON SIX. The supply onload continued through Friday, and in the evening the ship held its Christmas party at the base Sports Bar. The turnout was excellent and the whole crew enjoyed the evening. Over the weekend PNC (SW) Weber's father-in-law, a USAF Colonel, toured the ship. Again holiday routine was observed on Sunday.

On Monday, the 25th of November, more stores for the deployment were unloaded as final preparations were made for MEF 1-92. On Tuesday, the ship shifted berths dead stick to pier Quebec and received a trash compactor for handling plastics at sea during our deployment. On Wednesday, the 27th CARR held reenlistment ceremonies for two sailors who would soon be transferring: GSE2 Jackson and STG2 (SW) Beck.

On the 28th, the duty section celebrated Thanksgiving Day on board CARR with a delicious turkey dinner. Many dependents and friends of the officers and crew were aboard to enjoy the superb meal. Friday, the 29th was a workday for the duty section only as the ship would deploy the following Monday. The motor whaleboat was returned to the ship and final last minute preparations for the deployment continued as the crew of CARR readied themselves for MEF 1-92.



C. L. BROWN

Rec'd 02/10/92



DEPARTMENT OF THE NAVY

USS CARR (FFG-52)  
FLEET POST OFFICE  
MIAMI 34090-1506

5750  
Ser/041/024  
14 January 92

From: Commanding officer, USS CARR (FFG-52)  
To: Director of Naval History (OP-09BH), Washington Navy Yard  
Washington, DC 20374-0571

Subj: COMMAND HISTORY 01 DEC - 31 DEC 1991

1. Command Composition and Organization:

CARR is attached to Destroyer Squadron SIX, homeport - Charleston, South Carolina

Mission - To escort and protect convoys, underway replenishment groups, amphibious landing groups and carrier battle groups.

Helicopter Anti-Submarine Squadron Light Four Four (HSL-44) Detachment 4 based at NAF Mayport, Florida. Aircraft - 1 SH-60B Seahawk.

2. Chronology.

01	December	Inport Charleston SC
02 - 15	December	Underway Atlantic Transit
16 - 18	December	Port visit Alicante, Spain
19 - 22	December	Underway Mediterranean Transit
23 - 31	December	Port visit Naples, Italy

3. Narrative.

On Monday, 02 December 1991, USS CARR (FFG-52) sailed from Charleston for a Middle East deployment (MEF 1-92). The ship had been preparing for the scheduled deployment for several months and had participated in MEFEX 1-92, a major exercise in the Caribbean operating area, in late October in preparation for the deployment. CARR sailed with three other Charleston based ships: USS KLAKRING (FFG-42) also bound for MEF 1-92 and USS THORN (DD-988) and SIERRA (AD-18) enroute to a Mediterranean deployment. CARR spent the first week underway conducting numerous warfare exercises. Exercises began before the ship had cleared the Cooper River. Mine avoidance, small boat simulated attacks, man overboard, General Quarters, and abandon ship were conducted right away in order to familiarize new sailors and to reacquaint everyone else with the ship's routine. During the first day's operations Magnum 447, the ship's LAMPS III SH-60B Seahawk Helicopter, flew on board from Mayport, Florida to complete the crew's complement. Our helicopter pilots immediately worked to complete day and night Deck Landing Qualifications (DLQs).

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Fueling At Sea (FAS) drills for stores and fuel were conducted in order to prepare for the first deployment underway replenishment on the 5th. Southwest of Bermuda the Charleston Surface Action Group joined the USS AMERICA (CV-66) Carrier Battlegroup for the remainder of the transit across the Atlantic Ocean.

The 5th came rapidly and we found ourselves refueling from USS SAVANNAH (AOR-4) as scheduled. Although the stormy weather made it difficult to remain on a steady course, LT Bayse, the Officer of the Deck and LT Griffin, the Conning Officer, did an excellent job as did the Rig Captain, BM2 (SW) Robinson, during the underway refueling. Training for the deployment continued afterwards with the Engineering Department conducting Basic Engineering Casualty Control Exercises. Successful test firings of the 76mm Mk 75 gun, Close In Weapons System (CIWS), and smaller 50 calibre machine guns were also completed.

On the 50th anniversary of the attack on Pearl Harbor, CARR was proud to be enroute to one of the world's current areas of concern to execute our nation's policies. The ship conducted a rigorous General Quarters in the morning, and the crew was given the afternoon off in recognition of their excellent efforts throughout the week.

On the 8th CARR conducted a PAX transfer and second refueling at sea with the USS SAVANNAH (AOR-4). The ship then maintained lifeguard station while USS AMERICA refueled. The Captain and Operations Officer flew to USS AMERICA the following day for a Commanding Officer's Conference. The entire battlegroup's picture was also taken while the ships were steaming in tight formation. BECCE's were conducted in the afternoon along with General Quarters and a main space fire drill.

On the 11th AW3 Becker was MEDEVACED to USS AMERICA after receiving a gunshot wound while conducting a M60D machine gun firing exercise on board MAGNUM 447. Later in the evening, QMC Graves also was MEDEVACED suffering from chest pains. By the end of the evening the crew of CARR was relieved to hear that both shipmates were in stable condition. On the evening of the 12th the AMERICA Battlegroup met the outchopping carrier battlegroup on their way from the Straits of Gibraltar. That evening USS CARR conducted her first night refueling at sea from the USNS HENRY J KAISER (TAO-187), the Executive Officer had the privilege of taking CARR alongside. The following day the Captain was again flown to USS AMERICA for a Commanding Officer's conference with COMSIXTHFLT. On the morning of the 14th, CARR conducted an underway replenishment with USS CONCORD (AFS-5), and then began an Anti-Submarine Warfare exercise with USS THORN (DD-988). While hunting submarines, the quarterly safety standdown was presented to all hands.

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On the 16th the ship arrived at Alicante, Spain for our first port visit. The Captain and Executive Officer paid a call on CDR Seiso, the Port Captain and later the same day the Executive Officer and Senior Shore Patrol Officer, LCDR Brooks, paid a call on the Chief of Police. Liberty call was put down shortly after the ship secured from sea and anchor detail and the crew began the first port visit of MEF 1-92. The next day the ship gave a tour to 12 members of the Alicante Navy League, and 30 personnel took the all day bus tour to Valencia. On the 18th the Captain received a return call by the Commandante Militar De Marina De La Provincia De Alicnate, CDR Seiso. Additionally, 21 military cadets took a tour of the ship and exchanged plaques and photos. Early on the morning of the 19th CARR was underway from Alicante, having enjoyed the port visit in Spain. Man overboard and junior officer shiphandling drills were conducted shortly after getting underway, and a refueling at sea was conducted with USS SAVANNAH. During the day of the 20th the ship conducted BECCES and a main space fire drill while the weather worsened with 18-20 foot seas and 40 knot winds by nightfall. The heavy seas continued through the day of the 21st, subsiding in the evening. On the 22nd Protestant and Catholic lay services were conducted in the morning. CARR conducted an Anti-Submarine Warfare exercise with the USS AMERICA in the afternoon, and MAGNUM 447 found the submarine when no other asset could. That afternoon the ship celebrated Christmas when the Captain and XO presented Christmas stockings to each crewmember. The stockings had been donated by the Adopt-A-Ship organization and CARR Family Association. The support group tape made by family and friends also was shown on closed circuit television, and CARR sailors made one of their own to send back.

CARR Med moored at Naples, Italy on the 23rd for another port visit. The 24th was a half workday in order to celebrate Christmas Eve, and 42 crewman went to Midnight Mass at the Vatican. On Christmas morning, in 35 knot beam winds the port kedge anchor dragged and the ship's starboard bow came to rest against the port bow of USS CONCORD. The ship immediately responded by going to Sea and Anchor Detail. A quick survey revealed no damage or injuries on either ship. Italian port services brought a new anchor, and CARR moored as before with two kedge anchors paid out to port. The Supply Department prepared a special meal for Christmas dinner, and the crew enjoyed the excellent repast. The port visit continued with various tours to Rome and the surrounding countryside. On the 27th CINCUSNAVEUR, Admiral Boorda, paid a short informal visit to the ship and reaffirmed the need for a strong naval presence in the 6th Fleet operating area. On the 28th the Captain was visited by Captain Doran, Commanding Officer of USS BELKNAP (CG-26) and father of our own AUXO, LT(jg) Doran. Sunday the 29th holiday routine was observed and Protestant Divine Services were held by the Chaplain from the USS CONCORD. On the 30th, the ship conducted boarding training by doing a practice boarding on USS CONCORD.

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New Year's Eve was rung in with a bang; Naples residents had incredibly powerful fireworks and literally "threw out the old year" by throwing unwanted objects out of their windows. CARR celebrated by having a game and pizza night on the mess decks and showing movies until early in the morning.

A handwritten signature in black ink, appearing to be 'C. L. BROWN', with a long horizontal line extending to the right.

C. L. BROWN