



DEPARTMENT OF THE NAVY

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

5750

Ser 00/ 130

21 APR 1988

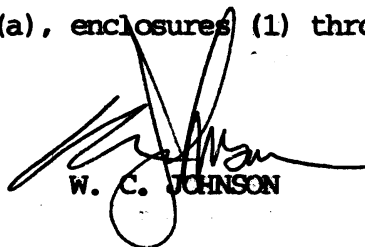
From: Commanding Officer, USS CARR (FFG-52)  
To: Director of Naval History (OP-09BH), Washington Navy Yard,  
Washington, DC 20374-0571

Subj: COMMAND HISTORY OF USS CARR (FFG-52)

Ref: (a) OPNAVINST 5750.12D

Encl: (1) Command Composition and Organization  
(2) Chronology of Events  
(3) Command Narrative  
(4) Welcome Aboard Pamphlet

1. In accordance with reference (a), enclosures (1) through (4) are forwarded.

  
W. C. JOHNSON

## USS CARR COMMAND HISTORY

### 1. Command Composition and Organization

USS CARR is attached to Destroyer Squadron SIX, homeported at Charleston, South Carolina.

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

Aircraft Assigned: Helicopter Anti-Submarine Squadron LIGHT FOUR FOUR (HSL-44) Detachment FOUR based at NAF Mayport, Florida. Aircraft - 1 SH-60B Seahawk (BUNO 162334).

## CHRONOLOGY OF EVENTS

Subj: COMMAND HISTORY OF MAJOR EVENTS

1. Command History of Events is as follows:

- 27 Jul 85 - Commissioned at Seattle, Washington.
- 26 Aug 85 - Underway for Charleston, South Carolina.
- 28 Aug 85 - Assisted distressed Fishing Vessel "Aluetian Seattle" off the California coast.
- 30 Aug - 04 SEP 85 - Inport at San Diego, CA for Labor Day weekend.
- 13 Sep 85 - Inport at Naval Station, Rodman, Panama.
- 14 Sep 85 - Transit of Panama Canal. SH1 [REDACTED] first reenlistment after commissioning.
- 17 - 20 Oct 85 - Inport Tela, Honduras (participated Project Handclasp)
- 23 - 28 Sep 85 - Inport Kingston, Jamaica (participated Project Handclasp).
- 30 Sep 85 - Arrive Charleston, SC.
- 01 - 10 Oct 85 - Completed Training & Readiness Evaluation (TRE) and Combat Sea Systems Qualification Trials (CSSQT).
- 12 Oct - 10 Nov 85 - Initial Refresher Training at Guantanamo Bay, Cuba.
- 11 Nov 85 - Arrive Charleston, SC.
- 24 - 26 Nov 85 - WSAT Trials.
- 27 Nov 85 - 07 Jan 86 - Inport Charleston, SC (Holiday Upkeep).
- 08 Jan 86 - Underway for ALTEC/Andros Island, Bahamas.
- 09 - 12 Jan 86 - Inport Fort Lauderdale, FL.
- 14 - 17 Jan 86 - Inport Nassau, Bahamas.
- 18 - 20 Jan 86 - Operations off Andros Island, Bahamas.
- 22 Jan - 24 Mar 86 - Inport Charleston, SC.
- Feb 86 - Final Contract Trials.
- 10 Mar 86 - Underway/DESRON 36 embarked, Charleston Operating Area.
- 25 Mar - 05 Apr 86 - Carrier Escort Duty with USS FORRESTAL.
- 06 - 07 Apr 86 - Inport Mayport, FL.
- 08 - 12 Apr 86 - Inport Savannah, GA.
- 14 Apr - 04 May 86 - Inport Charleston, SC.
- 05 - 23 May 86 - Carrier Escort Duty for USS JOHN F. KENNEDY
- 25 - 29 May 86 - Inport Nassau, Bahamas.
- 30 May - 31 Jul 86 - Inport Charleston, SC.
- 01 - 03 Aug 86 - Underway for Post Shakedown Availability at Bath Iron Works, Portland Ship Repair Facility, Portland, ME. Embarked midshipmen from the U.S. Naval Academy and Virginia Military Institute.
- 04 Aug 86 - 04 Feb 87 - Post Shakedown Availability period completed at Bath Iron Works, Portland Ship Repair Facility, Portland, ME.
- 05 - 13 Feb 87 - Underway for stress tests and return to Charleston, SC
- 10 - 12 Feb 87 - Moored at U.S. Naval Silencing Facility, Norfolk, VA
- 14 Feb - 12 Mar 87 - Inport Charleston, SC. Completed Training and Readiness Evaluation.
- 13 Mar - 17 Apr 87 - Refresher Training at Naval Station, Guantanamo Bay, Cuba.
- 19 Apr - 21 Apr 87 - Inport at Naval Station, Roosevelt Roads, Puerto Rico. Completion of successful SM-1 missile firing and certification.

Enclosure (2)

25 - 27 Apr 87 - Inport at Naval Station, Mayport, FL  
28 Apr - 10 May 87 - Inport Charleston, SC  
11 - 15 May 87 - Underway for completion of OPPE  
16 - 31 May 87 - Inport Charleston, SC  
01 - 15 Jun 87 - Midshipmen Training Cruise with midshipmen from the U.S. Naval Academy and the Virginia Military Institute. Included port visits to Fort Lauderdale and Miami, FL.  
16 JUN - 11 AUG 87 - UPKEEP/inport Charleston, SC  
12 - 28 Aug 87 - FLEETEX 4-87  
29 Aug - 12 Sep 87 - Inport Charleston, SC  
22 Sep 87 - Deployed to Middle East Theatre  
01 Oct 87 - Inport for refueling at Ponta Delgado, Azores  
04 Oct 87 - Passed to CINCSNAVEUR in Mediterranean Sea  
06 - 12 Oct 87 - Inport at Palma de Mallorca, Spain  
13 Oct 87 - Underway for transit to Suez Canal  
18 Oct 87 - Suez Canal transit  
19 Dec 87 - 31 Dec 87 - Middle East Force operations

Enclosure (2)

## USS CARR COMMAND HISTORY

USS CARR (FFG-52) was commissioned on 27 July 1985 at Todd Pacific Shipyards, Seattle, Washington with Commander Robert J. HORNE as its' first Commanding Officer. The ship was named in honor of Gunner's Mate Third Class Paul Henry CARR, United States Naval Reserve who died while onboard the USS SAMUEL B. ROBERTS (DE-413) at the Battle of Leyte Gulf.

CARR's crew had been assembling for the previous six months in Norfolk, VA and had come to Seattle in increasing numbers as the ship came to life. As the ship departed Puget Sound on 26 August 1985, it left its' own special mark in the hearts of the shipyard and the city where it was born having the distinction of being the last FFG-7 class warship to be built by Todd Seattle.

It was only two days into that trip that CARR encountered a sea battered fishing boat, the Aluetian Seattle, which was discovered off the California Coastline and sinking. Within hours the fishing boat was salvaged and cared for until a Coast Guard cutter could tow it into safe waters.

After a brief stop during the Labor Day weekend of 1985 at San Diego, California, CARR visited Naval Station, Rodman, Panama prior to its transit of the Panama Canal. This was followed by port visits to Tela, Honduras and Kingston, Jamaica. CARR's crew showed exemplary spirit in helping local communities through Project Handclasp, revitalizing schools, medical buildings and local housing.

On 30 September 1985, CARR arrived at her new homeport of Charleston, South Carolina. This was not to be a rest stop. What followed were initial Refresher Training at Guantanamo Bay, Cuba, Training and Readiness Evaluation and Combat Sea Systems Qualification Trials. The latter included a successful firing of two SM-1 missiles. All this had taken place in a matter of only 45 days.

After a holiday upkeep period, CARR was ready again for more. ASW training at the AUTEC range in the Bahamas was one more hurdle successfully completed. Port visits to Nassau, Bahamas and Fort Lauderdale, Florida afforded the crew a well-earned break in the action.

In February 1986, CARR was ready for her Final Contract Trials. Her remarkable record of achievement over the first six months of life showed the true professionalism as her crew as Final Contract Trials went smoothly and successfully. CARR was now out of her precommissioning phase and was truly a Naval warship.

March of 1986 saw CARR involved in multi-ship operations for the first time. After embarking COMDESRON 36, CARR, along with several other DESRON SIX assets escorted USS FORRESTAL on her pre-deployment advanced phase carrier operations. This sea experience proved invaluable for her crew, since many

Enclosure (3)

were working with an aircraft carrier for the first time. Regretably however, FORRESTAL lost one her aircraft, as an H-3 helicopter of HS-7 crashed at sea. The crew escaped unhurt, but the aircraft was lost and sank moments before CARR's motor whaleboat arrived. They remained on station, aided in the rescue of the air crew and were praised by COMCARGRU FOUR for the "extraordinary professionalism for at sea rescue operations."

Upon the completion of these operations, CARR accepted an invitation from the Destroyer Squadron Eight ships in the exercise to spend a day in their homeport of Mayport, Florida. Upon arrival, both carriers, the tender and many other ships were underway, so we seemed to have the base almost to ourselves as we thoroughly enjoyed our brief stay. This was followed by a port visit to Savannah, Georgia. The city "opened its' doors" to CARR and made our stay in this beautiful old city truly one to remember.

After arriving back in Charleston on 12 April 1986, things seemed to be settling when on Saturday, 3 May 1986, CARR was ordered to get underway on Monday, 5 May, in order to meet a DESRON SIX commitment of providing USS JOHN F. KENNEDY escort for her advanced phase operations. As the crew scrambled aboard the morning of the 5th, the weekend duty section was putting the finishing touches on preparing the ship for sailing. The operations that followed were somewhat typical of carrier escort operations although we got quite a show when KENNEDY began launching F-14's while we were alongside for UNREP operations! We concluded our underway time with KENNEDY by making our second port visit to Nassau, Bahamas.

In June and July of 1986, CARR enjoyed the summer of Charleston with the highlight being the ship's picnic to celebrate CARR's first birthday! At the beginning of August it was time to leave Charleston once again as we crammed five crewmember's cars in each of our hangar bays and ten cars on the flight deck. We also included a dozen motorcycles neatly tucked away in CARR's torpedo magazine and got underway to proceed to our Post-Shakedown Availability. Embarked were Midshipmen from the U.S. Naval Academy and the Virginia Military Institute, participating in CARR's first Midshipmen training cruise.

On 4 August 1986, CARR arrived at the Bath Iron Works, Portland Ship Repair Facility in Portland, Maine for commencement of PSA. The PSA was an extremely productive one since it included the installation of the Rapid Assist Securing and Traversing (RAST) system used for LAMPS MK III helicopter operations, the 4100 ton mod (which included the addition of 200 tons of lead ballast to the bilges of AMR's 1 and 2), the superstructure crack mod, the installation of the SRQ-4 helicopter data link, the SQQ-28 sonobuoy processing system, the removal of the incinerator, and much more. The crew enjoyed the yard period immensely as the city of Portland served as excellent hosts. In fact, several former CARR crewmembers who separated from the Navy now make their homes in the Portland area.

Enclosure (3)

With the successful completion of Light-Off Examination (LOE) in early February of 1987, CARR was underway from Portland. Although CARR's remaining plankowners maintained fond memories of Seattle and Todd Pacific Shipyards, they gained respect and appreciation for Portland and the shipbuilders from Maine. In various obscure places throughout the ship, tiny plaques are mounted that will many years from now tell their discoverers, "built by Todd for today - rebuilt by BIW for tomorrow."

On the transit to Charleston, engineers from the David W. Taylor Company embarked to determine the success of the superstructure crack mod implemented at Portland. A storm off Cape Hatteras provided the test, and the engineers declared it a success and recommended its implementation on successive FFG-7 class ships. Midway home, CARR then moored at the U.S. Naval Magnetic Silencing Facility at Norfolk, Virginia for two days of deperming before returning to Charleston.

CARR's subsequent homecoming to Charleston was joyous and short-lived. It was soon time to complete our Training and Readiness Evaluation followed by a second trip to Refresher Training at Guantanamo Bay, Cuba. The day before CARR departed, LCDR John E. Meyers, CARR's first Executive Officer, was relieved by LCDR Thomas J. Brown, Jr. After completing REFIRA in April 1987 with one of the highest overall scores ever seen, CARR conducted its first flight operations and test of the RAST system with its newly embarked helicopter "MAGNUM 445" of HSL-44 Detachment 4. The "Swamp Foxes" based at Naval Air Facility, Mayport, Florida.

CARR then proceeded to Roosevelt Roads, Puerto Rico for a port visit and the second occasion of successful firings of two SM-1 missiles. Naval Station, Mayport was the next stop as CARR offloaded various elements of the helicopter detachment's loadout for delivery to the NAF upon the successful completion of flight operations. Everyone enjoyed the chance to visit the Mayport and Jacksonville areas once again. Especially gratifying was the opportunity for the Captain, as well as other crewmembers, to meet old friends and colleagues serving in the Mayport area.

Upon return to Charleston, CARR completed her Operational Propulsion Plant Examination (OPPE) and June embarked on her second Midshipmen Training Cruise with midshipmen onboard from the U.S. Naval Academy and the Virginia Military Institute that included a return port visit to the Fort Lauderdale area. While in Miami, Florida, the Navy League went to great lengths to ensure CARR had a most enjoyable port visit.

The summer of 1987 brought FLEETEX 4-87 in August. This exercise tested the personnel and equipment associated with the ship's LAMPS MK III ASW operations with USS CORAL SEA and her various escorts served to gel the crew and the helicopter detachment together. After the completion of FLEETEX, the Pre-Overseas Movement (POM) program commenced as CARR prepared for her first ever deployment.

Enclosure (3)

Then, on 12 September 1987, Commander Wade C. Johnson relieved Commander Robert J. Horne as Commanding Officer. CARR had performed magnificently during CDR Horne's tenure.

On 12 September 1987, Commander Wade C. Johnson relieved Commander Robert J. Horne as Commanding Officer, USS CARR.

The ship did not rest during the final ten days prior to deployment. CARR failed a Supply Management Inspection (SMI). The failed areas were: complete unsatisfactory in inventory management. The 20-B5 system trainer (a complete Combat Systems shakedown) provided excellent pre-deployment training. Additionally, CARR was faced with off-loading the helicopter detachment's (HSL-44) equipment on the eve before deployment. The helo detachment had reported onboard for embarkation only the day before this unexpected and all-night evolution.

On 22 September 1987, CARR departed Charleston for her maiden deployment. In company with her were USS RICHMOND K. TURNER, USS ELROD and from Mayport, Florida, USS GALLERY. Together, the four ships would transit halfway around the world to the Persian Gulf, the danger spot at the time. With COMDESRON 36 embarked aboard TURNER, the ships set out to test and sharpen each other for the harsh realities that would face them in what was often referred to as the "lake in the middle of the desert."

With the dangerous atmosphere of the Gulf in mind, COMDESRON 36 put the ships to the test by ensuring that the skills necessary for combat effectiveness were exercised 24 hours a day. CARR emerged from the transit having experienced an SM-1 missile shoot, three CIWS shoots, and countless 76MM, 25MM and small arms shoots. Equipment and tactics were tested, and the crew hardened for the very real possibility of battle.

The Atlantic transit brought CARR to the NATO refueling base at Ponta Delgado, Azores. While taking on fuel, CARR off-loaded the TDU drone detachment that had made the transit embarked onboard. Their five TDU drones which had been fired from CARR's flight deck had been successfully hit during the transit, displaying the power to symbolize strength and resolve of the United States' Middle Eastern policy.

After passing the fog-shrouded Rock of Gibraltar, CARR entered the Mediterranean Sea for the first time and soon moored at Palma de Mallorca, Spain for a six day visit. The atmosphere in Palma was edgy as Spain was in the midst of a national debate concerning Spain's future in NATO, and the future of American use of Spanish military facilities. Thus the stage was set for internationally embarrassing liberty incidents, but CARR sailors proved themselves to be a mature and loyal group of men, thus leaving with fond memories and a spotless reputation.

The Mediteranean transit of mid-October furthered CARR's preparation for any contingency in the Middle East. Evolutions included more gun shoots, astern refueling along with several unreps and vertreps. It was evident that

Enclosure (3)



the proficiency of CARR's crew was becoming rather impressive as she neared the Suez Canal. The Commanding Officer's presence during the progression of these evolutions became less frequent, attesting to confidence in CARR's ability to efficiently repel any aggressor.

CARR's transit through the Suez Canal was yet another first, as was her Med-moor she employed at Port Said, Egypt the night before. The was thankfully uneventful. Hence the convoy headed south through the Red Sea and across the Gulf of Aden. After a brief stop for fuel in Mina Raysut, Oman, CARR began her approach to the Gulf of Oman and the Straits of Hormuz with a degree of training and readiness that the Captain described as "razor sharp." He also correctly sensed that the crew was actually looking forward to entering the theater as our confidence in our ship and her abilities gave us an unshakable vision of how we could contribute to American history.

CARR's assignment on her initial transit through the Straits of Hormuz was the escort of the first U.S. minesweepers into the Persian Gulf. Thus CARR, as transit group commander, along with ELROD, escorted the Pacific Fleet minesweepers ESTEEM and ENHANCE as well as the tank landing ship BARBOUR COUNTY through the Straits and up to Mina Sulman, Bahrain as helicopters from various international news organizations incessantly monitored the convoy's movement during daylight hours. The transit went smoothly with CARR assigned as convoy commander. CARR also played a unique role in the convoy by using her quick acceleration and high maneuverability to dart from the convoy and intercept potential threats before they came too close to the minesweepers.

At this point, CARR was assigned to escort the American flagged oil tanker, Motor Vessel Patriot, south from Bahrain into the Gulf of Oman. On the night of 1 November, CARR was steaming in company with Patriot about 25 nautical miles south of Abu Musa Island. When CARR's electronic sensors detected two small boats DIW. They then proceeded at 50 knots toward CARR and Patriot from the direction of Abu Musa. CARR quickly came to her maximum condition of readiness. As the high speed boats proceeded inbound, radio and light warnings were issued with no response. One boat proceeded ahead of the formation. The other headed for the Patriot. When warning shots across the bow of the second boat had no effect and it continued to head directly toward Patriot, the Captain ordered CARR's small arm stations to engage. Four .50 caliber one .30 caliber machine guns opened fire instantly and accurately. After a brief hail of gunfire from CARR, the boat went dead in the water and CARR ceased firing. Although CARR was in constant communication with her superiors, this incident is believed to be the first in which a U.S. ship engaged a hostile target on its' own authority in accordance with the U.S.'s self-imposed rules of engagement.

The remainder of November found CARR escorting more supertankers. This period also afforded CARR her first opportunity to moor at the Mina Sulman Pier, Bahrain and enjoy the shopping and dining of Manama. Rugs and perfume seemed to be the most popular souvenirs. Underway from Mina Sulman with no liberty incidents, CARR continued her tanker escort duties through the end of the month. During the period, CARR was visited by RADM Bernsen, Commander,

Enclosure (3)

Middle East Force. He stated that he and his staff had watched CARR very closely, and that they were very pleased with her performance during what he admitted were often very difficult circumstances. Indeed, CARR crewmembers had much to be thankful for as they sat down to Thanksgiving dinner knowing they were blessed with a fine ship and special crew.

As the operational tempo permitted, CARR was able in early December to make a three day visit to Mina Sulman and then perform such diverse missions as escorting MSO's to the northern mine threat areas and refueling one of our mobile sea bases operating in the region. While alongside the sea base, CARR not only transferred 11,000 gallons of JP-5 fuel, but also offered such services as ship's store and barber shop to the crewmen serving this isolated duty. CARR then headed to the central Persian Gulf operating area where she stood watch on the sea lanes so vital to the allies of the United States. Critical to the accomplishment of this mission was CARR's embarked SH-60 helicopter "MAGNUM 445." With MAGNUM performing the surface surveillance and targeting (SST) role, CARR could identify and track surface contacts well beyond the range of her shipboard sensors.

On Christmas Day, packages from home were opened, a videotape of CARR's families singing Christmas carols was shown, and individualized gifts from the Adopt-a-Ship organization of Mobile, Alabama were enjoyed by all. On USS OKINAWA moored at Mina Sulman, Bob Hope and his Christmas show entertained her crew while CARR stood watch about 50 miles away.

CARR ended 1987 off the coast of Kuwait having finished escorting a tanker convoy northward. To some crewmembers, CARR's hull number (52) came to symbolize the number of weeks in the year she was away from homeport. But to most of the crew, the ship seemed right where it should be, in the world's most troubled region, on the cutting edge of history in the making.

Enclosure (3)