



rec'd 7/23/90
DEPARTMENT OF THE NAVY
USS CARR (FFG-52)
FLEET POST OFFICE
MIAMI 34090-1506

5757
Ser 00/405
103 JUL 1990

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 1990

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. Disembarked 29 APR 90.

2. Chronology.

01 APR - 03 APR	UNDERWAY RED SEA
04 APR	ANCHORED PORT SUEZ
05 APR	UNDERWAY SUEZ CANAL
06 APR - 10 APR	UNDERWAY MEDITERRANEAN SEA
11 APR - 16 APR	INPORT MALAGA, SPAIN
17 APR - 19 APR	UNDERWAY ATLANTIC
20 APR	INPORT AZORES
21 APR - 25 APR	UNDERWAY ATLANTIC
26 APR	INPORT BERMUDA
27 APR - 29 APR	UNDERWAY ATLANTIC
30 APR	INPORT CHARLESTON, SC

3. Narrative.

The month of April 1990 began with CARR sailing north in the Red Sea on its way to the Suez Canal. On Sunday, CARR conducted lay reader services and at a "steel beach" picnic awarded CARR Wives' Support Group gifts to several lucky sailors. Lt [REDACTED] was promoted to LCDR at the picnic. On the 2nd of April, CARR operated off Jiddah, Saudi Arabia while USS DEWEY (DDG-45) conducted a brief stop for fuel. CARR continued northbound with the DEWEY on the 3rd. CARR conducted basic engineering control casualty drills (BECES) including a main space fire. USS SIMPSON (FFG-56) got underway from Aqaba, Jordan to join up with CARR and DEWEY at anchor in Port Suez.

On 4 April, while at anchor at Port Suez, the Commanding Officer and Executive Officer attended a dinner party aboard on the French ship JEANNE D'ARC where they enjoyed a fantastic French dinner. The DEWEY, SIMPSON, and CARR transitted the SUEZ canal on the 5th. CARR's ESWs qualifiers took over all underway watchstations during the first watch of the Northbound canal transit. Their expertise was obvious as they directed the ship in a safe and professional manner. CARR's crewmembers also joined up for a continuous relay run on the CARR running "track" lasting 20 hours. Each crewmember ran 20 minutes and everyone was proud that they could maintain the non-stop run.

CARR entered the Mediterranean Sea on the 6th and the crew felt one step closer to home. CARR conducted their first two-station underway replenishment (UNREP) in four months surprisingly smooth evolution due to the "fast cruise" rehearsal at anchor in Suez. The UNREP was conducted with the USNS TRUCKEE. Close In Weapons System (CIWS) firing exercise on 7 April ended when CARR splashed the TDU. CARR also provided a resting place for SIMPSON's helicopter "Proud Warrior" for emergency maintenance. On the 8th, CARR conducted an early morning fueling at sea (FAS) with the USNS TRUCKEE and embarked the Engineering Mobile Assessment Team (EMAT) who began their assessment visit. While continuing west, CARR conducted an early morning vertical replenishment (VERTREP) on 10 April. EMAT continued their assessment with a main space fire drill. CARR also continued securing the ship for sea due to possible bad weather in the western Mediterranean Sea.

On the 11th of April, CARR entered Malaga, Spain for a long awaited port visit to celebrate a successful deployment. CARR debarked the EMAT team which had favorable words concerning the readiness of the Engineering Department. CARR spent Easter in Malaga, Spain. While in Malaga, CARR volunteers painted and fixed up a local orphanage. The orphans were given a tour of the ship. CARR crewmembers had an excellent time in Malaga and nearby Torremelinos, whose beaches provided well deserved rest and relaxation. CARR organized a ship's party (held at the Red Parrot Inn), participated in tours of famous parts of Spain, and played basketball and softball against local teams. On the 15th, Chaplain [REDACTED] from Destroyer Squadron Six provided a thoughtful Easter service and communion. CARR's Commanding Officer (CO) and Executive Officer (XO) attended a reception aboard the Spanish ship Buque de Desembarco "MARTIN ALVEREZ" (L-12). On 16 April, CARR hosted a tour and reception for the Military Governor of Malaga, a three star General and conducted an awards and advancement ceremony. CARR crewmen learned a great deal about Spanish culture during its visit because of all the festivities occurring for Easter such as the continuous penitential processional marches throughout the center of town.

On the 17th of April, CARR got underway from Malaga and commenced its outbound transit through the Straits of Gibraltar. Once in the Atlantic Ocean, CARR proceeded west in heavy seas. On the 19th, CARR caught up with the DEWEY and SIMPSON who had gotten underway earlier from their port visit in Naples, Italy. On the 20th, CARR stopped in Punta del Gada, Azores for a brief stop for fuel. CARR's CO and XO attended a reception for Portugese officials on the DEWEY. That afternoon, CARR got underway and towed a acoustic projector STAP in support of SIMPSON's SQR-19 sonar training provided by COMNAVSURFLANT's Combat Systems Mobile Training Team (CSMTT). On the 21st, CARR continued training services to the SIMPSON. CARR also conducted Damage Control and VERTREP "selected exercises" (SELEX). On the 22nd, Chaplain [REDACTED] conducted services on the messdecks and MS1 [REDACTED] reenlisted while riding in CARR's SH-60B helicopter "Magnum 446." On the 23rd, the XO conned the ship alongside the USS MONONGAHELA in extreme seas and heavy rain during the final FAS of MEF 1-90 deployment. CARR also assisted in the medical evacuation (MEDEVAC) of a DEWEY crewman who accidentally injured his thumb. SIMPSON's SH-60B helicopter "Proud Warrior" lifted the man off DEWEY and flew him to CARR for further transportation. Upon completion of the UNREP, CARR detached from DEWEY and SIMPSON and proceeded towards the Bermuda Islands. On 24 April, CARR conducted a Zone Inspection.

On 26 April, CARR entered the Naval Air Station Annex in Bermuda and called away liberty. CARR immediately embarked about 20 dependent "Tigers" waiting on the pier. The "Tigers" included sons, brothers, friends, and fathers of crewmembers who chose to ride with the ship back to Charleston and experience some of the Navy way of life.

CARR got underway from Bermuda on the 27th after concluding a two night, one day BSF. Crewmembers had been impressed by the beauty of the island. That evening, CARR's new "Tiger" shipmates were acquainted with life at sea and Chaplain [REDACTED] and ICC [REDACTED]'s father, a policeman, assisted the crew in giving briefs. EN2 [REDACTED] also reenlisted for five years. On the 28th, CARR gave the "Tigers" a look at the ship at battle stations. CARR demonstrated its combat systems with a radar tracking exercise and by firing "air slugs" from the MK32 torpedo tubes. USS DEWEY obliged in the demonstrations with a 32 round rapid continuous 5" gun shoot.

On 29 April, CARR made final preparations for entering homeport after 6 months. "Magnum 446" departed for home in Mayport, Florida, while two other helicopters from Mayport arrived to take off the balance of the aircrew. The two other aircraft were flown by the CO and XO of HSL-44 who talked briefly with CARR's CO and the Air Det personnel. The last steel beach picnic of MEF 1-90 was held in the afternoon and was highlighted by the awarding of ESWS to OS1 [REDACTED] and Good Conduct Medals to

QM3 [REDACTED] and GSM2 [REDACTED]. Protestant services were held by

Chaplain [REDACTED] and Eucharistic Catholic lay services were held by ICC(SW) [REDACTED]. The "Tiger cruise" was unanimous success.

On 30 April 1990, CARR entered Charleston, South Carolina, amongst cheers from fans and family and band music. A wreath hung around the bullnose and the entire crew was dressed in whites while manning the rails. It was an impressive sight. The crew of CARR felt joyous and uplifted to finally be back home in the United States and be able to join their families again. There was also a sense of great pride in the air from a successful deployment and a job well done.



E. G. BAGLEY III



REC'D 7/23/90
DEPARTMENT OF THE NAVY

USS CARR (FFG-52)

FLEET POST OFFICE

MIAMI 34090-1506

5757

Ser 00/

03 JUL 1990 04

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 1990

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.

2. Chronology.

01 MAY - 29 MAY INPORT CHARLESTON SC

30 MAY - 31 MAY UNDERWAY CHARLESTON OPAREA

3. Narrative.

The first 29 days of the month of May 1990 was designated as a post-deployment leave and upkeep period to reenergize the crew and restore the ship after the long MEF 1-90 deployment. The month was split into two two-week periods and half the crew took leave in each period. CARR remained in three section inport duty. An Intermediate Maintenance Availability (IMAV 5) also occurred during the month. Many mission critical repairs were accomplished. On 4 May, CARR made preparations for VASEX 5-90. VASEX was a security exercise for all ships and support facilities at Charleston Naval Base. A heightened awareness of security procedures, readiness, and infractions was obtained through various drills. VASEX 5-90 commenced on the 5th and continued to the 10th. I-division training for newly reported crewmen was conducted on the 7th. I-division introduced the new crewmen to CARR's personnel, programs, and policy. On 10 May, preparations were made for midshipmen who were to arrive for summer training to experience shipboard life. MIDN 1/c Gandt arrived on the 11th and was immediately made welcome. An awards and advancement ceremony was conducted 16 May during which CARR's OMBUDSMAN, Mrs. [REDACTED], wife of the Command Master Chief was honored for her contribution during the deployment. LT [REDACTED] was also awarded a Navy Achievement Medal for his performance at his last duty station. CARR's last plankowner, ICC(SW) [REDACTED] was also awarded a Navy Achievement Medal prior to being honored by the officers and chiefs of CARR. On the 17th, a Work Definition Conference was held in preparation for CARR's shipyard period in the Fall.

On the 27th of May, CARR began making preparations for a return to sea following post deployment leave and upkeep period. Engineering light-off checks were completed on the 29th. On 30 May CARR completed post deployment leave and upkeep and returned to sea. CARR additionally embarked four 3/c midshipmen from the USS DEYO, two Judge Advocate General (JAG) Corp officers, and a selected exercise (SELEX) observer from the USS ELROD. CARR exercise at general quarters including a weapons tracking exercise and damage control SELEXs. After GQ, CARR conducted a 10 round 76mm gunshoot and a 100 round Close In Weapons System (CIWS) preaction calibration (PAC) fire. Man overboard and abandon ship drills were also conducted. A full power trial and economy trial was conducted in the afternoon. LTJG [REDACTED] was evaluated by a Destroyer Squadron Six observer for a shiphandling competition. May closed out with another exciting day underway. On the 31st, CARR conducted GQ, a 76mm gunshoot, and a small arms attack on a "killer tomato," a huge orange vinyl ball used specifically as a small arms target. As evidenced by the two underway days, CARR did not seem to lose any of the readiness that it had maintained throughout the MEF 1-90 deployment.



E. G. BAGLEY III



DEPARTMENT OF THE NAVY

USS CARR (FFG-52)

FLEET POST OFFICE

MIAMI 34090-1506

Rec'd 3/29/91

5757

Ser 00/081

25 JAN 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 1990

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.

2. Chronology.

01 JUN - 17 JUN INPORT CHARLESTON SC
18 JUN - 22 JUN UNDERWAY VACAPES OPAREA
23 JUN - 25 JUN INPORT CHARLESTON SC
26 JUN - 30 JUN UNDERWAY JAX OPAREA

3. Narrative.

The beginning of the month of June 1990 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 4 June. The evolution went smoothly despite the fact it was the first ammunition handling done at the Weapons Station since before the MEF 1-90 deployment. The week of 4 June to 9 June was Surface Warfare Training Week for the NAVSURFLANT ships at Charleston Naval Station. CARR began its participation on the 5th of June. "Sweat" week 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 or tactical exercises in ASW (Anti Submarine Warfare). CARR participated with a full show of force and did an outstanding job in the competition.

On the 11th, CARR conducted a berth shift to allow the USS ELROD, moored inboard, to get underway. On 13 June, Boy Scouts of America Troop #192 from Ohio was given a tour of the ship. They were grateful for the opportunity to learn about a warship. CARR also served as flagship for a combined inport training exercise (CINTEX 90-10) on the 13th. The exercise provided valuable training for combat information center watchstanders as they stretched their skills of tactics and communications

Subj: COMMAND HISTORY 01 JUN - 30 JUN 1990

fighting a battle existing only through computers and interport communications links. The 16th and 17th of June was spent preparing to get underway. Light off checks (CARRLOC) on the engineering plant commenced on the 16th.

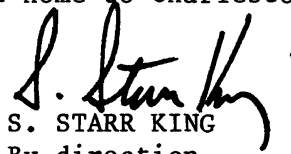
At 0600 on 18 June, CARR got underway to participate in Second Class Midshipmen summer cruise training (CORTRAMID) in the Virginia Capes Operating Area. As CARR reached open ocean, a burial at sea ceremony was performed. The remains of LCDR Tyler, USCG (Ret) were committed to the sea. The burial at sea was conducted in a very formal and professional manner. Later in the day, CARR exercised at general quarters and prepared to abandon ship for training. On 19 June, CARR met USS YORKTOWN and USS TRUETT at Cheasapeake Light to begin support of CORTRAMID. The Midshipmen embarked USS YORKTOWN by a CH-46 helicopter and 9 midshipmen were then transferred to CARR by USS TRUETT's small boat. Operations for midshipmen training included man overboard, .50 caliber machine gun shoot, "leap frogs" or coming alongside another ship, and maneuvering tactics. The midshipmen especially enjoyed conning the ship. The day was highlighted by a USS ARIES (PHM-5) high speed fly-by. At the end of the day, the midshipmen debarked CARR to ride USS ARIES back to shore. The midshipmen were transferred using USS TRUETT's motor whale boat. The midshipmen exercises continued the same way until the 22nd. A close-in-weapons-system pre-action calibration fire was conducted on the 20th and a 76mm gun pre-action calibration fire was conducted on the 20th and 21st. In their one day aboard CARR, the midshipmen learned much to help them choose a warfare specialty as they approach their commissioning. Many left excited about the Surface Warfare community.

CARR conducted a safety standdown on the 20th and 21st. On 21 June, excellent damage control training was received when a casualty occurred to the CO2 flooding system for the MK13 guided missile launching system. The space had to be inspected by a team in oxygen breathing apparatus (OBA) and then evacuated by forced air and positive ventilation. Finally, the space had to be gas freed or tested for harmful gases. At the end of the 21st, some traditional fun was had when the "mail buoy" watch was set on the foc'sle by rookie seamen. On 22 June, CORTRAMID could not be held due to fog which precluded the embark of the midshipmen by helicopter. CARR was detached from CORTAMID and then proceeded to homeport Charleston, SC. During the transit home, a field day was conducted and followed by a "steel beach" picnic on the fantail. CARR spent the weekend in Charleston.

At 0600 on 26 June CARR was again underway to provide deck landing qualification (DLQ) and RAST landing qualification (RLQ) services in the Jacksonville OPAREA off the coast of Mayport, Florida. CARR conducted a detect to engage (DTE) exercise enroute to test the ability of the fire control radars and its

Subj: COMMAND HISTORY 01 JUN - 30 JUN 1990

operators. CARR provided RLQ and DLQ services to SH-60B SEAHAWK helicopters day and night for the rest of the week. A 76mm gunshoot was conducted on the 27th and a general quarters exercise was conducted on the 29th. CARR finished its RLQ and DLQ services on the 29th. Nineteen pilots completed quals in over 386 landing evolutions. The crew was tired from the many long hours at flight quarters. On 30 June, CARR returned home to Charleston SC.


S. STARR KING
By direction



DEPARTMENT OF THE NAVY

USS CARR (FFG-52)

FLEET POST OFFICE

MIAMI 34090-1506

Rec'd 2/20/91

5757

Ser 00/065

17 JAN 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 1990

JUL 1990

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 - 06 JUL INPORT CHARLESTON SC
07 JUL - 09 JUL INPORT SAVANNAH GA
10 JUL - 11 JUL INPORT CHARLESTON SC
12 JUL - 14 JUL UNDERWAY ATLANTIC
15 JUL INPORT GUANTANAMO BAY, CUBA
16 JUL - 22 JUL UNDERWAY CARIBBEAN
23 JUL INPORT ROOSEVELT ROADS, PUERTO RICO
24 JUL - 31 JUL UNDERWAY CARIBBEAN

3. Narrative.

The beginning of July 1990 found CARR inport Charleston, SC moored to pier November. On 4 July, CARR observed the USA's 214th birthday. The Supply Department held a dinner picnic for CARR sailors and their guests on the flight deck. On the 6th, CARR got underway and headed south for a weekend port visit in Savannah, GA. Several crewmen brought guests for the short sea excursion. The Commanding Officer hosted two representatives of the Savannah chapter of the Navy League. CARR sailors had an excellent time in Savannah and were treated well by the citizens of the city. CARR crewmen repaired bicycles for the orphans at Saint Mary's home, played the local constabulary in softball, and took full advantage of the city's famed hospitality. CARR returned to homeport Charleston, SC on 10 July. The next few days were spent preparing to get underway for Law Enforcement Operations (LEO) in the Caribbean. A seven-man US Coast Guard detachment and members of CARR's helicopter detachment, HSL-44, embarked on the 12th as the CARR sailed south.

On Friday the 13th, HSL-44 s "Magnum 446" landed on board and rounded out CARR's Air Department. Thorough training was conducted all day on topics such as Detect-To-Engage (DTE), helicopter safety, man overboard, and abandon ship.

CARR also ran through the phases of Law Enforcement. During these first few days underway, CARR was settling in for the month long cruise and adjusting the team gameplan to reflect the challenges of Counter-Narcotics Operations. On 14 July, CARR passed through the Crooked Island Passage enroute to a designated patrol area in the Caribbean Sea. The first contact of interest was boarded with negative results. Late on the evening of the 14th, another boarding was conducted with negative results.

On 15 July, CARR entered Guantanamo Bay, Cuba for a brief stop for fuel (BSF). That afternoon, CARR continued south towards its LEO patrol area. On the 16th, CARR conducted an awards and frocking ceremony on the flight deck. Crewmembers were surprised to find the Caribbean waters rough and many had to reacquire their "sea legs". On 17 July, CARR began patrolling in the assigned operating sector. CARR participated in the command and control link extending to many participating units; airborne, afloat, and ashore. On the 18th, CARR boarded a merchant vessel with a history of smuggling, but came up with negative results. On 19 July, CARR exercised the ship at General Quarters, conducted a 76mm pre-action calibration (PAC) fire, and conducted a set of Basic Engineering Casualty Control Exercises (BECCES). A Zone Inspection was conducted on the 20th. On 21 July, RML [REDACTED] was selected for Chief Petty Officer. He had been anxiously watching the teletype for the message listing the selectees and was the only First Class Petty Officer in CARR selected for Chief. On the 22nd, CARR boarded another suspect vessel in the early morning hours, but came up with negative results. The vessel was followed for a few miles, but nothing unusual was noticed. CARR was detached from its operating area and Anti Air Warfare (AAW) station and proceeded north to Naval Station Roosevelt Roads, Puerto Rico for a BSF.

CARR entered Roosevelt Roads on the 23rd and conducted the BSF, and unloaded stores and mail. CARR had intended to stay only five hours, but a casualty to the USCG's Rigid Hull Inflatable Boat (RHIB) extended our visit through the next morning. Crewmembers were thankful for a night of liberty. CARR departed Puerto Rico on the morning of the 24th and proceeded at high speed to intercept a possible smuggling operation.

On 25 July, CARR conducted a sweep across the Caribbean. CARR was busy securing for sea because Tropical Storm Arthur was catching up to us from behind. The day ended with the boarding of merchant vessel, but nothing was found. On the 26th, CARR headed southwest to avoid Arthur. CARR exercised the ship at general quarters for a main space fire drill. CARR returned to its original patrolling area and AAW station on the 27th. CARR ended the 28th with a boarding, with negative results. On the 29th, a casualty to the helicopter necessitated the Air-Drop Delivery System (ADDS) to bring the ship a part. A P-3 flew overhead and dropped the part off the bow. CARR picked up the part as a "man overboard" and the helicopter was repaired. ADDS also delivered a bag lunch for the Captain. On the 30th, A Fueling-At-Sea was completed with the USNS Pawcatuck. CARR ended the month continuing to patrol its designated operating area and deterring smuggling.


S. STARR KING
By direction



DEPARTMENT OF THE NAVY

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

Rec'd 2/20/91

5757
Ser 00/078
24 JAN 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 1990

AUG 1990

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 01-20 August 1990.

2. Chronology.

01 AUG - 15 AUG UNDERWAY CARIBBEAN
16 AUG INPORT ROOSEVELT ROADS, PUERTO RICO
17 AUG - 18 AUG UNDERWAY ATLANTIC
19 AUG - 31 AUG INPORT CHARLESTON SC

3. Narrative.

The month of August 1990 found CARR patrolling the Caribbean waters in support of law enforcement operations. A General Quarters drill was held with the participation of the Combat Systems Training Team (CSTT), Engineering Casualty Control Training Team (ECCTT), and Damage Control Training Team (DCTT). These teams ensured the drill ran smoothly and supported the ship's training objectives. On the 3rd of August, CARR conducted a Fueling-At-Sea with the USNS Pawcatuck. On 5 August, CARR conducted a "steel beach" picnic on the fantail. The crew enjoyed cheeseburgers and baked beans cooked by the members of the Air Department. On the 6th, CARR conducted a FAS with the USNS Pawcatuck and Basic Engineering Casualty Control Exercises (BECCES). In the afternoon, CARR made a high speed run north to a position where a suspected illegal air drop was to occur. The USS CLIFTON SPRAGUE also headed north to join in the hunt. On 7 August, CARR conducted a search for a surface contact believed to have received the previous days air drop. No suspects were found and CARR returned to its original operating area. On the 8th, CARR conducted a nuclear detonation drill and a 76mm Pre-Action Calibration fire. The nuclear detonation drill trained the ship in the proper actions to take to minimize equipment and personnel damage after a nuclear blast. After the drill, CARR left its operating area to investigate another possible air drop. On 9 August, CARR boarded two suspect vessels, but with negative results. CARR conducted a .50 caliber and M-60 machine gun PAC fire. CARR conducted a Zone Inspection of the Engineering Department spaces on the 10th. The day was spent conducting covert surveillance of a suspected drug smuggler. On 11

August, CARR conducted a Replenishment At-Sea with the USNS MISSISSINEWA. The 12th was spent patrolling our assigned Anti-Air Warfare (AAW) station. A volleyball tournament was held on the flightdeck. Each department supplied a team and the volleyball was tied to a line so it could be recovered if it went over the side. The Air Department won the championship game. CARR conducted a Damage Control Planned Maintenance System Standown on the 14th.

On 15 August, CARR was released from patrolling its operating area and proceeded north for the transit back to homeport. CARR's SH-60B helicopter performed a medical evacuation (MEDEVAC) of a patient from the USS AINSWORTH to the USS SOUTH CAROLINA.

CARR stopped for a Brief Stop for Fuel (BSF) at Naval Station, Roosevelt Roads, Puerto Rico on the 16th. The ship took on provisions and debarked the Coast Guard detachment. After a turnover was conducted with the USS HALYBURTON, the crew was treated to a beer-on-the-pier. CARR got underway after supper for Charleston, South Carolina.

On 17 August, CARR held an awards ceremony on the flight deck. EMCM(SW) [REDACTED], ET2 [REDACTED], and DC3 [REDACTED] were advanced. Good Conduct medals were awarded to OS1 [REDACTED] and PN1 [REDACTED]. Letters of Appreciation were awarded to FC1(SW) [REDACTED], SM2 [REDACTED], HM3 [REDACTED], SK3 [REDACTED], GSMFN [REDACTED], and SA [REDACTED] for fixing bicycles at St. Mary's Home in Savannah, Georgia. A Letter of Appreciation was awarded to LT [REDACTED] for organizing CARR's participation in the midshipman training cruise CORTRAMID. SM1(SW) [REDACTED] was awarded Enlisted Surface Warfare Specialist (ESWS) designation.

On the 18th, CARR conducted a Zone Inspection of the Combat Systems Department. Anti-Submarine Warfare training was conducted by launching a mini-mobile target. Crewmembers obtained experience locating and pursuing an underwater contact.

CARR returned to Charleston on 19 August. Intermediate Maintenance Activity (IMAV) Six period commenced on the 20th. From the 20th through the 23rd, CARR kept busy by making preparations for two Changes of Command the ship was hosting at the end of the week. The preparations were extensive and ranged from setting up a stage to securing parking lots to cleaning the ship. On the 24th, the Change of Command for Naval Dental Clinic, Charleston, was hosted. Captain John J. Sanders relieved Captain Edward P. Leonard. Guest Speakers included Rear Admiral Stanley E. Bump, Commander Naval Base Charleston, South Carolina and Rear Admiral Milton C. Clegg, DC, Chief Naval Dental Corps. On the 25th, the Change of Command for Commander, Destroyer Squadron Six was hosted. Captain Patrick M. Shepherd relieved Captain Jerry A. Lewis. Rear Admiral Thomas D. Paulsen, Commander Cruiser Destroyer Group Two was the guest speaker. CARR was proud to act as host and both ceremonies were professionally completed.

CARR ended the month of August by continuing IMAV SIX and successfully completing the Supply Management Inspection (SMI). CARR began making preparations for the upcoming shipyard period.


S. STARR KING
By direction



DEPARTMENT OF THE NAVY

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

5000
Ser 01/ 145
17 FEB 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 OCT - 31 OCT 1990

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.

2. Chronology.

01 OCT - 29 OCT INPORT CHARLESTON, SC

3. Narrative.

The month of October saw CARR continuing Selected Restricted Availability (SRA) TWO at Charleston Naval Shipyard (CNSY). The ship was cluttered and encumbered with hoses and cables as new equipment replaced old and habitability improvements were accomplished. As the month progressed, CARR's capabilities and comfort improved.

On October 1st, the Commanding Officer of CNSY, Captain Fenton, conducted a "walk around" of CARR to observe first hand the progress of the availability, and the quality of the work accomplished. The shipyard workers noticed how much pride CARR crewmembers have in their ship and were taking great care to keep the ship as clean as possible. This pride and professionalism showed during the walk around.

On 7 October, about 25 CARR crewmen work alongside 10 members of the Highway 61 Commission picking up trash along 5 miles of Highway 61 in Charleston County, west of the Ashley River. The successful trash pick-up was part of the Adopt-A-Highway program sponsored by the South Carolina Highway Department. After the trash clean-up, a picnic and full tour of historic Dreyton Hall was provided to the volunteers by the Morale, Welfare, and Recreation Committee.

The second week of October brought a few hurricane scares and lots of rain. A year after Hugo, hurricanes Klaus and Lili seized our attention, but died on the open ocean. CARR prepared for the worst; the ship could not sortie with vital systems under repair. Most preparations involved restoration of watertight integrity; many watertight doors were removed for refurbishing. Hurricane Condition was secured 12 October, after the danger passed. CARR survived the deluge of rain and high winds that did occur.

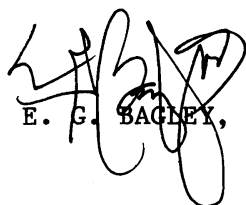
Subj: COMMAND HISTORY 01 OCT - 31 OCT 1990

On 12 October, CARR and Jenkins Orphanage in North Charleston executed their Personal Excellence Program partnership. CARR immediately began assistance to the children of the orphanage; a project to repair the roof of the orphanage.

On 17 October, CARR held an awards ceremony at Cochran Hall's auditorium a quiet atmosphere away from the noise of the ongoing SRA. The Humanitarian Service Medal was awarded to DCFN [REDACTED] for his participation in California Earthquake relief operations. OS2 [REDACTED] was awarded the Navy Achievement Medal for his outstanding performance during the Middle East Force (MEF) 1-90 deployment. Letters of Appreciation were given to OS1 [REDACTED] and QM2 [REDACTED] for MEF 1-90 deployment, and OS1 [REDACTED] for Law Enforcement Operations. A Letter of Commendation was awarded to OS2 [REDACTED] for his outstanding work as Damage Control Petty Officer. Good Conduct medals were awarded to OS1 [REDACTED] (3rd), YN1 [REDACTED] (3rd), and ETCS(SW) [REDACTED] (5th). FC2 [REDACTED] was advanced to Petty Officer second class. OSSN [REDACTED] was recognized as Food Service Attendant of the Month. MS2 [REDACTED] was recognized as Mess Specialist of the Month. CARR's Sailor of the Quarter award was presented to BM2 [REDACTED] and CARR's Junior Sailor of the Quarter award was presented to SN [REDACTED].

On 18 October CARR welcomed aboard three new crewmembers; SN [REDACTED], SA [REDACTED], and EM1 [REDACTED]. On the 25th, LTJG [REDACTED] qualified as Surface Warfare Officer, a huge milestone in the career of a Naval Officer. On the 26th, almost two dozen CARR sailors participated in "Operation Take Pride" a base wide all-hands clean up of the Charleston Naval Base. On the 30th, LT [REDACTED] qualified as Command Duty Officer.

CARR finished the month of October more than halfway done with SRA TWO. CARR began preparing for the hard work that will be needed to make everything work again as good as new.


E. G. BAGLEY, III



DEPARTMENT OF THE NAVY

USS CARR (FFG-52)

FLEET POST OFFICE

MIAMI 34090-1506

Rec'd 2/28/91

5000

Ser 01/146

17 FEB 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 NOV - 30 NOV 1990

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.

2. Chronology.

01 NOV - 30 NOV INPORT CHARLESTON NAVAL SHIPYARD

3. Narrative.

The month of November 1990 was the last full month of the Selected Restricted Availability (SRA-2) for CARR. CARR crewmembers and shipyard workers from Charleston Naval Shipyard worked long hours to ensure completion repairs and upgrades on time. The shipyard period was scheduled to end on 14 December; overtime work was necessary.

CARR continued its support for the Jenkins Orphanage during November, especially refurbishing the roof of one of their buildings. CARR volunteers worked on the project every Saturday and Sunday. On 1 November, Mrs. Leslie Lyles from TV s "Action Two" News visited the orphanage. Her story highlighted CARR s efforts to help improve the quality of life at the orphanage. CARR also maintained high standards in support of Quality of Life initiatives for the crew with Tuesday and Thursday mornings including one hour of physical training. Zone Inspections continued every Friday; Administration and Supply Departments had an inspection 9 November. Operations Department had a inspection 23 November. Combat Systems Department had an inspection on 2 November and 30 November. The inspections helped maintain standards of cleanliness and preservation despite the extensive industrial activity. CARR s crew also learned final results of the Combined Federal Campaign; at the final count, 158 contributors gave \$20,204.16 with 83 Super Givers.

On November 5th and 6th, some CARR crewmembers crossdecked to the USS Deyo to observe CINTEX 2-91. This cross training helped keep the edge in tactics and communications through the multi-port battle problem. The week of 5 November was designated as "CBR" (Chemical, Biological, and Radiological) week onboard CARR. Crewmembers were made aware of CBR hazards, defense, and protection throughout the week through the use of POD (Plan-Of-the-Day) notes, "Officer's Training," repair locker training, etc. On 9 November, FC2 [REDACTED] reenlisted and on 12 November, Veterans Day, DC1 [REDACTED] reenlisted.

Subj: COMMAND HISTORY 01 NOV - 30 NOV 1990

On the 13th and 14th of November, CARR held a Mock TRE (Training Readiness Evaluation) and Fleet Training Group checklists were completed to identify discrepancies. Discrepancies were identified by ships force and steps taken to correct them. A goal of zero discrepancies was set for TRE. TRE was only 30 days away.

On the 15th, the CARR Family Support Association sold chili-dogs onboard to support the upcoming children's Christmas party. A personnel inspection by the Commanding Officer was held in Service dress blues outside Cochrane Hall. After the inspection an awards ceremony was held inside Cochrane Hall. Certifications of Completion for Navy Campus Functional Skills Program were given to EN3 [REDACTED], SN [REDACTED], EMFN [REDACTED], RMSN [REDACTED], YNSA [REDACTED], MS3 [REDACTED], SK2 [REDACTED], IC2 [REDACTED], MAL [REDACTED], SN [REDACTED], SA [REDACTED], SN [REDACTED], QM2 [REDACTED], and EWSN [REDACTED]. A Letter of Commendation from Commander, Joint Task Force Middle East was awarded to EMFA [REDACTED] for service in USS Dewey. Good Conduct Medals were awarded to HMCS(SW) [REDACTED], OS1(SW) [REDACTED], and FC2(SW) [REDACTED]. Sailor of the Quarter was awarded to BM2 [REDACTED] and Junior Sailor of the Quarter was awarded to SN [REDACTED]. FC1(SW) [REDACTED], ENS [REDACTED], EM3 [REDACTED], FC2(SW) [REDACTED], ENS [REDACTED], GSMFA [REDACTED], and LTJG [REDACTED] were recognized for an Outstanding grade on the Physical Readiness Test. Letters of Appreciation for the Highway 61 Adopt-A-Highway clean-up were awarded to LTJG [REDACTED], BM1 [REDACTED], OS3 [REDACTED], EM1 [REDACTED], GSM2 [REDACTED], EMCN [REDACTED], EMFN [REDACTED], SM2 [REDACTED], GSE3 [REDACTED], MS3 [REDACTED], LCDR [REDACTED], OS2 [REDACTED], FN [REDACTED], BM3 [REDACTED], DC1 [REDACTED], LT [REDACTED], FC2 [REDACTED], and GSE2 [REDACTED].

On 16 November, the Officers went with the Commanding Officer to inspect the hull of USS Klakring, in drydock for repainting. It was a tremendous learning experience when the equipment known on the inside was tried to be matched with the never seen equipment or discharges/intakes on the outside. It was also a memorable tour because some people never get to see what their type of ship looks like out of the water.

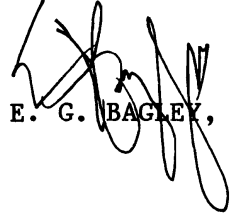
EMAT (Engineering Mobile Assist Team) visited the CARR on the 19th and 20th of November. November 22nd was Thanksgiving Day and a special holiday meal with turkey and all the fixings was presented to the duty section, crew members onboard, and their dependents. The next day was a working day for CARR because there was so much to get done with the end of SRA Two scheduled to be 12 December.

On 27 November, crewmembers in Engineering/Support berthing had to move to Combat Systems berthing so that it could be refurbished. An Emergency Destruct Drill was conducted to familiarize the crew with their Emergency Destruct Plans in the case that material and equipment vital to national security had to be destroyed. A Pre-TRE brief was held with a FMWTC (Fleet Mine Warfare Training Center) representative. TRE was only two weeks away.

The final evolution to occur in November was a Security Review. The following items or events were reviewed and corrected as necessary from the 27th to the 28th to improve and maximize CARR's security.

Subj: COMMAND HISTORY 01 NOV - 30 NOV 1990

CARR ended the busy month of November closing out shipyard and ship's force jobs, and making the finishing touches to get CARR ready to leave. Many ladders, painters, riggers, pipefitters, welders, testers, and inspectors were visible throughout the ship.



E. G. BAGLEY, III



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 STATION
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 relevant 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 occurred 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.