



DEPARTMENT OF THE NAVY

USS CARR (FFG-52)

FLEET POST OFFICE

AA 34090-1506

Rec'd 4/5/93

5750

Ser 00/ 046

31 MAR 1993

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 1992 - 31 DEC 1992

1. Command Composition and Organization:

CARR is a Guided Missile Frigate attached to Destroyer Squadron FOUR and Commander, George Washington Battle Group, 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. Commanding Officer's Biography:

Commander Carradean (Dean) L. Brown, a native of [REDACTED] graduated from the University of South Carolina receiving a Bachelor of Arts Degree in History and his commission via the NROTC Program on 29 December 1972.

Commander Brown's first assignment was aboard USS BELKNAP (DLG 26) from March 1973 - December 1975 where he served successively as ACICO, ACOMMO and Gunnery Officer. After BELKNAP'S decommissioning following the tragic collision with USS JOHN F. KENNEDY (CV-67), Commander Brown was assigned to USS ASSURANCE (AG-521) where he served as Operations Officer and Executive Officer until July 1977. Commander Brown's next assignment was as Weapons Systems Instructor and Engineering Fundamentals Instructor at NROTC Unit, Rice University, Houston, Texas until September 1979. After attending Department Head School in Newport, Rhode Island, Commander Brown was assigned to USS PAUL (FF-1080) as Weapons Officer from May 1980 - February 1982. His follow-on Department Head tour was as Operations Officer onboard USS KING (DDG-41) through October 1983. For the next two years Commander Brown was assigned to COMNAVSURFLANT Staff as the Cruiser-Destroyer Scheduler/Future Ops Officer. From December 1985-December 1988 Commander Brown served as the commissioning crew Executive Officer for USS THOMAS S. GATES (CG-51).

He then served until February 1991 as Assistant Ops/Assistant Exercise Officer for COMSEVENTHFLT, homeported in Yokosuka, Japan and deploying to Operation Desert Shield/Storm embarked on USS BLUE RIDGE (LCC-19). After assuming command of CARR in early September 1991, the ship deployed to MEF 1-92 operating in the Mediterranean Sea and extensively in the Red Sea.

Commander Brown's decorations include the Meritorious Service Medal with one gold star, the Navy Commendation Medal with 3 gold stars and various service/unit awards.

Commander Brown and his wife, the former [REDACTED] of [REDACTED] [REDACTED] with their two sons [REDACTED] and [REDACTED], live in Summerville, South Carolina.



Rec'd 2/25/92

DEPARTMENT OF THE NAVY

USS CARR (FFG-52)

FLEET POST OFFICE

MIAMI 34080-1506

5750
Ser/041/043
31 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 JAN - 31 JAN ¹⁹⁹²~~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 - 03 January	Pvst Naples, Italy
04 - 06 January	Underway Mederterranean
07 - 12 January	Pvst Athens, Greece
13 - 15 January	Underway Mederterranean
16 January	Suez Canal Transit
17 - 31 January	Maritime Interdiction Operations, Red Sea

3. Narrative.

CARR began the new year deployed as an asset of COMSIXTHFLT, enroute to become one of the U.S. Forces on station conducting Maritime Interdiction Force operations in the Red Sea in support of U.N. resolutions against Iraq. The first day of the new year saw the ship moored in Naples, Italy continuing a port visit and maintenance availability. On the second, RADM Katz, CTF 60/COMCRUDESGRU TWO, toured the ship and addressed the Wardroom, CPO Mess and crew on various deployment issues. In the evening LT [REDACTED], LT [REDACTED] and LTJG [REDACTED] qualified as Command Duty Officers after passing their board chaired by the Commanding Officer. The next day the ship got underway from Naples escorting USS AMERICA (CV-66). General Quarters for abandon ship and emergency destruction were conducted upon securing from the Special Sea and Anchor Detail. A helicopter crash on deck drill was conducted by the crash and salvage team, and day and night landing qualifications also were accomplished. General Quarters was held again on the 4th in order to complete a main space fire drill, and

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Basic Engineering Casualty Control Exercises (BECCEs) were conducted in the evening. Holiday routine was observed on Sunday, and Protestant and Catholic lay services were held. The ship's helo re-qualified in Vertical Replenishment (VERTREP) and Helicopter In Flight Refueling (HIFR) operations. The navigation brief for entering Athens was held in the Wardroom, and successful firing of the Close In Weapons System (CIWS) and 76mm gun concluded the day's events.

In the morning of Monday the 6th, CARR moored in Athens for a port visit. The crew executed full dress ship in honor of the Greek national holiday, Feast of the Epiphany. The following day the ship hosted an official visit and luncheon for Commodore Psifias, the Senior Naval Officer Aegean; the Piraeus Harbormaster; and the Chief of the Police District. A tour of the ship was also given to Captain Grey, USN, the Defense Attache, and his aide, Major [REDACTED], USAF. On Wednesday, the 8th, in an extremely exciting game the CARR basketball team defeated the Greek Naval Academy team by a score of 92 to 90. The crew continued to enjoy liberty in the Athens area, and a Restricted Maintenance Availability (RAV) began when the USS SIERRA (AD-18) moored across the pier on the 10th. The Captain attended a lunch hosted by Commodore Psifias, and 3 new crewman reported aboard: SK2 [REDACTED], DS2 [REDACTED], and STGSN [REDACTED]. The RAV continued on the 11th, and Mr Theodore Valmas, the editor of the Greek Monthly Military Review, toured the ship. On Sunday, the 12th, the ship completed her RAV with USS Sierra and holiday routine was observed.

On the 13th CARR was underway from Athens enroute to the Red Sea for Maritime Interdiction Force (MIF) operations. Magnum 447 conducted a maintenance check flight and the Visit, Boarding, Search and Seizure (VBSS) teams trained on board. On the 14th the ship anchored at Port Said in preparation for the transit through the Suez Canal. While anchored, the ship conducted an awards ceremony on the flight deck. The Commanding Officer presented SK2 [REDACTED] with the award of Sailor of the Quarter, and FN [REDACTED] was awarded Junior Sailor of the Quarter. HM3 [REDACTED], QM3 [REDACTED] and OS3 [REDACTED] were frocked to Third Class Petty Officer; SK2 [REDACTED], GMG2 [REDACTED], FC2 [REDACTED] and GSE2 [REDACTED] were frocked to Second Class Petty Officer; RM1 [REDACTED], EN1 [REDACTED], FC1 [REDACTED], and BM1 [REDACTED] were frocked to First Class Petty Officer. The Captain also presented the Navy Achievement Medal to SH2 [REDACTED], FC1 [REDACTED], OS1 [REDACTED], QMC [REDACTED] and STGC [REDACTED].

In the early morning hours of the 15th, CARR began her transit through the Suez Canal but had to remain overnight because of a casualty to the starboard Auxiliary Propulsion Unit. At 0300 the ship anchored inside Port Said. At 160100 the ship stationed the Special Sea and Anchor Detail and began the canal transit

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again. The ship spent from 0345 - 1615 transiting the canal itself and remained at Sea and Anchor the rest of the day through the restricted waters of Gulf of Suez.

The 17th of January was CARR's first day on station. Early in the morning, members of the ship held turnover briefings on USS KLAKRING (FFG-42), and then both ship's VBSS teams conducted a joint boarding. CARR received a Rigid Hull Inflatable Boat (RHIB) from USNS RIGEL (TAF-58), and three new crewmembers reported aboard: HM1 [REDACTED], BM3 [REDACTED], and EN3 [REDACTED]. The next day we conducted our first solo boarding (of the M/V Marsus). CARR's VBSS personnel were divided into two teams named after their respective Boarding Officers, Team [REDACTED] and Team [REDACTED]. Later in the afternoon the ship's RHIB and motor whale boat participated in a small boat regatta comprised of ship's boats of the entire MIF force. That evening the ship received an underway replenishment from the USNS JOHN LENTHALL (TAO-189) comprised of both fuel and stores. The next day CARR hosted CTG 152.1, Commodore Spahr, and his Rock-n-Roll Chaplain, Chaplain [REDACTED]. The Chaplain conducted both Potestant Divine Services and an Active Parenting Class. The Captain dined on board HMAS SYDNEY (FFG 03) for an outstanding MIF Commanders Luncheon. Monday the ship conducted two more boardings. In the evening a Martin Luther King, Jr. Day observance was held on the mess decks. More than 50 crewmembers attended the celebration. On the 21st the ship's VBSS team boarded two more vessels. Later that evening the ship conducted BECCE's and the helo pilots completed Rast Landing Qualifications (RLQ's). The 22nd began with two more boardings and a personnel transfer with USNS JOHN LENTHALL. Four junior enlisted personnel from USNS JOHN LENTHALL came aboard to observe operations on an FFG, and the ship's barber, SH3 [REDACTED], was transferred to the JOHN LENTHALL to provide barber services. The next day saw Team [REDACTED] boarding 4 ships, and another round of I Division began on board for newly reported crewmen.

On the 24th CARR began the day with three more boardings and a Vertical Replenishment from JOHN LENTHALL using Magnum 447. The first round of a cribbage and checkers MIF Busters tournament began on the mess decks in a double elimination format. At 0330 in the morning of the 25th General Quarters was called away due to a waste oil leak in Auxillary Machine Room Number Two. The oil was covered with a layer of fire fighting foam and no damage resulted. On the 25th CARR conducted a personnel transfer of one officer and five enlisted men with the French frigate COMMANDANT DUCUING (F795). Another Vertical Replenishment was conducted with JOHN LENTHALL, and the ship received fuel by means of underway replenishment. That evening OS1 [REDACTED] and FC1 [REDACTED] won the cribbage and checkers competitions respectively, bringing to a close MIF Busters Event #1. More MIF Buster Events are waiting in the wings. On the

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26th CARR conducted 2 more boardings in the morning, and 13 selected exercises were conducted by the ship and graded by an observer from USS BOONE (FFG-38). In addition LTJG [REDACTED] transferred to USS BOONE in order to grade their exercises. The next day the ship hosted the new MIF commander, Commander Destroyer Squadron 22, Commodore Buckeley. That evening several of the crew participated in a committee meeting to plan events for the upcoming Black History Month. The 28th saw 3 more boardings, bringing the total to 24. CARR conducted BECCE's and participated in an Anti-Air Warfare exercise with the other MIF ships. Rigorous training continued the next day, with CPR recertification, a navigation briefing on the Straits of Tiran, officer training on anchoring evolutions, and Repair 5 locker training. In the evening the payoff was evident, however, with RMC(SW) [REDACTED] and SKC(SW) [REDACTED] qualifying as Enlisted Surface Warfare Specialists. The month closed with CARR conducting more boardings, MIF Busters event #2 (cribbage, checkers, chess, and spades competition) being kicked off, and the crew looking forward to the upcoming first port visit to Egypt.



C. L. BROWN

FEBRUARY 1992

Chronology:

01 - 03	February	Underway Red Sea MIF operations
04 - 07	February	Port Visit Hurghada, Egypt
08 - 21	February	Underway Red Sea MIF operations
22 - 26	February	Port Visit Hurghada, Egypt
27 - 29	February	Underway Red Sea MIF operations

Narrative:

February began with CARR continuing to conduct Maritime Interdiction Force (MIF) operations deployed as an asset of COMUSNAVCENT. On the evening of the first we conducted an underway replenishment (UNREP) with the SNS JOHN LENTHALL (TAO-189) for fuel and water. With a fully qualified team on station the UNREP proceeded smoothly with F76, F44 and potable water taken on board. Upon securing pumping F44, the fueling crew discovered that the potable water and F44 hoses had been inadvertently connected to the wrong deck risers. Therefore CARR's JP5 tanks were contaminated with water and the potable water system was contaminated with JP5. JOHN LENTHALL and CARR stopped pumping, and developed a course of action to correct this serious problem. JOHN LENTHALL rerigged to receive JP-5 and water back to her contaminated waste holding tanks and then CARR commenced pumping all of the contaminated liquids back to JOHN LENTHALL. After ten hours alongside and two course changes of 180 and 65 degrees while continuing to UNREP, the return evolution was complete. After another four hours, our potable water tanks were cleaned and key personnel were rested. CARR and JOHN LENTHALL again conducted an underway replenishment for approximately four hours alongside to refill the potable water tanks as well as the JP5. After the UNREP the ship celebrated Superbowl Sunday by watching a tape of the game on the ship's closed circuit television. The COMDESRON 22 Chaplin, LT [REDACTED], held Protestant Divine Services. Catholic Lay Services were also held. On Monday CARR conducted two more boardings and prepared to enter Hurghada, Egypt, for a port visit only to be delayed by high winds and a violent sandstorm. Instead the ship anchored at 0845 on the 4th to begin the ship's first visit to Egypt.

CAPT Churchill, USCG, the COMUSNAVCENT MIF coordinator, with LT [REDACTED], USCG, visited the ship and addressed the boarding teams. On the 5th eighteen crewmembers went on a 2 day tour to visit the pyramids and Cairo. The Captain paid an official call on the acting Commanding Officer of Naval Station Safaga. The next day the acting Commanding Officer returned the call, and the Cairo tour group returned. On the following afternoon the ship conducted the navigation briefing and UNREP briefing in preparation for leaving port. Liberty boats were secured at 1700 due to high winds and choppy seas.

CARR was underway from her anchorage at Hurghada, Egypt, early

on the morning of the 8th and conducted another boarding, this time with a SEAL detachment which was onboard to conduct training. On the morning of the 9th, CARR conducted a VERTREP with the USNS JOHN LENTHALL and later also conducted a Refueling At Sea with USNS JOHN LENTHALL. Another boarding was conducted with the SEAL detachment, and both Protestant and Catholic Lay Services were held. On the 10th the ship conducted two more boardings, one of which resulted in a diversion because of improper manifest documentation. Oral boards were held for prospective Auxillary System Monitors, and MS3 [REDACTED] reenlisted onboard. On the 11th two more boardings were conducted, and the Captain attended a superb MIF Commanders luncheon onboard the French Destroyer COMMANDANT BORY (FFL-735). A Safety Committee meeting and military leadership exams were held on the mess decks.

A new CARR record 5 boardings were conducted by Team [REDACTED] on the 12th of February, and the boarding team was accompanied by the SEAL detachment for all boardings. LT [REDACTED] successfully completed his Surface Warfare Supply Corps Officer oral board chaired by the Commanding Officer. On the 13th the ship conducted 3 more boardings and then transited the Strait of Tiran escorting the merchant vessel TANYA 5 through the Gulf of Aqaba to Aqaba, Jordan. CARR had the honor of being the first ship to conduct a boarding of a merchant vessel inport Aqaba, Jordan. Because of the time required to unload TAYNA 5, the boarding continued through the 14th. CARR returned to station in the northern Red Sea while Team [REDACTED] remained in Aqaba to finish the boarding. On the evening of the 14th, the CARR First Class Association hosted a pizza night on the Mess Decks.

On the 15th CARR conducted 4 more boardings, bringing her total to 57. In the evening the ship began preparations to transit the Strait of Tiran again in order to pick up Team [REDACTED]. The actual transit began in the morning of the 16th. After an uneventful transit and the team back on board, the ship returned to station late in the evening. The Second Annual We're On Deployment And It's Time For Another Kite Flying Contest was held with DCFA [REDACTED] getting the top honors for his kite flying ability and persistence against some initial adversity. On the 17th 4 more boardings were conducted (including one diversion) to bring the total to 61.

An awards ceremony was held on the flight deck, with the Captain presenting a Letter of Appreciation to OS3 [REDACTED] from the Commanding Officer, USS TAYLOR (FFG-50) for his help while TAD to USS TAYLOR during their interim refresher training in Guantanamo Bay, CUBA. A Letter of Appreciation from the Commanding Officer was presented to members of the Coast Guard Law Enforcement Detachment: QM1 [REDACTED], BM3 [REDACTED], and BM3 [REDACTED]. The Captain also presented a Letter of Commendation to the detachment's Officer in Charge, ENS [REDACTED], USCG. Good Conduct Awards were presented to the following personnel: EW1 (SW) [REDACTED], EN3 [REDACTED], AMH3 [REDACTED], EN2 (SW) [REDACTED], SK1 [REDACTED], and MA1 (SW) [REDACTED]. QMSN [REDACTED] was advanced to QM3, and LT [REDACTED] was formally designated a Surface Warfare Supply Corps Officer.

On the 18th 2 more boardings were conducted, and a briefing was held in preparation of the next UNREP with JOHN LENTHALL. CARR

VERTREPPED and UNREPPED with JOHN LENTHALL on the 19th, and also conducted 3 more boardings. The Coast Guard Law Enforcement Detachment returned to the United States after being relieved by a new detachment consisting of LTJG [REDACTED], MK2 [REDACTED], MK3 [REDACTED], and BM3 [REDACTED].

Five proud crewmembers reenlisted on board CARR on the 20th--DC2 [REDACTED], DC3 [REDACTED], IC3 [REDACTED], RM3 [REDACTED], and RM3 [REDACTED]. GSMC [REDACTED] and GSM1 [REDACTED] successfully completed their Engineering Officer of the Watch oral boards, and the ship boarded two more vessels. On the 21st the ship prepared for her upcoming port visit to Hurghada, and a Zone Inspection of Supply Department spaces was held. CARR anchored in the Hurghada harbor at 0800 on the 22nd, conducted a port briefing, and liberty call went down shortly after noon. The crew enjoyed a peaceful port visit in Hurghada. The anchorage period was highlighted by a visit by CDR [REDACTED], USCG, and LCDR [REDACTED], USCG, COMUSNAVCENT Coast Guard representatives who debriefed the LEDET boarding team members on the Aqaba mission and discussed boardings in general.

CARR got underway early on the morning of the 26th and began a rigorous day with a major UNREP for fuel and stores. The ship's largest underway connected replenishment to date for MEF 1-92, over 40 loads were smoothly received from USNS LEROY GRUMMAN (TAO-195). The ship conducted two boardings in the afternoon, and set General Quarters for a main space fire drill in the evening in preparation for the upcoming Engineering Mobile Team Training visit.

For the last two days of the month Commander, Task Group 152.1 (Commodore Bulkeley, COMDESRON TWO TWO) and his battlegroup staff were embarked onboard CARR. This was the start of a 6 day embark while the normal flagship, USS THORN (DD-988) was off station for a port visit in Jeddah, Saudi Arabia. On the 28th four more ships were boarded, with one more diverted due to inaccessibility of her containers. This marked the ship's first simultaneous use of both boarding parties. On the "extra day" of leap year 1992 CARR successfully boarded three more ships and diverted two of them, one because of cargo inaccessibility and another because of improperly manifested cargo. Later in the evening General Quarters was held for a main space fire drill in preparation for the upcoming Engineering Mobile Training Team visit. The end of February marked CARR's second month on station as we approached the halfway mark of MEF 1-92.

MARCH 1992

Chronology:

01 - 09 March MIF Operations Red Sea
10 - 14 March Port Visit Hurghada Egypt
15 - 29 March MIF Operations Red Sea
30 - 31 March Port Visit Hurghada Egypt

Narrative:

March began with CARR continuing her deployment as an asset of COMUSNAVCENT deployed to the Red Sea in support of Maritime Interception Force (MIF) operations. Commodore Buckeley, CTG 152.1, was embarked on CARR. On the first the crew enjoyed a modified holiday routine which included four more boardings, bringing the total to 85, and a MIF Buster's Event (talent show). The following day the ship conducted an Anti-Surface Warfare exercise and conducted a general quarters drill in preparation for the upcoming Engineering Mobile Training Team (EMTT) visit. A Vertical Replenishment (VERTREP) was conducted with USNS LEROY GRUMMAN (TAO-195) on the 3rd and more Basic Engineering Casualty Control Exercises (BECCEs) were conducted. The fourth was a special day for CARR as the ship broke the 100 boarding milestone in superb fashion with a record setting 12 boardings, the most ever conducted by a single ship since the inception of MIF operations. The crew celebrated the next day with a cake cutting on the messdecks. Another General Quarters drill was run, and Second Class Petty Officer advancement exams were administered. On the 6th, Commodore Buckeley, CTG 152.1 disembarked CARR. The ship conducted a manila highline transfer exercise with USS THORN (DD-988) and conducted a main space GQ fire drill in preparation for the upcoming EMTT. During an Underway Replenishment with LEROY GRUMMAN on the 8th, the ship experienced a steering casualty on the bridge and had to transfer steering control to Aft Steering. Because of timely action on the part of all members of the conning team, especially QM3 [REDACTED] (Helmsman), the resulting controlled breakaway went safely and smoothly. The problem was corrected and the ship successfully went alongside later in the evening.

On the 10th, CARR anchored at Hurghada, Egypt for a port visit and administered the First Class Petty Officer advancement exams.

Hurghada's weather brightened on the 11th just in time for the ship's party at a local restaurant, The Three Corners. The crew also enjoyed the rest of the relaxing stay in Hurghada until getting underway again on the 14th. On the 15th MS2 [REDACTED] reenlisted in the Navy with the Supply Officer administering the oath of enlistment.

The 16th was a busy day as CARR conducted a gunshoot with 76mm, CIWS, and small arms as well as a main space fire drill. On the 17th the ship conducted a Refueling at Sea (RAS) and VERTREP with USNS LEROY GRUMMAN. BECCes were also conducted in preparation for the upcoming EMTT. Preparation continued to increase with alternating sets of BECCes and main space GQ fire drills in the following days along with practice oral boards for the engineering watchstanders. On 18 March COMDESRON TWO SIX, Commodore Crewshaw,

relieved COMDESRON TWO TWO, Commodore Bulkeley as CTG152.1. That night Magnum 447 flawlessly executed a MEDEVAC of a JOHN HANCOCK sailor with an acute appendicitis attack from Hurghada, Egypt to Tabuk, Saudi Arabia.

On the 19th the ship conducted a graded rescue and assistance exercise onboard USS BOONE and continued to add to its tally of boardings, which totaled 134 by the end of the day. On the 21st Commodore Crawshaw, COMDESRON 26, visited the ship for lunch and addressed the crew. Sunday meant modified holiday routine which was enjoyed and 15 CARR crewmen participated in a barbecue picnic on board LEROY GRUMMAN. FC1 (SW) [REDACTED] and FC2 (SW) [REDACTED] completed their Weapons Control Officer qualifications on the 23rd, and the Combat Systems department hosted the crew to a steel beach picnic.

The EMTT arrived and began hot and cold checks on the morning of the 24th. By the 25th, the visit was in full swing with the ship conducting BECCes and a main space GQ fire drill. The 26th continued with another main space GQ fire drill and two sets of graded BECCes. Commodore Cranshaw attended the successful EMTT debriefing on the 28th.

CARR enjoyed a visit on 28 March from COMUSNAVCENT (acting), RADM Rogers, CTG 152.1, COMO Crawshaw, and several members of the COMUSNAVCENT Staff: CAPT Churchill, USCG, and CAPT Johnson, USCG. RADM Rodgers addressed the crew on the forecandle and also reenlisted OSC (SW) [REDACTED]. The 29th saw modified holiday routine observed, and the COMDESRON 26 Chaplain, LT [REDACTED] visited holding Protestant Divine Services. Sea and Anchor Detail was set early on the 30th for CARR's next port visit to Hurghada. The Sea and Anchor Detail was observed by the COMDESRON 26 Chief Staff Officer as a navigation safety check ride. The month ended with the crew enjoying another relaxing visit to Hurghada, Egypt.

APRIL 1992

Chronology:

01 - 03 April Port Visit Hurghada Egypt
04 - 14 April MIF Operations Red Sea
15 - 16 April Transit Suez Canal
17 - 27 April Port Visit Haifa Israel
28 April Transit To Rhodes Greece
29 - 30 April Port Visit Rhodes Greece

Narrative:

April began with CARR anchored in Hurghada for a port visit. On the 1st, the ship held flight quarters for Stoney Ranger in order to conduct a part transfer. On the morning of the 2nd, a group of CARR sailors departed for a two day tour of Cairo and the Pyramids. LT [REDACTED] and CWO3 [REDACTED] transferred to Sigonella for medical evaluation. Also on the 2nd, two new Ensigns reported for duty. ENS [REDACTED] began turning over Disbursing Officer duties with LTJG [REDACTED] and ENS [REDACTED] assumed duties as ERO. The Cairo tour group returned the evening of the 3rd, tired but content with having had an unforgettable experience during the two day tour. Overall, the port visit to Hurghada was a relaxing break for the crew from the demanding boarding operations in the Red Sea.

CARR returned to her station in the Red Sea on Saturday, April 4th. Man overboard drills were conducted on the way back to station with the ship being maneuvered to Oscar from CIC and from the bridge. On the aviation side, Carr kept busy while Magnum 447 conducted ground turns throughout the day. Later in the day, a chaplain and doctor were received from CDS 26 via small boat transfer with USS JOHN HANCOCK. The day ended without a boarding being conducted, so the total remained at 160 boardings. The 5th dawned with hopes that there would be some ships to search. Magnum was again conducting ground turns. The highlight of the day turned out to be a BBQ picnic held on LEROY GRUMMAN which fifteen CARR sailors attended. Once again, no boardings were conducted.

On the 6th, the ship had its first boarding in three days. The Greek merchant ship ELPIS, a bulk cargo carrier loaded with sugar, was boarded by one of CARR's two Visit, Board, Search, and Seizure (VBSS) teams. There were many other events besides the boarding on the 6th. A medical emergency drill was conducted on the bridge watch team, an Engineering Casualty Control Training Team (ECCTT)/Damage Control Casualty Training Team (DCCTT) briefing was held and a PSM oral board was given. Chaplain [REDACTED] began a series of marriage seminars and he also held a Bible study that evening. Three more boardings were completed on the 7th and one vessel was diverted. LT [REDACTED] and OSC(SW) [REDACTED] attended a Lear SAGUNEX briefing on JOHN HANCOCK. A RAS briefing and firing briefing were held onboard for the following day's evolutions. The big event of the 8th was the SAGUNEX and CIWS SELEX that was conducted in the morning. The Lear Jet towed target was shot out of the sky by CIWS. Later in the day, an Underway Replenishment (UNREP) of fuel and stores was flawlessly conducted with LEROY GRUMMAN. Also on the 8th, a Personnel Exchange Program was completed with HMAS DARWIN. The crewmembers of both ships enjoyed

the experience immensely. Throughout the day, the ship also managed to conduct three more boardings and divert one vessel, bringing the total to 167 boardings and 12 divers. The last event of the 8th was an OTH targeting PASSEX with FS PRIMAUGET.

April 9th was a busy day for boardings with five ships being searched. A General Quarters (GQ) drill was held for Combat Systems training, Basic Damage Control Exercises (BDCE's) and Basic Engineering Casualty Control Exercises (BECCE's). A Maritime Interception Force (MIF) Commanders Luncheon was held onboard on the 10th with the Commanding Officers of USS BOONE, USS JOHN HANCOCK, HMAS DARWIN, USNS LEROY GRUMMAN and CSO of CDS-26 present. A Vertical Replenishment (VERTREP) of stores was done with LEROY GRUMMAN in the afternoon. Chaplain [REDACTED] held a Parenting Seminar in the evening and MIF Buster Event #5, a speed puzzle contest, was held on the messdecks later that night. Only one vessel was boarded on the 10th. The 11th was a two boarding day, which brought CARR's total to 175. Chaplain [REDACTED] was busy holding a Bible study and a Parenting Seminar on the 11th. MIF Buster event #6 was held. This time it was a Spades and Cribbage Tournament for the crew's enjoyment.

Sunday, April 12, was modified holiday routine. Palm Sunday Divine Services were conducted by Chaplain [REDACTED]. That afternoon, a Steel Beach Picnic was hosted by the Engineering Department. The ship managed to board three vessels during the day. Another six boardings were conducted the following day. April 14th was the last day on station in the Red Sea. A RAS briefing was held that morning for the RAS with LEROY GRUMMAN later in the day. In a small ceremony, Ledet 8A, who had been assisting with VBSS operations, was presented with a plaque, a Letter of Commendation also was presented to the OIC, LTJG [REDACTED], and Letters of Appreciation to the three members for their service. CARR boarded four more vessels on her last day to bring the three month total to 188 boardings and 12 divers.

April 15th saw the ship depart the Red Sea having finished her MIF duties. Before departing the area, EN2(SW) [REDACTED] and HT3 [REDACTED] reenlisted. They were the last two sailors to reenlist and receive SRB in a warzone aboard CARR. The day was spent transitting the Gulf of Suez and culminated in CARR anchoring in Port Suez for the night. The 16th was spent transitting the Suez Canal. The transit was accomplished very smoothly. EMCM(SW) [REDACTED] reenlisted during the canal transit. As soon as the ship cleared the Suez Canal she headed for Haifa, Israel. CARR moored in Haifa in the morning on the 17th, and after the port briefing, liberty call was put down. The USO was very interactive with the ship and played a major role in making the port visit a success. The first evening inport, the USO arranged for crewmembers to observe Passover with Jewish families. All those who participated had a very enjoyable and culturally enriching experience with their respective families. While in Haifa, the ship underwent a Restricted Availability with Israel Shipyard. The shipyard workers were very helpful and many jobs were accomplished. Many good tours were also available thanks to LT [REDACTED]'s work as Morale, Welfare and Recreation Officer. Tours to Jerusalem and Galilee were enjoyed by a vast majority of the crew during the port visit.

The 21st was a very busy day for CARR's flight quarters personnel due to a vertical replenishment of 80 pallets of stores from USS SYLVANIA. The evolution took all day to complete and an outstanding job was done by all those involved. While some crewmembers worked all day, six sailors enjoyed a scuba diving trip to a sunken WWII Italian submarine. Tours of CARR were given to two Israeli Navy women and several junior officers from SYLVANIA while the VERTREP was in progress. Two CARR sailors, TM1(SW) [REDACTED] and OS1(SW) [REDACTED], achieved a major career milestone when they passed their Enlisted Surface Warfare Specialist (ESWS) boards.

On the 22nd, OS2(SW) [REDACTED] and EW2(SW) [REDACTED] also qualified ESWS. The USO arranged for some CARR sailors to act as escorts and audience at a local fashion show. The CO and XO attended and the Mayor of Haifa was also present. In their summer whites, the officers and crew were resplendent and warmly received during the fashion show.

The 23rd - 25th was a period of many tours of the country for the crew and tours of the ship for the Israelis. There was a Jerusalem tour, a Galilee tour and a horseback riding and BBQ picnic for the crew. One sailor suffered a cut on the ship that required treatment at a local hospital. He received six stitches and was released. During this period, ENS [REDACTED] successfully qualified as Officer Of the Deck (underway) and Combat Information Center Watch Officer. The 26th was the ship's last day in Haifa and NBC News was there to film CARR and interview the Commanding Officer. They also filmed several Israeli Defense Force (IDF) officers touring the ship as well as the former Chief of Naval Operations of the IDF and now head of the shipyard, Admiral(R) Almog, who stopped by for a brief visit. In appreciation for all the USO had done for the crew, donations from crewmembers were taken up to help support the USO in Haifa.

CARR got underway from Haifa the morning of the 27th after a very professional RAV and warm hospitality from the citizens of Haifa. Once underway it was back to business with GQ being held for BDCE's. Repair Locker 2 had a class "A" fire to fight in the Bos'n Locker and Repair Locker 3 fought flooding. The Combat Systems Training Team made good use of the GQ by running an engagement scenario in CIC. During the day, Magnum 447 completed a functional check flight and conducted flight training and RLQ's. That evening, a set of BECCE's was done by the engineers. On the following day, man overboard drills were performed and another round of BECCE's was completed. The navigation briefing for entering Rhodes, Greece was also held. On the 29th, CARR pulled into Rhodes and moored starboard side to the pier. After having sent the motor whale boat into the harbor first to verify the water depth next to the pier, ENS [REDACTED] and the leadsman discovered all water to be at least 34 feet deep and CARR moored without incident. Liberty call commenced immediately after the port briefing. While the crew was receiving their briefing, the CO made a call on the Nomarch (Governor) of the islands and the Mayor of Rhodes. The XO also made official calls. He visited the Rhodes Harbor Captain and the Chief of Police. That afternoon, CARR hosted the officials to a luncheon in the Wardroom. The 30th found

the ship still inport and the crew enjoying a relaxing visit in beautiful Rhodes.

MAY 1992

Chronology: 1-3 May Inport Rhodes, Greece
 4-5 May Enroute Augusta Bay, Sicily
 6 May Anchored Augusta Bay, Sicily
 7-10 May Operation Dragon Hammer 92
 11 May Transit to Palma, Spain
 12-17 May Inport Palma, Spain
 18-20 May Enroute to Rota, Spain
 21 May Moored Rota, Spain
 21-27 May Transit Atlantic
 28 May Anchored Bermuda
 28-31 May Enroute Charleston, SC

Narrative:

The month of May began with CARR inport Rhodes, Greece enjoying an outstanding port visit. The ship created a great amount of interest among the tourists on the pier, leading to many informal tours of the ship hosted by CARR sailors. The 2nd was holiday routine for the crew. Also on the 2nd, the Captain exchanged mementos with Christos Zavarianos, a writer for the Greek magazine "Defense Matters." On the 3rd, the Captain gave a tour of CARR to the Commanding Officer and Executive Officer of Hellenic Ship ANTONIOU and Mr. Christos Zavorianos. First Division spent many hours painting to get the ship looking sharp for the return home. The ship also began making preparations for getting underway the following morning.

At 0800 on the 4th CARR bid a reluctant farewell to Rhodes. The port visit had been one of the best of the deployment. While CARR transitted through the Sea of Crete, a Combat Systems Training Team/Engineering Casualty Control Training Team/ Damage Control Casualty Training Team (CSTT/ECCTT/DCCTT) briefing was held in preparation for an upcoming General Quarters. Also that afternoon, the Safety Committee had a meeting and a briefing for an underway replenishment (UNREP) for refueling at sea and vertical replenishment (VERTREP) with USS SYLVANIA (AFS-4) was held. Rounding out the day was a set of Basic Engineering Casualty Control Exercises (BECCEs) held that evening. On the 5th, the ship continued the transit to Augusta Bay, Sicily and completed the VERTREP/UNREP with SYLVANIA. A Main Space Fire Drill was also completed on the 5th.

The 6th found CARR anchored in Augusta Bay for an afternoon of briefings onboard USS SCOTT (DDG-995). Most of the participants in the NATO Exercise Dragon Hammer were also present in Augusta Bay preparing for the exercise. The stay was not long. A navigation briefing was held for departing Augusta Bay and transitting the Strait of Messina, and the ship departed shortly thereafter. The transit through the Strait of Messina was interesting for those who had never been through and went very smoothly. Operation Dragon Hammer commenced on the 7th. CARR was involved in an Anti-Submarine Warfare (ASW) exercise with USS BATFISH, USS SCOTT and ITS ZEFFIRO. After the exercise, the ship acted as lifeguard ship as SCOTT and ZEFFIRO refueled from USNS JOHN LENTHALL. CSTT and DCTT held a meeting and a general quarters was conducted. The GQ consisted of flooding forward, which Repair 2 fought, fire aft,

fought by Repair 3 and Mainspace Fire Training for Repair 5.

Dragon Hammer continued on the 8th with another ASW exercise, PHM attacks, and escorting a convoy. The convoy consisted of USS SHREVEPORT (LPD-12), USS WHIDBY ISLAND (LPD-41), USS NEWPORT (LST-1179), USS FAIRFAX COUNTY (LST-1193), USS INCHON (LPH-12), ITS SAN MARCO (L-9893), HS OINOYSAI (L-104), AND HS KOS (L-116). The PHM attack was conducted by three SPARVIERO class PHMs. The PHMs were repulsed before they could reach the convoy. An Engineering Department Zone Inspection was also held among all the exercises. More convoy escorting was done on the 9th along with Electronic Warfare exercises and ASW exercises. Excellent results were attained in the ASW exercise against the Italian diesel submarine. The ship's LAMPS MK III helicopter, Magnum 447, located and attacked the sub well prior to it being in a position to attack the amphibious convoy. CARR also managed to get in some simulated attacks on the sub. Later that night, a Harpoon Anti-Surface Warfare exercise was conducted. On the 10th, CARR participated in an ASW Battle Problem early in the morning and was then detached to proceed to Palma de Mallorca, Spain for some rest and relaxation.

The 10th and 11th were spent in transit to Palma. During the transit, a Main Space Fire Drill was held during GQ and Helicopter Inflight Refueling (HIFR) training was conducted. CARR pulled into Palma on the 12th. The Captain paid a call on the Port Captain, and he and the Executive Officer attended a cocktail party on FGN ELBE (A-61), hosted by the Commodore of the German FGN Patrol Boat Squadron also in port. USS KLAKRING (FFG-42) moored outboard of CARR and CARR assumed duties of SOPA.

The 13th was a beautiful day, as were all the days in Palma, and CARR and KLAKRING co-hosted a luncheon onboard CARR for the Chief of Air District Balearic Islands, Chief of Naval Sector Balearic Islands/Port Captain, President of the Navy League Palma, and the AMCONSUL Representative. Some sailors of FRG ELBE (A-61) toured the ship while a group of CARR sailors also toured the ELBE. The 13th also marked a career milestone for BM2(SW) [REDACTED] and GMG2(SW) [REDACTED] as they qualified Enlisted Surface Warfare Specialist (ESWS). The major event of the 14th was the Hail and Farewell held by the Wardroom. A farewell was given to LT [REDACTED], LT [REDACTED], and LT [REDACTED] and a hail to ENS [REDACTED] and ENS [REDACTED]. The camaraderie was great as the Wardroom bid farewell to three fine officers. On the 15th two more CARR sailors, EM1(SW) [REDACTED] and SK1(SW) [REDACTED], qualified ESWS. The Captain gave a tour to Mr. Alphonso Casasnovas, President of Navy League Palma, and five guests of his. More fun was had in Palma on the 16th with tours of the ship being given to some local residents and several crewmembers attending the Medieval Dinner Tour. Underway preps were also begun. May 17th was the final day in port Palma, and also the last liberty day in the Med for the MEF 1-92 Deployment, so an informal ship's party was held on Magaluf Beach as a last hurrah.

The ship got underway from Palma on the 18th with ENS [REDACTED] conning the ship out. An ECCTT/DCTT/CSTT briefing was held during the day and BECCes were accomplished that evening. A successful TACAN certification flight was also completed on the 18th. On the morning of the 19th an awards ceremony was held for shipmates who would be departing in Rota, Spain. The Navy Achievement Medal was

awarded to GSM1 [REDACTED] and SN [REDACTED], a Letter of Commendation was awarded to SK1 [REDACTED] and TM1 [REDACTED], and a Letter of Appreciation was awarded to SN [REDACTED]. The ship made a smooth transit of the Strait of Gibraltar on the 19th. Also on the 19th, a small arms famfire was held and a GQ for BDCEs was conducted. A navigational briefing for entering Rota was also given. CARR was pierside Rota at 0830 on the 20th and began taking on fuel and stores shortly after arrival. LT [REDACTED] and five other crewmembers left the ship PCS and EMCM(SW) [REDACTED] flew back to Charleston to assist in coordinating the upcoming Tiger Cruise. Two new crewmembers reported aboard, LT [REDACTED] and STGSA [REDACTED]. At 1730 the ship got underway for the USA. The USS SIERRA Fly Away Team was riding in order to complete repairs on number one HPAC. On the 21st, CARR rendezvoused with COMDESRON 14 (CTG 24.14) and USS MONTERREY (CG-61), USS SCOTT (DDG-995), USS SIERRA (AD-18), USS KLAKRING (FFG-42), USS BOONE (FFG-28) and USS THORN (DD-988) for the homeward transit across the Atlantic. The 22nd dawned with CARR steaming for home in company with the other ships. A SELEX observer was transferred from the USS BOONE and SELEXES were completed in open ocean navigation, EMCON, ELW-5, ELW-6, ESM watch ELW-8, Engineering MOB-E5SF, and emergency control of a GTM. The seas were also quite rough, reintroducing some of the crew to the agonies of "mal de mer". CARR continued her transit homeward on the 23rd, completing four DC SELEXES and one MOB SELEX during the day. The DC SELEXES accomplished were: setting zebra, rigging casualty power, fire fighting and desmoking, and underwater hull damage. The MOB SELEX was a jammed rudder exercise. On the evening of the 23rd, a Charleston Trivia Contest was held among the transitting ships, which CARR won handily. The 24th was holiday routine for the crew as the ship continued steaming across the North Atlantic. The big event of the day was the 50's and 60's Music Trivia Contest. CARR had high hopes going into the contest, but only managed a 4th place finish. Monday the 25th was also holiday routine in observance of Memorial Day. CARR's Commanding Officer flew over to USS SCOTT for a visit with COMDESRON 14, Commodore Murphy, and to conduct a Command Qual Board for the SCOTT's Chief Engineer. CARR crewmembers held a much needed fresh water washdown during the day and later that evening, took second place in a Norfolk Trivia Contest. On the 26th, the ship was visited by Captain Murphy, COMDESRON 14, for lunch and a wardroom discussion. A GQ/Main Space Fire Drill was held in preparation for a SELEX the next day. ENS [REDACTED] achieved a significant accomplishment by passing his EOOW oral board in outstanding fashion.

The 27th was a busy day for the ship. A Main Space Fire Drill GQ was held for a SELEX, a 76mm and CIWS PACFIRE was conducted, and a small arms FAMFIRE was held for security force personnel. A navigation briefing also was completed for entering Bermuda the following day. In the evening CARR rendezvoused with USS MILWAUKEE (AOR-2) for a musical UNREP and Cookie Contest. CARR placed first in the Cookie Contest categories of quantity, smell, taste, and bribery. The last event of the day was the much anticipated Silver Screen Trivia Contest, which CARR unfortunately was not able to win, although the ship showed well. The ship anchored off of

Bermuda on the morning of the 28th in order to pick up Tigers for the final transit back to Charleston. Thirty Tigers were embarked and welcomed aboard on the flight deck. After the formalities were complete, the Tigers enjoyed a Steel Beach Picnic on the foc'sle. The ship proceeded to weigh anchor and get underway for home.

The 29th was filled with many demonstrations for the Tigers. Tours of the ship were given, sprint and crashback drills were conducted, engineering drills and GQ/DC demonstrations were held. CARR rendezvoused with USS THORN and USS SIERRA for the final transit home. More evolutions were conducted on the 30th for the benefit of the Tigers. The morning was filled with DIVTACS and a 76mm/CIWS PACFIRE. An awards ceremony was held in the afternoon, with the following people being awarded: Food Service Attendant of the Quarter-STGSN [REDACTED] Mess Specialist of the Quarter-MSSN [REDACTED] Plane Captain of the Month [REDACTED] Junior Sailor of the Quarter [REDACTED] Sailor of the Quarter-GSE2 [REDACTED]. The following crewmembers received their Enlisted Surface Warfare Specialist designation: GSEC(SW) [REDACTED], FC1(SW) [REDACTED], OS1(SW) [REDACTED], EM1(SW) [REDACTED], EW2(SW) [REDACTED], OS2(SW) [REDACTED], BM2(SW) [REDACTED], GMG2(SW) [REDACTED], SM2(SW) [REDACTED]. The Good Conduct Medal was awarded to BM1 [REDACTED] (second), IC2 [REDACTED] (first), BM3 [REDACTED] (second) and EW3 [REDACTED] (first). MS1 [REDACTED] was awarded the Navy Achievement Medal and LT [REDACTED] was awarded Aircrew of the Year from the Naval Helicopter Association. A final award of the ship's Hotel flag was given to LCDR [REDACTED] recognizing the deployment contributions of the entire Air Department. The Awards Ceremony was followed by the ceremonial promotion of LT [REDACTED] to LCDR, ENS [REDACTED] to LTJG and ENS [REDACTED] to Bull Ensign. A pizza/bingo night was held and CARR wives' music dedications were played over the ship's entertainment system for the crew. The 31st was "Channel Fever" day as the ship approached her homecoming. The crew was very anxious to see their loved ones. Several more events were held for the Tigers on the 31st, including a helicopter flight demonstration by Magnum 447, man overboard drills with Tigers conning and steering, and a final Steel Beach Picnic on the flight deck hosted by the Wardroom. CARR continued steaming towards Charleston throughout the remainder of the day in order to be ready to pull in on time the following day and secure from MEF 1-92.

JUNE 1992

Chronology: 1-30 June Inport Charleston
Narrative:

CARR returned to homeport and secured from the MEF 1-92 deployment on the morning of June 1st, mooring at pier N4A, Charleston Naval Station. The homecoming was quite an emotional event with literally hundreds of friends and families of the crew waiting on the pier. The duty section that day had the good fortune to dine on pizzas graciously donated by First Federal of Charleston. The CDO gave a tour of the ship to representatives of First Federal. The first leave period as well as an upkeep period for the ship commenced on the first. On June 2nd fourteen new crewmembers reported aboard. On the 3rd, Atlantic Drydock Corp (Jax. FL) was onboard for ship checks for a potential bid on the upcoming DSRA. The ship also received 49,879 gallons of Diesel Fuel Marine (DFM) in a pierside refueling on the 3rd. The 4th brought a surprise four hour notice berthing shift for CARR to help a sister ship that needed a pierside berth. The skeleton crew onboard performed well in completing this evolution. Later in the day, CARR was visited by a group of veterans from USS TILLMAN during their 50th anniversary reunion. On the 5th, CARR's Commanding Officer attended USS RICHMOND K. TURNER's Change of Command. Also on the 5th, two more new crewmembers reported aboard, MS1 [REDACTED] and ENS [REDACTED]. The 6th was a quiet Saturday. A surprise HAZMAT inspection was conducted on the 7th. CARR received a satisfactory rating. LTJG [REDACTED] received the good news that he had been selected for Department Head School on the 8th. Also, SR [REDACTED] reported aboard. The CO paid a call on COMDESRON SIX on the 9th. Another new shipmate, RMSN [REDACTED] checked onboard on the 10th. The 11th found CARR still inport Charleston continuing leave and upkeep.

On the 12th, CARR began ship checks for IMAV and DSRA. Two successful qualification boards were held, LT [REDACTED] qualified as E00W and LT [REDACTED] qualified as CDO. After the work day was over, there was an Officer's Join Up at the O'Club for returning Wardrooms to get together and unwind. The weekend of the 13th and 14th was very quiet onboard CARR with the duty sections taking care of ship's routine. Monday the 15th was a hectic day as leave turnover took place between 1st and 2nd leave period personnel. A berth shift was conducted, moving the ship to pier Lima. Two briefings, the PMT and Cableway Inspection, were held on the 15th. The next day the PMT visit was in progress as the CO departed on leave and the XO took over as acting CO. The first day of I-Division was completed for all the new personnel onboard. I-Division continued on the 17th as did the PMT visit. Installation of SWG-1A Harpoon Fire Control System was also begun. The PMT outbriefing was held on the 18th. Also on the 18th, non maneuvering DIVTAC training was held. On the 19th, The Surface Warfare Officer's Ball was held, bidding RADM Katz farewell with several couples from the wardroom attending.

CARR was visit ship on the 20th, and the visiting commenced in the afternoon. The prospective "Ops Boss," LT [REDACTED], reported onboard the 22nd to relieve LT [REDACTED]. On the 23rd, a

group of eleven Canadian Sea Cadets came onboard and were given a tour of the ship.

CDR [REDACTED] returned from leave on the 25th. USS JESSE L. BROWN (FF 1078) moored across the pier from CARR on the 26th. Later in the evening on the 26th, CARR's Wardroom held a Hail and Farewell. Those hailed were ENS [REDACTED], LT [REDACTED] and his wife [REDACTED], LT [REDACTED] and his wife [REDACTED], and LT [REDACTED] and his wife [REDACTED]. A fond farewell was bid to LT [REDACTED] with the "Great Karnack" and "David Letterman" making appearances to see him off.

More ship checks were conducted on the 27th and SIMA techs were present working on various jobs. The 28th was the last day of CARR's leave and upkeep period. On the 29th, the second leave period ended and the four section watchbill was implemented. LT [REDACTED] departed the ship for the last time and LT [REDACTED] officially relieved LT [REDACTED] as Operations Officer. CSMP training for Officers and CPO's was held on the 30th as well as a NAVOCEANCOMDET briefing dealing with Hurricanes. June ended with CARR inport, Charleston moored at pier Lima.

JULY 1992

Chronology: 01-13 July Inport Charleston
 14-15 July Underway, Charleston Op-area
 16-19 July Inport Charleston
 20-24 July Enroute Guantanamo Bay, Cuba
 25-31 July CNOPS, Caribbean

Narrative:

The month of July began with CARR moored Charleston, SC. The first day of the month brought with it the Physical Readiness Test (PRT) for the ship. Three of the four duty sections assembled near the Charleston Naval Station BOQ and demonstrated their physical readiness before turning to for their normal workday. A strong storm, the worst in Charleston since Hurricane Hugo, occurred early in the evening, but no damage was done to the ship. On the 2nd the ship conducted a berth shift to Pier Papa, berth 4A. The IMAV which began 29 June continued in full swing. A birthday luncheon was held onboard for all crewmembers with birthdays falling during the first week of July. Friday, July 3rd, was a Holiday Routine to celebrate the 4th of July holiday. CARR was at Full Dress Ship to honor the Country's birthday on the 4th. Many family members were aboard on the 4th to help celebrate.

Monday, the 6th, marked the beginning of Surface Warfare Training (SWT) Week, or "Sweat" Week as it is popularly called. SWT Week and IMAV continued on the 7th, and LT [REDACTED] qualified as CDO. July 9th was an extremely hot day and it marked the end of SWT Week. CARR won the Communications Pennant for the SWT Week competition as the best communicator on the waterfront. All Officers/CPOs attended a briefing by VADM Kihune on the present and future of the Surface Navy. IMAV continued for CARR through the 11th. On Sunday, the 12th, the ship observed holiday routine.

Preparations for underway were begun on the 13th and the Wardroom conducted a carwash in the afternoon to honor one of our CCDG-2 Scholarship Fund Charity Contributions. The 14th was "haze gray and underway" for GTM Trim Balance Analysis. A Training GQ was conducted to familiarize new personnel with their responsibilities and actions. On the 15th, more at sea drills were conducted with a Training (walkthru) Main Space Fire Drill (MSFD) and a BECCE set being accomplished. CARR returned pierside, Charleston, in the early evening of the 15th after two good underway days of training and the GTM Trim Balance Analysis.

An All Officers Meeting was held on the 16th to discuss the ship's schedule for the near future and the CO had lunch with the Chiefs in the CPO mess. Later in the day, a Counter Narcotics OPS briefing was held in the Wardroom in preparation for future operations. Also on the 16th, DC1 Shoemaker reenlisted for six years. An Awards/Frocking Ceremony was held on the 17th as was a Coast Guard Ops briefing. The 19th was a busy day with the Air Department onload taking place most of the day and underway preps being done as well. Catholic Divine services were also held on the 19th.

CARR got underway on the 20th heading for Guantanamo Bay to begin Counter-Narcotic Operations. Soon after leaving Charleston, flooding was detected in the Equipment Cooling Room. A heat transfer discharge pipe had failed and approximately 750 gallons of water were on deck. Several pump motors and controllers suffered water intrusion. An Oprep 3 Navy Blue was filed as repairs were conducted. Magnum 446 flew on shortly after departure to complete the Air Department. DCTT/ECCTT training was conducted and a set of BECCes was run in the evening. The 20th was also Servant Night, where members of the Wardroom and Chief's Mess served as waiters for crewmembers who had bid for their services to support the Navy/Marine Corps Relief fund drive. On the 21st a Main Space Fire Drill GQ was held as well as a man overboard drill. LT [REDACTED] gave an Aircraft Safety Briefing for the helicopter and day and night RLQs were conducted for the flight crews.

The ship continued south towards Cuba on the 22nd. During the morning, the Air Dept. conducted HIFRs (dry) for training purposes. The Engineers conducted BECCes in the afternoon. DCTT training on Main Space Fires was held in the Main Engine Room. More BECCes were completed on the 23rd along with a GQ for MSFD. The ship held a PACFIRE for 50 cal. and 76mm guns. The Navigation Briefing for entering and departing GTMO was also conducted on the 23rd. CARR pulled into Guantanamo Bay, Cuba, at 0900 on the 24th with a stiff wind making the approach challenging. After refueling, the ship departed at 1600. During the time pierside, the ship embarked Coast Guard LEDET 7C from Key West, Fl. LTJG [REDACTED] [REDACTED] was the Officer In Charge of the LEDET. The daily Counter Narcotics Operations Briefing was highlighted by a Coast Guard Discussion on use of force in boarding operations. The ship acted as air search platform off the southern coast of Haiti on the 25th. Many evolutions occurred throughout the day. The Engineering Department had a Zone Inspection, BECCes along with a GQ MSFD, and the LEDET presented a use of force briefing to gunnery station and prisoner control personnel. The ship also began transitting to our station off the northern coast of South America.

CARR was on station on the 26th and conducted two boardings almost immediately. Motor vessels Maya NR6 and Mini Lioness began CARR's second tour of boardings after having been in the Red Sea. A Steel Beach Picnic and Volleyball Tournament were scheduled for the 26th, but high winds and seas caused the Volleyball tournament to be canceled and the Steel Beach Picnic to be held on the Messdecks. The big event of the picnic was the cutting of CARR's seventh birthday cake by the longest serving crewmember, IC2(SW) [REDACTED] [REDACTED], and the newest crewmember, SR [REDACTED] [REDACTED]. The CO and XO assisted in the ceremony. The ship continued patrolling on the 27th and held many training evolutions during the day including: a DCTT training session and Repair Locker Officer training; Repair 5 On-Scene Leader, Team Leader and Boundaryman training with the Repair Locker Officer; Engineering Watch Team training on Heat Stress. The ship also ran a set of BECCes and managed to have an MWR Committee meeting as well.

On the 28th, the LEDET boarded the Motor Vessel Rooster I. The boarding team's inspection revealed signs of contraband, but no solid evidence was obtained. An ECCTT/DCTT briefing was conducted as was DCTT training on OBA do's and don'ts. On the 29th, CARR had an early morning UNREP with RFA ORANGELEAF (A 110), a British oiler. Later in the day the ship had indications of an engineering casualty. A loud metallic sound was heard in the Main Reduction Gear. The gear was opened and inspected with all conditions normal and optested sat. More Repair 5 training for OSL/Team Leader and Zebra Zone Men was held. CSTT training was also accomplished. For engineering training, a set of BECCes was run. A much needed opportunity arose on the 30th to get mail out to USS SAVANNAH, causing the crew to scramble to finish letters. As a Main Space Fire GQ drill was being held, an actual class "C" fire broke out in Main Engine Room port side ABT. Electricians turned to and removed the damaged ABT and did direct connection of cables to bypass the ABT.

On the final day of the month, the ship received confirmation that our upcoming Drydocking Shipyard Restricted Availability (DSRA) was going to be held in Charleston, leaving the crew much relieved. CARR continued to patrol, moving into a new station. The Coast Guard LEDET gave a very informative demonstration on the Messdecks of Equipment and Prisoner Control Techniques, using several CARR sailors in the demonstrations. In an attempt to build the fresh water level up, a rigorous water conservation program was implemented on the 31st.

AUGUST 1992

Chronology: 1-16 August CNOPS Caribbean
 17 August Ammo Offload NAVWEPSTA Chasn
 18-26 August Inport Chasn
 27 August Underway for 1B GTE analysis
 28-31 August Inport Chasn

Narrative:

August began with CARR continuing Counter Narcotics Operations in the Caribbean Sea. On the 1st the ship held a General Quarters drill for a Main Engine Room fire during the morning and from 1200 on Ropeyarn Sunday was observed. The next day the ship conducted Holiday Routine and Air Dept hosted a Steel Beach Picnic for the crew. Prior to the start of festivities, CARR was tasked and provided fuel and water to a small boat transitting the Caribbean. Later in the day an UNREP briefing was held for the following day's rendezvous with RFA ORANGELEAF (A110). The major event of the 3rd was the UNREP with RFA ORANGELEAF which went very smoothly and quickly. The Engineers conducted a set of BECCes during the evening watch. Two boardings were completed on the 4th. Motor Vessel VICTORIA-1 was boarded in the afternoon and Motor Vessel ROCKY-1 was boarded in the late evening. Also on the 4th, there was a PQS standdown for OPS, Engineering and DCA. A set of BECCes was accomplished as well.

Training was top priority on the 5th, with all hands involved in some aspect. A Main Space Fire Drill GQ was held in AMR 1 during which CSTT ran an OTHT scenario in CIC. DCTT training was held on ventilation systems. The Repair Lockers held Repair Officer, Team Leader and Boundaryman training. NAVADMIN had a PQS standdown and Military Leadership Exams were administered. The PQS standdown was completed on the 6th with CS and Supply Departments. A combined CNOPS/UNREP briefing also was held on the 6th. The 7th was a busy day beginning with flight quarters at 0700 and the boarding of Motor Vessel ENSCO GIANT w/tow at the same time. At 1230 CARR rendezvoused with USS SAVANNAH and commenced a VERTREP. The VERTREP was followed by refueling, which was completed at 1500. In the evening, the Engineers conducted BECCes. On the 8th, Motor Vessel ROOSTER-1 was boarded and a Main Space Fire Drill GQ was held in AMR 3.

Sunday, August 9th, was a quiet day as the ship was at Holiday Routine. The only events were a Steel Beach Picnic and Volleyball on the flight deck. It was back to business on the 10th with a Main Space Fire Drill GQ in AMR 2. CARR completed boardings of Motor Vessels ALDER and GERANDA on the 11th. Many training evolutions were held on the 11th: BECCes, Small Arms Gunshoot, CIWS Pacfire, CPR Refresher Training, CSTT Training and Repair Locker Training were all held. Successful ESWS boards were held for GMM1(SW) [REDACTED], BM1(SW) [REDACTED], and GMM2(SW) [REDACTED]. Also on the 11th, the Navigation Briefing for the return transit to Charleston was held.

An UNREP/VERTREP with USS SAVANNAH started off the day of the 12th. Later, the ship was visited by Commander, Caribbean Squadron, CAPT R. L. Carpenter, USCG. There was also a Main Space Fire Drill GQ on the 12th. CARR was homeward bound on the 13th as

she outchopped CTG 4.1 and inchooped SECOND FLEET. More BECCes were held along with a CIWS and MK 76 Pacfire. On the 14th, BECCes were conducted as was a GQ Main Space Fire Drill. In the afternoon SQS-56 Ops were conducted using a Mini Mobile Target (MMT) and were followed by LAMPS sonobuoy prosecution of a second MMT. ENC(SW) [REDACTED] and PC3(SW) [REDACTED] qualified as ESWS and ENS [REDACTED] qualified as OOD Underway later in the evening of the 14th. A Sexual Harassment Standdown for all hands was held on the 15th using the CNO provided material. CIWS and Small arms Pacfires were done as were BECCes and RLQs. SM2(SW) [REDACTED] reenlisted on the 15th.

The 16th began with Magnum 446 flying off to return to Mayport followed quickly by a Main Space Fire Drill GQ. The crew relaxed afterward with a Steel Beach Picnic hosted by the Coast Guard LEDET. Later in the evening, LTJG [REDACTED] achieved a career milestone by qualifying as a Surface Warfare Officer. The 17th was an early day for all as the ship arrived at buoy "C" at 0430 and began the transit up the Cooper River to NAVWEPSTA CHARLESTON. By 0700 CARR was moored at the Weapons Station and the pre-DSRA Ammunition Offload began. Due to rain delays the offload was not completed until the morning of the 18th. The ship departed the Weapons Station for NAVSTA CHARLESTON following completion of the Ammunition Offload. Once pierside, CARR became the CCDG-2 flagship. LTJG [REDACTED] arrived TAD. He will eventually be assigned permanently to the ship. The HERO Survey was begun on the 18th. On the 19th, engineering training continued as did the HERO Survey. Ropeyarn was observed also. Tropical Storm Condition Four was set on the 20th as Tropical Storm Andrew approached. CARR was host ship for the homecoming of USS NICHOLAS on the 21st. Underway preps were begun for possible sortie to evade Tropical Storm Andrew. Andrew was upgraded to Hurricane status on the 22nd as it headed west towards Miami. Hurricane Warning Condition Three was set and underway preps were continued in case of an emergency sortie.

By the 23rd it was apparent that Andrew would hit Florida, therefore Hurricane Condition Four was set again. Holiday Routine was observed onboard.

CARR shifted berths on the 24th from Q4A to Z3A. The base secured from Hurricane Condition Four. The CO, XO, OPS, and CMC toured the shipyard facility in preparation for DSRA. COMCRUDESGRU TWO, RADM McDEVITT, toured the ship with the CO and spoke to the Wardroom on the 25th. On the 26th, preps were made for getting underway the following morning for trim balance/survey of 1B GTRB.

Also on the 26th, an Awards Ceremony was held on the flight deck to honor some outstanding sailors. The Junior Sailor of the Quarter, PNSN [REDACTED], and Sailor of the Quarter, HM3 [REDACTED], were first to be recognized. ENC(SW) [REDACTED], BM1(SW) [REDACTED], GMM2(SW) [REDACTED] and PC2(SW) [REDACTED] were recognized for qualifying as Enlisted Surface Warfare Specialists. LTJG [REDACTED] was recognized for qualifying as a Surface Warfare Officer. PC2(SW) [REDACTED] was advanced to his present rate by the Commanding Officer through the Command Advancement Program. Good Conduct Medals were awarded to GMG1(SW) [REDACTED] (Third Award), SH1 [REDACTED]

██████████ (Third Award), EN2(SW) ██████████ ██████████ (Second Award) and HM3 ██████████ ██████████ (First Award). Concluding the Ceremony was the presentation of the Navy Achievement Medal to MA1(SW) ██████████ ██████████ for his actions while serving as a Boarding Team Member during the first boarding of a merchant vessel in Aqaba, Jordan.

CARR was underway on the 27th for the trim balance/survey of 1B GTE. A Main Space Fire Drill GQ was conducted during the underway period and the ship arrived back in Charleston at 1830 that evening.

The Commodore, CAPT Gnerlich, came onboard on the 28th to examine 1B GTE while SIMA conducted a ship check the same day. At 1900 the Wardroom had a Hail and Farewell at the XO's house. LT ██████████ and LCDR ██████████ ██████████ were bid farewell and LTJG ██████████ ██████████ was hailed. On the 29th a group of Naval Reservists from USS ELROD (FFG-55) were given a tour of the ship. The 30th was Holiday Routine. Protestant Divine Services were held in the morning. USS ELROD moored alongside on the 31st and LT ██████████ was bonged off the ship after three years of service on CARR.

SEPTEMBER 1992

Chronology: 1-28 September Inport NAVSTA Chasn
29-30 September Pierside Detyen's Shipyard

Narrative:

USS CARR spent the first day of our first full month in homeport in well over a year taking care of routine ship's business. The MWR committee held a meeting and Repair 5 training was conducted on an otherwise quiet day. Ropeyarn Sunday was observed on the 2nd of September. The Harpoon Material and Safety Certification debriefing was held and LT [REDACTED] relieved LCDR [REDACTED] as Senior Watch Officer. On the 3rd ENS [REDACTED] reached a significant career milestone by successfully completing his OOD underway board. The CO attended COMDESRON THREE SIX's Change of Command on the 4th. Also on the 4th, Combat Systems Department had a Zone Inspection and the Food Management Assist Team debriefed after a week long visit. Sunday, September 6th, the ship observed Holiday Routine. Holiday routine was continued on Monday in observance of the Labor Day Holiday. It was back to business on the 8th with the CO and OPS Boss attending a Counter Narcotics Operations debriefing with CCDG-2. Officer Training on Boat Officer procedures was given by LTJG [REDACTED]. Divers inspected the ship's shaft and APU's on the 8th, all results were SAT. On the 9th the CO, XO and Department Heads attended the IMAV arrival conference at SIMA, Charleston.

CARR was visited by our Squadron Commander, COMDESRON FOUR, Commodore Gnerlich, on the 10th. The visit was very enjoyable and the Commodore was pleased with the ship and crew. The 11th began with a tour of the ship by members of the World War II era, USS MANCHESTER reunion group. Engineering Department had a Zone Inspection and the CO, Command Master Chief and Ombudsman attended the annual Ombudsman Appreciation Day Luncheon at Steamers. The CO also had a meeting with COMDESRON 4, where he received a briefing on the Afloat Training Organization. After "Knock off ship's work," the Officers attended the monthly Join Up at the O-Club. CARR was assigned Visit Ship on the 12th and 13th. Two groups toured on the 12th: the Rockville, South Carolina JAFROTC (Air Force) consisting of 30 high school cadets, and the USS ROBINSON reunion party consisting of 40 WWII and Korean War Veterans. The ship's picnic was held on the 12th at Short Stay Recreation Park. The food was great, the XO and CMC were doused in the Dunking Booth to raise money for the CARR Family Association and lots of sports were enjoyed. Everything from Paddle Boating to Canoeing to Volleyball to Basketball was available and popular. LTJG [REDACTED] also oversaw the CARR Big Brothers who took care of the 9 children from Jenkin's Orphanage (CARR's community Personal Excellence Program partner (PEP)) that were invited to the picnic. The weather was beautiful and everyone had a good time. Sunday the 13th was Holiday Routine for the ship. Chaplain [REDACTED] was aboard to hold his "Rock and Roll" Bible Study.

The 14th was an uneventful day for CARR. The 15th was payday and all eligible E-5 candidates took their advancement exams. On the 15th, the DSRA related Integrated Logistics Offload began. The much anticipated CPO Initiation was held onboard in the Port Helo Hangar on the 16th. CARR heartily welcomed OSC(SW) [REDACTED]

DCC(SW) [REDACTED], GMMC(SW) [REDACTED] and MAC(SW) [REDACTED] to the CPO ranks. The ship made a berth shift to pier Mike for a couple of hours then shifted back to pier Zulu, now outboard USS MACDONOUGH (DDG-39). E-6 exams were held on the 17th. The ILO Offload was near completion on the 17th. The CARR Family Association held a chili dog sale on the mess decks and Chaplain [REDACTED] was onboard for Chaplain's Call. SK2 [REDACTED] reenlisted on the 18th in the pilothouse with his wife and parents-in-law in attendance. LT [REDACTED] swore him in for 2 more years. The ILO Supply storeroom offload was completed on the 18th. Saturday, the 19th, was a quiet day for the duty section. The 20th was another quiet day as the ship observed Holiday Routine.

On Monday, the 21st, the CO, XO, OPS, SUPPO and CMC toured the facilities for crew use during the upcoming DSRA. The apartments and messing facilities met with approval from CARR's command inspection team pending completion of a variety of improvements agreed to by the contractor and SUPSHIP.

The results of the LT Selection Boards were announced and to no one's surprise LTJG [REDACTED] and LTJG [REDACTED] selection to LT was announced. On the 22nd LCDR [REDACTED] successfully completed his TAO board and LT [REDACTED] and LT [REDACTED] were frocked to their new rank. Officer Training covering IEM/Lay-Up was given by EMCM(SW) [REDACTED] in the Wardroom. Chaplain [REDACTED] was onboard for Chaplain's Call.

Defueling commenced on the 23rd in preparation for moving into the shipyard. I-Division commenced for five new shipmates as well. An extensive Communications TYCOMEX was completed on the 24th. The competitive exercise involved all forms of communication from radio to flaghoist, semaphore and flashing light. Upon completion of the TYCOMMEX, CARR was awarded a grade of 98.25 by the COMDESRON 4 observer, LTJG [REDACTED]. LTJG [REDACTED] noted the superior performance of RM2 [REDACTED] and RM3 [REDACTED] throughout the Selected Exercise. Defueling continued on the 24th as did ILO offload of Tech Manuals.

Twentyfive through twentyseven September were quiet days with only routine ship's work and some SIMA work taking place. Holiday routine was observed on the 27th. On the 28th the XO inspected the offship apartment berthing for the crew and found all arrangements acceptable. CARR executed an uneventful dead stick move to Detyen's Shipyard, Inc at Shipyard Creek for commencement of DSRA on the 29th. A DSRA arrival conference was held on the 30th and scaffolding assembly, equipment offload, etc commenced. Also on the 30th, Ropeyarn Sunday was observed.

OCTOBER 1992

Chronology: 1-31 October DSRAs, Detyen's Shipyard

Narrative:

CARR began the month of October pierside at Detyen's Shipyard in the midst of a DSRAs. Pier power was lost in the evening of the 1st for about 90 minutes, necessitating a shift to ship's power. On the 2nd the XO inspected NAVSTA CHASN CCU. A reenlistment ceremony was held for SK1(SW) [REDACTED] with LT [REDACTED] the reenlisting officer. At 1800 on the 2nd, the CO gave a speech to a reunion group from the USS SUSAN B. ANTHONY (APU-2). The Captain was well received and he enjoyed himself immensely at the reunion.

The ship's Inport Emergency Team response was tested on the 3rd as a Class Alpha fire broke out in Aft Steering. The duty section fire team performed admirably and the fire was out before serious damage occurred. Sunday, October 4th, was Holiday Routine for the duty section. The ship received a defueling barge from RSG in preparation for the defueling evolution. CARR defueled on the 5th with no problems. The anchor and anchor chain were offloaded on the 6th and CARR bounded into the future as Officer Training was held on MDU, The Paperless Navy.

Messing off ship commenced on the 7th with breakfast being served at Dolphin Cove Marina. QA Team Training for designated QA Team members and all khaki was conducted. The big news on the 7th was that the CARR Golf Team (LT [REDACTED], OS1 [REDACTED], RM2 [REDACTED], and a substitute player from USS ORTOLAN) won the Armed Forces Golf Tournament out of a field of 22 teams. An MWR Council meeting was held on the 8th and the Wardroom completed yardwork for their last event supporting the COMCRUDESGRU 2 Auction held while CARR was deployed. There was a zone inspection for Engineering Main Spaces on the 9th. The XO attended a meeting of all COMDESRON 4 XO's at the COMDESRON 4 building. The monthly waterfront Join-Up was also held on October 9th at the Fleet Bar. The 10th was a quiet Saturday for the duty section and the 11th was Holiday Routine. Monday, October 12th was Columbus Day and the ship was at Holiday Routine in observance of the holiday. Sandblasting of the superstructure began on the 13th. The SPS-49 Radar Antenna was removed on the 14th and sandblasting continued. The ship observed Roperyarn on the 14th as well. On the 15th there was a FMC ORDALT briefing for the CO, XO, and CSO.

There were many evolutions conducted onboard CARR on the 16th: the SPS-55 Radar Antenna was removed along with the 35' Whip Antennas; CSTT training was held in Ricer; the USS BOONE (FFG-28) undocking conference was held; NAVADMIN had a zone inspection. Also on the 16th, MAC(SW) [REDACTED] was reenlisted by the XO in a ceremony held in the Chief's Mess. His parents, Mr. and Mrs. [REDACTED], and his wife, [REDACTED] were in attendance at the ceremony. Sandblasting of the port side main deck began on the 17th. The 18th was Holiday Routine for the crew. Major work continued throughout the ship on the 19th. Later in the day, CARR was held in the turning basin by three tugs while USS BOONE was taken out of undocked and moved pierside then CARR was brought back to the pier and moored outboard BOONE. Sandblasting of the starboard side

commenced on the 20th, and a GMLS ORDALT Inbrief was also held that day. The 21st and 22nd were typical shipyard days with a multitude of jobs in progress all over the ship.

The docking briefing was held in the Wardroom on Friday, the 23rd, as the ship prepared for Monday's drydocking. The CO was off the ship that morning attending the decommissioning of the USS MacDonough (DDG-39). At 1300, Combat Systems Department had their Zone Inspection. The drydock inspection and measurements were completed on the 24th. The time change back to eastern standard time was observed by turning the clocks back one hour. The 25th was a quiet Sunday for the duty section as Holiday Routine was observed.

The big day arrived on Monday, the 26th, as CARR entered the drydock. The evolution went very smoothly and was accomplished as scheduled. Surface Warfare Training Week (SWeat Week) commenced on Monday as well. SWT Week continued on the 27th with CARR holding 1st place after Day One's events. MSC [REDACTED] reenlistment ceremony was held on the 27th with ENS [REDACTED], the Disbursing Officer, swearing him in for four more years. LT [REDACTED]'s CDO board, which he passed, was also conducted on the 27th. On the 28th, a DSRA production meeting was held with SUPSHIP and DSI at 1000. SWT Week events continued with CARR tenaciously battling for 1st place. DCTT training was also conducted on the 28th, and the ship observed Roperyn Sunday. CARR was in third place, but within striking distance of first place, as SWT Week continued on the 29th. SWT Week ended with CARR crushing her opponents in the Battle of the Commands Milk Carton Regatta along with winning the Nav/Admin Pennant. The sounds of sandblasting of the underwater hull and the spirit of Halloween closed out a busy month in CARR.

NOVEMBER 1992

Chronology: 1-30 November Detyen's Shipyard
Narrative:

CARR was still in the midst of her DSRA as November began. On the first the ship lost power when the drydock switchboard tripped, however, power was restored soon after without incident. Sandblasting of the hull continued and the sonar dome was prepared for removal. Divine services were held for the crew in the Galley Trailer by Chaplain [REDACTED]. On Monday, the 2nd, the sonar dome was removed and an evaluation team for the Mk 50 Torpedo visited the ship to tour the torpedo magazine. November 3rd was election day and crewmembers were given time off to vote. OS1 [REDACTED] was reenlisted in CIC for four years with the Commanding Officer swearing him in for this "hitch." Ropeyarn Sunday was observed on Wednesday, November 4th. Also on the 4th, The First Annual Captain's Cup Golf Tournament was inaugurated with the tournament being held at NAVWEPSTA Golf Course. Thirty-one crewmembers participated in the tourney. Competition was keen and the results were: 1st place team - LTJG [REDACTED], HM1 [REDACTED], RM1 [REDACTED], RM2 [REDACTED]; 2nd place team - LT [REDACTED], LT [REDACTED], LT [REDACTED], EW3 [REDACTED]; 3rd place team - OS1 [REDACTED]; EM1(SW) [REDACTED], EMCM(SW) [REDACTED]; longest drives: LT [REDACTED], EW3 [REDACTED]; closest to pin: EM2 [REDACTED] and DS2 [REDACTED]. The CO presented awards to the winners at the Club House. It was a great tournament and everyone is looking forward to the next one.

Removal of the prop blades began on the 5th and sandblasting of the hull continued. The annual Surface Ship Acoustic Analysis Proficiency Program exams were taken by the Sonar Technicians on the 6th and the CO attended a CDS-4 CO's Conference. An OPS Department Zone Inspection wrapped up the day's events on the 6th. Saturday, the 7th, was a quiet duty day. The following day, the last of the propeller blades was removed. Holiday Routine was observed by the Sunday duty section. Monday was uneventful except Repair 5 training was conducted. On the 10th, a Safety Committee Meeting and Officer's Training on the Navy's "Forge The Future" Program were held. That evening, a CFA Potluck Dinner took place at MenRiv Community Center. The CO talked with families about the shipyard work and our follow on schedule. Eleven families attended the dinner. The 11th was Holiday Routine as the ship observed Veteran's Day. An Administrative Separation Board was held on board with the USS BOONE's Executive Officer as Senior Member.

CARR managed to avoid the bad luck traditionally associated with Friday the 13th as work continued in the shipyard without incident. The shaft was removed and an Integrated Logistics Overhaul (ILO) Mid-Availability Meeting for the CO, Suppo, and CMC was held at the ILO site. Several crewmembers took advantage of NAV/SWO training on DONALD P. HALL (T-460). Also on the 13th, Chaplain [REDACTED] held Chaplain's Call. The officer's got together later that evening at LT [REDACTED]'s house to "hail" LT [REDACTED], the new Chief Engineer. The 14th and 15th were quiet days for the weekend duty sections. There was plenty of activity on the

17th. COMDESRON FOUR, Commodore Gnerlich, paid the ship a visit to attend a DSRA Progress Meeting. Later that day CO's Mast was conducted, the brow was shifted aft, and the engineers closed out two lube oil tanks. Chaplain [REDACTED] was onboard on the 18th for Chaplain's Call, and Catholic Divine Services were also held. DCTT held training on the 18th and an Awards Ceremony was held at Dolphin Cove Marina. At the ceremony, Letters of Appreciation were awarded to EM2 [REDACTED], ET2 [REDACTED], and ET3 [REDACTED]. IC1 [REDACTED] was designated a Master Training Specialist from his previous command. Good Conduct Medals went to GSM2 [REDACTED], EN3 [REDACTED], and BM3 [REDACTED]. DS1 [REDACTED] received a Meritorious Unit Commendation from his previous command, and Navy Achievement Medals were awarded to RM2 [REDACTED], RM2 [REDACTED], and FC3 [REDACTED].

On the 20th, the PRT for Section III and stragglers was conducted. LTJG [REDACTED] achieved a significant milestone by successfully completing his CDO oral board and becoming fully qualified in that important position. Also on the 20th, an Engineering Zone Inspection of non Main Spaces was accomplished. The weekend was uneventful except for a deluge of rain. The CO checked out on leave on Monday, November 23rd. A Mine Warfare Briefing was held at FMWTC on the 24th with ENS [REDACTED] attending. The Wardroom was trained in Casualty Assistance Calls Officer (CACO) Procedures by COMNAVBASE CHASN CACO, YNC(SW) [REDACTED]. A two day Engineering Training Group (ETG) informal visit was completed on the 24th. The ETG reviewed training programs for ECCTT, DCTT, lube oil management, fuel oil management, legal records, operating records and tagout. On the 25th the weekly production meeting was held in the wardroom. DCTT training was given in the 76mm magazine on shoring. The CICO, LT [REDACTED], attended a briefing on the new Force Training Manual.

Thanksgiving Day came upon us and with it a magnificent feast prepared by the Mess Specialists. The repast of plenty was at both Dolphin Cove and at the duty section trailer for crewmembers and family. There were wall to wall people enjoying America's unique Holiday the CARR way. The duty section observed Holiday Routine and a relaxing day was enjoyed. The 27th brought a work day for the duty section with the remainder of the crew enjoying the day off. Reinstallation of the shaft continued on Saturday, the 28th. And on the 29th, Holiday routine again was observed. The month of November closed out on a Monday. The Commanding Officer returned from leave. Repair Two training was also conducted.

DECEMBER 1992

Chronology: 1-31 December '92 DSRA Detyen's Shipyard
Narrative:

The merry month of December began with a visit from the Charleston Naval Base Inspector General. He inspected the drydock, ship, messing and berthing facilities as part of a COMNAVBASE safety QOL oversight of ships in maintenance availability. He was pleased with the Dolphin Cove and Summit Place facilities and had a good handle on ship safety issues after the tour. I Division kicked off and Chaplain [REDACTED] was on board for Chaplain's Call. The Wardroom received training in Suicide Prevention. I Division continued on the 2nd and Ropeyarn Sunday was observed by the crew. The Weekly production meeting was held. The Chief's Mess was trained in Suicide Prevention and DCTT held training. LCDR [REDACTED], CARR's PXO, reported aboard to begin turning over duties with LCDR [REDACTED]. Many evolutions took place on the 3rd: an air test of the Sonar Dome Rubber Window was completed, I Division continued, Section 4 Inport Emergency Team attended Firefighting Team Trainer, the Wardroom received a Passive Countermeasures Briefing from NAVSEA rep Mr. Han and held Officer Training on the new Afloat Training Organization.

The 4th saw the completion of Indoctrination and Sexual Harassment Awareness Training for new crewmembers and stragglers from this summer's CNO mandated training. ENS [REDACTED] attended a Mine Warfare Briefing held at COMINWARCOM building. An MWR Committee meeting was held to finish preparations for the ship's Christmas Party, which was held later in the evening at "Puzzles" at the NAVSTA. The Christmas Party was a great success. Everyone had a great time with a buffet meal followed by the Navy Band providing music so everyone could dance thru the evening. EMCM(SW) [REDACTED] and ENS [REDACTED] entertained the crowd by giving out 17 door prizes during the course of the party. On Saturday, December 5th, ETC(SW) [REDACTED] headed a group of volunteers from the ship who went to Jenkin's Orphanage to decorate the girl's dorm in Christmas regalia. Their time and effort were greatly appreciated and surely brightened up the children's Holiday Season. The 6th was Holiday Routine for the duty section. Monday, December 7th, marked the fifty-first anniversary of the attack on Pearl Harbor. Repair 3 trained and updated their PQS on Monday, and the results of the September advancement exams were received. The results showed twelve sailors selected for advancement in rate and two were designated strikers. Nearly all other candidates PNA'd their tests.

History was made on the 8th as U.S. Naval Forces were the first to enter Somalia in Operation Provide Relief. On a less grand scale and locally, CARR's Signalmen crossdecked to USS MT BAKER (AE 34) for flashing light and semaphore training. Many CARR crewmembers also participated in the CDS-4 Holiday Blood Drive. Other events of the 8th included: Catholic Divine Services with Chaplain [REDACTED], Repair 2 training and PQS update and refueling/environmental training for CDO's/EOW's and Oil Kings. The weekly production meeting was held on the 9th as well as the Sailor of the Year Board chaired by the Command Master Chief. On

the 10th the Engineering Training Group (ETG) Charleston had an inbriefing with the CO, XO, Chief Engineer, AUXO/MPA, and SUPPO. CO's Mast was also held on the 10th. A chemical spill occurred on the 11th near the shipyard when two railroad cars carrying Peraxylene derailed. The leak started when a crane trying to re-rail the cars punctured one of the tanks releasing toxic fumes. Police cordoned off the area, which prevented access to Dolphin Cove and made it difficult to get to the ship from town. No injuries were reported and the spill was cleaned up by midnight. The Wardroom assembled on the 11th to witness the promotion of ENS [REDACTED] and ENS [REDACTED] to LTJG. That evening a Hail and Farewell party was held at the CO's house, bidding adieu to LCDR [REDACTED] and welcoming LCDR [REDACTED] and LT [REDACTED]. The first Christmas leave period commenced at 1600 on the 11th. The hub was replaced on the shaft on the 12th. On the 13th Non-Destructive Testing of the fuel oil ballast tanks in Aux 3 was conducted.

The Command Advancement Program (CAP) Board and Sailor of the Year Board met on the 14th and forwarded their recommendations to the CO. Also on the 14th, The Engineering Training Group assist and debriefing were conducted. LCDR [REDACTED] was relieved of his duties on the 15th, and LCDR [REDACTED] assumed duties as XO. Work continued on reinstalling the main shaft and propeller hub assembly. Chaplain [REDACTED] was onboard on the 15th to hold Chaplain's Call. At the weekly production meeting held on the 16th Detyen's requested to extend the shipyard availability to 31 Jan due to slippage in the controlling shipalts and delays in undocking the ship. This was later modified by the TYCOM to 28 Jan, matching the CNO end date. The Postal Assist Visit on the 17th was completed satisfactorily. FC2 [REDACTED] reenlisted on the 18th. The CO participated in a successful Command Qualification Board at Desron Four for the XO of the USS Moosbrugger. At 1300 a Zone Inspection of Combat Systems Spaces was conducted.

The initial group of 4 fuel oil tanks was closed out on the 19th in preparation for refueling on 22 Dec. The 19th was the date for the Surface Warfare Officer's Wives Club Christmas Dance which was attended by the CO and his wife, XO, SUPPO and his wife, and the CHENG. The holiday dinner dance was enjoyed by all. The shipyard reinstalled the propeller blades on the 20th. The duty section decided to have a picnic outside the trailer for lunch on the 20th. On the 21st removal of the main mast scaffolding was begun and closing out of fuel and water tanks continued. Catholic Divine Services were held by Chaplain [REDACTED] followed by Chaplain's Call. Refueling was begun on the 22nd with the barge arriving at 0800. The ship took on 100,000 of 130,000 gallons required before stopping for darkness. Slow pumping rate and two stops because of hose leaks made this a long day. Approximately 1 gallon of fuel spilled on the barge's deck and some of it ran into the creek. The fuel was cleaned up by barge and ship's force. Alcon informed and message reports submitted.

The 23rd began with a DSRA progress meeting in the Wardroom which was followed by an undocking conference. The refueling evolution was completed. The 24th was a holiday for the shipyard and a half workday for the crew. The duty section made preparations for the arrival of Santa Claus on the 0-2 level since

the flight deck was too cluttered for a landing. Christmas Day was very quiet on the ship as no shipyard work was conducted. A special Christmas dinner was served at the ship and at Dolphin Cove. Many of the crew were very happy to be home for Christmas with their loved ones this year.

The ship's firemain system was reenergized and optested on the 26th. Hull painting was also resumed on the 26th. On the 27th the main hub assembly was hydro tested. Bad weather caused delays in the hull painting. A fast cruise for the undocking was held on the 28th, with all stations manning up and testing communications. The undocking was delayed until at least the 31st due to weather delays in hull painting. The 28th was also leave turnover day as the 2nd leave period began. On the 29th, Supship formalized requirements to delay undocking until Monday, 4 Jan at the earliest as a result of continuing high humidity precluding underwater hull painting. Safety issues and the tight schedule were discussed at the production meeting of the 30th. Hull painting continued as much as the weather would allow. Also on the 30th, Chaplain [REDACTED] was onboard for Chaplain's Call. The optest conducted on #3 SSDG was unsat due to a lube oil cooler leak, although the diesel did start fine several times, and was finally tested sat on the 31st. The weather improved on the 31st and the Shipyard was able to make progress on the hull painting. The crew was able to enjoy a half day on New Years Eve day due to the undocking being moved back. Morale was good as the crew ushered in the New Year.