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DEPARTMENT OF THE NAVY

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

Subj: COMMAND HISTORY 1 JANUARY 1993 - 31 DECEMBER 1993

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Command Composition and Mission
(2) Monthly Command History
(3) Commanding Officer Biography
(4) Commanding Officer Photograph

1. Pursuant to reference (a), enclosures (1) through (4) are submitted.

A handwritten signature in cursive script, appearing to read "T. D. Williams".

T. D. WILLIAMS

Command Composition and Mission

Commanding Officer: CDR Thomas D. Williams, IV
Executive Officer: LCDR Robert L. Beattie

Engineering Department

Chief Engineer: LT [REDACTED]
Auxiliaries Officer: LTJG [REDACTED]
Damage Control Assistant: ENS [REDACTED]
Main Propulsion Assistant: CWO2 [REDACTED]

Operations Department

Operations Officer: LT [REDACTED]
CIC Officer: LT [REDACTED]
Communications Officer: LT [REDACTED]
First Lieutenant: LTJG [REDACTED]

Combat Systems Department

Combat Systems Officer: LT [REDACTED]
Ordnance Officer: LT [REDACTED]
ASW Officer: LT [REDACTED]
Electronic Readiness Officer: ENS [REDACTED]

Supply Department

Supply Officer: LT [REDACTED]
Disbursing Officer: LTJG [REDACTED]

Navadmin Department

Assistant Navigator: LTJG [REDACTED]

Air Department

Officer In Charge: LT [REDACTED]
Air Maintenance Officer: LT [REDACTED]
Air Operations Officer: LT [REDACTED]
Pilots: LTJG [REDACTED]
LT [REDACTED]
LT [REDACTED]

USS CARR is a Guided Missile Frigate assigned to Destroyer Squadron Four, homeported in Charleston, South Carolina. Her embarked Air Detachment consists of Helicopter Anti-Submarine Squadron Light Four Four (HSL-44) Detachment 4, based at NAS Mayport, Florida. Aircraft consist of two LAMPS SH-60B Seahawk helicopters.

The mission of The FFG is to escort and protect convoys, underway replenishment groups, amphibious landing groups, and carrier battle groups, utilizing highly capable ASW, ASUW, and AAW sensor and weapon suites.

JANUARY 1993

Chronology: 1-31 January DSRA, Detyen's Shipyard, Charleston, SC

Narrative:

CARR began 1993 in Detyen's Shipyard working to complete the final weeks of the DSRA. Painting of the underwater hull while drydocked continued on the 1st. A small class "A" fire occurred in Sonar Equipment Room on the 2nd, started by a shipyard worker who dropped a lit cigarette onto a rag. It was discovered and then quickly extinguished by ship's force with no damage or personnel casualties. Hull painting continued on the 3rd, however the undocking day slipped until 5 Jan due to slow curing of the hull paint. CWO2 [REDACTED] reported onboard on the 4th and began relieving the formerly gapped MPA billet. Inspection of the hull paint thickness revealed some unacceptably thin areas that again postponed the undocking. The Weekly Shipyard Progress Meeting was held on the 6th and was attended by Commodore Gnerlich, CDS-4, and Captain Davis, CO of SUPSHIP. Discussion focused on the ever tightening schedule in the face of repeated undocking extensions. A propane leak was discovered on a shipyard portable bottle in the electrician's shop. Ship's force immediately secured the bottle, vented the space with a portable fan, and prevented any damage or injuries. Also on the 7th, the CO and CMC attended an Ombudsman meeting at Steamers.

An Engineering progress review was conducted on the 9th in preparation for the TYCOM Engineering Light Off Assessment to be conducted by COMDESRON FOUR. Hull painting continued after several weather related interruptions. Preparations proceeded for the Engineering Light Off Assessment on the 10th and hull painting was finally completed. Undocking was rescheduled for Monday, January 11th. The Hull Board completed inspection of the drydock on the 10th and the undocking was successfully accomplished on the 11th. Ensign [REDACTED], prospective DCA, reported onboard. Engineering pre-LOA Review was completed on the 12th by CDS-4 team and was satisfactory. Commenced the Petty Officer Indoctrination Course and on site Gauge Calibration Team visit. The 12th also marked the end of the holiday leave period. The Weekly Shipyard Production Meeting was held on the 13th and some new dates were announced: Lite Off 27/28 Jan, Dock Trials 29 Jan, Sea Trials 1/2 Feb, return to NAVSTA 5 Feb and end of availability 8 Feb. Fresh water was restored to the ship and the duty section moved aboard into Engineering /Supply berthing. On the 14th the Junior Officers had a detailer briefing. The CO and XO also attended an Executive Session Briefing. The Petty Officer Indoctrination Course concluded on the 14th for the ship's new PO3's.

Dr. Martin Luther King Day was celebrated with a memorial program organized by RM2 [REDACTED] and held on the 15th in the QA trailer at the shipyard. Two CARR sailors reenlisted that day as well: FC2 [REDACTED] for 2 years and EW2(SW) [REDACTED] for 3 years. An Awards Ceremony was held at Dolphin Cove on the 15th to recognize the achievements of a significant number of crewmembers. Sixty-one individual awards were presented, many from COMUSNAVCENT and other deployment related events. The awards included Letters of Commendation, Letters of Appreciation

Senior and Junior Sailor of the Year and Quarter, Navy Achievement Medals and the Command Advancement of SH2 [REDACTED] to SH1. It was a great day for CARR and her crew. Preparations were made on the 16th for Combat Systems/Engineering light off and moving the whole crew aboard. Although the 18th was Martin Luther King Day Holiday, a full work day was required of the crew in order to complete restoring the ship to operational readiness. A special Southern Style lunch was prepared to mark Martin Luther King Day. A satisfactory optest of #1 SSDG was conducted on the 19th.

On the 20th a Surface Warfare Training Week (SWTW) meeting was held at CDS-4 and the crew commenced move out of Summit Place Apartments to return aboard. The CPO advancement exams were administered on the 21st at Dolphin Cove with 17 First Class Petty Officers participating. SSDG load testing was conducted on #2 and #3 SSDG's and the crew move aboard neared completion. Chaplain [REDACTED] was onboard for Chaplain's Call. The galley re-opened for service on the 22nd with a Surf and Turf lunch for the crew. The CO, QMC [REDACTED] and OS1 [REDACTED] attended a special Combined Federal Campaign lunch honoring the CFC campaign managers. CARR attained Gold Level Potential Achiever status for the 1992 campaign. The CO also attended a CDS-4 CO's Meeting. A Hail and Farewell was held on the evening of the 22nd at LT [REDACTED]'s house to bid farewell to CWO3 [REDACTED] and LT [REDACTED] and welcome aboard Ensign [REDACTED] and CWO2 [REDACTED]. The CDS-4 Light Off Assessment commenced on the 23rd. Load testing of all four SSDG's was completed that day as well.

A fast-paced Surface Warfare Training Week 2-93 began on Monday, the 25th. PN1 [REDACTED] took 1st place in the PN/YN exam among many events that day. CDS-4 LOA continued. Commodore Gnerlich was onboard to walk through Engineering spaces. While much progress was noted, he expressed concern about the long way to go to light off and OPPE. A Main Space Fire Drill as part of the LOA was held on the 26th with Duty Section 1. Fast Cruise/Sea Trials were rescheduled to 1-2 Feb/4-5 Feb as requested by the Contractor in view of continued difficulties in completing all work. Removal of deck coverings began throughout the ship as did the ILO onload, bringing CARR closer to a return to operational life. The CO attended a briefing on the 27th by VADM Reason, COMNAVSURFLANT. The LOA was completed with a satisfactory grade and 1A/1B GTM's were lit off with the shaft rolled. The ship was then ready to get underway within 24 hours notice. The ship refueled on the 28th. Chaplain [REDACTED] was aboard on the 28th for Chaplain's Call. SWTW finished up on the 29th with a Join Up held at the Fleet Bar. Co, CSO, and ORDO attended an ASUW videoteleconference at Fleet Mine Warfare Training Center. A Postal Audit and Ship's Store Inventory were also completed on the 29th. On the 30th and 31st the weekend duty sections made final preparations for the following week's Fast Cruise and Sea Trials. Superbowl Sunday marked the end of a very busy and successful month on CARR.

FEBRUARY 1993

Chronology:

1-3 February Pierside Detyen's Shipyard
4-5 February Underway Charleston Oparea
6-28 February Inport Charleston

Narrative:

February began with dock trials/fast cruise for CARR while pierside at Detyen's Shipyard on the 1st and 2nd. A General Quarters(GQ) was also held on the 2nd along with many other training evolutions. The DSRA weekly progress meeting was held on the 3rd and a NAVSAFECEN Safety Survey was conducted. Preparations for getting underway for Sea Trials were performed on the 3rd as well. CARR was underway on the 4th for the first time since September. Testing of all systems proceeded well. A NAVSEA Tech Rep was onboard to observe high vibes on 1B GTE. Sea Trials were completed on the 5th and a DSRA Completion Conference was held. The Sea Detail for returning to the NAVSTA was made more hazardous by the loss of 1B GTE on high vibes at the channel entrance. Two engine operations were restored in the vicinity of the approaches to the Cooper River Bridge and the evolution was completed safely. The ship was moored at Pier November, berth 3A. Work on the Shipalt converting the ship's laundry from steam to electric power commenced on the 6th. Detyen's Shipyard continued work on GTE alignment. The 7th was Holiday Routine for the ship.

A SWO review board was held by the XO, Department Heads, and non-SWO qualified officers on the 8th. I-Division commenced for newly reported personnel. The ship began an IMAV on the 8th as well. On the 9th, I-Division and the IMAV continued as did DSRA work on the PCM Shipalt, RAST tracks and general discrepancy corrections. Wednesday, the 10th, marked the first observance of Ropeyarn on CARR since before the Christmas Leave Period. The Motor Whale Boat was placed on skids on the pier for a face lift and an oil barge was along side in preparation for JP-5 refueling. On the 11th refueling and I-Division were completed. SUPSHIP recommend a DSRA end date of 11 February based on uncomplete work expected finish date.

A GQ/Main Space Fire Drill(MSFD) started the day at 0630 on the 12th. A Personnel Inspection in Service Dress Blue Uniforms was held later in the day. The CO found the crew's appearance excellent and awarded best Petty Officer of the inspection to DS2 [REDACTED] and best non-Petty Officer to FN [REDACTED]. ENC(SW) [REDACTED] was awarded the Navy Achievement Medal and TM1 [REDACTED] reenlisted for six years. Chaplain [REDACTED] was onboard on the 12th for Chaplain's Call. IMAV was still in progress on the 13th. Sunday, the 14th, was Valentine's Day and Holiday Routine for the Duty Section. The 15th was President's Day, for which CARR rigged Full Dress Ship. Work on Foc'sle nonskid by CIS contractors began on the 15th.

There was a CO's call for Officers, CPO's and E-6 on the 16th to discuss the ship's future schedule. CARR shifted berths from November 3A to Papa 4A. GSEC(SW) [REDACTED] reenlisted on the 16th.

An early morning Main Space Fire Drill (MSFD) was held on the 17th. CO's call for E-4's and E-5's also took place on the 17th. On the 18th CINCLANTFLT visited USS SIERRA (AD-18), moored across the pier from CARR. The Captain attended a luncheon with CINCLANTFLT that same day. Later in the day, the Captain held CO's Call for E-3 and below. Friday, the 19th, was scheduled as a Navy Wide Safety Standdown. Prior to commencing the standdown the ship conducted a MSFD. The only event of the day other than safety lectures was SN [REDACTED]'s reenlistment ceremony in the Pilothouse. After working hours a "Fabulous Fifties" Join Up for the Officers took place at the Fleet Bar. The 20th and 21st were quiet, uneventful weekend duty days for the crew.

Hazmat Training was given to the Officers on the 22nd and OHSAT was completed with satisfactory results. On the 23rd, Divo/Dept Head training on CSMP/Supply was given by a SIMA representative and shipwide Hazmat Training was held. A GQ/MSFD was run at 0630 on the 24th. Divine Services were held onboard for Ash Wednesday by Chaplain [REDACTED]. CARR was visited by Drug Dogs on the 25th for a routine sweep. While the dogs searched, the crew held OBA/EEBD training. The 26th began with a GQ/MSFD, followed by a shipwide Field Day to continue to restore CARR to pre-shipyard cleanliness. Supply Dept went through a Zone Inspection and preparations were continued for LMA. CARR was assigned Visit Ship for the weekend of the 27th and 28th. Two Boy Scout Troops, totaling 48 Scouts, and approximately 30 other people toured the ship over the weekend. All the tours went well and the ship and crew were well presented to the public.

MARCH 1993

Chronology: 1-7 March Inport Charleston
8-9 March Ammo Onload WPNSTA Charleston
10 March Underway CHASOA
11-14 March Inport Charleston
15-19 March Underway JAXOA for PCM Eval/OPPE Preps
20-29 March Inport Charleston
30-31 March Underway CHASOA for OPPE preps

Narrative:

CARR began the month of March with a Logistics Maintenance Assessment(LMA). Catholic Divine Services and Chaplain' Call were performed by Chaplain [REDACTED] on the 1st. The LMA continued on the 2nd, conducting 3M spotchecks. Commodore Gnerlich paid the ship a visit to tour the Engineering Spaces. E-4 Advancement Exams were administered to 18 crewmembers. Work continued on the 0-2 Level and Hangar Bay nonskid as well as the Laundry Shipalt. Also on the 2nd, the Officer's held training on Electronic Warfare issues and Executive Officer's Investigation was held. A training General Quarters(GQ) was held on the 3rd for setting Zebra and to run a Combat Systems Training Team scenario. LMA and the Laundry Shipalt continued. CARR was guest to a tour group of 39 Educators from the Jacksonville, Florida area. The tour went very well and received many complements from the visitors. CO's NJP was also conducted on the 3rd. E-5 Advancement Exams were administered on the 4th as the LMA continued. The CO, XO and CMC attended an Ombudsman meeting. The LMA wrapped up on the 5th with Supply receiving a SAT (good in all areas), however the ship's 3M program will require a reinspection. The CO attended the Change of Command for USS ELROD(FFG-55). Following ELROD's Change of Command the CO, CSO and CICO attended a GWBGRU ASW Syndicate Videoteleconference. The ship also had a GQ/MSFD on the 5th. On the 6th, CARR was assigned Visit Ship for the day and received a total of 42 visitors onboard. A group of six Navy Reservists were onboard for their monthly training. One of the Wardroom, ENS [REDACTED], "tied the knot" on the 6th in a beautiful church service held in downtown Charleston. CARR was Visit Ship again on the 7th, receiving 75 visitors for the day.

A GQ/MSFD was the first event of the 8th followed by an Engineering Walk Through with the Commodore and DESRON Staff Material Officer. After Lunch, the ship got underway for the Naval Weapons Station for the post DSRA ammo onload. The onload began on the 9th with CARR receiving weapons from the Weapons Station and the USS JOHN L. HALL (FFG-32), moored across the pier. First Class Petty Officer Advancement Exams were administered on the 9th also. The ammo onload was completed on the 10th and the ship headed out to sea to test 1B GTM in the CHASOA. While out to sea, an Underway Noise Level Survey was also conducted on the 10th and the Aviation Assist Visit concluded. Engineers performed Hot/Cold Checks on the 11th. A Passive Countermeasures (PCM) OPEVAL Brief was held in the Wardroom and the CO/Engineer had a brief with CDS-4 on the OPPE POAM.

On the 12th, working hours were changed to 0630-1700 to help better prepare for upcoming OPPE, CSA and 3M reinspection. A GQ/MSFD was conducted as was a NAV Brief for departure on the 15th. The Operations Berthing passageway was the scene of a casualty when a Fire Main Valve failed, putting water on the deck. The flooding was quickly secured and the space dewatered. The Wardroom held a farewell party for LT [REDACTED] the evening of the 12th. A surprisingly violent winter storm struck the area on the 13th. High winds, rain and even some snow were experienced. The duty section onboard had to deal with wind gusts of 55-58 MPH for most of the day. The severe weather subsided by the 14th. Chaplain [REDACTED] was onboard for Catholic Divine Services.

CARR got underway on the 15th and headed for the Jacksonville OPAREA to conduct Engineering Drills and a Passive Counter Measures OPEVAL for our recent shipalt. 1B GTM was optested SAT, ending a year long intermittent vibration problem. XOI/CO's NJP also took place on the 15th.

On the 16th the ship was in the Jacksonville OPAREA conducting various Engineering training and drills. Heavy seas through the night of the 16th and on the 17th led to a re-evaluation of the status of "secure for sea" throughout the ship. Despite the very rough seas, the crew was able to hold a GQ/MSFD in AMR 3 and a set of Basic Engineering Casualty Control Exercises(BECCE's) was run. The ship spent the 18th conducting the PCM OPEVAL two miles off the coast of Jacksonville. The PCM OPEVAL was completed at 1830, at which time CARR began the transit back to Charleston. That evening another set of BECCE's was conducted. A MSFD in AMR-1 was completed on the 19th and the ETG Team onboard held a debrief. CARR was pierside again at 1830 on the 19th after a very successful week underway, our first significant operations in six months.

Two newly commissioned JAG Corps Officers, LTJG [REDACTED] and LTJG [REDACTED], reported aboard on the 20th for two weeks of shipboard training. Final preparations were made for CART II and a fresh water washdown of the ship was done on the 21st. CART II began on the 22nd with both CSTG and ETG onboard for the evaluation. A MSFD/GQ and a CSTT Scenario were conducted on the 23rd for CART II. On the 24th, two GQ's incorporating Abandon Ship and Emergency Destruction were held along with a CSTT Scenario and Man Overboard/Boat Recovery exercise. Events of the 25th included the CART II debrief, refuelling by barge, GMG 2 [REDACTED]'s reenlistment for six years and a material walk through of Engineering Spaces by a DESRON 4 representative.

A GQ for training was conducted on the 26th, and Engineering oral boards were given by CDS-4 personnel. Two CARR crewmembers were taken to the hospital on the 26th. GSM1 [REDACTED] passed out in the MER and DC3 [REDACTED] experienced severe abdominal pain. Both were treated and released. Catholic Divine Services were held onboard by Chaplain [REDACTED] in observance of Good Friday. On the 27th, the CO/XO/ENG conducted an Engineering space inspection. Preparations for getting underway on the 30th were nearing completion on the 28th.

ETG arrived on the 29th and observed Hot/Cold safety checks.

The Navbrief for getting underway on the 30th was held as was XO/Department Head SWO review board. CARR was underway on the 30th at 0730 headed for the CHASOA to conduct OPPE preparations

and training. An AM BECCE session was held with the final drill leading into a GQ drill. A second BECCE set and a CSTT scenario were run in the afternoon. Later in the afternoon, the leading edge of a major low pressure system pushed into the CHASN/JAX Oparea causing restricted visibility, 50-60 kt gusts and torrential rain. March ended with CARR pressing ahead and training hard for OPPE in May and the many evolutions to follow.

APRIL 1993

Chronology: 1-2 April Underway Jax Oparea
3-12 April Inport Charleston
13-15 April Underway Jax Oparea
16-19 April Inport Charleston
20-21 April In transit Mayport
22-26 April Port visit Mayport
27-29 April In transit Charleston
30 April Inport Charleston

Narrative:

The month of April was primarily one of intense preparation for CARR's upcoming OPPE in May. CARR began the month of April underway in the Jax Oparea conducting engineering training with Engineering Training Group (ETG) onboard to assist. Training included a General Quarters drill for major fuel oil leak in AMR 2, two full sets of Basic Engineering Casualty Control Exercises and one set of Engineering Evolutions. A Nav Brief was held for return to Charleston the afternoon of the 1st. Two TAD JAG Corps officers, LTJG [REDACTED] and LTJG [REDACTED], were frocked to LT in a ceremony on the flight deck. On the 2nd the ship set sea detail and sailed into the turning basin at 0530 to pick up a Main Reduction Gear (MRG) tech rep. CARR then returned to the Chasn Oparea to test the MRG. The MRG tested SAT and the ship returned to the NAVSTA, moored pier Q1A. The XO conducted a space walk-through on the 3rd and the CO reviewed E1 Division's PQS/Training program. The duty section on the 4th conducted cleaning/OPPE preps in preparation for Commodore Gnerlich's visit on the 5th and the CO was onboard to conduct a space walk-through.

Commodore Gnerlich arrived early on the 5th and proceeded with his material inspection of CARR accompanied by the CO. XOI/Mast was held on the 5th and two crewmen detached from the ship, MS1 [REDACTED] and GSE3 [REDACTED]. CARR had been scheduled to get underway on the 6th, but it was decided that it would be more productive to stay inport to conduct maintenance and diesel repairs. A three day 3M Assist Visit commenced on the 6th and OPPE preps continued. On the 7th, a training GQ was held. USS WAINRIGHT(CG-28) and USS HALYBURTON(FFG-40) returned from deployment to a host of waiting family and friends. A shipwide tagout standown was held on the 8th. The purpose of the standown was to re-emphasize the importance of basic tag out procedures. The 3M assist visit was completed on the 8th and FN Govoni was discharged from the Navy.

CDS-4 Chief Staff Officer conducted a material inspection for OPPE preps on the 9th, noting much improvement. CARR refueled on the 9th as well. FC1 [REDACTED] reenlisted for four years and LT [REDACTED] successfully completed an OOD/CDO board. Saturday, the 10th, the duty section was tasked with cleaning/space preservation in support of OPPE. The 11th was Easter Sunday and the duty section enjoyed Holiday Routine. It was a quiet day, with only preparations for hot/cold checks on Monday being conducted. Final underway preps and hot/cold checks were done on the 12th in preparation for Tuesday's underway. The Nav Brief was held the afternoon of the 12th.

The ship got underway on the 13th with a very smooth sea detail. CARR headed for the Jax Oparea to conduct OPPE preps/drills. There were many riders onboard for this underway period. CDS 4 ERAT was onboard to assist with OPPE preps, and the CHENG and MPA from R.G. Bradley (FFG-49) were onboard to observe OPPE preps. An EMI survey was also in progress on the 13th. A 76MM/CIWS PACFIRE and a 50 CAL FAMFIRE were conducted on the 14th. A set of BECCE's was run, leading into a GQ/MSFD for major fuel oil leak in AMR 2. Another set of BECCE's was completed the morning of the 15th prior to return to NAVSTA. MS3 [REDACTED] reenlisted on the O2 level while still underway. CARR pulled in to pier Q1A on the 15th. Refueling was conducted on the 16th and Commodore Gnerlich returned for another material inspection of Engineering spaces. RMC [REDACTED] and GSM1 [REDACTED] transferred from CARR on the 16th. A very successful EOOW board for CWO2 [REDACTED] also took place on the 16th. The CO/XO held an OPPE POAM review on the 17th. Underway preps and pre light off/hot and cold checks took place on the 18th.

On the 19th approximately 40 members/families from the Samuel B. Roberts Survivors Association and two sisters of Paul Henry Carr, USS CARR's namesake, were onboard for a ship tour. The tour went well and everyone involved had a great time. Hot and Cold checks, along with other underway preps, were completed for Tuesday's departure. The Nav Brief was held later in the afternoon. OSC(SW) Donohue successfully completed a CICWO board on the 19th. Underway for OPPE preps in the Jax Oparea enroute to Mayport on the 20th. A TACAN certification was satisfactorily completed on the way out of Charleston. Once in open seas, man overboard drills were conducted for junior officer to practice ship driving. I Division commenced on the 20th for newly reported personnel. Two TAD personnel, GSE2 [REDACTED] from ROBERT G. BRADLEY and GSM3 [REDACTED] from USS Taylor(FFG-50), and the CDS-4 Engineering team were riding the ship to assist in OPPE preps.

Three sets of BECCE's were conducted on the 21st, one in the morning, afternoon and evening. A GQ/MSFD was also conducted in the evening. A PACFIRE for CIWS/50 CAL was held on the 21st as well. More BECCE's and OPPE preps on the 22nd along with a GQ/MSFD. CARR pulled into Mayport and moored inboard of USS STARK (FFG-31). On the 23rd, a video inspection of experimental u/w hull tiles attached to the ship was conducted by SIMA Mayport divers. I Division continued and a Safety Committee meeting was held. The CO held NJP in the Pilothouse. On Saturday, the 24th, LTJG's [REDACTED], [REDACTED] and [REDACTED] went before a SWO qualification board, which they all successfully passed to achieve 1110 designations as Surface Warfare Officers. An Awards Ceremony followed at which a large number of CARR sailors were recognized for their outstanding achievements. A very successful ship's picnic was held on the beach on the 25th to help the crew relax after a busy week.

USS BOULDER (LST-1190) arrived on the 26th and CARR had to conduct a dead stick move to reposition outboard of BOULDER. Hot and cold checks took place on the 26th as did a Nav Brief for departing Mayport. The ship pulled out of Mayport at 0800 with ENS [REDACTED] conning her out for the first time. High winds and heavy seas greeted CARR once out to sea. OPPE preps were the order of the day with BECCE's and a GQ/MSFD in AMR 3. A CIWS PACFIRE was also conducted. More OPPE preps on the 28th with PEB

evolutions and BECCE's. Detect To Engage exercises were conducted by Combat Systems/Operations Department personnel with the assistance of a Lear Jet. A morning set of BECCE's and a GQ/MSFD were held on the 29th before the ship set Sea Detail for return to NAVSTA. CARR was pierside at Q4A at 1400. The 30th was a half day for the crew in recognition of the hard work that had been done in the last two weeks. April was a month of hard work in preparation for OPPE, but much progress was made and the ship was steadily regaining it's high state of operational readiness.

MAY 1993

Chronology: 01-11 May Inport Charleston, OPPE preps
12-13 May Underway for OPPE
14-20 May Inport Charleston
21-24 May Enroute Guantanamo Bay, CU
25-31 May Reftra Guantanamo Bay, CU

Narrative:

Final preparations for OPPE were in progress onboard CARR as May began. The BRAC Commission was touring the Naval Station in order to evaluate the feasibility of closing the Charleston Naval Base. On the 2nd, duty section personnel worked diligently to clear engineering discrepancies. Protestant Divine Services were held at 1015 with Chaplain [REDACTED]. OS1 [REDACTED] and FC1 [REDACTED] transferred on the 3rd. OPPE preps continued and LTJG [REDACTED] held QCI training. The CO had a meeting with CCDG-2 and CDS-4 on the 3rd. An INSURV POAM briefing was conducted at CDS-4.

On Tuesday, the 4th, CARR's OPPE rehearsal commenced with CDS-4 staff onboard to oversee the evolution. The ship did not get underway on the 5th as scheduled due to material discrepancies. Corrective work on the discrepancies commenced immediately. Engineering oral boards were held and PQS was reviewed. A berth shift was conducted on the 6th to support crane services that were needed. OPPE preps continued as Commodore Gnerlich visited the ship for OPPE rehearsal out-brief. XO1 was conducted on the 6th as well. Another berth shift took place on the 7th, taking CARR back to her previous berth. A ship wide field day commenced in an effort to bring CARR into a pristine state of cleanliness before OPPE. Happy news was received on the 7th as EN2 [REDACTED] became the proud father of a new baby girl. Commodore Gnerlich reviewed the ship's QA program and inspected AMR 3 on the 8th. Final OPPE preps were in progress on the 9th with CDS-4 staff onboard to assist.

Monday, the 10th, was the day before OPPE and both the ship and crew were ready to perform. The Propulsion Examining Board (PEB), who would be conducting CARR's OPPE, arrived in town and stayed at the BOQ on the 10th. YN1 [REDACTED] was reenlisted for four more years by LTJG [REDACTED]. PEB arrived on the ship at 0745 on the 11th to commence the OPPE. The examination began with Hot and Cold Checks and an admin program review. By 1600, all but two major discrepancies had been cleared. Admin program review continued late into the evening. CARR was underway on the 12th at 0600. The first drill set and the Main Space Fire Drill were completed. OPPE was completed on the 13th. The debrief revealed that the ship had passed the examination with an overall grade of good. The grades in the five major areas were: material-excellent, operations-good, level of knowledge-good, firefighting-good, admin-sat. A post-OPPE party was held on the 14th at the Sports Bar, with the CO buying the first round. The ship observed Ropeyarn Sunday on the 14th as well. Also on the 14th Commander Thomas D. Williams, IV, USN, reported as PCO and began the turnover process. At 1900, a Hail and Farewell for Commander Brown and Commander Williams was held at LT [REDACTED]'s house.

Saturday, the 15th, was Armed Forces Day and the base held an open house for the community. PCO turnover continued. The 16th was Holiday Routine for the crew. Change of Command preps were in progress for the ceremony on the 20th. Monday, the 17th, began a very busy week for the CARR. The day began with a morning berth shift from L4A to P4A in preparation for Change of Command. The ship then took on 30k gallon of fuel and commenced a 3M reinspection. EM1 [REDACTED] reenlisted for four more years on the O2 Level and the PCO had conferences with CDS-4 and COMCRUDESGRU TWO. The 18th was a very busy day on CARR as PCO/CO turnover continued along with preparations for the change of command and retirement ceremonies taking place later in the week. GMC(SW) [REDACTED] reenlisted on the 18th under the missile launcher in what would be Commander Brown's final reenlistment as CO of CARR. Also on the 18th, Chaplain's Call was held with Chaplain [REDACTED], CO's NJP was conducted and LTJG [REDACTED] successfully completed his OOD underway qualification board.

The main event for the ship on the 19th was the retirement of CW03 [REDACTED] after twenty three years of distinguished service. Family and friends were present along with most of the ship's crew to wish him well in his transition to civilian life. The 3M inspection team held an outbrief on the 19th, giving the ship a SAT. There was also a change of command rehearsal, and the final preparations were made for the next day's ceremony. On Thursday, May 20, 1993 CDR C.L. Brown was formally relieved of duties as Commanding Officer, USS CARR (FFG-52) by CDR Thomas D. Williams, IV. RADM McDevitt, COMCRUDESGRU TWO, was present as the guest speaker along with a host of family and friends of both CDR Brown and CDR Williams. The weather was very cooperative and the ceremony was enjoyed by all present.

The next day the ship departed the NAVSTA at 0700 to begin the transit to Guantanamo Bay, Cuba (GTMO) for Refresher Training. A team of FTG riders were embarked to conduct DC training on the way down. A training GQ was held for checking the setting of Zebra. Good training took place on the 22nd as a morning and evening GQ were conducted. The evening GQ included a lightoff of the counter measure washdown system. CARR met USS UNDERWOOD (FFG-36) in the OPAREA and conducted some training of opportunity, consisting of DIVTACS and a PUBEX. The 23rd was dedicated to correcting Yoke/Zebra/CCOL discrepancies throughout the ship. The navigation brief for entering Guantanamo Bay was held in the wardroom on the 23rd along with an operations brief covering the conduct of operations while attached to CTG 43.2. The new CO ate lunch with the CPO's and held CO's call with all the First Class PO's in order to explain his command philosophy and get some feedback.

CARR pulled into GTMO at 0619 on the 24th ready to train. The CO made courtesy visits to COMFTG, COMNAVBASE GTMO and CO SIMA. DC training was the focus of day one with all three inport emergency teams going through the wet trainer and DC inport drills being run for each section. The ship also refueled on the 24th. On the 25th, 145 crewmembers attended CBR training which lasted all morning and concluded with a visit to the gas chamber to experience tear gas first hand. The Signalman were able to conduct signal drills in the afternoon. The helo fire fighting team received crash on deck training and another set of inport DC drills was run for each duty section IET. The crew was rewarded

for their hard work with a barbeque on the pier for dinner.

Wednesday, the 26th, was the first underway training day in GTMO. A wide range of exercises were conducted beginning with low visibility navigation on the way out of the bay. Soon after securing from Sea and Anchor Detail, a CON-1-EX was conducted. The CON-1-EX simulated massive damage to the ship in order to flex the crew's ability to handle a wide variety of damage simultaneously. In CIC, a CSTT scenario was conducted during the CON-1-EX, and a 76mm PACFIRE was completed following it. A surprise man overboard drill was called away by FTG to test the ship's initial reactions. The last training event of the day was the precision anchoring conducted in the bay itself. CARR had done well on the first day of underway drills, but there was room for improvement. Once pierside, another cookout was held on the pier for the crew. The 27th was much like the previous day, beginning with a low-visibility navigation detail, followed by a CON-1-EX and concluding with a precision anchoring on the way back in to port. The 28th consisted of the standard exercises along with a mooring to a buoy, tow and be towed and mini-mass conflag with CBR defense. The ship stayed out overnight on the 28th in order to conduct a set of BECCE's and a Sonar Self Noise Test.

CARR became involved in an actual SAR mission on the 28th when a man was reported overboard from a small fishing vessel. CARR assumed duties as On Scene Commander and was soon joined by two U.S. Coast Guard aircraft. After several hours of searching, the effort was called off without the man being found. CARR returned to port on the 29th and after a shipwide field-day, liberty call was put down. All Officers were assembled in the Wardroom to witness the promotion of ENS [REDACTED] and ENS [REDACTED] to LTJG. As a result of ENS [REDACTED]'s promotion, ENS [REDACTED] assumed duties as the Bull Ensign. A grand ship's picnic was held on the 30th at Phillip's Park with plenty of food and drink for all and snorkeling gear available to explore the nearby reefs. Monday, the 31st, the ship was at full dress ship to celebrate Memorial Day. LT [REDACTED] was promoted to LCDR on the 31st.

CARR ended the month of May in GTMO with one week of training remaining before the much anticipated return to Charleston.

JUNE 1993

Chronology: 01-04 June Reftra Guantanamo Bay, Cuba
 05-06 June Transit GTMO-CHASN
 07-31 June Inport Charleston, SC

Narrative:

The month of June began with CARR sailors training hard in the midst of Refresher Training in Guantanamo Bay, Cuba. Drills conducted on the 1st were: low visibility navigation, swept channel navigation, CON-1-EX, and .50 Cal firing. The recent practice in man-overboard procedures paid off when a CARR sailor unexpectedly went over the side in rough seas. A shipboard recovery was promptly executed and the man was recovered without injury. The ship returned to port and was moored by 1700.

CARR was underway at 0600 on the 2nd for more evolutions. A surface gunnery exercise was conducted with TDT's firing the 76mm gun against a "Killer Tomato" target. A man-overboard drill was called away later in the day. The ship performed a precision anchorage drill on the way into the bay to drop off the FTG riders. After the riders departed, CARR headed back out to the oparea to conduct BECCES. The ST's managed to complete a sonar self noise evaluation on the Mid-Watch. The 3rd began with a Med Moor drill at 0800. The full scale Mass Conflag drill commenced at 0930 and did not secure until 1330. The whole crew was involved in this very elaborate damage control exercise which was designed to flex the entire range of damage control capabilities of the ship. The crew succeeded in saving the ship from "sinking" through their diligent and knowledgeable efforts. CARR returned to port following the Mass Conflag drill and was moored by 1500. Refueling commenced and a fishing boat was loaded into the port helo hangar for transport back to Charleston. Commander, FTG GTMO, Commodore Grieve, and his wife [REDACTED] were aboard on the 3rd as dinner guests in the Wardroom.

CARR was underway early on the 4th to begin the final day of Reftra. Leap Frogs and Manila Highline transfers were conducted with USS PORTLAND (LSD-37). A man overboard drill with boat recovery was also conducted. The ship returned to drop off the FTG riders via small boat, then turned around and began the transit home. A navigation brief was held for the Windward/Crooked Island Passage transit that would occur during the night. A set of BECCES was conducted on the 5th. The crew relaxed with a Bingo Night on the 5th, which was sponsored by the First Class Association in support of Navy Marine Corps Relief Society Fund Drive. The homeward voyage continued on the 6th. A .45 Cal/M-14 Fam Fire was held on the flight deck. Pizza Night on the Messdecks the night of the 6th helped the crew celebrate arriving home the following afternoon.

Just prior to arrival at the sea buoy on the 7th, DTE's were conducted with a previously scheduled Lear jet. CARR moored starboard side to, bow out berth N4A at 1300 on the 7th. Liberty call was put down as soon as shore services were connected, trash was removed and the private fishing boat that was carried from GTMO as a lift of opportunity was offloaded. The ship refueled on the 8th. Rehabilitation work commenced on all three crew's lounges and the mess decks. An Avcert tech assist began, and Combat Systems Training Group (CSTG) arrived onboard and began

connecting the 20B5 van to the ship in preparation for a three week training period. Also on the 8th, FC2 [REDACTED] was reenlisted by the CO. Activity in all areas continued on the 9th. The CO and XO attended a briefing with the INSURV senior member, Captain Pratt, who was onboard for a visit. Officer training on CARR's communications capabilities was given by LTJG [REDACTED] on the 10th. Duty Section One Inport Emergency Team attended Firefighting Team Trainer on the 11th. A group of 25 Boy Scouts were onboard the 11th for a ship tour. EMC [REDACTED] reenlisted onboard in CCS. The 12th and 13th were quiet weekend duty days for the duty sections.

Training continued with CSTG/20B5 on the 14th. The focus for the weeks training was AAW. Petty Officer Indoctrination commenced on the 14th for all newly promoted Third Class Petty Officers. The semi-annual Physical Readiness Test took place on the 15th, and duty section three Inport Emergency Team attended Firefighting Team Trainer. The CO attended the Decommissioning Ceremony for USS MAHAN (DDG-42). Also on the 15th, Chaplain [REDACTED] was onboard conducting Catholic Divine Services and Officer Training was given by the MPA on Gas Turbine Modules. More training occurred on the 16th with CSTG still onboard and duty sections two and three attending Firefighting Team Trainer. The CO conducted a Zone Inspection of First Division's external spaces on the 16th. A group of 30 educators from Ohio were given a tour of the ship, which they enjoyed immensely. Planning Board For Training (PB4T) met on the 17th and Petty Officer Indoctrination was completed. Engineering Department had a Zone Inspection on the 18th and the Midshipmen departed the ship as well. CARR was assigned visit ship on the 19th and 20th. A group of 25 Cub Scouts toured the ship on the 19th.

CSTG was back onboard Monday, the 21st, to conduct more Combat Systems training. Chaplain's Call was held on the 22nd with Chaplain [REDACTED]. Also on the 22nd, a NATO Secret Inspection was completed and the last PRT was given for stragglers. CSTG training continued on the 23rd. DESRON FOUR Safety Officer was onboard on the 24th to conduct a safety walk-through of the ship. A personnel inspection was conducted on the 25th with E6 and below in white jumpers and E7 and above in summer whites. Following the inspection all hands assembled on the flight deck for an Awards Ceremony. A large percentage of the crew received awards for their efforts during OPPE and REFTRA. CSTG conducted their outbrief with the CO on the 25th. Saturday, the 26th was a quiet day for the duty section with the only noteworthy event being the arrival of two Midshipmen 1st Class for their summer training period. On Sunday, Chaplain [REDACTED] held Protestant Divine Services.

I-Division commenced on the 28th for newly reported personnel. A team of OS's and STG's from the ship began a week of 14A12 ASW Team Training at Fleet Minewarfare Training Center and the CO began a week of TQL School. A third Midshipman 1st Class reported onboard on the 28th for summer training. The base lost power on the 29th and the ship had to bring up the standby SSDG for power until shore power was restored. I-Division continued on the 29th. Operations Department had a Zone Inspection on the 30th. June was a very productive month for CARR. Great progress was made in training and material readiness of the ship.

JULY 1993

Chronology: 01-07 July Inport Charleston, SC
08 July Underway UMI rehearsal
09-13 July Inport Charleston, SC
14 July Underway UMI rehearsal
15-19 July Inport Charleston, SC
20 July Underway UMI
21-31 July Inport Charleston, SC

Narrative:

July began with COMGWBATGRU embarked on CARR. On the 1st, all Officers/CPO's attended training on hurricane readiness. I-Division was completed for newly arrived personnel and the 14A12 ASW Trainer continued. A zone inspection for Combat Systems Department was conducted on the 2nd. Beginning on the 3rd, CARR was visit ship for the Fourth of July Holiday weekend. A Department of Youth Services group toured the ship on the 3rd. Holiday Routine was in effect for the duty section on July 4th, with ship tours being the main activity. Over 120 people toured the ship on the 4th. Chaplain [REDACTED] was onboard on the 4th administering Catholic Divine Services. Holiday Routine was again in effect on the 5th and the ship was at full dress ship as Independence Day was observed. A severe thunderstorm struck on the 5th causing the ship to lose it's forward dress cable and suffer some minor damage to topside gear.

Two Midshipmen Second Class, [REDACTED] and [REDACTED], reported aboard on the 6th for training. Chaplains call was held with Chaplain [REDACTED]. An Aviation Readiness Evaluation (ARE) also began on the 6th. The ship began an INSURV rehearsal on the 7th, and prepared to get underway the following day. ARE continued and Executive Officer's Inquiry was conducted. CARR was underway at 0600 on the 8th for UMI rehearsal. A full power run was completed satisfactorily and dummy chaff rounds were fired for SRBOC certification. The ship returned to port at 2000 that evening. A shipwide safety standdown occurred on the 9th. All officers and CPO's conducted space walk-throughs looking for safety discrepancies. CO's Mast was held and the ARE was completed. First Division personnel replaced two detachable links in the anchor chain on the 10th. The Naval Base lost power on the 11th, forcing the ship to switch to ship's power for six hours.

Shore power was lost for about ten minutes on the 12th due to a problem with the pier connections, the problem was quickly corrected. A SWO Qualification review board and a Safety Council meeting were conducted on the 12th. Also on the 12th, LTJG [REDACTED] successfully completed a Command Duty Officer board. A navigation brief was held on the 13th for next day's underway for UMI rehearsal. EM3 [REDACTED] successfully completed a difficult Enlisted Surface Warfare Specialist qualification board. Chaplain [REDACTED] was onboard on the 13th for Chaplains Call. The ship was underway at 0600 on the 14th. The day's evolutions included an anchor drop test, detect to engage, small boat ops, and a test of the counter measure washdown system.

CARR's CIWS mount was removed on the 15th in preparation for a replacement mount. The ship's crew was assembled on the flight deck on the 15th for a Frocking Ceremony. The following CARR

sailors were frocked: DK1 [REDACTED], QM2 [REDACTED], EN2 [REDACTED], OS2 [REDACTED], QM3 [REDACTED], PN3 [REDACTED], BM3 [REDACTED], YN3 [REDACTED], EN3 [REDACTED], RM3 [REDACTED], BM3 [REDACTED], and IC3 [REDACTED]. On the 16th, a group of 35 Sheriff's Day Camp Youth were onboard for a tour. There was some excitement on the tour as flooding was detected in the AC Machinery room and the section three Inport Emergency Team was called away. Some of the tour group were slightly alarmed by the flood, but it was not serious and their worry was quickly dispelled. The cause of the flood was a firemain leak. A shipwide field day was done on the 16th to get the ship clean for the INSURV inspectors. The 17th was a work day to put the finishing touches on INSURV preparations. Sunday's duty section put the final touches on the ship the day before INSURV began. Chaplain [REDACTED] was onboard for Catholic Divine Services on the 18th as well.

INSURV began on the 19th, with the inspectors arriving onboard at 1230. After the inbrief, the Senior Inspector began space walkthroughs with the CO. Day two began with the ship getting underway at 0700. The underway portion of INSURV went smoothly with successful completion of the full power trial, anchor drop test, and ASW evolutions. CARR moored at pier Quebec, berth 1A at 2100 on the 20th after a very long day in the OPAREA. INSURV continued on the 21st with the equipment open and inspect phase. Initial INSURV Board reports were received on the 22nd. GSM3 [REDACTED] was reenlisted by the CO on the 22nd. The INSURV inspectors held their outbrief on the 23rd, and Commodore Gnerlich was onboard to hear the results. CARR was found fit for further service by the INSURV Board.

The ship experienced a loss of 400Hz power on the 24th when two SFC's tripped off line due to power surges from shore power. The problem turned out to be some blown fuses, and the EM's quickly corrected it. Sunday, the 25th, was Holiday Routine for the duty section. The only event conducted for the day was communications checks for the following week's Surface Warfare Training Week (SWTW).

SWTW 4-93 began on the 26th. The ship refueled in the morning and conducted a berth shift from bow in to bow out at Q1A in the afternoon. After the first day's SWTW events, CARR was atop the standings in first place. Sonar Source Level measurements were completed and divers were conducting screw maintenance. On the 28th, CARR was still holding on to first place in the SWTW standings. Standards of Conduct training began for the entire crew on the 28th. Ropeyarn Sunday was observed on the 28th. SWTW continued on the 29th, as did Standards of Conduct Training. The CO, XO, and CMC attended a luncheon with the Ombudsman and the Carr Family Association President on the 29th. The CO then attended a CO's conference in the afternoon. SWTW concluded on the 30th with the motor whale boat regatta and a chili cook off. CARR ended up in 5th place overall in the SWTW standings. The upgrade to the AN/SLQ-25A NIXIE system began on the 30th. Also on the 30th, GSE2 [REDACTED] qualified as Engineering Officer of the Watch after passing a very thorough oral board. The new NIXIE installation continued on the 31st.

July ended with the ship taking a quick breather as the crew geared up for the next challenge, the Combat Systems Assessment, coming at the end of August.

August 1993

Chronology: 01-15 August Inport Charleston
 16-20 August Underway CHASOA CSA Preps
 21-29 August Inport Chasn
 30-31 August Underway CHASOA CSA

Narrative:

August began with CARR inport making dedicated preparations for the upcoming Combat Systems Assessment at the end of the month. August 1st was a Sunday and the only noteworthy event was the arrival of several reservists who reported for two weeks of training. Combat Systems Training Group (CSTG) came aboard on Monday, August 2nd, to begin a three week Combat Systems Limited Team Training period. ORDALTS to AN/SLQ-25 NIXIE and MK50 Mods to the torpedo tubes were in progress on Monday also. On the 3rd, RADM Wright, prospective COMCRUDESGRU TWELVE, visited CARR and spoke to the Wardroom and CPO mess concerning the upcoming deployment. Five officers, including the CO and XO, attended the first day of a three day Law of the Sea/ROE Seminar at Fleet and Mine Warfare Training Center. A freak storm struck the area on the 4th, and high wind gusts of up to 50 knots were experienced. Catholic Divine Services were held on the 4th with Chaplain [REDACTED]. A new crewmember, GMGSN [REDACTED], reported aboard on the 5th and the monthly Ombudsman meeting was held as well. The Law of the Sea/ROE Seminar concluded on the 5th. The rest of the week the ship was busy with CSA preps/scenarios and the NIXIE/MK50 ordalts continuing.

The following week, CSTG was again going to be onboard all week to train CARR's Combat Systems Training Team (CSTT). Replacement RAST RSD's were received on the 9th and installation began. Also on the 9th, I-Division commenced for newly reported crewmembers. CSTT training and RSD installation continued on the 10th, as did I-Division. CARR was visited by the XO of the NAVBASE and a troop of Boy Scouts on the 10th. The CO attended a luncheon with Joseph Pallone, a staff member from the Senate Armed Services Committee, on the 11th. Chaplain's Call was held with Chaplain [REDACTED]. CDS-4, Commodore Gnerlich, toured the ship on the 12th and went away pleased with the preparations CARR was making for their CSA. QM2 [REDACTED] was reenlisted by LTJG [REDACTED] on the 12th. Combat Systems training continued on the 13th as did the NIXIE/MK50 ordalts. A navigation brief was held on the 13th for getting underway on the 16th. The weekend duty sections were kept busy with pre-underway preps on Saturday and Sunday.

CARR was underway at 0740 on the 16th and headed for the Charleston OPAREA for a week of Combat Systems Limited Team Training. Events conducted on the 16th included a DTE, 76MM/CIWS PACFIRE, man overboard drill, and a set of BECCE's. On the 17th, CSTT ran scenarios in CIC all day and another DTE was conducted. There was a DCTT brief and an EOW seminar was held. An at sea fire drill utilizing the Flying Squad and a man overboard drill were also accomplished on the 17th. A GQ drill and an Admin Flight Quarters were conducted on the 18th. A surface/air gunex was completed later in the day on the 18th. CARR anchored overnight in the OPAREA on the 18th in order to conduct a sonar self-noise evaluation. More CSTT scenarios were conducted on the

19th. The Motor Whale Boat was exercised for awhile on the 19th. Later on, a navigation brief was held for returning to homeport the next day, and a set of BECCE's was run that night.

A GQ/MSFD was conducted on the morning of the 20th along with a DTE/EW Trackex. Small boat training was also conducted prior to returning to homeport. On the way in to Charleston, CARR conducted DIV-TACS with USS MOOSEBRUGGER (DD-980) as she was also returning. CARR was moored at pier Lima by 1230 on the 20th. The weekend of 21-22 August was uneventful, with only routine duty section activity occurring.

The NGFS Mobile Team Trainer was onboard Monday morning, August 23rd, for a day and a half of training. LT [REDACTED], the prospective CSO, reported for duty on the 23rd. A dead-stick berth shift from pier Lima to Quebec 1A was completed later in the afternoon. The ship refueled the morning of the 24th. NGFS training finished up before lunchtime. Very valuable training was received from the NGFS Mobile Team. LTJG [REDACTED] completed a very successful EOOW board on the 24th. CSA preparations became the focus of the ship on the 25th. CARR was visited by COMCARGRU FOUR Chief Staff Officer on the 26th. The ship's emergency reaction team was exercised on the 26th as a class "C" fire broke out on the pier at the shore power cable junction box. Power was secured quickly and the fire was extinguished almost immediately, with the only damage being one fried shore power cable. Chaplain's Call was held with Chaplain [REDACTED].

Hurricane condition four was set on the 27th due to the approach of Hurricane Emily. An emergency sortie order for all Charleston ships was issued and a berthing conference was held to finalize the plan. A navigation brief was held for the emergency sortie, if it occurred, and departure for CSA. Despite the emergency, CSA preps continued uninterrupted. A retirement ceremony for BMCS [REDACTED] was held onboard on the 27th as was a reenlistment ceremony for BM1 [REDACTED]. CARR was named HURREVAC helicopter ship for the sortie and embarked a helo detachment, HSL 46 DET 10 from Mayport on the 28th. The sortie was scheduled for the 29th as Emily approached. CARR's CSA had been postponed until the 31st or TBD, depending on what happened with the hurricane. The entire crew was onboard on Sunday, the 29th, for an anticipated sortie at 0750. The sortie was immediately postponed as the track of the hurricane became less threatening to Charleston. All non-duty section personnel were sent home at 1330, but were still on a four hour standby in case Emily altered her track again and became a threat. By the 30th, it was apparent that Emily was going to strike North Carolina, and Charleston was out of danger. A berth shift from Q1A to pier November was conducted and the ship made final preps for the commencement of CSA the following day. CSA began on the final day of August. After months of hard work preparing for this inspection, the ship and crew were at peak readiness. CARR was underway at 1105 and made her way into the OPAREA to conduct a DTE for the inspection. The first day of CSA went very well except for an unexpected casualty to CIWS.

September 1993

Chronology: 01 September Underway for CSA
 02-13 September Inport Charleston
 13-15 September Underway with ETG/CSTG Embarked
 16-19 September Port Visit, Port Canaveral, FL
 20 September Underway enroute RTHP
 21-30 September Inport Charleston

Narrative:

September began with CARR underway in the oparea continuing her Combat System's Assessment which had begun on 31 Aug. Day two of CSA consisted of scenarios for both watch sections. CSA was completed on the 2nd as CARR returned to Charleston. A debrief was held with CSTG and CDS-4. The ship received a conditional passing grade for CSA due to the CIWS casualty preventing the demonstration of a successful DTE. Unfortunately, CSTG did not grant the ship a tactical harpoon certification. A requalification date was set for 23 September.

On the 3rd, YN3 [REDACTED] reenlisted onboard. Later that evening, the Wardroom held a Hail and Farewell welcoming LT [REDACTED] and bidding farewell to LT [REDACTED]. The weekend of the 4th and 5th was uneventful due to it being Labor Day weekend. Monday was a holiday, and Holiday Routine was observed on the ship. CSRR and ASRR inbriefs were held on the 7th. A JOTS II installation brief was conducted on the 8th. CSRR and ASRR continued for the rest of the week.

CARR got underway on the 13th for a week of ETG evolutions and preparations for Harpoon requalification. Hot and cold checks were completed prior to getting underway. A DTE exercise was conducted once the ship was in the oparea. It was graded by a CSTG rider, receiving a passing grade and removing the conditional from CARR's CSA grade. The engineers conducted evolution training the evening of the 13th. A main space fire drill (MSFD) was conducted on the 14th along with evolution training and a set of BECCE's. Helo Ops were conducted with HSL 44 later in the day. Flight quarters was held on the 15th for a part delivery. CARR provided target of opportunity for some S-3's to conduct OTHT training. Man overboard/MWB ops were conducted. A MSFD, BECCE set, engineering oral boards, CSTT scenario, and JO shiphandling training were also completed on the 15th.

The ship pulled into Port Canaveral early on the 16th and immediately refueled. After refueling, a berth shift was conducted. Once the brow was over, a welcoming committee came aboard to give a port brief. After a quick Officer's Call and Quarters to disseminate information on the port, liberty call was put down for all hands. Port Canaveral turned out to be a great port visit for the whole crew. Many tours were offered to Disney World, Universal Studios, and Kennedy Space Center; Cocoa Beach was a short bus ride away. Many people from the area toured the ship over the weekend including a local JNROTC Unit. A CHINFO PAO and a reporter and photographer from the Tulsa World News, Tulsa, OK joined the ship on the 19th. They embarked in order to do a news

story on USS CARR and her namesake, Paul Henry Carr, a native of Oklahoma. CARR got underway on the 20th and headed for home. The ship wanted to show the newsmen as much of her capabilities as possible, so a CIWS/76mm PACFIRE was conducted in conjunction with a GQ. Following that evolution, a helo from HSL-44 rendezvoused with the ship and took the newspaper photographer up for a photoex. A man overboard/boat ops evolution was also squeezed into the schedule on the 20th.

CARR moored at berth P1A on the 21st and commenced an IMAV immediately. The Tulsa World News reporter and photographer and CHINFO PAO departed the ship. Final Harpoon re-certification preparations were conducted on the 21st and 22nd. CPO initiation and pinning ceremony was held on the 22nd for EWC(SW) [REDACTED]. The highly anticipated Harpoon Tactical Certification took place on the 23rd. The day consisted of two complex, multi-threat scenarios, one run by each watch section. The following day, CSTG held an outbrief which was attended by Commodore Gnerlich, CDS-4. CSTG recommended that CARR be granted Harpoon certification. Also on the 24th, officer training on COMPTUEX was held.

An unfortunate incident occurred at approximately 0300 on the 25th when the ship's motor whale boat (MWB) was swamped due to being trapped under the pier by the rising tide. SIMA was onboard early that morning and began conducting overhaul of MWB mechanical/electrical systems. Installation of JOTS II and ARR 75 antenna continued on the 25th. Preparations were made on the 26th for an early Monday morning berth shift from P1A to P4A. A new crewmember, GMG1 [REDACTED], checked onboard on the 26th. The berth shift occurred as scheduled at 0630 on the 27th. I-Division for new personnel began and a CFC kick off meeting was held. Officer training was conducted after lunch on the 27th. IMAV and I-Division continued through the 30th, as did officer training. The CO, XO, OPS, CSO, ORDO, and ASWO attended an AFWTF video teleconference on the 30th. September ended with CARR inport in the middle of an IMAV, with several major equipment changes in progress (i.e. JOTS II, RHIB install), and preparations for COMPTUEX in full swing.

OCTOBER 1993

Chronology: 01-11 October Inport Charleston
12 October Weapon Station/Ordnance Onload
13 October Inport Charleston
14-24 October Underway COMPTUEX 1-94
24-27 October Port visit San Juan PR
28-31 October Underway COMPTUEX 1-94

Narrative:

Carr began the month of October pierside at the Naval Station continuing an IMAV. There was a CCDG 2 CO/XO meeting at FMWTC on the 1st. Officer and CPO training on COMPTUEX was conducted in the Wardroom in preparation for the impending exercise. The IMAV continued on the 2nd. Installation of the new RHIB boat, replacing the Motor Whale Boat, commenced on the 3rd, and IMAV work continued. The CO, XO, OPS, CSO, CICO, ASWO, EWC, and both OSC's attended a MIF brief given by CDS 24 at FMWTC on the 4th. It was a very informative brief, and it left no doubt that CARR would see some time in the Red Sea during the coming deployment. More Officer training for COMPTUEX was held in the wardroom on the 4th.

A half day Safety Stand-down was conducted on the 5th. The focus of the stand-down was safety during extended operations at sea in preparation for COMPTUEX. Another installment in the continuing series of COMPTUEX Officer training lectures was given on the 5th. OC Division (Radiomen) was put to the test during a TYCOMEX on the 5th, which they passed with a score of 98.6. LT [REDACTED], the ship's CSO for the past 17 months, permanently detached from the ship at 0900 on the 6th. The CSO, OPS, ASWO, and CICO attended an ASWPT Video Teleconference in preparation for COMPTUEX on the 6th. Also on the 6th, twelve SRBOC rounds were transferred from USS HAWES (FFG 53) to CARR.

A COMNAVSURFLANT representative was onboard on the 7th to conduct a shipwide PQS assist visit. The ship refueled on the 7th. Other events on the 7th were CO's NJP, Officer's training, and an Executive Steering Committee meeting. There were a trio of reenlistments on the 8th as ET1 [REDACTED], RM2 [REDACTED], and BM3 [REDACTED] all signed on for another hitch. The XO attended a Jenkin's Orphanage Dedication Ceremony on the 8th. LT [REDACTED] successfully completed a CMS inspection. Also on the 8th, Officer training, Navigation brief, and weapons onload brief were conducted in the wardroom.

NAVSEA reps were onboard on the 9th working CASREPS on the 76mm gun mount and the SFC's. The IMAV was ongoing on the 10th as was the boat davit modification to accommodate the new RHIB. The ship shifted from shore power to ship's power on the 11th in preparation for the early underway to the Weapons Station the following day. The RHIB installation was completed on the 11th. CARR was underway early on the 12th transitting up the Cooper River to the Weapons Station for an ammo onload. The onload consisted of four Harpoons, six SM-1's, and a small amount of 76mm and small arms ammo. The onload was completed safely and swiftly and CARR was back at the Naval Station by 1730. Also on the 12th, two OSSN's from the Taylor checked onboard TAD for COMPTUEX. HSL-44 Det 4 personnel checked onboard on the 13th and

the IMAV outbrief was held.

CARR was scheduled to get underway for COMPTUEX 1-94 at 1000 on the 14th. Prior to departing, a navigation brief/PACFIRE brief was held in the Wardroom. The ship was underway as scheduled. Once past the sea buoy, a 76mm/CIWS PACFIRE was conducted. Helo fly on followed immediately after the PACFIRE had secured. Week One Work Ups (WOWU) were scheduled for the first two days underway. A helo crash/smash drill was completed on day one as well as a safety brief. Also on the 14th, small boat ops were conducted to test out the new RHIB boat. Friday the 15th was payday for the crew. WOWU continued along with many other evolutions, such as PB4T, Officer Training, and small boat ops. CARR rendezvoused with USS TAYLOR (FFG-50) on the afternoon of the 15th. Later in the evening, CARR and TAYLOR rendezvoused with Yellow SAG for the ASWPT portion of COMPTUEX. ASWPT commenced on the 16th with Sub Familiarization. ASWPT continued on the 17th. CDS-24 visited the ship on the 17th and spoke with the Officers and CPO's about deployment issues.

All ships in Yellow SAG had an UNREP on the 18th with USS MOUNT BAKER (AE-34) and USS MONONGAHELA (AO-178). A VERTREP of ammunition and some stores was completed with the MOUNT BAKER prior to the ship going alongside the MONONGAHELA for fuel. The 19th consisted of several ASWPT events. ASWPT wrapped up on the 20th, and COMPTUEX events commenced. Preparations were made for the following day's SAMSLEX. The SAMSLEX commenced at 0600 on the 21st. CARR fired two telemetry SM-1's, both shots were good, however, one missile lost it's internal control guidance mid-flight and veered off target. The big event on the 22nd was NGFS on the Vieques range. CARR successfully fired 38 rounds of 76mm HE/PD on the range. Other events of the day included an R&A drill with MT BAKER, GQ/MSFD, flight quarters, and an UNREP with MONONGAHELA.

Early on the 23rd, CARR was on the AFWTF range preparing for a TORPEX. Two torps were fired successfully, one from the SVTT and one from the SH-60B helo. Under rainy conditions, a VBSS exercise was conducted with the MONONGAHELA. Both ships received valuable training from this event. Following the VBSS drill, CARR headed to the Underwater Test Range to set up for the SSRNM. The SSRNM was long and tedious but was finally completed early AM on the 24th. Immediately following completion of the SSRNM, CARR began transitting to San Juan, PR for a three day port visit.

CARR arrived in San Juan at 1230 on the 24th and moored at Pan American East pier. The crew enjoyed maximum liberty on the 25th and 26th, experiencing as much of San Juan as possible. The ship was underway at 0730 from San Juan on the 27th enroute to rendezvous with USS SARATOGA (CV-60). CARR conducted an UNREP/HILINE transfer with SARATOGA. Following the UNREP, CARR was assigned plane guard duties for the remainder of the day. Later in the afternoon, the ship participated in a DTE exercise and some ELW exercises.

The 28th began with two live firing exercises, ASU-6-SF (SEPTAR) and ASU-8-SF (SLED). The 76mm performed well in both exercises. RADM Wright, CCDG-12, paid the ship a visit and spoke to the crew over the 1MC. On the evening of the 28th CARR had an UNREP with MONONGAHELA. The 29th was a busy day for CARR with AAW-12-SF, AAW-21-SF, ASU-6-SF, and ASU-8-SF exercises being

conducted with USS PHILIPPINE SEA (CG-58). The ship and Magnum 452 conducted SAR assistance for a small boat that had engine problems on the 29th. CARR rendezvoused with SARATOGA again on the 29th for COMEX of ITA portion of COMPTUEX. The 30th was day one of the ITA. The entire battle group was together for the opposed RAS event. CARR was assigned plane guard following her RAS with MONONGAHELA. Day two of ITA on the 31st consisted of assorted events for the battle group. The 31st was also Halloween, and the crew celebrated as best they could.

NOVEMBER 1993

Chronology: 01-04 November COMPTUEX 1-94
05-30 November Inport Charleston

Narrative:

The month of November began with CARR underway in the North Puerto Rican Oparea conducting the ITA portion of COMPTUEX 1-94. The ITA was completed on the 1st, and the ships began transiting to their respective homeports. A RAS with USS MONONGOHELA (AO 178) was conducted on the 2nd. All clocks were retarded one hour on the 2nd. Homeward transit continued on the 3rd. The ship conducted leaprogs, DIVTACS in the morning, and was assigned plane guard duties for USS SARATOGA (CV 60) the remainder of the day. COMPTUEX was officially over on the 4th and CARR was detached from the BG to proceed to Charleston. A man overboard drill with boat recovery was initiated shortly after detaching. A nav-brief for RTHP was held in the wardroom. Also on the 4th, Two new EOOW's were qualified after successfully completing an oral review board.

CARR was pierside, berth Q3A, at 0900 on Friday, the 5th, and a much anticipated liberty call was quickly put down. The weekend of the 6th and 7th was quiet for the respective duty sections, with nothing out of the ordinary occurring. On Monday, the 8th, an IMAV, CSRR Phase II, and GTRR commenced, and inbriefs were held for MK-92 upgrade and IMMARSAT installation. IMAV, CSRR Phase II, and GTRR continued through the 12th. The 11th was Veteran's Day, and CARR observed it as a holiday. The 13th and 14th were quiet duty days for the respective duty sections.

Monday, the 15th, was day one of the shipwide TQL Blitz. Forty E-5 and above from the ship went to an all day Process Improvement Seminar at FMWTC in order to introduce more people to TQL. A shipwide cableway inspection began on the 15th. Twenty seven more CARR crewmembers attended the Process Improvement Seminar the following day. Feedback from the seminar was very positive. SIMA divers worked on 4 and 5 fire pumps on the 18th. XO attended a Training QMB on the 18th. Also on the 18th, LT [REDACTED] and LT [REDACTED] successfully completed OOD boards and an ECTT/DCTT brief was held for the next day's MSFD. The 19th began with a 0600 GQ/MSFD with CDS-4 observing. CSRR wrapped up with an outbrief as the IMAV continued. A tour group of 42 NJROTC Cadets and 6 chaperones from Franklin High School, Franklin MI were courteously shown around the ship. The prospective Operations Officer, LT [REDACTED], reported aboard on the 19th. CARR was assigned Visit Ship for the base on the 20th and 21st and a group of 50 AFJROTC Cadets from Orangeburg SC toured the ship on the 20th. Twenty three people toured the ship on the 21st. The local EOD detachment conducted drills on the ship on the 20th and 21st.

The CO, CSO, CHENG, and Prospective OPS were in Dam Neck VA on the 22nd to attend a FLEETEX/Pre-Deployment Conference which lasted until the 24th. Back on the ship, a Diesel Inspection began and I-Division was held for newly reported personnel. The remaining

ship's personnel who had not yet received Standards of Conduct Training attended on the 22nd. IMAV work continued on the 23rd and the IMMARSAT installation was completed. Repair locker three attended Fire Fighting Team Training on the 24th. Enlisted detailers visited the base on the 24th as well. The 25th was Thanksgiving Day. Duty section three and their families enjoyed a fine turkey day feast onboard CARR. On the 26th, the ship experienced a class "B" fire in #4 diesel enclosure. The fire was quickly extinguished and damage was minimal. An R&A drill was conducted and graded a 100 by USS DEWERT's (FFG-45) DCTT. The CARR Christmas Party was held at The Oaks Country Club on the evening of the 26th. CARR was Naval Base Visit Ship for the weekend of the 27th and 28th. The Children's Christmas Party was held on the 28th, and was a great success.

The ship completed CDS-4 Quarterly Material Assessment on the 29th including Hot/Cold Safety Checks. A new gun barrel for the 76mm was received on the 29th. The gun barrel was installed on the 30th. The semi-annual PRT was conducted on the 30th in bitter cold weather. November turned out to be a very productive month for CARR with lots of valuable work and training completed.

DECEMBER 1993

Chronology: 01-06 December Inport Charleston
 07-16 December FLEETEX/SOCEX 94-1
 17-31 December Inport Charleston, POM/LV

Narrative:

CARR began the month of December inport making final preparations for the upcoming FLEETEX/SOCEX 94-1 underway period. Two CARR crewmembers, EN2 [REDACTED] and MS3 [REDACTED], transferred on the 1st. The XO conducted a Zone Inspection of CS-2 Divisional spaces. The CO attended a briefing from USS TREPANG (SSN 674) on their recent deployment, and the XO attended a Training QMB meeting. Pre-deployment briefs were given on the 2nd and 3rd at FMWTC, with approximately half the crew and their families attending each night. An Awards Ceremony/Personnel Inspection was held the morning of the 3rd in order to recognize a host of outstanding achievements by CARR sailors. The 4th and 5th were quiet weekend duty days for the ship, with only essential work being done. A berth shift from pier Q to pier N was completed on the 6th, and final underway preparations were made for FLEETEX.

CARR was Underway at 0730 on the 7th for FLEETEX. HSL-44 DET 4 flew on with two helos shortly after the ship cleared buoy "C". A 76MM/CIWS Pacfire was conducted following the helo fly on, and upon completion, CARR headed to rendezvous with USS TAYLOR (FFG-50). An Intel Brief on FLEETEX was held in the Wardroom the evening of the 7th to bring all Officers up-to-speed on what was going to occur during the exercise. CARR and TAYLOR rendezvoused with the rest of SARABATGRU on the 8th. The CO conducted a Zone Inspection of E-1 Divisional spaces on the 8th, and Petty Officer Indoctrination kicked off as well. A NAVSEA Tech Rep was brought onboard on the 10th to assist in troubleshooting a CIWS fault, and a CIWS pacfire was conducted to assist troubleshooting efforts.

FLEETEX was interrupted on the 11th by the approach of severe weather, causing the force to move south to avoid the worst of the storm. The storm evasion was successful, and on the 12th, FLEETEX continued as scheduled. CARR went to GQ when a potential exercise low-slow flyer threat approached. On the 13th, CARR conducted a RAS with USS MONONGAHELA (AO 178). FLEETEX continued on the 14th. CARR was detached to proceed to Norfolk on the 15th, along with USS TAYLOR (FFG 50) and the returning Norfolk based ships. CARR and TAYLOR were scheduled to run the Degaussing Range in Norfolk, but the evolution was cancelled due to bad weather, and the ships were granted a waiver for their pre-deployment Degaussing check. CARR then began the return transit to Charleston in company with TAYLOR, arriving in Charleston at 1845, moored at berth P2A.

The ship began its pre-deployment standdown on the 17th, with the first leave period commencing that day. CO's NJP was conducted on the 17th, as well as a Navigation Brief for the transit to the Weapons Station. Saturday and Sunday, the 18th and 19th, CARR was visit ship for the Naval Base. Divers were also conducting a hull inspection/cleaning over the weekend.

On Monday the 20th, CARR headed up the Cooper River to the Weapons Station to onload two SM-1(MR) telemetry missiles, some

76MM rounds, and a handful of small arms ammo. The onload went very smoothly and the ship was moored, berth Q1A, at the Naval Station by 1330. Re-decking of the Messdecks and NIXIE P-way began on the 21st. BM1 [REDACTED] and DC2 [REDACTED] reached career milestones on the 21st when they successfully completed their Enlisted Surface Warfare Specialist boards. The ship was visited by Chaplain [REDACTED] on the 22nd, and work continued on the Messdecks and NIXIE P-way. A group of seven children from Jenkin's Orphanage were onboard for a ship tour on the 23rd. CARR participates in the Personnel Excellence Partners (PEP) Program with Jenkin's Orphanage. The 24th was Holiday Routine for the ship as all CARR families made preparations for their Christmas celebrations. Christmas Day dawned calm and beautiful on the Charleston waterfront. Many family members visited their loved ones on duty throughout the day and helped make Christmas onboard a joyous occasion. Sunday, the 26th, was another quiet day for the duty section.

Protestant Chaplain's Call was held on the 27th by Chaplain [REDACTED]. Hydroblasting of the CHT lines was conducted on the 28th, and deck work in the galley and NIXIE P-way continued. The 29th was POM turnover day as first leave period personnel returned and turned-over with their counterparts who were departing on the second leave period. A brief Awards Ceremony was held on the 29th for frocking of Third Class Petty Officers and recognition of Sailor of the Quarter, Junior Sailor of the Quarter, and Sailor of the Year. The 30th was uneventful. The ship was at Holiday Routine on New Years Eve, ready to usher in 1994 and make it as successful a year as 1993 had been for CARR and her crew.