



DEPARTMENT OF THE NAVY

USS CARR (FFG-52)  
FLEET POST OFFICE  
AE 09566-1506

*Rec'd 3/25/02  
w/ disk*  
5750  
Ser 00/030  
1 Mar 02

From: Commanding Officer, USS CARR (FFG 52)

To: Chief of Naval Operations (N09BH)

Subj: 2001 COMMAND HISTORY PACKAGE

Ref: (a) OPNAVINST 5750.12G

- Encl:
- (1) Welcome Aboard USS CARR (FFG 52)
  - (2) 2001 CNSL Battle Efficiency Awards DTG 151722ZFEB02
  - (3) Guidance for shifting Battlegroups DTG 112139ZJUN01
  - (4) Bravo Zulu and Farewell DTG 142030ZJUN01
  - (5) Bravo Zulu LANTMEF DTG 152337ZJUN01
  - (6) Congratulations to CDR Morben and USS CARR DTG 270752ZJUN01
  - (7) Welcome Aboard DTG 282008ZJUN01
  - (8) Farewell DTG 290750ZJUN01
  - (9) Homecoming DTG 101230ZJUL01
  - (10) Welcome home and Bravo Zulu DTG 101709ZJUL01
  - (11) Quarterly listing of eligible units for awarding the Armed Forces Expeditionary Medal (AFEM) for participation in Operation Southern Watch (OSW) during period of 01 Apr – 30 Jun 01 DTG 241301ZJUL01
  - (12) Nomination of USS CARR as COMDESRON 2 Self Sufficient Ship of the Quarter DTG 241500ZJUL01
  - (13) Bravo Zulu for USS CARR support to the JFKBATGRU DTG 130515ZOCT02

1. Command Composition and Organization

- a. Command Short Title: USS CARR (FFG 52)
- b. Unit Identification Code: 21233
- c. Mission: USS CARR's mission as an Oliver Hazard Perry class frigate is to provide Anti-Air Warfare, and Undersea Warfare self-defense and local area protection to underway replenishment groups, amphibious groups, and other military shipping against air, surface, and subsurface threats. To accomplish her mission, CARR is armed with HARPOON surface-to-surface missiles, medium range surface-to-air missiles, tube-launched torpedoes, and a MK15 Close-In Weapons System (CIWS). The ship is equipped with a long-range 2D air search radar, a surface search radar, a MK92 Fire Control System (FCS), a Towed Array, and an Electronic Warfare suite that can detect and engage threats. The ship also has the capability to embark two LAMPS

helicopters that provide long-range surface surveillance and attack capability as well as over-the-horizon submarine localization and attack.

- d. Immediate Superior in Command (ISIC): COMMANDER, Destroyer Squadron TWO; Captain Daniel D. Thompson.
- e. Commanding Officer: CDR Brian T. Donegan, USN, 00899465
- f. Permanent Duty Station: Norfolk, Virginia (Naval Station Norfolk).

2. Chronology.

Date	Event
01 JAN 01	Inport Naval Station Norfolk (Pier 20, Berth 2). Conducted Holiday Leave Stand-down Period. (Second Period)
09 JAN 01	COMNAVSURFLANT conducts pre-deployment visit.
10 JAN 01	Embarked SH-60B Helicopter Squadron, HSL 46, Detachment 2.
12 JAN 01	Departed Norfolk, VA enroute Mediterranean Sea. Commence MED/MEF Deployment 01-1. Officer in Tactical Command is CTU 20.2.9. USS MITSCHER. (DDG 57)
13 JAN 01	USNS BIG HORN (TAO 198) joins formation.
14 JAN 01	Conducted UNREP with USNS BIG HORN (TAO 198). (ATLANTIC OCEAN) HMCS CHARLOTTETOWN (FFH 39) joins formation.
17 JAN 01	Conducted UNREP with USNS BIG HORN. (ATLANTIC OCEAN)
20 JAN 01	Conducted UNREP with USNS BIG HORN. (ATLANTIC OCEAN)
21 JAN 01	Arrived Mediterranean Sea, inchopt to Sixth Fleet. Officer in Tactical Command is Commander Task Force Six Zero (COMDESRON 2) embarked in USS PORTER (DDG 78).
23 JAN 01	Inport Palma de Mallorca, Spain (Pier Dique del Oeste).
27 JAN 01	Departed Palma de Mallorca, Spain, enroute Adriatic Sea.
01 FEB 01	Conducted UNREP with USNS BIG HORN. (IONIAN SEA)
03 FEB 01	Conducting Maritime Patrol in the Adriatic Sea off the coast of Albania.
05 FEB 01	Inport Dubrovnik, Croatia (Pier 16).
09 FEB 01	Departed Dubrovnik, Croatia enroute Trieste, Italy.
10 FEB 01	Conducted UNREP with USNS BIG HORN. (ADRIATIC SEA)
12 FEB 01	Inport Trieste, Italy (Passenger South Terminal Berth 30).
16 FEB 01	Departed Trieste, Italy enroute Haifa, Israel.
18 FEB 01	Conducted burial at sea. Conducted UNREP/VERTREP with USNS BIG HORN. (EASTERN MEDITERRANEAN)
20 FEB 01	Commence Exercise Noble Dina (Coast of Haifa, Israel).
24 FEB 01	Conducted UNREP/VERTREP with USNS BIG HORN. (EASTERN MEDITERRANEAN)
28 FEB 01	Secure from Exercise Noble Dina enroute Aksaz, Turkey.

02 MAR 01	Inport Aksaz, Turkey (Pier 3).
05 MAR 01	Departed Aksaz, Turkey enroute Valletta, Malta.
08 MAR 01	Conducted UNREP with USNS BIG HORN. (CENTRAL MEDITERRANEAN)
09 MAR 01	Inport Valletta, Malta (Pinto Wharf Pier 3, Berth 5).
13 MAR 01	Departed Valletta, Malta enroute LaMaddalena, Italy. Conducted UNREP with USNS PATUXENT (TAO 201). (CENTRAL MEDITERRANEAN)
15 MAR 01	Inport LaMaddalena, Italy outboard USS EMORY S LAND (AS 39).
17 MAR 01	Embarked CTF-60 (DESRON 2). Assumed duties as CTF-60.
19 MAR 01	Conducted Berth Shift, moored outboard USS MITSCHER.
23 MAR 01	Debarked CTF-60 (DESRON 2). CTF-60 embarked in USS MITSCHER. Departed LaMaddalena, Italy enroute Barcelona, Spain.
24 MAR 01	Conducted UNREP with USNS BIG HORN. (TYRRENIAN SEA)
26 MAR 01	Inport Barcelona, Spain (Muelle de Adosado).
31 MAR 01	Departed Barcelona, Spain enroute Gaeta, Italy.
01 APR 01	Conducted UNREP/VERTREP with USNS BIG HORN. (TYRRENIAN SEA)
02 APR 01	Inport Gaeta, Italy (Finger Pier)
06 APR 01	Departed Gaeta, Italy enroute Souda Bay, Greece.
07 APR 01	Conducted UNREP with USNS PATUXENT. (EASTERN MEDITERRANEAN)
09 APR 01	Inport Souda Bay, Greece for ammo onload. PXO arrives. Departed Souda Bay, Greece enroute Rhodes, Greece.
10 APR 01	Inport Rhodes, Greece (North Breakwall).
13 APR 01	Departed Rhodes, Greece enroute Suez Canal.
14 APR 01	Conducted UNREP with USNS LARAMIE (T-AO 203). (EASTERN MEDITERRANEAN)
15 APR 01	Conducted VERTREP with USNS LARAMIE. (EASTERN MEDITERRANEAN)
16 APR 01	Transit Suez Canal – Southbound enroute Arabian Sea. Inchope to Fifth Fleet. Officer in Tactical Command is Commander Task Force Five-Zero (CTF-50) embarked in USS HARRY S. TRUMAN (CVN-75).
20 APR 01	Conducted UNREP/VERTREP with USNS KANAWHA (T-AO 196). (GULF OF ADEN)
23 APR 01	Conducted UNREP with USNS PECOS (T-AO 197). (ARABIAN SEA)
24 APR 01	Inport Bahrain (Berth 7). CARGRU TWO conducts visit.
27 APR 01	Departed Bahrain enroute Oman to conduct Exercise Khunjar Hadd.
28 APR 01	Conducted UNREP with USNS PECOS. (ARABIAN SEA)
02 MAY 01	Anchored at Said Bin Sultan Naval Base, Oman Departed Said Bin Sultan Naval Base, Oman enroute Gulf of Oman. Commence Exercise Khunjar Hadd.

03 MAY 01	Commander Task Force (CTF-50) shifts pennants to USS CONSTELLATION (CV-64).
04 MAY 01	Conducted UNREP with RFA ORANGELEAF. (GULF OF OMAN)
05 MAY 01	Task Force 12.5 conducts visit. (GULF OF OMAN)
08 MAY 01	Conducted UNREP with RFA ORANGELEAF. (GULF OF OMAN)
09 MAY 01	Completion of Exercise Khunjar Hadd, enroute Central Arabian Gulf.
11 MAY 01	Conducted VERTREP with USNS SAN JOSE (T-AFS 7). (CENTRAL ARABIAN GULF) Conducted UNREP with RFA ORANGELEAF. (CENTRAL ARABIAN GULF)
12 MAY 01	Inport Bahrain, outboard USS THACH (FFG 43) (Berth 9).
13 MAY 01	Berth Shift to Berth 9.
16 MAY 01	Departed Bahrain enroute Northern Arabian Gulf to conduct MIO OPS.
19 MAY 01	Boarded Muhieddine 1. Boarded Pacific Scorpio. Conducted UNREP with USS RAINIER (AOE-7). (NORTHERN ARABIAN GULF)
20 MAY 01	Boarded Pina Vento. Boarded Al-Noor.
21 MAY 01	Boarded Oriental Ruby. Boarded Noor AlHassen.
22 MAY 01	Boarded Euro Express.
23 MAY 01	Boarded Wisdom Lapaz. Boarded Sandos.
24 MAY 01	Boarded Eser Kaptangolu.
25 MAY 01	COMCRUDESGRU ONE conducts visit. (Northern Arabian Gulf) Conducted VERTREP with USNS SAN JOSE.
26 MAY 01	Conducted UNREP with USNS PECOS. (Northern Arabian Gulf)
29 MAY 01	Inport Jebel Ali, UAE. (Berth 66)
31 MAY 01	Departed Jebel Ali, UAE enroute Red Sea. Conducted UNREP/VERTREP with USS RAINIER (AOE 7) in Central Arabian Gulf.
01 JUN 01	Officer in Tactical Command is Commander Task Force Five-One (CTF-51), embarked in USS BOXER (LHD 4). Ships in company include USS BOXER, USS HARPERS FERRY (LSD 49) and USS CLEVELAND (LPD 7).
05 JUN 01	Conducted UNREP with USNS PECOS. (ARABIAN SEA)
07 JUN 01	Commence Exercise Red Reef. (RED SEA)
10 JUN 01	Conducted UNREP with HMS YAMBOU. (RED SEA)
12 JUN 01	Conducted UNREP with USNS PECOS. (RED SEA)
14 JUN 01	Completed Exercise Red Reef.
15 JUN 01	Transit Suez Canal – Northbound – enroute Mediterranean Sea. Inchop to Sixth Fleet. Officer in Tactical Command is Commander Task Force Six-Zero (CTF-60), embarked in USS THORN (DD 988).

	Conducted UNREP with USNS BIG HORN. (EASTERN MEDITERRANEAN)
16 JUN 01	Officer in Tactical Command is Commander Task Force Six-Zero (CTF 60) embarked on USS THORN. Conducted UNREP with USNS BIG HORN. (EASTERN MEDITERRANEAN)
20 JUN 01	Inport Toulon, France. (Milhaud Piers)
24 JUN 01	PCO arrives.
25 JUN 01	Departed Toulon, France enroute Gibraltar, U.K.
26 JUN 01	Conducted VERTREP with USNS LEROY GRUNMAN (T-AO 195). (WESTERN MEDITERRANEAN)
27 JUN 01	Inport Gibraltar, U.K. (Pier 41)
28 JUN 01	Officer in Tactical Command is Commander Task Force Six-Zero (CTF-60) embarked in USS NICHOLAS (FFG 46). Change of Command Ceremony. CDR Brian T. Donegan relieves CDR Darryl M. Morben as Commanding Officer.
01 JUL 01	Departed Gibraltar, U.K., enroute Newport, RI. Officer in Tactical Command is CTU 20.2.9. USS MITSCHER. DESRON 2 (less USS DEYO and USS MITSCHER) Shift Battlegroup Commanders from COMCARGRU 2 to COMCRUDESGRU 8.
03 JUL 01	Conducted UNREP with USNS BIG HORN. (ATLANTIC OCEAN)
06 JUL 01	Conducted UNREP with USNS BIG HORN. (ATLANTIC OCEAN)
10 JUL 01	Inport Newport, RI. (Pier 25, Berth 6). Embarked dependents for "Tiger Cruise"
12 JUL 01	Inport Norfolk, VA commence Post-Deployment Stand-down period. (First Period)
27 JUL 01	Commence Post-Deployment Stand-down period. (Second Period)
01 AUG 01	Commence Exercise SOLID CURTAIN Set FPCON Alpha for exercise.
02 AUG 01	Set FPCON Bravo for exercise.
03 AUG 01	Set FPCON Charlie for exercise.
06 AUG 01	Set FPCON Delta for exercise.
08 AUG 01	Secure from Exercise SOLID CURTAIN Set FPCON Normal.
10 AUG 01	Complete Post-Deployment Stand-down.
15 AUG 01	Sat CMS Assist visit conducted.
16 AUG 01	Berth Shift to Pier 4, Berth 6.
22 AUG 01	Departed Norfolk, VA enroute Boston, MA.
24 AUG 01	Inport Boston, MA., (Charleston Naval Yard, Pier 1) in support of CPO indoctrination and civilian guided tours.
29 AUG 01	Departed Boston, MA enroute Gloucester, MA. Successfully conducted CHAFF shoot.
31 AUG 01	Anchored Gloucester, MA (Gloucester Harbor). (Schooner Festival)
03 SEP 01	Departed Gloucester, MA enroute Norfolk, VA. Conducted UNREP with USNS BIG HORN.

	Major fuel oil spill in Aux.2 bilges.
05 SEP 01	Inport Norfolk, VA (Pier 20, Berth 2).
10 SEP 01	Commenced FMAV with SIMA NORFOLK. Sat Diesel Engine Inspection.
11 SEP 01	Attack on World Trade Center and Pentagon. Concluded FMAV. Set Force Protection Condition Delta.
13 SEP 01	Set Force Protection Condition Charlie.
15 SEP 01	COMDESRON 2 conducts visit.
19 SEP 01	Sat Postal Assessment conducted.
21 SEP 01	Set Force Protection Condition Bravo Plus.
28 SEP 01	COMDESRON 2 conducts visit.
02 OCT 01	Departed Norfolk, VA enroute Puerto Rico OPAREA for COMPTUEX.
07 OCT 01	Conducted UNREP with USNS KANAWHA.
10 OCT 01	Conducted UNREP with USNS KANAWHA.
13 OCT 01	Conducted UNREP with USNS KANAWHA.
15 OCT 01	Conducted Burial at Sea.
17 OCT 01	Inport Norfolk, VA (Pier 4, Berth 2).
28 OCT 01	VADM Giambastiani conducted informal visit.
29 OCT 01	Departed Norfolk, VA enroute NWS Yorktown. Inport NWS Yorktown. (Pier 1, Berth 7). Commenced ammo offload.
30 OCT 01	Departed NWS Yorktown enroute Norfolk, VA. Inport Norfolk, VA (Pier 24, Berth 6).
01 NOV 01	Conducted defueling in preparation for shipyard
06 NOV 01	COMDESRON 2 conducts visit.
07 NOV 01	Departed Norfolk, VA enroute Portsmouth (NORSHIPCO drydock). Entered NORSHIPCO drydock. Commence EDSRA.
14 NOV 01	Conducted defueling on remaining Fuel Oil.
05 DEC 01	Commanding Officer SUPSHIP Portsmouth conducts visit.
06 DEC 01	COMDESRON 2 conducts visit.
17 DEC 01	Conducted Holiday Stand-down Period (First Period).
28 DEC 01	Conducted Holiday Stand-down Period (Second Period).

### 3. Narrative

USS CARR (FFG 52) brought in the new year inport Naval Station Norfolk at Pier 20, Berth 2. The crew was nearing the end of the second period of the Holiday Stand-down Period and making final preparations to get underway for MED/MEF Deployment 01-1. On the 9<sup>th</sup> of January, COMNAVSURFLANT, Admiral Foley, conducted a successful pre-deployment visit, observing CARR's readiness while providing Sailors young and old with motivational speech. CARR departed on 12 January, enroute the Mediterranean Sea as late deployers, under the tactical command of CTU 20.2.9., USS MITSCHER (DDG 57).

Northeast of the VACAPES OPAREA, CARR and MITSCHER met the final element of the triad, HMCS CHARLOTTETOWN (FFH 39), a Canadian frigate tasked with supporting the Task Force. CARR, MITSCHER and CHARLOTTETOWN quickly joined forces with USNS BIG HORN (TAO 198) in the VACAPES OPAREA and flawlessly conducted 3 underway replenishments on the voyage across the Atlantic Ocean. Valuable training time was taken advantage of during key underway periods, for during the transit, several tactical maneuvers and gun shoots, communication drills, engineering evolutions and visual signal exercises were conducted to familiarize the crew and prepare CARR for a defensive posture in the Sixth Fleet. Embarked SH-60B Helicopter Squadron, HSL 46, Detachment 2, utilized the transit time to log in numerous flight hours for Rescue and Recovery missions, Vertical Replenishments and future Maritime Interdiction Operations. Additionally, the U.S. Navy hired college level Pace Instructors, who embarked the ship at various ports, normally at a 2 month interval to assist the Executive Officer in training minds and using deployment down time wisely. Sailors turned into students once again and many hours of college level credits were earned by attending English, History and other courses.

Approximately two months behind the USS HARRY S. TRUMAN battlegroup, CARR arrived in the Mediterranean Sea, forward deployed and ready to assume the watch. After the long journey across the Atlantic, CARR inched into the Sixth Fleet on 21 January, under the tactical control of Commander Task Force Six Zero, COMDESRON 2 embarked in USS PORTER (DDG 78). First issue at hand, conduct a thorough turnover with USS HAWES (FFG), the previous Battle Group's late deploying Task Force. Next mission, conduct a port visit on the island of Palma de Mallorca, Spain, a favorite amongst East Coast Sailors.

On the 23<sup>rd</sup> of January, CARR entered the port of Palma de Mallorca, Spain and moored at Pier Dique del Oeste. The first opportunity for CARR Sailors to enjoy much anticipated liberty in the Mediterranean, included several tours, authentic Spanish cuisine and the first taste of 3 section force protection watches to facilitate being able to get underway in less than 24 hours. Some of the most popular tourist attractions included the castle overlooking the bay, the Gothic cathedral, the Banyas Arabas (Arab baths) and the Caves of Drach.

Upon departure, the mighty warship CARR continued east enroute the Adriatic Sea to conduct Freedom of Navigation Operations (FONOPS), in accordance with Freedom of Navigation Law of the Sea 1982, off the coast of Albania. A proposed rendezvous position was agreed upon and once again MITSCHER, CARR and CHARLOTTETOWN joined forces to conduct necessary training missions in a forward deployed status. The next several days included intense helo operations, streaming the Towed Array Sonar, Basic Engineering Casualty Control Exercises (BECCES), 76 MM, 25 MM and CIWS Pre-Action Calibration live firing. On the 30<sup>th</sup> of January, CARR crossed north of the 39<sup>th</sup> parallel into the tax exclusionary zone. USS CARR began making preps for entering port on the 4<sup>th</sup> of February, and soon afterwards CARR moored starboard side to Pier 16 at Dubrovnik, Croatia.

Croatia provided many sources of entertainment to Sailors including tours, movie theaters, restaurants and sightseeing. Liberty was great, the host nation welcomed the U.S. Navy with open arms. Tours included religious landmarks, medieval Dubrovnik and a tour of the countryside complete with wine sampling. CARR got underway on the 9<sup>th</sup>

of February enroute to Trieste, Italy, taking advantage of an opportunity to conduct an underway replenishment with USNS BIG HORN (TAO-198) for fuel and stores in the Adriatic Sea.

Trieste, Italy is the gateway to Central Europe. There was an excellent opportunity for crewmembers to see the city, travel to Venice or to go skiing. Dining was enjoyed at local Canadian and German restaurants and bars. CARR played and defeated the Italian Junior National Basketball team.

The next mission included sailing east toward Haifa, Israel in support of Exercise Noble Dina. CARR commenced another Pre-Action Calibration of major weapons systems on the 17<sup>th</sup> of February. A burial at sea was conducted on February 18<sup>th</sup> for 6 deceased service members. Severe weather took its toll on CARR enroute Haifa, Israel and normal underway work days were limited to watchstanders and essential personnel. The commencement of Exercise Noble Dina took place on 20 February. Numerous approaches to restricted waters, required several Navigation Briefs and Special Sea and Anchor details for personal transfers, an anchoring evolution and small boat operations off the coast of Haifa, Israel. No liberty was granted, due to force protection restrictions in the region.

March brought a number of port visits and limited underway time. Aksaz, Turkey was the first stop for the month and CARR remained inport for a total of 3 days. Turkey was an excellent port to shop for leather goods and jewelry, and the crew began filling empty lockers and berthing compartments with personal items for transport to the states. Authentic rug dealers offered competitive prices amongst each other to lure Sailors in their shops, giving all hands the opportunity to purchase Turkish rugs at reasonably low rates. The food in Aksaz was divine. Seafood restaurants lined the ocean front, while street vendors prepared lower priced Turkish cuisine at affordable prices. Upon departure from Turkey, CARR continued their engineering proficiency by conducting BECCES and engineering evolutions in the main space and the auxiliary rooms on the way to Valletta, Malta. On the 7<sup>th</sup> of March, completed a sat EMATT drill, a grenade throw and a successful Pac-Fire exercise under the watchful eye of the CO, the XO and the Combat Systems Officer.

Valletta, Malta imposed a complex navigation detail on CARR. Fortunately, exceptional navigational practices, and shipboard familiarity maintained the ship in safe waters for arrival and departure. Moored securely at the Pinto Wharves, CARR Sailors indulged in the energetic activity found in the small island community. Often referred to as a popular vacation spot amongst Europeans, Malta lived up to its name amongst East Coast Sailors. The weather was quite pleasant and at a time before force protection measures became so drastic, liberty was enjoyed to the fullest extent possible by all.

Underway from Malta, CARR met up with USNS PATUXENT (TAO-201) on 13 March for an underway replenishment prior to the transit to the Intermediate Maintenance Availability (IMAV) scheduled in LaMaddalena, Italy. 2 days later, CARR moored starboard side to USS EMORY S LAND (AS 39). LaMaddalena was the chosen site as well as homeport to the maintenance activity, USS EMORY S LAND. Utility services were shared by USS CARR and the USS NORFOLK (SSN 714). On 17 March, USS CARR assumes duties as CTF-60 and on 18 March, TF-60 (COMDESRON 2) and staff embarked. The next day, CARR shifted berths to allow MITSCHER to moor to EMORY



S LAND. During the berth shift evolution, CARR completed a required “mooring to a buoy” evolution.

LaMaddalena is one of the best ports in the Mediterranean for Italian dishes. Everything from lasagna with bruscetta to pizza was served and often complimented with a local wine. The wardroom enjoyed a “Hail and Farewell” on one of the neighboring islands, and the crew utilized services made available by the Navy Exchange system. The IMAV was successful and EMORY S LAND provided much support for a mid-deployment availability thousands of miles from homeport. On the departure from LaMaddalena, CARR completed a Navigation Check-Ride from COMDESRON 2 and passed with flying colors. Next, the ship transited the Strait of Bonifacio enroute to Barcelona, Spain, with a well rested crew. Along the way, CARR accomplished another PAC-Fire and an underway replenishment with USNS BIG HORN.

On March 26<sup>th</sup>, CARR moored starboard side to Muelle de Adosado, Barcelona, Spain. Barcelona, the former Olympic city catered greatly to the Western culture, and offered music and movies in English to say the least. Popular dishes included paella, an authentic Spanish meal made with a variety of seafood and pasta. Tours included the Barcelona Olympic Stadium, the Bull Fighting Arena and the Gothic Cathedral. The port of Barcelona was extremely modern and offered convenient services to accommodate a frigate.

After Barcelona, CARR headed directly to Gaeta, Italy via the Strait of Bonifacio. Slowing for a refueling evolution and casualty control drills, CARR arrived in Gaeta on the 2<sup>nd</sup> of April. Home of 6<sup>TH</sup> Fleet and the USS LASALLE (AGF 5), CARR moored on the base at the Finger Pier. Conveniently located near Naples, high speed European trains proved to be the main form of transportation for military personnel. Security was at it’s best on the base and the local people respected the Navy’s presence in their country. Perhaps the best tour of the deployment, several Sailors signed up for the Pompey tour, the Coliseum in Rome and the Vatican.

CARR departed Gaeta on a southern course, transiting the Strait of Messina after conducting leapfrog exercises with USS PORTLAND (LSD 37). Rigging deceptive lighting to simulate a merchant CARR emerged from the cover of Italy, prepared to participate in war games and boarding exercises. CARR engaged in a high risk towing exercise, a flashing light exercise and a passenger transfer with HMCS CHARLOTTETOWN on the 7<sup>th</sup> of April and continued southeast towards Souda Bay, Greece. April 9<sup>th</sup>, CARR moored in Souda Bay, Greece for a weapons onload and to pick up the Prospective Executive Officer. After a brief stop, CARR steered east towards Rhodes, Greece for a more extended stay. On the 10<sup>th</sup> of April, CARR moored starboard side to the North Breakwall in Rhodes.

Realizing that Rhodes was the last port visit in the Mediterranean before the Gulf, crewmembers maximized liberty hours. CARR got underway for the Persian Gulf on 13 April 2002. Following a CHAFF shoot, a Combat Systems Training Team drill, a PAC-Fire and an Underway Replenishment with the USNS LARAMIE (T-AO 203), CARR commenced the transit through the Suez Canal. Preceding USNS LARAMIE, USS MITSCHER, and HMCS CHARLOTTETOWN, CARR manned underway Force Protection watches and steamed towards the Canal. After the smoke settled with the initial approach and unplanned for delay, CARR commenced it’s approach and embarked the Suez Canal Authority Pilot. On a relatively hot and humid day, CARR steamed the

Canal in a Special Sea and Anchor detail, with Special Casualty Control procedures in effect. The Navigation team, comprised of the Navigator, Piloting Officer, Quartermasters and Operations Specialists, maintained 2 minute fixes the entire transit, while the entire ship switched out watch teams every 4 hours. Thus began the transformation of 6<sup>th</sup> Fleet objectives to 5<sup>th</sup> Fleet directives.

The Officer in Tactical Control became CTF-50, embarked on USS HARRY S TRUMAN (CVN 75), which was at the time, patrolling the Northern Arabian Gulf. CARR began it's southern leg down the Red Sea with MITSCHER and CHARLOTTETOWN. More intensive gun shoots, weapons familiarization and shipboard training was the focus for the long journey, as all 3 ships steamed towards the Gulf at speeds sometimes in excess of 20 knots. All together it was an 8 day transit until the Task Force made it to the Strait of Hormuz. Shortly after the intense Strait transit, USNS PECOS (T-AO 197) awaited in the designated refueling coordinates to replenish the oncoming MIO ships and crew.

On the 24<sup>th</sup> of April, CARR commenced it's approach to Bahrain. Carrier Group 2 conducted a brief visit, welcoming the crew to the "Tip of the Spear", while equipping the wardroom with useful gouge to combat terrorism and perform joint Maritime Interdiction Operations. Portside Bahrain included ships from several homeports. CARR was accompanied by USS PAUL FOSTER (DD 964), USS CARDINAL (MHC 60), USS MITSCHER and HMCS CHARLOTTETOWN. While less than a couple of hundred miles away, the HARRY S TRUMAN Battle Group carried out combat missions, patrolled the no-fly zone and covered COI/CCOI vessels headed for sea. Mina Salman, Bahrain is traditionally a secure port for sea-going vessels and their Sailors to get rest and relaxation while receiving maintenance, supplies and new check-ins, on a secure base with a full compliment of a stateside Naval Support Element. Once underway, CARR made way for the Northern Arabian Gulf, to assist in MIO operations.

USNS PECOS provided a refueling station on the 28<sup>th</sup> of April and CARR stood by for orders to assist. Less than 48 hours later, CARR headed back to the Gulf of Oman in support of Exercise Khunjarhadd, a multi-national NATO exercise, drawing Navies from several allied countries together for an annual training. CARR would not be needed for MIO Operations in the month of April, however May consisted of countless hours of operational commitments, escort duties and covert queries in the Arabian Gulf. After anchoring outside Said Bin Sultan Naval Base, key players went ashore to participate in planning meetings and introductory briefs. Upon departure from anchorage, CARR strategically fled to a night steam box, awaiting the sunrise to commence a Photo Exercise, Anti-Submarine Warfare training, Search, Assistance and Rescue interaction, Divtacs, Amphibious Warfare Operations, etc. RFA ORANGLEAF, provided quality fuel to the exercise participants.

Early in the morning on the 10<sup>th</sup> of May, the original 3 ship Task Force manned the underway force protection watches and began the transit back through the Strait of Hormuz. With 1 final underway replenishment from the ORANGELEAF, CARR bid the foreign ships a hearty farewell and continued into port to receive an assignment in the Gulf. Adrenaline was flowing on the 16<sup>th</sup> of June, as CARR set out to do what she had been training for, for over 2 years. In mid-June, the San Diego based USS CONSTELLATION (CV-64) moved into the Gulf, manned and ready to relieve the TRUMAN.

Hot, humid and muggy, flight operations went into overtime. Engineers worked feverishly around the clock to maintain a/c boundaries, Operations Specialists tracked Critical Contacts of Interest and Mess Specialists kept the crew fed twenty four hours a day. 19 May, CARR received the call from the mother ship to commence boarding Muhieddine 1 in the Northern Arabian Gulf. Visit, Board, Search and Seizure ships loaded into the rhib boat and made way for Muhieddine 1 and others, conducting shipboard inspections of engineering spaces, tank voids and all compartments searching for illegal oil transportation, weapons smuggling and various other items found on the MIO checklist.

This was arguably the most difficult time frame of the deployment, watch bills were pushed to the maximum, precise ship handling enabled the Officer of the Deck to come alongside non-Navy ships and Tactical Action Officers orchestrated secret messages, helo operations and radar contacts in unfamiliar waters. CARR embarked a SEAL team to aid in the mission and with continued persistence, CARR boarded and detained M/V EURO EXPRESS, a high interest United Nations sanctions violator. The detention of this vessel provided the fleet with information on the latest smuggling tactics.

On the 27<sup>th</sup> of May, CARR attempted to make its final port visit in Bahrain, prior to making preparations for her return to the Mediterranean Sea. Force protection reports made a serious recommendation and advised all U.S. Navy ships in port and enroute to, to get underway to protect the high value units for suspicion of a planned terrorist attack. CARR began searching for alternate venues and opted to head for Jebel Ali.

Jebel Ali, United Arab Emirates made for an excellent second option, and CARR sailors joined deployed amphibious ships in the sand box. Much like Bahrain, Jebel Ali had plenty to offer in the way of blankets, rugs, leather and jewelry for Sailors to send home to family members. The liberty restrictions in Jebel Ali were practically the same as Bahrain, however the sand box offered an on-base forum for Sailors and Marines to drink beer, eat American foods and listen to music in an outdoor mall like atmosphere.

Although CARR only stayed in Jebel Ali for only a couple of days, the resting period between MIO operations and future exercises worked wonders for the crew's morale. On the 31<sup>st</sup> of May, CARR departed Jebel Ali enroute the Red Sea to commence Exercise Red Reef. Once again, CARR transited the Western Traffic Separation Scheme on its last journey through the Strait of Hormuz. The Officer in Tactical Control and Senior Officer Present Afloat switched to an amphibious ship on the 1<sup>st</sup> of June, as USS BOXER (LHD 4), a San Diego based LHD, assumed the duties. The transit to the Red Sea included USS BOXER, USS CLEVELAND (LPD 7) and USS HARPERS FERRY (LSD 49). This underway period, midshipmen whom embarked CARR in late May, received the opportunity to con the ship, tour the engineering spaces and observe helo operations in a critical decisive period, that would carve their future as commissioned officers in the Navy Reserve.

As the four ships passed the coast of Yemen, emotions raged as Sailors felt the pain of the tragic incident that happened to the USS COLE (DDG 67) only a few months prior, on a routine stop for fuel in a foreign country. This prompted senior military officials to send supply ships and oilers in strategic locations to refuel and replenish at sea. USNS PECOS and HMS YANBOU provided fuel in the region this transit as the ships steamed toward the southern Red Sea. On the 7<sup>th</sup> of June, the four ships reached

their destination and parted to take their places for the commencement of Exercise Red Reef. For 5 days, CARR participated in photo exercises, divtacs, communication drills and various other facets of Red Reef to support USS BOXER in another multi-national exercise scheduled during the deployment. CARR began its northern approach to the Suez Canal on the 13<sup>th</sup> of June, enroute to the Mediterranean Sea and destined for Norfolk, Virginia.

Since northern transits through the Suez Canal begin prior to sunrise, CARR rendezvoused with MITSCHER and CHARLOTTETOWN the evening of the 14<sup>th</sup> and began the transit at 0400 on the 15<sup>th</sup> of June. Grateful for a virtually uneventful transit through the Canal and safely back in the sixth fleet, CARR made way for Toulon, France, a liberty port and a chance to prepare for the arrival of the prospective Commanding Officer. OTC and SOPA for this region was now assigned to CTF 60, embarked on USS THORN (DD 988). CARR relaxed its weapons posture in the Mediterranean, although never contemplating letting down her guard completely. The Strait of Messina as well as the Strait of Bonifacio welcomed the exhausted crew and allowed easy access to the southern coast of France and the industrial port of Toulon.

CARR moored starboard side to Milhaud Pier 5 on the 20<sup>th</sup> of June, 2001. Inport Toulon, France, prospective gains, additional midshipmen and the prospective Commanding Officer, Commander, Brian T. Donegan, USN checked onboard. CARR departed France on the 25<sup>th</sup> of June, headed west towards Gibraltar, United Kingdom. Enroute, USNS LEROY GRUNMAN (T-AO 195) provided CARR with necessary fuel to continue onward. The closer the ship got to the Strait of Gibraltar, the more the winds blew down on CARR, forcing her to add an additional 4 to 5 knots to stay on schedule for the arrival to Gibraltar, U.K. Only days away from the expected homecoming of 12 July, CARR pulled into its last foreign port visit to conduct an official Change of Command and to see off Commander Darryl M. Morben, USN. On the 28<sup>th</sup> of June, Commander Donegan assumed command of USS CARR, and CARR set sail for homeport 3 days later.

In transit with MITSCHER and CHARLOTTETOWN, the 10 day voyage combined gun exercises, damage control drills, adverse weather conditions, deep ship cleaning and the gathering of personal belongings to accommodate family members and friends on the tiger cruise from Newport, Rhode Island. CHARLOTTETOWN departed the task force as the 3 ships reached Canadian waters. On the 9<sup>th</sup> of June, CARR debarked HSL 46, thanked them for their support and bid them a farewell on their flight to Jacksonville, Florida. The Tiger Cruise joined Sailors with their loved ones and gave them a chance to see how they had lived for the past 6 months. CARR demonstrated an underway replenishment and a gun exercise for the live audience, and for their entertainment purposes, the Command Master Chief prepared a flight deck picnic and movies for the tigers.

The daily events for 12 July began early, as Sailors and Officers prepared to return to homeport, take part in well deserved leave and liberty and most importantly, embrace family and friends that did not have the benefit of transiting with CARR during the Tiger Cruise. Local news helicopters flew overhead, tugboats streamed water over the sides in a traditional gesture for returning deployers and a crowd of hundreds waited on the piers for CARR and MITSCHER to moor. CARR moored at Pier 25, Berth 2, doubled all lines and hooked up shore services prior to establishing a brow and allowing

the first Sailor on the pier. The first period of the post deployment stand down, commenced immediately and half of the crew departed for hometowns and vacations. Safely inport Norfolk, CARR relaxed the crew to 2 sections in Force Protection Condition Normal.

The Force Protection Condition remained the same until Exercise Solid Curtain began on August 1<sup>st</sup>. Throughout the next several days, simulated threats and attacks escalated Force Protection Conditions, stressing the importance of vigilant watchstanding, current recall rosters, the need for an armed watchstander contingency and the ability to get the ship underway with a basic duty section. The exercise concluded on the 8<sup>th</sup> of August and post deployment stand down ended on the 10<sup>th</sup>. On that very same day, CARR conducted a berth shift to Pier 25, Berth 6, to make space for a ship returning from a routine underway period at sea. Later that week, CARR shifted once again to Pier 4, Berth 6. CARR conducted a fast cruise on 21 July, in preparation for the transit to Boston, Massachusetts for a high visibility domestic port visit. On 22 July, CARR got underway. During the transit, CARR completed a 90 minute SLQ-32 certification in the vicinity of Chesapeake Light.

On the 24<sup>th</sup> of August, CARR crossed the line of demarcation, boarded the harbor and docking pilot and moored portside to Pier 1, Charlestown Naval Yards. Over 470 visitors boarded the ship on the 25<sup>th</sup>, as tourists, retired Sailors and historians went on tours onboard CARR and USS CONSTITUTION. Tours continued through the 28<sup>th</sup> and CARR took part in welcoming in future Chief Petty Officers going through initiation at the Naval Yards. Boston was a beautiful port visit, complete with historical sites, sporting events, entertainment and great seafood. Unlike any other port in America, Bostonians show their appreciation for Sailors in uniform, and either offer discount prices for retail sales and meals or free transportation on city railways and buses. CARR departed Boston on the 29<sup>th</sup> of August and got underway for the Boston Oparea and Gloucester, Massachusetts, only a few miles away from Boston, for the world renowned Schooner Festival.

CARR dropped anchor on the 31<sup>st</sup> of August in Gloucester Harbor. The Supply Officer made arrangements for a liberty boat to come alongside on a pre-arranged schedule. Continuing on with the shipboard tours, a tour boat also transported civilians to and from CARR during daylight hours. CARR Sailors also took advantage of sightseeing in the fishing town that made the movie "Perfect Storm" famous. Gloucester, Massachusetts was an excellent opportunity for Sailors to buy nautical nostalgia and to meet people in a town where some still traveled by way of small boats. CARR cast off all barges the morning of the 3<sup>rd</sup> of September as CARR headed back to Norfolk, VA.

On the transit home, CARR suffered an engineering casualty. General Quarters was set for a main fuel oil leak in Auxiliary Space #2, and Material Condition Zebra was set throughout the ship. A security call was made to all vessels in the vicinity and the Officer of the Deck ordered the signalman to raise the day shape for a vessel not under command. CARR secured from the engineering casualty a couple of hours later and proceeded down the New York Traffic Separation scheme. On the 4<sup>th</sup> of September, CARR conducted an underway replenishment with USNS BIG HORN in the Vacapes Oparea and the next day, CARR set the Special Sea and Anchor detail for the approach to homeport. The ship moored portside to Pier 20, Berth 2, and prepared for the Fleet Maintenance Availability with SIMA Norfolk the following week. Unknowing of the

events that would take place in the week to come, CARR commenced additional security roving with the aid of the Petty Officer of the Watch, and on 11 September, the nightmare began.

The majority of the Division Officers, a handful of Department Heads and the Commanding Officer met at the Marine Ship International handling complex on the Norfolk Naval Base. And on the morning of the 11<sup>th</sup>, an unusual report was aired on national television, that a hijacked passenger jet had crashed into the North Tower of the World Trade Center in New York City, NY and set it afire. Less than 20 minutes later, the second of two airliners hit the South tower and exploded. The nation embraced for additional attacks. In the nation's capital, defense measures were concentrated around the White House, however less than a hour later, terrorists piloted American Airlines Flight 77 into the structure of the Pentagon killing 189 people. The last of the 4 airplanes on the suicide mission crashed in Somerset County, Pennsylvania, southeast of Pittsburgh. All together, 266 passengers and flight crew personnel lost their lives in the hijackings, and over 4900 were pronounced dead or missing in the rubble that once was the World Trade Center. That afternoon, the Pentagon reported five warships and two aircraft carriers leaving to protect the East Coast from further attack. Material Condition Modified Zebra was set immediately onboard CARR as the base increased security measures to Force Protection Condition Delta in self defense.

CARR implemented Second Fleet's minimum requirements quickly, and maintained the high standards throughout the year. Duty Sections were collapsed into 2 sections for immediate support and expanded to 3 with a Force Protection Tactical Action Officer present 24 hours a day. CARR's rhib boat, nicknamed "Paul Henry" was removed from the skids and became part of a 24 hour, pier roving patrol. The next major obstacle CARR would be faced with, came weeks later in support of the USS JOHN F. KENNEDY'S battlegroup's COMPTUEX in the Puerto Rico Operation Area (PROA). Despite all of the adversity involved in Force Protection watchstanding, CARR got underway for the PROA on the 2<sup>nd</sup> of October, leaving behind frightened and concerned family members.

A major class "C" fire broke out on the SPS-49 radar, the morning of the 3<sup>rd</sup> and the At Sea Fire party was called away to de-energize the system, combat the fire and smoke, and set the reflash watch. Once the scene was 100% overhauled, CARR set sights on the big picture and continued steaming towards the PROA. Since no time was lost during the casualty, CARR continued south, traveling a standard 16 knots, with USS BRISCOE (DD 977), the OTC for the transit. Upon arrival, the OTC would be shifted to COMCARGRU 4, embarked on the JFK (CV 67). CARR's recent MIO experience in the Gulf proved to be quite valuable, as CARR participated in boarding exercises and offered advice to USS CARNEY (DDG 64) and USS ROOSEVELT (DDG 80) Sailors. In addition to boarding exercises, evasive planning and covert operations, CARR managed to receive fuel 3 times from the USNS KANAWHA (T-AO 196). All participating warships were forced North during the last couple of days due to Hurricane Karen, which produced sustained winds of 67 mph with gusts to 90 mph, as it moved from southeast to northwest below the Caribbean within 50 miles from our location.

On the return home, CARR conducted a burial at sea, and put to rest 3 fallen comrades. Never missing the opportunity to train watch standers and test weapons systems, CARR conducted a final small arms Pac-fire for the year and further prepared to

enter Norfolk, VA. CARR moored at Pier 4, Berth 2, and remained so until the weapons offload took place on the 29<sup>th</sup> of October. Moored securely to Pier 1, Berth 7, at the Naval Weapons Stations, CARR completed a full offload in approximately 24 hours. The return to Home Port would be the last full power transit for the year, and equally as important as the others, Operational Risk Management was stressed to all Officers, Chief Petty Officers and junior Sailors for a safe evolution.

On the 7<sup>th</sup> of November, CARR completed an underway dead stick move to the NORSHIPCO drydock. The move was successful to say the least. Here, CARR remained until the end of the year, as shipyard workers and contractors worked the 287 jobs submitted prior to arrival. Thanksgiving came and went, and a small percentage of Sailors took advantage of the holiday leave period. Those who lived on board, feasted on the Thanksgiving Dinner prepared by the Mess Specialists. Turkey and dressing, giblet gravy, ham and cranberry sauce, topped the menu as Sailors indulged, stood watches and coordinated with shipyard workers to accomplish the mission.

Winter arrived in December, however, the mild fall weather seemed to last forever. Temperatures in the 60's and 70's, allowed for beautiful working conditions and a pleasant shipyard environment. Prior to Christmas Break, a majority of the major jobs were worked with the exception of unforeseen problems with the ship's rudder and various engineering check points. Fifty percent of the crew departed for Christmas Stand-down on 17 December and returned on the 28<sup>th</sup> for turnover. The remainder of the crew waited patiently, leave papers in hand, for the completion of the work day and then hastily signed out on leave to bring in the New Year with family and friends.

4. Supporting Documents. See Enclosures (1) through (13).



B. T. DONEGAN