

10 Mar 2011

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Command Operations Report

This report is **required** by commands listed in **SNDL Parts 1 & 2** and all operational Task Forces, Groups and Units temporarily established to meet operational requirements.

The report format is divided into six sections: Command Data, Commander's Assessment, Chronology and Narrative, Supporting Reports, Published Documents, and Photographs. Required information is identified in specific sections of the form. See instructions appendices for assistance in compiling and on submitting this form and any attachments.

1. Command Data

Name of your Command or Organization: USS CARR (FFG 52)

Unit Identification Code (UIC), per the SNDL: 21233

Name and Rank of Commander/Commanding Officer/Officer in Charge:

Last: KULAKOWSKI First: PATRICK M.I.: E Rank: CDR

Date Assumed Command (date format YYYY-MM-DD): 2010-10-04

Mission/Command Employment/Area of Operations: COUNTERING TRANSNATIONAL ORGANIZED CRIME/DEPLOYMENT/C4F

Permanent Location (Home Port for deployable units): NORFOLK, VA

Immediate Superior In Command:

Operational: CTF 20 (01JAN12 – 05JUN12; 27NOV12– 31DEC12)
CTF 40 (06JUN12 – 27NOV12)

Administrative: CDS 22

Identify your assigned Task Force/Group/Unit name(s) and mission(s). Include OPLAN(s) and or named operations you participated in during Task Force assignment (if applicable):

CTF 40/CTG 4.1/OPERATION MARTILLO

CTF 40/CTG 4.1/COUNTERING TRANSNATIONAL ORGANIZED CRIME

Name(s) of Forces, Commands, Ships, Squadrons or Units assigned or under your operational control (if applicable): NA

Type and number of Aircraft Assigned and Tail Codes, if applicable:

SH-60B, 1, Venom 502

Commands, Detachments or Units deployed on board or stationed aboard as tenant activities (as applicable):

HSL 48 DET 2

USCG LEDET 108 (03 Jun – 01 Aug)

USCG LEDET 105 (01 Aug – 15 Oct)

USCG LEDET 106 (15 Oct – 28 Nov)

Number of Personnel Assigned:

Officers: 23 ; Enlisted: 172; Civilian: 0

Command Point of Contact (required entry, complete in full):

Name (Rank, First Name, Middle Initial, Last Name): ENS [REDACTED]

Job Title/Office Code: PAO

E-mail (both classified and unclassified, if available):

[REDACTED]

Phone number(s): [REDACTED]

Command Mailing Address: USS CARR (FFG 52), FPO AE 09566-1506

2. Commander's Assessment

2012 was another busy and challenging year for USS CARR's crew as we prepared for our second deployment in six months and final deployment prior to decommissioning (anticipated in March of 2013). In addition, CARR's Sailors continued to prepare for our spring inspection by the Board of Inspection and Survey.

As January commenced, CARR focused on conducting INSURV preparations while also completing the last significant maintenance opportunity prior to deployment. CARR also transitioned to the Pilot Training Program, abandoning the guidance contained in the COMNAVSURFOR Surface Forces Training Manual. CARR is the first ship to be in the sustainment phase under this new training philosophy and there were significant growing pains as the training organizations decided which training events CARR had to conduct. Based on deficiencies discovered during multiple pre-INSURV assessments, CARR's INSURV was shifted to May vice early March in order to provide additional preparation time. CARR received significant

attention from outside activities and CARR's Sailors and maintenance team responded positively to improve CARR's material condition – specific weaknesses were Engineering and Damage Control.

In February, CARR departed for Mayport in order to take advantage of COMDESRON 14's significant FFG expertise and procure hard to get parts from the three logistics support asset FFGs in Mayport (USS BOONE, USS STEPHEN W GROVES, and JOHN L. HALL). With the assistance of COMDESRON 14, CARR continued to make great progress in conducting repairs and fixing processes to support sustain operations.

In March we returned to Norfolk and conducted our last regular CMAV prior to decommissioning. The focus of effort in March included the conduct of several exercises and Afloat Training Group events in order to prepare for deployment certification. With only two months left before deployment and a significant amount of work ahead of us, the command triad met with the families at the Fleet and Family Support Center to address their and our concerns. The meetings with the families was very positive and our continued commitment to keep them informed is critical to our success.

On April 20th, we were underway to participate in the USS DWIGHT D. EISENHOWER Composite Unit Training Exercise (COMPTUEX) in order to complete our Maritime Security Operations Ready Certification and embark our helicopter detachment, HSL 48 Det 2. Just prior to COMPTUEX we completed a modified week one work up (compressed to 2 days). On April 24th we kicked off our COMPTUEX and it began well. Our Sailors performed superbly throughout the exercise. Of particular note was our Visit, Board, Search, and Seizure Team which did a superb job and earned stellar grades during all evaluated boardings. Without warning on April 10th, the seas quickly built to 10ft and battered us while we rode out the storm. As a result of the sustained heavy seas, one of the forward fuel tanks developed a leak on a weld seam; a temporary patch was applied and we continued the exercise. This COMPTUEX also provided an opportunity for our Sonar Technicians to demonstrate their USW proficiency in addition to the chance to conduct several live fire events (small arms, 20mm, 25mm, and 76mm).

Upon our return to Norfolk there was not rest for CARR's Sailors; focus immediately shifted to successful execution of INSURV. Over three days, CARR's Sailors performed well and received evaluations of yellow and green across all mission areas. Following the completion of INSURV our focus turned to repairing the most significant issues found, including small, but aviation impacting discrepancies; secondary and main drainage casualties; and failed auxiliary equipment.

On June 1st, CARR departed on her final deployment enroute the C4F area of responsibility. CARR's mission in 4th Fleet is focused around countering transnational organized crime – what used to be referred to as counter narcotics operations. Commander's assessment for the period of June 1st to December 3rd are contained in section four as documented in CARR's weekly family and friends emails.

3. Chronology

JANUARY

16Dec-27 Jan	Corrosion Control Assist Team Visit
01-03 Jan	Holiday Stand down
03-06 Jan	NAVAIR Pre Availability Tech Assist
09–20 Jan	C5RA
09–13 Jan	Deck Maintenance Assist Team Visit
09–13 Jan	Valve Maintenance Assist Team Visit
09–20 Jan	Auxiliaries Maintenance Assist Team Visit
12 Jan	EKMS A&A Team Visit
18 Jan	Safety Center Safety Survey

FEBRUARY

01-02 Feb	Fast Cruise
07 Feb	Recognized as the Small Afloat Unit runner-up for the 2011 Captain Edward F. Ney Memorial Award for Excellence in Food Service Competition
09-13 Feb	Underway from NAVSTA Norfolk enroute NAVSTA Mayport
10 Feb	RAS with USNS LEWIS AND CLARK (T-AKE 1)
13-15 Feb	In port NAVSTA Mayport for Training and INSURV rehearsals
15 Feb	Underway JAX OPAREA to conduct Pre-INSURV Assessment (PIA)
15-27 Feb	In port NAVSTA Mayport for Training and INSURV rehearsals
21-24 Feb	Integrated ASW Course, Part I
27 Feb	Awarded the Engineering/Survivability Excellence Award and Command, Control, Communications, and Information Warfare Excellence Award for 2011
28 Feb-02 Mar	Underway enroute NAVSTA Norfolk, INSURV preparations

MARCH

01 Mar	RAS with USNS LEWIS AND CLARK (T-AKE 1)
02 Mar	Arrive NAVSTA Norfolk
03-23 Mar	CMAV
05-09 Mar	Independent Deployer's Academics
06 Mar	Awarded the CY11 Force Health and Wellness Unit Award, Green H
06-07 Mar	RADNAV Team Trainer
08-09 Mar	Search and Rescue Exercise
09 Mar	NJROTC Visit, Highland High School, New Mexico
12-16 Mar	Gas Turbine Material Assist Visit
12 Mar	Hosted the USFFC DRRS-N Development Team
15 Mar	CO/CMDCS Meeting with Families at the Fleet and Family Support Center
19-21 Mar	Aviation LTT
19-23 Mar	Hull Cleaning
19-23 Mar	Exercise CITADEL SHIELD/SOLID CURTAIN

21 Mar	Received the COMNAVSURFOR Intelligence Excellence Award (Category 3)
22 Mar	HF MCN Exercise
27 Mar	ATG Event: Air 1.4B (Helo Day)
28 Mar	SESEF Range
29 Mar	IKESTRKGRU COMPTUEX Final Planning Conference
29-30 Mar	ATG Event: ATPF 1.1
30 Mar	Family Pre-deployment Brief at the Fleet and Family Support Center

APRIL

04-06 Apr	Search and Rescue Certification
04-05 Apr	ATG Event: VBSS 1.1
05-06 Apr	Spring Physical Fitness Assessment
09-11 Apr	Underway VACAPES OPAREA to conduct a Damage Control and Communications LTT
11 Apr	Deck Landing Qualifications with HSC 22
11-13 Apr	Underway VACAPES OPAREA to conduct Engineering and CSTT LTT
12 Apr	RAS with USNS JOHN LENTHALL (T-AO 189)
13 Apr	Selected as the Atlantic Fleet "Best of Class" for FY 2011 Ships Store Retail and Services Excellence Award
13-20 Apr	NAVSTA Norfolk, Upkeep
16 Apr	COMNAVSURFLANT D-45 Brief
16 Apr	IKESTRKGRU COMPTUEX Pre-Sail Conference
16 Apr	Force Protection Exercise Pre-Brief
16-18 Apr	Electronic Warfare Training Readiness Evaluation
17-18 Apr	CSFTL Force Protection Exercise (Deployment Certification)
19 Apr	Ammunition Onload for COMPTUEX, 76mm BL&P
20-23 Apr	Underway enroute NAVSTA Mayport
21 Apr	Burials at sea ivo 33-10N, 076-35W: 2 nd LT Joseph Ayers, Jr.; RMC William Black, Jr.; AMSC Melvin Melton; ADJ1 Harold Barks; RM1 William Elmer; STG1 William Moyer; HT2 Scott Farris; ADR3 Johnny Byram; BT3 John Dedreau
23 Apr	Arrive NAVSTA Mayport, Brief Stop for Logistics and onload of HSL 48 Det 2 for COMPTUEX
23 Apr-09 May	Underway JAX OPAREA for Week One Work Ups
24 Apr-09 May	Underway JAX & CHERRY POINT OPAREAS for COMPTUEX
27 Apr	RAS with USNS BIG HORN (T-AO 198)
30 Apr-01 May	NAVSTA Mayport, Emergent repairs to Stbd Helo Hangar Door

MAY

03-06 May	Integrated ASW Course, Part II
04 May	RAS with USNS BIG HORN (T-AO 198)
08 May	RAS with USNS BIG HORN (T-AO 198)
09 May	NAVSTA Mayport, Brief Stop for Logistics and offload of HSL 48 Det 2

09-11 May	Underway enroute NAVSTA Norfolk
11 May	Arrive Norfolk, VA
15 May	Pre Deployment Brief with C4F
15 May	CDS 22 CCC Assessment
15-16 May	INSURV Rehearsal
21-23 May	Inspection by the Board of Inspection and Survey (Survey)
29 May	EKMS A&A Team Visit
30 May	CDS 22 EKMS Inspection

JUNE

01-03 Jun	Underway from Norfolk to deploy to Fourth Fleet
01 Jun	RAS with USNS BIG HORN (T-AO 198)
03 Jun	NAVSTA Mayport, Brief Stop for Logistics and onload of HSL 48 Det 2, and Coast Guard Det 108
03-04 Jun	Airborne Use of Force Certification (Deployment Certification)
06 Jun	OUTCHOP CTF 20, INCHOP Fourth Fleet
07 Jun	Medevac via VENOM 502 to Guantanamo Bay, Cuba
08 Jun	Commence Operation Martillo
10 Jun	RAS with USNS SACAGAWEA (T-AKE 2)
12 Jun	Disruption of Panga AMEN while operating in the Caribbean
14 Jun	RAS with USNS SACAGAWEA (T-AKE 2)
16 Jun	Intercept of Sailing Vessel SEA YETTI in the Caribbean; seizure of 100kg of Cocaine and capture of 3 personnel
18 Jun	Intercept of Go-Fast in the Caribbean, no narcotics found
23 Jun	RAS and VERTREP with USNS SACAGAWEA (T-AKE 2)
23 Jun-10 Jul	Embarked a Panamanian ship rider
23 Jun-06 Jul	VENOM 502 completed Phase 'D' Maintenance
28 Jun-01 Jul	Port Visit to Santa Marta, Colombia (anchored)

JULY

10 Jul	Brief stop for fuel and logistics at Colon, Panama (pierside)
11 Jul	Shadowing of Motor Vessel SMART
12-14 Jul	Intercept and boarding of Motor Vessel SMART in the Caribbean; no narcotics were found.
21 July 2012	Brief stop for fuel and fresh food and vegetables at Cartagena, Colombia (anchored)

AUGUST

01 Aug	Disembarked Coast Guard LEDET 108 / Embarked Coast Guard LEDET 105
01 Aug-04 Aug	Port Visit to Curacao, Netherlands Antilles (Pierside)
02 Aug	COMREL Project, Siloam Orphanage
12 Aug	Intercept of a Go-Fast in the Western Caribbean and recovery of 81 bales of Marijuana, weighing 4,134lbs.
13 Aug	RAS with USNS CHARLES DREW (T-AKE 10)
14 Aug	Provide assistance to U.S. Sailing Vessel, BOB

14-15 Aug	Intercept and boarding of Go-Fast in the Western Caribbean; 2 personnel detained and 568 kilograms of cocaine seized
16 Aug	Transfer detainees to USCGC DEPENDABLE (WHEC 626)
20 Aug	RAS and VERTREP with USNS SACAGAWEA (T-AKE 2)
28-29 Aug	Transited Panama Canal (South Bound)
29 Aug	Arrived Eastern Pacific, Anchored in Balboa Anchorage
29 Aug – 01	PVST Vasco Nunez de Balboa, Panama (Pier 2 South)

SEPTEMBER

06 Sep	Boarding of Colombian Fishing Vessel CAPTAIN PACHANA and disruption of 1500kg of Cocaine – cargo jettisoned and not recovered
09 Sep	Brief stop for fuel and logistics at Vasco Nunez de Balboa, Panama (pierside)
14 Sep	Disruption of 1300kg of Cocaine from fishing vessel TITANIC; cargo Jettisoned and recovered by Colombian Navy
17 Sep	Narcotics transfer to Costa Rica officials while at anchor in Puntarenas, Costa Rica
19-24 Sep	Mid-Deployment Maintenance Period pierside Vasco Nunez de Balboa, Panama
21 Sep	Community Relations Project at the Nutre Hogar School

OCTOBER

03-04 Oct	Boarding of Colombian Fishing Vessel LA COSTENITA, no narcotics found
06-08 Oct	Brief stop for fuel and logistics at Vasco Nunez de Balboa, Panama (Pier 2 North)
11 Oct	Pursued Go-Fast until she proceeded into Colombian Territorial Waters, then recovered 324kg of Cocaine inside jettisoned fishing buoys
13 Oct	Hosted the Commanding Officer of ARC BUENAVENTURA (BL 162), CDR Itaro Pinera Varga, on board CARR to discuss tactics and observations
13 Oct	Pursued panga into Ecuador territorial waters
14 Oct	Conducted questioning of panga; insufficient evidence to board
15-16 Oct	Brief stop for fuel, logistics, and LEDET turnover at Vasco Nunez de Balboa, Panama (Pier 2 South)
15 Oct	Disembarked Coast Guard LEDET 105 / Embarked Coast Guard LEDET 106
22 Oct	RAS and VERTREP with USNS GUADALUPE (TAO 200) - 36 pallets
25 Oct	Boarding of Colombian Go-Fast, seizure of 780kg of Cocaine and capture of 4 personnel; Use of force employed by VENOM 502 and embarked LEDET gunner
26 Oct	Night pursuit of a drug laden go fast; however, it escaped into Colombian territorial waters
29 Oct	Transited south of the Equator

NOVEMBER

02-06 Nov	Port Visit pierside at Vasco Nunez de Balboa, Panama
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07-08 Nov	Provided assistance to F/V HASHU (4 personnel); towed to Puerta Pina, Panama
09-10 Nov	Crossing the Line Ceremony (crossed on 29 Oct, ceremony held late as a result of operational tasking).
13 Nov	Received 6 Mexican Nationals from USS GARY (FFG 51)
14 Nov	Boarding of Go-Fast, seizure of 30kg of Cocaine and 551lbs of Marijuana and capture of 3 personnel; Warning shots from VENOM 502's embarked LEDET gunner
16 Nov	Transferred 6 Mexican Nationals and 3 detainees to USCGC ALERT (WMEC 630)
17 Nov	Brief stop for fuel and logistics at Vasco Nunez de Balboa, Panama (Pier 2 North)
18-19 Nov	Transited Panama Canal (North Bound), arrived in the Caribbean
23-25 Nov	Port Visit pierside at Guantanamo Bay, Cuba
26 Nov	Outchop Fourth Fleet, Inchop USFFC
28 Nov	Port Visit Mayport, Florida for Helo Det and LEDET Offload and Decommissioning Conference
28-29 Nov	Ammunition Offload

DECEMBER

01 Dec	Underway from Naval Station Mayport; Tiger Cruise enroute Norfolk
03 Dec	Arrive Norfolk, VA
10 Dec	Commence Pre-Inactivation Continuous Maintenance Availability
18-20 Dec	Defuel in preparation for decommissioning

Narrative

CARR's holiday leave period was once again cut short as we got back to work in order to prepare for our upcoming inspection by the Board of Inspection and Survey along with completing required training events in preparation for our June deployment. As January began, CARR conducted a continuous maintenance availability (CMAV) in order to fix items that broke during our last deployment and prepare for our scheduled March 5th INSURV. There is a discussion about shifting our INSURV to the right, possibly after deployment. Additional discussions are also taking place to determine if we will conduct an Underway Material Inspection or just do the pierside portion. CARR received assistance from multiple outside sources, including Norfolk Ship Support Activity and numerous COMNAVSURFLANT assist teams, to include the Corrosion Control, Auxiliary Machinery, Deck, and Valve Maintenance assist teams.

CARR conducted a Fast Cruise on February 1st - 2nd as a result of having not been underway since early December. Our underway to Mayport was delayed a week as a result of casualties to both of our Fuel Oil Purifiers. Working throughout the night, we were able to replace on Fuel Oil Purifier received from USS KAUFFMAN and repair the second one with help from De Laval. On February 9th CARR departed Norfolk enroute NAVSTA Mayport to receive assistance from DESRON 14 to prepare for INSURV. On February 15th, CARR conducted a Pre INSURV

Assessment (PIA) which included a 76mm live fire event, full power run, and anchoring demonstration. In addition to the assistance received from CDS 14, we had the opportunity to receive parts from the three decommissioning Frigates designated as Logistics Support Assets (USS BOONE, USS JOHN L HALL, and USS STEPHEN W GROVES). On February 27th we were informed that HT1 [REDACTED] was selected as the winner of the Navy League's 2012 Honorable J. William Middendorf Award. HT1 [REDACTED] has been critical to our success and it was great to see him recognized. On February 28th, CARR departed Mayport and headed back Norfolk to complete deployment training and continue material preparations.

Upon return to Norfolk, March was another month engaged in pre-deployment training and material preparations. The most significant training events this month were sending our team to the Radar Navigation trainer, completing our biannual SAR Exercise, conducting force protection training in preparation for next month's Force Protection Exercise (our deployment certification event). Our biggest maintenance items involved repairing pitting in the APU room bulkhead along with sea chest repair in AUX 2. We also were informed that our INSURV would consist of the in port section only; however, the INSURV is now rescheduled just 3 weeks prior to our deployment. CARR was underway again March 27th – 28th to conduct an AVIATION Limited Training Team (LTT). Preparations continued to ensure that CARR's teams were ready to conduct deployment certification as part of the IKESTRKGRU COMPTUEX.

On April 4th, CARR successfully completed Search and Rescue Certification. The first two days of the event involved validating qualifications, testing our rescue swimmers, and equipment inspections. The second day was all about drills and evolution to show our ability to conduct a rescue. CARR was underway again from April 9th – 13th to conduct multiple ATG LTTs. CARR was evaluated on multiple critical evolutions; including damage control drills, combat systems scenarios, and flight operations. On April 11th, CARR executed CTF 20 tasking to conduct deck landing qualifications for HSC -22. When CARR returned to Norfolk, focus shifted for successful execution of Force Protection Exercise, which CARR successfully passed. On April 20th, CARR departed for Mayport to embark HSL 48 Det 2 and conduct week one work ups in preparation for COMPTUEX and ultimately deployment.

On April 24th we commenced COMPTUEX with the EISENHOWER Strike Group and other independent deployers. Our Visit, Board, Search, and Seizure Team was hitting on all cylinders and quickly achieved T1 training status. In addition to VBSS, we conducted air defense training, launched chaff during multiple chaff exercises, conducted several live fire events against remote controlled and towed targets, engaging with our 76mm, CIWS, and crew served weapons (both day and night shoots). In addition, we also conducted our Integrated ASW training against a U.S. SSN and Brazilian diesel submarine. This COMPTUEX was night and day from the one we completed in January/February 2011 – the teams did a superb job and were thoroughly prepared.

CARR returned from COMPTUEX on May 11th and immediately began final preparations for the May 21st – 23rd INSURV. Although grades are not officially assigned for an INSURV Survey, we were told that we were Yellow/Green for all mission areas. Immediately following the INSURV, CARR began final preparations for her final deployment

On Friday June 1st, CARR departed Naval Station Norfolk pier 5 for her final deployment. On June 3rd CARR arrived in Mayport and embarked our Helo Det (HSL 48 Det 2, LEDET 108, and Intel team. On the 6th, CARR chopped into 4th Fleet and continued south to take part in Operation Martillo. Operation Martillo is a multi-national effort to combat the flow of drugs out of Colombia. CARR received tasking from JIATF-SOUTH to patrol the southern Caribbean. On June 15th and 16th CARR intercepted the sailing vessel SEA YETTI in international waters off the Caribbean Coast of Colombia. The Coast Guard boarding team recovered 4 bales of cocaine, weighing approximately 100 kilos (220 pounds) worth an estimated \$3 million wholesale value. In addition three personnel were detained and eventually transferred to a Coast Guard Cutter for prosecution back in the United States. On June 28th CARR conducted the first port visit of the deployment, anchoring in the Santa Marta, Colombia harbor for a four day port visit.

On July 1st, CARR was back underway to continue Counter Transnational Organized Crime (CTOC) operations. CARR continued patrols in the southern Caribbean; however, a series of tropical weather systems continued to move through the Caribbean, producing high seas that kept most traffickers in port. Despite the high seas, on July 12th CARR intercepted the motor vessel SMART in the western Caribbean near the island of San Blas, Colombia. Following a two day search of the vessel, the LEDET was unable to access a significant portion of the cargo hold that contained 1.2 ton bags of sand. The motor vessel was transferred to the Colombian Navy for removal of cargo pierside; however, upon completion of the pierside search no contraband was found. CARR continued to patrol in the vicinity of the Gulf of Uruba.

On July 20th we received our inactivation and advanced planning message from COMNAVSURFLANT. We are scheduled to commence our inactivation continuous maintenance availability (CMAV) commencing on December 12th.

On August 1st, CARR moored in Willemstad Curacao for the second port visit of deployment. After three days of onloading mail, stores, and parts, CARR went back underway to continue CTOC operations.

On the night of the 11th of August, CARR spotted a possible Go-Fast on radar. CARR's helo confirmed this with the use of their FLIR camera. CARR pursued the Go-Fast until early the next morning 80 nautical miles into Costa Rican territorial waters, where Costa Rican authorities intercepted and detained the crew. CARR then back tracked the way they came as the Go-Fast was seen throwing packages over. On the afternoon of the 12th of August. CARR's helo spotted multiple packages floating in the water. CARR launched her RHIB and recovered 81 bales of marijuana, weighing 4,134 lbs and worth an estimated \$33 million.

On the 14th of August, CARR spotted an American sailing vessel in the southern Caribbean. When CARR sent it's RHIB over to the vessel to verify its identity, it was revealed that they had a dead battery. CARR's LEDET recharged the battery for the vessel.

On the night of the 14th of August, CARR's helo spotted a go-fast that was dead in the water with a makeshift sail. CARR sent over the RHIB and it was discovered that the two personnel on

board were in distress, they also had nearly 600 kilograms of cocaine. CARR's LEDET took the two personnel into custody and recovered 568 kilograms of cocaine.

On the morning of the 20th of August, CARR rendezvoused with the USNS SACAGAWEA and conducted CARR's last refueling at sea. CARR also completed a vertical replenishment using CARR's embarked helicopter to transfer 87 pallets of supplies to CARR and 16 pallets to USS UNDERWOOD.

On the afternoon of the 28th of August, CARR arrived in Colon, Panama to prepare to transit the Panama Canal. After nearly twelve hours, CARR arrived and anchored in the Pacific. Later in the morning of the 29th, CARR got underway from anchorage and went pierside at the Rodman Naval Base, pier 2. CARR remained pierside through the 1st of September to provide CARR's Sailors with some down time.

On the 6th of September, CARR received tasking to intercept and search the fishing vessel CAPTAIN PACHANGA. The intercept was conducted; however, no contraband was found on board. CARR was credited with a disruption of 1500kg of cocaine.

On the 12th of September, CARR received tasking to intercept the fishing vessel TITANIC. After shadowing TITANIC for two days, CARR intercepted the vessel. After receiving information the cargo had been dumped at a specified lat/long, CARR departed TITANIC to investigate. After searching for hours with CARR, CARR's RHIB, Helo, and P3, no narcotics were discovered. The Colombian later Navy found a submersible that TITANIC had detached which contained 1300kg of cocaine (CARR was credited with a disruption).

On the 17th of September, CARR anchored off of Puntarenas Costa Rica to transfer a case package and representative sample of marijuana to the Costa Rican drug enforcement agency (seized on 14 August while operating in the Caribbean). CARR also hosted local Costa Rican dignitaries and media to promote cooperation between the United States and Costa Rica. The Costa Rican government recently passed legislation to make it easier for U.S. Navy ships to conduct port visits in Costa Rica.

From the 19th to 23rd of September, CARR moored in Vasco Nunez de Balboa, Panama to refuel, take on mail and stores, and conduct mid-deployment repairs. After five days in port, CARR returned to sea in order to continue patrols and conduct ROA's (Right of Approach) on fishing vessels. On the 6th of October, CARR moored again in Vasco Nunez de Balboa for fuel, stores, and mail. A steering gear casualty discovered before getting underway on October 7th kept CARR in port an extra day awaiting replacement parts. On the afternoon of October 8th, CARR was back underway conducting patrols.

On the night of the 10th of October, CARR received information that a fishing Panga was in the area and had dropped a fishing net over the side with 256 buoys attached. CARR immediately launched its embarked helicopter and attempted to intercept the panga; however, it fled toward Colombian territorial waters. Just before sunset, CARR received permission to retrieve the net and buoys. CARR was maneuvered perpendicular to the net and personnel on the foc'sle used

grappling hooks to retrieve the net; they then attached the net to the capstan. The Coast Guard LEDET drilled into the first buoy and found a white, powdery substance that tested positive for cocaine. CARR brought the rest of the buoys onboard and recovered 324kg of cocaine from the 256 buoys.

On the 13th of October the Commanding Officer of CARR hosted the Captain of the ARC BUENAVENTURA to discuss tactics and recent observations. The Colombian Navy is a vital partner in Operation Martillo.

On the 15th of October CARR moored in Vasco Nunez de Balboa for fuel, stores, mail, and to disembark LEDET 105 and embark LEDET 106.

On the 22nd of October CARR, USS CURTS (FFG 38), USS GARY (FFG 51), and USCGC BOUTWELL conducted a RAS just south of Panama with the USNS GUADALUPE (T-AO 200). CARR received 64,000 gallons of F-76 and 7,510 gallons of JP-5. After all the ships received fuel, VENOM 502 delivered 39 pallets to CARR, CURTS, and GARY.

On the 25th of October VENOM 502 detected a go-fast that immediately began throwing packages over the side and then closed Colombian territorial waters. After multiple verbal warnings, the vessel refused to stop. VENOM 502 fired warning shots; however, the vessel continued on. VENOM 502 then received permission to conduct disabling shots. After firing the shots at the vessel's engine, the vessel immediately stopped. CARR's LEDET proceeded to board the vessel and retrieve the packages in the water, seizing 780 kg of cocaine.

Early in the morning of the 29th of October CARR crossed the equator; however, we were unable to conduct the Crossing the Line ceremony. CARR then transited to Vasco Nunez de Balboa to conduct a port visit from 2-6 November. On the 7th of November, CARR discovered a vessel in distress that had been adrift at sea for nine days. CARR repaired the vessel's engine and followed the vessel through the night. Early the next morning the vessel's engine failed again. Instead of attempting to conduct further repairs, CARR took the vessel under tow until we reached Puerto Pina, Panama where CARR transferred the vessel to the Panamanian Coast Guard.

Today the Wogs became Shellbacks as CARR conducted a belated Crossing the Line ceremony.

On the 14th of November, VENOM 502 detected a small go-fast that immediately began jettisoning packages and steering towards Colombian territorial waters. VENOM 502 was given permission to conduct warning shots; after firing 40 rounds the vessel stopped. CARR's LEDET boarded the vessel and retrieved the jettisoned packages, recovering 551 lbs of marijuana and 30kg of cocaine.

Late on the 17th of November, CARR moored in Vasco Nunez de Balboa for fuel and to make preparations to transit the Panama Canal. On the evening of the 18th, CARR got underway after sunset to begin the transit back to the Caribbean. At approximately 0400, CARR completed the

transit and commenced transiting north toward our last port visit of deployment, Guantanamo Bay, Cuba.

On the 3rd of December CARR returned to her home port of Norfolk, VA for the final time. On 10 December, CARR commenced a pre-inactivation CMAV to begin preparations to decommission on 13 March 2013.

4. Supporting Reports (Refer to specific guide for Ship/Shore/Aviation or Fleet Command)

Weekly Newsletters:

3 June 2012

CARR Families and Friends,

My first weekly update is a short one as we commence our transit to the Caribbean Sea for deployment. Our focus over the next six months will be executing our Countering Transnational Organized Crime mission and enforcing our seven guiding principles of watchstanding: Integrity, Level-of-Knowledge, Procedural Compliance, Formality, Questioning Attitude, Forceful Backup, and Risk Management.

Welcome aboard HM1 [REDACTED], our new Independent Duty Corpsman and a fond farewell to HMC [REDACTED] who departs for his next tour at COMNAVSURFLANT. Additionally, welcome aboard to our 12 newly reported Sailors who were cross-decked from other Norfolk ships to support our deployment: DC1 [REDACTED], BM1 [REDACTED], BM2 [REDACTED], GSM2 [REDACTED], FC2 [REDACTED], ITSN [REDACTED], EMFN [REDACTED], LS2 [REDACTED], GSE3 [REDACTED], BM2 [REDACTED], ENFN [REDACTED], OS2 [REDACTED], CS2 [REDACTED], and EN1 [REDACTED].

Farewell and following seas to ITC [REDACTED], CS3 [REDACTED], LSSN [REDACTED], GSM2 [REDACTED], BM1 [REDACTED], EN2 [REDACTED], IC2 [REDACTED], and STG2 [REDACTED].

Several spouses have asked about sending mail...we expect to get mail every few weeks...packages and letters can be sent to your Sailor at:

[Name]
[Department/Division]
USS CARR (FFG 52)
FPO AE 09566-1506

Deployment Day 1 - Friday, June 1st

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As most of you know, on Friday morning we departed Norfolk to begin CARR's final deployment! Before we departed, we had several high ranking guests, to include: Admiral Harvey (Commander, United States Fleet Forces Command), RADM Thomas (Commander, Naval Surface Forces Atlantic), RADM Shelanski (Commander, CARRIER Strike Group Ten), and Commodore Fuller (Commander, Destroyer Squadron Twenty Two). In addition we had all the local news teams on the pier.

We departed under sunny skies and with many friends and family on the pier to see us off. Thank you to CARR's Family Readiness Group for providing refreshments for all those that came out to wish their loved ones farewell.

After securing from the Sea and Anchor detail we immediately shifted focus to prepare for a refueling at sea with USNS BIG HORN. We took on a total of 12,023 gallons of JP-5 (fuel for our helicopter) and 21,678 gallons of F-76 (fuel for our diesels and gas turbine engines). Once our tanks were topped off, we pushed South against the Gulf Stream. The Gulf Stream flows up the eastern coast of the United States; we need to order up an additional 3-5kts of speed to overcome the current.

Day 2 - Saturday, June 2nd

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Today while transiting south we started the day by conducting a small arms gun shoot on the flight deck for qualifications. Great job to GM2 [REDACTED] and GMSA [REDACTED] for setting up the range and ensuring the evolution was conducted safely.

Congratulations to GSMC [REDACTED] who reenlisted for four more years. He has done a great job as our lead engineer (designated as "Top Snipe").

Later in the afternoon we conducted Damage Control drills - a main space fire drill - to ensure we stay on the top of our game and remain ready to respond to any casualty.

10 June 2012

CARR Families and Friends,

Family Readiness Group Note: All CARR friends and families are invited to a meet and greet potluck dinner on Thursday, June 14th 5-7pm at Mt. Trashmore Kids Cove in Virginia Beach. Request all attending bring a dish, dessert, or drinks to share. Please RSVP to ussCARRfrg@gmail.com or on facebook OR on facebook: (www.facebook.com/USSCARRFRG) and include what item you will be bringing. If you are not sure what to bring, please contact the FRG and we will provide suggestions.

Day 3 - Sunday, June 3rd

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This morning we arrived in Mayport to onload our helicopter and Coast Guard detachment. Most of our Sailors had the opportunity to make it over to the NEX to get last minute items they forgot back in Norfolk.

Shortly after getting underway on Sunday afternoon, we conducted a precision anchorage for training and then headed south along the coast of Florida. The Florida Current (known commonly as the Gulf Stream) pushes to the north, so we hugged the coast in order to minimize the current we had to overcome.

Day 4 - Monday, June 4th

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This morning we conducted a certification exercise with the Coast Guard and our helo detachment in order to conduct airborne use of force against drug boats. This certification involved exercising communications and validating that we understood the requirement to use force. Once complete, our assessor flew off and we continued south.

Today we handed out our deployment t-shirts; with everyone receiving two. Since it is going to be extremely hot down south, I am permitting everyone (except the Engineers who must wear fire retardant coveralls) to wear the t-shirt along with their NWU pants. The gray t-shirts have the ship's crest on the front and a picture of CARR along with "Sunset Cruise 2012" on the back.

Great job to ET1 [REDACTED] and ET3 [REDACTED] who quickly responded and fixed our communications circuit that we use to communicate with the helo. They immediately identified the fault and rapidly conducted repairs.

Day 5 - Tuesday, June 5th

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We continued our transit to the Caribbean, passing through the Old Bahama Channel. The Old Bahama Channel is a strait off the northern coast of and south of the Great Bahama Bank. It is approximately 100 miles long and 15 miles wide running between the Bahama Islands and Cuba. The narrowest portion of the Old Bahama Channel is between 22° and 23° North latitude, where its width rarely exceeds twelve miles. The Spanish colonial trade routes, which originally favored the Old Bahama Channel, shifted to the Straits of Florida (the New Bahama Channel) as it was a safer alternative. In the Old Bahama Channel, ship captains had to pick their way through the low lying cays and shoals of the southern Bahamas.

Day 6 - Wednesday, June 6th

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Great job to Auxiliaries Division who took on the task of replacing the filters in our reverse osmosis units (this is how we turn seawater into freshwater). BZ to EN1 [REDACTED], ENC [REDACTED], CWO2 [REDACTED], and EN3 [REDACTED]...although it sounds easy to change out a filter, this is a complicated task that took about 11 hours to complete. Immediately after completing the filter change out the entire crew benefited, we now are drinking clean and pure water that rivals any bottled water - Great job!

Day 7 - Thursday, June 7th

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Today we passed through the Windward Passage and passed Guantanamo Bay, Cuba as we headed south.

The Windward Passage is a strait in the Caribbean Sea nestled between the islands of Cuba and Hispaniola (Haiti and the Dominican Republic). About 40Nm wide, the passage connects the

Atlantic Ocean to the Caribbean Sea and is the path most cargo ships take between the Panama Canal and the eastern seaboard of the United States.

For those of you who did not receive our updates last deployment, a little background on GTMO...The bay was called Guantánamo by its original inhabitants, the Taínos; however, Christopher Columbus landed in 1494 and renamed it Puerto Grande. When Spanish settlers took control of Cuba, the bay became a vital harbor on the south side of the island and was briefly known as Cumberland Bay when the British seized it in 1741.

The naval base, nicknamed "GTMO" or "Gitmo", covers about 45 square miles on the western and eastern banks of the bay. It was established in 1898, when the United States took control of Cuba from Spain following the Spanish-American War. A perpetual lease for the area around Guantánamo Bay was offered February 23, 1903, from Tomás Estrada Palma, the first President of Cuba. The newly formed American protectorate incorporated the Platt Amendment into the Cuban Constitution, which granted the United States "complete jurisdiction and control" of the Guantánamo Bay, while the Republic of Cuba is recognized to retain ultimate sovereignty.

In 1934 the Avery Porko treaty reaffirming the lease granted Cuba and its trading partners free access through the bay, modified the lease payment from \$2,000 in U.S. gold coins per year to the 1934 equivalent value of \$4,085 in U.S. dollars, and made the lease permanent unless both governments agreed to break it or until the U.S. abandoned the base property. After the Cuban Revolution, President Dwight Eisenhower insisted the status of the base remained unchanged despite Fidel Castro's objections. Since then, the Cuban government has cashed only one of the rent checks from the U.S. government. The Cubans claim that the check was cashed by mistake. The remaining uncashed checks made out to "Treasurer General of the Republic" (a title that ceased to exist after the revolution) are kept in Castro's office stuffed into a desk drawer. The United States argues that the cashing of the single check show's the validity of the lease.

This afternoon we held a frocking ceremony on the flight deck; BZ to the following Sailors:

Our newest Petty Officers First Class:

IT1 [REDACTED]	CS1 [REDACTED]	FC1 [REDACTED]
LS1 [REDACTED]	ET1 [REDACTED]	OS1 [REDACTED]

Petty Officers Second Class:

OS2 [REDACTED]	FC2 [REDACTED]	DC2 [REDACTED]
BM2 [REDACTED]	FC2 [REDACTED]	EN2 [REDACTED]
OS2 [REDACTED]	ET2 [REDACTED]	BM2 [REDACTED]
GSE2 [REDACTED]	OS2 [REDACTED]	AE2 [REDACTED]

Petty Officers Third Class

GSM3 [REDACTED]	CS3 [REDACTED]	EN3 [REDACTED]
OS3 [REDACTED]	EM3 [REDACTED]	EN3 [REDACTED]
OS3 [REDACTED]	GSM3 [REDACTED]	LS3 [REDACTED]
AD3 [REDACTED]	YN3 [REDACTED]	

Day 8 - Friday, June 8th

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Congratulations to CS3 [REDACTED] for his superior performance as galley captain from April to June 2012 - he was most deserving of recognition as Culinary Specialist of the Quarter. BZ also to LSSN [REDACTED] and GSMFN [REDACTED] for their outstanding performance as Food Service Attendants - congrats upon being selected as Food Service Attendant of the Month (June and May).

Once we passed south of Cuba we were diverted from our intended track due to bad weather ahead of us. Today we are headed around Jamaica – unfortunately there is no possibility of pulling in there. Wave heights and winds are definitely increasing...I continue to stress the importance of ensuring all items on CARR are secured for sea for both personal safety and to ensure we don't break equipment.

This week we began a new recognition program in Engineering Department, Engineer of the Week. This week the recognition was earned by EN3 [REDACTED] for outstanding performance in watchstanding and maintenance. He was awarded a \$10 gift certificate to CARR's store and a well deserved day off from watch-standing.

Day 9 - Saturday, June 9th

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We continued our transit to our operating area while battling the winds and seas. Although not the roughest seas we have ever encountered, their effect are exacerbated because the seas and winds are both pushing on our port beam. We have all had enough rolling around and are ready to get into some better waters - hopefully tomorrow.

17 June 2012

CARR Families and Friends,

First off, Happy Father's Day to all the father's on board CARR. One of the hardest parts of our job is the time away from our wives and children. In addition, happy Father's Day to all the fathers of CARR's Sailors!! Most of us owe a ton to you all!

Great week for CARR as we entered our operating area: we conducted two refuelings at sea, disrupted a narcotics movement, and successfully conducted a boarding.

Also, I want to remind our families and friends that outbound email will be secured whenever we are conducting operations - so please don't pour Sailors will still get inbound email and will be able to contact you if there is an emergency. Don't panic if you do not get an immediate response to your email. Your Sailors will still get inbound email and will be able to contact you if there is an emergency.

Day 10 - Sunday, June 10th

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Today we commenced our normal observance of conducting holiday routine on Sunday in order to allow personnel to catch up on sleep and tend to personal matters. This holiday routine had to be cut short in the afternoon as we prepared to conduct an underway replenishment with USNS SACAGAWEA (T-AKE-2).

Having not refueled since the day we departed Norfolk, we were in need of fuel. Typically on an independent deployment, refueling is conducted in port - we refer to them as "brief stops for fuel" or BSF. Typically a BSF is just that; there is no liberty ashore, just refueling and a quick turnaround and back to sea. For a portion of this deployment, we have the advantage of having a supply ship in the area - so instead of an hour into port, 5-6 hours refueling, and an hour departing port, we can quickly come alongside the oiler and be done in about 2 hours.

We were alongside SACAGAWEA longer than normal because of the large amount of fuel we had to take. The seas were rough, but LT [REDACTED] (no relation), our Chief Engineer, brought us alongside sharply and kept us in position about 180 feet away from the SACAGAWEA. Today we took on 89,900 gallons of Diesel Fuel Marine.

SACAGAWEA is a LEWIS AND CLARK class of dry cargo ship tasked with the mission of delivering ammunition, provisions, stores, spare parts, potable water and petroleum products to deployed naval forces at sea worldwide. Built to commercial standards, T-AKEs take advantage of industry best practices and can be cost-effectively maintained using commercial, off-the-shelf technology. T-AKEs were built to high environmental protection standards; having such things as "green" waste-management facilities that decrease pollutants by 95 percent from conventional ships. The first ship, USNS Lewis and Clark (T-AKE-1), was placed in service with the MSC in June 2006 and is designed for a forty-year service life (think how many cars and televisions you will own in that amount of time). All ships in the class will be named after famous American explorers and pioneers.

Today we held the first of a series of Captain's Cup events. These events pit division against division in various competitions - the division with the most points at the end of deployment will win the prize!

Today's event involved 2 Sailors from each division; each had to shoot as many free throws as they could in 45 seconds. To level the playing field for those not possessing high tech basketball sneakers, all contestants had to perform in their socks on the non-skid flight deck. Many of the Sailors were pretty confident about their skills; however, with a moving ship on non-skid, it was not as cake as they had thought. Once all teams gave it a try, the Gunner's Mates (GMSA [REDACTED] and GMSN [REDACTED]) were tied for the win with the Engineman (ENC [REDACTED] and EN3 [REDACTED]) - tied for first with 14 free throws each. In order to break the tie, both tied divisions chose one representative to shoot a second round. It came down to GMSN [REDACTED] versus ENC [REDACTED]. GMSN [REDACTED] came out confident and surpassed ENC [REDACTED]'s shooting, winning 7 to 3. Repair Division (HT2 [REDACTED] and XO - LCDR Neil Krueger) finished just one point back to claim third place.

So after the first round, the standing are:

CG Division (5 pts)

EA Division (4 pts)

ER Division (3 pts)

Great job to ET1 [REDACTED] and OS2 [REDACTED] who teamed up to resolve an issue with our Global Command and Control System (GCCS). Although a minor issue, our system was unable to automatically provide our real time position - as a result, the GCCS operator had to manually enter our position every 15 minutes. Both Sailors used their questioning attitude and level of knowledge to resolve the issue and not to become complacent with a work around. Awesome job!

Day 11 - Monday, June 11th

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Today we continued our patrols in support of Combating Transnational Organized Crime.

BZ to ET2 [REDACTED] and ET2 [REDACTED] for their hard work maintaining our communications equipment in full working order. We experienced a couple minor communications issues this week, but both Sailors were ready to respond and get the gear back up and running in minimal time.

Day 12 - Tuesday, June 12th

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This morning we traveled through several squalls, but at least the seas were improving!!

As we continued our patrols, we found a go-fast suspected of smuggling narcotics. This was our first opportunity since last deployment to go after narcotics smugglers. Using our helicopter we made an approach, resulting in the smugglers dumping their load; thus disrupting this smuggling attempt. After dumping their load at sea, the smugglers beached their vessel and took off running through the jungle. We then sent our RHIB out to look for the packages thrown over the side; not sure if they sunk or the fact that visibility was so bad, we were unable to recover anything.

Great job by GSM2 [REDACTED] who led a team of Engineers to repair one of our fuel pumps which had stripped a gear. The team carefully disassembled the coupling assembly and ensured everything was buttoned up in accordance to the technical manual specifications. BZ is also in order for MR2 [REDACTED], who used his extensive machine skills - using the lathe and drill press - to cut a new gear assembly. MR2 continues to amaze with what he can do with a limited amount of tools in our shop. I can only imagine what he could do with a fully outfitted machine shop. MR2 [REDACTED] was recognized on Friday as the Engineer of the Week award for outstanding efforts. He received a \$10 gift certificate to CARR's store and a well deserved day off from division duties.

BZ to CF Division. They executed a collaborative effort using Distance Support (phone and email with a technical representative back in Mayport) to repair a critical weapons control console in our combat information center. After a few days of troubleshooting, FC2 [REDACTED] and FC2 [REDACTED] found the final piece of the puzzle and replaced a faulty circuit component using our shipboard Electronic micro miniature equipment. FC2 [REDACTED] was constantly motivated to push the troubleshooting effort and increase his personal level of knowledge throughout the whole troubleshooting experience. Well done!

Day 13 - Wednesday, June 13th

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Congratulations to LTJG [REDACTED] upon earning his Surface Warfare qualification today. After several weeks of boards and upon completing a presentation to the rest of the Wardroom regarding the Normandy invasion, he demonstrated the requisite knowledge to earn his Surface Warfare Officer pin.

Day 14 - Thursday, June 14th

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Although only a few days after our last refueling at sea, we rendezvoused with SACAGAWEA to top off our tanks. The weather was excellent today as we made our way alongside. Ensign [REDACTED] conducted the second approach of his career, driving us alongside with skill. The Master of SACAGAWEA called me immediately after our rigs were across and stated that our approach, " was the nicest approach he had seen while he has been in command." Great job, ENS [REDACTED]! When the evolution was complete, we had taken on 33,021 gallons of fuel.

The success of our deck evolutions is dependent upon the skill and talent of our Boatswain's Mates supplemented by personnel from every division in CARR. Today, special recognition goes out to SA [REDACTED], GMSN [REDACTED], ET3 [REDACTED], IC3 [REDACTED], OS3 [REDACTED], LSSN [REDACTED], SR [REDACTED], SR [REDACTED], SN [REDACTED], ET2 [REDACTED], SA [REDACTED], LSSN [REDACTED], SR [REDACTED], SN [REDACTED], SA [REDACTED], SR [REDACTED], and SHSN [REDACTED]!

Day 15 - Friday, June 15th

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Today, we had the pleasure to reenlist our senior Quartermaster, QM1 [REDACTED]. We are proud to have him on board and look forward to his continued service. Thanks to CS3 [REDACTED] who baked a special cake to celebrate the occasion. In addition to serving as our baker, CS3 [REDACTED] also serves as "Jack of the Dust." The Jack of the Dust maintains our food storerooms; at night he ensures everything is taken out of the storerooms and is staged and ready for the upcoming day. CARR serves 700 meals per day at a cost of \$10 per person per day.

Great job to our Communications Division who continue to work to maintain our communications and IT systems. IT3 [REDACTED] and ITSN [REDACTED] feverishly worked to ensure the correct security patches are in place to ensure we maintain the highest level of network security and maintain our Local Area Network (LAN) performance. The computers in our crew's lounge get a ton of use and are a challenge to maintain. Both Sailors

are working to replace the current machines in the lounge to support crew morale. Great job to IT1 [REDACTED] who improved internet performance by caching the sites most visited sites by Sailors.

Later that evening we received information about a potential narcotics smuggle and were off to investigate.

Day 16 - Saturday, June 16th

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We located a vessel of interest and were up all night conducting operations. Although I can't provide any details, I can say that the Air Crew, Coast Guard, Boat Crew, and Bridge performed well. Upon completion we relied on BMCS [REDACTED]'s expertise to take a vessel under tow. Great job to all the Boatswain's Mates who made this complex evolution simple.

24 June 2012

CARR Families and Friends,

This week was much slower than last week. As we learned from last deployment, this mission is either feast or famine. During the slow weeks, we get to focus additional time on in-house matters, including program reviews, preventive maintenance, and catching up on paperwork.

We are scheduled to receive our first deployment mail on July 10th – there should still be time to mail items and have them delivered by then. We have been told that there are 3 pallets of mail waiting for us. Following our July 10th mail delivery we expect mail every 20 days. As a reminder, the mailing address is:

Sailors Name
Department/Division
USS CARR (FFG 52)
FPO AE 09566-1506

Day 17 - Sunday, June 17th

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In addition to Fathers Day, today is the Hospital Corpsman's 114th birthday. CARR is unique among frigates in having three medical personnel on board. In addition to our two assigned Corpsmen (HM1 [REDACTED] and HM2 [REDACTED]) we also have our Maintenance and Material Management Coordinator (3MC), HMC [REDACTED].

Prior to the establishment of the Hospital Corps, medical support was limited; early on medical assistants were assigned from ship's company. The rating of Hospital Corpsman is the most decorated in the United States Navy with 22 Medals of Honor, 174 Navy Crosses, 31 Distinguished Service Medals, 946 Silver Stars, and 1,582 Bronze Stars. Twenty naval ships have been named after hospital corpsmen.

Today we held our first steel beach picnic of the deployment hosted by the Chief's Mess. In addition to enjoying burgers and chicken off the grill, Sailors enjoyed fishing and playing games on the flight deck. Today we also held the second Captain's Cup event....seed spitt'n. Unfortunately we did not have any watermelon, so we used sunflower seeds. One Sailor from each division was allowed to compete with each receiving 5 sunflower seeds. Butcher's paper was laid across the flight deck and Sailors counted their longest distance among their 5 seeds. GSM3 [REDACTED] from EM Division won with a distance of 20' 7.8". CTT2 [REDACTED] from OT Division took second with a spit of just under 20 feet and LT [REDACTED] from our Coast Guard Detachment finished a strong third a hair short of second place...

So after the first round, the Captain's Cup standings are:

- CG Division (6 pts)
- EM Division (6 pts)
- EA Division (5 pts)
- OT Division (5 pts)
- ER Division (4 pts)
- LEDET (4 pts)
- All others (2pts)

Day 18 - Monday, June 18th

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Early this morning we were directed to disconnect the sailing vessel we had been towing since last Saturday in order to pursue another vessel. When we are towing another vessel our speed is restricted to ensure we don't snap the tow line or damage the vessel we are towing.

Once off on our next assignment, we worked closely with a Dutch ship (the Netherlands still has several possessions in the Caribbean), our Coast Guard Law Enforcement Detachment (LEDET), and a LEDET from another ship to interdict a "go fast" (a small boat that has multiple engines strapped to it that can travel up to 45 mph). The effort down here is not just the United States; it involves coalition partners from South America and Europe as well.

Our embarked LEDET is a specialized U.S. Coast Guard force which was created to support narcotics interdiction operations aboard U.S. Navy and allied warships. They provide specialized law enforcement and maritime security capabilities to enforce U.S. laws across a full spectrum of maritime response situations, maritime security augmentation and maritime interdiction anti-piracy operations.

Day 19 - Tuesday, June 19th

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While recovering our rigid hull inflatable boat (RHIB) our davit motor stopped working, so Deck Division had to manually hand crank our RHIB back on board - no small feat!

Once we knew it was an electrical problem, EM2 [REDACTED] was on it! EM2 [REDACTED] meticulously went through the very complex electronics and discovered that the cause was simple - two wires had worn through their insulation and shorted. EM2 [REDACTED] ensured the davit

was tagged out and immediately made the repair; after taking a look at the work he had done, I think the connection box is now in "better than factory new" condition. Congratulations to EM2 [REDACTED] for earning this week's Engineer of the Week award for his outstanding efforts. He was awarded a \$10 gift certificate to the ship's store and a well deserved day off from divisional duty.

Following completion of the morning excitement, we rendezvoused with another vessel and offloaded the load we seized last week. Any detainees and evidence are turned over to the FBI for further prosecution back in the United States. Upon completion of the transfer we continued our patrol.

Day 20 - Wednesday, June 20th

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Thanks to SH1 [REDACTED] who repaired two clogged deck drains in one of our ventilation fan rooms. After 4 hours of persevering, he was able to remove the clogged deck drain to make repairs and prevent condensation from building up and damaging the deck and piping in the space.

Today we conducted a scenario in our Combat Information Center (CIC) to keep the team proficient at hunting submarines. STG2 [REDACTED] led the Anti-Submarine Warfare training scenario; they demonstrated the ability to track submarines for about an hour. Following completion of the tracking exercise, the CIC and the Bridge Team got a chance to practice maneuvering to avoid an enemy torpedo.

Day 21 - Thursday, June 21st

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Today we had the opportunity to conduct small arms fire from our flight deck to maintain our force protection gun qualifications. CG and CF divisions were hard at work to organize and safely conduct the event. Special thanks to FC2 [REDACTED] and GM2 [REDACTED] who spearheaded qualifying 40 personnel on crew-served weapons (like the .50cal machine guns). Great job to GM2 [REDACTED], FC2 [REDACTED], and GMSN [REDACTED] as well for their role as line coaches to qualify 52 Sailors with rifles and pistols.

Great job to our Information Technology Division. IT3 [REDACTED] and ITSN [REDACTED] have handled over 100 trouble calls regarding network and computer problems - as most of you know, computers and internet/email access have a huge impact on our Sailors' morale. Both were also instrumental in maintaining our external radio communications.

Day 22 - Friday, June 22nd

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More drills today - today we re-enacted the attack on USS STARK (FFG 31) that occurred back on 17 May 1987. For those who don't recall, while patrolling in the Arabian Gulf, two Exocet missiles launched from an Iraqi Mirage F1 fighter impacted USS STARK and caused multiple fires and casualties throughout the ship. The first Exocet came in at just over ten feet above the sea and struck the port side hull near the bridge. It failed to detonate but rocket fuel ignited and caused a large fire which spread throughout the post office, the store room and the combat

operations center. The second Exocet struck the port side as well and exploded, leaving a ten by fifteen foot hole in the frigate's side. Twenty-nine men were killed in the explosion and fire, and eight sailors died later of wounds. Throughout the remainder of the night and the following day, the crew fought the fire which burned for almost twenty-four hours. STARK's Captain also ordered the starboard side flooded so as to keep the hole on the port side above water.

As we continue to focus on training, we are attempting to present the crew with realistic scenarios to ensure they are prepared for anything. Following the attack on STARK, several upgrades to our Navy's fire fighting equipment were initiated. Then again, after the attack on COLE our Navy analyzed the incident and implemented further upgrades.

Great job by HT2 [REDACTED]! As Repair Locker 3's On-scene leader, he quickly assembled his fire party and led them to the forward part of the ship to fight 3 separate simulated fires. Repair 3 is normally assigned to conduct damage control on aft end of CARR (including the hangar bays); however, today we simulated the loss of Repair Locker 2 (as was the case on STARK).

Day 23 - Saturday, June 23rd

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This morning began with a refueling at sea with USNS SACAGAWEA for 66,010 gallons of Diesel Fuel Marine for our engines and 9,435 gallons of JP-5 for our helicopter.

Upon completion of refueling, all hands transitioned to Flight Quarters to support a Vertical Replenishment (VERTREP). This involved our SH-60B helicopter (VENOM 502) to transfer 24 pallets of food and supplies from SACAGAWEA to CARR. CARR had not conducted a VERTREP since 2009 - regardless, you wouldn't have known from the helicopter crew, flight deck crew, and our Sailors' performance. LCDR [REDACTED] showed why he is the Air Boss, seamlessly maneuvering the helicopter and placing the load safely on deck. In addition, LTJG [REDACTED] [REDACTED] had the opportunity to fly and gain valuable stick time to gain proficiency. Great job to AWR1 [REDACTED] and AWR3 [REDACTED] who were in the back of the helicopter with the responsibility of spotting the loads and providing critical guidance to the pilots.

Once the pallets were dropped off on our flight deck, a team of Sailors descended upon the pallet to remove the plastic wrap and immediately start moving the boxes inside the skin of the ship and ultimately to our storerooms before the next load arrived. Great job to all hands in conducting another safe and efficient evolution. We hadn't received food since departing Norfolk, so we were in need (FFGs have room to store about 45 days of food).

30 June 2012

CARR Families and Friends,

This week we didn't see much action while at sea (weather may have effected the narcotics flow) and we conducted our first port visit.

Day 24 - Sunday, June 24th

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Today was Captain's Cup event 3 - darts on the flight deck. Two Sailors from each division competed as a team in a modified Cricket tournament. Players alternated throwing three darts per turn in an attempt to hit either the number 20, 19, 18 or 17; the first team to hit three of each number won and advanced to the next bracket.

When the first round was complete, four teams were left in contention. The final four involved the Air Det (LT [REDACTED] and LT [REDACTED]) versus OT Division (CTT1 [REDACTED] and CTT2 [REDACTED]) and OI Division (OSC [REDACTED] and OS3 [REDACTED]) versus Navigation/Admin Divisions (LCDR Neil Krueger and YN1 [REDACTED]). OT Division and OI Division came out victors and went on to compete for first place. It was a bitter battle to the end; however, OT came out victors. The Nav/Admin team took third place, squeaking by Air Det for the win.

After the third round, the Captain's Cup standings are:

- OT Division (10 pts)
- CG Division (7 pts)
- EM Division (7 pts)
- EA Division (6 pts)
- OI Division (6 pts)
- ER Division (5 pts)
- Nav/Admin (5 pts)
- LEDET (5 pts)
- All others (3pts)

Day 25 - Monday, June 25th

=====

Great job to LTJG [REDACTED] for keeping a sharp lookout and spotting a suspicious looking float and transmitter antenna on the horizon. We immediately launched our Rigid Hull Inflatable Boat to investigate; however, it turned out to be deep water fishing gear. At least we had a little excitement after a few days of slow action.

Day 26 - Tuesday, June 26th

=====

We conducted a Pre-Action Calibration Fire (PACFIRE) of our Close In Weapons System (CIWS). The original CIWS (20mm Gatling gun) installed on CARR was designed to shoot down anti-ship cruise missiles; however, our 1B modification allows us to use it in the surface mode to shoot at small boats. Great job to FC1 [REDACTED] and FC2 [REDACTED] who prepared our system and led their team through the evolution to make sure it was completed safely and effectively.

Day 27 - Wednesday, June 27th

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The seas began to build as a system moved through the central Caribbean. We are also preparing for our first deployment port visit by conducting port visit briefs and training to ensure

everyone understands liberty expectations. Although it may sound odd, liberty is a mission. We reinforced to our crew that their performance on liberty reflects on how personnel view the United States; it only takes one bad instance to put a negative spin on our Navy and our nation. I am sure the secret service personnel involved in the incident in Colombia did not fully understand the ramifications their personal conduct would have.

Day 28 - Thursday, June 28th (Santa Marta, Columbia)

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This morning we anchored in the Santa Marta Harbor a short distance from the point where the small boats will ferry our crew to liberty. Great job to the entire deck crew and bridge team - it has been quite some time since we anchored in a congested harbor. Special thanks to BMSN [REDACTED], BM2 [REDACTED], SN [REDACTED] and SN [REDACTED] whose efforts were critical to the safe anchoring evolution.

A little bit of history about Santa Marta, Colombia:

The area of present day Santa Marta, Colombia was inhabited by Amerindians from the Tairona culture. On July 29, 1525 the Spanish conqueror Rodrigo de Bastidas, accompanied by two hundred of his men, arrived and named the city Santa Marta. With this base of operation, the Spanish colonization began conquering of lands in this region. The Spanish also set up a port facility and constructed defenses to prevent pirate raids. During Colonial times the city began to lose its regional importance to Cartagena.

During the 20th century the city served as a port for the export of bananas and coal. On 6 December, 1928 a massacre occurred when workers at the United Fruit Company, fore-runner of today's Chiquita Brands International, were killed by the Colombian Army after a month long strike organized by the workers' union. The U.S. government had threatened to invade with the U.S. Marine Corps if the Colombian government did not act immediately to protect United Fruit's interests. The workers were striking in an attempt to secure better working conditions.

In recent years, Santa Marta attracted large numbers of people displaced by the paramilitary groups operating in the area. The warm climate and opportunities for work in the tourist industry have also resulted in an increase in the city's population.

Santa Marta is the birthplace of Colombia's famous soccer players: Carlos Valderrama, Radamel Falcao, and Johan Vonlanthen and the place where Simón Bolívar died (more on that below).

Day 29 - Friday, June 29th (Santa Marta, Columbia)

=====

Today we conducted our first in port refueling of deployment. Up to now we have been fortunate to have the services of USNS SACAGAWEA to conduct refuelings at sea. While refueling in port we must take additional precautions to ensure we don't spill a drop and potentially impact local beaches and fishing areas. Super job to CWO2 [REDACTED] and GSM3 [REDACTED] who ensured the fuel system was properly aligned and controlled the evolution. We received 40,000 gallons of diesel fuel marine from a barge that moored alongside us while we were at anchor.

We also received our first shipment of repair parts since departing for deployment. LS2 [REDACTED] and LSSN [REDACTED] coordinated with our husbanding agent to bring 1000 lbs of parts onboard. We also received several pallets of fresh milk, eggs, fruits, and vegetables. After about 14 days at sea, we run out of these items.

Day 30 - Saturday, June 30th (Santa Marta, Columbia)

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Many of our Sailors took the opportunity to relax and enjoy the mid-80 degree day before we head back to sea tomorrow to continue our countering transnational terrorism mission. The most popular liberty destination was the beach at Rodadero, only a 15 minute bus ride away. Restaurants and souvenir shops were plentiful, but most Sailors just wanted to relax in an internet café to connect with friends and family back home.

Several of our Sailors took the opportunity to walk about town and see the historic sites and monuments to Santa Marta's past. The most significant monument is in memory of Simón Bolívar who died in Santa Marta on December 17, 1830. He was a Venezuelan military and political leader who played a key role in the struggle for independence from the Spanish Empire. Following triumph over the Spanish Monarchy, Bolívar participated in the foundation of the first union of independent nations in Hispanic-America, a republic named Gran Colombia. Bolívar is considered by many to be a Hispanic-America hero, visionary, revolutionary, and liberator. During his lifetime, he led Venezuela, Colombia, Ecuador, and Bolivia to independence and helped lay the foundations for democratic ideology in much of Latin America.

9 July 2012

CARR Families and Friends,

Today we have reached the 20% mark for deployment and now that we have been gone for over a month, married personnel will commence receiving their Family Separation Allowance (FSA). FSA is \$250 per month and is paid to compensate families for added expenses incurred because of a forced family separation.

A belated congratulation to SN [REDACTED] and his wife [REDACTED] upon the birth of their baby [REDACTED] who was born on 19 June (6lbs 7oz). Mother and baby are both doing well.

I know many of you like to see pictures, so I am attempting to push photos to our Facebook page. We all enjoy the comments of support many of you have posted.

Day 31 - Sunday, July 1st

=====

After enjoying our last morning in Santa Marta, we weighed anchor in the early afternoon and headed back to sea in order to resume our countering transnational organized crime mission. In addition, our helicopter detachment was busy working to get our helicopter maintenance complete. Based on the number of operating hours, the helicopter has various phases of

maintenance - the current phase of maintenance is the most complex and challenging (typically not done at sea). After removing all the blades, conducting a series of inspections, and replacing worn components the helicopter is back in one piece. The next step is the exacting task of getting all the moving parts back into balance.

This Sunday we did not hold a Captain's Cup event due to our late underway, but we will make up for that during our 4th of July Luau.

Day 32 - Monday, July 2nd

=====

Once again we are faced with deteriorating seas in the Caribbean. During our last deployment the seas were flat almost the entire time. Up in the northern portion of our operating area the seas are reaching over 12 feet - we will be avoiding those seas. The narcotics traffickers also know what the weather is doing in the Caribbean; as a result the smuggling traffic is extremely low.

Congratulations to FC1 [REDACTED] and STGC [REDACTED] for qualifying as Combat Information Center Watch Officer (CICWO). This CICWO assists the Tactical Action Officer to ensure information is properly processed and disseminated.

As a result of feedback we received at our last menu review board, we had our first brinner (breakfast at the time you eat dinner) of deployment. For some reason many Sailors are delighted by having the opportunity to eat breakfast for dinner - a small price to pay for a little happiness. This evening we dined on scrambled eggs, waffles, bacon and other breakfast foods.

Day 33 - Tuesday, July 3rd

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The weather continues to be marginal, keeping the narcotics traffickers in port. Also our Helo Det continues to conduct Functional Check Flights (FCF) as we attempt to get the helicopter back into the fight. They are making progress, but they aren't quite ready to fly yet.

Congratulations to ENS [REDACTED] who earned his Officer of the Deck qualification today! This is the first major milestone in a Surface Warfare Officer's career path. The Officer of the Deck letter represents the trust that I place in a junior officers to run the bridge team without me up there and is the first step in earning their Surface Warfare pin.

A short article about our visit to Santa Marta was released today – the article is included at the bottom of this email. Great job to our collateral duty Public Affairs Officer, ENS [REDACTED] for pushing to get articles published.

Day 34 - Wednesday, July 4th (Independence Day)

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Today the Petty Officer First Class Association Hosted our 4th of July Luau! Our Petty Officers First Class started their preparations the previous evening and awoke early to light the grill fires. The centerpiece for the Luau was grilled baby pigs and beef brisket. Throughout the morning,

NC1 [REDACTED], ME1 [REDACTED], CTT1 [REDACTED], IT1 [REDACTED], CS1 [REDACTED], IC1 [REDACTED], LS1 [REDACTED], and SH1 [REDACTED] manned the grill and continued prep work to ensure everything was ready for lunch.

In addition to the centerpieces, the menu also included hamburgers, hot dogs, deviled eggs, coleslaw, baked beans, corn on the cob, bake potatoes, pasta salad, and a special 4th of July cake.

Special thanks to IT1 [REDACTED] for preparing his special BBQ Sauce, CS3 [REDACTED] baking and decorating two 4th of July cakes, and ME1 Babas for preparing his potato salad.

Today's Captain's Cup event was a traditional summer event - a hot dog eating contest on the Forecastle. The rules were simple, one Sailor from each division was selected to participate; the first three Sailors to consume four jumbo hot dogs (including buns) would take the prize. It was extremely close (and a bit nauseating), but ET3 [REDACTED] (CE Division) took first place, second place SR [REDACTED] (OD Division), and third place was CS3 [REDACTED] (S2 Division).

After the fourth round, the Captain's Cup standings are as follows:

1st Place: OT Division (11 pts)

Tie for 2nd: CG Division (8 pts), EM Division (8 pts), CE Division (8 pts)

After the hot dog eating contest many proceeded down to the Mess Decks for a short commemoration of the 4th of July. LS1 [REDACTED], NC1 [REDACTED], and IT1 [REDACTED] read the Declaration of Independence to remind CARR's Sailors what our forefathers had put into motion 236 years ago. After the reading, the oldest (CO) and youngest (GSMFN [REDACTED]) on board were invited to cut the cake. We then quickly consumed two cakes decorated in red, white, and blue frosting.

Day 35 - Thursday, July 5th

=====

We awoke to drizzle and rough seas as we continued to work to get our helicopter back into action.

This morning we experienced a major casualty - baby bird in the 1B Gas Turbine Module! We think that a bird somehow found its way down the exhaust system for one of our gas turbine engines and a watchstander observed it flying around in the module that encloses one of our two gas turbine engines. Despite great risk to their own health and welfare (if you have seen Alfred Hitchcock's Birds, you know the risks), several engineers proceeded into the module in the attempt to capture it. When we thought all was lost, our very own Saint Francis of Assisi, GSE2 [REDACTED], stepped forward to grab the bird and then release it topside. Immediately afterwards we held counseling sessions and a group hug for the many engineers whose run in with the baby bird was just too much to handle.

Great job to GSE2 [REDACTED] and EN1 [REDACTED] (on loan from USS ANZIO (CG 68), the greatest Cruiser in the fleet) who qualified as Electrical Plant Control Console (EPCC) operators. This is a very challenging qualification - the EPCC operator is in charge of the operation and monitoring of CARR's 4 Ship's Service Diesel Generators and associated electrical distribution systems.

Congrats to Ensign [REDACTED] who earned his Officer of the Deck Qualification; that leaves only one Ensign who remains to qualify – no pressure ENS [REDACTED].

Day 36 - Friday, July 6th

=====

We awoke to heavy rains, low visibility, and lightening - the good news is that we got a free fresh water wash down from Mother Nature to get the salt off our ship.

This week GSM2 [REDACTED] received the Engineer of the Week award for outstanding performance in standing his duties as Auxiliary Systems Monitor. He was awarded a \$10 gift certificate to the ship's store and a well deserved day off from division duty.

Great job to IT1 [REDACTED] and IT1 [REDACTED] who put forth many hours of effort in the restoration of our Navy Tactical Command Support System (NTCSS). This system is needed by every division on board and is essential in ordering parts, tracking qualifications, and documenting material deficiencies. Great persistence and follow-through by both of them.

Congrats to GSE3 [REDACTED] upon qualifying as a Sounding and Security Watch. This roving watch is our first line of defense to detect small problems before they could become larger ones (such as fire and flooding).

BZ to ET1 [REDACTED] and IT3 [REDACTED] who restored our electronic navigation computer. They pieced together a new computer from extra parts we had on hand and installed the software to make the system functional. This navigation system provides great situational awareness only rivaled by the Captain's Garmin!

Day 37 - Saturday, July 7th

=====

Great job to the helo det upon completing their "D" phase maintenance and restoring the helicopter to full mission readiness. Everyone in the detachment put in long hours, even during our port visit, to overcome a very uncooperative helicopter. The good news is that CARR's most valuable sensor and weapon in the war on drugs is back in action. BZ to the following personnel:

AD2 [REDACTED], AD2 [REDACTED], and AD3 [REDACTED] who completely disassembled Venom 502's main rotor head. Their thoroughness and professional knowledge resulted in finding and fixing multiple discrepancies AD2 [REDACTED] personally witnessed and signed 82 Maintenance Action Forms and observed the installation of 4 brand new elastomeric bearings and build up of 4 new Rotor Head Spindles. AD2 [REDACTED] and AD3 [REDACTED] were instrumental in the quick disassembly and reassembly of the Main Rotor Head and quickly made over 100 Pitch

Change Rod adjustments, 12 trim tab adjustments and 8 blade changes during the Functional Check Flight of Venom 502.

AE1 [REDACTED], who used his expert knowledge of aircraft electrical systems to troubleshoot and repair a failure in the auxiliary power unit. His quick thinking, attention to detail, and quick repair allowed functional check flights to continue later that same day.

AM2 [REDACTED], AM3 [REDACTED] and AM3 [REDACTED] quickly changed out the aircraft's main rotor head accumulator which failed during functional check flights.

Over the last few weeks our helicopter's radar had been out of commission; thanks to the expertise of AT3 [REDACTED] the radar is now fully operational.

Special thanks to DC3 [REDACTED] who was instrumental in the fabrication of a high speed shaft bracket needed to balance number two engine. Without his expertise the entire functional check flight process would have ground to a halt.

15 July 2012

CARR Families and Friends,

After last week's email our admin tracking program was fixed and we discovered that GSMFN [REDACTED] (from last week's cake cutting fame) and I share the same birthday (separated by 22 years).the bigger discovery is that we have an even younger Sailor on board - SA [REDACTED] was born in November of 1993.

Special thanks to our Family Readiness Group who have actively worked to support the crew and our families back home. The FRG will be holding a "Skinny Dip Fund Raiser" on Monday, July 16th from 4-7 PM at the Providence Square and the Pembroke Skinny Dip stores. Simply mention "USS CARR Family Readiness Group" when checking out and our FRG will receive a portion of the profits from those sales. This fund raising event is not limited, so spread the word and invite all your friends to enjoy some frozen yogurt at Skinny Dip!

- Providence Square: 985 Providence Square Shopping Ctr VA Beach
- Pembroke: 4421 Virginia Beach Blvd. (by Silver Diner) VA Beach

The next FRG Meeting will be held on Monday, July 23rd from 6-8PM at First Baptist Norfolk (312 Kempsville Road, Norfolk, VA). Child care will be provided at no cost. Please RSVP to the FRG if you plan to attend and include the number of children requiring childcare.

Day 38 - Sunday, July 8th

=====

Once again the stars have aligned to support Holiday routine on Sunday – no steel beach picnic this week since we just held one last Wednesday.

Today's Captain's Cup event was originally scheduled to be an egg toss event, but the crew ate all our eggs. as a result, we shifted to Corn Hole. For those of you unfamiliar with Corn Hole, it is similar to horse shoes; however, replace the spikes and shoes with wooden boards and bean bags.

We made the brackets in order to produce one final four team from each department. The final round pitted EA Division (ENC [REDACTED] and EN3 [REDACTED]) against CF Division (FC2 [REDACTED] and FC2 [REDACTED]). With the score tied at 20, CF held on to get the win. The battle for third was not as close - LSC [REDACTED] and LSSN [REDACTED] from S1 Division demolished the Coast Guard Det of LT [REDACTED] and ME1 [REDACTED].

After the fifth round, the Captain's Cup standings are as follows:

- 1st Place: OT Division (12 pts)
- 2nd Place: EA Division (11 pts)
- Tie for 3rd: CG Division (9 pts), EM Division (9 pts),
CE Division (9 pts), CF Division (9 pts)

Day 39 - Monday, July 9th

=====

Congratulations to our FSA of the month for July, SN [REDACTED] - well done!

Not much to report today, we conducted routine drills and evolutions. QM3 [REDACTED] wants his family and friends to know that he has been hitting the gym and is looking great! (thank you for that input QM3 [REDACTED]...)

Day 40 - Tuesday, July 10th (Colon, Panama)

=====

Following the departure of USNS SACAGAWEA, we now need to enter port to get fuel and supplies. Today's destination was Colon, Panama - located adjacent to the entrance to the Panama Canal.

This brief stop for fuel and supplies was a more challenging evolution than normal due to multiple weather systems that passed through the area. During our transit into port a weather system moved through, dropping the visibility to less than two miles; as a result we held our position and waited for the rain and fog to pass.

After the weather cleared we started our way through the anchorage area where a few dozen large container and tankers were anchored awaiting clearance to go through the Panama Canal. After beginning our transit through the anchorage area towards the Colon channel, a weather system quickly rolled in and the torrential rain began and visibility dropped. The good news is that we have several radars and three redundant GPS systems. After dodging vessels at anchor and waiting for about 30 minutes, I decided to anchor and wait out the weather. Our anchor is always made ready before entering port for situations just as this - the Boatswain's Mates manning the forecastle were ready and immediately dropped anchor. Shortly after we were

anchored (within minutes) the visibility almost instantly improved and we got back under way to proceed into port.

Fortunately, the rain held off the rest of the day as we took on fuel, water, parts, food, and most importantly for many - MAIL. There was so much mail waiting for us, LS1 [REDACTED] and LS2 [REDACTED] processed the 800 pounds of mail on the pier. Once the mail was processed and sorted by division, we called the division postal petty officers out to bring the mail to their divisions. Although email and social media allow CARR Sailors to keep in touch more often, there is still something to be said for actually receiving something tangible from home.

Every time we enter port, we make it a point to load as many Fresh Fruits and Vegetables (FFV) as possible. Our Galley records keeper, CS2 [REDACTED], made sure that we also received ice cream in our order. It has been several weeks since we have had any and the crew is looking forward to our next ice cream social.

Colon also afforded us the opportunity to transfer personnel - both inbound and outbound. Welcome back to QMSN [REDACTED] who completed a challenging school back in Mayport to become our latest Search and Rescue Swimmer. Welcome aboard to EM2 [REDACTED] coming from shore duty in Kings Bay, GA. Farewell and Following Seas to-STG1 [REDACTED], who is off to Officer Candidate School, and EM2 [REDACTED] who is departing our Navy (a significant loss - he did a great job in CARR).

Day 41 - Wednesday, July 11th

=====

Early this morning we receive an Optimum Track Ships' Routing (OTSR) weather advisory (which advises me about weather systems) that advised us to stay to the south of our area; however, our tasking required us to go north in order to track a suspect vessel. About mid morning we headed north and the seas immediately began to build; however, they were within our limits and nothing compared to the seas we encountered back during our April/May COMPTUEX.

Congratulations to GSM2 [REDACTED] who was frocked today! After reviewing his record, we discovered that he had not been credited with points for his Good Conduct Award, the extra point made the difference to push him over and get him promoted to Petty Officer Second Class.

Great job to our Command Senior Chief, AECS [REDACTED], upon earning his Enlisted Surface Warfare Specialist (ESWS) pin! Although an aviator, he buckled down immediately upon arrival to study for his ESWS pin. He put in a tremendous effort and set the standard for how to qualify ESWS - I expect many more ESWS qualifications in the coming months.

Day 42 - Thursday, July 12th

=====

Although we were fairly certain we had found the vessel we were searching for, our helicopter (VENOM 502) flew out covertly and confirmed that we had the right vessel in our sights. Working with our helicopter and Coast Guard Team we closed and boarded the suspect vessel in

the early morning. The team quickly took control and commenced their search - these searches can take several days to complete. it is amazing how the traffickers hide their loads.

Great job to FC2 [REDACTED], ET2 [REDACTED], STG2 [REDACTED], and CTT2 [REDACTED] who also went over to the suspect vessel to assist the Coast Guard. They spent several hours searching the vessel for any signs of contraband.

BZ to IT2 [REDACTED] whose perseverance in correcting a long-standing antivirus issue on board CARR. As a result of his efforts, were able to reload 17 computers with the latest antivirus program and definitions, making our network more secure from intrusion and viruses.

Day 43 - Friday, July 13th

=====

Our Coast Guard Det continued their search today. We made a few small boat runs throughout the day to swap personnel, transfer material, and keep the boarding team hydrated and well fed. Last night LTJG [REDACTED], FC2 [REDACTED], DC2 [REDACTED], and SN [REDACTED] spent the night on the suspect vessel to allow some of the Coast Guard Det to get some rest and continue searching and completing documentation.

Day 44 - Saturday, July 14th (Bastille Day)

=====

This morning we turned the suspect vessel over to the Colombian Navy so they can continue the search pierside once the cargo (tons of sand in 1.2 ton bags) is offloaded. Great job to SN [REDACTED] who translated to make communications between the Colombians and us seamless. SN [REDACTED]'s fluency in Spanish made the turnover process easier.

Great job to HT2 [REDACTED] who received the Engineer of the Week award for outstanding performance in standing his duties as Auxiliary Systems Monitor. He was awarded a \$10 gift certificate to the ship's store and a well deserved day off from divisional duty.

History Moment: Today is the anniversary of the storming of the Bastille that occurred July 14th, 1789. This event was one of the opening actions of the French Revolution as the Third Estate rose up in revolt (First Estate: French Aristocrats, Second Estate: French Clergy, Third Estate: Common People of France).

On the morning of July 14th a group of revolutionaries raided an armory and stole 28,000 rifles, however, there was no powder found in the magazine. The mob then proceeded to the Bastille, a prison that was a local symbol of the King Louis' absolute power, in order to steal a supply of gun powder. The Marquis de Launay, at the Bastille, fearing a growing anger among the Revolutionaries met some of their representatives inside the prison while stalling for time in order for reinforcements to arrive. The negotiations ended abruptly when a group of revolutionaries stormed the Bastille. The Bastille guards fired at the mob, killing hundreds of the French peasants. Once the reinforcements arrived and observed that the guards had killed the peasants, they joined the revolutionary mob and defeated the Bastille's guards. At 4pm, the Marquis de Launay surrendered and let the people enter the Bastille. Upon entering the

Bastille, the mob slaughtered the guards and the Marquis de Launay was beheaded; his head was put on a stake and carried all over the city as a sign of victory.

Historians found the King Louis' diary and noted that it simply recorded "Nothing" in his diary for that day; which was the result of his day's hunting expedition. When the Duc de Liancourt informed the King of what happened at the Bastille, the King asked his advisor "is this a revolt?" and de Liancourt answered, "No Majesty, this is a revolution". This was the beginning of a bloody revolution that would last until Napoleon Bonaparte became the First Consul of the First French Republic in 1799.

22 July 2012

CARR Families and Friends,

One last reminder, the next FRG Meeting will be held tomorrow, July 23rd from 6-8PM at First Baptist Norfolk (312 Kempsville Road, Norfolk, VA). Child care will be provided at no cost. Please RSVP ASAP to the FRG if you plan to attend and include the number of children requiring childcare.

Day 45 - Sunday, July 15th

=====

Today the Wardroom took their turn hosting CARR's fortnightly (every 14 days) steel beach picnic. Great job to LT [REDACTED] who made the marinade and led preparation of the beef, chicken and shrimp kabobs. LTJG [REDACTED] steadfastly manned the grill and made sure we had enough chorizo to go around (lots of people enjoyed the chorizo, and many of us ate way too many - I think I had 6) along with the navy standard fare of burgers and baked beans. Special thanks to LTJG [REDACTED] for knuckling down and leading the least fun part of every steel beach, running the scullery and leading the clean up.

Today's Captain's Cup event was an egg toss. We started out with each team having participants stand 2 feet apart on the port and starboard side of the flight deck. As the eggs were tossed, one team member had to step back and then the eggs were tossed back. We ensured the eggs were all cold, which meant that the humid air instantly condensed on them - adding some level of difficulty. First out was the team from S3 Division who dropped their egg on the second toss. Once the teams backed up all the way to the flight deck nets, we shifted the orientation for the teams to split up forward and aft. After several rounds and 11 broken eggs later, 5 teams remained - CE, EA, OD, S2 and OI. At this point the eggs were being thrown almost the entire length of the flight deck. EA, OD and OI all dropped out on the next throw which left S2 and CE to fight it out for the victory. After a few more rounds, CE's team of ET2 [REDACTED] and ET2 [REDACTED] came up short and the S2 Division team of CS1 [REDACTED] and CS2 [REDACTED] took first place. In order to decide third place we held a toss off between OI, EA and OD - when the yolks had settled it was OD Division with BM2 [REDACTED] and BM2 [REDACTED] in 3rd Place.

After six Captain's Cup events, the standings are as follows:

1st Place: OT Division (13 pts) & CE Division (13 pts).

2nd Place: EA Division (12 pts)

3rd Place: OD Division (11 pts)

Day 46 - Monday, July 16th

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Slow day today; however, we did reach our first milestone of deployment - 25% complete! The next big psychological milestones are 33% and reaching only 100 days remaining.

Day 47- Tuesday, July 17th

=====

As a result of one of our two units (reverse osmosis) used to make potable (drinking) water being down we can only produce half our normal amount of drinking water. Auxiliaries Division disassembled the pump in an attempt to repair, but the pump was toast - we are now awaiting arrival of a new pump. Our crew has done a good job at using water more responsibly, which includes taking a standard navy shower (get wet, turn water off, lather up, and rinse). The good news is that we are being environmentally responsible.using less, dumping less over the side, and using less electricity (a reverse osmosis unit uses quite a bit of power).

Day 48 - Wednesday, July 18th

=====

Congratulations to Lieutenant Junior Grade [REDACTED] who earned his Surface Warfare Supply Corps Officer (SWSCO) pin today! He has the distinction of being the last Officer to receive his SWSCO pin on board CARR.

BZ to STG3 [REDACTED] upon completing his passive towed array and Combat Systems Operational Sequencing System Technician qualifications. Although he has been on board only a short time, he is quickly completing qualifications and becoming a pivotal member of CARR's sonar team.

Day 49 - Thursday, July 19th

=====

A little bit of excitement today, but it turned out to be a false alarm. While VENOM 502 was out searching our operating area, a sailing vessel contacted the helicopter on the bridge to bridge radio. Unfortunately nobody in the helo could speak or understand Spanish. Since we weren't sure whether or not the vessel was in distress, we defaulted to preparing to render assistance - we came up to speed and immediately began proceeding toward the vessel about 30 nautical miles away. After getting a Spanish speaker to our Combat Information Center, we used the helicopter's ability to relay radio communications to talk to the sailboat. Turns out that they just wanted to talk to our helo - no emergency on the sailboat.

Qualifications continue: Congratulations to Lieutenant Junior Grade [REDACTED] for earning his Surface Warfare Officer (SWO) qualification today. This leaves only a handful of Officers

remaining to earn their SWO qualification: Lieutenant Junior Grade [REDACTED], Ensign [REDACTED], Ensign [REDACTED], Ensign [REDACTED].

Congratulations to ET2 [REDACTED] and ET3 [REDACTED] upon earning their Enlisted Surface Warfare Qualification (ESWS). This is a significant career milestone, requiring Sailors to learn all aspects of ship operations, damage control, engineering, and combat systems. I have challenged everyone on board to complete their ESWS prior to returning to Norfolk!

Day 50 - Friday, July 20th

=====

We continued with our routine of conducting complex drills on Fridays. Today was another new scenario that simulated CARR conducting a strait transit. In addition to a simulated rocket propelled grenade (RPG) attack by small boats, we also conducted a man overboard drill (simulating one of the crew went overboard upon the explosion). RPGs are commonly used by pirates and terrorists. The crew performed well and successfully recovered our man overboard while combating damage induced from the simulated RPG. BM3 [REDACTED] did an excellent job driving our Rigid Hull Inflatable Boat (RHIB), allowing us to recover the man overboard quite a distance from the ship. BM3 [REDACTED] is always ready and willing to drive the RHIB!

This afternoon we received our decommissioning planning message. This message gives direction to CARR and the Norfolk ship repair facility to commence planning for decommissioning. As expected, our inactivation maintenance availability is expected to begin 10 December and end upon our inactivation ceremony on 13 March. I have been working with representatives from Naval Sea System Command and Inactive Ships - we expect the more detailed inactivation plan to come out in August. We are attempting to do as much work as we can to get organized and prepare while we are deployed.

Colombia History Moment: After Napoleon Bonaparte, of French Fame, took control of Southern Spain in May 1810 several of the Spanish colonies, including Colombia, Venezuela, and Paraguay, moved to declare their independence from Spain. Colombia recognizes July 20th as Colombian Independence Day.

Day 51 - Saturday, July 21st

=====

Today we returned to a familiar port for CARR, Cartagena, Colombia. Last deployment we pulled into Cartagena several times; however, we consistently experienced low visibility and torrential downpours. As we approached the port it happened again - as if on queue, the visibility immediately began to decrease and the skies opened up on us. The good news is that the squall passed prior to us entering the channel. As a result of a Colombian Navy Day celebration our anchorage point had been moved - with only the pilot knowing where it was. Once the pilot boarded, we talked and he informed me where we were supposed to wedge into - I told him "no problem!" Our anchorage wasn't too far into the harbor and involved us passing south of several ships, then maneuvering north to anchor in between three ships. LT [REDACTED] did a great job driving us in and dropping the anchor. - BZ to the deck team as usual!

Once anchored, we took on food, potable water and 70,982 gallons of Commercial Marine Gas Oil (MGO). Typically we take on Diesel Fuel Marine (DFM); however, when there is no Navy source of fuel we can take MGO. MGO is a 100% middle distillate containing no residual fuel contamination. MGO is not stable over long periods of time, so it must be burned as soon as possible (like the fuel in your mower). Some other substitute fuels require that they be burned in as little as 6 weeks.

Just before dinner, we were underway and headed back to patrol.

27 July 2012

CARR Families and Friends,

As we prepare for our upcoming port visit, I am meeting with all pay grades to discuss the importance of our conduct ashore - including the responsible use of alcohol and watching out for our shipmates. The latest Navy buzz phrase is, "liberty as a mission." Although the phrase is new, the concept isn't. As representatives of our great country, we need to ensure that our behavior reflects favorably on our nation. As they did last deployment, I am confident that everyone on board will conduct themselves properly and represent their families and friends well.

As a result of the heavy seas in the Caribbean, this was another slow week conducting our Countering Transnational Organized Crime (C-TOC) mission. Although the C-TOC mission has been slow, we are all still very busy maintaining our ship and working on advanced qualifications.

Our satellite television system is working well and many of our Sailors are taking the opportunity during meals and their off time to watch the Olympics.

Day 52 - Sunday, July 22nd

=====

Although we didn't hold a steel beach picnic this week, our Culinary Specialists did treat us to a Mongolian BBQ that included beef, chicken and shrimp with fresh vegetables we received yesterday. Great job to CS2 [REDACTED], CS2 [REDACTED], CSSN [REDACTED], and CS3 [REDACTED].

Today's Captain's Cup event was a home run derby on the flight deck using a ball made from paper and tape. Two people from each division attempted to hit as many home runs as possible before recording five outs. Teammates pitched to each other to avoid any arguments. After each team had a turn to bat, four teams were tied with two home runs - Air Det, LEDET, S1 and NAV/Admin. The competition proved to be a little more challenging than we anticipated. We made 200 balls and thought they would be flying off the flight deck, but that was not the case. The next round had Air Det and NAV/Admin each hit two more home runs and remain tied for first. The LEDET team of ME3 [REDACTED] and ME3 [REDACTED] hit one home run and

finished a respectable third place. During the next round, XO and PSSR [REDACTED] cranked out five homeruns to lift NAV/Admin Division to first place and tie them overall for second place.

After seven Captain's Cup events, the standings are as follows:

1st Place: OT Division & CE Division

2nd Place: EA Division, S2 Division, NAV/Admin

Day 53 - Monday, July 23rd

=====

Congratulations to Ensign [REDACTED] upon earning his Officer of the Deck Qualification! He is the last Surface Warfare Officer to receive his OOD Qualification on board CARR. Well done!!

Day 54- Tuesday, July 24th

=====

BZ to EM2 [REDACTED] who earned his Engineering Officer of the Watch Qualification...well done!

Day 55 - Wednesday, July 25th

=====

Although we announced last week that ET2 [REDACTED] and ET3 [REDACTED] had earned their Enlisted Surface Warfare Specialist qualification, we finally did the pinning this afternoon on the mess decks. I expect many more of our Sailors to achieve this important career milestone during deployment - our goal is to get everyone eligible qualified.

Day 56 - Thursday, July 26th

=====

At reveille this morning after the initial two seconds of the Boatswain's Pipe, our shipboard shipboard announcing system (1MC) went down. This system is essential to ensure that we can synchronize our Sailors efforts in the event of a casualty. Our ET's immediately took action to assess the cause of the casualty and determine if repairs could be conducted. Although a group effort, ET3 [REDACTED] took the lead on the repairs. Once the problem was found we discovered that we didn't have the parts on board to fix it. Our ET's used their resourcefulness to use a power supply from an unused system to provide the correct signal to the 1MC, restoring our capability to make ship-wide announcements. They demonstrated tenacity and superb technical knowledge.

As you can tell, we have been very busy with qualifications. Congrats to GSM2 [REDACTED] and GSM2 [REDACTED] upon earning their Engineering Officer of the Watch qualification today.

Day 57 - Friday, July 27th

=====

Today we celebrated CARR's 27th birthday. Back on 27 July, 1985 our ship was commissioned at the Todd Pacific Shipyard in Seattle, Washington.

In the early afternoon we held an awards ceremony on the forecastle to recognize our Sailors who performed exceptionally during our pre-deployment training cycle events and inspection by the Board of Inspection and Survey; those earning their Good Conduct Award; and Sailors of the Quarter. Well done to the following Sailors:

Navy Achievement Medals:

GSMFN [REDACTED]	STG2 [REDACTED]
BM3 [REDACTED]	GSM3 [REDACTED]
EN3 [REDACTED]	ET3 [REDACTED]
ET1 [REDACTED]	ET3 [REDACTED]
GSE2 [REDACTED]	FC2 [REDACTED]
EM2 [REDACTED]	FC2 [REDACTED]
IC1 [REDACTED]	GSM2 [REDACTED]
FC1 [REDACTED]	EN2 [REDACTED]
EN3 [REDACTED]	ET2 [REDACTED]
ET2 [REDACTED]	GSE2 [REDACTED]
GSM2 [REDACTED]	LS1 [REDACTED]
GSM3 [REDACTED]	FC2 [REDACTED]
GSM3 [REDACTED]	ET3 [REDACTED]

Good Conducts Awards:

GSMFN [REDACTED]	CTT2 [REDACTED]
BM3 [REDACTED]	HT1 [REDACTED]
OS2 [REDACTED]	ET2 [REDACTED]
SHSN [REDACTED]	

Letters of Commendation:

DC3 [REDACTED]	SN [REDACTED]
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Sailors of the Quarter for April - June 2012:

Senior Sailor of the Quarter: LS1 [REDACTED]
Junior Sailor of the Quarter: FC2 [REDACTED]
Blue Jacket of the Quarter: YN3 [REDACTED]

Following the awards ceremony, we gathered on the mess decks to celebrate CARR's birthday. The Petty Officer First Class Mess organized the event and presented history about Paul Henry CARR and a synopsis of CARR's employment from 1985 through 2012. Thank you to the following who put the program together and presented it: IT1 [REDACTED], LTJG [REDACTED], CS2 [REDACTED], IC1 [REDACTED], OS2 [REDACTED], LS2 [REDACTED], LS1 [REDACTED], OS2 [REDACTED], and SH1 [REDACTED].

Great job to our Culinary Specialists for making two cakes to celebrate the occasion. Upon conclusion of the ceremony, our youngest Sailor, SN [REDACTED], joined me in cutting and serving cake to our crew.

Day 58 - Saturday, July 28th

=====

Although we have not had a significant opportunity to exercise our Sonar System and our Sonar Team, our Sonar Technicians were busy this week conducting preventive maintenance to our Active Sonar cooling system in order to ensure it remains ready for operation. After hours of cleaning out heat exchangers, replacing gaskets, lubricating pumps, and countless other tasks, they put the system back online. Great job to STG3 [REDACTED] and STG3 [REDACTED] for getting their hands dirty and accomplishing some grueling maintenance!

5 August 2012

CARR Families and Friends,

Curaçao provided a great opportunity for our crew to get some well deserved rest and relaxation. I am happy to report that our crew performed well during the visit and were great ambassadors for our nation. We are now back at sea to resume our C-TOC mission. We are now completed the first third of deployment.

Day 59 - Sunday, July 29th

=====

Thanks to our Coast Guard Law Enforcement Detachment (LEDET) for hosting this week's steel beach picnic.

Inspired by the Olympics, today's Captain's Cup included four events involving athletic skill: vertical jump, long jump, javelin throw, and shot put. For the vertical jump our participants chalked up their fingers and attempted to leap as high as they could, marking their high point with their chalked fingers. Next up was the long jump on the flight deck – we used some gym mats to cushion their jump and eliminate non skid rash in the event they didn't land on two feet. The third event was the shot put – we used a 6kg medicine ball to prevent damage to the flight deck. Last event was the javelin throw – this was a broom handle with a sponge arrowhead that was thrown against a target traced on a cardboard box. When the dust had cleared, OS2 [REDACTED] and OS2 [REDACTED] earned first place for OI Division. The LEDET placed second with good showings in each event and CG Division placed third with GMSA [REDACTED] and GMSA [REDACTED].

After eight Captain's Cup events, the standings are as follows:

1st Place: CE Division, OI Division, OT Division

2nd Place: CG Division, EA Division, LEDET, Nav/Admin Division,
Deck Division, and S2

Day 60 - Monday, July 30th

=====

Today we continued to move north enroute our Curaçao port visit. Congratulations to OS2 [REDACTED] who reenlisted on the Mess Decks this morning.

Day 61- Tuesday, July 31st

=====

Today we found out that our original spot pierside was occupied by another ship which was not going to depart prior to our visit. As a result, we were assigned a different birth; however, the berth assigned is not deep enough to accommodate us according to our charts. Based on reports from the local port authority, the berth had been dredged and is now deep enough for us. Unfortunately, I can't take their word for it, but I can send a team in to sound the area to validate the depth...so the plan for tomorrow is to dispatch the RHIB in the early morning and send a crew in to use a lead line to chart the bottom.

BZ to CTT2 [REDACTED], OS2 [REDACTED], and OS2 [REDACTED] upon earning their Enlisted Surface Warfare Specialist qualification. Three more qualified and many more to follow during this deployment.

Day 62 - Wednesday, August 1st (Arrive Curaçao)

=====

Good news – after sending the RHIB pierside to conduct soundings, we confirmed that there was sufficient depth to safely bring CARR pierside. Great job to ENS [REDACTED], BMCS [REDACTED] and BM2 [REDACTED] who took and verified the soundings.

Shortly after arriving we received 88,266 gallons of fuel, repair parts, and 80 bags of mail. Great job to CS3 [REDACTED] for working to order food – not a simple task in this area; the biggest challenge was to keep our order within budget despite exorbitant costs. Today we received 7,714 lbs of dry, frozen and fresh fruits and vegetables.

A bit of Curaçao history:

Curaçao is an island in the southern Caribbean Sea approximately 35 miles north of Venezuela. The Country of Curaçao is a constituent country of the Kingdom of the Netherlands and its capital is Willemstad. Curaçao is the largest and most populous of the three ABC islands (Aruba, Bonaire, and Curaçao) of the Leeward Antilles. The original inhabitants of Curaçao were Arawak Amerindians.

In 1499, the first Europeans to see the island arrived; they were members of a Spanish expedition under the leadership of Alonso de Ojeda. The Spaniards enslaved most of the indigenous population and forcibly relocated the survivors to other colonies where workers were needed.

In 1634, the island was occupied by the Dutch. The Dutch West India Company founded the capital of Willemstad on the banks of an inlet called the 'Schottegat'. The natural harbor of Willemstad proved to be an ideal spot for trade, commerce, and shipping. The Dutch West India Company made Curaçao a centre for the Atlantic slave trade in 1662. In the French Dutch War, the Comte Jean d'Estrées planned to attack Curaçao with his fleet of 12 men of war, 3 fire ships, 2 transports, and 12 privateers; however, they met with disaster, losing 7 of the men of war and 2 other ships when they struck reefs off the Las Aves archipelago due to a navigational errors.

Dutch merchants brought slaves from Africa under a contract with Spain called Asiento. Under this agreement, large numbers of slaves were sold and shipped to various destinations in South America and the Caribbean. In 1795 a major slave revolt took place under the lead of Tula Rigaud, Louis Mercier, Bastian Karpata and Pedro Wakao who led 4000 slaves on the Northwest section of the island. Over a thousand of the slaves were involved in heavy gunfights and the Dutch feared for their lives. After a month the rebellion was crushed.

Curaçao's proximity to South America translated into a long-standing influence from the nearby Latin American coast. In the 19th century, Curaçaoans such as Manuel Piar and Luis Brión were prominently engaged in the wars of independence of Venezuela and Colombia. Political refugees from the mainland like Simon Bolivar regrouped in Curaçao.

During the 18th and 19th centuries, the island changed hands among the British, the French, and the Dutch several times. Stable Dutch rule returned in 1815 at the end of the Napoleonic wars. The Dutch abolished slavery in 1863 which resulted in a period of economic hardship, prompting many inhabitants of Curaçao to emigrate to other islands, such as to Cuba to work in sugar cane plantations. Other former slaves had no place to go and remained working for the plantation owner in the so called Paga Tera system. This system allowed former slaves to lease a piece of land in exchange for most of his harvest. The former slaves were forced to work in mass production as in the former days; this lasted up to the beginning of the 20th century.

In 1914 oil was discovered in Curaçao. Royal Dutch Shell and the Dutch Government built an extensive oil refinery installation on the former site of the slave-trade market at Asiento, thereby establishing an abundant source of employment for the local population and fuelling a wave of immigration from surrounding nations. Curaçao was an ideal site because of its excellent natural harbor that could accommodate large oil tankers. The company brought affluence to the island and large scale housing was provided and Willemstad developed an extensive infrastructure. The discontent and the antagonisms between Curaçao social groups culminated in rioting and protest on 30 May 1969. The civil unrest fuelled a social movement that resulted in the local Afro-Caribbean population attaining more influence over the political process. The island developed a tourist industry and offered low corporate taxes to encourage many companies to set up holdings. In the mid 1980s Royal Dutch Shell sold the refinery to a local government consortium.

Day 63 - Thursday, August 2nd (In Port Curaçao)

=====

Today I welcomed the Deputy Commander of the Royal Netherlands Navy in the Caribbean, CAPT J.P.D van Zaalen, on board CARR. He took time out of his busy schedule to welcome us to Curaçao and he reiterated the importance of the multi-national C-TOC mission.

Great job to LTJG [REDACTED] who took charge of providing tours of CARR for a local Air Force detachment. He proudly showed off CARR from stem to stern and answered numerous Air Force questions.

In addition to liberty and showing off our ship, some of CARR's Sailors also took time out of their day to participate in a Community Relations (COMREL) project to distribute Project Handclasp supplies to the children of the Siloam Orphanage. In addition, they performed physical labor to help the orphanage such as clearing an area for a garden, trimming trees, and installing metal fencing around the garden area. Thanks to the following who participated:

NC1 [REDACTED]	BM3 [REDACTED]	LSSN [REDACTED]
OSSN [REDACTED]	BM2 [REDACTED]	LS3 [REDACTED]
FC2 [REDACTED]	IC1 [REDACTED]	SH2 [REDACTED]
ENS [REDACTED]	LCDR Neil Krueger	MA1 [REDACTED]
HTC (Select) [REDACTED]		SN [REDACTED]
GM2 [REDACTED]	ENS [REDACTED]	LS1 [REDACTED]
ET1 [REDACTED]		

Project Handclasp is the Navy's worldwide outreach program which provides humanitarian, educational, and goodwill materials donated by America's private sector at no-cost to the government. Sailors and Marines distribute those materials while deployed in order to ensure that people most in need receive the material and to provide Sailors a personal appreciation for the challenges and ways of life of citizens of other nations.

Day 64 - Friday, August 3rd (In Port Curaçao)

=====

Today was our last full day in port. Our Sailors enjoyed some of the tours our Morale, Warfare, and Recreation committee arranged, such as fishing, sailing/snorkeling, golfing, and a hike up to the highest point of the island, Christoffel Mount.

Although it was a liberty port, we still had to get some items fixed. BZ to FC2 [REDACTED] for leading the repair efforts for our MK 15 CIWS (Close-In Weapons System). His hard work led to the successful restoration of this important weapon, which can be used for shooting down incoming missiles, or engaging surface targets with a lethal stream of bullets.

Day 65 - Saturday, August 4th (Underway from Curaçao)

=====

Great job to ET1 [REDACTED] successfully repaired a critical piece of communications equipment, the DAMA (Demand Assigned Multiple Access). DAMA allows multiple communications circuits to share one satellite connection. His efforts helped bring CARR's communications suite back to full capacity!

To get underway we had to proceed inbound instead of outbound because the channel was too narrow to turn around in. Once we got to the harbor, we had enough room (assisted by tugs) to turn completely around and then transit out to sea. Great job by the under instruction Master Helmsman, Logistics Specialist Seaman Bilal Barnes who steered CARR smoothly and safely throughout the evolution.

Now that the crew is well rested and rejuvenated, we are headed back out to sea to continue our C-TOC mission.

12 August 2012

CARR Families and Friends,

Fair winds and following seas to BM3 [REDACTED] and HT2 [REDACTED] who departed CARR following successful completion of their tours in CARR. We also bid farewell to EN1 [REDACTED] who had cross decked to us from ANZIO (CG 68); his temporary assignment to us was a great help to Auxiliary Division.

Welcome aboard to our newest shipmates, EN2 [REDACTED] and ENFR [REDACTED].

This week we submitted our request for permission to conduct a Tiger Cruise from Mayport back to Norfolk. Some of the crew have already asked if we will have a steel beach picnic - I had to remind some that it will be late fall and cold. That time of year, it is also typical to encounter rough seas, especially near Cape Hatteras. More info to follow once we get approval.

Day 66 - Sunday, August 5th

=====

We battled through some rough seas from Tropical Storm Ernesto. Although the seas were rough, they were by no means the worst we have seen - they did add a level of complexity to this afternoon's Captain's Cup.

Today's Captain's Cup event was a chipping contest. One participant from each division had 10 chances to chip a golf ball into two nets (small 3 point net or a larger 1 point net). LS1 [REDACTED] won the event for S1 Division, earning 5 points. Following a tiebreaker round, the LEDET took second place and GSE3 [REDACTED] earned third place for EM Division. Following the LEDET's second consecutive second place finish, they have taken over the lead in the overall standings. Losing to the Coast Guard - unbelievable. step it up next week CARR!

After nine Captain's Cup events, the standings are as follows:

1st Place: LEDET

2nd Place: CE Division, OI Division, OT Division

Day 67 - Monday, August 6th

=====

Today we continued to transit back to our operating area as the crew got back into the swing of our underway routine. It is amazing how only a couple days in port can throw off the whole routine. The weather was still a little rough as we continued to move away from Tropical Storm Ernesto.

Day 68- Tuesday, August 7th

=====

We awoke to calm seas this morning. Congratulations to OS2 [REDACTED] upon his re-enlistment.

Today also marks the commencement of our annual Command Climate Survey. All personnel on board anonymously participate in a short survey (conducted online). The survey is a tool that allows me to assess our command culture and identify any issues that need to be addressed to ensure all are treated fairly.

Day 69 - Wednesday, August 8th

=====

Congratulations to LTJG [REDACTED] upon earning her Surface Warfare Officer qualification today - well done! We are now down to three Officers on board who still need to earn their Surface Warfare qualification – all Ensigns.

Day 70 - Thursday, August 9th

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This week EN3 [REDACTED] was recognized as the Engineer of the Week for outstanding performance while standing the Auxiliary Systems Monitor Watch. He was awarded a \$10 gift certificate to the ship's store and a well deserved day off from division duty.

Day 71 - Friday, August 10th

=====

LTJG [REDACTED] was in the hot seat today while conducting Engineering Evolutions and Drills as Engineering Officer of the Watch (EOOW) under instruction. As part of the EOOW qualification, personnel need to demonstrate their knowledge of casualty control procedures and ability to lead their watchteam. LTJG [REDACTED] did well and is on his way toward earning his EOOW qualification.

This evening we took the opportunity to hold an ice cream social on the mess decks. Thanks to our Morale, Welfare, and Recreation Committee for putting the event together and BZ to LSSN [REDACTED] for assisting in the setup!

Day 72 - Saturday, August 11th

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Congratulations to DCC [REDACTED] and OS2 [REDACTED] who both reenlisted today! Also, great job to our night baker, CS3 [REDACTED], who prepared two cakes to support the reenlistments.

BZ to ET1 [REDACTED] and ET2 [REDACTED] who assisted our Air Det in making temporary repairs to their radar wave guide, allowing the system to return to operation.

Special thanks to LSSN [REDACTED] and LSSN [REDACTED] who assisted in setting up our Saturday pizza night hosted by the Junior Enlisted Association. We all look forward to pizza night!

19 August 2012

CARR Families and Friends,

This week we were extremely busy, actively executing our C-TOC mission. As those who follow us on Facebook know, we also got some good press this week for our Sailors (check out our Facebook page to see the articles). This weekly update will also be the first in a series containing some history about the Panama Canal.

Day 73 - Sunday, August 12th

=====

Last night we chased a go fast after the helicopter spotted it jettisoning packages over the side. We recovered 4 bales of marijuana before being ordered to shift our efforts and get the go-fast. We chased the go-fast for over 90 miles and the go fast was corralled toward Costa Rica where the narcotics smugglers were apprehended by Costa Rican authorities.

The chase lasted until about 0500 this morning, then we turned around and headed back to the debris field to see if we could find any more narcotics packages floating in the sea. After spending all day searching the area with the assistance of our helicopter, we had collected 81 bales (4134 lbs) of marijuana.

Great job to the entire team - Helicopter Detachment, Coast Guard LEDET, boat crew, CIC Team, and Bridge Team.

Day 74 - Monday, August 13th

=====

After two long days, we were up before dawn to prepare for an underway replenishment with USNS CHARLES DREW (T-AKE-10) - same class of vessel as SACAGAWEA. CHARLES DREW was transiting through the Caribbean enroute the Panama Canal after completing her deployment to the Persian Gulf with the USS ABRAHAM LINCOLN CARRIER Strike Group.

As Conning Officer, ETC [REDACTED] did a great job bringing us smartly alongside just before sunrise and then maintaining station while we took on 86,933 gallons of Diesel Fuel Marine and 16,745 gallons of JP-5 for our helo. The evolution went smoothly, in part due to BM2 [REDACTED] [REDACTED] who served as the station 7 Rig Captain. His expertise and direction ensured the evolution was safe and successful - well done!

Once complete we headed back to our patrol area to continue our mission.

Day 75- Tuesday, August 14th

=====

As we continued to patrol, we came upon an unusual site - a fishing vessel and sailing vessel in close proximity. After approaching we immediately surveilled both vessels and attempted to establish communications – no response from the sail boat. I then sent our small boat over to investigate - it turns out that the batteries had died on the boat and they couldn't use anything electrical including their bridge to bridge. The American sailing vessel was attempting to get the fishing vessel to charge their batteries; however, the fishing vessel did not have a proper battery charging station. We brought the marine batteries back to CARR and charged them for a couple hours. Once the sailing vessel confirmed they could get their electrical gear online, we departed the area to continue our patrol. It is always great to be able to help out mariners in need.

As the afternoon progressed, we set up to receive an air drop of parts. The aircraft dropped low and paralleled our course, dropping a capsule attached to a parachute into the water - we then sent our small boat out to retrieve it. As a result of the parts drop, we were able to make multiple repairs - including repairs to our general announcing system (1MC). The temporary repairs made to our 1MC kept the equipment operating, but it is nice to have it working as designed. Great job to ET1 [REDACTED] and ETC [REDACTED] who quickly set to work installing the 1MC parts.

Just as we were recovering the air drop parts, our helo identified a suspect vessel to the north of us. We immediately picked up speed and proceeded to intercept another go-fast.

Day 76 - Wednesday, August 15th

=====

There wasn't much of a chase, it turned out that the vessel had broken down and was easy pickings. CARR's embarked LEDET conducted operations and recovered two personnel and 568 kg (1250 lbs) of Cocaine. This boat was not much bigger than two canoes - the risks the narcotics traffickers take to smuggle narcotics is incredulous.

Great job to LSSN [REDACTED] who completed his Flight Deck Crewman, Flight Deck Observer and Master Helmsman qualifications this week. He has gone above and beyond to contribute outside his rating and his division.

Anytime we send our small boat out on a mission, we have our personnel on board in addition to the LEDET. BZ to EN3 [REDACTED] who spent many hours on the boat this week while serving as CARR's small boat engineer. His duties included monitoring the engine parameters and remaining ready to respond to any engineering casualty the boat may have. EN3 [REDACTED] is also assigned to our Food Service Division where he operates the plastic waste processing - an essential unit to support our environmental compliance.

Day 77 - Thursday, August 16th

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Congratulations to AT3 [REDACTED] who was frocked to AT2 - good to see the paperwork got done and he is able to wear his new rank. He is doing great things with the det.

Auxiliaries Division undertook a significant job this week, overhauling two of our waste heat circulation pumps - including replacement of the mechanical seals. BZ to EN2 [REDACTED], EN3 [REDACTED], EN2 [REDACTED], EN3 [REDACTED], and EN3 [REDACTED] who pulled double duty working into the late hours to complete the overhaul over 3 days. Great job A-gang!

Day 78 - Friday, August 17th

=====

This afternoon we rendezvoused with USS UNDERWOOD (FFG 36) [the oldest steel Frigate in our Navy.obviously CONSTITUTION is the oldest Frigate, and yes - FFGs hulls are steel.only the superstructure is aluminum] to transfer some parts.

Crisis in the scullery - the v-belt that drives CARR's only Dishwashing machine shredded into pieces. At first it appeared that the spare belt we had would not fit; however, ENC [REDACTED], EN2 [REDACTED], EN3 [REDACTED], and EN3 [REDACTED] teamed up to repair the scullery by making adjustments to the mounting of the motor and installing the new v belt within a matter of hours.

Great job to IC1 [REDACTED] who installed three new cease-fire alarms and repaired one other one - restoring all alarms to operation.. He continues to work with IC3 [REDACTED] to make sure internal communications and alarms and monitoring circuits are in working order to keep their shipmates safe.

Day 79 - Saturday, August 18th

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This week DC3 [REDACTED] was recognized as the Engineer of the Week for his outstanding performance. He fabricated some parts using CARR's lathe along with conducting some welding. He was awarded a \$10 gift certificate to the ship's store and a well deserved day off from division duty.

Nice job to SN [REDACTED] and PSSR [REDACTED] who worked diligently to keep the scullery running after the Scullery dish washer conveyer belt had broken. They had to use the deep sinks and wash galley items old school, ensuring the water was extremely hot for sanitation. Their efforts kept us off of paper plates - much appreciated!

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PANAMA CANAL - PART I

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Since I like reading about the history, especially when it is topical, I brought THE PATH BETWEEN THE SEAS by David McCullough with me on deployment. Over the next few weeks I will include a bit about the history of the Panama Canal that I learned from that book and some other sources. By the way - THE PATH BETWEEN THE SEAS is a great read for you history buffs.

Plans to build a canal across the Isthmus of Panama date back to the time when Spanish explorers began to settle South America in the 1500's. Despite their desire to link the oceans, they did not possess the technological means to construct such a canal. The invention of the steam shovel, development of hydrographics, and modern medicine were essential to facilitate such an undertaking.

Following the discovery of gold in California there was increased interest in spanning the isthmus to connect the Atlantic and Pacific Oceans. As an interim measure, the Panama Railway was constructed and commenced service in 1855, serving as a vital trade link between the Atlantic and Pacific. Although the railroad helped bridge the gap, a canal was still seen as the ultimate solution. In 1855 the United States government commissioned William Kennish to conduct an initial survey of the isthmus. This effort was expanded in 1870 when the United States commissioned seven expeditions to conduct surveys of potential routes, including Colon to Panama City, Nicaragua via Lake Nicaragua, and Darien (the narrowest strip of land on the Isthmus of Panama). As a result of these surveys, the United States preferred route was via Nicaragua (it was expected that this 181 mile route would involve the building of 10 locks).

Meanwhile in France, encouraged by their success in building the Suez Canal, entrepreneurs under the leadership of Ferdinand de Lesseps met in 1879 with representatives from 22 countries to discuss potential routes through the isthmus. The final decision of the group was to bridge the isthmus from Colon to Panama City with a canal built completely at sea level. Ferdinand de Lesseps believed that he could replicate his efforts at Suez and was strongly against any plan that would involve the building of locks. A company was established, the Compagnie Universelle du Canal Interoceanique, and funds were raised by issuing 600,000 shares at 500 francs each (\$100).

On 20 January, 1882 the digging commenced in Panama (Panama was a province of the Republic of Colombia). The conditions in Panama were harsh and there were significant health risks (malaria and yellow fever) posed to the workers from the mosquito-infested Panamanian jungle. The fact that malaria (meaning bad air in Italian) and yellow fever were transmitted by mosquitoes would not be discovered for almost two decades. There were no treatments for either disease; however, malaria could be prevented with regular doses of quinine. Quinine had its own risk. In addition to the bitter taste, it could cause vomiting, headaches, or a ringing in the ears that could render the person deaf.

By October 1884 there were 19,243 personnel working on the canal. As a result of malaria and yellow fever, 1 out of every 5 people working on the project died (this included families as well). It was not uncommon to discover ghost ships anchored in Colon harbor whose entire crews had perished from yellow fever or malaria. As a result of the harsh conditions, some of the most technically astute and experienced workers returned to France. As the news of the deaths and limited progress being made, the stock price back in France dropped: 364 francs in 1885, 282 francs in 1890.

In 1885 many were calling for abandonment of the sea-level canal plan because of constant setback, including the walls of the canal continuing to cave in. As the budget continued to rise

and the stock price continued to plummet, the company needed more money to pay for the canal - the payment of interest on their outstanding debt also became burdensome. After failing to raise sufficient funds and refusal by the French government to support the endeavor, the Compagnie Universelle du Canal Interoceanique went out of business on 4 February, 1889. The venture had lasted more than a decade and was fraught with financial mismanagement and political corruption; it had expended approximately \$287 million.

A second French company was created in 1894, the Compagnie Nouvelle du Canal de Panama, to continue the construction. A token workforce of only a few thousand was employed to comply with the terms of the agreement which also allowed operation of the Panama Railroad and to maintain the existing excavation and equipment in a condition for future sale.

26 August 2012

CARR Families and Friends,

As of this week, we are now down to double digit days left until we return from deployment. We are still awaiting final approval for our Tiger Cruise; once we get the final okay, we will push out more information.

Congratulations to our new fathers:

ET3 [REDACTED]'s son was born 23 Aug

HTC(Sel) [REDACTED]'s son was born 24 Aug

LSSN [REDACTED]' son was born on 16 Aug

Day 80 - Sunday, August 19th

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While we were setting up for our steel beach picnic hosted by the Junior Enlisted Association, we rendezvoused with UNDERWOOD once again to transfer parts. This time we received a part to fix our helo so that they could fly tomorrow in support of our Vertical Replenishment (VERTREP). Although we had an air drop scheduled, we wanted to make sure that all systems were ready for tomorrow morning.

Today's Captain's Cup involved two participants from each division throwing four footballs at targets of various point values. The CF Division team of FC2 [REDACTED] and FC2 [REDACTED] took first place and as usual there was a tie for second place - S2 and the combined CA/CC Division. For the tiebreaker we reoriented and moved the target; the S2 team of CS1 [REDACTED] and CS2 [REDACTED] won the tiebreaker and secured second place while the team of ITSN [REDACTED] and IT2 [REDACTED] finished third.

After ten Captain's Cup events, the standings are as follows:

1st Place: S2 Division, LEDET

2nd Place: CF Division

Day 81 - Monday, August 20th

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Today we conducted CARR's final scheduled Underway Replenishment before decommissioning. Despite not being a primary mission for our helo det, they did an awesome job conducting the VERTREP. Our embarked helicopter transferred 85 pallets of food, parts, mail and supplies from USNS SACAGAWEA to CARR and 23 pallets to USS UNDERWOOD.

BZ to Deck Division, which once again showed their professionalism and expertise. The Commanding Officer of SACAGAWEA expressed that it has been a pleasure working with CARR – he noted the superior job the underway replenishment teams have done and the professional ship handling...he observes lots of ships, so that is a great compliment.

We have posted a published press release on our Facebook page and at www.navy.mil. Two photos taken by CTT1 [REDACTED] were also included with the article – great job CTT1 [REDACTED]!

The VERTREP was an all hands evolution – and everyone did their part...great job to all! Once the pallets arrived on CARR, the flight deck crew had to use a pallet jack to move the stores out of the drop area. Once moved to the forward end of the flight deck, personnel removed the plastic wrap and began passing each individual box either through the port helo hangar or down the centerline passage. Both routes were lined by Sailors who tirelessly passed along a seemingly never ending supply of food and parts. Once to the end of the line, the teams then had to divert parts, mail, and food to the right locations.

Great job to LS2 [REDACTED] and LS3 [REDACTED] who expertly received and coordinated the issuance of 24 pallets of consumable and repair parts. For many divisions this last infusion of consumables will last until we return to Norfolk.

BZ to CSC [REDACTED], CS1 [REDACTED], LSSN [REDACTED], SHSN [REDACTED], and LSSN [REDACTED] who quickly and efficiently separated and sorted 48 bags of mail. We expect regular mail service for the remainder of deployment.

Day 82- Tuesday, August 21st

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Congratulations to BM3 [REDACTED], SN [REDACTED], SN [REDACTED], and GSM3 [REDACTED] who earned their ESWS pin! Great job to those who earned their pin and to all those others who are making steady progress to earn theirs -10 ESWS qualifications completed so far this deployment.

Day 83 - Wednesday, August 22nd

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Our Sailors continue to pursue advanced qualifications and build their expertise. BZ to EN2 [REDACTED] and EN3 [REDACTED] who earned their Electric Plant Control Console Operator qualification. This qualification means they are ready to supervise operation of CARR's electric distribution system and have demonstrated the ability to properly respond to a multitude of casualty situations.

Day 84 - Thursday, August 23rd

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Great job to IT1 [REDACTED] who is leading the United Through Reading program. This program gives our Sailors the opportunity to read a book to their child while being videotaped, and then send it back to their families - all free of charge. Thank you IT1 [REDACTED] for being proactive in leading this program.

Recently we assessed that our missile magazine sprinkler room needs some significant work prior to decommissioning, as a result we are using the time we have now to get ahead of this project. The effort will involve Sailors from all our departments. This week we focused on equipment removal, lagging removal, and verifying system integrity for the multitude of pipes that pass through that space. Great job to the team who tackled the work this week, which included STG2 [REDACTED], GMSN [REDACTED], ET3 [REDACTED], FC2 [REDACTED], IT2 [REDACTED], ET3 [REDACTED], GMSN [REDACTED], GM2 [REDACTED], ITSN [REDACTED], GMC [REDACTED], and STG3 [REDACTED].

Day 85 - Friday, August 24th

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On Friday we conducted an anti-submarine scenario to keep up on our warfighting skills. Great job to STGC [REDACTED] and STG2 [REDACTED] who developed a great training scenario.

In the evening, MWR sponsored a Texas Hold'em tournament on the mess decks and the CPO Selectees made Calzones. The Selectees are conducting fund raising events in order to hold a CPO Ball once we return to Norfolk. We try to conduct a fun event every Friday night as long as our operational schedule permits. Congratulations to BM1 [REDACTED] who took first place in the tournament.

Day 86 - Saturday, August 25th

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Despite our upcoming decommissioning, we still must maintain CARR in the highest condition – as a result our crew is conducting preventive maintenance to make sure our systems operate as designed. We are also working on material condition of our spaces; prior to the ship decommissioning, we must make sure that all lagging is in place, there is no rust, and all systems are in a known configuration.

In addition to the missile magazine project we are continuing the constant battle against Mother Nature throughout our topside spaces. Great job to QM3 [REDACTED] and QMSN [REDACTED] who have gotten a jump on preserving the outside of our pilot house – this week the focus was paint removal, next phase is to properly prime and paint.

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PANAMA CANAL - PART 2

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Meanwhile, the United States continued to survey and assess the best location for a canal project - still preferring the route through Nicaragua. An offer was made by the French to sell the right of way through Panama to the United States for only \$40 million. This swayed the decision makers in the United States and on 19 June, 1902 the choice was made to continue the route begun by the French.

The canal was a promising income source for the Republic of Colombia, with the most direct benefit to the province of Panama. The primary income source besides the canal was banana production. In 1899, an American entrepreneur operating in Panama joined forces with the Boston Fruit Company to form the United Fruit Company (previously mentioned during our weekly update during our Santa Marta, Colombia visit) - which became the world's largest agricultural enterprise at the turn of the century.

On January 22, 1903, the Hay-Herran Treaty was signed by United States Secretary of State John M. Hay and Dr. Tomas Herran of Colombia that would grant U.S. control of the Canal Zone six miles either side of the canal from Colon to Panama City, but did not include either of those cities. The treaty would have granted the United States a renewable lease in perpetuity along the proposed canal route. In return, the United States would pay the Republic of Colombia \$10 million in gold plus annual rent of \$250,000. Although the treaty was ratified in the U.S. Senate on March 14, 1903, the Colombian Senate failed to ratify the agreement.

Tempers flared as a result of the unratified treaty and revolutionaries in Panama began to plot the overthrow of Colombian authorities in Panama. One of the revolution leaders, Dr. Amador, traveled to the United States to attempt to get political support and money to finance the revolution. Although a promise of U.S. support wasn't explicitly provided, the revolutionary leader was informed that:

- The United States was determined to build a Panama Canal.
- The United States would not let Colombia get in the way of the U.S. efforts.

The revolutionaries were also allegedly told that should the revolutionaries take possession of Colon and Panama City, they could depend on the United States to stop Colombia from landing troops to put the revolution down.

The revolutionaries acted in November 1903, with U.S. warships stationed off the coast of Panama City and Colon; blocking Colombian reinforcements. Additionally, the dense jungles of the isthmus blocked Colombia's land route from Bogota. On November 6, 1903 the United States government formally recognized the Republic of Panama. An agreement was immediately signed with the new Republic of Panama which gave the United States all the rights, powers, and authority which the United States would possess if it were U.S. sovereign territory. The canal area was increased to 10 miles either side of the canal route and the lease was also made renewable for perpetuity. As a result of this incident, there was significant and long lasting damage done to American relations with all of Latin America. For many, their confidence and trust in the United States was destroyed.

In 1904, the United States set up the Isthmian Canal Commission (ICC) to oversee the construction of the Panama Canal and control the Panama Canal Zone in which the U.S. exercised sovereignty. The commission reported directly to Secretary of War, William Howard Taft. On May 6, 1904, President Theodore Roosevelt appointed John Findlay Wallace, a railroad man, as the Chief Engineer of the Panama Canal Project.

Colonel William Gorgas was appointed Chief Sanitation Officer of the Canal construction project in 1904 in order to get Malaria and Yellow Fever under control. He discovered that the way to get rid of malaria was not only to target the Anopheles mosquito, but prevent infected people from getting bit. The sanitation and mosquito abatement projects involved quickly identifying and isolating patients with yellow fever or malaria; fumigation of buildings, spraying insecticide in insect breeding areas; paving roads to minimize stagnant water; installing mosquito netting over beds; introducing the use of window screens; installing city-wide water systems to eliminate stagnant water in cisterns; eliminating stagnant water in open containers; and draining swamps.

By 1905, John Wallace had grown weary of the effort and resigned. John Stevens, former Chief Engineer of the Northern Pacific Railroad, was appointed as the second Chief Engineer of the project. Upon arrival he found the project to be in disarray despite having already spent \$128 million. He quickly determined that infrastructure must be built up and be made the primary focus before pushing to complete the canal. Improvements he spearheaded included construction of residences, commissaries, and completion of the task of ridding Panama of Malaria and Yellow Fever. Stevens stated that there were three diseases in Panama, "yellow fever, malaria, and cold feet; and the greatest of these is cold feet." By December yellow fever was eradicated; after two years of extensive sanitation and mosquito abatement work involving thousands of workers and millions of dollars, both mosquito spread diseases were nearly eliminated. He also realized that in order to move the massive amount of earth to complete the canal, he needed a greatly improved Panama Railway - which he accomplished.

Stevens also faced the challenge of recruiting workers from the United States and abroad - the tales of the harsh conditions, disease, and poor working conditions from the French era were widely known. Initially, the reputation of the Canal Zone made recruiting labor difficult. The major inducements were wages ranging from \$0.90/day for common laborers up to \$8.00/day for steam shovel operators, a nine hour work day, subsidized meals and housing, vacation, sick leave, and medical coverage.

02 September 2012

Family and Friends,

This week's big event was our transit through the Panama Canal. It was a long night, but everyone performed exceptionally to make it a safe evolution. Our other significant milestone was reaching half-way day!

Welcome aboard to our three newest CARR Sailors who met us pierside in Panama: ET3 [REDACTED], EN1 [REDACTED], and EMC [REDACTED].

Congratulations to CTT2 [REDACTED] and his wife [REDACTED] who are the proud parents of [REDACTED] who was born on August 31st, weighing in at 8lbs. Mother and baby are both doing well.

Day 87 - Sunday, August 26th

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As is tradition, we held our Sunday Captain's Cup event - today's event was Bozo Buckets which involved two members from each division throwing 5 golf balls each into cans at varying distances. The farther the distance the throw, the more points received. S2 Division's team of CS1 [REDACTED] and CS2 [REDACTED] took first place with 220 total points, second place went to the OI Division's team of OSC [REDACTED] and OSSN [REDACTED], and third place went to the S3 Division represented by SHSN [REDACTED] and SH2 [REDACTED].

After eleven Captain's Cup events, the standings are as follows:

- 1st Place: S2 Division (24 pts)
- 2nd Place: OI Division (21 pts)
- 3rd Place: LEDET (20 pts)

Day 88 - Monday, August 27th

=====

Today's focus was preparation to transit southbound through the Panama Canal. Great job to the entire Navigation Team led by our Navigator LT [REDACTED]. The team put in countless hours to ensure our paperwork was in order and all charts were prepared. Thanks for a job well done to QM1 [REDACTED], QM2 [REDACTED], QM3 [REDACTED], QM3 [REDACTED], QM3 [REDACTED], QM3 [REDACTED] and QMSN [REDACTED].

We also held a brief in the Wardroom to discuss the plan and share information from shipmates who previously transited the Panama Canal. Thanks to the GSMC [REDACTED], FCC [REDACTED], and the other for sharing their experience. Knowing what to expect makes this a much safer evolution.

Day 89 - Tuesday, August 28th (Panama Canal Transit - South)

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We broke station and headed south, entering Limon Bay inside the Colon breakwater and anchoring there while awaiting completion of our inspection by the Panama Canal Authority (PCA). The PCA must board all ships prior to transiting in order to ensure that all the paperwork is properly completed (and there is a lot of paperwork associated with the transit) and essential navigation and engineering gear are in proper working order. Once the team cleared us, the pilot embarked and we were headed South just before sunset.

The most interesting part of the transit is passing through the locks. Upon approaching the lock, a team comes out in a row boat to pass cables to the ship - port and starboard side on the bow

and stern. These cables are then attached to "mules".the mules are basically train engines which can pull the ship forward or stop all motion as well as pay out or reel in cable to center the ship in the lock. These engines are not like typical trains, although they do run on rails, they are hooked into a center rail which prevents them from being yanked off the rails and gives them additional traction.sort of like a cog railway.

Amazing job by the entire crew, especially our bridge watchstanders, Engineering watchstanders, and Deck Division - it was a long night for many. Great job by BM1 [REDACTED] and BMCS [REDACTED] who ensure Deck Division remained on station throughout the night in order to be ready to anchor in the event of a casualty as well as handle lines near the locks.

Day 90 - Wednesday, August 29th (Arrive Vasco Nunez Balboa, Panama)

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As midnight rolled around, we were transiting at about 85 feet above sea level and were approaching our 4th lock (in total there are 6 locks). We also received late notice that we would have to proceed to anchorage to wait for a vessel to be towed out of the slip where we were supposed to go.

At approximately 0400 we arrived at our anchorage point near Vasco Nunez Balboa (VNB) where our Conning Officer, ETC [REDACTED], maneuvered us to the anchorage spot. Great job to LSC [REDACTED] who coordinated with the husbanding agent (liaison for overseas port visits) to ensure we received potable water and sewage services while at anchor. After getting a few hours rest, we got back underway at around 0800. We experienced a few delays due to shipping traffic (PCA controls who has priority to enter the channel), so we did some loops through the anchorage while we waited for our turn. Great job to our Conning Officer, ENS [REDACTED] who brought us safely pierside without the use of tugs.well done!

BZ to both ENS [REDACTED] and ETC [REDACTED] who split the duties as Conning Officer throughout the long night transit - great job to both of them!

Day 91 - Thursday, August 30th (Vasco Nunez Balboa, Panama)

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Thanks to our Morale, Welfare, and Recreation (MWR) committee who have been active in setting up activities for our Sailors. MWR arranged tours that included horseback riding, fishing trips, and jungle tours.

In addition to the tours, our Sailors had the opportunity to relax. Sailors also visited the shopping malls and grocery stores to stock up on supplies for the second half of deployment. There were many familiar restaurants in town, such as TGI Fridays, Bennigans, and of course the typical fast food establishments (McDonalds, Subway, Pizza Hut, KFC). There were plenty of local restaurants as well for the more adventurous types.

Day 92 - Friday, August 31st (Vasco Nunez Balboa, Panama)

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Although this was a liberty port, FC2 [REDACTED] expended many hours on board (including several hours that he could have spent on liberty) troubleshooting and repairing sections of our Weapons Control Console. He continued to use his troubleshooting acumen, in addition to coordinating with off-ship technicians, to make significant progress in restoring the console.

Great job to EM2 [REDACTED] who worked late into the night while working with local contractors to install an exhaust fan. The previous exhaust fan failed a couple weeks back. The fan weighs almost 800 pounds and is used to ventilate laundry and engineering berthing among other spaces. Thanks to his efforts, everything was connected to restore ventilation and make it a bit more comfortable on board.

Day 93 - Saturday, September 1st (Underway - Half Way Day!)

=====
Today we started out by receiving mail, food and parts. Great job to LSSN [REDACTED] and LSSN [REDACTED] who were busy sorting through 81 bags of mail while the entire crew moved fresh food and stores on board. CS3 [REDACTED] stowed over 8,000 pounds of food today - including peanut butter. Our Sailors have consumed over 5,200 individual serving cups of peanut butter thus far this deployment.

About an hour after reaching the half-way point of deployment (2 pm as calculated by the XO) we were back underway. Great job to LT [REDACTED] who got us underway from VNB without the use of tugs. We then proceeded out of Panama and into the Pacific Ocean to continue our Countering Transnational Organized Crime mission.

Thanks to FC1 [REDACTED] who repaired our Weapons Control Officer console by replacing the Cathode Ray Tube. Well done!

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PANAMA CANAL - PART 3
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Up until 1906, the decision still had not been made regarding whether the canal would be built at sea level or use locks. On June 19th, 1906 a Senate committee made the decision to build a canal with locks. In order to support the lock plan, a man made lake would have to be created. Gatun Lake would encompass 164 square miles of jungle, an area as large as the island of Barbados would eventually vanish under water. After expending considerable energy and getting the project back on track, the Chief Engineer unexpectedly resigned in 1907. Steven took the reason for his resignation to his death bed; however, it was most likely a result of being overworked and on the verge of a breakdown. Stevens accomplished creation of a well fed, housed, equipped, and organized work force; it was now time for the next Chief Engineer to get the canal built.

In 1907 President Theodore Roosevelt appointed U.S. Army Colonel George Washington Goethals, U.S. Army Corps of Engineers, as Chief Engineer. Roosevelt stated to the ICC, "he is to

be chairman. He is to have complete authority. If at any time you do not agree with his policies, do not bother to tell me about it-your disagreement with him will constitute your resignation." Colonel Goethals was the right man for this phase of construction; he was a civil engineer who was experienced with dams, locks, and canals. Colonel Goethals did not court popularity; he abhorred waste and inefficiency, and was determined to weed out all incompetents associated with the project.

He divided the engineering and excavation work into three divisions-Atlantic, Center and Pacific.

- The Atlantic division took charge of construction of the massive breakwater at the entrance to Limon Bay, the Gatun locks, the 3.5 miles approach channel, and the immense Gatun Dam.

- The Pacific Division was responsible for the Pacific breakwater in Panama Bay, the approach channel to the locks, the Miraflores and Pedro Miguel locks, and their associated dams and reservoirs.

- The Central division was assigned one of the most difficult parts-excavating the Gaillard Cut (then called the Culebra Cut) through the continental divide to connect Gatun Lake to the Pacific Panama Canal locks.

The project now needed more equipment to move the earth. The Americans replaced the old French equipment with new construction equipment that was designed for a much larger and faster scale of work to increase the pace of construction. About 100 large railroad-mounted steam shovels were purchased and brought in from the United States to be used primarily on the Culebra Cut and the lock building projects. At the time, these steam shovels were some of the largest in the world. The process involved the excavated material being broken up by explosives, the loose dirt was scooped up by steam shovels, and then the loose earth was placed on railroad cars. The railroad cars were hauled out by locomotives to a dump site or other site that needed back fill material - the Gatun Dam and Panama Railroad being the two biggest users of this material.

Near the end of the project, the death rate had dropped to 8 deaths per 1000. The locks were finished in 1913 along with the Gatun dam and in September 1913 the first trial run of the locks was made by the seagoing tug Gatun. The first ocean going ship to make the trip through the canal was the Cristobal, although the grand opening was officially held on August 15th of 1914. The cargo rate was set at 90 cents per ton of cargo.

Since commencement of work in 1904, the Panama Canal cost the United States \$352 million, four times as much as the French had spent on Suez. 5,609 had died from either accident or disease between 1904 and 1914. The project was completed \$23 million under budget and six months ahead of schedule despite significant additions, including widening the canal and building fortifications. The total volume excavated was 232,440,945 cubic yards (in addition to the 30,000,000 excavated by the French).

Traffic through the canal was at first meager; however, usage continued to steadily climb:

- 1917 - 2,000 ships per year

- 1924 - 5,000 ships per year

- 1939 - 7,000 ships per year

1970 - 15,000 ships per year

By the 1930s the water supply became an issue which resulted in building the Madden Dam across the Chagres River above Gatun Lake. The dam, completed in 1935, created Madden Lake (later Alajuela Lake), which serves as additional water storage for the canal. In 1939 construction began on a further major improvement: a new set of locks for the canal, large enough to CARRY the larger warships which the United States was building. The work proceeded for several years, and significant excavation was CARRIED out on the new approach channels, but the project was canceled after World War II. In 1966 channel lighting was installed to allow for night time transits.

After World War II, U.S. control of the canal and the Canal Zone surrounding it became contentious. Relations between Panama and the U.S. became increasingly tense. Many Panamanians felt that the Canal Zone rightfully belonged to Panama; student protests were met by the fencing-in of the Zone and an increased military presence there.

One of the United States' primary motivations to build the Panama Canal was to provide cost savings to stimulate intercoastal commerce. As a result of the canal, growth of the West Coast rapidly increased; the canal generated economic benefits several times beyond the canal costs. By maintaining control of the canal, the United States ensured that transit rates would remain low; however, by 1970s the canal had become a fiscal drain. Maintaining low tolls through the canal was no longer a major concern because throughout the 20th Century the canal's economic value had decreased as a result of the increased efficiency of railroads and development of the Interstate Highway System. In 1974, negotiations toward a settlement resulted in the Torrijos-Carter Treaties. Many were afraid of the strategic impact of losing access to the canal; what if Panama closed the canal to the United States? During Congressional inquiries, President Carter's national security advisor was asked what would happen if a future Panamanian government shut down the Panama Canal for repairs - he responded, "In that case, according to the provisions of the Neutrality Treaty, we will move in and close down the Panamanian government for repairs."

On September 7, 1977, the treaty was signed by President Jimmy Carter and Omar Torrijos, de facto leader of Panama. The agreement stated that the Panamanians could take control of the canal as long as Panama signed a treaty guaranteeing the permanent neutrality of the canal. The treaty led to full Panamanian control effective at noon on December 31, 1999, and the Panama Canal Authority assumed command of the waterway. The Panama Canal is one of the primary revenue sources for Panama.

Canal Facts & Trivia:

- The word "Panama" is from the Cueva Indians, which means, "a place where many fish are taken."
- In 1906, President Theodore Roosevelt was the first American President to leave the United States while in office. The President and his wife embarked on the 16,000 ton battleship Louisiana to visit Panama.

- The Queen Mary, launched in 1936, was the first ship built that was too big to pass through the canal.
- The largest toll paid prior to turning the canal over to Panama was the Queen Elizabeth II in 1975, paying \$42,077.88.
- The average toll per ship is about \$10,000; roughly 10% of what it would cost in fuel to go around South America.
- Tolls were raised in 1974 for the first time since the canal opened – from 90 cents to \$1.08 per ton of cargo.

09 September 2012

CARR Families and Friends,

We have entered the back half of deployment; however, we still have lots to do before we get home. In the next few weeks we will be pierside for a few days to support some mid-deployment maintenance – including both preventive and corrective maintenance.

We have found out why the approval for the Tiger Cruise has been delayed and should be able to get that process moving again – I expect to get approval in the next couple of weeks.

Day 94 - Sunday, September 2nd

=====

Underway from Vasco Nunez Balboa, Panama and our first full day of steaming in the Pacific. CARR was born in the waters of the Pacific and gets one last taste. The good news is that it is much cooler over here.

Great job to our Helicopter Detachment upon completing their maintenance phase and successfully completing their functional check flight to return our helicopter to operation. Specific thanks to AD1 [REDACTED], AD2 [REDACTED], and AD3 [REDACTED] – they removed, conducted maintenance, and reinstalled the entire tail rotor assembly. AM3 [REDACTED] replaced the main rotor head damper. AM2 [REDACTED] and AM3 [REDACTED] checked the main landing gear assemblies to ensure they were within specification. Also great job to AT3 [REDACTED] and AT1 [REDACTED] who assisted in troubleshooting the radar

Day 95 - Monday, September 3rd (Labor Day)

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Today we held a belated half-way day celebration/Labor Day cookout with a steel beach picnic hosted by the Chief's Mess. Today's Captain's Cup event was tug of war. Three personnel from each division competed in a tug of war on the flight deck (in order to minimize the chance of people getting scraped up, we put down gym mats...as a result nobody sustained injury). The LEDET muscled their way through and were the winners despite some tough competition from Deck and S1 Division. S1 took 2nd place and Deck third.

After twelve Captain's Cup events, the standings are as follows:

1st Place: S2 Division, LEDET (25 pts)

3rd Place: OI Division (22 pts)

Thank you to the Family Readiness Group! After the halfway party, the crew hung up a sheet decorated by the spouses and children. It's always great knowing how much our Sailors are missed!

Day 96 - Tuesday, September 4th

=====

There is much more commercial fishing in the Pacific compared to what we observed in the Caribbean (and it is also much cooler over here). The increased fishing traffic has made it much more difficult to sort out the legitimate fisherman from the smugglers. Although we got within 45 miles of the equator, I don't think we will be able to cross – if we get the chance we will do it.

Day 97 - Wednesday, September 5th

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Today we were sent to search for a specific fishing vessel – no easy task in an ocean cluttered with fishing vessels. Thanks to the work by OS2 [REDACTED], OS3 [REDACTED], and OSSN [REDACTED] in our Combat Information Center, we were able to correlate information and find the vessel. This is the first time we have found a suspect vessel without using an airborne asset.

Day 98 - Thursday, September 6th

=====

Today we boarded a suspect fishing vessel; however, they dumped their load before we were able to get on board. Although we didn't get the bust, we still get credit for a disruption...the drugs did not get delivered.

During our boarding operations there are many Sailors working to support the Coast Guard LEDET, including those in Deck Division, Engineers, CIC, and Supply. Great job to CS3 [REDACTED] [REDACTED] who responded to calls around the clock to ensure that our LEDET and Boat crew had a constant supply of food and water during the boarding.

Day 99 - Friday, September 7th

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Friday is our usual training day and today we focused on Damage Control Readiness. This focus will continue throughout the weekend as some of our senior people will inspect each space on the ship to ensure we meet all damage control requirements. Members of our Damage Control Training Team, LTJG [REDACTED], DCC [REDACTED], HTC(Select) [REDACTED], and DC1 [REDACTED] [REDACTED] conducted training for the repair locker personnel on the various items in the repair kits and their practical application.

GMSN [REDACTED] was a huge asset for CG division this week because of all the space preservation he helped with. Preservation is important at this stage in CARR's life, because all spaces must be adequately preserved before we can decommission the ship. Hard work now will result in less work the crew has to do when we get back in port!

On Friday evening we experienced a loss of chill water; chill water is what cools both our equipment and our spaces. CARR got hot very quickly! Our lead Air Conditioning Technician, EN3 [REDACTED], was on it immediately – both he and EMC [REDACTED] immediately identified the source of the problem and led a ship wide effort to restore the system. As they led efforts, A-Division provided support, including EN2 [REDACTED], EN3 [REDACTED], EN3 [REDACTED], and EN1 [REDACTED]. Nice job by all.

Great job to ET2 [REDACTED] who secured our vital electronic systems to prevent damage as a result of a loss of cooling and to our Communications Division which acted quickly to shut down non essential communications systems. IT1 [REDACTED] and IT1 [REDACTED] took care of the computer networks while IT2 [REDACTED], IT3 [REDACTED], and ITSN [REDACTED] handled the radio transmitters and receivers. Great job!

Congratulations to our latest round of Sailors to complete their Enlisted Surface Warfare Qualification: CS3 [REDACTED], BM2 [REDACTED] and ET3 [REDACTED]. That makes 13 Sailors who have earned this qualification during our deployment...hoping to see many more before we return to Norfolk.

Day 100 - Saturday, September 8th

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BZ to DC2 [REDACTED] and DC3 [REDACTED] who spent the day repairing a leak on one of our Fire Pumps – Well Done!

Great job to LS2 [REDACTED] who took charge of processing \$200,000 in repair parts and supplies this week. We are nearing the end of our fiscal year, and making sure we make a strategic investment with our remaining funds to get us through the end of deployment and prepare to place equipment in layup upon our return to Norfolk.

As is tradition, we enjoyed a pizza and wings for dinner. So far this deployment the crew has consumed 4,200 pizzas and 18,000 hot wings.

16 September 2012

CARR Families and Friends,

This week we received permission to conduct a Tiger Cruise from CTF 20 – we will be limited to approximately 60 family members. Over the next couple of weeks we will finalize the guest list and begin to push out information – required paperwork, travel dates, etc. I want to ensure everyone realizes that the seas on the east coast are typically very rough during December – especially near Cape Hatteras.

Day 101 - Sunday, September 9th (VNB, Panama)

=====

Today's focus was our refueling and resupply pierside at Vasco Nunez de Balboa, Panama. In addition to receiving supplies to fix our gear and feed our Sailors, we received mail. One of the benefits of this port is the ability to receive U.S. Mail. We moored at 0930 and were back underway shortly after dinner.

Our TV Direct to Sailors system is operating well; many took to the mess decks and offices to watch Sunday Football.

We did not conduct a Captain's Cup event today because of the refueling.

Day 102 - Monday, September 10th

=====

The decommissioning manning conference in Millington, TN completed and many of our Sailors found out where they will be going next. Our Command Senior Chief is working with a few Sailors to modify their orders and get orders for a small group, including the SH's, ET's, and EN's.

We conducted a Close in Weapons System (CIWS) shoot today - BZ to FC2 [REDACTED] for taking charge and ensuring the event was conducted safely.

Day 103 - Tuesday, September 11th

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Today we took a moment to remember the events of 9-11. OSC [REDACTED] and HTC [REDACTED] took charge of organizing the memorial and recounted the events of 9-11. LS3 [REDACTED] shared his memories as a 10 year old and DC2 [REDACTED] recounted his memories as a 14 year old freshman in High School.

Congratulations to EN2 [REDACTED] who reenlisted this morning. He has done an awesome job at maintaining his equipment and is an asset to our Navy. I am glad he made the decision to further his naval career.

Great job to ET3 [REDACTED] who worked to troubleshoot a heat sensor issue. The heat sensors are critical to monitor spaces throughout CARR to monitor for fire. He used his knowledge of our interior communications alarm system to find and fix the fault.

Day 104 - Wednesday, September 12th

=====

CARR interesting (sort of) fact of the week: so far this deployment we have consumed 3,100 hamburgers and cheeseburgers.

BZ to CS3 [REDACTED] who completed his qualification as Crash and Salvage Crewman/rescue man. Now that he is qualified, he has joined the crash and salvage team and is becoming an active participant in the hangar bay during flight quarters.

Today we conducted a small arms shoot to ensure our Sailors remained proficient (and qualified) to support our in port force protection watchstanding requirements. Sailors must conduct a proficiency shoot every 6 months after completing initial qualifications. Starting this week we

will cycle our Sailors through to ensure we have sufficient qualified armed watchstanders to get us all the way through decommissioning. Thanks to BM3 [REDACTED] who recently received his Line Coach qualification and was able to assist us during this exercise along with GM2 [REDACTED] and GM2 [REDACTED] who led the setup of our shipboard range and monitored the event.

Today I met with department leadership to begin putting some details on our plan to decommission. My goal is to do as much as we can now so we can maximize the time with our families and friends upon return to Norfolk. Our Sailors have worked hard over the last two years and need to have time to spend off ship.

Day 105 - Thursday, September 13th

=====

31 Sailors took the E5 Advancement Exam this morning on the Mess Decks – I hope to be able to advance many of them before we return to Norfolk.

Day 106 - Friday, September 14th

=====

This morning began with the frocking of our two newest Chief Petty Officers, HTC [REDACTED] and OSC [REDACTED]. The frocking ceremony was held on the forecastle, with all of our Chiefs decked out in their Khakis. Congratulations! Special Thanks to CS3 [REDACTED] for making a cake for everyone to share and to LS1 [REDACTED] for taking pictures for our new CPOs to share with their families.

Immediately after the frocking was done, we were off to interdict a fishing vessel suspected of smuggling cocaine. Although we located the vessel quickly it appears they jettisoned their load. Although not a sexy as a bust, by disrupting the flow of narcotics we are still accomplishing our mission.

Day 107 - Saturday, September 15th

=====

Congratulations to OSC [REDACTED] upon his reenlistment. He joined our Navy back in March 1993 with his first tour on USS RADFORD (DD 968). I had the pleasure of serving as the reenlisting officer – thank you.

SN [REDACTED] wants to let his beautiful wife and baby [REDACTED] know that he loves them and can't wait to see both of them upon return to Norfolk.

23 September 2012

CARR Families and Friends,

This week's newsletter is brief since we spent most of the week either in port or at anchor. This week we kicked off our Combined Federal Campaign (CFC). The CFC provided the opportunity for those in the Federal Government, including us, to donate to their favorite charities. Nobody

is required to donate; the goal is for everyone to be contacted and be given the opportunity to donate if they desire. In the past couple of years our Sailors have been extremely generous in supporting some great national and local charities.

Farewell and following seas to QM3 [REDACTED], QM2 [REDACTED], MR2 [REDACTED], and EM3 [REDACTED]. Thank you for the great jobs you all did throughout your tours!

Welcome aboard to our last new arrival on CARR, ITC [REDACTED] - welcome to the CARR team.

Day 108 - Sunday, September 16th

=====

As has been the tradition on CARR, we held a Sunday steel beach picnic – this week the Petty Officer First Class Mess hosted. It started out to be a nice day but quickly turned dark and rainy in the late afternoon. Before the storm clouds rolled in, we conducted another in a series of Captain's Cup events. This week's competition was HORSE. Due to inclement weather, we will have to finish the competition next week with matches between S1 v LEDET, CE v OT, EA v EX/NN, and AIR v S3. The goal was for one team to take a shot at the basketball hoop and then have the other team try to duplicate the shot from the same location on the flight deck – if the opponent can't make the basket you made, then you get a letter...first one to spell HORSE wins.

Congratulations to STG2 [REDACTED] who completed his qualification as Electrical Plant Control Console Operator! He also recently took over as Work Center Supervisor for our Damage Control Petty Officers and is doing great!

Day 109 - Monday, September 17th (Puntarenas, Costa Rica)

=====

We anchored in Puerto Caldera, Costa Rica in order to provide evidence to the Costa Rica drug enforcement agency. Almost two months ago we conducted a marijuana bust in the Caribbean and the Costa Rica authorities apprehended the smugglers and their boat; however, we needed to provide the Marijuana as evidence to support prosecution. During our visit we also hosted members of Costa Rica's National Assembly and local print and television media. Because the seas were a bit too choppy to get all the media on board, I went ashore to conduct interviews pierside. The visit was a positive experience for everyone involved and we were grateful that the National Assembly fought to get legislation passed to allow us to pull in. When we initially seized the marijuana, some members of the Costa Rica National Assembly filibustered to block our attempt to transfer the evidence. It was a long day because very specific legal protocols had to be followed. As a result, we did not get underway until after dark.

Navy News also ran a story about the transfer:

http://www.navy.mil/submit/display.asp?story_id=69660

Great job to EN2 [REDACTED] and EN3 [REDACTED] who qualified as Auxiliary Systems Monitors. This qualification requires them to have extensive knowledge of the all the auxiliary systems (water, diesel engines, air condition) onboard CARR. Well done!

Day 110 - Tuesday, September 18th

=====

After countless weeks of complex troubleshooting and repairs, FC2 [REDACTED] and FC2 [REDACTED] successfully restored our MK92 Gun Fire Control System to full operation. Once the system passed software tests, we were ready for a live fire. We shot six rounds from our 76mm main battery and verified the system really worked! Our 76mm can shoot up to 80 seventeen-pound rounds per minute at distance up to nine miles,

Day 111 - Wednesday, September 19th (VNB, Panama)

=====

We arrived in VNB, Panama for our third visit this deployment. Although the crew will get liberty in the evenings and on the weekend, our primary focus is to conduct necessary mid-deployment maintenance (it was originally scheduled for mid-deployment, but was moved to the right due to some scheduling changes). We will take advantage of this time pierside to receive repair parts, conduct corrective maintenance, and preserve our ship.

As always, it was extremely busy immediately upon arrival. We received parts, mail, food, and 8,059 gallons of JP-5 fuel for our helicopter.

Great job to FCC [REDACTED] and FC1 [REDACTED] who led efforts to correct an ongoing radar issue which had stumped the technicians for a couple of weeks. After studying their tech manuals and drawings for several nights, they were able to identify the cause and restore the radar to full operation.

BZ to our latest Enlisted Surface Warfare Specialists! Congratulations upon reaching a significant milestone in the careers of LSSN [REDACTED], LS3 [REDACTED], GMSA [REDACTED], and LSSN [REDACTED]!

Day 112 - Thursday, September 20th (VNB, Panama)

=====

Today some of our Sailors took the last of the exams for the Fall advancement cycle - today the E4 exam was given on the Mess Decks. Now we have to wait patiently for the results, which typically come out in late November. Our Sailors have been busy studying, so I expect many of them to advance this cycle.

IT3 [REDACTED] and ITSN [REDACTED] spent several hours today setting up and conducting an annual maintenance check on our shipboard LAN which ensures our system is running properly. They were able to accomplish the maintenance ahead of schedule and with minimal effect on our crew.

ET3 [REDACTED] and ET3 [REDACTED] replaced several flow sensors in the cooling system for CARR's SPS-49 air-search radar.

Day 113 - Friday, September 21st (VNB, Panama)

=====

After a two day delay, we successfully took on 74,337 gallons of Marine Gas Oil from the shore bunker. We were scheduled to refuel upon arrival; however, the fuel facility was running low and we had to wait for a tanker to pull in and offload fuel. As always, great job to our engineers for making this an environmentally safe evolution.

Congratulations to OS2 [REDACTED] and his wife [REDACTED] upon the birth of their son [REDACTED]. Both [REDACTED] and [REDACTED] are doing well!

During our stop in VNB, Deck Division put in several long days while working on preservation. They did a fantastic job preserving the ship's superstructure. By working on this project now, Deck Division is getting ahead of the work that needs to go into decommissioning the ship.

Thank you to our Sailors who participated in a Community Relations (COMREL) Project in Panama. Our Sailors delivered Project Handclasp items to the Nutre Hogar School today (a home for about 30 children with special needs). Thank you to CMDCS, LTjg [REDACTED], IC1 [REDACTED], LS1 [REDACTED], ET1 [REDACTED], PS1 [REDACTED], NC1 [REDACTED], IT1 [REDACTED], LS1 [REDACTED], SH1 [REDACTED], MA1 [REDACTED], AT1 [REDACTED], DC3 [REDACTED], STG2 [REDACTED], FC2 [REDACTED], EM2 [REDACTED], ME2 [REDACTED], IC3 [REDACTED], GSE3 [REDACTED], SHSN [REDACTED], CS3 [REDACTED], ENFR [REDACTED], SN [REDACTED], SN [REDACTED], LSSN [REDACTED], and SHSN [REDACTED].

Day 114 - Saturday, September 22nd (VNB, Panama)

=====

All but the duty section enjoyed liberty in Panama City today.

Deployment fun fact: we have taken on 818, 767 gallons of Diesel Fuel Marine or equivalent and 66,264 gallons of fuel for our helo.

30 September 2012

CARR Families and Friends,

We have finalized our Tiger Cruise guest list and sent out additional information and registration forms to our guests. Once we receive the medical screening forms back, our Corpsman will review them and then we will send confirmation emails letting our guests know whether or not they are medically cleared to join us.

Heads up on mail delivery, mail will need to arrive in Miami by 8 October in order to make CARR's final scheduled mail delivery of deployment. Anything that arrives in Miami after the 8th has no guarantee of arriving prior to our return to Norfolk.

We have reviewed all post deployment stand-down leave chits (three periods between our return and January) for our post deployment leave period. I wanted to get those approved early

to ensure our Sailors could make plans with their families and friends as well as have the opportunity to buy cheaper plane tickets.

Not much activity as we continue our Countering Transnational Organized Crime mission - perhaps our luck will change this week.

Day 115 - Sunday, September 23rd (In port VNB, Panama)

=====

Today the crew enjoyed their last day of liberty in Panama City while those on board prepared for Monday's underway. Several Sailors took advantage of the Morale, Welfare, and Recreation (MWR) sponsored fishing trip and horseback riding tour - looks like these were great events for all involved.

Day 116 - Monday, September 24th (Underway from VNB, Panama)

=====

Weather was ideal as ETC [REDACTED] skillfully maneuvered CARR off the pier and outbound the channel as we sailed back into the Eastern Pacific.

Great job to IC1 [REDACTED] and ET3 [REDACTED] who methodically worked to remedy connectivity issues with our speed sensor. We need that sensor to provide our systems with indication of how fast CARR is moving through the water.

Day 117 - Tuesday, September 25th

=====

The seas were the calmest we have seen since arriving in the Pacific. Although many asked me to hold a swim call; the sighting of sea life (sharks and rays) made that imprudent. Hopefully we will get the chance for a swim call back in the Caribbean where sea life is a bit less threatening.

As the end of the Fiscal Year approaches, our helicopter detachment was given several extra hours to fly which other helicopter units had not used. For the remainder of the week we will be busy conducting helicopter operations from after lunch to midnight as they search for narcotics smugglers.

Day 118 - Wednesday, September 26th

=====

Congratulations to BM2 [REDACTED] who requested to be reenlisted by the Executive Officer in my cabin today. Somehow we managed to get a couple dozen Sailors packed into my cabin to observe the reenlistment. BM2 is one of our three Search and Rescue (SAR) Swimmers and a valuable member of Deck Division. Following the reenlistment the masses made their way to the Mess Decks to devour a cake made for the event.

Day 119 - Thursday, September 27th

=====

Great job to Deck Division and Navigation Division who have been knuckling down to accomplish topside preservation. The next couple of months will be our last chance to conduct topside preservation; upon our return to Norfolk I expect it will be too cold to paint.

BZ to FC2 [REDACTED] for his stellar work painting and preserving our Close In Weapons System (CIWS) cooling system piping and CIWS catwalk. This is one of our most challenging spaces due to the constant heat and humidity.

Day 120 - Friday, September 28th

=====

Congratulations to QMSN [REDACTED], our newest qualified Quarter Master of the Watch! This is a major qualification for QMSN [REDACTED] and follows his demonstration that he is knowledgeable of navigation, weather, signaling, and record keeping. QMSN [REDACTED] quickly qualified in three months (typically a six month qualification) and will be the last person to qualify Quartermaster of the Watch on CARR.

Great job to our MWR committee led by IC1 [REDACTED], FC2 [REDACTED], and CTT1 [REDACTED], for coordinating an ice cream social for the crew on short notice. Everyone always enjoys the chance to eat some ice cream. MWR also hosted a Spades Tournament on the Mess Decks.

Day 121 - Saturday, September 29th

=====

Today I met with the Department Heads and Department Leading Chief Petty Officers to further discuss our plan to prepare CARR for decommissioning upon our return to Norfolk. We are attempting to put in time now to ensure the process goes as smoothly as possible between December and decom in March.

Lots of good work in Engineering Department this week and it was tough to pick just one Sailor for Engineer of the Week, so we chose three. Great job to GSMFN [REDACTED] for discovering and repairing a leak in our engine starter cooling system, EM2 [REDACTED] for repairing a vital motor controller that was damaged, and EN2 [REDACTED] for his quick response to motor controller damage. Great job to each of you!!

7 October 2012

CARR Families and Friends,

Last week's email stated that 8 Oct is the deadline for sending mail to your Sailors; however, due a change in port visits we now expect to receive mail routinely over the next six weeks.

Tiger Cruise Reminder: For our invited guests, if you haven't done so already please submit your registration and medical forms by 15 Oct to our Tiger Cruise Coordinator. (email them to LT

[REDACTED])

Family Readiness Group:

- The FRG will host a Halloween Party on Sunday, October 28th 4-6PM at the First Christian Fellowship Church, 3401 Azalea Garden Rd. Norfolk 23513 (this is not the normal FRG location). This will be a potluck, so please RSVP to usscarrfrg@gmail.com and include what you will be bringing. They will have games, costume contest, and goody bags for everyone who attends.
- With homecoming fast approaching, it is time to start thinking about the adjustments that will occur when your Sailor returns. The brief will be held on Thursday, November 15 6-8PM at the First Baptist Church of Norfolk, 312 Kempsville Rd, Norfolk, VA. Whether it is your first or 14th homecoming, this brief is very important to help our family's reunite in December. Please join us and a representative from FFSC. We are looking for those who have been through this before to share their experiences with others. Please RSVP via email or on Facebook under events. Child care will be provided.
- First Hug/First Kiss tickets are still available to purchase! These can be purchased whether you are in the Hampton Roads area or not. These give family members a chance to get the first hug/kiss at homecoming.

The prices are: 1 ticket for \$1, 7 tickets for \$5, and 32 tickets for \$20. Tickets may be purchased at any FRG event or through mail by sending a check (make payable to "USS CARR FRG") along with a note including your name, your number, the number of tickets you'd like to buy, and which kind of tickets you are purchasing (either First Hug, First Kiss or a combination) to [REDACTED].

You will receive one free ticket of your choice when you attend an FRG event!

The winners in each category will be drawn and announced at the Night Before Party, so the last chance to buy your tickets will be at our November meeting on 15 November 2012!

Day 122 - Sunday, September 30th

=====

After observing Sunday routine throughout the morning, we decided to conduct some man overboard training in the afternoon to ensure our crew was proficient in the event the unthinkable occurred. We threw our dummy overboard several times and conducted recoveries using both our Rigid Hull Inflatable Boat to recover the man overboard and driving CARR alongside the man overboard and recovering him by lowering our Search and Rescue (SAR) swimmer into the water from our Forecastle (the bow). Great job to our Bridge, Forecastle, Boat Deck, and Combat Information Center teams for demonstrating their proficiency. Super job to all three of our Search and Rescue Swimmers as well – they had been aching to get in the water.

Special thanks to FC2 [REDACTED] as Forecastle Petty Officer in Charge; his leadership ensured we safely lowered and recovered each swimmer.

Day 123 - Monday, October 1st

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Congratulations to EN1 [REDACTED] and DC2 [REDACTED] upon completing their Electric Plant Control Console qualification. Both demonstrated expert level of knowledge regarding normal and casualty operation of CARR's electric distribution system.

This week the Gunner's Mates and Deck Division spent time sweltering in the tropical sun as they chipped, sanded, primed, and painted topside. It may be hard work now, but the Sailors realize that time spent now preserving the ship means they won't have as much to do when we get back to Norfolk. Great job to CG and OD Divisions!

Day 124 - Tuesday, October 2nd

=====
Great work by Carr's Supply Officer, Lt. [REDACTED], who organized a program to educate our Sailors about the marrow donor program and provide them an opportunity to register. Eighty five Carr Sailors enrolled in the program and 40 additional Sailors were already registered. The registration consists of some basic paperwork and a cheek swab that takes less than 10 seconds. Thanks to HM1 [REDACTED], HMC [REDACTED], LSC [REDACTED] and SH1 [REDACTED] for assisting with the registration drive and making it a successful event. The swabs will be analyzed to determine the human leukocyte antigen (HLA) or tissue type and then the results are added to the National Marrow Donor Registry.

The Department of Defense established the C. W. Bill Young Marrow Donor Center in Kensington, MD, to meet the needs of the military. While donors through the DoD program join the National Marrow Donor Registry, a separate donor management system offers a secure system to facilitate the process. Since the creation of the National Marrow Donor Program in 1986 more than 400,000 service members have registered as marrow donors. Approximately 500 children in the Department of Defense are diagnosed each year with leukemia, aplastic anemia or other fatal blood diseases. For many of these people, a bone marrow transplant is their only hope.

Day 125 - Wednesday, October 3rd

=====
Today was a fairly quiet day until we approached a storm cell and were struck by lightening – although it created a loud bang, there was no damage. When lightning strikes a ship, the electricity is distributed to the hull and harmlessly dissipated to the surrounding water. Unfortunately, the lightning meant that we had to delay flight operations. Although harmless to CARR, a single lightning strike to the helicopter could cause it's systems to completely fail (since there is no medium to dissipate the electricity to).

DC1 [REDACTED] has been doing an outstanding job filling in and conducting repairs during the brief absence of our Hull Technician (welder). Today he repaired two pinhole leaks. Keep up the good work!

Congratulations to LTJG [REDACTED] who earned his Engineering Officer of the Watch (EOOW) qualification today. He demonstrated superior knowledge of CARR's propulsion plant and performed well during graded drills and evolutions.

Day 126 - Thursday, October 4th

=====

Last night we encountered a communications fault in our Hawklark System – this system allows voice, data, and video to be securely transmitted between our helicopter and CARR. ET2 [REDACTED], ET2 [REDACTED], and ET3 [REDACTED] worked closely with AT1 [REDACTED] and AT2 [REDACTED] from our Air Detachment to identify a loose connection in the helicopter's system. Job well done!.

Congratulations to ETC [REDACTED] upon earning his Officer of the Deck qualification today – he is the only Chief Petty Officer to earn this qualification during my two years on CARR. He has demonstrated exceptional level of knowledge and ability - well done!

Day 127 - Friday, October 5th

=====

This afternoon we brought some of our damage control equipment topside and allowed the crew to practice using it - it is not very often we get to discharge fire hoses. It is good for the crew to realize how a charged fire hose handles and get familiar with the different spray patterns so that they are not surprised in the event they must use this equipment inside the confined spaces of CARR.

Day 128 - Saturday, October 6th (VNB, Panama)

=====

Congratulations to our Sailors of the Quarter! This quarter's competition was the closest competition I have seen in my two years in command. Each department submitted Sailors who were extremely competitive and deserving. BZ to:

Senior Sailor of the Quarter: IC1 [REDACTED]

Junior Sailor of the Quarter: EN2 [REDACTED]

Blue Jacket of the Quarter: LSSN [REDACTED]

This morning we arrived at our home away from home, Vasco Nunez de Balboa, Panama, for a brief stop to receive fuel, parts, stores and mail.

Farewell and Following Seas to LTJG [REDACTED] and IT1 [REDACTED] who both detached today. IT1 [REDACTED]'s next assignment is NCTAMS LANT and LTJG [REDACTED] is headed to be the Fire Control Officer in USS STOCKDALE (DDG 106) stationed in San Diego. Both did a great job and contributed to CARR's mission readiness – thank you both!

14 October 2012

CARR Families and Friends,

Tiger Cruise Reminder: For our invited guests, if you haven't done so already please submit your registration and medical forms by tomorrow 15 Oct to our Tiger Cruise Coordinator, LT

████████████████████

I would like to remind everyone that the FRG will host a Halloween Party on Sunday, October 28th 4-6PM at the First Christian Fellowship Church, 3401 Azalea Garden Rd. Norfolk 23513 (this is not the normal FRG location). This will be a potluck, so please RSVP to usscarrfrg@gmail.com and include what you will be bringing. They will have games, costume contest, and goody bags for everyone who attends.

OMBUDSMAN contact update: we just shut down the Ombudsman cell phone as a result of having to cancel our ship's credit card in preparation for decommissioning. The best way to reach our Ombudsman is by email at carrombudsman@gmail.com

Day 129 - Sunday, October 7th (VNB, Panama)

=====

We remained pierside in Vasco Nunez de Balboa while awaiting a critical part for our steering gear to be delivered. Awesome job to our EM's, ET's, EM's and IC's in rapidly isolating the steering gear faults and getting them repaired expeditiously. Great job to EN3 ██████████, ETC ██████████, LT ██████████, IC1 ██████████, EN3 ██████████, EN1 ██████████, and EMC ██████████.

Day 130 - Monday, October 8th (Underway from VNB, Panama)

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We received and installed the part this morning and headed back to our patrol area in the Eastern Pacific Ocean.

Day 131 - Tuesday, October 9th

=====

Air Department completed their phased maintenance on our helicopter and successfully completed a functional check flight this morning to verify everything was within tolerance. This concludes the last significant helicopter maintenance this deployment. By the end of deployment our helicopter detachment will have accumulated 570 hours of control time, conducted 694 takeoffs and landings, and moved more than 57 tons of supplies.

Day 132 - Wednesday, October 10th

=====

This morning we set up our flight deck small arms range and conducted a proficiency gun shoot. Forty three Sailors were able to reset their proficiency – the next time they have to shoot is post decommissioning.

Day 133 - Thursday, October 11th

=====

Perseverance paid off today. After finding a panga (small fishing boat) at 0200 and pursuing her, we broke off pursuit as she headed into territorial waters. During the pursuit we observed her abandoning her fishing gear – so on a hunch we went to check it out. Although we were ready to retrieve the gear, it wasn't quite that simple. Because the fishing net was within the Economic Exclusion Zone of Colombia, we had to ask for permission to retrieve the net.

Just as the last rays of sunlight appeared, we got permission to retrieve it. We maneuvered CARR perpendicular to the fishing net (dispersed in a line and supported by 256 colored foam buoys). Once the bow was over the net, we snagged the net with grappling hooks and backed down to ensure it did not get wrapped around our propeller...a very bad thing.

Although we are not a fishing boat or trawler, BMCS [REDACTED] figured out how to rig it to the capstan and reel it in. Once we had a good portion on deck we used our most effective weapon to get the job done – manpower! Lots of Sailors from Deck Division and Combat Systems were on the foc'sle and hauling the net in – it was approximately 1000yds long and the nets were filled with fish and sharks!

Once the haul was on board, our Law Enforcement Detachment probed one of the buoys and discovered cocaine inside. As for the rest of the night, there was lots of careful cutting to be done; each buoy contained two packages of drugs. When we were done, we had seized 324 kgs of cocaine worth approximately 6.5 million dollars.

We also recovered five sharks which had been entangled and drowned in the nets along with a mahi-mahi and garfish (a particularly nasty looking fish). We had some photo time with the sharks, and then cast them off into the ocean.

Special thanks to CTTSN [REDACTED] and IS2 [REDACTED] who assisted the LEDET late into the night with the removal of drugs packages from the buoys.

Day 134 - Friday, October 12th

=====

Congratulations to IT2 [REDACTED], GSM2 [REDACTED], IT1 [REDACTED], and DC3 [REDACTED] upon earning their Enlisted Surface Warfare Specialist qualification today. LS1 [REDACTED] also re-qualified today (even if you have earned your warfare qualification, you must conduct a re-qualification upon reporting to a new class of ship).

DC3 [REDACTED] was also our Engineer of the Week. DC3 [REDACTED] took quick action to fix a leak in our Auxiliary Seawater cooling system which helped maintain our Engineering plant at full operation.

Although one day short of the actual Navy birthday, our Navy observed its 237th anniversary. BM1 [REDACTED] read a message from our Chief of Naval Operations, Admiral Greenert. The message follows: "As we celebrate our Navy's 237th birthday, our history and heritage forms our identity, telling us who we are and what we stand for. Our core values of Honor, Courage, and Commitment have been passed down from our founders, who charged the navy with the solemn duty to serve as the shield of our republic. The first real test our Navy faced was during

the War of 1812. This war began at sea when United States ships were ordered to heave to upon the high seas and U.S. citizens were forcefully taken, or impressed, into the crews of another nation's ships. The great battles that followed proved the fighting mettle of our Sailors and the cutting edge of our ship designs. These battles established both free trade and free navigation as crucial national interests of our country, interests that endure to this day. The warrior characteristics of cunning and boldness exhibited in 1812 served as a critical turning point for our Navy. On this 237th birthday of our Navy, we have the honor to serve in the greatest maritime fighting force the world has ever seen, but we do so with responsibility. From the great captains and crews who fought single ship actions in 1812 to the commerce raiders of the Civil War; from the convoys of World War I to other major fleet actions at Coral Sea and Midway; from the blockade of Cuba in October of 1962 to the riverine operations on the Tigris and Euphrates, our navy has boldly and proudly put our shoulder to the wheel. We have championed peace and we continue to shield the republic. Here is to 237 years of proud Naval Heritage, and many more!"

Following the reading, we struck eight bells to signal the end of the watch to signify the end to the birthday year and a single bell to ceremoniously signal the start of a new watch; the year ahead.

Day 135 - Saturday, October 13th

=====

This morning I hosted the Commanding Officer from the Colombian frigate ARC BUENAVENTURA on board. We met to discuss tactics and observations of our recent operations. We are attempting to smooth communications with Colombia to support increased cooperation in our common mission.

21 October 2012

CARR Families and Friends,

Our Sailors are doing a great job in executing the day-to-day mission as well as taking advantage of this weather to get some serious topside preservation completed. This should be the last time we need to preserve the main deck and above before decommissioning. My biggest concern is that we maintain our focus and standards for operating/maintaining our equipment until we are safely back in Norfolk with all lines doubled and shore power connected. At the end of deployment everyone is exhausted and it becomes harder to keep focused – please remind your Sailors that you are thinking about their safety – as should they.

Last reminder that our Family Readiness Group (FRG) will host a Halloween Party on Sunday, October 28th 4-6PM at the First Christian Fellowship Church, 3401 Azalea Garden Rd. Norfolk 23513 (this is not the normal FRG location). The event is potluck, so please RSVP to usscarrfrg@gmail.com and include what you will be bringing. They will have games, costume contest, and goody bags for everyone who attends.

This week we got some press in the Navy Times along with a few other publications; I have also posted the article on our Facebook page: <http://www.navytimes.com/news/2012/10/ap-carr-recovers-26-million-of-cocaine-in-pacific-101812/>

Day 136 - Sunday, October 14th

=====

This morning we were alerted about some small boats operating in our area, as a result we launched our helicopter and quickly closed the contacts. CARR was able to chase down one of the boats and finally stop it using our RHIB; the second boat was tracked by the helicopter. After further inspection we didn't find anything suspicious on board and the boats went on their way.

After landing safely back on board CARR, the helicopter detachment shifted gears and prepared to host our first steel beach picnic in about a month. We also had the opportunity to finish our Captain's Cup event from last month - the HORSE tournament. If you recall, the final eight teams were S1 v LEDET, CE v OT, EA v EX/NN, and AIR v S3. The wind played a factor in today's competition and it came down to the LEDET against the EX/NN team of PS1 [REDACTED] and MA1 [REDACTED]. It was very close but PS1 and MA1 came out victorious. The CE division team of ETC [REDACTED] and ET1 [REDACTED] edged the Helicopter Detachment team for third place.

After thirteen Captain's Cup events, the standings are as follows:

1st Place: LEDET (29 pts)

2nd Place: S2 Division (26 pts)

3rd Place: OI Division, EX/NN Division (23 pts)

Day 137 - Monday, October 15th (VNB, Panama)

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The Enlisted Surface Warfare Specialist qualifications keep on trucking along. Dozens of our Sailors are hard at work in an attempt to complete their qualification prior to our return to Norfolk – there is much teaching and learning going on everywhere you go in CARR.

Congratulations to our latest qualifiers: PS1 [REDACTED], GM2 [REDACTED], EN2 [REDACTED], and MA1 [REDACTED], for earning their Enlisted Surface Warfare Specialist pins today.

Today we were scheduled for a late afternoon arrival in Vasco Nunez de Balboa, Panama; however, after several delays by the port authority we arrived after sunset. Due to the late time of arrival we allowed the crew to hit the town for some food and internet connectivity and to get some rest.

Upon arrival we had some parts waiting for us on the pier. Great job to LS1 [REDACTED], LS1 [REDACTED] and LS2 [REDACTED] who received the parts and mail and then spent a few hours processing them.

Day 138 - Tuesday, October 16th (Underway from VNB, Panama)

=====

This morning was busy as our Engineers completed their fuel lineup and connected the rigs to safely fill up our tanks with 58,751 gallons of Marine Gas Oil (we are almost to the million gallon mark). After fueling and stores onload we were at sea and anchor detail for an early afternoon underway. It drizzled a bit as LT [REDACTED] smoothly conned the ship away from the pier and back out to sea.

Good job to LTJG [REDACTED], SHSN [REDACTED], SH2 [REDACTED], SHSN [REDACTED], and SH1 [REDACTED] for looking out for the crew and obtaining some food items and drinks from USS CURTS (FFG 38) – they were also pierside. So far the number one seller in the store has been Monster Energy drinks - so far the crew has consumed 6,200 cans of energy drinks this deployment. Although I don't think these drinks are the healthiest choice, everyone has their vices...mine is Diet Coke.

Farewell and following seas to GM2 [REDACTED] and ET1 [REDACTED] who both departed for their follow-on assignments ashore - GM2 is heading to Connecticut to be a Small Arms Instructor at the Groton Submarine Base and ET1 is going to Pensacola to be an instructor. Thank you both for all the hard work you did while serving in CARR.

Day 139 - Wednesday, October 17th

=====

Rain put the damper on the topside preservation efforts today - like I have stated previously, it will not be very pleasant to paint in Norfolk in December so we are trying to get as much done as possible while we are out here. Great job to our Auxiliary Division who is not affected by the weather; they started some projects today in their Auxiliary spaces.

Congratulations to LTJG [REDACTED] who earned his Engineering Officer of the Watch qualification today. He will be folded into the EOOW rotation and get some experience under his belt.

Day 140 - Thursday, October 18th

=====

We reached our 75% mark today - we are in the home stretch but we need to maintain focus and drive. We still have a mission to do for the remaining six weeks of deployment.

OI Division has started their preservation project in the centerline passageway to methodically identify and repair discrepancies from fwd to aft. This is one of the most heavily trafficked areas on CARR and is subject to the humid environment. I am looking forward to seeing their progress over the next few weeks. Great job to OS2 [REDACTED] and OS2 [REDACTED] for using their previous experience in Deck Division to lead the preservation efforts.

Day 141 - Friday, October 19th

=====

LT [REDACTED] developed and conducted a new General Quarters scenario today to train and assess our watchstanders. As part of the scenario we shot our Close in Weapons System (CIWS).

Great job to FC1 [REDACTED] and FC2 [REDACTED] who made sure their system was ready to fire.

BZ to STG2 [REDACTED] who ran a training scenario for the Sonar Technicians. So far, he has run over 60 hours of scenario time, helping all the Sonar Techs keep up their very perishable skills. STG3 [REDACTED], STG2 [REDACTED], STG3 [REDACTED], and STG3 [REDACTED] spent a good portion of this week replacing the non-skid on the deck in the Tactical Towed Array Sonar (TACTAS) space. It was a tough job, but better to accomplish now while we're deployed than back home in Norfolk.

Congratulations to EM2 [REDACTED] - our Engineer of the Week. EM2 made lightning fast repairs to our NR1 fuel purifier which helped maintain our Engineering plant at full operation. Wherever you go in CARR, you are sure to see EM2 Pelican making repairs....well done!!

Day 142 - Saturday, October 20th

=====

If you were topside on CARR today, you would have seen CF, CG, NN, OD and OT Divisions chipping and painting. Great job to everyone involved; we have busted a ton of rust and fixed numerous cable connectors and painted over labels. Keep it up – the end point of this project is in sight.

28 October 2012

First off, we hope that all are families and friends affected by Sandy are safe! I encourage everyone to keep in contact with their Sailor to keep them updated on any potential storm damage. We may be asked to report family status via NFAAS – if that occurs; I will have everyone call home.

Congratulations to EN3 [REDACTED] and DC1 [REDACTED] who reenlisted last week, congratulations to both of them and thank you for continuing to serve our Nation!

Correction to last week's email; last week I incorrectly typed OS2 [REDACTED]'s first name. I have written [REDACTED] 50 times as penance.

Day 143 - Sunday, October 21st

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Today's focus was sending a team of our Electronics Technicians over to another FFG to help troubleshoot some of their electronics. Other than that, we continued to transit toward the rendezvous position with USNS GUADALUPE (T-AO 200). GUADALUPE is a HENRY J. KAISER Class underway replenishment oiler operated by the Military Sealift Command. GUADALUPE is the fourteenth ship of the HENRY J. KAISER Class and was built by Avondale Shipyard in New Orleans – she was launched on 5 October 1991.

Day 144 - Monday, October 22nd (RAS with USNS GUADALUPE)

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Back in August we celebrated completion of CARR's last replenishment at sea; however, we were incorrect. GUADALUPE had a schedule change that brought them through our operating area and any time we can get fuel and food from a USNS ship we take advantage. With only a little over a month left, I feel safe saying this is our last underway replenishment.

Great job to everyone working the refueling station, flight deck, and phone and distance line! ENS [REDACTED] did a masterful job of driving CARR alongside and quickly maintaining station. Once steady, our Gunner's Mates fired over shot lines, forward and aft. There was quite a bit of wind, making this a challenge – first shot up forward got caught in GUADALUPE's mast; however, great job to GMSN [REDACTED] who fired a sweet shot over to GUADALUPE's bow to facilitate hooking up the phone and distance line. Once we had received 64,000 gallons of Diesel Fuel Marine and 7,510 gallons of jet fuel, we broke away and took station on GUADALUPE's starboard beam to allow other ships to receive fuel; USS CURTS (FFG 38), USS GARY (FFG 52), and USCGC BOUTWELL (WHEC 719) also received fuel today. We have now received over a million gallons of fuel this deployment.

Once all the ships were topped off, HSL 48 Det 2 did a great job flying to support a Vertical Replenishment of CARR, CURTS, and GARY. In total, VENOM 502 delivered 39 pallets of food and parts among the three ships. CARR received stores, food (including ice cream), and flu shots.

Day 145 - Tuesday, October 23rd

=====

About a month ago we received our flu vaccine; however, the delivery was damaged in shipment so we had to reorder. Since we received a good batch yesterday, today was flu shot day. Great job by HM1 [REDACTED] and HM2 [REDACTED] for administering the Flu shots – no small task since we have some people who are a bit squeamish about needles. HM1 [REDACTED] and HM2 [REDACTED] sought our bashful Sailors and administered the shots on the Bridge, Combat, and elsewhere.

Great job to HTC [REDACTED] who was busy today using his Hull Technician skills. This week he conducted repairs to our High pressure air compressor and start air cooling system for the engines. As CARR shows her age, it is a constant battle to keep up with 27 year old systems – many of which are the original piece/parts.

Day 146 - Wednesday, October 24th

=====

We took advantage of the availability of a P3 which was flying to conduct an air drop of parts to another ship in the area to get parts for us as well. In the late afternoon we lowered our Rigid Hull Inflatable Boat (RHIB) as the P3 made a low pass on our port side, releasing a parachute attached to a pod. Our RHIB then approached and recovered the package – great job to our boat crew consisting of LTJG [REDACTED], BM3 [REDACTED], EN3 [REDACTED], and BM2 [REDACTED]. Logistics Specialist Third Class [REDACTED] was standing by on the

boat deck to immediately receive, process, and distribute these parts so that the work centers could complete vital repairs.

Proving that it is never too late to get a system working, today IT1 [REDACTED] and ET2 [REDACTED] were able to get our Battle Force Email system up and running. That system was designed to allow ships to communicate with each other using radio waves to transmit data, like a very old, slow wireless modem. I think it is safe to say we are one of the only ships from Norfolk that actually has a working Battle Force Email system!

Day 147 - Thursday, October 25th

=====

While conducting a routine daytime patrol, VENOM 502 found a fast moving speed boat which was laden with packages and extra fuel barrels. After VENOM closed to investigate, the contact immediately altered course and attempted to evade by heading into territorial waters. VENOM 502 had our Airborne Use of Force (AUF) gunner on board and attempted to get the vessel to stop – first by verbal commands (warnings over radio circuits); however, when those efforts were not successful the gunner fired warning shots across the bow as well as aft of the speedboat. Since the vessel failed to stop, I granted them permission to fire disabling rounds into the outboard engines of the vessel. We monitored the event on CARR using video provided by the helicopter – a single .50 caliber bullet to each of the two 200 Horsepower engines immediately brought the vessel to a halt.

We continued to close at high speed and then launched our RHIB with LEDET personnel embarked to board speedboat. In a coordinated effort, Sailors from both the USCG LEDET and CARR recovered the cocaine. In total, we recovered 1,719 pounds of cocaine with a wholesale value of about \$15.6 million.

Since the beginning of deployment, we have seized approximately 3,906 pound of cocaine and 4,134 pounds of marijuana, with a combined wholesale value of more than \$39 million. We still have some time to add to this total!

On a separate note, great job to CS2 [REDACTED] who recently took over as our night baker. I continue to receive a steady stream of comments that he has done a superb job at improving the quality of "midrats" (our midnight meal for personnel who work nights...and those who require 4 meals a day). Great job CS2 [REDACTED]!

Day 148 - Friday, October 26th

=====

At about 2 am we were all awoken by a casualty announcement over our general announcing system – a loss of our controllable pitched propeller...not a good thing. Great job to the EM2 [REDACTED] (the on watch Engineering Officer of the Watch) for taking rapid action in accordance with our Engineering Casualty Procedures! While purifying the system's oil, a seal in our purifier had failed which resulted in oil being diverted to a holding tank. Great job to GSMFN [REDACTED], GSE2 [REDACTED], and EN3 [REDACTED] for their quick response and hard work to restore our controlled pitch propeller to full capacity.

During tonight's night patrol found another suspect speedboat. As soon as they saw our helicopter they made a run for territorial waters at 35kts. Since this vessel was much closer to territorial waters, we were unable to intercept them. We were able to pass the information to the country's Coast Guard – no word if they were intercepted by them inside territorial waters.

Congratulations to EM2 [REDACTED] - our Engineer of the Week 2 weeks in a row! Week in and week out EM2 continues to shine in Engineering Department.

Day 149 - Saturday, October 27th

=====

Today we conducted our last small arms gun shoot for qualification and proficiency. They efficiently conducted the gun shoot and ensured CARR has enough watchstanders qualified to carry weapons to support our post deployment leave plans when we return to Norfolk. BZ to FC2 [REDACTED], GMSN [REDACTED], GMSN [REDACTED], FC2 [REDACTED], FC1 [REDACTED], SN [REDACTED], GMSA [REDACTED], GMC [REDACTED], and GM2 [REDACTED].

This evening we enjoyed another Pizza Night. So far this deployment the crew has consumed 11,496 slices of pizza.

Congratulations to the Food Service Attendant (FSA) of the Month, CTTSN [REDACTED] - Well done!

4 November 2012

We were all happy to hear that Virginia/Maryland fared well in the wake of Sandy. Our thoughts go out to those who have families up in New York and New Jersey.

We have reached the point in deployment where mail will most likely not reach us until we return to Norfolk. We all appreciate the letters and packages you sent throughout deployment.

Day 150 - Sunday, October 28th

=====

We received permission to cross the equator and are heading south - we plan to "cross the line" sometime tonight before we head back up to our patrol box just north of the equator. As is tradition, once we cross the equator we will hold a ceremony to ensure those who have not done this before transition from Wogs to Shellbacks; however, due to tasking we will hold the ceremony at a later date.

Our interdiction from last week made the news – here's the link:
http://www.navy.mil/submit/display.asp?story_id=70389

Day 151 - Monday, October 29th

=====

At 0230 we made it to the southern hemisphere – we woke up the XO so he could see if the water really spins the opposite way south of the equator. Once across, we darted back north to slip into our operating box.

Day 152 - Tuesday, October 30th

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Congratulations to our latest batch of Enlisted Surface Warfare Specialists: OS3 [REDACTED], GSE2 [REDACTED], FC2 [REDACTED], GSM3 [REDACTED], and GMSN [REDACTED].

Day 153 - Wednesday, October 31st (Happy Halloween)

=====

Congratulations to OSC [REDACTED] upon his reenlistment today. He entered active service back in July 1993 and his first ship was a might LST – only a few of us on board remember those.

Today we held an Ice Cream Social on the Mess Decks and scary movie night on the Flight Deck to relax a bit and observe Halloween. A few Sailors managed to come up with costumes and attempt to trick or treat - needless to say, they didn't have much luck. The band KISS even made an appearance (FC2 [REDACTED], EN3 [REDACTED], FC2 [REDACTED], and STG2 [REDACTED]). CF Division and Air Det did some "reverse" trick or treating and passed out candy.

Day 154 - Thursday, November 1st

=====

We were supposed to enter port today but the berths were full with merchant traffic; as a result we had to remain underway. In the morning we did venture close enough to conduct a transfer via small boat before we headed back out to sea.

Day 155 - Friday, November 2nd (Arrive VNB, Panama)

=====

Although the pier we were supposed to go to was occupied, we managed to find a space at a commercial terminal to pull into. Our Engineers did a great job setting up to refuel; however, the pier did not have a pipeline which meant fuel would come by truck. Refueling was slow and went into the night until we had to suspend refueling as a result of lightning.

The good news is that there were 61 sacks of mail weighing in at 837 pounds waiting for us on the pier. LSC [REDACTED], ENC [REDACTED], LSSN [REDACTED], and LSSN [REDACTED] sorted the mail in the hot Panamanian sun to ensure it would be ready for distribution. Great job to LSSN [REDACTED] and LSSN [REDACTED] who managed mail call!

Once we completed unloading the stores and mail, the crew was off to enjoy Panama City for the last time this deployment.

Although we were promised this berth throughout our stay, we received a phone call telling us that we had to move to another pier on Sunday. Vasco Nunez de Balboa is a very busy port and movements are driven by commercial traffic. This shift will be an all hands evolution; however, we should be able to get everyone back on liberty by lunch.

Day 156 - Saturday, November 3rd (VNB, Panama)

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Congratulations to another round of Sailors to qualify ESWS: BM3 [REDACTED], QM3 [REDACTED], BMSN [REDACTED], and FC2 [REDACTED].

11 November 2012

Although we see the endpoint in sight, we still have a bunch to do. In addition to executing our daily mission, we are preparing CARR for our return to Norfolk, including: preservation, training, and planning for our inactivation maintenance period. Thanks to our Family Readiness Group for doing a great job of making preparations for our return!

Day 157 - Sunday, November 4th (Vasco Núñez de Balboa, Panama)

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Unfortunately, the priority for pier space in Panama is commercial shipping. As a result of the late breaking information about an inbound cargo vessel headed to our pier, we had to vacate our spot. Luckily a space had opened up at a nearby pier (the pier we normally go to). Great job to everyone in the safe conduct of our short notice move. By lunch, everyone not on duty or involved in the refueling were back on liberty. Some of our Engineers had to stay behind to complete refueling – we had started on the previous pier, but that pier didn't have a pipeline connection and we had to slowly fill our tanks truckload by truckload. As you may recall from last week, we had to cease refueling the other day because of lightning. This pier had a pipeline connection which made short work of the refueling.

We continue to conduct brief stops for fuel and port visits in Vasco Nunez de Balboa, Panama – here's a bit of history on the city's namesake. Vasco Núñez de Balboa (c. 1475 – 1519) was a Spanish explorer who is most famous for crossing Panama and reaching the Pacific Ocean in 1513. He was the first European to have reached the Pacific from the East. Upon reaching Panama, he commenced an overland expedition on September 1, 1513 with 190 Spaniards and native guides. The expedition crossed dense jungle and a mountain range; from the top of the mountain range Balboa's expedition could see the Pacific. After traveling 68 miles, Balboa named the bay where they ended up San Miguel and named the new sea "Mar del Sur" or South Sea since they had traveled south to reach it. In 1520, Ferdinand Magellan renamed it the Pacific Ocean because of its calm waters.

Day 158 - Monday, November 5th (Vasco Núñez de Balboa, Panama)

=====

This was the last full day of liberty in Panama for CARR - after six trips into Vasco Núñez de Balboa. This city became a home away from home for us – it seems like we know it as well as Norfolk and Mayport.

Day 159 - Tuesday, November 6th

=====

At 1100, liberty expired and all our Sailors reported back on board. In the early afternoon we got underway and headed back out to the Eastern Pacific to resume our Countering Transnational Organized Crime mission. Great job to CARR's Shiphandler of the Year Candidate, ENS [REDACTED], who conned us out of port (giving him some additional practice before the graded competition upon our return to Norfolk).

Day 160 - Wednesday, November 7th

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Great job to our helicopter detachment – while conducting a routine patrol in the Eastern Pacific in support of Operation Martillo, Carr's embarked SH-60B Helicopter Squadron Light, detachment 48.2 (HSL 48.2) spotted a small fishing vessel in distress. As the helicopter got closer, they could see personnel in the boat waving white sheets and producing black smoke from a barrel - both signals of a vessel in distress. The helicopter relayed the information to us and we immediately turned towards the vessel and increased speed while the helicopter remained overhead to monitor them. Once Carr arrived on scene, we launched our small boat to ascertain what they needed and render assistance.

After talking with the fishing vessel's crew, we discovered they had been adrift for nine days and had been surviving on small rations of rice and water. The crew of the vessel said that they attempted to contact four merchant ships with flares and mirrors, but received no help. They were rationing their food and water but were quickly running out; one of the crew members stated that he thought they were going to die.

Our rescue and assistance team conducted an inspection of the vessel's engine and found the water pump drive belt had failed, the vessel was low on fuel and lubricating oil, and both marine batteries were completely drained. We supplied the four members of the crew with food and water, replaced the drive belt, provided fuel, replenished their oil and charged both of their batteries. Once the batteries were returned, the engine started and the vessel began to proceed toward the Panamanian coast.

Great job to the helo crew, support personnel on board, and rescue and assistance team. Our rescue and assistance team consisted of DC2 [REDACTED], FC2 [REDACTED], EM2 [REDACTED], ET2 [REDACTED], and EN1 [REDACTED].

Day 161 - Thursday, November 8th

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We followed the vessel throughout the night to ensure there were no more issues and at first light, delivered more fuel and lube oil to ensure the vessel could make it the approximately 60 miles back to Panamanian waters. Unfortunately the next day the boat broke down again. We gave up on plans to conduct additional repairs and took the vessel under tow and proceeded towards Puerto Pina, Panama. Once we arrived on scene, we slipped the tow and a Panamanian vessel towed the fishing vessel into port.

Superb job to EN3 [REDACTED] and BM2 [REDACTED] under the guidance of BM1 [REDACTED] and BMCS [REDACTED] who rigged the fishing vessel for tow – almost forgot to mention BZ to our RHIB driver BM3 [REDACTED].

Day 162 - Friday, November 9th

=====

Many of our Sailors have been busy building their Surface Warfare knowledge and we are now seeing the results of that effort. Today we had eleven Sailors receive their Enlisted Surface Warfare Specialist qualification – there are many more waiting in the wings. Good job to QM3 [REDACTED], CTTSN [REDACTED], SN [REDACTED]; FC2 [REDACTED], PSSR [REDACTED], GSMFN [REDACTED], HM1 [REDACTED], ITSN [REDACTED], LSSN [REDACTED], SN [REDACTED], and IT3 [REDACTED]! Boards are still in progress and there should be a bunch more to qualify before we return home.

Congratulations to LTJG [REDACTED] who earned his Engineering Officer of the Watch qualification today. Great job to both him and our Engineers who shared their expertise to teach him what he needed to know to safely operate our propulsion plant.

Although we crossed the equator last week, we had to hold our ceremony later because we had guests on board. The Crossing the Line ceremony is observed by many Navies as well as Merchants to commemorate a Sailor's first crossing of the Equator. The origins of the tradition are unknown, but they trace their origins to the earliest days of travel at sea. Sailors who have already crossed the Equator are called Shellbacks, often referred to as Sons of Neptune; those who have not are Pollywogs.

The two-day event (evening and day) is a ceremony in which previously indoctrinated crew members, Trusty Shellbacks, are organized into a "Court of Neptune" to teach the Slimy Pollywogs about "the mysteries of the Deep". Each Pollywog is expected to accomplish tasks in order to become a Shellback.

The night before, Davy Jones appears on board with a message to the Captain from His Majesty, Neptunus Rex, stating at what time he wants the ship hove to for the reception of the Royal Party. Davy Jones is then invited to entertainment on the flight deck – where the Pollywogs put on skits to entertain both Davy Jones and the Shellbacks.

Day 163 - Saturday, November 10th

=====

Today began early as the Pollywogs ate a breakfast of dyed food before assembling to appear before King Neptune and his court, including his first assistant Davy Jones and her Highness Amphitrite along with other dignitaries, who officiate at the ceremony. During the ceremony, the Pollywogs wear their clothing inside out and backwards as they proceed to various stations.

Upon completion of the ceremony, we cleaned up CARR and prepared for our final steel beach picnic of deployment. We will be busy over next couple weekends as we make preparations to host our Tigers and return home.

18 November 2012

First off, happy upcoming Thanksgiving to all our families and friends – we wish we could be with you, but Christmas is right around the corner...as well as our return. This week will be busy for all of us as homecoming preparations are in full swing.

The promotion results have been approved and will be announced prior to Thanksgiving - good luck to all our eligible Sailors. Last week we began leadership training for all personnel eligible for promotion so that we can rapidly get everyone who is selected for promotion frocked.

This week we completed reviewing written packages and conducted oral interviews to select our 2012 Sailors of the Year: The competition was tough and we had lots of superstars to choose from. Congratulations to:

Senior Sailor of the Year is FC1 [REDACTED]

Junior Sailor of the Year is FC2 [REDACTED]

Blue Jacket of the Year is LSSN [REDACTED].

Day 164 - Sunday, November 11th (Veteran's Day)

=====

It has been a few days since it has rained, so ETC [REDACTED] guided us toward a rain storm; however, upon our arrival some pretty severe thunderstorms began. We took a hit, but all survived. The good news is that we got all the muck off of us – this not only gets us clean, but dramatically slows down corrosion. We also noted that our wind indicating system was down; we are not sure if this was from the lightning strike or we just noticed it because we looked for damage following the strike. Regardless, the system is necessary to support flight operation and we did not have the part on board.

Day 165 - Monday, November 12th

=====

Today we continued steaming in the Eastern Pacific in hope of getting at least one more bust...unfortunately, no joy today.

Day 166 - Tuesday, November 13th

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We had the pleasure of reenlisting GSM2 [REDACTED] today on the Mess Decks – upon our decommissioning he is headed to San Diego to serve in USS HOWARD (DDG 83).

Today we received a waiver to fly our helicopter using a hand held wind measuring device – we expect to get the replacement part in Panama to restore our installed system.

Day 167 - Wednesday, November 14th

=====

While conducting a routine patrol today, our embarked SH-60B helicopter identified a single engine motor boat and immediately closed to investigate. Once the vessel spotted our helicopter, it started to jettison several large packages into the water and proceeded towards Colombian territorial waters at high speed. After the vessel failed to establish radio contact, CARR received permission to conduct warning shots from the helicopter. After three bursts of warning shots across the vessel's bow, the vessel stopped and our embarked Coast Guard LEDET loaded onto our rigid hull inflatable boat and then boarded the vessel. After securing the three personnel on board, we proceeded to recover the jettisoned packages. In total, we recovered 551 lbs of marijuana and 30 kg of cocaine with a wholesale value of \$1.2M.

We were supposed to pull into Panama tomorrow; however, we will now be delayed as a result of having to process our bust.

Day 168 - Thursday, November 15th

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Instead of pulling into Vasco Nunez de Balboa, we remained at sea and continued with preservation efforts along while searching for traffickers.

Today we had a Booby bird arrive on our O2 level. The bird looked sick; he settled in under our forward mast to recoup. We provided the bird with some fresh water, food, and some time alone to recover. They were called boobies because of the birds are not startled by humans which allowed explorers to walk right up to them and kill them for food – as a result many species were easily hunted to extinction.

Great job to IC1 [REDACTED] who led repairs of our wind indicating system. Great job troubleshooting and conducting repairs to restore our system to full operation.

Day 169 - Friday, November 16th

=====

Surprisingly we woke up and found that the Booby Bird was perched on the side of CARR flapping its wings, looking much healthier than the previous day. After land was in sight, the bird took off and appeared to have recovered. Thankfully we got some rain which washed away all the gifts the bird had left on the O2 level.

Congratulations to LS1 [REDACTED] who reenlisted today on the O3 level. He will be heading to USS George HW Bush (CVN 77) after we decommission CARR in March.

Today was our last day of scheduled helicopter operations until they fly off – they have used all their allocated flight hours. Our embarked helicopter, VENOM 502, flew 570 mishap free hours this deployment. Great job to everyone in the helicopter detachment, flight deck crew, and our two air controllers. OS2 [REDACTED] and OSC [REDACTED] are our two Anti-Submarine/Anti-Surface Tactical Air Controllers (ASTACs) – their job is to brief the flight crew prior to their departure and then work with the helo throughout their mission. Thank you to both OS2

██████ and OSC ██████; your hard work this deployment was integral to our many interdictions over the last six months!

We were supposed to arrive in Vasco Nunez de Balboa today; however, our pier space was occupied by a coastal freighter – our husbanding agent thinks we can pull in sometime tomorrow afternoon.

Day 170 - Saturday, November 17th (Vasco Nunez de Balboa, Panama)

=====

This morning our husbanding agent informed us that our pier would not be available until midnight. Since we need some stores and needed to offload someone to catch a flight, we entered Panamanian territorial waters to conduct an onload via small boat.

Upon arrival of the small boat our husbanding agent had news that we could be pierside at 2200. As it turned out we made it pierside at 2245. Even though it was late at night, this may have been our smoothest sea and anchor detail of deployment - Great job to all involved!!

Congratulations to our latest Sailors to complete their Enlisted Surface Warfare Specialist (ESWS) qualification: STG3 ██████, GMSN ██████, EN3 ██████, SHSN ██████, ██████, CTTSN ██████, and STG3 ██████. 73% of our Sailors are now qualified ESWS with a few short weeks remaining to reach our goal of 85%.

25 November 2012

Our Family Readiness Group (FRG) would like to pass along a note – The FRG is holding a "Night Before Party"; this is an opportunity for families and friends to gather as the excitement builds for homecoming. It will be a chance to socialize, eat, purchase FRG merchandise, and a chance to participate in a drawing for prizes.

The FRG will also be selling First Hug and First Kiss tickets for the first hour and a half of the evening - the winners will be drawn that night. Shirts and cookbooks for sale - hope to see you there!

Where: Navy Lodge Norfolk, 7811 Hampton Blvd, Norfolk, VA 23505

When: Sunday, December 2 from 2:30-5pm

RSVP by: Monday, November 26

The Navy Lodge needs an accurate head count, so please be sure to RSVP by email (usscarrfrg@gmail.com) no later than Monday, November 26 with the number of adults and children attending.

Day 171 - Sunday, November 18th (Panama Canal Transit, Northbound)

=====

This morning we conducted our final refueling in Vasco Nunez de Balboa, taking on 28,330 gallons of Diesel Fuel Marine. The evolution was completed safely under the supervision of GSE1 ██████ who ensured that all operations were run professionally.

This morning our Sonar Technicians discovered a fault while conducting pre-underway checks on our torpedo countermeasure system. STG3 [REDACTED], STG2 [REDACTED], STGC [REDACTED], STG3 [REDACTED], and LT [REDACTED] did a great job troubleshooting the fault and quickly making repairs to restore the system to full operation prior to our Panama Canal transit.

Just after sunset our pilot arrived and we got underway to commence our transit back to the Caribbean.

Day 172 - Monday, November 19th (Panama Canal Transit, Northbound)

=====

At about 0500 this morning we finally completed our transit and arrived in the Caribbean. It is good to be back on the right coast, but we are not home yet – we still have lots of work to do before returning to Norfolk next month.

Day 173 - Tuesday, November 20th

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Great job today by GMSN [REDACTED], GMSN [REDACTED], GMSN [REDACTED], and FC1 [REDACTED] as they continued to work to get CARR ready for our upcoming ammunition offload; this time by organizing our sonobuoy storerooms. They also removed an old locker and conducted preservation in the armory passageway in preparation for CARR's decommissioning.

BZ to ITSN [REDACTED] and IT3 [REDACTED] for assisting USS CURTS and USS GARY with troubleshooting to restore their UHF Satellite Communications circuit.

Great news for everyone anxiously awaiting advancement results - today they arrived.

Congratulations to all of our Sailors selected for promotion:

CS1 [REDACTED]

FC1 [REDACTED]

GSE1 [REDACTED]

FC1 [REDACTED]

BM2 [REDACTED]

STG2 [REDACTED]

BM2 [REDACTED]

ET2 [REDACTED]

BM2 [REDACTED]

BM2 [REDACTED]

EN2 [REDACTED]

CS2 [REDACTED]

GSM2 [REDACTED]

DC2 [REDACTED]

STG2 [REDACTED]

EN2 [REDACTED]

GSM3 [REDACTED]

LS3 [REDACTED]

CTT3 [REDACTED]

GM3 [REDACTED]

YN3 [REDACTED]

GSM3 [REDACTED]

BM3 [REDACTED]

IT3 [REDACTED]

GM3 [REDACTED]

YN3 [REDACTED]

SH3 [REDACTED]

YN3 [REDACTED]

Day 174 - Wednesday, November 21st

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Today we held an end of deployment Safety Stand down to ensure we remain focused on safely executing our mission while at sea as well as being safe when we return to Norfolk. We focused on winter driving and fire safety, drinking & driving, and safe driving habits. Great job by IT1 [REDACTED], DCC [REDACTED], FC1 [REDACTED], FCC [REDACTED], and EM1 [REDACTED] for volunteering to deliver these important messages to the crew.

BZ to our team of FC2 [REDACTED], FC2 [REDACTED], and FC2 [REDACTED] who spent the week correcting lagging and painting discrepancies throughout their spaces - every bit we fix now is one less correction we have to make in Norfolk.

Great job to FC1 [REDACTED] who completed his qualification as Anti-Terrorism Watch Officer (ATTWO) today. Our ATTWO is responsible for coordinating our Force Protection watchstanders and keeping us safe while pierside.

Awesome job by ET3 [REDACTED] for his efforts to restore our COGENT (Common Geospatial Navigation Toolkit) system. COGENT is used as a situational awareness tool while we are transiting – it receives GPS updates and displays our position on an electronic chart. After failure of one of our computers, our IT's and ET3 [REDACTED] spent two days loading the navigation software to restore the system to full operation.

Day 175 - Thursday, November 22nd (Happy Thanksgiving)

=====

Today we had holiday routine as we celebrate Thanksgiving with football and what was supposed to be our final Captain's cup event - hockey.

Each division supplied two people to shoot 5 pucks towards a net tended by a mannequin goalie. It was close, but the OD team of SN [REDACTED] and SN [REDACTED] squeaked out the victory over PS1 [REDACTED] and YN3 [REDACTED] from Admin. CE Division beat out S1 to take third place.

The current standings are:

1st place (tie): S2 Division and Nav/Admin

3rd place (tie): OD and CE Divisions

We will hold a tie breaker event to determine the final standings. First place is \$400, \$200 second place prize, and \$100 third place prize. The divisions will be presented gift cards to be used to benefit the entire division – such as a division party.

Following the Captains Cup event on the flight deck, our Sailors enjoyed a fabulous Thanksgiving meal of turkey, ham, prime rib, mashed potatoes, stuffing, sweet potato casserole, green bean casserole, corn, cranberries, rolls and 4 kinds of pies for dessert. Our Culinary Specialist worked hard in the days leading up to thanksgiving. Special thanks to CS3 [REDACTED] for making

Cornucopias and to our Mess Decks Food Service attendant Logistics Specialist Seaman [REDACTED] [REDACTED] for decorating and setting up the tables.

Day 176 - Friday, November 23rd (Arrive Guantanamo Bay, Cuba)

=====

Congratulations to CARR's Food Service Attendant of the Month, FC3 [REDACTED] – well done!

Today we arrived in Guantanamo Bay; we last visited GTMO back on 9 November, 2011. For those who weren't with us last year, here's some info on GTMO:

The bay was called Guantánamo by its original inhabitants, the Taínos; however, when Cristóbal Colón (aka Christopher Columbus) landed in 1494 he renamed it Puerto Grande (big port...very innovative name). When Spanish settlers took control of Cuba, the bay became a vital harbor on the south side of the island. The bay was briefly known as Cumberland Bay when the British seized it in 1741.

The naval base, nicknamed "GTMO", covers about 45 square miles on the western and eastern banks of the bay. It was established in 1898, when the United States took control of Cuba from Spain following the Spanish-American War. A perpetual lease for the area around Guantánamo Bay was offered February 23, 1903, from Tomás Estrada Palma, the first President of Cuba. The newly formed American protectorate incorporated the Platt Amendment (Mr. Hand made a reference to this in Fast Times at Ridgemont High) in the Cuban Constitution. The Cuban-American Treaty held, among other things, that the United States, for the purposes of operating coaling and naval stations, has "complete jurisdiction and control" of the Guantánamo Bay while the Republic of Cuba is recognized to retain ultimate sovereignty.

In 1934 the Avery Coker treaty reaffirmed the lease and granted Cuba and its trading partners free access through the bay, modified the lease payment from \$2,000 in U.S. gold coins per year to the 1934 equivalent value of \$4,085 in U.S. dollars, and made the lease permanent unless both governments agreed to break it or until the U.S. abandoned the property. After the Cuban Revolution, President Dwight Eisenhower insisted the status of the base remained unchanged, despite Fidel Castro's objections. Since then, the Cuban government has cashed only one of the checks from the U.S. government, and even then only because of "confusion" in the early days of the leftist revolution, according to Castro. The remaining uncashed checks made out to "Treasurer General of the Republic" (a title that ceased to exist after the revolution) are allegedly kept in Castro's office stuffed into a desk drawer. The United States argues that the cashing of the single check showed that Havana recognized the lease — and that ratification by the new government renders moot any questions about violations of sovereignty and illegal military occupation

Day 177 - Saturday, November 24th (Guantanamo Bay, Cuba)

=====

Today EM1 [REDACTED] took advantage of the nice weather and gathered his team of Electricians to conduct an inspection and do some maintenance of our Shore Power connection

box in preparation for our return to home port – we have not had the opportunity to hook up to shore power since we departed on 1 June.

Today we completed our semiannual Physical Fitness Assessment while in port. Our physical fitness coordinators have put in a lot of work over the past few weeks cycling everyone through. Great Job by CSC [REDACTED], IT2 [REDACTED], IC1 [REDACTED], MA1 [REDACTED], ET2 [REDACTED], HM1 [REDACTED], GMC [REDACTED], and GM2 [REDACTED] for administering the test.

Many divisions have used the final weeks of deployment to get a jump-start on decommissioning. HM1 [REDACTED] was proactive in scheduling our decommissioning sanitation while in port GTMO. Every bit helps to try to maximize our Sailors time with their families when we return.

Many other activities were also available to the crew while in Guantanamo Bay such as paintball, a softball tournament, basketball, golf, bowling and many restaurants to choose from. Many Sailors utilized the Navy Exchange to buy uniform items and get a head start on some Christmas shopping.

Great job to all the personnel who were involved with hosting tours this afternoon. Navy ships do not pull in to GTMO much anymore, so service members stationed here (many of them from other services) were very interested in coming to take a look at a Navy ship. We had about 100 people tour CARR. Special thanks to STG3 [REDACTED], OS2 [REDACTED], YN1 [REDACTED], ET3 [REDACTED], FC2 [REDACTED], FC2 [REDACTED], GSM2 [REDACTED], and LTJG [REDACTED] for taking time out of their day to give tours.

02 December 2012

Day 178 - Sunday, November 25th (Depart Guantanamo Bay, Cuba)

=====

This afternoon we were underway from Guantanamo Bay and headed toward our second home – Mayport, Florida. While in GTMO we welcomed aboard Mrs. Lisa Dain from the Fleet and Family Support Center. We invited her on board to provide training to our crew on topics ranging from car buying and money management to reunion with children/family and return for singles. After being away for six months, it is important for all of us to understand the challenges of returning to normalcy.

Day 179 - Monday, November 26th

=====

Congratulations to ETC [REDACTED] who completed his qualification as Tactical Action Officer today – he clearly demonstrated his knowledge of our ship's systems and how to employ them against air, surface, and submarine threats...great job!

BZ to HMC [REDACTED] and LS2 [REDACTED] who both reenlisted today. Following his tour on CARR, LS2 [REDACTED] will report to USS THEODORE ROOSEVELT (CVN 71) and HMC [REDACTED] will report to the Naval Station Norfolk Health Clinic.

There is a huge push to get all the boards completed for our backlog of Sailors ready to complete their Enlisted Surface Warfare Specialist qualification. Congratulations to our latest round of Sailors to earn their ESWS:

GSMFN [REDACTED]	SR [REDACTED]	OS2 [REDACTED]
ET3 [REDACTED]	CS2 [REDACTED]	IC3 [REDACTED]
EM3 [REDACTED]	LSSN [REDACTED]	YNSN [REDACTED]
GMSN [REDACTED]	QMSN [REDACTED]	YNSN [REDACTED]
YNSN [REDACTED]	LS2 [REDACTED]	
EN3 [REDACTED]		

Day 180 - Tuesday, November 27th

=====

Today our helicopter flew off as we continued north past Miami. The helicopter will fly up the coast to Mayport while the remaining air detachment prepares to offload all their support equipment pierside in Mayport.

Mrs. Dain finished up her training today and we conducted some additional training regarding the dangers/consequences of drinking and driving. The number of reports I read every day about Sailors throughout the fleet is alarming. We also discussed the dangers of texting while driving. Each Sailor was issued a business card with Safe Ride information (numbers to local cab companies) as well as phone numbers for their chain of command. My number one priority is to keep our Sailors safe!

I prefer everyone have a plan to get home safely when they go out to drink, but when the plan fails, our Sailors can call CARR from anywhere in the Hampton Roads area and we will bring them back to CARR – I do not ask for names of personnel who call for a ride nor will there be punitive action against a Sailor for doing the right thing. Statistics have shown that someone from the crew will be arrested for a DUI during the holidays and we have to do everything we can to prevent that.

After training we all gathered on the flight deck to recognize some of the outstanding Sailors who contributed to our success during deployment:

Navy and Marine Corps Achievement Medal:

LSSN [REDACTED]	CTT1 [REDACTED]
CTTSN [REDACTED]	FC2 [REDACTED]
BM2 [REDACTED]	CS2 [REDACTED]
OS3 [REDACTED]	BM2 [REDACTED]
LSSN [REDACTED]	IT2 [REDACTED]
QMSN [REDACTED]	FC2 [REDACTED]
BM3 [REDACTED]	CS3 [REDACTED]

HM1 [REDACTED]	BM1 [REDACTED]
ITSN [REDACTED]	LSSN [REDACTED]
DC1 [REDACTED]	LS2 [REDACTED]
SHSN [REDACTED]	LS2 [REDACTED]
OS1 [REDACTED]	

Commanding Officer Letters of Commendation

STG3 [REDACTED]	SN [REDACTED]
GMSN [REDACTED]	OSSN [REDACTED]
OS2 [REDACTED]	IC3 [REDACTED]
SN [REDACTED]	OS3 [REDACTED]
OS2 [REDACTED]	SN [REDACTED]
LSSN [REDACTED]	SN [REDACTED]
GMSN [REDACTED]	SN [REDACTED]
SN [REDACTED]	FC3 [REDACTED]
EN3 [REDACTED]	BM2 [REDACTED]
ET3 [REDACTED]	STG3 [REDACTED]

Thanks to YN1 [REDACTED], YN3 [REDACTED], and YN3 [REDACTED] for preparing these awards and ensuring the awards ceremony went smoothly.

Day 181 - Wednesday, November 28th (Arrive Mayport, Florida)

=====

This morning we safely arrived in Mayport, Florida to offload our ammunition, helicopter detachment, Coast Guard Detachment, and contraband.

Great job to HSL 48.2! Throughout deployment they did a superlative job of executing our C-TOC mission as well as finding a vessel in distress. Fair winds and following seas to HSL 48.2 and their families!

In addition to all the offloads scheduled, we are also receiving training from the personnel in charge of our decommissioning. This training involved both classroom lectures and walk arounds of CARR to ensure everyone understood the expectations for our decommissioning. Based on the positive feedback, I think we will work well together to get CARR ready for her tow to Philadelphia in March.

Day 182 - Thursday, November 29th (Mayport, Florida)

=====

Congratulations to BM3 [REDACTED] who reenlisted this afternoon - he will be heading to Bahrain for his next tour.

Day 183 - Friday, November 30th (Mayport, Florida)

=====

Today's focus of effort was the offload of 1.5 tons of Cocaine and 2 tons of Marijuana. There were television crews on board from all the major networks and independent stations in

Jacksonville along with Navy media. RADM Sinclair Harris, Commander of Fourth Fleet, was also on board to conduct media interviews and express his appreciation for everything CARR's Sailors have done. In addition, our Navy sent out a press release (included below).

Following the narcotics offload, our Logistics Specialists offloaded our helicopter "pack up kit" (PUK). The PUK is a rotating pool of spare parts to support the helicopter – the parts are worth approximately \$40 million. Great job to LSSN [REDACTED], LSC [REDACTED], LS3 [REDACTED], LSSN [REDACTED], and LSSN [REDACTED] for a smooth offload.

Day 184 - Saturday, December 1st (Depart Mayport, Florida)

=====

This afternoon we embarked our 61 Tigers and got underway for the last time. In the evening we held an ice cream social and our last round of Sailors completed their Enlisted Surface Warfare Specialist Qualification. BZ to:

OS2 [REDACTED]	OSSA [REDACTED]	GSE3 [REDACTED]
EN2 [REDACTED]	BM2 [REDACTED]	SN [REDACTED]
ET3 [REDACTED]	ET3 [REDACTED]	BM3 [REDACTED]
OS3 [REDACTED]	SN [REDACTED]	EN3 [REDACTED]
ET3 [REDACTED]	SHSN [REDACTED]	

Great job to our Sailors who earned their ESWS! Throughout deployment there was a ton of studying as they pressed to get qualified – 92% of our Sailors are ESWS qualified!

Day 185 - Sunday, December 2nd (Tiger Cruise)

=====

CARR Statistic: Total emails sent during deployment - 1,113,474

The Tigers enjoyed guided tours of the ship today and also received a familiarization regarding our Damage Control equipment

Congratulations to GSE1 [REDACTED] who will reenlist this afternoon – after he detaches CARR he will report to USS ELROD (FFG 55).

We conducted an awards ceremony today that included personnel who had Tigers on board – so that their Tigers could be present to see them receive their awards.

Navy and Marine Corps Achievement Medal

QM3 [REDACTED]	SN [REDACTED]
BMSN [REDACTED]	FC2 [REDACTED]
SN [REDACTED]	EN3 [REDACTED]
GSMFN [REDACTED]	OS2 [REDACTED]

Letters of Commendation

SN [REDACTED]	ET3 [REDACTED]
BMSN [REDACTED]	SN [REDACTED]

SN [REDACTED]

CTTSN [REDACTED]

5. Published Documents

USS CARR Conducts Underway Replenishment with USNS Sacagawea, Story Number: NNS120625-05, 6/25/2012

USS CARR visits Santa Marta, Colombia, Story Number: NNS120703-18, 7/3/2012

USS CARR Conducts Brief Stop for Fuel in Cartagena, Colombia, Story Number : NNS120725-13 7/25/2012

CARR Celebrates 27th Anniversary since Commissioning, Story Number: NNS120731-10, 7/31/2012

USS CARR Conducts an Underway Replenishment with USNS CHARLES DREW, Story Number: NNS120814-06, 8/14/2012

USS CARR Assists a U.S. Vessel in Distress, Story Number: NNS120816-05 ,8/16/2012

Air Drop Resupply to USS CARR Prompts Drug Interdiction, Story Number: NNS120816-26 8/16/2012

USS CARR Conducts Last Replenishment at Sea, Story Number: NNS120821- 16, 8/21/2012

CARR Recovers \$26M Worth of Cocaine in Pacific, Associated Press, 10/18/2012

USS Carr Recovers 1,719 Pounds of Cocaine, Story Number: NNS121029-03, 10/29/2012

USS CARR Assists Panamanian Vessel in Distress, Story Number: NNS121108-07, 11/08/2012

4th Fleet Frigate Off-Loads \$114 Million in Drugs, Story Number: NNS121130-03, 11/30/2012

NNS120625-05. USS CARR Conducts Underway Replenishment with USNS Sacagawea

USS CARR, At Sea (NNS) -- USS CARR (FFG 52) conducted an underway replenishment (UNREP) with USNS Sacagawea (T-AKE 2) June 23, while deployed to the Caribbean Sea.

Both ships are part of a coalition effort to conduct operations in support of countering transnational organized crime (CTOC).

Typically a ship deployed to the Caribbean must routinely go off station and pull into port in order to receive fuel, food, and repair parts; however, naval assets conducting operations in the Caribbean are receiving support from Sacagawea, while at sea.

"It is a huge force multiplier to have Sacagawea operating in the Caribbean," said Lt. Quentin Lease, CARR supply officer. "She allows us and other assets to remain on station to execute our mission. If we had to pull into a port for fuel, food, and parts we would be pulled off our mission for a couple of days instead of a couple hours."

Sacagawea is capable of providing diesel fuel used by ships, and jet fuel for use by the helicopters. Sacagawea also provides dry, refrigerated, and frozen cargo.

In addition to providing increased time on station to conduct CTOC, the presence of Sacagawea allowed CARR's crew to remain proficient at refueling and vertical replenishment operations at sea.

"Having a replenishment ship on station down here has dramatically improved logistics and it has kept my Deck Division proficient," said Cmdr. Patrick Kulakowski, CARR commanding officer. "Sacagawea is a great asset to have in theater."

CARR is homeported in Norfolk, Va., and is currently deployed in support of Operation Martillo, under operational control of U.S. Naval Forces Southern Command and C4F (COMUSNAVSO/C4F) while conducting CTOC operations in support of Joint Interagency Task Force - South, U.S. Southern Command (USSOUTHCOM), and U.S. Coast Guard District 7.

COMUSNAVSO/C4F supports USSOUTHCOM joint and combined full-spectrum military operations by providing principally sea-based, forward presence to ensure freedom of maneuver in the maritime domain, to foster and sustain cooperative relationships with international partners and to fully exploit the sea as maneuver space in order to enhance regional security and promote peace, stability, and prosperity in the Caribbean, Central and South American regions.

NNS120703-18. USS CARR visits Santa Marta, Colombia

SANTA MARTA, Colombia (NNS) -- The guided missile frigate USS CARR (FFG 52) arrived in Santa Marta, Colombia, for their first Caribbean port visit, June 28, during their deployment in support of Operation Martillo.

CARR visited Santa Marta following a month at sea conducting operations to counter transnational organized crime (CTOC) in the U.S. 4th Fleet (C4F) area of responsibility in support of Operation Martillo.

CARR Sailors took advantage of the opportunity to visit historic areas and experience the culture of Colombia's oldest city.

"This was an excellent opportunity for CARR's Sailors to experience Colombia's rich culture. My group spent time walking around the city to see the historic buildings and many statues as well as enjoy the local food," said Quartermaster 3rd Class David Blancoventura.

Visiting another country can be a rewarding and educational experience. Learning the cultural differences and history plays a major role for Sailors visiting other countries.

"Port visits aren't just about taking some time off to unwind; they also provide an opportunity to learn more about other cultures and history. We used this as an opportunity to learn more about Simon Bolivar and United Fruit's role in the development of Colombia," said Cmdr. Patrick Kulakowski, CARR commanding officer.

CARR is homeported in Norfolk, Va., and is currently deployed in support of Operation Martillo, under operational control to U.S. Naval Forces Southern Command and C4F (COMUSNAVSO/C4F) while conducting CTOC operations in support of Joint Interagency Task Force - South, U.S. Southern Command (USSOUTHCOM), and U.S. Coast Guard District Seven.

Operation Martillo (Spanish for 'hammer') is a U.S., European, and Western Hemisphere partner nation effort targeting illicit trafficking routes in coastal waters along the Central American isthmus. U.S. military participation is being led by Joint Interagency Task Force-South, a component of USSOUTHCOM. Operation Martillo is a component of the U.S. government's coordinated interagency regional security strategy in support of the White House strategy to combat transnational organized crime and the U.S. Central America Regional Security Initiative.

COMUSNAVSO/C4F supports USSOUTHCOM joint and combined full-spectrum military operations by providing principally sea-based, forward presence to ensure freedom of maneuver in the maritime domain, to foster and sustain cooperative relationships with international partners and to fully exploit the sea as maneuver space in order to enhance regional security and promote peace, stability, and prosperity in the Caribbean, Central and South American regions.

NNS120731-10. CARR Celebrates 27th Anniversary since Commissioning

USS CARR, At Sea (NNS) -- Guided missile frigate USS CARR (FFG 52) celebrated the 27th anniversary of her commissioning July 27, which occurred at Todd Pacific Shipyards in Seattle, Washington.

While deployed to the Caribbean, CARR's crew took a moment to reflect upon their namesake Paul Henry CARR and celebrate CARR's achievements over the years.

Gunner's Mate 3rd Class Paul Henry CARR died from the injuries he sustained during the Battle of Samar while serving on board USS Samuel B. Roberts (DE 413).

Although severely outgunned by the Japanese, Paul Henry CARR manned Samuel B. Robert's aft mount [mount 52] until a round "cooked off," either killing or fatally wounding the gun crew. Despite his injuries, Paul Henry CARR still attempted to continue to load mount 52 until he finally succumbed to his injuries.

The crew recalled significant events throughout USS CARR's service, including the March 1988 rescue of the diesel submarine Bonefish (SS 582) crew. Bone Fish experienced an electrical fire while underway off the coast of Florida; CARR was the first ship on the scene and rendered assistance to rescue and assist 89 submariners.

CARR is homeported in Norfolk, Va., and is currently deployed in support of Operation Martillo, under operational control to U.S. Naval Forces Southern Command and U.S. 4th Fleet (COMUSNAVSO/C4F) while conducting operations to combat transnational organized crime (C-TOC) operations in support of Joint Interagency Task Force - South, U.S. Southern Command (USSOUTHCOM), and U.S. Coast Guard District Seven.

Operation Martillo (Spanish for 'hammer') is a U.S., European, and Western Hemisphere partner nation effort targeting illicit trafficking routes in coastal waters along the Central American isthmus. This joint service, interagency, and multinational operation is being led by Joint Interagency Task Force-South, a National Task Force charged with detection, monitoring, and supporting the interdiction of illicit trafficking in a 42 million square mile area primarily in the U.S. Southern Command (USSOUTHCOM) area of operations. Operation Martillo is a component of the U.S. government's coordinated interagency regional security strategy in support of the White House strategy to combat transnational organized crime and the U.S. Central America Regional Security Initiative.

U.S. Naval Forces Southern Command and U.S. 4th Fleet (COMUSNAVSO/C4F) supports USSOUTHCOM joint and combined full-spectrum military operations by providing principally sea-based, forward presence to ensure freedom of maneuver in the maritime domain, to foster and sustain cooperative relationships with international partners and to fully exploit the sea as maneuver space in order to enhance regional security and promote peace, stability, and prosperity in the Caribbean, Central and South American regions.

NNS120814. USS CARR Conducts an Underway Replenishment with USNS Charles Drew

USS CARR, At Sea (NNS) -- USS CARR (FFG 52) conducted an underway replenishment (UNREP) with USNS Charles Drew (T-AKE 10) while deployed to the Caribbean Sea in support of Operation Martillo, Aug. 13.

Typically ships assigned to the Fourth Fleet area of responsibility must go off station to conduct a brief stop for fuel in port; however, CARR was able to take advantage of the Charles Drew as it transited through the Western Caribbean.

The event took CARR off station for only two hours and was in close vicinity to the assigned operating area.

Charles Drew is transiting home following its deployment as part of the Abraham Lincoln CARRier Strike Group. A brief stop for fuel usually encompasses an entire day and requires the additional cost of pilots, sewage barge, water barge, and barge fees. Upon completion of the underway replenishment, CARR had taken on 1,912 barrels of diesel fuel marine and 362 barrels of JP-5 (jet fuel).

"It was incredibly beneficial to have Charles Drew transit through the Caribbean," said Lt. Cmdr. Neil Krueger, CARR executive officer. "Refueling at sea allows us to remain on station to execute our mission and using a USNS asset saved us both time and money. Additionally, the underway replenishment kept our deck division and bridge teams proficient."

Charles Drew is designed to CARRY refrigerated and dry stores, ammunition, water, and fuel. It has the ability to give one million gallons of fuel while not taking away from its own fuel, even though it is not an oiler.

CARR is homeported in Norfolk, Va., and is currently deployed in support of Operation Martillo, under operational control to U.S. Naval Forces Southern Command and C4F (COMUSNAVSO/C4F) while conducting counter transnational organized crime (C-TOC) operations in support of Joint Interagency Task Force - South, U.S. Southern Command (USSOUTHCOM), and U.S. Coast Guard District Seven.

Operation Martillo (Spanish for 'hammer') is a U.S., European, and Western Hemisphere partner nation effort targeting illicit trafficking routes in coastal waters along the Central American isthmus. This joint service, interagency, and multinational operation is being led by Joint Interagency Task Force-South, a National Task Force charged with detection, monitoring, and supporting the interdiction of illicit trafficking in a 42 million square mile area primarily in the U.S. Southern Command (USSOUTHCOM) area of operations. Operation Martillo is a component of the U.S. government's coordinated interagency regional security strategy in support of the White House strategy to combat transnational organized crime and the U.S. Central America Regional Security Initiative.

NNS120816-05. USS CARR Assists U.S. Vessel in Distress

At Sea (NNS) -- The guided missile frigate USS CARR (FFG 52) assisted a United States flagged sailing vessel in the Western Caribbean Sea Aug. 14.

CARR discovered the U.S. flagged sailing vessel "Bob" which failed to answer calls on the bridge-to-bridge radio. Sailors from CARR manned the rigid hull inflatable boat to investigate. They discovered, after talking with the crew, that the sailing vessel had drained down its batteries and was unable to use any electrical equipment or start its engine to charge the batteries. The batteries were brought back to CARR which used its battery charging station to fully charge the sailing vessel's marine batteries.

After about 90 minutes, the batteries were returned to the sailing vessel which allowed them to start their generator, regain full use of their electrical equipment, and continue on their voyage.

"It is the duty of all mariners to assist other mariners at sea. It is especially gratifying to help fellow Americans. The vessel had come a long way from its homeport of Louisiana and I am glad we could offer assistance," said Ensign Jonathan Smith, CARR's officer of the deck.

CARR is homeported in Norfolk, Va., and is currently deployed in support of Operation Martillo, under operational control to U.S. Naval Forces Southern Command and C4F (COMUSNAVSO/C4F) while conducting operations to Combat transnational organized crime (C-TOC) operations in support of Joint Interagency Task Force - South, U.S. Southern Command (USSOUTHCOM), and U.S. Coast Guard District Seven.

Operation Martillo is a U.S., European, and Western Hemisphere partner nation effort targeting illicit trafficking routes in coastal waters along the Central American isthmus. U.S. military participation is being led by Joint Interagency Task Force-South, a component of USSOUTHCOM. Operation Martillo is a component of the U.S. government's coordinated interagency regional security strategy in support of the White House strategy and the U.S. Central America Regional Security Initiative.

NNS120816-26. Air Drop Resupply to USS CARR Prompts Drug Interdiction

USS CARR, At Sea (NNS) -- Norfolk-based frigate USS CARR (FFG 52) retrieved 1,250 pounds of cocaine while being resupplied by an air drop at sea during Operation Martillo, Aug. 15.

A long range P-3 patrol aircraft from the U.S. Customs and Border Patrol (CBP) decreased altitude, passed close to the ship and dropped a single parachute attached to a sealed capsule which contained mission essential parts.

As the container landed in the sea, CARR dispatched its rigid hull inflatable boat (RHIB) to retrieve the container.

"Seeing our parts being pushed out of an aircraft worried me a bit, just thinking what would happen if the parachute didn't open or what if the container sunk. It was great to see Naval Logistics and coordination with the CBP in action" said Chief Logistics Specialist Jeffery Fries.

While CARR's RHIB was retrieving the parts capsule, CARR's embarked SH-60B helicopter identified a suspect small boat over the horizon. The ship was immediately directed to make best speed to intercept the suspect vessel.

CARR's embarked U.S. Coast Guard Law Enforcement Detachment (LEDET) boarded the vessel and seized 1,250 pounds of cocaine with an estimated street value of approximately \$17 million.

"CARR's Sailors have performed brilliantly throughout deployment, demonstrating their ability to constantly flex to accomplish the task at hand. I am particularly proud of my First Division - they constantly amaze me with their dedication, determination, and knowledge," said Cmdr. Patrick Kulakowski. commanding officer.

CARR is homeported in Norfolk, Va., and is currently deployed to the Caribbean Sea in support of Operation Martillo and U.S. 4th Fleet.

NNS120821-16. USS CARR Conducts Last Replenishment at Sea

CARIBBEAN SEA (NNS) -- USS CARR (FFG 52) conducted what is scheduled to be the ship's last underway replenishment, Aug. 20 before decommissioning in March 2013.

CARR is currently deployed to U.S. Fourth Fleet (C4F) area of responsibility in support of Operation Martillo.

CARR's Operations Officer, Lt. Brenda Beznoska, guided the ship alongside the supply ship USNS Sacagawea and took on 56,979 gallons of fuel. CARR also received goods, food and parts during a vertical replenishment (VERTREP).

"In my two years in command I have watched Deck Division become extremely proficient during underway replenishments; I repeatedly get positive comments from replenishment ship commanding officers regarding the professionalism of the refueling team and bridge team." said CARR's Commanding Officer, Cmdr. Patrick Kulakowski.

Ships assigned to the Fourth Fleet's area of responsibility usually need to pull into port for logistics support; however, with USNS Sacagawea in theater, CARR was able to replenish at sea. CARR's embarked SH-60B Helicopter Squadron Light, detachment 48.2 (HSL-48.2) crew spent six hours transferring 85 pallets of food, stores, mail, parts from Sacagawea to CARR and delivering 23 pallets of supplies to the USS Underwood, also assigned to C4F.

"Even though we do not do it often, vertical replenishment is a part of our skill set. This VERTREP allowed our junior aviators to gain valuable experience and ensured the senior aviators remained proficient," said Lt. Josh Haggard from HSL 48.2.

CARR is home ported in Norfolk, Va., and is currently deployed in support of Operation Martillo, under operational control of U.S. Naval Forces Southern Command and C4F (COMUSNAVSO/C4F) while conducting counter transnational organized crime (C-TOC) operations in support of Joint Interagency Task Force - South, U.S. Southern Command (USSOUTHCOM), and U.S. Coast Guard District Seven.

C4F supports USSOUTHCOM joint and combined full-spectrum military operations by providing principally sea-based, forward presence to ensure freedom of maneuver in the maritime domain, to foster and sustain cooperative relationships with international partners and to fully exploit the sea as maneuver space in order to enhance regional security and promote peace, stability, and prosperity in the Caribbean, Central and South American regions.

NNS120919-04: USS Carr Offloads Drugs in Costa Rica After Seizure in Caribbean

PUNTARENAS, Costa Rica (NNS) -- USS Carr (FFG 52) offloaded 4,134 pounds of marijuana, worth 4 million dollars recovered during Countering Transnational Organized Crime (CTOC) operations in the U.S. 4th Fleet (C4F) area of responsibility in support of Operation Martillo, Sept. 17.

During a routine night patrol in the Western Caribbean, Carr's embarked SH-60B helicopter spotted a small, fast moving surface contact. After closing to investigate, Carr's helicopter observed a 25-foot twin-engine vessel jettisoning bales of drugs.

In a coordinated effort, Carr pursued the go-fast over 80 miles until the vessel entered Costa Rican territorial waters where the crew was apprehended by authorities.

Carr and U.S. Coast Guard law enforcement detachment personnel recovered contraband that was jettisoned from the go-fast. The estimated street value is in excess of \$33 million.

In addition, Carr supported Theater Security Cooperation (TSC) by hosting four members of Costa Rica's Legislative Assembly along with members of the local media.

Recently the Costa Rican legislative assembly enacted a bill that allows the United States Navy to conduct port visits. Carr is the first US Navy ship to make a port call in Costa Rica following the recent vote to authorize visits for ships taking part in joint maritime patrols. This vote enhances the ability of United States and Costa Rica to partner in the fight against transnational organized crime (TOC) networks, which affects both nations.

"Thanks to the National Assembly's actions, we can now quickly transfer any suspects or evidence detained at sea into the hands of Costa Rica's legal system," stated Commander Patrick Kulakowski, Carr's commanding officer. "During our discussions we all agreed that we must work together to successfully counter transnational organized crime. During our time in theater we have had the opportunity to work with several partners, including Colombia, Costa Rica, and Panama to execute the mission."

Carr is homeported in Norfolk, Va., and is currently deployed in support of Operation Martillo, under operational control to U.S. Naval Forces Southern Command/Commander 4th Fleet (COMUSNAVSO/C4F) while conducting CTOC operations in support of Joint Interagency Task Force - South, U.S. Southern Command (USSOUTHCOM), and U.S. Coast Guard District Seven.

Operation Martillo (Spanish for 'hammer') is a U.S., European, and Western Hemisphere partner nation effort targeting illicit trafficking routes in coastal waters along the Central American isthmus. U.S. military participation is being led by Joint Interagency Task Force-South, a component of USSOUTHCOM. Operation Martillo is a component of the U.S. government's coordinated interagency regional security strategy in support of the White House strategy to combat transnational organized crime and the U.S. Central America Regional Security Initiative.

COMUSNAVSO/C4F supports USSOUTHCOM joint and combined full-spectrum military operations by providing principally sea-based, forward presence to ensure freedom of maneuver in the maritime domain, to foster and sustain cooperative relationships with international partners and to fully exploit the sea as maneuver space in order to enhance regional security and promote peace, stability, and prosperity in the Caribbean, Central and South American regions.

Carr recovers \$26M worth of cocaine in Pacific

NORFOLK, Va. — A Virginia-based Navy ship has recovered about \$26 million worth of cocaine that was thrown overboard by suspected drug smugglers in the eastern Pacific Ocean.

The Navy says the guided-missile frigate Carr recovered more than 700 pounds of cocaine on Oct. 11.

The Navy says a maritime patrol aircraft was sent to intercept a speed boat that was suspected of carrying the drugs. But during the pursuit the crew threw the drugs overboard and eventually escaped. The Carr then conducted a search to find the drugs.

The Carr is currently deployed in support of Operation Martillo, a multi-nation effort to target drug-trafficking routes in coastal waters along the Central American isthmus.

This is the Carr's final deployment. It is scheduled for decommissioning in March.

NNS121029-03 USS Carr Recovers 1,719 Pounds of Cocaine

USS CARR, At Sea (NNS) -- Guided-missile frigate USS Carr (FFG 52) and embarked U.S. Coast Guard Law Enforcement Detachment (LEDET) employed airborne use of force (AUF) to stop a vessel suspected of transporting illegal drugs Oct. 25 in support of Operation Martillo.

The interdiction operation recovered 1,719 pounds of cocaine with a wholesale value of \$15.6 million.

While Carr's embarked SH-60B was conducting a routine patrol, they identified a fast moving speed boat. After closing in to investigate, the contact immediately altered course and attempted to escape. The SH-60B helicopter with an AUF gunner on board attempted to stop the vessel, when those efforts were not successful the gunner fired warning shots across the bow and aft of the speedboat. When the vessel did not stop, the gunner fired disabling rounds, bringing the speedboat to an immediate halt.

Carr then launched their rigid-hull inflatable boat with the LEDET and boarded the speedboat. In a coordinated effort, Sailors from Carr and personnel from the LEDET recovered packages of various sizes from the water, later determined to be cocaine.

Since the beginning of their deployment in June, Carr and the embarked LEDET have seized approximately 3,906 pound of cocaine and 4,134 pounds of marijuana, with a combined wholesale value of more than \$39 million.

Carr is homeported in Norfolk, Va., and is currently deployed in support of Operation Martillo, under operational control to U.S. Naval Forces Southern Command and C4F (COMUSNAVSO/C4F) while conducting Counter Transnational Organized Crime (C-TOC) operations in support of Joint Interagency Task Force - South (JIATF-S), U.S. Southern Command (USSOUTHCOM), and U.S. Coast Guard District 11.

COMUSNAVSO/COMFOURTHFLT supports U.S. Southern Command joint and combined full-spectrum military operations by providing principally sea-based, forward presence to ensure freedom of maneuver in the maritime domain, to foster and sustain cooperative relationships with international partners and to fully exploit the sea as maneuver space in order to enhance regional security and promote peace, stability, and prosperity in the Caribbean, Central and South American regions.

NNS121108-07 USS CARR Assists Panamanian Vessel in Distress

USS CARR, At Sea (NNS) -- The guided missile frigate USS Carr (FFG 52) assisted a Panamanian fishing vessel in distress while operating in the Eastern Pacific Nov. 7.

While conducting a routine patrol in the Eastern Pacific in support of Operation Martillo, Carr's embarked SH-60B Helicopter Squadron Light, detachment 48.2 (HSL 48.2) spotted a small fishing vessel.

As the helicopter got closer, personnel in the boat waved white sheets at the helicopter and were producing black smoke from a barrel - both signals of a vessel in distress. The helicopter relayed the information to Carr, which immediately turned towards the vessel while the crew of the helicopter remained overhead to monitor them. Once Carr arrived on scene, a small boat was launched to render assistance.

"Whenever we are operating at sea we, are always on the lookout for vessels in distress. On the sea, it doesn't matter where you sailed from, mariners must come to the aid of each other in times of need," said LT Mark Hardzinski, Carr's navigator.

After talking with the fishing vessel's crew, Carr discovered they had been adrift for nine days and had been surviving on small rations of rice and water.

"The crew of the vessel said that they attempted to contact four merchant ships with flares and mirrors, but received no help. They were rationing their food and water but were quickly running out; one of the crew members stated that he thought they were going to die." said special agent Carlos Castro, who is assigned to Carr.

The captain of the vessel also stated that the crew had given up hope of being rescued since their water was almost gone, their batteries were drained, and their supply of flares was exhausted.

Carr's rescue and assistance team conducted an inspection of the vessel's engine and found the water pump drive belt had failed, the vessel was low on fuel and lubricating oil, and both marine batteries were completely drained. Carr supplied the four members of the crew with food and water, replaced the drive belt, provided fuel, replenished their oil and charged both of their batteries. Once the batteries were returned, the engine started and the vessel began to proceed toward the Panamanian coast. Carr followed the vessel throughout the night to ensure there were no more issues and at first light, delivered more fuel and lube oil to ensure the vessel could make it the approximately 60 miles back to Panamanian waters.

"Over my two years in command of Carr, we have provided support to several vessels in distress. I am always impressed by the ability and professionalism of Carr's Sailors and helicopter detachment." stated Carr's Commanding Officer, Cmdr. Patrick Kulakowski. "It is very satisfying to know that we helped some mariners return to their families today."

Carr is homeported in Norfolk, Va., and is currently deployed in support of Operation Martillo, under operational control to U.S. Naval Forces Southern Command and C4F (COMUSNAVSO/C4F) while conducting operations for Combat Transnational Organized Crime (C-TOC) in support of Joint Interagency Task Force - South, U.S. Southern Command (USSOUTHCOM), and U.S. Coast Guard District Eleven.

NNS121130-03 4th Fleet Frigate Off-Loads \$114 Million in Drugs Story Number

MAYPORT, Fla. (NNS) -- The Oliver Hazard Perry-class guided-missile frigate USS Carr (FFG 52) and embarked Coast Guard Law Enforcement Detachment (LEDET) offloaded 1.5 tons of cocaine and almost two tons of marijuana worth an estimated street value of \$114.1 million at Naval Station Mayport Nov. 30

Carr was returning from conducting Counter Transnational Organized Crime Operations (C-TOC) in the 4th Fleet Area of Responsibility (AOR).

Since Operation Martillo began in January 2012, more than 134 tons of cocaine has been disrupted at an estimated street value of nearly \$3.3 billion.

U.S. law enforcement agencies took custody of the drugs after they were offloaded in Mayport for transfer, testing and disposal.

Carr has been deployed since June 1, and after the offload will return to its homeport in Norfolk, Va.

The drugs were seized while the ship was assigned to U.S. 4th Fleet supporting Operation Martillo (Spanish for Hammer) in the Caribbean Sea and Eastern Pacific littoral areas off the coast of Central America. Operation Martillo is an interagency mission that began in January 2012 to combat the spread of organized crime in Central America and the use of the Central American waterways and southern approaches to Mexico and the U.S. as routes to smuggle illicit drugs, weapons, and cash.

While operating in the Caribbean Sea and Eastern Pacific Ocean, the Carr team interdicted vessels smuggling drugs to Central America and eventually to the United States. During this multinational operation, Carr worked with forces from our Partner Nations, including Panama, Colombia, and Costa Rica. In addition to Carr's interdictions, the ship disrupted the flow of 6,160 pounds of cocaine.

Cmdr. Patrick Kulakowski, commanding officer of Carr talked about the teamwork involved in the deployment.

"Carr Sailors demonstrated flexibility and teamwork during this deployment, our mission required us to work with the Coast Guard, U.S. government agencies, and our partner nations. Despite the fact that this is Carr's final deployment, the crew performed as though it was the ship's first deployment," said Kulakowski.

Lt. Cmdr. Neil Kruger, executive officer of Carr emphasized how important the flexibility of the crew was to the success of the mission.

"At the beginning of the deployment we operated in the Caribbean Sea, then on short notice we received orders to the Pacific, which required us to transit the Panama Canal, we did so successfully and continued our mission where we were needed."

Senior Chief Aviation Electrician's Mate (AW) Jacob Bristow, command master chief aboard Carr talked about not only the CTOC accomplishments of Carr but other milestones the crew achieved.

"Along with our success with C-TOC operations, 92 percent of our Sailors earned their enlisted surface warfare qualifications, and 49 percent of our Sailors who took the advancement exam advanced, the crew did all this while preparing the ship for decommissioning."

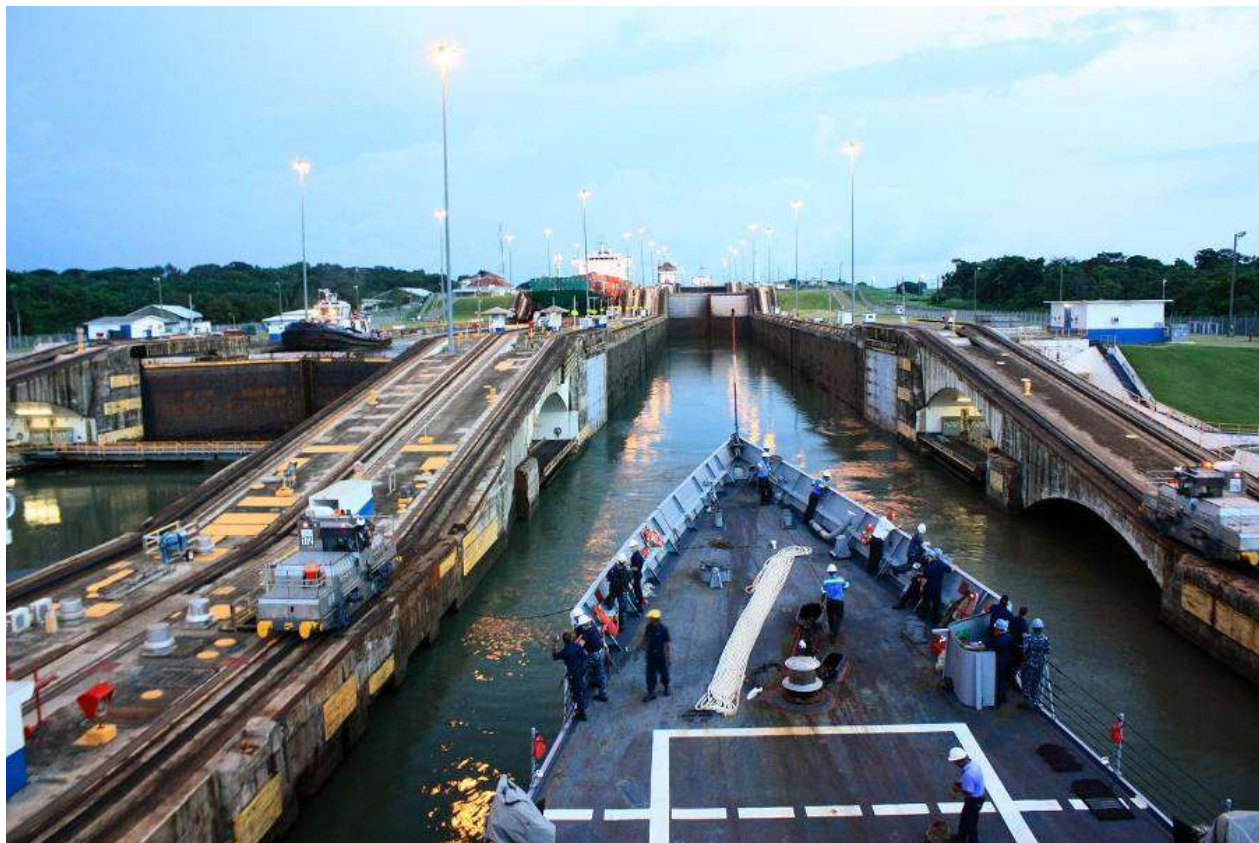
Rear Adm. Sinclair Harris, commander, U.S. 4th Fleet was on hand for the offload and discussed the importance of C-TOC and the success of Carr.

"Carr's deployment to Fourth Fleet in support of Operation Martillo was a huge success and demonstrates our clear commitment to work together with our partner nations and interagency community to combat the influence of organized crime and disrupt the flow of illicit drugs into the U.S. More than 80 percent of the narcotics entering Central America makes its way to U.S. markets via maritime littoral routes; with the main conveyance being by speedboats and submersible vessels. By teaming up with our partner nations and allied forces to scrutinize the littorals, our goal is to deny them the ability to transit so that the sea lines are not free for illicit traffic," he said.

6. Photographs



**USS CARR (FFG 52) CONDUCTS AN UNDERWAY REPLENISHMENT WITH
USNS SACAGAWEA (T-AKE 2) IN THE CARIBBEAN**



USS CARR (FFG 52) TRANSITS THE PANAMA CANAL (SOUTHBOUND) THROUGH THE GATUN LOCKS



VENOM 502 PREPARES TO CONDUCT FLIGHT OPERATIONS IN THE EASTERN PACIFIC ON BOARD USS CARR (FFG 52)



**USS CARR (FFG 52) PROVIDES ASSISTANCE TO FISHING VESSEL HASHU IN
DISTRESS IN THE EASTERN PACIFIC**



**USS CARR (FFG 52) PASSES UNDER THE CENTENNIAL BRIDGE WHILE
CONDUCTING A NIGHT TRANSIT THROUGH THE PANAMA CANAL**

CDR Patrick E. Kulakowski
Commanding Officer



Commander Patrick Kulakowski graduated from Boston University with a Bachelor of Science Degree in Aerospace Engineering and was commissioned on December 23, 1992 through NROTC. Additionally, he earned a Masters Degree in Engineering Management from Old Dominion University and completed Joint Professional Military Education at the Joint Forces Staff College.

Commander Kulakowski is serving as Commanding Officer of USS CARR (FFG 52), assuming command on October 4th, 2010.

His sea tours included serving as Executive Officer in USS Anzio (CG 68); Reactor Training Assistant in USS Nimitz (CVN 68); Combat Systems and Weapons Officer in USS Vincennes (CG 49); Combat Information Center Officer in USS Normandy (CG 60); and Reactor Mechanical Division Officer and Chemistry/Radiological Assistant in USS Dwight D. Eisenhower (CVN 69). During these operational assignments, he conducted multiple deployments to the Arabian Gulf, Indian Ocean, Pacific Ocean, and Mediterranean Sea.

His shore tours included serving as Joint Training Requirements Officer in U.S. Joint Forces Command/J7 and Junior Board Member on the Nuclear Propulsion Examining Board – Atlantic.

His decorations and awards include the Defense Meritorious Service Medal, Meritorious Service Medal (3), Navy Commendation Medal (2), and Navy Achievement Medal (3). Additionally he is authorized to wear numerous unit and campaign awards.

LCDR Neil Krueger
Executive Officer



A native of Elgin, Illinois, LCDR Krueger earned a B.S. in General Engineering from the University of Illinois and was commissioned through the NUPOC program in 1997.

After completing the Nuclear Power training pipeline, his first tour of duty was aboard USS GEORGE WASHINGTON (CVN-73) where he served as Machinery and Reactor Electrical Division Officers. LCDR Krueger reported to Surface Warfare Officer's School in 2002 and served as a seamanship/navigation instructor while earning his Master's in Business Administration from University of Rhode Island.

In August 2005, LCDR Krueger reported to USS CARR (FFG-52) as Operations Officer and served an eighteen month tour which included a deployment to West Africa as part of SSG 06-1. In February 2007, LCDR Krueger returned to USS GEORGE WASHINGTON, this time as the Reactor Electrical Assistant. During his tour, USS GEORGE WASHINGTON became the first nuclear powered aircraft CARRIER to be forward deployed in Yokosuka, Japan.

LCDR Krueger's tours ashore include Force Reactor Training Assistant at Commander, Naval Air Forces Atlantic and JTF Logistics Planner/Readiness Officer at Commander, Second Fleet. He completed his Joint Professional Military Education (JPME I) through the Air Force Command Staff College.

LCDR Krueger's awards include the Navy Commendation Medal (four awards); Navy Achievement Medal (three awards) and various unit and service awards.