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DEPARTMENT OF THE NAVY
USS SAFEGUARD (ARS-50)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA 96678-3221

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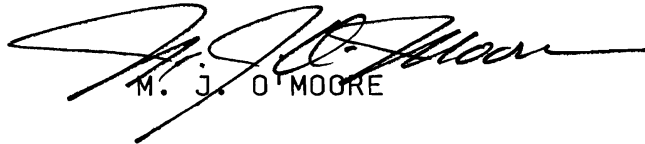
From: Commanding Officer, USS SAFEGUARD (ARS 50)
To: Director of Naval History, (OP-09BH) Washington Navy
Yard, Washington, DC 20374

Subj: COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12E
(b) CINCPACFLTINST 5730.3C

Encl: (1) USS SAFEGUARD (ARS 50) Command History for 1989
(2) Supporting Documentation

1. Per references (a) and (b), enclosure (1) is submitted. Enclosure (2) provides additional details of major evolutions conducted during 1989.


M. J. O'MOORE

COMMAND ORGANIZATION AND MISSION

USS SAFEGUARD (ARS 50) is a diving and salvage ship based in Pearl Harbor, Hawaii under the control of Combat Support Squadron FIVE. Lieutenant Commander Michael J. O'Moore, USN, was in command throughout the year as was the Executive Officer, Lieutenant Mark T. Helmkamp, USN, additional duty as Operations Officer (relieved as Operations Officer 30 SEP). The following officers also served onboard: Lieutenant [REDACTED], USNR, (Operations Officer until 30 SEP); Lieutenant [REDACTED], USN, (Engineer Officer); Lieutenant [REDACTED], USN, (Relieved as First Lieutenant 16 MAR); Lieutenant [REDACTED], USNR, (Supply Officer until relieved by SKCS [REDACTED], USN, 31 MAY); Lieutenant [REDACTED], USNR, (First Lieutenant until 16 MAR, relieved as Auxiliary Division Officer 16 MAR); Lieutenant (junior grade) [REDACTED], USNR, (Relieved as Diving Officer 04 MAR); Lieutenant (junior grade) [REDACTED], (Relieved as Supply Officer 17 JUL).

CHRONOLOGY

01 JAN Duty Section brought in the new year uneventfully while moored A-7, Bishop Point, HI.

02 - 15 JAN Upkeep, Pearl Harbor.

16 - 20 JAN Underway, ISE. Preparations for Interim Refresher Training. Returned to Port 20 JAN, Moor, A-7.

21 - 22 JAN Upkeep, Pearl Harbor.

23 JAN - 03 FEB Underway, Interim Refresher Training. Returned to port 03 FEB, Moor B-17.

04 - 06 FEB Upkeep, Pearl Harbor.

07 FEB Shifted berth to B16.

08 - 26 FEB Upkeep, Pearl Harbor. Salvage Training Readiness Evaluation (TRE) conducted 09 - 11 FEB.

27 FEB - 02 MAR Underway, Law Enforcement Operations.

03 - 04 MAR Underway, EXXON HOUSTON salvage operation. Returned to port 04 MAR, moored A-7.

04 - 26 MAR Upkeep, Pearl Harbor.

27 MAR - 04 APR Underway, ISE. Returned to port 04 APR, Moored B-21.

05 - 16 APR Upkeep, Pearl Harbor.

17 - 28 APR Underway, Tow Services Ex-USS BRADLEY (FF 1041) enroute San Diego, CA.

29 APR Arrived San Diego. Moored Pier 6, Berth 5.

30 APR - 15 MAY Training availability, San Diego. Shifted berths to Pier 11, Berth 3 on 03 May.

16 - 19 MAY Inport, San Diego. Onload for Submarine Rescue Chamber (SRC) Operations.

20 - 21 MAY Inport, San Diego.

22 - 25 MAY Underway, SRC Re-Certification Operations. Returned to port 25 May, moored Pier 12, Berth 6.

26 MAY Underway, emergent tow USS BLUEBACK (SS 581). Returned to port, moored Pier 12, Berth 6.

27 - 31 MAY Upkeep, San Diego.

01 - 02 JUN Inport, San Diego. Onload CNO Project
 03 - 09 JUN Underway, enroute to Pearl Harbor, HI.
 10 JUN Arrived Pearl Harbor, Moored A-5.
 11 - 16 JUN Upkeep Pearl Harbor.
 17 JUN Underway, ISE. Shifted Berths to Pier 45,
 Kewalo Basin, Honolulu, HI.
 18 - 20 JUN Inport, Kewalo Basin. Onload CNO Project
 KS-1266.
 21 - 29 JUN Underway, CNO Project KS-1266.
 30 JUN Moor Pier 45, Kewalo Basin for equipment
 off load. Returned to port, and Moored A2.
 Emergent dive operation on USS RATHBURNE
 (FF 1057).
 01 JUL Commenced "S" Availability.
 02 - 04 JUL Upkeep, Pearl Harbor.
 05 JUL Shifted Berths to A-7.
 06 - 19 JUL Inport, Pearl Harbor, Pre-INSURV preparations.
 20 JUL Underway ISE. Moored, A-7.
 21 - 23 JUL Inport, Pearl Harbor.
 24 - 28 JUL INSURV Inspection. Underway and returned to
 port on 25 JUL, Moored A-7.
 29 - 30 JUL Upkeep, Pearl Harbor.
 31 JUL Commenced "R" Availability.
 01 - 21 AUG Upkeep, Pearl Harbor. Boiler Inspection
 31 JUL. Hull cleaning 01 - 05 AUG. ASIR
 Technical assist 02 AUG. Aviation
 Certification 09 AUG. SCLESIS Validation
 07 - 17 AUG.
 22 AUG Underway, ISE. Moored A-7.
 23 - 27 AUG Inport, Pearl Harbor.
 28 AUG - 03 SEP Underway, enroute Adak, Alaska for PACEX.
 04 SEP Arrived Adak Island, Alaska. Moored Pier 5
 East.
 05 SEP Inport, Adak.
 06 - 07 SEP Underway enroute Kiska Island Alaska.
 Anchored Kiska Bay, Kiska on 07 SEP.

08 - 12 SEP Anchored, Kiska Bay. Project SEAMARK Diving Operations.

13 - 14 SEP Underway, enroute Attu Island Alaska. Crossed 180 degree parallel 14 SEP.

15 - 16 SEP Underway, enroute Adak Island. Moored Pier 5 West, 16 SEP. Returned across 180 degree parallel 15 SEP.

17 - 18 SEP Underway, enroute Kiska Island. Anchored Kiska Bay 18 SEP.

19 - 20 SEP Anchored Kiska Bay. Project SEAMARK Diving Operations.

21 - 22 SEP Underway, enroute Adak Island. Moored Pier 5 East 22 SEP.

23 - 26 SEP Inport Adak.

27 - 30 SEP Underway, ship battle damage repair operations assist USS OUELLET (FF 1077) 30 SEP. Returned to port 30 SEP, moored Pier 5 East outboard USS CAPE COD (AD 43).

01 OCT Inport, Adak.

02 OCT Underway, ISE. VERTREP operations to deliver mail to PACEX '89 fleet. Returned to port, moored Pier 3 East.

03 - 10 OCT Underway, enroute Esquimalt, Victoria, Canada.

11 OCT Arrived, Esquimalt. Moored outboard HMCS ANNAPOLIS.

12 - 14 OCT Inport, Esquimalt.

15 - 16 OCT Underway, enroute San Diego, CA.

17 OCT Arrive San Francisco Bay, CA. Moor Pier 1 Treasure Island outboard USS GRIDLEY (CG 21) to assist in San Francisco Earthquake Relief Operations.

18 OCT Shift Berths to Middle Quay Wall, Oakland.

19 - 21 OCT Inport, Oakland.

22 - 24 OCT Inport, Alameda. Shift berths to Pier 2, NAS Alameda on 22 OCT to conduct pier salvage operation in relief efforts.

25 - 26 OCT Underway, enroute San Diego.

27 OCT Arrive San Diego. Moor Pier 5.

28 - 31 OCT Inport, San Diego.

01 - 16 NOV Underway, anchor off Point Loma on 01 NOV in 4-point moor. F-14 salvage operations.

17 NOV Returned to port, San Diego. Moor pier 8 Quaywall.

18 - 23 NOV Inport, San Diego.

24 NOV - 01 DEC Underway, enroute Pearl Harbor.

02 DEC Arrive Pearl Harbor, Moor A-7.

03 DEC Inport, Pearl Harbor.

04 DEC Commenced "R" Availability.

04 - 06 DEC Inport, Pearl Harbor. Automatic Propulsion Control System Groom Technical Availability.

07 DEC Underway, ISE. APCS Groom.

08 - 10 DEC Inport, Pearl Harbor.

11 - 13 DEC Underway, anchor in 2-point moor on 11 DEC MK 21 Diving Rig Certification.

14 DEC Returned to port, Moor A-7.

15 - 18 DEC Inport, Pearl Harbor.

18 - 31 DEC Holiday leave and upkeep.

NARRATIVE HISTORY

USS SAFEGUARD's (ARS 50) primary and secondary mission areas from her Pearl Harbor, HI homport involve operational support services for the combat fleet and emergent assists in the areas of diving, salvage, fire fighting and towing. SAFEGUARD demonstrated her outstanding fleet support abilities time and time again throughout 1989.

The beginning of 1989 found SAFEGUARD moored at ALPHA 7, involved in ongoing preparations for the Interim Refresher Training (IREFTRA) scheduled at the end of January. 16 - 30 January was an intensive evolution drill period to fine-tune crew proficiency. REFTRA began on 23 January, with 22 hours of non-stop evolutions.

In mid-February, SAFEGUARD commenced an upkeep period correcting remaining REFTRA discrepancies. Almost immediately after REFTRA on 08 - 11 February, Salvage Training Readiness Evaluation (TRE) was conducted. The end of February SAFEGUARD participated in Drug Interdictment Operations and embarked a Coast Guard Law Enforcement Operations Detachment. No drug runners were encountered, however, on the night of 02 March, SAFEGUARD overheard a call on the bridge-to-bridge VHF radio that led to one of the year's highlights. The 800-foot long tanker EXXON-HOUSTON had broken free of her off-shore fuel mooring near Barbers' Point and had fetched-up soft aground. SAFEGUARD responded in an intensive 30-hour combined COMSUPPRON FIVE salvage operation (operation detailed in the post salvage report provided as a supporting document). SAFEGUARD and the Squadron received a Meritorious Unit Commendation later in the year for that operation.

In March, SAFEGUARD remained, for the most part, in port involved in upkeep and maintenance in preparation for her scheduled April Southern California operations. Underway again briefly, 27 March through 04 April for training, SAFEGUARD returned to port and continued final preparations 05 - 06 April.

SAFEGUARD departed homeport on 17 April with ex-USS BRADLEY in tow using a 14-inch synthetic (DACRON) tow hawser that had been recently authorized for open ocean towing by NAVSEASYSKOM. Eleven days later, SAFEGUARD entered San Diego Harbor on 29 April, disconnected from ex-USS BRADLEY and moored at Naval Station San Diego. Many crewmembers attended schools offered through an invaluable two-week training availability that commenced 30 April. Remaining personnel took advantage of the San Diego based repair ships and SIMA for equipment repairs. Equipment onloading was conducted 16 through 19 May in preparation for the Submarine Rescue Chamber (SRC) Re-Certification operations the week of 22 May. These operations demonstrated SAFEGUARD's operational flexibility since she is not normally configured to embark and deploy an SRC. The day after the completion of the SRC operations, the diesel submarine, USS BLUEBACK (SS 581), was disabled on the surface due to a propulsion switchboard fire. SAFEGUARD was tasked for her emergent tow back into San Diego.

In June, SAFEGUARD unloaded specialized equipment in San Diego for the upcoming CNO project KS-1266 and departed on 03 June. Arriving in Pearl Harbor on 10 June, the ship was in an upkeep status until 17 June when she shifted berths to Kewalo Basin to continue unloading for the CNO Project. SAFEGUARD was underway 21 through 29 June for Project KS-1266.

After offloading project equipment on 30 June, enroute to Pearl Harbor was tasked with an emergent hull inspection on USS RATHBURN (FF 1057) for possible fouled properllers. Line was cleared from RATHBURNE's screws and SAFEGUARD returned to Pearl Harbor to commence an "S" availability with SIMA in preparation for INSURV inspection the week of 24 July. The four-day inspection proved to be a valuable learning experience for crewmembers as equipment parameters, limitations and maintenance were thoroughly investigated. SAFEGUARD commenced the month of August in an "R" availability to correct INSURV discrepancies and accomplish emergent repairs for the upcoming PACEX '89. The ship continued the busy evaluation cycle with a boiler inspection, hull inspection and cleaning, ASIR technical assist, aviation certification and SCELIS COSAL validation all before deploying on 28 August.

On the seven day trip to Adak in Alaska's Aluetian Islands, SAFEGUARD encountered heavy winds and seas. Adak's snow capped mountains were admired by the crew as she entered Sweeper's Cove on 04 September. After one day inport, SAFEGUARD departed for Kiska Island for Project SEAMARK, a joint U.S. Navy-U.S. National Park Service venture in surveying a World War II battle site. Anchored in Kiska Bay from 07 through 12 September, shipboard and Park Service divers probed the World War II battle remains. (Details on cold water diving lessons learned are included with supporting documents). SAFEGUARD departed Kiska and arrived in the vicinity of Attu Island on 13 September, crossing 180 degree parallel enroute. After an abortive attempt to anchor at Attu due to 50 knot winds, SAFEGUARD returned to Adak. The Park Service personnel who originally intended to embark in Attu embarked in Adak and on 15 September, SAFEGUARD departed for Kiska to complete three remaining days of Project SEAMARK. SAFEGUARD then returned to Sweepers Cove, and from 22 through 26 September, essential voyage repairs were undertaken by USS CAPE COD (AD 43). Ship battle damage repair scenarios were conducted underway from 27 through 30 September, with an emergent assist rendered to USS QUELETTE (FF 1077) on 30 September necessitated by her failed towed sonar array winch. On 02 October SAFEGUARD conducted VERTREP operations to deliver mail to awaiting PACEX participants, which proved highly dangerous and slow, as only 25 percent cargo was offloaded in a two hour period. SAFEGUARD departed the Aleutians and PACEX '89 on 03 October when the ship began a transit for a port visit in Esquimalt, Canada.

15 October found SAFEGUARD departing Esquimalt, enroute to San Diego for an F-14 salvage. Passing San Francisco Bay on 17 October, SAFEGUARD felt a "jolt" while underway. Crewmembers watching local TV news soon realized a major earthquake had occurred. SAFEGUARD received permission from COMTHIRDFLT to enter the Bay Area to render assistance and moored at Treasure Island to await tasking. From 22 through 24 October, SAFEGUARD salvaged Alameda's Pier 2, a portion of which had fallen in the Bay. The ship was nominated for the the Humanitarian Service Ribbon for its San Francisco relief efforts.

After two days underway and five days inport San Diego, SAFEGUARD anchored off Point Loma in a four-point moor on 01 November to commence F-14 salvage operations. Crewmembers observed with keen interest as the remotely operated vehicle (ROV) located aircraft wreckage at 170 feet. Divers then rigged retrieving pennants and the ship's 40 ton boom hoisted aircraft pieces to the surface for recovery. Specific areas of interest are detailed in the salvage report, included in the supporting documents section. SAFEGUARD completed the operation on 17 November and returned to San Diego.

Departing San Diego 24 November, SAFEGUARD was underway nine days and entered her homeport to awaiting families. On 04 December, SAFEGUARD simultaneously commenced an "R" availability and an Automatic Propulsion Control System (APCS) groom. The APCS groom involved one underway period on 07 December for final adjustments. On 11 through 13 December, SAFEGUARD was in a two-point moor, having been the chosen platform for certification of the Navy's latest diving rig, the MK 21 Superlight. The remainder of 1989 found SAFEGUARD safely in port for holiday leave and upkeep.