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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, D.C. 20374

SUBJ: COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12E

Encl: (1) USS SAFEGUARD (ARS-50) Command History for 1992
(2) SAFEGUARDNOTE 4790 (Tow of Ex-USS HENRY CLAY
(SSBN-625))
(3) SAFEGUARDNOTE 4790 (Tow of Ex-USS LAPON (SSN-661))
(4) Welcome Aboard Pamphlet
(5) Biography of Commanding Officer
(6) Photograph of Commanding Officer

1. Per reference (a), enclosures (1) through (6) are submitted.


G. W. FLECK

COMMAND COMPOSITION AND ORGANIZATION

USS SAFEGUARD (ARS-50), a diving and salvage ship based in Pearl Harbor, Hawaii, is under the operational control of Combat Support Squadron 5. Lieutenant Commander George W. Fleck, USN, relieved Lieutenant Commander Donald J. Oswald, USN, as Commanding Officer on 20 July 1992. Lieutenant Commander Debra A. Bodenstedt, USN, relieved Lieutenant Commander Andrew B. Clary, USN, as Executive Officer on 4 August. Lieutenant [REDACTED], USN, relieved Lieutenant [REDACTED], USNR, as Operations Officer in November. Lieutenant [REDACTED], USN, Lieutenant Junior Grade [REDACTED], USN, and Ensign [REDACTED], USN, each served as Supply Officer during the year. Ensign [REDACTED], USN, relieved Lieutenant Junior Grade [REDACTED], USN, as the Chief Engineer in December. Chief Warrant Officer (W-2) [REDACTED], USN, Ensign [REDACTED], USN, and Lieutenant [REDACTED], USN, each served as First Lieutenant during the year.

ENCLOSURE(-)

CHRONOLOGY

01 Jan Began the New Year in a Leave and Upkeep Period
While Moored in Pearl Harbor (PH), Hawaii

02-05 Jan Inport PH

06 Jan Inport PH, Begin PMF

07-14 Jan Inport PH, Upkeep

15 Jan Inport PH, Upkeep, Boiler Inspection

16-26 Jan Inport PH, Upkeep

27-31 Jan Inport PH, Upkeep, Dive Ops

01-10 Feb Inport PH, Upkeep

11-13 Feb Inport PH, Upkeep, Dive Ops

14-23 Feb Inport PH, Upkeep

24-29 Feb Inport PH, Upkeep, LOA

01-08 Mar Inport PH, Upkeep, LOA

09 Mar Inport PH, Fast Cruise, Dock Trials

10-11 Mar Inport PH, Upkeep

12 Mar U/W Sea Trials

13 Mar Inport PH, Upkeep, Ship's Party

14-19 Mar Inport PH, Upkeep

20 Mar Inport PH, Safety Standdown

21-22 Mar Inport PH, Upkeep

23 Mar U/W, ISE

24-25 Mar U/W

26 Mar U/W, Ammo Onload, Moor B-18

27-29 Mar Inport PH, Upkeep

30 Mar Inport PH, Shift Berth to A-7

31 Mar Inport PH

01 Apr U/W to East Loch, Lay Beachgear

02 Apr U/W, Moor B-18

03-05 Apr Inport PH, Upkeep

06-09 Apr U/W, FTG Training Assist

10-16 Apr Inport PH

17-25 Apr U/W for San Diego, California

26 Apr Moor San Diego, California

27-28 Apr Inport San Diego

29-07 May U/W for Rodman, Panama

08 May Moor Rodman, Panama

09-10 May Inport Rodman, Panama

11-24 May U/W for San Diego with Ex-USS HENRY CLAY (SSBN-625)
in Tow

25 May Moor San Diego

26-31 May Inport San Diego

01-08 June U/W for Bremerton, Washington with EX-USS HENRY
CLAY (SSBN-625) in Tow

09 June Moor Bremerton

10 June U/W for Esquimalt, Canada

11-12 June Inport Esquimalt

13-20 June U/W for Nome, Alaska

21 June Anchor Port Clarence

22 June U/W for Fairway Rock

23 June Anchor Fairway Rock

02 July	Diveops, U/W for Adak, Alaska
03-05 July	U/W for Adak, Alaska
06 July	Moor Adak
07-09 July	Inport Adak
10-19 July	U/W for Alameda
20 July	Moor Alameda, Change of Command
21-31 July	Inport Alameda, Upkeep
01-03 August	Inport Alameda, Upkeep
04-05 August	Inport Alameda, MTT II
06-09 August	Inport Alameda, Upkeep
10 August	U/W, Sea Trials
11 August	Inport Alameda, Upkeep, Tow Preparations
12-16 August	U/W for Bremerton with Ex-USS LAPON (SSN-661) in Tow
17 August	Moor Bremerton
18 August	Inport Bremerton
19 August	U/W, Refuel Manchester, Anchor Puget Sound
20-28 August	U/W for Pearl Harbor, Hawaii
29 August	Moor Pearl Harbor
30 August	Inport PH, Upkeep
31 August	Inport PH, Upkeep, R Avail
01-10 Sept	Inport PH, Upkeep
11 Sept	U/W for Hurricane Iniki
12-20 Sept	Inport PH, Upkeep
21-23 Sept	Inport PH, CART II
24 Sept	U/W for CART II
25 Sept	Inport PH, CART II
26-27 Sept	Inport PH, Upkeep
28-30 Sept	Inport PH, TSTA I
01-04 Oct	Inport PH, TSTA I
05-06 Oct	U/W for TSTA I
07 Oct	Inport PH, TSTA I
08 Oct	U/W for TSTA I
09-12 Oct	Inport PH, TSTA I
13-16 Oct	U/W for TSTA I
17-19 Oct	Inport PH, TSTA I
20-22 Oct	U/W for TSTA I
23-25 Oct	Inport PH, TSTA I
26 Oct	Inport PH, TSTA I, IERA
27-31 Oct	Inport PH, TSTA I
01-08 Nov	Inport PH, TSTA II
09-10 Nov	U/W for TSTA II
11 Nov	Inport PH, TSTA II
12-13 Nov	U/W for TSTA II
14-15 Nov	Inport PH, TSTA II
16 Nov	U/W for TSTA II
17 Nov	Inport PH, TSTA II
18-19 Nov	U/W for TSTA II
20-22 Nov	Inport PH, TSTA II
23-30 Nov	Inport PH, Upkeep
01 Dec	Inport PH, OPPE
02-03 Dec	U/W for OPPE
04-07 Dec	Inport PH, Upkeep

08-13 Dec	U/W for J-AGOS, Harima Ops
14 Dec	Moor PH
15-17 Dec	Inport PH, Upkeep
18-31 Dec	Inport PH, Standdown

NARRATIVE

USS SAFEGUARD (ARS-50), a Rescue and Salvage ship homeported in Pearl Harbor, Hawaii, fulfills a wide variety of missions, to include: surface-supplied diving, salvage, off-ship firefighting, and towing. These duties are performed routinely as well as in emergency situations to support the world's marine vessels. 1992 was an exciting and busy year for the SAFEGUARD. An EASTPAC deployment, operations in the Arctic and extensive maintenance periods kept the ship on the go.

The year began with the SAFEGUARD in a well-deserved leave and upkeep period. A Planned Maintenance Availability (PMA) commenced the second week of January and continued until the end of February. Maintenance and upgrades to engineering spaces and shipboard equipment upheld SAFEGUARD's preservation. Members of the ship's crew, headed by the Chief Medical Corpsman and the Commanding Officer, participated in the Oahu Perimeter run. Competing in both the open and mixed divisions, they finished well. Additionally, dive operations were done pierside to maintain qualifications.

February concluded with a Light Off Assessment (LOA) to determine the success of the maintenance completed during the past month. The LOA continued into March with sea trials testing ship's operating and handling characteristics. A ship's party was held at Hickam Beach to celebrate the end of the repair period. A safety standdown was held on March 20th and an Independent Steaming Exercise (ISE) was held the 23rd-25th. The end of the month concluded with an ammunition onload.

April began with a salvage exercise in East Loch. Twenty-four hours of non-stop work tested the ship's ability to lay and retrieve beach gear. The Fleet Training Group came aboard soon thereafter to conduct a training assist and test the ship's operational readiness. Preparations for the EASTPAC deployment coincided with the assist visit.

SAFEGUARD was underway for Rodman, Panama on the 17th of April. An evaporator malfunction caused the ship to alter its course to San Diego, California for repairs. After three days of maintenance, the ship was once again underway for Panama. SAFEGUARD arrived in Rodman on the 8th of May. Three days port time in Rodman was spent primarily preparing the ex-USS HENRY CLAY (SSBN-625) for towing. Under strict security, the SAFEGUARD departed Rodman on May 11th with the HENRY CLAY in tow.

While transiting to Bremerton, Washington, the SAFEGUARD had a layover in San Diego for a week to refuel, take on stores, and conduct maintenance. The ship was once again underway with the tow on the 1st of June. Unlike the smooth sailing between Panama and San Diego, the SAFEGUARD was greeted with rough weather while traveling North. This delayed arrival time in Bremerton by a few days. While pierside, the NEY Awards Inspection Team came onboard to conduct its annual inspection and was impressed with SAFEGUARD's Food Service operations. Also, gear from the Underwater Construction Team was unloaded for use later in the month.

Esquimalt, British Columbia was SAFEGUARD's next destination. After liberty in Victoria, B.C., the ship continued its voyage

North to Nome, Alaska. Upon arrival to the waters off Nome, pack ice prevented the SAFEGUARD from approaching its designated anchorage. Anchorage was diverted to Port Clarence, Alaska where members of the Underwater Construction Team (UCT) embarked for Operation Arctic West.

Arctic West, a combined effort of UCT and SAFEGUARD divers, occurred at Fairway Rock, south of the Bering Sea. Diving operations, diving rig familiarizations, and equipment installation took place over a six day period. During a system installation dive on June 28th, a UCT Diver suffered a diving accident. In spite of all efforts to revive the stricken diver during recompression chamber treatment, the diver never regained consciousness and was pronounced dead. The ship immediately set sail for Prince of Wales, Alaska to send ashore the diver's body with full military honors. The ship returned to Fairway Rock to recover diving equipment lost during the accident. The ship then continued to Adak, Alaska for an unscheduled investigation period.

After four days in Adak, the ship was once again underway for Alameda, California for a three week upkeep. Lieutenant Commander George W. Fleck took command on July 20th. In August, the Mobile Training Team came onboard in Alameda to train and instruct the SAFEGUARD crew.

Another tow on the SAFEGUARD's agenda commenced on August 12th as the ship pulled alongside the ex-USS LAPON (SSN 661) in the San Francisco Bay. Once the rigging was complete, the ship was again underway for Bremerton, Washington. After four days at sea, the SAFEGUARD pulled into Bremerton and passed the tow to proper authorities. The ship then anchored in Puget Sound for the night on the 19th. SAFEGUARD headed home on the 20th after an eventful four months.

Deployment standdown was abruptly interrupted by Hurricane Iniki as the SAFEGUARD, avoiding any damage to the ship, moored in the Harbor. Upkeep continued after the natural disaster. CART II commenced on 21 September to determine the ship's readiness for Total Ship's Training Assessment (TSTA). TSTA I began October 5th and continued throughout the month. The ship participated in various combat oriented training evolutions. TSTA II commenced the beginning of November and carried on the entire month as the ship was inport and underway various days during the period. The ship passed with flying colors. Preparations for the Operational Propulsion Plant Examination (OPPE) began shortly thereafter. Through the hard work and cooperation of the crew, the SAFEGUARD was granted a one year certification in early December.

Immediately following OPPE, SAFEGUARD assisted in a joint operation with the Japanese Naval vessel HARIMA, an ocean surveillance ship. Providing SURTASS support, the SAFEGUARD was underway for one week with HARIMA. A much needed holiday standdown began 18 December, allowing the crew to relax after a very arduous year. 1993 was around the corner and promised numerous scheduled operations for the SAFEGUARD and her crew.