



DEPARTMENT OF THE NAVY
USS SAFEGUARD (ARS-50)
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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 1994
(2) SAFEGUARDNOTE 4790 (Tow of Ex-USS VON STEUBEN (SSBN-632))
(3) SAFEGUARDNOTE 4740 (Tow of Ex-USS PYRO (AE-24))
(4) SAFEGUARDNOTE 4790 (Tow of Ex-USS ANDREW JACKSON (SSBN-619))
(5) Welcome Aboard Pamphlet
(6) Biography of Commanding Officer
(7) Photograph of Commanding Officer

1. Per reference (a), enclosures (1) through (7) are submitted.


D. D. BELT

COMMAND COMPOSITION AND ORGANIZATION

USS SAFEGUARD (ARS-50), a diving and salvage ship based in Pearl Harbor, Hawaii, is under the operational control of Commander Naval Surface Group Middle Pacific. Lieutenant Commander George W. Fleck, USN, [REDACTED] was relieved as Commanding Officer by Commander Michael D. Freeman, USN, [REDACTED] on 15 September 1994. CDR Freeman was relieved by Lieutenant Commander David D. Belt, USN, [REDACTED] on 18 October 1994. Lieutenant Eric B. Anderson, USN, [REDACTED] relieved Lieutenant Commander Debra A. Bodenstedt, USN, [REDACTED] as Executive Officer on 02 December 1994. Lieutenant [REDACTED] USN, [REDACTED] relieved Lieutenant [REDACTED] USN, [REDACTED] as Operations Officer on 9 March 1994. Lieutenant Junior Grade [REDACTED] USN, [REDACTED] relieved Lieutenant [REDACTED] USN, [REDACTED] as Supply Officer on 1 March 1994. Lieutenant Junior Grade [REDACTED] USN, [REDACTED] was relieved as Chief Engineer by Senior Chief Petty Officer [REDACTED] USN, [REDACTED] on 30 August 1994. ENCS [REDACTED] was relieved by Lieutenant Junior Grade [REDACTED] USN, [REDACTED] on 1 October 1994. Lieutenant [REDACTED] USN, [REDACTED] was relieved as First Lieutenant by Chief Warrant Officer [REDACTED] USN, [REDACTED] on 30 October 1994. Lieutenant Junior Grade [REDACTED] USN, [REDACTED] reported aboard as the Damage Control Assistant on 30 May 1994. Ensign [REDACTED] USN, [REDACTED] reported aboard as the Assistant Chief Engineer on 12 December 1994.

CHRONOLOGY

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

02-09 Jan Inport PH, Holiday Upkeep

10 Jan-13 Mar Inport PH, Planned Maintenance Availability (PMA)

14-15 March U/W for Ammunition Onload and Post-PMA Sea Trials

16 Mar-01 Apr Inport PH, Post-PMA Availability

02-22 April U/W for Rodman, Panama

23-24 April Inport Rodman, Panama

25 Apr-10 May U/W for San Diego, CA with Ex-USS VON STEUBEN in tow

11-12 May Inport San Diego, CA

13-20 May U/W for Bremerton, WA with Ex-USS VON STEUBEN in tow

21-22 May Inport Seattle, WA

23-26 May U/W for Alameda, CA

27-31 May Inport Alameda, CA; Availability

01-06 June U/W for Bremerton, WA with Ex-USS PYRO (AE-24) in tow

07-09 June Inport Everett, WA

10-14 June U/W for Santa Catalina Island

12-14 June U/W for Santa Catalina Island; CNO Special Project
1420

15-18 June Anchored off Santa Catalina Island; Dive Operations

19-20 June U/W for San Diego, CA

21 Jun-05 Jul Inport San Diego, CA

06-08 Jul U/W for Mazatlan, Mexico

09-11 Jul Inport Mazatlan, Mexico; Port Visit

12-20 Jul U/W for Rodman, Panama

21-22 Jul Inport Rodman, Panama

23 Jul-05 Aug U/W for San Diego, CA with Ex-Andrew Jackson (SSBN-
619) in tow

06-08 Aug Inport San Diego, CA

09-15 Aug U/W for Bremerton, WA with Ex-Andrew Jackson (SSBN-
619) in tow

16-18 Aug Inport Seattle, WA; Port Visit

19 Aug U/W for Griffin Bay, San Juan Island for Dive
Operations

20-22 Aug Anchored Griffin Bay, San Juan Island; Dive
Operations

23-29 Aug Inport Esquimalt, British Columbia; Port Visit

30 Aug-07 Sep U/W for Pearl Harbor, HI

08 Sep-14 Oct Inport Pearl Harbor, HI

15 Sep Change of Command

15-17 Oct Inport Kaunakakai, Molokai; Port Visit

18-20 Oct Independent Steaming Exercise - Middle Pacific

18 Oct Change of Command

21-25 Oct Anchored Kailua-Kona, Hawaii; Port Visit

26 Oct-01 Nov Anchored Lahaina, Maui; Dive Operations and Port
Visit

02-20 Nov Inport Pearl Harbor: Upkeep

21-22 Nov Independent Steaming Exercise - Middle Pacific

23 Nov-11 Dec Inport Pearl Harbor; Upkeep

12-15 Dec Command Assessment of Readiness and Training (CART
II)

16-31 Dec Leave and Upkeep Period

NARRATIVE

1994 proved to be another exciting and eventful year for SAFEGUARD. The Pearl Harbor based Rescue and Salvage ship serves a variety of missions, including: manned diving operations, debatching stranded vessels, firefighting alongside other ships, heavy lift, recovery of submerged objects and towing other vessels. The year revolved around a five month EASTPAC deployment consisting of three long-range open ocean tows.

SAFEGUARD immediately began a Planned Maintenance Availability (PMA) at the onset of the new year. For three months the crew spent their days performing much needed maintenance and preservation on all assigned equipment and spaces. In addition to a variety of repairs, upkeep and alterations, decks were retiled, non-skid was replaced on the fantail and forecastle and the booms were totally stripped and overhauled.

The ship was underway on 14 March to reload ammunition and conduct post-PMA sea trials. The heaviest seas experienced in over two years allowed for some quick adjusting to life at sea after being in port for over three months. SAFEGUARD returned March 15th and resumed fine-tuning equipment and making preparations for the EASTPAC deployment. A picnic was held 18 March for crewmembers and their families at Honeymoon Beach on Hickam AFB to salute the upcoming deployment and celebrate family and teamwork.

After some last minute weight tests and repair jobs, SAFEGUARD was underway for Rodman, Panama on 1 April to conduct the first of her three tows. Three days out of port, SAFEGUARD had to turn around for two days in order to MEDEVAC two crewmembers because of life-threatening illnesses. A helicopter from HSL-37 met the ship west of the island of Hawaii and the crewmembers were safely and successfully evacuated. The USS DUNCAN (FFG-10), the escort ship for the tow, rendezvoused with SAFEGUARD five days out of Rodman. Crewmembers from both ships were afforded invaluable cross-deck and interactive training.

SAFEGUARD arrived in Panama on 23 April and immediately began the tow inspection and rigging of the Ex-VON STEUBEN (SSBN-632). The USS BOLSTER (ARS-38), homeported in Long Beach, was inport waiting to tow the Ex-TULLIBEE (SSN-597). Crewmembers enjoyed the liberty and took advantage of the inport time to view sights such as the Panama Canal.

SAFEGUARD and BOLSTER (with their respective tows), and DUNCAN were underway for San Diego on 25 April. Sailors from all three ships were cross-decked to broaden their knowledge and experience. Calm seas and near-perfect weather conditions allowed the ships to make up the lost time suffered by SAFEGUARD during her transit to Panama. A short stop in San Diego was necessary due to the

distance between Rodman and Bremerton, the final destination for the submarines.

The ships arrived in San Diego on 11 May to reprovision and refuel before the final leg to Bremerton. An engineering casualty on DUNCAN prevented the ships from getting underway until a day later than scheduled. Sea World, the San Diego Zoo and Tijuana were some of the popular attractions for the sailors during their short stay in San Diego.

Ex-VON STEUBEN and Ex-TULLIBEE were safely delivered to their caretakers at the Puget Sound Naval Shipyard in Bremerton on 20 May. After a brief stop for fuel at the Manchester fuel piers, SAFEGUARD moored near downtown Seattle for a two day port visit. The accessibility to the wharf and excellent weather allowed for outstanding sightseeing in Seattle and the surrounding area.

After three days underway in the Northeast Pacific, SAFEGUARD arrived in Alameda on 27 May. A week in Alameda allowed for the completion of numerous repairs and correction of many CASREPs by the USS SAMUEL GOMPERS (AD-37) and other repair facilities. A pretow inspection was held onboard the Ex-PYRO (AE-24) on 30 May. SAFEGUARD was underway again on 1 June with the Ex-PYRO in tow. Favorable sea and weather conditions permitted her to deliver Ex-PYRO to Bremerton in six days.

SAFEGUARD moored at the new Naval Station in Everett, Washington on 7 June for three days to reprovision before the next assignment. Crewmembers took advantage of activities such as horseback riding and golf in the beautiful, pristine region.

Underway on 10 June, SAFEGUARD's next destination was Santa Catalina Island with a brief detour for operations west of Monterey, California. SAFEGUARD was chosen to participate in emissions testing for a CNO project. After two days of steaming around in circles while an airplane and an accompanying ship took measurements of her emissions, SAFEGUARD moored in Isthmus Bay off Santa Catalina Island on 14 June for diving operations. Over seventy surface-supplied dives, including surface decompression dives, were conducted during a four day period.

On 20 June, SAFEGUARD moored in San Diego for two weeks. In addition to reprovisioning and refueling, repairs and other corrective maintenance were conducted by local repair activities. The two week lull in underway assignments permitted many individuals to take leave and visit friends and relatives on the mainland. Conning officers refined their driving skills at the high-tech shiphandling simulator.

Mazatlan was SAFEGUARD's next destination on the deployment. The sailors took advantage of the four days in the Mexican city to complete gift shopping and take in the sights. Many crewmembers

volunteered to participate in Project Handclasp and deliver items to deserving individuals in Cabala, a small town in the Sierra Madre mountains. The beaches provided plenty of sun for those individuals wanting to improve their tans.

SAFEGUARD arrived in Rodman on 21 July after a nine day transit from Mazatlan. The scheduled vessel for this tow was Ex-ANDREW JACKSON (SSBN-619). USNS SIOUX would be accompanying SAFEGUARD with Ex-SCULPIN (SSN-590) in tow. USS MAUNA KEA (AE-22) was serving as the escort ship. SAFEGUARD conducted the pre-tow inspection on 22 July and was underway with the others on 23 July. Excellent sea and weather conditions once again allowed for an early arrival in San Diego.

The ships remained in San Diego for two days to reprovision and refuel before the six day transit to Bremerton. The crew once again took advantage of the Southern California weather before heading North. SAFEGUARD, SIOUX and MAUNA KEA arrived in Bremerton on 15 August and safely delivered their tows for the third and last time of the deployment to the authorities at the Puget Sound Naval Shipyard. SAFEGUARD spent the night at the Manchester fuel piers before refueling and heading to Seattle for a three day port visit.

SAFEGUARD was underway for Griffin Bay, San Juan Island in Puget Sound for diving operations on 19 August. Two days of diving in the cool, clean waters of the Northwest was followed by six days in Victoria, British Columbia. SAFEGUARD moored at Canadian Forces Base Esquimalt. The final port visit on the five month EASTPAC deployment was enjoyed by all crewmembers. The visit coincided with the Commonwealth Games and all of its associated activities and entertainment.

Preparations for LCDR Fleck's Change-of-Command and Retirement Ceremony began immediately upon SAFEGUARD's return to Pearl Harbor on 7 September. LCDR George Fleck was relieved by CDR Michael Freeman on 15 September with a large crowd on the fantail and a reception following at the Tea House Lanai on base. A one month post-deployment leave and upkeep period commenced the same day.

Those crewmembers not on leave conducted maintenance and preparations for SAFEGUARD's visit to three of the neighbor islands in October. On 15 October, SAFEGUARD moored at Kaunakakai, Molokai in celebration of the Navy's Birthday. This sparsely populated island was a sharp contrast to the crowded, bustling island of Oahu. The absence of high-rise hotels and shopping centers allowed a very relaxed atmosphere and the crew enjoyed the beautiful scenery.

The second Change of Command in just over a month was held 18 October off the southern coast of Oahu when LCDR David Belt relieved CDR Michael Freeman. The following two days were spent underway in the local Hawaiian waters as the Commanding Officer

adjusted to his new ship. SAFEGUARD anchored off Kailua-Kona, Hawaii, the Big Island, 21 October for four days of liberty and sightseeing. Several crewmembers took advantage of the opportunity to visit Hawaii's only active volcano. Diving operations were conducted 26-29 October in Maui near the former whaling port of Lahaina. Liberty on the scenic island commenced upon completion of diving. The road to Hana and Haleakala volcano were just two of the many scenic adventures made by the crew and the accompanying families. Many sailors enjoyed the Halloween celebration on October 31st, often referred to as the 'Mardi Gras of the Pacific'. SAFEGUARD returned to Pearl Harbor on 2 November.

The next month was spent primarily in an availability, conducting necessary maintenance and preparations for the upcoming Command Assessment of Readiness for Training (CART). Two days of independent steaming on the 21st and 22nd of November were utilized to maintain proficiency and fine-tune operations prior to the 12-15 December evaluation. The annual Christmas party on 9 December was a festive occasion, complete with copious amounts of food, refreshments and entertainment. CART began the following Monday, with inport evaluations until Wednesday and an underway day on Thursday.

The holiday leave and upkeep period commenced 16 December which allowed crewmembers time to spend with family and friends. Once again, employments and inspections kept SAFEGUARD on the go and operating at full speed for the entire year. The 1995 schedule promises the same intensity and excitement.