



DEPARTMENT OF THE NAVY
USS SAFEGUARD (ARS-50)
FPO AP 96678-3221

Rec 10 5/7/97

5750
Ser 01/051
02 APR 1997

From: Commanding Officer, USS SAFEGUARD (ARS 50)
To: Director of Naval History

Subj: COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12F

Encl: (1) USS SAFEGUARD (ARS 50) Command History for 1996
(2) Welcome Aboard Pamphlet

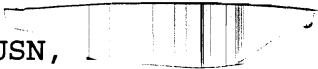
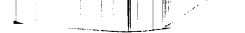
1. Per reference (a), enclosures (1) and (2) are submitted.

A handwritten signature in black ink, appearing to read "P. K. Webb".

P. K. WEBB

1. COMMAND COMPOSITION AND ORGANIZATION

SAFEGUARD's assigned mission in wartime is to serve as a Combat Logistics Support Force providing salvage, repair, diving and rescue services to the Fleet at sea. USS SAFEGUARD (ARS 50) is under operational control of Commander, Naval Surface Group, Middle Pacific and is homeported in Pearl Harbor, Hawaii. SAFEGUARD routinely operates independently in the Eastern and Western Pacific ocean. SAFEGUARD's Commanding Officer is LCDR Peter K. Webb.

Lieutenant Commander Peter K. Webb, USN, 
relieved Lieutenant Commander David D. Belt, USN, 
as Commanding Officer on 03 September 1996.

ENCLOSURE(1)

2. CHRONOLOGY

01-31 Jan Inport Pearl Harbor (PH); Drydocking Planned
Maintenance Availability (DPMA)
04 Jan, LT [REDACTED] reported aboard as
Prospective Operations Officer.

17 Jan 96 Crew moved aboard

01-12 Feb Inport PH; DPMA
04 Feb, LT [REDACTED] departed.

13-15 Feb Inport PH; Commander in Chief Pacific Fleet
(CINCPACFLT) Propulsion Examiner's Board (PEB)
Light Off Exam

16-19 Feb Inport PH; DPMA

20 Feb Inport PH; DPMA; Dock Trials

21 Feb Inport PH; DPMA; Fast Cruise

23-25 Feb Inport PH; DPMA

26 Feb Inport PH; DPMA; Divers Life Support System (DLSS)
Certification

27-28 Feb Underway (U/W)-Post DPMA Sea Trials

28 Feb Laid two point moor for DLSS Recertification
Dive

01-03 Mar Inport PH; DPMA

04-08 Mar Training Support Services for Mobile Diving and
Salvage Unit One (MDSU 1) Master Diver (MDV)
Training

04-05 Mar U/W; Full Power Run followed by MDV Pre-screening
diving operations (DIVOPS)

05-06 Mar Inport PH; Pierside MDV Pre-screening DIVOPS

07-08 Mar U/W Overnight

08 Mar Ammo Onload NAVMAG Lualualei

09-10 Mar Inport PH

11-15 Mar Inport PH; Conducted Engineering Limited Team
Training (LTT E) with Afloat Training Group (ATG)
Middle Pacific

16-17 Mar Inport PH

18-20 Mar U/W; LTT E; Total Ship Survivability Exercise
(TSSE)

20 Mar Aviation Readiness Review

21-22 Mar U/W for Immediate Superior in Command (ISIC)
Engineering Readiness Assessment

23-24 Mar Inport PH

25 Mar-12 Apr Inport PH; Pre-deployment Intermediate Maintenance
Availability (IMAV)

28-29 Mar Surface Rescue Swimmer Inspection

13-14 Apr Inport PH

15-18 Apr Inport PH; Shipboard Explosive Safety Inspection

19Apr-05May U/W; Enroute Acapulco Mexico

06-10 May Port Visit; Acapulco, Mexico

11-16 May Enroute Rodman, Panama for tow of ex-OMAHA

17-21 May Inport Rodman, Panama; joined USNS SIOUX
(TATF 171) and USS HARRY W. HILL (DD 986)

22May-03Jun Enroute San Diego, California with ex-OMAHA, USNS
SIOUX with ex-CINCINNATI, and USS HARRY W. HILL

04-06 Jun Inport San Diego, California

07-12 Jun Enroute Bremerton, Washington with ex-OMAHA in tow, USNS SIOUX (TATF 171) with ex-CINCINNATI in tow, and USS ELLIOT (DD 967) escorting.

13 Jun Arrive Bremerton, Washington; deliver ex-OMAHA

13 Jun Brief fueling stop Manchester, Washington

14-18 Jun Inport Everett, Washington for voyage repair of main propulsion diesel engine.

19 Jun Enroute Vancouver, British Columbia

20-23 Jun Port visit Vancouver, British Columbia
21 June, LCDR Stephen Reimers reported aboard as Prospective Executive Officer.

24 Jun Enroute Victoria, British Columbia

24-26 Jun Port Visit Victoria, British Columbia

27-30 Jun Enroute San Francisco, California

01-04 Jul Port Visit San Francisco, California
01 July LT Eric Anderson departed.

05 Jul Enroute Long Beach, California for tow of ex-ACADIA

06-07 Jul Inport Long Beach, California; tow preparations

08-21 Jul Enroute Pearl Harbor with ex-ACADIA

22-24 Jul Inport PH

25Jul-11Aug Inport PH; IMAV

12-14 Aug Inport PH; Command Assessment of Readiness and Training (CART II)

15 Aug U/W; CART II

16-29 Aug Inport PH;
26 Aug, LCDR Peter K. Webb reported aboard as Prospective Commanding Officer.

30 Aug Enroute Lahaina, Maui; dependent's cruise

30Aug-02Sep Anchored Lahaina, Maui

03 Sep Change of Command: LCDR Peter K. Webb relieved LCDR David D. Belt as Commanding Officer.
Enroute Pearl Harbor

04-10 Sep Inport PH; Commenced Tailored Ship Training Availability (TSTA I) under operational control of Afloat Training Group Middle Pacific.

11-12 Sep U/W Overnight; TSTA I; highline transfer with USS FLETCHER (DD 992)

13 Sep U/W; TSTA I

14-15 Sep Inport PH

16 Sep U/W; TSTA I; visit search and boarding exercise with USS PAUL HAMILTON (DD 964), USS FLETCHER (DD 992), and USS LEFTWICH (DD 984)

17-18 Sep U/W Overnight; TSTA I; Over the Horizon Targeting and deceptive lighting exercise; moor to buoy off Ford Island, Pearl Harbor.

19-20 Sep U/W Overnight; TSTA I

21-22 Sep Inport PH
21 Sep, LTJG ██████████ reported aboard as Prospective First Lieutenant.

23-24 Sep Inport PH; TSTA I

25 Sep U/W; TSTA I

26 Sep U/W; TSTA I; vertrep drill with SH-60 helicopter from HSL-37 Squadron

27 Sep	Inport PH; TSTA I; fast cruise
28-29 Sep	Inport PH LT John Doolittle departed.
30Sep-20Oct	Inport PH; IMAV
21 Oct	Inport PH; TSTA II
22-23 Oct	U/W; TSTA II; Live Gunfire Exercise in U-1 Operating Area
24-25 Oct	Inport PH; TSTA II
26-27 Oct	Inport PH
28 Oct	Inport PH; TSTA II CWO3 Robert Yoder departed.
29-31 Oct	U/W; TSTA II
01 Nov	Inport PH; TSTA II
02-04 Nov	Inport PH;
05 Nov	U/W; Engineering certification preparations
06 Nov	U/W; Navigation check ride
07 Nov	U/W; Engineering certification preparations
08-13 Nov	Inport PH; Engineering Certification Preparations
14 Nov	U/W; Engineering Certification
15-17 Nov	Inport PH
18-19 Nov	Inport PH; TSTA III; Towing Exercise with USS PORT ROYAL (CG 73).
20 Nov	U/W; TSTA III
21 Nov	U/W; TSTA III
22 Nov	Inport PH; TSTA III
23-24 Nov	Inport PH
25-27 Nov	U/W; Final Evaluation Problem ENS [REDACTED] reported aboard as Supply Officer.
28Nov-01 Dec	Inport PH
02-06 Dec	TSTA IV; Salvage Training: Beach Gear 02 Dec, ENCS (SW/MDV) [REDACTED] reported aboard as Prospective Master Diver.
07-08 Dec	Inport PH
09-13 Dec	TSTA IV; Salvage Training: Heavy Lift 13 Dec, MMCM (SW/MDV) Paul Schadow departed.
14-31 Dec	Inport PH; Holiday Upkeep

3. NARRATIVE

During the months of January through March, SAFEGUARD completed a lengthy overhaul period, conducted a successful Light-Off-Exam, recertified the Diver's Life Support System, and prepared for a three month towing deployment to the Eastern Pacific. During the summer, SAFEGUARD returned from deployment and went through Afloat Training Group Middle Pacific's Command Assessment of Readiness and Training Assessment (CART II). In early fall, SAFEGUARD commenced Tailored Ship Training Availabilities (TSTAs) at an accelerated pace due to the ship's strong performance during CART II. Between September and November, SAFEGUARD completed TSTA I, TSTA II, TSTA III, and the Final Evaluation Problem (FEP). During December, SAFEGUARD finalized the training cycle with Salvage Training.

DETAILED NARRATIVE

SAFEGUARD started off the year in a Drydock Phased Maintenance Availability and remained in DPMA until 6 March. Major work during the availability included a major overhaul of the Controllable Pitch Propeller System, and upper end overhaul on all four main engines and generators. Both port and starboard propeller hub and blade assemblies were removed and groomed. SAFEGUARD's rudders were removed, and both shafts were resealed. The DPMA performed needed repairs to all areas of the ship, but particularly the engineering plant.

In order to demonstrate the engineering plant was safe to operate after overhaul, SAFEGUARD had to successfully complete a Propulsion Exam Board (PEB) Light Off-Assessment. The ship drilled extensively while in port to demonstrate the fire team's ability to combat a major class Bravo fire. On 15 February, the crew and Engineering Department successfully satisfied all requirements of the Light Off-Assessment.

In late February the ship conducted Dock Trials pierside to test all equipment that had been worked on during DPMA. In addition to the engineering plant, the Diver's Life Support System (DLSS) had to be recertified. The DLSS system was certified for another three-year period on 26 February. On 21 February, SAFEGUARD conducted a Fast Cruise in preparation for return to sea. On 28 February, SAFEGUARD conducted equipment tests underway during Sea Trials.

In early March after DPMA, the ship conducted a two week Limited Team Trainer (LTT) emphasizing skills in engineering and damage control. Engineers conducted extensive training on taskings, evolutions, and drills. The training assisted all watchstanders with qualifications for the upcoming deployment. On 22 March, SAFEGUARD conducted an ISIC Engineering Readiness Assessment.

From 25 March through 12 April, SAFEGUARD began a pre-deployment IMAV in Pearl Harbor. Work accomplished included complete replacement of the non-skid on the forecastle, fantail, and tow machinery room.

In addition to the availability, several inspections were conducted in April prior to deployment. The Naval Reactors Representative Office (NRRO) conducted an on-scene inspection on 11 April to ensure SAFEGUARD's ability to safely tow the defueled nuclear submarine ex-OMAHA (SSN 692). SAFEGUARD presented the ship's material status, towing machine and tow hawser certifications, personnel qualifications, and the voyage plan for the tow. On 15 April, Operations Department conducted a Communications Material Security (CMS) inspection. Deck Department conducted a Shipboard Explosive Safety Inspection, Aviation Certification Inspection/Aviation Readiness Evaluation, and a Surface Rescue Swimmer Certification.

On 18 April, SAFEGUARD deployed to Eastern Pacific. Within 24 hours of departing, SAFEGUARD experienced head seas in excess of eight feet. The heavy weather lasted for three days.

After independently steaming across the Pacific, SAFEGUARD entered the exotic port of Acapulco, Mexico on 6 May. During the five day port visit SAFEGUARD participated in Project Handclasp and refurbished an orphanage. The crew truly enjoyed the port visit. Sailors were able to see the spectacular sights, particularly the world famous cliff divers. The ship departed 11 May enroute for Rodman, Panama for the tow of ex-OMAHA (SSN 692).

After arriving on 17 May, SAFEGUARD Sailors began the tow inspection and rigging of ex-OMAHA for its trans-Pacific tow from the Panama Canal to Bremerton, Washington. SAFEGUARD was scheduled to depart Rodman on 20 May with USNS SIOUX (TATF 171) in company towing ex-CINCINNATI (SSN 693). Both tow vessels were to be escorted by USS HARRY W. HILL (DD 986). Unfortunately, SAFEGUARD was delayed two days due to towing difficulties. On 20 May, when the drogue tug casted off ex-OMAHA in the Panama Canal, lines snagged on the sub's main ballast tank standpipes which were protruding about 4 inches above the deck. The standpipes were ripped off and exposed the sub to the seas. The submarine boarding crew quickly placed damage control plugs in the holes and stopped water leakage into the main ballast tanks. Ex-OMAHA was never in danger of sinking, but SAFEGUARD returned to port for repair. SAFEGUARD moored while still hooked up to the tow, and divers dewatered the main ballast tank. Repairs were made overnight and SAFEGUARD was ready for departure on 21 May. While SAFEGUARD remained in port overnight, the USNS SIOUX (TATF 171) in tow with ex-CINCINNATI and HARRY W. HILL waited on station approximately 35 miles South of Rodman. On 21 May, as SAFEGUARD was getting underway, tugs began to pull the ship and the sub away from the pier into the harbor. As soon as SAFEGUARD was underway, the tow bridal was pulled taut and the detachable link in the tow bridal failed. SAFEGUARD and ex-OMAHA remoored and

SAFEGUARD divers retrieved the chain and replaced the detachable link in less than three hours. However, high canal traffic and previous commitment of tug assets precluded same day departure. Finally, on 22 May, SAFEGUARD departed Rodman enroute Bremerton. A refueling stop was scheduled for San Diego, California.

SAFEGUARD encountered no problems enroute to San Diego, California. Extensive training was carried out by the Operations Department with SIOUX and HARRY W. HILL. A variety of communication and signaling drills were conducted. Junior officers and crewmembers cross decked with HARRY W. HILL for two days during the transit.

On 29 May a SAFEGUARD sailor required medical evaluation via helicopter for severe abdominal pains. HARRY W. HILL transported the sailor to Acapulco and within 24 hours rejoined SAFEGUARD and SIOUX.

SAFEGUARD arrived in San Diego on 4 June. Ex-OMAHA remained at Point Loma while the ship moored at 32nd Street, Naval Station San Diego. After receiving stores and fuel SAFEGUARD departed for Bremerton Washington on 7 June. Again SAFEGUARD departed in company with SIOUX, but for the second leg of the transit USS ELLIOT (DD 967) provided escort services.

SAFEGUARD arrived in Bremerton on 13 June. After disconnection of ex-OMAHA at Bremerton, SAFEGUARD proceeded to Manchester, Washington for fueling and remained overnight. On 14 June SAFEGUARD departed for Everett, Washington for voyage repairs.

SAFEGUARD conducted emergent voyage repairs from 14-18 June. Lube oil leaks to the one Main Propulsion Diesel Engine. During the availability, divers conducted pierside dive training. After completion of repairs the ship departed 19 June enroute Vancouver, Canada for a port visit.

The crew thoroughly enjoyed the 20-23 June port visit. The Canadian Navy hosted the crew to an exceptional picnic during the ship's visit. On 21 June, LT Stephen Reimers reported aboard as the Prospective Executive Officer. On 24 June, SAFEGUARD departed enroute Victoria, British Columbia. While in Victoria, the Canadian Navy invited SAFEGUARD sailors to a luncheon onboard a Canadian naval vessel. The crew enjoyed both Canadian ports, and wished the visits were longer.

SAFEGUARD departed Victoria British Columbia on 27 June headed for San Francisco, California. The transit time was used to drill watchstanders and damage control teams extensively. SAFEGUARD could maneuver for exercises since the ship was not towing. The Prospective Executive Officer was able to observe the crew in action.

On 1 July, SAFEGUARD arrived in San Francisco, California for a much-deserved four day port visit. As soon as the ship was moored, all hands gathered on the fantail for a farewell ceremony. LT Eric Anderson completed duties as Executive Officer and departed the ship.

The ship moored along San Francisco's downtown waterfront piers, and most of the tourist attractions were within walking distance for the crew. SAFEGUARD was open for tours on the Fourth of July and was at full dress ship. Over 400 guests toured the ship within a six hour period. The tour included diving and fire fighting ensemble static displays, tours of the Central Control Station, and the bridge. On 5 July, SAFEGUARD departed San Francisco, California for Long Beach, California to conduct another tow.

The ship arrived in Long Beach on 6 July. SAFEGUARD loaded stores and refueled. Towing inspections were conducted on ex-ACADIA (AD 42). SAFEGUARD departed Long Beach on the morning of 8 July enroute Pearl Harbor, Hawaii with ex-ACADIA in tow.

During the transit home, the crew intensified preparations for the ISIC's Command Assessment of Readiness and Training (CART) in August. Several main space fire drills and integrated training team scenarios exercising the crew at General Quarters were conducted.

After mooring ex-ACADIA on the North side of Ford Island at berth Foxtrot-13, SAFEGUARD returned home and moored at Bravo piers on 22 July. On 25 July, SAFEGUARD began a post-deployment IMAV. The IMAV lasted until 11 August and again gave SAFEGUARD crewmembers the opportunity to perform much needed maintenance and preservation on all equipment and spaces.

CART II was conducted 12-16 August. The ship was assessed in all mission areas. SAFEGUARD was one of only three ships in the Pacific able to get underway during a CART assessment. SAFEGUARD performed spectacularly during the assessment which resulted in an accelerated training cycle. In addition to CART, the ship conducted a Logistics Assessment Training Review (LATR) during the last week of August. In addition to the inspections, the crew was prepared for change of command.

After completion of command afloat training pipeline for command at sea, LCDR Peter K. Webb reported aboard on 26 August as the Prospective Commanding Officer. On 30 August, SAFEGUARD departed for Lahaina, Maui for change of command and for a family/guest cruise. Many crewmembers and their families explored the scenic island of Maui on bicycles, mopeds, or rental cars. The visit proved to be an excellent break between ship-wide inspections. While anchored off Lahaina, SAFEGUARD conducted change of command on 3 September. Commander Naval Surface Group Middle Pacific Rear Admiral Holder was the guest speaker at the ceremony. After Lieutenant Commander Peter K. Webb relieved

Lieutenant Commander David D. Belt, the ship stationed the Sea and Anchor Detail and proceeded to return to Pearl Harbor, Hawaii.

Upon return, SAFEGUARD commenced the Tactical Training Cycle. Tailored Ship Training Availability I (TSTA I) started inport in Pearl Harbor on 4 September. During this training phase, Afloat Training Group Middle Pacific (ATGMP) trained SAFEGUARD's Combat Systems, Damage Control, and Engineering Training Teams. Training consisted of level of knowledge and drill scenarios. In addition, ATGMP conducted deckplate training on basic maritime warfare skills for all crewmembers in their areas of responsibility. TSTA I (inport) lasted one week. SAFEGUARD spent the next 3 weeks completing TSTA I (underway) in which additional training was conducted in the same areas. Highlights of TSTA I included: mooring to a buoy, conducting a highline transfer with the USS FLETCHER (DD 992), conducting search and seizure boarding exercises with USS PAUL HAMILTON (DD 964), USS FLETCHER (DD 992), and USS LEFTWICH (984); and conducting a VERTREP an SH-60 helicopter from HSL-37 Squadron.

On 30 September, SAFEGUARD began another IMAV in Pearl Harbor. This IMAV, which lasted until 20 October, again gave SAFEGUARD crewmembers the opportunity to correct CART/TSTA I discrepancies. In addition to the training phase, SAFEGUARD conducted a successful NAVOSH Evaluation, Morale, Welfare and Recreation Inspection, and Diesel Inspection during the month of October.

Tailored Ship Training Availability II (TSTA II) began on 21 October. This phase consisted of 3 weeks of local operations in the Middle Pacific Operation Area. TSTA II defined shipwide skills and integrated watch teams into a single organization capable of coordinating their efforts for mission accomplishment. ATGMP again focused on training SAFEGUARD's CSTT, DCTT, and ETT, so that these training teams can in turn train all SAFEGUARD crewmembers.

Following TSTA II, SAFEGUARD prepared for CINCPACFLT PEB Engineering Certification. The Engineering Department conducted numerous engineering taskings, evolutions, and casualty control drills for the CINCPACFLT Propulsion Examining Board. On 15 November, the Engineering Department received effective grades for all areas. All hands contributed to the certification by demonstrating their damage control skills during a satisfactory Main Space Fire Drill.

On 18 November, SAFEGUARD got underway for TSTA III. A towing exercise was conducted with USS PORT ROYAL (CG 73). SAFEGUARD returned to Pearl Harbor 21 November and successfully completed TSTA III 22 November.

On 25 November SAFEGUARD commenced its Final Evaluation Problem and exercised her warfare capabilities. SAFEGUARD anchored off Ford Island to conduct simulated emergency diving operations in support of FEP. The ship simulated grounding and encountering casualties from a mine warfare environment. During the second day of FEP, the training vessel ex-TUNICA was set ablaze off the coast of Barbers Point. SAFEGUARD approached the vessel from windward and began extinguishing flames with both forward and aft fire monitors. Once all flames were under control, SAFEGUARD approached and paralleled the training vessel until ex-TUNICA was brought alongside. SAFEGUARD then lowered a brow to ex-TUNICA's fantail. SAFEGUARD's expert team of firefighters then boarded the training vessel and extinguished all fires. On 27 November, SAFEGUARD successfully completed its Final Evaluation Problem with a Total Ship Survivability Exercise.

On 02 December, SAFEGUARD commenced TSTA IV which included two weeks of diving and salvage training. During the week of 3 December, SAFEGUARD debached the training vessel ex-TUNICA. The ship was grounded in the North part of Pearl Harbor by tug boats and pusher boats from Port Operations. SAFEGUARD laid two legs of beach gear to extract the vessel. The ship passed its tow wire to the beached vessel and positioned the ship in harness (connected to the beach gear). Flooded spaces on ex-TUNICA were dewatered with portable salvage gear to assist with flotation. Approximately one hour after heaving on ex-Tunica, the vessel was extracted. During the week of 9 December, SAFEGUARD conducted a heavy lift of a submerged LCM-6 boat located off Reef Runway. Divers conducted underwater welding and cutting operations at a depth of 70 feet to facilitate rigging of the vessel. Completion of TSTA IV culminated the Tactical Training Cycle for 1996.

The holiday leave period began 13 December which allowed crew members to spend time with family and friends. Before the crew departed on leave, ENCS (SW/DV) [REDACTED] relieved MMCM (SW/DV) [REDACTED] as the command's Master Diver and Senior Enlisted Advisor. 1996 proved to be a busy year for SAFEGUARD and 1997 looks to be even more challenging.