



DEPARTMENT OF THE NAVY  
USS SALVOR (ARS-52)  
C/O FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA 96678

5750  
Ser SUP/61  
28 Feb 1989

From: Commanding Officer, USS SALVOR (ARS 52)  
To: Director of Naval History (OP-09BH), Washington Naval Yard,  
Washington, D.C. 20374-0571

Subj: 1988 COMMAND HISTORY (OPNAV REPORT 5750-1)

Ref: (a) OPNAVINST 5750.12D

Encl: (1) Command History  
(2) Biography and Photograph of Commanding Officer  
(3) Photograph of USS SALVOR (ARS 52)  
(4) Personnel Roster  
(5) Familygrams  
(6) Ombudsman Newsletters  
(7) Report of Diesel MIT Phase II Visit  
(8) Annual Diesel Inspection Report of USS SALVOR (ARS 52)  
(9) Aviation Facility Certification Inspection USS SALVOR  
(ARS 52)  
(10) Helo Facility Cert Status of USS SALVOR (ARS 52)  
(11) Mobile Training Team Admin Assist Visit  
(12) Report of Diesel MIT Phase III Visit  
(13) Report of Operational Propulsion Plant Examination (OPPE)  
of USS SALVOR (ARS 52)  
(14) Report of Routine Auxiliary Boiler Inspection

1. Per reference (a), enclosures (1) through (14) are submitted.

  
R. A. REISH

Copy to:  
COMSUPPRON 5

## COMMAND HISTORY

1. The Command History for USS SALVOR for 1988 is as follows:

a. Command Composition and Organization

(1) The mission of USS SALVOR is fourfold:

(a) Salvage of Stranded Vessels: A disabled ship requires a variety of assistance. SALVOR carries portable cutting and welding equipment, power sources, dewatering gear, machine shops, and material to effect temporary hull repairs. She carries six legs of beach gear which can be rigged to exert over 300 tons of retracting force to the stranded vessel.

(b) Rescue and Assistance. For fighting fires alongside, SALVOR is equipped with two manually operated fire monitors on the signal bridge, one remotely controlled fire monitor mounted on the forward kingpost, and a manual portable monitor on the fo'c'sle. These monitors can be supplied with 1,000 gallons per minute of sea water or firefighting foam. SALVOR is designed for open ocean towing. The power from her main engines is sufficient to tow a Nimitz class aircraft carrier at a speed of 3-5 knots.

(c) Recovery of Submerged Objects: SALVOR is equipped with a 7.5 ton capacity boom forward and a 40 ton capacity boom aft. A dynamic 150 ton lift is possible over the main bow or stern rollers using deck machinery and purchase tackle or hydraulic pullers. She can make a dynamic lift of 300 tons using the main bow rollers and stern rollers in unison.

(d) Manned Diving Operations: The MK 12 and MK 1 diving systems provide SALVOR divers the capability of air diving to depths of 190 feet. The divers descend to depth on a diving stage lowered by a power davit. There is a hyperbaric chamber aboard for diver recompression following a dive or for the treatment of divers suffering from decompression sickness. For shallow underwater inspections, searches, and other tasks which require mobility, there is a full complement of SCUBA equipment on board.

(2) Organizational Structure:

USS SALVOR (ARS 52)  
COMSUPPRON 5  
COMNAVSURFGRU MIDPAC  
COMNAVSURFPAC

Encl (1)

(3) Internal Command Organization:

Commanding Officer:	LCDR R. A. Reish
Executive Officer:	LT M. D. Kavanaugh
Operations Officer:	LT [REDACTED]
First Lieutenant/ Weapons Officer:	LITJG [REDACTED]
Chief Engineer:	LT [REDACTED]
Supply Officer:	ENS [REDACTED]
Repair Officer:	ENS [REDACTED]

Enlisted Manpower assigned as of 31 December 1988:

Chiefs: 13                      Total Enlisted: 87

(4) Home Port: Pearl Harbor, Hawaii

(5) Type and Number of Aircraft Assigned: N/A.

b. Chronology for 1988

January

19-22 MIT Phase I and II Inport  
25 Port Shaft Noise  
26-28 Dive On Port Shaft  
29 NAVCHECK Ride

February

1 U/W - Shaft Noise - Returned to Port  
4-5 U/W - ISE  
17 Port Turning Gear Problem  
26 Sea Trial - Port Shaft  
29 ISE

March

1-4 ISE  
5 Awarded Battle "E", Green "C", Deck Seamanship, and Damage Control "DC"  
14-15 ISE  
16 AMMO Off-Load  
17-18 Fuel Off-Load  
22 MK 1 Dive Ops  
24 Dry Docked  
29 Welfare and Recreation Inspection  
30-31 SMA

April

5 SMA Debrief  
11 Undock, Fuel On-Load  
12 Dock Trials/Sea Trials  
13 WDC, STBD Boat Davit CASREPED  
14 AMMO On-Load/Fuel On-Load

April (cont'd)

15 Fuel On-Load, Davit Test  
18 STBD Boat Davit CASCOR  
19- U/W SPEC OPS (Classified)  
18 May  
28-29 Clutch Problems

May

4 Refuel  
7 U/W  
19 Diesel Inspection Admin Phase  
21 Armed Forces Day  
27 U/W Diesel Insp Operational Phase High Power ECC Drills -  
Returned to Port

June

6 U/W  
7 Port Shaft Noise  
8 PAX Transfer  
10 Returned to Port  
15 Berth Shift  
16 Aviation Certification Assist  
17 On-Load Fuel and Stores  
18- U/W FOR SPECOPS MIDPAC (Classified)  
11 Jul

July

5 Fuel On-Load  
15- Ready Duty Salvage Ship  
8 Aug  
21-22 Hull Cleaning  
25-28 Dive OPS

August

1 U/W - Bollard Pull - Returned to Port  
8-14 "R" Availability  
15-17 MIDPAC MTT Admin Assist  
19 CMS Assist Visit  
30-31 MTT Phase III

September

1 MIT III Debrief  
6-7 Inport OPPE Preps  
10 OPPE Written Test  
13 OPPE Inport  
14 U/W - OPPE - Returned to Port  
16 CPO Initiation  
19 CFC Kick Off  
22 RADM Chadwick Visit  
28 U/W Dependents Cruise  
30 Bumper Drills

October

3-5 Divers Training  
11-12 U/W MOPP  
13-14 U/W Ammo/Fuel Off-Load  
20 PMA Pre-Arrival Conference  
24 "R" Availability  
31- PMA/ILO  
12 Jan 89

November

7-18 CO/MDV TAD to NDSTC for Master Diver Evals

December

15 Light Off  
19 Fast Cruise  
21 Sea Trials

c. Narrative

SALVOR began 1988 with the right step by winning The Battle Efficiency Competition for COMSERVRON 5 for the period of 1 July 1986 - 31 December 1987. Also awarded were the Communications Green "C", Deck Seamanship Award, and the Damage Control "DC".

The SALVOR seemed to always be preparing for MIT/OPPE as it would be scheduled and rescheduled several times during the year. MIT Phase I and II was conducted in late January, however, Phase III and OPPE didn't come about until late September. After nearly a year of frequently interrupted training and preparation the EASTPAC Diesel Mobile Training Team evaluated that all Phase III goals were met, and OPPE was passed with flying colors.

SALVOR experienced ongoing noise from the port shaft early in the year. Several dives were made by ship's force in an attempt to identify the problem. After a number of evaluations by ship's force and technical assistance the ship was dry-docked on 24 March and strut bearings were replaced. SALVOR came out of drydock on 11 April followed by sea trials where it was determined that the shaft problem was substantially fixed.

On 17 February it was discovered that the port turning gear was not working properly. A technical investigation found the problem to be an ARS 50 class design deficiency. The subsequent equipment alteration was a satisfactory solution and all ARS 50 class ships were notified.

The Welfare and Recreation Inspection was 29 March. Inspectors evaluated SALVOR as outstanding in administrative, financial recording keeping, and fund expenditure practices.

Also at the end of March the Supply Management Assessment was conducted. The Supply Department was evaluated as satisfactory in both the Food Service and Storekeepers Divisions with an outstanding 100% in stock validity.

From 19 April to 18 May and 18 June to 11 July SALVOR was involved with classified special operations.

The Annual Diesel Inspection was conducted 19-27 May. All seven of SALVOR's caterpillar D-399 diesel engines were evaluated satisfactory with the exception of 2A main engine, which was under repair at the time.

An Aviation Facility Certification was awarded to SALVOR on 26 July by Naval Air Engineering Center Lakehurst, NJ. Based on an assist visit by COMNAVSURFGRU MIDPAC on 16 June.

On 1 August SALVOR conducted a bollard pull to test the pulling strength of the SALVOR. Maximum bollard pull strength was 129,000 pounds, slightly higher than expected.

From September 25-28 the SALVOR set a two point moor in 100 feet of water and conducted dive ops for diver training and requalifications. MK12 deep sea, MK12 ambient and MK1 rigs were exercises.

A dependent's cruise took place on 28 September. Many members of the crew enjoyed showing their families the island from the ocean side and also showing off their shipboard skills.

SALVOR entered a Phased Maintenance period that ran from 31 October through 12 January 1989. Several ship alterations were performed. Equipment was changed out and maintenance action took place improving SALVOR's overall readiness. During this period SALVOR's COSAL was also reviewed in an integrated logistics review resulting in upgraded supply support.