



DEPARTMENT OF THE NAVY

USS CARR (FFG-52)
FLEET POST OFFICE
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From: Commanding Officer, USS CARR (FFG 52)
To: Director of Naval History (OP-09BH), Washington Navy Yard Washington, DC
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Subj: COMMAND HISTORY 01JAN95 - 31DEC95

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Command Composition and Mission
(2) Monthly Command History

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


D. A. DUNBAR
By direction

Command Composition and Mission

Commanding Officer: CDR Richard A. Feckler
Executive Officer: LCDR Roy T. Barnes

Engineering Department

Chief Engineer: LT [REDACTED]
Auxiliaries Officer: ENS [REDACTED]
Damage Control Assistant: ENS [REDACTED]
Main Propulsion Assistant: ENS [REDACTED]

Operations Department

Operations Officer: LT [REDACTED]
CIC Officer: LT [REDACTED]
Communications Officer: RMCS(SW) [REDACTED]
First Lieutenant: ENS [REDACTED]

Combat Systems Department

Combat Systems Officer: LCDR [REDACTED]
Ordnance Officer: LTJG [REDACTED]
ASW Officer: LTJG [REDACTED]
Electronic Readiness Officer: CWO4 [REDACTED]

Supply Department

Supply Officer: LT [REDACTED]
Disbursing Officer: LTJG [REDACTED]
Administration Officer: LT [REDACTED]

Navigation Department

Assistant Navigator: LT [REDACTED]

USS CARR is a Guided Missile Frigate assigned to Destroyer Squadron THREE TWO, homeported in Norfolk, Virginia.

The mission of The FFG is to escort and protect convoys, underway replenishment groups, amphibious landing groups, and carrier battle groups, utilizing highly capable ASW, ASUW, and AAW sensor and weapon suites.

Enclosure (1)

January 1995

Chronology: 01-26 Inport/Upkeep Charleston SC
 27-31 IMAV Charleston SC

Narrative:

1995 began on a Sunday with CARR in the second half of a holiday leave period. Holiday routine was observed by the duty section on both the 1st and 2nd. The week of the 3rd through the 8th passed without incident.

A "Smooth Move" workshop was held on the morning Monday the 9th at Sterret Hall for those crewmembers affected by the homeport shift to Norfolk later in the year. That evening CARR hosted a group of midshipmen cadets from The Citadel NROTC unit. The midshipmen were treated to a tour of the ship and dinner in the wardroom, which was followed by a question and answer session with the Commanding Officer, a 1975 Citadel graduate.

Tuesday the 10th brought with it another group of Citadel midshipmen for dinner and a tour. Earlier that day, the CO hosted Commodore Sadler, Commander, Destroyer Squadron Twenty, for lunch in the wardroom.

On the 12th the Engineering Department commenced comprehensive hot and cold checks throughout the plant. Later that evening, a farewell party attended by both officers and chiefs was held for departing GMC(SW) [REDACTED]. A Professional Development Board (PDB) was also held on the 12th.

The morning of the Friday the 13th saw SM3 [REDACTED] recognized as runner-up Athlete of the Year for the Charleston waterfront during a breakfast awards ceremony at the Blue Water Cafe. Later in the morning another awards ceremony was held onboard for departing GMC(SW) [REDACTED]. That afternoon Ensign [REDACTED], the

prospective Ordnance Officer, reported onboard.

A quiet and uneventful weekend of the 14th and 15th was followed by holiday routine on Monday the 16th in honor of the birthday of Dr. Martin Luther King, Jr. On the Tuesday the 17th a host ship coordination meeting was held onboard in preparation for a Swedish ship port visit to Charleston. An E-4 frocking ceremony was conducted later that same afternoon.

The annual CARR Captain's Cup Golf Tournament was held on the morning of Wednesday the 18th at the Naval Weapons Station golf course. The next morning, Thursday the 19th, Chief Petty Officer examinations were administered to all eligible E-6 personnel. Friday the 20th passed without incident, as did the 21st.

The Swedish warship HMS Carlskrona arrived in downtown Charleston on the morning of Sunday the 22nd for a four-day port visit. As designated host ship, CARR was involved in the planning, organization, and coordination for most all of the port visit activities. In addition to providing line handlers for Carlskrona's arrival, on Sunday afternoon the Commanding Officer and Executive Officer attended a wreath-laying ceremony hosted by the Swedes at the downtown battery's White Point Gardens, during which Carlskrona's commanding officer paid tribute to American war dead. That same afternoon several Swedish sailors were escorted by CARR crewmembers to Boone Hall Plantation for the annual Lowcountry Oyster Festival, while the CO and XO attended an evening reception aboard the Carlskrona.

The following day on Monday the 23rd the CO, XO, LT [REDACTED], and LTJG [REDACTED] attended a luncheon aboard the Carlskrona, while several Swedish sailors visited CARR for an official tour. Later that evening the CO hosted a reception at his house for three

Swedish officers.

The next morning, Tuesday the 24th, Sailor of the Quarter and Junior Sailor of the Quarter boards were conducted in the CPO mess, while the CO held an all-officers meeting in the wardroom to discuss career development issues. The morning of the 24th also saw CARR get shutout by Carlskrona in a downtown soccer game, 6-0. Later in the morning CARR once again played host by welcoming five Swedish officers and several midshipmen for lunch. That evening, the CO attended a reception in honor of HMS Carlskrona hosted by RADM Krekich.

A Navy Rights and Responsibilities workshop was administered on Wednesday the 25th, and tours for visiting Swedish sailors continued throughout the day.

Before the Carlskrona departed Charleston on the Thursday the 26th, CARR hosted their CO and XO for an informal visit. Once again CARR provided line handlers for the Swedish ship as she left Pier Lima around noon.

CARR's 531 Intermediate Maintenance Availability with SIMA Charleston began on Friday the 27th. On Saturday the 28th, a wetting-down party was hosted for the wardroom by LCDR [REDACTED] at his home.

Surface Warfare Training Week (SWTW) kicked off on Monday the 30th. The day's events were highlighted by Enlisted Surface Warfare Training (ESWS) Jeopardy conducted by Commodore Spahr. Other activities included a lookout exam, valve repair training, and a material history treasure hunt. At the end of the day CARR was in second place in the overall standings. Late in the afternoon, FA [REDACTED] reported onboard for duty.

SWTW activities continued on Tuesday the 31st, headlined by a navigation practical,

highline training, and a visual communications competition. After two days of intense competition, CARR found itself closing out the month of January in sole possession of first place.

February 1995

Chronology: 01-17 IMAV Charleston SC
 18-28 RAV Charleston SC

Narrative:

As February 1995 began, CARR found itself in first place in the Charleston SWTW competition. The main event for Wednesday the 1st was the Battle of the Commands athletic competition, in which CARR placed first in ping-pong, second in the tug-of-war, and third in both volleyball and the 100 yard run. Other events that day included quality assurance and financial counselor seminars.

SWTW continued into Thursday the 2nd and was highlighted by the Seamanship Olympics and a Safety Officer seminar. At noontime the officers had a farewell lunch at the Blue Water Cafe for LTJG [REDACTED], who had resigned his commission and was leaving the Navy.

The final day of SWTW competition was Friday the 3rd, during which CARR won the Mexican Cook-Off in impressive fashion and placed second in the Damage Control Olympics. At noon the wardroom bid farewell to LTJG [REDACTED] as he walked off CARR's brow on his last day in the Navy. CARR finished SWTW in third place overall, but did come away with the Combat Systems excellence pennant at the SWTW join-up that afternoon at the Fleet Bar.

The CO departed on house-hunting leave on the 4th, and holiday routine was observed by the duty section on Sunday the 5th. To kick off National Black History Month, on Monday the 6th RM2 [REDACTED] hosted an African-American history awareness program on the mess decks which was attended by many crewmembers. Also that morning, the Charleston-based Logistics Management Assessment (LMA) team came

onboard to begin a re-inspection of last fall's incomplete LMA visit.

On Tuesday the 7th the Supply Department packed up and off-loaded all LAMPS MK III supplies in preparation for the upcoming extended selective restricted availability (ESRA). A professional development board was conducted on the morning of the Wednesday the 8th, which was followed by the first annual CARR Bowling Tournament at the Sea Lanes Bowling Alley.

On Thursday the 9th the XO called an all-officers meeting to discuss the upcoming Change of Command and ESRA, and the CO returned from leave that evening. The LMA re-inspection was completed successfully that afternoon. On Friday the 10th an outbrief was conducted for the Gas Turbine Engine room just completed, and a pre-brief with a representative of the Performance Monitoring Team (PMT) was held in the wardroom in preparation for their visit the next week. Later that afternoon it was announced that Detyens Shipyard in Charleston, South Carolina had been awarded the ship's ESRA contract, thus ensuring CARR's homeport shift would not be effected until late 1995. The weekend of the 11th and 12th was uneventful and passed without incident.

The PMT visit began on the morning of Monday the 13th with an in-brief in the wardroom. On Tuesday the 14th the PMT visit continued, and a meeting with SUPSHIP Charleston representatives was held onboard to discuss ESRA issues. Additionally, all department began a controlled equipage inventory in preparation for the next month's change of command. An ATOS site visit was conducted on Wednesday the 15th, as was a meeting with Detyens Shipyard representatives.

The Commanding Officer conducted a zone inspection of the engineering auxiliary

spaces in the morning of the Thursday the 16th. A change of command coordination meeting was conducted in the afternoon, which was followed by a Morale, Welfare, and Recreation (MWR) committee meeting. The workday ended with a Hail and Farewell party at the Naval Station Fleet Bar in honor of LT [REDACTED] and LT [REDACTED], both of whom would be departing the ship the next week.

The PMT visit was completed on Friday the 17th and concluded with an out-brief in the wardroom. The IMAV also officially concluded at the end of the workday. The weekend of the 18th and 19th was uneventful and passed without incident.

CARR observed holiday routine and was a full dress ship on Monday the 20th in honor of President's Day. On Tuesday the 21st the CO made an official call on COMDESRON FOUR, and the engineers began the defueling process in preparation for the ESRA. The wardroom bid farewell to LT [REDACTED], who detached from the ship enroute his next duty assignment in Washington, DC. Also departing on the 21st was EN2 [REDACTED] who had been a member of the command since October 1989. Upon his detachment he relinquished his longevity record to FC1 [REDACTED].

A ship-wide zone inspection commenced on Wednesday the 22nd, which was followed by a Command Duty Officer board for LTJG [REDACTED], which he passed successfully. The zone inspection was completed on the Thursday the 23rd.

On the morning of Friday the 24th, LT [REDACTED] successfully passed his Engineering Officer of the Watch (EOOW) board, and the wardroom said goodbye to the Supply Officer, LT [REDACTED], who was relieved by LT [REDACTED]. That afternoon saw CARR's official softball team pummel the officers and chiefs in a game that had been hyped for days.

The weekend of the 25th and 26th passed without incident, and on Monday the 27th a navigation brief was held in preparation for the transit to the Charleston Naval Weapons Station for the pre-ESRA ammunition off-load.

On the afternoon of the Tuesday the 28th, CARR got underway for the first time in over two months, heading up the Cooper River to the Weapons Station. Two safety briefs were held after arriving at the off-load pier, and final preparations were made for the next morning's off-load. Later that evening, CDR Richard A. Feckler, USN, CARR's Prospective Commanding Officer, arrived in Charleston as the ship ended the month poised to remove nearly her entire ammunition inventory.

March 1995

Chronology: 01-09 RAV Charleston SC
 10 Change of Command
 11-15 RAV Charleston SC
 16-31 ESRA Detyens Shipyard Charleston SC

Narrative:

March began with CARR commencing a complete ammunition off-load on the morning of Wednesday the 1st at the Charleston Naval Weapons Station. In preparation for the upcoming ESRA, the off-load was virtually an all-hands, all-day evolution. Later that evening, CDR Richard A. Feckler, CARR's Prospective Commanding Officer (PCO), arrived in Charleston.

The off-load was completed on the morning of Thursday the 2nd. At approximately noon CDR Feckler reported onboard, and shortly thereafter CARR got underway again to return to the Naval Station. On what would be the final time before entering the shipyard for nine months, CARR headed down the Cooper River on her own power and berthed at the Naval Station's Pier Papa.

In the morning of Friday the 3rd, a meeting between RSG Charleston and the engineering officers and chiefs was held in the wardroom. In the afternoon an awards ceremony was conducted on the forecastle. Receiving Navy Achievement Medals were ENC(SW) [REDACTED], OSC(SW) [REDACTED], EMC(SW) [REDACTED], FCC(SW) [REDACTED], and SKC [REDACTED]. CDR Feckler arrived later that afternoon and made an official call to SIMA Charleston along with CDR Williams. Later that evening the PCO informally toured many of the ship's spaces with the XO.

The Integrated Logistics Overhaul (ILO) off-load was executed on Saturday the 4th. On the 5th the duty section observed holiday routine.

The official turnover process began on Monday the 6th, with the Operations Department briefing the PCO most of the day. The final phase of defueling commenced in the morning and continued throughout the workday.

The berthing barge that would be used during the ESRA arrived at Pier Papa on Tuesday the 7th. During the day the PCO met with members of the Combat Systems Department, and the engineers completed defueling.

The barge onload began on Wednesday the 8th, as did the tent construction on the flight deck for the change of command ceremony. The PCO continued the turnover process with the Engineering Department, and the CO had lunch with the chiefs in the CPO mess for the final time.

A ship-wide field day began on the morning of Thursday the 9th in preparation for the next day's ceremony. Barge onload continued, and in the afternoon a complete change of command ceremony rehearsal was conducted on the flight deck and was attended by Commodore Spahr. The tent construction was completed, as was the hanging of bunting around the exterior of the ship. Planning Board for Training (PB4T) was held in the afternoon, and remaining preparations for the change of command were finalized.

With the entire crew in full dress blue uniform, guests for the change of command ceremony began arriving in the morning of Friday the 10th. Distinguished guests included Commodore Spahr, Rear Admiral Oden (COMNAVBASE CHARLESTON), and members of both the Williams and Feckler families. Commodore Spahr gave remarks as the guest speaker, then CDR Richard Allan Feckler, USN, relieved CDR Thomas Darius Williams IV, USN as the sixth commanding officer of USS CARR (FFG

52). A reception at the Fleet Bar followed the ceremony, after which CDR Williams departed as he prepared to leave Charleston for his next duty assignment as Surface Operations Officer of COMCARGRU FOUR in Norfolk, VA.

The weekend of the 11th and 12th was spent preparing for the transit to Detyens Shipyard at Shipyard Creek for the commencement of the ESRA which would keep CARR tied to the pier for the next seven months. On Monday the 13th Captain Feckler reported for first full day as Commanding Officer, USS CARR (FFG 52). Though the ship was scheduled to move to the shipyard on this day, work delays on another ship at Detyens precluded CARR from departing the naval station, and the 14th and 15th came and went with the ship still tied to Pier Papa. Finally, on the morning of the 16th, CARR, while under her own electrical power, CARR was towed down the Cooper River to Shipyard Creek for the beginning of the ESRA. Later that afternoon, the berthing barge arrived at the shipyard and the crew continued the move aboard process throughout the night.

The morning of Friday the 17th, St. Patrick's Day, was marked by the first shipyard production meeting, a daily ritual which would be repeated countless times during the next seven months. Attended by representatives of SUPSHIP Charleston, Detyens Shipyard, CARR, SIMA Charleston, and numerous sub-contractors, the first meeting familiarized all parties with the goals and timetables of the ESRA. After the meeting, Captain Feckler hosted a lunch in the CARR wardroom which was attended by officials from Detyens and SUPSHIP Charleston. Additionally, the ship's habitability team, a conglomeration of crewmembers who were responsible for effecting the complete renovation of two berthing compartments for the next three months, began the

disassembly phase of their project.

Monday the 20th saw the beginning of any real substantial work by the shipyard. The disassembly of the ship's service diesel engines began, and the crew continued to place several equipment items and systems in maintenance lay-up. In the morning, the engineers began the first installment of their new training program in the barge training room.

On Friday the 31st, EM2(SW) [REDACTED] was re-enlisted by LT [REDACTED] at historic Fort Moultrie in Mt. Pleasant. Among those in attendance were the CO, XO, and several members of E-2 division.

April 1995

Chronology: 01-30 ESRA Detyens Shipyard Charleston SC

Narrative:

The first day of April found several CARR officers and crewmembers participating in the annual Cooper River Bridge 10K Run, a popular road race featuring over 18,000 runners and walkers. On Sunday the 2nd, the duty section observed holiday routine.

Monday the 3rd saw ESRA work continue by both shipyard and ship's force personnel. Tuesday the 4th passed without incident, and the weekly ESRA production meeting was held on Wednesday the 5th. Thursday the 6th brought nothing to report. On Friday the 7th, LTJG [REDACTED] relieved LT [REDACTED] as Auxiliaries Officer, as LT [REDACTED] assumed the duties as Habitability Officer.

On Saturday the 8th, several CARR volunteers participated in the Adopt-A-Highway cleanup project on the ship's stretch of Ashley River Road. The duty section enjoyed a cookout and observed holiday routine on Sunday the 9th.

ESRA work continued on Monday the 10th and Tuesday the 11th. The weekly production meeting was held on Wednesday the 12th, which was followed by a ship's party out at the Naval Weapons Station.

On the 14th, Good Friday, the crew enjoyed its usual Friday afternoon MWR cookout followed by observance of Ropeyarn Friday. The Easter Weekend was marked by remarkably beautiful weather with temperatures in the 70s.

On Monday the 17th CARR was greeted by the Charleston Engineering Training Group (ETG) team, onboard to conduct training and assessment evolutions throughout the entire week. Because of the nature of the shipyard environment, the ETG team was limited

in its ability to conduct its normal training exercises, but the engineering department benefitted from the experience nonetheless. The ETG outbrief was held on Friday morning, April 21st. Later that afternoon the wardroom celebrated LTJG [REDACTED]'s augmentation to the regular Navy with a golf outing in his honor.

On Wednesday the 26th, CARR was visited by BUPERS' CAPT Conway (PERS 410), who briefed the officers of both the CARR and the USS DOYLE concerning the new fitrep system as well as career opportunities in the Navy. Following his briefing, the CO and several officers participated in the SUPSHIP golf tournament at The Links at Stono Ferry.

May 1995

Chronology: 01-30 ESRA Detyens Shipyard Charleston SC

Narrative:

The month of May began with the swimming version of the PRT administered at the naval station pool on the morning of Tuesday the 2nd. On Wednesday the 3rd the weekly ESRA production meeting was conducted in the SUPSHIP trailer.

Unfortunate injury marked the day of Friday the 5th, as DCC(SW) [REDACTED] severely cut his hand while operating a motorized deck grinder in the engineering berthing compartment. He was taken by ambulance to Naval Hospital Charleston, where his hand was fortunately saved, though Chief [REDACTED] would never return to CARR for duty. Later that evening, the wardroom celebrated LCDR [REDACTED]'s wetting down at various establishments throughout town.

The weekend of the 6th and 7th passed without incident, and the new work week began again with CARR continuing its rigorous ESRA pace. Another springtime thunderstorm appeared on Wednesday the 10th, and the weekly ESRA production meeting was held again. That same day, SH3 [REDACTED] injured his hand while performing his Hab Team duties, he was treated and released from the Naval Hospital.

On Thursday the 11th the XO departed for Washington DC to take care of several administrative issues. At 0800, many members of the crew participated in the Naval Station MWR 5K road race. The crew enjoyed another MWR cookout on Friday the 12th, and the Mothers' Day weekend passed without incident.

Another severe thunderstorm knocked out the barge air conditioning on the afternoon of Monday the 15th, and half-mast colors were observed for Law Enforcement

Memorial Day. LCDR [REDACTED] returned from Washington on Tuesday the 16th, during the afternoon of which he conducted XOI. The weekly ESRA production meeting was held on Wednesday the 17th, as was the annual Charleston Armed Forces Golf Tournament. On Thursday the 18th CARR observed another of the many seasonal thunderstorm warnings.

A SWO pre-board was conducted for LTJG [REDACTED] on the afternoon of the Tuesday the 23rd, which was followed by a successful CDO board for LT [REDACTED]. That same day CARR set Hurricane condition II, and half-mast colors were observed in honor of the late Les Aspin, former SECDEF. The weekly ESRA production meeting was held on the morning of the Wednesday the 24th. On Thursday the 25th, a frocking ceremony was conducted for GSM2 [REDACTED], OS1(SW) [REDACTED], and SM2 [REDACTED]. Good Conduct awards were presented to PCS(SW) [REDACTED], FC2(SW) [REDACTED], and YN3 [REDACTED], and a SWO board was held for LTJG [REDACTED]. That evening, the wardroom attended a Hail and Farewell party at the XO's apartment for LT [REDACTED] and LT [REDACTED], respectively.

On Friday the 26th the crew enjoyed the first day of a four-day Memorial Day weekend. On the 27th the USS PAUL HAMILTON (DDG 60) was commissioned at Naval Base Charleston. The duty section enjoyed a Sunday cookout on the 28th, and half-mast colors were observed for Memorial Day on the 29th.

Tuesday the 30th brought with it a visit by COMDESRON FOUR, CAPT Kris Kennedy, who took a tour of the ship with the Commanding Officer which highlighted many of the extensive ESRA projects in progress. The last day of the month, May 31st, saw the arrival of the new Anti-Submarine Warfare Officer (ASWO), Ensign [REDACTED]

██████ The weekly ESRA production meeting was held as well.

June 1995

Chronology: 01-30 ESRA Detyens Shipyard Charleston SC

Narrative:

The first day of the month, a Thursday, saw CARR receive three new 400 hertz static frequency converters (SFC) as part of the extensive SFC shipalt . On Friday the 2nd the ship enjoyed another weekly MWR cookout, followed by observance of Ropeyarn Sunday. Later that afternoon, LTJG [REDACTED] successfully qualified as a Surface Warfare Officer. The weekend of the 3rd and 4th was marked by heavy rain from Tropical Storm Allison.

On Monday the 5th, with effects of Allison intensifying, CARR doubled and tripled her mooring lines and once again set Thunderstorm Condition I. The boat davit arm was removed for ESRA work, and a SWO pinning ceremony for LTJG [REDACTED] was held in the barge wardroom. SM3 [REDACTED] injured his arm on the Tuesday the 6th. The tempestuous weather finally passed on the Wednesday the 7th, and the weekly ESRA production meeting was also held on that morning. The 8th and 9th passed with nothing to report, as did the weekend of the 10th and 11th.

ESRA work continued on Monday the 12th, which also marked the beginning of the final Charleston Surface Warfare Training Week (SWTW). CO's Non-judicial punishment (NJP) was conducted in the barge wardroom on the Tuesday the 13th. The weekly ESRA production meeting was conducted on Wednesday the 14th, as was command senior chief's call. The week ended on an enjoyable note with a command picnic out at the Naval Weapons Station on the afternoon of Friday the 16th.

Duty section CPR training was conducted on the morning of Saturday the 17th, and

later that afternoon a few members of the wardroom attended the retirement ceremony for CAPT William Earnest, CO of SIMA Charleston. Sunday the 18th passed without incident.

A CO/XO material walk-through of auxiliary machinery room one was completed on Tuesday the 20th. The weekly ESRA production meeting in the SUPSHIP trailer was conducted on the morning of Wednesday the 21st, and two import emergency team (IET) drills were ran on the duty section later in the afternoon. Thunderstorm condition II was set throughout the day.

On the Friday the 23rd the wardroom welcomed another surface warfare-qualified officer, as LTJG ██████ successfully passed his SWO board. Duty section CPR training was held on the morning of the Saturday the 24th, and a quiet holiday routine was observed on Sunday the 25th.

Wednesday the 28th began with another weekly ESRA production meeting, and SIMA Charleston representatives came aboard later in the day to conduct quality assurance training for the wardroom. The month of June ended with the 29th and 30th passing without note.

July 1995

Chronology: 01-31 ESRA Detyens Shipyard Charleston SC

Narrative:

Saturday, July 1st found CARR's engineers successfully replacing the E-3 educator firemain actuator. The duty section observed holiday routine on Sunday the 2nd with a picnic on the pier, and both Monday and Tuesday were also duty-section only days in observance of Independence Day.

The full crew returned to work on Wednesday the 5th. On Thursday the 6th the weekly ESRA production meeting was held, as was PB4T and officer training. Friday the 7th passed with nothing to report.

The weekend of the 8th and 9th passed without incident. On Monday the 10th CARR was visited by CAPT Brown, maintenance officer for COMNAVSURFLANT, and CDR [REDACTED], SUPSHIP Charleston. The ETG team from Mayport, Florida arrived on the morning of the 11th for another week of engineering training in preparation for the post-ESRA Light-Off Exam (LOE). An IET drill for the duty section was conducted and observed by ETG in AUX II.

The ETG visit continued in high gear on the 12th. On the morning of Thursday the 13th, the 50% conference for the ESRA was conducted in the SUPSHIP trailer, with many out of town officials in attendance.

An ETG outbrief was conducted on the morning of Friday the 14th. Also on that day, a CICWO board was held in the barge wardroom for LTJG [REDACTED], CARR provided line handlers in downtown Charleston for the USS HALYBURTON, and both DS1(SW) [REDACTED] and GMG1(SW) [REDACTED] were selected for advancement to Chief

Petty Officer.

On Saturday the 15th, a hydro-test of the STIR chill water piping was conducted and tropical storm condition IV was set throughout the day. Sunday the 16th passed without incident.

Monday the 17th was uneventful. Officer training was held in the barge wardroom on Tuesday the 18th. On Wednesday the 19th the CO, Engineer, and LT [REDACTED] began the first of what would prove to be daily engineering program reviews in preparation for the LOE. Another weekly ESRA meeting was held in the SUPSHIP trailer.

On Monday the 24th CARR was visited again by representatives from COMNAVSURFLANT. On Wednesday the 26th the weekly ESRA production meeting was held in the morning, and that evening the first seven members from an advance ESRA assistance team from the USS YELLOWSTONE (AD 19) arrived onboard.

Monday the 31st saw the XO finally move off the barge and back into his stateroom on the ship. A NATO-SECRET pre-inspection was conducted by the Operations Officer, and a formal ISIC shift from CDS4 to CDS2 was executed.

August 1995

Chronology: 01-31 ESRA Detyens Shipyard Charleston SC

Narrative:

The month of August found CARR's ESRA kicking into high gear. Officer training was held in the barge wardroom on Tuesday the 1st. Thursday, August 3rd began with the weekly ESRA production meeting in the SUPSHIP trailer. Following the meeting, an awards ceremony was held for the SIMA Charleston habitability assistance team. Also that morning, CARR was visited by the COMDESRON TWO material officer, and PB4T was held in the barge wardroom. A CDO board for LTJG [REDACTED] was conducted in the barge wardroom on the afternoon of Friday the 4th.

The weekend of the 5th and 6th passed without incident. ESRA work continued on Monday the 7th and the radiomen completed their move back aboard the ship. Two crewmembers were involved in an automobile accident in North Charleston that evening, both fortunately escaping with only minor injuries. Late that evening, MM2(SW) [REDACTED] and his wife welcomed their first child, a boy; [REDACTED].

Tuesday the 8th saw the sandblasting barge come alongside CARR for ESRA work and the RAST overhaul kick into full speed. CARR's operations department successfully passed their NATO-SECRET inspection later that afternoon. Wednesday the 9th began with another weekly ESRA production meeting in the SUPSHIP trailer, and officer training was conducted in the barge wardroom on Thursday the 9th.

On Friday the 18th the XO reenlistment ceremony for GSM3 [REDACTED] was conducted at the NAVSTA picnic grounds, which was followed by a lunch reception. New crewmember SN [REDACTED] reported onboard Saturday the 19th, and repairs were

effected to #2 air conditioning unit. CARR remained in hurricane condition II for most of the 19th and 20th.

CARR was visited by COMDESRON THREE TWO and COMDESRON TWO on the morning of Wednesday the 23rd, and the weekly ESRA production meeting was conducted as well. Colors remained at half-mast in honor of the United Nations delegation slain in Bosnia earlier in the week. On Thursday the 24th BM2 [REDACTED] reported aboard, and ESRA work continued.

The weekend of the 26th and 27th passed without incident. On the 29th a refueling barge was made up alongside and refueling onload commenced that morning. Refueling was completed on the 30th, after which a relief valve in AUX II lower level failed, resulting in a major fuel oil leak. The ship's IET responded successfully to the incident, and no casualties resulted.

The final day of August was marked by hot work on fuel piping on the mess decks by the USS YELLOWSTONE.

September 1995

Chronology: 01-31 ESRA Detyens Shipyard Charleston SC

Narrative:

September began with a lifeboat onload, CIWS grooming, and a hydroblast of the CHT system on Friday the 1st. Work on the CAS waveguide continued throughout the Labor Day weekend on the 2nd, 3rd, and 4th. Overall, the crew enjoyed the three-day holiday weekend without incident.

A CSTG production meeting was held on Tuesday the 5th. The ship was dark that most of that evening due to planned maintenance to number three switchboard. Power was restored on the morning of Wednesday the 6th and was followed by the weekly ESRA meeting. On Thursday the 7th, E-4 advancement exams were held, number 4 SSDG was op-tested sat, the steering units were successfully brought online and tested, and LT [REDACTED] was transferred from the command for medical reasons. On Friday the 8th, LTJG [REDACTED] assumed duties as Supply Officer.

Saturday the 9th saw cold checks conducted on the SSDGs. Cold checks continued into Sunday the 10th, and fuel transfers were conducted as well. Additionally, thunderstorm conditions I and II were both set as inclement weather once again greeted the Lowcountry.

The boat davit arm reinstallation began on Monday the 11th, as did the replacement of the hard patch on the flight deck. A minor class "C" fire erupted in the motor controller of the #2 air conditioning motor controller just before lunch, but the fire was secured quickly and without injury. SSDG optests continued well into the late afternoon.

The next day, Tuesday the 12th, was marked by the return of the ETG team for another week of engineering training in preparation for the October LOE. An ETG inbrief was held in the barge wardroom first thing in the morning.

ETG evolutions continued on the 13th, and the weekly ESRA production meeting was held in the SUPSHIP trailer. As diesel engine testing continued, #4 SSDG was brought online for the first time. The barge was moved and unavailable for most of the morning in order to make room for the passage of a cruise ship into a nearby drydock.

E-6 exams were conducted in the barge training room on the 14th, and an SQQ-89 conference was held in the SUPSHIP trailer. CO's NJP was held in the barge wardroom, SSDG testing continued throughout the day, and PB4T was held after lunch. Also, LT [REDACTED] relieved LTJG [REDACTED] as Engineering Auxiliaries Officer. In the afternoon, the CPO mess officially welcomed in its two newest members, DSC(SW) [REDACTED] and GMC(SW) [REDACTED], who were pinned with their golden anchors for the first time.

Friday the 15th saw the return of the ship's anchor after a five month absence. An ETG outbrief was held first thing in the morning in the barge wardroom, and SSDG testing continued well into the evening.

The engineers came in on Saturday the 16th to conduct a full set of equipment cold checks. The mess decks were secured for installation of the PRC deck surface, and the ECCT/DCTT team ran the duty section through a walk-through main space fire drill. Combat systems testing continued into Sunday the 17th, which was a holiday routine for the duty section.

Monday the 18th found CARR setting hurricane condition four as bad weather

once again covered the greater Charleston area. CO's NJP was conducted onboard the ship, and the crew welcomed GSMC [REDACTED] and DCC [REDACTED] from Regional Support Group, Norfolk, VA who arrived to give assistance with engineering LOE preparations. Additionally, the ill-fated barge scullery suffered severe flooding once again.

Hurricane condition four continued into Tuesday the 19th. The paint-out of the ship's office complex began, and the results of the Navy-wide lieutenant (0-3) boards were published, finding CARR officers LTJG [REDACTED], LTJG [REDACTED], and LTJG [REDACTED] all making the cut. The anchor windlass was energized and tested sat, and lifeboats were installed on the O-2 level.

The weekly ESRA production meeting was held in the SUPSHIP trailer on the morning of Wednesday the 20th, with engineering and combat systems testing continuing throughout the day.

While load-testing #1 SSDG on the afternoon of Thursday the 21st, the engine suffered a catastrophic cooling system failure which resulted in the wipeout of the number four piston. No personnel injuries resulted, but the casualty rendered the engine completely out of commission and a complete class "B" overhaul was required. PB4T was held in the afternoon, sonar testing was conducted in the evening, and SKSN [REDACTED] reported onboard for duty later that night.

The diesel inspectors continued their investigation of the accident to #1 SSDG on Friday the 22nd. The crew listened to EMC(SW) [REDACTED] deliver his semi-annual electrical safety brief in the barge training room, which was followed by the Combined Federal Campaign kickoff. Also that afternoon, I-Division was held in the barge training room for newly reported personnel.

The engineering department reported on Saturday the 23rd for another round of equipment cold checks. SSDG testing continued, and a main space fire drill was ran on the duty section. Diesel testing continued into Sunday the 24th.

The Commanding Officer flew to Norfolk on the morning of Monday the 25th for a meeting with COMDESRON THREE TWO--he returned later that afternoon.

FCC(SW) [REDACTED] picked up three new computers for the ship's learning resource center.

The upgrade to the AN/SWG-1A and the GLSI were both installed on Monday the 26th. The replacement of #1 SSDG by Detyens Shipyard began in full force that morning, with the damaged carcass of the old engine removed in mid-afternoon. 76mm ammunition handling training was conducted, as was officer training on the Nixie system.

The weekly ESRA production meeting was held on the morning of Wednesday the 27. On Thursday the 28th the entire AFFF system was tested by R division, and diesel testing continued. Officer training was held after lunch in the barge wardroom. AFFF testing continued on Friday the 29th, and the paint-out of the starboard hangar bay commenced that morning as well. #2 SSDG was successfully load-tested that afternoon.

The final day of the month, Saturday the 30th, saw the officers and crew working in full force in preparation for the upcoming LOE. New blocks were installed on #1 SSDG, and the crew move aboard from the barge was nearly completed. The month ended with a lot of work accomplished, but still much more to be done before the CARR would once again be ready for sea.

October 1995

Chronology: 01-31 ESRA Detyens Shipyard Charleston SC
 17-19 Light Off Examination Charleston SC
 20 Fast Cruise Charleston SC
 24 Weapons Onload Charleston SC
 25 Sea Trials, CHASN OPAREA
 26 Inport Charleston Naval Station

Narrative:

The first day of October found the officers and crew of CARR continuing their intense preparation for the mid-month LOE and the early November departure from Detyens Shipyard. Crew move aboard continued on this Sunday, as did preparations for re-opening the galley after a six-month shutdown. In the afternoon, EN3 [REDACTED] reported aboard for duty.

A training team from the Regional Support Group, Norfolk, VA arrived on Monday the 2nd to begin a mock LOE. The "practice" LOE began the next morning, Tuesday the 3rd. Later that day, CARR welcomed aboard its newest crewmember, SN [REDACTED].

The mock LOE continued into Wednesday the 4th, and the weekly ESRA production meeting was held in the SUPSHIP trailer.

Because of the massive workload still left to be accomplished, the crew did not observe the federal holiday of Columbus Day on Monday the 9th. Work continued on #1 SSDG and TACTAS, and combat systems testing progressed as well. LOE preps remained in high gear, and it was learned in the afternoon that the actual LOE would be conducted on 17-19 October, vice 10-12 October as originally scheduled.

On Tuesday the 10th the rudder was cycled and steering checks were satisfactorily completed. Work in TACTAS continued, and a majority of the ship's exterior

scaffolding was finally removed.

The weekly ESRA production meeting was held in the SUPSHIP trailer on Wednesday the 11th, and LOE preps continued on the 12th. On Friday the 13th, a CART II in-brief was held in the wardroom.

Saturday the 14th was a full work day for the entire crew. On Sunday the 15th an electrical safety walk-through was conducted by the officers, and CO's NJP was held in the ship's wardroom. Combat systems alignment continued, and a class "B" fire drill was successfully ran on the duty section.

Monday the 16th saw final last-day preparations for the LOE command the majority of the crew's time and attention. Additionally, the remaining flight deck safety nets were successfully weight-tested.

The Propulsion Examining Board from CINCLANTFLT arrived at 0800 on Tuesday the 18th and immediately attended the inspection in-brief in the ship's wardroom. Equipment cold checks began shortly thereafter and consumed the entire day. Inspection team members conducted administrative program reviews sporadically throughout the afternoon. Cold and hot checks continued first thing in the morning on Wednesday the 19th, and the first fire drill was successfully ran late in the afternoon. By the end of the day, most of the examination had been successfully completed.

Final hot checks were finished on the morning of the Thursday the 19th and were followed by oral boards with most of the engineering personnel. A second and successful main space fire drill was completed after lunch, and an outbrief followed which officially closed out the examination. After seven months in the shipyard, CARR had been formally blessed to light off her engineering plant.

There was no rest for the weary on Friday the 20th, as the crew conducted a fast-cruise which included lighting off the main gas turbine propulsion engines. After a two-week turnover and a successful LOE, ENS [REDACTED] officially relieved LT [REDACTED] as Engineering Auxiliaries Officer. Final preparations for Monday's shift to the naval station consumed the crew's attention for most of the day.

On Saturday the 21st, the rigid hull inflatable boat was satisfactorily tested by ENC [REDACTED] and #1 SSDG was successfully optested. With restoration complete, the RAST deckplates were installed on the flight deck. In the evening, a hail and farewell was given in honor of ENS [REDACTED] and LT [REDACTED], respectively, at CDR and Mrs. Feckler's home.

Sunday the 22nd remained busy as pre-underway preparations continued. The helo hangar bridge cranes were satisfactorily tested, and the residual shipyard equipment and debris were removed from the ship. OSSR Vines checked onboard for duty.

At first light on Monday the 23rd, CARR successfully got underway for the first time in seven months and cruised up the Cooper River under her own power to the Naval Weapons Station for an ammunition onload. The ammo onload was completed on Tuesday the 24th, and on Wednesday the 25th CARR got underway from the Weapons Station and headed out to the JAX OPAREA in the Atlantic Ocean for post-ESRA sea trials. With sea trials successfully completed, CARR headed back into Charleston and moored at Pier Zulu at the Naval Station.

November 1995

Chronology: 01-03 ESRA Charleston, SC
 04 Depart Charleston, SC
 05 Arrive Norfolk, VA
 06-17 IMAV SIMA Norfolk, VA
 23 Thanksgiving
 27 Underway for ETG VACAPES

Narrative:

November 1995 began with CARR preparing to change homeports from Charleston, SC to Norfolk, Va and putting the finishing touches on her eight month maintenance availability. On Thursday the 2nd, all four SSDGs were operationally tested for the upcoming transit to Norfolk. The next day, the ESRA was officially completed but not before an extensive meeting between Ship's Force Representatives, SUPSHIP Charleston, and Detyens Shipyard detailing the outstanding discrepancies that needed to be corrected, also on the 3rd, CARR shifted to ship's power and disconnected the shore power cables for the last time in Charleston. Finally on the 3rd, LT [REDACTED] detached for duties in the Secretary of the Navy's White House Liason Office. While serving in CARR, LT [REDACTED] served as Communications Officer, Auxiliaries Officer and Habitability Officer.

On the morning of the 4th, a cold Saturday, CARR got underway from Pier Zulu at the Charleston Naval Station and headed down the Cooper River for the last time. Enroute to her new home CARR embarked 22 tigers: fathers, brothers, sons and friends of crewmembers who got to see up close what their sponsors do while underway. On the 5th, CARR entered the Chesapeake Bay and eased up the Elizabeth River before docking at Pier 5 Berth 2. Monday the 6th marked the beginning of a two

week post-availability IMAV with SIMA Norfolk. Also starting on the 6th were CSOSS validation, Aviation Certification (AVCERT) Tech Assist Visit, and a Disbursing Audit. The next day the ship moved to Berth 6 still on Pier 5. The week ended with outbriefs for the Disbursing Audit and AVCERT Tech Assist conducted. Of note was the extensive work required on the RAST system prior to the actual AVCERT scheduled for late December.

On Monday the 13th CARR began CART II, a shipwide assessment with Afloat Training Group Norfolk. The 15th saw gale force winds force a fender between the ship and CARR to get pushed under the pier. This caused CARR to have direct contact with the pier and necessitated a tug boat to assist in the repositioning of the ship. On the 17th the IMAV officially ended with SIMA Norfolk. The week of the 19th was a relatively quiet week prior to Thanksgiving. Beginning on the 24th preparations began for getting underway the next week. Catholic Divine Services were held Sunday the 26th.

On the 27th LT [REDACTED] CARR's new Supply Officer, reported onboard prior to the ship getting underway for her first operational ETG since April 1994 while on deployment in the Mediterranean. The 28th saw the Engineering Department complete numerous evolutions and BECCes which rolled into a walk-through Main Space Fire Drill. Evolutions and BECCes were conducted all week as well as Main Space Fire drills on the 28th and 29th. CARR returned home Thursday the 30th and upon arrival conducted an ETG outbrief. While entering port a satisfactory degaussing run was conducted.

December 1995

Chronology: 01-03 Inport Norfolk, VA
 04-06 Underway TSTA 1 VACAPES
 07 Return to Norfolk, VA
 08 Transit to Nauticus
 11 100th TACTASS Ceremony
 12-14 Underway TSTA 1 VACAPES
 15 Return to Norfolk, VA
 22 Begin Christmas Leave
 25 Christmas
 30 Leave Section Turnover

Narrative:

CARR began the final month of 1995 by conducting a Good Order and Discipline Standown which was directed Navy-wide by the CNO. Topics covered included patriotism, standards of conduct and dealing with depression. Finally on the 1st CARR refueled in order to top off fuel tanks. On Saturday the 2nd a wardroom party was held at ENS ██████████'s house for the Army-Navy game, however the Midshipmen lost yet another close grudge match with the Cadets from West Point much to the chagrin of those assembled.

On the 4th CARR got underway with the Fleet Training Group for the second week of TSTA 1 with the primary emphasis placed on flexing all three Repair Lockers. FTG and DCTT conducted CON-1-EX exercises on each Repair Locker on the 5th and 6th and returned to Norfolk on the 7th in time to refuel.

On Friday the 8th Captain Latrell Parker, COMDESRON 32, came onboard and joined the wardroom for lunch. After lunch the ship set the Sea and Anchor detail and headed up the Elizabeth River to Nauticus at Downtown Norfolk. Commodore Parker was there to judge LTJG ██████████, CARR's participant in the squadron's shiphandling contest. CARR spent the weekend giving several

hundred tours to visitors. On the night of the 12th Commander and Mrs. Feckler hosted the wardroom to bid farewell to LTJG [REDACTED] and welcome LT [REDACTED] and LTJG [REDACTED]. Monday the 11th CARR served as the focal point for the ceremony marking the 100th installation of the SQQ-89(V) ASW system onboard a Navy vessel, Senator John Warner R-VA gave the keynote address. A reception inside the Nauticus facility followed the ceremony. The following day CARR got underway for the third and final portion of TSTA 1. While underway, FTG and DCTT again drilled all three Repair Lockers in a CON-1-EX exercise and a Mass Conflagration exercise. Returning to Norfolk on the 15th, CARR moored at pier 5 outboard USS KLAKRING. That night over 100 members of the CARR family gathered at the Armed Forces Staff College Officer's Club to celebrate at the annual Christmas party.

Saturday the 16th marked the beginning of the On-Board Trainer/Sonar In-Situ Mode Analysis System Installations. These two ShipAlts will allow CARR to conduct realistic ASW training exercises either alone or in conjunction with other ships in the vicinity. The 17th saw Santa Claus pay a visit to CARR for the children's Christmas party.

Aviation Certification began on Monday the 18th with an in-brief in the wardroom. Extensive work on the RAST system was necessary and being completed by EN1(SW) [REDACTED], EN2 [REDACTED] and EM2 [REDACTED] with the help from Mr. Bill Barnett from the Naval Air Depot. The Aviation Readiness Evaluation began on Wednesday the 20th and was completed by lunchtime. Inspectors had great

praise for the preparation of Team CARR noting only minor discrepancies. On the 21st the XO and Department Heads were taken to the base photo lab for their quarterdeck board portraits. Friday the 22nd was marked by the visit of Rear Admiral Fallon, COMCARGRU 8, to wish a Happy Holiday season to CARR crewmembers and by the successful Command Duty Officer board by LTJG [REDACTED]. The first leave period began on the 22nd where almost one half of the crew took time off to enjoy time with their friends and family.

On Christmas Eve Catholic Divine Services were held in the Learning Resource Center. The week of Christmas was, not surprisingly, uneventful until the XO began his leave on the evening of the 28th. The 30th was the turnover day for the two leave sections.

CARR completed 1995 having been through a rigorous eight month overhaul, Light Off Examination, homeport shift to Norfolk and Aviation Certification.