



DEPARTMENT OF THE NAVY
USS CARNEY (DDG 64)
FPO AA 34090-1282

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From: Commanding Officer, USS CARNEY (DDG 64)
To: Director of Naval History, Naval Historical Center

Subj: USS CARNEY 1998 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12F

Encl: (1) 1998 Command History
(2) Battenberg Cup Award Nomination for 1998
(3) Arizona Memorial Award Nomination for 1998
(4) Welcome Aboard Pamphlet
(5) Seven CARNEY News Articles/Press Releases
(6) 3.5" Disk

1. In accordance with reference (a), USS CARNEY submits enclosures (1) through (6) as the Command History for 1998.
2. USS CARNEY's homeport is Mayport, Florida. The command address and phone number is:

USS CARNEY (DDG 64)
FPO AA 34090-1282
(904) -270-7990

A. M. Kurta
A. M. KURTA

USS CARNEY (DDG 64) 1998 COMMAND HISTORY

1. **Command Composition and Organization.** The wardroom of USS CARNEY (DDG 64) follows:

ISIC	COMDESRON FOURTEEN COMDESRON TWO FOUR (Changed Squadrons 01 Sep 98)
Commanding Officer	CDR Mark H. "Buz" Buzby, USN
Executive Officer	LCDR Joel D. Modisette, USN (Detached Aug 98) LCDR Donald A. Schmieley, USN
Combat Systems Officer	LCDR Ian M. Hall, USN (Detached Aug 98) LCDR Jack C. Likens, USN
Weapons Officer	LCDR Jack C. Likens, USN LT Derek W. Robertson, USN (Aug 98)
Operations Officer	LT Newman J. Evans III, USN
Engineer Officer	LCDR David A. Geisler, USN (Detached Dec 98) LT Bryon P. Ponce, USN
Supply Officer	LT Ricardo Byrdsong, SC, USN
ASW Officer	LTJG Hans D. De For, USNR
Auxiliaries Officer	LTJG Jesko M. Hagee, USN LTJG Christopher A. Hoffman, USN (Jul 98)
CIC Officer	LTJG Sean R. Anderson, USN (Detached Apr 98) LTJG Cory J. Blaser, USN
Communications Officer	LTJG Christopher A. Hoffman, USN ENS Lester B. Person, USNR (Jul 98)
Damage Control Assistant	LTJG Brian L. Clark, USN (Detached Mar 98) LTJG Ronald P. Rich, USN
Disbursing Officer	LTJG David Bowidowicz, SC, USNR
Electrical Officer	ENS Patrick T. Bayer, USNR LTJG Aaron M. Stetler, USNR (Mar 98)
Electronic Mat. Officer	LTJG Michael Thibodeau, USN (Detached Feb 98) CWO2 Michael D. Knolls, USN
First Lieutenant	LTJG Ronald P. Rich, USN ENS Patrick T. Bayer, USNR (Mar 98)
Fire Control Officer	LT Timothy J. Anderson, USN (Detached Apr 98) LTJG Michael B. De Vore, USN

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1998 COMMAND HISTORY

Command Composition and Organization (Continued)

Gunnery Officer	LT Derek W. Robertson, USN ENS Kenneth Walls, USNR (Aug 98)
Main Propulsion Asst	LT Caesar S. Benipayo, USN (Detached Mar 98)
Navigator	LT Joseph E. Walter, Jr., USN LT L. J. Paul Lutz, USN (Detached Jun 98) LTJG Ponce D. Clay, USN (Jun 98)
OI Division Officer	LT Peter K. Nilsen, USN (Detached Jun 98)
Strike Warfare Officer	ENS Robert L. Moore, USN ENS Aaron W. Stetler, USNR FCC (SW) Jeffrey D. Adkins, USN (Mar 98)
Systems Test Officer	LTJG Ronald L. Walker, USN (Detached Jan 98)
Training Officer	LT William D. Whelchel, USN LT Stephen W. Daneker, USN (Detached Jul 98)
Command Master Chief	LTJG Jesko M. Hagee, USN MSCM(SW/SS) Kevin Licursi, USN (Detached Oct 98) OSCM(SW) Darryl W. Covington, USN HTCM(SW/SS) Dennis C. Bearce, USN (Dec 98)

USS CARNEY (DDG 64) 1998 COMMAND HISTORY

2. Chronology.

January 1-10 Underway in Arabian Gulf. Escort of M/V Epron.

January 11-14 - Inport Jebel Ali, UAE.

January 15 - RADM John B. Nathman, Commander Task Force Five Zero, onboard for awards ceremony.

January 15-29 - Underway in Arabian Gulf as primary escort for USS NIMITZ (CVN 68), plane guard, leapfrogs, ready strike platform.

January 30-31 - Underway in Southern Arabian Gulf for Maritime Interdiction Operations and seizure of M/V Venture.

February 1-3 - Underway in Southern Arabian Gulf for MIO.

February 4-7 - Underway in Arabian Gulf as primary escort and plane guard for USS NIMITZ (CVN 68).

February 8 - Transit of Straits of Hormuz as primary escort for USS NIMITZ (CVN 68).

February 14-16 - Inport Bahrain. Swap of Tomahawk missiles pierside.

March 1-2 - Underway in Arabian Gulf for MIO and surveillance.

March 3-6 - Inport Dubai, UAE.

March 7-8 - Underway in Arabian Gulf as primary escort and plane guard for USS George Washington (CVN 73).

March 9-10 - Underway in Northern Arabian Gulf at Primary Launch Point.

March 12 - Transit of Straits of Hormuz.

March 12-17 - Underway in Gulf of Oman, Gulf of Aden, Red Sea.

March 18 - Transit of Suez Canal with USS NORMANDY (CG 60) and USS SEATTLE (AOE 3).

March 19-21 - Underway in Mediterranean enroute Palma, Spain.

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March 21-24 - Inport Palma, Spain.

Chronology (Continued)

March 25-31 - Underway in Mediterranean Sea and Atlantic Ocean enroute for Mayport, FL.

March 26 - Transit Straits of Gibraltar.

April 1-3 - Underway in Atlantic Ocean enroute for Mayport, Fl. Rejoin with DESRON FOURTEEN: USS JOHN RODGERS (DD 983), USS UNDERWOOD (FFG 36), and USS BOONE (FFG 28).

April 3 - Return to Mayport, FL from maiden deployment. Commenced Post-Overseas Movement standdown.

April 23 - VADM Giffin arrives to present Golden Anchor and Battle "E" awards.

April 27 - Naval Academy Class of '64 luncheon for Lanny King Award winner, LTJG Tim Anderson, Fire Control Officer.

May 17 - Underway for Annapolis, MD.

May 19 - Anchored at Annapolis, United States Naval Academy Commissioning Week Ceremonies.

May 21 - Sponsor Hosted Dinner at Fleet Reserve, Annapolis with Mr and Mrs Joseph Taussig, Betty Carney Taussig.

May 22 - Sponsor Dinner on CARNEY fantail for Taussig's. Senior man: RADM Mullen, Commander Naval Surface Forces Atlantic.

May 23 - Underway for Mayport, FL.

May 26 - Arrival in Mayport, FL. Embarkation of Midshipmen for Summer Midshipmen Cruise Phase I.

June 12-19 - Underway in Charleston Operating Area for Towed Array Receiver System testing.

July 5-9 - Underway Virginia Capes Operating Area for Vandalex enroute to Portland, ME.

July 10-12 - Inport Portland, ME for RADM John Ford Statue dedication ceremonies.

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Chronology (Continued)

July 13-15 - Underway enroute Mayport, FL.

July 16 - Inport Mayport, FL

August 5-21 - RAV.

August 22-26 - Underway for Hurricane Bonnie Emergency Sortie with rest of ships homeported in Mayport. Impromptu exercises included formation steaming and gunnery exercises.

August 27 - Inport Mayport, FL. Continuance of RAV.

September 1 - CARNEY shifts to DESRON TWO FOUR under command of Captain William D. Crowder.

September 16 - Completion of RAV.

September 21-27 - Underway in Jacksonville Operating Area for DESRON TWO FOUR for Group Sail. Commodore embarked 23-25 Sep. Exercises consist of port breakout, DIVTACS, leapfrogs, DTE's, and surface to air gunnery exercises.

September 27-29 - Inport Mayport, FL.

September 29 - October 5 - Underway Charleston Operating Area for TARS testing.

October 13-16 - Logistics Management Assessment. CARNEY passes with over 90 percent in all areas.

October 19-24 - Underway in Jacksonville Operating Area for Engineering Certification and CART II inspection. CARNEY receives Engineering Certification three months earlier than scheduled.

October 24 - 1 November - Inport Mayport, FL.

November 2-24 - Underway for DESRON TWO FOUR Group Sail II Exercises include DIVTACS, DTE's, and heavy USW. DESRON embarked November 18-24. CARNEY completes Final Evaluation Period.

November 6-8 - Inport Roosevelt Roads, Puerto Rico.

November 16-18 - Anchored Phillipsburg, St. Maarten.

November 24 - Inport Mayport, FL.

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December 15-16 - Cruise Missile Tactical Qualification completed thus completing the Basic Phase of the Inter-Deployment Training Cycle four months early.

December 17 - December 31 - Holiday leave periods.

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3. Narrative.

CARNEY began 1998 like she ended 1997, in the Northern Arabian Gulf supporting United Nations sanctions against Iraq by searching for contraband aboard merchant vessels going into and out of Umm Qasar. The ship's maiden deployment was at the half way point and the crew wondered if and when they would be called to strike against Saddam's rogue regime.

Right away, duty called for CARNEY's Visit, Board, Search, and Seizure teams. M/V EPRON, a former Soviet intelligence vessel which was towing a barge full of illegal oil from Iraq had been seized by another U.S. ship. The Russian crew required American escorts until a Gulf nation would allow take custody of their ship and contraband. After a number of days of bad weather, drunken crew members, and a leaky barge, XJ ordered CARNEY to take EPRON to Kuwait City to be turned over to authorities there. The master of the EPRON proved less than cooperative, however, resisting the transit to the point of coming to all stop and refusing to move. A prize crew from CARNEY led by LCDR Modisette and later augmented by a SEAL detachment from the battlegroup changed EPRON's master's mind and CARNEY delivered the Russian smugglers into the hands of the Kuwaiti Coast Guard soon after.

Tensions still ran high with Iraq in mid-January. Although her battlegroup was allowed to leave on schedule, the USS NIMITZ (CVN 68) was required to stay in the Gulf. CARNEY became her primary escort for over a month. During that time CARNEY operated as Red Crown/Green Crown and plane guard for the carrier. The East Coast destroyer and the West Coast carrier worked very well as a team. After USS INDEPENDENCE (CV 61) arrived in February, Fifth Fleet detached NIMITZ to head back to the U.S. CARNEY ran point for her during the Straits of Hormuz transit. Many jealous hearts on CARNEY watched the carrier head south away from the Gulf. CARNEY's turn wasn't for another month.

While still shotgun for NIMITZ, CARNEY teamed up with USS BARRY (DDG 52) for a daring night raid on a suspected sanctions violator, later identified as M/V VENTURE II. Two billion dollar guided missile destroyers with sirens, flares, and bullhorns weren't enough to stop the ship on the high seas, however, but CARNEY got some help from an unexpected source. Two days after escaping into U.A.E. territorial waters, the U.A.E. Coast Guard escorted Venture out to our heroes who continued to stalk VENTURE from international waters.

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CARNEY then took VENTURE to Point Crosby, a sort of high seas impound lot for seized vessels off of Bahrain. Tasked with escort duties for the rest of the ships there in addition to VENTURE, CDR Buzby, now Commodore of "RUSTRON ONE" broke his flag on CARNEY's mast. To insure no one would escape, CARNEY stationed boarding parties on up to six seized vessels day and night for a week. During that time, CARNEY's Rescue and Assistance teams saved two of these sanctions violators from sinking in rough weather.

The roller-coaster tensions between the U.S. and Iraq seemed to come to a head in March. CARNEY broke off escort duties of USS GEORGE WASHINGTON (CVN 73) and sped to her Primary Launch Point. The rest of GWBATGRU and INDYBATGRU emergency sortied from their port visits and made their way north to strike if the order came. After 36 hours of waiting, the alert was downgraded and the entire George Washington Battlegroup left the Gulf two days later. The three week transit home included a swim call in the Gulf of Aden, a sandstorm, high winds, and dangerous transit in the Suez Canal, a port visit in Palma, and rough weather in the Atlantic.

On April 3, CARNEY entered the Mayport Basin in a triumphant return from her maiden deployment. Longing eyes on CARNEY searched for girlfriends, wives, parents, children, whoever. As the ship passed through the St. John's River jetties, the crew could already see loved ones standing on the rocks with signs welcoming home. After rounding the corner into the basin, the anxious Destroyermen could see hundreds of people milling around a bunting colored pier. Closer to the pier they could hear music: a DJ from a local radio station playing requests for the soon to be reunited. More signs and banners greeted the ship. As a crane lowered brows into place, cheers went up from the crowds. Soon families streamed on and off the ship. Everywhere couples started to get reacquainted and fathers swept excited children up in their arms, some of them newborns they'd never seen before. In no time at all, the ship became a ghost town with only a few families and crew members milling around the messdecks. It was good to be home, but not everyone could leave the ship. This is for a good reason. An hour and a half after mooring, the ship's fire party raced to extinguish a fire from a shore power cable that had exploded on the pier. Life doesn't stop for sailors inport.

Later in April, CARNEY began to see some of the fruits of an excellent year and deployment. VADM Giffin came to the ship to officially award it with the Golden Anchor and Battle "E" which they earned the year before. Only the ships with the highest rates of retention, advancement, and education win the Golden Anchor. Both of CARNEY's anchors

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had been painted gold since December when the ship first received word that they had won. The Battle "E" was reward for long hours of training, an excellent COMPTUEX, a spectacular JTFEX, and a stellar deployment. There was no question who was the best ship in DESRON FOURTEEN that year. A few days later, a luncheon hosted by the Naval Academy's Class of '64 officially awarded CARNEY's FCO, LTJG Tim Anderson, with the Lanny King Award. This honor is bestowed on the Junior Officer on CARNEY judged by the Chief's Mess and Wardroom as the most inspirational and excellent JO on the ship.

On May 1st, EWC(SW) Jeffrey Franks turned in his anchors for bars and became ENS Jeffrey Franks, Surface Warfare Qualified. ENS Franks, who learned the year before that he was selected for the Limited Duty Officer program, earned his Officer of the Deck (Underway) and Surface Warfare Officer pin during the cruise. He was OOD during CARNEY's first all enlisted watch team on Christmas day. He was also OOD the night of CARNEY's and BARRY's wild attempt at taking down M/V Venture II near the UAE. ENS Franks immediately left CARNEY, however, to do good things onboard USS VICKSBURG (CG 69) as their CIC Officer.

May was a busy month for the ship. The Naval Academy invited CARNEY to come to Annapolis for Graduation Week. This was also a good opportunity to visit Joe and Betty Taussig, CARNEY's sponsor and her husband. CARNEY anchored out in the middle of the Severn River in sight of the beautiful campus of the Naval Academy. For three days the ship gave tours to well over a thousand visiting families members and Midshipmen. While there, the ships crew got acquainted with Annapolis, Washington D.C., and Baltimore. Betty Taussig hosted a wonderful dinner at the Fleet Reserve for the entire ship. She and her husband Joe reacquainted themselves with the members of CARNEY's crew and regaled them with stories of World War II, her father, ADM Robert B. Carney, and other famous American figures of the war.

The next night, CDR Buzby and his crew returned the favor by hosting a dinner for the Taussig's and other VIP's from the area. When the night was over, the guests commented about how it was a dinner and reception from the old days of the Navy. The ship had set up an incredible sunset banquet for their guests. A Navy band played for atmosphere and CARNEY's renowned Color Guard lowered the Ensign at sunset in a ceremony that no one who was there will forget. Mrs. Taussig received from CDR Buzby a framed photo of CARNEY in the Gulf at anchor, with the sun setting behind her and a 24 karat broach of the ship's silhouette. The dinner and gifts were the least the crew could do for a woman who obviously loved them so much.

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When the ship returned to Mayport, eleven Midshipmen from all over the country arrived for their annual one month introduction to the Navy. They were in for a surprise, however. Instead of just being attached at the hip to their respective running mates like is usually done, CARNEY had other plans for them. Within a week, each Mid was in effect the Division Officer. They ran everything themselves with only as much supervision as they needed. Their running mates even stayed at home one day a week. While underway, the Mids stood watch on the bridge, conned alongside during UNREPs, and fired all of the ship's guns. Each one of them commented on how they learned far more and were much more involved on CARNEY than on any of their other cruises.

CARNEY's ASW team got a welcome addition during June, also. Earlier in the year, the ship was selected to be the testbed for a new type of sonar receiver, the Towed Array Receiver System. The ship's towed array sonar was replaced with the new test tail. Tall cabinets of equipment and civilian technicians embarked the ship for a week in June and another week in September to test this new ASW asset. In an era where Anti-Submarine Warfare is not practiced as much, CARNEY's sonarmen had over a hundred hours of contact time between the two exercises. The new equipment effectively doubled the ship's active sonar ranges during the exercises and will be part of the sonar suite of the DD 21 class destroyers when they are built.

In July, the ship, with Destroyer Squadron Fourteen embarked, made it's way north off the coast of Virginia to participate in a Vandalex. Ten other ships, including five other Arleigh Burke class destroyers gathered to shoot missiles at drones launched from shore. After two exhausting days of clearing civilian shipping from the exercise area and frequent problems with the target drones, the ships were able to fire. Steaming in divisions, ships took turns at taking out the subsonic targets. When CARNEY's turn came, she locked on the drone and fired her telemetry missile a full three seconds before anyone else in the formation. CARNEY's success at the shoot is the direct result of the ship's Fire Controlmen and Gunner's Mates hard work and maintenance of their radars and missile launchers. Captain Joseph Sestak, Commodore of DESRON FOURTEEN, couldn't have been more pleased with the performance of all the ships present, particularly CARNEY.

Following the missile shoot, the ship made its way to Portland, Maine, to participate in ceremonies dedicating a statue to RADM John Ford, the famous film director who made Westerns in civilian life, but made documentaries during World War II for the Navy in addition to managing the Navy's efforts in the nascent field of aerial photographic reconnaissance. Over the weekend, CARNEY's Color Guard and

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Honor Guards helped in various ceremonies to honor this naval hero. Dignitaries and celebrities from the U.S. and Ireland were present including an ambassador from Ireland and the Honorable John Dalton, then Secretary of the Navy.

In August, CARNEY began it's post-deployment availability in Mayport. Within days, the ship's mast and stacks disappeared under a latticework of scaffolding. For most of the month grinding and hammering echoed through the ship. CIC got a small makeover as new Large Screen Displays were added.

August, however is smack in the middle of hurricane season in Florida. Throughout the month hurricanes and tropical storms spun out from the west coast of Africa destined for the New World. Late that month, one of the tempests, Hurricane Bonnie, appeared to threaten Mayport. All contractor work on the ship stopped and CARNEY's crew and all of the civilian contractors rushed to put the ship back together. The ship's engine rooms were reassembled in only two days. All the ships homeported in Mayport steamed out of the basin on August 22nd for what became an impromptu naval exercise at sea. Even ships unable to leave, CARNEY's old rival, USS JOHN RODGERS (DD 983), for instance, were towed further up the St. John's River for better protection. The three days that followed included formation steaming exercises and gun shoots in the Florida Straits. Hurricane Bonnie missed Mayport, but directly hit the Hampton Roads area forcing all the ships there to sortie. Although CARNEY and the rest of the Mayport homeported ships returned on August 26, CARNEY could not resume the yard work for two more weeks due to other storms brewing in the Eastern Atlantic threatening the U.S. By September 16, all work was complete and CARNEY was again ready to get underway.

On September 1, CARNEY said goodbye to some old friends at DESRON FOURTEEN. Although there was no ceremony, CARNEY became a member of DESRON TWO FOUR that day. The crew of the ship got to know the members of the DESRON staff well over the years, especially during the past twelve months. Even with CARNEY away from the rest of the squadron in the Arabian Gulf, DESRON FOURTEEN embarked on the ship a number of times. CARNEY won the DESRON Best Ship award twice from April when it started until August when CARNEY transferred.

DESRON TWO FOUR, commanded by Captain William Crowder, put CARNEY to work quickly. At the end of September, CARNEY and the rest of the DESRON participated in a Group Sail in the Jacksonville Operating Area. From the Port Breakout on September 21 until returning September 27, all of the DESRON participated day and night in DIVTACS, leapfrogs, DTE's, simulated plane guard stations, and surface to air gunnery exercises to name a few. CARNEY's guns knocked down two aerial towed targets in two days during that time. The

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following week, the rest of the DESRON went out and did it all again. CARNEY, on the other hand, went further north to complete testing of the Towed Array Receiver System. The ship had time to play an honorary role in the Enterprise Battle Group's JTFEX, however. CARNEY passed positioning data of the Opposing Forces to the battlegroup and launched the occasional surprise missile attack against OPFOR shipping.

For CARNEY, 1998 was an extremely successful year, but the area where the crew really shone was their work in completing the Inter-Deployment Training Cycle. The theory behind the IDTC is that a ship loses a certain amount of knowledge following a deployment and must retrain itself to get back to the previous level. CDR Buzby and his crew would not allow that to happen. Instead, they all took a round turn on training immediately following the deployment. The crew put in long hours for planning, training, and drilling in order to show the various inspectors what they were made of.

The first major inspection of the cycle is the Logistics Management Assessment. CARNEY did not earn the Blue "E" for Supply during the last cycle, and anxiously awaited the opportunity to excel. And excel they did. October 13-16, inspectors from the Readiness Support Group poured over the supply records and inspected supply programs. They were impressed to say the least. Supply department scored over ninety percent in each category of the inspection, thus moving the ship closer to earning the Blue "E" for this year's Battle "E" competitive cycle.

CARNEY's Engineering Department blew through all three Pre-Light Off inspections earlier in the year. Underway and inport Basic Engineering Casualty Control Exercises and General Quarters drills paid off well during the inspections. But now it was really time for the engineers to show their stuff. Because of their fine performance earlier, Engineering Department was offered the opportunity to have their Engineering Certification Inspection three months earlier than scheduled. Between October 19 and 22, during the CART II inspections, CARNEY's crew showed that they had not lost a step during the months following the deployment and were as ready as ever. Captain Miller, senior member of the Propulsion Examination Board, said that this inspection was the best he had ever seen. He sighted GSE3 David Smallman as the best PACC operator he'd ever seen also. Upon hearing this praise, CDR Buzby rushed down to CCS and awarded Petty Officer Smallman a Navy Achievement Medal in front of all of his peers. CARNEY was certified, becoming only the second ship in Atlantic Fleet history to do so that early in the Cycle.

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Now it was Operations and Combat Systems turn to show off. Since the end of the deployment, these departments had been planning, training, and drilling as well. In October, during the same underway period as the Engineering Certification, they showed the Command Assessment of Readiness and Training (II) Inspection teams that they were the best in the business. They received praise like, "These were the best watchstander briefs I've ever seen", and, "I wish we would have recorded the Combat Systems Training Team's and the Integrated Training Team's briefs to show other ships how it's done."

Following CART II, CARNEY and the rest of the squadron headed south to the Puerto Rican Operating Areas for DESRON TWO FOUR's second Group Sail. For three weeks, Commodore Crowder's august ships sliced through Caribbean waters, hunting U.S. and French subs, firing every gun possible, practicing plane guard, performing UNREPs, DTE's, etc... CARNEY shot down four Towed Drone Units in two days that month. Port visits at Roosevelt Roads and St. Maarten ensured the crews didn't burn out. During the Group Sail, the ship started its own air detachment. Gunnery practice with small, live targets is almost unheard of in this day and age. CARNEY's solution? Radio controlled aircraft for the ship's .50 cal's and M-60's to shoot at. These three weeks were key to the ship's Operations and Combat Systems departments. It was exactly what the ship needed to knock off the rust and polish their already high skills. With the Afloat Training Group and the DESRON, CARNEY demonstrated that they didn't need four more months to finish the IDTC. They were ready now.

The last hurdle to being declared 'ready to deploy' was the Cruise Missile Tactical Qualification. CARNEY's missilemen and Operations Specialists were all over that, however. They showed that they hadn't lost a step since being the tip of the spear in the Gulf the year before. CARNEY passed with any trouble. With that last inspection, CARNEY completed the Inter-Deployment Training Cycle a full four months before scheduled completion. From the Captain down to the newest Seaman Recruit, CARNEY showed that they could train themselves and not dip in readiness like so many other ships do.

A number of officers became Surface Warfare Officers in 1998 beginning with ENS Ron Rich, the ship's Damage Control Assistant, ENS Chris Hoffman, the ship's Communications Officer, and EWC((SW) Jeffrey Franks, LDO candidate, in March. LTJG Jesko Hagee, Auxiliaries Officer, and ENS Hans De For, ASW Officer, earned theirs in July, and LTJG Aaron Stetler, Electrical Officer put his pin on in December. LTJG Dave Bowidowicz earned his Supply Corps pin in October. He would later earn his Officer of the Deck (Underway)

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qualification; a rare feat for a Supply Corps Officer and the first onboard CARNEY.

CARNEY won the Silver Anchor Award in 1998. Losing out in a close race to her old mates from the Gulf onboard USS BARRY (DDG 52). CARNEY demonstrated once again that retention is something to take seriously because it's a direct reflection of crew morale.

CARNEY's Junior Sailor of the for 1998 was GSM3 John Lind. Petty Officer Lind was an asset the entire year, but became vital during the Engineering Certification Inspections. During the year, he qualified as Engineerroom Operator and was the only Fireman entrusted with the responsibility of leading an engineering watch team. His efforts directly resulted in CARNEY completing CART II and ECERT three months ahead of schedule.

CARNEY's Sailor of the Year was SM1(SW) Lee Moody, a stalwart from XN Division. In addition to showing superior leadership in the signal shack, Petty Officer Moody took it on himself to stand lookout watches when First Division suffered a severe manpower shortage during the year. When any visual communication question arose or some training required, Petty Officer Moody was the one to go to.

CDR Buzby presented CARNEY's Commander Lanny King Award to LTJG Ronald Rich, CARNEY's Damage Control Assistant. Both the Wardroom and Chief's Mess voted and determined that he best represented the traits of CDR King. As the citation with the Navy Achievement Medal he received with the Award stated, LTJG Rich's deeds and dedication demonstrated unique leadership talent and embodied the spirit first exemplified by CARNEY's first Commanding Officer. Among his other distinctions, LTJG Rich earned the coveted title Shiphandler of the Year during 1998.

1998 was even busier than 1997 for the crew of CARNEY. Whether it was as "shotgun" for the NIMITZ, or MIO boardings in the middle of the Arabian Gulf, or remembering glory days of the Navy in Annapolis, or blowing away the Inter Deployment Training Cycle, CARNEY was the best. Once again the ship is a strong contender for DESRON FOURTEEN Battle "E", the CINCLANTFLT Battenburg Cup, and the Arizona Memorial. In 1998, CARNEY proved that she was without peer in the Atlantic Fleet.



DEPARTMENT OF THE NAVY

USS CARNEY (DDG 64)

FPO AA 34090-1282

3502

Ser DDG-64/002

13 Jan 98

From: Commanding Officer, USS CARNEY (DDG 64)

To: Commander, Destroyer Squadron FOURTEEN

Subj: BATTENBURG CUP AWARD NOMINATION FOR 1997

Ref: (a) COMNAVSURFLANTINST 3502.2C

1. In accordance with reference (a), USS CARNEY proudly submits the enclosed justification package in support of our nomination for the 1997 Battenburg Cup Award.
2. As you review the enclosed record of this crew's remarkable performance in their first full year manning a ship of the line, it should become readily evident that CARNEY is a ship that has excelled in every area of endeavor. CARNEY Destroyermen led the way not only in battle readiness and warfighting skills, but also in community leadership, quality of life programs, and individual achievement. This was our goal throughout 1997, to realize the maximum capability inherent in our ARLEIGH BURKE Class destroyer and her crew. We believe that we owe the people of this country nothing less. We believe that we have achieved our goal.
3. My Command Philosophy is based on three tenets: Safety First, Be a Professional, and Be a Good Shipmate. In presenting our achievements for 1997, we have endeavored to illustrate how these tenets are reflected in CARNEY's record of Mission Accomplishment and Safety, Quality of Life, our Golden Anchor Award, Recognition of Effort, and Going the Extra Mile. Our record of achievement speaks for itself; USS CARNEY - "505 Feet of American Fighting Steel" - is the best all around ship in the US Atlantic Fleet.


M. H. BUZBA

OUTLINE

THE YEAR IN REVIEW

MISSION ACCOMPLISHMENT AND SAFETY

- Mediterranean Strategy and the Mahon, Spain Naval Cemetery Refurbishment
- Mahon Anchorage Emergency Sortie
- Arabian Gulf Dash
- Mediterranean Intelligence Team Scores in the Arabian Gulf

QUALITY OF LIFE

- Morale, Welfare and Recreation
- Holidays Underway
- Liberty
- Tell the Story
- Sports
- 6 Section Duty

GOLDEN ANCHOR

- Retention
- Advancement
- Education

RECOGNITION OF EXCELLENCE

- Sailor of the Year
- Junior Sailor of the Year
- Commander Lanny King Award
- Commander Destroyer FOURTEEN Shiphandler of the Year
- Sailor/Junior Sailor of the Quarter Program
- Personal Awards for 1997

THE EXTRA MILE

- Digital Chart Navigation System
- Formation PT Runs Twice Per Week
- Satellite Television at Sea
- Optimizing "Sailor Phone" Availability
- ADNS Personal E-Mail
- Pressing of Dungarees
- Internet Homepage Website Development
- Intranet Ship's Information Network: CarneyNET
- Coast-to-Coast School Partnerships Via Internet

THE YEAR IN REVIEW

CARNEY's Destroyermen attained and maintained unparalleled warfare excellence and proficiency throughout 1997. Their sustained superior performance and readiness while executing the ship's primary military missions (AW, STW, USW, and SUW) were second to none. Leaders in unit level action, tactical innovation and battle group interaction, CARNEY contributed significantly to the combat readiness of COMDESRON FOURTEEN and the NIMITZ/GEORGE WASHINGTON dual CV Battle Group. CARNEY's maritime warfare hallmarks were aggressive training, uncompromising professionalism, cunning ingenuity and superlative inspection performance.

THE BASIC TRAINING PHASE

CARNEY sustained superior performance and readiness in all mission areas throughout the Interdeployment Training Cycle (IDTC). The year began in the thick of the Training Cycle with CARNEY's training teams implementing realistic drills and providing constructive feedback to the watch teams. During this period, CARNEY certified its cruise missile teams, CSTT, STT, ETT, DCTT, MTT, and ITT. Highlights include:

- **CRUISE MISSILE TACTICAL QUALIFICATION.** CARNEY was the first Atlantic Fleet ship to conduct CMTQ during TSTA II CSTG, with the qualification being pulled ahead after the Basic Training Phase started. On March 6, 1997 CARNEY certified on initial attempt, earning "BATTLE-READY" status for the employment of Tomahawk and Harpoon Cruise Missiles.
- **ECERT.** CARNEY's engineers showed their mettle during ECERT where one section obtained 100 percent for all graded drills while a second section scored 89 percent. All administrative programs were assessed as "effective" or "partially effective;" key effective programs included electrical safety, tag out, heat stress, and hearing conservation. The entire inspection was precisely executed in under seven hours; the crew performed exceptionally. Commander GEORGE WASHINGTON Battle Group hailed the performance as the "ability to continuously raise the bar."
- **FINAL EVALUATION PERIOD.** The ship's ITT was certified during TSTA II CSTG where all drills were conducted as integrated training. TSTA III was canceled and FEP was pulled ahead in its place. CARNEY presented a tightly integrated and complete package which was graded "Satisfactory" by ATG. The senior observer was so impressed that he intended to call FEP complete after day two; however, CARNEY was tasked to provide light line transfer services for

The Year in Review

B.A.N.S. Sabha. The ship's ITT rolled the Bahranian frigate into the scenario and continued the valuable training. The end result, CARNEY chopped to the Fleet Commander "War Ready".

- **TOMAHAWK EXERCISES.** Participating in nine SLAMEX events, the ship demonstrated proficiency, professionalism and dependability as a Tomahawk firing unit. In each event, CARNEY achieved 100 percent success, often receiving mission tasking that other firing units could not execute. CARNEY led the integration of CSTT into SLAMEX events; CSTT casualty insertion is now a common practice among firing units during the events. Additionally, CARNEY served as Launch Area Coordinator (LAC) platform for CDS-14 during SLAMEX 15-97. The dual role of LAC support and Firing Unit (FRU) was handled expertly by the watch team with complete success.

CNO PROJECT 0142-01



CARNEY was selected for the installation, testing and COMOPTEVFOR operational assessment of the Navy's first CIWS Block 1A upgrade in an AEGIS ship. During the evaluation period, CARNEY conducted twenty five pre-action calibration firings, multiple aircraft tracking exercises, intership CIWS EMI testing, and a Towed Drone Unit intercept. This testing collected large volumes of data for use by Hughes Missiles Systems, NAVSEASYS COM and validated CIWS Block 1A compatibility and integration with the AEGIS Weapon System.

Joint Services Training Exercise 97

CARNEY's first experience in air warfare occurred in April during Joint Services Training Exercise 97. JSTE encompassed multiple units from across the United States and was conducted via a land line data link. CARNEY performed effectively as an AW unit in a multi-threat environment. Throughout the exercise, the watch teams refined tactical procedures and enjoyed success. The experience gained during JSTE was carried over to CARNEY's next operational commitment, COMPTUEX.

COMDESRON FOURTEEN CHANGE OF COMMAND

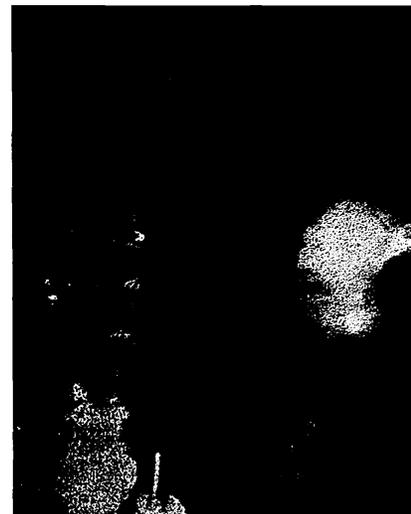
As Destroyer Squadron Fourteen's newest, most capable and sleekest ship, CARNEY was selected by the Commodore to host his change of command. The crew

responded with tremendous enthusiasm, ensuring that the “lily was gilded” as we wished our Commodore Fair Winds and Following Seas. To showcase our squadronmates, we worked with the squadron staff to ensure that there was full representation by all squadron ships. The day brought fabulous weather, a wonderful ceremony, and a great beginning with our current Commodore.

COMPREHENSIVE TRAINING UNIT EXERCISE 97-3

COMPTUEX 97-3 was CARNEY's first opportunity to work in a carrier battle group environment. The USW module's aggressive use of air and surface assets was the key to success in defending the force. CARNEY has the distinction of being the GWBG unit with the most contact time (active and passive) during both COMPTUEX and JTFEX. Additionally, CARNEY executed the first and only successful surface ship ASW engagement during COMPTUEX Phase II, earning the ship a BZ from Commander Destroyer Squadron Fourteen and Commander GEORGE WASHINGTON Battle Group. Commended by the Battle Group Commander for superb execution of duties as an alternate Air Warfare Commander, CARNEY flexed its AEGIS Weapon System in challenging scenarios. CARNEY's Strike Warfare Team continued its superlative performance. As the alternate Surface Warfare Commander, CARNEY effectively utilized air and surface assets to defend the force. One of the many highlights of COMPTUEX were the 'Pirates.' Directed to act as an Orange unit, CARNEY intruded on circuits, controlled battle group aircraft, and disrupted the tactical data link. Using ingenuity and cunning, CARNEY demonstrated the importance of Operational Security and proper authentication procedures. Live weapon firing highlights include:

- **AAW-11-SF.** CARNEY Fire Controlmen, utilizing on board sensors, determined evaporative duct height and with the SPY Slide Rule (part of the AEGIS Core Doctrine TACMEMO) calculated initial target detect at 38 kyds. SPY detected the target at an altitude of 50 ft and range of 39.3 kyds, slightly better than predicted. CARNEY conducted the shot tactically with Semi-Auto Weapons Select Doctrine. AAWC received a recommend engage alert and engaged manually. The AEGIS Weapon System operated as designed, the SM-2 BKIII missile achieving a ten foot CPA to the target, well within the exercise kill radius.



The Year in Review

- **AAW-19-SF.** CARNEY's SPY radar immediately detected the split from the launch aircraft at an altitude of 36.7 kft and range of 83 nm. CARNEY conducted the shot tactically with Semi-Auto Weapons Select Doctrine. AAWC received a recommend engage alert and engaged manually. The AEGIS Weapon System operated as designed, the SM-2 BKIII missile achieving a ten foot CPA on the target, well within the exercise kill radius.
- **ASW-18-SF.** CARNEY maintained track on the undersea target utilizing the AN/SQS-53C in active mode. CARNEY conducted the shot tactically, utilizing the MK 116 interfaced with the AEGIS Weapon System. Systems operated as designed; target solution and weapon placement were evaluated as satisfactory by the range.
- **ASW-24-SF.** CARNEY maintained track on the target utilizing the AN/SQQ-89 interfaced with LAMPS MK III. CARNEY conducted the shot tactically, utilizing a HSL-42 helicopter. Target solution and weapon placement were evaluated as satisfactory by the range.
- **NAVAL GUNFIRE SUPPORT.** CARNEY qualified on the Vieques NGFS range, with a 96.6 score.

JOINT TASK FORCE EXERCISE 97-3

During JTFEX, CARNEY's watch teams utilized speed, deception, and maneuver to maintain an accurate air, surface, and subsurface picture for the Battle Group. Easily integrating into the GEORGE WASHINGTON Battle Group, the watch teams utilized a well maintained AN/SPY-1D radar to provide an accurate and timely picture to the Battle Group Commander. When called upon, the watch teams stood up the 'Force Watch' and assumed duties as alternate Air Defense Commander. The Strike Warfare Team once again excelled, achieving all tasking in a challenging, realistic environment; they set the standard for all other Tomahawk shooters within the Battle Group. Selected to participate in a MINEX during JTFEX, CARNEY utilized Kingfisher to expertly demonstrate mine avoidance at various speeds. Whether in control of a Surface Action Group, hunting submarines, or acting as an alternate warfare commander, CARNEY utilized all assets available to seek out and identify the enemy, and engage when required.

MAIDEN DEPLOYMENT

Deploying as an element of MED 98-1, GEORGE WASHINGTON Battle Group, CARNEY participated in two bilateral exercises: NADOR 97-3 and MARE NUOVO.

- **NADOR.** During NADOR 97-3, CARNEY operated with the Tunisian Navy, focusing on Air Intercept Control, Surface and Air gunnery, and a War at Sea scenario. The exercise was a smashing success, achieving all goals and demonstrating the proficiency of CARNEY's watch teams.
- **TOMAHAWK EXERCISE.** During Sixth Fleet Exercise Caesar Sword 97-06, CARNEY served as a primary Firing Unit (FRU). Commander Sixth Fleet observers remarked during the debrief that it was the most successful Caesar Sword exercise in recent history. During the exercise, CARNEY prepared 29 Tomahawk engagement plans, aligned 36 Tomahawk missiles (simulated), fired 22 Tomahawk missiles (simulated), and exercised CSTT casualty insertion to demonstrate operator proficiency.
- **PORT MAHON & PALMA DE MALLORCA PORT VISITS.** The highlight of these port visits was the refurbishment of the US Naval Cemetery in Port Mahon. The story can be found in "Mission Accomplishment And Safety."
- **MARE NUOVO.** Following Caesar Sword, CARNEY participated in the Italian power projection exercise Mare Nuovo. The ship's robust surveillance and warfighting capability were put to immediate use providing a clear and complete tactical picture for the Italian Battle Group commander. Additionally, CARNEY conducted live fire NGFS with outstanding success. RADM Sanfelice Di Monteforte, the Officer Conducting the Exercise for the exercise, commended the ship for "outstanding performance during the NGF serials at Capo Teulada." The ship continued its leading role in USW; CARNEY was the only U.S. ship to be given tactical control of one of the ASW serials. Taking the lead, CARNEY aggressively prosecuted all subsurface contacts; the Italian commander commended the ship for "saving the amphibious force by locating the Brown submarine outside the Amphibious Objective Area defensive screen." The exercise was a resounding success, achieving all goals and demonstrating CARNEY's multi-warfare proficiency.



CONTINGENCY OPERATIONS

MED 98-1 was cut short by world events as CARNEY was tasked to conduct a contingency deployment to the Arabian Gulf in mid November. Upon transiting the Straits of Hormuz, CARNEY proceeded directly to the North Arabian Gulf and assumed duties as a ready strike asset and Maritime Interception (MIO) picket. At year's end, CARNEY continues to stand ready to respond to any and all threats which may arise in this intense region of the world.

- **THE DASH.** Upon completion of Mare Nuovo, CARNEY was enroute the western Mediterranean to conduct a Freedom of Navigation Operation off the Algerian coast. Upon receipt of new orders to "make best speed," to the Suez Canal and Arabian Gulf, CARNEY's engineers cranked up all four main engines and headed east. CARNEY essentially conducted a seven day full power trial, racing toward the Arabian Gulf at 31 knots, arriving a day earlier than the National Command Authority expected. The facts: 3,939.5 nm steamed in six days, twenty hours, and two minutes; we believe this is a class record. More information can be found in "Mission Accomplishment And Safety."
- **AIR WARFARE.** Upon arrival in the Arabian Gulf, CARNEY melded seamlessly into the complex combined Joint Task Force Air Defense architecture. An arena of intense joint and combined operations, the ship effectively integrated diverse forces and environments, achieving immediate success. CARNEY readily executed duties as surveillance platform for the Kuwaiti air defense station, call sign ABSOLUT. CARNEY performed duties as the alternate Regional Air Defense Commander, 'XC', for the dual carrier Battle Group and led the use of encrypted air control radios.
- **STRIKE WARFARE.** Upon inchoption to the Arabian Gulf, CARNEY seamlessly folded into the Commander FIFTH Fleet strike role as a ready strike platform during Operation Vigilant Sentinel II. Our operators shifted their focus to a different regional threat and continued to hone their skills and further develop the strike team. Foresight and preparation assured CARNEY was ready for the most challenging Tomahawk tasking anywhere, anytime. Participating in FIFTHFLT exercise TLAMEX 97-13 and 97-14, CARNEY successfully demonstrated expert knowledge of theater Tomahawk employment strategy and Concept of Operations. During each scenario, 42 Tomahawk engagement plans were built, 30 Tomahawk missiles were aligned (simulated), and 28 Tomahawk missiles were fired (simulated). CARNEY continues as a ready strike platform in the Arabian Gulf during contingency operations.

The Year in Review

- **MARITIME INTERCEPTION OPERATIONS.** CARNEY became an active member of the Arabian Gulf Maritime Interception Operations upon arrival in the Arabian Gulf. After only one practice boarding during JTFEX (three months prior) and without the benefit of inchoate briefings, CARNEY's boarding team boarded and inspected a merchant vessel during our first day on station in the Northern Arabian Gulf. The ship went on to conduct boardings of 10 other vessels in as many days, prompting the MIO Commander to signal: "BZ to CARNEY for setting the pace in MIO." CARNEY is the MIO Commander's choice to conduct covert surveillance in the North Arabian Gulf. Utilizing stealth and innovative tactics, CARNEY remains covert while reporting on suspect merchant traffic which may be violating the United Nations sanctions against Iraq. At year's end, CARNEY has conducted twenty boardings without mishap or injuries.

MISSION ACCOMPLISHMENT AND SAFETY

The CARNEY Steering Star's first point symbolizes the dual goal of every Commanding Officer - Mission Accomplishment and Safety. These continuously interweave in the day-to-day life of a ship. Occasionally a particularly satisfying success story in the mission accomplishment of a ship merits attention. Here are just four of CARNEY's big successes in the year 1997.

MEDITERRANEAN ENGAGEMENT AND THE MAHON, SPAIN NAVAL CEMETERY REFURBISHMENT



During a visit to the Balearic Island port of Mahon, CARNEY sailors engaged in an extensive community relations project to completely refurbish and paint the US Naval Cemetery there containing the remains of 28 seaman of the 1800's. This three day effort, involving 75 Carneyman and over 600 man-hours included clearing of all weeds and overgrowth, pouring of a new concrete pathway, construction of a new 500lb wooden gate, and whitewashing of the cemetery walls and grave markers. The extraordinary work culminated in a moving wreath laying ceremony involving CARNEY's Color Guard and Honor Guard, a 21 gun salute, and the symbolic tolling of the ship's bell 28 times, once for each of our fallen comrades

interned there.

Attended by members of the Spanish Navy, Local Government, and both the Spanish and US Navy League, long time residents of Port Mahon called CARNEY's restoration efforts and ceremony the very best they'd seen in years. US Defense Attaché Madrid signaled: "Obviously, you and the Destroyermen of CARNEY made a tremendous positive impression on the citizens of Menorca...thank you for furthering the goodwill between the peoples of the United States and the Kingdom of Spain. You have set a new standard for future visits to Mahon." Additionally, during the ship's next port visit to the neighboring island of Mallorca, CARNEY sailors completed four additional community relations projects at schools and orphanages in Palma. Further achievements in this area were cut short only because of the ship's contingency deployment to the Arabian Gulf.

MAHON ANCHORAGE EMERGENCY SORTIE

CARNEY has demonstrated the highest standards of maritime expertise and Naval professionalism during the myriad of seamanship evolutions in 1997. We ensured the ship was properly trained and prepared to complete all evolutions safely. However, all ships make this claim. How is CARNEY different? CARNEY met the challenge of an emergency sortie from anchorage under storm force conditions during the early morning hours of 29 October 1997 at Port Mahon, Menorca, Spain.

With the sudden onset of 50 knot wind gusts and 10-15 foot seas early on the morning of 29 October 1997, CARNEY began horsing violently and pitching heavily in the rapidly deteriorating conditions. The anchor watch, CIC and bridge navigation watches simultaneously detected that the ship was dragging anchor (All received Navy and Marine Corps Achievement Medals for their actions). The bridge team immediately stationed the Sea and Anchor Detail, and thanks to CARNEY's foresight in routinely conducting emergency sortie drills on each duty section while at anchor, the ship manned up in under four minutes and stood safely to sea from anchorage. This positive and timely action by prudent mariners resulted in rapid identification of the situation and swift response to stand from anchorage quickly and safely with no injuries or damaged equipment. This emergency sortie was typical of the level of professionalism exhibited throughout 1997.

ARABIAN GULF DASH



Mediterranean Deployment 98-1 was cut short for CARNEY in November 1997 when CARNEY, along with USS GEORGE WASHINGTON, USS SEATTLE, and USS ANNAPOLIS conducted a contingency deployment to the Arabian Gulf. With 31 knots rung-up, we dashed across the Mediterranean, transited the Suez Canal and charged into the Gulf to take station with USS GEORGE WASHINGTON and USS NIMITZ. There CARNEY assumed duties as a ready strike asset and Maritime Interception (MIO) picket. We call this achievement our "Arabian Gulf Dash", and steaming at Flank speed for a week without casualty was only the beginning.

Mission Accomplishment And Safety

CARNEY's short notice transit through the Suez Canal and into the Arabian Gulf flexed the entire Navigation Team, both in CIC and on the Bridge. We literally had hours to assemble, correct and brief the extensive navigation plan for our journey from the western Mediterranean to the northern reaches of the Arabian Gulf. Total time between contingency notification and entry into Suez Canal: 56 Hours.

The Operations Department was similarly flexed. In the span of one week, CARNEY's Radiomen flawlessly patched and reliably operated within three different communications plans. They perfected the nuances of each new communications architecture while maintaining connectivity with operational commanders, ready to flex at a moment's notice for real-world contingency operations. Upon arrival in the Gulf, CARNEY arranged an UNREP of opportunity and then proceeded directly to the Northern Gulf, conducting a MIO boarding the next morning without missing a beat.

A MEDITERRANEAN INTELLIGENCE TEAM SCORES IN THE ARABIAN GULF

CARNEY's Temporary Surface Cryptologic Support Installation support personnel were quickly assimilated into the CARNEY combat team. Providing accurate and timely intelligence, indications and warning support, threat identification, they rapidly correlated the threat with AEGIS track data throughout our Mediterranean and Arabian Gulf deployment. Innovative and aggressive in its collection, CARNEY discovered new communication procedures being utilized by sanctions violators. The result: Fifth Fleet planners were able to more efficiently place assets, based upon Communication intercepts.

Working closely with the ship's command and control structure to provide ownership and other fleet users with pertinent data, CARNEY's intelligence collection team conducted daily surveillance of all surface, air and subsurface contacts within sensor range, including high quality 8 point photography whenever possible. Additionally, the ES watchstanders provided timely and accurate cueing to the entire CIC watch team, routinely reporting over 100 rackets each day from Gulf littoral aircraft and surface units. Additionally, they play a key role in CARNEY's MIO mission by recording all electronic emissions from each ship boarded. Each evening, the day's intelligence summary and force locator are professionally presented to the Commanding Officer and tactical watchstanders in order to maintain maximum situation awareness by all war fighters.

QUALITY OF LIFE

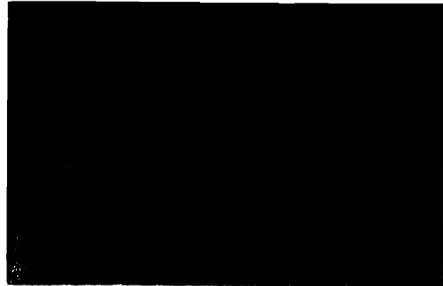
Quality of Life, the second point of the CARNEY Steering Star, leads to a successful ship. We are Sailors and the ship is our home, but it doesn't stop there. Family and friends form the core of our lives and therefore, CARNEY looks toward them as we shape our Quality of Life initiatives.

MORALE, WELFARE, AND RECREATION

Possessing a proactive MWR program, CARNEY is fully engaged in enhancing the Quality of Life of her Sailors and their families. While in homeport, beach picnics, pool parties and sporting activities were plentiful. Overseas, the Recreational Services Officer aggressively promotes tours and activities with our foreign hosts. The ticket rebate program was a big hit for both the single and married Sailor, with savings up to ten dollars per month per Sailor. Specific highlights of the MWR program include:

- **CRUISES.** MWR sponsored one Tiger and one Dependent Day Cruise during 1997. These cruises helped teach the family and friends of CARNEY of their Sailor's significant contribution to the country. One of our core Tiger activities is the Tiger Surface Warfare Specialist (TSWS) program. Once Tigers are checked aboard and have received their safety briefs, they are each given a TSWS qualification card which is a scaled down version of the ESWS PQS book. Items are selected to help guide the Tiger into becoming familiar with CARNEY and her mission. Upon successful completion of the qualification card, the Tiger receives a letter from the Commanding Officer congratulating him on a job well done. We have discovered that by giving youngsters something to focus upon, they become actively engaged and really enjoy their time aboard the ship.
- **CARNEY TRIVIA.** Broadcasted live on SITE TV, CARNEY Trivia is a fast paced, educational game show where the crew calls in to answer questions and compete for many "Fabulous Prizes". You never know what you might win; maybe a candy bar, maybe a bar of soap, but you always win. Competition is keen between berthing compartments as calls flood into the studio, each vying to correctly answer the question. Always entertaining are the run-offs where some of the "varsity" questions are asked as the stakes are raised. If it is a slow night, the host is not above making random calls to select crew members or watch stations; even the Executive Officer is not immune. You need to be on your toes and ready to answer, live for the crew. Branching from this same concept, the command has adopted this format for training as well, developing "Safety," "Basic DC," and "ESWS" editions.

- **FUND RAISERS.** Quality of Life exists outside of the life rails and is not restricted to CARNEY or our immediate families. Our Destroyermen are extremely conscious of and sensitive to those who are less fortunate. To this end, CARNEY's MWR organization held several fund raisers for Navy/Marine Corps Relief and the Combined Federal Campaign. The most notable were "Shave a Shipmate's Head" and "Scullery Queen." In the spirit of giving, the participants actively campaigned and challenged the crew to come through for these worthy organizations.



HOLIDAYS UNDERWAY

Holidays underway posed a challenge for CARNEY. An aggressive 1997 schedule meant the crew spent Memorial Day, Labor Day, Thanksgiving, Christmas Day and New Years Eve at sea. How could the ship turn a recipe for bad morale into an opportunity for success? By becoming actively engaged and looking out for our Sailors. Outstanding food and congenial spirit were key ingredients to making the holidays ones to remember. This is how CARNEY handled each of the biggest family holidays,

- **MEMORIAL DAY/LABOR DAY.** While the rest of the country was enjoying three day weekends and trips to the beach or mountains, CARNEY's Destroyermen were underway, training for deployment. However, we're not robots and enjoy a good time as much as the next guy. The MWR organization and Supply department went overboard for both of these holidays, setting up steel beach picnics complete with good food, music and fun.
- **THANKSGIVING.** During 1997, CARNEY spent its second consecutive Thanksgiving away from homeport while deployed to the Arabian Gulf. The challenge was to provide an atmosphere for the crew that was most like the traditional family gathering. CARNEY's Food Service Division responded in true fashion with a magnificent Thanksgiving feast that rivaled "Mom's" home cooked meal. And lets not forget the Captain, decked out in "Arabian Gulf Mess Dress Khaki" (complete with-bow tie and cummerbund) serving the meal to the crew.



- **CHRISTMAS.** Christmas provided a similar challenge, although the response was a bit different. CARNEY's Food Service Division once again planned an exquisite menu of T-bone steak and lobster for the crew. However, this time the Wardroom stepped up to the task of cooking and serving the meal. During an ice cream social after supper, the Captain presented gift bags of cookies compliments of CARNEY's Wardroom wives.

LIBERTY

One of the most effective ways to reward a crew for their hard work and dedication is through liberty. In order to prepare our Sailors for success, CARNEY actively promotes a "Good Shipmate" philosophy. Simply put, it is the responsibility of each and every CARNEY crew member to be responsible for the safety and welfare of his fellow shipmate. By doing this, we strengthen the bond among the crew. The belief that a drunken Sailor is a happy Sailor is neither expected nor condoned in CARNEY. With MWR actively involved in promoting the "Good Shipmate" philosophy, CARNEY Sailors enjoy the wonders that foreign lands offer and know that they can rely on their shipmate to do the Right Thing, if required. This philosophy is directly responsible for CARNEY's zero liberty incidents record overseas.

TELLING THE STORY

The best way to keep people abreast of our current events is through the various forms of media. CARNEY uses several ways to reach out and inform families, friends and interested parties on just what CARNEY is doing. They include:

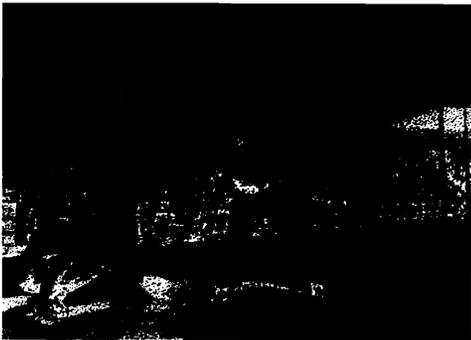
- **THE RESOLUTE.** The ship's quarterly publication is mailed to those who have an avid interest in CARNEY. It outlines what the ship did during the quarter as well as up coming events of interest. Written from within, all inputs are from the Sailors. The Captain, Executive Officer, and Command Master Chief are each given a column where they are able to highlight the quarter and bring the command level attention to families and friends. Circulation is over 400.
- **THE OMBUDSMAN NEWSLETTER.** Sent out monthly, this newsletter keeps families informed of ship information as well up-to-date changes in Navy policies which impact our families. Also included are items of interest within the local area regarding recreation, health, and safety hints. This is all spearheaded by our 3 person Ombudsman team, dedicated to the welfare of the

Quality Of Life

CARNEY families. The latest tool for the Ombudsman was the purchase of a modem for the Ombudsman computer. This allows for rapid two way communications with the command while deployed. Information gained from abroad is then expeditiously passed to the rest of the CARNEY family.

- **CARNEY WEBSITE.** As if this wasn't enough, CARNEY developed a website beyond reproach. Information regarding CARNEY is now available on the type commander's server and can be viewed by anyone interested in following CARNEY. Since mere words cannot do the site justice, a sample of the website is enclosed as a tab. Better yet, go on-line and view for yourself at www.spear.navy.mil/ships/ddg64.
- **CARNEY CARELINE.** This is a general access phone message system used to disseminate information of an immediate nature to CARNEY families and friends. The Commanding Officer provides the Ombudsmen with weekly updates on the ship's schedule and other news of the week. It is the official source of authoritative command information 24 hours a day.

SPORTS

- **SOFTBALL.** The softball season announced CARNEY's arrival to Naval Station Mayport. As the new ship in the basin, local commands didn't know what to expect; neither did CARNEY. As it turned out, it was a very respectable year. CARNEY finished second in the afloat category in the Captain's Cup Tournament. The end of the season tournament found CARNEY finishing at the top of the ladder for afloat teams and fourth overall. Not to be outdone by their Sailors, CARNEY's Family Support Group mustered a team of their own.
- 
- **BASKETBALL.** A favorite sport of CARNEY Sailors, the ship's team is always looking for a game. Whether it is a port visit in the midst of an exercise, or one overseas, the "Hoops Superstars" are raring to go, flexing their prowess in getting the ball to the basket. Teams played include the Roosevelt Roads Naval Base, the Spanish Navy's Class II and III teams stationed in Palma de Majorca, and various commands at Naval Station Mayport.
 - **RUNNING.** Many of the Sailors take advantage of the various sponsored runs in the Jacksonville area. Of special note was the COMP USA 10K run where

Quality Of Life

CARNEY took first place in the government team competition. This is a natural off-shoot of our command physical training regimen.

SIX SECTION DUTY

From the time CARNEY arrived in the Mayport basin, the ship was destined to make its mark. Hard work and management by the Chief's Mess went into the planning of an optimal inport duty section rotation. Complying with the Fleet Commander's desire to increase the number of duty sections inport, a six section duty rotation was devised. Ensuring safety and security of the ship, CARNEY met these requirements ahead of any other ship in the waterfront. By accomplishing this, CARNEY demonstrated flexibility, allowing the crew to spend maximum time with their loved ones after a long separation period during a the shipbuilding process and the post delivery warranty shipyard availability.

GOLDEN ANCHOR STORY

The third point of the CARNEY steering star symbolizes her Golden Anchor achievement. CARNEY, the 1997 CINCLANTFLT Golden Anchor winner for medium afloat commands, stands as the recognized fleet leader in assisting Sailors with individual professional achievement. In her first full year as a commissioned vessel, CARNEY won an award that normally goes to ships with mature, long standing programs . You will see that the key to our success lies in a trinity of Professionalism: Retention, Advancement, and Education.



RETENTION

Retention stands as the first part of CARNEY's Trinity of Professionalism. To succeed, CARNEY emphasizes retention every week. The Command Career Counselor (CCC) briefs Transition Assistance Program status and Command Information Training Course percentages weekly at Planning Board for Training. Here Carneymen considering separation from the Navy are earmarked. Department Heads, Division Officers, and CPOs can then target the individuals for one-on-one counseling.

Golden Anchor Story

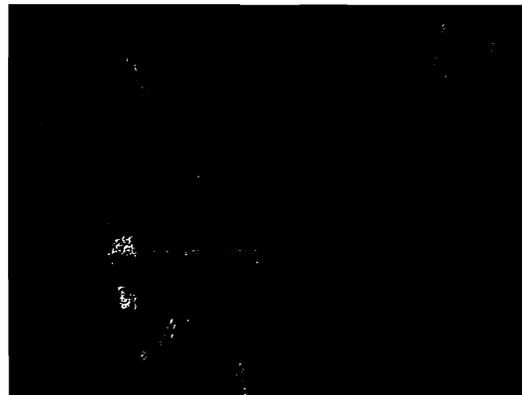
We run a weekly "Division in the Spotlight" program that puts young Division Officers and their divisions in the sight line of the CO. There the Divo briefs his divisions' Career Information Program, and progress towards advancement.

Finally, the CCC sends a Career Information Activity Report on a monthly basis to the Commanding Officer. This comprehensive report includes all upcoming discharges, reenlistments, extensions, TAP personnel, Fleet Reserve Transfers, retirements, commissioning programs, conversions, status of active 1306/7s, Professional Development Boards results, CIPM statistics, retention interview results, and minutes of the retention team meetings. The bottom line: The Commanding Officer remains fully apprised of retention in CARNEY and is able to bring additional assets to bear if required. Take a look at some of our statistics for 1997:

- 100% officer retention
- 37 reenlistments
- 24 extensions of 2 years or greater
- Weekly retention team meetings
- Retention topics included at I-Division. **CARNEY starts her retention efforts from the moment a crewmember checks onboard.**

ADVANCEMENT

Advancement is the next part of the Trinity of Professionalism. CARNEY makes the advancement of each crewmember a top priority. PBFT carves out specific training times in a busy shipboard week for Carneymen to study and train for upcoming advancement examinations. Work Center Supervisors maintain vast databases of rate specific and general advancement questions. From these databases, we have developed practice exams. The Executive Officer demands his team leaders set aside time for these training tests for their subordinates in a pressure cooker environment - on the mess decks in a timed period - just like an advancement exam. Sponsors are assigned to each E-5 and below; these mentors track and guide their charges through the advancement process. The CCC makes daily use of the Plan of the Day to count down time remaining to complete PARs and rating courses.



Golden Anchor Story

CARNEY's innovative measures enabled Carneymen to advance more frequently than if they were stationed elsewhere. Note the following statistics:

Overall Advancement Percentages in 1997

	<u>CARNEY</u>	<u>NAVY AVERAGE</u>
Advanced to E-4	37%	44%
Advanced to E-5	18%	12%
Advanced to E-6	10%	6%

CARNEY LEADS THE WAY IN ADVANCING HER SAILORS! Here are still other reasons why:

- Division in the Spotlight attention - CCC conducts a weekly advancement review with the divisions.
- Personal attention from Professional Development Board to any Carneyman who fails an exam.
- Active Command Advancement Program. Upon the recommendation of the CPO Mess:
 - CARNEY CAPPED one E6, two E5s and one E4 during 1997.
 - 21 E3s advanced to E4
 - 17 E4s advanced to E5
 - 8 E5s advanced to E6
 - 3 E6s advanced to CPO

**What do these facts tell you ? The Captain cares about his Sailors!
He will go the extra mile to help them make rate!**

EDUCATION

Education is the final part in the Trinity of Professionalism. CARNEY boasts one of the best continuing education programs in the fleet. The Educational Services Officer (ESO) promotes PACE and the Academic Skills programs weekly at Planning Board for Training, in Plan of the Day notes, and on the 1MC. The ESO has also painstakingly built a Multimedia Learning Resource Center (LRC) for crew education, personally designing and supervising its construction. CARNEY invested \$40,000 (majority of which came from the Fleet Recreation Initiative) and volunteered over 5000 man-hours to create our vision of a state of the art LRC into reality. This LRC contains:

- 2 PACE computers
- 1 Academic Skills Computer
- 2 Pentium Laptop Computers w/ CD
- 2 Pentium Desktop Computers with full accessories
(Speakers, CD-ROM towers, Uninterrupted power supply (UPS) etc.)
- 2 Phone lines with internet access
- 3 Laser Jet printers
- 1 Color printer
- 1 Color Scanner
- Over 130 Professional & Educational CDs
- Library of Text books and resource material
- Over 100 Rate training/correspondence courses



Mr. George Murdoch, decorated Navy veteran and CARNEY's embarked PACE instructor from October to December 1997 remarked, "The ESO office of the CARNEY was excellent and is the most effective I've encountered in my 16 years of PACE activity. The Commanding Officer and the Executive Officer made it clear to me that PACE would be supported by all hands and that I could rely on this support. I found this attitude to be

pervasive throughout the ship's leadership ranks from the Division Officers to the Command Master Chief to the CPOs and LPOs."

Check out our Education Program Pedigree:

- 59 crewmembers graduated from either PACE or academic skills.
- Over 100 Carneymen enrolled in the National Apprenticeship Program.

Golden Anchor Story

- 7 personnel already certified as Journeymen in their selected trade.
- 4 selections to officer programs (2 ROTC, 1 BOOST, 1 LDO)
- 75 Carneymen took the ASSET test.
- 25 Carneymen took the SAT when offered onboard.
- Over 69 personnel currently enrolled in PACE or Academic Skills.
- 4 Carneymen completed a degree
- Tutoring program for college courses established with 12 volunteers.
- 10 officers qualified as Surface Warfare Officer, 8 in progress
- 8 Enlisted Surface Warfare Specialist, 235 in progress.

SUMMARY

From Retention to Advancement to Education, CARNEY leads the way in promoting the future of her crew. Worthy of the Golden Anchor Award and now worthy of the Battenburg Cup, USS CARNEY (DDG 64) is not only the best in battle, but the best in taking care of our men professionally.

RECOGNITION OF EXCELLENCE

No Command sows excellence unless those who excel reap reward from their Commander. Recognition of Excellence symbolizes the fourth point of CARNEY's steering Star. We believe our success has been a concerted effort to recognize those personnel who best personify the CARNEY motto: "Resolute, Committed, Successful." CARNEY continues to excel through the superb efforts of all hands in focusing on a goal and leaning forward to its accomplishment. We pride ourselves on spotlighting those who are responsible for CARNEY's unparalleled successes in 1997.

SAILOR OF THE YEAR



USS CARNEY's Sailor of the Year, FC1(SW) George Carrasquillo, is only one of many exemplary sailors aboard CARNEY who deserve such recognition. As Leading Petty Officer of Missiles Division, Petty Officer Carrasquillo displayed impeccable leadership abilities and served as a model First Class Petty Officer. During Operation Southern Watch, Petty Officer Carrasquillo served as Strike Warfare Coordinator, ensuring CARNEY's position as leading ready strike platform. Serving as CARNEY's Aftercare Program manager and Assistant Drug and Alcohol Program Advisor (DAPA) Petty Officer Carrasquillo works aggressively to improve alcohol awareness. His raw leadership abilities are seen in his division's 100 percent retention rate during his 14 month tenure as well as his consistent "outstanding" Physical Readiness Test scores. CARNEY's Commanding Officer remarked, "(Petty Officer Carrasquillo's) combination of leadership, demeanor, and concern for others contributes greatly to CARNEY's success."

JUNIOR SAILOR OF THE YEAR



EN3 Salah Qadadah is USS CARNEY's Junior Sailor of the Year and, like FC1 Carrasquillo, is one of many superb CARNEY sailors. A driving force in Auxiliaries Division, Petty Officer Qadadah's performance combines an exceptional level of professional knowledge with undaunted pride in every task and evolution. His extensive involvement in CARNEY's Oily Water Separator polishing unit installation, the fleet test platform, resulted in praise for his professionalism and technical expertise by civilian technical representatives and his picture in a recent issue of NAVSEA's Deckplate magazine. While serving as a Food Service Attendant, Petty Officer Qadadah continued his involvement in his parent division, always on hand to

Recognition Of Excellence

provide technical assistance when equipment problems arose. At the same time, he dedicated dozens of hours as CARNEY's sole Arabic translator during the ship's deployment to the Arabian Gulf. His position on the Visit, Board, Search, and Seizure Team has allowed boardings to progress smoothly, transcending the language barriers often encountered. Throughout Petty Officer Qadadah's tour aboard CARNEY he has maintained this outstanding level of performance, placing him at the top of all Third Class Petty Officers.

COMMANDER LANNY KING AWARD

The Naval Academy Class of 1964, in conjunction with CARNEY's first Wardroom, established an award to recognize the non-department head junior officer who best exemplified the spirit of CARNEY's first Commanding Officer, Commander Lanny L. King. Commander King was CARNEY's precommissioning Commanding Officer who passed away just prior to Ship's Custody Turnover in December of 1995. His spirit gave CARNEY her first breath and set her on a course to greatness. The award is presented annually to the individual who demonstrates the endearing qualities of Professionalism, Character, and Excellence throughout all endeavors. Our 1997 selectee, LTJG Tim Anderson, is a top-notch wardroom leader highly regarded by the crew. His love for and dedication to CARNEY is surpassed only by his professional aptitude.

COMDESRON FOURTEEN JUNIOR SHIPHANDLER OF THE YEAR

CARNEY's LTJG David Henderson received the COMDESRON 14 nomination for COMNAVSURFLANT Junior Officer Shiphandling Award. "A proven mariner..." LTJG Henderson demonstrated quick reaction to changing environments and exercised keen judgment in coordinating multiple evolutions including anchoring, mooring without tug assistance and RHIB deployment. COMDESRON FOURTEEN remarked, "(LTJG Henderson is..) not only at the top of the shiphandlers in DESRON FOURTEEN, but in my opinion, also in the entire Atlantic Surface Force." LTJG Henderson won a tight race among his peers in CARNEY for the distinction of being the CARNEY nominee.

SAILOR/JUNIOR SAILOR OF THE QUARTER PROGRAM

In addition to the standard awards presented to these outstanding CARNEY sailors, CARNEY liaised with the GEICO Company to provide a high quality watch for the SOY/JSOY and a pen/pencil set for the SOQ/JSOQ. CARNEY, in concert with such a well-respected civilian organization, goes the extra mile to communicate their appreciation for a job well done.

Recognition Of Excellence

PERSONAL AWARDS FOR 1997

CARNEY believes in the Latin phrase "Acta Non Verba" (Deeds not Words) when rewarding those who excel. With a crew of 300 and a Wardroom of 25, both Commanding Officers serving in 1997 (CDR J. T. McMurtrie Jr. and CDR Mark H. Buzby) did just that:

- 171 Enlisted Awards

-10 Officer Awards

-181 Total Awards

Navy and Marine Corps Achievement Medal - 41

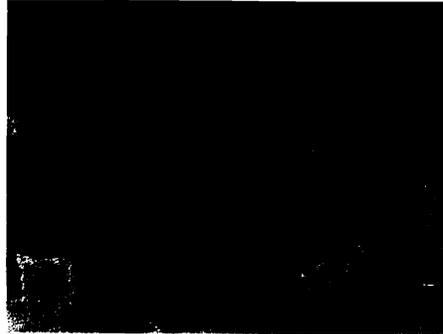
Enlisted ; 5 Officers

Letter Of Commendation - 66 Enlisted; 1 Officer

Flag Meritorious Service Medal - 1 Enlisted; 2 Officer

Flag Navy and Marine Corps Achievement Medal - 8 Enlisted; 2 Officer

Flag Letter Of Commendation - 55 Enlisted



THE EXTRA MILE

The final point of the CARNEY steering star represents the extra mile - the final push that distinguishes the winner from the pack. Never content with a well earned reputation for just doing things well, CARNEY continually seeks new initiatives and a higher state of performance using onboard resources. In an era of reduced budgets and manning, CARNEY consistently "goes the extra mile" in both operational excellence and in redefining the role of a front line combatant. Whether raising the bar for CSTT performance through previously unexplored casualty insertion during fleet Tomahawk Exercises, supporting the Battle Group Commander's "Engagement Strategy" during high visibility COMREL projects, or the onboard depot level improvement of the SPY cooling skid, CARNEY always makes the extra effort. Some of our more shining examples follow.

DIGITAL CHART NAVIGATION SYSTEM

On their own initiative, the CARNEY Navigation Department and Electronic Technicians procured and installed a commercial digital chart navigation system which provides real-time GPS fix data, displayed on digitized DMA charts. CARNEY validated the utility of this significant navigational aid while conducting Maritime Interdiction Operations in the confined shoal waters in the northern Arabian Gulf. By putting together off-the-shelf electronics, shipboard technical know-now, and Hull Technician "Can-Do", we have introduced "Smart Ship" initiatives in CARNEY.



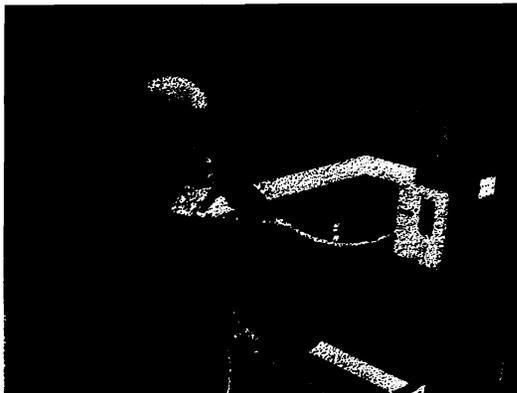
FORMATION PT RUNS TWICE PER WEEK

CARNEY's Physical Training program sets the fleet standard for both real physical preparation and esprit de corps. During even the most demanding periods of her training cycle, CARNEY's Destroyermen challenged the Mayport basin to join her twice a week during command wide runs along the waterfront. Every Tuesday and Thursday morning, we greeted the bleary eyed quarterdeck watches at every pier with a 250 man double-time cadence, "Pick up your sea bag and follow me, we are the good ship CARNEY!"

SATELLITE TELEVISION AT SEA

Perhaps no single item increased morale more than the ship's force installation of satellite television. Utilizing one of CARNEY's Fire Control Illuminators and a few hundred dollars in commercial products, the crew now enjoys real time TV programming beamed from the States while at sea. As the first DDG to install this system, CARNEY seized the day and tackled many technical issues associated with underway satellite TV in both the Mediterranean Sea and the Arabian Gulf. Most importantly, this great benefit to the crew was provided with no loss of tactical capability to the director. We shared our knowledge by transmitting full installation instructions to five other Aegis ships currently in two theaters or scheduled to deploy.

OPTIMIZING "SAILOR PHONE" AVAILABILITY



Weeks before deployment, CARNEY received the Afloat Personal Telephone System upgrade to her INMARSAT system. Without formal training or predeployment at-sea testing, CARNEY technicians established full connectivity with the homefront, one of the first GEORGE WASHINGTON Battle Group assets to do so. On Christmas Eve during a Southbound Arabian Gulf escort of UN sanctions violator M/V Janan, CARNEY's mast blocked the Sailor Phone satellite. To

restore phone connections during the precious 4 hour communications window, we came about... and began steaming backwards. Audaciously conducting a three hour, astern propulsion, eight knot transit, CARNEY met tasking and supported a crucial holiday season morale booster.

ADNS PERSONAL E-MAIL

Not content with the limited e-mail service available through the SALTS system, CARNEY establish connectivity with the use of the recently installed ADNS system and a commercial software E-mail package to gain full shipboard LAN access to a stateside e-mail provider. Available during Mediterranean operations, this system allowed any crewmember to write home and get responses within hours without the numerous software incompatibilities and third person assistance required by the SALTS system.

PRESSING OF DUNGAREES

CARNEY Ship's Servicemen set the standard for fleet service by pressing all crews uniforms, including dungarees, as part of a day to day laundry routine. This quality of life initiative directly impacts crew morale, pride and professionalism. A definite factor in setting a positive command climate.

INTERNET HOMEPAGE WEBSITE DEVELOPMENT

Setting the fleet standard in the application of commercial technology, the CARNEY Public Affairs Machine and our Web Master (FC2 Zitek) teamed up to develop an extensive internet web page. Providing full color digital photos and easily read explanations of the ship, at sea life, and deployment port visits, "www.spear.navy.mil/ships/ddg64" allows families, friends, schools, and anyone interested quick access to the latest adventures aboard CARNEY. Updated weekly and expanded constantly, this asset readily supports the Navy's public relations and recruitment game plan at the edge of the battle line; the public eye.

INTRANET SHIP'S INFORMATION NETWORK: CARNEYNET

Leaning far ahead of the Information Technology in the 21st Century (IT-21) initiative, CARNEY began exploring and planning an on board, Windows NT based intranet called CARNEYNET. Designed to augment an obsolete netware driven information distribution system, this commercial based configuration will speed access and promulgation of all onboard administrative functions. Providing the crew with user friendly and readily available access to ship's instructions, watchbills, schedules, and all shared folders, the CARNEYNET pushes the envelope and cuts the paper work.

COAST-TO-COAST SCHOOL PARTNERSHIPS VIA INTERNET

Committed to a strong, positive relationship with the community, CARNEY formed a partnership in education with Mayport's own General Joseph Finegan Elementary School. Following up on a special "adoption" ceremony in June of 1997, CARNEY volunteers shared hundreds of hours with the students and staff in a myriad of activities designed to both strengthen our partnership and benefit the students. A bicycle safety rodeo, nature hunts, and material improvements to the school grounds highlight the flourishing CARNEY/Finegan team effort. While deployed, Finegan students maintain contact with the ship via our web page posted in "CARNEY Hall," viewing our track, port visit photos, and images of our life at sea. One of COMNAVSURFLANT's best, the web page served as a significant conduit for visual images of CARNEY's deployment exploits for our friends and

The Extra Mile

families. The web page has also become very popular with elementary schools. The following schools have either formally or informally joined CARNEY's Adopt-A-School program by tracking CARNEY's deployment and reading of the countries visited and cultures experienced:

- Finegan Elementary, Mayport, Florida
- McCormick Elementary, Farmington, New Mexico
- Cloverleaf Elementary, Houston, Texas
- Abraham Lincoln Sea Cadets of Coos Bay, Oregon
- New Castle Middle School, New Castle, Delaware
- Concord Elementary School, Anderson, South Carolina