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DEPARTMENT OF THE NAVY

USS HALYBURTON (FFG 40)

FLEET POST OFFICE

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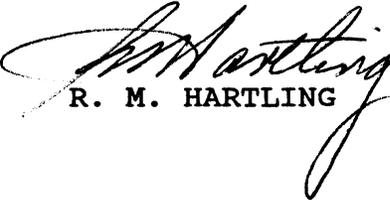
From: Commanding Officer, USS HALYBURTON (FFG 40)
To: Director of Naval History (OP-09BH), Washington Navy Yard,
Washington, DC 20374-0571

Subj: SUBMISSION OF COMMAND HISTORY FOR CALENDAR YEAR 1991

Ref: (a) OPNAVINST 5750.12E

Encl: (1) USS HALYBURTON (FFG 40) Command History for Calendar
Year 1991

1. Per reference (a), enclosure (1) is submitted.


R. M. HARTLING

USS HALYBURTON (FFG 40)
COMMAND HISTORY FOR 1991

1. USS HALYBURTON's mission is to provide multi-role combat support to convoys and transports operating in hostile areas. It's primary mission areas are anti-submarine, anti-air, and anti-surface warfare. For ASW it is equipped with the FFG-7 version of the SQQ-89 system which provides a dynamic and advanced capability. For Anti-air and Anti-surface warfare, Halyburton utilizes the MK-92 Fire Control Radar to target air and surface contacts with the Standard Missile and the MK-75 76mm gun. The ship also carries Harpoon cruise missiles for use against enemy ships and the Vulcan Phalanx Close in Weapon System for anti-ship missile defense.

USS HALYBURTON is homeported in Charleston, SC. It carries two LAMPS MKIII SH60B helicopters from HSL44 Detachment Six, NAS Mayport, FL. HALYBURTON is attached to Destroyer Squadron SIX commanded by CAPT Ammerault, USN. DESRON SIX is a component of Cruiser Destroyer Group TWO commanded by RADM D. G. Katz, USN.

2. 1991 Significant Chronology: (Underway from, and returning to Charleston Naval Station)

Jan 1	Transited Atlantic Ocean for OPERATION DESERT SHIELD as part of USS AMERICA CVBG (departed Charleston on 90 DEC 29)
Jan 9	Transited Straits of Gibraltar-Change OPCON to COMSIXTHFLT
Jan 12	SAR for lost F/A-18 resulted in night discovery of aircraft debris
Jan 15	Port visit Haifa, Israel-USCG Det, embarked to provide support in Maritime Interdiction Force operations
Jan 17	Underway, Operation Desert Storm begins
Jan 18	Transited Suez Canal to rejoin USS AMERICA CVBG in Red Sea
Jan 19	Entered Red Sea-Commenced MIF Operations
Feb 3	USS AMERICA CVBG ordered to Persian Gulf
Feb 9	Transited Straits of Baab El Mandeb into Indian Ocean
Feb 11	Transited Straits of Hormuz into Persian Gulf
Feb 12	Operations in the Persian Gulf
Feb 17	Class C fire in the Main Engine Room occurred-damage is minor Feb 22 MAGNUM 443 lost at sea after catastrophic engine failure on take off Crew is rescued in nine minutes. No casualties
Feb 28	Operation Desert Storm Cease Fire declared by Coalition forces
Mar 4	Transited Straits of Hormuz from Persian Gulf to Indian Ocean

Mar 8 Transited Straits of Baab El Mandeb from Indian Ocean into Red Sea
 Mar 13 MIF Operations resumed in the northern Red Sea
 Mar 16 Anchored Hurghada, Egypt for port visit. Flight Ops continue inport to support MIF Ops.
 Mar 19 Underway from Hurghada, Egypt anchorage
 Mar 29 Embarked COMDESRON 22, CAPT Peter Bulkeley, USN. Assumed duties as DESRON 22 Flagship
 Apr 8 Relieved as DESRON 22 flagship by USS BIDDLE (CG 34)
 Apr 10 Suez Canal transit begun
 Apr 10 BSF Haifa, Israel, EMAT embarked and began its assist visit
 Apr 14 EMAT disembarked at BSF in Augusta Bay, Sicily
 Apr 17 Port visit Malaga, Spain
 Apr 20 Underway from Malaga, Spain-Straits of Gibraltar transit-change to SECOND FLT OPCON
 Apr 30 Arrive homeport Charleston, South Carolina
 May 1 Post Deployment standdown began
 May 6 Post deployment standdown ended
 May 20 IMAV 1-91 begins
 May 28 20B5 Multi-threat trainer installed for demonstration to the Royal Navy
 Jun 3 CSOSS validation and installation began
 Jun 7 IMAV concludes
 Jun 10 Underway to provide Daytime Landing Qualifications Recovery Landing Qualifications services in Jacksonville Opareas
 Jun 14 Port visit Miami, FL
 Jun 17 Underway from Miami, FL to conduct SSN services in the Charleston Oparea
 Jun 20 Returned to homeport Charleston
 Jun 21 Underway-World War II Veterans Cruise (LST 356)
 Jun 23 Command Picnic-Charleston AFB
 Jun 24 Underway Charleston Oparea-EMAT
 Jun 26 Returned to homeport Charleston-EMAT debrief
 Jul 18 Underway Charleston Oparea for Operational Propulsion Plant Examination preparations
 Jul 19 Returned Charleston
 Jul 23 Embarked Propulsion Examining Board, Underway Charleston Oparea to conduct OPPE
 Jul 25 Anchored Charleston, disembarked PEB, resumed underway
 Jul 26 Brief stop for personnel N.S. Mayport, FL, commenced Week One Work Ups with HSL 44 Det 6
 Jul 31 Moored Naval Station Roosevelt Roads, P.R.
 Aug 1 Underway for rextorp firing exercise on AFWTF Range
 Aug 2 Commenced FLEETEX 4-91 Puerto Rican Oparea
 Aug 7 Returned Homeport Charleston

Aug 8 Ammunition offload at Naval Weapons Station
 Charleston
 Aug 19 Pre SRA IMAV began
 Aug 23 CSOSS implementation completed
 Aug 26 HARPOON Material Certification visit
 Sep 3 HARPOON Tactical Assist Visit
 Sep 3 3M Inspection began
 Sep 6 3M Inspection ended
 Sep 8 Pre SRA IMAV concluded
 Sep 9 Selected Restricted Availability began
 Sep 10 Command PRT conducted
 Sep 18 20B5 Multi Threat team training conducted
 Sep 30 Harpoon team training conducted
 Sep 30 Surface Warfare Training Week began
 Oct 7 Aviation Certification Technical Assist
 Visit
 Oct 15 14A2 team trainer
 Oct 18 JOTS II installation
 Oct 28 CMS Assist Visit
 Nov 7 NATO Secret Control Inspection
 Nov 7 Fast Cruise
 Nov 8 Underway-Naval Weapons Station Charleston-
 ammunition onload
 Nov 12 Returned Naval Station Charleston from NWS
 Nov 13 Underway Charleston Oparea-Sea trials
 Nov 14 Returned Naval Station Charleston
 Nov 15 Post SRA IMAV began
 Nov 18 Aviation Certification Began
 Nov 20 Aviation Readiness Evaluation began
 Nov 22 Aviation Certification ended
 Nov 26 Aviation Readiness Evaluation ended
 Dec 2 Supply Material Inspection began
 Dec 4 Supply Material Inspection ended
 Dec 5 Post-SRA IMAV ended
 Dec 6 Underway Charleston Oparea for Dependent Cruise
 Dec 6 Returned Naval Station Charleston
 Dec 7 Underway for SPECOPS (CNOPS) Caribbean Sea-
 embarked HSL 44 Det 6
 Dec 10 Moored Naval Station Guantanamo Bay, Cuba for BSF,
 embarked USCG LE Det
 Dec 12 Search of Motor Vessel MEERA revealed cocaine and
 resulted in drug seizure for HALYBURTON
 Dec 22 BSF Naval Station Guantanamo Bay, Cuba
 Dec 23 Port Visit Cozumel, MX
 Dec 28 Underway from Cozumel, MX to continue CNOPS
 End of 1991 conducting CNOPS

3. JANUARY 1991

The month of January began with HALYBURTON conducting a high speed transit of the Atlantic Ocean with other units of the USS AMERICA (CV 66) Battlegroup. The transit was in support of Operation Desert Shield in which coalition nations, led by the United States, had delivered an ultimatum to Iraq to withdraw from Kuwait. On January 9, the battlegroup conducted a daytime transit of the Straits of Gibraltar into the Mediterranean Sea. While continuing the transit across to the Suez Canal, USS AMERICA lost an F/A-18 aircraft. HALYBURTON was first on scene to lead the search for a survivor. However, only debris for positive identification of the aircraft was found. On January 15, HALYBURTON temporarily left the rest of the CVBG to enter Haifa, Israel to install an infrared/television video scanner for operational evaluation by the U. S. Navy. HALYBURTON also embarked a U.S.C.G. detachment to assist in the upcoming MIF operations. The M.I.F.'s mission was to enforce United Nations resolutions by stopping all war material from entering Iraq. HALYBURTON was still in Haifa when Operation Desert Storm began. HALYBURTON quickly got underway and was at sea only hours before the first Iraqi SCUD missiles hit Haifa. HALYBURTON quickly transited the Suez Canal to rejoin the battlegroup which was on station in the Red Sea and to begin MIF operations.

FEBRUARY 1991

February began with HALYBURTON continuing her MIF operations. This routine was broken on February 3, when the AMERICA CVBG was ordered to the Persian Gulf in order to bring her carrier air wing within range of Iraq to conduct bombing runs. The battlegroup arrived in the Persian Gulf on February 11. HALYBURTON conducted Battle Group Operations in the Persian Gulf. Normal operations were again interrupted on February 17, by a class "C" fire in the Main Engine Room which was caused by an electrical fault in the standby CPP pump. The fire was extinguished quickly and repairs were made by the Ship's force. The following week, while conducting normal surface surveillance flights, HALYBURTON's embarked helo, MAGNUM 443, had a catastrophic engine failure upon take off and set down in the Persian Gulf one hundred yards off of HALYBURTON's port quarter. A very well trained motor whale boat crew and the quick response of bridge watchstanders enabled the uninjured aircrew of three to be recovered within 9 minutes. On the last day of this month, after intense bombing and missile attacks of Iraqi targets, President Bush ordered a cease fire.

MARCH 1991

In March HALYBURTON was ordered back to MIF station in the Red Sea. By March 8, HALYBURTON was again conducting MIF in the northern Red Sea area. From 16 to 19 March HALYBURTON and AMERICA visited the Egyptian city of Hurghada on the Red Sea coast. Upon resumption of MIF operations HALYBURTON embarked Commander Destroyer Squadron Twenty Two and his staff.

APRIL 1991

On April 8, HALYBURTON was relieved as DESRON 22 flagship by USS BIDDLE (CG 34). That same day HALYBURTON transited the Suez Canal enroute Haifa, Israel where she embarked an EMAT team. EMAT was conducted while transiting from Haifa to Augusta Bay, Sicily where the EMAT disembarked. On April 17, HALYBURTON began a three day visit to Malaga, Spain. On April 30, HALYBURTON arrived back in Charleston where she was greeted by a large crowd of anxious dependents.

MAY 1991

After a brief post-deployment standdown, HALYBURTON commenced IMAV 1-91 to repair and upgrade shipboard systems.

JUNE 1991

June started with the first implementation visit by the Combat Systems Operational Sequencing System (CSOSS) installation team. On June 7, the IMAV ended and on June 10, HALYBURTON got underway to provide landing qualification services to various helo squadrons from Mayport, FL. In this three day period over 400 separate landings were conducted. This service allowed many pilots to stay current in their shipboard landing qualifications. HALYBURTON then continued south for a port visit in Miami, FL where her crew represented the Navy in Miami's Desert Storm Victory Parade. After a good port visit, HALYBURTON headed back north to conduct SSN target services in the Charleston Oparea. Upon completion of these exercises, HALYBURTON returned to Charleston where she acted as host ship for a World War II veterans cruise for personnel of LST 356. HALYBURTON finished the month with another EMAT to prepare her crew for the upcoming OPPE.

JULY 1991

In July HALYBURTON focused on preparations for the Operational Propulsion Plant Examination. Most of the month was spent perfecting BECCE's and damage control drills for this critical examination. In the middle of the month, HALYBURTON went to sea for two days for an OPPE rehearsal.

On July 23, HALYBURTON conducted a successful OPPE. She then did week one work ups with HSL 44, performed a torpedo exercise shot, and participated in a major Fleet Exercise in the Puerto Rican Opareas. The month closed with HALYBURTON conducting Week One Work Ups with the helicopters of HSL 44 Det 6.

AUGUST 1991

August started with HALYBURTON underway on the ASW range at the Atlantic Fleet Weapons Testing Facility (AFWTF) off the coast of St. Croix. Here, HALYBURTON conducted a torpedo exercise firing against a mini-mobile target. She then returned to the Puerto Rican Oparea to "oppose" a battlegroup which was training for a Mediterranean deployment. After FLEETEX, HALYBURTON came home to Charleston Naval Weapons Station to offload weapons in preparation for an upcoming SRA period. In mid-August the pre-SRA IMAV work period began. During this period CSOSS implementation was completed.

SEPTEMBER 1991

September opened with the IMAV work still in progress. The HARPOON system was upgraded by the installation of the SWG/1-A. Following system installation, a HARPOON material and safety certification was conducted with zero discrepancies. Simultaneously with this HARPOON material certification, HALYBURTON underwent a 3M inspection. On September 9, the pre-SRA IMAV came to a close and the Selected Restricted Availability (SRA) began. During SRA HALYBURTON received the JOTS II System, AN/WRN-6 GPS system, MK-92 CWI ordalts, and a ship alteration to her laundry facility. The month closed with 20B5 combat team trainer and a HARPOON trainer connected to HALYBURTON.

OCTOBER 1991

October was another busy month of training, assist visits, and inspections. The various departments prepared all aviation equipment, material and training records for upcoming aviation facilities inspections. In a Surface Warfare Training Week competition, HALYBURTON took first place in the Target Motion Analysis (TMA) completion.

NOVEMBER 1991

November opened with a highly satisfactory NATO Secret control inspection. SRA work ended and HALYBURTON moved to the Charleston Naval Weapons Station to load weapons. Following this, extensive sea trials were conducted to test all the new and repaired equipment. These trials were followed by a short post-SRA IMAV. At the end of the month, Aviation Readiness Evaluation and Aviation Certification were both conducted successfully.

The month closed with the supply department preparing for its upcoming Supply Management Inspection (SMI).

DECEMBER 1991

December opened with a successful Supply Management Inspection. On December 6, LCDR Thomas F. McGuire relieved LCDR Douglas MacCrea as Executive Officer. On December 7, HALYBURTON left Charleston for Counter Narcotic Operations which she would conduct for the remainder of 1991. While transiting to station in the southern Caribbean, HALYBURTON stopped at Guantanamo Bay Cuba for fuel and to embark the USCG detachment required for conduct of these operations. Two days later, on December 12, HALYBURTON conducted a routine search of the Motor Vessel MEERA and found nearly 30 lbs. of cocaine. This was HALYBURTON's first discovery and seizure of contraband. HALYBURTON would return to Guantanamo Bay, Cuba for more fuel before heading to a Christmas port visit in Cozumel, Mexico. HALYBURTON was back underway for CNOPS on December 28, and would finish out the year conducting these operations.

USS HALYBURTON is commanded by CDR Robert M. Hartling, USN. HALYBURTON's officers are LCDR Thomas F. McGuire, Executive Officer; LT Karl Rau, Supply Officer; LT Arnold Collins, Chief Engineer; LT Anthony N. Martonosi, Combat Systems Officer; LT Thomas Murphy, Operations Officer; LT Sterling Smith, Ordnance Officer; LTJG David M. Kashula, Anti-Submarine Warfare Officer; LTJG Christopher Collins, Main Propulsion Assistant; Ensign Randy Garner, Damage Control Assistant; Ensign Paul Crotty, Auxiliaries Officer; Ensign Hugh Hughes, Combat Information Center Officer; LTJG John Boston, Disbursing Officer; Ensign Roger Truitt, Electronics Readiness Officer. The Command Senior Chief is BMCS(SW) Jerome Dixon.