



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 1996 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12F

Encl: (1) 1996 Command History
(2) Pamphlet on "Launching CARNEY"
(3) Program of Memorial Service for First CO (2)
(4) Photo of Ship (2)
(5) CARNEYNOTE 5060 (Commissioning Plan)
(6) Commissioning Day Photo Book
(7) "The Mirror" Newspaper (2)
(8) Welcome Aboard Pamphlet
(9) CARNEY's Bumper Sticker

1. In accordance with reference (a), USS CARNEY submits enclosures (1) through (9) as the Command History for 1996.

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

M. H. BUZBY
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USS CARNEY (DDG 64)

1996 COMMAND HISTORY

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

ISIC	COMDESRON FOURTEEN
Commanding Officer	CDR John T. McMurtrie, Jr., USN
Executive Officer	LCDR James R. Yohe, USN
Combat Systems Officer	LTCDR [REDACTED], USN (Detached Sep 96)
	LT [REDACTED], USN (Sep 96)
Weapons Officer	LT [REDACTED], USN
	LT [REDACTED], USN (Arrived Aug 96)
Operations Officer	LT [REDACTED], USN
Engineer Officer	LT [REDACTED], USN
Supply Officer	LT [REDACTED], SC, USN
ASW Officer	LT [REDACTED], USNR
Auxiliaries Officer	LTJG [REDACTED], USN
	LTJG [REDACTED], USNR (Aug 96)
CIC Officer	LT [REDACTED], USN (Detached Sep 96)
	LTJG [REDACTED], USN (Aug 96)
Communications Officer	LTJG [REDACTED], USN
Damage Control Assistant	LT [REDACTED], USN (Detached May 96)
	LT [REDACTED], USN (May 96)
Disbursing Officer	LTJG [REDACTED], SC, USN (Relieved Nov 96)
	ENS [REDACTED], SC, USNR (Nov 96)
Electrical Officer	LTJG [REDACTED], USN
Electronic Mat. Officer	LTJG [REDACTED], USN
First Lieutenant	LTJG [REDACTED], USN
Fire Control Officer	LT [REDACTED], USN
Gunnery Officer	LTJG [REDACTED], USN
Main Propulsion Asst	LTJG [REDACTED], USN
Navigator	LT [REDACTED], USN
OI Division Officer	LTJG [REDACTED], USN
Strike Warfare Officer	LTJG [REDACTED], USNR
Systems Test Officer	ENS [REDACTED], USN
Command Master Chief	BTCM (SW/AW) Jerry Owens (Retired Nov 96)

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2. Chronology.

January 26 - Moveaboard. USS CARNEY placed in service, special, at Bath Iron Works, Bath, ME.

February 26 - CDR J. T. McMurtrie assumes command of PCU CARNEY (DDG 64).

March 12-14 - Light Off Assessment conducted by the Propulsion Examining Board and Engineering Training Group, Mayport. CARNEY graded as Satisfactory and safe to sail.

March 22 - Sailaway. CARNEY underway from Bath Iron Works, enroute to Mayport, Florida. COMDESRON FOURTEEN, Captain Marc A. Helgeson, embarked.

March 24 - Inport Yorktown, Virginia for weapons onload.

March 27 - Underway from Yorktown and arrival at Norfolk Naval Station, Virginia.

April 2 - Underway from Norfolk Naval Station.

April 5 - Homecoming. Arrival in Mayport, Florida for the first time.

April 13 - Commissioning in Mayport, Florida. Principal speakers ADM Jay Johnson, VADM Douglas J. Katz, and RADM George A. Huchting.

April 15 - Underway in Jacksonville Operating Area for one day dependent's cruise.

May 6 - Underway for Post Delivery Tests and Trials. CARNEY conducting operations enroute to Puerto Rico Operating Area ISO PDT&T.

May 9 - Inport Fort Lauderdale, Florida

May 13 - Underway from Fort Lauderdale, Florida

May 23 - Inport St. Maarten. Anchored off of Philipsburg on the southern side of the island.

Chronology (Continued)

May 27 - Underway from St. Maarten

May 27 - Inport Roosevelt Roads, Puerto Rico

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May 29 - Underway from Roosevelt Roads, Puerto Rico

June 6 - Inport Roosevelt Roads, Puerto Rico

June 10 - Underway from Roosevelt Roads, Puerto Rico

June 14 - Inport Roosevelt Roads, Puerto Rico

June 17 - Underway from Roosevelt Roads, Puerto Rico

June 26 - Vandalex in Vacapes Operating Area.

June 28 - Returned to Mayport, FL

July 8-12 - Underway in Jacksonville Operating Area
preparing for CART II

July 15-19 - Sortie from Mayport, FL for tropical storm

July 22-23 - Command Assessment of Readiness and Training
II.

August 5-9 - Engineering Training Group Total Ship's
Training Availability I. Underway from Mayport, FL
operating in Jacksonville Operating Area.

September 3-6 - Sortie from Mayport, FL for Hurricane Fran.

September 9 - Underway for Post Shakedown Availability (PSA)
enroute Portland, ME.

September 13 - Arrived at Bath Iron Works, Portland, ME for
PSA.

December 4 - Underway from BIW Portland ME, for Sea Trials
and one day INSURV inspection.

Chronology (Continued)

December 6 - Underway from BIW Portland ME enroute Norfolk
Naval Station.

December 9 - Underway from Norfolk Naval Station enroute
Mayport, FL. Tiger cruise.

December 13 - Return to Mayport, FL. Commence holiday
standdown.

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3. Narrative.

Introduction. After the long precommissioning process that began in late 1994 and continued throughout 1995, 1996 was a tremendous beginning for USS CARNEY. The commissioning ceremony in April 1996 concluded 15 months of preparation spanning two coasts and over 300 crewmembers. Two precommissioning detachments in Norfolk, Virginia, and San Diego, California served as training curriculum clearinghouses for nearly every crewmember enroute to Bath, Maine. Crewmembers from the Operations, Combat Systems, and Engineering Departments attended team trainers in Wallops Island, Virginia, Philadelphia, Pennsylvania, and St. Indigoes, Maryland. Tragedy then struck in late 1995 when CARNEY's first Commanding Officer, Commander Lanny L. King, died of a brain aneurysm on December 14, 1995 after a three week hospitalization. CARNEY was left without a Commanding Officer. Words cannot express how the crew of CARNEY respected and even revered Commander King. His absence shocked and confused the crew; many questioned how the ship would carry on without a Captain. The Executive Officer LCDR James R. Yohe assumed command from the time of Commander King's death until Commander John T. McMurtrie, Jr. arrived on 26 February 1996. LCDR Yohe's leadership and selflessness during these arduous two months carried the crew through that difficult time. But even after his death, Commander King's legacy lives on - his ideals and inspiration laid the foundation on which all CARNEY achievements rest. In all, 1996 was an tumultuous yet important year in CARNEY's history. The tone for each future success was established from the day of moveaboard and carried through each of CARNEY's successful training visits, inspections, and tests.

Moveaboard. On January 26, 1996, Precommissioning Unit CARNEY became USS CARNEY (in service special). In a rousing ceremony on the fantail, LCDR James Yohe accepted custody on behalf of the Navy of DDG 64. This triumphant ceremony marked the first day that the crew was responsible for CARNEY. The morning was cold and ice floated by in the river, but this significant event warmed the hearts of each crewmember and gave CARNEY its first notable and positive achievement since Commander King's death.

Narrative (Continued)

PCO Arrival. Commander John T. McMurtrie, Jr took command of USS CARNEY on February 26, 1996. Commander McMurtrie was the second Commanding Officer of USS CARNEY. Commander

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McMurtrie assumed command at an extremely difficult time for the crew; so many programs were influenced by Commander King and the crew was uniformly devoted to their first CO. Captain McMurtrie, however, handled the situation with grace and flair. Rather than selfishly changing the policies that stood to suit himself, Captain McMurtrie realized that the crew needed continuity to bridge the gap between Captain King and the upcoming workup cycle. Captain McMurtrie correctly allowed the crew to continue in the fashion in which Captain King had trained them. Captain McMurtrie assumed command quietly, without special ceremony; the CARNEY again had a Commanding Officer.

Light Off Assessment. During the three months after moveaboard, CARNEY's inport emergency teams and engineering department prepared for the Light Off Assessment (LOA): the conclusion of the precommissioning engineering certification. After six long months of damage control qualification and engineering training, two of two inport emergency teams were assessed as satisfactory to combat main space fires inport. The Propulsion Examining Board certified CARNEY safe to sail and assigned a grade of overall excellent for the LOA.

Crew Certification. Since CARNEY's ISIC (COMDESRON FOURTEEN) was still on deployment, COMDESRON TWO FOUR substituted and conducted a three phase crew certification prior to sailaway. This inspection consisted primarily of watchbill verification and combat systems and operations training team certification. CDS-24 also performed a loadout inventory and a fast cruise to ensure that CARNEY was prepared to sailaway. CARNEY spent many late hours preparing for this certification and the results were spectacular; CARNEY received the highest grade ever assigned by CDS-24 for a crew certification.

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Narrative (Continued)

Sailaway. After both the engineering and topside teams had been certified as excellent, CARNEY prepared to sail for the first time without Bath Iron Works assistance. During Alpha, Bravo, and Charlie trials the previous year, BIW employees manned all stations while CARNEY crewmembers observed and learned the ship. At sailaway, CARNEY was ready to take the ship to sea unassisted! CARNEY embarked COMDESRON FOURTEEN, Captain Marc A. Helgeson, for the sailaway from Bath, Maine, enroute to Yorktown, Virginia for weapons onload. CARNEY's first Officer of the Deck Underway was LCDR [REDACTED], the Combat Systems Officer, and LT [REDACTED], the Fire Control Officer, took the Conn for the first time.

Commissioning. In an impressive and colorful ceremony, Vice Chief of Naval Operations Admiral Jay Johnson placed CARNEY in commission for the Secretary of the Navy on April 13, 1996, in Mayport, Florida. On a sunny and warm morning, with just the right amount of wind to stretch the newly hoisted commissioning pennant, the day was picture perfect for the birth of the newest and best Arleigh Burke destroyer. The ship's sponsor, Mrs. Betty Carney Taussig, called the ship to life, and each of CARNEY's 300 sailors ran aboard the great ship to man the rails. The most touching moment came when Captain McMurtrie called upon the memory of the departed Commander King, and presented the widow, Virginia King, with flowers. Speakers included Allan C. Cameron, President and CEO Bath Iron Works, RADM George A. Huchting, Aegis Program Manager, VADM Douglas J. Katz, Commander Naval Surface Force Atlantic, and ADM Jay Johnson, Vice Chief of Naval Operations. CARNEY's commissioning concluded an exciting week of reminiscing and socializing. The night before the ceremony, the commissioning committee hosted a fabulous reception at the Ponte Vedra Inn and Club. The commissioning marked both a beginning and an end; the beginning of the CARNEY as an alive, fighting warship and the welcome end of the rigorous precommissioning period.

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Narrative (Continued)

Post Delivery Tests and Trials. Three weeks after commissioning, CARNEY sailed for the Puerto Rico Operating Area to complete her Post Delivery Tests and Trials (PDT&T). PDT&T consisted of combat systems suite testing and grooming. From May 6th to June 28th, CARNEY conducted myriad exercises to test her combat systems. Each warfare area was tested; the first was the Undersea Warfare suite. Over the first two weeks, sonar self noise and 8 shipboard launched torpedo tests were conducted in Fort Lauderdale and near the Bahamas, in the Tongue of the Ocean. The highlight of the ASW exercises was the first successful launch of a Vertically Launched ASROC on the East Coast. CARNEY then shifted focus to surface gunnery exercises, completing several CIWS firing tests as well as Naval Surface Firing Support Qualifications at Vieques, Puerto Rico. CARNEY scored 101% on her first trip to the range, an excellent score outright but remarkable for a new one still shaking out the combat systems. CARNEY then shifted again to air warfare, launching 9 SM-2s in a 10 day period in late June. The highlight of the air warfare exercise was clearly the multiship VANDELEX on June 26th in the Vacapes Operating Area. Operating in a complex link environment well before the start of the multiship intermediate phase, CARNEY detected the land launched Vandal and scored the first hit among all of the players. In addition to these amazing combat systems feats, CARNEY also enjoyed several outstanding liberty ports in the Caribbean. In late May, CARNEY anchored off of Saint Maarten for her first "overseas" liberty port. The crew enjoyed four well earned days of island hospitality. For the rest of PDT&T, CARNEY operated out of Roosevelt Roads, Puerto Rico, affording the crew several opportunities to visit San Juan and the only rainforest in the United States. PDT&T certainly ended with a bang, but CARNEY could not rest. Right around the corner was CART II and another beginning: the start of the basic training cycle.

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Narrative (Continued)

Command Assessment of Readiness and Training II. The kickoff for the basic training cycle began in July 1996, when Afloat Training Group Mayport, Destroyer Squadron Fourteen, and the Propulsion Examining Board arrived onboard CARNEY to commence CART II. The visit was an unparalleled success. All training groups certified CARNEY to commence the basic training cycle. Highlights included evaluation of the Main Space Fire Drill as excellent and the Damage Control Training Team being evaluated as effective prior to TSTA I.

Total Ships Training Availability, Engineering Training Group Assessment I. After the success of CART II, CARNEY's engineers continued the growing tradition of excellence with TSTA ETG I. Engineering Training Group Mayport vigorously trained the engineering department on casualty control, engineering operating procedures, and engineering programs. Overall, the visit was a successful first formal training visit to CARNEY.

Post Shakedown Availability. CARNEY arrived in Portland, Maine, in September 1996 for a planned, three month yard period. Major installations during PSA included an Oily Water Polishing System, the EHF Point to Point communication system, modification of Number 6 Firepump, installation of a Temporary Surface Cryptologic Support Installation (TSCSI) aft of the Combat Information Center, and outfitting of Radar Absorbent Material topside. Additional work included redecking all PVC decks, repainting all main deck passageways, a thorough hull inspection, and cleaning the screws. CARNEY was in drydock from September 21st to October 25th. During this entire period away from homeport, CARNEY sailors lived in the Atrium Hotels in Portland, Maine. To combat the difficulty of family separation, CARNEY's Operations Department arranged flights from NAS Brunswick to either NAS Jacksonville or Mayport Naval Station. PSA concluded with CARNEY a full up round, ready to complete the basic and intermediate training phases in 1997.

Narrative (Continued)

Relief of Disbursing Officer for Cause. In November 1996, CARNEY's precommissioning Disbursing Officer was relieved for cause. Lack of accountability in sales and disbursing

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as well as failure to respond to several Letters of Instruction from the Commanding Officer led to the unplanned relief of LTJG [REDACTED]. Since that unfortunate incident, ENS [REDACTED] has arrived and corrected the problems that arose from the inattention of the previous Disbursing Officer.

Sailor of the Year. USS CARNEY's Sailor of the Year for 1996 was GSM1(SW) [REDACTED]. As leading petty officer of CARNEY's Main Propulsion Division, GSM1(SW) [REDACTED] displayed leadership abilities and maturity well beyond that of a First Class Petty Officer. Petty Officer [REDACTED] was the space supervisor for Main Engine Room Two (MER 2), which served as the engineering showcase space for the many tours that cycled through CARNEY. Additionally, during the unplanned absence of Main Propulsion Division's Leading Chief Petty Officer during PDT&T, GSM1 [REDACTED] assumed the duties as Engineering Training Team Coordinator and Main Gas Turbine Engine Service Record custodian. Petty Officer [REDACTED] performance in these additional duties was critical to CARNEY's smashing success during this highly engineering intensive training cycle.

Junior Sailor of the Year. USS CARNEY's Junior Sailor of the Year for 1996 was GMM3 [REDACTED]. As a member of Missiles Division, Petty Officer [REDACTED] was responsible for the maintenance of two Vertical Launching Systems, and the ordnance contained therein. Petty Officer [REDACTED] also took over as Leading Food Service Assistant while in PSA. His service to the wardroom was marked by impeccable standards of cleanliness and service. Additionally, Petty Officer [REDACTED] was noted for owning the best passageway on the entire ship. Petty Officer [REDACTED] is well respected by the crew as his selection as JSOY was well earned.

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Narrative (Continued)

Commander Lanny King Junior Officer of the Year. The United States 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. The award is presented annually to the individual who best exemplifies the qualities of Professionalism, Character, and Excellence. The 1996 selectee, LT [REDACTED], was a top flight wardroom leader. As precommissioning Fire Control Officer, LT [REDACTED] stood apart from the wardroom through his superior leadership of CF Division and his outstanding initiatives as Recreational Services Officer.

Recreational Activities. While in PSA, several of CARNEY's athletic teams competed in Brunswick Naval Air Station competitions and tournaments. CARNEY's flag football team took home the trophy for second place in the 12 team league. Their impressive play was matched by that of the CARNEY soccer team; these warriors also took home the prize for second place in a 10 team tournament. Both teams bested shore based aviation squadrons and maintenance facility teams, proving again that surface warriors and destroyermen can do it all. Additionally, CARNEY took second place in the afloat category of the Fleet Morale, Welfare and Recreation competition for best underway MWR program. This award reaped \$500 for CARNEY's already superior program.

Awards. During the 1996 competitive cycle, CARNEY won the Engineering Survivability red "E", Maritime Excellence green "E", and Command and Control black "E". CARNEY also won the TYCOM Ship's Safety award.

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Narrative (Conclusion)

Conclusion. 1996 concluded safely at home after several thousand miles traveled for the year. CARNEY returned to homeport on December 13 for several weeks of well earned holiday standdown. In 1996, CARNEY evolved from lifeless steel to living warship. Both success and disappointment visited CARNEY in 1996, but in the end, the CARNEY was strong enough to overcome adversity. CARNEY established herself as one of the leading ships in SURFLANT and Second Fleet. Great days lay ahead in 1997, and CARNEY is ready to tackle the challenges of deployment with the George Washington Battle Group. With one eye on the DESRON FOURTEEN Battle E and the other on the Battenberg Cup, CARNEY believes that 1997 will usher in the extension of a outstanding history.