



DEPARTMENT OF THE NAVY

USS CARNEY (DDG 64)

FPO AA 34090-1282

Rec'd 3/30/98
Who disk
5750

Ser DDG-64/024

01 Mar 98

From: Commanding Officer, USS CARNEY (DDG 64)
To: Director of Naval History, Naval Historical Center
Subj: USS CARNEY 1997 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12F

Encl: (1) 1997 Command History
(2) Battenberg Cup Award Nomination for 1997
(3) Welcome Aboard Pamphlet
(4) Destroyer Squadron Fourteen Change of Command Program
(5) USS CARNEY Change of Command Program
(6) USS CARNEY Change of Command Invitation
(7) Ten (10) CARNEY News Articles/Press Releases
(8) Seven (7) CARNEY Change of Command Photographs
(9) Standards and Priorities of the Commanding Officer
(10) 3.5" Disk

1. In accordance with reference (a), USS CARNEY submits enclosures (1) through (10) as the Command History for 1997.

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

USS CARNEY (DDG 64)

1997 COMMAND HISTORY

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

ISIC	COMDESRON FOURTEEN
Commanding Officer	CDR John T. McMurtrie, Jr., USN CDR Mark H. "Buz" Buzby, USN (Change of Command 15 Aug 97)
Executive Officer	LCDR James R. Yohe, USN (Detached May 97) LCDR Joel D. Modisette, USN
Combat Systems Officer	LCDR [REDACTED], USN
Weapons Officer	LT [REDACTED], USN
Operations Officer	LT [REDACTED], USN (Detached Nov 97) LT [REDACTED], USN
Engineer Officer	LCDR [REDACTED], USN
Supply Officer	LT [REDACTED], SC, USN (Detached Apr 97) LT [REDACTED], SC, USN
ASW Officer	LT [REDACTED], USN (Detached Dec 97) ENS [REDACTED], USN (Sep 97)
Auxiliaries Officer	LTJG [REDACTED], USNR (Detached Nov 97) LTJG [REDACTED], USN (Sep 97)
CIC Officer	LTJG [REDACTED], USN
Communications Officer	ENS [REDACTED], USN (Arrived Mar 97)
Damage Control Assistant	LT [REDACTED], USN (Detached Jun 97) LTJG [REDACTED], USN
Disbursing Officer	LTJG [REDACTED], SC, USNR
Electrical Officer	LTJG [REDACTED], USN LTJG [REDACTED], USN (Jun 97) ENS [REDACTED], USN (Dec 97)
Electronic Mat. Officer	LTJG [REDACTED], USN
First Lieutenant	LTJG [REDACTED], USN ENS [REDACTED], USN (Jun 97)

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1997 COMMAND HISTORY

Command Composition and Organization (Continued)

Fire Control Officer	LT [REDACTED]	USN
	(Detached Jan 97)	
	LTJG [REDACTED]	USN
Gunnery Officer	LTJG [REDACTED]	USN
	LTJG [REDACTED]	USN
	(Arrived Mar 97)	
Main Propulsion Asst	LTJG [REDACTED]	USN
Navigator	LT [REDACTED]	USN
	(Detached Apr 97)	
	LTJG [REDACTED]	USN
OI Division Officer	LTJG [REDACTED]	USN
Strike Warfare Officer	ENS [REDACTED]	USNR
	(Arrived Jul 97)	
Systems Test Officer	ENS [REDACTED]	USN
Training Officer	LTJG [REDACTED]	USN
Command Master Chief	MSCM(SW/SS) Kevin Licursi, USN	
	(Arrived Jan 97)	

USS CARNEY (DDG 64)

1997 COMMAND HISTORY

2. Chronology.

January 6-10 - Logistics Management Assessment

January 13-22 - Underway in Jacksonville Operating Area for Total Ships Training Availability Fleet Training Group I.

February 3-7 - Underway in Jacksonville Operating Area for Total Ships Training Availability Engineering Training Group II.

February 6 - RADM Michael G. Mullen, COMCRUDESGRU TWO arrived for ship tour, familiarization and SWO pinning ceremony.

February 18-20 - Underway for Engineering Certification. COMDESRON FOURTEEN embarked.

March 10-13 - Underway in Jacksonville Operating Area

March 18-21 - Underway enroute Charleston Naval Weapons Station

March 24-27 - Underway in Jacksonville Operating Area for Final Evaluation Problem. COMDESRON FOURTEEN embarked.

May 9 - Change of Command for COMDESRON FOURTEEN. Captain Joseph Sestak, Jr., USN relieved Captain Marc A. Helgeson, USN

May 12-15 - Underway in Jacksonville Operating Area for carrier escort operations for USS George Washington (CVN 73)

May 19 - Underway for George Washington Battle Group COMPTUEX Phase I in Puerto Rico Operating Area.

May 29 - Inport Roosevelt Roads, Puerto Rico

Jun 1 - Underway in Puerto Rico Operating Area

Jun 16 - Inport Mayport, FL

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Chronology (Continued)

Jun 20 - Underway for George Washington Battle Group
COMPTUEX Phase II in Vacapes Operating Area.

Jun 25 - Inport Mayport, FL

July 7-8 - Underway from Mayport, FL enroute Yorktown Naval
Weapons Station for deployment onload.

July 9 - Inport Yorktown Naval Weapons Station.

July 10-12 - Underway from Yorktown Naval Weapons Station
enroute Mayport, FL

July 12 - Inport Mayport, FL

August 1 - Underway for one day Dependent's Cruise in
Jacksonville Operating Area

August 13 - Underway for one day Commanding Officer turnover
in Jacksonville Operating Area.

August 15 - CARNEY Change of Command. Commander Mark H.
"Buz" Buzby relieved Commander John T. McMurtrie, Jr, as
Commanding Officer of USS CARNEY.

August 18 - September 3 - Underway for George Washington
Battle Group JTFEX in Jacksonville and Vacapes Operating
Area.

September 3 - Inport Mayport, FL for Pre-Overseas Movement
standdown.

September 17 - Underway in Jacksonville Operating Area for
Pre-Overseas Movement shakedown cruise.

September 18 - Inport Mayport, FL.

October 3 - Underway for maiden deployment with George
Washington Battle Group to Mediterranean Sea.

October 15-18 - Inport Tunis, Tunisia

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Chronology (Continued)

October 19 - Underway for NADOR 97-4 with Tunisian frigates Carthage and La Galite. Exercises included surface and anti-air gunnery, and formation steaming.

October 24-28 - Anchored off southwest side of the Spanish island of Menorca for port visit to Mahon.

October 28 - Dragging anchor at 0200. Emergency sortie underway for Palma, Spain.

October 30 - November 7 - Inport Palma, Spain on the Spanish island of Mallorca.

November 8 - Underway for Cagliari, Italy

November 9-10 - Inport Cagliari, Italy. Planning conference for Mare Nuovo.

November 10-14 - Underway for Mare Nuovo. Exercises included Naval Surface Fire Support, Undersea Warfare, formation steaming, and multi-national underway replenishment.

November 15 - 31 knot surge to Arabian Gulf with USS George Washington, USS Seattle, USS Normandy, and USS Annapolis in response to increased posture with Iraq.

November 17 - Transit of Suez Canal

November 24 - Transit of Straits of Hormuz. CARNEY assigned various operations in the Arabian Gulf, including Maritime Interdiction Operations, aircraft carrier escort, Air Warfare Commander, intelligence collection, strike warfare contingency response and Undersea Warfare exercises.

November 25 - RADM Michael G. Mullen, Commander, George Washington Battle Group, arrived for ship visit and wardroom tour.

November 26 - VADM Thomas Fargo, Commander Fifth Fleet, arrived for ship tour and crew brief.

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Chronology (Continued)

November 29 - The Honorable John Hamre, Deputy Secretary of Defense and VADM Thomas Fargo, Commander, Fifth Fleet, arrived for ship tour and crew brief.

December 13-17 - Inport Bahrain.

December 18 - Underway in Arabian Gulf.

December 27-30 - Inport Dubai, United Arab Emirates.

December 31 - Underway from Dubai, UAE for the Arabian Gulf.

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3. Narrative.

CARNEY returned from 1996 holiday standdown energized and ready to begin the basic training cycle. After the completed Post Shakedown Availability, CARNEY was now materially prepared to begin training in earnest. Each crewmember excitedly prepared for the upcoming year, with the basic and advanced training cycle close aboard and the maiden deployment in October 1997 on the horizon.

CARNEY resumed the Interdeployment Training Cycle (IDTC) in January 1997. During this intense three month period, CARNEY certified her onboard training teams, to include: Combat Systems Training Team (CSTT), Engineering Training Team (ETT), Seamanship Training Team (STT), Damage Control Training Team (DCTT), Medical Training Team (MTT), and Cruise Missile team. Consisting of both inport and underway training time, Fleet Training Group Mayport assisted and certified the shipboard training teams.

Several highlights from the IDTC were the Cruise Missile Tactical Qualification (CMTQ) and Engineering Certification (ECERT). CARNEY was the first Atlantic Fleet ship to complete CMTQ during TSTA II CSTG, pulling the qualification ahead several weeks. On March 6th, CARNEY certified on initial attempt, earning "BATTLE-READY" status for the employment of Tomahawk and Harpoon Cruise Missiles. Also, CARNEY's engineers showed their mettle during ECERT where one watchsection obtained 100 percent for all graded drills and a second scored 89 percent. All administrative programs were assessed as effective or partially effective, including effective in key programs such as electrical safety, tag out, heat stress, training and PQS, and hearing conservation. The entire ECERT was completed in under 7 hours after the inspection team walked aboard.

During the IDTC, the first of CARNEY's precommissioning junior officers qualified as a Surface Warfare Officer. LTJG [REDACTED] was pinned by Captain McMurtrie as CARNEY's first SWO, completing the rigorous requirements in just under a year after crew moveaboard. Many others followed: LTJG [REDACTED] was pinned several days later. Then, on February 6th, RADM Michael G. Mullen arrived for ship familiarization while underway in the Jacksonville Operating Area. In a surprise ceremony, RADM Mullen, George Washington Battle Group Commander, pinned LTJG [REDACTED] and

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LTJG [REDACTED], LTJG [REDACTED], LTJG [REDACTED], and LTJG [REDACTED], and ENS [REDACTED] were also pinned in February 1997.

The wardroom was not the only group busily qualifying as CARNEY experts. On February 17th, FC1 [REDACTED] and TM1 [REDACTED] earned their Enlisted Surface Warfare Specialist pins after a grueling board. These two sailors were the first to qualify ESWS on CARNEY; their dedication was magnified by the fact that they qualified without formal classes or training.

The IDTC culminated with the Final Evaluation Period (FEP) in late March. With the Fleet Training Group teams serving as evaluators, CARNEY's training teams simulated shipboard casualties in a saturated combat environment. FTG Mayport certified CARNEY's FEP as SATISFACTORY after only two days.

The month following FEP was devoted to preparations for the upcoming Comprehensive Training Unit Exercise (COMPTUEX 97-3). Also, during this month, the Electronic Material Officer, LTJG [REDACTED], and his Electronics Technicians successfully installed the Joint Tactical Information Distribution System (JTIDS). This installation normally required over 100 days for complete system operability testing, but CARNEY's technicians completed all requirements in just 47 days!

Unfortunately, in April 1997, CARNEY's Supply Officer was relieved for cause. He, along with the Mess Specialist Leading Chief and Mess Specialist Leading Petty Officer, appeared at Captain's Mast for false statements and careless handling of official monies. CDR McMurtrie assigned a Punitive Letter of Reprimand to each. LT [REDACTED] checked onboard in mid-April and immediately worked to correct some of the deficiencies left by LT [REDACTED].

CARNEY hosted the Commander, Destroyer Squadron Fourteen change of command on May 9th for Captain Marc A. Helgeson. As the Commodore's newest, sleekest, and best ship, CARNEY worked to "gild the lily" for the change of command. As an added touch, all four DESRON FOURTEEN ships were represented in the morning ceremony with ceremonial detachments. After brief remarks by COMGWBATGRU, RADM Mullen, Captain Joseph Sestak, Jr. assumed command of DESRON FOURTEEN on his flagship.

CARNEY sailed for Comprehensive Training Unit Exercise 97-3 (COMPTUEX) on May 19th. COMPTUEX was CARNEY's first

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opportunity to work in a carrier battle group environment. CARNEY conducted exercises in every warfare category, from Undersea Warfare to Air Defense to Surface Warfare to Strike Warfare. CARNEY launched two Surface to Air SM2 Block IIIA missiles and multiple torpedoes during graded exercises. COMPTUEX was conducted primarily in the Puerto Rico Operating Area with support from forces stationed at Naval Station Roosevelt Roads. CARNEY had one port visit during COMPTUEX - a brief stop at Naval Station Roosevelt Roads - that served as the midpoint "break in the action." Returning from COMPTUEX in late June, CARNEY prepared for the upcoming JTFEX and deployment.

Between COMPTUEX and JTFEX, CARNEY sailed to Yorktown Weapons Station, Virginia for weapons onload. CARNEY conducted a quick and safe onload of Harpoon, Tomahawk, and Standard missiles, including several crossdecked from the USS RAMAGE (DDG 61). CARNEY also conducted several one day underways, once for dependent's cruise and once for Commanding Officer turnover. Also, the final precommissioning junior officer, LTJG [REDACTED] earned his SWO pin in July.

On August 15th, Commander McMurtrie was relieved by Commander Mark H. "Buz" Buzby. A somber mood hung over the command the morning of the change of command. Captain McMurtrie was loved by each member of the crew for his commitment to the welfare of the crew. Naturally, the crew wondered about the new Captain and how we would change the existing policies. But more than just that, this change of command was a dual change of command, both for the McMurtries and the Kings. As detailed in the 1996 Command History, CDR Lanny King, CARNEY's first Commanding Officer died in late 1995 prior to crew moveaboard. CDR King's widow, Mrs. Virginia King, along with daughter [REDACTED] and son [REDACTED] attended the change of command. Visibly, CARNEY's chain was established - from the legacy of CDR King through CDR McMurtrie to CDR Buzby. In a striking 0800 ceremony, CDR Buzby took command of CARNEY. Departing from the normal 1000 ceremony, CARNEY dressed ship at morning colors, all five of CARNEY's Signalmen straining to pull up the dress ship flags and pennants. After short remarks by the key speaker, Commodore Joseph Sestak, Jr, COMDESRON FOURTEEN, CDR McMurtrie gratefully thanked his crew and his superiors for the opportunity to command the finest warship in the fleet. Citing a moving prophecy of his great-uncle,

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VADM Joel T. Boone (after whom is named the Guided Missile Frigate USS BOONE), CDR Buzby took command of CARNEY, fulfilling a lifelong dream. The ceremony ended with mixed emotions, with sorrow at the parting of one beloved Commanding Officer and joy at the arrival of another. The CARNEY, however, will always have two Captains on board, as the spirit of Captain King lives on in each of CARNEY's achievements.

CARNEY got underway for Joint Task Force Exercise 97-3 (JTFEX) with a new Commanding Officer. Conducted in the VACAPES OPAREA near the coast of North Carolina, the JTFEX challenged CARNEY and all GWBATGRU assets with real world combat situations. JTFEX flexed CARNEY's Air Defense, Strike Warfare, and Undersea Warfare teams as different warfare freeplay scenarios unfolded. At the conclusion of JTFEX, CARNEY participated in a MINEX utilizing the Kingfisher to expertly demonstrate mine avoidance.

Returning from JTFEX on September 3rd, CARNEY devoted the month of September to pre-deployment standdown. Although deployment preparations continued while 50% of the crew took leave, CARNEY maximized time with family and friends. All hands returned on October 1st, recharged and ready to deploy.

On a cool, crisp, autumn morning, CARNEY sailed on her maiden deployment. For many crewmembers, this deployment was also their first. For other, this deployment was like many others; women and babies weeping on a desolated pier, sad music wafting from an undersized ship's PA system, resolute warfighters shrugging off the tug of family and friends, preparing to get the ship underway. For all, and especially for the remaining plankowners, CARNEY's maiden deployment was the satisfaction of three long years of time and energy.

CARNEY joined with the other Mayport ships in the George Washington Battle Group, the USS JOHN RODGERS (DD 983), USS UNDERWOOD (FFG 36), and USS BOONE (FFG 28), and proceeded to rendezvous with the remaining force underway from Norfolk, Virginia. Other ships in the GWBATGRU underway for Mediterranean Deployment 98-1 included USS GEORGE WASHINGTON (CVN 73), USS NORMANDY (CG 60), USS SOUTH CAROLINA (CGN 37), USS SEATTLE (AOE 3), USS GUAM (LPH 9), USS SHREVEPORT (LPD 12), USS ASHLAND (LSD 48), USS OAK HILL (LSD 51), USS ANNAPOLIS (SSN 760), and USS TOLEDO (SSN 769).

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Crossing the Atlantic in just over ten days, CARNEY took station in the GWBATGRU column formation to transit the Straits of Gibraltar. A feeling of anticipation and excitement could be felt among the crew. As the windmills turned on the Spanish cliffs and the rocks stretched toward the Moroccan sky, many young CARNEYMEN braved the forty knot winds to snap topside photographs. As CARNEY passed the Rock of Gibraltar, the bridgewings filled with crewmembers seeing Europe and Africa for the first time.

The next morning, CARNEY took station on the USS HUE CITY (CG 66) as the JFKBATGRU turned over to the GWBATGRU. Over fifteen ships crawled along at five knots as key members of the crews transferred via small boat for last minute pieces of information. At last, turnover was complete, and the JFKBATGRU ships pulled away from the GWBATGRU. CARNEY turned eastward and made way for the real beginning of her maiden deployment.

CARNEY's first tasking was the Tunisian exercise NADOR 97-3. After a four day port visit and scheduling conference in Tunis, Tunisia, CARNEY weighed anchor for NADOR with the Tunisian frigates La Galite and Carthage. The three day exercise consisted of Air Intercept Control with the Tunisian Air Force as well as surface and air gunnery exercises. Several CARNEY officers, LT [REDACTED] and LTJG [REDACTED] served as liaison officers on the Tunisian frigates. Overall, the exercise was a smashing success, with both navies improving battle proficiency and country relations.

From NADOR, CARNEY proceeded to Mahon, Spain, for a five day port visit. Anchored off the scenic southeast side of the island of Menorca, CARNEY ran her small boats in and out of port to accommodate liberty. While anchored at Mahon, CARNEY renovated and refurbished the US Naval Cemetery in Mahon. Over 75 crewmembers spent 600 man hours clearing overgrowth, repainting, pouring new cement walkways, rebuilding the 500 lb cemetery gate, and whitewashing the cemetery walls and grave markers. In a grand ceremony attended by both US and Spanish military forces as well as local civilians, CARNEY rededicated the cemetery, complete with 21 gun salute, CARNEY color guard, and a moving speech and wreath laying by the Commanding Officer. The rededication received local press coverage and an article ran in the Mahon paper.

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Prior to underway from Mahon, the weather took a turn for the worse during the early morning hours on October 29th. With the onset of 50 knot winds and 10-15 foot seas, CARNEY began violently horsing and pitching violently. The anchor watch, CIC plotter and bridge plotter simultaneously detected that the ship was dragging anchor. The onwatch bridge team immediately stationed the sea and anchor detail. Due to previous duty section drills while at anchor in Tunis, the sea and anchor detail manned in four minutes. While Boatswain Mates braved chest high seas to rig in the accommodation ladder, the bridge watch charted CARNEY's drift towards shoal water. At closest approach, CARNEY was 500 yards from dangerous, rocky shoals. In the howling wind and confusing seas, CARNEY's training and teamwork took over and resulted in a swift, safe sea detail away from danger.

CARNEY proceeded to Palma de Mallorca, Spain for another port visit. While in Palma, CARNEY enjoyed some well deserved liberty and participated in several international sporting competitions with the Spanish navy. CARNEY also organized and executed several community relations projects, including rebuilding an orphanage and rewiring the electrical distribution system at an adjacent house.

After eight days in Palma, CARNEY was ready to get back to work. CARNEY moored at Cagliari, Italy, for a two day planning conference for exercise MARE NUOVO. MARE NUOVO was an Italian power projection exercise equivalent to the US JTFEX. CARNEY conducted a live fire Naval Gunfire Support mission with great success, and was the only non-Italian ship assigned responsibility for a serial during MARE NUOVO. CARNEY executed the ASW serial with precision, and was commended by the Italian commanders for saving the amphibious forces from the exercise submarine.

Enroute to conduct Freedom of Navigation Operations and off the Algerian coast, the Captain ordered the bridge watch team to stay within 5 nautical miles of current position. Upon receipt of orders to "make best speed" to the Suez Canal, CARNEY's engineers cranked up all four main engines and headed east. This no notice transit involved all departments and the entire ship. CARNEY's Quartermasters hurriedly corrected charts, and Operations Specialists reviewed hundreds of pages to ensure all required reports were made even on short notice. Essentially, CARNEY conducted a seven day full power trial, racing to the

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Arabian Gulf at 31 knots and arriving a day earlier than the National Command Authority expected. The totals: 3939.5 miles steamed in six days, twenty hours, and two minutes. 56 hours between notification and entry into the Suez. Over thirty total charts and fifteen publications corrected in less than six days. Simply amazing.

After transits of the Suez Canal, Red Sea, Gulf of Aden and Straits of Hormuz, CARNEY entered the Arabian Gulf on November 24th. For the remainder of the year, CARNEY was FIFTH FLEETs and COMGWBATGRUS "wild card." Wherever and whenever a critical need existed, CARNEY answered the call. Although not preparing for a Arabian Gulf deployment, CARNEY immediately set the standard for all others in the region. Whether serving as XC (Alternate Air Warfare Commander - a duty normally reserved for Guided Missile Cruisers rather than Destroyers) or redefining and improving the strike role in Operation Vigilant Sentinel II, CARNEY was a player. Not given the standard two to three day inchoop brief in Bahrain, CARNEY chopped to the Maritime Interception Operations Commander and headed to the North Arabian Gulf. There, CARNEY conducted visit, board, search, and seizure (VBSS) operations on merchant vessels traveling to and from Umm Qasr, Iraq. Completing over 10 boardings in as many days, CARNEY became the MIO Commander's choice for covert operations, intelligence collection, and VBSS. At year's end, CARNEY had conducted 20 boarding without mishap or injuries.

CARNEY not only leads the way in battle readiness and command achievement, but leads the fleet in taking care of her people. CARNEY was awarded the CINCLANTFLT Golden Anchor (Medium Afloat Category) for her efforts in retention, advancement, and education. Her dual Golden Anchors shine in the sunlight, giving advance warning that not only was the ship built to fight, but that her men are the most prepared and best in the fleet.

CARNEY's Junior Sailor of the Year for 1997 is Engineman Third Class [REDACTED]. A driving force in CARNEY's Auxiliaries Division, he is the primary technician on CARNEY's unique oily water polishing system. EN3 [REDACTED] also served as an Arabic translator on CARNEY's VBSS teams, allowing boardings to proceed smoothly, transcending language barriers. Finally, EN3 [REDACTED] served as a Food Service Attendant to the wardroom during a portion of the

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deployment. He often completed these other taskings in addition to his duties as an FSA in the Supply Department.

CARNEY's Sailor of the Year for 1997 is FC1(SW) [REDACTED]. FC1 [REDACTED] serves as the Leading Petty Officer of Missiles Division and also as Assistant Drug and Alcohol Program Advisor (DAPA). During Operation Southern Watch in the Arabian Gulf, Petty Officer [REDACTED] performed as Strike Warfare Coordinator, securing CARNEY's position as the leading strike warfare platform in the Gulf. Petty Officer [REDACTED] is also an incredible leader; his abilities are seen in his division's 100 percent retention rate during his 14 months as LPO.

CDR Buzby presented CARNEY's Commander Lanny King Award to LTJG [REDACTED]. As CARNEY's Fire Control and Air Defense Officer, LTJG [REDACTED] personally ensured that CARNEY excelled when given the chance to be XC, Alternate Air Warfare Commander. LTJG [REDACTED] is also the program coordinator for the Adopt-a-School program, where he fosters two way relations between the children at Finnegan Elementary and CARNEY.

CARNEY's LTJG [REDACTED] received the COMDESRON FOURTEEN nomination for the COMNAVSURFLANT Junior Officer Shiphandler of the Year Award. "A proven mariner" LTJG [REDACTED] consistently demonstrated quick reaction to changing environments and exercised keen judgment in multiple evolutions including anchoring, mooring without tug assistance and RHIB deployment. COMDESRON FOURTEEN remarked "(LTJG [REDACTED] is) not only at the top of the shiphandlers in DESRON FOURTEEN, but in my opinion, also in the entire Atlantic Surface Force.

For the 1997 competitive cycle, CARNEY also won the coveted TYCOM Ship's Safety Award for the second consecutive year. LT [REDACTED] and LTJG [REDACTED], CARNEY's Safety Officers, again aggressively promoted safety to the highest degree. CARNEY again was cited as one of the safest ships in the entire fleet.

1997 was the busiest year yet for CARNEY. As CARNEY continues to collect accolades and awards for her performance in 1997, she remained "on station" at the "tip of the spear." Whether in MIO or Air Defense or Strike Warfare, CARNEY is the first choice for any force commander. Likewise, CARNEY leads the way in retention and taking care of her men. A contender for the DESRON FOURTEEN Battle "E" and the CINCLANTFLT Battenberg Cup, CARNEY completed 1997

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the way she began it: as one of the best ships in the Atlantic Fleet.

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

B.A.N.S. Sabha. The ship's ITT rolled the Bahrainian 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, NAVSEASYSOM 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

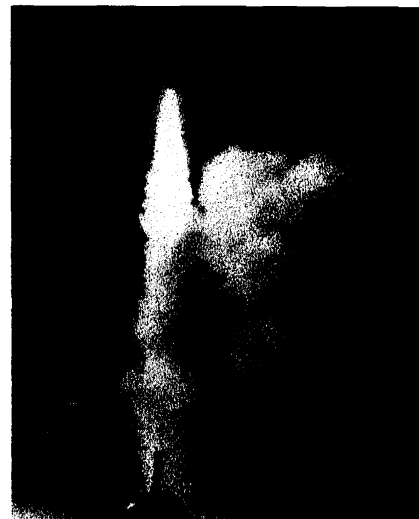
As Destroyer Squadron Fourteen's newest, most capable and sleekest ship, CARNEY was selected by the Commodore to host his change of command. The crew

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.

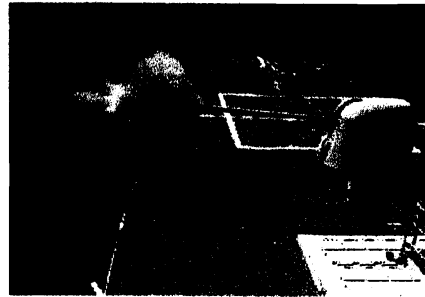
JOINT TASK FORCE EXERCISE 97-3

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 inchop 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.

• **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 inchoop 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.

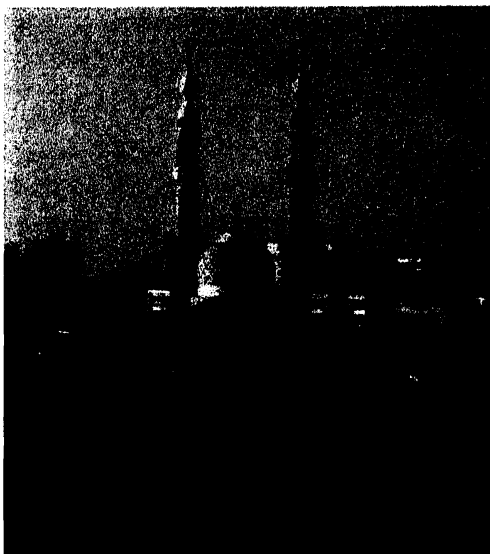
Mission Accomplishment And Safety

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

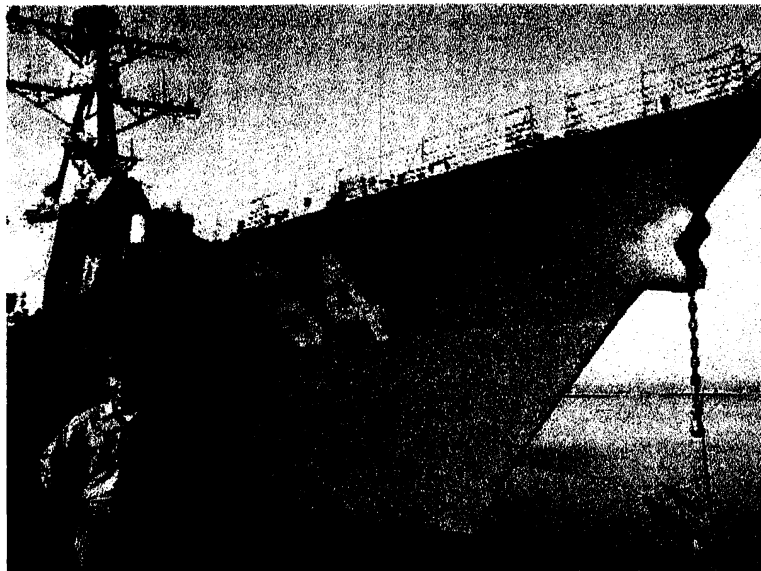
CARNEY took first place in the government team competition. This is a natural off-shoot of our command physical training regimen.

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 Carney men 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 Carney men 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) [REDACTED] is only one of many exemplary sailors aboard CARNEY who deserve such recognition. As Leading Petty Officer of Missiles Division, Petty Officer [REDACTED] displayed impeccable leadership abilities and served as a model First Class Petty Officer. During Operation Southern Watch, Petty Officer [REDACTED] 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 [REDACTED] 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 [REDACTED]'s) combination of leadership, demeanor, and concern for others contributes greatly to CARNEY's success."

JUNIOR SAILOR OF THE YEAR

EN3 [REDACTED] is USS CARNEY's Junior Sailor of the Year and, like FC1 [REDACTED] is one of many superb CARNEY sailors. A driving force in Auxiliaries Division, Petty Officer [REDACTED]'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 [REDACTED] 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 [REDACTED]'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 [REDACTED] 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 [REDACTED] received the COMDESRON 14 nomination for COMNAVSURFLANT Junior Officer Shiphandling Award. "A proven mariner..." LTJG [REDACTED] 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 [REDACTED] is..) not only at the top of the shiphandlers in DESRON FOURTEEN, but in my opinion, also in the entire Atlantic Surface Force." LTJG [REDACTED] 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 [REDACTED]) 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

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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