



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

Rec 10 2/22/99
W/ ~~10/10/99~~
5750 dish
Ser DDG64/029
17 FEB 99

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

Subj: USS CARNEY 1998 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12F

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

1. In accordance with reference (a), USS CARNEY submits enclosures (1) through (6) as the Command History for 1998.

2. USS CARNEY's homeport is Mayport, Florida. The command address and phone number is:

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

A. M. Kurta
A. M. KURTA

USS CARNEY (DDG 64) 1998 COMMAND HISTORY

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

ISIC	COMDESRON FOURTEEN COMDESRON TWO FOUR (Changed Squadrons 01 Sep 98)
Commanding Officer	CDR Mark H. "Buz" Buzby, USN
Executive Officer	LCDR Joel D. Modisette, USN (Detached Aug 98) LCDR Donald A. Schmieley, USN
Combat Systems Officer	LCDR [REDACTED], USN (Detached Aug 98) LCDR [REDACTED], USN
Weapons Officer	LCDR [REDACTED], USN LCDR [REDACTED], USN LT [REDACTED], USN (Aug 98)
Operations Officer	LT [REDACTED], USN
Engineer Officer	LCDR [REDACTED], USN (Detached Dec 98) LT [REDACTED], USN
Supply Officer	LT [REDACTED], SC, USN
ASW Officer	LTJG [REDACTED], USNR
Auxiliaries Officer	LTJG [REDACTED], USN LTJG [REDACTED], USN (Jul 98)
CIC Officer	LTJG [REDACTED], USN (Detached Apr 98) LTJG [REDACTED], USN
Communications Officer	LTJG [REDACTED], USN ENS [REDACTED], USNR (Jul 98)
Damage Control Assistant	LTJG [REDACTED], USN (Detached Mar 98) LTJG [REDACTED], USN
Disbursing Officer	LTJG [REDACTED], SC, USNR
Electrical Officer	ENS [REDACTED], USNR LTJG [REDACTED], USNR (Mar 98)
Electronic Mat. Officer	LTJG [REDACTED], USN (Detached Feb 98) CWO2 [REDACTED], USN
First Lieutenant	LTJG [REDACTED], USN ENS [REDACTED], USNR (Mar 98)
Fire Control Officer	LT [REDACTED], USN (Detached Apr 98) LTJG [REDACTED], USN

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Command Composition and Organization (Continued)

Gunnery Officer	LT [REDACTED], USN ENS [REDACTED], USNR (Aug 98)
Main Propulsion Asst	LT [REDACTED], USN (Detached Mar 98)
Navigator	LT [REDACTED], USN LT [REDACTED], USN (Detached Jun 98) LTJG [REDACTED], USN (Jun 98)
OI Division Officer	LT [REDACTED], USN (Detached Jun 98)
Strike Warfare Officer	ENS [REDACTED], USN ENS [REDACTED], USNR FCC (SW) [REDACTED], USN (Mar 98)
Systems Test Officer	LTJG [REDACTED], USN (Detached Jan 98)
Training Officer	LT [REDACTED], USN LT [REDACTED], USN (Detached Jul 98)
Command Master Chief	LTJG [REDACTED], USN MSCM(SW/SS) Kevin Licursi, USN (Detached Oct 98) OSCM(SW) Darryl W. Covington, USN HTCM(SW/SS) Dennis C. Bearce, USN (Dec 98)

USS CARNEY (DDG 64) 1998 COMMAND HISTORY

2. Chronology.

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

January 11-14 - Inport Jebel Ali, UAE.

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

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

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

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

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

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

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

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

March 3-6 - Inport Dubai, UAE.

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

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

March 12 - Transit of Straits of Hormuz.

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

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

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

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March 21-24 - Inport Palma, Spain.

Chronology (Continued)

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

March 26 - Transit Straits of Gibraltar.

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

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

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

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

May 17 - Underway for Annapolis, MD.

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

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

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

May 23 - Underway for Mayport, FL.

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

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

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

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

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Chronology (Continued)

July 13-15 - Underway enroute Mayport, FL.

July 16 - Inport Mayport, FL

August 5-21 - RAV.

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

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

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

September 16 - Completion of RAV.

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

September 27-29 - Inport Mayport, FL.

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

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

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

October 24 - 1 November - Inport Mayport, FL.

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

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

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

November 24 - Inport Mayport, FL.

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

December 17 - December 31 - Holiday leave periods.

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3. Narrative.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

A number of officers became Surface Warfare Officers in 1998 beginning with ENS [REDACTED], the ship's Damage Control Assistant, ENS [REDACTED], the ship's Communications Officer, and EWC((SW) [REDACTED], LDO candidate, in March. LTJG [REDACTED] Auxiliaries Officer, and ENS [REDACTED] ASW Officer, earned theirs in July, and LTJG [REDACTED] Electrical Officer put his pin on in December. LTJG [REDACTED] earned his Supply Corps pin in October. He would later earn his Officer of the Deck (Underway)

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

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

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

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

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

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