



**DEPARTMENT OF THE NAVY**

USS HALYBURTON FFG-40  
FLEET POST OFFICE  
AE 09573-1495

*Rec'd 4/13/99  
w/disk*

5750  
FFG 40-00/104

**30 MAR 1999**

From: Commanding Officer, USS HALYBURTON (FFG 40)  
To: Director of Naval History (N09BH), Naval Historical Center,  
Washington Navy Yard, 901 M Street SE, Bldg. 57, Washington, DC  
20374-5060

Subj: **SUBMISSION OF COMMAND HISTORY FOR CALENDAR YEAR 1998**

Ref: (a) OPNAVINST 5750.12F

Encl: (1) Command History for Calendar Year 1998  
(2) Welcome Aboard Package  
(3) Commanding Officer Biography  
(4) Commanding Officer Photo

1. Per reference (a), enclosures (1) through (4) are submitted.

  
W. F. LARSON

Copy to:  
COMDESRON 28

## COMMAND HISTORY FOR 1998

1. **UNIT MISSION:** USS HALYBURTON's mission is to provide multi-role combat support in hostile areas. Primary mission areas include Air Warfare (AW), Surface Warfare (SUW), Undersea Warfare (USW) and Command/Communications Warfare (C2W). For AW and SUW, HALYBURTON uses the Mk-92 Fire Control Radar to target air and surface contacts for engagement with either the Standard Missile or Mk-75 76mm Gun. The ship also carries the Harpoon anti-ship cruise missile. The Phalanx Close-In Weapons System (CIWS) provides defense against short-range missile threats. For USW HALYBURTON utilizes the SQQ-89 sonar suite, which includes the AN/SQR-19 Tactical Towed Sonar Array (TACTAS), and AN/SQS-56 Hull Mounted Sonar. Mk-46 and Mk-50 torpedoes, both helicopter dropped and fired over-the-side, provide USW attack and defense capabilities. C2W support is provided by the AN/SLQ-32 (V)5 electronic warfare (EW) platform, with EW-threat detection, correlation, and jamming capabilities. In addition to HALYBURTON's built-in warfighting features, SUW and USW capabilities are enhanced with an embarked SH-60B LAMPS helicopter detachment. The LAMPS platform provides radar coverage with its AN/APS-124 surface search radar, ESM support via AN/ALQ-142 threat receiver, and sonar information through sonabouy deployment. These systems interface with the ship's built-in systems via HAWK-link, a line-of-sight digital radio link. This capability extends HALYBURTON's effective sensor range well beyond the visible horizon without alerting foreign forces to her position.

USS HALYBURTON, a member of Destroyer Squadron TWO EIGHT, is homeported in Norfolk Naval Shipyard, Portsmouth, Virginia. The ship regularly embarks a LAMPS MKIII helicopter detachment from HSL-42, NAS Mayport, Florida

## 2. CHRONOLOGY.

1-15	January	Holiday Leave and Upkeep Period Continued
21-23	January	Aviation Readiness Assessment
21	January	Medical Readiness Inspection
25	January	Superbowl Sunday (MWR Pizza/Soda Provided)
26-30	January	HORSE Visit
31-1	January-February	Sea Trials, Underway Virginia Capes OPEREA
2-3	February	Weapons On-load Yorktown Naval Weapons Station
9-13	February	Command Assessment of Readiness and Training (CART II) - Propulsion Examining Board (PEB)
13	February	Hail & Farewell (XO's House)-LT [REDACTED] LTJG [REDACTED]
17-20	February	Tailored Ship's Training Availability (TSTA I) - Engineering Training Group (ETG), Underway VCOA
23-27	February	Aviation Certification (AVCERT) Tailored Ship's Training and Availability (TSTA I) - Combat Systems Training Group (CSTG)
23	February	Income Tax Assist Visit
24	February	CDS-28/18 Blakely Cup Meeting
2-6	March	Tailored Ship's Training Availability (TSTA II) - Engineering Training Group (ETG), Underway VCOA
9-13	March	SUW Limited CSYS Training
16	March	ET2 [REDACTED] Reenlistment

		Tailored Ship's Training Availability (TSTA II) - Combat Systems Training Group (CSTG)
20	March	EW3 [REDACTED] Baptism On-Board MAC [REDACTED] Retirement Ceremony MWR Bowling Tournament
23-26	March	<b>Engineering Certification (ECERT), Underway VCOA</b>
30-3	March-April	Navy Food Management Team Training
30-31	March	TSTA II (CSTG)
2-3	April	DJMS Training (Disbursing, Admin) HSL-42 Detachment OIC Visit
6-10	April	<b>Enroute Naval Station, Roosevelt Roads (NSRR), Puerto Rico</b>
11	April	Arrive NSRR
13-19	April	<b>Underway, Puerto Rico Operating Area (PROA)</b>
13	April	<b>Towing Exercise - USS RAMAGE (DDG 61)</b>
18	April	<b>Steel Beach Picnic</b>
19	April	Refuel, NSRR Port Visit, St. Thomas, US Virgin Islands
3-5	May	<b>Final Evaluation Period</b>
3	May	<b>Navigation Check Ride</b>
5	May	<b>Steel Beach Picnic</b>
8	May	Moor Naval Base Norfolk, Weapons Onload Arrive NNSY, Portsmouth, VA
14	May	<b>Underway (VCOA)</b> <b>Engineering Certification (ECERT), Propulsion Examining Board (PEB)</b>
19	May	HSL-42 Onload, Sonobouy Onload, RADM Copeland Visit, Captain's Call USS VELLA GULF (CG 72)
20	May	<b>Underway BALTOPS 98</b>
22	May	<b>BSF/BSP Bermuda</b>
21-4	May-June	<b>Transit to Gdynia, Poland</b>
24	May	Promotion LTjg [REDACTED] SWO Pin ENS [REDACTED]
25	May	Promotion LTjg [REDACTED]
31	May	<b>Kite Flying Contest/Steel Beach Picnic</b>
4	June	Arrive Gdynia, Poland (BALTOPS Pre-Sail Conference)
8-11	June	<b>Underway, Baltic Sea, BALTOPS Events</b>
12-14	June	Port Visit, Karlskrona Sweden
15-19	June	<b>Transit, Klapedia, Lithuania</b>
20-22	June	Port Visit, Klapedia, Lithuania
23-25	June	<b>Great Belts Transit</b>
26-29	June	Amsterdam, Netherlands
1-5	July	Belfast, Ireland
4	July	Visit by the Honorable John Dalton, Secretary of the Navy
6	July	Inchop C2F
6-14	July	<b>Transit Back to NNSY</b>
11	July	<b>UNREP with USS Arctic (AOE-8)</b>
14	July	Return to NNSY
15	July	Reservists report aboard (NR DESRON 18)
15-7	July-Aug	FMAV
20-24	July	Logistics Management Assessment (LMA) Visit (RSG)

		Industrial Hygiene Inspection
		Safety Inspection
20-31	July	Admin/DC/Food Service Reserve Functional Team Support
27-31	July	NFMT Assist Visit
27-7	July-Aug	JMCIS Installation
4-5	Aug	OHSAT Visit
10-14	Aug	ETG Visit
<b>14</b>	<b>Aug</b>	<b>Moored Pier 24 NOB</b>
15-17	Aug	ECERT Preps
<b>18-19</b>	<b>Aug</b>	<b>ETG Underway Assist</b>
24-31	Aug	FMAV
1-2	Oct	ECART
4	Oct	Blakely Cup Signalmen Competition
5	Oct	TR BG Chop C2F
<b>5-9</b>	<b>Oct</b>	<b>TSTA I (ETG)</b>
8	Oct	NNSY
12-13	Oct	Blakely Cup-Softball
13	Oct	Blakely Cup-Rules of the Road
13-16	Oct	SESI
13-16	Oct	USW Team Trainer
15	Oct	Blakely Cup - RHIB Regetta
18	Oct	BM Olympics
20	Oct	Blakely Cup-Tug of War
21	Oct	USS HALYBURTON Change of Command
<b>22-23</b>	<b>Oct</b>	<b>TSTA II (ETG)</b>
23	Oct	CDS-28 Change of Command
23	Oct	NAVSTA Norfolk, VA
<b>27-30</b>	<b>Oct</b>	<b>TSTA II</b>
<b>29</b>	<b>Oct</b>	<b>ECERT</b>
26-6	Oct-Nov	TRBG Warfare Commander's Conference
2-6	Nov	LMA (RSG)
9	Nov	PHARSE Visit
<b>17-18</b>	<b>Nov-Dec</b>	<b>USWPT/COMTUEX/ITA (VCOA/PROA)</b>
<b>26-29</b>	<b>Nov</b>	<b>Port Visit, San Juan, PR</b>
18-13	Dec-Jan	Holiday Leave and Upkeep (NNSY)

### 3. NARRATIVE.

#### JANUARY

Continuation of the holiday leave and upkeep period started off the month of January for the USS HALYBURTON. On January 16, the crew returned to the normal daily routine beginning with preparations for Sea Trials, Aviation Readiness Assist, and Medical Readiness Inspection.

Week three focused on the ship's aviation capabilities. AVCERT (Aviation Certification) Inspectors arrived to identify any possible issues surrounding HALYBURTON's launch and recovery systems. Additionally, the crash and salvage crew attended the Aviation Fire Fighter Trainer to refine their fire fighting skills.

The Morale, Welfare and Recreation Program provided pizza and soda for the duty section football fans as they watched the Denver

Broncos defeat Green Bay Packers Superbowl Sunday, January 25. Monday was back to business as the crew prepared for sea trials, aided by a HORSE visit. Several outside activities came in to tie up loose ends in the engineering plant and finish contractor work. To ensure thorough plant readiness, hot and cold material checks were performed by the Gas Turbine Systems Technicians, Engineman, Damagecontrolman, Electrician's Mates and Interior Communication Electricians. Other engineering evolutions for the week included watchstander refresher training, hearing conservation and heat stress training.

The combat systems department trained hard during week three, preparing for Command Assessment of Readiness and Training (CART II). Missile handling training was the principle evolution conducted, with preparation for Combat Systems Team Training (CSTT) as the secondary focus. Scenarios were carefully scrutinized with progress and development meetings to determine the precise execution of upcoming CSTT evolutions.

Other major events for the final week of January were the retirement of FCC (SW) Cheeseboro and a ship's store inspection. January came to an end with successful completion of sea trials as HALYBURTON proudly steamed up the Elizabeth River for the first time since entering the yard in mid-October 1997.

## FEBRUARY

Upon completion of sea trials, HALYBURTON arrived at Naval Weapons Station, Yorktown, on the 2<sup>nd</sup> of February and conducted a two day weapons on-load. The ship then returned to NNSY, Portsmouth and began preparing for the Command Assessment of Readiness and Training Phase II (CART II).

Afloat Training Group, Norfolk (ATG) administered CART II February 9th-13th. The assessment included material hot and cold checks, a set of Basic Engineering Casualty Control Evolutions (BECCEs), and a Main Space Fire Drill. Although faced with several material concerns, the crew performed superbly during the Main Space Fire Drill. ATG took particular notice on the crew's enthusiasm. It contributed greatly to the passing of CART II with satisfactory marks.

Following CART II, a week of Tailored Ship's Training availability Phase I (TSTA I) was begun to improve the areas identified by ATG. During this inspection, members from ETG (Engineering Training Group) came aboard to monitor and evaluate the progress the Engineering Department was making towards their final certification.

The last week of February contained TSTA I, focused on the Combat Systems Department. Additionally, AVCERT (Aviation Certification) was being performed. HALYBURTON accomplished both admirably and passed with flying colors.

## MARCH

March 1998 began with a brief, four-day underway period for TSTA Phase II. ETG was on board, evaluating the ship's ability to train the crew safely. The engineers worked diligently to surpass the standards of training necessary for a ship to deploy.

Upon successful completion of Combat Systems Training Group's TSTA II and a successful Cruise Missile Tactical Qualification (CMTQ), the crew was provided a brief reprieve from the assessments and inspections with the retirement of MAC (SW) [REDACTED]. Immediately following the ceremony, the first annual bowling tournament was held at

the Scott Annex Bowling Center in Portsmouth sponsored by MWR. Subs and soda were served, while the crew participated in fierce bowling competition. The Oil Kings dominated the alley, winning the First Annual HALYBURTON Bowling Tournament. The ET's came in a close second.

The last week in March PEB embarked for ECERT (Engineering Certification). Unfortunately, primarily due to the material condition of the propulsion plant, we were not successful in passing. There were several material deficiencies in the operation of essential equipment, as well as minimum equipment not being met. (two of four SSDG's (Ship Service Diesel Generators) operating out of parameters). During the high power demonstration, a casualty occurred on 1 of the 2 GTE's (Gas Turbine Engines).

#### APRIL

April started with a shift in focus to the supply department. The Navy Food Management Team visited the first week, training the MS's (Mess Specialists). In preparation for the upcoming BALTOPS (Baltic Operations), members of the Helo Detachment HSL-42 visited from Mayport, Florida prior to HALYBURTON departed for Group Sail.

On April 6th, HALYBURTON, along with USS RAMAGE (DDG 61), departed for the PROA (Puerto Rico Operation Area), to participate in the COMDESRON Two Eight Group Sail. On April 11, HALYBURTON entered Naval Station Roosevelt Roads for a brief port visit. The crew had the opportunity to replenish their energy with a beach picnic on base. Hamburgers, hotdogs and chicken were served off the grill, while soda and beer were provided by MWR. Activities available were volleyball, football, golf and snorkeling.

After HALYBURTON's brief visit for refueling and relaxation, Group Sail began. First was a towing exercise, RAMAGE first towed HALYBURTON and then vice versa. From April 13th - 19th both ships conducted ITT (Integrated Team Training) Scenarios, in which all shipboard training teams work together in preparation for FEP (Final Examination Period).

The following weekend, April 19-22, was spent in St. Thomas, U.S. Virgin Islands. Some well-deserved liberty was taken by the officers and crew. Popular activities included snorkeling at Meghan's Beach, golfing at Mahogany Run course, scuba diving off the coral reefs, or shopping in unique Caribbean shops.

It was back to business the final week of April as HALYBURTON successfully completed Group Sail. An intense week underway was spent conducting Flight Quarters, General Quarters, Combat Systems Scenarios, Engineering Casualty Control Evolutions, and Damage Control Evolutions.

#### MAY

FEP (Final Evaluation Period) was conducted over a two-day period. Inspectors from ATG (Afloat Training Group) were brought aboard to evaluate the overall battle readiness of HALYBURTON. Emphasis was placed on the repair locker's ability to fight fire and control mass conflagration damage. The ship successfully passed FEP and following ATG's departure, a steel beach picnic was held on the flight deck.

HALYBURTON moored briefly at Norfolk Naval Base to on-load weapons before arriving at NNSY the 8th of May. With only 12 short days to BALTOPS 98 (Baltic Operations), focus shifted to correcting any remaining material concerns before the two-month deployment. HSL-42 helo detachment arrived to on-load supplies and maintenance equipment.

On May 20th, HALYBURTON, with the USS VELLA GULF, was underway for BALTOPS 98, with the first destination Bermuda. Bermuda provided just enough time to refuel and phone home. Then it was onward to Gdynia, Poland, the site of the BALTOPS 98 Pre-sail Conference. The transit provided an opportunity to train, as well as time for surface warfare candidates to work on their qualifications and systems familiarization.

## JUNE

June began with HALYBURTON in the middle of a 10-day transit across the Atlantic. Then it was through the English Channel and the beginning of BALTOPS Phase I. HALYBURTON, along with VELLA GULF (CG 72), and USCGC TAHOMA (WMEC 908) arrived in Gdynia, Poland, June 4<sup>th</sup> for the Pre-Sail Conference. Poland hosted several ships from other NATO and Non-NATO Navies including France, Sweden, Denmark, Germany, Norway, and Poland. The ship's crew had the opportunity to take in several historic, pre-Cold War sites and travel to the neighboring City of Sopot, as well as the beautiful City of Gdansk. Phase I of BALTOPS involved maneuvering, search and rescue, and humanitarian exercises, under the direction of the German Destroyer MOLDERS (FGS 178). Some of the ship's crew were fortunate enough to "cross-deck", visiting the MOLDERS (FGS 178), as well as the other ships within our operating group. Many witnessed first-hand the similarities and differences between daily routines.

Concluding Phase I, HALYBURTON traveled to Karlskrona, Sweden where the ship enjoyed its second liberty port of BALTOPS. The quaint city of Karlskrona came alive with its annual Dragon Boat festival. Teams of 20 sponsored by national companies participated in the festivities. Several crew members took in the parade, as well as the races themselves, while others received the chance to visit Sweden's oldest glass factory, Kosta Boda. The ship hosted a reception for dignitaries from the Southern Naval Command, Sweden and other local city officials.

From Karlskrona, HALYBURTON was underway for Phase II of BALTOPS. which focused on intense Anti-Undersea, Anti-Surface, and Anti-Air Warfare missions. HALYBURTON's part was as one of the "Outer-Coalition" forces.

HALYBURTON was fortunate to be the only ship to visit Lithuania and pull into the major seaport of Klaipeda. Many Lithuania officials were on-hand to greet us with open arms and friendly smiles for this rare event, including the Admiral of the Lithuania Navy, Admiral Baltuska. They hosted a cocktail party for the Officers and Chief Petty Officers of the HALYBURTON on the scenic top floor of the newly renovated Klaipeda Hotel, overlooking the city. The crew participated in numerous events, including a trip to nearby Palanga, where the major attraction is petrified amber used in making arts and crafts sold by street vendors downtown. Other events included a basketball game with Lithuania sailors and a visit to the local orphanage.

From Lithuania, HALYBURTON began her transit west through the Great Belts, first stopping in Amsterdam, Netherlands, and next in Belfast, Ireland. The crew experienced the "cosmopolitan" city of Amsterdam during a 3-day port visit. Some of the more popular sites included the Van Gogh Museum, Anne Frank's House, the city canal tours, and unusual nightlife.

## JULY

The ship continued sailing west, celebrating the July 4th Holiday Weekend in Belfast, Ireland. Despite the lack of stability in the region, the locals were receptive to their American visitors and played gracious hosts to the crew of HALYBURTON. Some of the weekend events included: a ship's reception catered by the first Subway Restaurant in Ireland (which opened in Belfast a week prior to HALYBURTON's arrival) a party for the entire crew sponsored by Rotterdam Bar with local, live Irish Bands; a Fourth of July party sponsored by the American Consulate held at the American Ulster Park; and the Groomsport Eagle American Fourth of July Celebration. The port of Belfast was a wonderful experience for the entire crew, topping off a unique deployment that has become a milestone in the ship's history.

HALYBURTON then rendezvoused VELLA GULF, who spent their 4<sup>th</sup> in Cork, Ireland, for an eight day transit back home. Preparations concentrated on the upcoming ECERT, casualty training, and correcting material discrepancies throughout the engineering plant. On July 14<sup>th</sup>, HALYBURTON arrived in NNSY receiving a warm reception from friends and family eagerly waiting on the pier.

The ship entered a shortened stand down period. Crewmembers went on leave others took extended liberty. Focus shifted to 3-week FMAV period as well as a LOGistics Management Assist Visit and the Industrial Hygiene Inspection. Equipment was worked upon by outside contractors and workers from Shore Intermediate Maintenance Activities. LMA inspectors concentrated their attention on the ship's Planned Maintenance System, while HMI Manning was busy guiding the Industrial Hygiene Inspectors throughout the ship. Additional help was provided by the reservists that reported for their 2-week annual duty commitment.

## AUGUST

August began with a continued focus on Engineering Certification (ECERT), preps including a visit by Engineering Training Group (ETG). The purpose of this visit was to identify and solve issues with material, administration, and training issues. Members from ETG spent the week touring the plant, concentrating on equipment that required attention. On 14 August, HALYBURTON moved to Pier 24 Norfolk Naval Base to perform an ammunition onload and finish up any remaining repairs to the plant. Much assistance was provided by topside personnel in cleaning and preservation of the main spaces. The 17-18th was spent underway with ETG running Basic Engineering Casualty Control Drills (BECCES) and Engineering Evolutions to provide the engineering watchstanders refresher training. ETG assessed HALYBURTON as not ready for ECERT and scheduled a FMAV/TARGET period to assist the ship in correcting lingering material discrepancies.

On August 25<sup>th</sup>, Hurricane "Bonnie" broke up the scheduled FMAV/TARGET period with its 115+ mph winds and torrential rainfall as it made landfall near the vicinity of Wilmington, North Carolina. Second Fleet had its first sortie of the hurricane season; HALYBURTON took its station safely off the coast as the hurricane made its way northeast up the coastline.



## SEPTEMBER

September began with continuation of the scheduled FMAV. Included in the FMAV was the removal and change out of 1A Gas Turbine Engine Power Turbine, the original power turbine installed during construction in 1980-1984.

September ended with fire fighting training and assessment of HALYBURTON's Repair Lockers. Each of the three lockers were taken through the Fire Fighting School to face the extreme heat of the 4-story trainer combating actual fires. It was physically draining, but provided valuable training that would save lives in a fire.

## OCTOBER

The first hurdle to ECERT was made in early October, with the Propulsion Examining Board (PEB) carrying out Engineering Command Assessment and Readiness Test (ECART). The two-day event began with material hot/cold checks, which the Senior Inspection noted well-orchestrated and complete. The assessment concluded with Basic Engineering Casualty Drills, in which the crew received a chance to show off their polished fire fighting skills during a Main Space Fire Drill.

The next step for HALYBURTON was a week long Tailored Ship's Training Assessment Phase I (TSTA I), conducted by ETG. HALYBURTON was again underway the 6-8<sup>th</sup> of October conducting engineering training and drill sets focusing on those programs noted by PEB that required attention.

October ended with Commander Bill Larson commenced his turnover with Captain (Select) Kevin Morrissey as commanding officer. On 21 October 1998, Commander Larson assumed command of USS HALYBURTON with crew, family, friends, and distinguished guests on hand to witness this major event.

Immediately following the change of command the ship was again underway, this time to complete TSTA II. The ship conducted full power runs, engineering training evolutions, engineering casualty control evolutions, and main space fires drills, reinforcing the intense training and instruction received over the past months. ETG was on hand to offer their assistance and expertise in preparation for ECERT. The ship and her crew were ready.

PEB was flown out to meet HALYBURTON the morning of the 29<sup>th</sup> and drills immediately commenced. All went according to plan and by early afternoon, the senior assessor, CAPT Miller, made the decision to end drills early, noting he had seen enough. HALYBURTON had successfully completed engineering certification.

## NOVEMBER

COMPTUEX 99-1 (Composite Training Exercise) was the next evolution for HALYBURTON and her crew. Preparations began for the ship's upcoming month underway.

The Supply Department began with their big inspection, the Logistics Management Assessment the 2<sup>nd</sup> -4<sup>th</sup>. The Store Keepers, Ship's Serviceman, Mess Specialist's and Food Service Assistants made various preparations throughout their spaces, with the end result being a satisfactory performance, upholding the standards of the assessment.

November also included many newly reported personnel, including the embarked helo detachment, HSL-42. Additionally, a six-section duty

rotation was established in the few weeks before COMPTUEX on trial basis.

HALYBURTON departed from NAVSTA (Naval Station) Norfolk the morning of November 17, underway for COMPTUEX. Week one consisted of USWPT (Undersea Warfare Proficiency Training). A rider from SSAAC (Surface Ship Acoustic Analysis Center) trained and evaluated HALYBURTON's capability to detect, track and engage submarines. The Sonar Technicians and Torpedomen put in many long hours during this period tracking the USS BOISE. Together with the other ships of Destroyer Squadron Two Eight participated in numerous undersea warfare scenarios. Each exercise involved the entire crew, with the engineers ensuring that the noise integrity of the ship was kept at a minimum, the boatswain mates familiarized themselves with visual submarine identification, and the operation specialists maintain target motion analysis plots, evaluating LINK data from other ships and our own helo. Meanwhile, the helo conducted Week One Work-Ups.

Thanksgiving morning, HALYBURTON pulled into the port of Old San Juan, tying up alongside USS LEYTE GULF (CG-55). The crew experienced the atmosphere of Old San Juan, sharing their experience with several cruise ships that had pulled in later that weekend. Popular sites were the massive 16th-century fort, El Morro, and acclaimed restaurants, while others tried their luck at the nearby casinos.

#### DECEMBER

Following San Juan, COMPTUEX 99-1 began again, which involved the entire Theodore Roosevelt Battle Group. Two opposing forces, green and orange, were used as the theoretical hostile countries, with the Virgin Passage was used as the focal point of the fictional conflict. The exercises began simply and progressively increased in complexity. Most exercises began with LINK coordination and other systems integration.

HALYBURTON was given the opportunity to play orange opposition force, operating independently, breaking away from the battle group and terminating all radar emissions. Once away from the battle group, and undetected HALYBURTON turned around and headed straight for the carrier in full EMCON, avoiding detection.

Other exercises involved the entire battle group, with HALYBURTON stationed plane guard for the THEODORE ROOSEVELT. The battle group proceeded to the Southern Puerto Rico Operation Area (SPROA) for the Wagon Wheel Gun Shoot, in which the HALYBURTON performed successfully with its 76 mm. Unfortunately, the scheduled missile exercise was cancelled for the ship due to a hydraulic casualty to the Mk13 GMLS.

HALYBURTON proceeded to the Sonar Sound Range (SSRM) off the coast of St. Croix where the ship spent an evening with technical experts from the range evaluating the ship's sound signature at different speeds and engineering equipment configurations. The following morning, a torpedo exercise was successfully conducted as HALYBURTON's helo engaged a pre-programmed range target with an expendable torpedo.

HALYBURTON refueled with THEODORE ROOSEVELT before being reassigned plane guard. The seas, particularly in the NPROA (Northern Puerto Rico Operation Area), were rough and staying alongside was difficult, but the crew managed it safely. Additional exercises included a Maritime Interdiction Operation (MIO) with the USS ROSS, C2W and a rescheduled mission shoot. This missile shoot resulted in a dud

missile. Before commencing the final portion of COMPTUEX, the ITA (Integrated Training Exercise), the battle group conducted a day-long safety stand-down giving the all a chance to breath before the three day ITA.

ITA began on the 12th and ended on the 14<sup>th</sup>, consisting of a combination of AAW, SUW, USW and C2W exercises. During these evolutions HALYBURTON conducted a simulated attack on the opposition force's surface ships played by USS O'BANNON (DD 987).

COMPTUEX officially ended the 14th of December with the conclusion of the PHOTOEX (Photo Exercise) involving the entire Theodore Roosevelt Battle Group, scheduled to that would be deploying in just 3 short months. The three day transit included a thorough ship-wide field day to prepare for its three week holiday leave and stand-down period that began upon arrival, NNSY Portsmouth, Virginia, December 18th.