



DEPARTMENT OF THE NAVY

USS HALYBURTON FFG-40
FLEET POST OFFICE
AA 34090-1495

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From: Commanding Officer, USS HALYBURTON (FFG 40)
To: Director of Naval History (N09BH), Naval Historical Center,
Washington Navy Yard, 805 Kidder Breese SE, Washington, DC
20374-5060

Subj: **SUBMISSION OF COMMAND HISTORY FOR CALENDAR YEAR 1999**

Ref: (a) OPNAVINST 5750.12G

Encl: (1) Command History for Calendar Year 1999
(2) Welcome Aboard Package
(3) Commanding Officer Biography
(4) Commanding Officer Photo

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

W. E. Rhoades III
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Copy to:
COMDESRON 14

COMMAND HISTORY FOR 1999

1. UNIT MISSION: USS HALYBURTON's mission is to provide multi-role combat support in hostile areas. Primary mission area 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 defense and attack 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 war-fighting 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 of her position.

USS HALYBURTON, a member of Destroyer Squadron TWO EIGHT was homeported in Norfolk Naval Shipyard, Portsmouth, Virginia and Naval Station Norfolk, VA during calendar year 1999. The ship regularly embarks a LAMPS MKIII helicopter detachment from HSL-42, NAS Mayport, Florida.

2. CHRONOLOGY.

01JAN-10JAN Holiday Leave and Stand-down Period
10JAN Berth Shift to Norfolk Naval Shipyard "Wet Slip"
10JAN-17JAN Combat Systems Readiness Review (CSRR) Phase 1
25JAN-31JAN CSRR Phase 2

03FEB Underway enr Yorktown Naval Weapons Station for Ammo on-load
03FEB-05FEB Ammo On-load - Yorktown, VA
05FEB-08FEB Underway enr Naval Station Roosevelt Roads (NSRR), Puerto Rico
08FEB Inport NSRR, PR
08FEB-10FEB Underway Puerto Rican Oparea (PROA)
10FEB-11FEB Inport NSRR, PR
12FEB-27FEB JTFEX
12FEB-19FEB Underway PROA
20FEB-21FEB Inport NSRR, PR
22FEB Underway enr Norfolk, VA
27FEB Return to Homeport - Naval Station Norfolk, Pier 25

03MAR Missile On-load - pierside Norfolk, VA
16MAR Successful Pre-Deployment Missile Shoot - VACAPES
26MAR Depart Naval Station Norfolk, Deploy MEF 99-3
26MAR-02APR TRANSLANT, TR Battle Group

03APR-06APR Inport Rota, Spain, INCHOP SIXTH FLEET
06APR Transit Strait of Gibraltar
09APR Arrive Adriatic Sea in support of OPERATION NOBLE ANVIL
21APR-26APR Inport Naples, Italy
29APR-03MAY Inport Haifa, Israel

04MAY-05MAY Transit Suez Canal, INCHOP FIFTH FLEET
 07MAY Swim Call in Red Sea
 08MAY Brief Stop for Fuel in Aden, Yemen
 11MAY-14MAY Inport Muscat, Oman
 15MAY Transit Straits of Hormuz, escort Motor Vessel Buffalo Soldier
 16MAY-21MAY Inport Manama, Bahrain - Gas Turbine Change Out
 22MAY-25MAY OPERATION SOUTHERN WATCH - MIO
 26MAY-29MAY Inport Kuwait City, Kuwait

 01JUN-06JUN MIO - Northern Arabian Gulf/Central Arabian Gulf (NAG/CAG)
 07JUN-10JUN MIO SURGE - NAG
 13JUN-16JUN Inport Manama, Bahrain
 17JUN-27JUN TACEVALEX/SHAREM 128 - CAG/Gulf of Oman
 28JUN-01JUL Inport Manama, Bahrain

 02JUL-13JUL MIO - NAG/CAG
 04JUL Hump Day/Independence Day Celebration
 05JUL-09JUL MIO - NAG
 10JUL-11JUL ESCORTEX - Straits of Hormuz (SOH) Transit
 12JUL-15JUL MIO - NAG
 17JUL-20JUL Inport Doha, Qatar
 21JUL-22JUL Enr Gulf of Oman, SOH Transit
 23JUL-24JUL Inport Muscat, Oman
 25JUL-28JUL GULFEX - Gulf of Oman
 29JUL-31JUL Enr NAG
 01AUG-03AUG MIO - NAG
 04AUG-07AUG Inport Manama, Bahrain
 09AUG-11AUG MIO SURGE - NAG
 12AUG-15AUG MIO - NAG
 17AUG-18AUG Final port visit in Manama, Bahrain!! - VADM Moore Visit
 19AUG-22AUG Transit enr Aden, Yemen
 23AUG BSF - Aden, Yemen
 24AUG-26AUG Transit enr Aqaba, Jordan
 27AUG-30AUG Inport Aqaba, Jordan
 31AUG-02SEP Transit enr Suez Canal

 03SEP Transit Suez Canal
 03SEP INCHOP SIXTH FLEET
 04SEP-07SEP Transit enr Palma de Mallorca, Spain
 08SEP-12SEP Inport Palma de Mallorca, Spain
 13SEP INCHOP SECOND FLEET
 13SEP-20SEP TRANSLANT - Hurricane Evasion
 22SEP RETURN TO HOMEPORT, NAVAL STATION NORFOLK, PIER 20

 22SEP-07OCT 1st Post-Deployment Stand-down Period
 08OCT-22OCT 2nd Post-Deployment Stand-down Period

 01NOV-12NOV Diesel Inspection
 10NOV Fast Cruise
 16NOV Underway enr Yorktown Naval Weapons Station for Ammo Off-load/Family Day Cruise
 17NOV-18NOV Underway VACAPES
 02DEC Begin Docking Selected Restricted Availability - NORSHIPCO - Norfolk, VA
 14DEC Entered Dry-Dock - NORSHIPCO - Norfolk, VA

3. NARRATIVE

JANUARY

After returning from COMPTUEX in the Puerto Rican OPAREA on December 18, 1998, the crew of HALYBURTON began their Holiday Standown period in Norfolk Naval Shipyard located in Portsmouth, Virginia. Holiday Leave and Standown expired on January 11th.

HALYBURTON wasted no time getting back in the normal work routine with a berth shift to NNSY's "Wet-Slip" just one hour following Standown expiration. The Combat Systems Readiness Review (CSRR) Phase I also began immediately following standown. CSRR Phase II was scheduled for the final week in January prior to departing for Yorktown's weapons onload and JTFEX in February. This was an early indication of what a demanding, yet successful, year it would be for USS HALYBURTON.

January also brought the news that the six-month Mediterranean and Middle East Force (MED/MEF) deployment with the THEODORE ROOSEVELT Battle Group would be moved up over two weeks to March 26th from its originally scheduled mid-April date.

In an effort to allow crew members to spend more time with families and accomplish necessary pre-deployment items, "Tropical Hours" were put in effect on January 14th until the March 26th deployment. Tropical Hours began with a 0600 liberty expiration, included a 20 minute mid-morning break at 0940 and liberty call at 1300.

The major focus in January was JTFEX and deployment preparations. Of the many pre-deployment requirements, a successful missile shoot was necessary to allow HALYBURTON to deploy on time. The missile shoot scheduled during December's COMPTUEX was unsuccessful due to equipment malfunctions. This was a major hurdle that was now scheduled amidst the JTFEX events.

SURFLANT recognized HALYBURTON for the Ship Safety Award for her shipboard safety efforts and the command contribution to force readiness through safety for the calendar year 1998.

FEBRUARY

Much like January, the HALYBURTON sailors hit the deck plates running in the month of February. On February 3rd HALYBURTON was underway from her homeport in NNSY Portsmouth, VA for the last time headed to Naval Weapons Station Yorktown, VA for their MED/MEF deployment load-out. Although unknown at the time, HALYBURTON would call Naval Station Norfolk home just a few miles down the Elizabeth River following JTFEX.

The two-day on-load concluded on February 5th as HALYBURTON headed south to the Puerto Rican Oparea for JTFEX. February 5th also marked the official departure of Executive Officer CDR(sel) Lloyd Brown and the arrival of LCDR Gregory S. Higgins. The XO turnover was just one of many that had occurred since CDR Larson assumed command in October of 1998. Three new Department Heads had arrived along with numerous turnovers among Division Officers and Chief Petty Officers. In a six month span over 70 percent of the Officer and Chief Petty Officer billets had changed leadership.

While 1999 had managed to keep HALYBURTON plenty busy to date, "it was not all work and no play." In Yorktown, HALYBURTON MWR sponsored its second annual bowling tournament. RM2 [REDACTED], RMSN [REDACTED], RM3 [REDACTED], and YNSN [REDACTED] took away top prize.

The transit to Puerto Rico was full of events and exercises designed to prepare HALYBURTON for her upcoming deployment. The transit included the embarkation of LCDR [REDACTED]'s HSL-44 Det 10 and two SH-60B LAMPS Helicopters. However the major focus would be the preparation necessary for the missile shoot on February 10th.

During JTFEX, HALYBURTON was able to prepare for many things for her deployment, including CIWS and 76mm gun shoots, underway replenishments, engineering casualty control drills, general quarters, Boarding Team training and flight operations. Unfortunately, the February 10th missile shoot was plagued with the same problems that were encountered in December. The already abbreviated POM standown would be shortened even further to allow for a missile shoot off the Virginia Capes prior to the March 26th deployment.

HALYBURTON was able to enjoy a few port visits to Naval Station Roosevelt Roads while in the Puerto Rican area before returning home to Naval Station Norfolk to pier 25 February 27th after a month at sea.

MARCH

With the deployment just 25 days away, HALYBURTON began a "modified" POM (Preparation for Overseas Movement) period. The intent was to allow sailors time off to tend to family and personal matters before a sixth month deployment. The POM period was modified to allow for a third and final attempt at a successful missile shoot. Although large blocks of leave could not be accommodated, best efforts were made to allow personnel as much time as possible to take care of necessary personal business.

HALYBURTON was forced to shift berths a final time to pier 12 prior to getting underway for the missile shoot. Just ten days prior to departing for deployment HALYBURTON was underway in the Virginia Capes Oparea conducting her missile shoot. This time the shoot was a success and HALYBURTON was able to fulfill her final requirement before heading east.

The successful missile shoot did not come easy for HALYBURTON and the many sailors who devoted many long hours to troubleshooting the problems. The hard work of HALYBURTON's Combat Systems Department led to the discovery of faulty techniques and procedures associated with the MK 13 Guided Missile Launcher that resulted in Navy wide modifications to the FFG-7 class MK 13 launcher. Their troubleshooting efforts now prevent a potential recurring problem among all Oliver Hazard Perry class Frigates.

HALYBURTON was awarded their fifth consecutive Command and Control Excellence Green "E" for the calendar year 1998.

Just days before the deployment MMCM(SW) Keith Butler was relieved by PNCM(SW) William F. Renaud as the ship's Command Master Chief (CMC).

On March 22nd news programs across the world broke in to regularly scheduled programming to tell of the United States' official announcement of their involvement in the Kosovo Conflict. This announcement meant even more schedule changes for HALYBURTON loomed ahead.

After a demanding three months in 1999, HALYBURTON was ready to get underway and live up to her motto of "Performances not Promises." On March 26th in the wake of the Kosovo announcement HALYBURTON raced ahead of the THEODORE ROOSEVELT Battle Group making best speed available to assume duties in the Adriatic Sea off the coast of Kosovo to begin their MED/MEF 99-3 Deployment.

APRIL

Due to the Kosovo Conflict many of HALYBURTON's scheduled port visits in the Mediterranean were cancelled before heading south to assume MIO duties in the Arabian Gulf. The first port visit was in Rota, Spain to refuel and take on necessary stores. It was unclear as of early April how long the conflict in the Adriatic would last, so HALYBURTON was preparing for the worst case scenario. During the Trans-Atlantic voyage rough seas damaged the flight deck nets. The flight deck was de-certified and all flight ops suspended. Keeping in spirit with the tone that had been set already in

early 1999, HALYBURTON crew members were working around the clock on Easter to ensure the ship was fully mission capable. Flight operations resumed following the Rota port visit.

While underway, HALYBURTON sailors were able to talk directly to friends and family back home for the first time with the newly installed "Sailor Phone." There were 10 different telephones installed onboard that allowed sailors to contact home for \$1.00 per minute via a satellite connection.

After departing Rota there were many questions surrounding HALYBURTON's schedule. No one was quite sure how long the ship would remain in the Adriatic Sea in support of Operation Noble Anvil. After spending three weeks in the Adriatic, HALYBURTON headed to Naples, Italy for a port visit and "Mini-Availability." The stop in Naples was highlighted by a visit from the Los Angeles Laker Cheerleaders and MWR sponsored tours to Rome.

When detached from duties in the Adriatic, HALYBURTON learned that after the port visit in Naples she would be headed to the Arabian Gulf and Fifth Fleet Operating Area.

The week in Naples allowed the crew time for needed rest and repairs. HALYBURTON was again underway for one final Mediterranean port visit in Haifa, Israel before heading south through the Suez Canal.

The ship arrived in Haifa on April 29th for a 5 day port visit.

MAY

Haifa proved to be one of the best port visits of the deployment for the crew, with excellent liberty and tours to the Holy Land. On May 3rd HALYBURTON began her transit to the Arabian Gulf. HALYBURTON would not return to the Mediterranean until her voyage home in September.

The next day was the transit through the Suez Canal, which marked the official inchoption into the Fifth Fleet Area of Responsibility (AOR).

The first stop in port in the Sixth Fleet was an abbreviated one. The stop in Aden, Yemen was only long enough to take on fuel and other supplies before getting underway again that afternoon.

Before arriving in the Arabian Gulf, HALYBURTON moored in Muscat, Oman for a three-day port visit. After departing Oman, HALYBURTON officially entered the Arabian Gulf and would soon get the opportunity to employ her Maritime Interception Operations (MIO) Boarding Teams.

On May 16th HALYBURTON arrived in what would become her "home away from home" in Manama, Bahrain during the summer of 1999. The first port visit was a Fifth Fleet Indoctrination for all departments on the operating procedures for Fifth Fleet units.

Two days after departing Bahrain, HALYBURTON arrived in Kuwait City, Kuwait to make a bit of history. Due to the tensions and fall-out after the Gulf War tensions in Kuwait were still relatively high, but for the first time in over two years a US ship moored in Kuwait City when HALYBURTON arrived in late May 1999. Acting as ambassadors for the United States, HALYBURTON paved the way for other ships to enjoy liberty in Kuwait in the months that followed.

JUNE

The month of June began with the first of HALYBURTON's thirty-three boardings during the MED/MEF 99-3 deployment. One of the primary missions of the United States Navy in the Arabian Gulf is to support the United Nations Sanctions against Iraq which makes illegal the smuggling of oil in and out of the country of Iraq. HALYBURTON and her two boarding teams were on station in the Arabian Gulf to support those sanctions during the thirty-three boardings professionally and without incident.

In mid-June HALYBURTON departed the Arabian Gulf to conduct a SHAREM exercise in the Gulf of Oman. The 11 day exercise included the embarkation of several riders from the Surface Warfare Development Group from Little Creek, VA. The riders utilized HALYBURTON's sonar and other acoustic equipment to gather acoustic data for the Gulf of Oman and surrounding areas.

Due to tensions in the Middle East, the Threat Condition had been increased and a port visit to Dubai was cancelled and a third port visit to Bahrain in June was scheduled in its stead. Bahrain was becoming a familiar port for HALYBURTON, and proved to be very productive as well. Bahrain's US Naval Facilities were similar to those that sailors were familiar with back in the States, and was a central point for parts, stores, food and mail delivery in the Fifth Fleet.

Thursday June 24th marked "Hump-Day" for HALYBURTON on their 180 day deployment. The official ceremony and festivities were scheduled for a later date (in conjunction with Independence Day celebration) due to the ship's SHAREM and MIO demands.

JULY

The July 4th/Hump-Day Celebration in the Northern Arabian Gulf was a long way from the United States, but with a mini-golf tournament, pie-in-the-eye contest, darts tournament, talent show and steel beach picnic it had much of the same feeling of Independence Day minus the fireworks.

The mid point in July also meant mid-term exams for many of the sailors who were earning college credits while at sea through three embarked college professors in such subjects as English and History.

Doha, Qatar was the next stop for HALYBURTON in mid July. While in Doha, the officers aboard HALYBURTON attended a dinner hosted by the US Ambassador to Qatar and in return HALYBURTON hosted a dinner party for the Ambassador and other local dignitaries.

As the heat in the Gulf increased, so too did the rumors of a potential homeport shift for HALYBURTON in calendar year 2000. There were several unconfirmed rumors that HALYBURTON would shift homeports to either Mayport, Florida, Pascagoula, Mississippi, or remain in the Portsmouth/Norfolk area under Destroyer Squadron Twenty Eight. The official announcement did not come until August.

After the Doha port visit, HALYBURTON headed to Muscat, Oman to prepare for a multi-national exercise with the British, Omani, and Australian Navies in the Gulf of Oman. The exercise was basic by US Navy standards, but allowed HALYBURTON to UNREP with foreign countries, conduct towing exercises, become familiar with foreign navy's procedures and conduct 76mm and CIWS gun shoots.

AUGUST

The month of August began with a visit from the Commander of the Theodore Roosevelt Battle Group, RADM Copeland. While aboard RADM Copeland talked to the entire crew in three separate groups. Of the many discussion topics was his appreciation for the fine job that HALYBURTON has done during both the Kosovo Conflict and with the MIO and other accomplishments in the Fifth Fleet. Many requests were also made for port visits on the return trip home. Most notably were several requests for Palma de Mallorca, Spain, a port visit that was cancelled on the initial trip through the Med.

HALYBURTON again moored in Bahrain in early August and while in port learned that she would return to Norfolk instead of Portsmouth, VA. All of the DESRON Twenty Eight ships were planned to make the 5 mile shift down the Elizabeth River.

HALYBURTON was again underway for one final MIO before she returned to their "Fifth Fleet Homeport" in Bahrain. While in Bahrain VADM Moore, Commander Fifth Fleet paid a visit to HALYBURTON and again lauded the crew for its outstanding performance in executing their duties in the Fifth Fleet successfully and safely. He recognized over twenty individual sailors with awards and letters.

On August 18th, HALYBURTON left Bahrain for the final time in 1999 as she began the transit through the Strait of Hormuz en route her final Fifth Fleet liberty port, Aqaba, Jordan.

August marked the month when HALYBURTON received the official word of their prospective homeport shift in calendar year 2000. Despite the rumors of a shift to Pascagoula, Mississippi or remaining in Norfolk, HALYBURTON would shift homeports to Mayport, FL during the summer of 2000. The homeport shift would also mean a shift in Destroyer Squadrons and a shift in deployment operating areas. Instead of deploying to the Mediterranean and Middle East, the focus of deployments would occur in the Caribbean Sea and Western Atlantic and Eastern Oceans of the Western Hemisphere.

SEPTEMBER

After departing Aqaba, HALYBURTON was underway one more time in the Middle East heading north through the Suez Canal. HALYBURTON transited the canal on September 3rd, and like the entire deployment to date, did so without incident.

The intense workload that had become HALYBURTON's trademark in 1999 continued just after the completion of the Suez Canal transit. DESRON Twenty Eight engineers were awaiting HALYBURTON in the Mediterranean to conduct the engineering Mid-Cycle Assessment.

After the completion of a successful Mid-Cycle Assessment, a port visit in Palma de Mallorca, Spain and a stop in Bermuda were the only duties left prior to return to homeport.

Most HALYBURTON sailors would agree that Palma provided the best liberty during the entire deployment. During the five day stay in Palma news of Hurricane Floyd began to spread and the weather was a factor in everyone's mind as the battle group started its transatlantic voyage. It turned out that the weather played a major factor as Hurricane Gertrude followed Hurricane Floyd and the Tiger Cruise scheduled to begin in Bermuda was cancelled. Due to the cancellation of the Tiger Cruise and in an effort to outrun the hurricanes in the Atlantic, HALYBURTON's MED/MEF 99-3 deployment was shortened by a few days when the family and friends of the crew of HALYBURTON met them for their return on September 22, 1999.

Upon arrival the crew immediately began a month long post-deployment stand-down.

OCTOBER

The stand-down period continued through October 22nd with all hands returning to resume their "regular" routine on Monday, October 25th. For the first time in the ship's history she also implemented an eight section duty rotation.

With the successful deployment behind them, HALYBURTON began to focus on the upcoming Docking Selected Restricted Availability (DSRA) and finishing the Y2K equipment upgrades and contingency plans.

NOVEMBER

Along with the many packages being prepared for the DSRA, a diesel inspection occupied the engineers for the first two weeks of November.

On November 16th HALYBURTON was underway for the first time in almost two months when she traveled up the Chesapeake Bay to off-load ammunition at the Yorktown Naval Weapons Station. The trip to Yorktown also allowed HALYBURTON to show the ship off to her family and friends in lieu of the previously cancelled Tiger Cruise from Bermuda.

Following the ammo off-load, HALYBURTON spent two days underway in the Virginia Capes Operating Area honing their skills one more time before the ship headed for the four-month dry-docking.

News came in late November that NORSHIPCO had won the HALYBURTON contract and HALYBURTON would begin her availability on December 2 in familiar territory. HALYBURTON dry-docked across the Elizabeth River from her former home at Norfolk Naval Shipyard (NNSY).

DECEMBER

The ship arrived in NORSHIPCO and the crew quickly began to transfer all of her daily material to an adjacent barge that would house all of the various departmental offices, berthing facilities for the duty sections and a mess deck.

Sailors who called HALYBURTON home were temporarily transferred to NNSY Scott Center Annex quarters while the ship underwent its repairs and renovations.

On December 14th HALYBURTON officially entered the VIRGINIAN dry-dock and the major repairs to the hull began.

The 15th marked the day of the HALYBURTON Family Christmas Party at the Virginia Beach Resort Hotel. The children's Christmas party was held on December 11th at the Bayside Recreation Center in Virginia Beach.

The ship commenced a holiday stand-down following the Christmas parties.

The millennium was looming closer and closer. The world anxiously awaited to see what the Y2K bug had in store for them as the clock struck midnight on December 31...