



DEPARTMENT OF THE NAVY

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

Subj: **SUBMISSION OF COMMAND HISTORY FOR CALENDAR YEAR 2001**

Ref: (a) OPNAVINST 5750.12G

Encl: (1) Command History For Calendar Year 2001
(2) Welcome Aboard Letter
(3) Welcome Aboard Packet
(4) 3 1/2" Diskete

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

A handwritten signature in black ink, appearing to read "W. E. Rhoades III".

W. E. RHOADES III

Copy to:
COMDESRON FOURTEEN

COMMAND HISTORY FOR 2001

1. UNIT MISSION: USS HALYBURTON's (UIC: 21107) 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 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 by 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 sonobouy 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 FOURTEEN, was homeported in Mayport, FL during calendar year 2001. She was underway for deployment from March 9 to August 28 conducting Counter Drug Operations, Bi-Lateral Exercises with Peru, including the first Silent Forces exercise (SIFOREX), and UNITAS exercises with Ecuadorian, Peruvian, Chilean, Mexican, Panamanian and Colombian navies. The ship regularly embarks a LAMPS MKIII helicopter detachment from helo anti-submarine light (HSL) 44 Detachment Five, NAS Mayport, Florida.

2. CHRONOLOGY

01JAN-18JAN Inport Naval Station Mayport, FL
01JAN-07JAN Holiday leave and Stand-down Period
12JAN One-day Shakedown cruise, Jacksonville Operating Area (JAXOA)
15JAN Martin Luther King, Jr. Birthday Celebration
18JAN-09FEB GROUP SAIL 01-2, Puerto Rican OPAREA (PROA)
19JAN Tow-be-towed exercise with CAPE HENLOPEN
SH-60B fly on from HSL 44-5
23JAN Brief stop for fuel, Key West, FL
26JAN 76mm, CIWS, .50 cal PACFIRES
27JAN-28JAN Inport, Naval Station Roosevelt Roads (NSRR)

29JAN DIVTACS with USS TICONDEROGA and USS STEPHEN
 W. GROVES, SVTT Firing (ASW-A8-SF), Moor to
 Buoy off St. Croix
 30JAN Successful pre-deployment MISSILEX (AAW-11-SF)
 in PROA
 31JAN Underway highline passenger transfer with USS
 STEPHEN W. GROVES (simulated), DIVTACS, Tow-
 be-towed with USS TICONDEROGA (COMDESRON SIX
 embarked for exercise)

 01FEB Ship's Self-Radiating Noise Measurement
 (SSRNM) at the Underwater Testing Range
 (UTR) off St. Croix
 02FEB UNREP with HMS BLACK ROVER
 02FEB-06FEB Inport, St. Thomas, USVI
 06FEB Underway enroute Mayport, FL
 09FEB Embark CDS14 for NAVCHECKRIDE
 09FEB-19MAR Inport, Naval Station Mayport, FL
 09FEB-02MAR POM upkeep and leave period
 20FEB-23FEB Supply Maintenance Inspection (SMI)
 23FEB CTF 43 Brief onboard

 01MAR CDOPS Brief at COMNAVSURFGRU TWO
 07MAR CDS14-sponsored Anti-Terrorism/Force
 Protection Drill
 08MAR Small-Arms Ammo Onload
 09MAR-18MAY CDOPS Deployment, EASTPAC
 09MAR Underway enroute Panama Canal and Eastern
 Pacific. LEDET and Airdet embarked.
 INCHOP to DIRJIATFEAST
 14MAR 76mm and CIWS PACFIRES
 15MAR Anchor, Christobal, PM
 Panama Canal South Transit
 15MAR-17MAR Inport, Vasco Nunez de Balboa (VNB), Panama
 17MAR Underway enroute patrol sectors
 18MAR Search of fishing vessel QUEEN ELIZABETH II
 21MAR 76mm and CIWS PACFIRE
 29MAR-31MAR Inport VNB, Panama
 31MAR Underway enroute Pacific patrol zones

 02APR Rescued 149 Ecuadorian immigrants adrift
 aboard the M/V FORTUNA
 05APR Transfer immigrants into the custody of
 Ecuadorian Navy off the coast of Esmeraldes,
 EC
 06APR Polly Wog Talent show and Beauty Contest
 07APR Crossing the Line Ceremony
 11APR-13APR Inport VNB, Panama
 20APR UNREP with Chilean oiler CS ARACAUNO
 24APR EAP drill

26APR "Killer Tomato" exercise
 29APR-03MAY Inport VNB, Panama

 03MAY Underway enroute Pacific patrol zones
 11MAY Captured stateless "go fast" off Colombia
 with four passengers and 1.5 metric tons
 of narcotics
 14MAY BSF, VNB, Panama
 Panama Canal Transit North enroute Mayport, FL
 18MAY-04JUN Inport Naval Station Mayport, FL
 Mid-deployment IMAV
 29MAY-31MAY Command PFA
 29MAY Embark four Midshipmen

 01JUN Ship visit by COMNAVSURFGRU TWO, RADM Hunter
 04JUN Underway enroute East Central Caribbean
 05JUN Battle of Midway Commemoration Ceremony
 08JUN-09JUN Inport, NSRR
 09JUN Underway enroute Caribbean patrol zones
 14JUN 76mm and CIWS GUNEX
 16JUN Fish Call
 SAREX with HSL 44-5 and ship's SAR Swimmers
 19JUN Outchop from TACON of DIRJIATFEAST- end of
 CDOPS
 Inchop to TACON of CDS23 for UNITAS, Pacific
 Phase
 19JUN-23JUN Inport Aruba, NA
 21JUN Debark Midshipmen
 23JUN Underway enroute Panama Canal
 25JUN Panama Canal Transit South
 25JUN-26JUN Inport VNB, Panama
 27JUN-01JUL Underway enroute Callao, Peru
 29JUN Cross Equator, South
 30JUN ASMD CHAFFEX with HSL 44-5

 02JUL-09JUL Inport Callao, Peru
 04JUL Independence Day Picnic
 06JUL LCDR T.W. Conway, IV relieves CDR S.R. Riordan
 as Executive Officer
 Ship's tour for RADM Oscar Penny, Peruvian
 Naval Surgeon General
 07JUL-08JUL Ship's tour for American Embassy personnel
 09JUL-10JUL U/W for US-PE Bilateral Exercises
 09JUL VBSS and Maritime Traffic Control Ops Training
 Anchor off Callao, PE
 10JUL Moor, Callao, PE
 11JUL-14JUL U/W enroute Salinas, EC
 12JUL Peruvian F/V *Consuelo* taken under tow
 13JUL Turnover of F/V *Consuelo* to PECG vessel *Yacila*
 off the coast of Paita, PE
 14JUL-17JUL Anchored, Salinas, EC

16JUL-17JUL Joint Crisis Management Exercise "Coastal
Emergency"
 17JUL-19JUL U/W enroute Callao, PE
 19JUL-23JUL Inport Callao, PE
 19JUL Embarked VC-6 drone det from Norfolk, VA
 23JUL-27JUL U/W, Silent Forces Exercise (SIFOREX)
 25JUL PHOTOEX
 27JUL BSF Callao, PE
 27JUL-02AUG U/W enroute Malaga, CO
 29JUL Steel Beach Picnic

02AUG-05AUG Inport Malaga, CO
 02AUG Ship's tours for 237 people
 03AUG UNITAS 42-01 Pacific Phase Commencement
Ceremony
 04AUG ROE Symposium, MIO and Freeplay Brief
 05AUG-13AUG UNITAS 42-01, Pacific Phase
 05AUG PHOTOEX, DRONEX
 07AUG Anchored, Bahia de Malaga, CO
 08AUG-13AUG U/W enroute Manta, EC
 09AUG Towed Sled Exercise
 10AUG DRONEX
 11AUG-12AUG Free Play Exercise
 13AUG Anchor Manta, EC
 VC-6 det departs
 14AUG-16AUG U/W enroute VNB, PM
 14AUG Wog Beauty Contest
 15AUG REXTORP
 Crossing The Line Ceremony
 16AUG-19AUG Inport VNB, PM
 19AUG-23AUG U/W enroute Freeport, BH
 19AUG-20AUG Panama Canal Transit North
 23AUG-27AUG Inport Freeport, BH
 HSL 44-5 helo Fly Off
 27AUG-28AUG U/W enroute Mayport, FL
 27AUG Awards Ceremony and Steel Beach Picnic
 28AUG Moor, Pier D-4-1, Mayport, FL
 28AUG-13SEP First POM Leave period

11SEP WTC and Pentagon Attacks
 26SEP PRAV meeting onboard
 28SEP Deployment debrief, COMNAVSURFGRU TWO

01OCT-03OCT U/W enroute Earl, NJ
 02OCT MOPP I, II, III and IV drills
 CMWD Test
 03OCT-05OCT Inport Earl, NJ (Ammunition Offload)
 05OCT-07OCT U/W enroute Newport, RI
 07OCT-12OCT Inport Newport, RI

08OCT Columbus Day
 09OCT-11OCT SWOS Tours, MSI Trainer
 12OCT-15OCT U/W enroute Mayport, FL
 14OCT Steel Beach Picnic
 15OCT ULM-4 Range
 15OCT-18JAN02 Inport Mayport, FL
 15OCT-29OCT Second POM Leave (Phase One)
 15OCT-19OCT Pre-Availability Technical Assist (PATA)
 16OCT-29OCT SSDG Inspection
 18OCT YRBM 43 Berthing Barge arrives from Norfolk, VA
 22OCT-01NOV SEMAT I
 22OCT Crew move off

12NOV Veteran's Day (observed)
 12NOV-26NOV Second POM leave (Phase Two)
 22NOV Thanksgiving
 28NOV-30NOV Hull Cleaning

03DEC-07DEC PMS Standdown
 07DEC Weapons Safety Standdown
 13DEC Ship's Christmas Party
 17DEC-04JAN CHT acid flush cleaning
 17DEC-08JAN Holiday Leave and Standdown Period
 25DEC Christmas

3. NARRATIVE

JANUARY

After a restful holiday leave period, the crew of HALYBURTON was back working hard to insure all preparations were made for Group Sail 01-2. The ship was also busy making preparations for her deployment, which was less than two months away. PACE courses were scheduled, stores unloaded, supplies bought and the ship's store was stocked. It would be a high tempo first quarter, but the ship and the crew were up to the challenge.

The majority of the crew got underway for a day-long "Welcome Back" cruise on 12 March to shake out the cobwebs. A small detachment remained behind to welcome USS KLAKRING (FFG 42) to her new home-port. Both events went flawlessly.

All hands were focused on the last pre-deployment milestone- Group Sail. The exercise was led by COMDESRON SIX of Pascagoula, MS embarked aboard USS TICONDEROGA (CG 47). The two

ships, as well as USS STEPHEN W. GROVES (FFG 28), would concentrate on fine-tuning their counter drug capabilities for their respective SOUTHCOM deployments as well as working together in a SAG-capacity.

Enroute, HALYBURTON tested her skills in deck seamanship exercises, "go fast" familiarization, fine-tuning her guns and fire control radar, training the MIO team and conducting various DIVTACS. Underway 18 January, it was a jam-packed 9 days before HALYBURTON moored in Naval Station Roosevelt Roads for torpedo onload and final conferences among the Group Sail participants. On 29 January, HALYBURTON and her embarked SH-60B completed successful torpedo launches against an MMT off the coast of Puerto Rico. The next day, HALYBURTON proved her anti-air mettle by successfully launching two anti-air missiles against the target drone.

FEBRUARY

After running the UTR range and measuring the ship's noise emissions, HALYBURTON was off for some rest and relaxation in St. Thomas, USVI. Relaxing in the sun and surf after a dogged three weeks, the crew and officers enjoyed the Caribbean-style vacation. The St. John's chapter of the Navy league hosted a dinner for the Chief's mess and wardroom in a home with a spectacular view of the St. Thomas harbor, capping off an outstanding port visit.

Prior to entering homeport, HALYBURTON embarked Commodore Weppler and his CDS 14 staff for a navigation Check Ride. Immediately after pulling in, HALYBURTON began her POM leave period. While half the ship was away, the other half insured all necessary repairs and necessary arrangements were made or set up for the other half of the crew. The biggest repair was removing 1B GTE and installing a new one. The engineers pulled through in typical HALYBURTON fashion, greatly supported by SIMA Mayport.

MARCH

Prior to her departure, HALYBURTON was the first ship in the Mayport basin to undergo the Anti-Terrorism/Force Protection exercise. Shifting from a six-section to three-section watch for the day, the duty crew was busy all day stopping passers-by, inspecting vehicles and repelling dynamite-throwing "terrorists" from COMDESRON FOURTEEN. It was a hectic day, but the training was invaluable and much appreciated.

HALYBURTON departed two days later on her CD OPS deployment. Soon after crossing from the Atlantic to the Pacific ocean, HALYBURTON began her task in earnest. After patrolling for two weeks, she headed into port. After some initial surprise at HALYBURTON's forward-leaning ATFP posture, the Panamanians proved helpful by assisting with pier security.

APRIL

Sortied early from Panama, HALYBURTON was on a humanitarian mission to rescue the adrift Ecuadorian vessel FORTUNA. After a two day transit and preparation, which included rigging a tarp on the flight deck, setting up sanitary services and providing security watches, the vessel was in sight. After the day-long process of transferring the passengers onto HALYBURTON, we placed the stricken vessel in tow. We had started to tow the vessel, but one man had such severe burns that the vessel was abandoned (notice to mariners sent with the lat/long) and we sped to Ecuador. Arriving in the vicinity of Esmeraldas, the ship was met by representatives and vessels of the Ecuadorian navy and the refugees were transferred. HALYBURTON then departed and continued on her CDOPS patrol.

Also on the agenda was the time-honored initiation of Pollywogs into venerable Shellbacks. Having crossed the equator enroute to FORTUNA, the ship had to delay the ceremony until that mission was over. Roughly a third of the ship was initiated under the purview of Davey Jones, who afterwards returned to the watery depths of the Pacific.

Stopping in Panama, the visit was again cut short by mission necessity and she was underway in search of a high-priority drug smuggler. As the port stop was too short, HALYBURTON was soon in need of fuel. Her UNREP with CS *Aracauno* was the first for a CDOPS deployer. Patrolling for a little over a week afterwards, HALYBURTON again returned to Panama.

MAY

As the old cliché states, "Good things come to those who wait." It certainly rang true for HALYBURTON on her last week of CDOPS. On 11 May, P-3 maritime patrol planes spotted a "go fast" off the coast of Costa Rica and Panama. Realizing they had been spotted, the crew of the go-fast began dumping bales overboard while retreating east towards land. After reporting this to JIATF EAST, HALYBURTON was directed to close the position of the go-fast. Speeding west at full speed, HALYBURTON launched Magnum 454 (HSL 44 Det 5) to join the P-3 in the chase of the vessel. Magnum 454 located the go fast and verified its course and speed. Both aircraft maneuvered to maintain positive contact and vectored HALYBURTON for an intercept. At a relative closure speed of over sixty knots, the go-fast was soon in sight! After a few minutes of desperate, but futile maneuvering, the go-fast stopped its engines and waited for HALYBURTON to maneuver alongside.

All hands were busy in their areas of expertise to make preparations for embarking the go-fast's crew. The embarked USCG LEDET from Yorktown, VA, conducted a Right of Visit boarding of the go-fast. Based on the inspection results, the go-fast was deemed "stateless" and a complete boarding and search was made. Content with the information and circumstances, USCG District 11 in Alameda, CA directed the LEDET and HALYBURTON to remove the crew, seize the go-fast and make best possible speed toward the contraband dump site.

The three-engine go-fast was initially manned by a HALYBURTON/USCG prize crew. Unfortunately, the go-fast's engines proved unreliable and the vessel required an alternate means of propulsion. HALYBURTON's Deck and Repair divisions quickly modified the boat and rigged it for tow, allowing HALYBURTON to continue toward the previously-jettisoned bales.

The P-3 provided position information on the bale field prior to its departure from the area. With that information in hand, the pilots and HALYBURTON's CIC team skillfully computed and plotted where the bales would be in the morning. The next morning, the helicopter was launched and began the search well ahead of the ship. After several hours, on the final leg of the search pattern was being completed, persistence paid off- Magnum found 17 bales in the water. With only three hours of daylight remaining, HALYBURTON arrived on scene and deployed her RHIB to recover the bundles. Further airborne surveillance discovered even more bales further to the west. Magnum's flight crew marked all the bales' positions with smoke markers and directed the ship's RHIB toward each bale. It took several hours to gather all 48 bales and transfer them to HALYBURTON for safekeeping, just as the sun was sinking beneath the horizon. An estimated total of 1.5 tons of narcotics was recovered with an estimated street value in the millions of dollars.

During the transit to Panama the next morning, the tow parted, damaging the go-fast. Because it had become a hazard to navigation, USCG District 11 directed HALYBURTON to sink the go-fast. The ship's Small Arms Action Team manned the M-60 and .50 caliber machine guns. Upon the issuance of "Batteries Release," the silence of the Pacific was shattered by the staccato of gunfire. Riddled with holes and burning from ignited fuel, the go-fast sank to a watery grave and HALYBURTON proceeded on toward Panama.

Upon arrival in Mayport, the prisoners and the contraband were turned over to waiting members of the FBI and DEA. The ship then underwent a two-week availability, making preparations for her final two weeks of CDOPS and the upcoming multi-lateral exercises with the South American navies.

JUNE

HALYBURTON wasn't as lucky in the Caribbean as she had been in the Pacific, and after two weeks on station, she was out-chopped from JIATFEAST TACON as she pulled into Aruba. Before entering port, a frocking ceremony was held for the enlisted personnel who just received the results of their advancement exams. There was plenty of fun in Aruba, including snorkeling, perfect beaches and great food. Departing Aruba, HALYBURTON was on her way to Peru for the beginning of her multi-lateral teamwork exercises.

JULY

On 02 July, HALYBURTON arrived in Callao, Peru for the first bi-lateral exercise and was the lone American ship for

these exercises, conducted from 02 through 10 July. To complement HALYBURTON's VBSS team, USCG Det 206 was flown in and helped train their Peruvian counter-parts. The joint USN/USCG team held in-port training on self-defense, search tactics and boarding procedures. The training was promoted locally, and on the final day of in-port training, film crews from the Peruvian Navy and civilian news came on-board to feature the cooperation between the two countries. The film clips were shown that evening on Peruvian national news channels.

Several officials made calls on the ship, including the Peruvian Naval Surgeon General and the Prefect of Callao (Chief of Police). On the weekend the ship hosted tours for over fifty US embassy workers and their family members.

The crew also held a Fourth of July celebration, including a pier-side picnic with all the fanfare the holiday deserved. The ship also welcomed their new Executive Officer, LCDR Timothy W. Conway and bade a fond farewell to CDR Stephen R. Riordan, who departed for Carrier Group Five in Yokosuka, Japan.

Underway on 09 July, HALYBURTON worked with the Peruvian ships BAP *Rio Nepana*, BAP *Herrera* and BAP *Rio Zana* on tracking, approaching and boarding one-another off the coast. After two days of various exercises and simulations expounding on the training conducted in port, the ship pulled back into Callao for a refuel and debrief. The Peruvians expressed their thanks for a job well done and all looked forward to working together again.

The ship departed that afternoon for Salinas, Ecuador before her return to Peru for further exercises. On her way there, HALYBURTON rescued a boat of seven adrift Peruvians and escorted them back to shore. After observing the ramshackle vessel, the ship moved closer and sent over some sailors via the RHIB with food and supplies. The HALYBURTON engineers attempted to repair the engine, but their efforts proved unsuccessful. The ship's Boatswain's Mates then rigged the boat for tow before sunset. After towing the vessel 225 miles at six knots, the boat and her grateful crew were turned over to the Peruvian Coast Guard off the city of Paita. It was the third rescue at sea for HALYBURTON in the last year; in two prior trips to the Eastern Pacific, the ship rescued two vessels and over 300 people.

After a restful three-day visit in Salinas, a resort town on Ecuador's southwest coast, the ship headed back to Callao on 17 July. She rendezvoused with USS RODNEY M. DAVIS (FFG 60) homeported in Everett, WA and USS TICONDEROGA (CG 47) from Pascagoula, MS. Embarked on the latter was COMMANDER, DESTROYER SQUADRON 23, the Commodore of the three US ships. COMDESRON 23 is based out of San Diego. Together, the three ships worked with the Peruvian Navy during the four-day SIFOREX events aimed at honing USW skills. Arriving on 19 July, the three ships worked to finalize the schedule of events for the exercises. The crew enjoyed their last stop in Peru, traveling to nearby Lima and taking in the sites, which included a parade in the city center celebrating the Peruvian independence day the following weekend.

The hospitality of the locals and the city atmosphere made it the favorite port of HALYBURTON's six-month deployment.

Out to sea on 22 July, the three ships and their Peruvian counterpart, BAP *Montero*, worked together against three Peruvian diesel submarines: BAP *Pisagua*, BAP *Antofogasta* and BAP *Santillana*. The exercises began with a sub-familiarization, where the ships tested their sonar, radar and other detection gear against the sub. Afterwards, it was sub versus ship, and the four surface ships worked on many aspects of Under Sea Warfare, including tactical maneuvering, communications and forming and controlling SAUs (Surface Action Units) to prosecute contacts. The Commodore praised HALYBURTON on her professional execution of SAU Commander duties and situational awareness during one of the engagements.

AUGUST

HALYBURTON arrived in Malaga on 02AUG with USS TICONDEROGA and met the other naval participants from Ecuador, Chile, Peru and Colombia. The base was done up in celebration of UNITAS, with food and craft stand and a giant stage for live music performances. The exercises focused on traditional at-sea mission areas such as undersea, anti-surface and anti-air warfare. In support of the drone exercises, HALYBURTON embarked members of drone detachment VC-6 from Norfolk, VA and their remote-controlled BMQ-64 aerial targets for gunnery and surface-to-air exercises. The DRONEX's were by far the most popular evolutions for all participants of the UNITAS Pacific Phase. While in Malaga, COMREL projects repairing the public medical clinic, primary school and children's park were conducted. Officer and sailor exchanges were also held, as HALYBURTON hosted a Mexican and Ecuadorian naval officer and sent one officer and one sailor to experience life on Ecuadorian and Chilean vessels, respectively.

At the conclusion of the UNITAS Pacific Phase. Davey Jones again visited HALYBURTON and enlisted the support of the her 200 Shellbacks to initiate and strengthen the 15 lowly Pollywogs onboard. HALYBURTON's sixth and final Panama Canal transit in the last 13 months was her longest- 27 hours, due to maintenance work on the Gatun Locks. Leaving the Pacific in her rear-view mirror, HALYBURTON was enroute to her final port visit of the deployment: Freeport, Bahamas. The crew used the time to make the final preparations for returning home: last second gift shopping, pictures, an awards ceremony and a touch-up for the ship that had served the crew so well over the last six months. Manning the rails, she arrived at the St. John's buoy at 0800 on 28AUG and was pier-side and enjoying a well-deserved leave period a short time later.

SEPTEMBER

The terrorist attacks on the World Trade Center and Pentagon took everyone by surprise, including the crew of HALYBURTON. Those on leave hurried back to the ship and the ship,

as all others in the Navy, went on a heightened security alert and posture. The biggest question for HALYBURTON, fully certified and still with all her munitions, was whether she would be tasked to defend the Atlantic coast. The orders never came, and HALYBURTON carried on with her original mission: preparing for her upcoming Partial Restricted Availability (her SRA had been cancelled the previous fiscal quarter). The big-ticket items would be the IT-21 and TV-DTS installs, Operations berthing and head alteration and mess decks modification. She was also making preparations for her ammo offload in Earl, NJ the coming month.

OCTOBER

The transit to, and offload at, NWS Earl went very smoothly for HALYBURTON. With smoke from the ruins of the World Trade Center still billowing, the scene was a little ominous, but the crew of the HALYBURTON carried on with her mission nonetheless.

After Earl, she sailed up to Newport to be ship of the school for a week. During her time there, she hosted over 70 students from SWOSDOC and DCA school, as well as 3 PCO's and 4 PXO's. Professor Halyburton, descendant of the ship's namesake, also visited the ship. Junior Officer's also took advantage of the MSI trainer to get some ship handling experience. Returning to Mayport, the ship ran several drills to keep proficiency in several areas, including small arms handling, at its highest level.

Upon HALYBURTON's return, leave was granted to some of the crew who never left due to the terrorist attacks. She also welcomed the berthing barge, which would house the crew during the PRAV and 251 Availability. Work began immediately, upgrading the ship's communications system and giving her living spaces a healthy face-lift.

NOVEMBER

Work aboard the ship continued into and through November. A second "make up" leave period was granted for the rest of the crew who had not yet been able to enjoy it.

DECEMBER

December brought the usual holiday cheer and hope for a happy New Year. HALYBURTON sailors enjoyed the Christmas party on 13DEC and took second place in the Basin Holiday Lights competition. The war in Afghanistan continues, with the vice of the allies closing on the Taliban's last remnants. It was a year that many Americans would like to forget for obvious reasons. Despite the tragedies in September, it was nevertheless a very good year for HALYBURTON and her crew, with another successful deployment under her belt. 2002 will be a year of training and preparation for what everyone believes will be another successful deployment the following year.