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From: Commanding Officer, USS HALYBURTON (FFG 40)
To: Director of Naval History (N09BH), Naval Historical Center, Washington Navy Yard, 85 Kidder
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Subj: **SUBMISSION OF COMMAND HISTORY FOR CALENDAR YEAR 2002**

Ref: (a) OPNAVINST 5750.12G

Encl: (1) Command History for Calendar Year 2002
(2) Welcome Aboard Pamphlet
(3) Commanding Officer Biography
(4) Commanding Officer Photo

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


W. C. MCQUILKIN

COMMAND HISTORY FOR 2002

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 2002. The ship regularly embarks a LAMPS MKIII helicopter detachment from helicopter anti-submarine light (HSL) 44 Detachment Four, NAS Mayport, Florida.

2. CHRONOLOGY

01-31 JAN:	In port Mayport, Florida
01-08 JAN:	Christmas Leave and Stand down.
09JAN:	Crew move aboard from berthing barge
18 JAN:	Completed PRAV and Concurrent IMAV 251
29-31 JAN:	Ready For Sea Assessment (RFSA)
04-08 FEB:	Supply Maintenance Assessment (SMA)
15 FEB:	CNSL 2001 Surface Ship Safety Award
19-21 FEB:	RFSA
22 FEB:	Self Defense Ammo Onload.
22 FEB:	RFSA complete
25 FEB:	Change of Command
25-26 FEB:	Ordnance Handling Safety Assist Team
01-12 MAR:	In port Mayport, Fl.
13-15MAR:	U/W Jacksonville Operation area
26-28MAR:	U/W Jacksonville Operation area
28MAR:	Self defense Ammo Onload (CONT)
01-08APR:	In port Mayport, Fl.
01-05APR:	Supply Maintenance Inspection (SMI)
09-12APR:	U/W Jacksonville Operations area
12-21APR:	In port Mayport, Fl.

22-25APR:	U/W Jacksonville Operations area
25-30APR:	In port Mayport, Fl.
01-08MAY:	In port Mayport, Fl.
08-09MAY:	U/W Jacksonville Operations area
09-31MAY:	In port Mayport, Fl.
20 MAY-14 JUN:	Women at Sea-WR MOD
01-21 JUN:	In port Mayport, Fl.
03-14 JUN:	BEWT Install
05-14 JUN:	20B5 Van
18-19 JUN:	Initial Assessment (IA)
21-26 JUN:	In port Mayport, Fl.
23-29 JUN:	Midshipmen Embarked
26-28 JUN:	U/W Jacksonville Operation area
28-30 JUN:	In port Mayport, Fl.
01-11 JUL:	In port Mayport, Fl.
01-03 JUL:	MED LTT, ITT LTT, ATP LTT, ENG LTT, PO INDOC
02-03 JUL:	Visual Communication Training, INTEL LTT
08 JUL:	VIS COM LTT
08-11 JUL:	ENG LTT
11-12 JUL:	U/W Jacksonville Operation area
12-15 JUL:	In port Mayport, Fl.
15-16 JUL:	DC LTT
15-17 JUL:	USW LTT and U/W JAX Operation area
15-19 JUL:	ENG and SUW LTT
17-22 JUL:	In port Mayport, Fl.
22-25 JUL:	U/W Jacksonville Operation area
23 JUL:	Underway Demonstration
24 JUL:	AW DTE and ITT Scenario
25-31 JUL:	In port Mayport, FL
30-31 JUL:	Communication Readiness Certification (CRC)
01-07 AUG:	In port Mayport, Fl
07 AUG:	Commander Destroyer Squadron 14 Embarked
07-08 AUG:	U/W Jacksonville Operation area – FEP
08 AUG:	Commander Destroyer Squadron 14 Debarked
08-26 AUG:	In port Mayport, Fl
12-16 AUG:	Hull cleaning
12-23 AUG:	SEMAT II / C5RA PHASE I, CNSL PAINT TEAM
15 AUG:	Advanced Ship Handling (ASH)
19 AUG:	PUK Inventory
26-30 AUG:	U/W Gloucester, MA
28-29 AUG:	SUBEX
30-31 AUG:	In port Gloucester, MA

01 SEP:	In port Gloucester, MA
02-06 SEP:	U/W Enroute Mayport, FL
03 SEP:	RAS with USNS Patuxent
05 SEP:	E6 Advancement Exam
06-18 SEP:	In port Mayport, FL
09-13 SEP:	C5RA Phase II
11 SEP:	Material LTT
12-19 SEP:	EW Journeyman
14 SEP:	CPO Frocking ceremony
16-19 SEP:	INSURV
18 SEP:	U/W Jacksonville Operation area
18-30 SEP:	In port Mayport, FL
20 SEP:	Ship Picnic on NS Mayport
23-30 SEP:	222 Intermediate Maintenance Availability (IMAV)
01-23 OCT:	In port Mayport, FL
23-25 OCT:	U/W Jacksonville Operation area
25-30 OCT:	In port Mayport, FL
30 OCT:	U/W ST. John's River/Family Day Cruise
30-31 OCT:	In port Jacksonville Landing, Jacksonville, FL.
01-17 OCT:	SYSCAL
04 OCT:	Cruise Missile Tactical Qualification (CMTQ)
07 OCT:	DUS Trainer Exercises Part I and II
09 OCT:	Ammo Onload
10-11 OCT:	Helo Firefighting School
14 OCT:	Columbus Day
15-18 OCT:	3M Certification
22-26 OCT:	Week One Work-Ups
01-05 NOV:	In port Jacksonville Landing
05-21 NOV:	Group Sail 03-1
05-09 NOV:	U/W Enroute to NS Roosevelt Roads/Group Sail 03-1
09-10 NOV:	In port NS Roosevelt Roads
10 NOV:	Extorp Onload
10-15 NOV:	U/W Puerto Rican Operation area
15-17 NOV:	In port NS Roosevelt Roads
17-21 NOV:	U/W Transit to Mayport, FL/Group Sail 03-1
18 NOV:	Missilex
21-30 NOV:	In port Mayport, FL
25 NOV:	Underway Demonstration (UD)
01-31 DEC:	In port Mayport, FL
02-06 DEC:	Centrix Install
03 DEC:	Ammo on/off load
06 DEC-06 JAN:	POM Stand Down

17 DEC: USS HALYBURTON Christmas Party
21 DEC: USS HALYBURTON Children's Christmas Party

3. NARRATIVE

January

After returning from the holiday break, HALYBURTON finished up her PRAV with her Ship's Control berthing and mess decks modifications completed. The barge that had housed the sailors for over three months returned to Little Creek, VA on 15 Jan. The IT-21 and TV-DTS systems were not yet complete, however, and the SOVT's (Ship's Operational Verification Test) continued into February.

The crew began working "overtime" to help prepare for the upcoming RFSA. "Tiger Teams" were formed to help clean and preserve the spaces while the engineers tweaked their systems. The N43 inspectors, led by Captain MacCrea, arrived onboard to assess HALYBURTON'S procedures for conducting checks in the engine room on 29Jan. The inspectors went through hot and cold checks, FSEE, damage control, halon procedures, and other various engineering procedures. Despite the hard work of the sailors, the assessors determined that HALYBURTON was not yet ready to go to sea. The ship developed a new plan of attack to meet the requirements, and with the lessons learned from the first time, prepared for their next shot. The follow-up evaluation was scheduled for 19-21Feb.

February

On February 4-8, supply and food services went through SMA (Supply Maintenance Assessment). After many hours of inspections of paperwork, food services, and spaces, supply department and food services came out with an overall score of 91%. The food service portion of the assessment was assessed well enough to be upgraded to that portion of the upcoming supply management inspection. This is the best the ship has seen in many years. On February 15, the Halyburton was awarded the Ship Safety Award by COMNAVSURFLANT for having outstanding safety practices.

After vigorous hours of preparing engineering spaces, the ship completed Ready For Sea Assessment. The crew worked long hours to ensure the ship would be able to return to sailing the seven seas. On February 22, 2002, the ship took on an ammunition self defense load out for Operation Noble Eagle. The evolution involved the entire crew.

On February 25, 2002, Commander William C. McQuilkin relieved Commander Warren E. Rhoades III as Commanding Officer of the USS HALYBURTON at 1000 at the Ocean Breeze conference room. Prior to change of command, the Gunner's Mates and Fire Controlmen, Torpedomen, and Sonar Technicians began prepping ammo magazines, ammo administration, and ready service lockers for upcoming inspection by the Ordnance Handling Safety Assist Team (OHSAT) on the 26th of February. The inspectors were very pleased with Gunner's Mates and Fire Controlmen, Torpedomen, and Sonar Technicians efforts in their preparations. The inspectors said it was the shortest report that they have written.

March

On March 1, HALYBURTON conducted a fast cruise. The crew practice man over board drills, setting sea and anchor, abandon ship, engineering casualties, and flight quarters. The drills allowed the crew to practice for the upcoming underway period at the end of the month. The cruise allowed the ship to evaluate personnel on their performance during the drills.

On March 13, HALYBURTON got underway for the first time in nearly five months. During the one day under way, the ship conducted various events. The main purpose of the day out to sea was to conduct a navigation check ride. Staff of DESRON 14 conducted a evaluation of HALYBURTON's navigation team. The team passed with flying colors. The ship also conducted basic engineering causality control exercises (BECCES). This allowed newly reported personnel to see how the engineering department reacts to various causalities.

On March 14, HALYBURTON implemented a new zone inspection program. The program is designed to have various chiefs and senior officers inspect designated spaces every week. They look for

electrical violations, cleanliness, pipes are secured, equipment missing nuts and bolts, storage etc. The inspection allows the ship to self assess itself on how well the spaces are being taken care of.

HALYBURTON got underway to the Jacksonville operating area on March 26. The first day the ship conducted a navigation check ride, which is evaluated by Afloat Training Group Mayport. The ship passes with flying colors. After the navigation check ride, the ship conducted small arms training on the 12-gauge shotgun. The ship was able to qualify 77 watch standers. Later that evening, HALYBURTON conducted a 76mm and CIWS PACFIRE. Successfully firing shot 200 rounds of CIWS and 15 rounds of 76mm from the main battery.

On the 27th of March, HALYBURTON practiced man overboard recovery procedures. All newly reported officers got to practice conning the ship during the recovery. After junior officer ship handling, the ship went to the ULM-4 range. This allowed the Electronic Warfare technicians to test how their equipment is performing.

On the 28th of March, HALYBURTON returned from sea and HALYBURTON's missile handling team on loaded four standard missiles. This completed HALYBURTON's self defense load out.

APRIL

On 1st of April, supply department conducted its Supply Maintenance Inspection. The inspection lasted five-day. They inspectors looked at supply management, and documentation of all supply records. Supply department excelled with a success rate of 90.3%. This was the highest the ship has ever seen. This high score made HALYBURTON eligible for the Blue E, which is the first time in her history. On 9th April, HALYBURTON got underway and conducted a 76mm and CIWS PACFIRE. The ship shot 8 rounds of 76mm and 200 rounds of CIWS. On the 10th, HALYBURTON conducted a full power run. The engineers lit off both engines and the ship went as fast as she could go. After the full power run, HALYBURTON conducted a detect to engage sequence. This allowed the combat systems department to train new personnel on equipment and to determine how far her radars could detect an air target coming in at full speed. On the 11th, HALYBURTON conducted a man over board drill, to allow the boat crew to practice speed and proficiency of rescuing a person at sea. HALYBURTON returned to Mayport on the 12th. On the 13th IC1 [REDACTED]'s Daughter was baptized on the bridge. On the 17th, the postal inspection was held, earning a grade of excellent. On the 18th, the TSTA planning conference for CART II was held at ATG and the work definition conference was held at SIMA for the 221 IMAV. On the 19th of April, STGC [REDACTED] re-enlisted at Fat Boys Wings. On 22nd April, HALYBURTON got underway for the third time to conduct the ITT scenario. On the 24th, HALYBURTON conducted an EW POD CHAFF Firing and a Detect to Engage. On the 25th, HALYBURTON suffered a fuel oil leak in AUX 2. The main space fire training paid off as the crew responded quickly and efficiently to control the leak without further incident. HALYBURTON conducted a swept channel exercise upon return to port. On the 29th, HALYBURTON hosted a tour from the Woodland Acres Elementary School.

MAY

01 May, HALYBURTON's Tiger Teams started. On May 2nd, MA2 [REDACTED] instructor of the COG school, was re-enlisted in the pilothouse. May 6th, ATG in brief was held at 0800. May 7th continued with the IA preps with runners and escorts. May 8th, HALYBURTON was underway for engineering evolutions in preparation for IA. HALYBURTON returned at 0930 on the 9th of May and the SAR evaluation in brief was held. May 9th the SAR out-briefs was held with HALYBURTON earning high praises. On May 13th the CART II in brief was held and the CART II inspection began. On May 14th, Initial Assessment began with the N43 inspectors, led by Captain MacCrea. The first day RBO's, and cold and hot checks were the primary focus. Also an AT/FP TT brief was held to prepare for the AT/FP drill on Thursday, the 16th of May. At the end of the day, the crew completed more than 50 % of all checks for IA. On the second day of IA, May 15th, the EPCC dance, and finishing up the checks on the SSDG's were the focus. The ETT and DCTT met with N43 for the drills planned to be ran for Thursday, the 16th of May. IA ended May 16th with HALYBURTON having learned many lessons with the shipboard QA program, ETT, and DCTT program. CART II was conducted 13-17 May 2002 in Mayport. The 221 IMAV began May 20th, along with the Woman at Sea modification, upgraded the Integrator UPX 37 to a digital Integrator, Improved Point Detection System, and the Integrated Communication Auxiliary System installations, and the 3M Assist. On May 24th, HALYBURTON held a ship picnic at the pavilion by the CPO Lounge on Naval Station Mayport.

JUNE

On the 3rd of June, HALYBURTON continued the Women at Sea-modification, and Tuesday, the 4th, CDS-14 came on board for a walk around in preparation for IA. On the 5th, the setup for the 20B5 van started with AAW and SUW training occurring in the following week. On June 7th, the frocking ceremony has held on the flight deck, the frocked sailors included: SM3 [REDACTED], BM2 [REDACTED], SH2 [REDACTED], PN3 [REDACTED], GM2 [REDACTED], GSE3 [REDACTED], SK2 [REDACTED], BM2 [REDACTED], OS2 [REDACTED], GSE3 [REDACTED], GSM3 [REDACTED], OS2 [REDACTED], SH3 [REDACTED], OS2 [REDACTED], OS3 [REDACTED], SM3 [REDACTED], FC1 [REDACTED], BM1 [REDACTED], IT3 [REDACTED], YN2 [REDACTED], DC2 [REDACTED], and OS2 [REDACTED].

On the week of June 10th, HALYBURTON continued the preps for IA and the IDTC, conducting SUW training, mooring to a buoy, repair locker training, DC Olympics, tiger teams in main Engineering spaces, and AW training. June 17th, HALYBURTON fast cruised to prepare for IA on the 18th. IA part 2 began as CAPT. Yerger, CDR [REDACTED], LCDR [REDACTED], LCDR [REDACTED]. And LT [REDACTED] from N43 came onboard. The two day event had safety checks followed by hot material checks, then to the EPCC dance, and finally to the ETT and DCTT drills. N43 departed 1600 on the 19th with a pat on the back for HALYBURTON, with significant improvement noted. June 20th saw HALYBURTON get back to the IDTC with SUW training, and DC CBR training. The training increased during the week of the 24th, and HALYBURTON to get underway on the 26th. HALYBURTON was underway to rendezvous with USNS John Lenthall to conduct a day and night un-rep. HALYBURTON conducted a day un-rep with a fuel transfer and a night un-rep that was a dry hook up. June 27th saw HALYBURTON continue SUW training, an OTTO Fuel II drill, and engineering evolutions in preparation for UD prior to returning to port. After an awards ceremony, the crew was congratulated on an outstanding underway and training.

JULY

The 1st of July was a Monday full of preps for U/D, CMTQ, FEP, and INSURV. With the upcoming four-day weekend that the command granted the crew of HALYBURTON, the schedule was tight packed with training. With the 4th of July dawning, the USS HALYBURTON announced 0800 with a fully dressed ship as the whistle sounded once. The crew had a safe holiday weekend, and reported back on the 8th getting the ship ready to get underway on the 9th. Yet later in the day on the 8th, a much needed part for 1B GTE had not arrived yet, and this delayed the underway until Thursday the 11th of July. On the 11th of July, HALYBURTON went into the Jacksonville Operating Area for an ENG LTT and UD preps for the underway demonstration occurring on the 23rd of this month. HALYBURTON returned back to port on Friday the 12th and continued with the UD, CMTQ, and FEP preparations and refueled. Saturday become a workday for most with underway checks and UD preps. Monday the 15th came around and HALYBURTON was underway with several ATG riders for SUW, USW, DC, ENG, and Seamanship LTTs. During this underway, HALYBURTON participated in a TOW EX with a Moran Tug, Helicopter operations, high power run, and continuing UD preps. HALYBURTON arrived back port Mayport on the 17th. The 17th through the 19th were spent busy with the SUW and ENG LTTs. On July 22nd, HALYBURTON postponed getting underway until later in the day waiting for a part and alignment of one of the HPACs. HALYBURTON got underway on the 22nd and proceeded into the Jacksonville Operating Area to prepare for UD. The morning of the 23rd saw an early Sea and Anchor detail to pick up N43, the inspectors for HALYBURTON's UD. During the morning safety walk through and the hot/cold checks, the crew had a good feeling that UD was going their way, but with an actual casualty, HALYBURTON was unable to complete UD and with a 2030 Sea and Anchor, N43 departed and HALYBURTON. HALYBURTON refueled on the 29th along with starting small arms qualification at the Mayport Station gun range. From the 30th to the 31st, HALYBURTON successfully completed Communication Readiness Certification with outstanding marks. With the end of July, HALYBURTON continued preparations for FEP, CMTQ, and INSURV.

AUG

August began with the rescheduling of CMTQ because of a casualty with the AN/SWG-1A. Now with the focus on FEP, HALYBURTON drove to be prepared for the upcoming tests in many warfare areas. On August 5th the training scenario whisked away HALYBURTON to Kristiansand, Norway to

begin the FEP Scenario. The in brief for FEP along with a Force Protection Training Team brief was held later that morning. The 6th saw the HALYBURTON begin some of the exercises and drills that occur during this basic training phase event; engineering, force protection, and operations were all tested. On the 7th, Commodore Jackson embarked HALYBURTON along with many ATG riders for the FEP scenario and then HALYBURTON got underway to transit out to sea because of a heightened threat for the FEP setting. Completing a sweep channel exercise, SUW, USW, and AAW exercises, with many more engineering and damage control exercises followed during the day and crescendo into a missile hit General Quarter's battle problem at 0515 in the morning of the 8th. HALYBURTON returned to port victorious, and FEP was under her belt. With FEP completed, the SEMAT II and C5RA Phase I started on the 12th, and the repairs, troubleshooting and INSURV preps began. SEMAT II and C5RA Phase I out-briefed on the 23rd. HALYBURTON had a field day Saturday in preparation for the upcoming trip to Gloucester, MA, and the Schooner festival hosted in Gloucester. During the underway, HALYBURTON participated in a submarine exercise with the SSN SPRINGFIELD and the SSN SAN JUAN. Active tracking, a sub familiarization, and ASUW were conducted along with other great training for the OS's and STG's. On a misty Friday morning, HALYBURTON slowly steamed into Gloucester harbor with a great cheer from the citizens of that historic fishing town. The first night, the CO, XO, the Sailor of the Year, and the Junior Sailor of the Year attended the schooner festivals opening night bash. Saturday saw HALYBURTON conducting tours for the local press, and VIPs of the Gloucester community, while outstanding HALYBURTON sailors were enjoying giving back to the community in a COMRAIL project. The 31st ended with the Gloucester parade of lights and a beautiful fireworks demonstration over the quaint New England fishing town. The citizens of Gloucester, MA treated USS HALYBURTON and their crews to an outstanding port visit.

SEP

September 1st saw the ship still in Gloucester, MA, enjoying the great liberty port. The 2nd of the month, HALYBURTON started to trip back to Mayport, FL conducting INSURV rehearsals all the way. With INSURV on the upcoming month, all minds were focused towards INSURV and preparing the ship. The crew was working hard, but the ship was almost ready. Sadly the night of September 11th, HT1 Fredrick Walker died peacefully at home. Serving the navy for 19 years, HT1 was missed by all. INSURV started on the 16th with the arrival of the senior inspector CAPT. Dull and his team. For the next 3 days the ship was probed and the crew conducted PMS on their equipment with the tech reps. HALYBURTON was cleared for sea on the first day. During the underway, the ship scored high marks on everything, with 100% grades on some. After the INSURV de-briefed, it was time to relax and attend the ship's picnic, which was in honor of the work that the men had put forth during a successful INSURV. The following 21st and 22nd were days of relaxation for the crew. The 23rd began the 222 IMAV, with a lot of pre-deployment jobs being scheduled and completed. Major jobs during this IMAV are the overhaul of #3 SSDG, and continued Integrated Maintenance System on the MK13 missile launcher.

OCT

October started out on a high note having just done well in the command's INSURV inspection and passing CMTQ with an outstanding score and comments from ATG. HALYBURTON was still working as a team with Habitat For Humanity of Jacksonville Inc. (HABIJAX), as sailors completed the house for HABIJAX in record time because it was soon time for Week One Workups (WOWU) in preparation for Group Sail and Deployment. After a successful WOWU, the crew returned to Mayport for some much-needed down time and to get ready to sail to Jacksonville Landing for the Sea and Sky Spectacular. HALYBURTON transited down the St. John's River with many family members for the family day cruise that let the families see what their sons, husbands, and friends do for a living. HALYBURTON was the center of attention along with other Navy ships and the Blue Angels.

NOV

The 1st of November saw HALYBURTON still moored down at Jacksonville Landing, being the center of attention for the fans of the Sea and Sky Spectacular and the Florida-Georgia fans. Underway for Group Sail 02 and keeping the crew very busy. While enroute to the Puerto Rican Operating Area, the crew's training level was being improved with engineering, combat systems, and seamanship drills. The HALYBURTON and her crew were kept at the ready for every publication exercises, and realistic scenarios. With CIWS firings, 76mm firings, formation steaming, or tactical maneuvering, the

HALYBURTON exceeded during the entire Group Sail from start to finish. Outstanding highlights for the crew were the successful stream raid missile firings, held on the 18th, and the 4 highly successful torpedo firings, held on the 11th, that landed HALYBURTON many acknowledgements from ATG and DESRON, including "Sub Killer Honors". All warfare areas were flexed during this underway period; Air Warfare completing Subsonic Anti-Ship Missile Defense, Detect-To-Engages with various jets, and Tactical Anti-Air Warfare Close Air Support/Missile Coordination Exercises, Anti-Submarine Warfare completing torpedo loading exercise, firing exercises from both ship and aircraft, passive tracking, and fixed wing aircraft coordination, and Surface Warfare completing Over the Horizon Engagements, High Speed Quick Firing Exercises, and Search and Attack Group Tactical Fixed Wing Aircraft Coordination. Ending the time and skill intensive Group Sail, HALYBURTON emerged ready for anything and gleaming with confidence and experience. With a two day port visit in Puerto Rico, many of the crew signed up for the Bacardi Rum Factory tour in which you could learn about the economic and social history of the Island as well as sample some of the best rum in the world. After returning home, the crew didn't let up in order to prepare for the Underway Demonstration (UD). On the 25th, after the inspections and checks, HALYBURTON passed with well above average scores and the crew was rewarded with a four-day weekend for Thanksgiving. HALYBURTON sailors who had duty on Thanksgiving were treated to a feast of Turkey with all the trimmings, mashed potatoes and gravy, rolls and other holiday favorites. Families were also welcome to attend. As November wound down, HALYBURTON sailors began preps for the upcoming SNFL deployment in Jan 03. Exercises, and schools were on many sailors' minds as November merged into December.

DEC

December started out with a Pre-Deployment brief for all crew and their families at the Ocean Breeze Conference Center on the 4th. Preparing families and sailors for the 6 months apart was the number one goal. December also sees the beginning of Holiday and pre-deployment stand down were sailors took well-deserved leave. HALYBURTON also proved that it had the best Christmas spirit in the basin by winning the Mayport Christmas light competition. Crewmembers not on leave spent the rest of December preparing the ship for deployment in January. A children's Christmas party, held on the 21st, and an adult Christmas party, held on the 17th, were a major hit with the crew and their families. Sailors on board Christmas Day were treated to another feast by the ship's MS's and FSA's. Families again were encouraged to come on board and participate. December was a time of family and relaxation. HALYBURTON was preparing for the six-month Standing Naval Forces Atlantic deployment. Not only did the HALYBURTON family have a Merry Christmas, but also all of our families did. December ended with all voices raised in cheer as 2002 was bid farewell and 2003 was hailed in.