



DEPARTMENT OF THE NAVY

USS HALYBURTON FFG-40
FLEET POST OFFICE
AA 34080-1485

5750
FPG 40/024
25 Feb 05

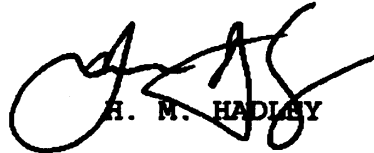
From: Commanding Officer, USS HALYBURTON (FFG 40)
To: Director of Naval History (N09BH), Naval Historical
Center, Washington Navy Yard, 85 Kidder Breese SE
Washington, DC 20374-5060

Subj: SUBMISSION OF COMMAND HISTORY FOR CALENDAR YEAR 2004

Ref: (a) OPNAVINST 5750.12H

Encl: (1) Command History for Calendar Year 2004
(2) Welcome Aboard Pamphlet
(3) USS HALYBURTON Photo
(4) Commanding Officer Biography
(5) Commanding Officer Photo

1. Per reference (a), enclosures (1) through (5) are submitted.


H. M. HADLEY

2004
COMMAND HISTORY

for

USS HALYBURTON
(FFG 40)

PREPARED BY USS HALYBURTON (FFG 40) PUBLIC AFFAIRS OFFICER

COMMAND HISTORY FOR 2004

1. UNIT MISSION

USS HALYBURTON's (UIC: 21107) mission is to provide multi-role combat support in hostile areas. Primary mission areas include maritime interdiction operations (MIO), 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 the MK-75 76mm gun. 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 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 III 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, is homeported in Mayport, FL. USS HALYBURTON deployed on 08 October 2004 for a Counter Narco-Terrorism Deployment in the Southern Command Area of Operations. The ship embarked a LAMPS MKIII helicopter detachment from Helicopter Anti-Submarine Light (HSL) 48, Detachment 7, Naval Station Mayport, Florida.

2. CHORNOLOGY

01-04 JAN: Holiday Stand down, Mayport, FL
05 JAN: INPORT Mayport, FL
06 JAN: CDS 14 Visit
06-08 JAN: U/W JAX OP AREA, Initial Assessment Preps
07 JAN: HALYBURTON's 20th ANNIVERSARY
08 JAN: Embarked CDS 14
08 JAN: Debarked CDS 14
09-13 JAN: INPORT Mayport, FL
14 JAN: U/W JAX OP AREA, Initial Assessment
14 JAN: Embarked CDS 14
14 JAN: Debarked CDS 14
15-21 JAN: INPORT Mayport, FL
22-23 JAN: U/W JAX OP AREA, CART II
23-26 JAN: INPORT Mayport, FL
27-29 JAN: U/W JAX OP AREA, Engineering Training
30-31 JAN: INPORT Mayport, FL
30-31 JAN: Auxiliary Propulsion Unit Change Out

01-06 FEB: INPORT Mayport, FL
01-06 FEB: Auxiliary Power Unit Change Out
02-06 FEB: Aviation Certification
02-06 FEB: Tailored Ship Training Assessment I

07-10 FEB: U/W JAX OP AREA, Engineering Training
10-22 FEB: INPORT Mayport, FL
10 FEB: Ammunition Onload
23-27 FEB: U/W JAX OP AREA, Total Ship Training Assessment II
28-29 FEB: INPORT Mayport, FL

01-07 MAR: INPORT Mayport, FL
09-10 MAR: U/W JAX OP AREA, Underway Demonstration Preps
11-14 MAR: INPORT Mayport, FL
15-16 MAR: U/W JAX OP AREA, Underway Demonstration
17-31 MAR: INPORT Mayport, FL
18 MAR: CDS 14 TCD EX
23 MAR: PERS-41 Detailer Ship Visit
23 MAR: CNSG 2 Join-Up

01-04 APR: INPORT Mayport, FL
05-07 APR: U/W JAX OP AREA, Total Ship Training Assessment III
07 APR: UNREP (FAS) w/ USNS PATUXTANT
08-13 APR: INPORT Mayport, FL
10 APR: Ship tour for Jacksonville University NROTC Engineering Students
14-15 APR: U/W JAX OP AREA, Final Evaluation Problem Prep
16-21 APR: INPORT Mayport, FL
16 APR: Retirement Ceremony for CMDCM (SW/SS) Larry Keene
19 APR: CNSG 2 Join-Up
22-23 APR: U/W JAX OP AREA, Final Evaluation Problem
23-30 APR: Emergency Surge Status
24-30 APR: INPORT Mayport, FL

01-06 MAY: INPORT Mayport, FL
01-23 MAY: Emergency Surge Status
07-14 MAY: U/W GROUP SAIL 04-1
07-14 MAY: Week One Work Ups with HSL-48 Det 7
13 MAY: UNREP (FAS) w/ USNS KANAWA
15 MAY: INPORT Mayport, FL
15 MAY: REXTORP Onload
15-20 MAY: U/W PCO OPS 02-4
18 MAY: Ship Self Radiated Noise Measurement Range
Atlantic Undersea Test and Evaluation Center, Bahamas
21-22 MAY: INPORT Mayport, FL
23-25 MAY: U/W Transit to Staten Island, NY
26 MAY: PARADE OF SHIPS, NEW YORK HARBOR
26-30 MAY: INPORT Staten Island, NY-FLEET WEEK 2004
30 MAY: Retirement Ceremony for GMCS (SW) [REDACTED]

30 MAY: Official Visit, Commander, FLEET WEEK 2004, RDML Reilly
31 MAY: U/W Transit to Norfolk
31 MAY: First SWOS at SEA Officer and female to qualify Surface Warfare Officer
onboard USS HALYBURTON.

01 JUN: INPORT Norfolk, VA- CORTRAMID PHASE I
02 JUN: U/W Midshipman Day Cruise- CORTRAMID PHASE I
03-04 JUN: INPORT Norfolk, VA- CORTRAMID PHASE I
05-06 JUN: U/W Transit to Mayport, FL
07-24 JUN: INPORT Mayport, FL
07-21 JUN: Pre Deployment Intermediate Maintenance Availability
10 JUN: Ship tour to J. T. Hoggard High School NJROTC
16 JUN: Assumed the duties as CDS 14 Flagship
16 JUN: Ship tour for NAS Atlanta and Atlanta Chamber of Commerce
25 JUN: Hauled down CDS 14 Pennant
25-30 JUN: U/W Transit to Mobile, AL

01-05 JUL: INPORT Mobile, AL-Fourth of July Festival
02 JUL: Navy League Reception
03 JUL: Navy League Luncheon
04 JUL: General Visiting Tours
06-12 JUL: U/W Transit to Mayport, FL
13-31 JUL: INPORT Mayport, FL
19-30 JUL: C5RA

01-05 AUG: INPORT Mayport, FL
06 AUG: Family Day Cruise, JAX OP AREA
07-10 AUG: INPORT Mayport, FL
10 AUG: CD OPS Training (Inport)
11-12 AUG: U/W JAX OP AREA, CD OPS Training
13-14 AUG: U/W JAX OP AREA, HURRICANE SORTIE
15-20 AUG: INPORT Mayport, FL
20 AUG: Command Christmas in August Hawaiian Luau Party
23 AUG: U/W SURGE READINESS PULSE ASSESSMENT-
JAX OP AREA
24 AUG: AMMO Onload
25 AUG: Women at Sea Symposium

01-30 SEP: INPORT Mayport, FL
16 SEP: Pre Deployment Stand Down Turn Over Day
16 SEP: Small Arms AMMO Onload
16 SEP: Chief Petty Officer Pinning Ceremony

02-30 SEP: Pre Deployment Stand Down

01-07 OCT: INPORT Mayport, FL

04 OCT: Fast Cruise

08-14 OCT: U/W Southern Command Counter Drug
Operations Deployment

08 OCT: INCHOP

09 OCT: HI LINE Transfer with USS BOONE

12 OCT: Assumed duties as LANTFLT FOTC

13 OCT: Turned over duties as LANTFLT FOTC to USS SIAPAN

15-17 OCT: INPORT: Cartagena, Columbia

18 OCT: U/W CARIBBEAN SEA

18 OCT: Anchored: Colon, Panama

19-20 OCT: PANAMA CANAL TRANSIT

19 OCT: Moored to buoy: Gutan Lake, Panama Canal

20 OCT: BSF: Balboa, Panama

20-25 OCT: U/W EASTERN PACIFIC, Operation CAPER FOCUS

26 OCT: BSF: Golfito, Costa Rica

26-31 OCT: U/W EASTERN PACIFIC, Operation CAPER FOCUS

31 OCT: MEDEVAC, Helo transfer in support of USS GEORGIA

01-04 NOV: U/W EASTERN PACIFIC, Operation CAPER FOCUS

01 NOV: LEDET boarded F/V Aventurero

02 NOV: Sank F/V Aventurero

03 NOV: LETDET boarded F/V Johnny

04 NOV: Steel Beach Picnic

04 NOV: Crossed the Equator

07-09 NOV: INPORT: Manta, Ecuador

08 NOV: Community Relations Project, Manta, Ecuador

10-16 NOV: U/W EASTERN PACIFIC, Operation CAPER FOCUS

10-11 NOV: Crossing the Line Ceremony

11 NOV: Veteran's Day Ceremony

14 NOV: LEDET boarded M/V Guadalupe

15 NOV: MEDEVAC, small boat transfer

17-22 NOV: INPORT: Balboa, Panama

23-28 NOV: U/W EASTERN PACIFIC, Operation CAPER FOCUS

26 NOV: MEDEVAC, Helo transfer

29 NOV: MEDEVAC, Helo transfer

30 NOV: BSF: Golfito, Costa Rica

30 NOV: U/W EASTERN PACIFIC, Operation CAPER FOCUS

1-9 DEC: U/W EASTERN PACIFIC, Operation CAPER FOCUS

1 DEC: MEDEVAC, small boat transfer

2 DEC: Joint boarding with Panamanian boarding team

6 DEC: Rendezvous with USCGC STEADFAST for narcotics transfer
7 DEC: LEDET questioned F/V Orion II
9 DEC: F/V Jami scuttled prior to LEDET boarding
10-12 DEC: INPORT: Acapulco, Mexico
13-23 DEC: U/W EASTERN PACIFIC, Operation CAPER FOCUS
17 DEC: Rescued 8 personnel from F/V ALBATROZ
24-27 DEC: INPORT: Balboa, Panama
28 DEC: U/W Panama Canal Transit
29-30 DEC: U/W CARIBBEAN SEA, Operation CARIBBEAN SHIELD
31 DEC: INPORT: Cartagena, Colombia

JANUARY:

Immediately returning back to the ship from holiday stand down, the crew jumped right into action to get the ship underway for the first time in 2004. While underway, USS HALYBURTON surpassed twenty years of commissioned service. Commissioned on January 7, 1984 at Todd Shipyard, Seattle Division, Seattle, Washington, HALYBURTON has proudly served twenty years of active service to the nation. Traveling from the Pacific Ocean to the Atlantic, from the Gulf of Mexico to the Caribbean, from the Northern Sea to the Baltic, from the Mediterranean to the Arabian Gulf, USS HALYBURTON has been to nearly all the major ports imaginable. With hundreds of thousands of nautical miles traveled, USS HALYBURTON continues to steam proudly on the open oceans of the world. Initial Assessment was approaching and the entire crew was supporting the first major engineering evolution for the Engineering Department and HALYBURTON. The first day of the Initial Assessment was extremely busy with the inspectors searching every inch of the power plant and analyzing every engineering program, including Tag-Out, Fuel and Water and Quality Assurance. Proudly, HALYBURTON achieved a major milestone by being one of the few ships of Second Fleet to make the underway portion of the Initial Assessment after successfully passing the Hot and Cold Check Inspection. Upon completion of the Initial Assessment, HALYBURTON received high praise and commendation by the RDML Smith, Commander, Surface Group Two. The next big hurdle in front of the ship's crew was the Command Assessment of Readiness and Training (CART) II. Gearing up for another underway period, HALYBURTON finished preparing for a series of drills and exercises to be performed for the Afloat Training Group Mayport inspectors. After finishing a forth underway training period for the month, the ship prepared for a waterborne Auxiliary Propulsion Unit (APU) change out. HALYBURTON received a special visitor during the month to tour the ship and talk to the crewmembers. Miriam Halyburton Rousse and her husband Brigadier General William Rousse (USA Ret.) were staying at the recreational vehicle park when they discovered USS HALYBURTON arriving into the Mayport basin. Completely surprised to see Hull Number 40, they made arrangements to visit. Miriam Rousse is the widow of one of the brothers of Petty Officer Halyburton. She was present at the commissioning ceremony of the ship in Seattle, Washington and has kept in touch with every Commanding Officer. To relax from the first month of rigorous training evolutions, the Wardroom assembled at Naval Station Mayport Ocean Breeze for a formal Dining In. Building strength and camaraderie, a good time was had by all.

FEBRUARY:

While the starboard APU was removed and replaced under the keel of the ship, the Aviation Certification was conducted on the flight deck. Upon the completion of a weeklong thorough inspection, HALYBURTON's flight deck and aviation program was certified for aviation operations. The first Tailored Ship Training Availability was conducted while in port covering a vast assortment of combat systems training. The month continued with a series of engineering, damage control and medical program inspections. The engineers continuously performed basic engineering casualty control evolutions while the three repair lockers trained in an array of damage control scenarios. In conjunction with the other shipboard training, the medical department, along with a variety of crewmembers, routinely conducted drills, testing the ability of the ship to provide medical assistance. Towards the end of the month, a group of junior officers traveled to Norfolk to partake in two days of shiphandling training using the simulators at Marine Safety International (MSI). Eight junior officers had the opportunity to expand and polish their shiphandling skills through pier approaches, underway replenishments and evasive maneuvers. Every officer had their own style of shiphandling, therefore, the rest of the group was able to analyze and incorporate different ideas into their personal style to improve their own abilities. During the final underway period in February, the second Tailored Ship Training Availability was conducted in conjunction with another series of engineering and medical training evolutions. HALYBURTON also showcased her Detect to Engage ability and launched a fireworks display of chaff during an integrated combat systems scenario.

MARCH

During the first week of March, the crew kept busy preparing for the upcoming Underway Demonstration. HALYBURTON got underway for a short period, allowing the engineering department to do a complete run through of all the scheduled evolutions. The dry run was successful and the ship was ready to show off her stuff for the inspectors. On March 16th, SURFLANT N82 arrived onboard HALYBURTON via tractor tug at the St John's River Buoy. The Underway Demonstration started on time and went nearly perfectly. Scoring above average, HALYBURTON qualified for unrestricted engineering operations. Hard work and dedication paid off once again as the crew arrived back in port in record time. Next, the Sonar Technicians and Operations Specialists were in the spotlight as the ship's USW Team took part in the quarterly Total Control Device Exercise hosted by Destroyer Squadron 14 and Afloat Training Group Mayport. You could almost hear the steady buzz of everyone tackling their part in the scenario of hunting a hostile submarine in the Combat Information Center. The training was effective and constructive, with everyone homing their expertise in USW tactics. The following week, HALYBURTON hosted the Surface Warfare Officer Detailers as they visited the ship to meet with junior officers. Also during the week, the enlisted crewmembers had the opportunity to attend seminars on various career topics, including Perform to Serve, Advantages of Staying Navy and special programs. Additionally, they were able to meet with their detailers to discuss career path issues and sea/shore duty assignments. The end of March found HALYBURTON engaged in their rehearsal for the Anti-Terrorism/ Force Protection certification. Numerous evolutions were exercised in port and underway to test the crewmembers' reactions to current, real-life scenarios.

APRIL

The hectic pace of the Inter-Deployment Readiness Cycle continued as the start of April found the third, and final, Tailored Ship Training Assessment. The Combat Systems Training Team rallied the Combat Information Center and presented a thoroughly trained team to ATG for evaluation. The underway period was demanding, yet the crew proved once again that the HALYBURTON team could handle any scenario placed before them. On April 10th, engineering students from Jacksonville University NROTC were given a tour of the engineering department, which gave them a better understanding of what they were studying. After touring all the spaces, they continued with a tour topside, which included visiting the Combat Information Center and the Pilot House. The following underway period was used to prepare the ship and crew for their Final Evaluation Problem for the basic training cycle. Again, every team was flexed and evaluated for proficiency. As expected, every team delivered top performance in their respective area. April 16th marked a significant day for HALYBURTON; Command Master Chief (SW/SS) Larry Keene retired after 30 years of faithful service to the United States Navy. With his family in attendance, Master Chief Keene was relieved of his watch and was given permission to go ashore for the final time. The following week was the most demanding time of the basic training cycle. The underway period for the Final Evaluation Problem proved to be a challenging experience for each and every watchstander. The two-day period ended with great success, transiting the St. Johns River and facing numerous drills and exercises to certify the ship as completing the basic phase of training and fully Surge Ready. HALYBURTON earned the seal of approval for deployment. The final week of April reverted back to normal in port operations and additional training before entering an extremely busy month of May.

MAY

Quickly shifting gears from basic training to advanced training, HALYBURTON departed for Group Sail and Week One Work Ups. HSL-48, Detachment 7 joined the crew and the entire week was dedicated to the integration of the AIRDET, Venom 511 and HALYBURTON. The helicopter's crew introduced some new operating challenges to many Officers of the Deck as both day and night flight quarters were conducted throughout the week. With close maneuvering

tactics and shiphandling at a premium, HALYBURTON returned to operating directly with other warships. HALYBURTON also conducted replenishment at sea with USNS KANAHWA before returning to homeport. The following week placed HALYBURTON off the coast of the Bahamas in order to conduct operational checks on the Ship Self Radiated Noise Measurement Range (SSRNM Range). After completing a full days worth of checks, the ship proceeded to engage in the PCO OPS 2-04 Mini Wars with other COMDESRON 14 ships. For a period of 36 hours, the ship was fully engaged in hunting live US submarines operating in the same area, providing valuable tactical training. Direct orders were given to track and to simulate torpedo firing to eliminate the enemy threat. HALYBURTON proved to be highly efficient and effective in the tactical operation and did, in fact, simulate a direct hit on the actual submarine. After the third mini war, HALYBURTON departed the operating area and proceeded to return to Mayport. After a day in homeport, the ship was underway once again on a track towards New York City for Fleet Week 2004. Adverse weather demonstrated the ability to create severe low visibility conditions in the Atlantic City Operating Area as HALYBURTON maneuvered through excessive fog approaching Ambrose Channel. As the dawn of a new day rose, twelve ships formed a column to begin the Parade of Ships up the Hudson River. As HALYBURTON sailed past lower Manhattan, honors were rendered to the site of the World Trade Center. Honors were also rendered to the reviewing party on USS INTREPID, permanently moored at Pier 88 in New York City. The ship continued up the river to the George Washington Bridge where she turned around and traveled back down the river to moor at The Sullivan's Pier on Staten Island. Other ships in company at the pier were USS MONTEREY, USS CARNEY, USS DE WERT, USS SHAMAL and USS THUNDERBOLT. For the next four days, HALYBURTON hosted 5000 visitors. The visitation allowed HALYBURTON to welcome back an old shipmate, RDML Robert Reilly (Commander, Fleet Week 2004) who was the sixth Commanding Officer of USS HALYBURTON. Throughout the week, crewmembers attended numerous events hosted by New York City such as the Mayoral Welcome and Tribute to a Generation Celebration at Battery Park, Memorial Day Parade in Maspeth (Queens), Sunset Parade at Staten Island and the Fleet Week Gala held onboard the USS INTREPID. Special church services were held at St. Patrick's Cathedral and the Marble Collegiate Church. Crewmembers also attended the television studio sets of The View, Live with Regis and Kelly and The David Letterman Show. A tour of the sacred grounds of Ground Zero was also given to a group of Sailors by the New York- New Jersey Port Authority. Upon completion of the highly successful port visit, HALYBURTON set sail on Memorial Day, headed towards Norfolk, Virginia, for Phase One of CORTRAMID.

JUNE

On the morning of June 1st, HALYBURTON steamed into Norfolk Naval Station to join the first phase of Summer Midshipmen Cruises. The wardroom attended a welcoming picnic to acquaint themselves with the selected group of Midshipmen riders before getting underway the following day. Early the next morning, HALYBURTON set sail and transited into the Virginia Capes Operating Area to conduct a series of evolutions. The Midshipmen had the opportunity to partake in numerous events including Damage Control Olympics, Leap Frogs, and witnessing the firing of the 76mm gun and the CIWS. The Midshipmen also fired small arm weapons as part of weapon familiarization. After an extremely long day at sea, the ship headed back to Norfolk to moor pier side for a few more days of Phase One. Midshipmen running mates accompanied the Midshipmen to firefighting trainers and ship simulators on Naval Station Norfolk. After presenting a demonstration of the surface warfare community, HALYBURTON made her way out of the Norfolk to begin her journey home to Mayport. After pulling into homeport at first light, HALYBURTON entered her three week pre-deployment Intermediate Maintenance Availability. One of the biggest upgrades to the ship was the installation of new galley equipment. During this period, HALYBURTON hosted a couple of ship tours. The J.T. Hoggard High School Naval Junior Reserve Officer Training Corps Unit from Wilmington, North Carolina, paid a visit to the ship on June 10th. This young group of prospective service personnel toured HALYBURTON and learned about the mission and capabilities of today's Navy. The following week, another tour was given to officers of Naval Air Station Atlanta and members of the Atlanta Chamber of Commerce

as part of Atlanta's Honorary Commanders. After wrapping up the maintenance period with gun qualifications and the command physical readiness assessment, HALYBURTON set sail to Mobile, Alabama, for the July 4th Festival. While enroute, the crew was busy re-evaluating their skills in combat scenarios. Successfully completing scenarios with different levels of difficulty, the Engineering, Combat Systems and Operations Department Heads were satisfied with their watch teams and looked forward towards deployment. To honor those who have served before us, HALYBURTON's Honor Guard performed a Burial at Sea and committed the remains of four unique individuals to the sea.

JULY

USS HALYBURTON was welcomed to Mobile, Alabama, with open arms and southern hospitality. As the ship began her transit through Mobile Bay, she embarked riders from Mobile's Navy League. Tours were given to the riders throughout the ship, as they were able to witness the crew in action during the extensive Sea and Anchor Detail. HALYBURTON moored at the Alabama State Docks located just north of downtown. The crew was invited and encouraged to explore the local venues for relaxation and enjoyment. The following evening, HALYBURTON hosted the Navy League onboard for a formal reception. The traditional plaque exchanging ceremony was conducted and HALYBURTON received a key to the city of Mobile. Many veterans were in attendance and shared old stories with the crew, including the history of the Battle of Mobile Bay. HALYBURTON provided a color guard to parade the colors at the annual Police vs. Fire Department softball game and the crew attended the festivities. Before the game, the crew enjoyed fantastic food at a picnic honoring the Armed Forces. On the Fourth of July, the ship was open for general visitation. Five hundred people came onboard HALYBURTON to tour the decks and speak with the Sailors. The crew was also invited to the Mobile Pops Concert and the Mobile Bay Bears baseball game where the Commanding Officer threw out the ceremonial first pitch. Both events concluded with firework extravaganzas. Over the course of the port visit, numerous news media personnel came onboard to conduct print and video interviews with the officers and crew. After a restful Monday inport, HALYBURTON got underway Tuesday morning to head back to Mayport. In a somber moment while steaming in the Gulf of Mexico, one of the crewmembers had the honor and distinction of committing the remains of his grandfather to the sea. This was the most heartfelt Burial at Sea ceremony conducted onboard HALYBURTON as well as a reflection of honor for a family member. Once the crew returned to the operational mode, training commenced again in preparation for the upcoming deployment. Numerous drills were conducted in order to flex and test the combat systems and damage control operations throughout the ship. Upon returning to homeport, HALYBURTON entered her C5RA assessment. Each day, the inspectors reported to the Commanding Officer of how pleased they were with the material and operational condition of all of the equipment onboard the ship. Extremely satisfied, the assessment went off without any major faults, saving time and money. July concluded with HALYBURTON's wardroom holding a formal Dining Out. As the spouses joined the wardroom for a wonderful meal, the traditional Dining Out events were executed. Although quite similar to the Dining In, this get-together proved to be a bit more embarrassing to those who were fined by the President of the Mess for their transgressions. Fines withstanding, a great time was had by all.

AUGUST

As August began, the crew of HALYBURTON spent a few days cleaning the passageways and shining the bright work for the upcoming Family Day Cruise. Underway in the Florida sun, HALYBURTON left the Mayport basin with 134 friends and family members to showcase the ship and her capabilities to the most curious spectators. As the shoreline grew smaller, a larger object appeared to be closing towards the ship. USS GETTYSBURG was heading towards Mayport and invited HALBYURTON to some div-tacs to show the special riders a little sample of ship handling and maneuvering. As HALYBURTON stationed herself behind GETTYSBURG, the

signal was executed for HALYBURTON to sail past the larger ship. After honors were rendered, HALYBURTON returned to their original track towards the gunnery range to show off her firepower. Friends and family members gathered on the weather deck and anxiously awaited the firing of the MK75 76mm gun. The Combat Systems Officer kept the family members informed of each step of the firing process. Although the warning was issued, everyone jumped as the first rounds were expended from the gun barrel. Additional rounds soon followed as the rapid-fire gun exploded the rounds into the ocean. The MK15 20mm Phalynx Close-In Weapons System Gatling gun also was put on display for the riders as numerous rounds were fired in an extremely short amount of time. In addition, rounds were expended from a .50 caliber machine gun to exhibit rapid firing of a smaller, yet highly effective, shipboard weapon. Following tours about the ship and a steel beach picnic, family members welcomed the sight of Mayport as the ship turned towards the St Johns Entrance Buoy to prepare to arrive home. The following week, everyone returned their focus on the upcoming deployment of Counter Narco-Terrorism operations. Members from TACLET South and Destroyer Squadron 14 gave briefs on what to expect for the fast approaching deployment. HALYBURTON got underway once again to practice tactical maneuvering and firing in close proximity of smaller vessels. Warning and disabling firing tactics were practiced and evaluated as the remote control jet ski drove right along side the ship. Over night, news of Hurricane Charley brought unclear thoughts to everyone onboard. As HALYBURTON returned to the St John's Buoy, it was confirmed that the ship needed to head back out to sea to avoid the approaching hurricane. Battling the rough seas, additional news was delivered that all ships stationed in Mayport were ordered out to sea to avoid the dangers of the powerful Category 4 storm. Soon after the group rendezvoused, the storm had taken its toll across Florida, hit the Atlantic Ocean near Daytona and headed north towards the Carolina coast. With sighs of relief, all thirteen ships headed back towards home and scrambled into an ordered formation to enter port. With the harbor pilots and tugs working vigorously and far into the night, all ships returned safely to a calm Mayport basin. Returning to work on the 16th of the month, a small awards ceremony was held onboard with a little surprise afterwards; it was the Commanding Officer's birthday. After the entire crew sang "Happy Birthday", cake was enjoyed by all. The end of the week closed with HALYBURTON celebrating at the commands "Christmas in August Hawaiian Luau" party. Family members gathered once again to enjoy each other's company over some good food and fun. The following evening, the wardroom gathered at the Commanding Officer's residence to bid farewell to a couple of junior officers and the Executive Officer, LCDR James McGrath. The evening was encompassed with the exchanging of gifts that expanded on the meaning of each other's job and on the friendships of the close knit wardroom. The night was successful as the entertainment kept everyone laughing.

SEPTEMBER

The men and women of USS HALYBURTON received the month of September as a time to spend with their families and loved ones prior to deployment. However, hurricane season was in its prime, and Mother Nature was not being friendly to the state of Florida. Early projected path advisories of Hurricane Frances placed Mayport on high alert during the Labor Day Weekend for a possible sortie to avoid damage to the ships homeported in Mayport. However, over careful consideration and decision making, all ships remained inport to ride out the storm, which hit landfall well south of Mayport. HALYBURTON did not sustain any damage except for a couple of mooring lines that weakened under heavy strain. Half of the ship's crew returned from pre deployment leave on the 16th of September in order for the other half to enjoy their time at home. Before commencing the second leave cycle, HALYBURTON held its annual Chief Petty Officer Pinning Ceremony on the flight deck. Two new Chiefs proudly displayed their new khaki uniforms in front of the crew as they received their anchors and joined the Chief's Mess. Upon commencing the second leave period, yet another hurricane was on its way. Heading straight for the eastern Florida coast with a possibility of invading Mayport, Hurricane Ivan kept the crew on high alert waiting for the final call to be made to sortie. With time and patience, Hurricane Ivan turned towards a southern route and barreled straight across the state. Once again, the Mayport Basin was spared. Within a few weeks, Hurricane Jeanne made her presence known as she

made her way towards Florida packed with enormous power and strength. For the third time in four weeks, HALYBURTON's crew awaited orders for an emergency sortie. Ironically, Hurricane Jeanne traveled the same path as Hurricane Frances, again, sparing the crew from taking the ship to sea. What was meant to be a quiet month for the HALYBURTON crew turned out to be a test of patience and heavy weather preparedness for every duty section.

OCTOBER

The first of October reunited the entire crew back to HALYBURTON to make last minute preparations for the SOUTHCOM Counter Narco-Terrorism deployment. With just one week before the big day, a lot of small jobs needed to be completed. The Supply Department unloaded an enormous three month supply of provisions and consumable supplies. The Engineering Department made final adjustments to the power plant and the Operations Department finalized numerous messages that were to be sent once the ship departed Mayport. The busy atmosphere made the week go by quickly and before anyone realized it, the time had come to say goodbye to their loved ones. Prior to departure, many family members embraced and shed tears as the HALYBURTON crew was ready to report to their Sea and Anchor stations. As the Captain proclaimed "Underway" and the ship's whistle blared one prolonged blast, HALYBURTON officially departed the Mayport basin on deployment. Carefully steaming through the jetties, the last vision of home left in the eyes of the men and women in the pilot house and for those manning the rails was of a single man standing on the jetty rocks proudly waving a large American flag.

One day into deployment, HALYBURTON met up with USS BOONE (FFG 28) for a round of leapfrogs and a high line transfer. The underway replenishment detail received a workout of their seamanship skills as the two ships sailed within close proximity of each other and carried out a grueling task of transferring a basket chair between HALYBURTON and BOONE. Upon completion of the successful transfer, HALYBURTON had a special gift for BOONE. Just as HALYBURTON began her breakaway, the Captain ordered "Batteries Release" and BOONE found herself under attack by swarm of water balloons. A little fun helped to ease the tensions of the first full day underway.

After steaming around Cuba, HALYBURTON anchored in the basin of Cartagena, Colombia for the first weekend of deployment. The crew enjoyed a few days inport exploring the sites of the largest populated city in Colombia. Shortly after departing Colombia, the ship made way and anchored once again, outside of Colon, Panama, while waiting for a pilot to begin transiting through the Panama Canal. On the evening of the 19th, HALYBURTON began her transit through the canal, but was forced to moor to a buoy in Gutan Lake due to heavy fog throughout the canal. HALYBURTON resumed her transit the following evening and then briefly stopped in Vasco Nunez de Balboa, Panama for fuel. HALYBURTON spent the next five days at sea patrolling for suspected Narco-terrorists before pulling into Golfito, Costa Rica to refuel. Underway once again, the rest of the month was devoted to patrolling duties. On October 30th, HALYBURTON received information that a shipmate onboard USS GEORGIA (SSGN 729) was in dire need of a medical evacuation. A rendezvous was coordinated for the 31st of October. Immediately following the small boat passenger transfer, the medical patient was air lifted off HALYBURTON by HSL-48, Detachment 7, and flown to Panama City, Panama.

NOVEMBER

Operational tempo picked up right away as HALYBURTON steamed into the month of November. HALYBURTON intercepted her first surface contact of interest, Fishing Vessel Adventurero. Once permission was granted to conduct a boarding, HALYBURTON launched her RHIB and took the Coast Guard Law Enforcement Detachment to the fishing vessel. Initial observations were horrifying as the LEDET searched the vessel. The combination of severely bad weather

conditions and the horrid smell of rotten food turned the stomachs of each member of the boarding team. Below decks, it was found that the fishing vessel was taking on water. A crack in the hull was allowing water to rush into the vessel, flooding the engineroom. HALYBURTON immediately sent over members of the Rescue and Assistance Team to dewater the fishing vessel and to determine its seaworthiness. The completion of the two day boarding ended up bringing the crewmembers onboard HALYBURTON as detainees. HALYBURTON then received permission to open fire on the fishing vessel to sink her. With barely any rest at hand, HALYBURTON intercepted another fishing vessel and proceeded with boarding operations. Fishing Vessel Johnny was boarded by the LEDET and was searched for illegal drug trafficking. With no narcotics found, the crew and F/V Johnny were allowed to proceed on their way. As a break to the crew, the First Class Association sponsored a Steel Beach picnic on the 4th of November, which happened to be the first time that HALYBURTON crossed the equator during the deployment. Continuing south, HALYBURTON made way to Manta, Ecuador, for a long awaited port visit. While in Manta, twenty members volunteered their time to participate in a community relations project at the Rios de Agua School. Four classrooms were painted inside and out by crewmembers and school children. A much needed fan was installed in one of the kindergarten classrooms. The crew and school children interacted well even though there was a strong language division. Once HALYBURTON was underway again, the crew prepared to make a northerly cross of the equator and carry out the traditional "Crossing the Line" ceremony. The two day event initiated more than two-thirds of the crew as Shellbacks. At the end of the second day's events, the officers held a sunset ceremony for the ship's crew on the flight deck celebrating Veteran's Day. The next boarding came a couple days later with Motor Vessel Guadalupe. The daylong affair found the vessel seaworthy and clean. Taking a few days for rest, HALYBURTON moored at Vasco Nunez de Balboa, Panama, on the 17th of the month. Underway on the 23rd, HALYBURTON continued to patrol the Eastern Pacific in support of Operation CAPER FOCUS. The day after Thanksgiving, HALYBURTON supported another MEDEVAC for a crewmember. After safely returning, the air detachment supported yet another evacuation on the 29th. Taking a day's rest, HALYBURTON pulled into Golfito, Costa Rica for a brief stop for fuel. Closing out the month, the ship steamed back out into the Pacific Ocean in search of Narco-terrorists.

DECEMBER

HALYBURTON quickly steamed south towards Panama in order to conduct a small boat transfer to support the sixth medical evacuation. The southerly route also enabled HALYBURTON to anchor within the Panama Canal anchorage zone to support a joint boarding with the Panamanian boarding team. Concluding a successful boarding, HALYBURTON was underway once again to patrol the Eastern Pacific. On December 6th, the ship rendezvoused with USCGC STEADFAST to transfer bails of illegal drugs. The following day, HALYBURTON intercepted a surface target of interest, Fishing Vessel Orion II. Once the LEDET finished questioning the crew of the vessel, it was deemed that a boarding was not necessary. On the 9th of December, yet another fishing vessel was found and intercepted by HALYBURTON. Rights of Approach questioning was conducted on the Fishing Vessel Jami as it was of high interest of suspected drug trafficking. After steaming beside her throughout the day, suspicions arose as the personnel onboard the fishing vessel began moving quickly and erratically. Within minutes, the crew launched the two small boats off the fishing vessel as it began to sink. Low on fuel, HALYBURTON was restricted to staying near the fishing vessel to monitor its hazard to navigation. After being relieved by USCGC BOUTWELL, HALYBURTON headed towards Golfito, Costa Rica for a Brief Stop for Fuel. Within the next couple of days, HALYBURTON made way to Acapulco, Mexico. A welcomed port visit, HALYBURTON's crew manned the rails while entering port prior to enjoying a few days of rest and relaxation. A turn over of Law Enforcement Detachments was conducted as LEDET 404 relieved LEDET 402. On the 13th, HALYBURTON was underway for her last patrol period in the Eastern Pacific. In the early morning hours of the 17th, a distress call came over the bridge-to-bridge radio. A plea for help was heard from a man desperately trying to get a hold of someone in the middle of the ocean. A

search and rescue effort was underway as the ship picked up speed to find the voice on the other end of the radio. Within twenty minutes, two small lifeboats with eight men onboard were found floating aimlessly in the deep blue ocean waters. HALYBURTON's RHIB was launched to investigate the scene. After determining a safe evolution could be conducted, the RHIB crew rescued the 8 fragile men from the sea. The crew stated that their ship's Master perished a few days after their ship sank from a ruptured shaft. Their bodily appearance and dehydration factors supported their claims of being adrift at sea for nearly 16 days. Each of the eight rescued men expressed deep appreciation for the life saving rescue. On the 23rd, the eight men, well fed and fully recuperated, were handed over to the Colombian Navy to ensure a safe return to their home country. As an early Christmas gift, HALYBURTON steamed towards Balboa, Panama to spend the holiday inport. The crew enjoyed three days inport after a long two weeks of rough weather at sea. Mail call on Christmas Eve brought joy to many Sailors as they received packages from their loved ones. On the 28th, HALYBURTON got underway from Balboa and proceeded directly to the Panama Canal for a northern transit to the Caribbean Sea. With good weather in their favor, the crew took the ship safely through the canal in eight hours. The evening transit also prompted the traditional event of "running the ditch". Numerous personnel volunteered their time to run on the treadmill for thirty minutes at a time throughout the entire transit. After returning to the Caribbean Sea, HALYBURTON patrolled specific areas prior to heading to Cartagena, Colombia. Once again, the crew enjoyed another holiday inport prior to commencing the weeklong transit back to Mayport for a two-week maintenance availability period.

The year 2004 provided HALYBURTON numerous opportunities to showcase herself to a tremendous amount of people. From Afloat Training Group Inspectors to the Commander of Second Fleet to civilian visitors during Fleet Week 2004, USS HALYBURTON was constantly in the spotlight. Accepting nothing less than the highest standards, the officers and crew worked extremely hard throughout the year to train for the Counter Narco-Terrorism deployment. Delivering nothing less than their best performances, the crew proved that a twenty year old ship could look and operate as well as the day it was commissioned.