



USS KING (DDG-41)
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From: Commanding Officer, USS KING (DDG-41)
To: Director of Naval History (Op-09B9)

Subj: Command History 1977

Ref: (a) OPNAVINST 5750.12B

Encl: (1) Chronology of Events
(2) Basic Narrative
(3) Commanding Officer's Biography
(4) Commanding Officer's Photograph
(5) Commissioning Pamphlet

1. In compliance with reference (a), enclosures (1) through (5) are forwarded.


GRANT SHARP

CHRONOLOGY OF EVENTS

1 Jan - 14 Feb 77 Yard overhaul in progress by Boland Marine and Manufacturing, New Orleans, LA. CDR W. A. Stillwell, USN acting as Prospective Commanding Officer.

14-20 Feb 77 INSURV Board conducted inspection and observed Acceptance Trials.

8 Mar 77 Departed Boland Marine and Manufacturing under tow.

8-17 Mar 77 Shroto to Norfolk Naval Shipyard, Portsmouth, VA.

17 Mar 77 Arrived Norfolk Naval Shipyard.

27 Jun - Jul 77 Mobile Training Team Afloat Visit.

30 Jun 77 Completed:

1. Evaluation of Ops and Inspect Phase.
2. Identification of outstanding deficiencies
3. Assignment of corrective action to NNS: CA Party's Force for all identified deficiencies.

28 Jul 77 Preliminary inspection for substantial completion of repair effort (Pre-accept) of Forward Plant.

1-5 Aug 77 Mobile Training Team Afloat Visit.

6 Aug 77 CDR G. A. SHARP, USN, arrives as Prospective Commanding Officer.

17 Sep 77 USS KSNV recommissioned.

8 Oct 77 Complete repairs of Forward Plant.

12 Oct 77 Complete repairs of After Plant.

18 Oct 77 Regulatory Examining Board (REB) Q&A Exam conducted on Forward Plant.

24 Dec 77 PRR/IOE conducted on After Plant.

15 Mar 77 Sea Trials

18 Nov 77

Dark Cruise

21-22 Nov 77

Post Repair Trial

18 Dec 77

End Availability

10-31 Dec 77

Inshore Portsmouth, VA

Continued (c)

BASIC NARRATIVE

USS KING (DLG-10) arrived at Boland Marine and Manufacturing Company, New Orleans, Louisiana on 25 April 1974, to commence AAW modernization. The ship was decommissioned 30 April 1974. The industrial phase of the modernization began 1 July 1974 with an initial projected completion delivery of September 1975. Numerous contractor/contractual problems resulted in the delay of delivery date until January 1977.

Plans were made for KING to be towed to Norfolk following delivery. KING would then move into Norfolk Naval Shipyard for a post delivery industrial availability (RAV) of about six weeks. Intentions were to recommission the ship during April 1977. The balance crew was being assembled at Norfolk; its training was scheduled to start on 10 January 1977. Following the RAV at Norfolk Naval Shipyard the combat systems test program (Phase III) would commence.

In January 1977, the AAW modernization program was 92 percent complete. This was based on a 97 percent completion of the industrial phase (accounting for 60 percent of total effort) and 84 percent completion of testing (accounting for 40 percent of total effort). Major areas yet to be completed were:

- a. Compartment completion and acceptance program
- b. Main Propulsion Plant industrial and test phase

During test of the government furnished ASROC launcher, a component failed which requires removal of the launcher from the ship for repair. Due to the government's exposure to a contractor claim for delay, the decision was made to delay the repairs until the post-delivery RAV at Norfolk Naval Shipyard.

Upon delivery, due to a combination of contractor and contract specification coverage limitations, it was expected that there would be several areas either marginally acceptable or unsatisfactory. These would be addressed during the RAV. Examples include:

- a. A number of main propulsion plant equipments
- b. ASROC launcher
- c. Radio Central arrangement problems
- d. IFF System
- e. Crew habitability, laundry and messing

Enclosure (2)

IN ADDITION, THE modernization specifications did not include THE FOLLOWING significant requirements, or improvements:

- a. Signal and crew berthing habitability improvements
- b. Laundry modernization and equipment for the new uniforms
- c. Individual crew lockers for the new crew uniforms
- d. Significant upgrading of new sanitary spaces

As mentioned above, main propulsion and associated equipment were a major concern, and during the AAW modernization the following major engineering tasks were scheduled:

- a. Open, inspect and repair or upgrade, as appropriate, all engineering equipment and systems not otherwise affected by the modernization.
- b. Replacement of existing 750 KW ship's service turbo-generators with new 1000 KW generators.
- c. Replacement of Baily ACC Systems with a General regulator system.
- d. Extensive modification and upgrade of low pressure air systems.
- e. Replacement of the protein foam firefighting system with AFFF.
- f. Updating and increasing the capacity of the 400 HB system.
- g. Upgrading air-conditioning plant to four 80-ton units to provide increased capacity for electronics and habitability spaces.

Concurrent with the AAW modernization, the following major tasks were undertaken within the operations department:

- a. Inspection, repair and upgrade, as appropriate for all equipment not otherwise affected by the modernization.
- b. Replace NTDS AN/SYA-1 with the AN/OYA-4 system and upgrade of CIC spaces in support of this modification.
- c. Modernization and rearrange radio control and associated equipment.

Significant rework and installation were undertaken during the modernization period which affected nearly every aspect of the ship's weapons systems and deck-related equipment. The following comments apply to these areas:

a. Missiles. The installation of GMFCs MK-75 MOD-6 and the MK-10 launcher systems are all complete and checkout is approaching completion. No significant problems or delays are anticipated.

b. Guns. The ANW modernization program included the removal of the 3"/50 guns and associated fire control system and a complete replacement or overhaul of the 5"/54 gun system and associated fire control system. The industrial phase has been completed and the checkout is approaching completion; no problems or delays are anticipated.

c. 3-D Radar. The AN/SPS-39 Radar has been replaced by the AN/SPS-48(A) Radar. Testing of this radar is nearing completion with no anticipated delays or difficulties.

d. ASW. An overhaul of the AN/SQS-23(D) Sonar has been completed and only the sea trial related tests remain. The MK-16 ASROC launcher was replaced. During system checkout the elevation components of the launcher failed. A decision has been made to repair or replace the launcher during the scheduled post delivery RAV rather than delay the delivery of the ship.

e. Deck. Deck equipment and ship's boats were scheduled for a normal overhaul. With the exception of the ship's boats, and topside preservation, the deck portion has been satisfactorily completed.

During the ANW modernization of KING, the following supply spaces received major attention:

- a. Ship's refrigerated spaces.
- b. Food service areas.
- c. Ship's laundry.

The following areas were not adequately covered in KING (DDG-41) modernization specifications:

- a. Crews galley
- b. Crews mess decks
- c. Laundry
- d. Supply Support Center
- e. Main Issue and electronics store rooms.

The following discrepancies were corrected during the restricted availability prior to commissioning:

Enclosure (2)

a. Crew's Galley. Present equipment layout provides inefficient use of available space and manpower. New equipment installed in accordance with contract specifications will present numerous sanitation problems.

b. Crew's Mess Decks. Equipment layout and seating arrangement as set forth in contract specifications causes a traffic flow problem, defeats the use of the area for training/lecture sessions, and generally is an inefficient use of available space.

c. Laundry. Equipments in this space were beyond their economic life upon commencement of AAW modernization and were not adequately maintained during overhaul. In accordance with the contract, the equipment has been repaired; however, future operational capabilities are questionable. The existing equipment will not adequately maintain the current uniform requirements.

Concurrent with the AAW modernization there was a very limited improvement program which included:

- a. Upgrade of crews berthing spaces
- b. Upgrade of crews sanitary spaces
- c. Providing suitable storage for current enlisted uniforms
- d. Upgrade of crews messing facilities

KING was taken in tow on 8 March 1977 and moved to Norfolk Naval Shipyard, Portsmouth, Va, arriving 17 March 1977. A more optimistic view was taken toward the completion of material discrepancies and manning necessary billets began to fall into place.

Men either had reported to the PreCom Unit or had orders in hand with acceptable reporting dates for billets, except in the area of Fire Control Technicians (Missile). In the case of the PTM Rate, a minimum level has been reached with further commitments expected from BUPERS. The PreCom Training was essentially completed; over six thousand man days of formal training was accomplished plus an additional three thousand man days of team training during the past six months.

More than half of the open and inspect phase was completed, productive work by Norfolk Naval Shipyard begun, some of the materials and tools necessary for ship's force work moved aboard, and the milestones were approved by Norfolk Naval Shipyard. Norfolk Naval Shipyard's efforts have been most supportive and cooperative within the existent financial and manpower assets available. None of the problems noted can in any way be attributed to a lack of cooperation on their part.

As spaces were found to coincide with deck and ship's crew availability, the shipyard not crowded out the other activities that had to be done or to resume the work with expediency.

The COMNAVSUPSTANT Mobile Training Team (MTT) inspected the engineering training and administrative areas during the first week of August. Evaluation of preservation and cleanliness was not considered feasible due to the level of industrial effort in the propulsion spaces. The MTT reported that the ship had attacked the training problem very well and that personnel level of knowledge was progressing satisfactorily. The heavy emphasis on training is expected to partially overcome the relative inexperience of propulsion personnel. Time available for actual hands-on training, subsequent to equipment reinstallation, was expected to be minimal. This training time is definitely critical to a successful LOI.

The most significant weak link in the chain of events critical to a satisfactory Propulsion Examining Board (PEB) Lighting Off Examination (LOE) and successful completion of Restricted Availability (RAV) was the low level of knowledge and experience of Engineering Department personnel. This weakness was compounded by the high demand for experienced engineers to monitor shipyard work, supervise ship's force work, document past and ongoing programs, direct and teach the less experienced personnel, and coordinate the diversity of efforts. Sixty percent of the Engineering Department personnel were first term enlisted with no previous shipboard experience. Of the remaining personnel, only six have 1200 port experience. The effort to strengthen these weaknesses began with formal schooling and in-house training while the crew was forward. This proved less than adequate. The classroom was no substitute for experience. Results of the MTT visit expressed poor prognosis. A subsequent five week LOE postponement due to the shipyard work package growth increased the likelihood of success. Two additional MTT visits are scheduled to serve as check points and to focus concentration on the weak areas.

Another area of major concern was the NUDE system. A myriad of problems hindered work in this area, resulting in a general slowdown in running interface tests. For a time, other combat sub-systems were unavailable for testing due to interruptions to 400 KI power, cooling water and other support systems. Installation of the Operational Program was scheduled to start 30 September.

On 17 September 1977, USS KING was decommissioned as USS 441. Commander Grant A. SMITH, USN, Senior Port Commanding Officer and the guest speaker at the decommissioning ceremony was Vice Admiral W. E. READ, USN, Commander Naval Strategic Force, U.S. Atlantic Fleet. The day also marked the death of KING's prospective commanding officer, Commander J. R. STEWART, USN, who died of cancer while the ship was at her last station.

BIOGRAPHY

Commander Grant A. Sharp, United States Navy
Commanding Officer, USS KING (DDG-41)

Commander Sharp was commissioned in June 1960 after graduation from the United States Naval Academy. His first assignment was in the USS CHEVALIER (DDR-805). In June 1960, he became the Engineer Officer aboard USS COWELL (DD-547). Upon completion of his sea tour in June 1964, he attended the U.S. Naval Postgraduate School, Monterey, California for postgraduate education in operations analysis. After graduation from Postgraduate School, Commander Sharp served as a staff research analyst on the staff of Commander Anti-Submarine Warfare, Pacific Fleet.

Commander Sharp was assigned to the staff of Commander U.S. Military Assistance Command, Vietnam in February 1968. During his tour in Vietnam he was awarded the Bronze Star Medal. In May 1969, he assumed duties as Prospective Executive Officer in connection with the commissioning of USS CONNOLE (FF-1056) and subsequently served as the ship's Executive Officer.

From March 1971 until September 1972, Commander Sharp was Commanding Officer, USS DUPONT (DD-941). During this period, the DUPONT was awarded two consecutive Battle Efficiency "E"'s and was awarded the Marjorie Sterret Battleship Fund Award in 1972 for the ship achieving the highest state of battle readiness in the Atlantic Fleet. Commander Sharp was awarded the Meritorious Service Medal in connection with his assignment in DUPONT.

In October 1972, Commander Sharp reported to the Office of the Chief of Naval Operations for duty in the Systems Analysis Division where he served until June 1976. Prior to reporting to KING as Commanding Officer, he attended the National War College.

Commander Sharp is married to the former Jane Elizabeth Fischer, an Attorney with the Board of Veterans Appeals, Veterans Administration, and a Lieutenant Commander in the Naval Reserve.