



USS KING (DDG-41)
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DDG41:JGS/bd
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Ser 110

From: Commanding Officer, USS KING (DDG-41)
To: Director of Naval History (OP-09B9) Washington Naval
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Subj: Command History (1978); Submission of

Ref: (a) OPNAVINST 5750.12B

Encl: (1) Chronology of events for 1978
(2) Narrative History of 1978
(3) Welcome Aboard Pamphlet

1. In accordance with reference (a), enclosures (1), (2) and (3) are forwarded.


GRANT SHARP

CHRONOLOGY OF EVENTS

1 Jan 78	Inport Norfolk
5 Jan 78	ISE VACAPES
7 Jan 78	Inport Norfolk
9 Jan 78	ISE VACAPES
14 Jan 78	Inport Norfolk
22 Jan 78	ISE VACAPES
23-27 Jan 78	Board of Inspection & Survey
28 Jan 78	Inport Norfolk
12 Feb 78	Helicopter Certification Visit
13 Feb 78	Inport Yorktown
15 Feb 78	ISE VACAPES
18 Feb 78	Inport Norfolk
21 Feb 78	ISE VACAPES
25 Feb 78	Inport Norfolk
27 Feb 78	Underway for Port Everglades
2 Mar 78	Inport Port Everglades
6 Mar 78	Underway for Roosevelt Roads
9-10 Mar 78	FORACS Inspection Roosevelt Roads
11 Mar 78	Underway for ST. Thomas, V.I.
12 Mar 78	Inport ST. Thomas, V.I.
13 Mar 78	Underway FORACS
15-16 Mar 78	NGFS Qualls Vieques
18 Mar 78	Inport Guantanamo Bay Shakedown Training
19 Mar-24 Apr 78	Refresher Training Guantanamo Bay
8 May 78	Inport Norfolk
8-23 May 78	TAV with USS SHENANDOAH

1-2 June 78	PEB (OPPE)
5 June 78	ISE Vacapes
10 June 78	Inport Norfolk
12 June 78	ISE Vacapes
17 June 78	Inport Norfolk
19 Jun 78	Underway for Carribbean
24 Jun 78	Inport Roosevelt Roads
25 June 78	Underway Missile Exercise
27 June 78	Inport Roosevelt Roads
1 July 78	Underway for ST. Croix, WSAT
6 July 78	NGFS Quals Vieques
17 July 78	Inport NNSY Portsmouth, Va for Post Shakedown Availability Drydock
21 Sept 78	Moved from Drydock.
27 Oct 78	Helicopter Certification Visit
8 Nov 78	ISE Vacapes for Post Repair Trials
11 Nov 78	Inport Norfolk
13 Nov 78	Underway for GULFEX 78
24 Nov 78	Inport Veracruz, Mexico
27 Nov 78	Underway for Missile Exercise
2 Dec 78	Inport Norfolk
5-8 Dec 78	Board of Inspection & Survey
11-14 Dec 78	Nuclear Weapons Acceptance Inspection

NARRATIVE HISTORY OF 1978

The year 1978 marked the USS KING's return to active service after extensive overhaul and AAW modernization. The character of the ship rapidly evolved from that of a shipyard hulk into a vital member of the Atlantic Fleet.

USS KING returned to sea during the month of January participating in several periods of independent steaming in the VACAPES. The Board of Inspection and Survey conducted an inspection of the ship 23-27 January 1978 and found it fit for further service.

During the month of February USS KING continued to spend brief periods of independent steaming and underwent a certification for helicopter operations. The ship was certified for level III, Class 4 which allowed for the use of Visual Flight Rules (VFR) and low hover by all classes of Navy helicopters.

On 27 February USS KING departed Norfolk for extensive training and equipment and weapons system certification in the Caribbean. During this period Naval Gunfire Support Qualifications and FORACS (Fleet Operational Readiness Accuracy Checksight) were completed. After several port visits, USS KING reported to Guantanamo Bay for Shakedown Refresher Training. This high-tempo training was directed in large part at shipboard damage control and deck seamanship. The deck force turned in exemplary performances on all its evolutions and setting the tone for subsequent fleet operations.

Refresher Training fulfilled its objectives in preparing the crew of the KING for rejoining the fleet and the ship returned to Norfolk 8 May and entered a tender availability with the USS SHENANDOAH. This period also encompassed the operational segment of the Propulsion Examination Board which resulted in a satisfactory finding.

USS KING spent the months of June and July steaming independently and polishing its skills with Missile Shoots, Naval Gunfire Support Qualifications and Weapons Systems Accuracy Trials. The underway period ended 14 July with the entrance into Norfolk Naval Shipyard, Portsmouth, Virginia, for post-shakedown availability. The availability was initially spent in drydock during which major improvements were made on the ship control and propulsion system. 21 September the ship moved from drydock and numerous refinements which made the ship ready for combat service were completed. Electricity and lighting improvements allowed the ship to successfully upgrade certification for Class I, level 4 helicopter operations (Instrument Flight Rules Low Hover) although the fueling system for HIFR (Helicopter In-Flight Refueling) was found unsatisfactory.

After several postponements USS KING departed NNSY 8 November for

post-repair trials which found the ship ready for further service. 13 November the ship departed Norfolk on Operation GULFEX 78 with Commander Destroyer Squadron TWENTY-SIX embarked. The exercise was a comprehensive evolution involving its participants in Anti-Submarine Warfare, Helicopter operations, Underway replenishment, and particularly Anti-Air Warfare which, due to the participation of Air Force units, was especially demanding and beneficial to the overall readiness of the task force. USS KING turned in strong showings in all areas and her return to the fleet was highlighted with many impressive performances.

USS KING visited Veracruz, Mexico 24-26 November, a port seldom entered by warships of the United States. Official visits were exchanged and the ship enjoyed liberty without incident.

After departing Veracruz, USS KING rejoined the Task Force for the missile firing segment of the exercise. KING successfully fired two telemetry missiles and was detached for her return to Norfolk 28 November 1978.

KING returned to Norfolk 2 December and immediately began preparation for the Board of Inspection and Survey's second visit of the year. The INSURV inspection was held from 5-8 December. The board found USS KING fit for further service and commented that great strides had been made in the material condition of the ship since the inspection 11 months prior.

With the completion of INSURV, KING continued preparation for Nuclear Weapons Acceptance Inspection which was conducted from 11-14 December. The inspection team found KING satisfactory in all respects.

The holiday leave period commenced 15 December and the crew began its well deserved vacation. During the course of 1978 USS KING, her officers and crewmembers, were continually challenged and responded to these challenges with superior results. After an inordinately long yard period and shake-down yard period, USS KING plunged into a complex major fleet operation and consistently performed in a manner which belied her lack of seasoning. When subjected to frequent inspections with minimal time to prepare, KING responded with satisfactory results. Hopefully the performance of the crew during 1978 provides portents of a successful 1979. USS KING was commanded throughout 1978 by Commander Grant A. SHARP, USN.