



USS KING (DDG-41)

FPO, NEW YORK, NY 09576

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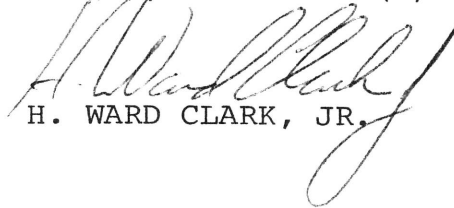
From: Commanding Officer, USS KING (DDG-41)
To: Director of Naval History (Op-09BH)

Subj: Command History 1980

Ref: (a) OPNAVINST 5750.12C

Encl: (1) Command History of USS KING (DDG-41) for the calendar year 1980

1. In accordance with reference (a) enclosure (1) is forwarded.


H. WARD CLARK, JR.

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COMDESRON TWO

COMMAND HISTORY OF USS KING (DDG-41) FOR THE CALENDAR YEAR 1980
CHRONOLOGY OF EVENTS 1980

1 JAN-4 FEB	LV/UPK NORVA
4 FEB-7 FEB	SEABAT 2-80
7 FEB-13 FEB	INPT NORVA
14 FEB-21 FEB	U/W ASWEX 1-80
22 FEB-25 FEB	PVST MAYPORT, FLORIDA
26 FEB-5 MAR	U/W SAFEPASS 80
6 MAR-31 MAR	INPT NORVA
24 MAR-27 MAR	INPT MULTI THREAT EXERCISE 2-80
31 MAR-2 APR	DNSI AND AUGMENTING NTPI
1 APR-27 APR	INPT NORVA - IMAV/UPK
28 APR-30 APR	U/W VACPES - SVCS FOR USS KENNEDY
1 MAY-2 MAY	LOADOUT NORVA
3 MAY-4 MAY	INPT NORVA
5 MAY-9 MAY	U/W JAX OPAREA SVCS FOR USS KENNEDY
10 MAY-12 MAY	PVST MIAMI, FLORIDA
13 MAY	U/W SOLID SHIELD
14 MAY-15 MAY	ENROUTE NORFOLK
16 MAY-9 JUN	INPT NORVA
10 JUN	DEPENDENTS CRUISE
11 JUN-12 JUN	INPT NORVA
13 JUN	U/W ISE VACPES
14 JUN-20 JUN	INPRT NORVA
21 JUN	DEPLOY UNITAS XXI
21 JUN-26 JUN	U/W ENROUTE ROOSEVELT ROADS, PUERTO RICO
27 JUN-28 JUN	PVST ROOSEVELT ROADS, PUERTO RICO
28 JUN-29 JUN	U/W PHASE ZERO WORK UP
30 JUN-1 JUL	PVST MONTSERRAT, BRITISH WEST INDIES

2 JUL-3 JUL	ENROUTE ROOSEVELT ROADS, PUERTO RICO
3 JUL	PVST ROOSEVELT ROADS, PUERTO RICO/ST. CROIX, VIRGIN ISLANDS
4 JUL-6 JUL	PVST FREDRIKSTED, ST. CROIX, VIRGIN ISLAND
7 JUL	ENROUTE PUERTO LA CRUZ, VENEZUELA
8 JUL-10 JUL	PVST PUERTO LA CRUZ, VENEZUELA
11 JUL-14 JUL	U/W VENEZUELA NAVY OPS
15 JUL-17 JUL	PVST LA GUAIRA, VENEZUELA
18 JUL-21 JUL	ENROUTE PANAMA CANAL
21 JUL	TRANSIT PANAMA CANAL
22 JUL-24 JUL	PVST RODMAN, PANAMA
25 JUL-27 JUL	ECUADORIAN NAVY OPS
28 JUL	PVST MANTA, ECUADOR
29 JUL-1 AUG	U/W ECUADORIAN NAVY OPS
2 AUG-4 AUG	PVST GUAYAQUIL, ECUADOR
5 AUG	ENROUTE PAITA, PERU
6 AUG	PVST PAITA
7 AUG-12 AUG	U/W PERUVIAN NAVY OPS
10 AUG	OPEN OCEAN MISSILEX IN COMPANY W/PERUVIAN UNITS
13 AUG-17 AUG	INPT CALLAO, PERU (IMAV)
18 AUG-21 AUG	ENROUTE PANAMA CANAL
22 AUG-23 AUG	PVST RODMAN, PANAMA
24 AUG	TRANSIT PANAMA CANAL
25 AUG-27 AUG	U/W COLOMBIAN NAVY OPS
28 AUG-30 AUG	PVST CARTAGENA, COLOMBIA
31 AUG-2 SEP	ENROUTE PORT OF SPAIN, TRINIDAD & TOBAGO
3 SEP-4 SEP	PVST PORT OF SPAIN
5 SEP-9 SEP	ENROUTE FORTALEZA, BRAZIL
10 SEP	PVST FORTALEZA, BRAZIL

Enclosure (1)

11 SEP-14 SEP	ENROUTE RIO DE JANERIO, BRAZIL
15 SEP	PVST RIO DE JANERIO, BRAZIL
16 SEP-19 SEP	ENROUTE PUERTO BELGRANO, ARGENTINA
20 SEP-22 SEP	PVST PUERTO BELGRANO, ARGENTINA
23 SEP-29 SEP	U/W ARGENTINA NAVY OPS
30 SEP	PVST PUERTO BELGRANO, ARGENTINA
1 OCT-3 OCT	PVST PUERTO BELGRANO, ARGENTINA
4 OCT	U/W ARGENITA NAVY OPS
5 OCT-7 OCT	PVST MONTEVIDEO, URUGUAY
8 OCT-9 OCT	U/W URUGUAYAN NAVY OPS
10 OCT-12 OCT	PVST MONTEVIDEO, URUGUAY
13 OCT-15 OCT	U/W BRAZILIAN NAVY OPS
16 OCT-21 OCT	PVST RIO DE JANERIO, BRAZIL
22 OCT-25 OCT	U/W BRAZILIAN NAVY OPS
26 OCT-28 OCT	PVST SALADOR, BRAZIL
29 OCT-1 NOV	U/W BRAZILIAN NAVY OPS
2 NOV-3 NOV	PVST RECIFE, BRAZIL
4 NOV-7 NOV	U/W BRAZIL AMPHIBIOUS OPS
8 NOV-9 NOV	PVST FORTALEZA, BRAZIL
10 NOV-15 NOV	ENROUTE PUERTO LA CRUZ, VENEZUELA
16 NOV-17 NOV	PVST PUERTO LA CRUZ, VENEZUELA
17 NOV-20 NOV	U/W VENEZUELA NAVY OPS
20 NOV	PVST LA GUAIRA, VENEZUELA
21 NOV-23 NOV	PVST CURACAO, NETHERLAND ANTILLIES
24 NOV-25 NOV	ENROUTE ROOSEVELT ROADS, PUERTO RICO
25 NOV	PVST ROOSEVELT ROADS, PUERTO RICO
25 NOV-26 NOV	U/W NGFS RG VIEQUES
27 NOV-30 NOV	IPT ROOSEVELT ROADS, PUERTO RICO

Enclosure (1)

1 DEC-4 DEC	ENROUTE CURACAO, NETHERLAND ANTILLES
5 DEC-8 DEC	PVST CURACAO, NETHERLAND ANTILLES/ALLIED CARIBE
9 DEC-11 DEC	U/W WAR AT SEA EXERCISE
12 DEC	BSF ROOSEVELT ROADS, PUERTO RICO
12 DEC-15 DEC	ENROUTE NORFOLK
16 DEC-31 DEC	IPT NORFOLK/LV-UPK

Enclosure (1)

NARRATIVE

1980 began with KING's preparation for the year's first round of underway exercises and the ship's deployment for UNITAS XXI schedule for June.

KING cast off for SEABAT 2-80 on 4 February and over the next month sailed into some of the worst weather ever recorded in the western Atlantic. SEABAT provided a quick taste of high seas in the VACAPES OPAREAS; KING moored in Norfolk on 7 February for a week's breather. Underway a week later (14 February) for participation in ASWEX 1-80, KING headed south into moderate seas and intense ASW exercises. A three day liberty call in Mayport, Florida (22 February - 25 February) provided the crew with a quick chance to rest and embark COMDESTON FOURTEEN for SAFEPASS "80". KING turned back north after Mayport and into seventy foot seas. A storm that paralyzed Norfolk for four days bounced and thrashed KING until March fifth when the ship remooored at the D&S Piers, Norfolk to lick her wounds and prepare for the Defense Nuclear Surety Inspection.

KING worked through March to successfully pass the DNSI and Augmenting NTPI (31 March - 2 April) and to participate in a major inport exercise (Multi-Threat 2-80).

From 1 April until 27 April, KING remained in Norfolk for a much needed IMAV with USS PIEDMONT. Workups for the USS JOHN F. KENNEDY in the VACAPES OPAREAS occupied the last two days in April.

The first four days in May found the KING back at the D&S Piers in Norfolk preparing for more operations with the KENNEDY. From 5 May until 9 May, KING provided services to KENNEDY in the Jacksonville OPAREAS. A two day port visit in Miami, Florida (10 May - 12 May) was followed by one day's participation in SOLID SHIELD prior to the KING's 15 May arrival back in Norfolk.

Preparation for Overseas Movement (POM) began in earnest when KING moored on May 15th. Over the next month, the ordinary deployment preparations were made. However, the UNITAS deployment had it's own special variety of preparation as well. The South American deployment meant the KING would spend over six months without an U.S. IMAV period and dependent upon tenuous supply lines. In addition to fleshing out the ship's spare parts inventory, preparations for the ship's diplomacy role occupied a large part of the POM. The ship was brought to a peak of neat appearance, the crew tuned their seabags to perfection, and a color guard and honor guard were trained and outfitted.

Two final one day underway periods punctuated the POM period, 10 June for a dependent's cruise and 13 June for sea trials.

The deployment day finally arrived and KING cast off lines on 21 June with COMDESRON THIRTY TWO, Captain George S. ALLEN, embarked and set sail for South America in company with USS Arthur W. RADFORD and USS PHARRIS.

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After intense training in and practice of the unique South American operating procedures, KING made her first port of call in Roosevelt Roads. There, the special provisions loadout and community relations loadout was completed 27 through 28 June. USCOMSOLANT, Rear Admiral Peter K. CULLENS embarked aboard RADFORD and the UNITAS XXI deployment started in earnest as USS SKIPJACK joined Task Force 138 for work-ups or, in UNITAS parlance, Phase Ø. After two days of more practice in South American procedures, Phase Ø ended with a diplomatic port visit to Montserrat, British West Indies from 30 June through 1 July.

After a brief stop in Roosevelt Roads for refueling (3 July) KING proceeded independently to Fredriksted, St. Croix, V.I. for the fourth of July.

Underway again on 6 July, KING rejoined the RADFORD and PHARRIS for transit to Puerto La Cruz, Venezuela, and the first operations with a foreign Navy, Phase ONE of UNITAS XXI. Phase ONE kicked off what was to prove a packed schedule of inport pre-exercise meetings, professional symposia given by KING officers and petty officers, and inport exercises. At-sea operations commenced as soon as the combined US and Venezuela forces shifted colors 11 July and continued until the ship's re-moored in La Guaira, Venezuela, on 15 July. The phase ended with another round of professional symposia, post exercise meetings, and nightly receptions. This intense round of operations and inport activities continued throughout UNITAS.

18 July saw the KING underway again, bound for the Panama Canal, a July 21 transit of the canal and the first port visit in Rodman, Panama, from 22-24 July. Enroute, more operations practice was the daily routine. In addition, KING and the other ship's used every chance to complete selected exercise requirements for the yearly departmental award competition.

Rodman proved to be an in-port benchmark for the cruise. While many exotic liberty ports remained ahead in the schedule, the first visit to Rodman was the occasion for the unveiling of the KING band, SOUTHBOUND. The band, comprised of members of the ship's crew who practiced in their spare time, proved to be an instant hit. From Rodman, the band would go on to play twenty-three engagements in nine different countries to the resounding approval of all from Rear Admiral CULLENS to the thousands of South Americans who became a hand clapping, dancing party wherever SOUTHBOUND played their rock and roll.

The "West Coast" UNITAS operations began on 25 July with an at-sea meeting with the Ecuadorian Navy. A quick port visit in Manta, Ecuador preceded more operations from 29 July to 1 August which ended with PHARRIS and KING proceeding up river to Guayaquil with USCOMSOLANT embarked aboard KING. As temporary flagship, KING found herself the center of the UNITAS "Show the Flag" activity. Many of the nearly nine thousand visitors who would visit KING during the UNITAS cruise boarded the ship in Guayaquil.

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Paita, Peru was the next port of call as KING got underway 5 August, rejoined RADFORD and SKIPJACK with USCOMSOLANT re-embarked in RADFORD. After a short stop in Paita on 6 August for fuel and pre-exercise meetings, KING and the rest of the CTG 138.0 shoved off for five days of operations with the Peruvian Navy including an open ocean MISSILEX.

13 August saw KING moored in Callao, Peru, near Lima for a quick IMAV and some of the best liberty in UNITAS. Tours organized through the U.S. consulates throughout UNITAS proved to be favorite liberty for much of the crew. The Machu Pichu tour in Peru was just one these very memorable experiences. The friendly Peruvians and excellent shopping in Lima provided more well remembered liberty in Lima.

Enroute for Panama on 18 August, the Task Group and KING proceeded back to Rodman conducting more exercises and selexes enroute. 22-23 August found KING back in Rodman for the last stores load-out from a U.S. port until November. After transiting the canal on 24 August, KING plunged into operations with the Colombian Navy prior to mooring in Cartagena, Colombia on 28 August for a two day port visit. As always during UNITAS, KING's crew was treated to the marvellous hospitality of the host Navy and the people of the port-of-call.

Trinidad and Tobago was KING's next destination after casting off on 31 August. KING anchored off Port-of-Spain, Trinidad, on 2 September after brief operations with the Trinidad and Tobago Coast Guard. Form the 3rd of September through the 4th, KING enjoyed the hospitality of this small country.

Underway again on 5 September, KING parted company with PHARRIS and RADFORD for the seventeen day transit to Puerto Belgrano, Argentina. Port hopping south, KING made two short fuel and liberty stops in Brazil. First to Fortaleza (10 September) then to Rio De Janerio where a quick sample of that city's beaches and clubs was taken on 15 September.

After rejoining PHARRIS and RADFORD and being joined by USS SNOOK, KING moored in Puerto Belgrano, Argentina, to commence UNITAS Phase FIVE operations with the Argentine Navy. Once again, the rounds of meetings and conferences culminated in an intense series of at-sea exercises, (23-29 September) and a wash-up period in Puerto Belgrano from 30 September to 3 October.

Montivideo, Uruguay hosted KING and the Task Group next. The first port visit, from 5 to 7 October consisted on inport communications drills, pre-exercise meetings and technical assistance work by KING's crewmembers on Uruguay's United States manufactured equipment. Technical assistance on equipment ranging from boiler controls to air search radars was a common and important activity in nearly all the UNITAS phases. Hundreds of manhours were volunteered by KING technicians who both repaired equipment and taught host Navy petty officers how to maintain it.

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After two days of operations with the Uruguayan Navy, KING's crew sampled Montevideo's shops and cafes from 10 through 12 October, caught thier breaths and set sail October 13th into the most demanding phase of UNITAS, Phase SEVEN, Brazil.

After initial operations with three new Brazilian Frigates, KING and the rest of the Task Force proceeded to a Brazilian NGFS range on Alcatrazes Island south of Rio De Janerio. COMNAV-SURFLANT approved a proposal that KING be allowed to shoot for qualifying score on the Brazilian Range using a former Vieques spotter attached to the USCOMSOLANT Staff. KING completed firing a Z-42-G and a Z-44-G(MOD) for scores of 97.0 and 95.0, respectively. October 16th saw the Task Force moored in Rio De Janerio for a five day round of conferences, professional symposia, receptions and Rio De Janerio liberty. Underway again, on 22 October, KING began a series of operations with the Brazilian Navy that would take the ship through three port visits, see the end of the UNITAS XXI and commencement of Post UNITAS operations.

Highlights of this period were port visits in Salvador (26-28 October), Recife (2-3 November), and Forteleza (8-9 November), Brazil. Operations included large scale AAW exercises against shore based elements of the Brazilian Air Force, ASW operations, at sea refueling from the Brazilian AO, MARAJO, and the first post-UNITAS Operation, an Amphibious assault exercise with Brazilain Naval Units and USS AUSTIN on 4-7 Novermber.

In addition, on 4 November, KING parted company with RADFORD and PHARRIS as they proceeded to Africa with USCOMSOLANT embarked.

KING, with COMDESRON 32 still embarked, proceeded back to Puerto La Cruz, Venezuela after completion of the final Brazilian port visit in Forteleza on 9 November.

After completion of a refueling stop in Puerto La Cruz, KING assisted in three days of work-ups for the new Venezuelan Lupo-class frigate, Mariscal Sucre.

After fueling in La Guaira, Venezuela, on 20 November, KING proceeded to the first of two port visit in Curacao, Netherland Antilles and participation in ALLIED CARIBE.

Transit to Roosevelt Roads, Puerto Rico 24-25 November while conducting ASW exercise with USS L. MENDEL RIVERS culminated in a short refueling stop 25 November and a day spent on the Vieques NGFS range 26 November. The Thanksgiving weekend was spent in Roosevelt Roads 27-30 November and NGFS qualification was completed at Vieques after getting underway on 1 December.

KING's transit from the NGFS range back to Curacao, Netherland Antilles, conducting ASW exercises with the L. MENDEL RIVERS and an exercise with Dutch Naval Air Force enroute. After the port visit in Curacao, KING got underway for operations as part of an orange force consisting of HNLMS ROTTERDAM, HMS BLACK ROVER, HMS AMAZON and USS L. MENDEL RIVERS opposing the COMPUTUEX 1-81 Task Force in a war at sea, 9-11 December.

Enclosure (1)

12 December brought about an offload of UNITAS materials in Puerto Rico, departure for arrival in Norfolk on 16 December, and commencement of a post-deployment stand down over the Christmas holiday leave and upkeep period.

During UNITAS XXI, KING participated in over 550 separate exercise events with units from eleven nations. Despite this heavy schedule, KING was able to win eight of the nine possible departmental excellence awards for 1980 including; the Supply "E", Engineering "E", ASW "A". Damage Control "DC", Electronic Warfare "EW". Surface to Air Missile "E", Communications "C" and CIC "E".

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