



USS KING (DDG-41)

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From: Commanding Officer, USS KING (DDG 41)
To: Director of Naval History (OP-09B9), Washington
Naval Yard, Washington, D.C. 20390

Subj: Command History (1982); submission of

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Encl: (1) Chronology of Events for 1982
(2) Narrative History for 1982
(3) Welcome Aboard Pamphlet

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


ROBERT D. PACEK

CHRONOLOGY OF EVENTS
USS KING (DDG 41) 1982

1 Jan - 2 Feb - Inport NORVA
3-4 Feb - Transit to New York City
5-8 Feb - PVST New York City
9-11 Feb - Transit to NORVA
12 Feb - 12 Mar - Inport NORVA
13-15 Mar - Transit to Boston, Massachusetts
16-18 Mar - PVST Boston
19 Mar - Transit to Yorktown, Virginia
20 Mar - Loadout Yorktown
21 Mar - 16 Apr - Inport NORVA
17-19 Apr - Transit to Bath, Maine
20 Apr - Commenced Regular Overhaul (ROH) in Bath Iron Works,
Bath, Maine
20 Apr - 31 Dec - Bath Iron Works, Bath, Maine (ROH)

NARRATIVE HISTORY FOR 1982

Having completed a highly successful and award winning MED Cruise, "KING OF THE FLEET" began 1982 determined to carry her reputation for excellence through the remainder of her operational cycle and into Regular Overhaul. The overhaul commenced 20 April and preparations included the formation of an Intergrated Logistics Overhaul (ILO) and a massive spare parts off-load conducted on 27-29 March. Weapons off-load took place in Yorktown, Virginia, on 20 March.

In addition to conducting local operations in the VACAPES OP areas, KING was enthusiastically received in New York and Boston during port visits. Thanks to an all hands effort and an active public relations campaign, KING's open house policy allowed several thousand spectators in both cities to visit the ship. With characteristic pride, KINGMEN provided guided tours for the visitors.

Upon completion of the 1981-82 competitive cycle in late March, KING again demonstrated the exceptional depth of commitment of her entire crew by winning all nine departmental excellence awards for which the ship was eligible. With the addition of the COMNAVSURFLANT Battle "E" for destroyer Squadron Two, KING capped a "Clean Sweep" which was duplicated by only three other Surface Force Ships Navywide. KING's award winning ways were best highlighted in November when she was awarded the 1982 Chief of Naval Operations Marjorie Sterrett Battleship Fund Award as the top all around Cruiser/Destroyer/Frigate in the Atlantic Fleet.

On 20 April KING commenced her 12 month Regular Overhaul on schedule. The ship and crew were extremely well received in their new home, the Bath-Brunswick, Maine, area. Advanced planning and preparation ensured a smooth transition as the KING changed home-ports from Norfolk, Virginia, to Bath, Maine. Many crew members moved their families to KING's new homeport area, and quickly became involved with the local communities. Once in Bath, KING developed the motto "DDG-41 KING OF THE FLEET/BIW KING OF THE YARDS: UNBEATABLE TEAM", reflecting the mutually positive attitude shared by the Command and Bath Iron Works Corporation. Due to severe funding constraints, the ship's work package was cut by nearly one third. This required ship force personnel to undertake many tasks normally delegated to the repair activity. The crew responded well from the instantly created Fire Watch division to an outstanding Quality Assurance effort. Of specific note, the QA team was commended several times for their professionalism and in depth knowledge by the Supervisor of Ship Building and Conversion, Bath. Also upon arrival, the Engineering Department began immediate long range preparations for the Lighth-Off examination almost a full year away.

KING was quickly moved into dry dock, and the crew made the transition from shipboard life to comfortable barracks quarters. Billeted in the NAS Brunswick Topsham Annex for a total of eight months, KINGMEN received a letter of commendation for their excellent care of the housing facilities during their stay. Buses transported the crew to and from the shipyard and the Enlisted Dining Facility. Dry dock work included installation of a pair of new sonar domes, repair work on the underwater hull, and maintenance of the shafts and screws.

Following the dry dock period, KING was moved to BIW's north pier where she underwent several modifications. The upper superstructure was changed to accommodate new equipment. Interior spaces were stripped and retiled, and new coats of paint were applied on the sanded and primed bulkheads. The messdecks were rejuvenated with wall coverings and new tables in an effort to improve habitability. Berthing compartments also received the same treatment as the ship's overall habitability was improved immeasurably.

Still finding time for off duty activities, KING's crew responded to the Command's tradition for "Positive Community Involvement" by participating in Blood Donorship Drives, a Bike-a-thon for Multiple Sclerosis, Toys for Tots, a KING originated Big Buddy Program involving local elementary school youths, the local Theater for the Performing Arts and the countless outdoor activities available in the nation's "Vacationland". KINGMEN were also very active in the Combined Federal Campaign, achieving 100 percent participation and nearly doubling the monetary goal set for KING.

Athletically, KINGMEN excelled in several local sports leagues. In Basketball, the KING team produced a 16-0 record in regular season play. Bowling leagues sprang up immediately, and would continue well into 1983, with the KING Bowlers competing in the State Tournament. Touch football, Softball and Volleyball leagues at NAS Brunswick also felt the invasion of KING athletes. In addition, in local Boxing two KINGMEN continued their undefeated records after fighting several bouts in the Bath area.

By the end of 1982, KING neared 75 percent completion of her highly visible and complex overhaul, which had been conducted at BIW as a test case for "high-mix" ships at private shipyards. The rapid progress of overhaul was characterized by cooperation, dedication and a sense of purpose which firmly focused the command and the shipyard toward the goal of delivering the ship well ahead of the CNO's scheduled completion date of 20 May 1983.

In order to help keep the crew informed of KING's stated long term goals, interim objectives and proposed schedule through Refresher Training, KINGPLAN '83 was published and distributed to each crew member. In addition, a periodic BATHGRAM was regularly sent to family and friends of KING throughout the year to keep them informed of the progress and happenings of the overhaul. Special emphasis was placed on training, schools, and retention during this time, due to a crew turnover of approximately 40 percent in 1982. New shipmates were introduced to KING first with I-Division, followed by thorough indoctrination in PMS and DC training. Reenlistment numbers were high with many KINGMEN shipping over choosing to finish their sea tours onboard. This experience became a great asset in preparing KING for her return to the fleet.

Through strong positive leadership throughout the KING's chain of command, concentrated training, and efficient production by Bath Iron Works, the ship will continue its reputation as "KING OF THE FLEET" and expects to hit the fleet running upon completion of Regular Overhaul in 1983.

KING's Commanding Officer is Commander John Scott Redd, USN.