

Chronology of Events
USS KING (DDG-41)
01 JAN - 31 DEC 1983

01 JAN-27 APR: Inport Bath, Maine; Regular Overhaul
27-30 APR: Underway off coast of Maine for sea trials
30 APR-6 May: Inport Bath, Maine
06-08 MAY: Underway for Naval Weapons Station, Yorktown, Virginia
08-11 MAY: Inport Naval Weapons Station, Yorktown, Virginia
11 MAY: Depart Naval Weapons Station, Yorktown, Virginia, and arrive Norfolk, Virginia
11-23 MAY: Inport Norfolk, Virginia
23-26 MAY: Underway Vacapes Ops Area
26 MAY-09 JUN: Inport Norfolk, Virginia
09-13 JUN: Metro Machine Corporation pier, Norfolk; Harborfest '83
13-23 JUN: Inport Norfolk, Virginia
23-24 JUN: Underway, Vacapes Ops Area
24 JUN-09 AUG: Inport Norfolk, Virginia
09-11 AUG: Underway, Vacapes Ops Area
11-16 AUG: Inport Norfolk, Virginia
16-17 AUG: Underway, Vacapes Ops Area
17-19 AUG: Inport Norfolk, Virginia
19-25 AUG: Underway from Norfolk, Virginia, to Roosevelt Roads, Puerto Rico
25-29 AUG: Inport Roosevelt Roads, Puerto Rico
29 AUGUST: Underway from Roosevelt Roads, Puerto Rico, to St. Croix
29-30 AUG: Anchored off St. Croix
30-31 AUG: Underway to range off St. Croix for Gunnery Exercises
31 AUG-01 SEP: Underway from St. Croix to Roosevelt Roads, Puerto Rico
01-02 SEP: Inport Roosevelt Roads, Puerto Rico
02-04 SEP: Underway from Roosevelt Roads, Puerto Rico, to Nassau, Bahamas
04-07 SEP: Inport Nassau, Bahamas
07-09 SEP: Underway from Nassau, Bahamas, to Norfolk, Virginia
09-27 SEP: Inport Norfolk, Virginia
27-29 SEP: Underway Vacapes Ops Area
29 SEP-04 OCT: Inport Norfolk, Virginia
04-05 OCT: Underway Vacapes Ops Area
05-31 OCT: Inport Norfolk, Virginia
31 OCTOBER: Underway to Guantanamo Bay, Cuba. Minor engine problems forced ship back into port.
31 OCT-02 Nov: Inport Norfolk, Virginia
02-05 NOV: Underway to Guantanamo Bay, Cuba
05 NOV-13 DEC: Guantanamo Bay, Cuba; Refresher Training
13-16 DEC: Underway from Guantanamo Bay, Cuba, to Norfolk, Virginia
16-31 DEC: Inport Norfolk, Virginia



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-09B9), Washington Naval Yard,
Washington, D.C. 20390

Subj: Command History (1983); submission of

Ref: (a) OPNAVINST 5750.12C

Encl: (1) Chronology of Events for 1983
(2) Narrative History for 1983
(3) Commanding Officer Biography
(4) Executive Officer Biography
(5) Welcome Aboard Pamphlet

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


ROBERT D. PACEK

NARRATIVE HISTORY FOR 19

1983 was a year of transition for USS KING (DDG-41). The ship began the year in the Bath Iron Works shipyard in Bath, Maine, and ended the year as an operationally ready ship having undergone an arduous period of training and concentrated at-sea workup operations.

The first major test of the year was in March when inspectors from CINCLANTFLT flew from Norfolk to Bath to conduct KING's Main Propulsion Light Off Examination (LOE). After the engineers weathered an intense training period, KING's engines were successfully lit off for the first time in almost a year.

Following light off, a three day sea trial period was conducted with approximately 60 observers from Bath Iron Works going along to observe and evaluate the operation of KING's updated systems. Included among the engineering improvements made during the yard period were installation of new centrifugal air conditioning units, an improved fuel oil system, and completion of extensive boiler work. The ship's hull was cleaned and refurbished early in the yard period during a dry dock phase. Combat systems improvements include replacement of the AN/SPS-29 radar with the AN/SPS-49 2-D radar, replacement of an older MOD Bravo radar system with an AN/SPS-48C 3-D radar with an automatic detection and track feature, installation of an AN/SLQ-32 V3 Electronic Counter measures system and its associated Super RBOC system, and installation of an AN/SQQ-23A "Pair" Sonar System. Extensive improvements were made to the Enlisted Dining Facility, the heads, and the berthing areas, to enhance habitability.

KING officially completed its year-long regular Overhaul in Bath and steamed down the Kennebec River on 6 May 1983. Five days later it arrived in its homeport at the D&S Piers in Norfolk, Virginia.

During the month of May KING conducted sea trials as plane guard for USS INDEPENDENCE (CV-62) in its first multiship exercise prior to rejoining the fleet.

From 9-13 June, KING represented the U.S. Navy as the host ship at Harborfest '83, Norfolk's annual three day celebration at the Waterside in Norfolk. The ship was moored at the Metro Machine Company pier directly across the bay from Waterside. KING played host to over 5,000 visitors who rode to the ship in boats loaned to KING by USS NIMITZ (CVN-68). Kingmen led guided tours each morning and afternoon of the weekend celebration, and the ship's weather-decks provided an outstanding view of the Saturday night fireworks display.

CDR Robert D. Pacek relieved CAPT John Scott Redd as Commanding Officer of USS KING on 15 July 1983. Capt. Robert D. Frey, Commander Destroyer Squadron Two, was the guest speaker for the fantail ceremony at Norfolk Naval Operations Base pier 21.

CDR Pacek's most recent assignment was in the Office of the Deputy Chief of Naval Operations for Surface Warfare, where he served as the branch head for Surface Combatant Acquisition, Fleet Introduction and as the FFG-7 Class Program Coordinator.

CAPT Redd left KING having guided his ship and crew to the 1982 Top Hand Award marking KING as the outstanding deployed unit of the Sixth Fleet in 1982.

During the summer the ship made occasional three day trips to the Vacapes Operating Area, and made its first trip out of CONUS in two years when it deployed to the Caribbean on 19 August 1983. Between 26 August and 2 September, KING conducted Combat Systems Ship's Qualification Tests off the coast of Puerto Rico. During the tests, the Weapons Department fired four terrier missiles, two anti-submarine rocket powered torpedoes, two SVTT torpedoes, and over 50 rounds from the 5"/54 gun.

The crew received liberty in Roosevelt Roads, Puerto Rico; Frederickstad, St. Croix; and Nassau, Bahamas.

While off the coast of St. Croix, LCDR Phillip M. Balisle relieved CDR William G. Fidyk as KING's Executive Officer. LCDR Balisle's most recent assignment was as Communications Officer aboard USS JOHN F. KENNEDY (CV-67).

During the first week in October, KING underwent an INSURV Inspection. This was the first INSURV in nearly three years and KING performed quite admirably. The Board of Inspection and Survey singled out KING as having the most impressive material condition of any ship in her class.

On 2 November 1983, KING steamed south for her toughest pre-deployment test, Refresher Training in Guantanamo Bay, Cuba. The seven week training period, inport and underway, involved extensive damage control, engineering, operations, weapons and navigational training. Damage control training consisted of drills in fire fighting, dewatering, protection during nuclear, biological and chemical warfare -- which included a visit for all hands to the "Gas Chamber" for a lesson in the proper wearing of gas masks -- and,

administering first aid to injured shipmates. Weapons Department training included man overboard recovery, precision anchoring, line handling and underway replenishment with the USS SAN DIEGO (AFS-6). KING's weapon systems were put through the gauntlet in mock battle scenarios. KING's Weapons Department was challenged with almost daily General Quarters, and during the course of the six week training they managed to fire over two hundred rounds from the 5" gun. The Engineering Department successfully passed the required 90 Basic Engineering Casualty Control Exercises (BECCEs), which consisted of simulating or initiating casualties to various pieces of equipment in the engineering plant and evaluating KING's ability to compensate for and ultimately restore the casualty. Operations Department received training in all phases of combat as well as practice in communications and Navigation. KING departed "GITMO" on time with all required training evolutions complete.

KING returned from Guantanamo Bay as an operationally ready ship. When the ship tied up outboard of the USS YELLOWSTONE (AD-41) at NOB pier 24 on 16 December 1983, the year of testing and training was completed. A well earned Christmas leave was enjoyed by many of the crew.

In addition to her major evolutions during the year, KING also successfully completed several key inspections, including a Defense Material Survey Report, several zone inspections, the Command Annual PMS Inspection, an Operational Propulsion Plant Examination, and a Training and Readiness Examination.

As the first DD-37 Class destroyer to be overhauled at Bath Iron Works, Bath, Maine, KING was naturally the object of interest for many visitors. In June, KING played host to RADM Prachoon Areerob,

Inspector General in the Republic of Thailand Navy. One week later on the recommendation of RADM Areerob, VADM Edward S. Briggs, Commander, Surface Force, U.S. Atlantic Fleet, visited KING and was equally complimentary of the ship's overall appearance. During the month of July, forty-five officers, paygrade O-4 through O-6, from the Colombian Army, Navy, and Air Force, visited the ship for a tour led by KING's officers.

In sports, Kingmen found 1983 a slightly frustrating year. While in Maine, KING's hockey team reached the playoffs before being eliminated by a team from N.A.S. Brunswick, Maine. After returning to Norfolk, KING's softball and basketball teams met a similar fate with each reaching later rounds of playoffs before being eliminated.

KING's Commanding Officer is Commander Robert D. Pacek.

ROBERT D. PACEK
Commander, U. S. Navy
Commanding Officer
USS KING (DDG-41)

Commander Robert D. Pacek, USN, was born in Worcester, Massachusetts on 22 June 1943. He attended the University of Wisconsin at Madison, Wisconsin, graduating with the Class of 1965. His initial duty station was in USS NAVARRO (APA-215) where he served as Salvage Officer and as Boat Group Commander. In October 1967, he was ordered to COMCOSRON ONE, Republic of South Vietnam, as Officer-in-Charge of a PCF (Swift) Boat and later as Assistant Officer-in-Charge of the Coastal Division TWELVE Detachment at Chu Lai, RVN.

Commander Pacek spent his first shore tour attending the Naval Postgraduate School in Monterey, California, as a student of Computer Systems Management, earning his Master's Degree in June 1970. Subsequently, he was ordered to USS COCHRANE (DDG-21) as the Engineering Officer. Ordered ashore in April 1973, he reported to the Fleet Operations Control Center, Pacific in Kunia, Hawaii, as the Automatic Data Processing Plans Officer. Then, in 1974, Commander Pacek attended the Armed Forces Staff College in Norfolk, Virginia, before reporting to the Chief of Naval Personnel as a Management Information Assistant to the Assistant Chief of Naval Personnel for Officer Development and Distribution.

In May 1976, he received orders to duty as Commissioning Executive Officer, USS OLIVER HAZARD PERRY (FFG-7). His most recent assignment was in the Office of the Deputy Chief of Naval Operations for Surface Warfare, where he served as the branch head for Surface Combatant Acquisition, Fleet Introduction and as the FFG-7 Class Program Coordinator. Commander Pacek assumed command of USS KING (DDG-41) on 15 July 1983.

Commander Pacek's personal awards include the Meritorious Service Medal with Gold Star; the Navy Commendation Medal and the Navy Achievement Medal with Combat "V"; and the Combat Action Ribbon.

He holds the academic degrees of Bachelor of Science in Economics and Master of Science in Computer Systems Management.

Commander Pacek is married to the former Kathleen Frances Murphy of Worcester, Massachusetts. The Pacek's currently reside in Virginia Beach, Virginia.

PHILLIP M. BALISLE
Commander, U.S. Navy
Executive Officer
USS KING (DDG-41)

Commander Phillip M. Balisle, USN, was born in DeQueen, Arkansas, on 13 February 1948. He graduated from Gray High School in Idabel, Oklahoma, in 1966 and Oklahoma State University in 1970.

CDR Balisle's initial duty station was USS HARWOOD (DD-861) where he served as First Lieutenant and Gunnery Officer. In January 1972 he reported to COMDESRON FOUR as Communications and Electronic Warfare Officer.

CDR Balisle spent his first shore tour attending the Naval Postgraduate School where he graduated with distinction in 1975, receiving the Chief of Naval Operations Award for Academic Achievement. Subsequently, he served from October 1976 to March 1978 as Operations Officer on USS BROOKE (FFG-1) where he received the 1977 PACFLT Shiphandler Award. He next served from April 1978 to October 1979 as First Lieutenant on USS DENVER (LPD-9).

In December 1979, CDR Balisle reported to Director, Command and Control, Office of the Chief of Naval Operations where he was assigned as Budget and Programming Officer for Navy Satellite Communications Programs. In November 1981 he returned to sea duty as Communications Officer on USS JOHN F. KENNEDY (CV-67). From there he reported to USS KING (DDG-41) as Executive Officer in August 1983.

Commander Balisle's personal awards include the Meritorious Service Medal; the Navy Commendation Medal with gold star; and the Navy Achievement Medal with two gold stars.

He holds the academic degrees of Bachelor of Science in Physical Science and Master of Science in Management.

Commander Balisle is married to the former Patricia Elaine Gregg of Midwest City, Oklahoma. They currently reside with their children Jennifer and Jeffrey in Virginia Beach, Virginia.