



DEPARTMENT OF THE NAVY

USS KING (DDG-41) ✓  
FPO, NEW YORK, NY 09576

IN REPLY REFER TO:  
5750  
DDG41/Ser: 066  
6 March 1985

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

Subj: SUBMISSION OF COMMAND HISTORY (1984)

Ref: (a) OPNAVINST 5720.12C

Encl: (1) Chronology of Events for 1984  
(2) Narrative History for 1984  
(3) Commanding Officer Biography  
(4) Executive Officer Biography  
(5) Welcome Aboard Pamphlet (English)  
(6) Welcome Aboard Pamphlet (Spanish)  
(7) Welcome Aboard Pamphlet (Arabic)

1. In accordance with reference (a), enclosures (1) through (7) are forwarded.
2. Cruise books for MIDEASTFOR '84 will be available 10 April 1985. Please advise if a copy of this book is desired in amplification of this report.

  
ROBERT D. PACEK

Chronology of Events  
USS KING (DDG-41)  
01 JAN - 31 DEC 1984

- 01 JAN-02 APR: Inport Norfolk, Virginia
- 03 APR: Underway for Naval Weapons Station, Yorktown, Virginia
- 04 APR: Depart Naval Weapons Station, Yorktown, Virginia, and arrive Norfolk, Virginia
- 04-11 APR: Inport Norfolk, Virginia
- 11-17 APR: Underway from Norfolk, Virginia for Caribbean Operations (COMPTUEX 1-84)
- 18-20 APR: Underway from Caribbean to Mayport, Florida
- 20-23 APR: Inport Mayport, Florida
- 24 APR-04 MAY: Underway for Caribbean Operations (Ocean Venture 84)
- 04-29 MAY: Inport Norfolk, Virginia
- 29 MAY: Underway for Naval Weapons Station, Yorktown, Virginia
- 30 MAY: Depart Naval Weapons Station, Yorktown, Virginia, and arrive Norfolk, Virginia. Families on board for Dependents Cruise.
- 30 MAY-04 JUN: Inport Norfolk, Virginia
- 04 JUN: Underway for MIDEASTFOR '84
- 06 JUN: Inport Bermuda
- 12 JUN: Inport Ponta Delgada, Azores
- 16 JUN: Inport Rota, Spain
- 18-21 JUN: Inport Palma De Mallorca, Spain
- 25-26 JUN: Southbound transit of Suez Canal
- 30 JUN: Inport Djibouti
- 03 JUL: Inchop: Turnover with USS LUCE (DDG-38) in Gulf of Oman
- 04 JUL-16 AUG: Underway in Persian Gulf on Radar Picket Station. PVST/Anchor in Manama, Bahrain, on 07 JUL, 11 JUL, 16-21 JUL, 29 JUL, 01-03 AUG, and 15 AUG.
- 17-19 AUG: Enroute Pakistan
- 19-22 AUG: Inport Karachi, Pakistan
- 22-24 AUG: Enroute Persian Gulf
- 24 AUG-02 NOV: Underway in Persian Gulf on Radar Picket Station. PVST/Anchor in Manama, Bahrain, on 25 AUG, 29 AUG-02 SEP (to embark Commander Middle East Force), 04 SEP, 06 SEP, 12 SEP, 18-24 SEP, 30 SEP, 04 OCT, 08-11 OCT (for COMIDEASTFOR to disembark), 15 OCT, 20 OCT, 22-28 OCT, and 31 OCT.
- 02 NOV: Outchop: Turned over RPS to USS JOHN HANCOCK (DD-981)
- 05 NOV: Departed Persian Gulf enroute Norfolk, Virginia
- 10 NOV: Inport Djibouti
- 14 NOV: Northbound transit of Suez Canal
- 20-22 NOV: Inport Rota, Spain
- 25 NOV: Inport Ponta Delgada, Azores
- 01 DEC: Refueled off coast of Bermuda and conducted burial at sea of Capt. M.E. Bustard, USN (Ret)
- 03 DEC: Arrived in Norfolk, Virginia
- 04-31 DEC: Inport Norfolk, Virginia

USS KING (DDG-41)

1 JAN - 31 DEC 1984

The Guided Missile Destroyer USS KING (DDG-41), commanded by CDR Robert D. Pacek, and homeported in Norfolk, Virginia, spent nearly seven months underway in 1984.

After completing Refresher Training in Guantanamo Bay, Cuba, during the final two months of 1983, KING spent most of the first three months of 1984 pierside in Norfolk while repairs were effected to the ship's engineering plant. It was determined that repairs were necessary on the four main condensate pumps and investigation into the main engine rotor position revealed excessive wear to the main engine bearings. The top turbine casings were removed and new bearings were installed under the cognizance of Allis Chalmers representatives with repairs being conducted by the Moon Engineering Co. of Norfolk, Virginia. The repairs resulted in the ship being inport until 2 April, when the ship travelled to the Yorktown Naval Weapons Station for ammunition onload and an abbreviated sea trial. The ship returned to Norfolk on 3 April for final testing and certification and was underway for the Caribbean on 11 April.

Although KING's turbine repairs caused the ship to arrive in the Caribbean a few days late for COMPTUEX, a condensed, fast-paced schedule resulted in the completion of all required evolutions. The Weapons and Operations Departments achieved significant readiness training by successfully completing 23 competitive exercises with an average score of 93.1 percent. These exercises flexed all of KING's warfare areas including Anti-Submarine Warfare with an ASROC and an SVTT torpedo firing against a specially equipped submarine and, for AAW exercises a successful Terrier Missile firing at an incoming drone. Additionally, the Gunner's

Mates and Operations Specialists spent an exhausting 18 hour day qualifying KING for Naval Gunfire Support off Vieques Island near Puerto Rico.

Following a three day upkeep period in Mayport, Florida, to repair additional problems to the engineering plant, KING commenced its second exercise in the Gulf of Mexico.

The second exercise, "Ocean Venture 84", was a joint service operation consisting of nearly 30 Navy and Coast Guard ships, Marine ground and air contingents, and Air Force early warning and tactical aircraft from bases in the southeastern states. This exercise provided KING a valuable opportunity to develop tactics and communications procedures which were later utilized in "real-world" situations when KING operated with AWACs units from the U.S. Air Force in the Middle East.

KING returned to Norfolk on 4 May and spent the next month in Preparation for Overseas Movement (POM). All Departments diligently insured that ample supplies were onboard for them to complete their individual missions in the severe Persian Gulf environment, and numerous working parties brought the required supplies onboard for the six months. The ship returned to Yorktown Naval Weapons Station for final ammunition onload, and Kingmen's families were bussed to Yorktown to ride the ship back to Norfolk on the 30 May Dependents Cruise. A pre-deployment brief was held to offer important information to the sailors and their dependents, and a ship's picnic was held on 1 June.

KING departed Norfolk, Virginia, at 1030 on 4 June for MIDEASTFOR '84. On the first day out the ship conducted a satisfactory degaussing range run and ULM-4 range run, and commenced SLQ-32 isolation tests and Ship's Energy Conservation Assist Team (SECAT) testing. In the afternoon, KING departed the VACAPES area enroute Bermuda. The next day communications were established with USS STARK (FFG-31), who would be in company with KING for this deployment, along with a data link with ASWOC JAX in

excess of 700NM. KING completed Electronic Warfare Isolation and SECAT testing on 6 June prior to entering Port Royal Bay, Bermuda, for refueling.

KING joined up with STARK just outside the entrance to the Bermuda channel. Enroute the Azores, later on the 6th, KING went to Condition III underway watches for watch team training, which involved numerous kamikazi, general quarters, fire at sea, quickdraw, and shiphandling drills. On 7 June Dr. Duane Reed, our PACE instructor, commenced his formal PACE English Composition course. On 12 June, KING pulled into Ponta Delgada, Azores, for a brief stop for fuel (BSF). Later that day KING and STARK departed the Azores enroute Rota, Spain. The next day KING conducted a sonar dome flush PMS check while STARK's helo conducted HIFR training with KING's Flight Deck crew. KING spent the afternoon of 16 June in Rota for another BSF, followed by a night transit of the Straights of Gibraltar enroute Palma De Mallorca, Spain, for an arrival on the 18th of June.

KING remained inport Palma until 21 June, taking in the local sights by way of the numerous tours and enjoying the famous local hospitality. The ship's post-Palma transit of the Mediterranean Sea included the passing of a safety stand-down and excellent real life EW training courtesy of the Soviet units in the area. KING refueled from the USNS MISSISSINEWA while underway on 25 June, prior to her Suez Canal transit later that night and the following day.

During the canal transit, the Ship's Self Defense Force was utilized for the first time. The force included main deck rovers and sentries posted about the ship's exterior and remained part of the ship's inport watch bill throughout the time KING was attached to MIDEASTFOR. Upon exiting the Suez Canal and inchoop MIDEASTFOR, KING transited the Red Sea enroute Djibouti. While in the Red Sea ESM on several Ethiopian OSA Class patrol boats were intercepted in the vicinity of Dehalik Island.

After transiting the Bab El Mandeb, KING arrived in Djibouti on 30 June where assistance from the French repair ship Jules Verne resulted in the repair of NR 2A

SSTG. The U.S. Ambassador to Djibouti, Ambasssador Adams, hosted a lunch for selected KING/STARK crewmembers during which many Embassy Staff members thanked KING and STARK for transport of difficult to obtain supplies from the states. Upon completion of minor generator repairs and refueling, KING transited the North Arabian Sea enroute the Gulf of Oman for turnover with USS LUCE (DDG-38) on 3 July.

On the Fourth of July, KING celebrated the Nation's Birthday with a cookout on the fantail which turned out to be the first of many such deployment cookouts. On 5 July KING tracked the Iranian P-3F for the first of many times. On this date the M/V "PRIMROSE" was attacked by Iran and a data link was established with the AWACS which was to be maintained approximately 95 percent of the time over the next four months. Also on the 5th, KING and USS CUSHING (DD-985) took a close look at the M/V "TIBURON" -- the victim of an Iraqi attack on 27 June. On 7 July KING assumed AW/AE duties and conducted the first of many BSF's in Bahrain. Concurrent with this BSF was the Ship's Self Defense Force inspection by LTCOL Weber, Marine Corps Liaison Officer to COMIDEASTFOR, which the SSDF team passed with glowing praise. Additionally, this was the only time during the deployment KING would moor to the SITRA fuel pier.

KING was underway on 8 July and transitted to the Radar Picket Station (RPS) for surveillance duties. Barbeque number two was held on 10 July, during which time our bridge radio picked up the "Mayday" distress signal from the M/V "BRITISH RENOWN" which had just been struck by missile fire from a suspected Iranian jet. On 11 July KING refueled at the SITRA inner anchorage. On 12 July the Liberian tanker "TIBURON" was again sighted, but was on an even keel and in company with the the M/V "CYPRUS KOURIAN". On 16 July KING went pierside at Mina Sulman, Bahrain, for upkeep until 21 July. This was the first opportunity for crewmembers to go on liberty in Bahrain. While underway in RPS on 24 July, KING experienced its first close encounter with an Iranian P-3.

KING had a BSF at Mina Jebel Ali in the United Arab Emirates on 25 July. On this day the "AL AHOOD", a 7 May victim of Iraqi attack was sighted. On 29 July KING had a BSF in Bahrain and a USAF exchange visit.

KING was inport Bahrain 1-3 August for upkeep, followed by escort duty for the M/V "FALCON CHAMPION". On 15 August KING conducted another BSF at Mina Jebel Ali, and the Pakistani Ship "JOHAR" was reported attacked by Iranian warplanes. On 16 August AW/AE duties were turned over to CUSHING in preparation for our Karachi, Pakistan, port visit. On 17 August King conducted a Vertical Replenishment for a competitive exercise score with USS SAN JOSE (AFS-7), conducted AAW and ASCM exercises with the Indian Ocean Battle Group (also for a score), and was tasked to investigate a possible distressed vessel south of Pakistan in the Indian Ocean. KING was released from this responsibility before arriving on scene and proceeded to Karachi arriving on the morning of 19 August for her only Middle East port visit. As in Djibouti, KING agreed to procure and transport difficult to obtain food supplies to the Consulate Staff in Karachi. While in Karachi, visits were conducted with the Pakistani Navy (RADM Kahn, Commander Karachi) along with international soccer, basketball and volleyball games. Our host ship PNS TARIG sponsored a working lunch aboard their ex-U.S. warship for KING's wardroom. KING departed Karachi on 22 August ladden with significantly more leather, wood, onyx, and Persian rugs than it arrived with. Upon departing Karachi, "JOHAR", the 15 August attack victim, was observed with no noticable damage. On return from Karachi a PASSEX was conducted with the French Naval Ship BALNY on 23 August. This included communications and maneuvering drills along with a small boat personnel exchange as the two ships transitted the Gult of Oman.

KING's return to the Persian Gulf on 24 August was hailed by a close encounter with an Iranian C-130. On 25 August KING conducted a BSF at SITRA, followed by a visit from Captain Paul Aquilino, COMIDEASTFOR Chief of Staff. On 27 August KING tracked a P-3 on a targeting patrol followed by an Iranian Maverick attack, in which

KING FT's observed separation with the 55B radars. The victim of the attack was the M/V "CLEO I". A distress call was monitored during which KING questioned whether assistance was required and made front page news back home. On 28 August KING tracked a hijacked Iranian aircraft from Iran to Iraq. Between 29 August and 2 September KING embarked RADM John F. Addams, Commander Middle East Force, and his staff of 25 men while conducting a concurrent upkeep at Mina Sulman, Bahrain.

While at BSF in SITRA on 4 September, KING was visited by the U.S. Ambassador to Saudi Arabia for a brief by RADM Addams and a tour of KING. KING conducted two more BSF's on 6 & 12 September.

On 16 September KING tracked an Iranian P-3 on a targeting surveillance patrol which eventually claimed two ships, the M/V "MED HURON" and M/V "ROYAL COLUMBO". Distress calls were received with the KING standing by to assist the "MED HURON", and USS SELLERS (DDG-11) rendering assistance to the "ROYAL COLUMBO". KING was inport Bahrain from 18-24 September for upkeep at Mina Sulman, and again on 30 September and 4 October.

On 4 October KING's Rescue and Assistance Team was transported by small boat to put out a fire aboard a civilian pleasure craft. KING was inport Bahrain again 8-11 October for COMIDEASTFOR flagshift to USS LASALLE (AGF-3), but before that was to occur KING tracked an Iraqi fighter on an attack run on the Liberian tanker "WORLD KNIGHT" and recorded the subsequent "Mayday". On 12 October KING tracked a P-3 on another targeting run whose eventual victim was the M/V "GAZ FOUNTAIN". On 14 October KING escorted the U.S. M/V "FALCON LEADER" to Bahrain, followed by BSF on 15 October.

On 17 October KING sighted the Iranian cargo ship "IRAN ADALAT" transporting radar reflectors that are believed to be utilized as decoys in the vicinity of Kharg Island. On 19 October KING tracked a P-3 on a targeting run on the M/V "PACIFIC PROTECTOR". KING was inport SITRA for BSF on 20 October, inport Mina Sulman for upkeep from 22-28 October and again for BSF on 31 October. On 2 November



KING turned over RPS duties to USS JOHN HANCOCK (DD-981). Two days later while departing the Persian Gulf, KING sighted a suspected Iranian radar reflector barge adrift in the southern Gulf and took pictures and salvaged part of the barge for intelligence exploitation. This sighting spawned a wave of national level interest in radar reflector barges. After fueling at Jebel Ali and departing the Persian Gulf on 5 November, KING proceeded to a rendezvous with USS ROBISON (DDG-12) on 6 November in the Gulf of Oman. Once turnover was completed KING and STARK started the long trip back around the globe to the United States.

While enroute Djibouti, KING tracked several PDRY military air transports that are speculated to be part of the drought relief to Ethiopia and other drought stricken African nations. KING stopped in Djibouti on 10 November to refuel and exchanged greetings with several Embassy Staff members. Later the same day KING departed Djibouti and transitted the Bab El Mandeb. Throughout 11 November KING passed members of the inchopping USS INDEPENDENCE (CV-62) Battle Group while transiting the Red Sea for a 14 November transit of the Suez Canal.

The approach to Port Suez was more tenuous than expected due to the Red Sea mine sweeping activities still underway. Transit of the Canal started from the Suez inner anchorage at 0715 and ended with KING and STARK exiting the Port Said east channel at 1900. Later that evening KING unrep'd with USNS NEOSHO. This night unrep was made special when KING suffered a real casualty to her gyro system. The emergency breakaway was handled smoothly without personnel or significant material damage. After switching to the alternate gyro and testing out all systems, another approach was made and the unrep was completed without incident.

The Mediterranean transit was highlighted by a drastic change in the weather. The Mediterranean winter was well represented by 10-15 foot seas and sustained winds of 30-40 knots with gusts to 50 knots. Early on the 16th, just prior to the worst weather, KING unrep'd with USS SAVANNAH. Crewmembers celebrated KING's 24th

birthday on 17 November. Transit of the Straits of Gibraltar took place on the evening of 19 November. Early on the 20th, KING arrived at Rota, Spain, for a three day port visit and SIXTH Fleet outchop prior to starting the Atlantic crossing. KING celebrated Thanksgiving one day late so the holiday feast would not be disrupted by the 22 November afternoon sea detail for leaving Rota. KING refueled in Ponta Delgada, Azores, on 25 November, and continued her crossing of the Atlantic with her Mayport-based partner USS STARK. On 1 December KING embarked 17 dependents of crewmembers which were transported to the ship by tug as KING passed by Bermuda. The remains of KING's first Commanding Officer, CAPT Melvin Earl Bustard, USN (Ret), were brought aboard for an afternoon burial at sea conducted by LT Phillip Wyrick, Chaplain for DESRON TWO. KING's MIDEASTFOR 84 cruisebook was dedicated to the memory of Capt. Bustard.

KING arrived in Norfolk for a "Homecoming fit for a King" on 3 December. The ship spent the remainder of the year inport Norfolk, Virginia, while the crew enjoyed stand down and three separate holiday leave periods.