

**U.S.S. KING (DLG-10)**

FPO SAN FRANCISCO 96601

DLG10:JDS:eja

5724

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From: Commanding Officer, USS KING (DLG10)  
To: Director of Naval History (OP-09B9)

Subj: Command History 1969

Ref: (a) OPNAVINST 5750.12A

- Encl: (1) Chronology of Events - 1969  
(2) Basic Narrative  
(3) Roster of Ship's Officers as of 1 January 1970  
(4) Enlisted Distribution and Verification list as of Nov 1969  
(5) Up-dated Narrative Ship's History  
(6) Commanding Officer's Biography  
(7) Commanding Officer's Photograph  
(8) KING Familygrams for 1969  
(9) Welcome Aboard brochure

1. In compliance with reference (a), enclosures (1) through (9) are forwarded.



J. D. SOULL

Copy to:  
CINCPACFLT (w/o encls (3) through (9))  
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COMDESRON FIVE (w/o encls (3) through (7) and (9))  
COMDESRON FIFTEEN (w/o encls (3) through (9))

CHRONOLOGY OF EVENTS - 1969

1 Jan - 21 Jan	In port San Diego
21 Jan - 22 Jan	Underway for Seal Beach, California
22 Jan	In port Seal Beach, ammunition loadout
22 Jan - 23 Jan	Underway for San Diego
23 Jan	In port San Diego
24 Jan	Underway in Southern California Operations area - Dependents' Cruise
24 Jan - 24 Feb	In port San Diego - preparations for Western Pacific deployment
24 Feb - 2 Mar	Underway for Pearl Harbor, Hawaii, enroute to Western Pacific Deployment
2 Mar - 5 Mar	In port Pearl Harbor
5 Mar - 8 Mar	Underway for Midway Island
8 Mar	In port Midway - fueling stop
8 Mar - 14 Mar	Underway for Yokosuka, Japan
14 Mar - 18 Mar	In port Yokosuka
18 Mar - 23 Mar	Underway, special operations in the Sea of Japan
23 Mar - 31 Mar	In port Sasebo, Japan
31 Mar - 1 Apr	Underway for Kobe, Japan
1 Apr - 5 Apr	In port Kobe
5 Apr - 7 Apr	Underway for Okinawa operations area
7 Apr	Surface to Air Terrier Missile Shoot at Okinawa Missile Range
7 Apr - 9 Apr	Underway for Subic Bay Naval Base, Philippine Islands
9 Apr - 12 Apr	In port Subic Bay, preparing for combat operations in Gulf of Tonkin

CHRONOLOGY OF EVENTS - 1969 (Cont)

12 Apr - 14 Apr	Underway for Danang, Republic of Vietnam
14 Apr	In port Danang Harbor
14 Apr - 15 Apr	Underway in Danang exercise area
15 Apr - 16 Apr	Underway for PIRAZ station, Gulf of Tonkin
16 Apr - 2 May	Underway on PIRAZ station
2 May - 4 May	Underway for Subic Bay
4 May - 9 May	In port Subic Bay
9 May - 10 May	Underway for YANKEE station, Gulf of Tonkin
10 May - 15 May	Underway as screen element for USS BON HOMME RICHARD (CVA31) on YANKEE station
15 May - 16 May	Underway for South SAR Station, Gulf of Tonkin
16 May - 23 May	Underway on South Search and Rescue Station
23 May	Secretary of the Navy, Honorable John H. CHAFEE visits on SAR station. Oil fire in after engineering space
23 May - 27 May	Underway for Subic Bay
27 May - 2 Jul	In port Subic Bay, Ship Repair facility effecting repairs in after fire room
2 Jul	Underway for sea trials off Subic Bay
2 Jul - 5 Jul	In port Subic Bay
5 Jul - 7 Jul	Underway for PIRAZ station, Gulf of Tonkin
7 Jul - 10 Jul	Underway on PIRAZ station
10 Jul - 13 Jul	Underway in South China Sea in accordance with storm evasion plan due to Typhoon TESS
13 Jul - 20 Jul	Underway on PIRAZ station
20 Jul - 22 Jul	Underway for Hong Kong, British Crown Colony

CHRONOLOGY OF EVENTS - 1969 (Cont)

22 Jul - 27 Jul	In port Hong Kong
27 Jul - 29 Jul	Underway for Subic Bay evading Typhoon VIOLA
29 Jul - 30 Jul	In port Subic Bay
30 Jul - 1 Aug	Underway for PIRAZ station
1 Aug - 15 Aug	Underway on PIRAZ station
15 Aug	Underway as screen element for USS KITTY HAWK (CVA64) on YANKEE station, Gulf of Tonkin
15 Aug - 17 Aug	Underway for Subic Bay
17 Aug - 21 Aug	In port Subic Bay
21 Aug	Underway for Subic Bay operations area. Surface to Surface Terrier Missile Shoot
21 Aug - 4 Sep	Underway as escort ship for USS KEARSARGE (CVS33) and USS KITTY HAWK (CVA64) enroute to San Diego, California
4 Sep - 27 Oct	Inport San Diego preparing for Regular Overhaul
27 Oct	Underway to Seal Beach, California
27 Oct - 28 Oct	In port Seal Beach, offload ammunition
28 Oct - 29 Oct	Underway to San Francisco, California
29 Oct - 13 Nov	In port, San Francisco Bay Naval Shipyard, Hunters Point, for Regular Overhaul period
13 Nov - 31 Dec	Drydock at San Francisco Bay Naval Shipyard for engineering repairs and hull work

## BASIC NARRATIVE

During the first month of 1969, final preparations were made for KING's upcoming deployment with the U. S. SEVENTH Fleet in the Western Pacific. An extended upkeep period in her homeport of San Diego insured all phases of KING's sophisticated weapons system and Naval Tactical Data System were ready for the six month deployment in the combat zone commencing in early February. A final missile and conventional ordnance loadout was conducted at the Seal Beach Naval Weapons Station on 22 January. The underway transit time in the Southern California operations area allowed final adjustments to various equipment. Families and close friends of KINGSMEN were entertained on a dependents cruise on 24 January which included helicopter operations off San Diego Harbor.

A delay in the date of deployment from the first week of February to 24 February allowed further improvement of personnel and material readiness. In accordance with Commander U. S. FIPST Fleet Quarterly Employment Schedule, KING left San Diego on 24 February bound for Pearl Harbor, Hawaii, with Captain L. D. CUMMINGS, Commander Destroyer Squadron FIFTEEN embarked. The transit time was utilized for exercises at General Quarters particularly in the ECM, communications and conventional gunnery areas. Arriving in Pearl Harbor on 2 March for four days, the ship received final Western Pacific operations plans and equipment and was soon enroute to Midway Island in company with the USS RADFORD (DD466). During the Pearl Harbor stay, Admiral John McCain personally witnessed and commended KING for the exemplary appearance of her ship and personnel upon arrival. A short fueling stop at Midway Island on 8 March provided a brief exercise period for the crew before the next leg of the transit to Yokosuka, Japan.

During this particular part of the voyage KING experienced particularly rough seas causing minor damage on the weather decks and a general uncomfortable feeling for a large part of the crew. CYN3 Robert J. CRAWFORD who would have been twenty five years old, missed his birthday when 10 March was eliminated due to crossing the International Date Line. The crew welcomed the arrival in Yokosuka on 14 March. The four day stopover allowed KING sailors to tour to nearby Tokyo, Yokohama, and other Japanese attractions. Vice Admiral W. F. BRINGLE, Commander U. S. SEVENTH Fleet visited the ship on 17 March. Underway again on 18 March with RADFORD as an element of TU 71.1.2, KING conducted special operations in the Sea of Japan until 23 March. For these actions KING was awarded the Armed Forces Expeditionary Medal (Korea) proudly worn by her crew for the remainder of the cruise.

KING sailed to Sasebo, Japan on 23 March for a one week visit which combined an upkeep period with sight seeing opportunities for the crew. A short cruise along the southern coast of Japan brought KING to the bustling Japanese port of Kobe on 1 April where the frigate was the only United States Naval Ship present in the Harbor. During the four day visit the U. S. sailors were welcomed throughout this thriving city and nearby Kyoto and Osaka. KING hosted a number of tours by such organizations as the Kobe Newspaper Reporters Guild, Kobe Rotary Club, Kobe Businessmens' Association, Tkuta Police Force, Boys' Town Orphanage, and a number of school groups.

Leaving Kobe on 5 April, KING sailed south for Subic Bay Naval Base, Philippine Islands. Enroute, a surface to air TERRIER missile firing was conducted at the Okinawa test range on the eastern side of the island. Arriving in Subic on 9 April, the ship spent four days in upkeep and installed special equipment peculiar to the forthcoming mission as Strike Support Ship (SSS) and Search and Rescue (SAR) control ship in the Gulf of Tonkin off Vietnam. A UH2 helicopter and crew was brought aboard at this time.

The ship departed Subic on 12 April for the Gulf of Tonkin via Danang, Republic of Vietnam, for briefings and anti-PT boat training. On 16 April KING relieved USS STANDLEY (DLG32) as CTU 77.0.2 on Positive Identification Radar Advisory Zone (PIRAZ) Station in the northern Gulf of Tonkin. The frigate continued on this station for thirteen days utilizing her Naval Tactical Data System (NTDS) facility to support the U. S. Navy and Air Force strike efforts over Vietnam. The computerized command and control system allowed KING air controllers to actively follow strike aircraft over the target area, issue MIG warnings, provide navigational assistance, exercise positive control of Navy CAP jet fighters and provide assistance to aircraft requiring emergency in-flight instructions.

During this period KING was continuously accompanied in her critical mission on station by a "shot gun" destroyer providing added conventional firepower. The shot guns were successively the USS HOPEWELL (DD681), USS CHEVALIER (DD805), USS LEARY (DD879) and USS DOUGLAS H. FOX (DD779). A vital role in maintaining this PIRAZ station was played by underway replenishment (UNREP) of fuel and supplies from various support ships to KING. Seven UNREPS were successfully completed during this first line period. The welcome supporting ships were USS NAVASOTA (AO106), USS ALUDRA (AF55), and USS PASSUMPSIC (AO107).

On 28 April the ship received an emergency squawk from an A-7 jet aircraft losing engine power ten miles away. KING's helicopter rescued the downed pilot, LTJG Morris E. MANSELL of VF-53 who was treated by ship's medical corpsman and quickly air-lifted back to his squadron.

KING was relieved on 2 May by her sister ship USS MAHAN (DLG11) and directly returned to Subic on 4 May for a brief upkeep period alongside the destroyer repair ship USS KLONDIKE (AR22). Underway again on 9 May, the ship joined the CTG 77.5 screen operating with the aircraft carrier BON HOMME RICHARD (CVA31) on YANKEE Station in the Gulf of Tonkin. The NTDS capability enabled KING to act as Force Anti-Air Warfare Commander as well as Screen Commander for KING, USS CHEVALIER (DD805) and USS SCHOFIELD (DEG3). This mission continued for six days during which underway replenishment was conducted twice with the USS NAVASOTA (AO106). This was the only time that other than a Carrier Division Commander acted in the capacity of Force Anti-Air Warfare Commander and was the result of not having an NTDS aircraft carrier available in the Gulf.

On 16 May KING relieved STANDLEY on the South Search and Rescue (SAR) station. Captain J. S. KERN, Destroyer Division 142, embarked as Surface-Subsurface Surveillance Coordinator (SSSC) (CTG 77.9). In company

with her shot gun USS SAMPLE (DE1048), the frigate remained on South SAP for one week receiving replenishment support from the USS PONCHATOULA (AO148) and USS SACRAMENTO (AOE1), the latter utilizing the vertical replenishment (VERTREP) helicopter technique with great success.

On the afternoon of Friday 23 May, the Honorable John H. CHAFFEE, Secretary of the Navy, visited KING on the South SAR Station, arriving and departing by special helicopter from YANKEE Station. He was accompanied on his tour by Vice Admiral W. F. BRINGLE, Commander of the United States SEVENTH Fleet.

Late in the evening of 23 May, a flexible oil line in the after fire room ruptured, causing an extensive Class B fire in that space. Damage control parties brought the fire under control smothering the blaze with foam. Timely aid was provided by SAMPLE in the form of fire fighting equipment and communication support. KING sustained four fatal casualties, all Boiler Technicians on watch in the after fire room when the fire broke out.

The next day found KING returning to Subic. Arriving on 27 May KING commenced a repair period at the Ship Repair Facility, Subic Bay Naval Base. During this in port period extensive work was performed to renew the after fire room and repair all other fire damage. Rear Admiral T. J. RUDDEN Jr., Commander Cruiser-Destroyer Group SEVENTH Fleet, visited KING on 10 June. The crew was actively engaged during this time in various activities. As part of a People to People project KINGSMEN spent weekends painting a schoolhouse in the neighboring Philippine barrio of Sexmoan, Pampanga. Athletic teams in basketball, softball, bowling and pistol found good competition including exciting contests with the Australian crew men of HMAS PARRAMATTA. Professor Parker PhD. and Professor Harvey PhD. of San Diego State College conducted numerous psychology and mathematics classes as part of the Navy PACE (Program for Afloat College Education) educational program.

On 2 July, KING was again on her way back to the line relieving MAHAN as CTU 77.0.2 on 7 July. Two UNREPS with NAVASOTA quickly followed.

KING's patrolling on PIRAZ station with USS HERBERT J. THOMAS (DD833) was interrupted on 10 July when all U. S. Naval ships were ordered out of the shallow Gulf of Tonkin to the open waters of the South China Sea to avoid Typhoon TESS. Returning to PIRAZ the frigate was involved in an UNREP with USS SACRAMENTO (AOE1) and USS TAPPAHANNOCK (AO43).

Back on PIRAZ KING hosted a visit on 13 July by Admiral FENG, Chi-Chung, Commander in Chief of the Chinese Nationalist Navy; Vice Admiral J. L. CHEW, Commander United States Taiwan Defense Command; and Vice Admiral W. F. BRINGLE, Commander United States SEVENTH Fleet.

Continuing on the PIRAZ station until 20 July, KING was accompanied successively by USS PERRY (DD844), USS HERBERT J. THOMAS (DD833) and USS PERKINS (DD877) with whom she conducted various maneuvering and communication exercises. UNREPS with the veteran oilers USS GUADALUPE (AO32) and USS KENNEBEC (AO36) were a welcome change of routine and the USS STERETT (DLC31) relieved KING on 20 July as CTU 77.0.2.

The following days were spent speeding toward the liberty port of Hong Kong, British Crown Colony, while all ears were listening to news of the United States Astronauts landing on the moon. KING moored alongside USS BUCHANAN (DDG14) in Hong Kong harbor on 22 July for six fascinating days of liberty in this oriental city. Typhoon VIOLA shortened the ships visit by one day as storm warnings cleared traffic from the busy harbor. KING spent two rough days at sea evading the typhoon enroute to Subic for an overnight stopover.

On 1 August, KING relieved STERETT on PIRAZ station with USS GURKE (DD783) as shot gun. The following day a U. S. Navy Crusader jet from VF 53 on BON HOMME RICHARD ditched within 1000 yards of the ship. KING's small boat effected the rescue of the pilot LT George L. WELLS, USN, who was quickly returned by helicopter to his squadron.

During the remainder of the line period, together with GURKE, USS WILTSIE (DD716), and USS EPPERSON (DD719), the ship conducted successful UNREPS with USS KAWISHIWI (AO146), USS GRAFFIAS (AF29) and SACRAMENTO. Vice Admiral M. F. WEISNER, Commander Task Force 77 visited on 11 August and commended KING as the most responsive ship that had been on PIRAZ station during his tenure as CTF 77. KING was relieved for the final time on 15 August by USS CHICAGO (CG11) and moved south to plane guard for USS KITTY HAWK (CVA63) on YANKEE Station. Completing flight operations on 16 August KITTY HAWK with KING and GURKE returned to Subic for a short layover before leaving for San Diego on 21 August. KING conducted a surface to surface missile shoot that morning at the Subic missile range before rejoining GURKE in the screen of KITTY HAWK enroute CONUS. The unexpected decommissioning plans of USS KEARSARGE (CVS33) allowed that anti-submarine carrier to join the formation in transit on 23 August.

The voyage back to San Diego was well utilized for various drills and exercises particularly in inter-ship communications and gunnery. Commanding Officer, USS KING acted as Screen Commander for this transit. Every three days the frigate refueled underway directly from KITTY HAWK, and half way across the Pacific from the USS CAMDEN (AOE2) beginning her WESTPAC deployment. A large crowd of families and friends greeted KING's arrival in the homeport of San Diego on the morning of 4 September.

This arrival marked the beginning of an in port period lasting almost two months. Preparations for the upcoming Regular Overhaul provided most of the work for this time. The Annual Supply Inspection was conducted on 9 September with KING being highly commended for achieving the greatest percentage increase in the yearly grade for any ship in the fleet. In September KING acted as host ship for the Portuguese frigate ALMIRANTE MAGALHES CORREIA (F474) visiting San Diego to participate in the city's 200th birthday celebration. During the week of 29 September KING acted as school ship for the DATC 1200 pound plant engineering course at the Naval Station.

On 1 October administrative control of KING was shifted from Commander Destroyer Squadron FIFTEEN to Commander Destroyer Squadron FIVE. Commodore J. C. BERRIMAN, COMDESRON FIVE broke his flag on KING for the month of



October. KING departed San Diego on 27 October enroute to the San Francisco Bay Naval Shipyard for the scheduled four month Regular Overhaul period. An overnight stay at Seal Beach Naval Weapons Station allowed all ordnance, both missile and conventional, to be off loaded as a safety precaution. Passing under the Golden Gate Bridge on the morning of 29 October, KING was soon moored at the Naval Shipyard at Hunters Point, south of the city of San Francisco.

The shipyard period is being used to revitalize the engineering plant and add the latest in equipment and alterations to KING's advanced weapons and NTDS systems. Extensive off ship schooling is being provided for the officers and men in preparation for Refresher Training and subsequent deployment.

The Commanding Officer of KING held two awards ceremonies at the shipyard location honoring the fine efforts of the crew during the Western Pacific deployment. Five officers and men were awarded the Navy Commendation Medal and sixteen others were awarded the Navy Achievement Medal, all resulting from extraordinary performance during 1969. Also during November KING acted as host ship for HMS ARETHUSA during her visit to the port of San Francisco.

A well executed shift into Dry Dock #3 has allowed necessary work on the sonar, hull, shaft and propellers. New Years Day 1970 found KING resting on keel blocks in the Hunters Point drydock expecting to finish all shipyard work early in March.

## U.S.S. KING (DLG-10)

FPO SAN FRANCISCO 96601

### HISTORY OF THE USS KING (DLG10)

USS KING (DLG10) is a Guided Missile Frigate, homeported in San Diego, California. She administratively reports, through Commander Destroyer Squadron FIVE and Commander Cruiser-Destroyer Flotilla ELEVEN, to Commander Cruiser-Destroyer Force, U. S. Pacific Fleet. KING operates as a unit of both the FIRST Fleet and of the SEVENTH Fleet depending upon her geographic location.

KING was authorized by Congress in the 1956 Shipbuilding Program. Her keel was laid on 1 March 1957 at the Puget Sound Naval Shipyard, Bremerton, Washington. Under the sponsorship of Mrs. Oliver W. VAN BERG, daughter of Fleet Admiral KING, KING was launched on 6 December 1958. She was commissioned and proudly took her place in the Navy on 17 November 1960 as the first ship named after Fleet Admiral Ernest J. KING.

This class Guided Missile Frigate is designed to provide Fast Carrier Striking Forces with anti-aircraft and anti-submarine defenses. In order to accomplish this mission, KING is equipped with the latest technological developments in air search radars and sonar to detect the enemy, and with sophisticated anti-aircraft and anti-submarine missiles with which to destroy him. Additionally, KING is one of the first ships to be equipped with the Naval Tactical Data System (NTDS), a high speed digital computer complex which has revolutionized the concept of anti-air warfare.

KING is 512 feet long and has a beam of 52 feet. Fully loaded she displaces 5600 tons. Her high pressure steam turbines make her capable of speeds in excess of 30 knots. She possesses the latest habitability features designed for the comfort of her crew.

KING's main armament is her TERRIER missile system. The TERRIER is a surface-to-air, supersonic, solid propellant missile capable of intercepting and destroying any present-day aircraft. The missile system is backed up by four 3"/50 caliber guns and one 5"/54 caliber gun for defense against enemy air and surface units.

KING's anti-submarine capability consists of the potent ASROC (Anti-Submarine Rocket) system and two triple-tube torpedo launchers. These weapons systems, combined with the ship's speed, maneuverability, and underwater detection equipment give KING a formidable anti-submarine warfare potential.

KING is a complex and vital part of the United States Navy and in a very real sense is truly representative of our nation. She is manned by men from all areas of the United States -- men who are constantly training to maintain KING's high state of combat readiness. Her complement of 400 officers and enlisted men work together to serve a shipboard organization divided into five departments: Engineering, Navigation, Operations, Weapons, and Supply.

ENCLOSURE (5)

KING has served in six deployments to the Western Pacific/Southeastern Asia area since commissioning, the latest deployment having been completed in September 1969. She has earned the National Defense Service Medal, the Armed Forces Expeditionary Medal, the Vietnam Service Medal with 1 silver and 1 bronze star, the Republic of Vietnam Medal, and the Meritorious Unit Commendation during these tours of duty. While serving in these deployments, KING was an integral part of the U. S. SEVENTH Fleet.

KING's Commissioning Commanding Officer was Commander M. E. BUSTARD, USN. Her subsequent Commanding Officers have been: Commander F. H. SONNTAG, USN; Commander T. E. GROVES, USN; Commander E. L. COCHRAN, Jr., USN; Commander C. P. TESH, USN; and, Commander W. L. READ, USN.

KING is currently commanded by Commander John D. SCULL, U. S. Navy, who assumed command on 3 August 1968.

**U.S.S. KING (DLG-10)**

FPO SAN FRANCISCO 96601

COMMANDER JOHN D. SCULL, USN

Commander SCULL, a native of Southern California, attended the University of California at Los Angeles and was commissioned an Ensign in the U. S. Navy upon graduation in 1951.

As a junior officer, Commander SCULL served in USS PRINCETON (CV37) and in USS ROWAN (DD782). Following these sea tours, he served at the ASW School in San Diego, California. Commander SCULL's next assignment was as Executive Officer of USS CURRIER (DD700), followed by a tour as Flag Lieutenant to Commander FIRST Fleet. Upon completion of these assignments, Commander SCULL reported to the Pentagon in Washington where he served in the capacities of Personal Aide and Joint Chiefs of Staff Aide for the Deputy Chief of Naval Operations (Plans and Policy), and also as Joint Chiefs of Staff Assistant to the Assistant Chief of Naval Operations for Plans and Policy. This two year tour was followed by his assignment to USS MC CAFFERY (DD860) as Executive Officer.

In early 1964, Commander SCULL became Commanding Officer of USS JOHN R. PERRY (DE1034) during which period PERRY was awarded two Battle Efficiency Pennants. In January 1966, Commander SCULL was ordered to the Staff of Commander, U. S. SEVENTH Fleet where he performed duties in both Operations as ASW Officer, and in Plans as Current Plans Officer and Surface Plans Officer. This tour was conducted in its entirety in the Western Pacific, and Commander SCULL was awarded the Bronze Star Medal with Combat "V" and the Vietnamese Distinguished Service Order.

Commander SCULL assumed duties as Commanding Officer, USS KING (DLG10) on 3 August 1968.

ENCLOSURE (6)