

U.S.S. KING (DLG-10)
FPO SAN FRANCISCO 96601

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~~SECRET~~ (Unclassified upon removal of enclosures)

From: Commanding Officer, USS KING (DLG-10)
To: Director of Naval History (OP-09B9)

Subj: Command History 1971

Ref: (a) OPNAVINST 5750.12B

Encl: (1) Chronology of Events *in unclass. file.*
(2) Basic History *P.1 in unclass. file*
(3) Documentary Annex A - Commanding Officer's Narrative Reports
on Surface Missile Systems and Associated Equipment, First-
Fourth Quarters FY 71 *NIF*

1. In accordance with reference (a), enclosures (1) through (3) are forwarded herewith.

RR Tarbuck
R. R. TARBUCK

Copy to:
CINCPACFLT
COMCRUDES PAC
COMCRUDES FLOT ELEVEN
COMDESRON FIVE

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BASIC HISTORY

ON 1 January 1971, KING was involved in a standdown period after having completed her Seventh WESPAC deployment. This standdown period ended on 17 January, and the following day KING began inport preparations for the major fleet exercise, ADMIXTURE, by holding Missile System Readiness Tests. KING's initial return to sea on 25 January for four days was dedicated to further preparations for this exercise.

The first three weeks both inport and underway, during the month of February, were used in team training efforts in the areas of AAW and ASW. In early February, KING functioned as ASW school ship and obtained the helpful services of a live submarine in enabling her to fire KING's ASW weaponry.

EXERCISE ADMIXTURE, from 23 February to 4 March, was a CNO-directed Fleet Exercise whose purpose it was to solve the surface warfare coordination effort in restricted waters, particularly focusing on the Mediterranean-Jordanian crisis faced by the Commander, Sixth Fleet, in the fall of 1970. KING functioned as the primary Surface Subsurface Surveillance (SSS) Coordinator platform in the evaluation of SSS coordination procedures. In the hot war portion of ADMIXTURE, KING fired four missiles at high-speed drone targets, all in a heavy EW environment.

Returning to upkeep in San Diego on 5 March, the pace did not slacken as further preparations for compsite training unit exercises proceeded. The missile firing results of ADMIXTURE were indeterminate, hence KING was chosen to refire the missile firing portion of ADMIXTURE on its COMTUEX during 12-16 April.

The inport period in early April was again directed towards full readiness of the missile systems for the refiring of the ADMIXTURE Pacific Missile Range phase.

The remainder of the fourth quarter of the fiscal year 1971 was spent inport San Diego undergoing a major Distillate Fuel conversion from Navy Special Fuel Oil.

At the beginning of the new fiscal year, KING soon found herself preparing for her forthcoming deployment. Predeployment review in electronics, NTDS, and ordnance systems were completed prior to KING's second COMTUEX, from 28 June to 1 July, for which KING served as COMDESRON THREE's flagship. During this at-sea period COMDESRON THREE administered KING's Operational Readiness Inspection and the Battle Problem.

From the conclusion of COMTUEX until KING deployed on 17 August, the focus of attention was on training in preparation for KING's Eighth WESPAC deployment, and from 17 July to 16 August, POM.

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BASIC HISTORY (CONT) PAGE 2

On 17 August 1971, KING put to sea for her eighth WESPAC deployment since her commissioning in 1960. Steaming in company with the USS FOX (DLG-33), as a member of CTU 15.8.2, KING completed a Brief Stop for Refueling at Bremerton, Washington and turned west for Adak, Alaska and another fuel stop. Backed up by a veteran crew, CDR D. M. Jackson, KING's C.O. was embarked in his third command. On 27 August, one day out of Adak enroute to Yokosuka, KING and FOX were directed to chop to CTF 30 for the beginning of a two month span in which KING was to participate in two extended periods of Soviet surveillance operations, submit two comprehensive MIJI reports and three detailed intelligence information reports, and assist in a satisfactory evaluation of the WESTPACNORTH Interface.

On 28 August, in the vicinity of Attu Island, while operating in total EMCON in patchy Aleutian fog, KING rendezvoused with two Soviet FOXTROT class submarines and their UGRA class tender. For two days KING shadowed the eastward-bound Soviet column from a position 1000 to 2000 yards on the formation quarter. ELINT collection during this period revealed employment of a possible radar time-sharing program on the Soviet tender. KING departed the formation on 30 August for a fuel stop at Adak and, aided by VP aircraft, once again approached the Soviet group in total EMCON. KING remained undetected until visual contact was established. Early on the 31st of August, USS FOX and her group joined KING, and the six Soviet and two American ships continued eastward in company. Later that same day KING briefly held contact on a possible submarine for several minutes.

On 1 September, KING held one valid sonar contact which correlated with visual periscope sightings, one probable submarine contact by active echo ranging, and later, a third possible submarine concurrently detected by VP sonobuoy contact in the same area.

By 2 September the Soviets had passed through the Unimak Straits and into the Pacific to continue southward until 4 September when KING terminated her first surveillance mission to head for Yokosuka, Japan. A detailed intelligence information report including photographs, ELINT, and acoustic tapes was submitted 11 September. Both COMDESRON FIVE and CONASWFORPAC commended KING for her performance during this period.

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BASIC HISTORY (CONT) PAGE 3

Inport Yokosuka from 12 to 23 September, KING received her Quicvan installation and turnover files from USS HENRY B. WILSON to assume duties as CTU 71.0.4 on 12 September. Necessary personnel attended PARPRO briefs and intensive training for EW operators was conducted under supervision of NAVSECGRUDET YOKOSUKA both onboard and ashore. During this inport period, a casualty to missile fire control radar five was corrected and routine upkeep was accomplished.

On 23 September KING got underway for her second surveillance tasking as Commander Task Group 72.0 with operational control of USS DAVIDSON (DE-1045), USS PERRY (DE-1034), and USS TOLOVANA (AO-64). CTG 72.0 proceeded in total EMCON to a rendezvous with the now familiar Soviet force. EMCON status was monitored by ESM upon departing Yokosuka and a silent rendezvous was executed with TOLOVANA, 300 miles east of Yokosuka on 25 September. The entire UNREP with TOLOVANA was conducted by flashing light and communications were coordinated by ship-to-ship phones. During the EMCON period KING innovated procedures for rerouting priority traffic and rapid reestablishment of communications at the termination of EMCON. Prior coordination with the NAVCOMMSTAS was made by KING to mutual benefit.

EMCON was lifted at dawn on 28 September when KING sighted Soviet Badger aircraft on the first of four consecutive mornings of overflights. Using VP information KING headed southeast at 25 knots to close the Soviet group and negate the possibility of an unobserved end run to Petropavlovsk. ECM detection of Soviet Naval radars and the ensuing rendezvous confirmed CTG 72.0's strategy. Shortly after join-up, KING observed a chaff drop by unknown aircraft thirty miles to the north and intelligence for KING's first MIJI report was collected. During the afternoon of this day, KING intercepted emissions from Soviet submarines, surface combatants, and aircraft and held as many as 12 aircraft on her air search radar at one time. In the next three days KING observed Soviet at-sea refueling, closed to 500 yards for photo runs and noted varying amounts of air activity. On the afternoon of 29 September KING established sonar contact and continued prosecution for 14 consecutive hours until dawn on 30 September when contact was broken to join TOLOVANA for UNREP. The Soviet force then proceeded into the Sea of Okhotsk and KING, in company with DAVIDSON, set a course for Yokosuka. Throughout 30 September, KING observed an apparent Soviet AAWEX directed against land-based forces and at 0800 local on 01 October witnessed a massive chaff drop by four Soviet aircraft. Submission of a fully detailed MIJI report of this incident drew official praise from CTG 70.8, AFSPCOMMCEN, KELLY AFB TEXAS, COMFIRSTFLT, and COMSEVENTHFLT.

TG 72.0 was dissolved as KING returned to Yokosuka on 2 October and, after a brief inport period, KING transitted to Sasebo for more routine duties as CTU 71.0.4 A well-documented intelligence report for the surveillance period was submitted on 5 October with QUESTER and 35 mm camera pictures and many hours of acoustic intelligence tapes. Subsequent VP LOFAR reports revealed the probability that KING's fourteen hour contact had been a Russian E-II class nuclear submarine. Kudos for the 23 September-1 October surveillance operations were received from CTF 72, COMSEVENTHFLT, and CINCPACFLT.

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BASIC HISTORY (CONT) PAGE 4

Although tasked as CTU 71.0.4 for PARPRO picket operations, KING's 16 October-21 October operations in the Sea of Japan were concentrated on evaluating the feasibility of the WESTPAC NORTH Interface in conjunction with the BUFFER SITE at Hakata, Japan. KING documented areas of Link-11 reliability in the SOJ, and recommended improvement by closer liason between Navy and Air Force personnel, establishment of a turnover file for WPN operations, and institution of beadwindow procedures for PARPRO units. In addition, a brief intelligence report on a KYNDA class CLGM Soviet Task Group was submitted on 22 October. KING's success in the Sea of Japan was well documented by Kudos from CTG 77.4 and COMSEVENTHFLT.

On 21 October KING arrived inport Sasebo for a three day stay and a change of command ceremony. Having completed a hectic two months of special operations in close proximity to Soviet forces, KING's operating schedule for the last months of 1971 and early 1972 foretold routine operations in the Gulf of Tonkin as CTU 77.0.1.

Commander Richard R. Tarbuck assumed command of KING in Sasebo on 23 October. Hours after the change-of-command ceremony, KING began her transit to Subic Bay, Philippine Islands, for five days of upkeep. During this inport period casualties to the 5"/54 mount, the ULQ-6 and the TACAN were repaired thus allowing KING to depart for North SAR station ready for any eventuality. When KING arrived at Yankee Station on 3 November she was assigned as planeguard for USS ORISKANY from 4-5 November. The unusual assignment of an NTDS missile frigate to planeguard duty provided invaluable and seldom available shiphandling and formation steaming experience for junior officers. Late on 5 November, after a routine UNREP, KING proceeded to NSAR station to relieve USS REEVES. After turnover of files and embarkation of HC-7, DET 107 and CLEMENTINE II, KING assumed duties as CTU 77.0.1. The assignment of a helicopter detachment to KING proved fortunate by providing both operational and logistic capabilities not inherent in present DLG designs. Although without an opportunity to demonstrate its unique capabilities, during KING's two line periods in the Gulf, DET 107 maintained continuous active alert posture and facilitated transfer of personnel, mail and critical repair parts among the isolated units in the Gulf. In many ways the maintenance of operational aircraft onboard for an extended at-sea period foreshadowes KING's eventual receipt of a LAMPS aircraft.

On 10 November, after a briefing by USS HORNE and CTG 70.8 personnel, KING swapped assignments with USS HORNE and performed the duties of PIRAZ ship for a twenty-four hour period. This switch evaluated the capabilities of a DLG 6/16 lacking the normal PIRAZ complement of equipment and personnel to function as PIRAZ ship in the event of a casualty to the primary unit. While KING was deemed to have an excellent capacity to assume alternate-PIRAZ duties, several

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BASIC HISTORY (CONT) PAGE 5

Recommendations were forwarded by KING to aid future evolutions. Among the suggestions were a longer trial period, revisions to the employed communications organization, and that the next evaluation include a heavier flight/strike schedule. In addition, it was noted that a longer trial would provide data on personnel fatigue and HF circuit loading in the more strenuous environment.

While performing the primary AAW mission of air intercept control of BARCAP aircraft, KING's controllers soon established an excellent working relationship with both F-8 Crusader and F-4 Phantom pilots from ORISKANY, CONSTELLATION, and ENTERPRISE. During RADM Cooper's visit to KING in the Indian Ocean, he personally expressed his high regard for KING's air control capabilities. It should be noted that in the last three months of 1971, KING's four regularly assigned AIC's amassed over 1000 intercepts while vectoring attack, logistic, and fighter aircraft to hundreds of successful intercepts.

On 23 November, KING departed NSAR station for Subic Bay and a needed upkeep period combined with a well-deserved Thanksgiving holiday breather. Routine engineering maintenance and reprovisioning were accomplished during this brief respite and on 28 November KING once again became CTU 77.0.1 and looked forward to a three-week stay in the Gulf capped by a visit to Hong Kong for Christmas.

On the morning of 10 December after nearly two weeks of normal operations at NSAR, KING was directed to disestablish her station immediately and proceed south with her shotgun to a rendezvous with USS ENTERPRISE. Simultaneously received message traffic revealed that KING had been chosen to escort ENTERPRISE on contingency operations directed at the evacuation of U. S. personnel embroiled in the India-Pakistan war. KING's high degree of operational readiness allowed her to report to Task Force 74 with no major degradations in her primary warfare capabilities. This state of preparedness and KING's proven ability to act as an NTDS AAW picket and forward air control platform made KING the logical choice to accompany the NTDS-equipped ENTERPRISE into potentially hostile waters while acting as her far-ranging eyes and ears.

KING performed briefly as screen commander during the ENTERPRISE force transit to the Singapore holding area, and when the go-ahead was received for entry to the Indian Ocean KING participated in a high-speed formation transit of the difficult Straits of Malacca. Throughout TF 74 operations KING was positioned in AAW picket station considerably removed from the main force. Despite difficult environmental conditions KING provided continuous LINK 14 coverage for the force and acted as a dependable communications relay as well. High reliability on both termination and broadcast frequencies was maintained and on several occasions KING's radio crew was called upon to relay vital high precedence traffic to various accompanying units.

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BASIC HISTORY (CONT) PAGE 6

When Soviet units appeared to shadow the force KING's surveillance experience in the Bering sea and the Northern Pacific stood her in good stead. Real time intelligence and position reports were made by continuing accurate visual reconnaissance and an alert electronic intercept posture. An evaluation of Soviet intentions during TF 74 operations with a proposal for establishment of liason between Sixth and Seventh Fleets for dealing with Soviet surveillance was forwarded to CTF 74 as part of KING's "lessons learned" for Indian Ocean operations.

Task force 74 operations were highlighted by continuous successful dealings with Service Force ships and by participation in Exercise Beacon Tower XI.

On 29 December, near the end of her assignment to TF 74, KING was afforded an opportunity to prove her AAW coordination and control capabilities. Exercise Beacon Tower XI tested KING, ENTERPRISE and PARSONS with a simulated hostile real-time AAW environment consisting of low level high-speed raids in both stream and random configuration. KING's air controllers splashed four "hostile" A-6 aircraft while the Terrier missile defense suit was given "Birds Affirm" on 4 more raiders. BEACON TOWER provided an excellent training opportunity for KING.

KING was detached from TF 74 on 1 January 1972 and to make a six-day visit to Singapore before stopping at Subic Bay for offload of WESTPAC pool equipment and her security group personnel and hardware.

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CHRONOLOGY OF EVENTS - 1971

1 JAN - 17 JAN	Upkeep, San Diego
18 JAN - 24 JAN	Missile System Readiness Test, San Diego
25 JAN - 28 JAN	Underway, ADMIXTURE Workup
29 JAN - 31 JAN	Upkeep, San Diego
1 FEB - 2 FEB	ASW School Ship
3 FEB - 16 FEB	Upkeep, San Diego
17 FEB - 22 FEB	Missile System Readiness Test, San Diego
23 FEB - 4 MAR	EXERCISE ADMIXTURE
5 MAR - 6 APR	Upkeep, San Diego
7 APR - 11 APR	Missile System Readiness Test, San Diego
12 APR - 16 APR	COMTUEX 2-71
16 APR - 20 APR	Inport, San Diego, Distillate Fuel Conversion
16 JUN - 18 JUN	Pre-deployment Review
21 JUN - 25 JUN	Underway, Type Training
26 JUN - 27 JUN	Inport, San Diego
28 JUN - 1 JUL	COMTUEX 9-71
2 JUL - 5 JUL	Inport, San Diego
6 JUL - 9 JUL	Underway, Type Training
10 JUL - 16 JUL	Upkeep, San Diego
17 JUL - 16 AUG	Preparation for Overseas Movement, San Diego
17 AUG - 19 AUG	Underway, Enroute, Seattle, Washington
20 AUG	Inport, Seattle
21 AUG - 10 SEP	Underway, Enroute, Yokosuka, Japan. Special Operations

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CHRONOLOGY OF EVENTS - 1971 (CONT)

11 SEP - 23 SEP	Inport, Yokosuka
24 SEP - 30 SEP	Underway, Special Operations
1 OCT - 2 OCT	Enroute, Yokosuka
3 OCT - 4 OCT	Inport, Yokosuka
5 OCT - 6 OCT	Enroute, Sasebo
7 OCT - 16 OCT	Inport, Sasebo
17 OCT - 20 OCT	Underway, Special Operations, Sea of Japan
21 OCT - 22 OCT	Inport, Sasebo
23 OCT - 25 OCT	Enroute, Subic Bay, Philippines
26 OCT - 27 OCT	Underway, local operations area
28 OCT - 31 OCT	Inport, Subic
1 NOV - 22 NOV	Underway, Operations, Gulf of Tonkin
10 DEC - 31 DEC	Special Operations, as a unit of Task Force 74