

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

FPO SAN FRANCISCO 96601

DLG10:MWC:jdW

5724

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24 APR 1974

From: Commanding Officer, USS KING (DLG-10)

To: Director of Naval History (OP-09B9)

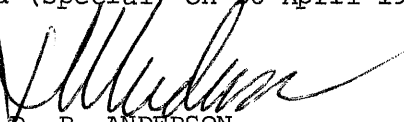
Subj: Command History 1973, [REDACTED]

Ref: (a) OPNAVINST 5750.12B

Encl: (1) Chronology of Events (1973)
(2) Basic Narrative (1973)
(3) Documentary Annex (1973)
(4) Chronology of Events (1974)
(5) Basic Narrative (1974)
(6) Documentary Annex (1974)

1. Pursuant to the requirements of reference (a), enclosures (1) through (6) are forwarded.

2. USS KING will be decommissioned (special) on 30 April 1974.



D. R. ANDERSON

Copy to:
CINCPACFLT
COMCRUDESAC
COMDESRON SEVENTEEN
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Chronology of Events - 1973

1 - 13 January	Commander, Middle SAR Picket Unit, Gulf of Tonkin, CTU 77.0.4
14 - 17 January	Enroute Sasebo, Japan
17 - 28 January	Inport SASEBO
28 - 30 January	Enroute Yokosuka, Japan
30 Jan - 3 Feb	Inport Yokosuka
3 - 7 Feb	Enroute Subic Bay, Philippines
7 Feb	Inport Subic Bay
7 - 9 Feb	Enroute Gulf of Tonkin
9 - 12 Feb	On Station, Training Area, Gulf of Tonkin, as unit of 77.1.1
13 - 14 Feb	Enroute Subic Bay
14 - 20 Feb	Inport Subci Bay
20 - 22 Feb	Enroute Gulf of Tonkin
23 - 26 Feb	Commander Mine Countermeasures Support Unit, CTU 78.2.3
27 Feb - 1 March	Commander Mine Countermeasures Support Unit, CTU 78.0.6
2 - 3 March	Enroute Subic Bay
3 - 4 March	Inport Subic Bay
4 - 5 March	Enroute Kaohsiung, Taiwan
5 - 9 March	Inport Kaohsiung
9 - 10 March	Enroute Hong Kong, B.C.C.
10 - 17 March	Inport Hong Kong
17 - 18 March	Enroute Gulf of Tonkin
19 - 30 March	Commander North SAR Picket Unit, CTU 77.0.1
31 - 5 April	Enroute Yokosuka

5 - 6 April	Inport Yokosuka
7 - 11 April	Enroute Midway Island
11 April	Inport Midway
11 - 14 April	Enroute Pearl Harbor, Hawaii
14 April	Inport Pearl Harbor
15 - 21 April	Enroute San Diego, California
21 April - 11 June	Inport San Diego
25 - 28 April	Berth shift to Broadway Piers From, 32nd St. Pier, as Visit Ship (Public)
29 April	Return to 32nd St. Pier
11 June	Enroute SEAL Beach, California
11 - 12 June	ASROC and Terrier Missile Offload
12 June	Enroute San Diego
12 June - 7 August	Inport San Diego
22 - 24 June	Inport San Diego, Host Ship for HMCS COLUMBIA
7 July	Change of Command
7 August	SOCAL OPS
8 - 12 August	Upkeep San Diego
13 - 17 August	Close-In Weapon System Ops (CIWS) Pacific Missile Range
16 August	ASROC Firing at "Mine-Mobile" Target
18 - 26 August	Upkeep San Diego
27 August - 1 Sept	CIWS - PMR
2 - 4 Sept	Inport San Diego
5 - 8 Sept	CIWS - PMR
9 Sept	Inport San Diego
10 - 15 Sept	CIWS - PMR/Participation in exercises "Falling Brave", Continental Air Defense Exercise

16 Sept - 1 Oct	Temporary Availability, USS DIXIE, San Diego
2 - 4 Oct	CIWS - PMR
5 - 10 Oct	Inport San Diego
11 Oct	CIWS PMR
12 - 28 Oct	Upkeep San Diego
29 Oct	Mini-Mobile Target ASW Exercise
29 Oct - 2 Nov	Participation in Exercise "Falling Keynote", Continental Air Defense Exercise CIWS PMR
3 - 4 Nov	Inport San Diego
5 - 9 Nov	CIWS - PMR
10 - 25 Nov	Upkeep San Diego
26 Nov	Enroute Port Hueneme. Emergency SAR participation.
27 Nov	Inport, Port Hueneme
28 - 29 Nov	CIWS, PMR
30 Nov - 2 Dec	Inport San Diego
3 - 7 Dec	CIWS PMR/Enroute San Francisco
8 - 9 Dec	Inport San Francisco
10 Dec	CIWS. Enroute Port Hueneme
11 - 12 Dec	Inport Port Hueneme
13 Dec	Enroute San Diego
14 - 31 Dec	Inport San Diego

BASIC HISTORY

In 1973 USS KING (DLG-10) participated in a wide range of activities, several of them new, both in the Western and Eastern Pacific. At the year's beginning, midway through her ninth deployment to WESTPAC, she was involved in the most intensive aerial attacks on North Vietnam ever conducted during the war, while by year's end she was acting in a new mission as operational, test, and evaluation platform for the Vulcan-Phalanx Close-In Weapons System being developed by the General Dynamics Corporation. In the interim she acted as a support unit for the minesweeping and amphibious forces conducting the clearing of mines from North Vietnamese waters, and she also participated in two North American Continental Air Defense exercises. On two occasions she tested a new ASW target vehicle, termed the "mini-mobile" target, developed by the Applied Physics Laboratory, University of Washington and successfully fired one ASROC missile at it. By year's end preparations were well advanced for her first modernization since commissioning; her 5 inch 54 gun and Terrier missile launcher had been removed for refurbishment.

As a unit of the Cruiser-Destroyer Force, U. S. Pacific Fleet, she also changed administrative commands, moving from Destroyer Squadron FIVE to Destroyer Squadron SEVENTEEN and had been designated the flagship for Destroyer Squadron SEVENTEEN. Overall operational commander was Commander THIRD Fleet while in EASTPAC and the Commander SEVENTH Fleet during the WESTPAC deployment. In her role as platform for the development of PHALANX, she was under the operational control of the Deputy Commander, Operational Test and Evaluation Force, U. S. Pacific Fleet. CDR Richard R. TARBUCK, USN, served as the Commanding Officer of the KING until 7 July, when he was relieved by CDR Donald R. ANDERSON, USN.

USS KING's primary mission is Anti-Air Warfare. She is equipped with Terrier Missiles and the Naval Tactical Data System (NTDS). Her ASW armament is the ASROC system and surface launched MK 44 torpedoes. The ship's armament is rounded out by the conventional 5"/54 and two twin 3"/50 guns. In addition, while in WESTPAC in the Gulf of Tonkin, USS KING also carried one H-3 Helicopter which enabled her to act as a search and rescue ship.

On 1 January 1973, USS KING was on station as Commander of Middle Search and Rescue (MIDSAR) Picket Unit in the Gulf of Tonkin with a "Big Mother" SAR Helicopter on deck. Massive aerial attacks of North Vietnam below 20° North Latitude were being conducted through B-52 strikes and day and night strikes from five attack Aircraft Carriers positioned in the Gulf of Tonkin area. Air controllers onboard USS KING were alert and able to accept control of Air Force MIG Combat Air Patrol (MIGCAP) on short notice. The controllers also provided timely and thorough coverage of B-52 cells eggressing from North Vietnamese airspace. Flight following for B-52's and positive control of associated MIGCAP was provided for up to 30 cells of B-52's each day. Flight Quarters teams were held on five minute "SAR alerts" for each of the four or five missions conducted each night. The introduction of a Surface Combat Air Patrol (SURCAP) added a new responsibility to USS KING's MIDSAR duties as she became the primary air controller for these aircraft. Thus in early January KING exercised primary control over all B-52 strikes in Route Packages III and IV, MIGCAP, SURCAP, Electronic Intelligence Aircraft and Navy interdiction strikes. On January 14 when USS KING departed the Gulf enroute to Sasebo, Japan, this line period had encompassed 40 days of intense activity including around

the clock alerts for 12 days.

USS KING was inport Sasebo from 17-28 January for well-deserved rest and much-needed repairs. The repair package was large but was expeditiously achieved, and the crew enjoyed some hard-earned liberty. The visit was highlighted by a 4-day shipwide basketball tournament in which most of the ship's divisions participated.

By the time KING was ready for return to duties in the Gulf on 27 January the cease fire and agreement on cessation of all hostilities in Vietnam had occurred. USS KING was assigned to join Task Force 78 (the mine clearance units) and stopped briefly in Yokosuka to onload a QUICVAN. The conduct of mine clearance negotiations in the Gulf onboard the USS WORDEN and a desire not to change negotiating platforms delayed reporting for duty with TF 78 until 23 February. In the interim, USS KING acted as a Soviet surveillance reporting unit for an AGI, AO and two MSF's, and made a one-week stop at Subic Bay for upkeep. In addition she participated in various training programs established in the southern portion of the Gulf, including multiple air threat, ESM and Anti-KOMAR boat exercises. She also conducted two jamming exercises utilizing landbased Marine assets.

Joining the ENDSWEEP Task Force on 23 February, she became Task Unit Commander for Mine Countermeasures afloat units, and was surveillance coordinator for all mine countermeasure and supporting ships off Haiphong roadstead. The MCM Force executed an emergency sortie from the Haiphong roadstead on 28 February for which USS KING assumed defensive cover for the sortie at the rear flank of departing units.

The first two weeks in March saw USS KING visiting two ports which she had not seen during this or her previous deployment; Kaohsiung, Taiwan and Hong Kong. After a 1 day stop in Subic Bay, 5 days were inport Taiwan for a combination upkeep and R & R, and 7 days inport Hong Kong for R & R. On 17 March USS KING proceeded from Hong Kong directly to the Gulf and took command of North SAR Picket Station as CTU 77.0.1 for her final SEVENTH Fleet assignment of the deployment and the only SAR station she had not previously been assigned to this deployment. Control of surveillance and Force CAP was a primary role along with the surveillance of merchant traffic in the Gulf. Normal onboard SAR helo support was provided as well.

Upon her departure from the Gulf at the end of March USS KING had participated in every aspect of destroyer support to United States and South Vietnamese units, and in the course of her deployment had been a Commander for nine separate Task Units, more than any other SEVENTH Fleet unit during this period. Congratulatory messages (included in the Documentary annex) for USS KING's performance were received from CINCPAC, CINCPACFLT, COMSEVENTHFLT, COMCRUDESPEC, CTF SEVEN-FIVE and COMCRUDESFL0T ELEVEN. For her performance USS KING was awarded the Meritorious Unit Commendation by the Chief of Naval Operations.

Enroute San Diego, short stops were made at Yokosuka to offload the QUICKVAN (5 April), at Midway for fuel (11 April), and Pearl Harbor for refuel, check through customs and take on shipriding guests (14 April). USS KING arrived in San Diego on 21 April. While free time was available during the deployment, about 40 KINGSMEN participated in the Army-Navy Academy Courses taught onboard - 5 high school level courses in Math, English, History and Government were offered and 11 men succeeded in completing all VA requirements for their high school diplomas. Enroute from Pearl Harbor to San Diego, 13 brothers and sons of crewmembers were brought aboard, organized into their own "BS" division, and given an orientation to all unclassified facets of shipboard life.

From 21 April until 11 June USS KING remained inport San Diego, first for a month of stand-down, then for upkeep. This was a relatively quiet period. The only activity was a berth shift to the public piers on 25 April for 3 days as CRUDESPEC's official public "visit ship". On 11 June USS KING went to Seal Beach, California, to offload ASROC and Terrier Missiles and shortly afterwards received official nuclear "desertification", ie, no longer had the official capability to carry nuclear weapons. This was a normal administrative procedure prior to modernization which was scheduled for 1974. From 12 June when USS KING returned to San Diego, until 7 August USS KING remained inport. The only noteworthy events were acting as host ship for HMCS COLUMBIA during her visit 22 - 24 June and the Change of Command on 7 July when CDR Richard R. TARBUCK, USN, was officially relieved as commanding officer by CDR Donald R. ANDERSON, USN.

During this quiescent period inport San Diego a new weapons system being developed by the General Dynamics Corporation was installed on USS KING's fantail for Initial Operational Test and Evaluation. The objective of this testing was to demonstrate that the system was suitable for service use and provide the basis for a production go ahead in FY 74. Initial at-sea testing began during an at-sea period from 13 - 17 August and continued on an intensive basis through the remaining months of 1973. USS KING spent approximately 40 days at sea at different times conducting these tests, often bunkering at Port Hueneme, California, for short-fuse repairs to the system by the General Dynamics contractor.

During this testing period USS KING participated in three other noteworthy exercises and on Emergency SAR. On 16 August she tested a new ASW target vehicle, termed the "mini-mobile" target, designed and developed by the Applied Physics Laboratory, University of Washington and successfully fired an ASROC exercise shot at it. Evaluation of the performance of the target was provided to the developer and COMCRUDESPEC, and a second evaluation was conducted on 29 October with the developing agency on board.

In preparation for her upcoming modernization (bids were being sought from various yards for this contract by year's end) USS KING had her 5"/54 mount, middle fire control radars and Terrier launcher removed for refurbishment.

On two occasions, USS KING played a significant role in Joint Continental Air Defense Exercises, "Falling Brave" on 10 - 15 September and "Falling Keynote" on 29 Oct - 2 Nov. As a result of extensive comments and recommendations submitted by USS KING evaluating these exercises, she was commended by CINCPACFLT, by the CO, LUKE AIR FORCE BASE praised USS KING for demonstrating that Naval Surface Support Forces were a "valuable asset in our air defense posture" and for her example of "interservice cooperation" (see Documentary Annex).

While enroute Port Hueneme on 26 Nov USS KING participated in an Emergency SAR for a downed H-3 Helicopter, conducted a standard search for the survivors, and served as on-scene commander for a portion of the SAR. Other assets included an S-2 aircraft and Navy and Coast Guard H-3 Helicopters. KING's lifeboat recovered debris. 4 of the 5 crewman were rescued by helicopters.

During the early part of December USS KING traveled to the San Francisco area to conduct heavy weather trials of the PHALANX system and spent two days inport San Francisco at the Embarcadero piers. She returned to San Diego on 13 December and remained inport for stand-down during the Christmas Holiday season.