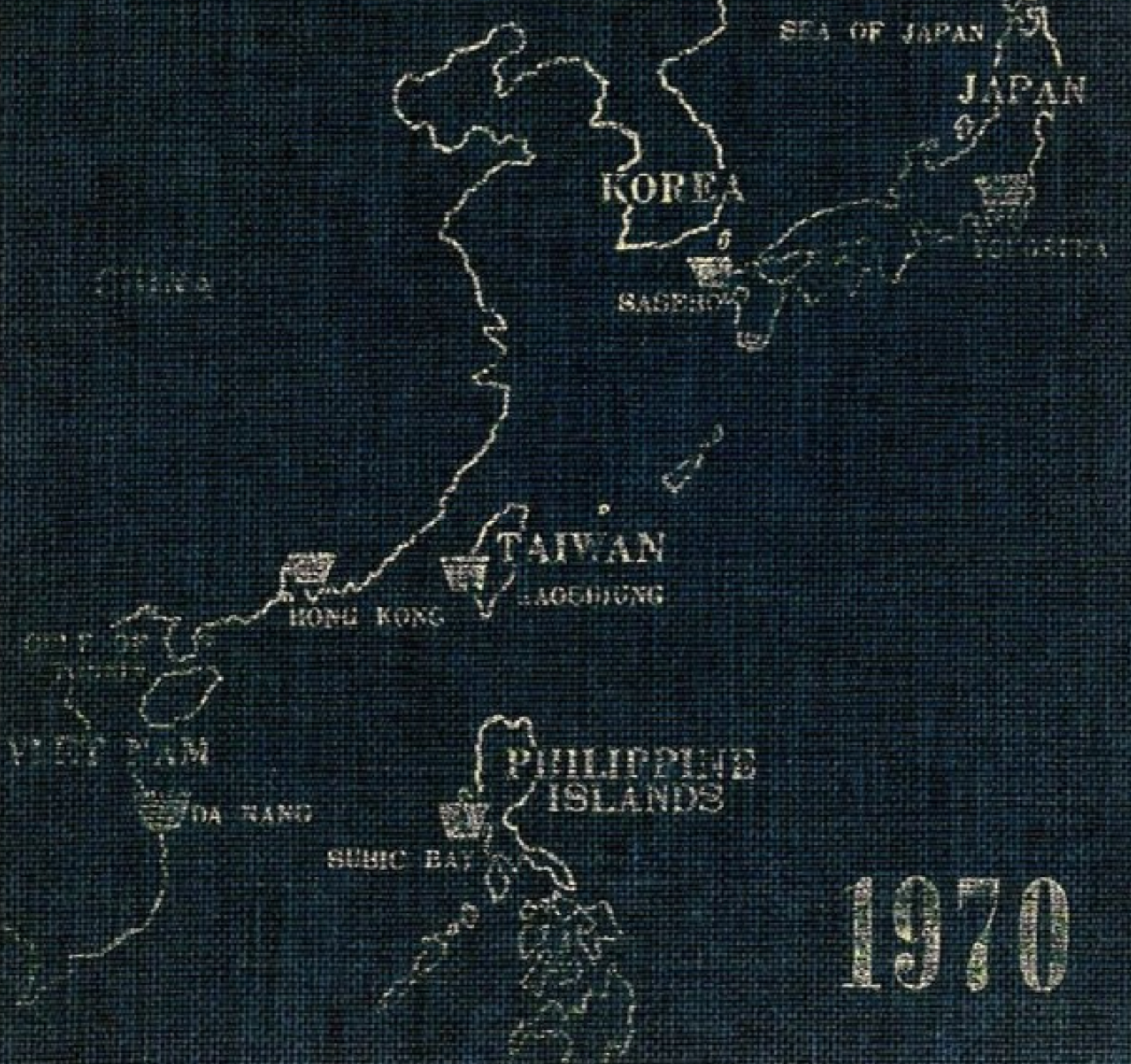


WESTPAC WANDERING



1970



**USS KING DLG-10
1970 WESTPAC CRUISE**



FLEET ADMIRAL ERNEST J.KING

SHIPS HISTORY

HISTORY OF USS KING (DLG-10)

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. KING was launched on 6 December 1958, commissioned on 17 November 1960, and proudly took her place in the Navy as the first ship named after Fleet Admiral Ernest J. KING.

Fleet Admiral KING was born in Lorain, Ohio on November 23, 1878. He attended the United States Naval Academy, graduating with distinction in 1901 to commence a long and distinguished career in the service of his country and the United States Navy. Fleet Admiral KING served in USS SAN FRANCISCO as a Naval Cadet in the Spanish American War. He was awarded the Navy Cross for distinguished service during World War I as Assistant Chief of Staff for the Commander-in-Chief, U. S. Atlantic Fleet.

In 1927, Admiral KING completed flight training at Pensacola, Florida and was designated a Naval Aviator. There followed tours of duty in various aircraft squadrons and command of the aircraft carrier LEXINGTON in 1930. He was promoted to the rank of Vice Admiral. He later served as Commander-in-Chief, United States Fleet. This job was combined in 1942 with that of the Chief of Naval Operations and the Senate confirmed his appointment to that post for a term of 4 years in March, 1942. On December 15, 1944 Admiral KING was promoted to the highest grade in the Navy – the five star rank of Fleet Admiral.

The 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, together with the most advanced 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 and with her high pressure steam turbines is 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 missiles are 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 has served in six deployments to the Western Pacific/Southeastern Asia area since commissioning, the latest having been completed in December 1969. She has earned the Meritorious Unit Medal, the National Defense Service Medal, the Armed Forces Expeditionary Medal, the Viet Nam Service Medal, and the Republic of Viet Nam Medal during these tours of duty. While serving in these deployments KING was an integral part of the U. S. SEVENTH Fleet.

KING is currently commanded by Commander Dempster M. JACKSON, U. S. Navy, who is the eighth Commanding Officer to take KING "down to the sea", having assumed command on 23 May 1970.



COMMANDER DEMPSTER M.JACKSON



COMMANDING OFFICER

Commander Dempster M. JACKSON, a native of Southern California, attended the United States Naval Academy and was commissioned an Ensign in the U. S. Navy upon graduation in 1952. During that year he was a member of the Navy crew representing the United States at the Olympic Games in Helsinki, Finland.

Commander JACKSON's first tour of duty was aboard the USS DEHAVEN (DD-727) serving as Main Propulsion and Damage Control Officer during the Korean conflict. His next assignment was CIC Officer and Regulus Missile Guidance Officer on the cruiser USS HELENA (CA-75). Using his guided missile experience, Commander JACKSON then served as the Navy Liaison Officer to the Army Ballistic Missile Agency in Huntsville, Alabama functioning as the Inertial Guidance Officer on the first FBM (Jupiter) Launch Team. Continuing in the missile field, he next was assigned to the Bureau of Ordnance in Washington, D. C. in 1957 as Test Officer for the Polaris Project.

Commander JACKSON assumed command of the USS SUMNER COUNTY (LST-1148) in June 1958. His two years of command were followed by a tour at the Navy Post Graduate school at Monterey, California where he studied Underwater Acoustics Engineering. Returning to sea in 1963, as Executive Officer and Navigator of the USS MADDOX (DD-737), Commander JACKSON was awarded the Navy Commendation Medal with Combat "V" when North Vietnamese motor-torpedo boats attacked that American destroyer in the Gulf of Tonkin on 2 and 4 August 1964.

Commander JACKSON assumed command of the USS CHARLES BERRY (DE-1035) in February 1965 serving in that post for two years. For this service he was awarded his second Navy Commendation Medal. From March 1967 to March 1968, Commander JACKSON served as Operations Officer of the Naval Support Activity in Danang, Republic of Vietnam. For his timely action during the critical 1968 Tet Offensive, he was awarded the Bronze Star with Combat "V".

Prior to his tour as Commanding Officer of KING, Commander JACKSON was Deputy Director of Systems Engineering at the Anti-Submarine Warfare Project Office in Washington, D. C.



EXECUTIVE



LCDR. E. E. KILLINGER

Lieutenant Commander KILLINGER, born in Springfield, Ohio, first served on the USS BENNINGTON (CVS-20). In November of 1962 Mr. KILLINGER reported onboard the USS J. W. THOMASON (DD-760) as Weapons Officer.

He next spent a year at U. S. Naval Post Graduate School, Monterey, California as a student in the Engineering curriculum. Upon graduation he was assigned to Fleet Anti-submarine School for instructor duty. In May of 1967, LCDR KILLINGER went to Naval Advisory Group, Vietnam as a Military Vietnamese Advisor. He was then transferred to KING as Weapons Officer and later assumed the duties as Executive Officer. Mr. KILLINGER has since reported to Naval Operations in Washington, D. C.

OFFICER



LCDR. C. I. COOK

Lieutenant Commander COOK, a native of Seattle, Washington, is a 1960 graduate of the United States Naval Academy. His first tour of duty was aboard USS BUCK (DD-761) and in March 1962 he was transferred to Utility Squadron THREE (VU-3) where he served as Officer-in-Charge of DASH Detachment and Pacific Fleet DASH Standardization Officer.

Lieutenant Commander COOK's next two years were spent aboard USS DAVIDSON (DE-1045) as Weapons Officer. In March of 1967 LCDR COOK reported to Chief of Naval Personnel (Pers-B2222) for duty as Assistant for Favorable Separations Continuities. Following his two year tour in Washington, D. C., Lieutenant Commander COOK was transferred to Commander Cruiser-Destroyer Flotilla ELEVEN and served as Surface Operations Officer in charge of Training and Readiness Scheduling. In August 1970 LCDR COOK reported onboard KING as Executive Officer.



OPERATIONS DEPARTMENT



LCDR.D.C.BROWN
OPERATIONS OFFICER

Lieutenant Commander BROWN is a native of Saginaw, Michigan. He entered the United States Naval Academy in the summer of 1958 and upon graduation was commissioned an Ensign on 6 June 1962. Lieutenant Commander BROWN's graduation orders carried him west to Pearl Harbor and USS MCMORRIS (DE-1036) where his duties were Communication/Operations Officer and Navigator. Completing his tour at sea in December 1965 he entered the Naval Post Graduate School and then attended Naval Amphibious School at Colorado, California.

In August 1967 Lieutenant Commander BROWN reported to Coastal Division ELEVEN as Division Commander and in November 1968 was ordered to KING as Operations Officer.



LCDR.J.W.STEWART
OPERATIONS OFFICER

Lieutenant Commander STEWART was born in Sherman, Texas and attended Georgia Technical Institute in Atlanta, Georgia. Upon graduation in the summer of 1961 he entered Officer Candidate School and was commissioned an Ensign on 13 April 1962. LCDR STEWART then attended a three month course at Justice School in Newport, Rhode Island.

June of 1962 saw LCDR STEWART begin his first tour of duty at sea onboard USS MOALE (DD-693) as Second Division Officer. In August of 1962 he attended Fleet Sonar School and in October of that year received orders to USS HAROLD J. ELLISON (DD-864) where he served as Anti-Submarine Warfare Officer and Combat Information Center Officer on a Caribbean cruise and later as Operations Officer and Navigator on a Mediterranean cruise. In July 1965 LCDR STEWART began his graduate work at Naval Post Graduate School in Monterey, California and upon graduation received orders to KING as Operations Officer.



LT. M. R. P. BERMAN
COMMUNICATIONS OFFICER



LT. R. A. WACHSTEIN
ELECTRONIC WARFARE OFFICER



LTJG J. M. STEUSSY
CIC OFFICER



**LTJG R.H. WESTRAY
NTDS MAINTENANCE OFFICER**



**LTJG P.L. LUND
INTELLIGENCE OFFICER**



**CWO-2 R.O. JAMES
ELECTRONICS MATERIAL OFFICER**



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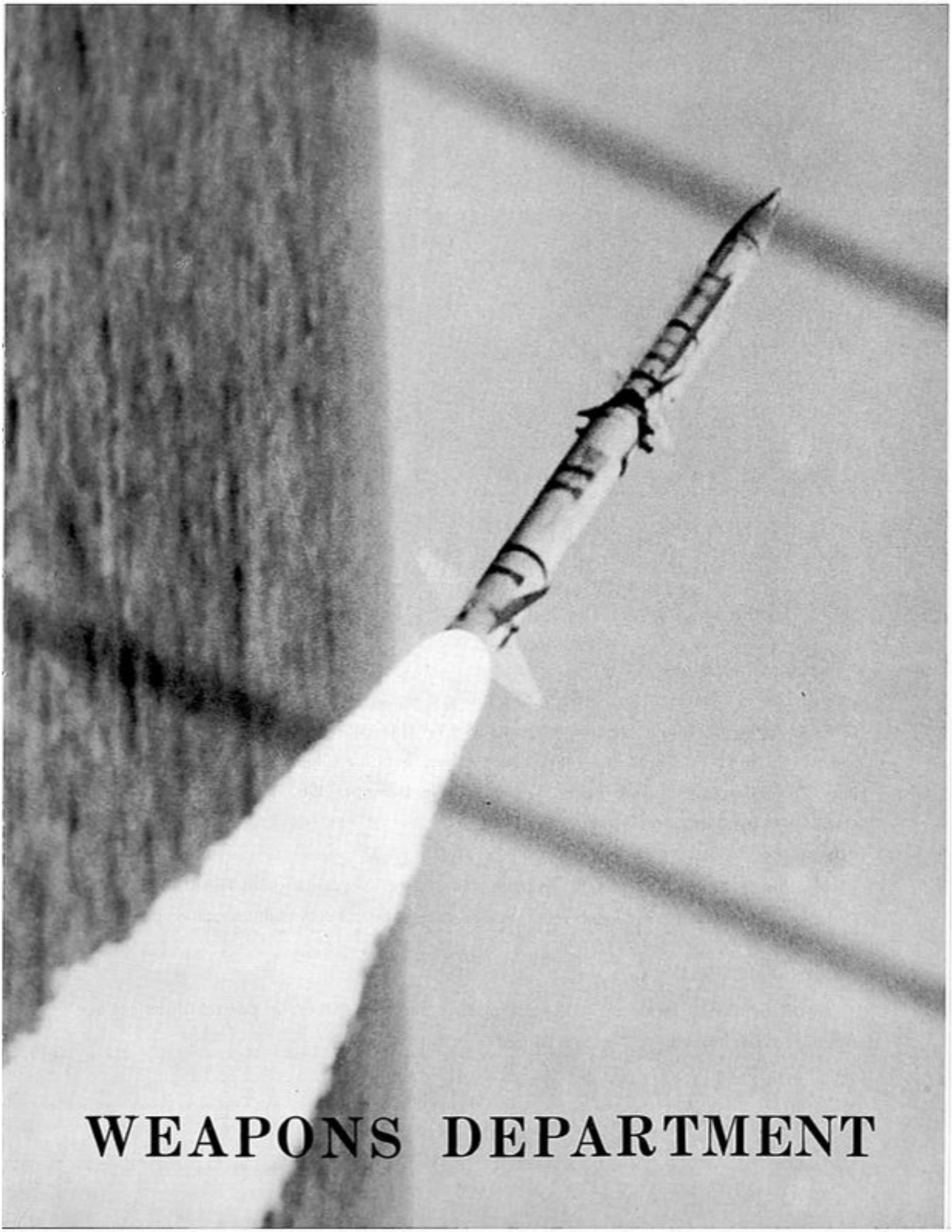






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WEAPONS DEPARTMENT



**LT.J.I.WILLIAMS
WEAPONS OFFICER**

Lieutenant WILLIAMS is a native of Philadelphia, Pennsylvania and began his naval career as an enlisted man in October 1949. He first served aboard a United States battleship, USS WISCONSIN (BB-64), during the Korean conflict. In July 1955 LT WILLIAMS was brought back to the Atlantic and to USS NEWPORT NEWS (CA-148) where he served until the autumn of 1962 and his entrance into Officer Candidate School. Upon commissioning in December 1962 he was ordered to USS CANBERRA (CAG-2) as Assistant Fire Control Officer.

In February 1966 LT WILLIAMS was transferred to shore duty and attended TERRIER/TARTAR Officer course in Dam Neck, Virginia, and then performed instructor duty until his rotation in October 1968.

In December 1968 Lieutenant WILLIAMS reported onboard KING as Fire Control Officer and has recently assumed the duties of Weapons Officer.



LT.R.M. LEWIS
ASW OFFICER



LTJG L.R. YARNELL
FIRE CONTROL OFFICER



LTJG J.A. OTTERBEIN
FIRST LIEUTENANT



LTJG W. ALEXANDER
GUNNERY OFFICER



ENS.R.B. COLQUHOUN
MISSILE OFFICER



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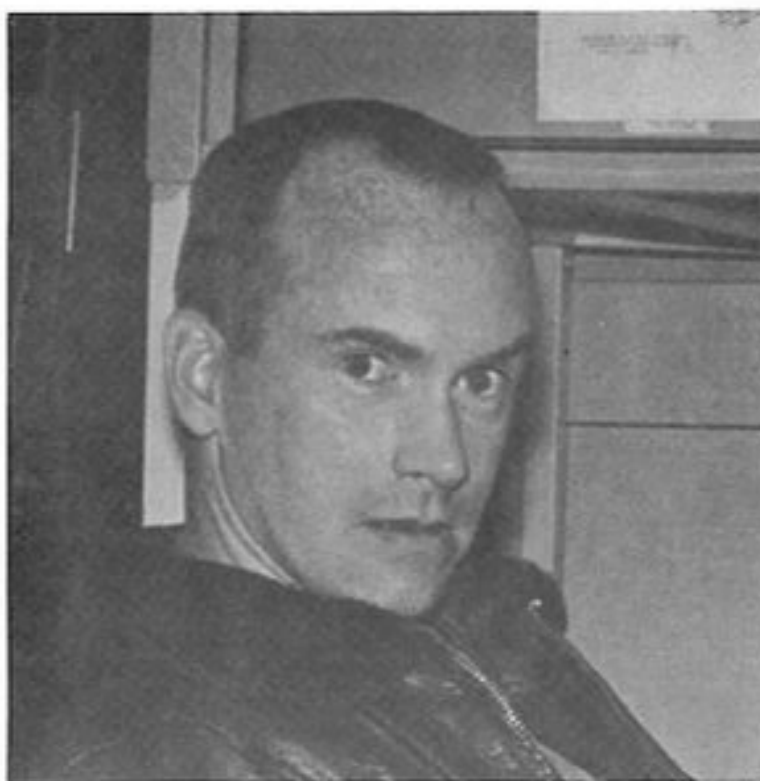


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ENGINEERING DEPARTMENT



**LCDR. W. J. HILL
CHIEF ENGINEER**

Lieutenant Commander HILL was born in Darby, Pennsylvania. After graduation from Officer Candidate School in March 1961 Mr. HILL assumed his first duty aboard the USS BIGELOW (DD-942) as Damage Control Assistant. Upon completion of a six month course of study at Destroyer School in Newport, Rhode Island, LCDR HILL reported onboard the USS ALLEN M. SUMNER (DD-692) as the Chief Engineer. Mr. HILL served at two more commands before reporting to KING. From October 1966 to October 1967 he served as Assistant Operations Officer at the Naval Support Activity, Danang and from November 1967 to March 1970 LCDR HILL served with Commander Destroyer Development Group TWO as the Group Engineer. LCDR HILL is presently Chief Engineer onboard KING.



LT.T.M. MEEHAN
DAMAGE CONTROL ASSISTANT



LTJG J.S. POLK
MAIN PROPULSION ASSISTANT



ENS.J.W. WENDEL
ELECTRICAL OFFICER



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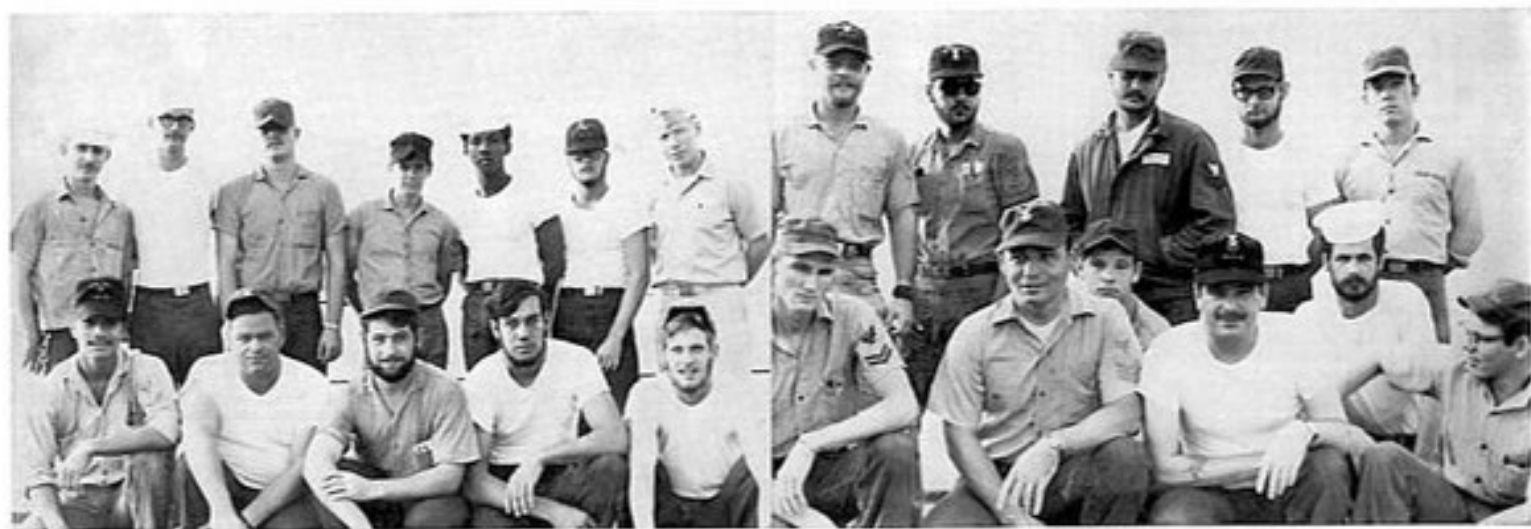


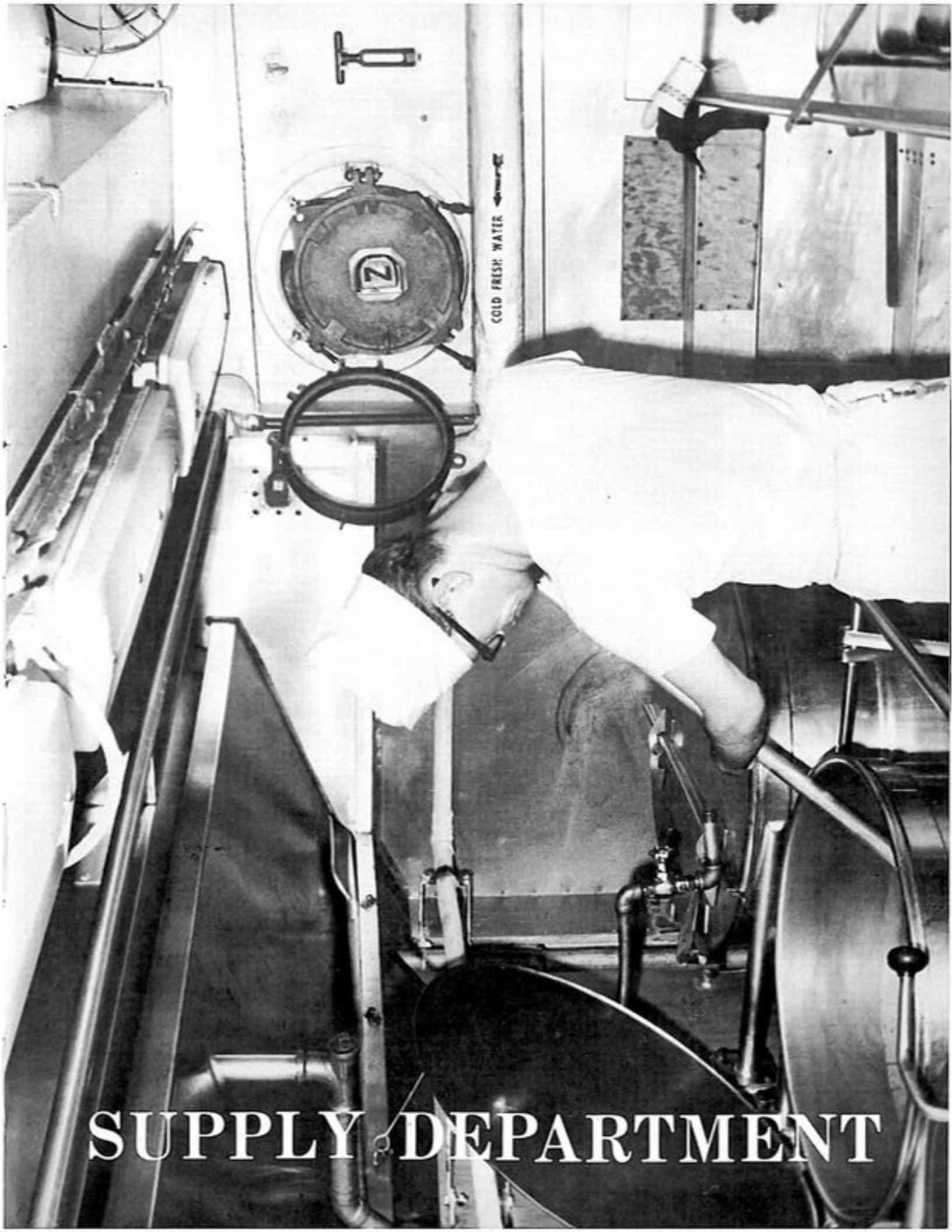
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COLD FRESH WATER ←

SUPPLY DEPARTMENT



**LCDR.J.E.KOPP
SUPPLY OFFICER**

Lieutenant Commander KOPP was born in Geneva, Illinois. He was accepted in Officer Candidate School in June of 1960 and was commissioned in May 1961. Upon commissioning, his first assignment was the USS ORISKANY (CVA-34) as Wardroom/Sales Officer. In April of 1963 LCDR KOPP was transferred to Mare Island Naval Shipyard where he assumed the duties as Assistant Stock Control Superintendent.

Lieutenant Commander KOPP spent the next four years at Transportation Traffic Terminal Division 12-1. In March of 1968 LCDR KOPP received orders to Defense Depot, Ogden, Utah, where he served as Storage Officer. In January of 1970 LCDR KOPP reported aboard KING as Supply Officer.



**LTJG W.L. GUY
DISBURSING OFFICER**





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LET'S THROW THESE WHITES
IN WITH THAT RED BEDSPREAD....



NAVIGATION PERSONNEL





LTJG R.E. LAUER
NAVIGATOR/PERSONNEL OFFICER

Lieutenant (junior grade) LAUER was born in Spokane, Washington. He graduated from Officer Candidate School on August 17, 1967. Upon graduation from college in 1968 he received orders to USS CHARA (AE-31) as Second Division Officer. In January of 1970 Mr. LAUER reported to Naval Training Center, San Diego to further his studies in Navigation. Upon completion of Navigation School Mr. LAUER reported to KING as Ship's Navigator. He is also Ship's Secretary and Personnel Officer.



SICK BAY



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PERSONS



CAPTAIN'S OFFICE



On 6 July 1970 KING left San Diego on her seventh deployment to the Western Pacific to serve as Search and Rescue ship.

The first port visit was a three day stay in Pearl Harbor, Hawaii. Following Hawaii, there was a brief stop for fuel at Midway Island on 18 July. KING officially reported to the SEVENTH Fleet for duty on 22 July while in transit from Midway to Guam in the Marianas Islands. After refueling and an all too brief four hours of liberty on Guam, the transit west continued.

Our next stop was Subic Bay in the Philippines. We were in Subic for seven days and spent the days performing maintenance and preparing for operations in the Gulf of Tonkin.

During the transit the ship had regularly scheduled casino nights, sing-a-longs, karate lessons, skeet shooting and evening movies.

We left Subic Bay on 6 August and on 9 August embarked a helicopter with crew from the relieved the USS COONTZ (DLG-9) on station in the Gulf of Tonkin about 40 miles off the coast of North Vietnam. We remained on station for nine days of operation as a Search and Rescue Unit and picket ship. The weather during this period was hot and humid with temperatures in the 90's during the day and dropping to 75° at night.

Our next stop was Kaohsiung, Taiwan, where we again refueled and had a few hours ashore before leaving for Yokosuka, Japan, via the Taiwan Straits. We arrived in Yokosuka on 24 August for another period of upkeep and maintenance. Many KINGSMEN started their WESTPAC shopping in Yokosuka.

While in Yokosuka two tours were scheduled to the World's Fair in Osaka. Approximately 60 officers and men were able to attend.

Next we were underway to the Sea of Japan. We spent seven days at sea as part of PARPRO (Peace Time Air Reconnaissance Program) Task Unit after which we returned to Sasebo. Our time in Sasebo was spent in many ways; shopping, softball, some short tours and a ship's party which was well received by all hands from Seaman to Captain. But most of the time and effort expended were to maintain and improve the capability of KING to do her job. These jobs were completed on schedule and we returned to the Sea of Japan on 22 September to resume duties as PARPRO picket ship.

On 28 September we were relieved of our duties in the Sea of Japan and were headed for the "Jewel of the Orient", the British Crown Colony of Hong Kong, for six days of rest and recreation.

Hong Kong was a colony of color and contrast, of a thousand strange sights, of fantastic bargains, of rickshaw rides and walla walla ridges, of smart cosmopolitan night spots and hectic Chinese dance halls, of the fashions of Mayflower and the Hong Kong split skirt. All this and more was observed by KINGSMEN in the colony.

After our well enjoyed vacation in Hong Kong we returned to Subic Bay to refuel and take on a helo detachment for operations in the Gulf on Tonkin as Search and Rescue ship once again.

We left the Gulf of Tonkin on 27 October and steamed to Subic Bay. We arrived in Subic on 29th October to off load the helo detachment, take on stores, and refuel. We also had our last night of liberty in Subic Bay this cruise. On the morning of 30 October we were underway for Sasebo.

From 6 - 10 November we once again underwent operations as PARPRO picket in the Sea of Japan. The remainder of the month of November was spent in and out of Sasebo for operations.

Early in December we arrived in Yokosuka to take on final stores and fuel for our journey back to the states.

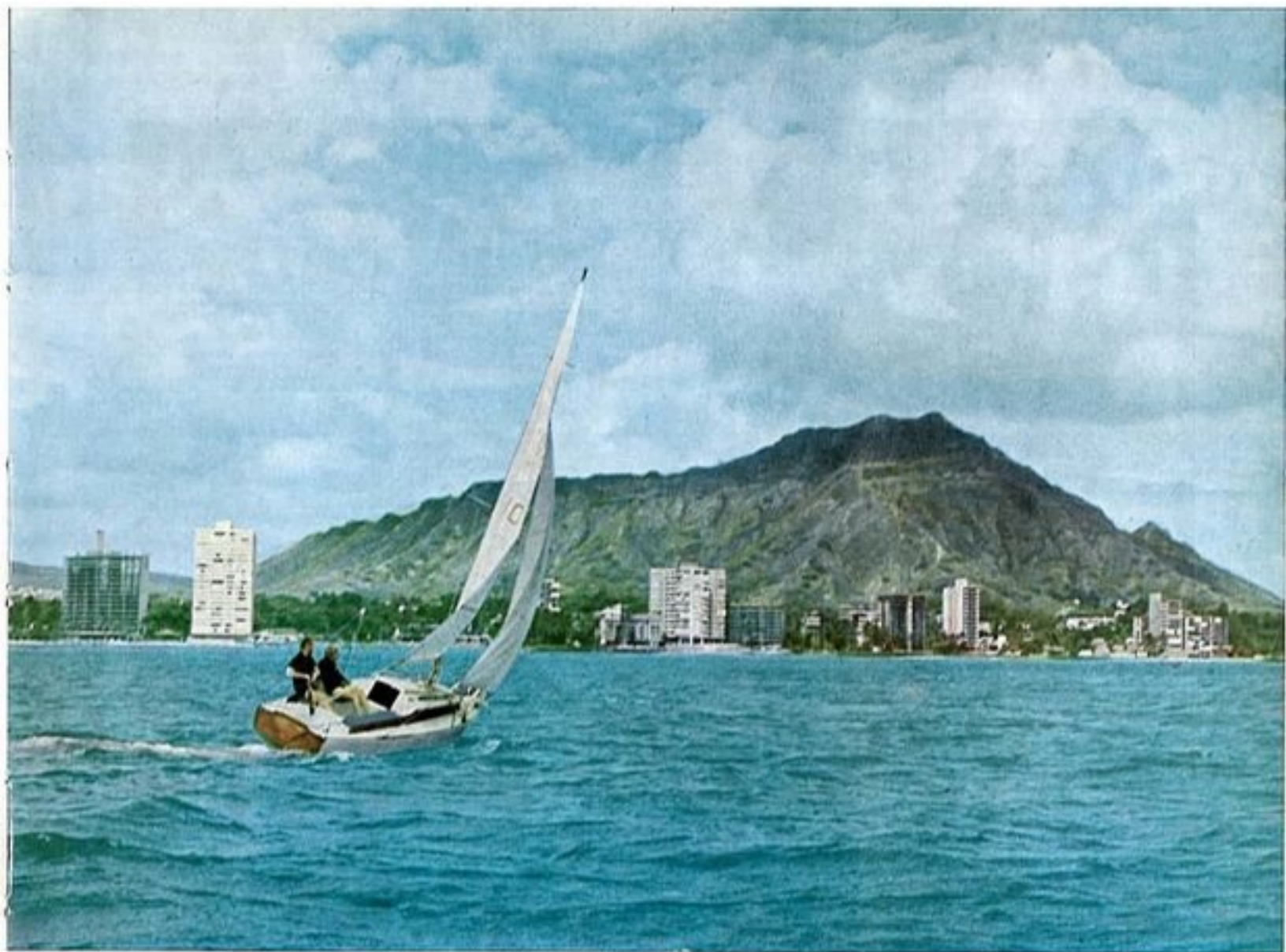
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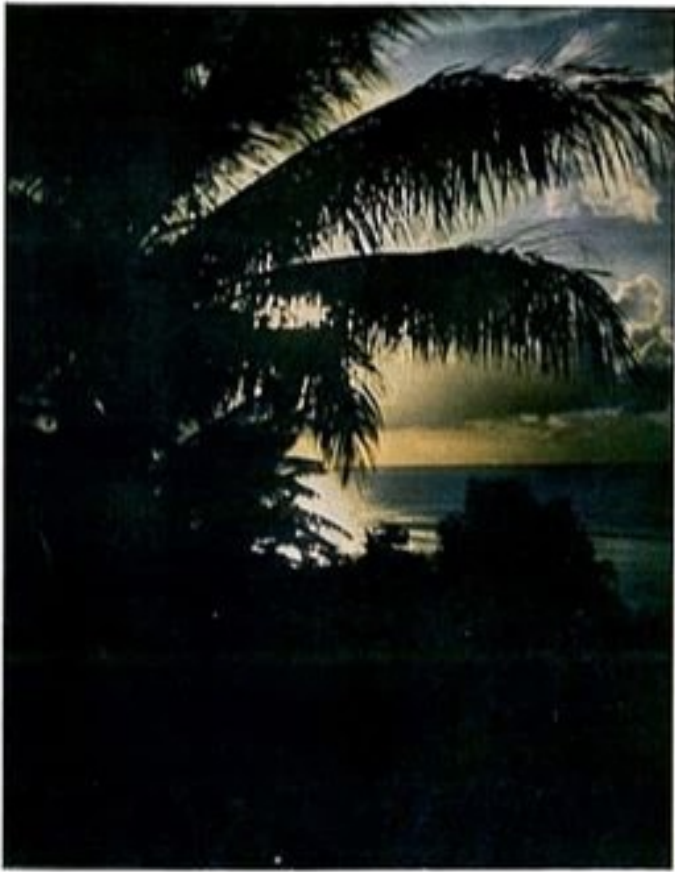




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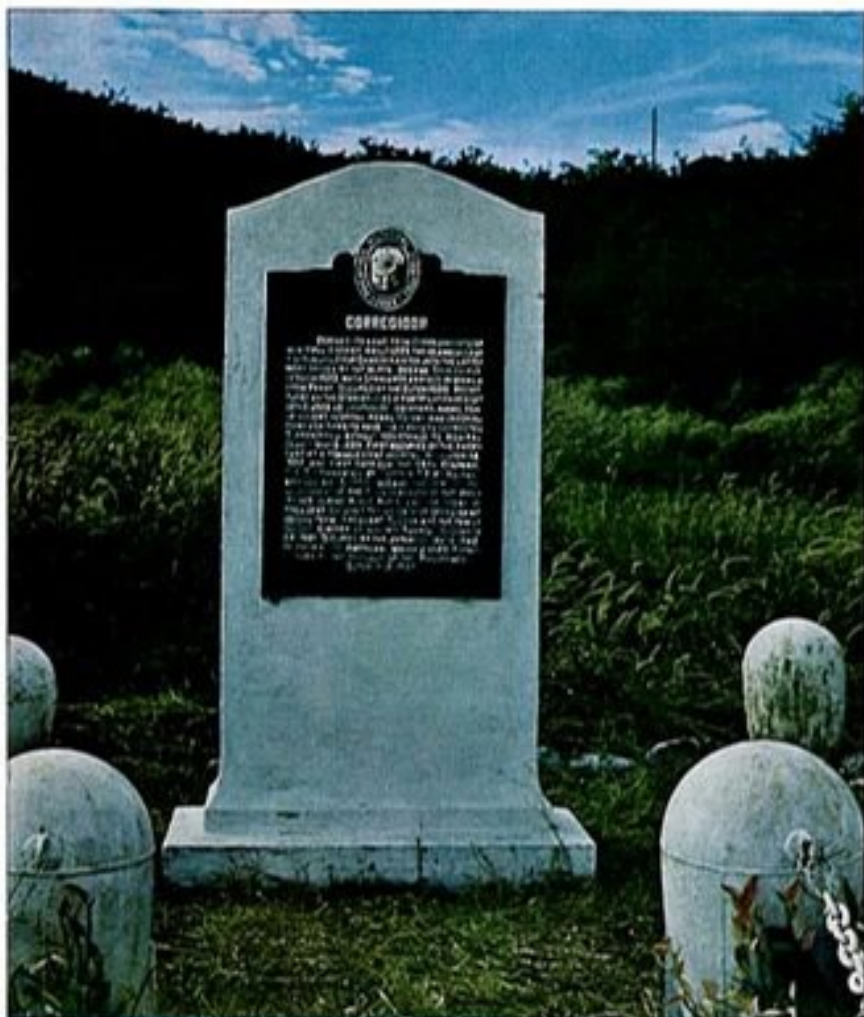




SUBIC



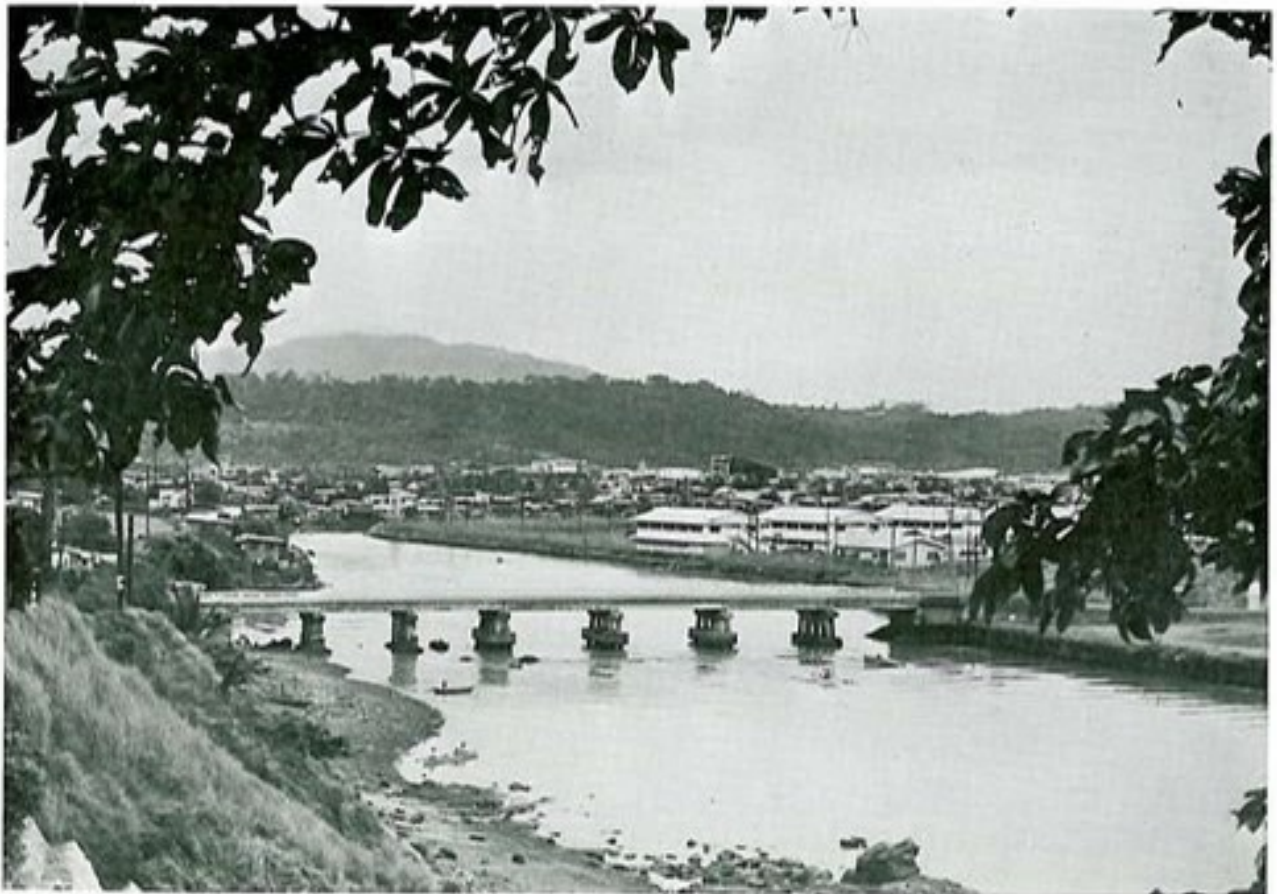
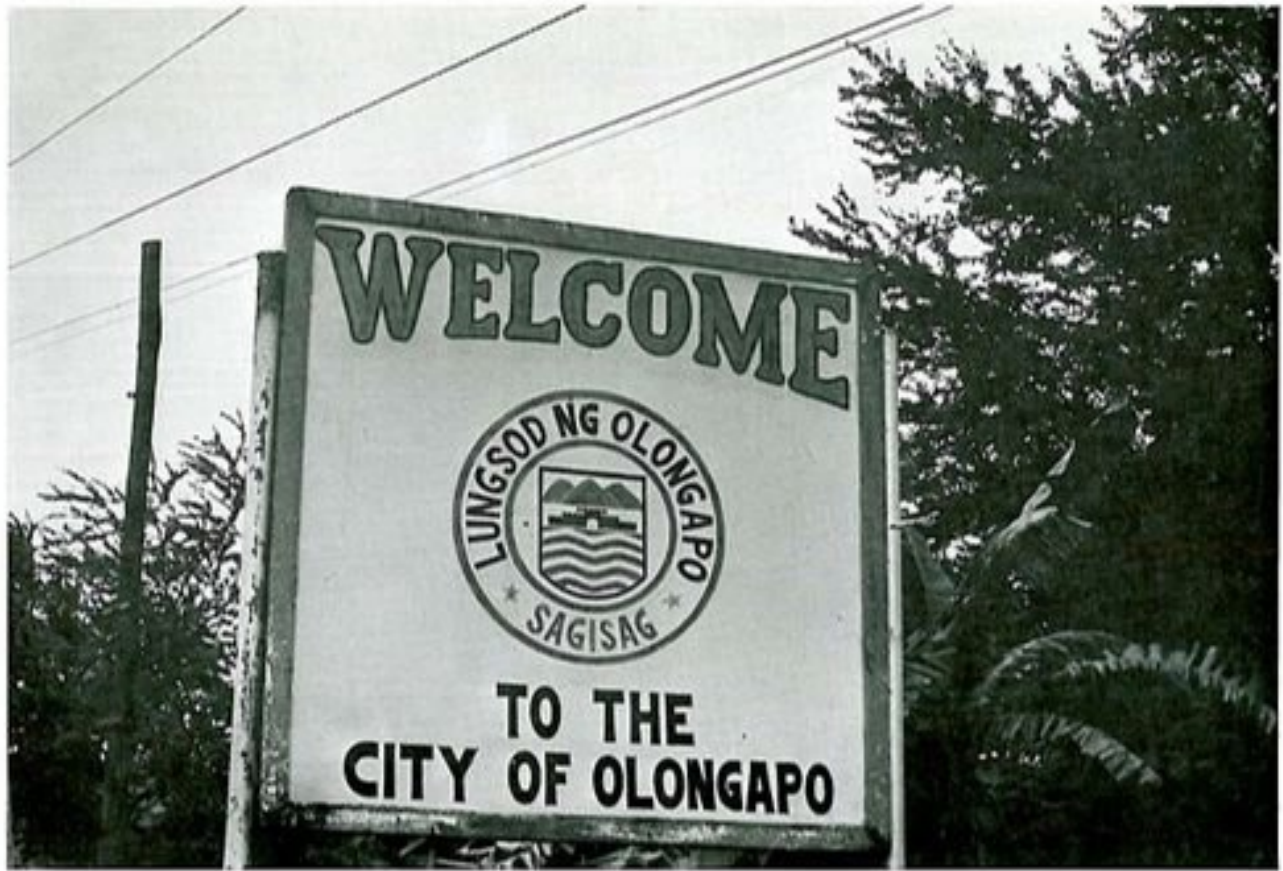


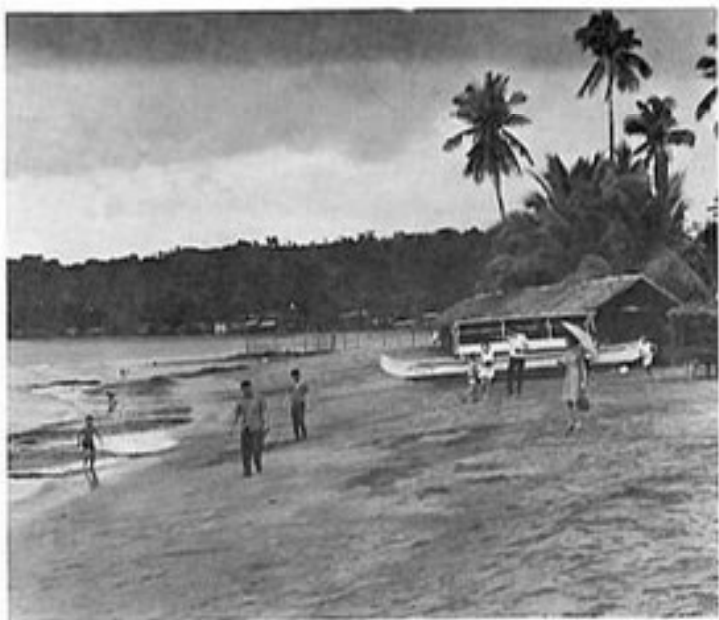


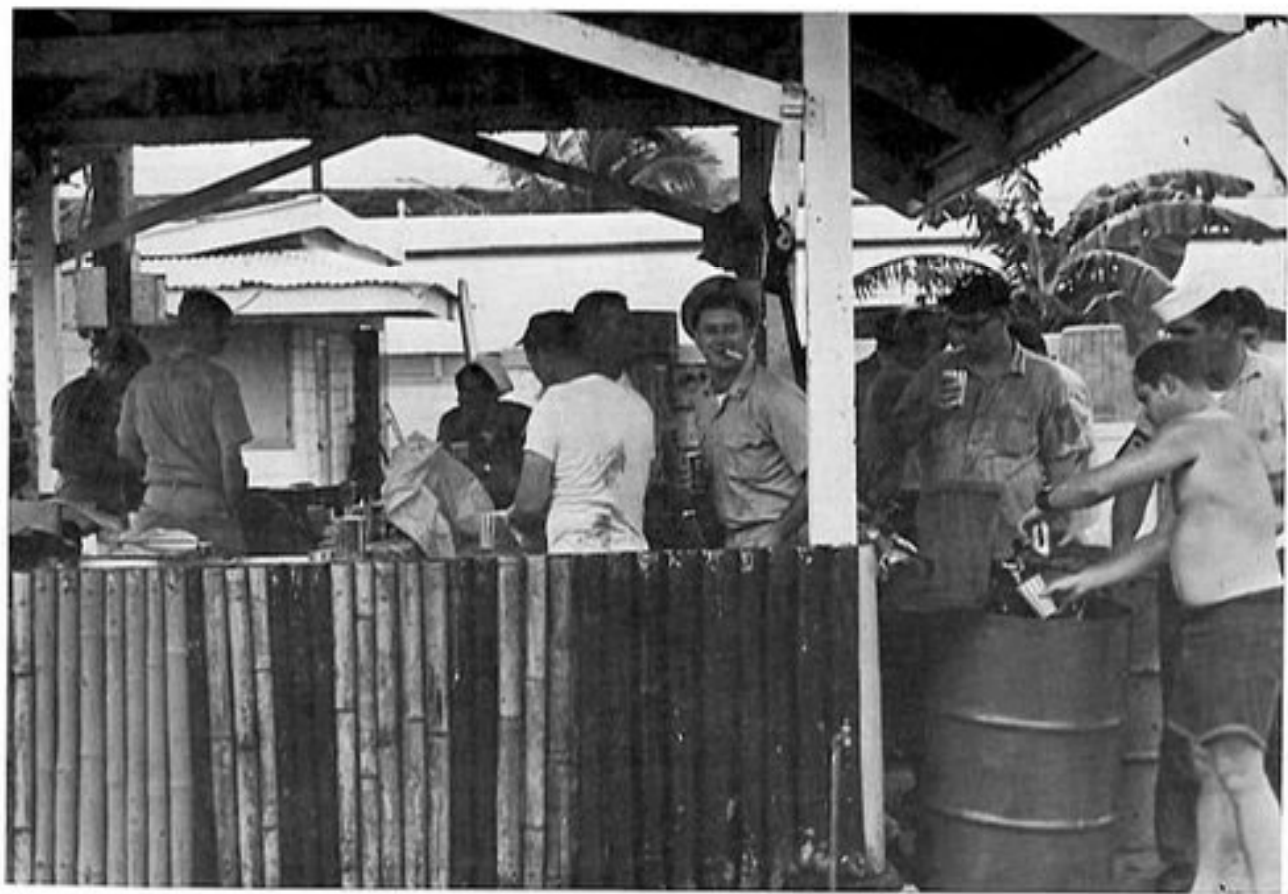
Corregidor, an island situated at the entrance to Manila Bay, was the site of heavy fighting in the Pacific arena of World War II. After the fall of Bataan the Japanese mounted a twenty-seven day siege against the defenders of Corregidor before it was finally surrendered by Lieutenant General Wainwright on 6 May 1942.

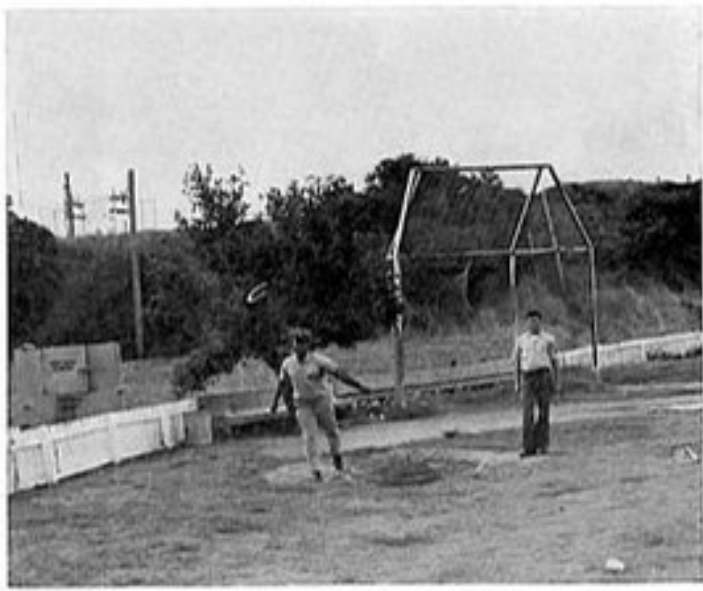
Corregidor was recaptured by U.S. forces in February 1945 and passed to the sovereignty of the Republic of the Philippines in 1947. Now, no longer needed as a bastion of defense for Manila Bay, it stands as a monument for those who gave their lives in its defense.













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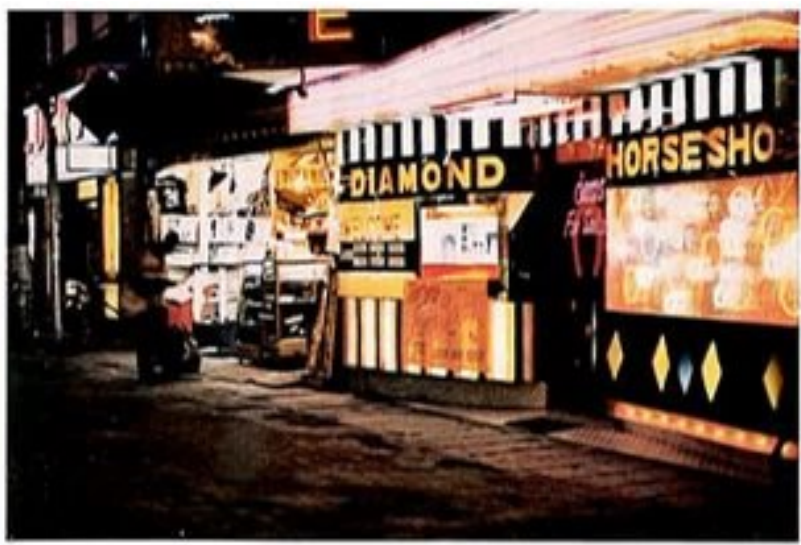


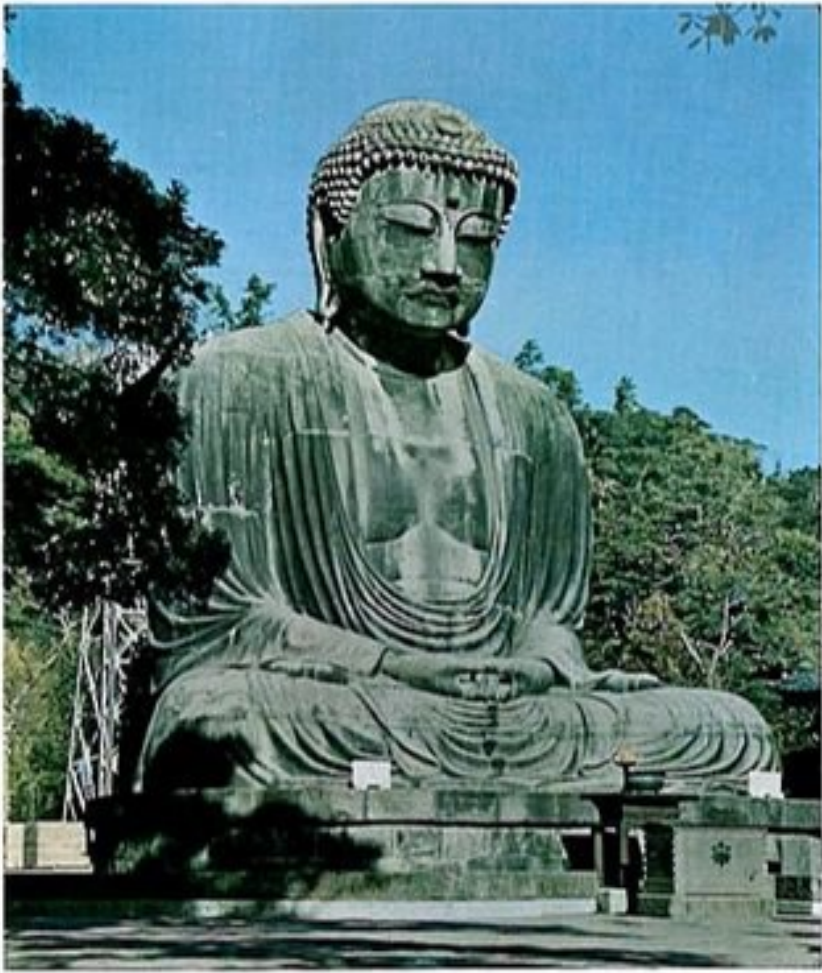


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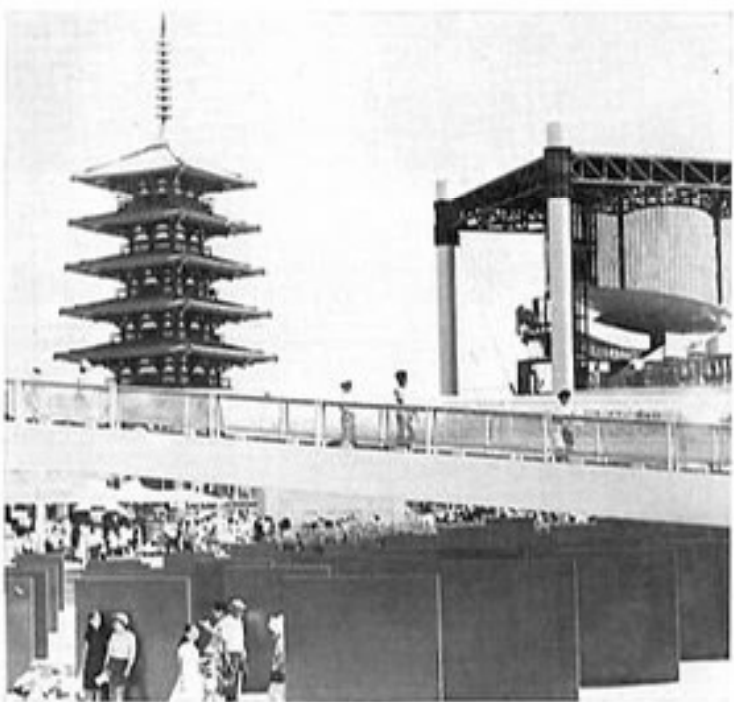














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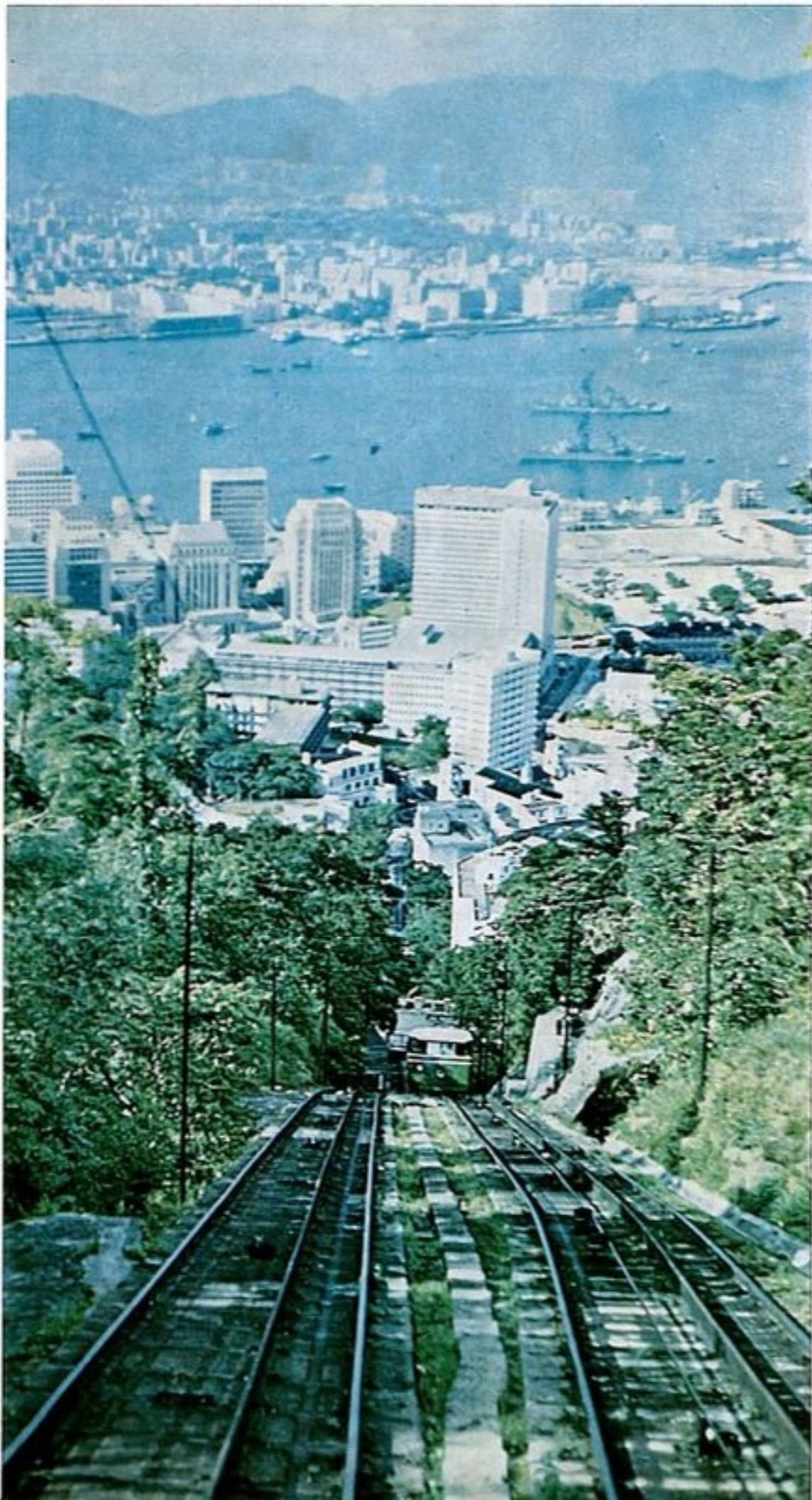








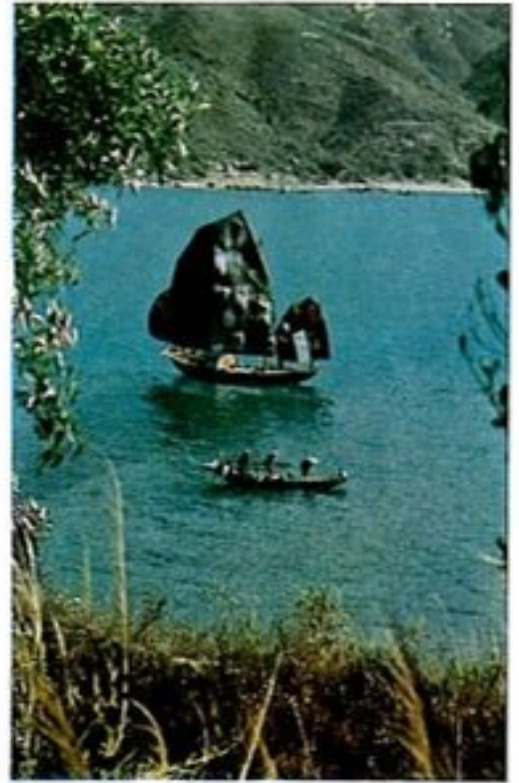


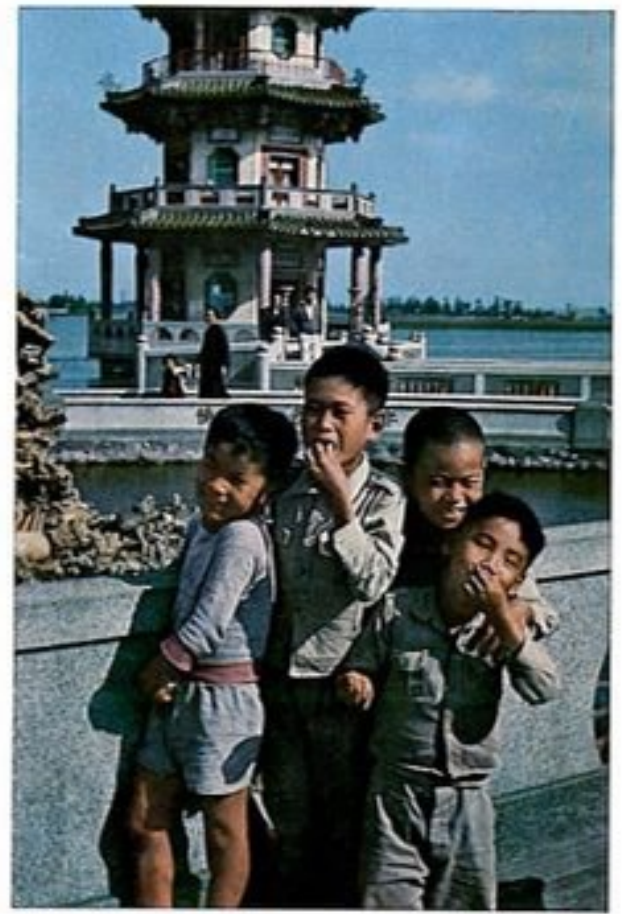
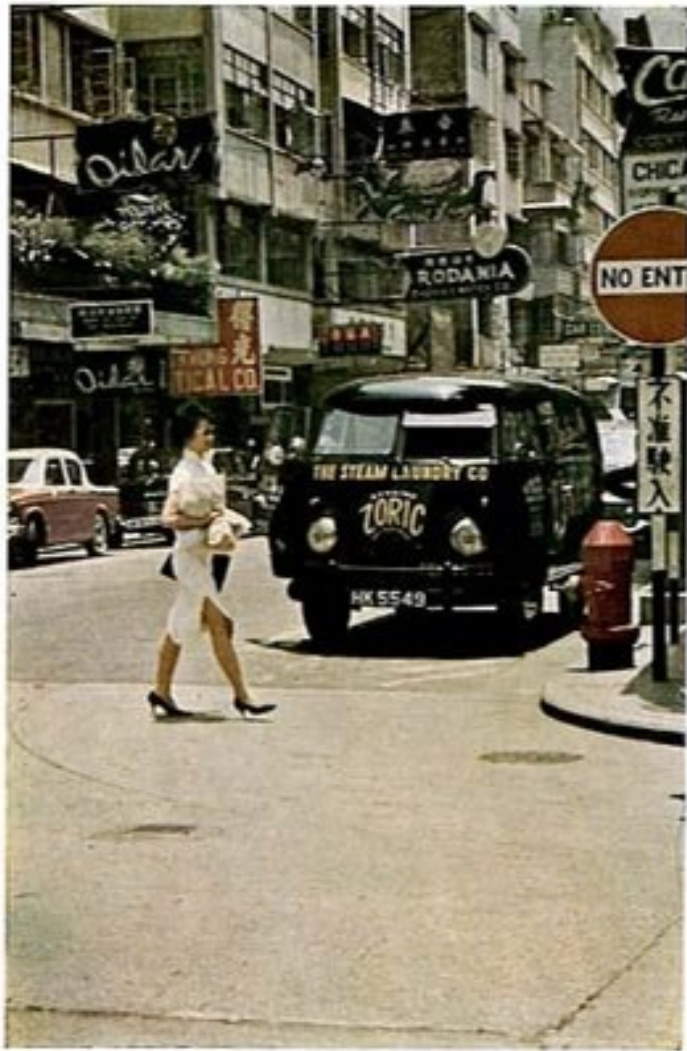


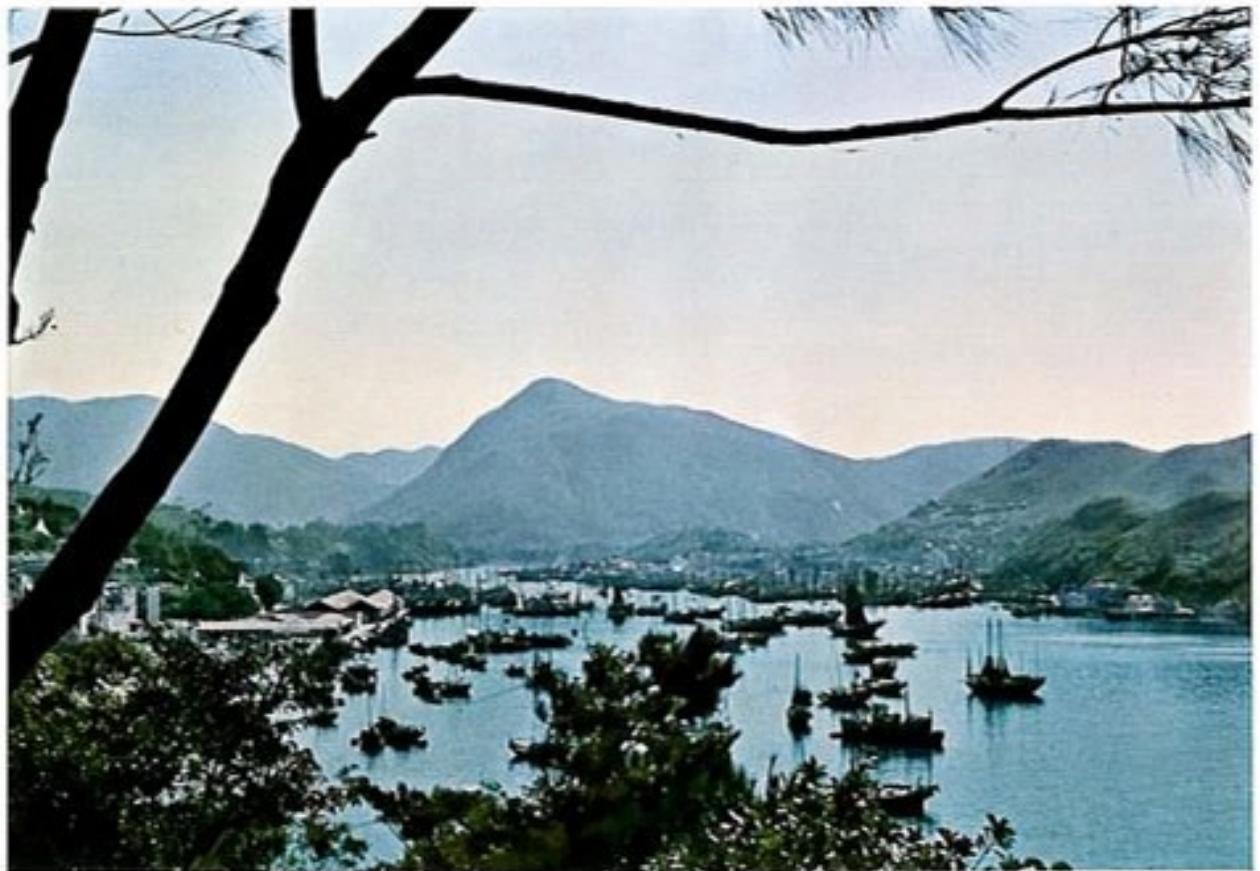
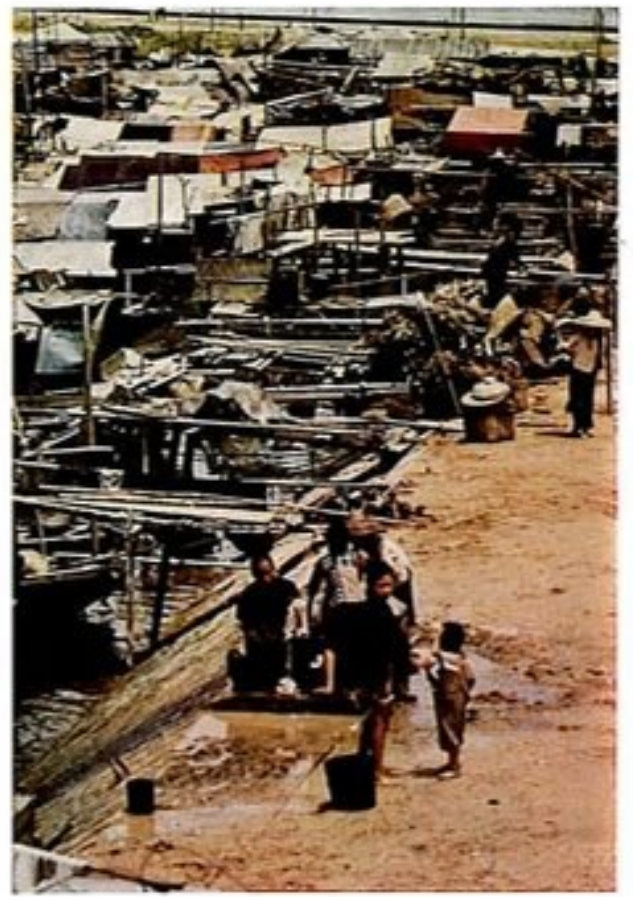
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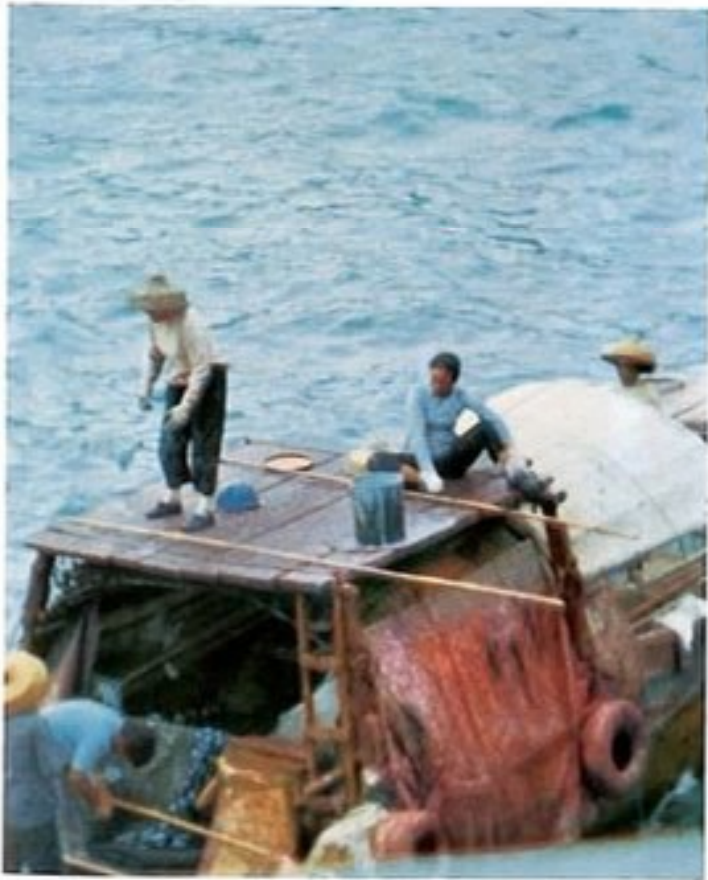
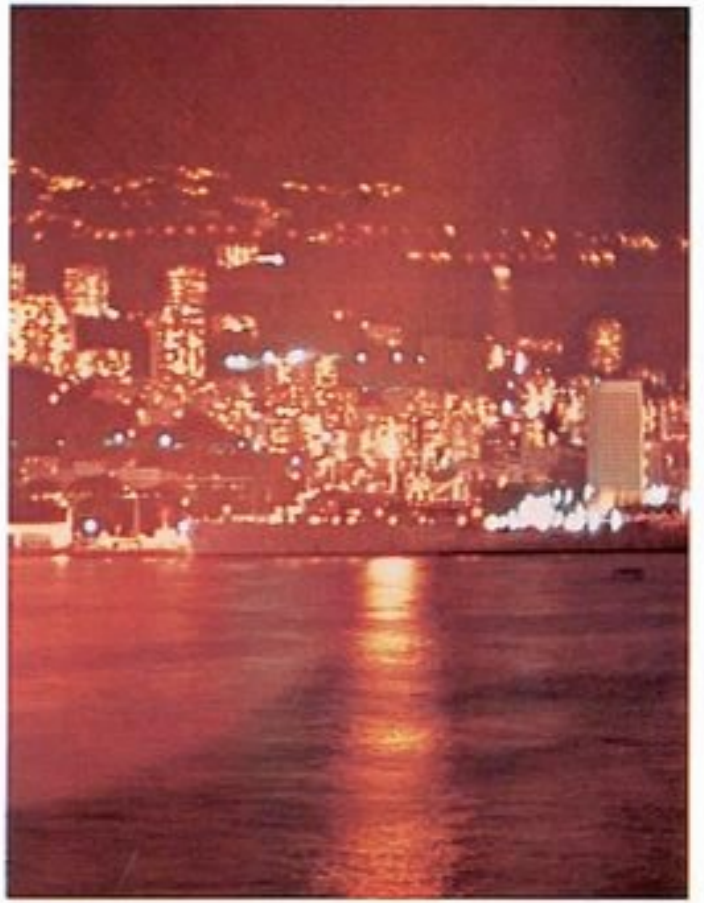
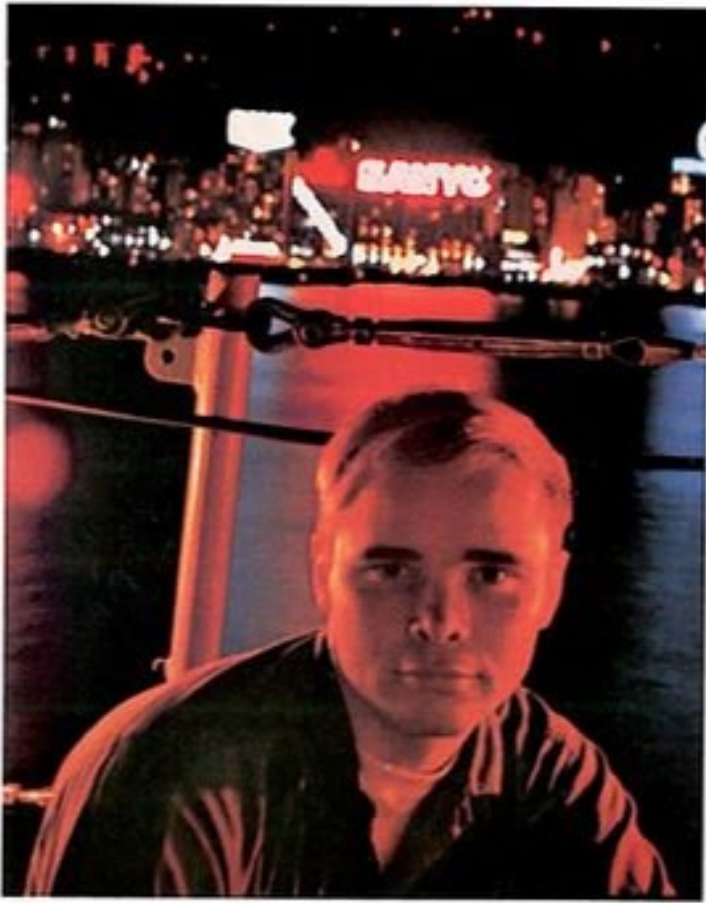










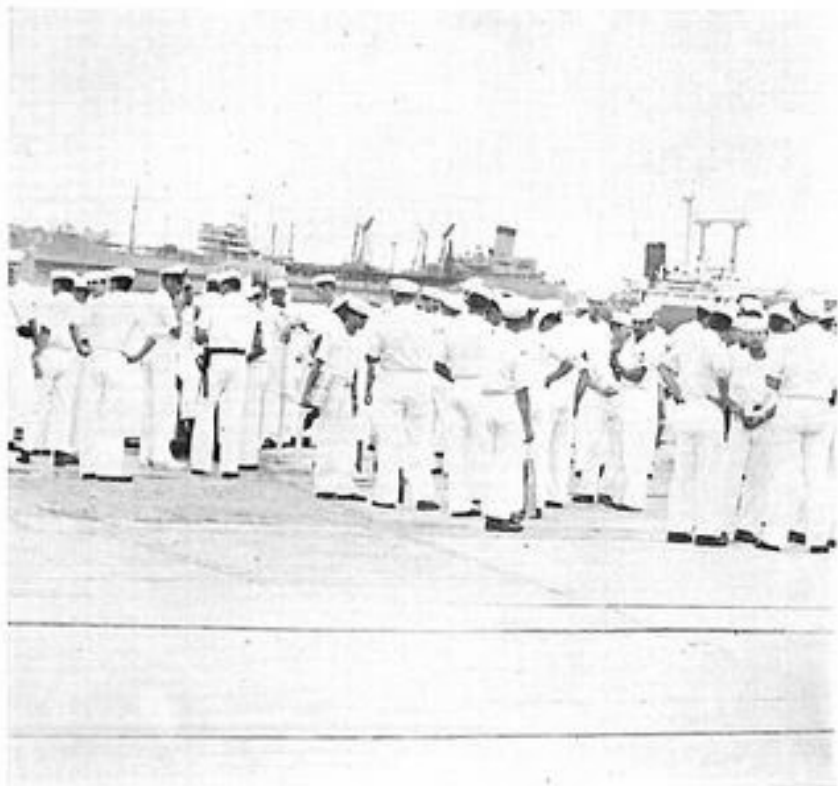




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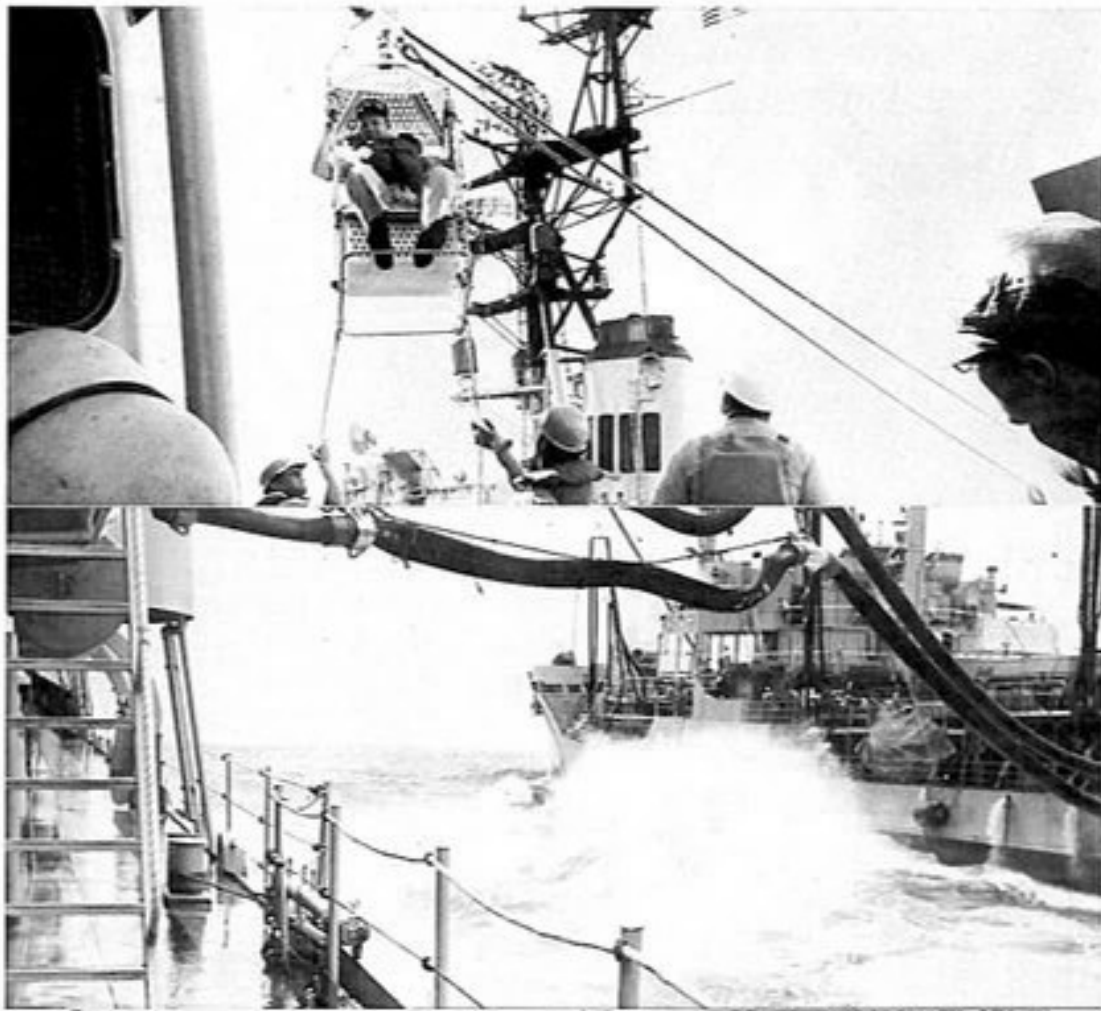


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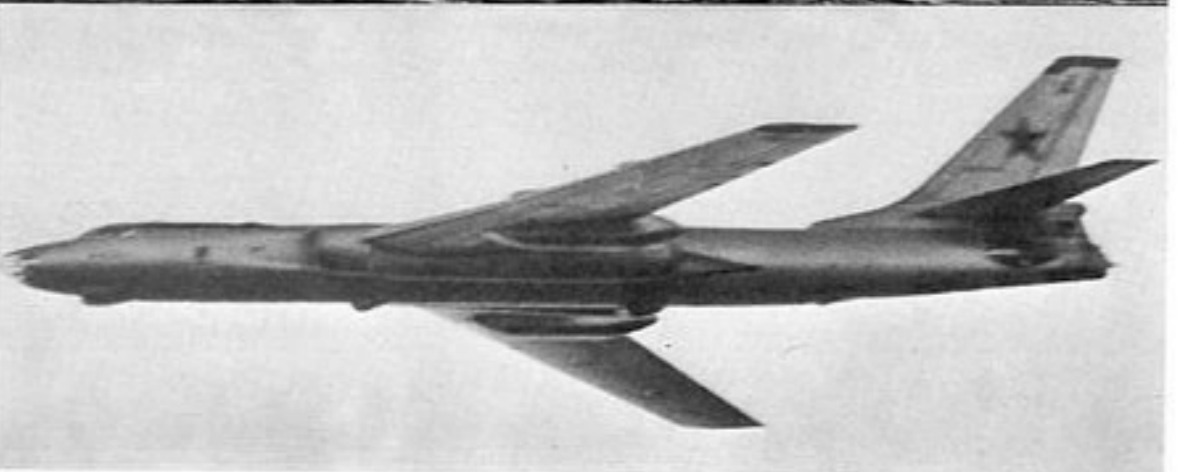
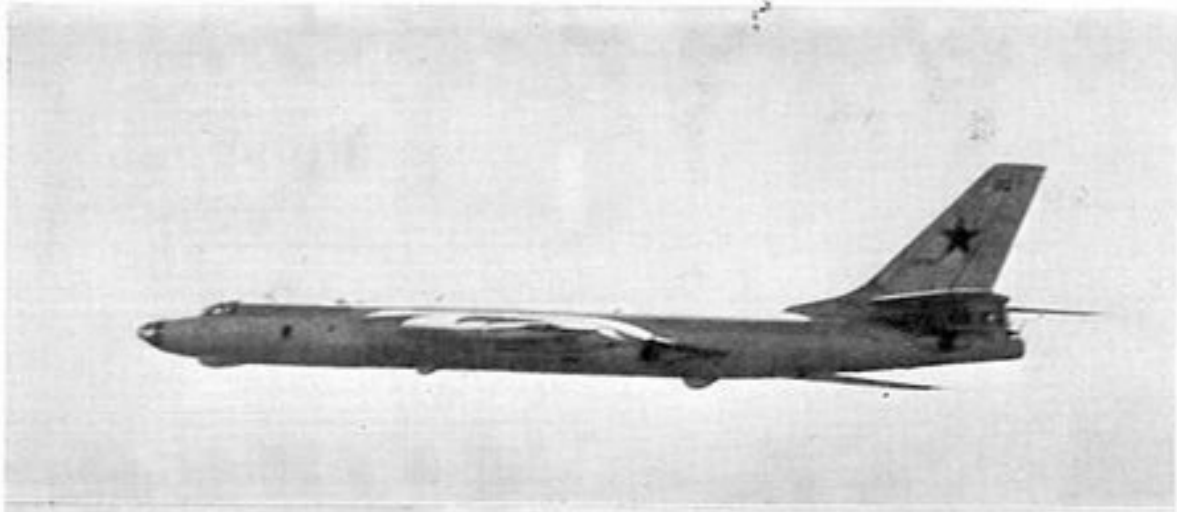
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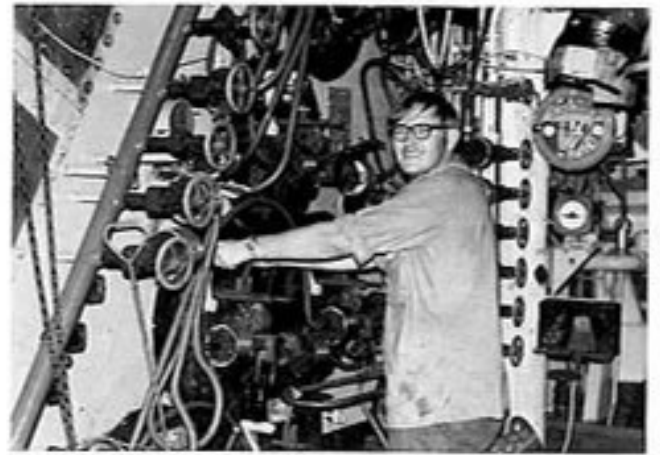


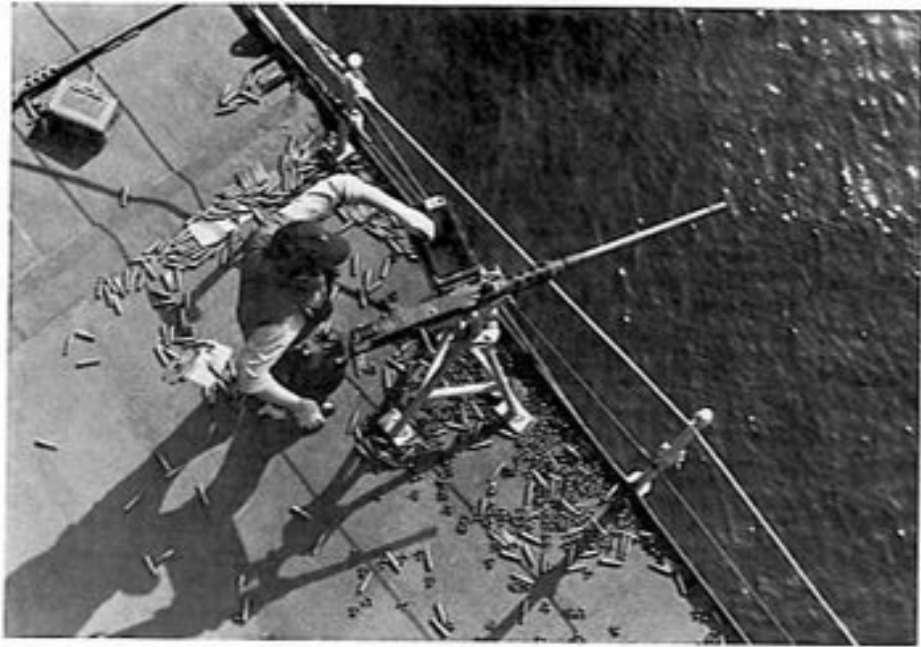
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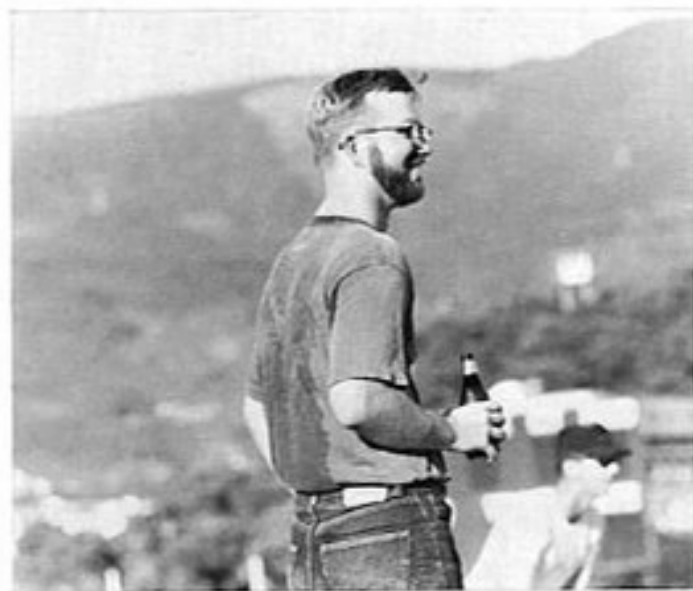


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IF ANY OF YOU SEE
OUR V-N'S AWAKE
TODAY, BE SURE
THEY GET THE
WORD...

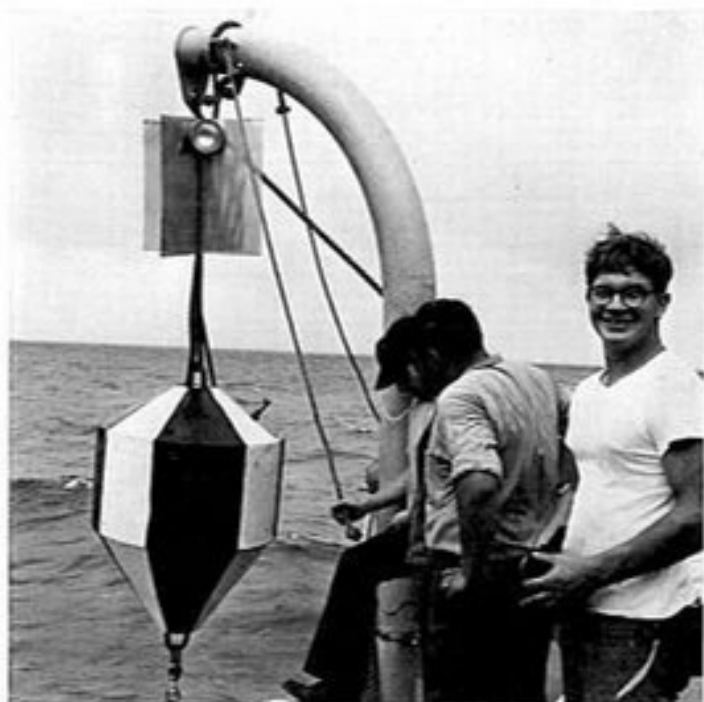


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COMMISSIONED OFFICER



ALABAMA

HM3 J. M. KING
RD2 R. STINETTE
ETC C. M. GREENLEE

ALASKA

DS1 R. F. MITCHELL

ARIZONA

BT3 R. W. PARROTT
BT2 D. H. SNKDER
DC1 C. E. WILLIAMS
EMCS B. J. FELTS
EM3 B. L. MCGOWN
FTM2 D. A. FRIECE
RMSN M. B. LIGGITT
MM2 E. C. CHAMBERS

ARKANSAS

CSSN G. R. HEWBEST
CSC H. D. VAUGHN
RN R. G. CONWAY
SN W. A. WALTERS

CALIFORNIA

PN3 A. D. BARNETT
QMSN R. W. SCOTT
QM3 K. F. STEWART
QM1 R. E. MORRISON
SN A. L. LEWIS
SN J. GUTIERREZ
GMG1 C. H. MCKOWN
GMMC I. C. ANDERSON
GMM2 D. N. ABRAMENKOFF
STG2 W. L. BORDEN
STG3 J. D. VALENZUELA
GMG3 G. R. MCFARLAND
RD3 J. L. WOODILL
RD3 W. L. WOODWARD
RD1 G. L. GILLEN
RD1 R. D. MOORE
REC J. P. NEWELL
RD1 N. R. EUBANKS
RD3 R. M. MORANTE
RDSN G. J. CATINARI
SN S. K. CALLAHAN
BM3 R. E. CLINE
SN T. K. HARRIS
SN R. J. GARCIA
SN D. L. GUGGIA
SN J. P. HARRIS
BM3 D. M. INGERMAN
BM3 T. A. KLAUDA
RD3 R. G. GEROME
RD3 C. S. HALL
RD3 A. C. KAUPERT
RD3 G. E. LEWIS
BT3 J. E. MOHR
BT2 W. A. AWALT
BT1 R. W. DOWLING
BT3 J. M. DELUCAS
IC3 A. A. STAITE
EN2 R. J. COMES
EN3 C. T. CRUZ
SFC R. E. ANDERSON
SKCS E. H. MILNER
CS1 V. TICSA
SD1 E. T. ACAYAN
SH1 M. E. WATERS
DKSN M. R. STOVER
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AS WE HEAD FOR HOME . . .

My job as your Commanding Officer was made easy this past deployment because you were proud of your work, enjoyed your liberty and pulled together as the crew of KING rather than go your different individual ways.

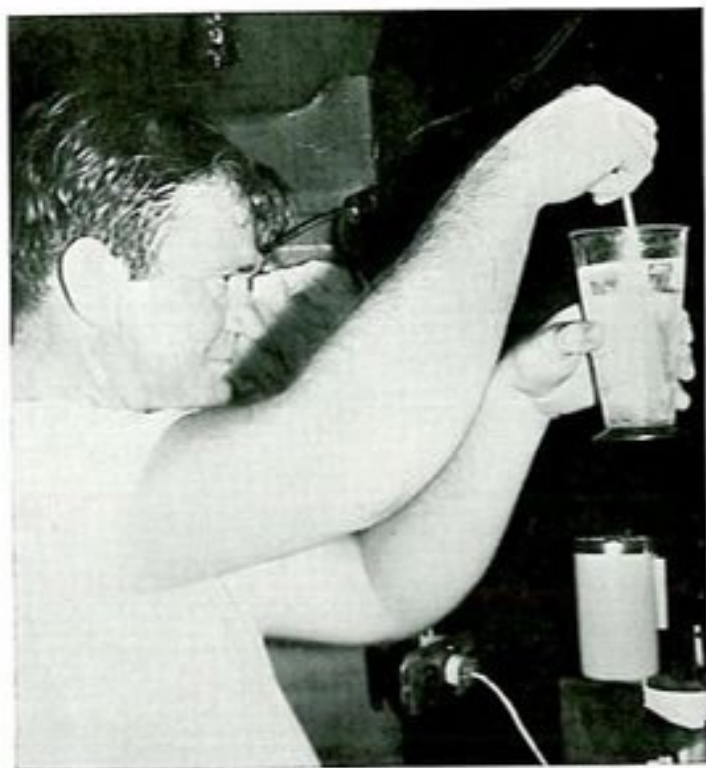
Unfortunately for security reasons, you were not informed of many of KING's highly successful accomplishments during what appeared to be routine picket duty. However, I will tell you we did not carry out the mission of a destroyer! No little sister destroyer during our deployment had the engineers who could keep the plant operating and the fresh water tanks full; no destroyer had missiles in warm up and long range fire control radars in standby; no destroyer controlled high performance jet aircraft or detected and intercepted "unfriendly" several hundred miles in advance of our carriers; no destroyer could join our NTDS computer data link or carry a helo, in fact the only ships that could compete with KING were much larger. Yes, you all joined the big league players on this cruise.

As we head for home having concluded our assignment with the SEVENTH Fleet, it is hoped that you have been left with a sense of personal satisfaction that our deployment in the Western Pacific has contributed to maintaining peace in the world and that we have significantly promoted good will and understanding with our allies.

I dedicate this cruise book to the hard working crew of KING, I wish you all success in your Naval or civilian careers and I bid you all a traditional Navy "Well Done".



D. M. JACKSON
Commanding Officer



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- LTJG R.H.WESTRAY
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- YNSN M.E. LYNCH
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