



DEPARTMENT OF THE NAVY
USS DAVIDSON (FF 1045)
FPO SAN FRANCISCO 96663

1980

IN REPLY REFER TO
FF1045/PAO
5750
Ser. 260-81
11 July 1981

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[REDACTED] (Unclassified upon removal of enclosures 1, 2,
and 3)

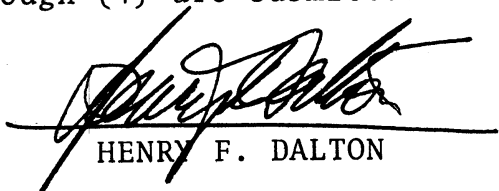
From: Commanding Officer, USS DAVIDSON (FF-1045)
To: Chief of Naval Operations (OP-09BH)

Subj: USS DAVIDSON (FF-1045) Command History (OPNAV 5750-1) (U)

Ref: (a) OPNAVINST 5750.12B

Encl: (1) Chronological Highlights (C)
(2) Historical Narrative (C)
(3) Roster of Officers and Enlisted Personnel (U)
(4) Commanding Officers Biography (U)

1. (U) Enclosures (1) through (4) are submitted in accordance
with reference (a).


HENRY F. DALTON

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DECLASSIFY ON 31 DECEMBER 1987

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USS DAVIDSON (FF-1045)
Command History
January - 31 December 1980

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Chronological Highlights

1 Jan - 6 Jan	Inport for the holidays and upkeep, U.S. Naval Station, Pearl Harbor, Hi.
7 Jan - 11 Jan	Underway for COMPTUEX 2-80 Embarked HSL-37 det 8 LAMPS helo.
11 Jan	ORE. Debarked HSL-37 det 8 lamps helo
12 Jan	Embarked 7 reservists from Naval Reserve Center, Wichita, Kansas for a period of 15 days.
14 Jan - 16 Jan	Underway for OPPE preps.
17 Jan - 18 Jan	At sea OPPE. Commodore Brisbois (CDS-35) and the Propulsion Examining board embarked.
19 Jan - 29 Feb	Inport Pearl Harbor for Pre-overseas movement (POM) and DNSI preps.
31 Jan	Awarded squadron award for excellence
2 Feb	Mini-Site TV system installed
7 Feb - 8 Feb	DNSI inspection held onboard
29 Feb	Awarded monthly squadron award for excellence
1 Mar - 15 Mar	Underway for RIMPAC-80

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Enclosure (1)

USS DAVIDSON (FF-1045)
Command History
1 January - 31 December 1980

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Chronological Highlights

12 Mar	Conducted torpedo firing exercises at Pacific Missile Range Facility, PMRF, Barking Sands, Hi.
16 Mar - 18 Mar	HSL-37 Det 8 loadout of IMRL gear
19 Mar - 8 Apr	Underway for WESTPAC at 0700W HSL-37 Det 8 LAMPS helo embarked OPCON CTG 30.2, OTC CDS-17
24 Mar	International date-line fisticuffs held on USS CONSTELLATION
25 Mar	Overflown by three Soviet TU-95 Bears Reconnaissance aircraft
26 Mar	Overflown by two Soviet TU-95 Bear Reconnaissance aircraft
27 Mar	Operational control shifts to COMSEVENTHFLT and CTF-75
31 Mar	Escorted USS Harold E. HOLT to Apra Harbor, Guam due to her power train casualty
1 Apr	Battle Group rendezvous.
2 Apr - 9 Apr	Transit to Subic Bay, R. P.
3 Apr	COMCARGRU ONE brought aboard by LAMPS helo for informal visit
4 Apr	Overflown by two Soviet TU-95 Bear Reconnaissance aircraft
7 Apr	Naval Gunfire exercises completed at Tabones NGFS range, R.P.

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USS DAVIDSON (FF-1045)
Command History
1 January - 31 December 1980

Chronological Highlights

8 Apr - 17 Apr	Inport Subic Bay, R.P.
18 Apr	LCDR E. R. HURST relieves as Executive Officer. NGFS qualification attained at Tabones NGFS range, R.P.
19 Apr	Underway for transit to Indian Ocean
23 Apr - 24 Apr	Participated in MERLION VII
25 Apr	Transited thru Singapore Straits
3 May	MODLOC at GONZO Station
15 May	Prosecuted passive sonar contact
27 May	Overflown by two Soviet IL-38 MAY ASW/recon aircraft
30 May	Conducted HARPOONEX against USS EISENHOWER Battle Group
3 Jun	Commenced transit to Diego Garcia B.I.O.T.
4 Jun	Departed MODLOC surveillance area
7 Jun	DAVIDSON crosses the equator
8 Jun - 15 Jun	Moored port side to USS L.Y. SPEAR. Commenced TAV
16 Jun	Underway enroute MODLOC
17 Jun	Fire in the Fireroom during UNREP with USS SACRAMENTO
18 Jun	Enroute Diego Garcia under tow of USS TRUXTUN
20 Jun	Inport Diego Garcia, port side to USS L. Y. SPEAR
21 Jun - 13 Jul	RAV to effect fireroom repairs

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USS DAVIDSON (FF-1045)

Command History

1 January - 31 December 1980

Chronological Highlights

27 Jun	Commander Henry F. DALTON, USN reported onboard as prospective Commanding Officer
3 Jul	Awards ceremony held onboard
4 Jul	DAVIDSON observes the Nation's 204th birthday
5 Jul	CDR Henry F. DALTON relieves CDR E. W. FROEHLICH as Commanding Officer at 1030F.
7 Jul	USS AJAX relieves USS L. Y. SPEAR DAVIDSON moored starboard side to USS AJAX, as repairs continue
8 Jul	Fires lighted in 1B boiler
9 Jul	VADM BAGGETT COMNAVSURFPAC embarked for a tour of the ship
11 Jul	Fires lighted 1A boiler
12 Jul - 13 Jul	Underway. Conducted successful Lagoon trials
14 Jul	Underway early evening enroute MODLOC. LAMPS helo embarked
16 Jul	CH-46 helicopter assigned to USS WICHITA crashes during VERTREP. DAVIDSON motor whaleboat crew rescues pilot
17 Jul	DAVIDSON and WICHITA conduct search for missing crewmen. LAMPS conducted helo search
21 Jul	Entered MODLOC, conducted ASW operations
22 Jul	Re-joined Battle Group
23 Jul	Conducted SAR operations for downed A-6 aircraft from USS CONSTELLATION

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Enclosure (1)

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USS DAVIDSON (FF-1045)
Command History
1 January - 31 December 1980

Chronological Highlights

27 Jul	Enroute Singapore in company with USS Harold E. HOLT
31 Jul	OOD sighted small fishing boat adrift with 3 crewmen onboard DAVIDSON alongside to render assistance
1 Aug	Unconscious Sri-Lankan fisherman died while enroute rendezvous with USS CONSTELLATION
2 Aug	DAVIDSON recipient of squadron award for outstanding performance during July
3 Aug	Rendezvous with Battle Group for continued transit to Singapore
3 Aug	Commodore HAY, COMDESRON 17 embarked for tour of the ship
5 Aug - 7 Aug	Anchored in Singapore Man-of-War Anchorage
6 Aug	Sri-Lankan fishermen taken ashore by US Embassy Officials Chopped to OPCON of CTF-75
8 Aug - 10 Aug	Underway enroute Pattaya Beach, Thailand in company USS BAGLEY and USS Harold E. HOLT
11 Aug	Anchored Sattahip, Thailand for fuel
11 Aug - 15 Aug	Anchored 2 miles off Pattaya Beach, Thailand
16 Aug - 19 Aug	Underway enroute Subic Bay, R.P. in company with USS BAGLEY and USS Harold E. HOLT

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USS DAVIDSON (FF-1045)
Command History
1 January - 31 December 1980

Chronological Highlights

17 Aug	USS BAGLEY sighted refugee vessel with 36 Vietnamese men, women and children onboard. DAVIDSON standing by to provide assistance
20 Aug - 3 Sep	Inport Subic Bay, R.P. for voyage repairs
22 Aug - 24 Aug	DAVIDSON host to HMS GALATEA
4 Sep - 14 Sep	Underway enroute Pearl Harbor, Hi.
9 Sep	Outchopped 7th fleet, operational control shifts to COMTHIRDFLT
14 Sep	Emergency air distress signal intercepted
15 Sep	Arrived homeport Pearl Harbor, Hi.
17 Sep	DAVIDSON awarded excellence awards in Communications, Gunnery, ASW, CIC, and Supply in Battle Efficiency competition
8 Oct - 9 Oct	Ammunition offload at NAVMAG Lualualei, Hi.
16 Oct	Awards ceremony held onboard recognizing Sailor of the Quarter and Navy Achievement Medal recipients
17 Oct	DAVIDSON enters drydock and commences fourth major overhaul
27 Oct	Awards ceremony held on drydock wall recognizing two Navy Achievement Medal recipients
1 Nov - 4 Nov	Host to Korean Navy Ships
3 Nov	Began HRAV cycle


Enclosure (1)

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USS DAVIDSON (FF-1045)
Command History
1 January - 31 December 1980


Chronological Highlights

8 Dec	Frothing ceremony held for second and third class selectees
8 Dec	Commenced annual Physical Fitness Testing
20 Dec	Children's Christmas Party
21 Dec	Ship's Christmas Party and Dinner Dance

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Enclosure (1)

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HISTORICAL NARRATIVE

USS DAVIDSON began the new year inport Pearl Harbor, continuing her efforts of the past several months to prepare for all the stringent inspections required prior to WESTPAC deployment. DAVIDSON's major milestones to be accomplished prior to deployment in March were successful completion of the Operational Propulsion Plant Exam (OPPE), Defense Nuclear Surety Inspection (DNSI) and the Operational Readiness Exam (ORE). OPPE was of the highest priority although training and preparations continued for all inspection requirements.

By 6 January, indications were that the ship would be participating in COMPTUEX 2-80 scheduled for 2-11 JAN 81 in the Pearl Harbor OP-Areas.

On 7 January, DAVIDSON steamed from Pearl Harbor to join the other units under COMDESRON 25 for the week long exercise. That morning, during the sortie from the harbor, DAVIDSON embarked the Light-Airborne-Multi-Purpose System (LAMPS) helicopter of HSL 37 Det 8. This began a series of training operations with the Det personnel in preparation for deployment.

As a result of adverse weather experienced from 8-11 January, the amount of mutual training was significantly reduced. Although disappointed in not being able to complete Naval Gunfire Support (NGFS) qualifications, DAVIDSON did accomplish Level II helo quals, several engineering casualty control (ECC) periods and an ORE battle problem (general quarters training).

On 11 January following COMPTUEX, the ship pulled briefly into the harbor to pick up FLETRAGRU (FTG) observers for the ORE. For two hours the crew was exercised under a simulated battle problem which tested the entire range of the ship's fighting capability. With no prior interim or refresher training, DAVIDSON completed and passed the ORE. Noteworthy, was the grade of 100 achieved by the ASW team.

Seven reservists reported onboard 12 January for active duty training. LCDR GROVES, Executive Officer of the Naval Reserve Center Wichita, Kansas was the officer-in-charge.

From 14-16 January, DAVIDSON steamed once again into the local OP Areas to conduct final training for OPPE.

With Commodore BRISBOIS (CDS-35) and the senior members of the OPPE board embarked, DAVIDSON steamed into open waters for commencement of her two-day OPPE. All requirements were completed by the morning of 18 January and DAVIDSON returned to port. Based on the satisfactory results of OPPE, DAVIDSON was re-certified for unrestricted propulsion plant operations.

Enclosure (2)

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HISTORICAL NARRATIVE

With a major milestone completed, efforts turned toward DNSI and preparation for overseas movement (POM) scheduled for the period of 19 January through 29 February.

Working toward the DNSI, DAVIDSON conducted training on 24 and 25 January with expert guidance from COMNAVSURFPAC Nuclear Weapons Assist Team (NWAT). The training was considered highly successful.

From 28 January through 1 February, DAVIDSON CIC/EW personnel utilized the services of the FTG RAVIR van, a system capable of simulating an anti-air warfare battle problem onboard. DAVIDSON's CIC/EW team attained AAW Phase I qualification with a grade of 97.5.

On 31 January, DAVIDSON was the recipient of the 'Golden Pineapple' award from CDS-35, the monthly squadron award for excellence. Cited were the outstanding performances during ORE and in the completion of OPPE. Also cited was the excellent team performance during NWAT. Additionally, the ship was nominated for the LAMPS safety award for accident-free operations during the previous deployment.

On 2 February, a closed-circuit, Video-tape television system (mini-site) was installed to enhance the command's internal affairs program as well as provide wide ranging entertainment for the crew.

After long hours of preparation, DAVIDSON passed the Defense Surety Inspection administered by the Inspection Directorate, Field Command, Defense Nuclear Agency, on 7 and 8 February.

With the last major inspection completed, DAVIDSON devoted her full efforts to preparing for deployment in 42 days.

As part of the pre-deployment training, the ASW team was sent to the FTG 14A2 ASW Attack Team Trainer on Ford Island. DAVIDSON's ASW/CIC personnel demonstrated their skills by attaining ASW Phase II qualification with a grade of 91.6, a grade not achieved in the past two years at FTG.

Numerous WESTPAC briefings were held during the week of 16 February highlighted by intelligence briefs on the current situation in WESTPAC and Indian Ocean regions.

On 29 February DAVIDSON was awarded the second consecutive Golden Pineapple for squadron excellence.

As DAVIDSON departed for the two week RIMPAC 80 exercise on 29 February, the crew anticipated practicing their classroom techniques in an underway environment.

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HISTORICAL NARRATIVE

RIMPAC 80 was a successful exercise as the ship performed well in a multi-threat, multi-ship, multi-nation Battle Group. At the outset, DAVIDSON operated with naval units from Australia and New Zealand centered on the carrier HMAS Melbourne. Later, the ship, along with USS HAROLD E. HOLT, joined the San Diego-based USS CONSTELLATION task group; completing the organization of what was to be the deploying Battle Group.

During RIMPAC 80, the ship achieved Phase III ASW and AAW qualification equivalency, LAMPS helo Level I training status, and partial NGFS qualification. All ASW torpedo firings (ASROC, SVTT and helo drop) were completed on 12 March at the Pacific Missile Range Facility, Barking Sands, Hawaii. Significant gains in training were made in all areas.

DAVIDSON departed for WESTPAC 0700, WEDNESDAY 19 March enroute Subic Bay, RP. (via Guam M.I.). The HSL-37 det 8 LAMPS helo, lifted off from Naval Air Station Barbers Point and made the scheduled rendezvous with DAVIDSON in open waters off Pearl Harbor.

The Battle Group, centered around the carrier USS CONSTELLATION, included the combatants USS TRUXTON, USS OBRIEN, USS BAGLEY, USS HAROLD E. HOLT and DAVIDSON. COMCARGRU One (CTG 30.2) had operational control with COMDESRON Seventeen assuming Officer-in-Tactical Command (OTC).

Although operational exercises are the norm for transiting Task Groups, USS CONSTELLATION took a respite in the training schedule on 24 March, hosting an international date-line fistbumps in her "sports arena." DAVIDSON's Destroyers' participated, giving a fine account of themselves.

As if to herald the Battle Group's entry into the "Realm of the Golden Dragon" on 25 March, three Soviet 'Bear' reconnaissance aircraft (TU-95) overflew the transiting ships in a close surveillance pass. The constant training paid off as the Soviet aircraft were detected at long range and were under constant escort until leaving the area.

On 26 March, two Soviet 'Bear' aircraft returned to make another surveillance pass of the Battle Group. Again, early warning detection prevented a surprise overflight.

"Welcome to Seventh Fleet." The Battle Group inched on 27 March with operational control shifting to COMSEVENTHFLT and CTF-75. An Indian Ocean deployment was confirmed in the welcoming message for the Battle Group (now designated TG 70.4).

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HISTORICAL NARRATIVE

DAVIDSON detached from the Battle Group to proceed independently to the Guam Acoustic Range Facility (GARF). Self-noise tests were completed on schedule.

On the morning of 31 March, DAVIDSON received immediate instructions to steam toward USS HAROLD E. HOLT, east of Guam and escort her to Apra Harbor for investigation of a possible power train casualty. Upon arrival, SRF Guam began repair efforts on HAROLD E. HOLT and DAVIDSON waited in the vicinity. With repairs completed, both ships steamed south-west to rendezvous with the Battle Group and further transit to Subic Bay, R.P.

On 3 April, RADM Ramsey (COMCARGRU ONE) was brought onboard by LAMPS helo for an informal tour of the engineering and galley spaces. The Admiral commented that he was impressed with the appearance of the ship.

The Battle Group was again overflown by Soviet Bear aircraft on 4 April as two TU-95's circled the ships on a reconnaissance pass.

With the Battle Group operating in the Subic op-areas, DAVIDSON steamed to the Tabones Naval Gunfire Support (NGFS) range to complete the exercises required for NGFS qualification. Although satisfactory grades were achieved, the average grade was short of the requirement and a second firing was scheduled for 18 April.

On 8 April, the ship steamed into Subic Bay Naval Station, R.P. for voyage repairs and to commence preparations for an Indian Ocean deployment.

Shortly after his arrival onboard, LCDR E.R. HURST relieved CDR W.G. STRONG as Executive Officer on 18 April 1980.

On 18 April, DAVIDSON sortied from Subic Bay and proceeded to the Tabones NGFS range, determined to complete her qualifications. The Gunnery team's efforts were rewarded as they completed the qualification with an average score of 80.8 percent, well above the qualifying mark. DAVIDSON returned to port that evening for the installation of a main feed booster pump.

On 19 April, DAVIDSON commenced independent steaming toward the Battle Group and subsequent transit to the Indian Ocean.

Through the untiring efforts her crew, SRF Subic and MOTU Thirteen, DAVIDSON left Subic Bay in a high state of material readiness.

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HISTORICAL NARRATIVE

On 22 April during the first leg of the transit, enroute the Singapore Strait, USS WORDEN was detached from the Battle Group to render assistance to an apparent refugee vessel in distress. Upon arrival, USS WORDEN embarked forty-four Vietnamese refugees due to the unseaworthy condition of their boat and proceeded to Singapore to disembark the refugees.

Commencing 23 April. DAVIDSON participated in MERLION VIII, an exercise involving Royal Singapore Navy gunboats and aircraft. The exercise was successful in providing a unique opportunity for surface combatants to train in Battle Group defense against the guided-missile equipped patrol gunboat. LAMPS tactics utilized during the exercise provided excellent targeting information.

On 25 April, the Battle Group completed the transit through the Singapore Strait and continued on its westerly track into the Indian Ocean.

While enroute MODLOC at GONZO Station, the ship conducted extensive Condition III damage control and guncrew training in anticipation of a high defense posture in the area.

On 3 May, the Battle Group entered MODLOC and assumed the duties of the outgoing USS CORAL SEA Battle Group.

While in MODLOC, DAVIDSON participated in various surface action exercises that sought to maintain the proficiency and readiness of the Battle Group. The LAMPS helicopter was used extensively for valuable targeting information in both offensive and defensive tactics.

LAMPS also proved to be a valuable asset in ASW prosecution. On May 15, the ship and LAMPS helicopter, prosecuted a passive sonar contact, initially classified as a possible enemy submarine. USS CONSTELLATION ASW analyst later designated the contact as not subsurface related and prosecution was halted.

Two Soviet IL-38 'May' ASW/reconnaissance aircraft overflew the ship on 27 May in trail formation, each escorted by F-14's from USS EISENHOWER.

The HARPOONEX's on 27 and 30 May conducted against the EISENHOWER Battle Group provided excellent training in response ASCM defense.

On 3 June, the ship left the Battle Group and commenced her transit to Diego Garcia B.I.O.T. for a tender availability.

7 June, saw DAVIDSON cross the line' in a festive ceremony that initiated 218 pollywogs into the "Ancient order of the deep."

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HISTORICAL NARRATIVE

DAVIDSON pulled into Diego Garcia's "vee" shaped lagoon 8 June, moored port side to USS L.Y. Spear and commenced her much needed availability. This marked the completion of 52 consecutive days at sea. As a result of USS L.Y. Spear's excellent repair efforts, DAVIDSON was ready in all respects to resume her MODLOC patrol with the Battle Group. On 16 June, the ship was underway enroute the MODLOC area.

While refueling alongside USS SACRAMENTO on 17 June, and during preparations to break away, a fuel fire erupted in the fireroom, engulfing the space in flames. An immediate evacuation of the fireroom was carried out. Emergency breakaway procedures were quickly executed, preventing further damage as the ship pulled away from USS SACRAMENTO. General Quarters was set and repair parties were manned. Fighting intense heat and heavy smoke, repair parties entered the fireroom and extinguished the fire. The ship suffered no personnel casualties and damage was restricted to the fireroom areas. A ruptured fuel oil strainer was apparently the cause of the fire.

With the fire out, the massive task of cleanup began. Assistance in the form of dewatering equipment, cleanup materials, and hot sandwiches was provided by the USS SACRAMENTO, as she remained in the area.

USS TRUXTUN was ordered to close DAVIDSON and rig for tow. The rendezvous was effected late evening on the 17th. With the towing rig made up by early morning on the 18th, both ships were underway enroute Diego Garcia.

On 20 June, the ships faced the task of piloting through restricted waters with one ship in tow, a maneuver never before attempted by the two ships. Moving slowly and in a closely controlled maneuver, TRUXTUN was able to put DAVIDSON in the proper position for personnel boats to push the ship alongside USS L.Y. Spear's starboard side.

DAVIDSON commenced emergency voyage repairs to the fire-room on 21 June. The initial inspection of damage revealed major repairs required, but within the capability of L.Y. Spear and the arriving Subic Bay SRF Tiger Team.

A plan of action was developed for the repair effort and the goal was set for a "dock trial" to commence 12 July. On 27 June, CDR Henry F. DALTON reported onboard as the prospective Commanding Officer.

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HISTORICAL NARRATIVE

An awards ceremony was held 3 July, with selected members of the crew receiving letters of commendation for their individual efforts in extinguishing the flash fire. Also recognized were shipmates that distinguished themselves in their areas of experience during the previous underway periods at MODLOC.

On 4 July, DAVIDSON celebrated the nation's 204th birthday.

On 5 July, Commander Henry F. DALTON relieved Commander E. W. FROELICH Jr. as Commanding Officer of DAVIDSON.

Excellent progress was being made in the fireroom restoration when USS AJAX arrived on 7 July and relieved USS L.Y. Spear as repairs continued.

Major systems/component repairs were completed by 8 July to support a light-off of 1B boiler and fires were lighted that afternoon. The boiler was brought up to line pressure and all associated systems were tested satisfactorily.

At 1350 on 11 July, fires were lighted in 1A boiler. The boiler was placed in full automatic and remained on the line in preparation for dock trials/sea trials.

On 12 July at 1300, DAVIDSON was once again underway under her power as she pulled away from USS AJAX for plant trials.

A second successful plant trial in the lagoon was conducted on 13 July. Later the ship returned alongside USS AJAX to effect overnight repairs to 1B main feed pump.

Steaming into the open sea on the morning of 14 July, DAVIDSON conducted successful flexes on both boilers during sea trials in the vicinity of Diego Garcia.

Returning briefly to an anchorage that afternoon to debark repair personnel, the ship, with a final salute to the team that made it possible, turned North and steamed toward MODLOC. The LAMPS helo was recovered shortly after the ship departed the lagoon.

The excellence of the repair efforts was evident during the transit as the boilers and ACC system proved to be fully responsive, particularly during man overboard training.

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HISTORICAL NARRATIVE

On 17 July, during routine underway replenishment operations with USS WICHITA, a CH-46 helicopter assigned to the WICHITA crashed into the sea. DAVIDSON's motor whaleboat crew recovered the pilot of the helicopter. Three of the air crewmen remained missing.

DAVIDSON and WICHITA conducted coordinated searches for the air crewmen through the 18th of July. DAVIDSON's LAMPS helicopter was also used in the search efforts commencing at first light. With no significant debris or sign of life discovered by late evening on the 18th, the search was called off and the three missing air crewmen presumed lost.

Upon entering the MODLOC area on 21 July, DAVIDSON was tasked to proceed to an assigned area for ASW operations. Although the weather was poor, the exercise provided much needed operator training.

On 22 July, DAVIDSON steamed smartly into station as she rejoined the USS CONSTELLATION Battle Group.

Tasking was received on 24 July to assist in SAR operations for a downed A-6 aircraft and an SH-3 helicopter from the USS CONSTELLATION. Our LAMPS helo was launched in support of the SAR effort for the downed SH-3. All personnel were quickly recovered by carrier rescue helicopters. DAVIDSON proceeded to recover pieces of wreckage and the carrier's whaleboat for further transfer.

DAVIDSON continued through the week providing plane guard services and participating in various Battle Group exercises, as the deployment in the Indian Ocean was drawing to a close.

On 27 July with USS HAROLD E. HOLT in company, the ship left the CONSTELLATION and the other escorts for a transit to Singapore, DAVIDSON's first port-of-call.

In the pre-dawn hours on 31 July, the OOD on watch sighted a small fishing boat, apparently in distress. The ship was approximately 130 miles southeast of Sri-Lanka. Investigation of the craft revealed 3 crewmen on board, all suffering from exposure and dehydration. The three crewmembers were brought aboard DAVIDSON for treatment. One member was unconscious and had been for an undetermined length of time. Differences in language made communications difficult, but Sri-Lanka was determined to be the fishermen's country of origin.

In order to provide better medical care to the unconscious Sri-Lankan fisherman, the ship re-traced its track on 1 August to effect a rendezvous with USS CONSTELLATION. Prior to getting within range of the carrier, one Sri-Lankan fisherman died without regaining consciousness.

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HISTORICAL NARRATIVE

On 2 August, DAVIDSON received notice that the ship was awarded the July squadron excellence award for outstanding performance. Highlighting the month's performance were the expeditious completion of fireroom repairs and two rescues-at-sea.

In an early morning rendezvous on 3 August, the Battle Group formed once again in its entirety and proceeded en-route Singapore.

As DAVIDSON pulled into Singapore's Man-of-War anchorage on 5 August, the crew looked forward to the opportunity to relax and enjoy one of the finest liberty ports in Asia.

On 6 August, the Sri-Lankan fishermen were taken ashore by U.S. Embassy Officials for turnover to Sri-Lankan representatives. Several members of the ships' crew provided clothing and personal items for the departing fishermen to keep as mementos.

Operational control of the ship shifted to CTF-75, and after an enjoyable 3-day visit, the ship left Singapore on 8 August in company with USS BAGLEY and USS HAROLD E. HOLT, en-route Pattaya Beach, Thailand.

As the ships were transiting through an area where the potential of encountering refugee vessels was high, an increased surveillance posture was maintained.

In order to replenish the fuel consumed during the 3 day transit, DAVIDSON, along with the other ships in company, pulled into Sattahip, Thailand 11 August for fuel. Re-fueling was accomplished by barge with the ship at anchor.

Steaming northward, after refueling, DAVIDSON arrived at Pattaya in the late afternoon and dropped anchor two miles from the beach.

For five days the crew enjoyed the friendly resort atmosphere of Pattaya with its varied entertainment and innumerable bargains in jewelry, clothing, and art crafts found in local shops.

On 16 August, DAVIDSON weighed anchor and began the transit toward Subic Bay, R.P. with USS BAGLEY and USS HAROLD E. HOLT in company.

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HISTORICAL NARRATIVE

On 17 August a vessel was sighted adrift with approximately 35 people onboard. USS BAGLEY maneuvered alongside the vessel and discovered 35 Vietnamese men, women and children with no provisions onboard. All were suffering from fatigue, hunger and dehydration. The refugees were embarked onboard BAGLEY and the refugee vessel sunk due to its unseaworthiness. DAVIDSON and its LAMPS helicopter stood by the area to offer assistance if required; then continued the transit to Subic Bay where the refugees were to be debarked.

On 20 August DAVIDSON moored port side to Rivera piers 18-20, Subic Bay, R.P. and commenced voyage repairs.

From 22 August, to 24 August, the ship enjoyed the company of the Royal Navy during their visit to Subic Bay. DAVIDSON hosted the HMS Galatea and participated in a program of sports and entertainment for the British crews.

On 4 September, DAVIDSON was underway enroute Pearl Harbor, Hawaii. The ship proceeded independently on her track until reaching a point south of Guam where USS SACRAMENTO joined the ship to provide fuel through the final leg of the transit.

The two ships outchopped from the Seventh Fleet on 9 September and operational control was transferred to COMTHIRDFLT.

While near the Hawaiian Island chain on 14 September, an air distress signal was received over emergency circuits. DF attempts with own ship and LAMPS helo ESM equipments were unsuccessful. The signal ceased after approximately four hours of transmit time. Visual surface search of track was maintained with negative results. The Joint Rescue Center Honolulu was notified of both ships' actions.

On 15 September, the ship and crew, be-decked in leis, returned to homeport and to a long awaited and joyous reunion with family and friends.

The post-deployment upkeep period from 15 September to 17 October allotted maximum leave for ship's company.

The results of the Battle Efficiency Competition were announced 17 September for the period 1 January to 30 June 1980. DAVIDSON secured divisional awards in ASW, Communications, CIC, Gunnery, and Supply.

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HISTORICAL NARRATIVE

As part of the pre-overhaul requirements, the ships entire ammunition inventory was off-loaded at Naval Magazine Lualualei from 8 to 9 October.

On 16 October, an awards ceremony was held onboard recognizing four officer recipients of the Navy Achievement Medal and DAVIDSON's Sailor of the Quarter.

After extensive preparations, the ship was moved to drydock four, Pearl Harbor Naval Shipyard (PHNSY) on 17 October marking the commencement of her fourth major overhaul.

27 October saw the ship's crew assembled on the drydock wall to recognize two shipmates receiving the Navy Achievement Medal for their performance in fighting the flash fire that occurred in the ship's fireroom on 17 June.

From 1 November to 4 November, DAVIDSON was host ship to Republic of Korea ship (ROKS) KANG WON as she and a sister ship visited Pearl Harbor. Receptions were held in honor of both Navies.

On 8 November, DAVIDSON personnel began receiving initial interviews at the Human Resources Management Center, Pearl Harbor, Hawaii in preparation for a Human Resources availability.

A frocking ceremony was held on the drydock wall on 8 December advacing petty officer selectees for third and second class.

8 December marked the commencement of "SPARKY's SPORTACADE", the name fondly used in reference to DAVIDSON's annual physical fitness testing program.

The year's end saw a festive atmosphere envelop DAVIDSON's crew and dependents with a Children's Christmas Party occuring on 20 December and a ship's Christmas Party/Dinner Dance on 21 December.

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