



DEPARTMENT OF THE NAVY

USS DAVIDSON (FF 1045)
FPO SAN FRANCISCO 96663

IN REPLY REFER TO:

FF1045/16:kjr
5750
Ser 285-82
31 August 1982

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(Unclassified upon removal of enclosures (1) and (2))

From: Commanding Officer, USS DAVIDSON (FF-1045)

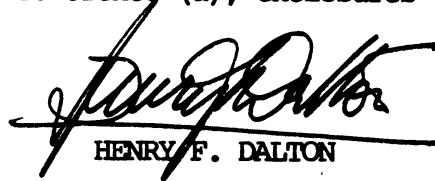
To: Director of Naval History (OP-09BH)

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

Ref: (a) OPNAVINST 5750.12C

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

1. (U) In accordance with reference (a), enclosures (1) through (3) are submitted.



HENRY F. DALTON

Copy to:
COMNAVSURFPAC PAO

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DECLASSIFY ON: 31 December 1988

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USS DAVIDSON (FF-1045)
Command History
1 January - 31 December 1981

CHRONOLOGICAL HIGHLIGHTS

- 1 JAN - 31 JAN Dry Dock #4, ship rests on keel blocks.
- 6 JAN - 8 JAN Small arms training at Schofield Barracks.
- 16 JAN Captain's Call; Wichita Helo Rescue Medal, Letters of Commendation awarded.
- 22 JAN Hydro test 1A boiler superheater satisfactory.
- 23 JAN #1 SSDG reinstalled.
- 24 JAN Hydro test of 1B boiler superheater satisfactory.
- 25 JAN #1 Brine, #1 Salt Water Heater, and #1 Distillate Pump reinstalled.
- 30 JAN #2 Fire, #1 Auxiliary Circ. and Feed-water Transfer Pumps reinstalled.
- 1 FEB - 22 FEB Dry Dock #4, ship rests on keel blocks.
- 2 FEB Lube Oil Purifier and Prairie Maskers reinstalled.
- 3 FEB #1 and #2 Dehydrators reinstalled.
- 5 FEB Main Condensate Pump reinstalled.
- 7 FEB Fuel tanks pressurized.
- 18 FEB Captain's Call; frocking ceremony.
- 20 FEB Flooded fuel oil tanks with fresh water.

Enclosure (1)

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CHRONOLOGICAL HIGHLIGHTS

22 FEB Dry Dock #4 flooded; ship moves port-side B-11.

27 FEB Commodore's Inspection.

1 MAR DAVIDSON hosts COCHRANE's return to Pearl.

5 MAR E-5 Advancement Examination.

9 MAR OPS Test on STGS. Captain's Call on Habitability and LOE PREPS.

17 MAR Small arms training at Wheeler AFB.

18 MAR First JP-5 fueling.

23 MAR 1B boiler acid cleaned and Hydro Test satisfactory.

27 MAR Crew moves back onboard from Bldg. 1369 and 1370.

30 MAR Acid clean 1A boiler.

3 APR GMG2 CLARK selected Sailor of the Quarter.

11 APR #1 Main Condensate Pump test satisfactory.

16 APR SECNAV drive by tour. #1 SDG start test satisfactory.

17 APR #2 SDG start test satisfactory.

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CHRONOLOGICAL HIGHLIGHTS

21 & 22 APR 3M Assist Team from COMNAVSURFGRU MIDPAC onboard.

21 - 24 APR Seabag Inspection.

29 APR Load test #1 and #2 SDG satisfactory. Main Condensate Pump test satisfactory.

8 MAY C.O.'s Personnel Inspection.

10 MAY Hydrostatic test on 1A superheater satisfactory.

16 MAY Reduction gears and jacking motor tested satisfactory.

29 - 30 MAY LPAC's and Dehydrators in operation.

1 JUN NAVMAC A+ and AIMS IFF Certification. LT CURRY and LTJG ALLEN awarded Navy Achievement Medals.

10 - 15 JUN Light Off Examination (LOE).

13 JUN DAVIDSON moves from B-2 to B-17 portside to.

17 JUN Lit fires in 1A boiler for first time.

18 JUN Plant in MOD Main Streaming status.

20 JUN Lit fires in 1B boiler for first time, paralleled with 1A.

24 JUN Lit fires in Aux. boiler and 1B boiler.

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USS DAVIDSON (FF-1045)
Command History
January - 31 December 1981

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CHRONOLOGICAL HIGHLIGHTS

| | |
|-------------|---|
| 25 JUN | Secured 1B; lit off 1A boiler. |
| 27 JUN | SSTG #2 on line. |
| 30 JUN | Lit off 1B boiler. |
| 7 JUL | Fast Cruise. |
| 9 - 11 JUL | Sea Trials (Return daily portside B-17). |
| 16 - 18 JUL | Sea Trials (Return daily portside B-17). |
| 21 - 22 JUL | Sea Trials. |
| 22 JUL | Final day of Sea Trials; Full Power Run; Moored STBD B-26. |
| 6 AUG | Command Inspection. |
| 10 - 14 AUG | MIT Phase I/Plant Inspection. PQS BDS/LCDR MORGAN/MIDPAC. |
| 17 - 25 AUG | FORACS Range/Weapon Systems Alignment Test (WSAT). |
| 25 AUG | TACAN (AN/SRN-15A) Certification. |
| 26 AUG | Ammo. Loadout. NAVMAG LuaLuaLei. |
| 3 - 7 SEP | Dependent's Cruise to Hilo, HI. |
| 9 - 20 SEP | MIDPAC SPEC OPS; Return Pearl 20 SEP STBD side USS SOMERS (DDG-34) B-23. |
| 2 - 7 OCT | 9024, San Diego Nuclear Weapons Training. |
| 4 OCT | QM2 MOORE named Sailor of the Quarter. |

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Command History
January - 31 December 1981

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CHRONOLOGICAL HIGHLIGHTS

5 - 9 OCT Underway/EMI WCAP Team embarked.

7 OCT Man overboard drills.

8 OCT ECC Drills.

9 - 13 OCT NWAT MIDPAC.

14 - 21 OCT ISE/ECC/FORACS Range.

22 OCT Moored STBD side B-18.

26 - 30 OCT MIT Phase II.

27 - 28 OCT Underway ECC.

29 OCT Moored B-16.

6 NOV PNC ANDERSON awarded Letter of Commendation for Command Retention Team.

12 NOV SMI STONEBARGER received the Navy Commendation Medal

19 NOV PEB/CINCPACFLT/PACFLT Propulsion Examination Board (PEB) conducts OPPE.

22 NOV LT MARTIN receives the Navy Achievement Medal.

23 NOV MMCS MCLAUGHLIN receives the Navy Commendation Medal.

1 DEC Visit Ship.

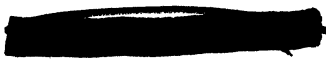
12 DEC QMC WILLIAMS died in automobile accident.

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USS DAVIDSON (FF-1045)

"DECLASSIFIED" Command History
January 31 December 1981



CHRONOLOGICAL HIGHLIGHTS

- 14 - 15 DEC NWAJ Qualification (Nuclear Weapons Acceptance Inspection).
- 16 - 17 DEC TRE (Training Readiness Examination).
- 17 DEC Ship's Christmas Party and Dinner Dance.
- 21 DEC Children's Christmas Party.
- 29 DEC PN3 VIGILANT named Sailor of the Quarter.

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Enclosure (1)



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HISTORICAL NARRATIVE

USS DAVIDSON began the new year high and dry on the keel blocks of dry dock #4 at Pearl Harbor Naval Shipyard. What had begun in October of 1980 as her fourth major overhaul since christening would last nine months in all, ending in July of 1981. Consequently, the first half of the year was spent putting the ship back together again, and the second half, commencing a difficult schedule of inspections to prove her operational readiness.

The first of these would begin with the fast cruise and sea trials and ended with the Operational Propulsion Plant Examination (OPPE) and Nuclear Weapons Acceptance Inspection (NWAII) in December.

Shipwide training continued during the overhaul period with small arms training at Schofield Barracks on 6-8 January.

Captain's Call followed the next week, on 16 January, to honor those who participated in the boat rescue of a downed USS WICHITA helo pilot during the 1980 WESTPAC deployment. Six DAVIDSON sailors were awarded Letters of Commendation for their professional conduct as the boat crew. BM3 RIVERA, the boat's coxswain, was awarded the Navy Achievement Medal.

Over the next two weeks hydro testing of the 1A and 1B boiler superheaters was conducted successfully, and the #1 ship's service diesel generator was installed.

The remainder of January witnessed the steady return of various vital pumps to the engineering plant.

On 7 February, the fuel tanks were pressurized to prepare for their subsequent fresh water flooding on 20 February. Captain's Call was held on the dry dock wall the 18th of February for the frocking of numerous DAVIDSON petty officers.

Ballasted with fresh water in her fuel tanks, the ship was ready for the 22 February flooding of dry dock #4. Much of the crew turned out on this Saturday to see their ship gracefully return to a waterborne posture. Harbor tugs received her at the mouth of the dry dock and towed the DAVIDSON to B-11 pier.

A week later COMDESRON 35 conducted a shipwide material and personnel inspection for which he gave high praise in his remarks following the inspection.

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HISTORICAL NARRATIVE

On 1 March, DAVIDSON hosted her sister ship's, USS COCHRANE (DDG-21), return to Pearl Harbor from a WESTPAC deployment. Hula dancers, the CINCPAC-FLT Band, balloons and refreshments created a festive scene for the ship's return.

Captain's Call was held on 9 March, during which the Captain briefed the crew on the upcoming shipboard habitability transition, as well as the forthcoming Light-Off Examination (LOE) preparations.

Small arms training was conducted again on 17 March at Wheeler AFB. The next day, 18 March, the ship received her first on load of JP-5 fuel since the start of overhaul. On 27 March, the crew moved from the BEQ (building 1369 and 1370) back aboard the ship.

Over the next two weeks both 1A and 1B boilers were acid cleaned and hydroed successfully. GMG2 CLARK was named Sailor of the Quarter on 3 April.

The Secretary of the Navy conducted a driving tour of Pearl Harbor, including a drive by the DAVIDSON on 16 April.

The engineering plant continued its final checkouts with satisfactory start tests on both its diesel generators.

COMNAVSURFGRU MIDPAC sent its 3M Assist Team to the DAVIDSON over the 21st and 22nd of April to aid in the administrative transition from overhaul maintenance to operational maintenance scheduling. During this same week seabag inspections were conducted in every division to insure personnel readiness.

The month of April concluded with satisfactory load tests on both diesel generators and a successful test of the main condensate pump.

The Commanding Officer conducted his quarterly personnel inspection on 8 May. Operational checks continued on the boiler superheaters with a satisfactory hydrostatic test on 1A on 10 May. The following week, 16 May, the main engine reduction gear and jacking motor were tested successfully. The low pressure air compressors and dehydrators were put into operation on 29 and 30 May in preparation for the June Light-Off Examination (LOE).

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HISTORICAL NARRATIVE

June began with the installation of two advanced electronics systems: The NAVMACS A+ Satellite Communications Suite and the AIMS IFF System, along with their respective certifications by NAVELEXSYSENGCEN Vallejo. The first of June also marked the recognition of two DAVIDSON officers, LT CURRY AND LTJG ALLEN, each receiving the Navy Achievement Medal. LT CURRY was awarded his for superior performance as Supply Officer during his tour in DAVIDSON. Likewise, LTJG ALLEN was recognized for his outstanding performance as CIC Officer during the same period.

The first major hurdle in DAVIDSON's schedule of inspections was her Light-Off Examination (LOE) from 10 June to 15 June, conducted by the CINCPAC-FLT Propulsion Examining Board. During the LOE the ship was moved from Naval Station Pearl Harbor pier B-2 to B-17 portside to. DAVIDSON passed her first examination with flying colors. Fires were lit aboard the ship for the first time in nine months in 1A boiler. DAVIDSON assumed a modified main steaming status on 18 June. Fires were lit in 1B boiler and paralleled with 1A boiler on 20 June. Over the next ten days, the boilers were alternately lit off and secured with both SSTGs being brought on line on 27 June.

The whole crew was tested for its sea readiness on 7 July via a "fast cruise." Though she never left pierside, the ship went through a series of at sea evolutions, which ran from general quarters to abandon ship. The real time challenge came two days later with the start of sea trials. The trials lasted two weeks, culminating with a full power run on 22 July. The ship returned daily portside to pier B-17, and after its successful sea trials completion moored starboard side to pier B-26. There wasn't any doubt after those two weeks in July, that the DAVIDSON and her crew were ready for sea.

The Commanding Officer conducted a personnel inspection on 6 August.

The MIDPAC Mobile Training Team (MITT), lead by LCDR MORGAN, arrived on board the ship on 10 August to conduct Phase I of their training, and departed on 14 August. They offered useful training in all areas of the engineering department, from PQS to plant operations.

The Federal Aviation Administration (FAA) conducted the annual requirement for a TACAN (AN/SRN-15A) certification on 25 August. The following day, the ship loaded ammunition at NAVMAG, LuaLuaLei.

The ship made a dependent's cruise to Hilo, Hawaii over 3-7 September.

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HISTORICAL NARRATIVE

The seas were a little rough, but over 150 dependents and guests weathered the transit over in what turned out to be a totally enjoyable trip.

Two days after her return to Pearl Harbor, DAVIDSON went to sea on a special operational (SPECOP) assignment from 9-20 September. The operation was a success and proved the DAVIDSON's high state of readiness to get underway and fulfill her mission at a moment's notice (only two months out of the yards). The ship returned on 20 September to B-23, starboard side outboard of the USS SOMERS (DDG-34) after nine days at sea.

The DAVIDSON's first phase of Nuclear Weapons Certification began on 2 October when the San Diego based "9024" team came aboard to begin training and inspecting in all areas of the ship's nuclear weapons handling. "9024" was completed on 7 October and judged successful with an eye to further training: Nuclear Weapons Assist Team (NWAT) and later Nuclear Weapons Acceptance Inspection (NWI) in December.

QM2 MOORE was selected Sailor of the Quarter on 4 October. The next day the ship got underway for Engineering Casualty Control (ECC) drills. The new officers got to try their hand at man overboard drills during this underway period - lining up to take the conn the afternoon of 7 October. Representatives of the Electromagnetic Interference Waterfront Corrective Action Program (EMI WCAP) were embarked during this underway period (5-9 October) to conduct various EMI/IMI Surveys.

The NWAT team from MIDPAC stepped on board the ship as soon as she returned on 9 October, to begin their inport training and testing, departing 13 October.

The ship got underway from 14-22 October for independent steaming in the local OP areas to conduct more ECC drills and Weapons Systems Alignment Tests (WSAT) on the FORACS range.

Three days inport and DAVIDSON was underway again for MIT Phase II and ECC drills. The ship returned to pier B-16 29 October.

PNC ANDERSON received a Letter of Commendation on 6 November for his key work on the DAVIDSON's retention team; responsible for an overall retention

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HISTORICAL NARRATIVE

rate of 44% for 1981 (rating a Golden Anchor nomination).

SM1 STONEBARGER was forwarded a Navy Commendation Medal to his next command on 12 November for his work as DAVIDSON's Command Career Counselor.

Engineering faced its final test for readiness on 19 and 20 November when the DAVIDSON got underway for her Operational Propulsion Plant Exam (OPPE) conducted by the CINCPACFLT PEB. The OPPE was passed.

LT MARTIN was forwarded the Navy Achievement Medal on 22 November. One day later, 23 November, MMCS MCLAUGHLIN received the Navy Commendation Medal for his outstanding work as ship's superintendent of USS WORDEN (CG-18) while it was in the Pearl Harbor Shipyard for regular overhaul.

The DAVIDSON was nominated as visit ship by COMNAVBASE Pearl Harbor for 1 December. Four thousand cookies and one thousand visitors later, the event was concluded and judged an overwhelming success. The ship set a record for attendance and was visited by many veteran Pearl Harbor survivors (in the area for the coming week's Pearl Harbor Day festivities).

On 12 December, tragedy struck when QMC WILLIAMS died in an automobile accident.

The final round of nuclear weapons qualifications commenced on 14 December with the NWA. The inspection lasted two days with the previous months rigorous security force and accident/incident (AI) drilling paying off. DAVIDSON was certified to handle nuclear weapons on 15 December.

Preliminary workups for January's Refresher Training (REFTRA) paid off on 16 and 17 December with the Training Readiness Examination (TRE). The ship was evaluated on a division by division basis, judging the thoroughness of their efforts to meet pre-designated REFTRA requirements. TRE was a success.

The ship's most popular social event took place on 17 December, the annual Christmas party. The affair was held at the Hale Koa Hotel's Waikiki Ballroom and included a Hawaiian floor show, sumptuous banquet, and dance.

The children's Christmas party followed on 21 December with a great turnout of crew members' children.

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HISTORICAL NARRATIVE

The end of the year was marked with PN3 VIGILANT being named Sailor of the Quarter on 29 December and an inport New Year's Eve.

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