



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

IN REPLY REFER TO:

FF1045/00:jnc-5  
5750  
Ser: 100-84  
24 May 1984

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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 (C)

1. (U) In accordance with reference (a), enclosures (1) and (2) are hereby submitted.

  
F. C. FERDON

DECLASSIFIED BY: CNO (N09N2)  
OPNAVINST 5513.16 SERIES  
DATE: 15 Mar'06

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DEPARTMENT OF THE NAVY

USS DAVIDSON (FF 1045)  
FPO SAN FRANCISCO 96663

IN REPLY REFER TO:

USS DAVIDSON (FF-1045)

COMMAND HISTORY

1 JANUARY - 31 DECEMBER 1983

CHRONOLOGICAL HIGHLIGHTS

1 JAN	INPORT SASEBO, JAPAN FOR UPKEEP
8 JAN	FAST CRUISE (PREPARATION FOR UNDERWAY)
9-10 JAN	ENROUTE KAGOSHIMA, JAPAN
10-11 JAN	INPORT KAGOSHIMA, JAPAN FOR GOODWILL VISIT
12 JAN	UNDERWAY FOR RENDEZVOUS IN PHILIPPINES SEA WITH USS STEIN, USS GEORGE PHILLIP AND USS CIMARRON (TU 75.9.6)
14 JAN	DAMAGE CONTROL READINESS INSPECTIONS
15 JAN	ZONE INSPECTION FOR CLEANLINESS/MATERIAL CONDITION GQ/MAIN SPACE FIRE DRILL
18 JAN	JOIN TU 75.9.6., ENROUTE PEARL HARBOR GQ/A&I DRILL
21 JAN	PAC FIRING (10 ROUNDS) GQ/NUC DEPT TRAINING
22 JAN	CIMARRON DETACHES
23 JAN	COOKOUT/CASINO NIGHT
24 JAN	REPEL BOARDERS DRILL/FAMILIARIZATION FIRING OF .45's AND SHOTGUNS
25 JAN	USNS TALUGA JOINS

28 JAN	ARRIVE PEARL HARBOR
29 JAN - 31 JAN	LEAVE AND UPKEEP
1 FEB - 9 FEB	LEAVE AND UPKEEP
10 FEB	OFFLOAD AMMUNITION AT NAVMAG LUALUALEI
14 FEB	SHIFT FROM PIER B-26 TO ALONGSIDE USS JASON FOR TENDER AVAILABILITY
15 FEB	A/I HANDLING DRILL
16 FEB	A/I HANDLING DRILL
17 FEB	A/I HANDLING DRILL
18 FEB	A/I HANDLING DRILL
25 FEB	18 RESERVISTS REPORT ABOARD FOR TWO WEEKS DUTY
28 FEB - 3 MAR	9024 INSPECTION/ASSIST
7-9 MAR	3M ASSIST VISIT
14 MAR	1A, 1B BOILERS LIT OFF TO TEST REPAIRS. SHIFT BERTH FROM ALONGSIDE JASON TO B-23. JASON AVAILABILITY ENDS
24 MAR	FAST CRUISE (PREPARATION FOR UNDERWAY)
28 MAR - 30 MAR	UNDERWAY FOR SHAKEDOWN CRUISE
28 MAR	DESRON 35 REGATTA, DAVIDSON FINISHES FOURTH

30 MAR	GUNSHOOT (22 ROUNDS)
31 MAR	A/I DRILL
4 APR - 7 APR	MINI-NWAT, ROOFTOP TRAINING
5 APR	GQ/A&I DRILL
6 APR	SHIFT FROM DESRON 25 TO DESRON 35
7 APR	CAPTAIN'S CALL
14 APR	ROOFTOP TRAINING
18 APR	GQ/REPAIR PARTY TRAINING
21 APR - 22 APR	UNDERWAY FOR MITT PHASE I
25 APR - 29 APR	RAVIR TRAINER
28 APR	GQ/A&I DRILL
29 APR	ONLOAD ASROC, EXTORPS
2 MAY - 4 MAY	NWAT
4 MAY	A/I DRILL
5-6 MAY	SURPRISE NIPI
9 MAY - 13 MAY	UNDERWAY FOR TYT/CAST
10 MAY	TRANSIT FORD ISLAND. GUNSHOOT WITH USS CONSERVER
11 MAY	CAST MIDPAC WITH USS SARGO

12 MAY	ASROC SHOOT, PORT/STARBOARD TORPEDO SHOOT
20 MAY	NTPI SUPPLEMENTAL
22 MAY	2 1/C, 6 3/C MIDSHIPMEN REPORT ABOARD FOR SUMMER TRAINING
23 MAY	UNDERWAY FOR ISE/ECC DRILL.
24 MAY	GUNSHOOT
25 MAY	ONLOAD EXTORPS AT NAVMAG LAULAULEI
25 MAY - 27 MAY	EXERCISE SHORT FUZE 83
26 MAY	RENDEZVOUS WITH USS OUELLET AND USS RATHBURNE FOR ASW/AAW OPS
31 MAY	MIT PHASE II POSTPONED
1 JUN	MIT PHASE II POSTPONED
2 JUN - 3 JUN	MIT PHASE II
6 JUN - 10 JUN	MIDPACTRAEX
7 JUN	LIGHTLINE TRANSFER WITH USNS TALUGA. ASW OPS WITH USS SKATE AND USS ROBERT E. PEARY
8 JUN	ASW OPS WITH USS NEW YORK CITY, USS CIMARRON AND USS SKATE
9 JUN	TOW AND BE TOWED WITH USS SAMPLE
10 JUN	AWARDS CEREMONY
12-15 JUN	DAVIDSON IS HOST SHIP FOR CANADIAN WARSHIP RESTIGOUCHE

14 JUN	RECEPTION FOR DAVIDSON OFFICERS ON RESTIGOUCHE
17 JUN	TRAINING AND READINESS EVALUATION (TRE)
26 JUN	SECOND GROUP OF MIDSHIPMEN (2 1/C, 6 3/C) ARRIVE
27 JUN - 2 JUL	AIREM GOLF EXERCISE
28 JUN	WORK UP PHASE WITH USS SKATE AND HSL-37
30 JUN	RENDEZVOUS WITH USS OUELLET FOR AS OPS AGAINST USS SEA DRAGON
1 JUL	FREEPLAY ASW OPS WITH HSL-37, SEA DRAGON AND MK 30 TARGET
7 JUL	DAVIDSON WINS MIDPAC NAVTAG CHAMPIONSHIP
7 JUL - 11 JUL	SCAT TEAM VISIT
11 JUL	UNDERWAY PERIOD CANCELLED
14 JUL - 19 JUL	ARC GLORIA (COLOMBIAN TRAINING SHIP) VISITS. DAVIDSON IS HOST SHIP
20 JUL	UNDERWAY PERIOD CANCELLED. SHIFT TO B-23
23 JUL	SHIP'S PICNIC
24 JUL	THIRD GROUP OF MIDSHIPMEN ARRIVE (2 1/C, 6 3/C)
26-28 JUL	MIT PHASE II
29 JUL	CINTEX WITH VISITING JAPANESE NAVY SHIPS
30-31 JUL	INTERIM REFRESHER TRAINING (IRFT) PREPARATIONS

1-16 AUG	IRFT
1 AUG	GQ/AAW DRILL. MOOR TO BUOY X9S
2 AUG	GQ/NBC DRILL. ECC/DC/FIRE DRILL
3 AUG	TOW/BE TOWED/HIGHLINE TRANSFER WITH USS BRUNSWICK MAIN CIRCULATING PUMP CASUALTY, ANCHOR IN PEARL HARBOR, SHIFT TO B-24
4-5 AUG	INPORT DRILLS
8 AUG	GQ/MASS CONFLAGRATION/NBC/DC/ECC DRILLS
9 AUG	PRECISION ANCHORING, ABANDON SHIP. RETURN TO PORT TO REPAIR SONAR UNITS AND 13 AND 31
10 AUG	GQ/DC/ECC DRILLS
11 AUG	TOW USS ROBERT E. PEARY TO PEARL HARBOR. PRECISION ANCHORING
12 AUG	GQ/WEAPONS SHOOT (2 ASROC, 1 TORPEDO), ASAC CONTROLLED HELO SHOOT (1 TORPEDO)
15-16 AUG	TRAINING ASSESSMENT/BATTLE PROBLEM
15 AUG	GQ/MASS CONFLAGRATION/CHEMICAL WARFARE. ASW OPS WITH USS HAROLD E. HOLT
16 AUG	5 ROUND PAC. BATTLE PROBLEM CONCLUDED
17-19 AUG	OPPRE PREPARATIONS
23-29 AUG	OPPRE PREPARATIONS

1 SEP	AWARDED DESRON 25 BATTLE "E", ASW "A", GUNNERY "E", DAMAGE CONTROL "DC" AND ELECTRONIC WARFARE "EW"
2-5 SEP	ECC DRILLS/SSRNM
6-8 SEP	OPPRE
6 SEP	AVIATION READINESS EXAM (ARE)
7 SEP	UNDERWAY PHASE OF OPPRE
12-16 SEP	HRAV WEEK
15 SEP	ARE RETEST
19-23 SEP	20-B-4 TRAINER
20-23 SEP	3M INSPECTION
21 SEP	RADM RORIE PRESENTS MIDPAC NAVTAG TROPHY
26-30 SEP	14A2 PHASE I, RAC GROOM ON SONAR
29 SEP	DC STANDDOWN
1 OCT	VISIT SHIP, REAL PEOPLE FILMS DAVIDSON FOR SHOW
3 OCT	WEAPONS ONLOAD NAVMAG LAULAULEI
5 OCT	VADM SCHRADER VISITS
6 OCT	SCREW REMOVED/REPLACED
11-15 OCT	SSRNM/DLQ/NGFS/FORACS



17-21 OCT	COMMAND INSPECTION
24 OCT - 1 NOV	COMBAT SYSTEMS READINESS TEST (CSRT)
25 OCT	CSRT UNDERWAY PHASE, ASSIST USS PINTADO SEA TRIALS
27 OCT	CSRT INPORT PHASE
1 NOV	CSRT DEBRIEF
3-10 NOV	UNDERWAY FOR SAN DIEGO WITH USS HAROLD E. HOLT
10-14 NOV	INPORT SAN DIEGO
15-22 NOV	READIEX 84-1
23-27 NOV	INPORT SAN FRANCISCO
23 NOV	SHIFT BERTHS BECAUSE OF CRACK IN HULL OF USS HAROLD E. HOLT
28 NOV - 9 DEC	READIEX 84-1
9 DEC	INPORT SAN DIEGO
10-16 DEC	UNDERWAY FOR PEARL HARBOR (W/USS HAROLD E. HOLT)
14 DEC	COOK OUT/AWARDS CEREMONY
17-31 DEC	HOLIDAY STANDDOWN/AVAILABILITY WITH USS JASON
23 DEC	CHRISTMAS PARTY

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JANUARY - DECEMBER 1983

#### HISTORICAL NARRATIVE

The New Year began for DAVIDSON in the picturesque seaport town of Sasebo, Japan. She made good use of her inport period to effect numerous repairs. The crew got a well deserved opportunity for sightseeing, with ship sponsored tours going to Nagasaki, Ureshino, and Noritaki.

After five weeks inport, DAVIDSON's crew prepared for sea with a fast cruise on 8 January. After this successful evolution, DAVIDSON sailed on 9 January for Kagoshima, Japan. DAVIDSON spent two days in Kagoshima. During this time, Kagoshima welcomed the ship with great enthusiasm, courtesy, and a genuine delight at seeing American Sailors.

The Commanding Officer and the Executive Officer were invited ashore and called upon the Vice Governor of the Kagoshima Prefecture, the Mayor of Kagoshima, the Head of the Chamber of Commerce, and many other dignitaries who came to honor the DAVIDSON. In return, DAVIDSON hosted a luncheon onboard for various local dignitaries including the Police Chief, the Director of General Affairs, and the Director of the Prefectural Citizens Bureau. The crew was treated to scenic tours of Kagoshima, including an active volcano!

On 12 January, DAVIDSON departed Kagoshima and headed for the Philippine Sea; the first leg of the return voyage to Pearl Harbor and home. On 18 January, DAVIDSON joined company with USS STEIN, USS GEORGE PHILLIP AND USS CIMARRON and turned her bow towards Pearl Harbor.

During the transit back, DAVIDSON was busy. She participated in several exercises with other ships. Also, she conducted many own ship drills to hone the crew for the inspections that are a constant in the life cycle of a ship. On 21 January, DAVIDSON fired 10 rounds from Mount-51 for pre-action calibration of the mount.

On 23 January, the crew had a cookout and a casino night to celebrate the last weekend of deployment and the crossing of the International Date Line. The crew enjoyed the opportunity to relax and enjoy one last WESTPAC party.

And finally, on Friday, 28 January, DAVIDSON returned to Pearl Harbor. She had been gone for six long months. A large crowd of loved ones waited on the pier to greet the returning sailors.


DAVIDSON spent the rest of January in a leave and upkeep period to give both the ship and crew a well deserved rest from the rigors of deployment. DAVIDSON received many complimentary remarks for a job well done from, among others: CINCPACFLT, COMTHIRDFLT, COMSEVENTHFLT, and COMDESRON TWENTY-FIVE.

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February began quietly for DAVIDSON. Just back from deployment, all hands enjoyed a well deserved rest. The ship soon settled into the inport routine of drills, inspections, and exercises.

On 10 February, DAVIDSON moved to NAVMAG LAULAULEI. The ship offloaded projectiles, powder cans, ASROC and small arms ammunition. The following day, the ship returned to the BRAVO piers where she made final preparations for the Tender Availability period upcoming with USS JASON.

On 14 February, DAVIDSON moved alongside JASON. During this availability, the ship began an intensive training program in preparation for the NWAT (Nuclear Weapons Acceptance Test), NWAII (Nuclear Weapons Acceptance Inspection) and NTPI (Nuclear Technical Proficiency Inspection). This training included A/I Handling Drills, Guard Force Training, Nuclear Weapons Training, Daily Security Alerts and the 9024 Inspection/Assist.

At the end of the month, DAVIDSON embarked 18 Reservists from the Wichita, Kansas Area. These men came onboard for two weeks of Active Duty to refresh their nautical abilities. Their enthusiasm and interest were outstanding. The crew enjoyed the Reservists annual visit.

DAVIDSON continued the 9024 assist into March. That visit ended, the ship received another assist visit, this time in 3M. This three day visit helped to correct any 3M deficiencies in the ship's Work Centers. Both assist visits helped prepare the ship for upcoming inspections in those areas.

On 14 March, the ship concluded her availability with JASON. DAVIDSON moved pierside following the successful testing of the main engines. On 24 March a Fast Cruise was conducted to test all the repairs and to prepare the crew for going back to sea.

After almost two months inport, DAVIDSON headed to sea on 28 March. The ship conducted general training to re-familiarize the crew with being at sea. Mounts 51 and 52 were both fired, expending twenty-two rounds for pre-action calibration. The ship returned to port on 30 March.

DAVIDSON went straight into a mini NWAT Inspection/Assist. This was done to identify and correct any weak areas in Ship's Security or Nuclear Weapons Control. The Assist was also designed to prepare the crew for what the NWAT and NTPI Inspections would be like.

On 7 April, CDR FERDON held a Captain's Call. At this ceremony, he made awards to various crew members; recognizing the achievements of outstanding individuals. The Captain also took the opportunity to update the crew on the ship's schedule and other developments around the waterfront.

  
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DAVIDSON got underway on 21 April for MIT Phase I. This Assist Team came onboard to prepare the ship for the upcoming OPPE (Operational Propulsion Readiness Exam). This was the first in a series of assists that DAVIDSON received for her OPPE.

Back inport, the RAVIR Training Van arrived and hooked into DAVIDSON's Combat Systems. RAVIR was an onboard computer generated battle environment. The OS/EW Team had a week of training and were then graded in a final battle problem. The entire team from Tactical Action Officer to Status Board Keeper was graded. The final grade received was 98.8.

The NWAT Inspection began on 2 May. This inspection lasted until 4 May, when it was upgraded to a Surprise NITPI (SNITPI). This SNITPI was a spot inspection to see if the ship could handle a no notice examination. Both inspections consisted of tests of the Security Force, Weapons Handling and an indepth study of the ship's ability to control nuclear weapons. DAVIDSON passed both inspections with flying colors, receiving a grade of outstanding in security.

The following week, the ship was at sea for local operations. With USS CONSERVER towing the target, DAVIDSON fired fourty-four rounds from Mount 51; training the gun crew for high speed targets. With USS SARGO, the ship conducted ASW OPS, attempting to track the submarine while she tried to track DAVIDSON. The ship also had the opportunity to shoot an ASROC and two torpedos. All three shots were successes.

Returning to port, DAVIDSON underwent an NITPI Supplemental Inspection. This supplemental was necessary because a cracked stanchion on the ASROC Loader Crane had prevented its use during the original NITPI.

On 22 May, DAVIDSON welcomed onboard the first of three contingents of Midshipmen. These young men come each summer for a month of training. These cruises are designed to prepare the Midshipmen for sea duty and to orient them about Navy life.

The following day DAVIDSON sailed for more local operations. Some of the events for this period were Engineering Casualty Control (EOC) drills, ULM-4 ECM Testing Range, Mount 51 Gun Shoot (four rounds) and Helo Operations.

On the evening of 24 May, the ship received notice of Exercise "Short Fuze 83". A short notice, multi ship, multi threat exercise. The next morning DAVIDSON entered port, unloaded exercise weapons and returned to sea with the other "Short Fuze" ships.

DAVIDSON rendezvoused with USS OUELLET and USS RATHBURNE to conduct joint operations. The only "enemies" encountered were A-4 aircraft simulating Soviet missiles. They attacked the night of 26 May and were successfully beaten with the combined assets of the three ships.

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Short Fuze 83 ended the next day with all ships making practice UNREP approaches (leap frogs) on each other. This was an excellent opportunity for junior officers to practice shiphandling.

The first days of June were spent in MIT Phase II. This training was more in the months long preparations for OPREP. There were more ECC drills; more general training to hone the crew's skills.

The first of two June exercises was MIDPACTRAEX. The exercise began with an opposed sortie from Pearl Harbor. The object being to get all "high value" units safely past any subs waiting at the harbor entrance. From there, the ten ships split into groups to conduct various exercises.

DAVIDSON conducted a highline transfer with USNS TALUGA the first day. Following that, the ship, with USS ROBERT E. PEARY did ASW operations against USS SKATE. It was a good chance for submarine tracking and Surface Action Group (SAG) tactics to be practiced.

The next day found DAVIDSON doing ASW operations with USS CIMARRON, USS NEW YORK CITY and SKATE. DAVIDSON also participated in PCOSS/Hollywood operations that day. This exercise was a chance for perspective submarine captains to operate in simulated battle conditions.

9 June saw DAVIDSON off Kauai Island, firing an ASROC and a torpedo at remote controlled targets. Both shots were evaluated as hits by range observers.

The exercise ended on 10 June with all ships unreping prior to entering port. In a column formation, the ships steamed past Honolulu into Pearl Harbor. It was quite an impressive sight seeing all those warships in tight formation.

The following week, DAVIDSON was host ship for HMCS RESTIGOUCHE - A Canadian warship visiting Hawaii. The highlight of RESTIGOUCHE's stay was a cocktail party onboard the Canadian vessel. Guests included COMTHIRDFLT, COMNAVSURFGRU MIDPAC and DAVIDSON's Wardroom.

After ensuring the success of RESTIGOUCHE's visit, DAVIDSON turned back to its own inspection cycle. Next in line was the Training and Readiness Evaluation (TRE). TRE was a preparatory step towards Interim Refresher Training (IRFT). It spotlights areas that need attention prior to IRFT. As a whole, the ship did very well in TRE.

The second exercise of June was AIREM GOLF. This was a multi phase exercise designed to practice helo/ship ASW tactics. The exercise had DAVIDSON operating with helo's against USS SKATE. Several scenarios were run, maximizing the training for all units.

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DAVIDSON joined USS OUELLET on 30 June for coordinated operations against SKATE. The two ships pooled their assets and abilities to locate and attack the submarine. The final day of AIREM GOLF consisted of freeplay ASW operations. The ship worked with Helo's to locate and track USS SEA DRAGON and a Mark 30 target.

Upon completion of these operations, DAVIDSON returned to port to begin what turned out to be an extended inport period. On 7 July the Super Charger Assist Team (SCAT Team) arrived to assist in the ship's preparation for OPFRE. The SCAT Team's job was to inspect, test and train ship's personnel in the maintenance and operation of the boiler superchargers. Problems or discrepancies were worked out with experts right there to instruct in proper procedures.

The other occurrence of note early in July was the news that DAVIDSON had won the MIDPAC NAVTAG competition. NAVTAG is a computer simulated war game in which teams act as opposing forces with specific objectives. Each team has all the various assets of a Task Force - aircraft, submarines, missiles, etc. at its disposal. And DAVIDSON's team beat all the other MIDPAC ships to earn the championship.

On 14 July A.R.C GLORIA arrived in Pearl Harbor. GLORIA is a three masted schooner used by the Colombian Navy to train it's Midshipmen and to make Goodwill visits throughout the world. DAVIDSON was host ship for the GLORIA. The highlights of GLORIA's stay was a cocktail party hosted by GLORIA's Commanding Officer. Guests included DAVIDSON's Commanding Officer and Executive Officer, RADM RORIE and many of Hawaii's important dignitaries. GLORIA departed on 19 July. The Colombians and the Americans who had visited her both felt that GLORIA's brief visit had been an excellent time and a fine opportunity to meet our Latin American allies.

DAVIDSON held a ship's picnic on 23 July. It was a family gathering with games for the children and the adults. Hamburgers, hot dogs and roast pig were served with plenty of beer and soda to wash it all down. Prizes were given to the winners of the many games and all the children got ribbons. The day was a fun and relaxing time for all.

On 26 July DAVIDSON went to sea for three days of MIT Phase II. This was for more OPFRE preparations.

August was probably the busiest month DAVIDSON has seen since she returned from deployment. The month began with Interim REFTRA and ended with OPFRE on the horizon.

Interim Refresher Training (IRFT) began on 1 August. IRFT is an inspection designed to refresh and test the crew in the proper procedures to fight and manage the ship. The schedule is a rigorous one. General Quarters

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or drills go on constantly. The normal routine consists of GQ's in the morning and afternoon and spot drills at any time. Areas tested include Damage Control, Engineering Casualty Control, Combat Systems, etc.

Over the next two weeks, DAVIDSON conducted ASW Drills, AAW Drills, DC Drills, ECC Drills, NBC Attack Simulations, Abandon Ship Drills, Mass Conflagration Drills, Tow and be Towed (with USS BRUNSWICK), Precision Anchoring, Mooring to a Buoy, and many other drills. Each drill demanded the close cooperation of all hands in order to be successful.

At times though, events seemed to conspire against DAVIDSON. While conducting a precision anchoring drill on 3 August the main circulating pump failed. The ship had to return to port to make repairs. Then, with that problem corrected DAVIDSON went back to sea on 8 August. On the 9th, both the active and passive sonar units failed. This necessitated going back to Pearl Harbor for overnight repairs.

Then on 11 August, someone else's troubles intervened in DAVIDSON's IRFT. USS ROBERT E. PEARY had a casualty to her propellor shaft. DAVIDSON had to tow PEARY for fourteen hours back to Pearl Harbor. DAVIDSON put her IRFT experience to good use in aiding the PEARY.

The next day, DAVIDSON fired two ASROC and one torpedo at remote controlled targets. The ship also coordinated the firing of a torpedo from a SH-2 LAMPS Helo. All shots were successful.

DAVIDSON finally entered the final assessment/battle problem on 15 August. This was a two day test of the ship to evaluate how well she had learned the lessons of the previous two weeks. The attack against DAVIDSON was from A-4's simulating Soviet aircraft and missiles. The ship successfully defeated these attacks and returned to port, having received an overall grade of satisfactory. The remainder of August was spent in and out of port preparing for OPFRE.

September began on an up note with the ship receiving DESRON 25's Battle "E" Award. This award was given to DAVIDSON for having most satisfactorily completed a rigorous criterion of drills and exercises. The ship also received excellence awards in ASW, Gunnery, DC and EW.

The biggest hurdle of September and of the pre-deployment work up was the OPFRE Examination. The ship had been pointing towards this exam for months. When the inspection finally began, DAVIDSON had to spend only twenty-six hours at sea (which some people claim is a record), to receive a satisfactory grade for the exam. The exam consisted of light off tests and various casualty drills. The crew performed like a well oiled team in breezing through all problems thrown at them.

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With that behind them, the crew returned to the routine of preparing for deployment. This preparation included HRAV week, ARE (Aviation Readiness Exam) Test, 20-B-4 Trainer, 14A2 Trainer, RAC Groom on the sonar, DC StandDown (a day devoted strictly to DC training) and a 3M Inspection (which resulted in an "outstanding" grade). All in all a hectic pace. Another feather in DAVIDSON's cap came on 21 September when RADM RORIE visited DAVIDSON to present the 1st MIDPAC NAVTAG Championship Trophy to the ship.

There didn't seem to be enough days in the month to get everything ready to leave on 3 November for the Battle Group BRAVO pre-deployment exercise READIEX 84-1. As October began DAVIDSON's crew was hard at work as usual.

1 October was a unique day for DAVIDSON. The ship was the designated visit ship for Pearl Harbor. Along with the curious tourists came a film crew from the TV show "Real People". They wanted film of a Navy ship to include in their Hawaiian episode. The crew was more than willing to oblige, anything to be on TV for the folks back home!

On 5 October, DAVIDSON received another distinguished visitor - VADM SCHRADER (COMNAVSURFPAC). The Admiral was visiting the ship as part of his policy to meet the men who serve in his command. He answered questions ranging from deployment schedules to decommissioning. The Admiral had lunch with the officers and then departed with the crew feeling better, not forgotten by the "Big Brass".

Two major inspections fell in October - Combat Systems Readiness Test (CSRT) and the Command Inspection by COMDESRON THREE FIVE. CSRT was an assessment of the ship's readiness in the area of Combat Systems. The inspection covered everything from the cleanliness of the Ammo Magazines to the completeness of the Intelligence Library. Part of CSRT consisted of an underway test of the Combat Systems. This was combined with the submarine PINTADO's sea trials. PINTADO tracked DAVIDSON while DAVIDSON tried to prosecute PINTADO with her ASW sensors.

The Command Inspection was the Squadron Commander's chance to take a week long look at the DAVIDSON. Each Division and Work Center, as well as shipwide functions such as Welfare and Recreation, was inspected. Areas that were looked at included PMS/3M, cleanliness, Administration, Pub inventories, etc.

Both inspections were concluded successfully. The ship received grades of satisfactory for each. However, there was little time to relax and pat ourselves on the back. With READIEX 84-1 right on the horizon, the crew was busy making final preparations to get underway for San Diego as October rushed to a close.

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READIEX 84-1. It was the culmination of all the exercises, tests and inspections DAVIDSON had undergone. READIEX 84-1 was the final Battle Group work up prior to deployment. On 3 November, with a larger crowd of family and friends on the pier, DAVIDSON sailed for the six week mini-deployment.

In company with USS HAROLD E. HOLT, DAVIDSON spent the seven day transit to San Diego conducting various drills and exercises. These drills were designed to prepare the ship for operating in the high tempo, multi ship READIEX environment.

After a brief stay in San Diego, DAVIDSON joined with Battle Group BRAVO and began READIEX 84-1. This first underway period (15-22 NOV) had two distinct phases. The first few days were basically warm-up/familiarization operations. This gave all ships an opportunity to learn to work together smoothly.

Upon completion of the warm-ups, operations, the Battle Group transitioned directly into "Scenario Ops". This consisted of a simulated wartime environment with Battle Group BRAVO (BLUE) vs USS ENTERPRISE's Battle Group (ORANGE). The exercise consisted of both groups maneuvering and reacting to a simulated real world scenario that pitted the two super powers against one another in a escalating crisis revolving around two "client" nations.

The result was an excellent training experience for all participants. Everyone was able to learn from the experience of being on a wartime footing, seeing and reacting to the type of operations that could occur if this type of situation actually happened.

DAVIDSON was then given the opportunity to visit an outstanding city and, after the tension of the exercise, an excellent liberty port - San Francisco. All hands enjoyed a Happy Thanksgiving, taking full advantage of all the exciting opportunities available.

The only incident to mar the visit was on the evening DAVIDSON and HOLT arrived (23 NOV). DAVIDSON was moored outboard of the HOLT and the action of the tide in San Francisco Bay pushed DAVIDSON against HOLT causing a crack in HOLT's hull, resulting in flooding into a machinery space. The duty section, which performed excellently, had to make a dead stick move to another pier.

The second half of the READIEX (28 NOV - 8 DEC) was designed to hone skills inside the Battle Group, rather than facing outside threats. From coordinated HARPOON attacks to launching manned sea raids, the Battle Group worked to become a cohesive unit. DAVIDSON spent much of this phase in the role of plane guard for the USS KITTY HAWK, receiving a "BZ" from RADM BALDWIN (Commander Cruiser Destroyer Group THREE) for a job well done.

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While the rest of the Battle Group concluded READIEX at sea, DAVIDSON and HOLT pulled into San Diego on 9 December for a one day stop to top off on fuel and debark riders/observers. The following day, the two ships sailed for home. The transit back was fairly low key - there were a few drills to keep the crew sharp.

At the half way point on the return, DAVIDSON had an awards ceremony and a cook out. The award ceremony recognized individuals who had passed the recent Navy wide rate exams and some of the growing numbers of motivated enlisted personnel who have earned their Enlisted Surface Warfare pins. The cook out was especially enjoyable for the crew since it was the officers, from the Commanding Officer on down, who did the cooking and the cleaning. With that behind them, the crew turned their eyes west towards Pearl Harbor.

After six weeks away, DAVIDSON returned home on the evening of 16 December. With a deep sense of accomplishment, the men of DAVIDSON entered the Christmas Holiday period knowing that they had done an outstanding job in the previous year. DAVIDSON had not only endured a rigorous cycle of inspections and exercises since returning from deployment in January, she had succeeded in all respects, showing the quality of the crew and the ship.

*F. C. Ferdon*  
F. C. FERDON

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Enclosure (1)

DECLASSIFIED