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1. In accordance with reference (a), enclosure (1) is submitted.


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COMMAND HISTORY

The month of May was an extremely busy period of time for the crew members of Pre-commissioning Unit DOYLE. Each individual of the crew was tasked to prepare USS DOYLE for the commissioning ceremony to be held on the 21st of May 1983. All the preparation led to a memorable commissioning ceremony held at Bath Iron Works Shipyard in Bath, Maine. Deputy Under Secretary of the Navy for Financial Management, the Honorable Robert H. Conn was principle speaker while Vice Admiral James H. DOYLE Jr., USN, (Ret), the son for whom the ship is named, directed the events that placed the ship in commission.

June turned out to be even busier than the month of May, the second and third of the month saw USS DOYLE participate in her first Engineering Light-Off Examination. The Light-Off Examination was conducted to ensure our engineering team was fully qualified to operate DOYLE's engineering plant. The Propulsion Examination Board which conducted the exam was extremely pleased with the Engineering Department's knowledge level and its professionalism.

The eight and ninth of June was our next evolution in which the entire ship took an active role, the Initial Crew Certification Program. The certification was conducted by the staff of our squadron, Destroyer Squadron EIGHT. The program exercises the entire crew in all facets of shipboard evolutions including Combat Information Center communication drills, Man-Overboard Drills and Shipboard Fire Drills. Captain BERG, the senior representative from Destroyer Squadron EIGHT, congratulated Commander William J. ERICKSON, Commanding Officer, USS DOYLE, on the most successful and professional Crew Certification he had conducted.

The next day the crew was secured for a twenty-four hour period to conduct a "Fast Cruise". Bridge watch team members and Combat Information Center personnel combined cooperation and coordination in communications and watch standing procedures.

The thirteenth of June saw USS DOYLE underway for the first time as a commissioned United States naval vessel. Commander William J. ERICKSON, Commanding Officer, conned the ship down the Kennebec river to open ocean enroute to DOYLE's first port call, Newport, Rhode Island.

USS DOYLE pulled in Newport on the 17th of June for fuel. During our visit the ship entertained numerous visitors from the training command on base. Visitors were especially interested in the unique characteristics of Third Flight FFG's. Special attention was centered around DOYLE's back porch which allows her to accomodate the Navy's new Light Airborne Multi-Purpose Systems (LAMPS III) for Anti-Submarine Warfare.

Two days in Newport and the crew was restless to return to sea. Our next stop was Yorktown, Virginia for an ammunition onload evolution. On the twenty first of June we filled our magazines with various types of weapons including Standard Missiles, Mark 46 Topredoes, 76mm shells and Close-in Weapon System (CIWS) ammunition. The entire evolution took approximately seven hours. The next day USS DOYLE was underway for our homeport Mayport, Florida.

On the twenty fifth of June we arrived for the first time at our homeport of Mayport, Florida. Waiting to greet us on the pier was Commander Destroyer Squadron EIGHT, Michael P. KALLERES and numerous families and friends. PM Magazine filmed our arrival to be televised in the Jacksonville area at a later date.

The last week of June and the first week of July was spent in preparation for our last major inspection prior to Shakedown Training, the Training Readiness Evaluation. The evolution covered all aspects of shipboard administration and the overall material condition of the ship. The divisions which excelled in the inspection and completed the evolution without any major discrepancies were Ordnance, Electronic Warfare, Damage Control, and the Combat Information Center.

The fourteenth of July we had the privilege of being inspected by our group commander Rear Admiral CONRAD (Commander Cruiser Destroyer Group TWELVE). Rear Admiral CONRAD was in company with the Under Secretary of the Navy, the Honorable Mr. Goodrich. Both men spent two hours touring USS DOYLE and were quite impressed with the overall cleanliness of the ship.

USS DOYLE was also chosen by our squadron for a shipwide interview by the Navy Public Affairs Center in Norfolk, Virginia. Each division sent forth their finest sailor for a detailed interview.

The Engineering Mobile Training Team came onboard for one final training session prior to entering Shakedown Training in Guantanamo Bay, Cuba. Enroute to Cuba, we fired our 76mm gun for the first time.

The twenty fifth of July we commenced Shakedown Training. Shakedown exercises the entire crew in all aspects of shipboard functions. Evolutions included Low Visibility Navigation, Anchoring, General Quarters, and Engineering Casualty Control Drills. Each drill exercised a different entity of ships personnel. Shakedown teaches the inter-relationship among departments to work together with the final goal of functioning as a team.

On the third day of August USS DOYLE conducted leap frog maneuvers with the USCG Cutter DEPENDABLE in the Guantanamo Bay operation area. These maneuvers were highly beneficial to DOYLE's junior officers for practicing underway replenishment at sea. Later in the week USS DOYLE took part in night operations with the USS CANISTAO (AO-99). CANISTAO was senior and assumed the duties as guide.

On the sixth of August USS DOYLE participated in Defense Exercise 83 of Guantanamo Bay, Cuba. The defense exercise is a yearly event designed to test evacuation procedures for civilians and dependents living on the base. All units operating out of Guantanamo Bay for Shakedown or Refresher Training are requested to participate. Commander Fleet Training Group embarked onboard the USS LUCE (DDG 38) was the officer in tactical command.

USS DOYLE conducted her first underway replenishment of fuel on the ninth of August with the USS CALOOSAHATCHEE (AO-99). We took on 60,000 gallons of Diesel fuel Marine using our aft refueling station.

After a successful Operational Propulsion Plant Examination, USS DOYLE departed Guantanamo Bay for Port Everglades in Florida. On the fifteenth USS DOYLE arrived in Ft. Lauderdale for Torpedo Tube Test Firing. Port Everglades was our first step in preparation for the Autec Range. While in Port Everglades USS DOYLE assumed the duties as Senior Officer Present afloat.

On the twenty fourth of August, DOYLE returned to her homeport Mayport, Florida. Time spent with families and friends was cut short due to hurricane Barry approaching Mayport from the southeast. DOYLE was ordered, along with the other ships present to sortie out of the harbor to ride out the storm at sea. Commander Destroyer Squadron EIGHT was the Officer in Tactical Command aboard the USS McINERNEY (FFG 8). In company with DOYLE was the USS MCINERNEY (FFG 8), USS BOONE (FFG 28), USS STEVEN W. GROVES (FFG 29), USS GALLERY (FFG 26) and the USS TALBOT (FFG 4). The hurricane changed course and all ships returned safely to homeport the following day.

Early in September USS DOYLE was underway for FFG demonstrations. Prospective Commanding Officers and Prospective Executive Officers of FFG 7 Class Frigates rode DOYLE for two days to gain and experience shiphandling techniques of Oliver Hazard PERRY Class Frigates. DOYLE crew members demonstrated their proficiency in both operational and administrative capacities.

Every Tuesday, Wednesday and Thursday for the entire month of September, USS DOYLE was underway for Combat Systems Ships Qualification tests. The qualification test encompasses all facets of the Combat Systems Department. The ship's sensors were involved in search and tracking exercises with various types of aircraft including S-3 Vikings and Lear Jets.

On the twentieth of September, USS DOYLE kicked off its Combined Federal Campaign. Various ideas were implemented to ensure one hundred percent participation. A few weeks later the crew had donated over forty one hundred dollars and achieved its 100 percent participation goal.

On the fifth of October, while underway for Combat Systems Ship's Qualification Tests, USS DOYLE was signaled by a small fishing boat in distress. The captain ordered our motor whaleboat launched to investigate. The group in the motor whaleboat reported the fishing boat had engine trouble that was beyond our capability to assist. The Coast Guard at Mayport was notified and sent a Cutter to tow the disabled vessel back to port.

The eleventh of October saw USS DOYLE depart Mayport for Roosevelt Roads, Puerto Rico for final Combat Systems Ship's Qualifications Tests. Onboard USS DOYLE was the prospective commanding officer of USS ANTRIM (FFG 20) assigned for FFG 7 familiarization. On the nineteenth of October, USS DOYLE fired its first two standard missiles, each missile scored hits. Later that same day the ship departed Roosevelt Roads for Miami, Florida.

While in Miami, USS DOYLE was designated as show ship for Harborfest 1983. The ship entertained over 3500 guests in a six hour period. The city of Miami was very proud to have such a fine warship visit her city and rolled out the red carpet for the occasion.

On November second, USS DOYLE broke the pennant for Destroyer Squadron EIGHT. The very next day we were underway for Pre-final Contractor Trials. This evolution was designed to provide a time table for the actual Final Contract Trials with the Propulsion Examination Board on the eighth of November. Our Final Contract Trials were going smoothly when a distress signal was sighted from the sailboat "Windwalker." Our motor whaleboat was launched and sent to assist. The motor whaleboat reported the "Windwalker" was low on fuel and possessed a dead battery. USS DOYLE radioed the Coast Guard which dispatched a Cutter to rescue the sailboat.

Later in the month, USS DOYLE conducted her first Dependents Cruise. Over two hundred DOYLE dependents enjoyed a day of underway time with their husbands and boyfriends.

In the last week of November we were designated as host ship for two FFG's returning from deployment, the USS JACK WILLIAMS (FFG 24) and the USS CLIFTON SPRAGUE (FFG 16).

USS DOYLE departed Mayport Florida for a five month Post Shakedown Availability in Bath, Maine on the twenty-eight of November.

Our first port call enroute to Bath was New York City. The crew enjoyed four days of the "Big Apple" and unlimited hospitality of the New York City USO.

Upon departure from New York, DOYLE embarked two guests of the Navy Cruise Program. The program is designed to create a rapport with the civilian community. Later that day the ship experienced sixteen to twenty foot seas. The high sea state caused a 36" crack in the superstructure above the STIR Equipment Room. The crack was temporarily repaired. The high sea conditions delayed our entry into Newport, Rhode Island for 12 hours.

Our final stop before arrival at Bath, ME for the start of our Post Shakedown Availability was a visit to Portland, Maine. DOYLE came to Portland for the dedication of Bath Iron Works new overhaul facilities. The ship conducted an open house for people to see the high quality of ships the Iron Works builds.

On the ninth of December DOYLE commenced her Post Shakedown Availability at Bath Iron Works. During this availability the ship will be receiving extensive Class modifications to installed systems as well as final installation of the LAMPS III helicopter equipment.

On the twentieth of December USS DOYLE entered the drydock for the addition of fin stabilizers and a fresh coat of paint.