



DEPARTMENT OF THE NAVY

USS DOYLE (FFG 39)
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From: Commanding Officer, USS DOYLE (FFG 39)

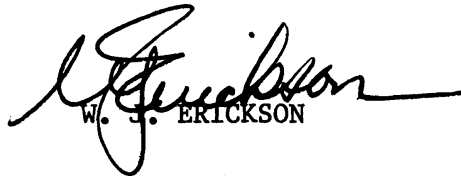
To: Chief of Naval Operations

Subj: COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12C

Encl: (1) Command History

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


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Director of Naval History
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As the USS DOYLE (FFG 39) commenced the first complete year as a commissioned vessel, the ship was in the second month of Post Shakedown Availability at Bath, Maine. This availability was designed to add modifications to the ship, primarily to enhance LAMPS MK III capabilities.

On the 17th of January the ship reentered the water after being in drydock for twenty eight days. While in drydock the ship received a fresh coat of paint and the installation of fin stabilizers to the hull. The fin stabilizers are designed to increase flightdeck stability for landing the SH-60B LAMPS MK III helicopter.

On the 23rd of January, preparations began for the "housing" of our flightdeck with a large canvas tent-like structure, intended to provide a suitable working condition for the workers involved in the installation for our RAST (Recovery Assist Securing and Transversing System). Work commenced on the RAST system on the 27th of January.

With work progressing rapidly on the ship, the crew was still living off the ship at the Topsham Barracks. Training was well underway in all areas of the ship, but it was the engineers who were busy preparing for a Light Off Examination.

The Galley modification were finally completed and on the fifth of March the Enlisted Dining Facility reopened and served its first meal for 1984. The month of March also marked the return of the crew from the Topsham Barracks to the ship.

During April the ship continued preparation for two upcoming inspections, Light Off Examination and LAMPS MK III helicopter certification. As May arrived, the ship was completing its final preparations for the Light Off Examination. The Atlantic Fleet Propulsion Examining Board arrived early on the tenth of May to commence the examinations. It lasted approximately two days and the ship received an overall grade of satisfactory. Commander Destroyer Squadron EIGHT was onboard for the entire evolution.

The second major evolution for which the ship had been preparing was the LAMPS MK III helo certification. The inspection involved a demonstration of the newly installed RAST system and flight deck landing equipment. The inspection culminated in USS DOYLE (FFG 39) being the first frigate of the class to obtain a full LAMPS MK III helicopter certification. During the middle of the month the ship commenced a fast cruise to re-familiarize the crew with shipboard life in preparation of the upcoming sea trails and eventual departure from the shipyard. Sea trails were conducted on the 16th and 17th of May and proved all equipment worked on during the yard period was performing in an outstanding manner.

On the 24th of May the ship sailed from Bath Iron Works shipyard, and down the Kennebec River for her homeport of Mayport Florida. Enroute to Mayport, port calls were made in New York City; Earl, New Jersey; and Norfolk, Virginia.

While in New York City for the Memorial Day Weekend, a few days of well deserved liberty were enjoyed. New York City is the home office of Gibbs and Cox, the designers of the OLIVER HAZARD PERRY class frigate and a special tour was set up for the employees. For some of the employees it was the first time they had the opportunity to see their "finished product".

DOYLE remained in New York City until the 29th of May when, after a short sea detail, it arrived in Earl, New Jersey for a weapons onload. While at Naval Weapons Station Earl, standard missiles, torpedoes, sonobuoys, various types of 76 mm ammunition, 20 mm ammunition for Vulcan PHLANX closed in weapon system and small arms ammunition for the ship self defense force were loaded..

After receiving nearly a full complement of weapons, DOYLE departed Earl for Norfolk, Virginia to undergo a deperming evolution. While enroute, various General Quarters drills and numerous pre-action calibration firings of the gun systems were conducted.

DOYLE arrived in Norfolk on the 2nd of June and within hours, workers had the ship wrapped with deperming cables. Deperming is used to reduce the magnetic signature which inherent in the ship. The ship completed all the requirements at the deperming piers and sailed on the fourth of June enroute to her homeport of Mayport, Florida. The transit provided an excellent training opportunity for the engineering watchstanders as well as its bridge team. Various exercises were completed to sharpen personal skills in specific areas.

After two weeks at sea, DOYLE arrived at homeport on the 8th of June. Many friends, dependents and relatives turned out to greet the ship and her crew after a six month Post Shakedown Availability.

June was devoted to preparation for the last major inspection prior to Refresher Training, the Training Readiness Evaluation. The inspection covered all aspects of the 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, Damage Control, Electronic Warfare and Combat Information Center.

July was preparing for Refresher training. The 10th, 11th and 12th of July DOYLE was underway for Basic Engineering Casualty Control Drills. The drills were imposed and observed by members of the Engineering Mobile Training Team from the Atlantic Fleet. The drills were numerous and lengthy, but upon completion, the Commanding Officer was briefed and the results were highly favorable.

On the 20th of July the ship departed Mayport, Florida for Guantanamo Bay, Cuba to commence Refresher Training on the 24th. Immediately upon arrival, Fleet Training Group reviewed the remaining TRE Discrepancies along with a safety inspection and announced the ship was ready to begin training.

Refresher Training exercises the entire crew in all aspects of shipboard functions. Evolutions include Low Visibility Navigation, Anchoring, General Quarters, Engineering Casualty Control Drill and all aspects of coordinated Warfare. Each drill exercised a different entity of ship's personnel. The ultimate goal of Refresher Training is to teach the ship and its crew to work as a team.

While in Guantanamo Bay, the ship had an opportunity to conduct towing exercises with the USS NASHVILLE (LPD 13). Each ship took turns rigging and unrigging towing lines for selected exercise grades.

Early in the second week of August, DOYLE conducted leap frog maneuvers with the USS STUMP (DD 978). These maneuvers were highly beneficial to DOYLE's junior officers in preparation for actual underway replenishment at sea.

The 11th and 12th of August saw a break from the rigorous training offered by Fleet Training Group with her first foreign port visit, Ocho Rios, Jamaica. The crew enjoyed the weekend with numerous trips to tourist attractions located in the city and surrounding areas. DOYLE returned to Cuba on Monday 13 August to resume training.

On the 16th of August DOYLE conducted a dry underway replenishment with the USNS PAWCATUCK (T-AO 108). Lines and rigs were manned and rigged, but fuel was not pumped. Later that week on the 21st, the ship did take on approximately 40,000 gallons of F-76 from the oiler.

After all the time and manhours spent on training, the effort paid off. The Engineering Department received the highest grades possible for their Operational Propulsion Plan Examination. All areas of Engineering were examined with special emphasis on administration, material condition of the equipment and engineering casualty control procedures.

DOYLE departed Guantanamo Bay on the 22nd of August for Ft Lauderdale, Florida. There, a few relaxing days were spent before departing for the Autec Range in the Bahamas.

The last week in August was devoted entirely to underwater noise tests at the Autec Range. The tests entailed starting and stopping various pieces of equipment and then using sensitive test equipment to measure the level of noise while in operation.

DOYLE returned to Mayport after a very successful underway period. On the 4th of September, the ship was again underway in support of USS UNDERWOOD (FFG 36) LAMPS MK III Operational Evaluation. Total underway time was two days.

On the 10th of September, the ship entered its first scheduled Intermediate Maintenance Availability (IMAV). While in IMAV, maintenance was accomplished on various pieces of equipment worked on in preparation for COMPTUEX 1-85 and SHARFM 58.

From the 14 of September until the 24th USS DOYLE was flagship from Commander Destroyer Squadron EIGHT.

On the 27th of September, DOYLE along with eight other ships of Destroyer Squadron EIGHT, sortied out of Mayport basin to avoid Hurricane ISADORE. Included were USS UNDERWOOD (FFG 36), USS FLATLEY (FFG 21), USS JACK WILLIAMS (FFG 24), USS STEPHEN W. GROVES (FFG 29), and the USS CLARK (FFG 11). The ships were at sea for two days and returned to port on the 29th.

On the 11th of October, DOYLE hosted a visit from the Vice Chief of the Naval Staff of Portugal. Escorting the Portuguese Admiral was the U. S. Navy's representative, Vice Admiral James Lyons. The purpose of the visit was to "show off" a third flight OLIVER HAZARD PERRY class guided missile frigate and the LAMPS MK III helicopter.

On the 26th of October, the ship was underway and heading south for the Key West Operations Area to rendezvous with USS NIMITZ (CVN 68). DOYLE was designated to escort the great carrier during her work ups for deployment. While in the escort role, numerous anti-submarine warfare exercises were completed involving air assets and hull borne sonar. The USS ATLANTA (SSN 712) was assigned to NIMITZ as exercise submarine.

The first week of November saw USS DOYLE involved in her first major fleet exercise COMPTUEX 1-85. This exercise was designed to strengthen the overall readiness of the fleet in warfare areas, command, control and communications while operating with surface assets of the North Atlantic Treaty Organization (NATO) and countries represented were the Federal Republic of Germany, Great Britain, Netherlands and Canada. Ships representing the United States were USS IOWA (BB 61), USS SOUTH CAROLINA (CGN 37), and USS ARTHUR W. RADFORD (DD 968).

Midway through the exercise, selected ships departed the Caribbean for the Cherry Point Operations Area. The next evolution for DOYLE was participation in SHAREM 58, which stands for Ship's Anti-Submarine Readiness Effectiveness Measuring Program. This is primarily an anti-submarine warfare evolution designed to test escorting ships ability to detect submarines in changing environmental conditions while escorting a high value unit. Various techniques of deception and avoidance were used to avoid the submarine from detecting the escort ships or the high value unit.

The last week of November was dedicated entirely to the ship's first Command Inspection and Supply Management Inspections. The Command Inspection is conducted by the parent squadron to measure the overall readiness of the ship. Areas examined were general administration, postal, welfare and recreation, operational security, communications, navigation, training all the warfare areas, damage control, main propulsion and electrical safety. The examination is an indepth inspection of logs and records to determine whether procedures are being properly followed. The Supply Management Inspection is structured around the overall supply system which included the requisitioning of parts, ordering food stores and the management of operational funds. Both inspections were successful.

On December 11th, USS DOYLE was again underway for the Autec Range in the Bahamas. This time the event was ASW School Ship. School ship is designed to instruct other anti-submarine warfare teams from ships which are undergoing yard periods. DOYLE hosted a team from a sister ship, the USS NICHOLAS (FFG 47). Our LAMPS MK III was also involved and had the opportunity to launch four air dropped MK 46 torpedoes. Two MK 46s were loaded from the MK 32 torpedo tubes.

Upon completion of ASW School Ship DOYLE again visited Ft Lauderdale, Florida to take part in the port's Winterfest Christmas Celebration. On the 17th of December, enroute from Port Everglades to Mayport, Florida, two burials at sea were conducted during the transit. DOYLE then became the test platform for an operational test of an experimental Chaff Buoy.

On 18 December the ship moored at Mayport Naval Station to commence Christmas leave period and holiday upkeep.