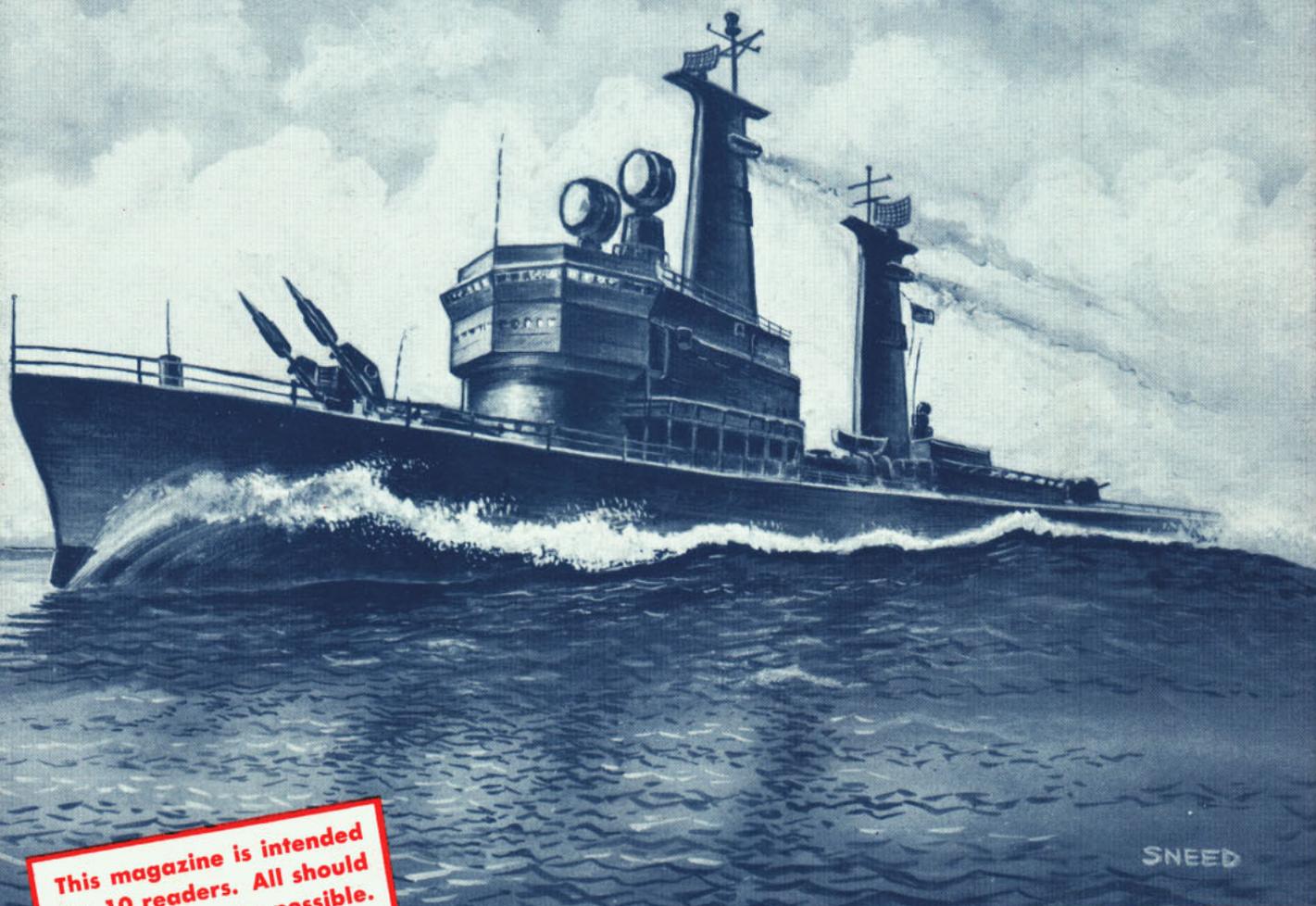


ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

Special Issue DESTROYER NAVY



SNEED

This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

SEPTEMBER 1962





THE 60TH ANNIVERSARY of the U. S. Destroyer Force is an occasion that is well known almost everywhere destroyer men visit—which is, indeed, almost everywhere.

On auto bumpers, windshields, bulletin boards, bulkheads, and about any place else a Navyman might tack up a poster or affix a sticker, the above picture has been prominently displayed for several months. Destroyermen and their ships are being saluted this year by everyone who is aware of the impact the Force has made in the building of today's Navy, and for the jobs the destroyers did in the past.

The family is big—there are more destroyers than any other type of ship in the Navy, all members of a clan which has grown in just six decades from a few torpedo boats.

THE MYRIAD OF JOBS performed by destroyers during wartime, and the multi-purpose grind of their peacetime operations, are the main reasons they enjoy a reputation as "workhorses of the Fleet"—in and out of the Destroyer Family.

The speedy, maneuverable, destroyer types are virtually made to order for a wide variety of missions. Among other things, they have served as convoy escorts, landing ships, minelayers, rescue ships, minesweepers, transports, picket ships, and recovery vessels. In addition, the DD-type is an effective antisubmarine weapon.

Not the least of the destroyer's talents is her ability to fight. She may carry missiles, rockets, helicopters and depth charges, in addition to 5-inch guns. Destroyers have been pitted against the biggest and best the enemy could offer when the chips were down—everything from machinegun nest to battleship.

This issue of *ALL HANDS* salutes the destroyer type ships, the men who have sailed in them, past and present, and the men and ships who operate in support of the family.

Herein we take a look at the histories of destroyers of yesteryear and watch them develop over a span of 60 years.

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SEPTEMBER 1962 Nav-Pers-O NUMBER 548

VICE ADMIRAL W. R. SMEDBERG III, USN
The Chief of Naval Personnel

REAR ADMIRAL A. S. HEYWARD, Jr., USN
The Deputy Chief of Naval Personnel

CAPTAIN J. L. COUNIHAN, USN
Assistant Chief for Morale Services

TABLE OF CONTENTS

	Page
<i>Special Issue: The Destroyer Navy</i>	
The World's Most Versatile Ship	2
A Pictorial History of the Greyhound	8
Evolution of the Destroyer Family	10
Trouble-Shooting Team on a Tincan	16
DD-Types: Destroyers Have Lots of Class	18
Destroyer School	23
The DD Role in ASW	24
Destroyerman, USNR	27
Three Cheers for the AD Force	30
<i>Centerspread</i>	
Your Destroyer Navy Today	32
Greyhounds: Little Bark, Big Bite	34
Guided Missile Destroyer	38
King of the Frigates	40
Rigged for a Refueling Record	42
<i>Book Reviews</i>	
Interesting Books About the Destroyer Navy	46
Today's Navy	47
DD Goes to the Aid of Flaming Tanker	48
USS Nicholas Is Oldest DD	49
CruDesLant Reorganizes	50
<i>Honor Roll of Destroyers</i>	
Ships Awarded the PUC and NUC	52
<i>Special Supplement</i>	
"Extraordinary Heroism in Action"	54
Letters to the Editor	60
Taffrail Talk	64

CDR F. C. Huntley, USNR, Editor
John A. Oudine, Managing Editor

Associate Editors

G. Vern Blasdel, News
Jerry Wolff, Research

Don Addor, Layout & Art
French Crawford Smith, Reserve

• **AT LEFT: SALTY SAILING** — A destroyer man mans his station on the bridge as the fleet, versatile greyhound sends the spray flying during exercises on the high seas.

• **CREDIT:** All photographs published in *ALL HANDS* are official Department of Defense photos unless otherwise designated.



ON THE JOB — Friendly sight for Navy pilots is the DD standing by just in case. Below: DE fires a Minnie Mouse from Weapon Alfa.



World's

FOR A FAMILY which started growing only 60 years ago, the destroyers have done right well for themselves.

Through the years they have developed many unsuspected talents. This has been demonstrated through the myriad of jobs they performed during wartime. Further evidence is available in the grind of day-to-day peacetime operations.

They have proven themselves to be the most effective antisubmarine weapon ever developed.

They have ridden herd over convoys of merchant ships.

They've fought everything from machinegun nest to battleship.

They have served as minelayers and minesweepers.

They have been used as fast transport ships.

And landing ships loaded with Marines charged with establishing footholds ashore.

They have been sent singlehandedly on bombardment and small scale invasion missions. Until reinforcements arrived, they stood by as floating field artillery.

They kill subs.

They have scouted, protected, and run interference for task forces.

They have thrown smoke screens around friendly forces.

They have performed rescue missions.

They have plucked survivors from flaming ships that were so hot that the metal decks were buckling.





Most Versatile Ships

They make excellent space capsule recovery ships.

They kill subs.

Some destroyers carry drone helicopters.

Others carry mail and freight.

And missiles to shoot at enemy planes.

They serve as radar picket ships which patrol the Fleet early warning barriers.

They are good-will ambassadors.

They have poked their sharp little noses into about every port in the world, including Basra.

They do other things, too.

They kill subs.

Ask any destroyerman.

The speed, maneuverability, relatively high firepower, and comparatively low construction cost of the destroyer types have resulted in not merely the most versatile, but, ton for ton, the most efficient naval craft devised.

Destroyers also belong to a family of specialists.

EARLY DESTROYERS were developed to carry and fire a specific weapon—the torpedo. Through the years, the task on which perhaps most emphasis has been placed is that of seeking out and killing submarines. Much, if not most, of the Navy's antisubmarine assignments are handled by the destroyer family. And for good reasons:

- DDs have staying power—they can remain with a contact for days,

or even for weeks, if it's necessary.

- DDs have all-weather capability—they can remain in the area of contact in any kind of weather.

- DDs can be equipped with all the weapons necessary to conduct a complete attack on a sub.

Emphasis on ASW has been evident in the development of destroyer type ships. Improvements in radar, sonar, electronic countermeasures and communications systems are continuous. The destroyer family is being equipped with ASW weapons like DASH (drone antisubmarine helicopter) and the system's accompanying hangar, launching and landing platform, and control equipment. (DASH is designed to add a long range punch to the DD's sub killing arsenal. Briefly, here's how it works: Once an enemy sub is detected, the drone helicopter is launched and guided toward the target by radar. Over the target, either homing torpedoes or nuclear depth charges can be dropped to accomplish the kill.)

The destroyer as a multi-purpose ship is largely the result of changes brought about between World Wars I and II. The tactical uses for destroyers were expanded. DDs began to take on not only the looks, but also some of the duties of light cruisers; during World War II they were assigned to scouting, screen and combat duties that had before been cruiser tasks, and were sent on bombardment and invasion missions.

It was during World War II that the destroyer came of age as an all-purpose ship.

Because of its mobility, and shallow draft, the DD is able to steam close to shore to slug it out with field artillery. The Germans have been credited with first employing destroyers as floating field artillery. During the British invasion of Norway early in 1940 a few German DDs came out of hiding in the depth of a fjord and wiped out a beachhead.

The same year the British Alexandrian squadron was called upon to soften up beachheads in support of the Libyan campaign. British DDs were stationed so close to shore they could fire almost point-blank at field artillery positions, machinegun nests, tanks, and even ground troops.

In October 1942, it was floating firepower in the form of a few DD and DE squadrons which opened the first breach in the German lines during the North African campaign.

THE INVASION of Southern France exemplified the new importance of U.S. destroyers—nearly 50 of them were concentrated in less than 20 miles of shoreline during a major assault. They bombarded defense installations while, further offshore, cruisers and battleships tossed heavier artillery in preparation for the landing.

The close-in use of DD firepower, however, did not excuse the destroy-



DOUBLE ACTION—Destroyer exchanges fire with shore batteries while laying smoke screen in Wonsan harbor.

ers from performing their more orthodox jobs. There was lots to do: Minesweeping, convoying, and daily scrapping with enemy subs. And, there was always something new to test her versatility, such as pinch-hitting for the landing ships that were yet to come.

The four-stacker destroyers *Bernadou* (DD 153), *Cole* (DD 155), and *Dallas* (DD 199)—all launched shortly after World War I and resurrected in 1939 for antisubmarine patrols in the Atlantic—served as landing ships in the North African invasion of November 1942. *Dallas* landed her troops at Port Lyautey, Morocco. *Bernadou* and *Cole* entered the port of Safi, Morocco. The destroyers' assault troops established and held beachheads until slower transports could move in, lower invasion barges, and land the troops that were to spearhead a more far-reaching assault.

The wartime roles of the DD were greatly expanded in the vast reaches of the Pacific.

Teamwork between carriers and destroyers reached a high state of efficiency; when distance called for the extensive employment of aircraft, it was the DD's job to lend her high maneuverability and firepower to the

defense of the more vulnerable carrier. In addition, island-hopping, convoy protection, scouting, and assault assignments made strenuous demands on her ability to do many jobs.

Minesweeping operations became the specialty of many destroyer types. Ships such as *uss Hamilton* (fitted for minesweeping capability and redesignated DMS) swept channels clear for invasions of the Admiralty Islands, Kwajalein, and Hollandia, and cleared paths for men who waded ashore at Saipan, Guam, and the Palaus. *Hamilton* was in the van of invasion forces at Leyte and Luzon. *Hamilton*, incidentally, was later converted to AG 111.

Pacific Fleet destroyers fought through the slot of the Solomons into the face of the Tokyo Express.

Some ran headlong at enemy battleships and died to protect the ships they were charged with escorting.

Many fell victim to enemy artillery and suicide bombers.

BEFORE AND AFTER the attack on Pearl Harbor, underseas warfare was a dominant theme, both in and out of the destroyer force. Just as the old four-stackers had protected convoys against sub attacks during WW

I, newer destroyers and destroyer types were built to handle much of the task of getting slow convoys to their WW II destinations.

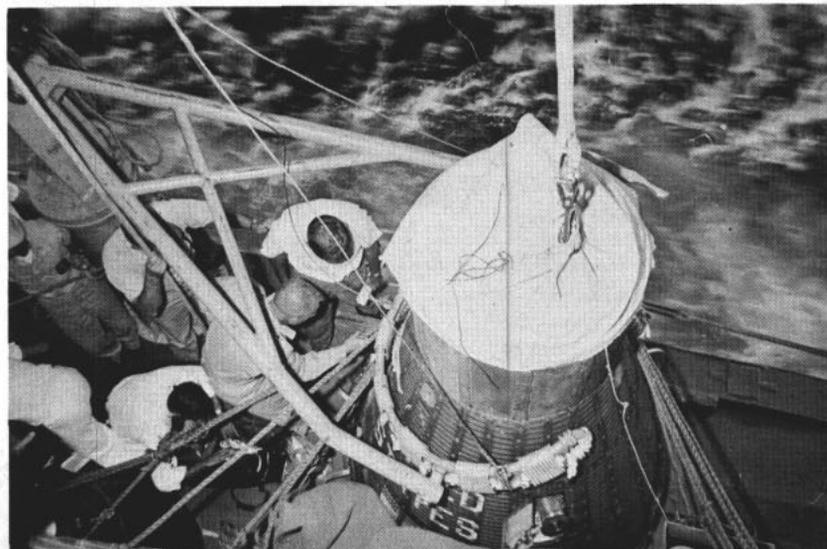
The "escort vessel," or DE, smaller than a regular destroyer, was mass-produced by wartime shipyards to serve as convoy escorts. More than 400 wartime DEs were placed into commission; the full-sized DDs were relieved for other duties. (The DE is now called "escort ship.")

THE HISTORY of naval warfare contains few actions which match the battles fought by a few DEs and DDs during the slugfest off Samar in October 1944. Three destroyers and four DEs, along with six escort carriers, were pitted against four enemy battleships—including the monstrous 63,000-ton *Yamato*, which had 18-inch guns—and eight cruisers and 11 destroyers. Though outweighed and outgunned, the force fought gallantly. The destroyers *Johnston* (DD 557) and *Hoel* (DD 533) and the escort ship *Samuel B. Roberts* (DE 413) were sunk during their fight against overwhelming odds.

The DEs gave a good account of themselves wherever they served. The little ships proved their worth not only in convoy-escort type work, but in many other fields. As members of hunter-killer groups, they helped launch the major offensive against enemy subs in the Atlantic. They served as plane guards for carriers, helped soften up enemy-held beaches for invasion, and, with troop quarters and the addition of gear for stowing and handling small landing craft, they became high speed transports (APD).

By the time the smoke of World War II had cleared, the destroyer types were well established as all-around ships. After the war many members of the destroyer family were sold by the Navy; many others went into the mothball fleet.

NICE CATCH — Destroyermen and astronaut John Glenn inspect space capsule on board *USS Noa* (DD 841) after its recovery from Atlantic waters.



In 1950 the Navy started a program of converting DEs to the floating radar sets called DERs (radar picket escort ships).

DESTROYERS WERE NOT IDLE during the Korean conflict—not by a long shot. A typical Korea destroyer group was DesDiv 151.

In the Korean area from August 1952 through January 1953 the four ships of DesDiv 151 averaged 36,000 miles underway; a good part of which was under combat conditions. Once, the ships operated continuously at sea for 34 days; on another occasion for 32 days. In a five-month period the ships averaged 26 underway refuelings and eight replenishments and rearmings.

The DesDiv also destroyed 20 floating mines, and, among other things:

- *uss Boyd* (DD 544) blasted enemy supply trains on Korea's west coast.

- *uss Tingey* (DD 539), in interdiction work along the east coast from the 38th parallel to the Korean-Siberian border, sent shoreward more than 3000 rounds of 5-inch ammo.

- *uss McDermut* (DD 677), after damaging an enemy supply train, came to the rescue of minesweepers that were being worked over by large caliber shore batteries. *McDermut* silenced the enemy guns with a barrage of 5-inch fire and laid a smoke screen to cover the sweeps' retreat.

- *uss Yarnall* (DD 541), after a month with a British-commanded task group on the west coast of Korea, rejoined the DesDiv, and by the end of the tour had chalked up four counter-battery engagements with the enemy.

Other Korea DDs knocked out trains, bombarded shore batteries, shot up bunkers, laid smoke screens and destroyed mines. They served as ASW screen ships, helped keep the enemy's small craft shorebound, carried passengers, light freight and mail for highline transfer, stood ready with antiaircraft batteries in the event of enemy air strikes, and acted as homing ships to help guide aircraft back to their carriers.

RESCUE WORK is another job that the destroyer does well. Large and small scale rescues performed by destroyermen add lustre to the Navy's history records.

Examples of classic large scale



TEAM WORK—P2V *Neptune* passes over *USS Hammerberg* (DE 1015) while hunting for enemy subs during exercises off the coast of Argentina.

rescue missions are contained in the histories of the old four-stackers *Bainbridge* and *Smith*.

Back in 1922, *Bainbridge* (DD 246) rescued 482 of the crew and passengers of the French military transport *Vinh-Long*.

On 16 Dec 1922, *Vinh-Long* was making passage from Bizerte to Constantinople (now Istanbul). She was carrying families of French officers and a large amount of ammunition intended for delivery to French battleships. A fire broke out in her stern and spread throughout the ship.

Bainbridge, not far away, spotted the burning transport. Lieutenant Commander W. A. Edwards, the DD's commanding officer, ordered his ship alongside.

Twice the DD was blown back by the force of explosions. The destroyermen, however, clung to their task of rescuing the panic-stricken passengers.

After *Bainbridge* had been blown a ship's length from the tanker, there was one last desperate solution to the problem of remaining alongside. LCDR Edwards ordered full speed ahead, rammed the transport, and wedged the DD's knifelike bow into its side.

Then, securely locked in the gaping hole which their ship had made, the destroyermen went to work. The DD's small boats scoured the surrounding water picking up scores of men, women and children, while the remaining passengers and crew were led to safety.

Of a total of 495 on board the doomed ship, 482 were rescued by *Bainbridge*.

LCDR Edwards was presented

the Medal of Honor for heroism by President Coolidge at the White House on 2 Feb 1924.

THE DESTROYER *Smith* (DD 17) had a complement of fewer than 100 men. For a couple of hours one night in July 1918 she bulged at the seams with more than 700 extra passengers.

On 1 Jul 1918 *Smith* was escorting the transport *Covington*. Shortly after 2100 the transport was struck by a torpedo. *Smith's* log contains the rest of the story:

"At 2107 saw heavy cloud of black smoke above *Covington's* smoke stacks. Changed course to right and heaved over towards *Covington*. Went to general quarters and went ahead to emergency full speed. *DeKalb* [another ship in convoy] headed off about 30 degrees to the left, remainder of convoy about 30 degrees to the right. Proceeded to point 1000 yards on port quarter of *Covington* and laid a barrage of 22 depth charges, all charges functioning. Was followed by *Porter* (DD 59) and *Little* (DD 79), who are believed to have also dropped depth charges. Proceeded to *Covington*. *Covington* fired several shots from port after gun. Circled her twice.

"Stopped abreast and called boats in water alongside. Began picking up survivors in boats. Kept a crew in each boat so as, if necessary, to send them back to the ship, as CO of *Covington* had signaled that ship probably would not sink. Sent six boats to pick up men on rafts, and three boats to ship. At 2250 cut loose all boats alongside and proceeded



MINELAYER TOO — USS *Tolman* (DM 28), shown during WW II, was one of group of destroyers converted for mine work. DMs are now in Reserve Fleet.

close to *Covington* with intention of going alongside, having misinterpreted a signal which was thought to convey the meaning that many men were still on board.

"Hailed *Covington*—no answer. Three boats appeared under *Covington's* stern, which signaled no survivors left on ship. Picked up survivors still in boats."

Smith did the rescue job so thoroughly that in little more than three hours 743 men had been hauled on board. The crippled transport was taken in tow by tugs.

Smith, almost awash from the added weight, arrived alongside a troop carrier 15 hours later and off-loaded the passengers.

THERE'S SEEMINGLY NO END to the rescue missions in which destroyers have played major roles.

Many a flier shot down or forced down in trouble has made it back to his squadron simply because a destroyer would not give up the search. (Destroyer cooperation with airdales goes back a long way. Early experiments in naval aviation frequently found DDs on the spot as watchdogs. For example, the May 1919

flight during which the Navy's NC-4 spanned the Atlantic for the first time, was watched closely by destroyermen stationed at 50-mile intervals from Newfoundland to the Azores.)

The Atlantic Fleet's *uss Manley* (DD 940) recently demonstrated the destroyer's proficiency in rescuing downed fliers during operations with *uss Independence* (CVA 62) off the Virginia Capes. In two days *Manley* picked up two pilots whose planes had crashed in the Atlantic. Both rescues were conducted in pitch dark.

TODAY'S DESTROYERS and destroyer type ships can, if necessary, perform the many functions that made them famous during wartime.

As in the past, they are active in air defense missions. With their qualities of endurance, stability, and seaworthiness, they make excellent picket ships for patrol duties along the Atlantic and Pacific Fleet early warning barriers.

Members of the destroyer family which operate along the surface barrier extending from the Grand Banks to the Azores have plowed through

TO THE RESCUE — Speedy DDs have a long record of rescue work. Here, *USS Robison* (DDG 12) picks up survivors from a sunken fishing craft.



the North Atlantic at its worst. A typical picket ship may steam 6000 miles on one patrol.

In the Pacific, picket patrols originate at Pearl Harbor, Hawaii.

In both Fleets, the radar picket ship is a link in the chain which protects the U. S. against surprise air attack.

The DER—radar picket escort ship—is made to order for such strenuous duties. A typical DER has four diesel engines for power, and—although her top speed is less than her bigger, sleeker, destroyer family sisters—for the job she is designed to do, her speed is more than adequate and she can drive thousands of miles without refueling.

DERs patrol the early warning barriers at all times. Additional support is provided by airborne early warning aircraft which maintain constant surveillance up and down the warning line. This sea-air radar coverage reduces the possibility of a surprise enemy end-run around our land-based search network.

Picket patrol on one of the barriers is sort of like a game of musical chairs. On signal, all ships down the barrier line proceed on their patrol course. A replacement ship takes a place at the end of the line when it's time for the lead picket ship to drop out and head for home—picket and mission completed.

EXPERIMENTS WITH today's destroyers occasionally reveal new strategic uses. For example, a reorganization of the Atlantic and Pacific Fleet Cruiser-Destroyer Force represents changes necessitated by new developments, modern weapons, and new ideas about destroyer operations.

The plan is called the Flotilla Concept. In the Pacific it combines one cruiser with two destroyer squadrons into one unit called a cruiser-destroyer flotilla, which is commanded by a rear admiral.

One of the destroyer squadrons is equipped for antisubmarine warfare. The other is armed with surface-to-air missiles and concentrates on aircraft interception. All ships of the CruDesFlot function as a unit whether deployed to WestPac or restinσ in a yard. CruDesFlots 3, 7, 9 and 11 are now active in the Pacific. Others are following.

In the Atlantic, the basic organization involves six flotillas, each of which contains approximately three

squadrons of destroyer type ships. Four of the flotillas will include cruisers, the remaining two only destroyer and escort squadrons.

IT SEEMS THERE'S NO end to new jobs for destroyers.

Keeping pace with the times, destroyers have an important role in U. S. space advances. The speedy, maneuverable DDs are virtually made to order for the recovery of space capsules at sea. The pickups made by *uss Rowan* (DD 782) and *Noa* (DD 841) are examples of what DDs have done in the recent past.

Rowan broke into the news as a member of the U. S. space team in the fall of 1960 when an instrument-filled package was rocketed into space from Point Arguello, Calif., to a point some 1320 miles out into the Pacific.

A three-ship task group, of which *Rowan* was a member, was charged with recovering the capsule. The other two ships were *uss Paul Revere* (APA 248) and *uss Gurke* (DD 783). The estimated impact area was a section of water approximately 1500 miles south-southwest of San Diego, about midway between Acapulco, Mexico, and Hawaii.

After rehearsals with a dummy capsule, *Rowan* and her companions deployed to their recovery positions: *Gurke*, six miles north of Point Zulu (the estimated impact area); *Rowan*, 62 miles east; and *Paul Revere*, 30 miles west-southwest.

Half an hour after the capsule was blasted into space, reports of radar contacts began pouring into *Paul Revere's* control room. *Rowan* was the closest—approximately 60 miles away. *Rowan* plotters pinpointed the capsule's position. Once alongside the capsule, a couple of destroyermen leaped into the water and secured it with line. The destroyer then messaged the news that the mission had been successful.

The capsule *Noa* plucked out of the Atlantic one day last February contained Lieutenant Colonel John Glenn, USMC, who had completed a three-orbit flight around the earth. Like other DDs in the special task force which comprised the capsule recovery team, *Noa* was well prepared for the pickup. One of her whaleboat davits had been specially rigged with a super-strength braided nylon line and a special winch.



AMPHIB DUTY TOO — Addition of troop quarters and landing craft gear turned DDs into high speed transports like *USS Carpellotti* (APD 136).

When the capsule reentered the atmosphere after five hours and 53 minutes in space, a *Noa* crewman spotted the huge orange parachute which eased it back to earth. *Noa* was about three miles away. Nearing the capsule, the ship jockeyed into an approach from the windward side. This enabled her to nudge gently alongside the bobbing space craft without damaging it. A special *Noa* sea detail swung into action, and, before long, both capsule and astronaut were safely on board.

ADVANCES IN SHIP DESIGN in recent years make it pretty clear the destroyer family is keeping pace with the rest of the Navy. *uss Dewey* (DLG 14), for example, the first-commissioned of the 10-ship *Farragut* class guided missile frigates, is one of the first ships designed and built from the keel up with emphasis on guided missiles.

Dewey's twin launcher fires the *Terrier*, which can destroy aircraft traveling at supersonic speeds at altitudes above those reached by conventional gun systems. The missiles are selected from below-deck magazines and placed upon the launcher which is trained, elevated and fired automatically. The operations are directed from *Dewey's* CIC.

Backing up *Dewey's* missiles are five automatic rapid-fire guns: A 5-inch/54 and two twin 3-inch/50s. The latter have the advantage of each being on a separate fire control system, which allows for increased versatility in tracking and firing.

Dewey types also have radar gear

which can detect targets more than 200 miles distant.

Dewey's main antisubmarine weapon is *Asroc*, the rocket-propelled homing torpedo. An 8-round *Asroc* launcher is mounted on *Dewey's* O1 deck level forward of the bridge. (The launcher's nickname is "the coffin," which it somewhat resembles.) Also included in *Dewey's* antisubmarine warfare gear are two triple torpedo tube mounts from which homing torpedoes are launched.

Dewey can stop, start, turn or change speeds with completely automated boiler operation. Her high bow contributes to her stability; the effect of bow waves at high speeds is lessened. The over-all difference? "Quite noticeable," report men who've served in older DD types.

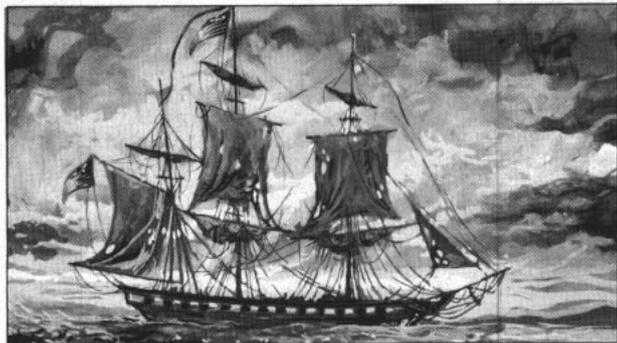
IN SPITE OF THE TREND toward job specialization in the destroyer categories, many DD-types remain jacks-of-all-trades. Today's picket ships, escorts, frigates and guided missile destroyers are operational proof of specialization of sorts, but these ships, along with the many run-of-the-mill DDs still in service, can, if necessary, screen a Fleet, shoot it out with enemy planes, shore batteries or ships, and serve as weather stations, frontier guards or transports.

Members of the destroyer family are tougher than ever.

They'll tangle with anything from life raft to carrier at the drop of a hat (or push of a button).

—Dan Kasperick, JO1, USN.

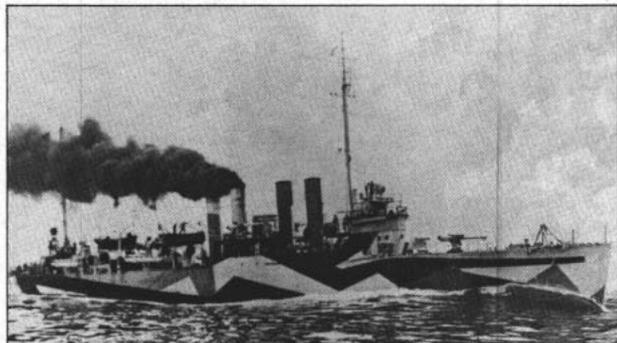
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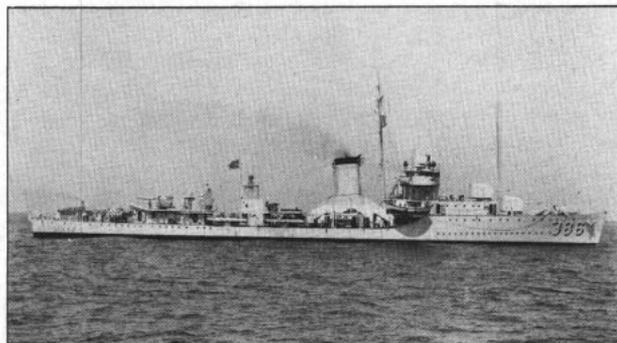
UNITED STATES SLOOP OF WAR RANGER One of the Revolutionary War ships known as 'Eighteenth Century Destroyers,' the 18-gun sloop under Captain John Paul Jones was the first warship to fly the Stars and Stripes.



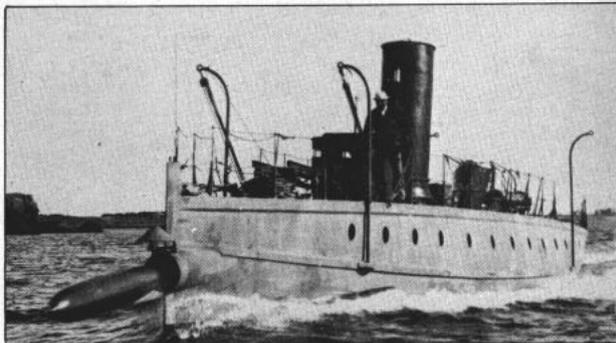
USS STRINGHAM (TB 19) Requested by President Teddy Roosevelt and commissioned in 1905, this 228-foot torpedo boat cut water at 30 knots. She carried four 6-pounders and two 18-inch tubes. The U.S. built 35 torpedo boats.



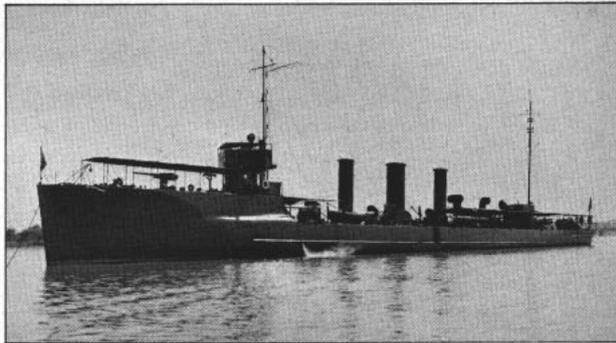
USS COLHOUN (DD 85) (WICKES CLASS) Commissioned in June 1918, this 'light boat' four-stacker, seen here in her war paint, measured 314½ feet. Later converted to APD2, she was lost to Japanese aircraft on 30 Aug 1942.



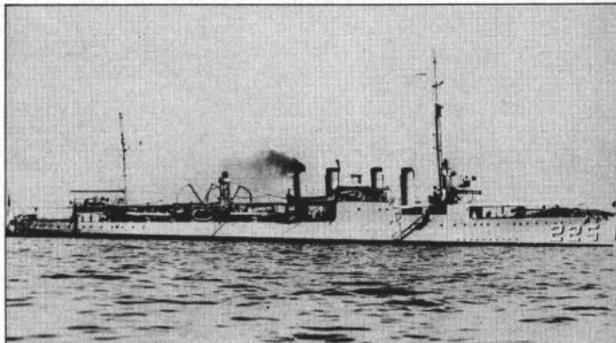
USS BAGLEY (DD 386) (CRAVEN CLASS) Commissioned June '37, the 341-foot DD defended at Pearl Harbor, fought at Rabaul, Savo, battle of the Eastern Solomons, New Britain, the Marianas operation and Cape Engano mop-up.



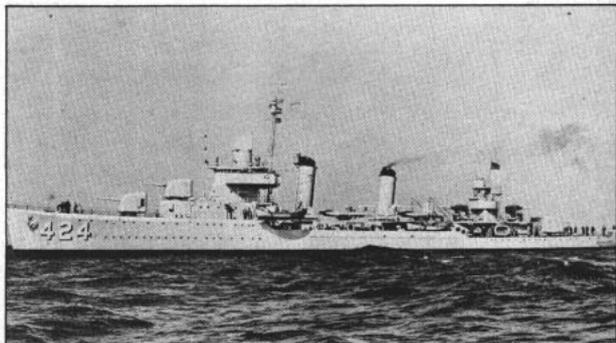
USS STILETTO (WTB 1) This 94-foot wooden torpedo boat was built in 1886 for experimental and training purposes. Single-screwed, her four-ton coal supply could drive her at 18.2 knots. Here she fires a torpedo from her bow tube.



USS TERRY (DD 25) (PAULDING CLASS) Commissioned in 1910, she had a 742-ton normal displacement and bore 14-pounders, .30 cal. guns and 18-inch tubes. Three screws drove this 294-foot turbine-driven oil burner at 29.5 knots.

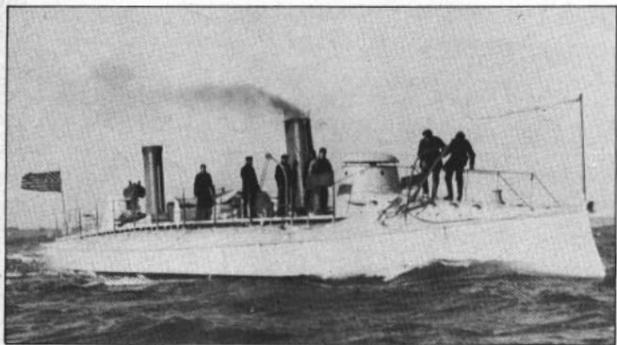


USS POPE (DD 225) (CHANDLER CLASS) Commissioned in 1920, she was one of four four-stackers which sank 23,496 tons of Japanese shipping at Balikpapan in January of '42. On 1 Mar 1942 she was sunk in the Java Sea.

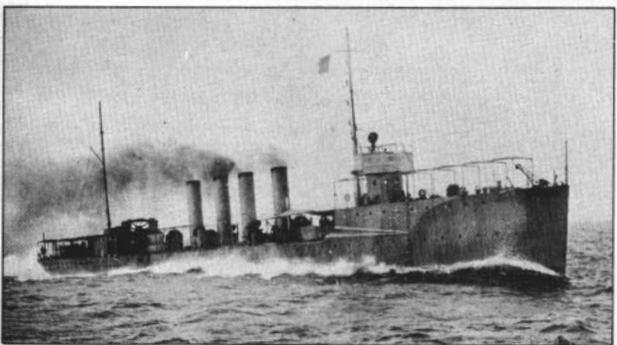


USS NIBLACK (DD 424) (BENSON CLASS) This 347-foot, 5-inch DD, commissioned in 1940, fought German U-Boats from Iceland to the Med. She carried five 5-inch 38s, four .50 cal., one Y gun for depth charges and two torpedo nests.

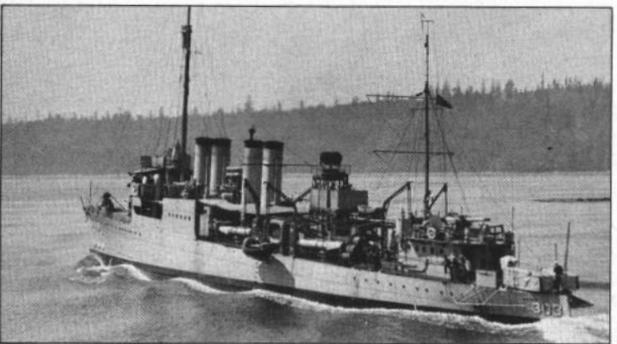
the Greyhound



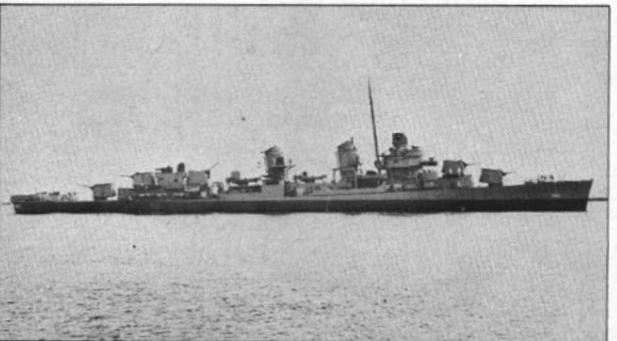
USS CUSHING (TB 1) Requested by President Cleveland, she was commissioned the first steel torpedo boat 22 Apr 1890. Two screws pushed the 140-foot coal-burner at 23 knots. She boasted three torpedo tubes and three 6-pounders.



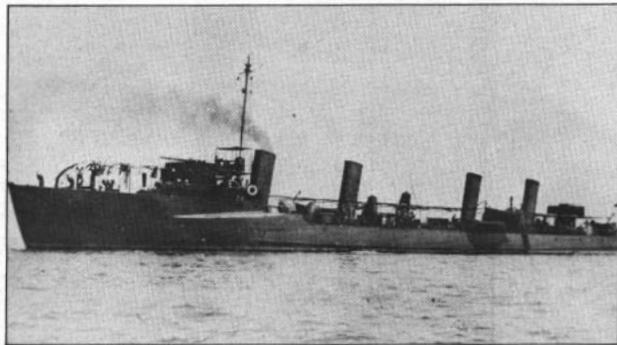
USS BEALE (DD 40) (FANNING CLASS) Commissioned in 1912, this DD with four stacks and raised forecastle carried a complement of four officers, 79 EMs. Three screws pushed her 787-ton normal displacement at 29.5 knots.



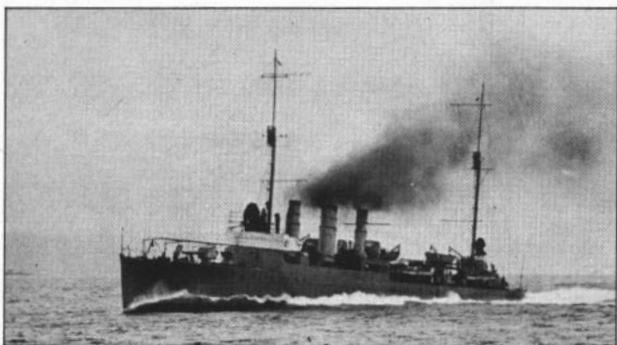
USS RENO (DD 303) Commissioned at San Francisco 23 Jul 1920, the 314-foot, 5-inch, flush-decked, four-stacker 'heavy boat' (normal displacement 1215 tons) bore four 4-inch guns, one 3-inch, and 12 21-inch torpedo tubes.



USS YOUNG (DD 580) (FLETCHER CLASS) Commissioned in July '43, this 376-foot DD served in the Pacific. She bore six 5-inch 38s, five 40-mm, seven 20-mm, two 21-inch torpedo nests (quint), depth charge tracks and projectors.



USS CHAUNCEY (DD 3) (BAINBRIDGE CLASS) Commissioned our third DD in 1902, the 250-foot torpedo-boat destroyer did 29 knots. She bore two 3-inch guns, five 6-pounders and two 18-inch torpedo tubes.



USS GWIN (DD 71) One of three flush-decked experimental DDs having three stacks instead of the four which would give the class its trademark, the 315-foot, 6-inch DD was commissioned 20 Mar 1920. She could do 30 knots.



USS MONAGHAN (DD 354) (FARRAGUT CLASS) Commissioned in '35, the 341-foot DD fought aircraft and sank a midget sub at Pearl Harbor. She fought the Imperial Navy in the Pacific, was lost in a typhoon in 1944.



USS LOWRY (DD 770) (ALLEN M. SUMNER CLASS) Commissioned in July '44, the 376½-foot DD carried 325 men and 11 officers at 34 knots. She battled at Luzon, fought the kamikazes at Okinawa, received Unit Commendation.

Evolution

Cushing exploded his torpedo, and blew out the bottom of *Albemarle*, which sank immediately. The launch was also sunk by the explosion, but Cushing and one of his men escaped. Two others were killed and 19 captured.

Cushing's launch was the forerunner of a new breed of ships—the torpedo boats. Nevertheless, the true torpedo boat did not appear until the advent of the self-guided torpedo, which was introduced in Europe in the 1870s.

A beginning was the 31-ton, wooden-hulled *uss Stiletto*, built in 1886 and purchased by the United States for use as a torpedo boat for experimental purposes. She was used primarily for training at Newport.

HOWEVER, the first true U. S. torpedo boat was the 116-ton *uss Cushing*—named, most appropriately, after our LT Cushing who had been instrumental in sinking *Albemarle*. Commissioned in 1890, *Cushing* was 140 feet in length, had a beam of 15 feet, and carried a crew of two officers and 20 enlisted men. She was armed with three six-pounder guns and three torpedo tubes. A coal-burning type, she had a designed speed of 23 knots.

Between 1890 and 1908, 34 additional torpedo boats were commissioned or authorized, all somewhat similar to *Cushing*. But, by the time the last class had been built, they had reached a length of 175 feet, with a displacement of 175 tons.



GOING OVER—Destroyers sail heavy seas on way to France in WW I.

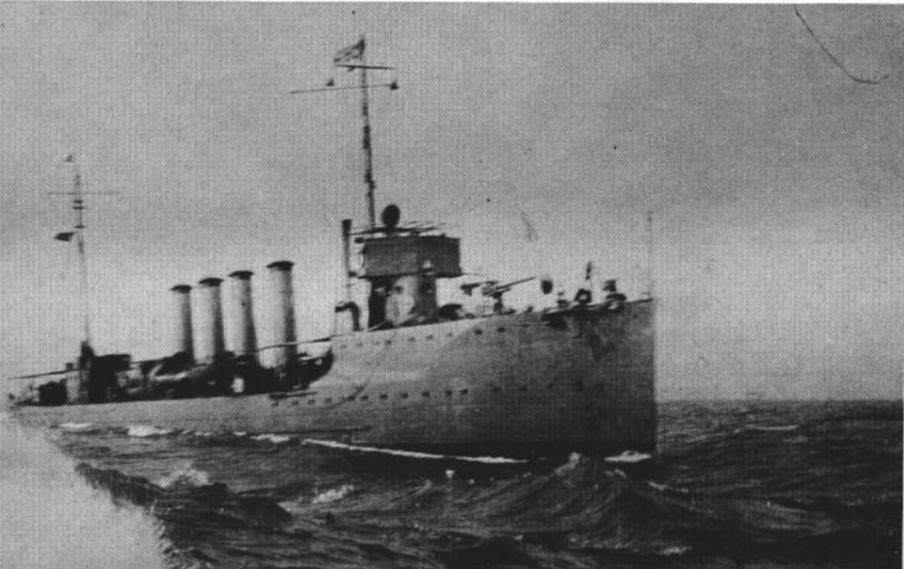
NO DOUBT THE TRUE ORIGIN of the destroyer lies in obscurity, but as far as we are concerned, its genesis might very well be found in the action against *css Albemarle* by 21-year-old Lieutenant William B. Cushing (see *ALL HANDS*, page 59, September 1953) during the Civil War.

In the space of several months in the early part of 1864, *Albemarle* had defied the best efforts of the Union Navy to defeat her. In May she had fought a superior number of

Federal ships to a standstill in a pitched battle in Albemarle Sound, causing severe damage to several ships and considerable embarrassment to the Union Navy.

Since no Union ships of similar strength were in a position to cope with the ironclad, LT Cushing volunteered to destroy her at anchor with a spar torpedo attached to the bow of a launch. He succeeded in getting his boat under the counter of *Albemarle* just as he was discovered.

ON THE LINE—During WW I the destroyer flotilla became valuable in antisubmarine and convoy work.



of the Destroyer Family

Meanwhile, some 1200 torpedo boats were in service or in the planning stages throughout the world's navies. A counterweapon had to be devised to combat these new, fast and very dangerous ships which could, with relatively little expenditure of lives or money, threaten the major ships of any naval power.

The sinking of an iron warship by torpedo boats in the Chilean Civil War of 1891 startled observers. Again, in 1894 at Weihaiwei, Japanese torpedomen disabled 14,000 tons of Chinese naval vessels. It was obvious that something had to be done to neutralize this impudent new weapon.

THE ANSWER lay in the torpedo boat destroyer (the term was later shortened to simply "destroyer"), which first came into being in the fleets of the world in the 1890s. The torpedo boat destroyer had to be fast enough to catch enemy torpedo boats and gunned well enough to destroy them. In addition, she usually carried torpedoes of her own for use against likely surface targets. Her mission was soon enlarged to include such surface actions as had previously been delegated to gunboats, small monitors and naval vessels of similar caliber.

As a result, 16 torpedo boat destroyers of "about 400 tons displacement" were authorized by the United States on 4 May 1898. Of these, five ships—USS *Bainbridge* (DD 1), *Barry* (DD 2), *Chauncey*

(DD 3), *Dale* (DD 4) and *Decatur* (DD 5)—were commissioned in 1902. (Strictly speaking, *Bainbridge* was not the first U. S. destroyer to be commissioned. *Bainbridge* and *Barry* were commissioned 24 Nov 1902; *Chauncey* was commissioned 20 Nov 1902; *Dale*, 24 Oct 1902; and *Decatur*, 19 May 1902. Nevertheless, because of her hull number, *Bainbridge* is generally considered to be the first U. S. destroyer.)

Bainbridge was a ship of 420 tons displacement, whose 8000 horsepower drove her at 29 knots. She was armed with two torpedo tubes, two three-inch guns and five six-pounders. Her career was not notably distinguished. She served with the Asiatic Fleet from 1904 to 1917 and with the U. S. Patrol Force at Port Said, Egypt, from 1917 to 1918. She was decommissioned in July 1919.

The construction of new destroyers continued at a brisk pace up to the first World War. Various improvements, such as the conversion from coal to oil and from reciprocating engines to steam turbines were included but, in spite of changes in design, DDs all had the same essential mission—to seek out and destroy enemy torpedo boats in large-scale surface fleet actions.

By the time hostilities were declared between the United States and Germany in 1917, 68 DDs had been commissioned.

BY THIS TIME, the destroyer flotilla had become a necessary adjunct

to the scouting line, and World War I was to demonstrate the DD's value also in antisubmarine warfare and in convoy work.

The formidable German submarine threat required positive countermeasures if the Allies were to survive. Various weapons and methods were tried, some of the most promising of which were depth charges and underwater listening devices.

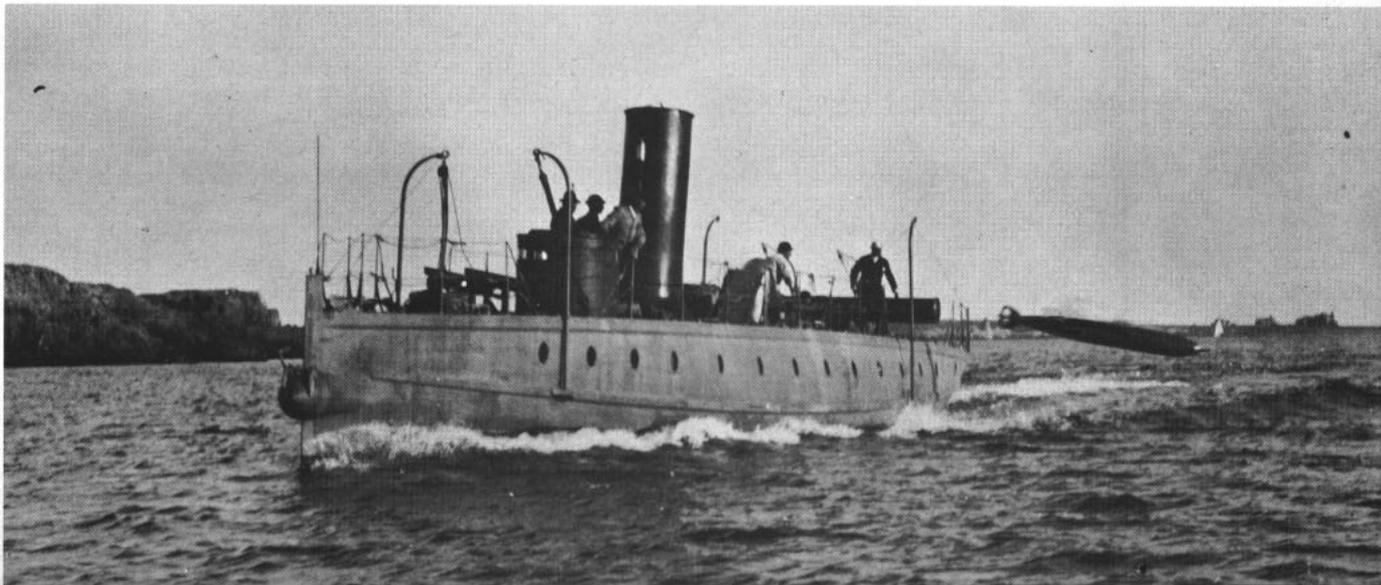
Destroyers found their main usefulness at this time in defensive antisubmarine patrol and convoy escort. Offensive antisubmarine warfare was largely untried because of weapon limitations. However, the adoption of the convoy system with destroyer escort proved quite successful in combating the submarines, and thus gave another role to destroyers.

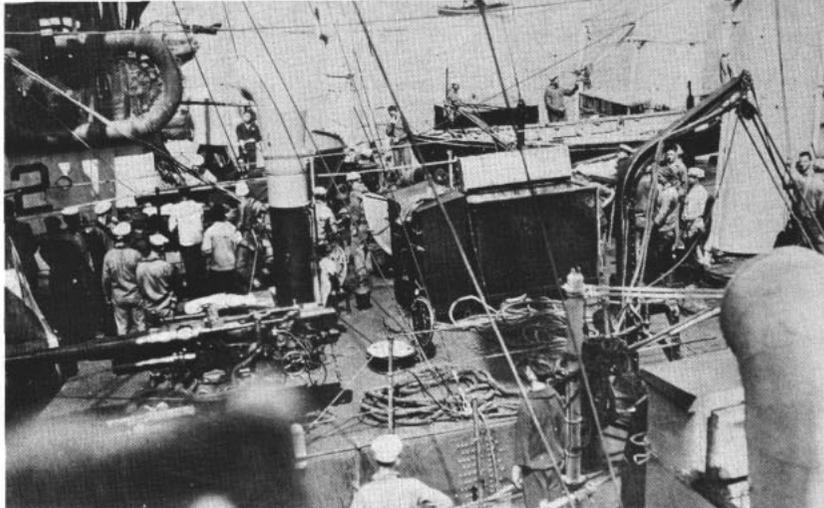
It was in this sphere of activity that the old flush-deck four-stackers became best known. In all, 270 were commissioned between 1917 and 1922. They ranged from DD hull numbers 69 to 347, minus DDs 200 to 205, which were authorized but not completed, and 71 to 73, which might be called "three-stacked four-stackers."

A typical four-stacker—in addition to its four smoke stacks and flush deck—had a displacement of 1190 tons; length of 314 feet; beam, 30 feet, eight inches; draft, eight feet, eight inches; complement, 150; speed, 35 knots; armament, four 4-inch guns, two .30-caliber machine guns and 12 21-inch torpedoes.

Depth charges and additional antiaircraft machine guns were added

A BEGINNING—Torpedo boat USS *Stiletto*, built in 1886, fires a torpedo from port side during test run.





DESTROYERMEN tend their ships while in port at Queenstown in 1918.

later. Its primary mission was to sink enemy surface ships with torpedoes and to protect friendly battleships of the line from enemy surface craft. *uss Caldwell* (DD 69) was the first of this class.

DURING WORLD WAR I, destroyers operating out of Queenstown, Brest and Gibraltar were used primarily for convoy escorts. The first U. S. destroyers, *Wadsworth* (DD 60), *Wainwright* (DD 62), *Conyngham* (DD 58), *McDougal* (DD 54), *Porter* (DD 59) and *Davis* (DD 65) arrived at Queenstown on 4 May 1917, within one month after declaration of war.

It was on this occasion that the historic exchange between VADM Sir Lewis Bayly, RN, and CDR J. K. Taussig, USN, took place. A destroyer-man himself, ADM Bayly assumed that the U. S. ships would need some time for overhaul after their dash across the Atlantic. "How soon," he asked CDR Taussig at their first conference, "Will you be ready to go out on patrol?" Taussig's reply must have

shaken (and encouraged) the admiral considerably: "We are ready now, sir. That is, as soon as we finish refueling."

By the end of the war, some 70 U. S. destroyers of various types were operating overseas. Some made the headlines; others did not. In June 1917, *O'Brien* (DD 51) severely damaged a U-boat with depth charges; a few days later, Taussig's flagship *Wadsworth* disabled a German sub; and before the month was ended, *Benham* (DD 49) dealt injuries to a third. In August, *Parker* (DD 48) also damaged a submarine, the *U-103*.

IN NOVEMBER 1917, two U. S. destroyers, *Fanning* (DD 37) and *Nicholson* (DD 52), teamed up to finish a German submarine, the *U-58*. However, convoy duty wasn't all one-sided. Although *Fanning* and *Nicholson* may be said to be the first destroyers to sink a submarine, *Jacob Jones* (DD 61) was the first to be sunk.

About three weeks after the *Fan-*

ning-Nicholson incident *Jacob Jones*, while steaming in the English Channel, was torpedoed by *U-53* and sank in eight minutes, taking 64 of her crew down with her. Although *Jacob Jones* was the only U. S. destroyer to be sunk by enemy action, *Chauncey* (DD 3) was lost through collision, and *Manley* (DD 74) was severely damaged in March 1918 when she was thrown against a British cruiser while coming alongside in rough seas. Eighteen of the destroyer's depth charges exploded, wrecking her stern and killing or wounding 56 of her crew. In October, *Shaw* (DD 68), her steering gear jammed, had her bow sliced off by the liner *Aquitania*.

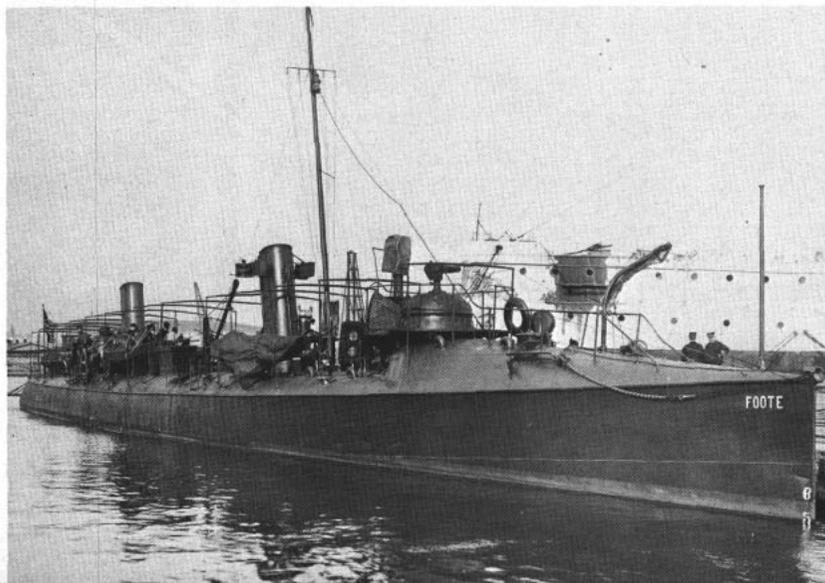
In addition to trans-Atlantic conveying and operations in British waters, U. S. destroyers conducted patrols in the Bay of Biscay and a division of small old-timers operated out of Gibraltar. A considerable number patrolled the East Coast of the United States in the summer and autumn of 1918 when U-boats crossed the ocean to invade U. S. coastal waters. Altogether, U. S. destroyers fought about 250 antisubmarine actions during World War I.

BETWEEN WORLD WAR I and World War II, emphasis shifted back to the original mission of destroyers—action against surface vessels. They were fitted with more torpedoes, and took on the additional role of the craft they were originally designed to combat—the torpedo boats.

The destroyer was supposed to operate with the battle line and be used primarily to sink ships of the enemy line. Scouting, screening, anti-submarine and anti-air tactics were all secondary. Tactical instructions issued by Commander Destroyers Pacific in 1920 say: "The Battle of Jutland and other experience indicates that the most effective use that can be made of destroyers is in conjunction with the gunfire of heavy ships in day action."

The prominent naval authorities of the time were in complete agreement that antisurface action was the primary mission of the submarine. Captain J. K. Taussig, who had led the first division of U. S. destroyers to arrive overseas in World War I, and who had seen the necessity for the escorted convoy, maintained nevertheless that the destroyer "in its proper offensive role, will have to lead torpedo attacks against capital

TORPEDO BOATS like *USS Foote*, TB-3, were built between 1890 and 1908.



ships. . . . The limit of depth charges should be fixed as the maximum number that can be carried without interfering with the other military characteristics.”

In other words, all else was secondary to the delivery of the torpedo against the surface enemy. The design of destroyers between the wars reflected this philosophy as DDs became larger and longer-legged, with five-inch guns instead of the four-inch of World War I. One class, the *Craven* (DD 382), commissioned in 1937, featured 16, 21-inch torpedo tubes. However, because of the evident threat of submarines, depth charges and listening devices were made standard equipment. Also some automatic-firing anti-aircraft weapons were installed, although not in the numbers later proved to be necessary.

During this period, 94 of the four-stackers were stricken from the lists due to treaty limitations. Another 10 were lost; three in collisions and seven at the famous grounding off Point Honda in California. The other 169 rotated between reserve and active commission until the late summer of 1940, when all were returned to active commission because of world tensions.

IN SEPTEMBER 1940, 44 of these four-stackers were transferred to the British and six to the Canadians, in return for 99-year leases on naval bases in the Bahamas, Jamaica, Antigua, St. Lucia, Trinidad and British Guiana. Those transferred to the British were designated the *Towne* class and named for cities common to both the United States and the United Kingdom. Those that went to Canada were named for rivers on the border between the United States and Canada.

During the war, six of the transferred destroyers were lost to enemy submarines and one to mines. Another, *HMS Campbelltown* (ex-*USS Buchanan*, DD 131) was used to ram the locks at St. Nazaire during a commando raid on that port. The next morning, the high explosive demolition charges aboard her blew up, wrecking the tidal basin and killing a large German inspecting party on board.

Also notable among the four-stackers was *HMS Stanley* (ex-*USS McCalla*, DD 253) which sank two German submarines in a running



PAUSE TO REFILL — Destroyer of WW II task force is refueled underway.

battle before she was finally sunk.

Eight of the destroyers were transferred to Russia in 1944 by Great Britain, as partial substitution for one-third of the surrendered Italian fleet. Another, *HMS Bath* (ex-*USS Hopewell*, DD 181) was transferred to the Royal Norwegian Navy by the British. She carried out a successful raid on Oskfjord to destroy a fish oil plant whose products had been going to Germany for the manufacture of explosives. She was later sunk by a German sub in the North Atlantic.

NOTABLE FIRSTS for four-stackers during World War II include *USS Greer* (DD 145), the first U. S. destroyer to be fired on by a German submarine in World War II; *Reuben James* (DD 245), the first U. S. destroyer to be sunk by a German sub-

marine; *Aaron Ward* (DD 132), the first U. S. destroyer to kill a submarine in the Pacific; and *Perry* (DD 340), the first Asiatic Fleet destroyer casualty.

In any event, the family of four-stackers got around. Consider *USS Stewart* (DD 224) which was ordered to be demolished while in drydock at Surabaya, Java, undergoing repairs after the battle of Badong Strait. She was officially stricken from the records on 2 Mar 1942 after her captain, LCDR H. P. Smith, ordered her scuttled.

She was resurrected by the Japanese and sent into service as Patrol Vessel 102. The confusion created by sighting an apparent U. S. vessel in Japanese waters was not resolved until more than three years later when, in October 1945, she was re-

DD SMOKER — Squadron 20 lays aircraft smoke screen in 1936 exercise.





TIN FISHING — DD men load torpedo tubes while in port in WW II.

covered and recommissioned by the United States. However, a new *uss Stewart* (DE 238) had been commissioned meanwhile, so the earlier *Stewart* was officially designated only as DD 224.

Action with the Asiatic Fleet gave the four-stackers their one opportunity to perform their original, designated mission of surface ship torpedo attack. *uss John D. Ford* (DD 228), *Pope* (DD 225), *Parrott* (DD 218) and *Paul Jones* (DD 230) sank four freighters and a patrol craft with torpedoes and gunfire at the Battle of Balikpapan in January 1942.

THE NORTH AFRICAN landings enabled the four-stackers to demonstrate their amphibious capabilities. *uss Bernadou* (DD 153) and *Cole* (DD 155) were converted to assault destroyers and sent in to land troops inside Safi Harbor to seize the harbor and shipping installations. They carried an unusual recognition device, a parachute flare which was designed to release an American flag when fired, the idea being that the flag would float down, illuminated by the flare, and thus perhaps prevent the French defenders from firing on the ships.

uss Dallas (DD 199) was assigned the job of breaching the net and boom defense at the mouth of the Sebou River and making a dash up the river with a load of Rangers who were to take the airfield at Port Lyautey. Although fired upon by shore batteries at point-blank range,

she made the run up and back with only minor damage, despite the fact that she was almost aground in the shallow river, kicking up mud constantly during the trip. *Bernadou*, *Cole* and *Dallas* were all awarded Presidential Unit Citations for their North African exploits.

FOUR-PIPERS also were prominent in Atlantic antisubmarine work. They formed the destroyer elements of four hunter-killer groups which received Presidential Unit Citations.

uss Borie (DD 215) was one of the most notable of these, particularly in her action on the night of 1 Nov 1943, when she damaged one German submarine with depth charges and then caught another on the surface. She engaged it with gunfire, finally rammed it, attacking with small arms, empty shell cases and even a bowie knife while alongside. She then pulled herself free and finally sank the submarine with gunfire. However, the ramming had caused uncontrollable damage and flooding to her forward engine room, and *Borie* went down after an all-night battle to save her.

Four-stacker action in the Pacific ranged from surface action off Guadalcanal through the entire campaign to Kamikaze attacks off Okinawa in the spring of 1945.

Four-stackers were converted for use as transports, seaplane tenders, minelayers and minesweepers.

uss McFarland (DD 237), for instance, had been converted to a

patrol bomber tender before Pearl Harbor. But, unequipped with planes at that time, she was assigned anti-submarine patrol work and sank a Japanese submarine in July 1942. In October, she was severely damaged at Guadalcanal but managed to escape to Tulagi even though 30 feet of her fantail and her rudders had been blown off. She underwent emergency repairs at Tulagi with her own crew, sailed to an intermediate base and, finally, the 1000 miles to Pearl Harbor, arriving safely despite a heavy gale. She later earned a PUC for this outstanding action.

AFTER WORLD WAR II, the surviving four-stackers (31 were lost during the war) were largely scrapped. They accounted for a total of 11 German and three Japanese submarine kills during the war.

However, the war was not fought exclusively by four-stackers. According to Roscoe's *Destroyer Operations in World War II*, 248 new destroyers were added to the Fleet between December 1941 and September 1945, and between January 1943 and July 1945, 420 escort vessels were commissioned.

Over 50 DDs and DEs went on to win Presidential Unit Citations.

Pearl Harbor had demonstrated the need in all ships for increased antiaircraft weapons and long-range detection systems. Although destroyers saw considerable action in their historic and conventional roles against surface ships, as in the fighting off Guadalcanal and Samar, the nature of the war caused them to adopt two generally overriding primary missions—antisubmarine and antiair screens.

In the Atlantic, the German submarine threat required immediate defensive measures to keep the sea lanes open to Britain. Destroyers, first as convoy escorts in a role similar to that of World War I, and later as elements of hunter-killer teams, proved to be an effective answer to submarines.

The convoys and hunter-killer teams were reinforced by increasing numbers of escort vessels designed for quick and relatively inexpensive production to help combat the submarine menace. Although destroyers were used as amphibious support ships and for gunfire support in the landings in North Africa,

Italy and France, their primary Atlantic mission was against the submarine. Sonar, which had been installed in only 60 active U. S. destroyers in 1939, and increased depth charge armament, became standard equipment as this major responsibility of the destroyer became recognized.

In the Pacific, with the development of the fast carrier task force as the principal means of naval power, the destroyers were used as anti-aircraft screening ships. Detection of incoming raids, anti-aircraft gunnery, and control of combat air patrol became primary destroyer missions and made necessary the installation of air search radars and more automatic-firing anti-aircraft weapons. Destroyers were also used as radar pickets to screen amphibious forces. At Okinawa, 88 destroyers and 30 escort vessels were sunk or damaged while screening the landing force from Kamikaze attacks.

The *Fletcher* (DD 445), *Allen M. Sumner* (DD 692) and *Gearing* (DD 710) classes of destroyers which were designed and built during the war all reflected the lessons learned and the desire to make a general-purpose ship with capabilities to fight enemy surface, air or sub-surface units.

IN THE PERIOD before the Korean conflict, two specialized types of destroyers were evolved, which reflected the lessons of World War II. Many general-purpose destroyers were converted to either escort destroyers (DDE), designed for anti-submarine work with ahead-thrown submarine rockets, or to radar picket destroyers (DDR) with increased radar and communications facilities.

In the Korean conflict, destroyers performed neither antisubmarine nor anti-aircraft functions to any extent. Used against an enemy with no navy and with control of the air solidly in United Nations hands, destroyers were used in support of amphibious landings and as blockading and interdiction fire support ships along the coasts of the peninsula.

The general-purpose design of World War II destroyers was vindicated as they performed hundreds of support missions—none of which resembled their World War II activity.

The action in Korea might be cited as an example of the uses to which the relatively modern destroyer may be put in a situation of less than all-out war. Fifteen or 20 destroyers were constantly on station in Korean waters throughout the entire war. Their jobs embraced almost all facets of sea warfare, except those which had been the primary missions of destroyers in WW II.

IN THE FIRST FEW DAYS of the Korean action, destroyers were called upon to evacuate U. S. nationals from Inchon and Pusan. Destroyers delivered gunfire support as the United Nations offensive began.

The neutralization of Wolmi-Do by the ships of DESRON Nine was typical. The six ships of the squadron steamed into narrow Flying Fish Channel in broad daylight, anchored at point-blank range off shore and conducted deliberate shore fire bombardment for two successive days preparing the island for assault and capture. Minefields and counter fire from shore batteries were the greatest obstacles to this operation.

When the use of drifting and fixed

mines threatened to take away full command of the sea from the United Nations forces, destroyers were assigned to protect the minesweepers which worked well within the range of enemy shore-based batteries.

Destroyers patrolled much of the coast of Korea enforcing the naval blockade around the perimeter of the peninsula. While so engaged, they were called upon to deliver interdiction and harassment fire on railways, bridges and roads, thus helping disrupt enemy lines of communication. They also formed raiding parties with their whaleboats to capture enemy sampans and fishing craft and destroy targets ashore.

Train and truck busting were other typical missions for the destroyers' main batteries. They worked with Navy and Air Force planes in close concert, illuminating targets with star shells to aid the planes and, in turn, receiving spots from the planes to help the accuracy of their gunfire.

New classes including the *Forrest Sherman* (DD 931) type, destroyer leaders, guided missile destroyers and guided missile frigates have appeared in considerable numbers since Korea.

These generally feature increased size, greater detection equipment, and missiles. FRAM conversions have modernized the *Gearing* (DD 710) and *Allen M. Sumner* (DD 692) classes with better radar and sonar and more powerful antisubmarine weapons at the expense of torpedoes and conventional armament. The future employment of destroyers seems to be an extension of what they have done in the past, with newer tactics and weapons shaped by the advent of missiles and nuclear weapons.

—LT Phil Collins, USN.

ACTION—Enemy bomber downed by DD hits sea at ship's stern during action south of Luzon in 1944.

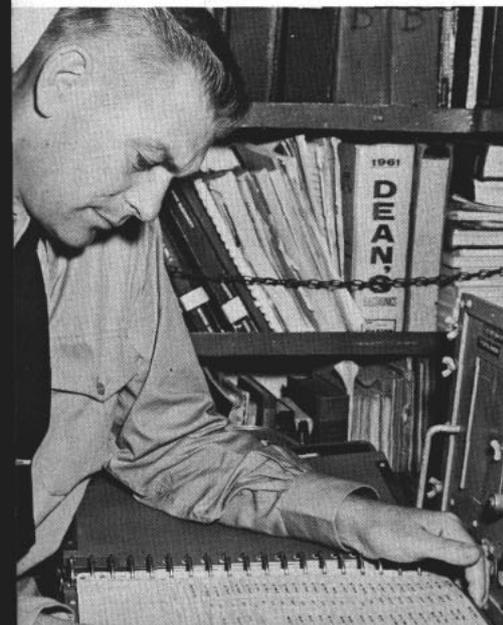




DD DOCS—Chief Cooper checks throttle board. Rt: LTJGs Anderson and Rawcliffe and LCDR Ives read requests.



CHIEF Champion inspects ship's fire control radar. Below: Chief Popov counts parts in stock in DD ET shop.



Trouble-Shooting

EVERYONE HAS PROBLEMS. It's finding the answers that gives us difficulty.

This is not true, however, for Long Beach, Calif., based destroyers if their problems are of the engineering nature. The answer is probably available from the Material and Engineering Team of CRUESPAC's Support Group. The nine-member Material and Engineering team currently operates from the destroyer tender, *uss Frontier* (AD 25). The team normally is concerned with inspection and engineering support of CRUESPAC ships homeported at Long Beach.

The 10 officers and enlisted men who make up the team are all destroyer veterans and are top men in their particular field. LCDR J. R. Ives, Jr., USN, who has 25 years of enlisted and officer engineering experience, heads the department. His two officer assistants are LTJG L. H. Rawcliffe, USN, an engineering Limited Duty Officer (LDO), and LTJG H. D. Anderson, USN, an LDO electronics specialist. Seven chief petty officers who specialize in electronics, sonar, fire control, electrical engineering, as well as main engines, boilers and associated auxiliary machinery, round out the experienced team.

The team isn't needed just because the ships' crews are not doing their jobs. Destroyer crewmen have a reputation for being capable and versatile, but as individuals, they may lack experience with a particular

piece of equipment or with one type of problem. A knotty problem to an individual destroyer man may be a routine matter for a more experienced member of the M & E team.

When time permits and men are available, team members also do research to develop new or more economical repair methods or to develop new techniques to conserve manpower or material.

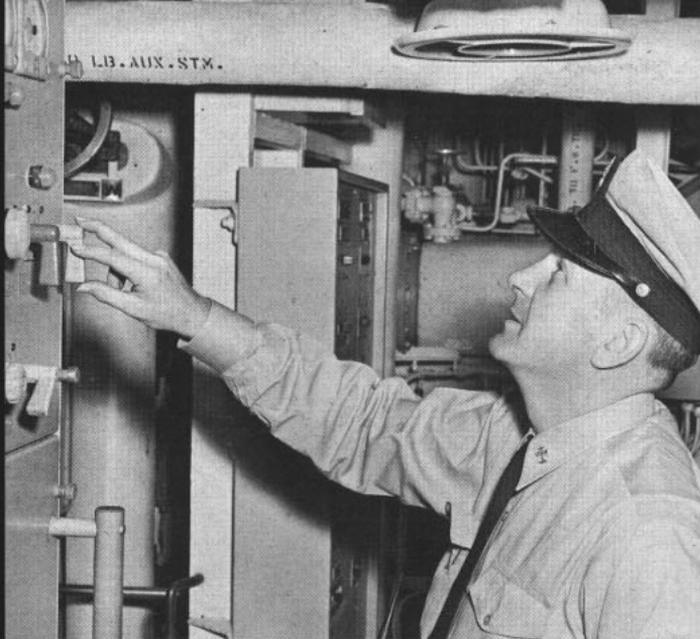
The department uses the latest and best methods known to them. Recently, for example, they used a product that is more often associated with household use than shipboard use—hydrogen peroxide. The housewife uses it as a cleaning agent. The team does too, but on a larger scale. They clean the firesides of a ship's boiler.

LTJG Rawcliffe claims that the Support Group's engineering team was the first afloat activity in the U. S. Navy to use this method. Normally the boilers are hand scraped and washed with water pressure. Team members say the hydrogen peroxide method is better and is the only positive means they know to remove all the carbon buildup.

The team was formed for only one reason—to help the ships maintain top battle readiness. The team holds a two-part inspection for ships slated for overseas duty—one at sea and one in port.

During the at-sea inspection, LTJG Rawcliffe and several chiefs

ALL HANDS



INSIDE JOB—Chief Degischer adjusts boiler safety valves. Rt: Chief Lewis looks over ship's switchboard.

Team on a Tincan

who specialize in below deck engineering and sonar, ride the ship to observe the equipment and procedures in the engine room and fire room.

When the ship returns to port, other members of the team come aboard to examine the operation of electronic, fire control and radar systems. This inspection is generally done in port since the systems cannot be thoroughly checked while the ship is underway.

Also while in port, Senior Chief Boiler Tenders Edward G. Blythyn and William W. Degischer, both veterans of destroyer and destroyer tender duty, inspect the ships' boilers and associated auxiliary equipment.

These two chiefs leave the office in the morning looking like white collar workers. Later, after they have changed into their coveralls and spend the day climbing through boiler steam drums, firesides, and in and around other fireroom equipment, they look like members of the old Navy's coal-shoveling black gang.

Chief Electrician's Mate Thomas M. Lewis, USN, is the team's electrical inspector. He visits ships that request assistance and helps them solve any problems in the ship's electrical, gyro or interior communications equipment.

Senior Chief Machinist's Mate Thomas C. Cooper is the machinery inspector for the engineering team. Chief Cooper has served aboard de-

stroyers and tenders most of his time in the Navy. Like Chief Lewis, he visits ships that request advice and assistance on a wide range of problems. His primary target during inspections, however, is preventive maintenance in the main engines and associated engine room auxiliary machinery.

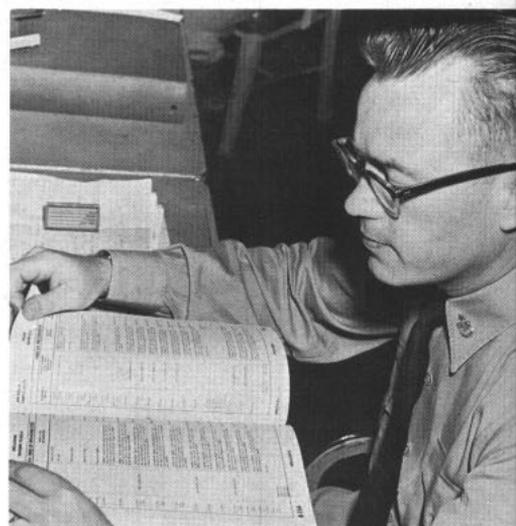
Aligning ship's guns with the fire control radar and calibrating them for accuracy is the job of Chief Fire Control Technician Charles J. Champion. This job is often done by the ship's crew, but when they request assistance, Chief Champion lends a hand.

The team's sonar specialist is Senior Chief Sonarman Robert P. Easterday. In addition to inspecting the ship's sonar gear, Easterday provides technical assistance and instructs crewmen while he works with the equipment.

LTJG Anderson and Chief Electronics Technician V. V. Popov team up as the specialists in electronics. They check the electronic logs, the performance of the equipment and the operation of antenna systems. They also provide other electronic assistance when needed.

Through the constant work, inspection, advice and help of the Material and Engineering Team, many Long Beach based destroyers operate a lot longer and with fewer breakdowns than they would otherwise.

—Dennis E. Aufranc, JO3, USN.



LOGGING—Chief Easterday studies sonar parts and operation log. Below: Steam drum is checked out.





HOME IN FOAM — USS DuPont (DD 941) cuts through sea. Rt: DE, USS Lester (DE 1022), is Dealey class.

Destroyers Have Lots

THIS IS A PICTURE album of a prolific family—the destroyers. Since the day the family was founded in the second year of the 20th century, it has played an important part in world events. At least once it was a factor which turned the tide of history.

The family is big. There are more destroyers than any other ship in the United States Navy. Singly, one will probably never become the most important ship in the Navy. Of the destroyer family, however, men will say, as their wives have frequently remarked when using tin cans, "How did we ever get along without them?"

The earliest members of the family were authorized in 1898 during the Spanish-American War. They were called torpedo boat destroyers and reasonably enough, their function was to destroy torpedo boats.

HERE ARE SOME members of the family as a class:

Destroyers (DDs) — One of the earliest members of this branch of the family was *uss Bainbridge* (DD 1). She was one of the torpedo boat destroyers authorized in 1898, and was commissioned on 24 Nov 1902.

Bainbridge was a lightweight (only 420 tons) and was armed with two three-inch guns, five six-pound cannons and two torpedo tubes. Her top speed was about 28 knots.

Except for the big switch from

coal to oil, destroyers didn't change much until World War I.

German U-boats had wrought havoc with Allied shipping from the first moments of the war. Before the fighting in Europe ended, 2770 Allied and neutral ships totaling 14,500,000 tons had been sent to the bottom by torpedoes.

WHEN THE UNITED STATES entered the war, the German high command couldn't have cared less, for—according to the German timetable—the U-boat offensive would finish off the Allies by the first of August 1917.

So far as the Germans knew, the United States Navy had nothing which would deter them from their purpose.

They were mistaken. The United States Navy had the destroyer, and it soon became apparent that the destructive American tin cans were a major weapon which could effectively be used against the German subs.

More convoys, guarded by destroyers, increased the flow of food, material and men to Europe, and the tide turned against the Central Powers. By war's end, the effectiveness of German submarine warfare was nil.

During World War I the newly developed flush-deck four-pipers, so-called because of their four stacks, rapidly replaced the earlier types,

identified by their raised forecastles. *uss Caldwell* (DD 69), led the parade of four-stackers.

Their missions included scouting, screening for the Fleet, fast torpedo attacks, smoke screens and hot gun actions.

They were a youthfully insolent kind of ship with a maximum speed of 32 knots and average displacement around 1200 tons.

Their major armament consisted of 12 torpedo tubes and four 4-inch guns. They even sported submarine detection gear, which had just been developed, and were later equipped with anti-aircraft guns.

Congress had authorized the construction of about 300 four-pipers by 1918. After peace returned to the world, however, no new destroyers were authorized until the 1930s. In 1933 and '34 some 70 new destroyers were authorized. As a result, nine new classes of destroyers—*Farragut* (DD 348), *Porter* (DD 356), *Mahan* (DD 364), *Somers* (DD 381), *Craven* (DD 382), *McCall* (DD 400), *Sims* (DD 409), *Benson* (DD 421), and *Livermore* (DD 421)—made their appearance in the Fleet between 1935 and 1940.

THE YEARS BETWEEN 1940 and 1944 belonged largely to the *Fletcher*-class destroyer. This is the member of the family whose profile is most familiar to World War II Navy men



SPEEDY — USS *Ingraham* (DD 694), shown before FRAM, is Sumner class DD. Below: DD men work on line.

of Class

and to destroyermen in today's Navy.

The familiar flush-deck *Fletcher*-class destroyers were armed with five 5-inch guns in single mounts and two sets of quintuple torpedo tubes.

One hundred and nineteen *Fletcher*-class destroyers were laid down during the Navy's 1940-41 shipbuilding program. Another 56 were laid down in 1942 under design which was modified to include lower fire control directors and flat-faced bridges.

The *Fletcher*-class destroyer basked in the limelight until 1944 when USS *Allen M. Sumner* (DD 692) was commissioned. The *Gearing* (DD 710) class which, for a few years, was the largest of U. S. destroyer types, appeared in 1945.

The *Gearing*-class had a standard displacement of 2425 tons and the *Sumner*-class displaced 2200 tons. The *Sumners* were shorter than the *Gearings* by about 14 feet. Most specialized DD types are converted *Gearing*, *Fletcher* or *Sumner* hulls.

The newest and largest DD type is the *Forrest Sherman*-class. Ships in this class displace 2780 tons.

Although not a class like *Sherman* or *Gearing*, the FRAM I and II conversions are also becoming a major DD type in today's Navy.

ESCORT VESSELS first made their appearance during World War II, when they were mass-produced





FRIGATES ALL — USS Dewey (DLG 14) was first of series of DLGs. Rt: Frigate USS Willis A. Lee (DL 4).

(about 400 were commissioned) to relieve the full-sized destroyers from convoy duty—hence the official designation of escort vessel.

World War II DEs can be divided into two main categories—short-hulled (289 feet) and long-hulled (306 feet).

The short-hulled DEs were originally a British design. They had a standard displacement of about 1150 tons and had diesel-electric propulsion with a top speed of about 20 knots and a range of about 6600 miles. They had no torpedo tubes but carried three 3-inch/50 dual-purpose guns.

Standard displacement for the long-hulled groups was 1275 tons. Many had geared steam turbines and could do about 24 knots. They had a range of some 6000 miles.

The long-hulled DEs' three 21-inch torpedo tubes packed considerable punch, as did their two 5-inch/38 dual-purpose guns. Some classes have 3-inch/50 caliber guns rather than the 5-inch/38s. Each version carried several 40mm and 20mm machine guns, one multiple hedgehog and eight or nine single hedgehogs.

Hedgehogs, incidentally, could be

described as underwater shotguns. During World War II, *uss England* (DE 635), in teamwork with *George* (DE 697), *Raby* (DE 698) and *Spangler* (DE 696), put on a performance that bid fair to hedgehog the Japanese submarine force out of existence.

On a rampage in the Solomons, *England* destroyed six Japanese submarines in 11 days—a feat that broke two world records.

At war's end, the short hulls were sold and many of the long-hulled DEs went into mothballs.

AROUND 1954, a new line of DEs began to appear in the Navy's orders—the *Dealey* (DE 1006) class.

The new models—with the exception of *Dealey* (DE 1006), *Cromwell* (DE 1014), and *Hammerberg* (DE 1015)—had an all-aluminum superstructure and a low silhouette which made them difficult for submarines to spot. Their hull design permitted high-speed running under sea conditions which would have been a considerable handicap to World War II-vintage DEs.

Their detection devices and armament were the latest in defensive and offensive ASW gear and they

rated high in habitability.

Dealey-class DEs were powered by steam turbines which developed 20,000 shaft horsepower. Their single screws moved them along at about 25 knots.

Until *Dealey* came along, DEs had been considered too slow to serve in modern hunter-killer groups or the ASW defenses of fast carrier forces. Now, however, the modern destroyer escorts are able to handle these jobs well.

In addition to the *Dealey*-class DEs, there is also the *Claud Jones* (DE 1033); the first in a series of diesel-driven antisubmarine escort vessels.

The features which distinguish *Claud Jones* from her predecessors, aside from her propulsion, are her upper deck arrangement, aluminum masts and deckhouse and improved electronic detection equipment.

IN 1950, the DEs which had been mothballed at the end of World War II began leaving their nesting places for conversion and duty as **Radar Picket Escort Ships** (DER) in Continental Air Defense.

The ships' combat information centers were enlarged to handle increased information from air-search, height-finder and surface-search radar. More communication equipment was installed to handle the voice and ship-to-shore communications so necessary to an effective warning system. They carried the same improved sonar carried by the *Claud Jones* class.

Much of the new gear was put into spaces which had been used for messing and berthing when the ships were strictly DEs. This meant the center portion of the main deck had to be enclosed and a superstructure added to provide living spaces.

NUMBER ONE — USS Gyatt (DDG 1) was first DD with guided missiles.





MODIFIED DDs and DEs have picket duties. L to r: USS Leary (DDR 879) and USS Newell (DER 322).

The modifications brought the DER displacement up almost to that of the pre-World War II destroyer.

To keep the ship's weight down, prefabricated aluminum was used in the alterations. Even the tripod mast for the radar antennas and the huge deckhouse were constructed of aluminum.

Even so, more than 60 tons of pig iron had to be placed in the bilges and voids as ballast to offset the added topside weight.

No modifications, however, have been made to eliminate the rolls of 40 degrees or more which rotate the ship from one side to the other every few seconds. Such rolls are routine in a picketeer's life.

However, after being tossed to the deck in the middle of the night a few times, a man soon acquires the knack of sleeping soundly while clinging to his bunk like a cat in a weaving treetop.

RADAR PICKET DESTROYERS (DDRs)—are *Gearing*-class destroyers from which the torpedo tubes and tripod radar mainmast have been removed, the radar being located aft of the number two stack and on the foremast of all ships.

They are fitted with early warning radars as are many DDs. Some have been FRAMmed and are equipped with DASH and variable-depth sonar.

The men who serve in them swear they roll as well as the DERs.

Antisubmarine Destroyers (until recently designated as DDEs and now classed with other DDs) have been equipped with the last word in submarine detection and destruction equipment.

Frigates (DLs)—are of two types. The DL 1 (*Norfolk* type) was originally designed as a special class of antisubmarine ship of cruiser size to

engage in hunter-killer operations.

Norfolk was once designated a CLK (Cruiser, Hunter-Killer Ship) and has a hull resembling a *Juneau*-class cruiser.

The second type of DL is the *Mitscher*-class. These were begun as DDs but redesignated DLs while under construction. *Mitscher*-class ships were specifically designed and constructed as long-range Fleet-type destroyers for antisubmarine duties. They carry advanced surface, underwater and antiaircraft weapons.

It might be said here that new construction of conventionally armed frigates has been discontinued.

Guided Missile Destroyers (DDGs)—The first ship built as a DDG was *uss Charles F. Adams* (DDG 2). She was one of eight authorized by Congress in Fiscal Year 1957. Thirteen were authorized between FY 1958 and 1960 and two during the FY 1961 program. (*uss Gyatt* (DDG 1) is a converted *Gearing* class and is the only one of her class.)

The first eight DDGs were armed with *Tartar* missiles and the latest in long range ASW weapons. They are used to escort amphibious forces and to support them after landings. They also work with hunter-killer groups.

They have a greater displacement than their predecessors, with their hull design evolved from *Forrest Sherman* (DD 931). Like *Forrest Sherman*, they have an aluminum superstructure and are a favorite from a habitability standpoint.

Guided Missile Frigates (DLGs)—*uss Dewey* (DLG 14), number one in a series of 10, was the first ship to be built from the keel up as a guided missile frigate.

There was a time when living conditions aboard a frigate or, indeed any ship, were less than the ultimate

in the good life. Men slept in hammocks swung from hooks set into beams and carlings of the overhead on the lower deck. Mattresses stuffed with rags and shavings made the occupants of the hammocks a little more comfortable, while dogs'-hair blankets covered them.

Food consisted of sea-bread, raw salt pork, cold potatoes and vinegar. Meals were eaten from a squatting position on the deck.

Since then, however, conditions have changed. Crew members of *Dewey* counted themselves lucky when they first saw their quarters. More emphasis had been placed on bunking comfort and comparative privacy. Full-sized lockers, integral to the bunks, were large enough to stow the contents of the largest sea-bag, and the entire ship is air-conditioned.

Dewey's bridge is fully enclosed. The accent is on visibility, which provides added efficiency and comfort for all topside watchstanders.

BRIDGE WORK—Destroyermen man the signal bridge of the escort ship *USS Van Voorhis* (DE 1028).





Stickell Is No Stick-in-Mud

The Navy, as you're no doubt aware, gets around—from the largest ports in the world to the far, far boondocks. And destroyers generally go gallivanting as much as or more than anyone.

A recent example was the Sixth Fleet radar picket destroyer *uss Stickell* (DDR 888), which transited the Bosphorus Strait for a week-long good-will visit to the small Turkish villages of Sinop and Trabzon on the northern coast of the Black Sea.

Sinop and Trabzon are not exactly major ports of call. *Stickell*, as a matter of fact, while it should know better in light of recent issues of ALL HANDS (Visit to Basra, March 1962, Shooting Down Dux, June 1962), lays claim to being the first U. S. Navy ship ever to visit Sinop. In any case, the citizens of both communities proved to be curious, friendly and receptive—and *Stickell's* crew took advantage of

the opportunity to people-to-people it up a storm. They received the same kind of treatment right back.

At both locations, *Stickell's* deck swarmed with wide-eyed visitors during open-house hours. At Sinop the ship presented books and other educational materials to the local high school. A highlight of the Trabzon stop was a tour the ship hosted for 50-plus orphans aged six to nine—a tour which proved to be as much fun for the sailors as it was for the children. Sound-powered phones and the engine order telegraph yielded "Christmas morning" fascination for the moppets, and later, on the mess deck, there was a party complete with cartoon movies, ice cream, coloring books, crayons, marbles and balloons.

In addition, *Stickell* gained added favor with the populaces of both Sinop and Trabzon when COMDESDIV 262, embarked aboard, laid wreaths at the towns' Atatürk memorials.



ORPHAN VISITOR adds turns to *Stickell's* engine order telegraph.

Dewey's twin missile launcher handles *Terrier* missiles which are capable of destroying aircraft traveling at supersonic speeds and at altitudes above those reached by conventional gun systems.

Missiles are selected from below-deck magazines and placed upon a launcher which is trained, elevated and fired automatically. The operations are directed from a weapons control station on the lower level of *Dewey's* split-level combat information center.

The missiles are backed up with five automatic rapid-fire guns: a 5-inch/54 and two twin 3-inch/50s. The latter are on a separate fire control system.

Closed-circuit TV enables the CO and conning officer to obtain a continuous picture of the summary plotting board in the combat information center. They can thus obtain a view of all air and surface targets held by radar. The same TV also serves the weapons control in the lower level of the CIC.

Dewey is also equipped with *Asroc* and has a pair of triple-tube torpedo mounts on the main deck.

Dewey has a lightweight superstructure—375 tons as opposed to 1000 tons in conventional construction, and her bow design lessens considerably the effect of bow waves.

Nuclear-powered Guided Missile Frigates (DLGNs)—The last picture in the family album shows the first member of a new generation.

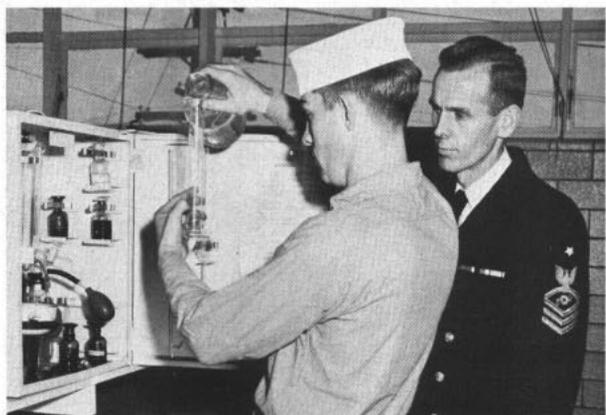
Appropriately, she bears the same name as one of the first members—*Bainbridge*. She is due for commissioning this month.

Bainbridge is armed fore and aft with guided missiles, as are her sister frigates beginning with *Leahy* (DLG 16). The DLG 6 class, including *Dewey* (DLG 14), has only one launcher, which is located aft. The distinguishing feature of *Bainbridge* is, of course, her nuclear propulsion.

That's the family which has increased from a handful of torpedo boat destroyers at the turn of the century to the force of ubiquitous multi-purpose ships the destroyer family consists of today.

Although other types have, by and large, assumed to themselves the glamor of life at sea, destroyers and destroyermen have surrounded themselves with something of a legend built of sheer hard work, discomfort and danger.

—Robert Neil.



Destroyer School

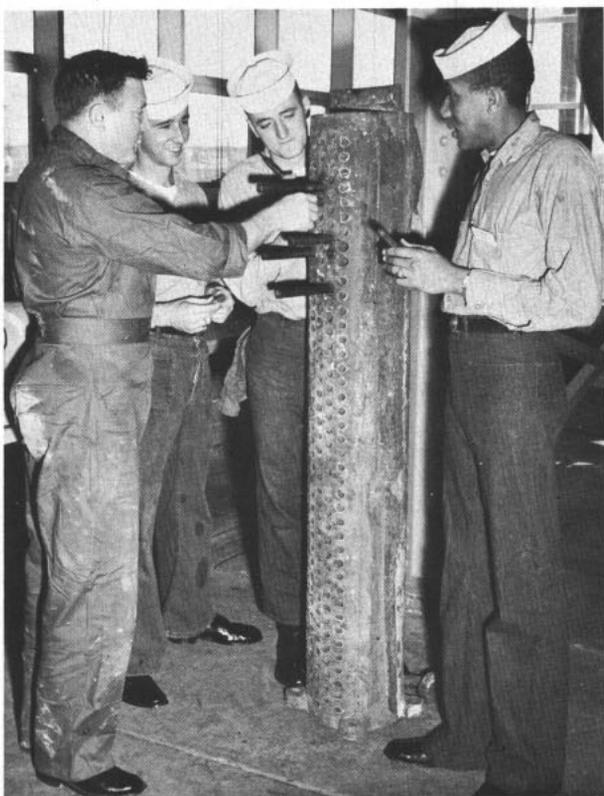
AN ENLISTED ENGINEER could spend many months or perhaps years in engine and boiler rooms of destroyers and still not gain a knowledge in the maintenance of shipboard machinery and equipment equal to that offered in a four-week course at the U. S. Naval Destroyer School, Newport, R. I.

Although the school exists mainly to educate junior officers for department head duties, a month-long course is available to second and third class BTs, MMs and EMs. (See the article in the May 1962 issue, P. 2.)

In addition to receiving classroom instruction, enlisted students spend considerable time in the engineering shop learning the fundamentals of machinery similar to that found in destroyer type ships.

The students brick boilers, tear down and rebuild pumps and, in general, acquire an education obtainable only in an installation of this type.

Clockwise from top left: (1) Instructor, C. C. Miller, BTCS, observes student, R. L. Eudy, BT3, testing water in the Destroyer School's laboratory. (2) Receiving instructions on rebricking an "M" type boiler from S. P. Kapnis, BTCS, are R. D. DeManche, BT3, and G. L. Bryant, BT3. (3) Boilermen W. L. Taggart, S. T. Swoyer and D. S. Harper watch instructor demonstrate rolling and plugging tubes in a boiler superheater header. (4) R. W. Osean, MMCM, points out various parts of the main thrust and journal of a destroyer's high-powered turbine to Machinist's Mates D. G. Acosta, I. R. Griffin and L. Murphy. (5) Receiving instruction on a forced draft blower from S. P. Kapnis, BTCS, are Boilermen D. Norris, S. T. Swoyer and C. R. Bowmann.





The DD Role in ASW

THE DESTROYER is the historical opponent of the submarine. In both World Wars the submarine campaign against maritime shipping came uncomfortably close to halting the flow of men and material to the fighting fronts. In each case the DD has played a major role in defeating this threat.

Looking at antisubmarine warfare of the past we find that the submarine first became an important factor in World War I after Germany declared unrestricted submarine warfare on all Allied shipping. The German timetable figured that the submarine would force the end of the war by August of 1917. The British estimate differed only by a couple of months in this grim assessment of the submarine's capabilities. The entrance of the United States in the war would have had little effect had the submarine been allowed to go unchecked, since it would effectively seal off the front from American supplies.

However, in the spring of 1917 the solution was finally developed. It

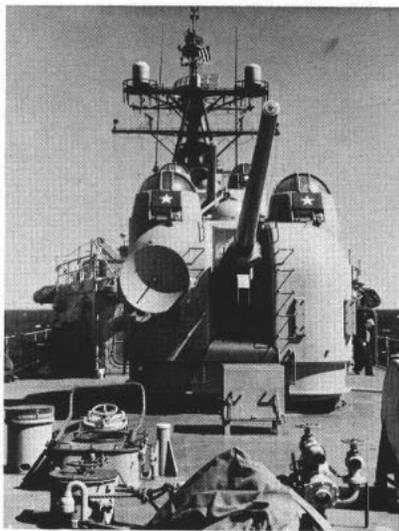
was not the startling, fantastic invention for which the press of both England and America had been clamoring. It was a concept that was familiar to naval thinking since the days of sail. It was simply the merchant convoy. Destroyers assigned to escort groups of merchant ships in

convoys changed the whole balance of antisubmarine warfare. The first successful convoy, said Admiral W. S. Sims, Commander of U. S. Naval Forces in Europe during World War I, "meant that the Allies could win the war."

THE REASON for the tremendous importance of the convoy is simple—it shifted antisubmarine warfare from the defense to the offense. Destroyers were no longer employed in fruitless random patrols, hoping they would come across a submarine by chance, or speeding to the assistance of a sinking ship only to find the attacking submarine long departed from the scene.

With destroyers forming a protective screen around the convoy, submarines were forced to fight their way through the encircling destroyers to get at the merchantmen. On sighting a periscope or torpedo wake, the destroyers could swing immediately into action with a depth charge barrage, or turn to ram if the sub were on the surface.

The losses to merchant shipping,



which in April of 1917 alone were over half the previous year's total of new construction tonnage, soon dwindled appreciably. American supplies and men, protected by the ubiquitous destroyer, changed the complexion of the war. At the end of hostilities it was the proud boast of the U. S. Navy that not one life had been lost in troopship convoys escorted on their way to the battlefield by American destroyers.

In World War II convoy protection was again a major concern of Atlantic Fleet destroyers.

Although insufficient escorts were available at first, by mid-1942 the coastal convoy system had been set up. An interlocking system encompassing the Caribbean and Gulf ports followed soon after. Convoy schedules similar to railroad timetables were made up. Express lines joined major ports, with local runs tying into those from lesser seaports. Every convoy run got at least some protection from surface escorts. To help solve the need for large numbers of escorts, escort vessels (DEs) went into mass production. This ship, designed expressly for convoy work, sacrificed speed, size and guns in order to obtain endurance, maneuverability, antisubmarine capability, and most importantly, ease of construction. Approximately 400 of these were completed by the end of the war. They were invaluable in the anti-submarine effort.

THE CONVOY SYSTEM continued throughout the entire war, essentially unchanged from the original World War I concept. The typical convoy was an impressive sight—70 to 100 freighters and tankers of mixed Allied flags steaming in 10 to 15 columns, 800 to 1000 yards apart, and each ship closed up to 500 yards from the ship ahead of it.

Outside the main body steamed the screen of destroyers continually searching with sonar and radar for submarines and enemy aircraft. The purpose of the convoy remained the same. It forced the submarine to come to the destroyer to get at the convoy. This concept is as valid today as ever before.

In mid-1943 another antisubmarine weapon, the hunter-killer group, was employed in the Battle of the Atlantic. The airplane is invaluable in antisubmarine warfare. Its speed and range make it an ideal patrol and detection platform. Armed with



ON THE KILL — USS Hammerberg (DE 1015) fires Alfa against enemy.

depth charges and bombs, patrol planes made many detections and kills in the early war years.

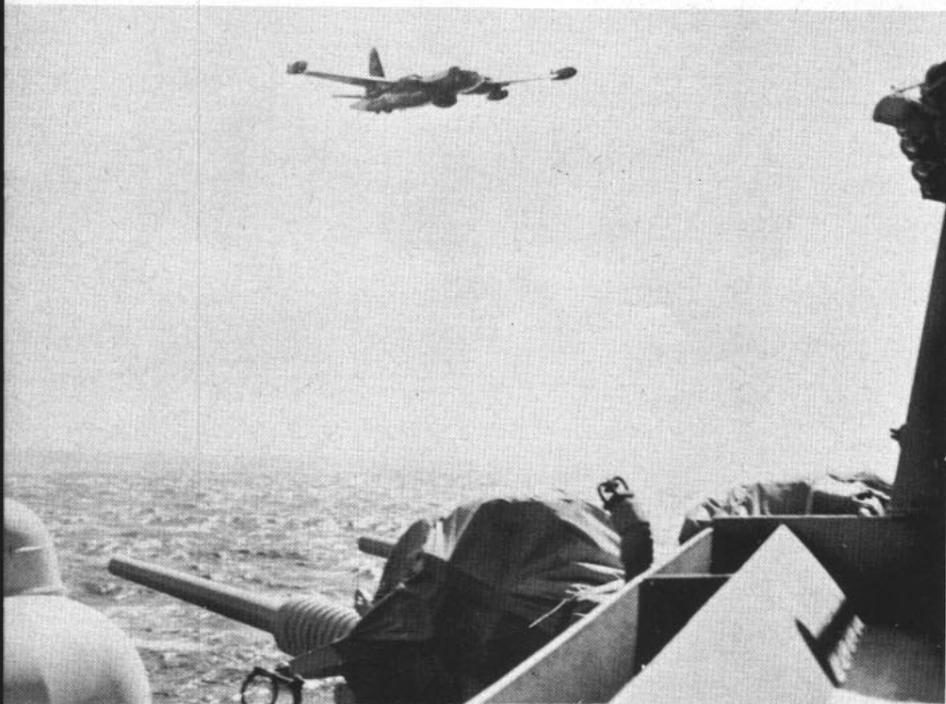
However, the range of even the longest-legged patrol craft left a large mid-ocean area without any airplane coverage. Attack carriers were too scarce to be spared for the battle.

Into the breach came a new team—the escort carrier (CVE) and the DD. The first of these teams joined the Fleet in 1943. These groups were employed initially as an adjunct to the convoy with the destroyers augmenting the regular screen, and the escort carrier steaming between the rows of merchant ships.

Soon, however, it became apparent that the carrier groups could be employed more effectively if not tied down to a particular convoy. Their commanders were given wide latitude in their orders to break off at their discretion and prosecute likely submarine leads. Intelligence from other sources, airplane sightings of submarines, sinking ships—all these might give a tip-off of the presence of a submarine. The HUK groups were free to sink submarines wherever they might be found. "Operate against enemy submarines in the North Atlantic" was a typical order given by CINCLANTFLT to one of his

THE LATEST in detection gear keeps destroyers a strong ASW weapon.





HUNTER KILLER groups hunt down enemy subs from the air and surface. Here, P2V Neptune teams up to hunt with USS *Forrest Sherman* (DD 931).

HUK group commanders in 1944. These were ideal groups for wide-ranging operation. Combining the speed and range of the airplane with the staying power and kill ability of the destroyers, they helped materially in retarding the effectiveness of the submarine.

DESTROYERS TODAY are capable of resuming their traditional roles in convoy escort and hunter-killer

groups. On both coasts they engage in constant exercises designed to keep them abreast of the latest tactics and developments in the antisubmarine struggle. HUK groups rotate constantly to the Sixth and Seventh Fleets, maintaining a ready alert.

But just how do destroyers stand today? Have the spectacular advances of submarines with nuclear power rendered them obsolete? By no means; they're as busy as ever.

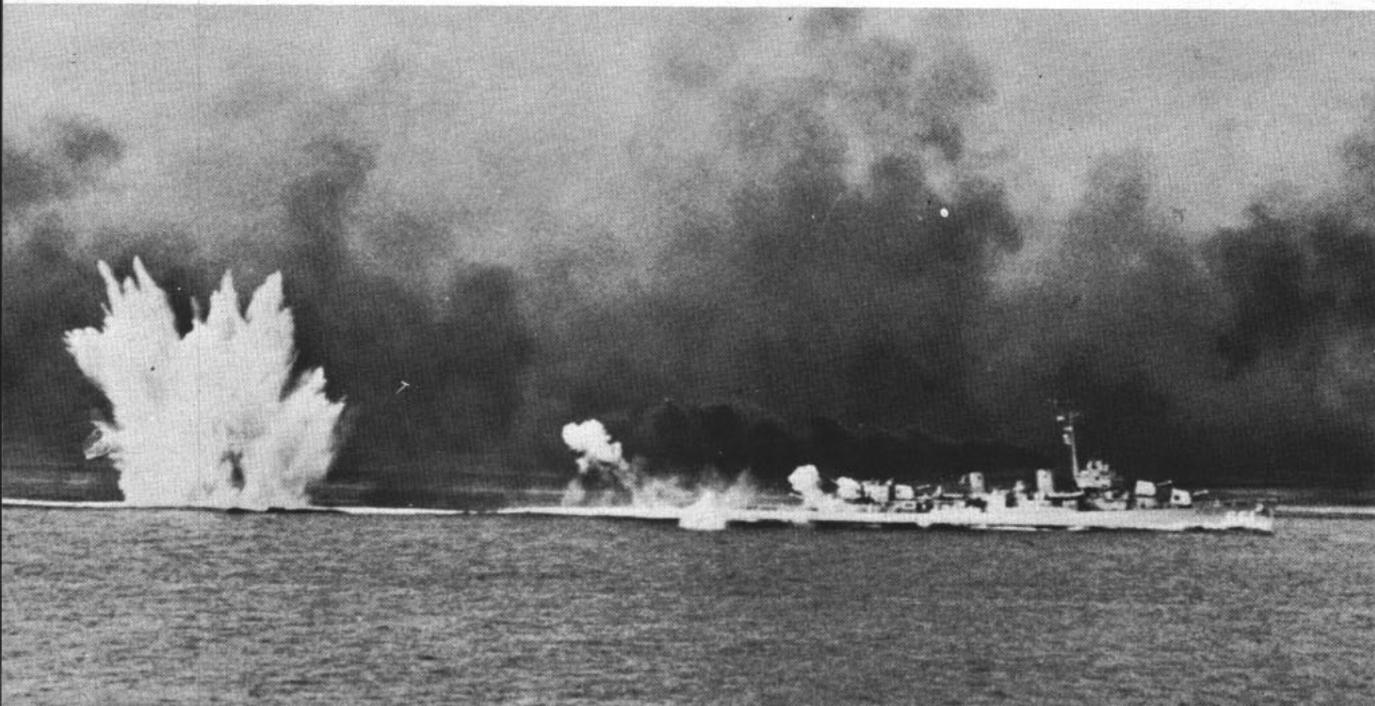
Despite all the improvements made by submarines, the destroyer is better off today than ever before in its antisubmarine posture. In both World Wars I and II, the destroyer was forced to get on top of the submarine in order to attack. Depth charges must be dropped from directly overhead to be effective. Hedgehogs are fired from a distance measured in yards.

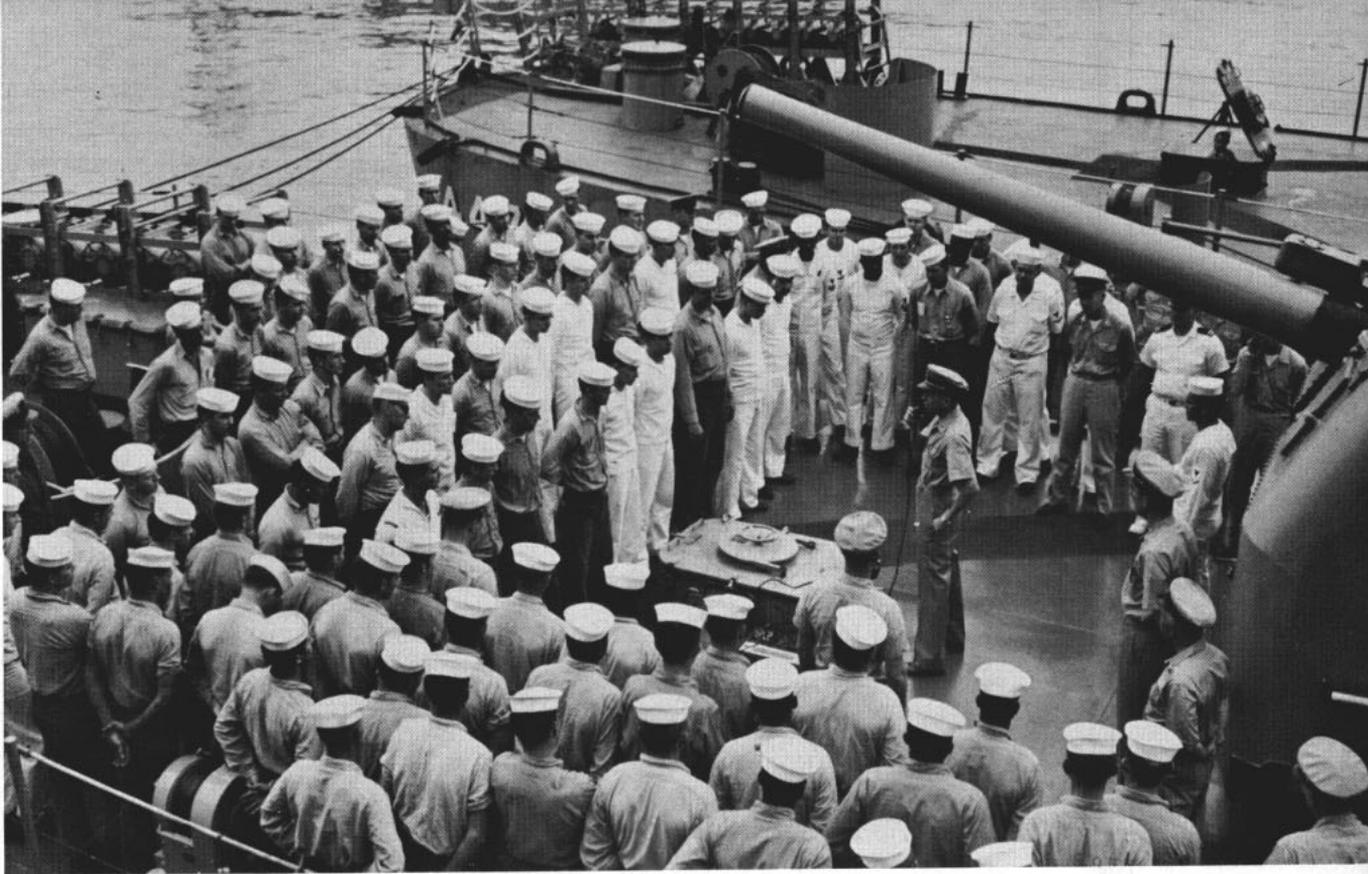
While these weapons were effective, and have accounted for many submarine kills, their delivery involved a major disadvantage for the destroyer. It had to close through the entire torpedo range of the submarine to make an attack. This could be dangerous almost to the point of suicide.

Today's destroyers, both the new DDGs and DLGs and the FRAMs, have far superior weapons. *Asroc* and *DASH* give the destroyer a weapons system that measures itself in miles. Coupled with new high-powered sonars with greatly increased range for detection, these weapons for the first time allow the destroyer to deliver an attack outside the effective retaliatory range of the submarine.

Obviously, problems still remain. The Arctic, under-the-ice operations of nuclear submarines and the *Polaris* capability of our FBM subs pose grave antisubmarine dilemmas. However, new threats will continue to bring the development of newer defensive measures. It seems certain that destroyers will remain in the forefront of antisubmarine activities.

LOW BLOW — Pacific Fleet destroyer drops depth charges on sub while under cover of smoke screen.





Destroyerman, USNR

AMONG THE 40 Naval Reserve training ships ordered to join the Fleet in last fall's military buildup, 13 were destroyers and 27 were escort ships. At the time of their recall, all of these ships were assigned to Naval Reserve training and were operated on weekends—and during the annual two-week training cruise—by Selected Reserve crews.

Nine destroyers and 18 escort ships—one of which operated on the Great Lakes—were assigned to the Atlantic Fleet. The remaining four DDs and nine DEs joined the Pacific Fleet. Having fulfilled their mission, all were scheduled to be back at their original home ports by the time you read this.

Destroyer-type ships have played a major role in the training of Naval Reservists for a number of years. The establishment of the "Selected Reserve Forces," together with added emphasis on antisubmarine warfare training, served to point up the value of DDs and DEs.

These Reserve ASW-type ships soon became known as the ships with two crews. They were maintained on a year-round basis by a nucleus

crew of active duty personnel. One weekend a month, the Reserve crew of civilian sailors reported on board and, once the members were trained, took over the ship. Every year the ship and its Reserve crew took part in active duty for training (ACDUTRA) cruises. Every other year, the Selected Reserve ship would spend its ACDUTRA taking part in Fleet readiness exercises, and would participate in a national com-

petition. This time it was for real.

To speed up mobilization, each Reservist in the program was issued pre-cut orders to active duty. The Reservists had to live within commuting distance for weekend drills, and be able to report for active duty in a matter of hours—without reliance on public transportation.

Thus, when the international situation led to a partial mobilization, the Naval Reserve DDs and DEs

NEW FRIENDS — Crew of USS *McGinty* (DE 365) have party for small fry.





HOME AGAIN — Skipper of *USS Miller* (DD 535) has the conn as Reservists return to Boston harbor.

joined the Fleet with a satisfying minimum of fuss and feathers.

THE FOLLOWING EXAMPLES should give you a pretty good idea as to how "ready" were these DDs and DEs—many of which had been slated for mothballing—when the call-up order came.

- *USS Loeser* (DE 680), homeported at Yorktown, Va., was recommissioned on 2 Oct 1961, and her Reserve crew was ordered to active duty. At the time of commissioning, there were 100 officers and men in the Reserve crew. The DE was assigned to Escort Squadron Eight, with Newport, R. I., as her new home port.

The ship completed refresher training at Guantanamo Bay, Cuba, in November and then steamed to Newport for a routine period of main-

tenance and upkeep. In January 1962, she reported to Commander Antisubmarine Warfare Force, U. S. Atlantic Fleet, for operations.

Loeser, and her sister ship, *USS Coates* (DE 685), previously homeported in New Haven, Conn., were the first two ships of their type considered ready for operations by their type commander, the then COMDESLANT. Before the two ships sailed from Newport, they were inspected by RADM R. H. Speck, USN, COMDESLANT, and VADM E. B. Taylor, COMASWFORLANT.

- *USS Remey* (DD 688) is another good example. On 24 Oct 1961, her Selected Reserve crew of eight officers and 103 enlisted men were mobilized in New York. On 27 November, *Remey* sailed from Newport, R. I., for Portsmouth, England, reporting for duty as part of Task Group 83.3 on 8 December.

The task group left Portsmouth five days later for hunter-killer training exercises in the Bay of Biscay, with Royal Navy submarines. ASW training was coupled with routine exercises including refueling at sea, highline transfers, high speed maneuvering, and individual ship exercises.

Ten days later the task group arrived in Rotterdam, The Netherlands, for the Christmas holidays. The visit, linked with the People-to-People program, gave the sailors a chance to sample Dutch hospitality. New Year's Eve found the ship operating in the North Sea.

Early on the morning of 4 Jan 1962, the task group arrived at the mouth of the Elbe River and proceeded upriver to Hamburg, Germany. Fifty of *Remey's* USNR crewmen had an opportunity to visit East and West Berlin, view the "Wall," and get a firsthand idea why they were ordered to active duty.

Operating with *Remey* were *USS Miller* (DD 535), *Hunt* (DD 674), and *Robinson* (DD 562).

- *USS Kidd* (DD 661) and *McNair* (DD 679) were mobilized on 20 October at Philadelphia. Two months later, these ships were on station off the Dominican Republic, operating with other ships of the Fleet in patrolling Caribbean waters.

- *USS A. T. Harris* (DE 447), berthed at the Naval Reserve Training Center, Whitestone, N. Y., joined the Fleet on 2 October. The World War II DE steamed northward immediately, taking part in patrols and ASW drills. She stopped off at Quonset Point, R. I., for new equipment. The day after Thanksgiving, *Harris* and her crew were ordered south for more patrol duty and a course in sub-killing at the Gitmo naval base.

SELECTED RESERVE SHIPS on the west coast wasted no time in becoming operative, either. Escort Divisions 71 and 72 are good examples.

- *USS McGinty* (DE 365), *Edmonds* (DE 406), *Walton* (DE 361) and *Whitehurst* (DE 634) made up Escort Division 71; *Alvin C. Cockrell* (DE 366), *Charles E. Brannon* (DE 446), *Vammen* (DE 644) and *Marsh* (DE 699) added up to Escort Division 72. Together, they formed Escort Squadron Seven, and were assigned to Destroyer Flotilla Five for ASW operations. While on ACDU, the ships were homeported at Pearl Harbor.

Escort Division 71 made a four-month tour of the Far East, arriving in Subic Bay on 10 January. *Edmonds* and *Walton* began operations with the South Vietnam navy in the South China Sea, engaging in various training exercises.

McGinty and *Whitehurst* joined

DUTY — ADM H. P. Smith, CINCUSNAVEUR, inspects Reservists in Hamburg. Rt: NR crew of *Robinson* ends tour.





ON THE LINE — Reserve crew of *USS Tweedy* (DE 532) man lines while alongside *USS Enterprise* (CVAN 65).

the other two ships on 24 February, and the four DEs rotated visits to Hong Kong and upkeep periods in Subic Bay with operations in the South China Sea. The division steamed from Subic Bay on 29 April and arrived at Yokosuka, Japan, on 4 May. The ships split up for port visits: *McGinty* and *Whitehurst* visited their Japanese "sister cities" of Sapporo and Kobe. *Edmonds* and *Walton* visited Moji, on the island of Kyushu, during the Moji Port Festival in mid-May.

Shortly before the DEs sailed for Pearl Harbor on 28 May, RADM Clyde J. Van Arsdall, USN, COMDESFLOTONE, commended the Reservists, saying: "The performance of the officers and men has been an inspiration to all Naval Reservists, and has set a high standard for the Reserves of all services."

SOME OF THE Selected Reserve ships found their way to the Mediterranean. A case in point is *USS Wren* (DD 568). *Wren* made her home in Galveston, Tex., before the call-up. The ship was undergoing her annual overhaul in Norfolk, Va., when the Reserve crew was ordered to report. The 10 officers and 88 enlisted Reservists were flown to join their ship. Early in November, *Wren* was undergoing training at Gitmo. When the Santo Domingo disturbances took place, *Wren* was ordered to join the task unit patrolling that area. Dur-

ing the patrol, *Wren's* commanding officer, CDR Phillip C. Koelsch, USNR, of Houston, Tex., assumed command of the task unit. Ship and crew fulfilled all duties of a first line destroyer.

Upon completion of patrol duties, *Wren* returned to Gitmo for more training. The destroyer was then ordered to duty with the Sixth Fleet in the Mediterranean. Before the DD joined Task Force Sixty, she stopped at Rota, Spain, and won the commendation of Commander Naval Ac-

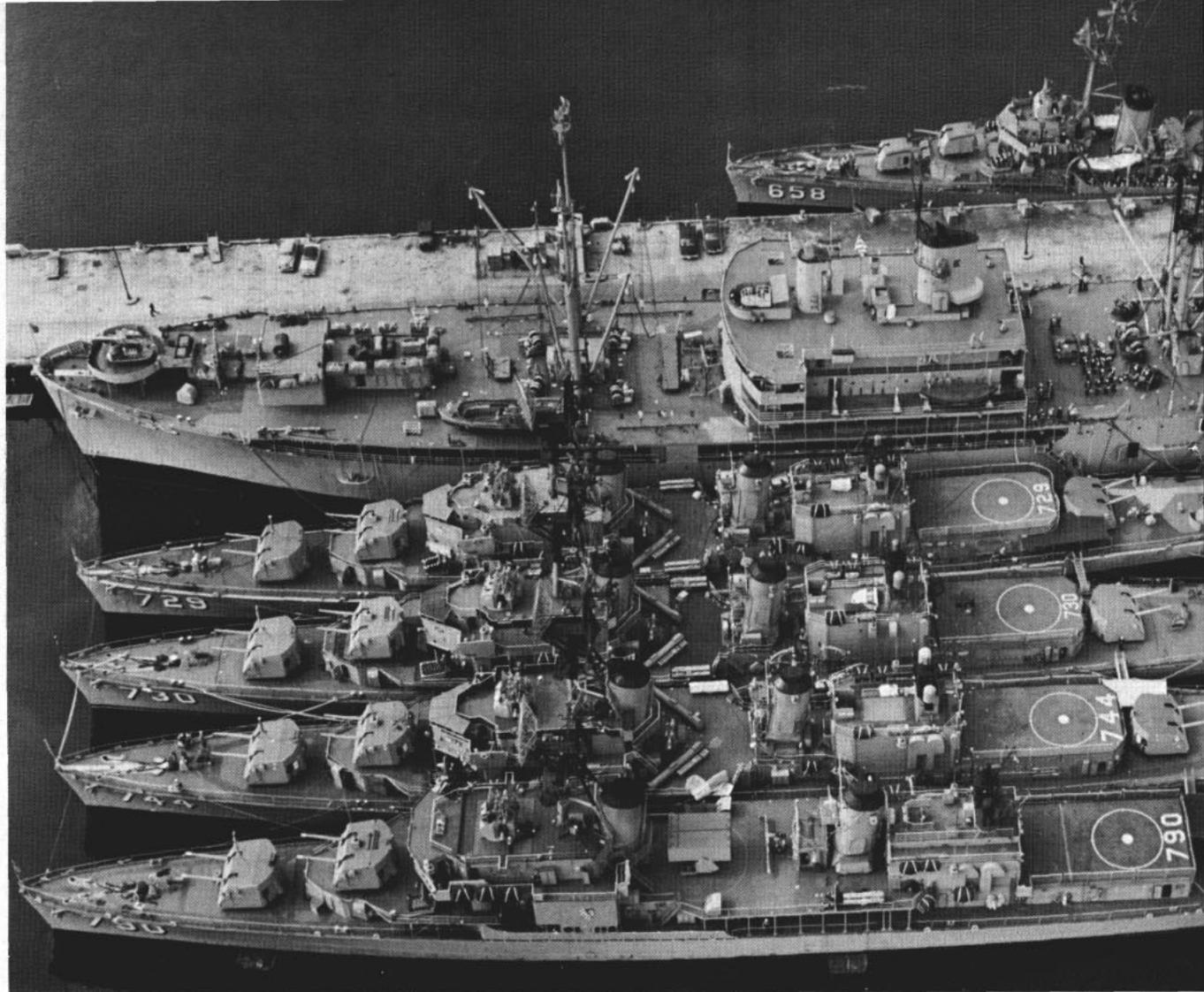
tivities, Spain, for "... smartness, pride and ship's spirit. . . ."

As you read these lines, the Reserve ships and their Reserve crews are back on inactive duty once again. Celebrations are just about over, and ships and crews are settling down to their Reserve routine of drills and ACDUTRA.

Ships and men proved their readiness in the recent call-up—just as they did in World War II and the Korean conflict. If the call comes again, they'll be ready again.

JOINING UP — Naval Reserve DEs, *USS Marsh* (DE 699) and *USS Vammen* (DE 644), moor at Pearl and become units of Destroyer Flotilla Five.





SIDE BY SIDE—USS Bryce Canyon (AD 36) tends to her brood moored at Terminal Island, Long Beach, Calif.

Three Cheers for the AD

WHEN DESTROYER TYPES operate beyond the reach of yard facilities (which, many destroyermen can tell you, seems like most of the time), it's the AD (destroyer tender) that provides them with maintenance, repairs, and supplies. Destroyers may moor alongside the AD for on-the-spot attention, or dispatch boats for spare parts or advice.

The successful operation of a destroyer tender requires two crews, which during wartime may consist of 1000 or more men. One crew operates the ship, the other performs specialty jobs for destroyers which come to the AD for service.

It's not unusual for one AD to service as many as 18 destroyers in all those aspects of upkeep and repair which can be accomplished without placing a DD in drydock.

Destroyer tenders have as many as 30 repair and maintenance shops, each of which specializes in some aspect of keeping the destroyer family in good shape:

A sheetmetal shop performs repairs and fabrications peculiar to DD types.

A coppersmith shop repairs and renews piping and tubing.

Electric, oxyacetylene, and aluminum welding jobs are handled by a team of welding specialists.

The machinery division tools all kinds of metals.

The boiler shop rebricks and retubes boilers, condensers, and other heat-exchange equipment.

An optical shop fixes watches and clocks, gun and director telescopes, binoculars, navigational equipment, and range finders of destroyers.

Typewriter repair fixes not only typewriters, but mimeograph machines, calculators, and adding machines.

The electric shop repairs lighting and power equipment.

An instrument shop repairs, adjusts, and tests gyrocompasses, dead-reckoning tracers, shaft revolution indicators, and announcing systems.

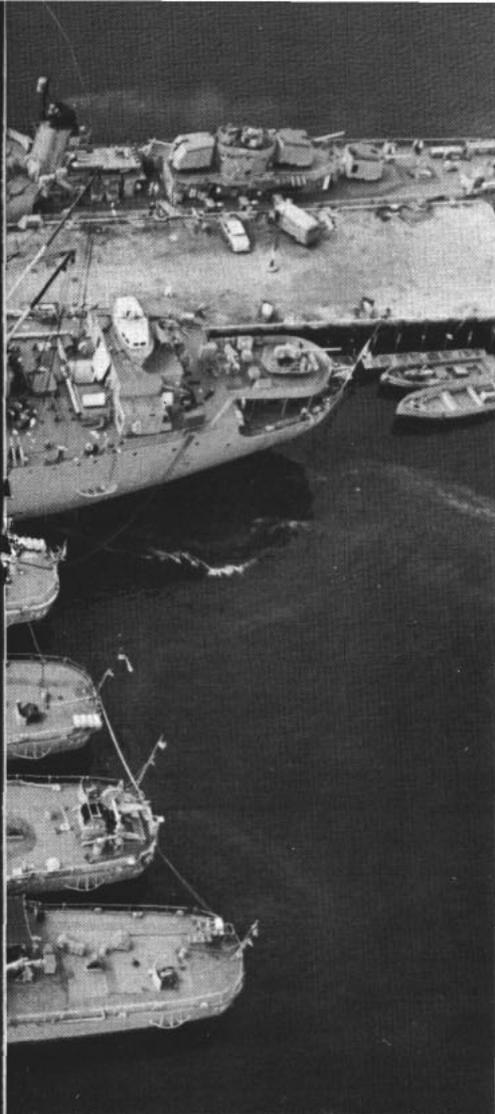
Electronics handles radio, radar, loran, and other electronic equipment.

Lithographic and print cranks out forms and directives.

Ordnance repairs guns, mounts, and associated hydraulic equipment.

The torpedo shop can fix 'em.

The deck department, with the aid of booms of 10- to 30-ton capacity, can easily lift a radar antenna from the DD's mast or transfer a



DDs OF Division 92 moor to tender.

Force

5-inch gun mount. (The tops of most DD stacks just reach the level of the AD's weather deck.)

Tenders also provide liberty boats and crews for DDs alongside when the nest is in the stream.

More than 100,000 items—everything from sewing needles to spare anchors—are kept in supply for distribution to destroyers.

Tenders provide the destroyer force with water, power, light, and compressed air.

An AD can evaporate sea water at the rate of 40,000 gallons a day.

The AD's extensive medical and dental facilities make it unnecessary, in many cases, to transport sick destroyer men to hospitals ashore.

Tenders provide mail, educational, and religious services for the men serving in smaller ships of the Fleet.

The tender's library contains 3000 books.

Thousands of training films and slides are available to the destroyer force through the AD's educational services division.

The AD's long, long soda fountain bar has been well elbowed by visiting destroyer men.

Sometimes the AD galley crew whips up enough chow to feed the entire crew of a DD alongside for repairs.

TODAY'S AD FORCE is comprised of 15 tenders which were built before or during World War II.

The *Dixie*-class ADs—530 feet in length and 18,000 tons full load displacement—are the largest. In addition to *uss Dixie* (AD 14), ships of the class are *Prairie* (AD 15), *Piedmont* (AD 17), *Sierra* (AD 18) and *Yosemite* (AD 19). *Dixie* and *Prairie* were commissioned in 1940, the others in 1914.

uss Cascade (AD 16), commissioned in 1943, displaces 16,650 tons (full load) and measures 492 feet in length.

Hamul (AD 20) was commissioned in 1941 and put in mothballs in recent months. *Hamul* is 492 feet in length and displaces 14,310 tons (full load).

The *Arcadia*-class consists of *uss Arcadia* (AD 23), *Everglades* (AD 24) and *Frontier* (AD 25), while the six-ship *Shenandoah*-class includes *uss Shenandoah* (AD 26), *Bryce Canyon* (AD 36), *Tidewater* (AD 31), *Yellowstone* (AD 27), *Grand Canyon* (AD 28) and *Isle Royale* (AD 29). Both the *Arcadia*- and *Shenandoah*-class ships are 492 feet long. The full load displacement of *Arcadia*-class ADs is 14,210 tons,



SHOP WORK — Men of the heavy machine shop on board destroyer tender add the final touches to a part turned out for a destroyer.

while *Shenandoah*-class ships with the same length have a full load displacement of approximately 14,700 tons.

Although much older than many of the ships they service, the ADs are kept up-to-date. *Shenandoah*, for example, is fitted with *Asroc* (anti-submarine rocket) and *DASH* (drone antisubmarine helicopter) repair shops, and a helicopter launching platform. Their crews are equally up-to-date.

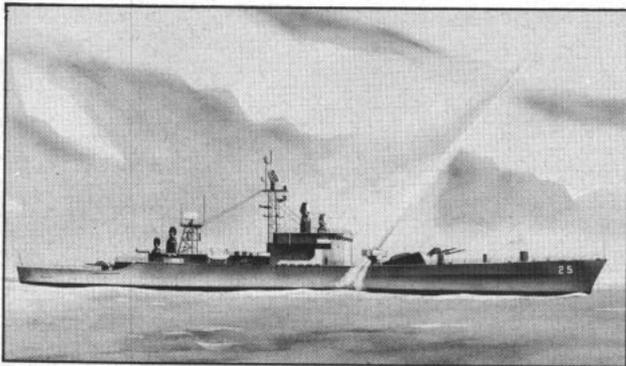
Dixie and *Yosemite* have undergone *FRAM II* conversions, taking on helicopter platforms and hangars, facilities for servicing *DASH* drones and storing homing torpedoes, and bays for servicing guided missiles.

GREYHOUNDS of the Seventh Fleet rest alongside *USS Prairie* (AD 15).





Your Destroyer



NUCLEAR-POWERED GUIDED MISSILE FRIGATE (DLGN)—*USS Bainbridge* (DLGN 25), shown in artist's conception, is scheduled for commissioning this month. The first nuclear-powered ship of the destroyer type, *Bainbridge* will have a range of up to 150,000 miles and can cruise for a long period without refueling.



GUIDED MISSILE DESTROYER (DDG)—DDGs can be used in offense or to defend against supersonic aircraft or modern submarines. DDGs have a new longer hull design which evolved from the *USS Forrest Sherman* (DD 931) class. *USS Henry B. Wilson* (DDG 7) is pictured with *Asroc* launcher and *Tartar* missiles.



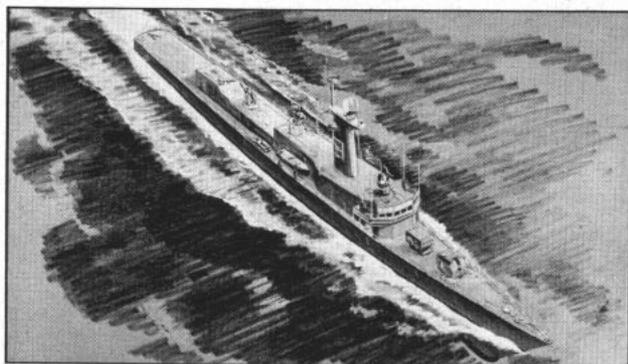
DESTROYER (DD)—These speedy and maneuverable little ships are Jacks-of-all-trades. Equipped to provide defense against submarine, surface or air attack, DDs also act as screens, plane guards, fire-fighters, transports, scout and rescue ships. *USS Noa* (DD 841) is pictured here after recovering LTCOL John Glenn's capsule.



FRAMMED (DD)—FRAM (Fleet Rehabilitation and Modernization) has changed the looks of many of today's DDs, DDRs and DDEs. *USS John W. Thomason* (DD 760) boasts a new aluminum deck house, bridge, new type aftermast, latest electronic equipment, DASH facilities and better living as a result of FRAM.



RADAR PICKET ESCORT SHIP (DER)—DERs are patrol ships rigged to detect enemy action at sea or in the air. New equipment includes air-search, height-finder and surface-search radar. *USS Vandivier* (DER 540) of the *John C. Butler* class appears here. Former DEs, DERs approximate the frigate category in other navies.



GUIDED MISSILE ESCORT SHIP (DEG)—(Under Construction) Requested in the fiscal '69 shipbuilding program, DEGs will be the first ships of the destroyer escort type designed to carry guided missiles. DEGs will be fitted with modified *Tartar* missiles, integral bow-mounted sonar, DASH, *Asroc*, and a 5-inch/38 gun.

r Navy Today



ESCORT SHIP (DE) (Formerly escort vessel)—DEs are especially designed for optimum performance in locating and destroying submarines. Shown here is *USS Cromwell* (DE 1014) of the *Dealey* class, designed for fast convoy work and boasting lavish electronic gear. There are nine classes of DEs in today's Navy.



RADAR PICKET DESTROYER (DDR)—DDRs are fitted with early warning radar to serve as long-range pickets against enemy aircraft. Some employ variable depth sonar for use against enemy submarines. Radar gear is seen here on *USS Frank Knox* (DDR 742) of the converted *Gearing* class (formerly DD 710 class).



DESTROYER (DD)—One of our most recently produced DDs, *USS Parsons* (DD 949) (*Forrest Sherman* class) shown here, was completed in October 1959. First US warships with more firepower aft than forward, these 418-foot ships have increased freeboard forward, are air-conditioned and have aluminum superstructures.



ANTISUBMARINE DESTROYER (DD, formerly DDE) DD-type ships were converted to serve as convoy support escorts with both long and short-range submarine interception ability. The designation DDE was discontinued as of 30 Jun 1962, with antisubmarine destroyers reverting to the DD classification.



FRIGATE (DL) (Formerly destroyer leader)—Serving as destroyer squadron flagships, DLs are designed to engage in hunter-killer operations. *USS Mitscher* (now DL 2, formerly DD 927) shown here, has a cleared stern for helicopters. DLs of the *Mitscher* class are the largest destroyers in the United States Navy.



GUIDED MISSILE FRIGATE (DLG)—Designed as guided missile ships of the destroyer leader or large frigate class, DLGs are antiaircraft and antisubmarine warships. DLGs may screen high-speed task forces, support amphibious operations or operate independently. *Terrier* missiles are seen here on *USS Dewey* (DLG 14).

Greyhounds: Little Bark,

DESTROYERMEN feel that, pound for pound, destroyers are the toughest, scrappingest ships afloat today. You may not agree—especially if you're not a destroyerman. You'll have to admit, however, that the destroyer's willingness, and ability, to take on just about anything that flies, floats or swims has earned it a justly deserved reputation as the workhorse of the Fleet.

There are reasons, of course, why destroyer-types enjoy a reputation as the Fleet's all-purpose ships. First of all, there is the confidence born of solid accomplishment. Throughout the 60 years of their history they have seldom basked in the luxury of having only a single job to do—and they have done all their jobs well. Which brings up a second reason. To perform all their various functions, these small dogs with the big bite carry

just about as varied and potent an assemblage of fighting power as you'll find anywhere.

IT WASN'T ALWAYS this way. Time was when destroyers were pretty much in the pop-gun league when compared with, say, battleships and cruisers. For a good share of their first 50 years, as a matter of fact, destroyers went up against any foe—large or small—with just three basic weapons at their disposal. They were the weapons of their time—deck and antiaircraft guns, depth charges and torpedoes.

They were good weapons, mind you, and they were refined and improved over the years. Still and all, many's the old-time destroyer skipper who felt the frustration of watching a marauding enemy submarine slip from his grasp because—let's face

it—those World War II-style ascan depth charges were hit-or-miss propositions at best. It's a sad but true fact, too, that WW II and earlier torpedoes fell somewhat short of perfect reliability in their performance. And gun crews, no matter how skillful (U. S. Navy gun crews of WW II vintage, destroyer and otherwise, were widely acknowledged to be the world's best), still had many limitations to contend with in an encounter with hostile aircraft.

ASROC, DASH, TARTAR, TERRIER and some other related items have changed all that.

Big plus added to destroyers by their modern arsenals is range. No longer must most destroyer-types close with an underseas or airborne enemy and grapple with him at close quarters. The factors of early detection capability and quick-kill power at long range have moved many of today's destroyers into the capital ship class.

Progress, of course, has not been an entirely unmixed blessing to our destroyer forces. It has also produced vastly increased threats.

There are, for example, twice-the-speed-of-sound jet aircraft, and several varieties of missiles. We've got them—and so do some potential enemies. Increasingly, however, today's emphasis as far as most destroyer types are concerned has shifted more and more towards efforts at combating the menace of the atomic submarine. We're very happy to have been first to produce this submarine, but we've got to face the fact that we will very probably be staring down the same sort of gun barrel before too much more time has passed.

Fortunately, destroyers are singularly well-suited to do the antisubmarine warfare job (see page 24). And they've got some powerful hole cards to throw into the game.

TAKE *Asroc*—the current star of the show, most destroyer-men will tell you. DDGs, DLGs, DLs, and many of the old DDs which have received the FRAM Mark I modernization treatment now carry this potent submarine killer.

Asroc is carried in an eight-round,

SUB KILLER — Weapon *Alfa* is fired from USS *Van Voorhis* (DE 1028).



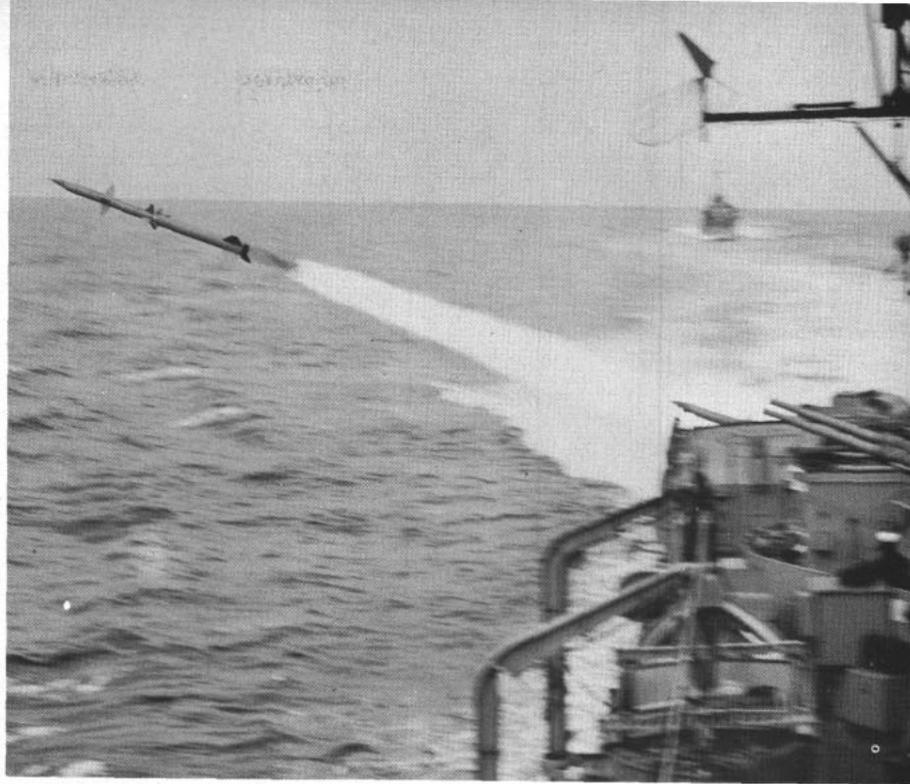
Big Bite

deck-mounted launcher. Its rear portion is a solid-fuel rocket motor, while its front-section payload can be either a conventional homing torpedo or a nuclear depth charge, depending upon the needs of the moment.

Asroc's exact range is classified, but it is long—in the thousands of yards category. Here's how it works.

The entire *Asroc* weapons system consists of an underwater sonar detection device, an electronic digital fire-control computer, the launcher and the missile. Within a matter of seconds after sonar detection of a submarine occurs, the computer charts the target's course, range and speed, and the launcher automatically turns into firing position. Then the ship commander selects the missile with the most appropriate payload, and fires it. The aluminum airframe which connects the rocket motor and the payload consists of two longitudinal sections, hinged to open up. In flight, after the rocket motor has burned for a predetermined time, a steel band holding the airframe together is severed by a small explosive charge, allowing the airframe to fall away, and leaving the payload to continue on its way.

Once an *Asroc* torpedo enters the water in the target area, it is activated by the energizing of a seawater battery, and commences an acoustical homing search, from which it locks onto its target. If the payload is a depth charge, it detonates with a large effective kill area.



MISSILES TOO — *Terrier* blasts from stern launcher of *USS Gyatt* (DDG 1).

THEN THERE IS *Weapon Alfa*, a potent, variable-range antisubmarine rocket. It is gradually being phased out now, but is still operational on some DDs, the DL1 and DL2 class, and 1006/1021 class DEs.

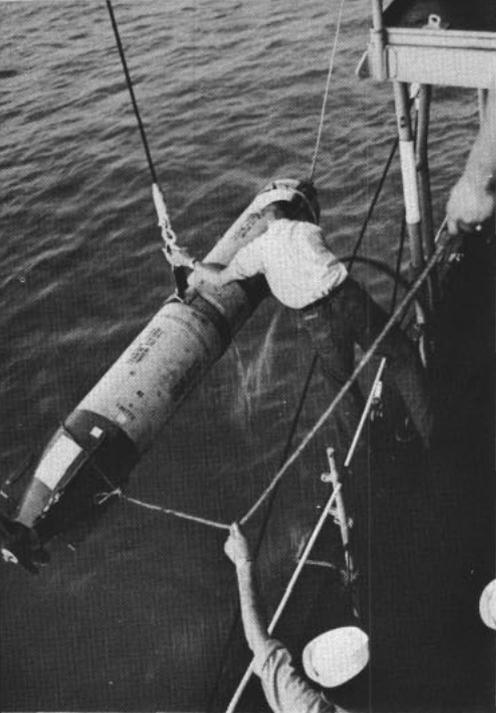
Equipped with a conventional explosive charge, *Weapon Alfa*—it used to be known as *Weapon Able* before the Navy phonetic alphabet changed in 1955—is fired from a launcher which resembles a gun turret, and which is aimed automatically at the target by a special fire-control system.

Weapon Alfa's launcher can rotate almost a full 360 degrees, and the launching ship can fire it in an approximate arc of 200 degrees just as



RINGERS — *Hedgehogs* form pattern between DDs during ASW exercises. Above: Missilemen check *Tartar* system.



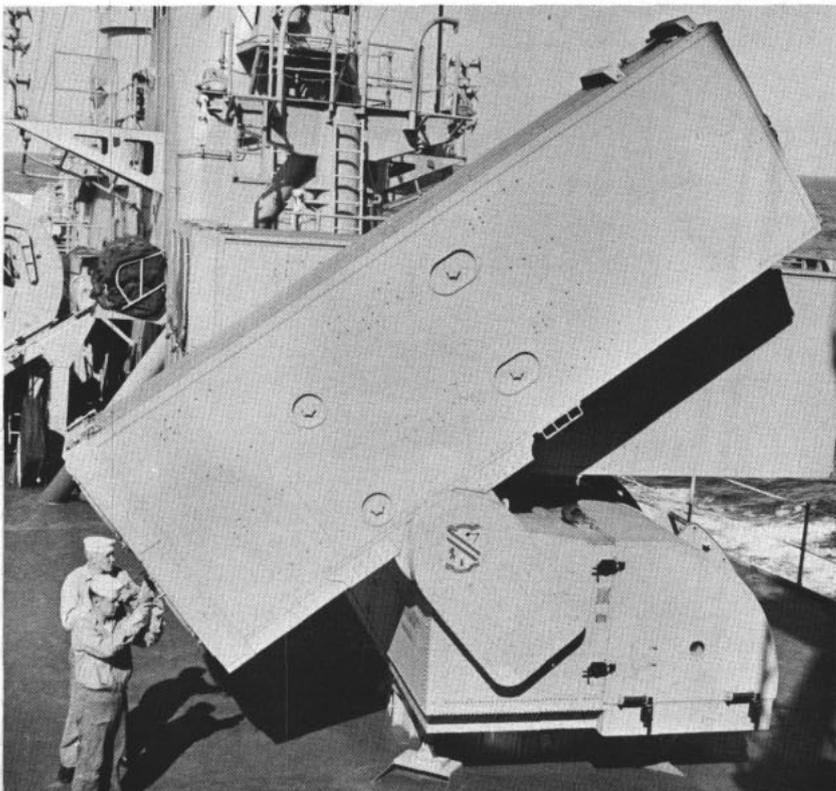


PRACTICE torpedo is brought back aboard destroyer following training exercise on high seas.

soon as an enemy sub is detected. Unlike *Asroc*, it has no rocket motor, but is fired directly at its target. Upon entering the water it sinks rapidly, and is lethal over a much wider area than old-style depth charges.

SCHEDULED TO BEGIN HITTING the Fleet just about the time you're reading this article (late this summer or early this fall) is DASH, an excit-

LONG ARM — ASROC system has extended the range of DD killing power.



ing new Naval weapons system.

DASH—it stands for Drone Anti-submarine Helicopter—is a remotely controlled, unmanned whirlybird which can be guided and operated either from within the CIC or by an operator manning a control box out on deck.

The entire system consists of the drone copter, its hangar, a flight deck, the control equipment, and the payload—either a conventional homing torpedo or a nuclear depth charge.

Upon sonar detection of a prowling enemy sub, DASH would be quickly launched and remotely guided to the enemy submarine's general position—possibly as much as several miles from the launching ship. Once there it would be commanded to drop its torpedo or depth charge.

It is the fond dream of antisubmarine warfare experts to attain sure-kill capability while the enemy sub is still a long way off, and *before* it can fire its missiles and/or torpedoes. DASH should help bring that day much closer. It is installed on most of the destroyer-types which have received or are receiving both the FRAM I and FRAM II overhaul. You'll hear more about DASH soon.

Completing the Navy's antisubmarine warfare weapons line-up are *hedgehogs*, several different varieties of tube-fired *torpedoes*, and *depth*

charges, well known to the Fleet.

Hedgehogs are the mortar-like depth charges which are fired from a rack, normally 24 or 48 at a time, in roughly circular patterns. They explode only on contact, and their combined bursts produce a shotgun-like effect on a submarine inside the circle. FRAMmed and un-FRAMmed DDs, WWII DEs, and DDRs carry hedgehogs, as well as *Lloyd Thomas* class DDs, which have a trainable model.

While *Asroc*, DASH, etc., are beefing up the destroyer force's anti-submarine punch, *Tartar* and *Terrier*, installed on DDGs and DLGs, respectively, are doing the same for its anti-air capabilities.

Tartar and *Terrier* are both solid-fuel, supersonic, surface-to-air missiles, but they differ in two major respects. *Tartar* employs a homing guidance system, while *Terrier* can be steered by either a homing or beam-riding system. *Tartar* is a single-stage weapon, while *Terrier* is a two-stage vehicle, which separates in flight.

TARTAR IS LAUNCHED at rapid intervals from either a single or dual rail launcher which also serves as a ready service magazine. DDGs 2-14 carry the dual rail launcher, while DDGs 15-24 will be equipped with the single rail type. Target tracking is accomplished by radar mounted on a trainable guided missile director. An electromechanical computer provides launcher orders, missile pre-launch orders, and tactical evaluation data for use in weapons control.

A weapons direction system makes possible the manual tracking of hostile targets; contains the necessary displays to permit operator evaluation of target threat, and the assignment of directors to combat the most immediately threatening of any of several possible targets. In addition, it assists the operator in making launcher assignment, missile selection, and ultimate firing of the missile salvo.

Still quite young as guided missiles go, *Tartar* was ordered into pilot production in March 1958. First pilot models went to sea for testing aboard the guided missile ship *USS Norton Sound* (AVM 1) before full production began in late 1960.

TERRIER, on the other hand, has been around since the mid-50's—

ALL HANDS

long enough to have spawned a second-generation successor, the advanced *Terrier*. *Terrier* is now carried by ships in the DLG 6 class, while the new, improved version will be installed on the DLG 16 and DLG 26 classes, and on the nuclear-powered *USS Bainbridge* (DLGN 25).

Terrier is launched and accelerated to flight speed by a single-stage booster which separates automatically from the missile at the end of the boost phase. Propulsion for the remainder of the flight is provided by a single-stage, low-thrust sustainer. Two *Terriers* can be launched at rapid intervals from a dual-rail launching system.

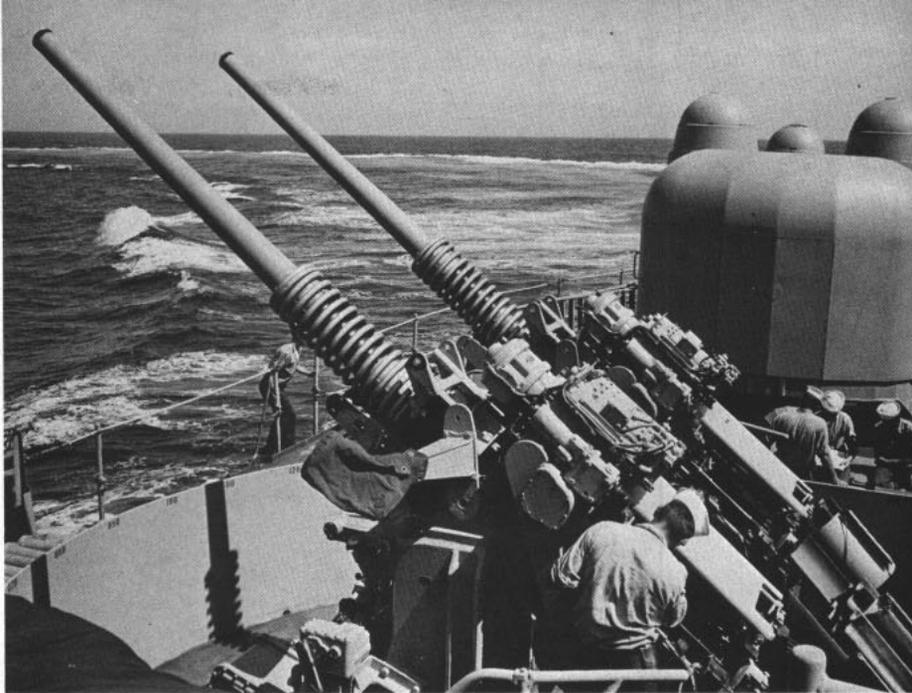
Like *Tartar*, *Terrier* target tracking and missile guidance are accomplished by radar mounted on a trainable director. A computer provides launcher position orders, missile pre-firing orders, present and future target position, and time-to-fire information. A weapons direction system contains necessary display and controls to permit evaluation of target threat, assignment of priorities to targets, assignment of directors to targets, selection of the number of missiles to be fired, and the ultimate firing of the salvo.

(In the case of both missiles, test equipment installed aboard provides fully automatic test and checkout capability to insure that missiles are flight-ready, and also to insure compatibility between missiles and the ship's fire control system. Weapon control system alignment is possible with a high degree of reliability without firing. Computers, radar and weapons direction equipment all contain rapid, automatic, built-in checkout gear capable of testing the entire system without breaking electronic silence.)

Exact range of both *Terrier* and *Tartar* is, of course, classified. We will merely note that both are designed to engage, and destroy, high performance aircraft.

DECK AND ANTI-AIRCRAFT GUNS installed in destroyer-types come in a variety of shapes, sizes and fire-power. There are 5-inch/54; 3-inch/70; 3-inch/50; 5-inch/38; and 40 mm. The lineup (roughly) goes something like this:

- 5-inch/54—DLG 9 and 26 classes, DDG 2 and 15 classes, DL 2 class, and DD 931/45 class.



CHANGING SCENE—There is a potent assortment of weapons on DD types.

- 3-inch/70—DL 1 and 2 classes, and DD 825 and 827.

- 3-inch/50—DLGN, DLG 9, 16 and 26 classes, DD 931/45, DDR 742 class, DD 445 class, some DD 692 and 710 (unFRAMmed), DE 1006/21, 1033, 99, 152, and 198 classes, and DERs.

- 5-inch/38—DD 448, 692 and 710 (FRAMmed and unFRAMmed), DD (except for 825 and 827), DDR, and DE 224 and 339 classes.

- 40mm—DE 99, 198, 224 and 339 classes, some DD 692 class, and DD 764 class.

Number, type and location of mounts, and total number of guns aboard vary widely from ship to ship. In addition, conversions, mod-

ernizations, and changes to new construction are altering the picture even more from day to day.

One point you should keep in mind. DASH, *Asroc*, *Tartar*, *Terrier* and the rest are only as good as radar, sonar and the intricate electronic fire control and related equipment make them. And this gear, in turn, is only as good as the men who operate, evaluate and maintain it.

In a very real sense, then, men, machines and equipment are all integral parts of every destroyer's overall weapons system. And you can bet your next paycheck that the destroyer forces, as they have always done, will continue to put all of this fighting power to good use.

—Jerry McConnell, JO1, USN.

HEDGEHOGS, mortar-like depth charges aboard un-FRAMMED DDs and DEs.





Guided Missile Destroyer

USS *TOWERS* (DDG 9) is the Navy's newest and most modernly equipped guided missile destroyer.

Shortly before leaving for the Southwestern Pacific, to serve as flagship of Fleet units attending Australia's Battle of the Coral Sea celebration, *Towers* completed her underway training and pre-deployment weapons trials by launching four *Tartar* anti-air missiles into the Pacific Missile Range's sea test range.

The launchings were conducted near Anacapa Island, about 10 miles

offshore, following air tracking exercises near San Nicholas Island.

The firings were at Q-2C jet aerial targets launched from a Utility Squadron Three aircraft. The Pacific Missile Range assisted in missile and target tracking and evaluation of telemetered information.

Towers is also equipped with anti-submarine rockets (ASROC) and the latest antisubmarine warfare torpedoes, as well as conventional five-inch guns.

Now ready to support fast carrier

task groups and operate independently, the ship conducted the missile exercises under the operational control of the Commander, Training Command, U.S. Pacific Fleet.

The *Towers* first arrived at the Naval Ammunition Depot at Seal Beach to load missiles, as a beginning to several days of preparation necessary aboard ship to get ready for her training exercises and weapons trials.

Prior to launching, each missile was thoroughly checked to be sure it was ready for flight, and the ship's complicated launching system underwent a series of tests.

The *Towers Tartar* system is composed of missile radars, weapons direction equipment, directors, computers, launchers, missile and telemetry check-out circuits, and, finally, the "bird" itself.

Each of these system components was checked independently and again as a unit. Insuring that they perform satisfactorily is the job of a team of highly competent electronic technicians, fire controlmen, missile technicians, and gunner's mates.

Since some of the missiles launched were telemetry runs, missile technicians gingerly removed warheads and inserted telemetering packages.

HOME ON THE RANGE — Telemetry unit is inserted into *Tartar* missile.



ALL HANDS

Next came the missile systems tests, the static checking of each *Tartar* to insure its suitability for flight. Simulated in-flight situations were fed into the "bird" for response checks.

Simultaneously, radars were aligned, computers and guidance controls checked, and tests were made of all segments of the system, both separately and then, together.

On the day of the missile firings, the ship went to general quarters and the special countdown procedure began for the firing runs. Announcements over the ship's public address system reported progress:

"All hands clear areas of the ship aft of frame 125."

"T-20 and counting."

"The radar has acquired the target."

"T-2 and counting."

"20 seconds; 10 seconds; five seconds; four, three, two, one, FIRE!"

With a roar, and trailing a white-hot exhaust, each *Tartar* streaked from the launcher while all aboard awaited word from the Combat Information Center:

"Target intercepted!"

After the last missile was launched and following an assist in recovering the Q-2C target, the ship's commanding officer, Commander Lawrence D. Cummins, passed a word of thanks to PMR and headed *Towers* for her home port, San Diego.

Towers is the fourth ship of the *Charles F. Adams* class of guided missile destroyers, the newest and largest destroyers in the Fleet.

The ship was commissioned in June 1961 at the Puget Sound Naval Shipyard, Bremerton, Washington, and named for the late Admiral John H. Towers, the Navy's third Naval Aviator.

Her over-all length of 437 feet and 47-foot beam give a full load displacement of 4500 tons, twice as heavy as a typical World War II destroyer.

Four boilers produce approximately 70,000 shaft horsepower, giving the ship a speed in excess of 30 knots.

Use of aluminum for the superstructure permits greater flexibility of design and provides the necessary balance for new and heavier weapons which use the all-welded high-strength steel hull for a platform.

Towers' primary armament for anti-air warfare is her twin-missile



MISSILEMEN ready *Tartar* system for shot down Pacific Missile Range.

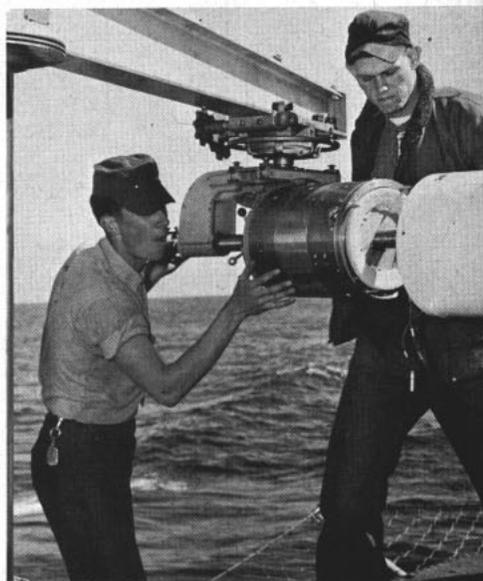
launcher, firing *Tartar* surface-to-air-missiles, capable of engaging targets at supersonic speeds. The primary antisubmarine weapon carried is the *Asroc*, which fires ASW rockets equipped with either homing torpedoes or depth-charge heads.

In addition *Towers* carries two 5-in/54 caliber dual purpose rapid fire guns, and two ASW torpedo launchers.

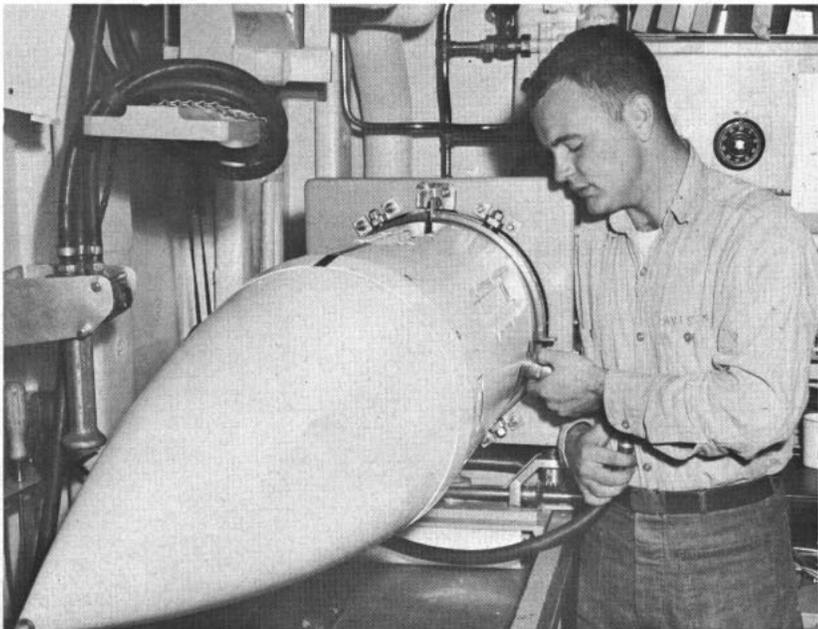
This firepower is controlled by intricate fire electronic systems coupled with radar and sonar detection and tracking equipment. The ship is designed for a wartime complement of 354 officers and men.

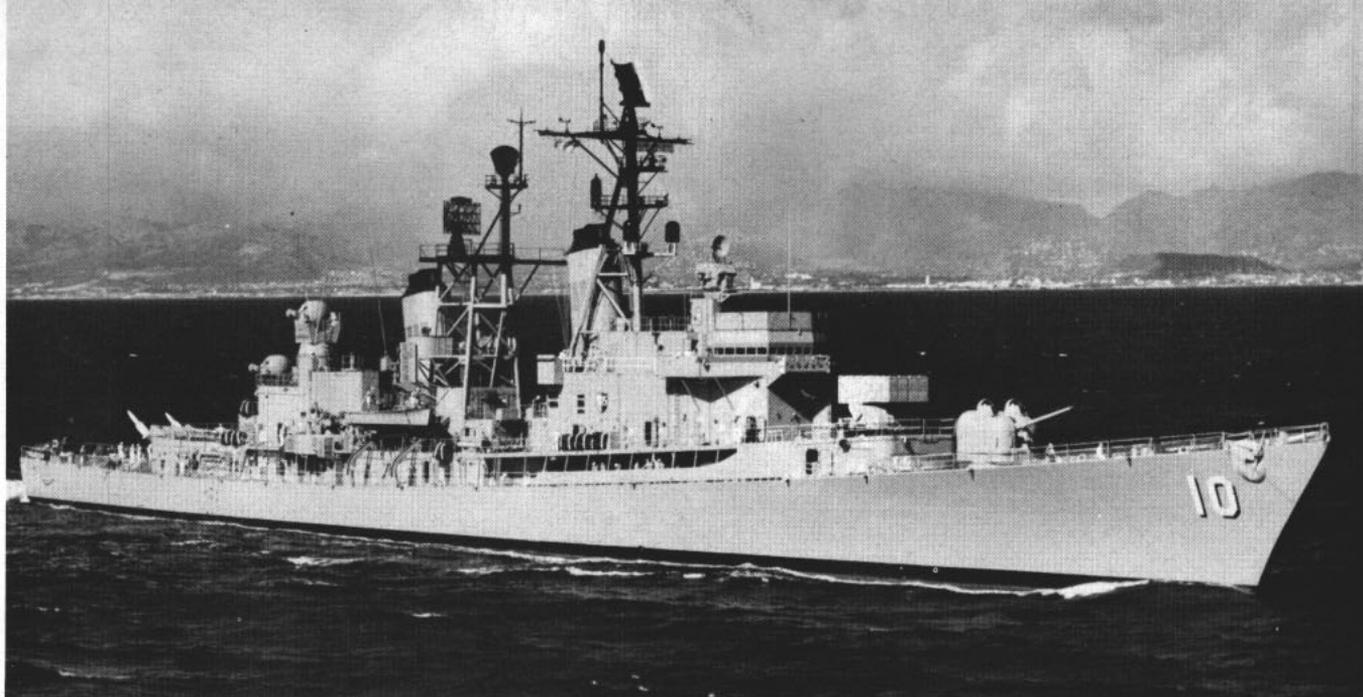
Towers is assigned to the Cruiser-Destroyer Force, U. S. Pacific Fleet, as a unit of Destroyer Squadron 15.

— Dan Tikalsky, JOCS, USN.



NOSE CONE is carefully checked out for test firing from *USS Towers*.





FAST SHIP—USS King (DLG 10) is a speedy ship armed with the latest in weapons and detection gear.

King of the Frigates

"Give me a fast ship for I intend to go in harm's way."—John Paul Jones.

If John Paul Jones were still around today, he would be well pleased with the 30-knot-plus *uss King* (DLG 10).

Named for the late Fleet Admiral Ernest J. King, usn, the guided missile frigate is a unit of Destroyer Squadron 15, homeported at San Diego, Calif., and serving as flagship of Cruiser-Destroyer Flotilla Three.

The ship is designed to provide task forces with anti-air protection,

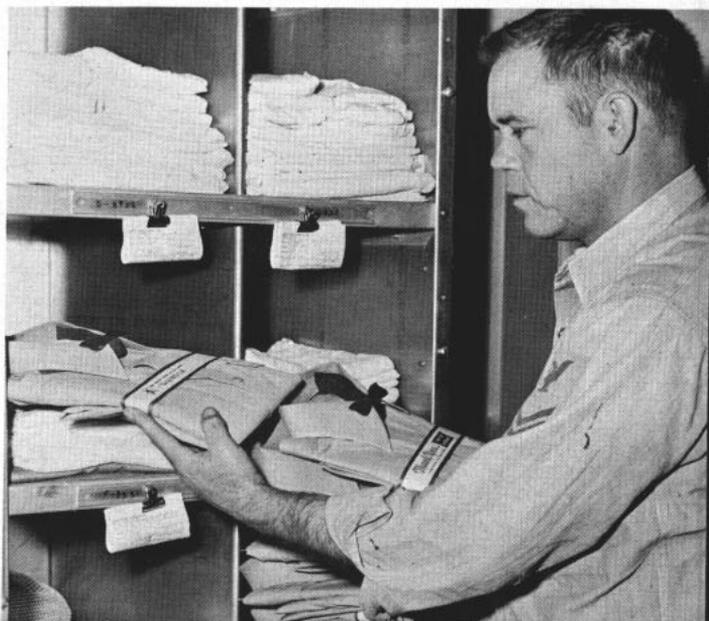
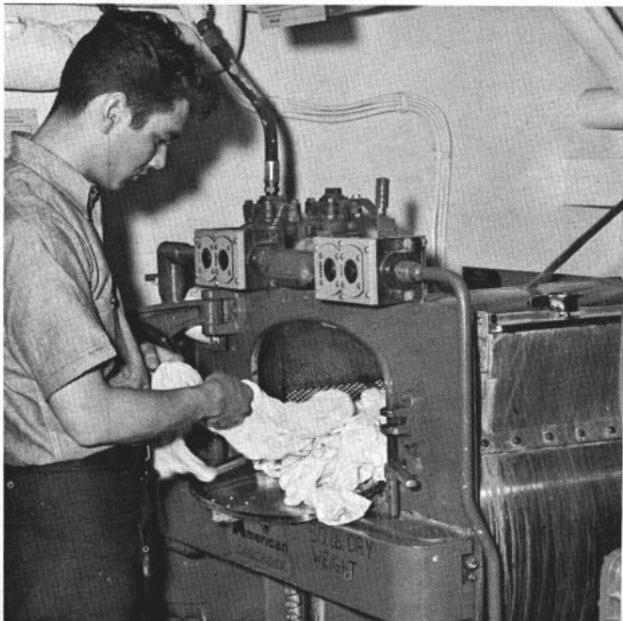
radar picket and antisubmarine capabilities. She is equipped with the latest in air search and fire control radar, sonar and anti-aircraft and antisubmarine missiles.

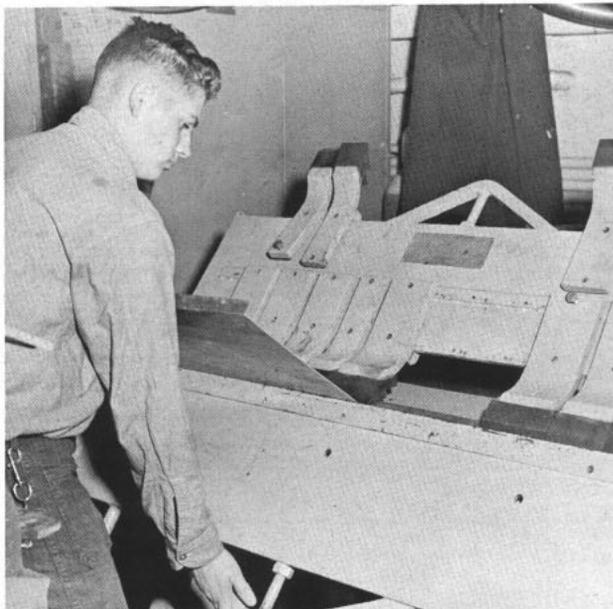
Fully loaded, *King* displaces 5600 tons and, with her high-pressure steam turbines, is capable of speeds that would have delighted old John Paul. The ship is approximately 512 feet long and has a beam of 52 feet. Living spaces for her 22 officers and 350 enlisted men are the ultimate in comfort and convenience. All living and working spaces are air-condi-

tioned and there are other habitability features unheard of in Jones' day.

Each man has a Pullman-type bunk equipped with reading lamp, two lockers and a foam-rubber mattress. There is an individual air vent at each bunk which allows its occupant to keep the flow of cool air at just the right level for his personal comfort. This feature draws all sorts of praise when the ship is steaming in tropical waters. Adding to the ship's smart appearance are the beautifully tiled decks, which harmonize with the colors used on the bulk-

FOR A SHARP CREW — A. Gallegos, SHSN, unloads washer and L. Hall, SH1, checks work in ship's laundry.





WORK AND PLAY — R. A. Spence, SFMFA, bends metal in machine shop. Rt: H. A. Jones, EN2, uses hobby shop.

heads throughout the interior of the ship.

In addition, with two lockers available for each man, the *King* sailor has more than ample space for stowing his uniforms and personal gear.

Another essential, figuring in the high morale of the men of *King*, is the food. Ask any sailor on board what he thinks on this subject, and it's pretty certain his reply would be a favorable one. As one Navyman puts it, "I've been in many ships in my time, but this one tops them all for the quality of meals that the galley turns out."

"There's teamwork between the cooks and bakers," agrees another. "Their pride in their work certainly makes for some mighty tasty meals."

Leadership is something else found in *King*, and it shows right from the skipper on down to the junior petty officers. There's teamwork among the men, with gratifying results. Those results are evident when rates are "handed out" every six months following the service-wide examinations for advancement.

Lectures and showings of training films are frequent aboard the missile frigate, and safety hazards aboard ship are stressed in each plan of the day. In addition, bulletin boards throughout the ship display photographs emphasizing the importance of traffic safety.

Fleet Admiral King, who was born in Lorain, Ohio on 23 Nov 1878, served as Commander in Chief of the

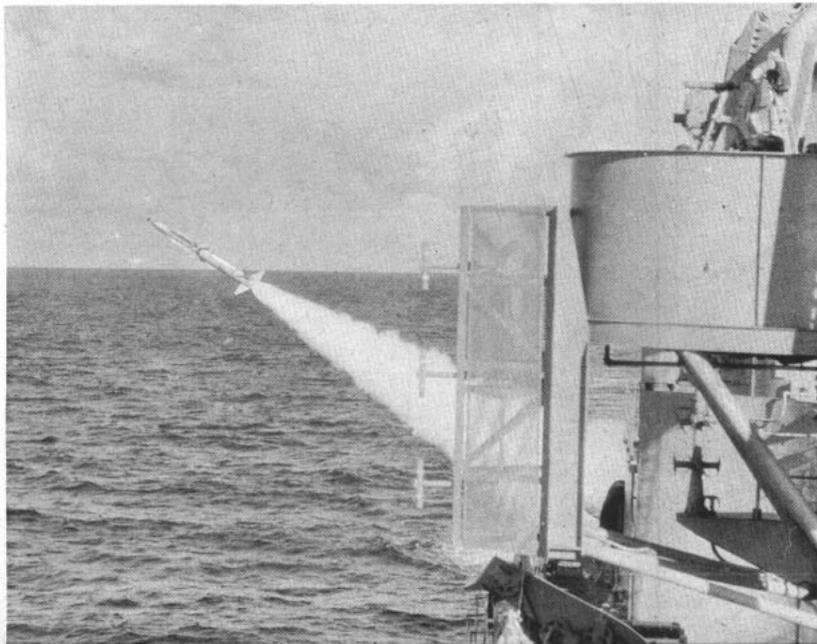
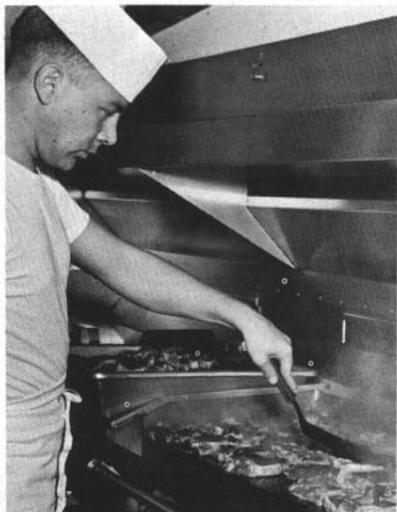
U. S. Fleet and Chief of Naval Operations during World War II. A 1901 Naval Academy graduate, he died at Portsmouth, N. H., on 25 Jun 1956.

A four-and-a-half million dollar high school was recently dedicated in Lorain in memory of FADM King who, when he graduated from Lorain High School in 1897, was valedictorian. With a 2000-student capacity, the new school and its grounds occupy 31 acres.

The *King* story is similar to that of many of our ships today—she's a fast ship with an enthusiastic crew. And it's a pretty sure bet that if the need should arise to sail in "harm's way," *uss King* would be ready to go.

—George S. Cates, JO2, USN,

DLG STYLE — W. Brooks, CS2, prepares steaks for *King's* crew. Rt: *Terrier* is ship's big punch.



Rigged

REPLENISHMENT AT SEA has become such a fine art that U.S. Navy ships can operate, theoretically, from major overhaul to major overhaul or drydock period without coming into port. We're referring, of course, to the ability of the mechanical ship, not the human type crew members.

Every item needed aboard ship today can be furnished or replaced by underway replenishment. Every day at sea, food, clothing, repair parts, fuel and personnel are transferred from one ship to another.

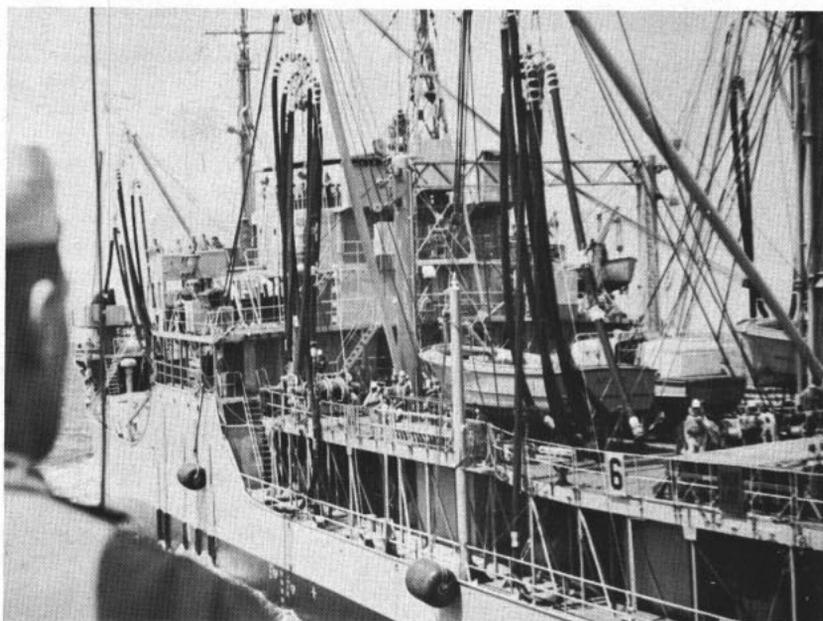
All these are important and necessary for the welfare of the ship and her crew. There is one item among these, however, that is needed every few days and for which there can be no substitute—fuel.

Until nuclear power is installed in all ships of the operating forces, refueling at sea will be among the most necessary operations accomplished. Today refueling at sea is done as a regular routine and is a part of every exercise. Ships of the U.S. Sixth and Seventh Fleets are good examples of ships that are sustained almost exclusively by underway replenishment.

The relative ease of a refueling at sea operation and the number of times it is done without incident don't remove the danger. When two or more ships are lashed together with a complex of wires and hoses, cruising along from 60 to 120 feet apart at



FILL 'ER UP — USS Courtney (DE 1021) and (below) USS Forrest Sherman (DD 931) move into position for fueling from USS Kankakee (AO 39).



CONTACT — Messenger carrying phone lines is passed to DE. Rt: Forward refueling station is rigged.



for a Refueling Record

10 to 15 knots, they are not only vulnerable to attack, but are in constant danger of collision.

To decrease the tied-together time and lessen the danger period during refueling at sea, speed during rigging and unrigging is necessary. Not reckless speed, but safe, efficient speed.

Many crews have become experts at refueling at sea. They can, on a clear day with smooth seas, come in fast and close, get the lines and hoses across and start receiving fuel in almost unbelievable times. Some of the times reported to ALL HANDS are so fast that we sometimes wonder how they can do it. These letters prompted us to investigate refueling at sea, and to find out for ourselves just what does happen when a ship tells us she has approached, rigged or unrigged in some short period.

TO DO THIS we visited *uss Kankakee* (AO 39) in the Atlantic while she was operating with a group of destroyer-type ships off Cape Hatteras. Captain M. O. Slater, USN, CO of *Kankakee*, explained a few of the finer points about refueling.

First of all there are three times to be considered while refueling at sea: Approach time; rigging time; and unrigging time.

The procedure starts with the delivery ship, *uss Kankakee*. When *Kankakee* is steady on course and speed, she hoists the signal flag

Romeo at the dip on the side that is rigged for refueling. When she is ready for the ship to make the approach, the Romeo flag is two-blocked.

Basically the same thing also happens aboard the approach ship, let's say *uss Forrest Sherman* (DD 931). She too hoists the Romeo flag at the dip when she is ready to come alongside to be refueled. At this time she is trailing astern of *Kankakee* several hundred yards. When *Sherman's* bow is within 300 to 500 yards of the stern of *Kankakee*, and all is ready for refueling aboard, she two-blocks the Romeo flag and heads for *Kankakee*. Her approach time starts when the Romeo flag is two-blocked.

CAPT Slater is of the opinion that if there's any fudging to be done, as far as a record is concerned, here's the time to do it. Naturally, if the ship is trying for a record she wants to wait until her bow is exactly 300 yards astern of the oiler before she closes up the Romeo flag. "It is difficult to determine exactly when the approach ship is 300 yards astern," CAPT Slater said. "We take their word for it." He hinted that in trying to set or beat a record, the approach ship sometimes squeezes the 300-yard limit just a little before she two-blocks Romeo, "probably without meaning to."

THE APPROACH TIME ends and the rigging time begins when the first

manila messenger—not a heaving line—is over. The rigging time ends when pumping has started. The period during the pumping isn't counted, of course, because it varies with the amount of fuel needed by that ship.

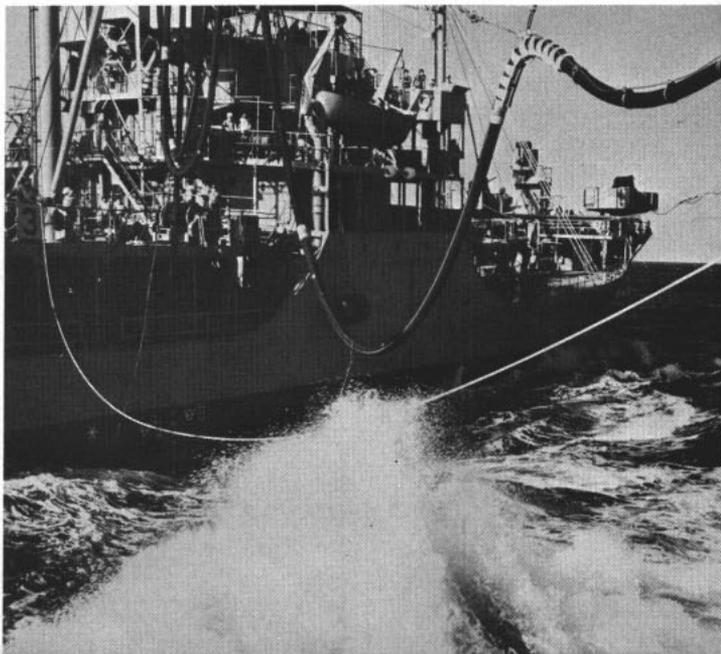
The third timed period is unrigging time. This time starts with the completion of delivery and ends when all lines are clear of the ship being refueled. The oiler keeps a record of all these times and so does the receiving ship, usually.

All these times sound quite simple to figure and you may wonder why there is any discussion about them at all. It begins to get a little more complicated, however, when the ships start breaking these times down, station by station. Approach time, of course, is always the same. The rigging time, if kept by each station, is from the time the first messenger is aboard at that station until pumping has started at that station. Unrigging time is figured the same way—from the time delivery has been completed at that station until all lines are free at that station. Over-all times would be as described earlier.

REFUELING AT SEA is a dangerous operation and there are many things to be considered. Here are just a few of the considerations:

- All rigs should be capable of being disconnected quickly and per-

OILY START — Men of *USS Courtney* man refueling station. Rt: Refueling rig to *USS Forrest Sherman*.



sonnel should be assigned specific responsibility for performing the disconnects if they should become necessary.

- All equipment that temporarily prevents watertight hatches from being closed or blocks important access ladders should also be capable of easy and quick removal and stowage.

- Members of the replenishment party should be stationed as close to their general quarters stations as possible.

- The formation of ships should be dispersed so that disastrous losses will not be sustained from the explosion of a single bomb. At the same time, ships must be stationed in a formation so that the refueling ships are given maximum protection from attack.

Conning the ship during refueling is not a simple matter of each ship holding steady on a prearranged course. Each ship normally carries a certain amount of rudder, and slight changes in speed and rudder are necessary.

Perhaps the most important element during refueling is communication between the delivering and receiving ship. The first messenger across carries the telephone lines and the last lines to be let go are the telephone lines. It is essential that pumping and maneuvering information be passed between the ships quickly. A signalman also stands by at all times in case the telephone fails. In rare cases, usually only when there is an emergency, megaphones are used between the two ships during a refueling exercise.

GOOD EQUIPMENT is essential to a successful and speedy refueling at sea. The following items are commonly used in all types of replenishment operations.

- *Distance line*—This line is usually passed between the ships along with the telephone lines. It is one and one-half inch manila, 300 feet long, and carries, in daylight, colored cloth or painted canvas markers every 20 feet which tell the distance from the delivering ship. At night, red flashlights are used in place of colored markers. The distance line is secured to the fleet oiler and is held taut by men aboard the receiving ship. The CO of the receiving ship is, therefore, able to see at all times the distance between the ships.

- *Electric megaphones*—These are normally used only in an emergency. One may be used sometimes during the final stages of approach before the telephone lines are passed. Megaphones are not, however, usually used during a routine refueling.

- *Fenders*—These are the same fenders that are aboard every ship. While refueling, however, they are held over the side of the control ship, just in case the receiving ship gets a little chummy.

- *Line-throwing guns*—These have almost been relegated to emergency use today. They are always kept ready, but a bolo line is more commonly used. This is a nylon gun line with a weight at the end. The weighted end is swung over a man's head to gain momentum and then released. Because the line is small, a six- or nine-thread line is bent on for passing messengers and other lines.

- *Telephone*—This is the best means of communications between ships during refueling at sea. Other means are sometimes used, but none are as good as a telephone.

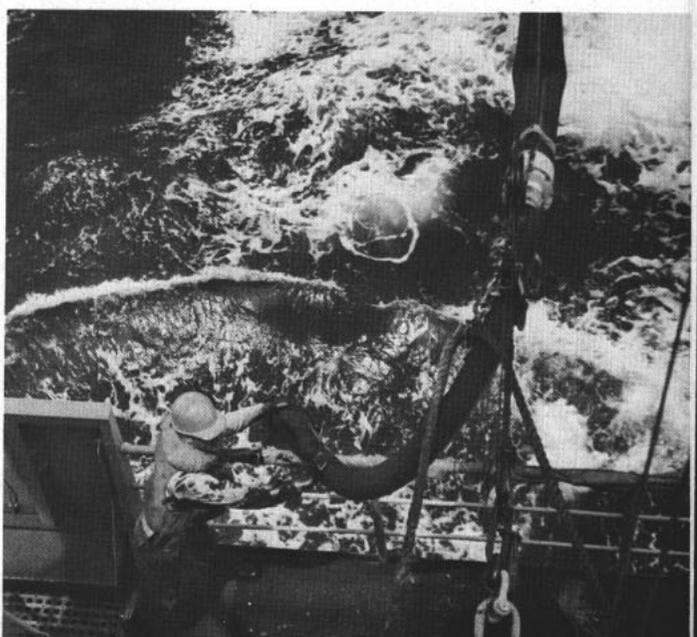
THERE IS CONSIDERABLE DANGER to a ship and her crew while refueling at sea. There is first of all the danger of collision, since the ships many times operate fewer than 100 feet apart while cruising at some 12 knots; then there is the danger of fire while passing fuel; of men falling overboard while working, in some cases, without lifelines; and finally, there is the danger of being attacked while in the rather awkward position of being refueled. Refueling at night makes even the routine parts of refueling dangerous.

The ships themselves must guard against collision and fire, while their sister ships in the operating group guard them from attack by an enemy and also watch for men who might fall overboard.

During an antisubmarine exercise, the ships surround the oiler and the refueling ships. The ships of the force then rotate in a clockwise direction to refuel, with the ship at 6 o'clock in this circle moving into lifeguard position and then into refueling position. As one ship is finished, she takes her place in the screen and a new ship comes alongside from a lifeguard position. The next ship to be refueled acts as lifeguard for the ship which precedes her to the oiler.

There is constant tension aboard a ship which is being refueled. There is not only the constant danger of attack or of fire, but also the danger

STERN VIEW—DE takes on fuel from USS Kankakee. Rt: Pigtail goes over the side after refueling of DE.



of a sudden roll which could part a line or snap a piece of equipment. No piece of equipment is so good that it will not break under certain circumstances. And if it does break, personnel could be seriously hurt.

THERE IS MORE THAN ONE method of getting the fuel hose to the receiving ship. The method usually varies with the type of ship that is delivering the fuel. We will discuss only one—the span wire system. According to CAPT Slater, this is the system most commonly used in the U.S. Navy.

About the only other standard system is the close-in method.

The first step in the actual refueling process while using the span wire system (that is, after communication has been established) is to get the span wire across at each refueling station. This is done through a combination of lines as discussed earlier.

First there is the small gun line, then a small manila and then the span wire. When the cable is received on the ship to be refueled, it is secured to a tripod type arrangement which is secured to the deck of the receiving ship. The span wire is then pulled and held taut by the SAO. The receiving ship then pulls the six- or seven-inch fuel hose across on this span wire. The hose is carried by a pulley which rides on the span wire. When the hose is received on board a destroyer, a flexible piece of hose called a pigtail is inserted into the opening of the fuel tank and tied down. When this has been done the oiler begins to pump. From the time when the first piece

of manila comes aboard the receiving ship until pumping has started is rig time.

FOLLOWING RIG TIME, if nothing breaks and all goes smoothly, it is a routine refueling session. The span wire is held taut by the oiler and more or less hose is played out to the receiving ship as the distance varies from maybe 60 feet to 120 feet or more. With the span wire system, a ship can be separated by several hundred feet if necessary.

Before the hose is removed from the tanks aboard the destroyer, the Fleet oiler first blows air through the hose and then applies suction to empty the fuel from the hoses. This saves the deck hands a little work when the refueling is over. Drippy hoses are not popular.

Then comes the unrigging. The hose is first of all sent back to the oiler and then the span wire is returned. After all other lines and hoses have been let go, the telephone lines are returned. When the last line is let go from the receiving ship, the unrigging time has ended.

The only thing left is the bill. The SO dispatches the ship and tells her just how much fuel was used to fill her tanks. The ships don't pay in cash, however; they use their credit cards.

Destroyers have small oil tanks and must be refueled more often than larger combatant types. For this reason, a carrier task force is not always limited by the cruising range of the carriers in the group, but by the cruising range of their escorting ships. To remedy this situation, aircraft carriers not only

carry fuel for themselves, but also carry extra fuel for their escorts. Even between carriers and destroyers, the span wire method of delivery is the one most commonly used.

REFUELING AT SEA methods have changed considerably since 1899. In the fall of that year, the collier, *uss Marcellus* installed a marine cableway on her deck and while being towed astern, transferred coal to *uss Massachusetts*.

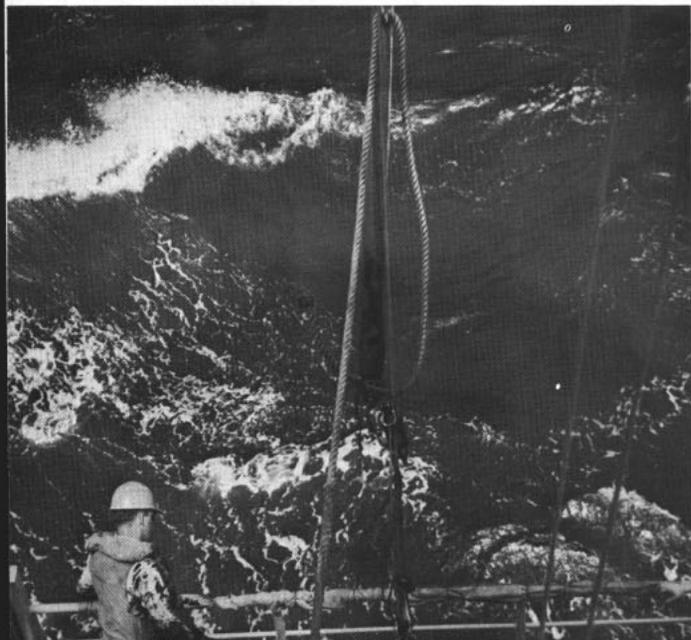
Fourteen years later; still using the astern towing method, the Navy had increased its rate of coal delivery at sea four times over that attained in the 1899 trial. Since then the astern method has given way to the alongside method of replenishment. The time involved in delivering fuel and other supplies by the alongside method has been cut to a fraction of the time needed with the astern method.

U.S. Navy ships must still be capable of refueling by the astern method, however. If it were necessary to refuel from a merchant ship convoy, the astern method would probably be used. Also, some friendly foreign countries still use the astern method of refueling.

We don't claim this to be a record, but the fastest time for a destroyer rigging from an oiler that we know of was claimed by *uss Bigelow* (DD 942) while refueling from *uss Truckee* (AO 147). *Truckee* clocked *Bigelow's* rigging time as 83 seconds at the forward refueling station and 97 seconds at the after refueling station. That's mighty fast work.

—Erwin A. Sharp, JOC, USN.

THE END — Refueling hose is returned to Fleet oiler and (rt.) a "full" destroyer pulls away.



BOOKS

BOOKS ON DESTROYERS AND DESTROYER WARFARE

DESTROYERMEN will find many interesting accounts of destroyer history, development and fiction in their libraries. Destroyers are also featured in many general histories. Fletcher Pratt's *Compact History of the U. S. Navy*, Knox's *A History of the United States Navy*, Potter's *United States and World Sea Power*, and *History of United States Naval Operations in World War II*, edited by RADM Samuel Eliot Morison are good introductions. Books like Garnett Eskew's *Cradle of Ships* which describes the Bath Iron Works, a pioneer in destroyer design and construction, and *A Long Line of Ships*, by Arnold S. Lott, about the Mare Island Navy Yard activities will bring back memories to many old destroyer hands.

The larger libraries also have many excellent books on destroyers that are out of print. Ask your librarian about them. Listed below are books found in many ship and station libraries:

Historical

Tragedy at Honda, by Charles A. Lockwood and H. C. Adamson,

1960. Describes the grounding and loss of seven speeding U. S. destroyers on rocks off the coast of southern California in September 1923.

Destroyers, Key Ships of the Fleet, by Force Information Office, Destroyer Force, Atlantic Fleet, 1959.

Japanese Destroyer Captain, by Tameichi Hara, 1961. An account of great naval battles of the Pacific by a career Japanese officer.

Destroyer Squadron 23, by Ken Jones, 1959. Popularly written account of action by Arleigh Burke's destroyer squadron in South Pacific campaigns, with biographical material.

Three Corvettes, by Nicholas Monsarrat. True stories of convoy duty.

The Kelly, by Kenneth Poolman, 1955. The story of Lord Mountbatten's destroyer *HMS Kelly* before she was sunk off Crete in May 1941.

73 North, by Dudley Pope, 1958. A description of the successful defense of a convoy by a British flotilla against a superior German force headed by a pocket battleship.

Destroyer Man, by Anthony Pugsley, 1957. Describes British action in the Norwegian campaign, Malta convoy battles, Mediterranean operations and the Normandy landings.

United States Destroyer Operations in World War II, by Theodore Roscoe, 1953. A comprehensive book covering destroyer operations in all theaters of the war.

Fiercest Battle, by Ronald Seth, 1962. Tells the story of the North Atlantic Convoy ONS 5, and gives explanation of escort of convoys by destroyers and dramatic battles with U-boats.

With Ensigns Flying, by David Thomas, 1958. Describes British operations in World War II.

United States Naval Chronology, World War II, by Naval History Division, Chief of Naval Operations, U. S. Navy, 1955. Chronology for individual ship and group action, losses and victories.

Fiction

Jungle Seas, by Arthur A. Age-ton, 1954. Action and romance in South Pacific from port to battle stations and convoy.

Good Shepherd, by Cecil S. Forester, 1955. Tells of 48 desperate hours during which Captain Krause of *Keeling* struggles to protect 37 merchantmen in a convoy with only four destroyers.

Delilah, by Marcus Goodrich, 1953. Story of a U. S. destroyer during the six months in the South Pacific before our entry into World War I.

Cruel Sea, by Nicholas Monsarrat, 1951. An excellent, realistic novel of men battling the enemy and the North Atlantic.

Enemy Below, by Denys A. Rayner, 1956. The story of a naval battle between a British destroyer and a German submarine in World War II.

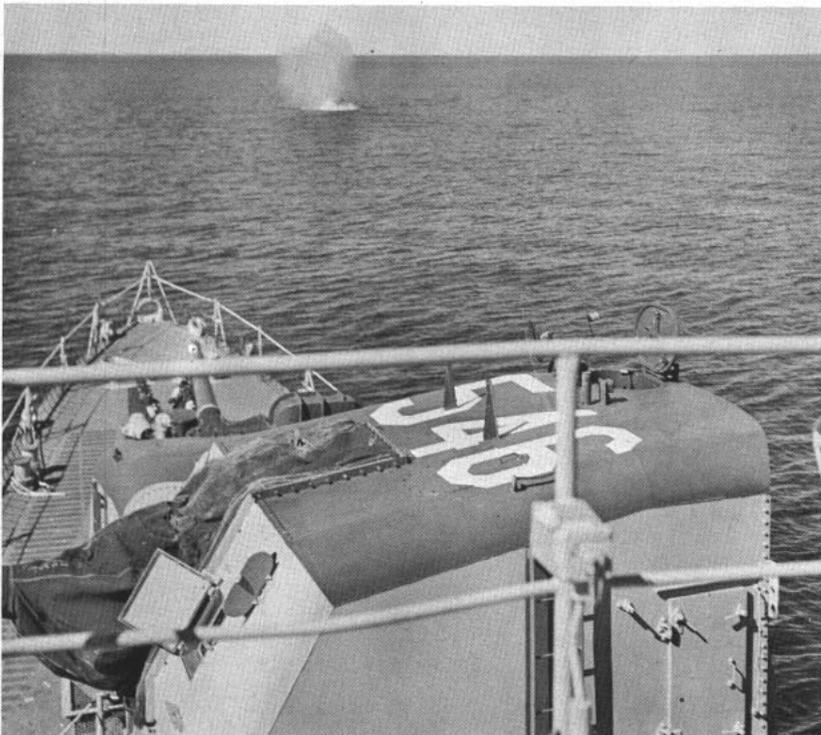
Long Haul, by Denys A. Rayner, 1960. A suspense story of the successful towing of a Greek tanker by a British destroyer with U-boats in pursuit.

Hurricane, by Terence Robertson, 1960. The story of a destroyer caught in a hurricane and a horde of enemies during wartime.

A Departure From the Rules, by Anthony Robinson, 1960. A novel of the destroyer *Dobbs*.

The Enemy, by Wirt Williams, 1952. The tale of a four-stack destroyer, part of a team of three destroyers and a carrier which covered 20,000 miles hunting the enemy.

UNDER FIRE — Enemy shore battery hits near DD during action off Korea.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

Here Comes Conyngham

The 431 foot-long *uss Conyngham* (DDG 17) has been launched at Camden, N. J. She is the third destroyer to bear the name.

Conyngham was named for Captain Gustavus Conyngham, a former merchant ship captain who was commissioned in the the Continental Navy in 1777. He commanded *Surprise* and *Revenge* during the Revolution and took 60 British ships in 18 months.

At the end of the Revolution, he returned to the merchant service and commissioned the armed brig *Maria*. Later, he assisted in the defense of Philadelphia in the War of 1812.

The first *uss Conyngham* saw service during World War I, patrolling the Irish coast and escorting convoys through submarine-infested waters.

The second ship to bear the name was a World War II destroyer in the Pacific. During her patrols, escort service, bombardments and landing support, she collected 14 battle stars. She was decommissioned in 1946 and sunk during the Bikini nuclear tests in 1948.

The latest *Conyngham* displaces 3370 tons and is armed with *Tartar* missiles, *Asroc* and two 5-inch/54-caliber guns. She carries a complement of 24 officers and 330 enlisted men. She is scheduled for commissioning in July 1963.

Biddle Commissioned

The 3370-ton guided missile destroyer *uss Biddle* (DDG 5) newest addition to the Navy's Atlantic Fleet Cruiser-Destroyer Force, was commissioned in early May at the Naval Base, Philadelphia, Pa.

Biddle is named in honor of Captain Nicholas Biddle, Continental Navy. A Philadelphian, CAPT Biddle was in command of the 32-gun frigate *Randolph* when she engaged the British 64-gun ship-of-the-line *Yarmouth* in battle on 7 Mar 1778.

Despite his huge disadvantage in armament, and the fact that he himself was so severely wounded early in the action that he was at first thought to be dead, CAPT Biddle



JAPANESE destroyers *Teruzuki* (DD 162) and *Yugure* (DD 184), once a U.S. Navy destroyer, moor in Apra Harbor, Guam, for two-day visit.

heroically directed the fire of his ship throughout the brief but savage engagement. In fact, the British captain later reported CAPT Biddle's fire to have been not only accurate, but so rapid that *Randolph* had fired three broadsides to every one of his. After some 20 minutes, however, fire apparently penetrated *Randolph's* magazines, and she blew up. CAPT Biddle was lost, along with 311 of his 315-man crew.

The new guided missile destroyer was built at Camden, N.J., and carries a crew of about 350. Her armament includes the *Tartar* guided missile weapons system, *Asroc* (anti-submarine rockets), antisubmarine torpedoes and a five-inch/54 dual purpose gun battery.

Japanese DDs Visit Guam

Four Japanese destroyers, two of which were once a part of the U. S. Navy, brought 162 newly commissioned ensigns to Apra Harbor, Guam, in June for a two-day visit.

The new Japanese ensigns were on a 10-week cruise to become acquainted with the ports and peoples of the Pan-Pacific area. After leaving Guam, the ships of the Japanese Maritime Self-Defense Force were scheduled for stops at Noumea, Melbourne, Sydney, Wellington and Suva.

During their first visit to Guam, the 1172 men of the Japanese training squadron went sightseeing, held open house aboard their ships and presented a band concert which was televised on the local station.

YESTERDAY'S NAVY



On 2 Sep 1782, the United States government presented the 74-gun line-of-battle ship *America* to Louis XVI of France to replace *Magnifique*, lost in Boston Harbor. On 3 Sep 1783 a definitive treaty of peace was concluded with Great Britain and the United States was acknowledged as a sovereign and independent state. On 4 Sep 1804, *USS Intrepid* blew up with a loss of 13 lives. On 4 Sep 1862, the Confederate steamer *Florida* slipped past the blockading Federal squadron off Mobile, Ala. On 11 Sep 1943 Italy's fleet surrendered.

DD Crew Goes to Aid of Flaming Tanker

In Kaohsiung Harbor, Taiwan, early one April morning last year, two violent explosions rocked the Nationalist Chinese tanker *ss Kwang Lung*. The tanker, which had been refueling, crackled with flames. The lives of 13 Chinese were snuffed out. Another 26 were seriously injured.

Destroyermen on board *uss Prichett* (DD 561) were quick to respond. The echoes of the explosions had barely died, when *Prichett*, moored nearby, had mustered a 36-man team of volunteer fire-fighters and rescue workers.

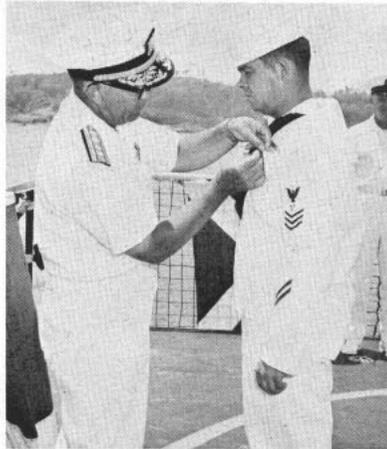
The flaming ship still held 3000 tons of aviation gasoline, which had miraculously not ignited. This posed a threat not only to the dock area, but to the city of Kaohsiung as well. Another explosion could ignite the fuel dock to which the tanker was secured, which, in turn, could touch off a chain of fire that might soon envelop the entire city. Adding to the hazard were large pockets of explosive gases which filled many of the ship's compartments. These had to be pinpointed.

While other members of the *Prichett* fire-fighting team tended to the flames, the dead and the injured, destroyerman Omar Cooper, SF1, donned an oxygen breathing apparatus and walked alone into the smoldering after superstructure taking explosimeter readings. He found no fires, but did find large pockets of highly explosive gases. This enabled the firemen to concentrate their efforts on portions of the ship then known to be the most dangerous.

Three and a half hours after the destroyermen boarded the tanker the fires were out.

It's been more than a year since that fiery morning in Kaohsiung Harbor. Since then, volunteer fireman Cooper and other members of the *Prichett* rescue team have been transferred to other commands. Word of *Prichett's* participation in the rescue work had spread throughout the Destroyer Force, but the names of the men who were there had not.

Cooper, for example, was transferred from *Prichett* to *uss Collett* (DD 730). Many of *Collett's* de-



PIN-UP — Omar Cooper, SF1, USN gets Navy Commendation Medal for his role in extinguishing a ship-board fire at Kaohsiung, Taiwan.

stroyermen had not known of Cooper's role in the Kaohsiung fire, though most had heard of the incident.

During ceremonies on board *Prichett*, *Collett* and other commands, the Destroyer Force recently saluted the *Kwang Lung* fire and rescue workers. Twelve of the *Prichett* volunteers were awarded the Navy Commendation Medal; the other 24 were presented with Letters of Commendation.

Citations which accompanied the medals told about some of the men's efforts. Cooper's read like this:

"For meritorious achievement in connection with the explosion and fire on board the gasoline-laden tanker *ss Kwang Lung*, in Kaohsiung Harbor, Taiwan, on the morn-



ing of 5 Apr 1961. As a member of the *uss Prichett* fire and rescue party, Cooper rendered valuable assistance in bringing under control and extinguishing the fire on the burning tanker, which was loaded with 3000 tons of gasoline.

"By his daring and skillful efforts in the face of grave hazards, he aided materially in preventing a possible major disaster. His conduct throughout was in keeping with the highest traditions of the United States Naval Service."

Commented Rear Admiral Clyde J. Van Arsdall, Jr., Commander Destroyer Flotilla One, as he presented Cooper with the Navy Commendation Medal: "The Navy does not have a corner on heroes, but when the need arises, the Navy does not fail to produce them."

Today's Destroyer Force seems to have its share.

Here's a list of the men who were awarded the Navy Commendation Medal for their actions:

- | | |
|--------------------------------------|------------------------------------|
| CAPT John D Chase, USN | ENS C. R. Shuler, USN |
| CDR W. S. Mills, USNR | ENS G. E. Smith, Jr., USNR |
| LT H. F. Lecky, Jr., CHC, USN | N. E. Smith, EMC, USN |
| LTJG L. H. Glossner, USNR | B. Moncure, MMC, USN |
| LTJG J. G. McDaniel, USN | O. E. Cooper, Jr., SF1, USN |
| ENS E. F. Bryan, USNR | T. L. Nelson, HM1, USN |

These men have received Letters of Commendation:

- | | |
|----------------------------------|--------------------------------------|
| LT H. B. Dowse, USN | F. A. Hogan, FN, USN |
| LTJG R. L. Kershner, USN | K. M. Payton, FA, USN |
| G. A. Brett, SF2, USN | E. J. Ligenza, Jr., BT3, USN |
| P. D. Haddock, EM3, USN | E. Gopez, EMFN, USN |
| S. L. Chew, Jr., FN, USN | J. J. Cleveland, Jr., SN, USN |
| M. C. Heglin, FN, USN | C. R. Bowen, MR3, USN |
| R. M. Bolton, MMFA, USN | K. A. Young, SN, USN |
| W. T. Fraser II, EM2, USN | J. D. Hall, SN, USN |
| O. R. Kincaid, FN, USN | R. J. Johnson, EN3, USN |
| H. Chennault, BM2, USN | L. E. Vidal, CS2, USN |
| D. E. Tucker, ICFN, USN | F. L. Kutcher, SN, USN |
| F. D. Payne, DC2, USN | R. L. Stuart, FN, USN |

Nicholas Is Oldest DD

USS *Nicholas* (DD 449) celebrated the 20th anniversary of her commissioning on 4 June. Based on this date, she claims to be the oldest active duty destroyer in the Navy—22 days older than *O'Bannon* (DD 450) and 26 days older than *Fletcher* (DD 445).

Nicholas has quite a record, which includes a Presidential Unit Citation, and she claims to have shot down eight planes and sunk two submarines.

On 5 Jul 1943, Task Group 36.1, which included *Nicholas*, was attempting to intercept a fast-moving group of Japanese destroyers in Kula Gulf in the Solomon Islands.

USS *Honolulu* (CL 48) established radar contact with the enemy at 0136 on 6 July. The task group moved into a single-column battle formation with *Nicholas* and *O'Bannon* in the lead, followed by *Honolulu*, *Helena* (CA 75) and *St. Louis* (CL 49) with *Jenkins* (DD 447) and *Radford* (DD 446) bringing up the rear.

The Japanese flagship *Niizuki* sank under the initial attack of the task force. *Helena* was struck by three enemy torpedoes which slashed off her bow. *Helena* buckled in the middle and began to sink. She went down shortly after.

Nicholas and *Radford* were detached to pick up survivors but they were interrupted by the Japanese destroyer *Amagiri* which was looking for survivors from *Niizuki*.

Both *Nicholas* and *Amagiri* fired torpedoes which proved to be ineffective. Our destroyers began shelling *Amagiri* and scored a direct hit on the enemy's radio room and knocked out her fire control gear. *Amagiri* fled.

Two other Japanese destroyers within sight of the gunfire headed for the southern exit of the gulf while a third, *Mochizuki*, steamed north hugging the coastline of Kolombangara Island.

The U. S. ships picked *Mochizuki* up on radar, however, and gave chase. *Nicholas* and *Radford* overtook the Japanese ship and opened fire with their five-inch guns, scoring several hits. The wounded *Mochizuki* laid a smoke screen and fled to safety.

Since daylight was approaching, bringing with it the threat of Japanese air attack, *Nicholas* and *Rad-*



ONE SCORE BEHIND — Underway and looking sharp after celebrating the 20th anniversary of her commissioning is USS *Nicholas* (DDE 449).

ford also laid down a smoke screen and left the scene.

Nicholas and *Radford* returned to the area where *Helena* had sunk to continue rescue operations.

On 17 Feb 1944, while escorting three merchant ships from Hawaii to Kwajalein, *Nicholas*' radar picked up a contact 24,000 yards away and headed for it. It proved to be a submarine which finally took several hits from *Nicholas*' five-inchers before submerging.

After the submarine submerged, *Nicholas* laid three depth charge patterns, the last of which produced a tell-tale oil slick.

On 12 Nov, *Nicholas*, in company with *Taylor* (DD 468) and *St. Louis*, contacted another diving submarine. After two series of depth charges were dropped by *Nicholas*, the submarine exploded.

Nicholas was placed out of commission in January 1947 after having earned 16 battle stars.

She was recommissioned 19 Feb 1951 and designated an antisubmarine destroyer.

On 1 Jul 1960, she was outfitted with a drone antisubmarine helicopter landing deck after a seven-month FRAM overhaul. Early this year, she

was equipped with variable depth sonar to increase her detection abilities against submarines hiding in the ocean's thermal layers.

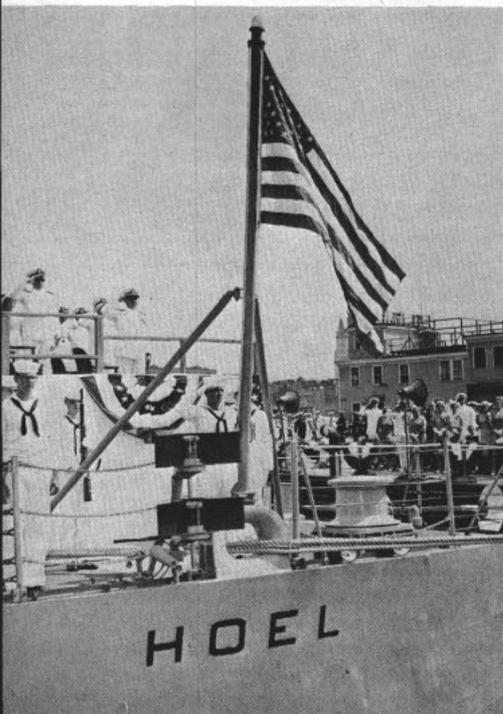
—William A. Tillinghast, JO2, USN.

Towers Visits Down Under

Thanks to *uss Towers* (DDG 9), Australia has received a sneak preview of things to come in her own Navy. *Towers*, similar to ships of a new destroyer class now under construction by Australia, visited Sydney and Melbourne recently; it was Australia's first look at a DDG equipped with the *Tartar* surface-to-air guided missile system.

In Sydney, *Towers* demonstrated the operation of her *Tartar* launcher for approximately 5000 visitors. (The solid-fuel-propelled *Tartar* is the smallest of the Navy's surface-to-air missiles. The weapon is designed for use on destroyers as a main battery, or as a secondary battery on larger ships. The shipboard *Tartar* system selects, sets up and, if release is given, launches the missiles automatically.)

In Sydney and Melbourne, *Towers* participated in ceremonies commemorating the 20th anniversary of the Battle of the Coral Sea.



STERN VIEW — USS Hoel (DDG 13) is placed into commission at U. S. Naval Shipyard, Charlestown, Mass.

Hoel Joins Fleet

Another Midwest-built guided missile destroyer, *uss Hoel* (DDG 13), has been commissioned at the Boston Naval Shipyard in Charlestown, Mass. *uss Henry B. Wilson* (DDG 7), *Lynde McCormick* (DDG 8) and *Robison* (DDG 12) were also built in Bay City, Mich., and commissioned in Charlestown.

Hoel and her three sister ships all sailed to Boston via the St. Lawrence Seaway. *Hoel* is the eighth guided missile destroyer to join the Fleet in Boston. Besides the four Bay City-built DDGs, there are *uss Charles F. Adams* (DDG 2), *John King* (DDG 3), *Sampson* (DDG 10) and *Sellers* (DDG 11). These four ships were built at Bath, Maine.

The guided missile destroyer *Hoel*, with a crew of 20 officers and 320 enlisted men, is equipped with *Tartar* and carries *Asroc* (a rocket-propelled antisubmarine rocket weapon), in addition to antisubmarine torpedoes and two 5-inch/54 rapid fire guns. She is powered by two steam turbines which can develop 70,000 horsepower to push the ship to speeds in excess of 30 knots.

The 437-foot *Hoel* is the second ship to be named in honor of Acting Volunteer Lieutenant Commander William R. Hoel, usn, who distin-

guished himself in gunboat action during the Civil War. (Mrs. Harry H. Long, granddaughter of Lieutenant Commander Hoel, was sponsor for *Hoel*.)

The first ship named *Hoel* was DD 533, which was commissioned in July 1943. The ship saw extensive action in the Pacific before being sunk on 25 Oct 1944 with a loss of 268 men.

Commander Allen W. Slifer, usn, is commanding officer of the new 4500-ton ship. He entered the Navy as an enlisted man 22 years ago. He has since served in both cruisers and destroyers. His most recent duty was as Operations Officer aboard *uss Oklahoma City* (CLG 5) in the Pacific.

Captain Slifer will soon be returning to the Pacific. *Hoel* is scheduled to become part of Destroyer Squadron 1, homeported in San Diego, Calif.

CruDesLant Reorganizes

The Atlantic Fleet's Cruiser-Destroyer Force has been the subject of a reorganization study for some time. The resultant plan for force reorganization was approved by the Chief of Naval Operations and became effective this summer.

The basic organization under the new plan established six cruiser-destroyer flotillas, each of which contains approximately three squadrons of destroyer type ships.

Four of these flotillas will contain cruisers in addition to the destroyer squadrons. The remaining two flotillas will contain destroyer and escort squadrons only.

No changes of home ports are contemplated for either destroyer types or cruisers as a result of this new organization, and current destroyer divisions and squadrons are retaining their present organizational compositions.

The flagship of Commander Cruiser Destroyer Force, Atlantic Fleet, is the destroyer tender *uss Yosemite* (AD 19) based at Newport, R. I.

These, briefly, are the significant aspects of the organizational change:

- Commander Destroyer Flotilla Two (COMDESFLOT TWO) became Commander Cruiser-Destroyer Flotilla Two (COMCRUDESFLOT TWO) and flies his flag in the frigate *uss Mitscher* (DL 2) at Newport, R. I.
- Commander Destroyer Flotilla

Hood Is Good In Refuel Duel

Champlain has a new champ for approach and rig time while refueling at sea. Recently, *uss John Hood* (DD 655) moved in from 300 yards astern of *uss Lake Champlain* (CVS 39), rigged for refueling, and started to receive fuel in five minutes and 25 seconds.

For destroyers refueling from *uss Lake Champlain*, this was a new approach-to-pumping (a combination of approach time and rig time) time. *Hood* had trimmed 30 seconds off a previous record that had been set by *uss Barry* (DD 933) a year before. Nearly 300 attempts had been made to best *Barry's* record before *Hood* finally pulled it off.

After the record-breaking approach and rig time, the Task Group Commander sent the following message to *Hood*: "The spirit and morale of you and your crew were admired by all of us. It is a pleasure to have you in the task group."

More than half of *Hood's* crew are New York City Naval Reservists who were recalled to active duty last October. The ship was returned to inactive duty this month.

Four (COMDESFLOT FOUR) became Commander, Cruiser-Destroyer Flotilla Four (COMCRUDESFLOT FOUR). His flagship is the frigate *Norfolk* (DL 1) at Norfolk, Va.

• Commander Destroyer Flotilla Six (COMDESFLOT SIX) became Commander Cruiser-Destroyer Flotilla Six (COMCRUDESFLOT SIX) whose flagship is *uss MacDonough* (DLG 8) at Charleston, S. C.

• Commander Cruiser Division Two (COMCRUDIV TWO) became Commander Cruiser-Destroyer Flotilla Eight (COMCRUDESFLOT EIGHT) on board the guided missile cruiser *uss Little Rock* (CLG 4) at Norfolk, Va.

• Commander Cruiser Division Four (COMCRUDIV FOUR) became Commander Cruiser-Destroyer Flotilla Ten (COMCRUDESFLOT TEN) and is in the guided missile cruiser *uss Boston* (CAG 1) at Boston, Mass.

• Commander Cruiser Division Six (COMCRUDIV SIX) became Commander Cruiser-Destroyer Flotilla

Twelve (COMCRUDESFLT TWELVE) with the guided missile cruiser USS *Canberra* (CAG 2) at Norfolk, Va., as flagship.

Destroyer Kayoes Flattop

Don't let anyone tell you that destroyer men aren't tough. They'll tell you themselves that they are—usually at the drop of a hat. And currently listed among the more thoroughly convinced is the crew of the antisubmarine warfare support aircraft carrier USS *Intrepid* (CVS 11).

Intrepid, carrying a crew (including air group) of more than 2000, officer and enlisted, and the destroyer USS *Norris* (DD 859) with a complement about one-tenth as large, were among a group of ships which dropped anchor at Guantanamo Bay, Cuba, for a week-end not so long ago.

On the docket, along with some eagerly awaited liberty aboard the Navy Base after three weeks at sea, was a scheduled Saturday night boxing smoker, matching nine *Norris* mittsters with a like number of *Intrepid* ringmen.

One thousand spectators gathered on *Intrepid's* number one elevator at the appointed time—and more than a few carrier men in attendance wore slightly patronizing expressions. Some two hours later, however, all that had changed—and the dazed *Intrepid* boxers and their equally stunned shipmates were still trying to get the number of that truck.

In rapid succession Fireman Dick Copeland, Fireman Bill Church, and Seaman Bob Lutz bombed their way to TKO victories, and teammates Machinist's Mate Second Class Charles Andrews, Ship's Serviceman Second Class Ervin Adams, Seaman Don Kemper, Gunner's Mate Third Class Winston Hooper and Seaman Denver Criss reeled off unanimous decision wins, as the battling destroyer men won eight of the nine bouts staged.

Shelton Is Seventh Fleet's Best

The Seventh Fleet's USS *Shelton* (DD 790) has steamed off with "Best Destroyer" honors after three months of competition in antisubmarine warfare operations with Carrier Division 15. *Shelton*, skippered by CDR M. J. Schwitters, USN, nosed out seven other CarDiv 15 DDs for the award. Competition was based



CANNED' WALLABY — Mascot of USS *Gurke* (DD 783) gets better acquainted with CO, CDR R. E. Kipe, USN, during stopover in Hawaii.

Gurke's Mascot Is a Wallaby, Baby Kangaroo

Joey Wallaby is a girl and she's aboard USS *Gurke* (DD 783) in the Pacific. She's a great friend of most of the crew. She likes the arrangement and so do her friends.

Just to make it official, Joey has a service jacket, a shot card and a pay record.

As you may have heard, strange things sometimes happen in the Far East. When the ship was in Cairns, Queensland, Australia, Dean H. Beeler, SM1, USN, bought Joey for \$100 and gave her to the crew. CDR Richard E. Kipe, USN, CO of *Gurke*, welcomed her aboard and gave her official status.

Joey goes on liberty with some of her friends whenever the ship hits port. She is not, however, an expensive date. She doesn't enjoy movies or other such entertainment too much, and her favorite dinner is canned dog food.

While underway, Joey has the run of the ship. When the weather permits, she sleeps on deck near the bridge in a well-ventilated private room which was presented to her by the Long Beach Naval Shipyard.

The crew of *Gurke* think Joey is the only Australian miniature kangaroo mascot aboard a U.S. Navy ship.

on the division's hunter-killer operations from January through March 1962.

CarDiv 15 is comprised of Destroyer Divisions 92 and 252, the carrier USS *Bennington* (CVS 20), and Carrier Air Group CVSG-59. Squadrons which operate from *Bennington* as air group units are VS-33 and VS-38, both of which fly the S2F *Tracker*; HS-8, which operates the HSS-1N *Sea Bat* whirlybird; and a detachment of VAW-11 AD5-W *Skyraider* aircraft.

Air units receiving "best" honors in the quarterly competition were:

Best VS flight crew—(VS 38) CDR T. W. Mullen, LT M. P. Moesen, W. C. Joslin, AO2, and H. D. Ellis, AT2.

Best HS aircrew—(HS-8) LT E. R. Palmer, LTJG A. J. Blanchard,

J. E. Stevenson, SOA2, and R. P. Ping, SOA3

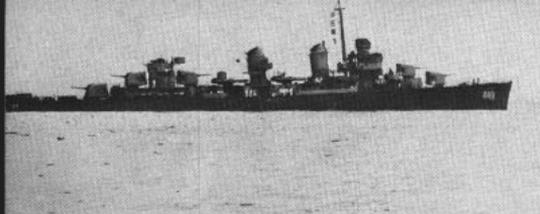
Best VAW-11 aircrew—LTJG R. C. Billingsley, LTJG H. J. Scarborough, and H. L. Potter, AT2.

First DD School Grads

The U. S. Naval Destroyer School at Newport, R. I., graduated its first class of 38 potential department heads last July.

The graduating class, composed of lieutenants and lieutenants junior grade, began its training on 8 January and completed a course designed to provide the Fleet Destroyer Force with officers who are proficient in all phases of shipboard duty.

Classes convene at the school four times a year and will provide about 100 professionally qualified destroyer officers annually.



Navy Honor Roll

PHRASES SUCH AS "Above and beyond the high standards expected of Navymen and Navy ships," "Distinguished by outstanding heroism in action against the enemy," and "Distinguished conspicuously by gallantry and intrepidity at the risk of life above and beyond the call of duty" are sprinkled generously throughout the citations accompanying awards of the Presidential Unit Citation and

the Navy Unit Commendations awarded destroyers and other Navy ships.

What does it take to earn a PUC or NUC? Here are the criteria, as set forth in the *U. S. Navy and Marine Corps Awards Manual* (NavPers 15790).

For the PUC, "The unit must have clearly rendered itself conspicuous by action of a character comparable

to that which would merit the award of a Navy Cross to an individual. The performance of duty in carrying out a mission under the ordinary hazards of war, or participation in extended periods of combat duty, or in a large number of combat missions, does not in itself justify the award, which is designed to recognize specific acts of heroism on the part of the unit acting as a team. An award will not

Presidential Unit Citation

USS Alexander Dallas (DD 199)—At Port Lyautey, French Morocco, 10 Nov 1942.

★**USS Barry (DD 248)**—Serving with Task Group 21.14 in the Atlantic area, 27 Jul to 25 Oct 1943.

USS Bennlon (DD 662)—At Okinawa, 1 Apr to 1 Jun 1945.

USS Bernadou (DD 153)—At Safi, French Morocco, 8 Nov 1942.

★**USS Borle (DD 215)**—Serving with Task Group 21.14 in the Atlantic area, 27 Jul to 25 Oct 1943.

USS Bronstein (DE 189)—In the North Atlantic area, 29 Feb to 17 Mar 1944.

USS Buchanan (DD 484)—In the Pacific, 7 Aug 1942 to 26 Feb 1944.

★**USS Charles Ausburne (DD 570)**—Serving with Destroyer Squadron 23 at the Solomon Islands, 1 Nov 1943 to 23 Feb 1944.

★**USS Chatelain (DE 149)**—Serving with Antisubmarine Task Group 22.3 in French West Africa, 4 Jun 1944.

★**USS Claxton (DD 571)**—Serving with Destroyer Squadron 23 at the Solomon Islands, 1 Nov 1943 to 23 Feb 1944.

USS Cole (DD 155)—At Safi, French Morocco, 8 Nov 1942.

★**USS Converse (DD 509)**—Serving with Destroyer Squadron 23 at the Solomon Islands, 1 Nov 1943 to 23 Feb 1944.

USS Cowell (DD 547)—At Okinawa, 1 Apr to 17 Jun 1945.

★**USS Dennis (DE 405)**—Serving with Task Unit 77.4.3 at Samar, Philippines, 25 Oct 1944.

★**USS Du Pont (DD 152)**—Serving with Task Group 21.13 in the Atlantic area, 14 Nov to 29 Dec 1943.

★**USS Dyson (DD 572)**—Serving with Destroyer Squadron 23 at the Solomon Islands, 1 Nov 1943 to 23 Feb 1944.

USS England (DE 635)—In the Pacific, 19 to 31 May 1944.

USS Evans (DD 552)—At Okinawa, 11 May 1945.

★**USS Flaherty (DE 135)**—Serving with Antisubmarine Task Group 22.3 off French West Africa, 4 Jun 1944.

★**USS Francis M. Robinson (DE 220)**—Serving with Antisubmarine Task Group 22.2 in the Atlantic area, 4 May to 3 Jul 1944.

USS Frost (DE 144)—In the Atlantic ocean area, 24 Mar to 8 May 1945.

★**USS Goff (DD 247)**—Serving with Task Group 21.14 in the Atlantic area, 27 Jul to 25 Oct 1943.

★**USS Haverfield (DE 393)**—Serving with Antisubmarine Task Group 22.2 in the Atlantic area, 4 May to 3 Jul 1944; serving with Task Group 22.3 in the Atlantic area, 1 to 24 Aug 1944; serving with Task Group 22.11 in the Atlantic area, 26 Feb to 25 Mar 1944.

★**USS Heermann (DD 532)**—Serving with Task Unit 77.4.3 at Samar, Philippines, 25 Oct 1944.

★**USS Hoel (DD 533)**—Serving with Task Unit 77.4.3 at Samar, Philippines, 25 Oct 1944.

USS Hugh W. Hadley (DD 774)—At Okinawa, 11 May 1945.

★**USS Janssen (DE 396)**—Serving with Task Group 22.2 in the Atlantic area, 4 May to 3 Jul 1944; serving with Task Group 22.3 in the Atlantic area, 1 to 24 Aug 1944; serving with Task Group 22.11 in the Atlantic area, 26 Feb to 7 Apr 1944.

★**USS Jenks (DE 665)**—Serving with Antisubmarine Task Group 22.3 off French West Africa, 4 Jun 1944.

★**USS John C. Butler (DE 339)**—Serving with Task Unit 77.4.3 at Samar, Philippines, 25 Oct 1944.

USS John D. Ford (DD 228)—In Java Campaign, 23 Jan to 2 Mar 1942.

★**USS Johnston (DD 557)**—Serving with Task Unit 77.4.3 at Samar, Philippines, 25 Oct 1944.

USS Laffey (DD 459)—In the Southwest Pacific, 15 Sep to 13 Nov 1942.

USS Laffey (DD 724)—At Okinawa, 16 Apr 1945.

★**USS Lea (DD 118)**—Serving with Antisubmarine Task Group 21.12 in the Atlantic area, 20 Apr to 21 Jun 1943.

USS Maury (DD 401)—In the Pacific, 1 Feb 1942 to 6 Aug 1943.

USS Nicholas (DD 449)—At Kolombangara Island, New Georgia, and Solomon Islands, 5 to 6 Jul 1943.

USS O'Bannon (DD 450)—In the South Pacific, 7 Oct 1942 to 7 Oct 1943.

★**USS Pillsbury (DE 133)**—Serving with Antisubmarine Task Group 22.3 off French West Africa, 4 Jun 1944.

USS Pope (DD 225)—In the Southwest Pacific area, 23 Jan to 1 Mar 1942 and serving with Antisubmarine Task Group 22.3 off French West Africa, 4 Jun 1944.

USS Radford (DD 446)—At Solomon Islands, 5 to 6 Jul 1943.

★**USS Raymond (DE 341)**—Serving with Task Unit 77.4.3 at Samar, Philippines, 25 Oct 1944.

★**USS Samuel B. Roberts (DE 413)**—Serving with Task Unit 77.4.3 at Samar, Philippines, 25 Oct 1944.

USS Smith (DD 378)—At Santa Cruz Islands, 26 Oct 1942.

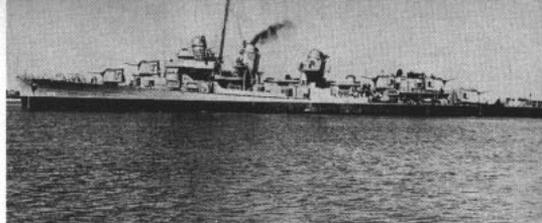
★**USS Spence (DD 512)**—Serving with Destroyer Squadron 23 at the Solomon Islands, 1 Nov 1943 to 23 Feb 1944.

★**USS Stanly (DD 478)**—Serving with Destroyer Squadron 23 at the Solomon Islands, 1 Nov 1943 to 23 Feb 1944.

USS Sterett (DD 407)—At Guadalcanal, Solomon Islands, 12 to 13 Nov 1942.

★**USS Swanning (DE 394)**—Serving with Task Group 22.2 in the Atlantic area, 4 May to 3 Jul 1944; serving with Task Group 22.3 in the Atlantic area, 1 to 24 Aug

of Destroyermen



be made to a large unit for actions of one or more of its component parts, unless such large unit performed as a total team in a manner justifying the award." (A Navy Cross is awarded to any person "who, while serving in any capacity with the naval service of the United States, distinguishes himself by extraordinary heroism in connection with military operations against an armed enemy.")

For the NUC, "The unit must have performed service as a unit of a character comparable to that which would merit the award of a Silver Star Medal or a Legion of Merit to an individual. Normal performance of duty under the ordinary hazards of war, or participation in extended periods of duty or in a large number of combat missions does not in itself justify the award."

Below you will find a list of those destroyers and destroyer escorts that have been awarded a Presidential Unit Citation or Navy Unit Commendation during World War II or the Korean conflict. Those marked with a star (★) were cited as a member of a task group which was awarded a PUC or NUC. Those without a star have been cited individually.

1944; serving with Task Group 22.11 in the Atlantic area, 26 Feb to 19 Apr 1944.

USS Wadsworth (DD 516)—At Okinawa, 17 Apr to 24 Jun 1945.

★*USS Wilhoite (DE 397)*—Serving with Antisubmarine Task Group 22.3 in the Atlantic area, 1 to 24 Aug 1944.

★*USS Willis (DE 395)*—Serving with Antisubmarine Task Group 22.2 in the Atlantic area, 4 May to 3 Jul 1944; serving with Task Group 22.3 in the Atlantic area, 1 to 24 Aug 1944; serving with Task Group 22.11 in the Atlantic area, 26 Feb to 19 Apr 1944.

Navy Unit Commendation

USS Albert W. Grant (DD 649)—At Leyte Gulf, 24 to 27 Oct 1944.

USS Ammen (DD 527)—At Okinawa, 1 Apr to 24 Jun 1945.

USS Anthony (DD 515)—At Okinawa, 1 to 19 Apr and 19 to 24 Jun 1945.

USS Bailey (DD 492)—At Komandorski Islands, Bering Sea, 26 Mar 1943.

USS Barton (DD 722)—At Okinawa, 21 Mar to 30 Jun 1945.

USS Bennett (DD 473)—At Okinawa, 6 to 7 Apr 1945.

USS Bradford (DD 545)—At Okinawa, 14 May to 16 Jun 1945.

USS Brown (DD 546)—At Okinawa, 10 Apr to 16 May 1945 and 16 to 20 Jun 1945.

USS Bryant (DD 665)—In Saipan/Tinian area, 12 Jun to 2 Aug 1944; at Palau, 6 to 29 Sep 1944; at Surigao Strait, 24 to 25 Oct 1944; at Iwo Jima, 14 Feb to 9 Mar 1945; at Okinawa, 21 Mar to 18 Apr 1945.

USS Buckley (DE 51)—In the Mediterranean, 5 to 6 May 1944.

USS Cassin Young (DD 793)—At Okinawa, 25 Mar to 12 Apr 1945; 30 May to 15 Jun 1945; 18 Jul to 8 Aug 1945.

★*USS Collett (DD 730)*—Serving with Task Element 90.62 in the Korean area, 13 to 15 Sep 1950.

★*USS DeHaven (DD 727)*—Serving with Task Element 90.62 in the Korean area, 13 to 15 Sep 1950.

USS Frederick C. Davis (DE 136)—In the Anzio Campaign, 22 Jan to 23 Feb 1944.

USS Gainard (DD 706)—At Okinawa, 20 Apr to 30 Jun 1945.

★*USS Gurke (DD 783)*—Serving with Task Element 90.62 in the Korean area, 13 to 15 Sep 1950.

★*USS Henderson (DD 785)*—Serving with Task Element 90.62 in the Korean area, 13 to 15 Sep 1950.

USS Herbert C. Jones (DE 137)—In the Anzio Campaign, 23 Jan to 16 Feb 1944.

USS Heywood L. Edwards (DD 663)—In Saipan/Tinian

operations, 29 May to 29 Jul 1944; at Palau, 5 to 29 Sep 1944; at Battle for Surigao Strait, 24 to 25 Oct 1944; at Iwo Jima, 10 to 27 Feb 1945; at Okinawa, 21 Mar to 28 Jul 1945.

USS Hickox (DD 673)—In the Pacific, 19 Mar 1945.

USS Hilary P. Jones (DD 427)—At San Remo, Italy, and Port Maurizio, Italy, 17 to 18 Sep 1944.

USS Hudson (DD 475)—In the Okinawa Campaign, 1 Apr to 10 May 1945.

USS Ingraham (DD 694)—In the Okinawa area, 4 May 1945.

USS Irwin (DD 794)—In the Battle off Samar, 24 Oct 1944.

USS John C. Butler (DE 339)—At Okinawa, 20 May 1945.

USS Johnnie Hutchins (DE 360)—In the Pacific, 9 Aug 1945.

USS Lowry (DD 770)—At Okinawa, 30 Apr to 22 Jun 1945.

★*USS Lyman K. Swenson (DD 729)*—Serving with Task Element 90.62 in the Korean area, 13 to 15 Sep 1950.

★*USS Mansfield (DD 728)*—Serving with Task Element 90.62 in the Korean area, 13 to 15 Sep 1950.

USS Miller (DD 535)—In the Pacific, 19 Mar 1945.

USS Morrison (DD 560)—In Okinawa Operation, 4 May 1945 (first award); in the Battle off Samar, 24 Oct 1944 (second award).

USS Newcomb (DD 586)—At Saipan/Tinian, 29 May to 5 Aug 1944; at Palau, 6 Sep to 1 Oct 1944; at Surigao Strait, 24 to 25 Oct 1944; at Iwo Jima, 10 Feb to 10 Mar 1945; at Okinawa, 21 Mar to 7 Apr 1945.

USS Plunkett (DD 431)—At Anzio, Italy, 21 to 25 Jan 1944.

USS Prichett (DD 561)—In Okinawa Campaign, 24 Mar to 7 Apr 1945 and 8 May to 13 Aug 1945.

USS Purdy (DD 734)—In the Okinawa transport area, 12 Apr 1945.

USS Rall (DE 304)—At Okinawa, 12 Apr 1945.

USS Tabberer (DE 418)—In the Western Pacific, 18 Dec 1944.

USS Taylor (DD 468)—In the Solomons Campaign, 15 Mar to 7 Oct 1943.

USS Van Valkenburgh (DD 656)—In the Okinawa Campaign, 1 Apr to 24 Jun 1945.

USS Wickes (DD 578)—At Okinawa, 27 Mar to 15 May 1945.

USS Woolsey (DD 437)—At Licata, Gala, and Salerno, 9 Jul to 25 Aug 1943 and 9 to 13 Sep 1945; in Oran area, 16 Dec 1943; at Anzio, Italy, 21 Jan to 17 Feb 1944; in Southern France, 13 Aug to 23 Sep 1944 and 21 Oct to 28 Nov 1944.

"EXTRAORDINARY HEROISM IN ACTION"

ALL HANDS BOOK SUPPLEMENT

During World War II, no less than 50 destroyers and escort vessels were awarded Presidential Unit Citations for extraordinary heroism in action under almost every imaginable circumstance. Here is a necessarily brief résumé of these actions, highlighted by the deeds of representative ships, which led to the awards.

DALLAS (DD 199), *Cole* (DD 155) and *Bernadou* (DD 153) each received their PUC for participation in the North African campaign when they helped land troops at Port Lyautey and at Safi Harbor in November 1942. In a sense it might be said that they served as one of the earliest amphibious landing forces in World War II. A more complete story of their adventures may be found on page 14.

It frequently happens that PUCs are awarded a ship or group of ships as the result of a brief, intense action. *Barry* (DD 248), *Borie* (DD 215) and *Goff* (DD 247) experienced many intense actions while serving as part of Task Group 21.14 in the Atlantic area but the period for which they were awarded their PUCs extended from 27 Jul to 25 Oct 1943.

Sub hunting was good at that time. There were plenty of them. During the first cruise of the Task Group, with *uss Card* (CVE 11) as plane carrier, planes and DDs succeeded in presumably sinking six subs and damaging two more. Then they fell into a routine. From Norfolk to Bermuda to Casablanca; a few days' liberty while battle damage was repaired and supplies taken on. Then back to the milk run again which would end in Norfolk. When another four-stacker, *DuPont* (DD 152) was added, TG 21.14 was ready to tackle anything.

For *Borie*, however, it was to be her last cruise. Late in the evening of 31 October, the sea grew rough

enough so that, at flank speed of 27 knots, sufficient black water came over the bridge 30 feet from the surface to break four of her portholes. At that time, she established contact with a sub and laid a series of depth charges which brought the sub—*U-405*—to the surface.

HOWEVER, THIS ONE didn't roll over and sink as the others had done. *405* was big and tough and new. As *Borie* opened fire with her 4-inch deck guns, *405* tried to reply, but could not man her big gun because of the huge waves. The aged destroyer and the big sub circled each other in the black, wildly pitching sea. Finally, the CO of *Borie*, LT Charles H. Hutchins, USNR, was able to ram the sub. Her bow damaged by the collision, *Borie* rode up over the enemy's stern.

For a long, long 10 minutes the two vessels were locked together while the enemy came storming from below in a desperate attempt to board *Borie*. Forward, the sub's deck-gunners clung to their mounts and from the bridge, rifle fire swept *Borie's* decks. At such close quarters, the destroyer was unable to bring her guns to bear, so her crew threw everything they could into the fight.

Pistols and rifles contributed to the hectic din. A German gunner attempted to board and was stopped by a hurled sheath knife. Hot-shell men flung their empty shell cases. A *Borie* man, for lack of a better weapon,

opened fire with a Very pistol and the U-boat's bridge was lighted with delicate falling stars. Volleys of fire riddled the submarine's conning tower; a burst from a machinegun brought smoke from the structure and, a moment later, it broke into flames.

The heavy seas which had wedged the two vessels together, chose this moment to wash them apart. The U-boat slipped out from under the bow of the destroyer and drifted away. But nearly 25 years of service and the impact against the hull of the sub were too much for *Borie*. Her forward engine room was taking water rapidly.

EVEN NOW, THE BATTLE was not over. Bear in mind that all this occurred in seas which would cause the best of ships under the best of conditions to proceed warily.

Unable to dive, the sub crawled away on the surface, her skipper doing his best to avoid the crippled *Borie*. Once, tracking with radar, LT Hutchins tried to throw a torpedo attack. Again, in desperation, he tried to close in to ram and missed by inches. *405* tried to retaliate by ramming *Borie* but both were so exhausted this attack failed also. Like two groggy prizefighters, too tired to lift their arms but knowing the slightest push would bring victory, the two mortally wounded combatants threw their final punches at each other—the sub threatening with stern torpedo tubes, the destroyer with her 4-inch guns and shallow-set depth charges.

The end came when *Borie's* gunners finally got on target with their main battery. A salvo hit the sub's diesel equipment, bringing her to a standstill. The submariners fired pyrotechnic stars in signal of surrender and took to rubber boats as the sub went down.

Borie's crew attempted for another day to keep her afloat but finally, afraid that she would capsize, LT Hutchins gave the word to abandon ship.

CARD, BARRY AND GOFF also received PUCs for this period, but *DuPont* had to wait until her next cruise, this time with *USS Bogue* (CVE 9) as a part of Task



FORCING A FIGHT — A well-placed depth charge brought the big and tough *U-405* to the surface.

Group 21.13 serving in the Atlantic area from 14 Nov to 29 Dec 1943 to earn hers.

On 8 December, the task group departed Casablanca to protect convoy UGS 23 until it had cleared the area infested by German submarine wolf packs. It was a good thing that the convoy had company. Four days later, early in the morning, a plane from *Bogue* sighted and bombed a surfaced sub less than 40 miles from the task group. *DuPont* and *George E. Badger* (DD 126) laid a barrage of depth charges and continued to pursue the sub through the day and the following night. Finally, at mid-morning the following day, *U-172* broached and came up fighting. The destroyers opened fire to explode the sub's conning tower in flames and the deck crew jumped overboard as the *U-172* sank and exploded underwater. During the cruise several running battles kept the task force busy day and night. Five successful attacks were made by the hard-hitting destroyers.

NO PUNCHES PULLED — Artist's conception shows *USS Borie* slugging it out with *U-405* in the North Atlantic.



THE NORTH ATLANTIC sub battle also provided the occasion of one of the strangest incidents of the war—the capture of *U-505* by *uss Guadalcanal* (CVE 60) and the rest of Task Group 22.3 on 4 Jun 1944. *Chatelain* (DE 149), *Pillsbury* (DE 133), *Jenks* (DE 665) and *Flaherty* (DE 135) received PUCs for their role.

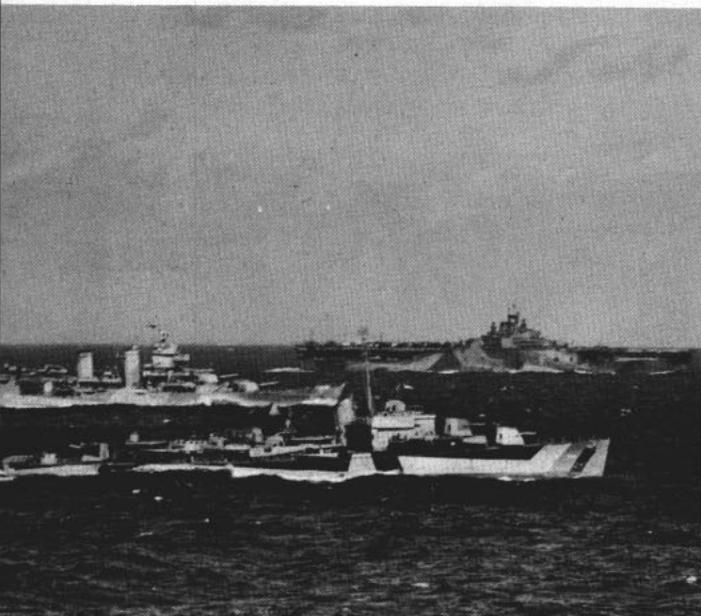
At 1109, *Chatelain* made a sound contact and, through her depth charge attack forced the German submarine *U-505* to the surface just 12½ minutes after her first attack. (The first warning of danger to the sub was when *Chatelain's* depth charge attack came while all hands were sitting down to a peaceful Sunday dinner. The explosions smashed the lights, rolled the U-boat on her beam's ends and dumped everybody into the bilges under a heap of food and broken crockery. One of the submariners lost his head and made for the conning tower, crying that the after torpedo room was blown wide open and the boat was sinking. The CO made the mistake of taking his word for it, blew his tanks, surfaced, and gave the order to scuttle and abandon ship.)

Intent on capturing the submarine intact, all the DEs kept up a hot fire of small caliber weapons and drove the Germans from the decks and into the water so fast that they did not even have time to stop the sub's engines.

With the sub cruising along untended (except for a dead German on deck) at a brisk eight knots, the then Captain Daniel V. Gallery, USN, gave the order "Away all boarding parties," and whaleboats dropped into the water in pursuit of the wildly circling sub. LTJG Albert LeRoy David, USN, of *Pillsbury*, was the first aboard. In attempting to come alongside, rough seas forced *Pillsbury* into the sub, damaging the boat's diving planes and smashing the ship's forward plates so that the forward engine room and sound room were soon flooded.

Meanwhile, *Chatelain* had picked up more than 40 survivors from *U-505* who watched glumly from the forecastle as *Guadalcanal* passed a tow line to their sub

TEAMWORK — Many DDs won citations fighting alongside other ship types. Here destroyer guards carrier.



and commenced the long tow from an area somewhat west of the Azores to Bermuda.

IT'S NICE TO HAVE your friends around you, but sometimes it seems as though you're fighting the battle of the Atlantic singlehanded. *uss Bronstein* (DE 189) was part of a task group, but for a few hours on one cold, stormy night, early in 1944, she felt terribly, terribly alone. During those hours, her crew [all of whom except the commanding officer, then LT (now CAPT) Sheldon Kenney, USN, were Reservists] found and attacked a U-boat that was headed for an attack on two sister DEs. In helping to sink the sub (*U-709*) she undoubtedly saved one or both of the DEs from certain destruction. Later that night, she sank a second sub (*U-603*). At the time, *Bronstein* had been in operation approximately seven weeks, four of which had been devoted to her shakedown cruise. With the exception of the skipper, only one officer, the exec, had ever been to sea before, and about 10 per cent of the enlisted personnel had seen sea duty.

The DEs *Frost* (DE 144), *Francis M. Robinson* (DE 220), *Haverfield* (DE 393), *Janssen* (DE 396), *Jenks* (DE 665), *Swenning* (DE 394), *Wilhoite* (DE 397) and *Willis* (DE 395) also received PUCs for their actions against submarines in the Atlantic during 1944.

The four-stacker *uss Lea* (DD 118), a veteran of World War I, helped to guide convoy after convoy across the Atlantic during the early days of World War II. She had plenty of experience behind her when, during 21-22 May 1943, as a part of *uss Bogue's* (CVE 9) escort group, she took part in the first major engagement of the war between a hunter-killer group and enemy submarines attempting to rendezvous for a mass attack on a convoy. In one 24-hour period six attacks were made on submarines, ending in the sinking of *U-569* and the capture of 24 of her crew.

Lea had quite a career. Near the end of 1943, she was rammed and severely damaged by a convoy ship which went out of control and found herself lying helpless in midocean with fuel oil in her No. 2 engine room up to water level. Surviving a tow to Bermuda, she was repaired after a six months' wait, then finally shifted to the Solomons, where she sweated out the remainder of the war. She was finally decommissioned on 20 Jul 1945.

MEANWHILE, IN THE PACIFIC, DEs and DDs also managed to keep busy and in plenty of trouble. Here, the main task was not escorting convoys and antisubmarine warfare but, as a rule, slugging it out with surface ships, usually more numerous and frequently bigger. During the latter days of the war, kamikaze pilots were the main headaches—and occasions for more PUCs.

In any discussion of World War II Pacific warfare the name of Arleigh Burke and his Little Beavers is bound to arise. In 22 separate engagements from 1 Nov 1943 to 23 Feb 1944, the six destroyers of Destroyer Squadron 23, *uss Charles Ausburne* (DD 570), *Claxton* (DD 571), *Converse* (DD 509), *Dyson* (DD 572), *Spence* (DD 512) and *Stanly* (DD 478) were credited with the destruction of one Japanese cruiser, nine destroyers, one submarine, one auxiliary vessel, one coastal destroyer-minelayer, one large cargo vessel, four barges and approximately 30 aircraft. In 11 bombardments, several shore batteries, supply dumps and bivouac areas



A PROUD SHIP, USS *Chatelain* (DE 149) looks on as boarding party makes ready to tow U-505 to the States.

were set afire and destroyed. Each of the ships was also awarded the PUC.

A brief description of one action, that of Buka Island on 24-25 November will illustrate the type of life these destroyers led. Ordered by VADM William F. Halsey, Jr., USN, to intercept a suspected evacuation of aviation personnel from Bougainville Island, the then Captain Burke led his squadron of six destroyers to a line running from Buka to St. George Channel where at 0141, 25 November, radar surface contacts were made about 22,000 yards to the east. *Ausburne*, *Claxton* and *Dyson*, covered by *Converse* and *Spence*, headed in for a torpedo attack. (*Stanly*, suffering from boiler trouble, was unable to make the run.) The targets were the Japanese destroyers *Onami* and *Makinami* about to be joined by three destroyer-transport which had just taken aboard the Buka personnel.

Maneuvering until about 50 degrees off the enemy's port bow, the three destroyers let go 15 torpedoes, then turned hard right 90 degrees to miss any the enemy might offer. The destroyer *Onami* disintegrated in a ball of fire which rose an estimated 300 feet. The destroyer *Makinami* exploded in flames and separated in two floating sections. Leaving *Converse* and *Spence* to finish off *Makinami*, the other three went on to attack the destroyer transports *Amagiri*, *Yugiri* and *Uzuki*, all of which fled at top speed.

At 0215, acting on a hunch, Burke ordered a sharp change of course to the right to avoid enemy torpedoes. The division steadied on a course of 060 degrees and about a minute later came back to course 015 degrees. At this moment three heavy explosions jarred the ships so heavily that the men of *Charles Ausburne* felt impelled to look at the bow to see whether or not it was still there. Since their ship was all in one piece, they were sure that one of the following ships had been hit. Each of those astern was of the opinion that another ship of the division had suffered a hit. The explosions were the torpedoes from *Yugiri* exploding at the end of their run in the wake of *Charles Ausburne* and her division.

Unable to close within torpedo-launching range, each

of the three U. S. vessels opened fire with their two forward guns. Weaving from side to side in a fishtail maneuver, they avoided the return salvos of the enemy, although some came close enough to splash water on the bridge of one destroyer.

The three enemy destroyers separated on diverging courses and *Charles Ausburne* selected *Yugiri* as her victim. In firing dead ahead, the gun captain's hatch in *Charles Ausburne's* gun one was blown off by number two gun. Thereafter, the crew of number one gun continued to fire to the deafening roar of number two gun, which ruptured several eardrums and caused temporary deafness of the entire guncrew. Smoke and gases were blown down into the mount with every shot of number two gun, but the crew continued to fire at the maximum rate possible until they dropped from exhaustion or powder fumes.

At 0328, *Yugiri* sank from *Charles Ausburne's* gunfire. The other two transports escaped. During the action three Japanese destroyers had been sunk without the loss of a man or damage to any of the Little Beavers.

Five of the six ships survived the war and were placed in reserve or transferred to other, friendly nations. *Spence* was lost during a typhoon in the Philippine Sea in December 1944.

ANOTHER GROUP OF DESTROYERS and escort vessels, USS *Dennis* (DE 405), *Heermann* (DD 532), *Hoel* (DD 533), *John C. Butler* (DE 339), *Johnston* (DD 557), *Raymond* (DE 341) and *Samuel B. Roberts* (DE 413) won their PUCs as part of a task unit which took part in the battle of Samar, Philippines, 25 Oct 1944. The citation tells the story:

Silhouetted against the dawn as the Central Japanese force steamed through San Bernardino Strait toward Leyte Gulf, Task Unit 77.4.3 was suddenly taken under attack by hostile cruisers on its port, destroyers on the starboard and battleships from the rear.

Laying down a heavy smoke screen the task unit waged battle against the superior speed and fire power of the enemy, swiftly launching and rearming aircraft



SETTING SUN—Kamikaze planes, such as this one, figured in many WW II DD actions which led to PUCs.

and violently zigzagging in protection of vessels stricken with armor-piercing shells, anti-personnel projectiles and suicide bombers.

With one carrier of the group sunk, others badly damaged and squadron aircraft coordinating in the attacks by making dry runs over the enemy fleet as the Japanese closed in for the kill, two of the unit's destroyers and one escort vessel charged the battleships point-blank and, expending their last torpedoes in desperate defense of the entire group, went down under the enemy's shells as a climax to two and one-half hours of sustained combat.

During this battle the destroyers *Hoel* and *Johnston*, and the DE *Samuel B. Roberts* were sunk; by the time the engagement had ended, *John C. Butler* had expended all her 5-inch ammunition with the exception of a small quantity of antiaircraft projectiles.

USS BUCHANAN (DD 484) won her PUC for her work in the Guadalcanal landings, and the New Georgia, Treasury-Bougainville, Solomon Islands, and Bismarck operations. She bombarded shore installations, performed rescues at sea (including 350 men from *uss Astoria*, CA 34), engaged in pitched battles with Japanese forces, acted as escort, covered landing operations, fought off enemy torpedo bombers, dive bombers and kamikaze pilots and chased and sank submarines. Although she fought during the entire war, the period for which she earned her PUC ran from 7 Aug 1942 to 26 Feb 1944 (an unusually long period for a PUC).

Similar "routine" chores were performed by almost all the ships of the Third and Fifth Fleets in the Pacific during this period, but a handful of destroyers and

escort vessels have earned special distinctions.

uss Maury (DD 401), for example, is credited with sinking, or helping to sink, three light Japanese cruisers, 10 destroyers, one patrol vessel, and shooting down 10 enemy planes. She earned her PUC for her work during the early (1 Feb 1942 to 6 Aug 1943) operations, and received a total of 15 battle stars. She successfully survived the war.

uss John D. Ford (DD 228) and *Pope* (DD 225) fought together during the early, bitter days of the war, fighting a rear guard action as the Allies fell back toward Australia in early 1942. They were awarded their PUCs for their work in the Java campaign from 23 Jan to 2 March 1942. Both ships later saw action in the Atlantic.

uss Nicholas (DD 449) and *Radford* (DD 446) each earned their PUCs for their part in the rescue of the survivors of *uss Helena* (CL 50), sunk during the battle of Kula Gulf, 5, 6 Jul 1943. *Nicholas* rescued 291 survivors, taking Japanese ships under torpedo and gunfire during the rescue operations. When it came time to retire, one boat crew of *Radford* chose to remain in the vicinity of the sinking, and contributed to the rescue of approximately 85 additional survivors, including the commanding officer of *Helena*.

USS O'BANNON (DD 450) participated in one of the more publicized moments of the early days of the war when, finding a Japanese sub basking on the surface, *O'Bannon* scored hits on its conning tower. A fictionalized account had the destroyer's crew, unable to reach the armory for small arms, throwing potatoes at the Japanese trying to board the DD, and frightening them into thinking the potatoes were grenades. Actually, the sub submerged after its conning tower was damaged, and *O'Bannon* made three depth charge runs to sink it.

Although *O'Bannon* was awarded the PUC (for the period 7 Oct 1942 to 7 Oct 1943), 20 battle stars and other awards, no member of her crew ever qualified for the Purple Heart. She went through the battles of Guadalcanal and Leyte Gulf; helped sink a battleship, sank a cruiser, destroyer and submarine; shot down fighter planes and bombers; supported landings at New Georgia, Guadalcanal, New Guinea, Bataan and Corregidor (and saw Korean War action), without suffering serious damage. (These statistics about her charmed life are claims which still remain to be disproved.)

uss Smith (DD 378) also lived intensively for a few hours on 26 Oct 1942. During the battle of Santa Cruz, although *Smith* was badly crippled by an enemy torpedo plane crash landing on her forecabin, she managed to maintain position in the screen and keep firing all guns still serviceable. As her PUC citation reads in part:

"... *Smith*, with her forward topside abandoned and aflame, gallantly held to her screening position on an aircraft carrier and fought off attacking planes until the fire could be extinguished." Despite this damage, she went on to fight the rest of the war.

USS STERETT (DD 407) WAS ANOTHER DD whose survival would appear to be a miracle if miracles were not so commonplace. Within 34 minutes of the Guadalcanal night battle, 12-13 Nov 1942, *Sterett* had received 11 hits and two near misses. Only her forward guns were still intact, but during the battle she had engaged three enemy vessels; one battleship (the *Hiyei*), one

light cruiser, and one destroyer. Numerous fires were started on the bow of the cruiser, which later exploded. Two positive hits were scored on the BB from a range of 3000 yards; five-inch salvos from very close range caused fires on her superstructure and she was partially abandoned. The destroyer was taken under fire and blown up by two torpedo hits and two 5-inch salvos. More than 20 per cent of *Sterett's* men were casualties, yet she not only survived the battle, but went on to win 12 battle stars in the Asiatic-Pacific area.

Sterett earned her PUC in one night. It took *England* (DE 635) two weeks to earn hers, but in so doing she sank six Japanese submarines. She suffered no injuries during this period (19 to 31 May 1944), but later was severely damaged by a suicide plane.

JUST TO THOROUGHLY CONFUSE the record, there were two USS *Laffey's* during World War II, both destroyers, and both won PUCs. The first, DD 459, won her award for action in the Southwest Pacific area from 15 Sep to 13 Nov 1942. *Laffey* only survived three battles, but she fought them well. As her citation states: Braving hostile fire to rescue survivors from submarine-infested waters, *Laffey*, after fighting effectively in the battle off Cape Esperance, successfully repelled an aerial torpedo attack, and although badly crippled and set afire, inflicted severe damage on Japanese naval units off Savo Island.

Laffey II, more officially known as DD 724, earned her PUC at Okinawa, 16 Apr 1945. The preceding weeks had been busy, but on the 16th *Laffey* lived to full capacity for a few minutes. Attacked by more than 50 Japanese planes, Combat Air Patrol attempted to protect *Laffey* and although many were shot down, at least 22 got through. Of these, nine were downed by *Laffey's* own antiaircraft efforts and several more went down from a combination of antiaircraft and CAP. Eighty minutes after the attack started it was over. And *Laffey* had taken four bomb hits, five kamikaze hits, and was grazed by three more suicide attacks.

Of *Laffey's* men, 32 were killed or missing, and almost 70 more were wounded. Her steering gear was jammed 26° left, allowing her to steam only in circles. Fires and flooding were not yet under control. Her after twin five-inch mount was destroyed, as were seven of her 11 20mm guns and four of her 12 40mm guns. Automatic fire control was gone completely. Yet she lived to survive the trip to the States for repair and was ready to go again when peace was declared. To the best of our knowledge, she is still in commission.

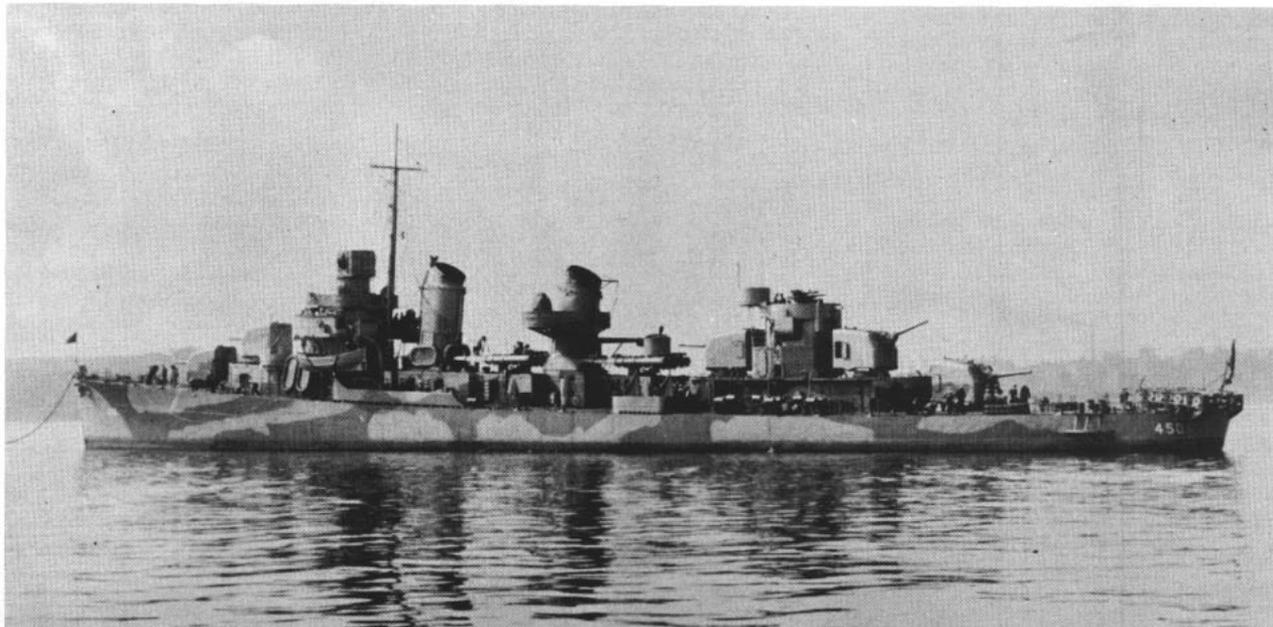
LAFFEY'S EXPERIENCE is almost typical of those ships who went through the Okinawa campaign. Of these, the destroyers *Bennion* (DD 662), *Cowell* (DD 547), *Evans* (DD 552), *Hugh W. Hadley* (DD 774) and *Wadsworth* (DD 516) were selected to receive PUCs.

During the period from 1 Apr to 1 Jun 1945, the action was so intense as to almost defy description. Life aboard these ships can best be conveyed by again quoting from a PUC citation which might be common to all:

"For extraordinary heroism in action on radar picket duty during the Okinawa campaign. A natural and frequent target of the heavy Japanese aerial attack while occupying advanced and isolated stations, USS ——— defeated all efforts of enemy kamikaze and divebombing planes to destroy her. Constantly vigilant and ready for battle day and night, she sent out early air warning, provided fighter direction and, with her own fierce gunfire downed — hostile planes, shared in the destruction of others and routed many more and she rendered valiant service in preventing the Japanese from striking in force the naval forces off the Okinawa beachhead. A valiant fighting ship, ———, her officers and her men withstood the stress and perils of vital radar picket duty, achieving a gallant combat record which attests the teamwork, courage and skill of her entire company and enhances the finest traditions of the United States naval service."

Those final words just about sum up all we have to say about destroyer types and their men.

USS O'BANNON — If a ship could tell sea stories, O'Bannon (DD 450) would have some good ones to listen to.



LETTERS TO THE EDITOR

Destroyer's Main Battery

SIR: I just read your article in the April issue entitled "Destroyer's Best Friend" which was written by an erstwhile shipmate of mine.

Gad, sir! Since when are 5-inch/38 guns the main battery of a destroyer?

What happened to the 21-inch torpedo tubes shown in the fifth picture of the article. No doubt *Tingey's* crew was surprised by the change, too.

Does ALL HANDS Magazine back the statement which was printed in the article that *Tingey's* main battery is its 5-inch/38 guns instead of its torpedoes?—J. J. H., LT, USN.

• *We will pass on to you the results of our research in the Destroyer Branch of the Ships Characteristics Division of the Office of the Chief of Naval Operations, to wit:*

Because of the varied duties of destroyers, the matter of what comprises their main battery is essentially a matter of semantics.

For instance, new construction destroyers don't mount surface action torpedoes. Many World War II destroyers have had their torpedo tubes removed or sealed off.

The question of what comprises the main battery of a destroyer is necessarily nebulous and depends primarily on the mission to which the ship is assigned.

In shore bombardments or anti-air action, the 5-inch/38 guns or missile battery might properly be considered the main battery. On the other hand, in ASW action, the ASW weapons could be considered the main battery.

*ALL HANDS considered the terminology used in the *Tingey* release plus the word from CNO as sufficient justification for using the words "main battery."—Ed.*

Tincan with a Band

SIR: I cannot refrain from pointing with pride at the band we now have aboard *uss Roberts* (DE 749). I have been deeply interested in such projects since I helped to organize a similar band while I was gunnery officer aboard *uss Haynsworth* (DD 700) from 1950 through 1952. ALL HANDS carried a story about it.

I was recalled to active duty in October 1961 to serve as CO of *Roberts*, which had been a Group I Naval Reserve Training ship. One of the recalled Reservists, Benjamin J. Michalski, SN, is a professional musician who was encouraged to organize a band for *Roberts* when the ship reported for active duty

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last year. He brought his own accordion, amplifier, band stands and chairs aboard ship. I was able to get two saxophones and a guitar from the Music Branch in the Bureau of Naval Personnel. A set of drums was purchased by the Welfare and Recreation Fund. Other crew members furnished their own instruments. The band now has the following members:

Accordion—Ben Michalski, SN; alto sax—Sam Smith, SN; tenor sax—Bill Peeling, EN3; baritone sax—Mel Teske, SOG3; clarinet—Mike Tehanski, SOG3; trumpets—Bob Mayo, EN3; Andy Endres, SN, and Bob Bedell, FN; guitar—Israel J. Salazar, RD3; trombone—Bill White, FTG2; and drums—Bob Armstrong, YN3. Clayton (Doc) Bywaters, HM3, serves as vocalist and MC.

This 11-piece orchestra has established quite a name for itself. In Nor-

Anti-Submarine Destroyer

SIR: I share the elation of *uss Sproston's* crew on winning her "Es," "As" and "Cs" (ALL HANDS, February 1962, page 43) but, if her crew hasn't already, I'd like to point out an error in your article. Since 25 Aug 1960, when SecNav Inst. 5030.1B was issued, the DDE has been officially known as an Anti-Submarine Destroyer, and not an Escort Destroyer.

Unfortunately, your staff is not the only one making this mistake. Perhaps you could use ALL HANDS as a vehicle for correcting this mistake, and in so doing, educate a few more of our Navy.—CDR H. Riley, Jr., USN.

• *We're both wrong, Commander. Since you wrote your letter the Navy has reclassified all DDEs as just plain DDs, because both types are able to fight submarines. The change was made in OpNav Notice 5030 of 7 Jun 1962.*

Incidentally, here's another change. A DE, which until recently was called an "escort vessel," is now designated an "escort ship."—Ed.

folk it was invited to play for the DESFLOT Four basketball tournament. It has also played at numerous smokers and happy hours aboard *Roberts*. It gave a concert during a visit to Baltimore, Md., and during a week end in Grand Cayman Island, our orchestra played for several ship's dances.

In Guantanamo Bay, Cuba, a combo from the band did a 15-minute live telecast over WGBY. The band has also played for several dances in Gitmo at the Teen-Age Center, Community Center and the Officers' Club.

It is great to have such an aggregation aboard and we are proud of them. I only hope that we can hold the band together after *Roberts* goes out of active duty.—J. S. Zimmerman, CDR, USN.

• *Just further confirmation of one of the theses advanced in the front of the magazine this month—destroyermen (and destroyers) are versatile. With your pride and enthusiasm as motivation, we're sure that *Roberts' Ramblers* will have a long and happy life—whether on active or inactive duty.—Ed.*

Destroyer School

SIR: Your Letters to the Editor pages seem to provide an ideal resting place for all sorts of Navy records. Although they sometimes appear to be of the "most men reenlisted while the ship passed under the Brooklyn bridge" variety, it is a sound idea to give Navy-men a place to do a little unrestrained bragging about their commands.

First of all, I would like to commend and comment on your excellent article about the Destroyer School which appeared in the May issue. Then I want to advertise a record which *uss Manley* (DD 940) now holds and one which I hope will be broken. *Manley* had one officer in the first class and three in the second class at the Destroyer School for a total of four in the two classes so far convened.

The Destroyer School is, of course, one of the greatest things to happen to the Destroyer Navy since the invention of the Gitmo Circle and, as your article pointed out, we in the Destroyer Navy are eagerly awaiting the finished product.

I might as well be completely candid about the ship's position in sending a student to this school, however. The officer nominated must be one of demonstrated ability and one a commanding officer would be prepared to accept as his own department head (or prospective one) upon completion of the course.

This is fine. However, because of the destroyer fleet-up system, the officer who fits this description is apt to be your own candidate for next engineer or gunnery or operations officer. Therefore, you cannot, as your article states, distribute his duties among other officers.

For example, if you have an engineer with only six months left on his tour, you should have a main propulsion assistant slated to fleet-up to engineer. If you send the MPA to destroyer school, you cannot distribute his duties to another officer (maybe the damage control assistant) who may have less than a year on board. This is a big problem, but one which each ship must solve for herself.—L. I. Smith, Jr., CDR, USN.

• *Since you were able to send three officers from your ship to a single class, it appears that you have this problem well in hand.*

You are correct, however, in pointing to this as a real problem aboard a small ship. With the small officer complement of a destroyer, it is discouraging to lose any man for six months, especially a well-trained officer who is well on his way to becoming a department head.

You mentioned in your letter that you often cannot distribute the duties of this type officer while he attends school. We obtained our information from school officials who told us that a student's duties are distributed among the other officers aboard. Frankly, we don't see how this can be avoided. Perhaps we have overlooked some possibilities.—Ed.

More on DD Command Quals

SIR: Several opinions on the importance of the DD Command Qualification have been expressed by officers of our staff. These opinions have led to some questions you may be able to answer.

(1) How many officers have actually qualified for DD command? Our guess is 200.

(2) What effect does the qualification have on assignment to a sea command?

(3) What effect, if any, does the qualification have on promotion?

(4) Does the Navy foresee a shortage of qualified DD commanding officers for the future?

(5) Is it true that many CDRs get two DD commands on a split-tour basis?

(6) Are officers who receive some experience on board DDs permitted to remain in the force and progress to a command status?

(7) Isn't it BuPers policy to have officers serve in all types and all line departments?—J. J. M., LCDR, USN.

• *Your questions are timely—60th anniversary of destroyers, you know. We*



HIGHLIGHT of fireworks display at the U. S. Naval Base, Yokosuka, Japan, was this creation by a U. S. Seventh Fleet destroyer group.

suspect that some of the destroyermen to whom this issue of ALL HANDS is dedicated may have wondered about these things themselves. Here are the answers:

(1) As of 1 Jan 1962, exactly 2505 officers had qualified for the DD Command Qualification. This number is broken down as follows: ADM, 73; CAPT, 905; CDR, 998; LCDR, 481; and LT, 48. (Incidentally, 400 of these officers qualified by taking the written exam, submitting a paper, and successfully passing the ship-handling practical work required by "BuPers Manual," Article C-7316, and CruDesPac/DesLant Joint Instruction 1210.1A.)

(2) Owing to the limited period of

time in which the DD Command Qualification procedure has been in effect, many officers have not had the opportunity to acquire the qualification. Many of these officers' superior performance of duty will qualify them for command of a destroyer. It would be manifestly unfair to exclude officers from consideration who have, through no fault of their own, been in assignments outside the destroyer force. For the time being, those officers who have qualified may consider the DD Command Qualification as a "plus" factor, to be taken into account when they are eligible for consideration to DD command.

(3) The effect of the qualification

TWO-SOME — It was almost like seeing double when USS Charles F. Adams (DDG 2) and USS Mitscher (DL 2) moored at Charleston, S. C.



upon promotion chances is unpredictable. Performance is the greatest factor in promotion opportunities.

(4) No shortage of qualified DD commanding officers is foreseen. As a matter of fact, BuPers has a long waiting list of aspirants desirous of such an assignment. Nevertheless, there will always be room for topnotch performers to take command of our DDs.

(5) True; some commanders do receive more than one DD command. This is usually the result of a need for DD-trained officers in the new construction program.

(6) To a large extent, officers control their own careers by their performance and preferences for duty. Service needs and availability may lengthen, shorten, or preclude requested tours in specific ships or areas. However, any officer's "career pattern" is the sequence of assignments best calculated to permit him to demonstrate his qualifications as a line officer.

(7) Very few officers follow what is often called a "typical career pattern" because this is an average and it's seldom that two careers compare in duties and performance. Line officers should devote their energies toward qualification for command at sea. Any assignment which advances them toward this goal should be considered in "career interest," and, therefore, is in line with their career pattern.—Ed.

Anybody Remember DD5?

SIR: Many years ago (back in 1915) I served in the Asiatic Station on board the old *Decatur*, a coal-burning, four-stacker destroyer.

The destroyer division of which *Decatur* was a member was comprised of the five oldest DDs in the Navy at the time. I believe the ships were numbered one through five. The division flagboat was *Dale*. The other four were *Barry*, *Bainbridge*, *Chauncey*, and my ship, of course, *Decatur*.

We didn't paint numbers on the bows until April 1917 when we entered World War I. I don't recall which

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS MAGAZINE, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

- *uss Briareus* (AR 12)—A reunion will be held for all who served on board from 1943 to 1947, at the Hotel Madison, Atlantic City, N. J., on 12, 13 and 14 October. For further details, write to D. J. Collins, 332 Kennedy Ave., Hempstead, N. Y.
- *uss North Carolina* (BB 55)—Former crew members who are interested in future reunions are invited to write to Charles M. Paty, Jr., *uss North Carolina* Battleship Association, Wilmington, N. C.
- *uss Westchester County* (LST 1167)—A reunion is being planned for the summer of 1964 in New York City. Former crew members who are interested may write to Richard M. Schultz, 961 East 5th St., Winona, Minn.
- *uss Jerauld* (APA 174)—A reunion is planned for those who served on board during World War II. For more details, write to Frank G. Sienkiewicz, 1270 Decatur St., Brooklyn 7, N. Y.

numbers were assigned to the ships. Do you have that information? Also, could you review the histories of ships named *Decatur*?

In July 1961 I celebrated 50 years in the Navy, including time on the barnacle list.—J. R. Johnson, CWO, USN (Ret.).

• *Congratulations on your first half-century in the Navy. It's always a treat to hear from long-timers who have firsthand information on the old Navy.*

The numbers of the destroyers in your old DesDiv were as follows: Bainbridge (DD 1), Barry (DD 2), Chauncey

(DD 3), Dale (DD 4) and Decatur (DD 5).

Having served on board the old Decatur (second of the Fleet so named) you probably know as much about her as anyone. But, since you asked, here's a review of her history, and the histories of the three other ships named Decatur:

The man after whom the four ships were named—Commodore Stephen Decatur—was born at Sinepuxent, Maryland, in 1779 and, at the age of 19, received a midshipman's warrant. He made his first cruise in the frigate United States. At age 25 Decatur received a captain's commission and was given command of Constitution. From November 1815 until his death in March 1820 the Commodore served on the Board of Navy Commissioners.

The first ship named Decatur was a 566-ton sloop-of-war, built in New York about 1839. She was 117 feet in length, her beam measured 32 feet, and she carried 16 guns. The ship's speed was recorded as 11 knots. She had a complement of 150 men.

Decatur's first cruise was with the Brazil Squadron. She later served with the African Squadron and with the Home Squadron under Commodore Foxhall A. Parker.

In 1852 Decatur was taken out of commission for extensive repairs, then, the following year, was recommissioned and assigned to a special squadron charged with guarding the fishing interests of the U. S. in North Atlantic waters.

In 1854 Decatur joined the Pacific Squadron. She was decommissioned in June 1859. At the Mare Island, Calif., Navy Yard in 1865, Decatur was auctioned off for \$5600 in gold.

The second Decatur—Torpedo Boat Destroyer 5—was the ship in which you served. This Decatur was built in Richmond, Va., and launched on 26 Sep 1900. She measured 250 feet in length and 23½ feet at her extreme breadth. Decatur displaced (normal) 420 tons, had a complement of four officers and 69 enlisted men, and carried two long 18-inch Whitehead torpedo tubes and



WATCH THE BIRDIE — Focus on the fact that nine other shipmates are waiting to snap up ALL HANDS.

two 3-inch and five 6-pounder guns. Her trial speed was recorded as 29 knots. The ship was first commissioned at Norfolk, Va., on 19 May 1902.

Until 1917 Decatur served in the Far East with the Asiatic Fleet. Her most frequent base of operations was Cavite, Philippines.

In October 1917 the destroyer arrived in Gibraltar for duty with the U. S. Patrol Squadrons. Throughout the war she performed patrol and convoy duties in the Atlantic and Mediterranean area. (On 9 Nov 1918 Decatur and HMS Defender were escorting HMS Britannia when the latter was torpedoed by an enemy sub.)

Decatur was taken out of commission at Philadelphia, Pa., on 20 Jun 1919. Her name was stricken from the Navy list in September 1919.

The third Decatur (DD 341), constructed at Mare Island, Calif., was commissioned in August 1922.

From September 1923 to February 1937 Decatur was chiefly engaged in operations along the western seaboard, interspersed by Fleet maneuvers in the Caribbean. She made a cruise to Australia in 1925, visiting Samoa and New Zealand en route. Hawaii was a frequent port of call.

In 1937 Decatur reported for duty with Destroyer Squadron 10 at Norfolk, Va. Until September 1941 she engaged in midshipman and Naval Reserve training cruises off the east coast, and conducted neutrality patrols as a unit of Destroyer Squadron 27.

During the first two years of World War II, Decatur served as an escort ship and performed convoy duties off the eastern coast of the United States.

Beginning in November 1943 she engaged in antisubmarine and convoy work in the Atlantic.

The third Decatur was taken out of commission at Philadelphia in July 1945. She was sold for scrap several months later.

The fourth Decatur (DD 936) is of the more recent Forrest Sherman class. She was constructed at Quincy, Mass., and commissioned at Boston in December 1956. The ship is 418½ feet in length and measures 45 feet at the extreme beam. She carries 22 officers and 289 enlisted men.

Today's Decatur is active in the Atlantic Fleet. She's the flagship of Destroyer Squadron 20, which is based in Newport, R. I.—Ed.

Hashmark for Ship's 'E'

SIR: This is the first letter I have written to an editor and I regret it must be for the purpose of taking ALL HANDS to task.

On page 25 of your March issue, the answer to a letter to the editor headed "Right or Left Hashmarks?" stated the hashmark under a ship's "E" should

slant from upper right to lower left. BuShips Manual Article 19.154-5 was cited as authority.

This manual was superseded in 1959 by the BuShips Technical Manual which indirectly refers to the direction of the slant in article 19-154(5) stating that the hashmark should slant from upper left to lower right as the signalman maintained in the letter you published in March.—O.H.W., LCDR, USN.

• ALL HANDS was correct in essence, but the source should have been given as "BuShips Technical Manual" dated 15 April 1959 as revised 15 July 1961 and subsequent revisions.

The correct slant for the hashmark under a ship's "E" is as we described it in the March issue.

Hashmark painters and others would probably be interested in reading an article on the subject on page 36 of the March 1961 "BuShips Journal."—Ed.

Claims for 2100-Tonners

SIR: At present I serve in Destroyer Squadron 21, which consists of the following Fletcher-class 2100-ton (standard displacement) DDs: Gregory (DD 802), Mullany (DD 528), Uhlmann (DD 687), McDermut (DD 677), Braine (DD 630), Ingersoll (DD 652), Cogswell (DD 651) and Stoddard (DD 566).

I am certain this is the only squadron of 2100-tonners on the West Coast, and am fairly certain there are no such squadrons on the East Coast. If this is true, DESRON 21 is the last all-2100 squadron.

After some research on this subject, I've come up with an indication that DESRON 21 was also the first squadron of 2100-ton DDs—formed during the Solomon Islands campaign of World War II—made up of the then brand-new Fletcher-class DDs.

Can you verify that DESRON 21 was the first—and is now the last—2100-ton DESRON?

Also, can you explain why Gregory, our squadron flagship, has such a high hull number? Many of the 2250-ton destroyers, launched a year after Gregory, carry numbers in the 700s.

I'd like to add that I, and many other destroyermen, believe that pound for pound, and for the job they were built to do, the 2100-ton DDs were the greatest all-around fighting ships the Navy has ever had. I'm not trying to start a controversy, just stating an opinion. Those still in service are doing a fine job on patrols, with antisubmarine warfare, carrier plane guarding, etc.

Speaking of good work, I have often marveled at the job your research staff does in digging up information on ships, past and present.—A.B., YNCS, USN.

• First, thanks for the kind words. ALL HANDS researchers receive plenty of brickbats; an occasional bouquet is a welcome contrast.



TAKING STATION — The destroyer USS Trathen (DD 530) maneuvers into position to be refueled at sea.

Next (we hate to disappoint you, friend), your DESRON 21 is not the last all-2100 squadron. DESRON 28 on the East Coast is comprised of the following Fletcher-class ships (all former ASW destroyers): Waller (DD 466), Conway (DD 507), Cony (DD 508), Bearss (DD 654), Eaton (DD 510), Bache (DD 470), Beale (DD 471) and Murray (DD 576).

Furthermore, we doubt that DESRON 21 was the first squadron of 2100-tonners. DESRON 21 was not activated until 10 Mar 1943, while 24 ships of the Fletcher-class were commissioned in 1942. USS Nicholas (DD 449) was the squadron's first flagship, and eight other Fletcher types, which had appeared in Fleet organization listings as far back as August 1942, rounded out the DESRON.

The comparatively high hull number of your squadron flagship (Gregory, DD 802), is easily explained. When she was under construction, DD hull numbers were assigned to particular building yards without regard to the chronological hull sequence of class.

The Fletchers, which appeared in 1942, were the heavyweights among U.S. DDs until the appearance of the Allen M. Sumner class (standard displacement: 2200 tons). The first of the Sumners was Barton (DD 722), commissioned in 1943. At the time, several other classes, including some 1600-tonners, were under construction at various yards.

Therefore, the Fletcher-class hull numbers are interspersed among segments of numbers running from the 400s to 800s, intervened by hull numbers of ships of the Benson, Gleaves, Sumner and Gearing classes, all of which were under construction or planned for construction by the Navy during the same period.—Ed.

TAFFRAIL TALK

Normally a departing shipmate gets a "well done," a firm hand-shake all around, and half-hearted admonitions to write if he finds time. People come and people go, in the Navy—and mostly, it's probably just as well.

We've been shaken to our very keel, however, by a recent much-more-than-normal loss. Chief Journalist Erwin A. Sharp, USN, writer, bowler, star softball catcher (and team captain), and all-around great guy has departed these shores for a tour of duty with the Naval Security Group, Kamiseya, Japan.

There are thousands of things we could say (most of them good) about Chief Sharp's tremendous work for ALL HANDS and all hands over the past four years, but it would take up a good share of this issue to list them all. We'll sum it up, here, by saying that he's missed—and badly.

Filling Chief Sharp's news desk slot will be a far from easy assignment, but the young man who's reported in to take a crack at it is not the type to scare easily.

Journalist second class Jim Lewis has been a Navyman a bare three years, but he's been around. During a just-concluded two-year stint with the staffs of Commander Seventh Fleet and Commander Cruiser-Destroyer Flotilla Nine, the Wheaton, Mo., native and ex-U. of Arkansas student logged WestPac sea duty time on board the heavy cruisers *uss Los Angeles* (CA 135), and *Saint Paul* (CA 73), the guided missile cruisers *Providence* (CLG 6), *Oklahoma City* (CLG 5), and *Topeka* (CLG 8), and the radar picket destroyer *McKean* (DDR 784.)

★ ★ ★

Effective naval leadership is a great art—and nowhere is it more important than in boot camp, where every day thousands of raw recruits are getting the training, and example, which in so large a measure determine how effective a group of sailors they will be in the future.

Most of this leadership is provided by the Company Commander. One of the top CCs we've heard about recently is Senior Chief Ship's Serviceman Roy Stephens, USN, currently serving his third tour as a "boot pusher" at RTC Great Lakes, Ill.

During his two previous tours—1949-52 and 1954-57—and including his present stint, Senior Chief Stephens has graduated a total of 23 companies. Twenty of them have won highest honors.

It all adds up to a total of more than 3000 Navymen who have received their initial training under the chief—enough to man an aircraft carrier, or 30 submarines. And, as Stephens-trained men, the odds are good that most of them are the type of sailors any submarine skipper or aircraft carrier CO would be more than happy to have in his crew.

ALL HANDS' hat is off to Senior Chief Stephens—and to all of his hard-working fellow company commanders, who are doing such a splendid job.

★ ★ ★

RADM D. F. Smith, Jr., USN, Chief of Information, sent us a memo saying that he liked our July front cover. CHINFO led off, and we've heard from others. The picture was painted by our staff artist, Fontaine Maury Sneed. Glad you liked it.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

ALL HANDS

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The Bureau should be kept informed of changes in the number of copies required.

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• AT RIGHT: A NEW ONE — The guided missile destroyer *Goldsborough* (DDG 20) gets her feel of water following launching ceremonies at Seattle, Wash. The new destroyer, launched in 1961, is slated to join the Fleet in July of 1963.



1902 - 1962



**SIXTY YEARS
of
DESTROYERS**

