

*Welcome
Aboard*

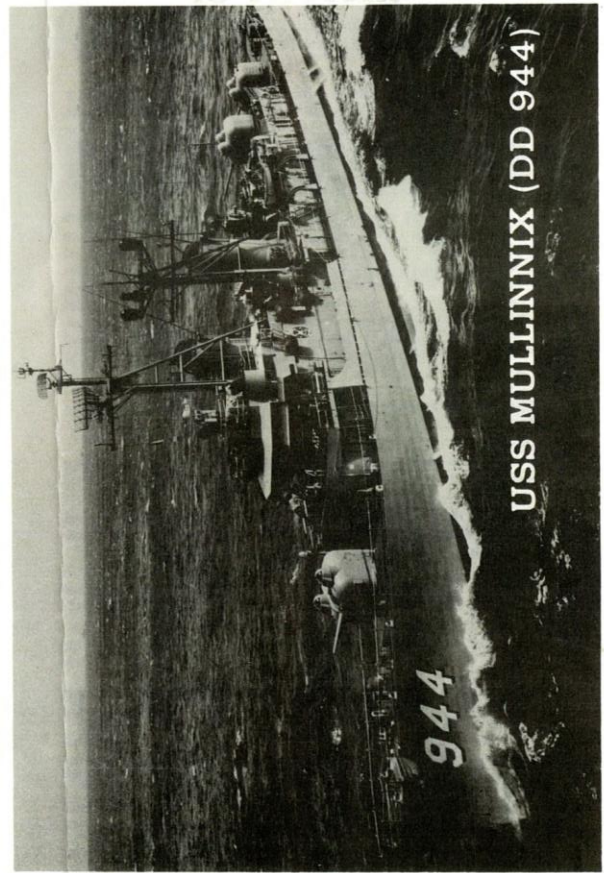


A destroyer is a lovely ship, probably the nicest fighting ship of all.

Battleships are a little like steel cities or great factories of destruction. Aircraft carriers are floating flying fields. Even cruisers are big pieces of machinery, but a destroyer is all boat.

In the beautiful clean lines of her, in her speed and roughness, in her curious gallantry, she is completely a ship, in the old sense.

John Steinbeck



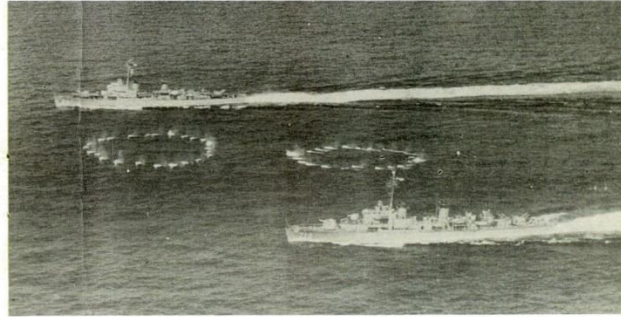
"WELCOME ABOARD"

We are always pleased to have you visit ships of the Cruiser-Destroyer Force, U.S. Atlantic Fleet, and we hope that your visit with a unit of the largest seagoing command in the world will be an interesting and informative one. If you have questions about what you see, by all means ask one of the Navymen nearby and he will do his best to answer your questions.

Statistically speaking, this ship is one of nearly 200 ships in the Atlantic Fleet Cruiser-Destroyer Force. The ships are manned and supported by approximately 52,000 men and, if their families were included, these people could make up a city approximately the size of Jacksonville, Florida.

Ships of the Force are homeported all along the Eastern Seaboard from Maine to Key West, with several ships homeported along the Gulf Coast. They operate in every ocean of the world, as far north as Iceland and as far south as Antarctica.

CRUISER-DESTROYER FORCE,



U.S. ATLANTIC FLEET

THE CRUISER-DESTROYER FORCE MISSION

With seventy percent of the earth's surface covered by water, maintaining control of the seas is of paramount importance. This mission falls largely to ships of the Cruiser-Destroyer Force, and to the officers and enlisted men who man them. Outfitted with the latest weapons and equipments, these ships are ready to repel any threat, be it on, under, or above the seas.

Cruisers and destroyers have many capabilities to help them carry out their vital mission. Among them are convoy and patrol duties, reconnaissance missions, coastal defense, shore bombardment, air defense, and antisubmarine warfare. They are also called on to evacuate personnel from trouble spots and to help in time of national emergency. Ships of the Cruiser-Destroyer Force are also employed in diplomatic roles the world over. When trouble flares, destroyers are invariably the first ships on the scene.

Ships of the Force, and the technically trained cruiser-destroyermen who man them, stand ready at all times to assure freedom of the seas.

Ships of the Force

The Cruiser-Destroyer Force is made up of approximately 200 ships, ranging from the 1,200-ton World War II destroyer escorts to the 10,670-ton heavy cruisers. These ships are divided into four basic types, with many different sizes and specialties within each type.

Destroyer escorts are the smallest ships of the force. Their jobs range from radar picket patrol to convoy escort and Reserve training duties. Escorts have grown through the years, from 1,200 tons in World War II to the latest 3,524-ton *Brooke* class. Some of the later escorts include such features as guided missiles and nuclear power.

The destroyer, which comes in varying sizes, is larger than her little sister, the destroyer escort, and she carries a bigger punch. Ships of four classes of these destroyers -- *Gearing*, *Allen M. Sumner*, *Forrest Sherman*, and *Charles F. Adams* -- comprise fifty percent of the Force. Many of the older destroyers have undergone an extensive modernization under the Fleet Rehabilitation and Modernization Program, designed to lengthen their useful life and add new equipment and weapons.

Job specialties of the destroyer include antisubmarine warfare, shore bombardment, and anti-air warfare, among others. The latest additions to the destroyer family are armed with supersonic surface-to-air guided missiles, antisubmarine rockets, rapid-fire, dual-purpose guns, and homing torpedoes. The newer guided missile destroyers of the *Belknap* class displace nearly 8,000 tons, more than three times the size of World War II destroyers.

The big puncher of the fleet is the cruiser. With her multiplicity of weapons, she has replaced the battleship as the fleet's heavyweight in firepower. Typical of these ships is the heavy cruiser *Boston*. Armed with two twin Terrier missile launchers, as well as two triple turrets of six-inch guns and twin five-inch 38-caliber guns, she displaces 10,670 tons and is longer than two football fields placed end to end.

Rounding out the force are the destroyer tenders. Their mission is to provide services to destroyers and escorts operating beyond the reach of shipyard facilities. They keep other ships of the force operating by providing supplies and maintenance.



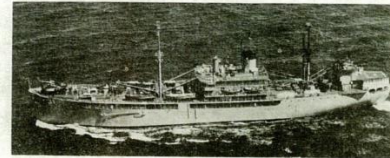
Destroyer Escort



Cruiser



Destroyer



Destroyer Tender

HISTORY OF USS MULLINNIX (DD-944)

One of the most powerful striking weapons of the Fleet, the U.S.S. MULLINNIX is one of the Forrest Sherman Class of Destroyers. Equipped with automatic rapid fire guns, the MULLINNIX has a fire power greater than any of the previous classes of destroyers, and has the latest in fire control devices and submarine direction equipment. This 3,850 ton ship, equipped to provide anti-aircraft and anti-submarine protection to larger ships, is 418 feet long, and has a 45 foot beam.

The MULLINNIX was built by the Bethlehem Steel Company in Quincy, Massachusetts and has incorporated into its design many conveniences that modern technology has devised. She has a speed of well over 30 kts. The increased freeboard and characteristic "High Bow", allow for agility in rough weather operations. The entire ship's structure above the main deck is aluminum to obtain maximum stability while maintaining minimum ship displacement. The MULLINNIX was one of the first United States warships with gun batteries arranged to provide more fire power aft than forward.

The MULLINNIX has the latest in improved habitability features with improved berthing and messing facilities and air conditioning throughout the ship. She is manned by 18 Officers and 250 Enlisted men.

The USS MULLINNIX is the first naval vessel to bear the name of one of America's most gifted "Air Admirals". The vessel is meant to be a lasting tribute to the memory of Rear Admiral Henry Matson Mullinnix, who died in action while serving aboard his flagship, the escort carrier, LISCOMBE BAY.

The keel was laid on 5 April 1956. Approximately one year later, Mrs. Kathryn Mullinnix, widow of Admiral Mullinnix, christened the ship by breaking the traditional bottle of champagne over her bow. Mrs. Mullinnix was also present on March 7, 1958, when MULLINNIX was commissioned a part of United States Navy. Mrs. Mullinnix presented the officers and crew with Admiral Mullinnix's personal flag and sword, as a symbol of Naval tradition and as a standard for the MULLINNIX to achieve and maintain.

While still in her youth, MULLINNIX has lived up to her reputation as a "steaming Can", by steaming over half the globe. She has seen three operations with the sixth Fleet in the Mediterranean Sea, been to South America three times, operated with NATO Forces in the North Atlantic, and has visited Northern Europe.

From 19 March to 26 March 1965 MULLINNIX was involved in the two men Gemini Shot. She was stationed in the primary recovery area and during exercise she was host to press, TV media and NASA representatives.

Following a brief visit to her home port of Norfolk, Virginia the ship was called upon to assist in the Dominican Republic crisis. She remained in the vicinity of Guantanamo Bay, Cuba ready to render possible aid protection of the Naval Base.

On 11 June 1965 MULLINNIX and other units of Task Group ALFA departed for a three month tour of duty with the Sixth Fleet in the Mediterranean Sea. While in the Mediterranean MULLINNIX participated in a major Anti-Air and Anti-Submarine Warfare exercises called Poopdeck VI.

Following visits to numerous Mediterranean ports including Rappallo, Italy, Tarragona, Spain, and Tangier, Morocco. MULLINNIX returned to Norfolk on 2 September 1965.

During October 1965, MULLINNIX, as a Unit of Task Group Alfa, hosted a group of students from the National War College and Armed Forces Staff College. During this three week cruise the Task Group put on a demonstration of its ASW capabilities. In

November, MULLINNIX participated in a three weeks cruise to maintain her ASW readiness and to develop new tactics in this vital field. On this trip MULLINNIX spent Thanksgiving in Bermuda.

From December to late March 1966, MULLINNIX received extensive repairs to her boilers in the Norfolk Naval Shipyard. She then sailed for three weeks training in the Caribbean including Naval gunfire support training at Culebra Island.

On 11 June, MULLINNIX departed Norfolk for duty with the Seventh Fleet. After stops in Guantanamo Bay, Balboa, Manzanillo; Pearl Harbor; Midway Island; Guam; and Subic Bay she arrived off the coast of Vietnam. During her tour with the Seventh Fleet, MULLINNIX was assigned exclusively to Naval Shore Bombardment, firing 13,702 rounds of ammunition in support of the First-Marine Division, the U.S. Army and the Army of the Republic of Vietnam. She departed the Seventh Fleet on 17 November and continued westward around the world. After stops in Penang, Malaysia; Cochin, India; and Athens, Greece; MULLINNIX arrived in Norfolk 17 December having been at sea 132 days since deploying 190 days earlier.

After a welcomed leave and upkeep period she sailed on 10 February for operations with the Fleet Sonar School, Key West Florida returning to Norfolk 27 February.

During March, April, and May 1967, MULLINNIX participated in Spring Board Exercises and also Clovehitch III, the large amphibious operation that took place on the southern coast of Puerto Rico.

MULLINNIX spent the summer months of 1967 under operational control of COMCRUDESANT and during this time remained in Norfolk assigned TAV.

MULLINNIX got underway on 6 August 1967 for one week of type training and also sailed to Newport, Rhode Island where she was host ship to 150 high school science students from all over the United States.

In the late part of August 1967, MULLINNIX in conjunction with NASA Program participated in three days of tests on the newest Apollo Space Capsule. Various tests were conducted in the water to determine the reliability of the new capsule for future manned space projects.

From 11 September to 21 September 1967, MULLINNIX again returned to Newport, this time as host ship for the "Americas Cup" Races.

On 27 September 1967, MULLINNIX sailed with only 48 hours notice on a 2½ month cruise which saw MULLINNIX completely encircle the continent of South America, she was under the operational control of Commander South Atlantic Forces. During the cruise MULLINNIX worked with the navies of several South American countries conducting ASW training exercises. The crew aboard MULLINNIX also did a great deal to enhance good will between the United States and South America through visits to many fine ports. These were: Valparaiso, Chile; Punta Arenas, Chile; Puerto Belgrano, Argentina; Buenos Aires, Argentina; Rio de Janeiro, Brazil; Salvador, Brazil; and La Guaira, Venezuela.

On 7 December 1967, MULLINNIX returned to her home port of Norfolk in time for the holidays and a welcome leave period.

With the exception of a week's operation off Charleston in February, MULLINNIX remained in Norfolk during the months of January and February.

On 4 March 1968, MULLINNIX entered the Norfolk Naval Shipyard for repair and modifications to her engineering plant, communications system, and weapon systems. MULLINNIX remained in the Shipyard until 16 September. The last two weeks of September were spent undergoing sea trials and operational exercises.

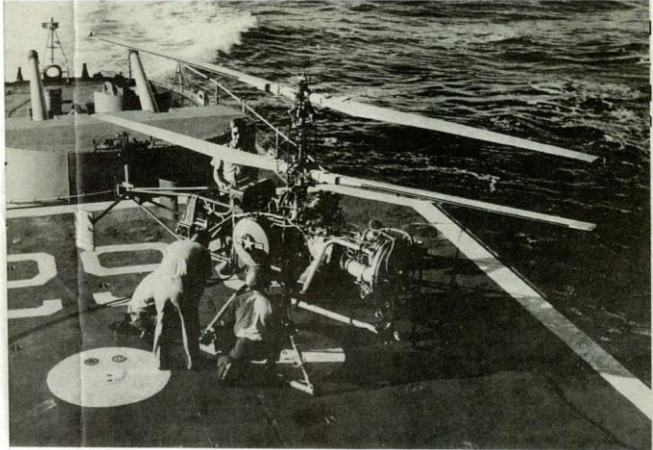
On 4 October, MULLINNIX sailed for the Caribbean area for six weeks of extensive training. During this period, MULLINNIX visited such ports as Montego Bay, Jamaica, Port Au Prince, Haiti, and Charlotte Amalie, St. Thomas Island, Virgin Islands. MULLINNIX returned to Norfolk on 27 November for the holidays and to make preparations for the West Pacific deployment scheduled in January.



CDR DONALD W. KNUTSON, U.S. NAVY

Commander Donald W. KNUTSON was born 22 January 1927 at Dovray, Minnesota, entered the Navy January 1945 and served as an enlisted man until June 1947. He entered the Naval Academy in June 1947, graduating in 1951. He served in USS CAMBRIA (APA-36) from 1951 to 1952 as Signal Officer and in USS LST 603 from 1952 to 1953 as Engineering Officer. Upon completion of Gun Ordnance School in 1953, he reported to the USS SULLIVAN (DD-537) for duty as Gunnery Officer. In April 1955 he reported to the Staff Commander Cruiser Destroyer Force, Atlantic Fleet for duty in the Readiness and Training section. From 1957 to 1959 he attended the U.S. Naval Post Graduate School Monterey, Ordnance Curriculum, receiving a degree in Chemical Engineering. He assumed command of USS UTINA (ATF-163) in July 1959 and reported to the U.S. Naval War College July 1961 as a Student in the Command and Staff course. From July 1962 to September 1964 he served in USS SEMMES (DDG-18) as Executive Officer. In September 1964 he reported to the Bureau of Weapons for duty in the Guided Missile Ordnance section. On 1 May 1966 he became Executive Assistant to the Commander Naval Ordnance Systems Command and served in that billet until reporting for duty as Commanding Officer USS MULLINNIX (DD-944).

Commander KNUTSON is married to the former Sara J. KELLY of Westernport, Maryland and they have four children, Margaret Shaw 12, Susanna Jane 11, Donald Junior 8, and Beth Ellen 6. The family resides at 4312 Hermitage Road, Virginia Beach, Virginia.



Weapons of the Force

The count is minus four and holding . . . the count is resumed at minus four...three...two. . .one. . .Missile Away, Missile Away.....

This would have been strange jargon indeed in 1902 when the first destroyer, *Bainbridge*, a 420-ton, coal-fired ship, was commissioned. But, since then, the destroyer has vastly increased her capabilities, and today missile countdowns aboard ship are common.

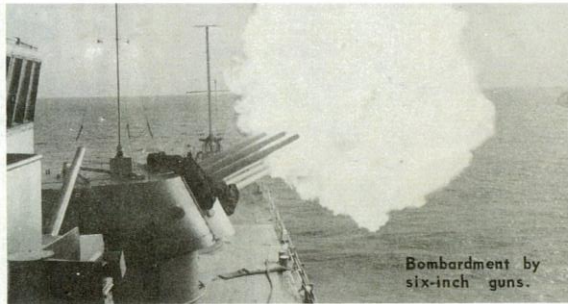
Today, shipboard components include such advances as nuclear power, variable depth sonar, missiles capable of carrying nuclear warheads, and complex electronic equipment.

Foremost of the missiles is Talos, carried aboard cruisers. It is 30 feet long and has a range of more than 65 miles. This missile can carry either a nuclear or conventional payload.

Terrier, like Talos, is capable of surface-to-air or surface-to-surface delivery. It is 27 feet long, has a range of 15 miles and is carried aboard cruisers and destroyers.

Tartar, an anti-aircraft missile, is carried aboard cruisers, destroyers and escorts. This 15-foot missile has a range of ten miles.

The destroyer's role in antisubmarine warfare is similar to



Bombardment by six-inch guns.

her World War II antisubmarine warfare missions, but new weapons and techniques have made the destroyer a more potent and dangerous adversary than ever before.

In World War II, the destroyer had to pass directly over a submarine to drop her depth charges, or "ash cans." Today, antisubmarine torpedoes -- small, high-speed, electric-powered units which seek out their targets acoustically -- are common weapons on destroyers.

Another new weapon is the

Antisubmarine Rocket, a one-thousand pound missile, carrying either a homing torpedo or depth charge. Called ASROC, it gives the destroyer an attack range that can be measured in miles instead of yards. ASROC is launched like a missile and travels to the target area through the air. It then enters the water and seeks out its target.

Hedgehogs are mortar-type projectiles which are fired in groups of 24 or 48. They land in a circular pattern and explode on contact. Their combined

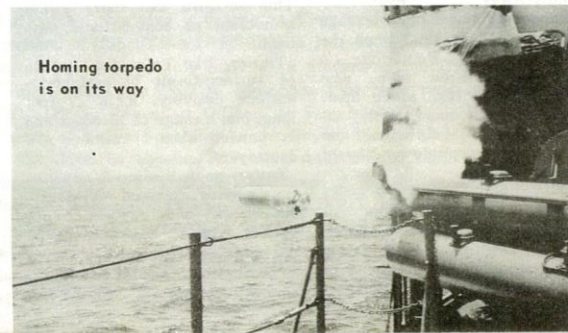
explosions produce a shotgun-like effect on a submarine caught within the circle.

Finally, there is the Drone Antisubmarine Helicopter, called DASH. This is a small, radio-controlled, unmanned helicopter, capable of carrying either homing torpedoes or depth charges to the area of an enemy submarine.

Detection methods have changed, too. Today, sonar is the ears of a ship. Conventional sonar equipment is located on the keel of a ship to transmit a sound and receive its echoes. Variable Depth Sonar, the latest advance, is lowered beneath the "thermal barrier", a barrier created by layers of water of different temperatures. The thermal barrier was a favorite hiding place for submarines, but lowering the VDS device from the stern of a ship has rendered the submarine's best hiding place virtually useless.

Not to be forgotten are the ships' three, five and eight-inch guns. These are radar and computer controlled and can be used against either air or surface targets. They are effective against surface shipping, and can provide gunfire support for amphibious landings, and support search and destroy operations.

Taken together, these weapons enable the men of a ship to wage any kind of warfare, limited or general, in practically any place, against any aggressor.



Homing torpedo is on its way



Tartar missile is Launched

a personal glimpse

hard-working



competitive



well-traveled



homesick



lively



helpful



well-fed



lonely



and, always glad to be home.

