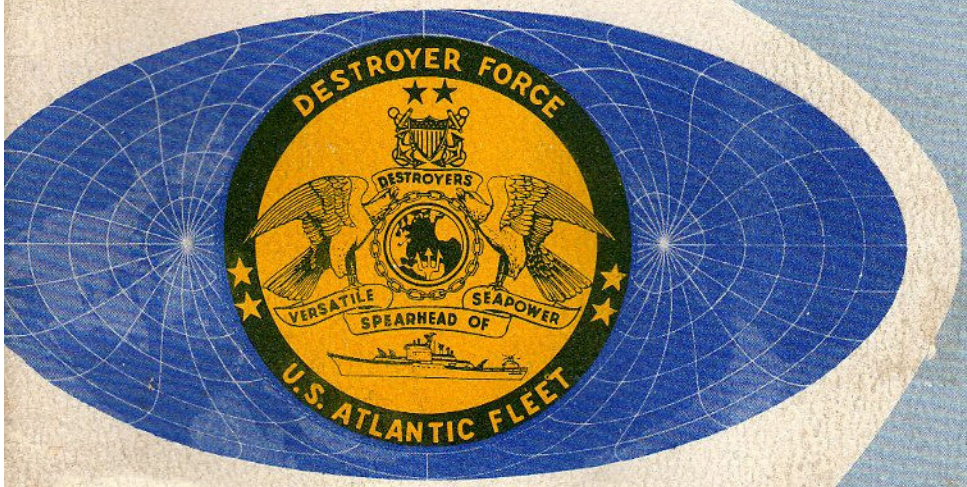
Destroyers ...

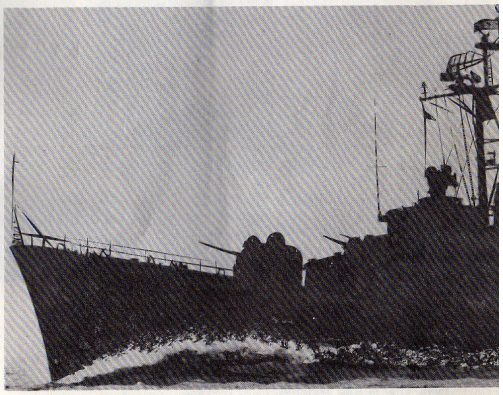


Key Ships of the Fleet

FOURTH EDITION

DESTROYERS...

Key Ships of the Fleet



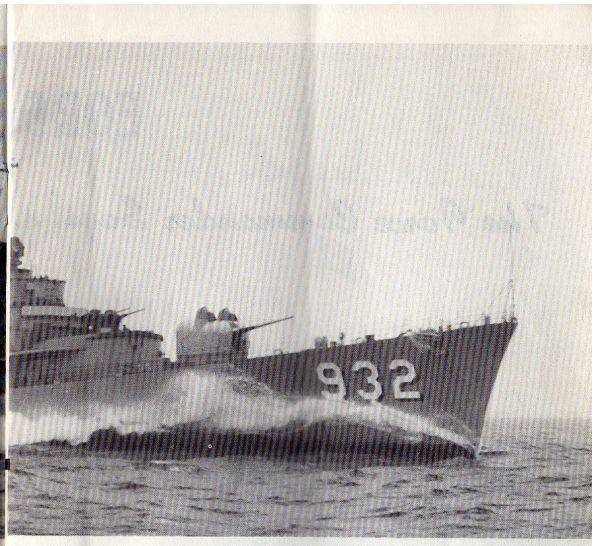
AN INDOCTRINATION PAMPHLET

Prepared For The

DESTROYER FORCE, U.S. ATLANTIC FLEET

By COMMANDER DESTROYER FORCE, U.S. ATLANTIC FLEET

Newport, R.I.



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Published aboard USS CASCADE (AD-16). Copies may be obtained from the Force Information Office, Destroyer Force, Atlantic Fleet, Newport, Rhode Island.

"Give me a fast ship

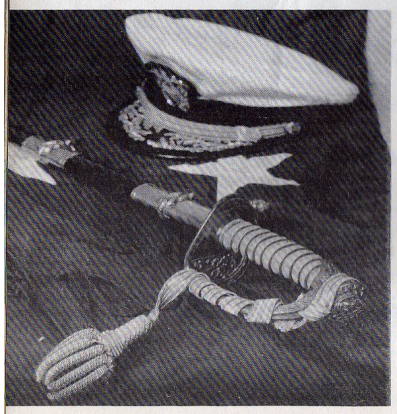
. . . for I intend to

go in harm's way."

-- JOHN PAUL JONES

FORE WORD

The Force Commander Says...



Here are "Destroyers - Key Ships of the Fleet."

This pamphlet is designed to introduce you to the strong ships and sturdy men of the Destroyer Force. Whether you are now in the Force, just now reporting for duty, or making a short visit to Destroyers, I believe that you will find that being shipmates with destroyermen is a rewarding experience.

As a part of our fighting team, our men enjoy a rewarding experience as they devote their efforts and talents to the defense of our great nation while serving aboard the versatile destroyers.

To those new men in the Force and to our distinguished guests, I send my personal "Welcome Aboard." To veteran destroyermen, I send my congratulations and appreciation for doing a splendid job, past as well as present.

E. B. TAYLOR
Rear Admiral, U. S. Navy
Commander Destroyer Force
U. S. Atlantic Fleet

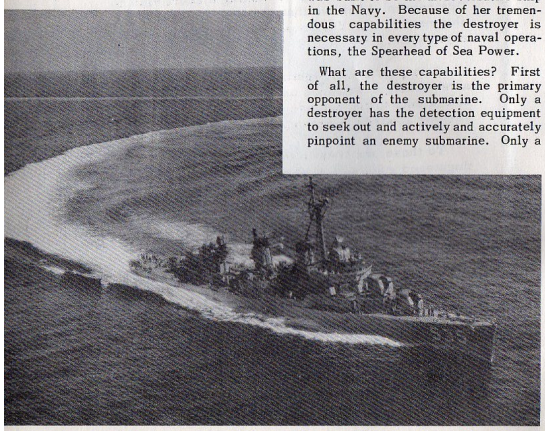
Here Are Destroyers ... Key Ships of the Fleet

Now that you are with destroyers and destroyermen, you are in good company. . . big company. . . fast company, and are part of an organization that is going places. Look at two vital statistics. There are 200 ships and 50,000 men in the Atlantic Fleet Destroyer Force. . . the largest afloat command of naval warships in the world.

Now for the ship itself. The destroyer is a man-of-war in every sense of the word. From her knife-like bow to her trim stern, her lines tell you that she was built for speed. She bristles with guns and other weapons. It is apparent at a glance that this is a ship built for one purpose. . . ATTACK. It is also apparent that armament rather than armor is accented. Her defenses are her fire power, her speed and her maneuverability.

In war and peace, a destroyer does many things, and does them well. She was built to be the most versatile ship in the Navy. Because of her tremendous capabilities the destroyer is necessary in every type of naval operations, the Spearhead of Sea Power.

What are these capabilities? First of all, the destroyer is the primary opponent of the submarine. Only a destroyer has the detection equipment to seek out and actively and accurately pinpoint an enemy submarine. Only a destroyer has the arsenal of weapons such as hedgehogs, depth charges and homing torpedoes to sink the submarine.



Secondly, the destroyer is a prime opponent of attacking enemy aircraft. With accurate, long range radar and excellent plotting capabilities, the destroyer detects approaching aircraft and can vector friendly planes to intercept and destroy them. And if they get in close, destroyer guided missiles or gunfire can actively combat the enemy planes.

Third, the destroyer is a prime opponent of enemy surface raiders. Using high speed torpedoes and rapid, radar-controlled automatic gunfire, the destroyer can battle it out against much bigger and heavier opponents at sea.

Fourth, the destroyer carries her destructive power to the enemy ashore. Steaming close to shorelines, destroyers use their heavy guns to clear enemy beaches for our assault forces making an amphibious landing. Their gunfire support pinpoints enemy strongpoints allowing our forces ashore to move ahead and their bombardment of enemy artillery protects our minesweepers clearing minefields out in channels to enemy harbors.

Those are the wartime capabilities of a destroyer. The capabilities that make this warship the "Key Ship of the Fleet." For every naval operation requires destroyers. . . and destroyers in large quantities.

The fast striking force is screened by destroyers for protection. Destroyers operate far ahead of the attack force as pickets to give early warning of approaching raiders.

Destroyers screen the huge convoys of merchant ships to protect them from submarines, aircraft and surface attack.

Destroyers are necessary to the success of amphibious assault landings and to subsequent battles to secure positions farther inland. And so it goes.

Name a naval operation and you will find that the destroyer is there in numbers, in the forefront.

In peacetime, the mission of the destroyer is to be ready to fight immediately if a war comes along. . . any kind of a war. To be ready to fight, the men who man destroyers must work as a team, keeping their armament and detection equipment and their engineering plants in top notch condition.

Naturally to achieve this, destroyermen must train and keep training constantly. For it is only through repetitive training that they learn to function automatically and work together as a well-oiled machine.

Thus in peacetime, destroyermen and destroyers are constantly on the move . . . from one type of naval operation to another. . . getting the on-the-job practical experience that is necessary to success in war.

In peacetime, this constant training in various oceans and seas of the globe gives destroyermen the earned reputation as the most well-travelled men in service of this country. They visit more U. S. and foreign ports than any other men in the Navy. They work with more different type ships and aircraft than any other segment of the Navy. They are constantly employed in missions designed to further U.S. interests abroad.

This, combined with the absolute necessity for teamwork in destroyers, the necessity for being good seamen, and the way of destroyer-life, sets the destroyermen apart from most other Navy men. For their life is a separate

way of life. . . a life of informal rigid discipline necessitated by living in close quarters. . . a life of depending on each other for survival. . . a life of constant effort toward perfection. . . a life of daily coping with the sea in all her moods.

Destroyermen do not have an easy life. But they would not have it any other way. They have to be rugged. . . to withstand the rigors of the sea and the way she can effect a small ship. They have to be smart. . . to work the thousand and one pieces of complicated machinery and electronic and gunnery equipment. They have to be well-disciplined. . . for each man must learn to act automatically for if he fails to do his assigned task in an emergency, a life may be lost as a result.

Destroyermen do not live amongst luxury-liner living accomodations. Their ship is crammed with guns and arms and all the things that directly effect using them efficiently and successfully in battle. Many of the little niceties of life found in big ships are lacking. They just don't fit in with the versatile role of the destroyer and all the equipment she must have to do all her required tasks.

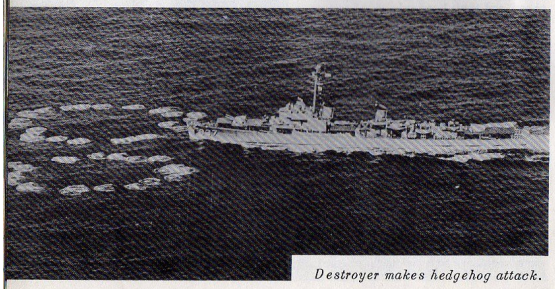
On the other hand, destroyermen find their own advantages. Weekends on the French Riviera, or in Miami, or in Athens or in Rio de Janeiro, or New York are not hard to take. On the other hand, every effort is made to ensure that the men who man the destroyers are afforded ample opportunity to be with their families.

Destroyermen are proud of their ships and their way of life. They know that they have sixty years of destroyer tradition behind them. They know that in the event of war – hot or cold – they will be called into action first.

In World War I, in World War II and in the Korean conflict, destroyers were the first to the scenes of action. In the subsequent cold war period our destroyers have been used all over the world as firefighters in our national attempt to keep the peace. And so it will go.

As Admiral C.W. NIMITZ once wrote, "Of all the tools the Navy will employ to control the seas in any future war, the most useful of the small types of combatant ships – the destroyer – will be sure to be there. Its appearance may be altered and it may even be called by another name, but no type, not even the carrier or the submarine, has such an assured place in future Navies."

Destroyers are truly the "Key Ships of the Fleet."



Destroyer makes hedgehog attack.

NAVY VITAL TO U.S. SECURITY

Since the days when early civilization started to expand around the Mediterranean basin, sea power has determined the rise and fall of nations and empires. Only those nations or allies who controlled the seas have had the power to stop aggression and remain free. This is simply because seven tenths of the globe is covered with water. The movement of any large quantities of men and materials to or from this or any other continent must go by water.

Today the Allied nations have about 2500 merchant ships travelling back and forth across the North Atlantic ocean every hour of every day. From 1950 to 1955 we in the United States alone have had to import by sea, 100 percent of the tin we need and use, 99 percent of the chrome, 100 percent of the manganese. These requirements are increasing.

And as long as we have our soldiers and airmen based overseas, and as long as we have Allies overseas, we will have to keep them supplied in war and peace. This requires a major effort.

We Need the Navy...

For every U. S. combat soldier and airman on foreign soil, we must provide FIVE TONS of shipping to supply him initially, plus ONE TON per MONTH after that.

Also, in the event of war, we are absolutely obligated by treaty to assist 42 different nations. We also have strong moral obligations to go to the aid of another 20 countries with which we have military assistance pacts.

For these reasons alone, we MUST have access to all sea lanes. We and our Allies must have freedom of the seas. To keep this freedom, we must maintain a strong Navy.

But there is another reason for having a strong Navy. In this atomic age, a powerful Navy is one of the principal means of projecting our power overseas against an aggressor. . . to carry the fight to his home soil.

Today the principal threat to world freedom is International Communism.

Since World War II, the Soviet Union has strengthened her Navy to a position second to the United States Navy. In her huge Navy of ships less than ten years old, she has seven more active fleet cruisers than we do. She has about 500 submarines. And the quality, if not quantity, of her other warships is equal to that of this country. These ships were not built for pleasure cruising. They are the big threat to our freedom on the seas. They were built with that in mind.

The rest of the Soviet war machine is equally impressive: 2,500,000 troops plus another million in satellite armies; and 20,000 planes. Add to this her 1650 ships. The Soviet Union has an impressive and threatening communist arsenal.

In the past 40 years, the shadow of the Kremlin's influence has spread over Europe and Asia like a suffocating cloud. For 40 years, the rulers of the Kremlin have had but one goal: Russian-dominated WORLD COMMUNISM. They may send out soft talk when it suits their purposes temporarily. . . or start wars as they feel conditions warrant. . . but always trying to do one thing: spread communism throughout the world.

Since the Soviet Union has built up a powerful military and naval machine, you can bet that she will use it one way or another. We do not know if she will start an all out war. We do not know if she will pass her guns, planes and ships to another nation to use against us. We do not know if she will use her power as a club to scare neutral nations and line them against us.

...and Many Destroyers...

To be prepared for any eventuality, we must have an Army, Navy and Air Force that stress two things: Versatility and Mobility.

The United States Navy has those qualities. The Navy operates in any type of war. The Navy fights in a hot war – limited or unlimited. The Navy is on hand in a "cold war," serving to back up this country's foreign policy. And in peacetime, the presence of a United States naval task force overseas makes any nation think twice before attacking another country.

In an all-out no-bombs-barred war, the U. S. Navy would be our most reliable weapon of retaliation. Fast attack forces at sea, could strike back in a matter of hours if the United States were attacked.

Using either carrier-based long range bombers or long-range seaplanes or seaborne guided missiles, the Navy attack forces could hit back from close to enemy territory. The naval attack forces will be a poor target for enemy bombers or ballistic missiles for they possess one of the prime qualities: MOBILITY. The enemy could never know exactly where they were.

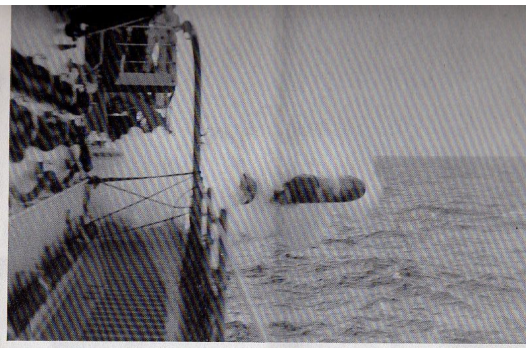
And even though heavy damage was done to fixed military installations or airfields in the United States, the U.S. Navy could continue to fight on. . . to ultimate victory. Convoys would move out. . . amphibious assault landings would be made. . . the attack would be carried to enemy shores.

The need for destroyers in a Navy designed for mobility and versatility is obvious. Small, power-packed, fast, and relatively inexpensive, the destroyer has become increasingly important in a Navy that has become increasingly important to the security of our wonderful country. Their versatility makes them more essential to all naval operations.

Destroyers will in the future become more powerful and more needed. Armed with guided missiles and propelled by nuclear power, the destroyer will have even more endurance and fire-power. These destroyers, widely dispersed around the naval forces they are protecting, will retain their ability to combat, at very long range, enemy raiders who attack from the air, from the surface of the sea, or from undersea.

In the future it will be as in the past and present. When there's trouble in the world, the word will go out: "Send the destroyers."

...In War and Peace...



Torpedo is fired from a Destroyer.

Destroyers at a Mediterranean anchorage surround an aircraft carrier. In the morning the fleet will move out to resume high speed attack carrier operations. This is a final proving ground in the destroyers' training cycle. Destroyers have been welded into a smoothly operating team capable of protecting the carrier from enemy attack.

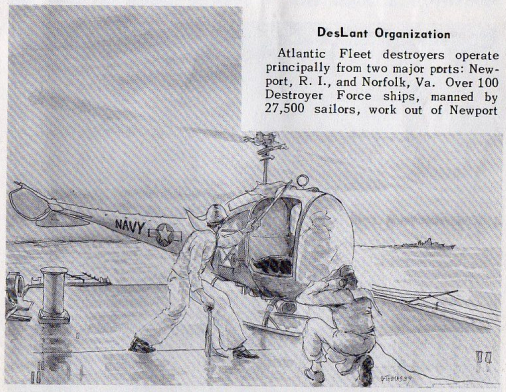
THE DESTROYER STORY

Destroyers are an integral part of every type of naval operations. They spend most of their time at sea and are constantly engaged in training maneuvers.

The training that a destroyer does follows the pattern of what destroyermen are expected to do in war. They must be top-notch anti-submarine warfare (ASW) experts; they must really know how to provide air defense; and they must be qualified in protecting amphibious assault troops by providing bombardment.

The destroyers' operating schedule over a two-year period is designed to give destroyermen every type of training – from basic to complex – from general to specialized. First, basic inter-ship training permits a captain to work his people into teams so that each man knows his job and each team fits into the fighting pattern needed.

Second, advanced inter-ship type training is scheduled to give the destroyer squadrons the opportunity to become a close-knit fighting unit. Then the destroyers, by squadrons, go into task groups, specializing in training intended to make them anti-submarine warfare, air defense and gunfire support experts.



Destroyer Anti-Submarine Helicopter (DASH) . . . latest development in destroyer anti-submarine warfare techniques.

DesLant Organization

Atlantic Fleet destroyers operate principally from two major ports: Newport, R. I., and Norfolk, Va. Over 100 Destroyer Force ships, manned by 27,500 sailors, work out of Newport

on Narragansett Bay in Rhode Island. About eighty operate out of Norfolk. A smaller group of ships is assigned to Key West, Florida, and another smaller group is at New London, Conn. Commander Destroyer Force, U. S. Atlantic Fleet, a Rear Admiral, flies his flag from a ship in Newport, R. I.

Commander Destroyer Flotilla TWO commands about half the Newport ships and is the Anti-Submarine Warfare agent for the Force Commander. He is responsible for all convoy escort training in the Atlantic Fleet.

Commander Destroyer Flotilla SIX is the Air Defense agent in the Force and has administration responsibilities for the other half of the Newport-based destroyers.

Several Destroyer units from Norfolk and Newport will soon be home ported at Charleston and Mayport to provide more effective dispersal for the Atlantic Fleet.

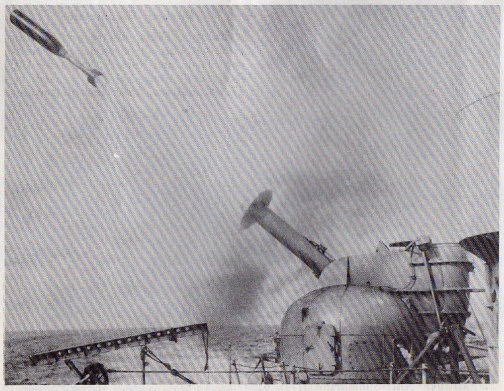
The top destroyer representative in Norfolk is Commander Destroyer Flotilla FOUR. This Rear Admiral is in immediate command of all Norfolk-based destroyers and is the surface warfare specialist in the Force.

Recognizing the great need for advances in the science and art of destroyer warfare, the Chief of Naval Operations established Destroyer Development Group TWO, under command of a captain, at Newport, R. I. The organization works in close harmony with other Navy research and development groups and gives great promise of adding substantially to the technology of destroyer warfare.

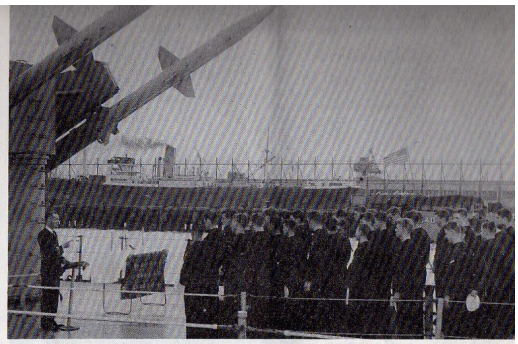
Destroyers are assigned to squadrons composed of two divisions of four ships each. Destroyer escorts are organized into squadrons with no divisional assignments.

Two Year Cycle

To see exactly what a destroyer does, let us follow one through a two



Firing Weapon Alpha. . . anti-submarine depth charge rocket launcher.



"We must recognize above all that the real strength of our nation rests upon moral and spiritual values . . ." Rear Admiral E. B. TAYLOR, COMDESLANT, 19 December 1958.

year period. After a three-month shipyard overhaul the cycle starts.

The first step is basic training, conducted at Guantanamo Bay, Cuba for a five week period. When the destroyer returns she is ready to join the fleet in more advanced training.

Anti–Submarine Warfare

The next task may be assignment to training in ASW, anti-aircraft defense, or both. Let us start with ASW.

With destroyers as the key element and including anti-submarine aircraft carriers, submarines, helicopters, ASW planes and blimps, ASW task groups are formed. They are either A/S carrier groups or Convoy Escort Groups.

Destroyers are assigned to these groups by squadrons and operate continuously for three months with the same aircraft carrier. They take part in ASW exercises of increasing complexity until their capabilities increase to required standards.

These ASW task groups operate out of home port areas for two week periods. War operations are simulated realistically with submarines opposing the task group at every opportunity. After three months, destroyers' anti-submarine teams are at a peak of capabilities.

Air Defense

Ships may next go into air defense training to become experts in early warning procedures, aircraft interception and control, and anti-aircraft gunnery practices used in protecting task groups. Training exercises vary in length and complexity.

Initially, ships' Combat Information Center teams and gunnery control teams practice working as units, before the task group goes to sea and work together actually controlling aircraft and vectoring them to intercept opposing air raids. They also train to serve as pickets to report any opposing aerial raiders trying to sneak in to "attack" the force.

During this sea phase, destroyer gunners' eyes become sharpened to the

point where they can regularly hit towed aerial targets or drones in actual firing.

Overseas Deployment

In two years, every destroyer can expect two three-month periods with naval forces overseas in European or Middle Eastern waters. By the time they start the ten day trip across the Atlantic, they are ready. . . in every sense of the word. They have spent long months of training; they have a full load of ammunition, supplies and spare parts. They are ready for any emergency that might arise.

In the Sixth Fleet in the Mediterranean, the emphasis of training is on air defense, fast carrier task force operations, and ASW. The destroyers will steam under battle conditions at high speeds in company with the aircraft carriers and cruisers.

But destroyermen learn more than tactics. They learn all about the major foreign ports, about foreign navies, and about the people in the countries they visit. In their sight-seeing, shopping and recreation ashore, the destroyerman is an ambassador-at-large for the United States. Over 20,000 destroyermen each year are privileged to visit Europe and get to know Europeans.

The tour of duty with the Sixth Fleet in the Mediterranean can be tense at times. As usual, when there is trouble, destroyers are the first to be called to the scene.

More Training

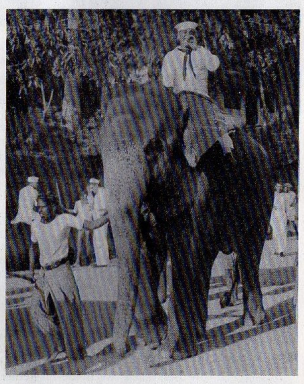
After coming home, the destroyers may provide services for other commands, such as Submarine Force, Naval Air Force, etc., or engage in competitive exercises.

Each ship runs through a prescribed list of actual operations designed to test her crew's skills at such things as gunnery, ASW, damage control, seamanship, etc. Emphasis is placed on basic exercises with the primary weapon systems. The destroyer that has the best competitive record in the squadron is awarded the Battle Efficiency Plaque and named the "E" ship of the squadron.

Newport Operations

Newport, R. I., on Narragansett Bay is strictly a destroyer town of 36,000.

In the winter months some of the destroyers move out of Newport and Norfolk to the Caribbean for training services during Operation "Springboard." A ship spends about three weeks in intense training and manages to visit two or three good weather liberty ports.



In good weather the Bay and closeby operating areas at sea provide an ideal location for training. Ships can go out of the bay in the morning, complete firing or other exercises, and come back in to home port that night.

USS KRETCHMER rides the crest of a wave while on Atlantic picket station.

Berthing for destroyers in Narragansett Bay is at Destroyer Piers One and Two in Coddington Cove. Construction of new recreational facilities adjacent to the piers has been authorized. A vitally-needed breakwater is needed as soon as possible to protect this new destroyer complex from New England's often fierce winter weather. There are also piers at the Net Depot, Melville, and at Goat Island. Destroyers sometimes moor at piers in Providence, R. I., Fall River, Mass., and New Bedford, Mass.

Norfolk Operations

Norfolk is the biggest Navy town in the world. Here the destroyermen realize fully their place in the fleet. They see, operate with and meet ashore sailors from all other types of ships. They get to know of the dependence of these other sailormen on the destroyers.

The schedule for local destroyer training operations in the Norfolk area is to get underway on Monday for training areas and return to the Destroyer-Submarine piers on Thursdays. This permits adequate time in training to complete exercises and also retain a day in port for upkeep and logistics.

Two Year Cycle Ends

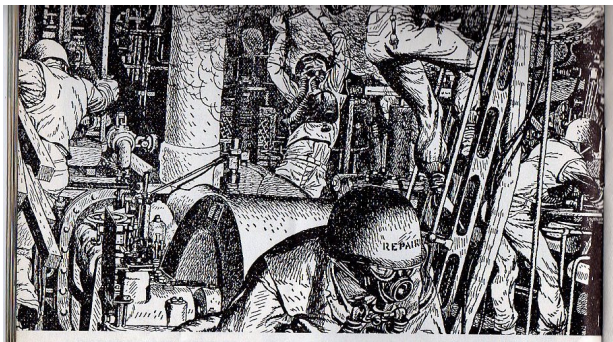
At the end of two years the destroyer goes to a shipyard at Boston or Norfolk for three months, thus completing the cycle.

It is not the same for all ships. For example, the radar picket destroyer escorts have a non-typical operational cycle. Operating out of Newport, they regularly rotate on picket and barrier stations warning against the approach of any unfriendly invaders by air, on the sea, or approaching submerged. They actually operate under wartime conditions.

One thing certain, Destroyers are constantly called on for all types of naval operations. This is true in peace time. It would be doubly true in war. The usual request of operational commanders is "Send More Destroyers."

"SEND MORE DESTROYERS!"

SPEARHEAD OF SEAPOWER



Damage Control Party

MEN WHO MAN DESTROYERS

Destroyers are called upon to undertake more diversified tasks than any other ship in the Fleet – screening, scouting, striking, picket duty, convoy, shore bombardment, rescue and many more. Their capabilities are many – to detect and attack submarines, aircraft, and surface vessels, and to operate as spearhead of a well integrated striking force.

The versatile and deadly ship's weapons and machines cannot do the job alone even though the destroyer has the latest armament and electronic equipment. It takes **men** to bring these "Greyhounds" of the sea alive. It takes highly skilled **men** – with a "can do" spirit. They are the most important ingredient in the Destroyer Force.

A destroyer functions on teamplay from the Captain to the newest seaman. These small fast ships have no place for a non-producer. In peacetime destroyermen are constantly learning what their ship will do and what it is expected to do. And the hours of training and exercises are long and arduous but pay off in battle.

Destroyermen are the craftsmen of sea power. With the intensive training and early assumption of responsibility, destroyers make men. . . trained and disciplined. This duty is the proving ground for junior officers as well as the new enlisted men. Youngsters mature rapidly and become self-reliant and dependable quickly in the destroyer service.

Let us take a closer look at the men who make up the organization of a typical destroyer. This destroyer is manned by 13 officers and about 235 enlisted men including 14 chief petty officers.

The Captain

First there is the Captain. With the rank of Commander, 15 years of service over two wars, his devotion to duty and leadership ability, he is entrusted with the full responsibility for meeting all commitments assigned to his ship by higher authority and for the safety and welfare of his crew. He is in his middle thirties and has gained knowledge of men and ships and the sea. He has the trust and respect of all on board.

The "EXEC"

The Executive Officer, a Lieutenant Commander, is next in command and has about 12 years of commissioned service. He is the ship's administrator and at sea is also the navigator. In battle he supervises the Combat Information Center, complex nerve center of the ship.

OPS Officer

The Operations Officer, a young Lieutenant of five years service, has three officers and 32 men in his department.

The Combat Information Center Officer and the radarmen maintain radar watches and a continuous tactical situation.

The Communicator, with radiomen and signalmen, keeps the vital messages flowing to and from shore stations and ships.

The Electronics Officer is responsible to the Operations Officer for accurate and continuous operation of the highly technical electronics gear and is assisted by the electronics technicians.

The quartermasters, who maintain the ship's log, steer the ship and assist in navigation are in the Operations Department – as are the yeomen and personnelmen in the ship's office.

Chief Engineer

The Engineering Officer is master of some sixty thousand horsepower. He is a young Lieutenant junior grade with two years of service. He has learned the intricacies of his vast power plant and is ready to answer all bells.

His two officer assistants, the Main Propulsion Officer and Damage Control Officer are in charge of machinery and repair respectively. Here within machinery-filled spaces below decks work 80 men – boilermen, machinist mates, machinery repairmen, enginemen, pipe fitters and metalsmiths.

During battle the damage controlmen maintain an alert throughout all the spaces and decks of the ship ready to mend casualties and keep the ship operational. Here the electricians and

Destroyer Combat Information Center.

interior communications men maintain power lines and telephone lines and tend the gyro compass.

Gunnery Department

After the Operations Department finds out where the enemy is and the Engineers get the destroyer there, the Gunnery Department takes over. The final phase – Destruction of the enemy.

The Gunnery Officer is another Lieutenant junior grade. Under his supervision work three officers and 30 men. The Gunnery Officer's domain includes the guns, torpedoes, depth charges, fire control radars and director systems, anti-submarine detection equipment, and the magazines full of shells and powder.

Under the First Lieutenant the destroyers are kept clean and ship-shape. The boats, life rafts, ground tackle and the topside are maintained by the boatswains' mates and seamen. These men operate the guns and weapons in battle.

The gunners mates, sonarmen, fire-control technicians and torpedomen are technicians for the deadly weapons that deliver the punch. Their charges include the guns, the gun directors, underwater battery plot, main battery plot, the torpedo tubes, "fish," and the depth charge racks.

They learn early to become accustomed to the blast of the guns, to be able to load the moving guns hardly aware of their vulnerable topside positions. They keep the ammunition coming in all kinds of sea.

Supply Department

Finally in this fighting team comes the Supply Department headed by one officer – the Supply Officer, an Ensign. He must have a keen mind for organization and foresight. He must order the food, the stores, the repair parts and even the payroll aboard before the ship leaves port. How well he does his job plays a large part in the morale of the crew.

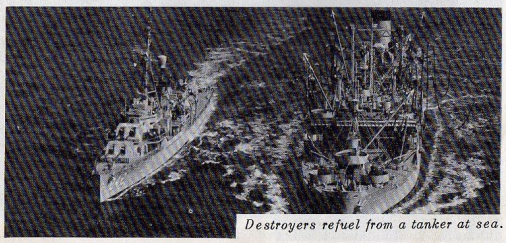
Commissarymen run the galley and store the food in holds in the lower regions of the ship. Ship servicemen operate the laundry, ship's store, barbershop and tailorshop. The stewards work in the wardroom. The hospitalmen run the sick bay.

The store keepers order and keep track of repair parts and stores and the disbursing clerk helps make out the payroll and pay the crew.

Division Officers

Division Officers can help the enlisted man with his personal problems and give counsel when needed. They guide the man into proper rates and teach him paths of advancement.

The Chief Petty Officers, the senior enlisted men, are the division officers' right hand men. These chiefs have many years of sea-going experience.



Destroyers refuel from a tanker at sea.

They are master craftsmen. Most important, they are the real leaders.

They worked hard to gain their position of respect and now pass their knowledge on down, to help the men coming up. Each has his part of the ship, his machinery or equipment and his gang of petty officers and non-rated men. They know how to teach their trade, and what's expected of each man and how to get the most out of him. The chiefs are the backbone of the ship.

Battle Stations

As we look around the ship and see the petty officers performing within their specific rates, we know that when general quarters sounds, each has another job in the fighting team to perform. The yeomen and personnelmen dash from the ship's office to the bridge to be phone talkers. The chief boatswain mate musters a repair party of seamen and firemen and several rated petty officers. Cooks and stewards are found in the ammunition handling rooms. The barber and baker are found in the plotting room.

Every man has his job and he knows it well – to make a perfectly integrated fighting team.

Petty Officers

The destroyer recognizes its petty officers as leaders of whom much is expected and to whom every recognition that destroyer life permits is granted. Whether it's in the chow line, the liberty boat, or waiting at ship's store, the first class PO's precede the second class, who in their turn are followed by the third class and non-rated men.

Responsibility comes early and the typical destroyerman is ready – ready to do his job and anything else asked of him. Many daily evolutions are an all-hands job aboard a destroyer. There just isn't any extra manpower lying around to do these tasks – loading stores, and cleanups – or in battle – damage control and first aid.

Destroyer Team

That's the destroyer team – a tough, hardhitting, unbeatable team. Destroyermen run their ship through her paces; blast the target sleeve with gunfire as the tow plane goes by; maneuver her at top speed for a torpedo attack; bring her alongside a tanker for refueling in foul weather; run through squadron tactics at flank speed; lie close inshore to blast a target out of sight on the reverse slope of a hill with five inch guns.

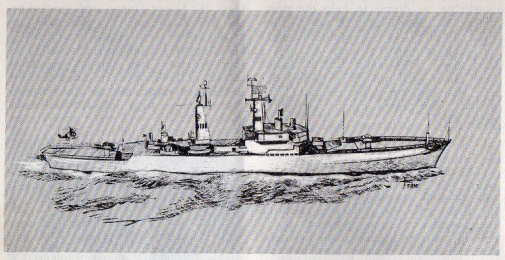
Destroyer engine room

For all of this there is not one man to spare. Everyone must be in the right place, each doing a very necessary part of the overall mission. Any one of the 235 men could ruin a fine performance. They each hold the lives of their shipmates in their hands.

They are Destroyermen, young and old, green and salty. A big-ship man would have trouble filling their shoes. They like to think they would have no trouble filling his. They have learned the lesson of self-reliance, of not being afraid of a little rough living, or any tough assignment.

They are real sailor men, and when things are getting too hard for everyone else, they're just getting right for the Destroyermen.

TYPES OF DESTROYERS

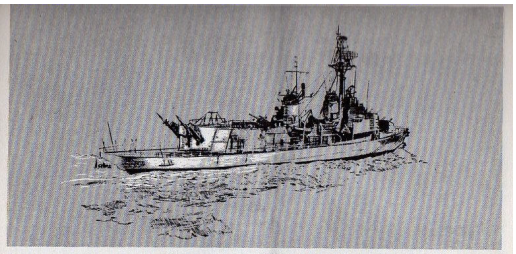


NUCLEAR POWERED GUIDED MISSILE DESTROYER LEADER

The DLGN, an artist's drawing is now under construction and is expected to join the fleet in 1962. Capable of sustained at-sea operations without refueling; equipped with twin Terrier guided-missile mounts and latest detection gear.

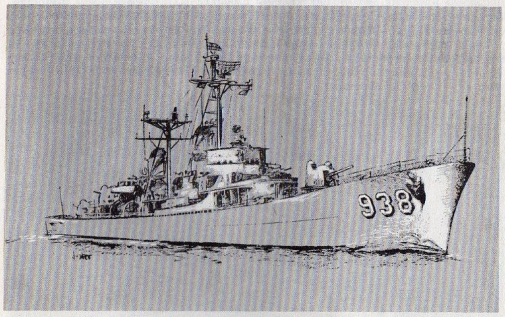
MITSCHER CLASS DESTROYER

Formerly called destroyer leaders, these large sleek ships are the size of World War II light cruisers: 3650 tons. . .439 ft. long. . .extremely fast and maneuverable and seaworthy. USS MITSCHER (DL2) commissioned in 1954 is the first post war destroyer type ship constructed.



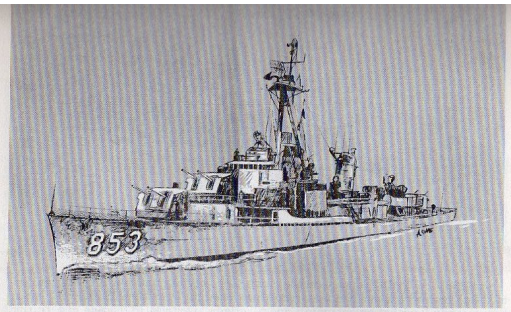
GUIDED MISSILE DESTROYER

USS GYATT (DDG1), a Gearing class ship, became the world's first guided missile destroyer when she was recommissioned in December 1956. She has a twin-missile launcher on her fantail and a horizontal automatic loading and Terrier missile stowage compartment in the after section of her superstructure.



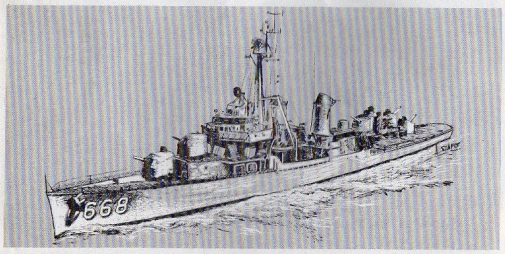
FORREST SHERMAN CLASS GENERAL PURPOSE DESTROYER

Prototype, USS FORREST SHERMAN (DD931) commissioned in 1955. . .first general purpose destroyer built since World War II. . .length 418 ft. . .2650 tons. Speed over 30 knots. Armed with one automatic rapid fire five-inch dual purpose gun mount forward, two aft. Several automatic three-inch anti-aircraft guns. . . anti-surface and anti-submarine torpedoes. . .hedgehogs. . .depth charges. Long range radar and sonar equipment. . .large Combat Information Center. . .and large ASW and Gunnery plot rooms. Improved messing and berthing conditions . . .air conditioned.



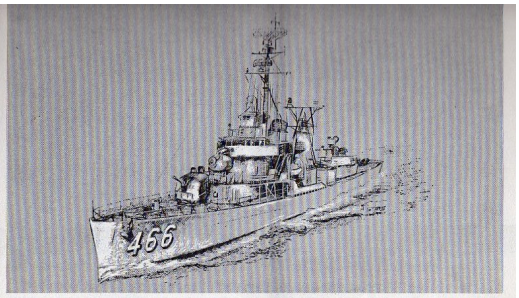
GEARING–SUMNER CLASS GENERAL PURPOSE DESTROYER

Gearing class ships are 390 ft. long. . .2340 tons. . .late World War II vintage. Sumner destroyers 16 ft. shorter. . . both armed with three twin-barreled five-inch dual purpose gun mounts. . . plus several rapid fire three-inch anti-aircraft guns . . . two hedgehogs (anti-submarine rocket launchers). . . anti-surface ship and anti-submarine torpedoes. . .depth charges. Speed, over 30 knots. . . very maneuverable. . . 58 ships of this class in the Atlantic Fleet Destroyer Force. . . more than any other type destroyer.



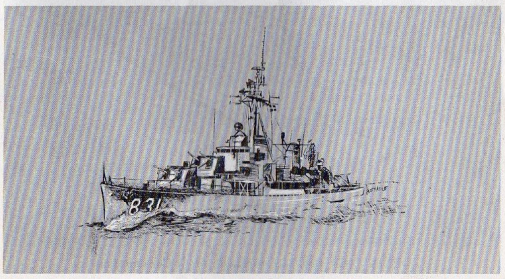
LAVALETTE CLASS GENERAL PURPOSE DESTROYER

In World War II called Fletcher class. . 2100 ton, 376 ft. long. . .34 knot speed . . . extremely maneuverable. . . backbone of Pacific seapower in early World War II years. . . four five-inch dual purpose guns. . . several three-inch rapid fire AA guns. . . hedgehogs, torpedoes and depth charges. . . many recommissioned during Korean War. . .34 now in the Destroyer Force.



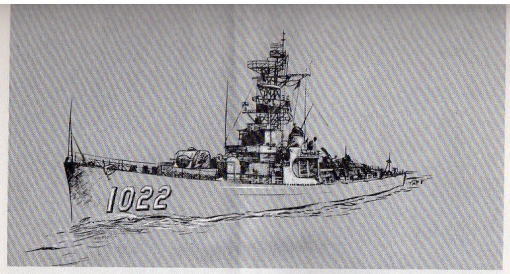
ESCORT DESTROYERS

Two major classes of escort destroyers (DDE's). . . converted Gearing and Lavalette class destroyers. . . in both classes number two five-inch gun mount was removed and replaced by an advanced hedgehog. . . additional and most modern anti-submarine detection and plotting equipment also installed. Lavalette class DDE's have a Weapon A (see frigate class) instead of the number two five-inch mount. . . and also modern ASW equipment. DDE 825 class has main battery of three-inch guns. . . instead of five-inchers.



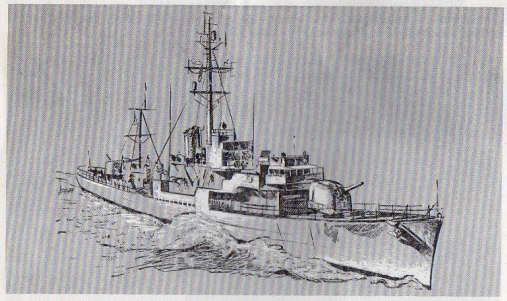
RADAR PICKET DESTROYERS

Converted near the end of World War II, the DDR's were general purpose Gearing class destroyers. They have additional long range air search radars installed . . . larger Combat Information Center. . . additional three-inch anti-aircraft guns in lieu of torpedo tubes. DDR's retain their anti-submarine capabilities.



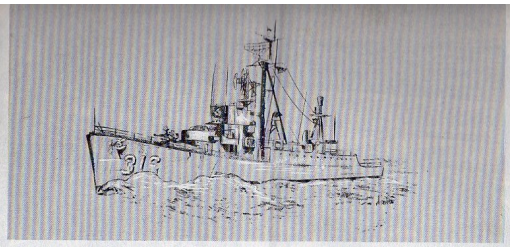
DEALEY CLASS DESTROYER ESCORT

Post-war construction USS DEALEY (DE1006) was commissioned in 1954. . . 314 ft. long. . . 1850 tons. . . propelled by single screw turbine. Armed with two twin mount rapid fire three-inch guns. . . Weapon A. . . ASW torpedoes. . . depth charges. Equipped with most modern anti-submarine detection and plotting gear. Modernized habitability improvements include air conditioning.



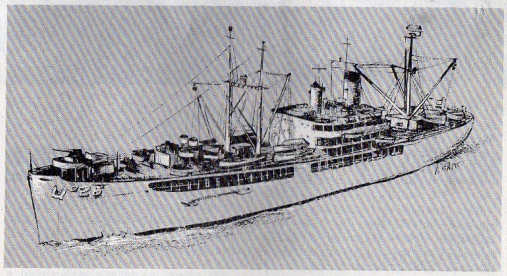
DESTROYER ESCORT – World War II Construction

Hundreds were mass produced in World War II to escort convoys. . . primary mission is anti-submarine warfare. . . displace about 1200 tons, 306 ft. long. Very seaworthy and maneuverable. . . slower than destroyer. . . having long endurance. Armed with five-inch or three-inch guns (two mounts) plus hedgehogs, anti-submarine torpedoes and depth charges. Eight different classes of DE's, differing in armament and power plants. Crew: 150. . . ten officers.



RADAR PICKET DESTROYER ESCORT

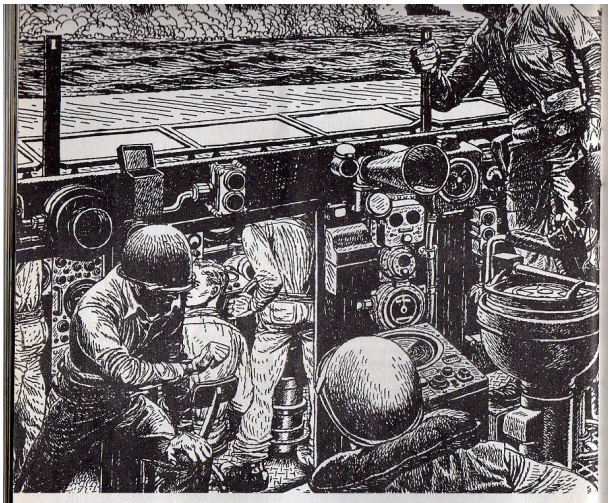
In general these converted World War II diesel and steam driven destroyer escorts have the same mission as a radar picket destroyer. . . to serve as eyes and ears of the fleet. However since 1952 DER's have served on picket and barrier lines far out in the Atlantic in all weather to detect and report approaching aircraft or submarines. Newport-based, the DER's rotate on stations for varying periods at sea. Originally six DER's were in DESLANT. The number in commission has tripled. DER's have built-up sides to cover main deck on both sides amidships . . . a very large Combat Information Center. . . rapid fire three-inch guns. . . newest air search radars. . . as well as anti-submarine detection and kill capabilities.



DESTROYER TENDERS

Destroyer tenders service and repair destroyers. In effect a tender carries two crews, one to operate and maintain the tender and the other to concentrate on repairs to ships requiring a tender's service.

The five classes of tenders are the AD14, 16, 20, 22 and 26. The AD14 and 22 classes were laid down as tenders. The AD16, AD20 and AD26 classes were converted from cargo ship hulls.



HISTORY OF DESTROYERS

Since the end of World War II, increased international tension and agressive moves supported by International Communism has put the United States on alert numerous times. In all these instances it was the versatile destroyers that arrived on the scene first; as part of our overseas striking forces and in a humanitarian role to evacuate American nationals from troubled areas.

These threats to world peace put destroyer anti-submarine forces into extreme vigilence in the mid-Atlantic, and screens of destroyers are swiftly organized into underwater and air detection systems far out at sea.

All these operations represented a Navy, ready now, and moving into action quickly. As in every operation the versatile destroyers were ready and able to perform any task assigned.

In 1864, Rear Admiral David Dixon PORTER sent a 30 ft. steam launch, carrying a spar torpedo in the bow,

against the Confederate iron-clad ram ALBEMARLE. This attack was the forerunner of the destroyer tactics of the twentieth century. Here was the little ship, seeking the large one, attacking and withdrawing in victory.

Torpedo Boats Appear

Steam and torpedo developments progressed during the next 30 years. Boats designed solely for torpedo attack appeared in the Navies of the world. Fast and maneuverable these boats presented a new problem. Although the U. S. built 35 torpedo boats during 1890 and 1898 other Navies had many more.

In 1898 the Spanish-American War started. Although overestimating Spain's Navy, the U. S. Navy realized the threat of a sizeable number of fast enemy torpedo boats. By 1901 a suitable opponent for these raiders was built.

USS BAINBRIDGE (DD1) was launched in 1901. She was a 420 ton ship carrying torpedo tubes, 3" guns, and having a speed of 28 knots. Destroyer construction proceeded with gradually larger types joining the expanding United States Navy of the early 1900's. In those days destroyers were commissioned only on a basis of about two for every battleship.

Even as we entered World War I in 1917 the first of the famous flush deckers, destined to become the backbone of our Destroyer Force of the next 20 years, were just joining the Fleet. The USS MANLEY (DD74), the lead ship of this large class of flush deckers, saw early action in World War I. Most of the ships, however that carried the brunt of the fighting and the convoy protection were of the older and smaller 1000 ton types.

Early Employment of Destroyers

World War I saw the employment of destroyers in large numbers by all the major naval powers. The British Navy, with its Grand Fleet operating in the North Sea, employed destroyers in flotillas operating as screens for the battle line and as attack units. They used destroyers in large numbers employing their major weapon, the torpedo.

The tremendous expansion of the United States Destroyer Force in World War I resulted in a class of 242 ships similar to USS MANLEY authorized by Congress.

These ships were three dimension, versatile destroyers, modern for their day, with a speed of 32 knots plus, tonnages from 1150 to 1215 and an armament of 4" guns, 12 torpedo tubes, and depth charges. They were to remain the backbone of the U.S. Destroyer Force until World War II.

They had anti-submarine detection equipment and mounted a 3" anti-aircraft gun, our first destroyers equipped to fight a three dimension war, on the surface, under the surface and in the air.

Destroyers Versus U-Boats

There were many stirring incidents of U. S. destroyers in action in World War I against German U-boats, and in these ships the Admirals of World War II made their reputations as dashing destroyer skippers in the Atlantic convoys carrying the AEF across to battle to victory. The U-boat threat was broken by the tactics, audacity and skill of destroyermen in the cold foggy waters of the Eastern Atlantic.

Peace and pacifism in the 1920's saw the end of new U. S. destroyer construction. Five squadrons of four-piper destroyers remained in commission. These squadrons, composed of three six-ship divisions plus a tender and squadron leader, were the training ground for the senior destroyermen of World War II. In the early 1930's 30 of these ships were decommissioned.

It was not until 1935, 20 years after the design of the flush decker, that the first of the "gold platers" USS FARRAGUT (DD348) joined the fleet. In the FARRAGUT class the modern dual purpose 5"/38 gun replaced the old 4". New sonar was available, light automatic AA weapons were added, and speed was increased to 36 knots. An orderly destroyer build-

ing program of about eight ships a year was developed and by the outbreak of World War II some eight squadrons of these new ships were available.

Ocean Escorts Needed

As we entered World War II, the need for more and more convoy escorts was increasingly apparent. U. S. naval designers and industry combined to produce the largest group of ocean-going destroyer types ever constructed, the famed destroyer escorts.

For the four years of World War II, U. S. destroyers and destroyer escorts took part in every operation, small and large. In the initial campaign of the war the "gold platers" of the 1500, 1630, and 1850 ton classes were the destroyers involved. The Atlantic convoys and the reconstituted, post-Pearl Harbor Pacific Fleet depended on these ships and the remaining "flush deckers" for their destroyer screens and attack forces.

From 1942 through 1945 some 1000 new U. S. destroyer types steamed millions of miles in carrying out their tasks of striking force operations, shore bombardment, and amphibious support, convoy escort, hunter killer, surface action, and the many other miscellaneous duties that were continually assigned.

Destroyers Win Citations

There is not space to cover the multitude of destroyer operations of World War II, but we may see in the battle ribbons carried on the bridge of our destroyers the story of their participation. In the Destroyer Force, U. S. Atlantic Fleet today, USS LAFFEY (DD724) flies the Presidential Unit Citation for her operations off Okinawa as a unit of the "fleet that came to stay" when she successfully fought off continuing Japanese Kamikaze attacks.

Other PUC winners now in the Destroyer Force include USS HEERMAN (DD532), cited for her action off Samar in which seven U. S. destroyers fought off a heroic daylight encounter with the main Japanese battle fleet and succeeded in defending our "jeep carriers." USS RAYMOND (DE341) was cited for this same action, while USS PILLSBURY (DER133) was honored for anti-submarine operations off French West Africa on June 4, 1944.

Demobilization after World War II reduced the number of active fleet destroyers, as the majority of the World War II built ships were decommissioned. But the peacetime uses of of destroyers were not forgotten as regular deployments to the Mediterranean and Far East began. From 1946 to 1950 one squadron of this Force was deployed to the Mediterranean and the sight of the 2200 tonners in the Mediterranean ports became a familiar one, since it was apparent there was no real peace. The ominous build-up of Soviet military and naval might continued and the large Russian submarine force presented us with a grim threat. And 36 of the diesel destroyer escorts have been converted to radar picket destroyer escorts (DER) with a primary mission of providing offshore

early warning for the air defense of the continent.

Send the Destroyers

In June 1950 the cold war flared into hot war when the communists invaded the Republic of Korea. Again destroyers were needed, and needed in numbers. Atlantic Fleet destroyers deployed to the Western Pacific to supplement Pacific Fleet units and for the next three years destroyer units rotated from the Atlantic to the Far East, and home via Europe. Destroyers and destroyer escorts were recommissioned in large numbers in 1951–1952. By 1953, there were 21 destroyer squadrons and five escort squadrons in the Atlantic Fleet and ten destroyer squadrons and four escort squadrons in the Pacific.

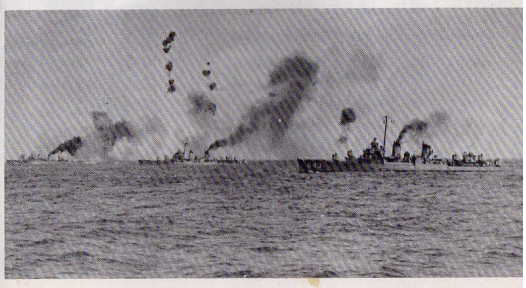
Korean War duty for the destroyers consisted of shore bombardment on both coasts of Korea, support of amphibious landings such as Inchon and screening the fast carrier Task Force 77 in their air operations against the Communist ground forces. Other destroyers patrolled the Formosan Straits.

The threat of the Russian submarine force grows larger each year, and destroyers remain as the principal means of combating that threat. Emphasis on anti-submarine training continues as new ships of the post World War II designed classes join the Destroyer Force.

Destroyers of the Future

By August, 1958, five frigates, eleven of the new 931 class destroyers, and nine of the DEALEY class DE's have reported to the Fleets. All are post World War II designed. Ten more frigates with guided missiles, ten more "931's," eight enlarged 931's with guided missiles, and seven new DE's are under construction. The 1958 shipbuilding program plans for eight guided missile frigates and five guided missile destroyers. All these new ships will have improved sonars and long range anti-submarine weapons.

We still must primarily depend on World War II destroyers, now middle-aged, if war comes tomorrow. The accepted life of a destroyer is 20 years. Born together in World War II, they will soon die together. Admiral Arleigh BURKE, testifying before the House Armed Services Committee in the spring of 1958, warned that over half of the Navy's ships will be obsolete in 1965. If we are to prevent the block obsolesence of 85% of our present destroyers we must embark on a major replacement program at the earliest possible date. Only through such a destroyer building program will we be adequately prepared to meet the threat to continued freedom of the seas.



DESTROYERS OF THE FUTURE

DESTROYERS OF THE FUTURE

will be fast and maneuverable . . .

will be seaworthy at high speeds in high seas

will have great endurance . . .

will be relatively small and thereby disperse the might of the nation . . .

will be, above all, VERSATILE . . .

DESTROYERS OF THE FUTURE *will have*

long range triple purpose guided missiles

long range anti-submarine weapons

long range submarine detection equipment

long range radar and radio equipment

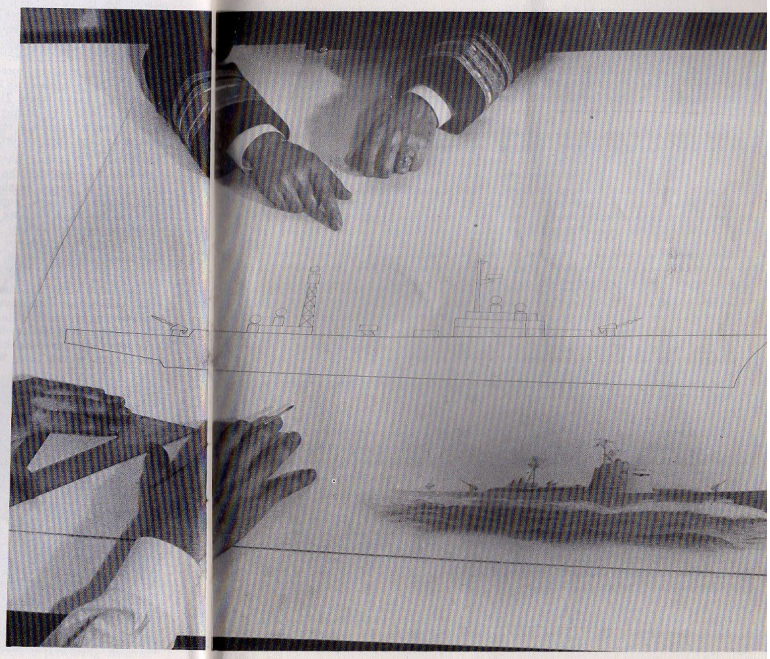
automatic plotting and fire control gear

and NUCLEAR PROPULSION

DESTROYERS OF THE FUTURE *will continue to be the Spearhead of Sea Power . . . relatively small . . . fast . . . versatile . . . powerful . . . easily dispersed . . . ready, willing and able to fight an enemy on the sea . . . beneath the sea . . . above the sea in the air . . .*

KEY SHIPS OF THE FLEET OF THE FUTURE

* * *



About Destroyers . . .

Did You Know...

. . . that about 41 per cent of Atlantic Fleet personnel are assigned to destroyers, and that destroyers comprise 60% of the total combatant ships in the Atlantic Fleet.

. . . that destroyer capabilities to detect and track target submarines have increased 3 times in the past 18 months. This advanced capability is due to technological improvements in underwater accoustic equipment.

. . . that drone helicopters are being developed as part of the anti-submarine warfare weapons systems of destroyers and destroyer escorts.

. . . that destroyers in "no-holds-barred" mock combat tests with nuclear-powered submarines continuously tracked SSNs for hours and successfully delivered destructive attacks.

. . . that contracts have been awarded for the construction of a nuclear-powered guided missile destroyer leader? Nuclear propulsion will give destroyers the "long legged" endurance for which we have waited so long.

. . . that destroyers are the coordinating member of the anti-submarine warfare team? All elements of ASW forces depend on the destroyer for orientation and direction in the conduct of inter-type anti-submarine warfare.

. . . that destroyers are now equipped with two modern acoustics homing torpedoes capable of tracking down and killing submarines.

. . . that destroyers of the Atlantic Fleet carried out approximately 20 percent of the steaming and operating for the **entire Navy.** *Destroyers are continually on the move to answer their call, "Send the Destroyers."*

. . . that for the last 8 years the Soviet Navy has been outbuilding the U. S. Navy in tonnage of destroyers at a ratio of 9 to 1.

. . . that Admiral BURKE recently said that "of all the tonnage moved across the seas to and from the United States last year, both by air and sea, commercial and military, over 99% was carried in ships." Destroyers are the Key Ships in the escort of convoys.

. . . that even a "rich" nation like the United States imports by sea 75% of its aluminum, 80% of its asbestos, 90% of its cobalt, 70% of its antimony, 95% of its chrome, and 95% of its tin. In war destroyers safely escort these imports.

Quotable Destroyer Quotes

"The Russian submarine threat is without parallel in the peacetime history of the world." — Rear Admiral Charles E. WEAKLEY, to Senate Preparedness Sub-Committee, December 1957.

"Of course, you can't measure submarine against submarine. That is not a good measure. What we have to measure is their submarine force against our anti-submarine force and our submarine force against their anti-submarine force." — Admiral Arleigh BURKE, Chief of Naval Operations, before Senate Armed Services Committee, March 1958.

"Over half of the Navy's ships will be practically useless in 1965 under present levels of spending for new construction." — Admiral Arleigh BURKE, Chief of Naval Operations, before Senate Armed Services Committee, March 1958.

"The nuclear frigate would be a full time protector, the kind of ship required for the full nuclear task force." — Vice Admiral Hyman RICKOVER, Atomic Energy Commission, on August 14, 1957.

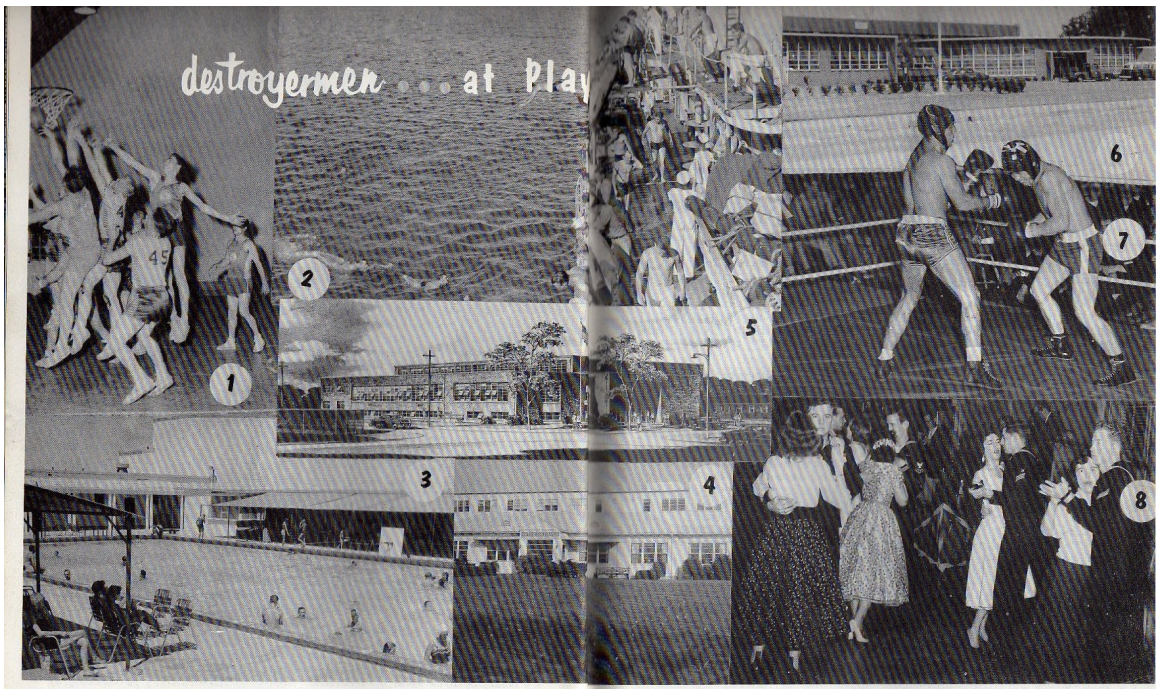
"We have had some at sea experience with our own atomic subs and are cautiously optimistic." — Rear Admiral Edmund B. TAYLOR, COMDESLANT, answer to press query, March 1958.

"Reduce all naval power to a common denominator, look for the typical example of a fighting ship, winnow out the fads, the has-beens and the dreamboats — and what you've got left is a destroyer." — Newport Daily News Editorial, April 4, 1958.

"The air defense of the Sixth Fleet is good, but we need guided missile destroyers there and the sooner the better." — Rear Admiral Edward S. O'DONNELL, in answer to press query, March 1958, Newport, R. I.

"The terrible speed of naval warfare developments compels us to work harder, think more clearly and act more swiftly than ever in naval history." — Rear Admiral John C. DANIEL, former COMDESLANT, to meeting of Top Navy Officials, Newport, R. I., December 1957.

"Although we have great new problems, we are moving forward with great new answers. The future of the destroyer has never been brighter." — Rear Admiral Edmund B. TAYLOR, COMDESLANT, answer to press query, March 1958, Newport, R. I.



Despite the fast pace of changing world conditions and the many demands made upon destroyers in peacetime, a variety of recreational facilities are maintained in homeports to brighten the life of our men in destroyers. (1) The "Gym" is used for athletic events between destroyers; at sea (2) swim call in south Atlantic waters is a favorite, and ashore (3) the enlisted men's swimming pool at Key West is a favorite of both destroyermen and their families. In Newport, destroyer officers use their own club,

"The Datum" (4), located near Destroyer Piers. A new Field House (5) will soon be constructed to add to the growing destroyer complex at Newport. In Norfolk, Navymen spend leisure hours at the McCormick Recreation Center (6). The "Smoker," (7) boxing matches bring out competitive spirit between fighters and their ships. A ship's party and dance (8) climaxes a destroyer's return to its homeport and loved ones.

DESTROYER FORCE GOALS...

1. TO FULFILL OUR MISSION AT ALL TIMES.

Essentially, the mission of the Destroyer Force is to support the National Policy of the United States, and, in peace and war, to help control the seas as an integral part of the Fleets, in order that the military power of the United States may be projected anywhere overseas.

2. TO EXCEL IN ALL TASKS ASSIGNED TO THE DESTROYER FORCE.

In order to fulfill our mission it is essential that we carry out our tasks, in peace and war:

To Provide Anti-Submarine and Air Defense of Navy Attack Forces

To Escort Convoys

To Operate in Hunter-Killer Groups

To Screen and Provide Shore Bombardment for Amphibious Forces

To Fight Surface Actions

To Assist in Air Defense of the United States

To Provide Reliable, Combat-Ready Destroyers to U. S. and NATO Commanders as Directed

To Vigorously Prosecute the Development of Tactics, Doctrine and Operational Procedures of Destroyer Warfare

To Assist in Defining the Requirements for New Destroyers and New Destroyer Weapons and Equipment and in their Operational Development, Test and Evaluation.

To Ensure that Destroyers are at Maximum Peace-Time Readiness for War-Time Operations and that War Plans Can Be Immediately Executed, If Necessary

To Cooperate Fully with other Type U. S. Navy Ships in Providing Support in Mutual Operations, either War-Time or training

3. TO HAVE THE BEST FIGHTING SPIRIT OF ANY OUTFIT IN THE WORLD.

A ship is no better than the men who man her. Our big men in little ships have made a record for which others can strive. When things are getting too rough for everybody else, they're getting just right for us. High morale and readiness go hand in hand.

4. TO FIGHT HARD WHEN WE FIGHT TO WORK HARD WHEN WE WORK TO PLAY HARD WHEN WE PLAY

and

TO AVOID UNNECESSARY MOLESTATION DURING PERIODS OF REST AND RELAXATION.

When our ships go to sea for operations or extensive training exercises, we expect to work hard. Then we come in to port with a sense of accomplishment and expect to relax and enjoy ourselves. There is nothing more anticlimatic than having, for some unnecessary reason, to get underway the next day. Neither COMDESLANT nor all the skippers get a clean bill of health on this angle. We all must do better.

5. TO ENSURE THAT THE PRESTIGE AND AUTHORITY OF THE SHIP'S CAPTAIN IS NEVER DIMINISHED.

Under Navy Regulations, the responsibility of the Captain for his command is absolute, except when and to the extent he is relieved therefrom by competent authority or other provisions of regulations. DESLANT Instructions deliberately are worded to permit the greatest latitude and promote the highest initiative by the experienced officers who command destroyers and destroyer units.

6. TO RESTORE STANDARDS OF MILITARY COURTESY AND SMARTNESS TO FORMER HIGH LEVELS.

The post-war period brought on a general lowering of military courtesy and smartness, with an accompanying lowering of morale. This situation has improved. Continued drive by all hands to regain the highest standards is required.

7. TO CONDUCT THE REQUIRED COMPETITIVE EXERCISES ANNUALLY IN ORDER TO ESTABLISH STANDARDS OF PERFORMANCE AND MEASURE OUR RESULTS ON A CONTINUING BASIS.

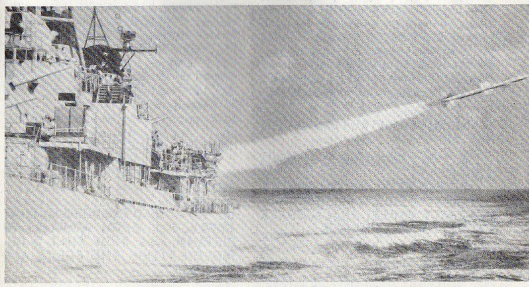
Competition is a basic requirement for improved performance. The number of required exercises has been decreased to minimum, with emphasis on those conducted with primary weapons: guns, torpedoes and anti-submarine equipment. The results of these exercises show our standards of performance and are a measure of "goodness". COMDESLANT constantly will strive for opskeds that permit time in good weather areas to complete required exercises.

8. TO HAVE A LONG-RANGE OPERATING SCHEDULE ON WHICH YOU CAN DEPEND.

COMDESLANT wants a Destroyerman to know a year ahead where his ship will be and what it will be doing. The annual schedule is an outline of operations published in January (and corrected in July). Each quarterly schedule covers the details of operations. Captains must keep all hands well informed of schedules.

9. TO MAINTAIN STABILITY OF PERSONNEL IN SHIPS OF THIS FORCE.

The advantages of a long-range operating schedule are lost to the man who has no confidence that he can



The Terrier guided missile is fired from the USS GYATT (DDG1).

remain with his ship. COMDESLANT has stopped all "equalization" transfers within the force, with the result that deploying squadrons sail with no disgruntled sailors arbitrarily yanked from their own ship to beef up the deploying ships.

10. TO GAIN AND MAINTAIN UNIT INTEGRITY ON THE DIVISION AND SQUADRON LEVEL.

The Destroyer Force must never be operated as a boat pool. DESLANT has made great gains keeping ships operating with their own divisions and squadrons. Nothing less than one hundred percent squadron integrity is acceptable, for it is through this that unit commanders know and help train their ships; and ships learn to work together – a necessity in war and peace.

11. TO MAINTAIN OUR SHIPS AT THE MAXIMUM STATE OF MATERIAL READINESS.

The increasing age of our ships, coupled with thinly-spread talent, make this a man-size job. Tender boiler and machinery and fire control inspector instructors are doing a bang-up job in assisting Captains in spotting conditions which are likely to result in casualties or poor performance. The sense of responsibility must be well-developed in each ship from the Captain down to the operator of every piece of equipment. We must emphasize the benefits of the attitude of personal "ownership" of our equipment and the operator maintenance program.

12. PROVIDE DESTROYERMEN WITH NEW SHIPS THAT HAVE:

A. LONG ENDURANCE WITHOUT REFUELING.

B. THE BEST ASW CAPABILITY, THE BEST AIR DEFENSE CAPABILITY, AND THE BEST ANTI-SURFACE CAPABILITY AVAILABLE.

In the 12 years after World War II, only 15 new destroyer type ships were constructed. In the next five years over 55 new DD's, DL's and DE's will be built.

OPNAV and the BUREAUS must be informed of what we destroyermen need. This applies not only to construction but also to getting more modern equipment in the ships we have now. Many of the aspects of this program are classified but a look at new ships will show improved equipment, better radars, and attack weapons, including missiles.

13. TO IMPROVE HABITABILITY AND FUNCTIONAL ARRANGEMENT OF DD TYPES.

DESLANT has led the Navy in devising and installing habitability improvements. We need them the most. To date, messing facilities have seen great improvements. The most urgent requirements at present are improving crews heads, and airconditioning messing and berthing spaces. New construction incorporates pioneer improvements.

14. TO OBTAIN A REENLISTMENT RATE OF AT LEAST 25 PERCENT.

We need to keep our trained personnel so that our ships can operate effectively. Many men who could make a fine career in the Navy are doing themselves and the services an injustice by getting out. Many of those who do get out are sorry they did. In order that these men will not thoughtlessly throw away the advantages of a service career, COMDESLANT has organized Career Appraisal Teams (NAVCATS) to explain these advantages. This effort must be supported and supplemented by the Captains and their officers and leading petty officers. We do NOT want to do a snow job. We do NOT want to reenlist unsuitable material. We DO want promising personnel to have the FACTS, so that when it comes time to make up their minds they will do justice to themselves and to the Navy.

15. TO SPREAD THE WORD SO THAT EVERYBODY FROM ADMIRAL TO FIREMAN WILL KNOW WHAT IS GOING ON WITHIN THE FORCE AND THE NAVY.

This pamphlet is an example of letting you know what is going on. It

will do no good if it reposes in the files. COMDESLANT puts out the "word" in the "Destroyerman", in the Commodores Dope, and by every other means he can think of. Still it does not get around. Captains HAVE to pick up the ball from there and see that it reaches all hands.

16. TO HAVE A FREE FLOW OF INFORMATION – UP AS WELL AS DOWN.

It is not only the seaman and fireman who have to get the word – COMDESLANT needs it too. Most constructive ideas originate with the operating ships and staffs. Let's have them. The Navy can't run this show by remote control. What is wrong? What could be done better? What do you need that you don't have.

17. TO PROVIDE ADEQUATE HOUSING AND RECREATION WITHIN THE FINANCIAL MEANS OF ALL DESLANT DEPENDENTS DESIRING TO LIVE IN THEIR HOME PORTS.

Norfolk is large enough to absorb the service population; Newport is not. To supplement present Newport Enlisted housing, Congress has authorized the building of 2000 units in Newport under the Capehart Act. 1500 will be for enlisted personnel, who will also have Naval Gardens and Brenton Village, now officer housing, available to them. DESLANT families living in the Newport area have increased seven percent since 1955. When the new projects are completed in approximately two years, this percentage will rise, which is good.

18. TO RETAIN DESTROYER – EXPERIENCED OFFICERS IN THE DESTROYER FORCE.

Too often in the past our senior Unit Commanders and Captains have been detached after a year or so in their job. This is the point at about which they are just approaching their peak and are commencing to contribute to the ship or ships after gaining experience. This experience is essential for the development of new tactics, new ma-

terial, and new ideas in the fast changing art of fighting a destroyer. Otherwise, we are faced with a series of officers checking-off destroyer tours without contributing. A fleet-up system is workable and would do much to alleviate the existing drain, and has been recommended.

19. TO ELIMINATE DEATHS AND INJURIES FROM TRAFFIC ACCIDENTS.

We need every man we have and we realize that we must do something more, and something better to make traffic conditions much safer. You must all help every way you can.

20. TO HAVE DESLANT SHIPS OVER-HAUL IN YARDS NEAREST THEIR HOMEPORT.

About 85 DESLANT ships overhaul each year. In FY 1956, 29 ships overhauled out of homeport area; in FY 1957, 13 ships; and in FY 1958, 2 ships. Nothing less than 100 percent over-hauling in vicinity of homeport is proper.

21. REDUCE AND SIMPLIFY PAPERWORK IN DESLANT.

In the past 18 months DESLANT Instructions in effect have been reduced by 40. More efficient and economical administrative procedures have reduced reporting requirements on ships. These efforts WILL continue.

22. TO IMPROVE STAFF FUNCTIONING.

The DESLANT STAFF works for the Force. A staff does not pull a trigger, launch a torpedo, or bring pressure to bear directly on an enemy. It is an overhead expense, not justified unless it is a servant of the ships, under the Force Commander to whom they are advisors.

23. TO CONQUER THE DANGERS AND HAZARDS OF THE SEA BY ALERT ATTENTION AND TEAM WORK.

Even in peacetime operations destroyers are exposed to severe risks.

The threats to our safety are many. It is sensible to keep this sense of risk always uppermost in our thoughts. Our ships are small but they are powerful. They are enormously complicated with complex equipment. Weather is always our enemy. We want to eliminate storm damage. We never want to lose a man overboard, never have a grounding or a collision, or a fire, explosion or lost-time accident. Although we may be battered by furious wind and weather, we want to emerge always triumphant over them. We know we may never completely attain this wonderful goal but we want to feel that every one of us is always going to think of it and try.

24. TO MAKE DESTROYERS THE MOST REWARDING DUTY IN THE NAVY.

To build up a high reenlistment rate and acquire favorable public opinion we have to develop the enthusiasm of our personnel in their work, the type of duty and the Navy. We have to remember that our men prefer excitement, adventure and hard work to humdrum, boring and secure lives ashore.

We have all the basic elements – the sea, fast moving ships, war games, cruises to Europe, the Mediterranean, the West Indies; we need some catalyst mixed in the whole to show destroyermen that this is an exciting Navy. The catalyst is warm enthusiastic leadership.

A tour of destroyer sea duty is fun or drudgery, depending on the amount of interest a person takes in it. The crew must know what to expect, what is going on, get blow-by-blow accounts of war games; and get poop-sheets when about to visit foreign ports. Continuously "Talk-up" the Navy – not down. And see to it that it is worth talking up.

Duty in destroyers offers young men early responsibility and authority, and the chance to gain experience rapidly and prepare thoroughly for advancement in the Navy.

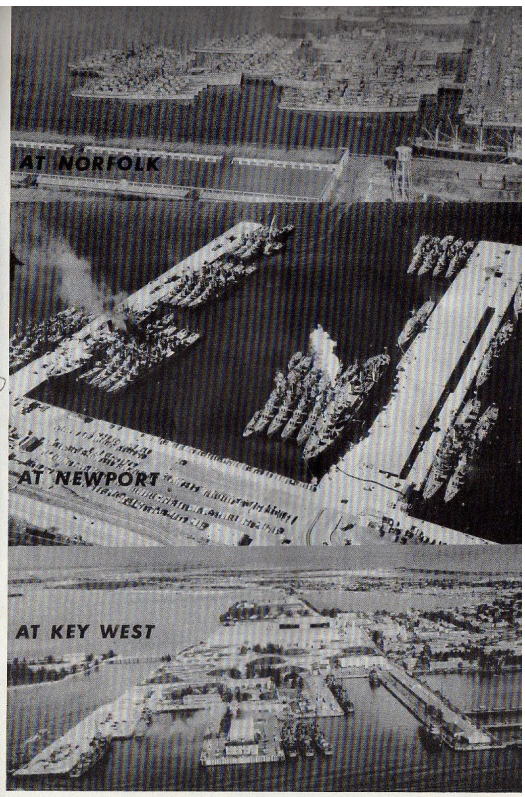
HOMEPORTS. . .

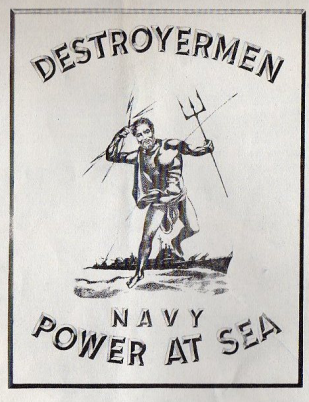
. . . at **Norfolk,** destroyers berth at Destroyer-Submarine Piers at the Naval Station. Seventy Destroyer Force ships are home-ported at Norfolk, making it the second largest Destroyer port on the east coast.

. . . at **Newport,** Destroyer Piers 1 and 2 in the Coddington Cove section of the Naval Base form the Atlantic Fleet's most modern Destroyer complex. Pier 2, recently completed at a cost of 11 million dollars, is the Navy's largest pier on pilings. Commander Destroyer Force, U. S. Atlantic Fleet, has his staff offices aboard a tender at Pier 2 and inside the Marine Terminal Building on the Pier.

. . . at **Key West,** where one Destroyer Division is regularly based, these four Piers at the Naval Base are utilized. Other destroyers, in the area for training exercises, visit this southernmost Naval Base between operations. Another division of destroyers is also based at New London, Connecticut.

The Secretary of the Navy recently announced that in keeping with present dispersal measures, various destroyer units from Norfolk and Newport will soon be calling Mayport, Florida and Charleston, South Carolina, their home.





". . .Destroyermen have always been a proud people. They have been the elite. They have to be a proud people and they have to be specially selected, for destroyer life is a rugged one. It takes physical stamina to stand up under the rigors of a tossing dog-dog. It takes even more spiritual stamina to keep going with enthusiasm when you are damn well tired and you feel that you, and your ship, are being used as a workhorse. It is true that many people take destroyers for granted and that is all the more reason why the destroyer Captains can be proud of their accomplishments."

Admiral Arleigh A. BURKE, now Chief of Naval Operations when serving as Commander Destroyer Force, Atlantic Fleet.