



**Glad
To
Have
You
Aboard**

USS MULLINNIX (DD 944)

1959-61 "Welcome Aboard" Pamphlet



YOUR U. S. NAVY

Force, Atlantic Fleet

and the Destroyer

Your Navy stands ready to defend the United States and to go to the aid of our Allies should a world-emergency arise. It is one of the great deterrents to Communist aggression against this country.

This ship is but a small part of the U.S. Navy. However, it is representative of your Navy since it is manned by men from all parts of the country...men who constantly train to make this ship the best fighting unit possible. Furthermore, the mission of this ship is similar to all warships in the U.S. Navy. It is an extremely mobile gun platform that can move over the 70 per cent of the earth's surface that is covered with water.

In the past, present and future, destroyer type ships have a vital role in the defense of the United States. The 200 ships in the Destroyer Force, U.S. Atlantic Fleet, are and will be on the front lines in keeping open to

free commerce, the sea lanes of the world.

This Destroyer Force, largest single group of combatant ships in the U.S. Navy, has 50,000 men serving the United States. Their ships are based in Newport, R.I., Norfolk, Va., with several in New London, Conn., and Key West, Fla. However, their operations cover the entire Atlantic Ocean, Caribbean and Mediterranean seas and adjoining sea areas.

This ship is equipped with fine ordnance and propulsion equipment. In the Navy of tomorrow, guided missiles and atomic power will replace them, increasing firepower and mobility many times. However, the men that operate the complicated gear remain the same...men of all states in the union...men of all faiths.

We are glad to welcome you aboard and hope that by visiting us you become better acquainted with your Navy and the men in it.



Civilian Guest aboard Destroyer

Civilian Guest aboard Destroyer



Ready to Fire....

DESTROYER OPERATIONS

Past - Present - Future

In any war, destroyers are key ships of the fleet. In World Wars I and II and the Korean war, destroyers proved themselves as the best all purpose weapon afloat. Relatively economical and easy to produce, destroyers have been in the front-line of sea actions of all kinds in the past and will be in the future.

The German submarine threat in World War I brought home the necessity for a versatile small warship capable of keeping open the seelines between the United States and Europe. Destroyers were the answer and they saw action in '17 and '18 with hastily trained crews.

Before the entry of the United States into WW II, our Destroyers saw action. Destroyer Reuben James, was torpedoed and sunk while on Atlantic patrol in October, 1941.

On Dec. 7, 1941, a destroyer sunk a small Japanese submarine off Pearl Harbor. Other destroyers accounted for Japanese air-

craft. Starting then, our destroyers and destroyer escorts proved their worth convoying hundreds of merchant ships across the Atlantic and into the Mediterranean. In the Pacific, they protected our ever-expanding fast carrier task forces, sinking submarines and shooting down attacking enemy planes. They bombarded enemy shores before amphibious landings; they convoyed our lengthening lifeline of supplies to captured islands. Destroyers ventured deep into enemy waters to sink shipping and bombard strategic airfields and supply points.

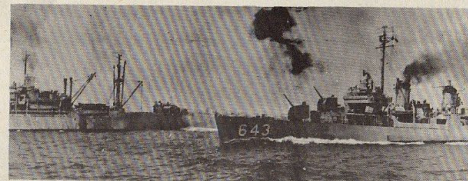
In the Korean war destroyers kept up a continuous blockade of North Korea and with naval gunfire cut coastal rail and communications lines.

At present, the Destroyer Force stands alert and ready to go into action in a national emergency. Our destroyers are on guard in the Mediterranean and in North Atlantic waters. They simulate wartime fleet operations,



Heavily Armed...

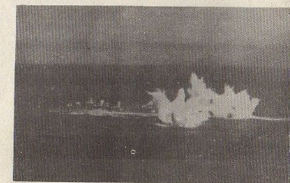
Protector of the Fleet....



training as units and with task forces. Their training operations range the width and length of the Atlantic Ocean.

Although the majority of our ships are of World War II vintage, three new classes of destroyer type ships have come into being since the Korean war, Frigates, Sherman-class destroyers, and a new type destroyer escort have been built. Soon guided missiles will be added to the destroyer-type ship's armament. We hope for nuclear power in the not-too-distant future.

These very fast and maneuverable ships will again be given the mission of protecting our coastlines and spearheading the naval forces that will necessarily be called into action should aggression ever again threaten the freedom and security of this country.



Depth Charges Explode....



Cleaning the Guns....



Hedgehog Loading....



Torpedoes Ready!



The MEN Who Man Destroyers

The requirements for being a destroyer sailor are many. He must be tough, have endurance, and split-second reactions. He must be adaptable, compatible and above average in intelligence. He must have common sense, understanding and patience. All of these are necessary to live and work in a small ship, often at sea for long periods.

Destroyermen are proud, for they know that they man a warship that is designed only to attack. The ship's hull is only thick enough to carry the weight of the guns and other armament and the men to man them.

And destroyermen are proud for another reason. They are truly seagoing men. Every destroyer sailor comes to know and respect the sea, and at times, fear it.

Destroyermen are from every state in the Union and are of all faiths. They are proud to wear the uniform of a Navy, ready to protect the freedom and security of the United States.

4

USS MULLINNIX (DD 944)

The USS MULLINNIX is the first Naval vessel to bear the name of one of America's most gifted "air admirals". The keel of this destroyer was laid on the fifth of April 1956 in Bethlehem Steel Company's Fore River Shipyard, Quincy, Mass. This vessel is meant to be a lasting tribute to the memory of Rear Admiral Henry Maston MULLINNIX who died in action while serving aboard his flagship the LISCOMBE BAY off Makin Island on 24 November 1943. It is fitting that a destroyer should bear his name because he spent a large part of his Naval career aboard destroyers in various capacities.

Approximately one year after the keel was laid Mrs. Kathryn MULLINNIX, wife of the late 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 the USS MULLINNIX was Commissioned in the Boston Naval Shipyard, and actually became a part of the United States Navy. After the commissioning ceremony 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.

The USS MULLINNIX is of the FORREST SHERMAN class of destroyers and has incorporated into its design many conveniences that modern technology has devised. In its 418 foot length and 45 foot beam are the most up-to-date anti-submarine and radar installations. The habitability features cannot be surpassed by any other destroyer type in the fleet.

The USS MULLINNIX is named in the memory of Rear Admiral Henry Maston MULLINNIX, a native of Indiana who graduated from the Naval Academy first in the Class of 1916. He served in the destroyer BALCH, and later as Engineering Officer in other destroyers. In 1923, he completed a postgraduate course in aeronautical engineering at Annapolis and the Massachusetts Institute of Technology, qualified as a Naval aviator, and for three years had duty in the engine section of the Bureau of Aeronautics. There he was one of those mainly responsible for developing the air-cooled engine for Naval aircraft. In 1927, after helping to fit out carrier SARATOGA, he served in her successively as assembly and repair officer, assistant air officer and commander of one of her bombing squadrons. During the decade of the thirties he held important

5

U.S.S. MULLINNIX FLAGSHIP OF DESRON 32

STATISTICS

LENGTH . . . 418 feet 5½ inches
 BEAM 45 feet 1 inch
 TONNAGE 3850 Tons
 ENGINEERING PLANT
 Steam Turbine

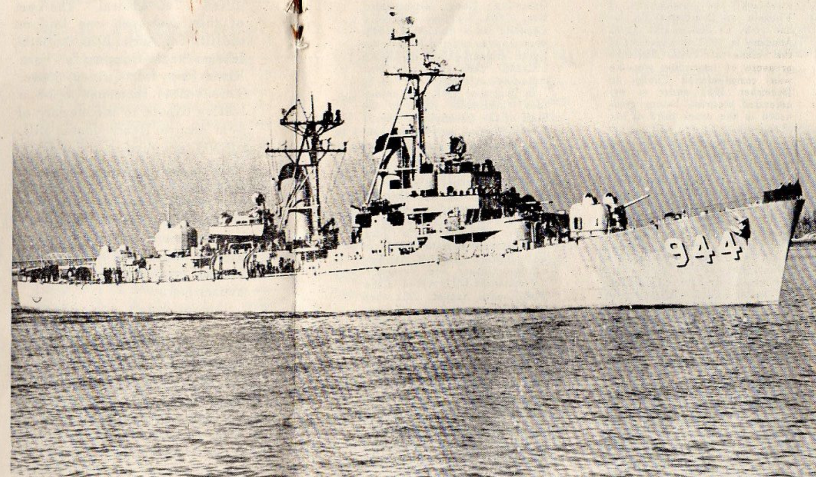
CREW:

OFFICERS 13
 ENLISTED 240

ARMAMENT:

3 5"/54 Dual Purpose Single Mts.
 2 3"/50 Twin Mounts
 Mark 32 Anti-Sub Torpedo's
 Hedge hogs

positions of the Pensacola and San Diego Naval Air Stations and the Pearl Harbor Air Base; served as navigator and executive officer of seaplane tender WRIGHT; and as commanding officer of seaplane tender ALBERMARLE. Beginning in the "short of war" period of World War II, he commanded Patrol Wing Seven of Catalinas based at Argentina and Iceland. For a year, from March 1942, he was air officer of the Eastern Sea Frontier. Then, following a four-month tour of duty as captain of



SARATOGA, he was promoted to flag rank at the age of fifty-one and given command of an escort carrier division.

Admiral MULLINNIX, one of the most gifted, widely experienced and beloved of the Navy's "air admirals", lost his life in the torpedoing of escort

carrier LISCOMBE BAY off Makin Island on 24 November 1943.

MULLINNIX underwent shake-down training at Guantanamo Bay, Cuba during May and June of 1958. During the remainder of the summer MULLINNIX visited various ports in Central and South America including such

ports as, Rio de Janeiro, Brazil, Sao Salvador, Brazil, Tampico, Mexico and Port of Spain, Trinidad, BWI. MULLINNIX spent the remainder of 1958 in the Boston Naval Shipyard during which time many modifications were made to her original construction.

6

7

THE CAPTAIN OF THE USS MULLINNIX

Commander John Clayton HILL, II, U.S. Navy, was born on August 30, 1919, at Annapolis, Maryland. The son of Admiral and Mrs. Harry W. Hill, USN (retired), he was raised in a naval environment and decided early on a naval career. After attending the University of Virginia at Charlottesville for one year, he entered the Naval Academy in 1938 as a member of the class of 1942. With the pressure of impending war, he was commissioned Ensign in December 1941 under an accelerated program, having graduated in the upper third of his class.

Initially ordered to report to the old battleship, U.S.S. MISSISSIPPI on Christmas Day 1941, his orders were changed to attend the U.S. Naval Fire Control School in Washington, D.C., and to report on board the new battleship U.S.S. SOUTH DAKOTA (BB-57), then building at Camden, New Jersey. Destined to remain in this ship throughout the war, Commander HILL served in various gunnery and operational capacities of increasing responsibility until December 1946, at which time he was Gunner Officer preparing this mighty ship for deactivation in the "moth-ball" fleet. Famed as "Battleship X", the SOUTH participated in thirteen of the sixteen major campaigns in the Pacific, with additional operations in the Atlantic. In the Pacific, Commander HILL participated in such actions as the Battle of Coral Sea, the Third Battle of Savo Island, the famous "Marianas Turkey Shoot", and numerous other actions and bombardments of enemy held territory, including the first bombardment of the Japanese homeland. In the Atlantic, he was present when the SOUTH DAKOTA, working with the British Home Fleet at Scapa Flow in the Orkney Island attempted unsuccessfully to lure the German dreadnought TIRPITZ to sea and ultimate destruction at Allied hands. For his outstanding performance of duty in gunnery and fire control billets during this period

Commander HILL was awarded the Bronze Star Medal, with the combat "V" authorized.

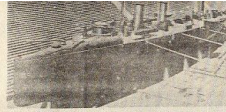
Following detachment from the SOUTH DAKOTA in late 1946, Commander HILL received orders as Aide and Flag Lieutenant to the Commander Naval Operating Base, Guantanamo Bay, Cuba. He served in this Capacity until December 1948, when he was ordered to the new light cruiser USS ROANOKE (CL-145) then building, with duties as navigator.

In December 1949, new orders took Commander HILL to the Staff of the Commandant Fourth Naval District at Philadelphia, Pa., for duty as the Assistant for Organized Naval Reserve. In May, 1951 he was ordered to the Fleet Sonar School in Key West, Florida as a student in the prospective commanding and executive's course in anti-submarine warfare. Graduating in June 1951, he reported to the destroyer USS BORIE (DD-704) as Executive Officer and Navigator.

Commander HILL served in the BORIE until August, 1952 when he took command of his first ship, the destroyer escort USS PARLE (DE-708). He commanded the PARLE until January 1954 when he received orders to report to the Armed Forces Staff College in Norfolk, Virginia as a student.

In July 1957, he was ordered to the Staff of Admiral Jerald Wright, Commander in Chief U.S. Atlantic Fleet with headquarters in Norfolk, Virginia. He served as the Assistant Officer in Charge of the Fleet Operational Control Center until April 1959, when he received orders to command the destroyer U.S.S. MULLINNIX in July 1959. Commander HILL is the husband of the former Miss Mary Helen Rodman, daughter of Associate Justice and Mrs. William B. Rodman, Jr. of Washington and Raleigh, North Carolina.

The HILL's have three children: Marcia Rodman, 15; Elizabeth Stockett, 12; and John Clayton, 8. They presently reside at 7018 Gardner Drive Norfolk, Virginia.



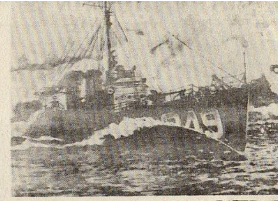
Destroyer Foreverunner - 1897

SIXTY YEARS OF DESTROYERS

Before the turn of the century, the U.S. Navy realized the need for a small, speedy ship to carry torpedoes, and to combat other countries' small ships carrying these weapons. The mission of the sleek swift destroyer foreverunner was to run in close to an enemy warship, fire torpedoes, and escape through its own speed and maneuverability, or to attack and sink another small ship on a similar offensive attack.

From a craft of 235 tons, the destroyer grew as its basic missions grew. Guns were added for attack and defense. Anti-submarine weapons were added, as were rapid firing anti-aircraft guns. The amount of endurance of a destroyer has increased. So have the armament and the means to control it most efficiently. The concept of a fast lightly-clad, highly-mobile, and seaworthy fighting ship has not.

The length of destroyer type ships has increased to 493 feet. As size increased, so has the versatility of destroyers, until this multi-purpose ship has become truly the key ship of the fleet.



"Four Piper".... World War I Vintage

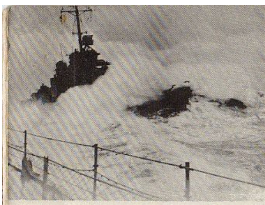


Destroyer of the 1930's



Pre-World War II Destroyer

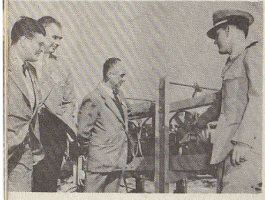
A TYPICAL DAY OF OPERATIONS AT SEA



Seas May Be Rough...



Or, the Fo'c's'le May Be Dry

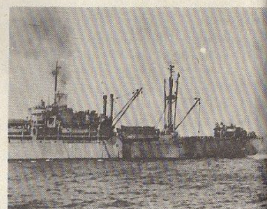


"These Are Depth Charges..."

"And This is How They Explode!"



A Visitor Steers the Ship

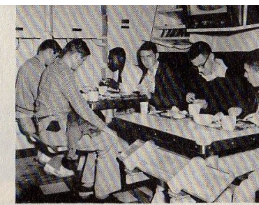
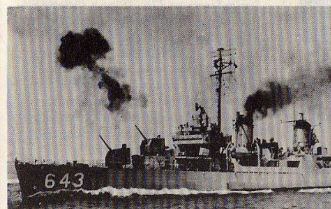


Steaming to



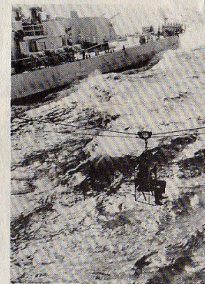
Flag Hoists Maneuver the Ships

Attack With Guns Blazing

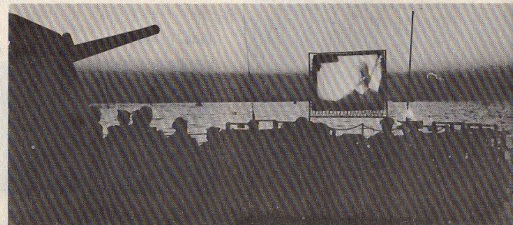


Cruise Guest Eat Hearty

Transfer by Highline



Movies on the Fantail for Relaxation



DESTROYER FORCE SHIPS

In the Destroyer Force, Atlantic, there are four basic type ships: Destroyers; Frigates; Destroyer Escorts, and Destroyer Tenders. The classes, and subclasses, are listed below:

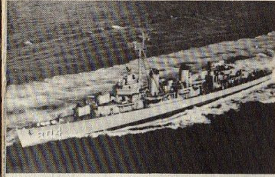
DESTROYERS: USS FLETCHER class, built early World War II; five (or four) single five-inch guns, 3-inch AA guns, torpedoes, ect. 376 ft. long, 2200 tons.

USS GEARING—USS SUMNER classes: Late and Middle World War II. Three twin-mount five-inch guns; other usual armament. Both 2340 tons. Gearing-390 ft. long; Sumner 376. (Some Gearing, Sumner, and Fletcher class ships converted to escort destroyers or radar picket destroyers. Radar pickets have additional radar for long-range aircraft detection, and can control U.S. interceptor planes. Escort destroyers have special anti-submarine detection gear and armament.)

USS SHERMAN class. Prototype commissioned Dec., 1955. Automatic directed and fired guns; latest anti-sub detection and armament. Highest speed. 418 ft. long; 3850 ton full displacement.



Gearing Class Destroyer



Fletcher Class Destroyer



USS FORREST SHERMAN (DD931)

Frigate-Largest Destroyer-type



Radar Picket Destroyer



FRIGATES: USS MITCHER class. Commissioned May, 1953. 493 ft. long, 3650 ton lt. displacement. Very high speed. Designed for Flotilla Commander's Flagship. Latest armament and aircraft and submarine detection gear.

USS NORFOLK class. One ship. Built on light cruiser hull. Longer, more heavily armed.

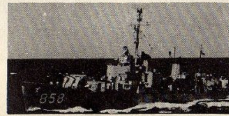
DESTROYER ESCORTS: DE World War II built—several types, all 306 ft. long, 1400 tons. For escorting convoys.

USS DEALY class: Commissioned: late, 1954. High speed escort. 310 ft. long, 1850 tons. Rapid fire twin three-inch gun mounts. Latest Anti-Sub gear.

DER—radar picket DEs. Converted from World War II DES. Since 1957 have served as part of off-shore pickets in Aid Defense warning system. Have latest radar detection gear.

DESTROYER TENDERS: Repair ships for destroyer-types. Have high workshops and storerooms. Types range from 492 to 530 ft. long, displacing over 10,000 tons.

Escort Destroyer



Newest Destroyer Escort



World War II DE



Radar Picket DE

Destroyer Tender

