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JOHN HANCOCK (DD-981) CHRISTENING CEREMONY
29 October 1977

Platform Listing

Admiral and Mrs. Stansfield Turner

Mr. and Mrs. Oliver Turner

Rear Admiral and Mrs. Edward J. Otth
Special Assistant for Shipbuilding
NAVSEA

Captain and Mrs. William McGarrah
Supervisor of Shipbuilding
Pascagoula, Mississippi

Captain and Mrs. Richard Camacho
Deputy Supervisor of Shipbuilding
Pascagoula, Mississippi

Commander and Mrs. James A. Schroeder
Contracts Officer
Supervisor of Shipbuilding
Pascagoula, Mississippi

Rear Admiral Thomas Kinnebrew
Deputy Commander
Naval Surface Force, Atlantic Fleet

Captain and Mrs. Raymond Harbrecht
Commanding Officer
Fleet Introduction Team/Spruance Class

Mr. and Mrs. Leonard Erb
President of Ingalls Shipbuilding

Mr. and Mrs. J. J. Williams
Vice President of Ingalls Shipbuilding

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Mr. Jerry St. Péa
Vice President of Ingalls Shipbuilding

Mr. and Mrs. Frank Perry
Vice President of Ingalls Shipbuilding

Mr. and Mrs. George Howell
Vice President of Ingalls Shipbuilding

Mr. and Mrs. Mark Farnum
Director of DD Program
Ingalls Shipbuilding

Reverend and Mrs. Robert L. Kates
Pastor, First United Methodist Church
Pascagoula, Mississippi

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DELIVER TO CDR BATTAGLIA, CHINFO

Car Seating Arrangements, La Font to Christening and return
OFFICIAL PARTY
JOHN HANCOCK (DD-981) Christening
October 29, 1977

Car #1 (Navy) 4-Star Flag Returning

*ADM Turner
Mrs. Turner
*Mr. Erb
Mrs. Erb

Car #2 (Navy) 2-Star Flag Returning

RADM Otth
Mrs. Otth
*Captain McGarrah
Mrs. McGarrah

Car #3 (Ingalls)

Mr. O. S. Turner
Mrs. O. S. Turner
Mr. Williams
Mrs. Williams

Car #4 (Navy-FIT) 2-Star Flag Returning

RADM Kinnebrew
Captain (Ray) Harbrecht 1st Co Sponsor: Fleet Intro Team
Mrs. Harbrecht (Barbara)
[redacted]

Car #5 (Ingalls)

Captain (Dick Camacho) Camacho - Deputy Supship
Mrs. Camacho
Mr. Perry
Mrs. Perry

Car #6 (Ingalls)

Reverend Kotes
Mrs. Kotes
Mr. Howell
Mrs. Howell

Car #7 (Ingalls)

Commander Schroeder (SUPSHIP CONTRACT OFFICER)
Mrs. Schroeder (Mary)
Mr. Farnum
Mrs. Farnum

Car #8 (Ingalls)

Mr. Hetu
Commander Battaglia
[redacted]

STAT

Car #9 (Ingalls)

Mr. Weeks
*Mr. St. Pe'
LCDR Amend
Mrs. Amend (CAROL)
[redacted]

STAT

*Returning to La Font only

HEAD TABLE

ADM TURNER
MRS TURNER
MRS O TURNER
MR LEN ERB & MRS
CAPT MCGARRAH
RADM OTTH
RADM KINNEBREW

CAPT MCGARRAH MRS OTTH RADM KINNEBREW MRS ERB ADM TURNER MRS TURNER MR ERB MRS OLIVER TURNER, RADM OTTH, MRS MCGARRAH, MR O. TURNER

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DELIVER TO CDR BATAGLIA, CHINFO

OFFICIAL PARTY
Page 2

MINISTER

The Reverend Robert L. Kates, Pastor, First United Methodist Church, Pascagoula
Mrs. Kates

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List of
OFFICIAL PARTY
JOHN HANCOCK (DD 981) Christening
October 29, 1977

NAVY - WASHINGTON

Admiral Stansfield Turner, USN, The Director of Central Intelligence
Mrs. Stansfield Turner [redacted] Sponsor STAT
Mrs. Oliver S. Turner, [redacted] Matron of Honor & Mother STAT
of ADM Turner
Mr. Oliver S. Turner, Father of ADM Turner
* [redacted] Special Assistant to ADM Turner STAT
* [redacted] Aide to ADM Turner STAT
* Mr. Herb Hetu, Assistant to ADM Turner for Public Affairs
* [redacted] Appointment Secretary to ADM Turner STAT
* [redacted] Special Staff/Security to ADM Turner
* Commander Charles C. Battaglia, USN, Director, Community Relations,
Office of Chief of Information

NAVY - NAVSEA/SUPSHIPS

Rear Admiral Edward J. Otth, USN, Special Assistant for Shipbuilding,
Naval Sea Systems Command
Mrs. Otth (Marilyn)
Captain William E. McGarrah, USN, Supervisor of Shipbuilding, U.S. Navy,
Pascagoula
Mrs. McGarrah (Betty)
Captain Richard G. Camacho, USN, Deputy Supervisor of Shipbuilding
Mrs. Camacho (?)
Commander James A. Schroeder, USN, Contracts Officer, Office of the
Supervisor
Mrs. Schroeder (Mary)
* Lieutenant Commander Robert J. Amend, USN, Administrative Officer, Office
of the Supervisor
* Mrs. Amend (Carol)

NAVY - FLEET/SPRUANCE

Rear Admiral Thomas R. Kinnebrew, USN, Deputy Commander, Naval Surface
Force, U.S. Atlantic Fleet
Captain Raymond A. Harbrecht, USN, Commanding Officer, Fleet Introduction
Team/SPRUANCE Class
Mrs. Harbracht (Barbara)

INGALLS SHIPBUILDING

Mr. Leonard Erb, President of Ingalls Shipbuilding and Vice-President of
Litton Industrial
Mrs. Erb (Yvonne)
Mr. John J. Williams, Vice-President Programs Management, Ingalls
Mrs. Williams (?)
Mr. Jerry St Pe, Vice-President Public and Industrial Relations, Ingalls

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INGALLS SHIPBUILDING (cont)

Mr. Frank Perry, Vice-President Nuclear Power, Ingalls
Mrs. Perry (Marg)
Mr. George Howell, Vice-President and General Counsel, Ingalls
Mrs. Howell (Joan)
Mr. Mark Farnum, Director, DD Program, Ingalls
Mrs. Farnum (Betty)
* Mr. A.C. Weeks, Director, Public Relations/Special Projects, Ingalls

* Reserved Guests Seating, Front Row

RADM & Mrs. J. Lloyd Abbott (Ret.) STAT
Mr. & Mrs. Gary Knight STAT
Mr. & Mrs. William T. Moore, Jr., (Moore-McCormick Lines) STAT

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JOHN HANCOCK (DD-981) CHRISTENING CEREMONY
29 October 1977

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28 October 1977

SCHEDULE FOR PASCAGOULA TRIP

Saturday, 29 October

0800 Depart Quarters 'D'
0820 Arrive WNA
0830 Depart WNA (2 hr., 50 min. flight)
1020 Arrive Jackson City Airport
1030 Enroute shipyard and LaFont Inn

Party to Shipyard

DCI

[redacted] STAT

DCI Security

Party to LaFont Inn

Mrs. Turner
Mr. & Mrs. Turner
Herb Hetu
CDR Battagalia

[redacted] STAT

1045-1120 Driving tour of shipyard
1120-1200 Tour DAVID R. RAY
1200 (A) DCI change to full dress on board DAVID R. RAY
(B) Remainder of party en route shipyard from LaFont Inn
1210 DCI en route launch site
1215 Both parties arrive launch site
1230 Ceremony commences
1315 Ceremony concludes
1330 Reception at LaFont Inn
1415 Luncheon
1530 Depart LaFont Inn
1545 Depart Pascagoula (3 hr. flight)
1945 Arrive WNA
2005 Arrive Quarters 'D'

[redacted] STAT

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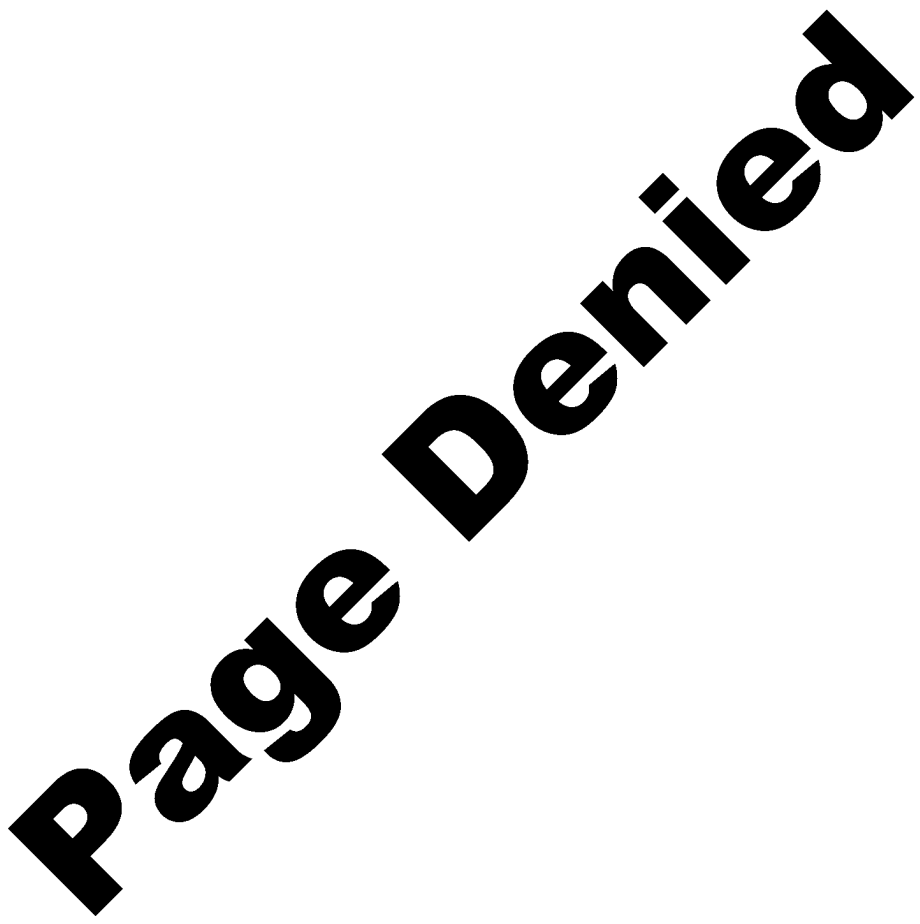

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21 October 1977

TENTATIVE SCHEDULE FOR PASCAGOULA TRIP

SATURDAY, 29 October

0730 Depart Quarters 'D'
0750 Arrive WNA
0800 Depart WNA (30-35 minute flight)
0835 Arrive Charlottesville
0845 Depart Charlottesville (3 hr., 10 min. flight)
1055 Arrive Jackson City Airport
1100 Enroute shipyard and LaFont Inn

Party to Shipyard	Party to LaFont Inn
DCI	Mrs. Turner
[redacted]	Mr. & Mrs. Turner
DCI Security	Herb Hetu
	CDR Battagalia
	[redacted]

STAT

STAT

1115-1140 Driving tour of shipyard
1140-1200 Tour DAVID R. RAY
1200 (A) DCI change to full dress on board DAVID R. RAY
(B) Remainder of party enroute shipyard from LaFont Inn
1210 DCI enroute launch site
1215 Both parties arrive launch site
1230 Ceremony commences
1315 Ceremony concludes
1330 Reception at LaFont Inn
1415 Luncheon
1530 Depart LaFont Inn
1545 Depart Pascagoula (2 hr., 30 min. flight)
1915 Arrive Charlottesville
1925 Depart Charlottesville
2000 Arrive WNA
2020 Arrive Quarters 'D'

[redacted]

STAT

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MEMORANDUM FOR: DCI

30 Sep 77

From : [redacted] STAT

1 OCT 1977

Subject : Pascagoula Trip

1. With Pascagoula's proposed time for the ceremony of 1230, the schedule lays out as follows:

0700 - Depart Quarters D
0715 - Depart WNA (30-35 minute flight)
0745 - Arrive Charlottesville
0850 - Depart Charlotesville (3 hour, 10 minute flight)
1100 - Arrive Pascagoula (Jackson County Airport)
1115 - Arrive La Font Inn
1145 - Meet Shipyard and Ceremony Principals
1200 - Motor to Shipyard
1215 - Arrive Shipyard
1230 - Ceremony
1315 - Ceremony concludes, return to La Font Inn
1330 - Reception
1415 - Lunch
1530 - Depart La Font Inn
1545 - Depart Pascagoula (2 hours, 30 minute flight)
1915 - Arrive Charlottesville
1920 - Depart Charlottesville
1950 - Arrive WNA

The 0700 departure from Quarters D is awfully early for the morning after the Navy Ball. I recommend we ask Pascagoula how much of a perturbation it would be to have the ceremony at 1330 and back off the whole schedule one hour.

OK at 1230 & 0700 Departure ✓

Try for 1330_____

2. The Gulfstream I can carry 12 passengers, 8 in forward compartment and 4 in the VIP section (2 chairs and two on the couch). I'm not sure where you, Mrs. Turner and the senior Turner's might be the most comfortable, I'm afraid the couch in the VIP section might get uncomfortable on a long flight. The four of you might prefer to sit around the two tables in the forward section.

Forward Section_____ Will take 10 + I'll use rear section & work

VIP Section _____

Either way that leaves 8 other seats. Recommend:

Herb Hetu ✓

[redacted] STAT

Charlie Battaglia

[redacted] STAT

DCI Security

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That would mean we could take up to three additional people. You mentioned inviting some "Agency people"? [redacted] STAT

[redacted] STAT

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Executive Registry
77-8953

1 September 1977

MEMORANDUM FOR: THE RECORD

SUBJECT: Information Concerning Christening of JOHN HANCOCK, 22 October 1977

1. I have received two phone calls from individuals volunteering to assist with details, and requesting information in connection with the christening of JOHN HANCOCK.

a. Commander Charles (Charlie) Battaglia (695-6915), currently stationed in CHINFO. CDR Battaglia is in the Community Relations Division and works on all ship christenings and commissionings. He effects liaison with the shipyard, will arrange a Navy aircraft for the christening party, and has volunteered to assist in any other way. He informs me that it is not the practice in Pascagoula to schedule any events the night before the christening. The President of the shipyard is a retired Navy Captain by the name of Leonard Erb. Public Relations Director is Skeeter Weeks, (601) 769-3971.

b. The second call came from CWO Hal Finister in the office of Captain William McGarrah, Supervisor of Shipbuilding, Conversion and Repair, Pascagoula, Mississippi 39567, (601) 769-0253/4 or 769-0275. CWO Finister is the project officer in the shipyard and has offered all assistance possible. He says the sponsor is entitled to travel and per diem but the maid or matron of honor is not. Finister requested the following information and materials as soon as possible to assist in preparations:

Only way NAVCOM?

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1. Name of the maid or matron of honor. ① Mrs Turner
2. Religious preference of sponsor. ② C.S.
3. Black and white glossy photograph of sponsor and maid or matron of honor.
4. Photograph and biography of Admiral Turner. Mr & Mrs T.
5. Admiral and Mrs. Turner's guest list with addresses (no limit on the number).
6. Travel arrangements and special requirements, if any.

2. I have given both Battaglia and Finister the names of [redacted] as primary project officer for arrangements and myself as focal point for any details concerning public affairs. STAT

[redacted]

Herbert E. Hetu

cc ~~DCI~~ Dept to DCI for PA
Mrs. Turner STAT
[redacted] STAT

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Pascagoula

John:

The Director asked that you add Vice Admiral James Wilson (at Pensacola) and Commander "Ted" Dyer (he doesn't know what the Commander's first name really is) who is the prospective Commanding Officer of the David Ray at Pascagoula, as invitees to the ceremony on the 29th.

The Director also asked that you find out who is the #2 Admiral in Pensacola and let the DCI know if he should invite that Admiral. He also said to make sure that Captain Robert Scott, who lives somewhere in Florida, was one of those printed in the P print-out.

The Director also said that he asked you yesterday to see if there is a time change between here and Pascagoula, and that if there is, perhaps he might not have to leave so early. HOWEVER, the DCI said that he would like to see if he could get a half-hour tour of the shipyard. If he can, then he might leave as early as now planned (or almost as early) if he has the extra hour.

RADM Dedmon

No

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RADM JEREMIAH DENTON
SPECIAL ASSISTANT TO
CHIEF NAVAL EDUCATION AND TRAINING
PENSACOLA, FLORIDA 32508

Passed to Pascagoula
19 Oct

STAT

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MEMORANDUM FOR: W L

Date

FORM 101 USE PREVIOUS
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CENTRAL INTELLIGENCE AGENCY

OFFICE OF THE DIRECTOR

6 Oct 77

Dear Captain McGarrah,

Would you please add the attached names to the list of invitees for the christening ceremony on the 22nd.

Look forward to meeting you on the 22nd.

STAT

LCDR, U.S. Navy

P.S. Cdr Baker may be in Pascagoula, if he is please have invitation given to him there.

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Vice Admiral James B. Wilson, U.S. Navy
Chief of Naval Education and Training
Naval Air Station
Pensacola, Florida 32508

Rear Admiral Tyler F. Dedman, U.S. Navy
Deputy Chief of Naval Education and Training
Naval Air Station
Pensacola, FL 32508

Commander Edward B. Baker, Jr., U.S. Navy
Prospective Commanding Officer
USS DAVID R. RAY (DD-971)
Pre-Commissioning Training
U.S. Naval Station
San Diego, California 92135

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WILHELMINA

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Mrs. Oliver S. Turner is the mother of Admiral Stansfield Turner. She was born in Highland Park, Illinois, where she resided for many years. During that time she was President of a Garden Club and President of the Parent-Teacher's Association of the High School. She and Mr. Turner now live in Charlottesville, Virginia.

- ~~Stands to the side~~, holds sponsors coat.
- Mrs Turner may be offered to make remarks, may wait until luncheon.

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CONFIDENTIAL

5 Oct 77

Memo for Chr Battaglia

From: [redacted] STAT

Subj: DCI Pascagoula Trip - 29 Oct

1. Schedule shapes up as follows:

0800 DCI Departs Qtrs
0815 Depart Wash Nat'l Airport (Page Terminal)
0845 arrive Charlottsville
0850 Depart Charlottsville (3 hr, 10 min flt - 1 hr time)
1100 Arrive Pascagoula
: as we discussed
1545 Depart Pascagoula
1925 arrive Charlottsville
1920 Depart Charlottsville
1950 arrive Wash Nat'l Airport (Page Terminal)

[redacted] STAT

3. DCI is considering tour of shipyard before or after ceremony. I have not talked to Pascagoula about this - do not want to approach them until have firmed up DCI intentions.

Looking forward to meeting you. Thanks for all your assistance

V/ Person

[redacted] STAT

CONFIDENTIAL

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14 Oct

Memo for the DCI
From: [redacted] STAT
Subj: Pascagoula Trip

1. Tour of shipyard and David R. Ray are on track. I've talked with Cdr Ted Baker. He is pleased you would like to see his ship and said it would not perturb their schedule. He also said he and Winn will be able to attend the ceremony. Tentative schedule is:

1100 arrive Jackson Cty Airport. DCI & Aide proceed to Shipyard for tour, remainder of party proceed to La Fort Inn.
1115 Arrive shipyard, commence driving tour.
1140 Tour David R. Ray
1200 Proceed to Supship offices, change into full dress uniform.
1215 Meet remainder of party at launch site.
1230 Ceremony

2. Uniform for ceremony. Pascagoula is scheduled to be in whites until 15 Nov, however, uniform for ceremony may be blues if a cold spell is predicted. They will decide the uniform 3-4 days before unless you have a preference. I think it would be easier to travel in blues and change into full dress blues and recommend we ask that the uniform be blues.

✓ ask for blues.
___ leave it up to Pascagoula.

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- Cdr
Rm 2E 335
CHINFO
Pentagon

- Where orig from, educate
Volunteer work.

1230 Germany

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OFFICE OF THE DIRECTOR

Date: 27 Sept

TO: DCI

FROM: [redacted]

STAT

SUBJECT: Pascagoula Trip

REMARKS:

I've been working with Cdr Charlie Battaglia at CHINFO on the Pascagoula trip. Cdr Battaglia works on all ship christenings and commissionings. He has offered to accompany you to Pascagoula as he is familiar with the area and the ceremony.

Fine if there's room on plane -

V/Resp how many [redacted]?

STAT

I thought we might invite some [redacted] b?

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CENTRAL INTELLIGENCE AGENCY

Mrs Hoag - Pascagoula
Supship Office
485
(601) 769-0253

Hogue

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MEMORANDUM OF CALL

TO: JK

[X] YOU WERE CALLED BY— [ ] YOU WERE VISITED BY—

CDR Battaglia

OF (Organization)

[X] PLEASE CALL ——→ PHONE NO. CODE/EXT. 695-6915

[ ] WILL CALL AGAIN [ ] IS WAITING TO SEE YOU

[ ] RETURNED YOUR CALL [ ] WISHES AN APPOINTMENT

MESSAGE

RECEIVED BY	DATE	TIME
[handwritten initials]		1610

STANDARD FORM 63
REVISED AUGUST 1967
GSA FPMR (41 CFR) 101-11.6

GPO : 1969—048—16—80311-1 332-389

63-108

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29 Sept
Cdr Bataglia

Land at 1100 Arrive Pasc
1115 Change & Clean
1145 Be in Reception Room, meet guests
1200 Motor to Yard
1215 Arrive Yard
1230 Ceremony
1315 Ceremony over
1330-1415 Reception
1415-1530 Lunch
1530 Depart Airport
1545 Take-Off

Winn Price
(714) 481-7494

Dont need Bio

Need Bio Mr P Turner [Bio]
Mr S. Turner no photo
Short Bio informal for Intro
two or three sentences
Matter of Honor mentioned

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Ceremony Dinner - Seating Chart
Poss - 29th
DCI prefer 5th Nov
Airfield Info if 29th Later (?)

CWO Hal Finister (485) (601) 769-0253
LCDR Bob Almond

Speaker on Sat AM
- Assemble ~1000 Supership Admin La Font
- Ceremony 1100 -1230
- Return to Club for Reception Luncheon 1500

1 Hr Δ time 2-3 Hr Flt time
Mobile Commercial
→ 45 min drive

Lt Wm Price ~~9636~~ 769-6364,5

Hal Finister 1 1/2 ft

Bio & Picture
Picture Mrs T & Bio
Maid/Matron of Honor Relative/Close Friend
Guest List

5th Pres Out of Town
1500 0900
1130
1330 1230 -1200
1415 Assembly
1500
1800 1600 Reception / Remarks

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~~1500~~ 1500
1400

Un Uniform ??
Honors

Whites until 25 NOV (Blues?)
Swords
Full Dress

T-39 (6) | 2 2 2

Col Ballag

2:20 T-38
6 pass

45 min drive

0900 Dept Andrews
1030 Arr Mobile
1115 Pass
1200 Reception
Lo Fonte dom
1215 Arr Yard
Flexible → 1230-1315 Ceremony
1330-1415 Reception
1415-1530 Lunch
1530 →
1630 Dept Mobile
2000 Arr Andrews

FDWhites

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DCI SCHEDULING ITEM

DATE RECEIVED: 1 September 1977 DATE OF EVENT: Saturday, 2^ Oct 77

1. INFORMATION REGARDING THE APPOINTMENT:

a. Source: Tel: Ltr Fm: The Hon. W. Graham Claytor

b. Type of event: Principal Speaker

c. Special occasion: Christening of JOHN HANCOCK (DD-981)

d. Date/Time: 1100 hours/Saturday, 22 October 1977

e. Location: Ingalls Shipyard, Pascagoula, Miss.

f. Significant info: Mrs. Turner has been asked to sponsor the new ship.

2. SCHEDULE:

3. RECOMMENDATIONS:

	Schedule	Regret	Remarks
STAT	9/1		We already have the time blocked out for the christening.
STAT	9-2		
EA			

4. DCI DECISION:

a. SCHEDULE_____ NO_____ SEE ME_____

b. ADDITIONAL ATTENDEES_____

c. PASS TO: DDCI_____ D/DCI/IC_____ D/DCI/NI_____ OTHER_____

5. AIDE FINAL ACTION:_____

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77-9-3

THE SECRETARY OF THE NAVY
WASHINGTON

30 August 1977

Admiral Stansfield Turner, USN
Director, Central Intelligence Agency
CIA Headquarters
Langley, Virginia 20505

Dear Stan:

It is my great pleasure today to ask Mrs. Turner to sponsor one of our new ships, JOHN HANCOCK (DD-981), which is scheduled to be christened at Ingalls Shipyard, Pascagoula, Mississippi, on Saturday, 22 October 1977, with the ceremony scheduled to begin at 1100.

Enclosed is a copy of my letter to Pat. It is my sincere hope that she will be able to accept this invitation, and that you will join her and act as principal speaker at the ceremony. With that in mind, on behalf of the Navy, it is my great pleasure to invite you to participate in the ceremony as principal speaker.

I look forward to hearing from you.

With best wishes,

Sincerely,

Graham

W. Graham Claytor, Jr.

Enclosure

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THE SECRETARY OF THE NAVY
WASHINGTON

30 August 1977

Mrs. Stansfield Turner
Quarters "G"
Washington Navy Yard
Washington, D. C. 20374

Dear Pat:

It is my great pleasure to invite you, on behalf of the Navy, to act as sponsor for the guided missile destroyer JOHN HANCOCK (DD-981), which will be christened at Ingalls Shipyard in Pascagoula, Mississippi, on Saturday, 22 October 1977. The ceremony is scheduled to begin at 11:00 a.m.

JOHN HANCOCK will be one of the principal ships in our Nation's surface Navy of the future, and I can think of no one who would be a more appropriate and gracious sponsor than you.

With a view toward making this a family affair for the Turners, I am writing to your husband to invite him to be the principal speaker at the ceremony.

Should you be able to accept my invitation to act as sponsor, the Supervisor of Shipbuilding at Pascagoula, Captain William McGarrah, will provide you additional details regarding the event. In the meantime, I have enclosed a brochure that explains some of the traditions associated with sponsoring ships of the U. S. Navy.

I look forward to hearing from you.

With best wishes,

Sincerely,

Graham Claytor

Enclosure

W. Graham Claytor, Jr.

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Trip File

ADMIRAL STANSFIELD TURNER

21 February 1978

Dear Len,

Pat and I certainly want to thank you for the lovely albums of photos of JOHN HANCOCK's christening. We have relived the event with lots of pleasure.

Again, thanks for this further part in what will always be a memorable day for both of us. All the best.

Yours,

STANSFIELD TURNER

Mr. Leonard Erb
President
Ingalls Shipbuilding
P. O. Box 149
Pascagoula, Mississippi 39567

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78-2-20

Litton INGALLS SHIPBUILDING

P. O. Box 149, Pascagoula, Mississippi 39567 601/769-4511

Leonard Erb, President

Dear Admiral Turner:

We were indeed honored to welcome you to Ingalls and have you participate in the christening of JOHN HANCOCK (DD-981).

A photograph album of the ceremony is enclosed, sent as a memento of the event.

Sincerely,

Leonard Erb

Admiral Stansfield Turner
Director of Central Intelligence Agency
Washington, D. C. 20505

13 FEB 1978

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77-11-45

THE SECRETARY OF THE NAVY

WASHINGTON, D.C. 20350

November 14, 1977

Admiral Stansfield Turner, USN
Director
Central Intelligence Agency
Washington, D.C. 20505

Dear Stan:

Thanks so much for your note. It was really great to have Pat christen the JOHN HANCOCK and I only regret that I could not be there for this fine occasion.

It was great to get a chance to be with you both on Saturday at a game that was great to watch and turned out well, too.

With warmest good wishes,

Sincerely,

Graham

W. Graham Claytor, Jr.

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MEMORANDUM FOR:

DCI —

I'm sure you will be ~~getting~~ other pictures of ~~the~~ christening. This one is interesting — "the mopping up."

Mail to OST V/Regs
it

done

mailed w/ 10 Nov. family letter

7 Nov

STAT
STAT

FORM 101 USE PREVIOUS EDITIONS
5-75

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Litton LITTON INDUSTRIES

Suite 8206, 490 L'Enfant Plaza East, S.W., Washington, D.C. 20024 202 554-2570

November 4, 1977

[redacted] STAT

Office of the Director of Central Intelligence
Old Executive Office Building
Room 347
Washington, D. C. 20505

Dear [redacted] STAT

Congratulations on the fourth stripe!

I've enclosed four prints of a really charming photo of the Admiral, his wife and mother taken at last Saturday's Hancock christening. (The guy in the dark glasses is Len Erb, president of Ingalls.)

I'm pleased that the trip went well for you and the rest of the Admiral's party.

It was good to meet you. If I can be of service, give a call.

Sincerely,

Robert S. Knapp, Manager
Regional Public Relations

RSK/cc

Attachments

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The D[illegible]or of Central Intelligence
Washington, D.C. 20505

7 November 1977

Dear Jim,

Last Saturday could not have been a more stellar day for my Patricia. Her christening of JOHN HANCOCK in Pascagoula was indeed a highlight for both of us of all my days in the Navy. The reading and delivery of your personal letter to her at the luncheon following the ceremony was most touching and very appreciated by both of us.

We are deeply grateful to you.

All the best.

Yours,

STANSFIELD TURNER

Admiral James L. Holloway III, USN
Chief of Naval Operations
Department of the Navy
Washington, D.C. 20350

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The Director of Central Intelligence

Washington, D.C. 20505

7 November 1977

Dear Charlie,

Just wanted to say how great it was to see you again and how much both Pat and I appreciated all your preparatory work for the christening last Saturday. Everything went absolutely smoothly and it was a stellar day for both of us. I am certainly grateful for your continued friendship and support.

Many thanks and all the best.

Yours,

STANSFIELD TURNER

CDR Charles C. Battaglia, USN
Office of Information (OI-32)
Navy Department
Washington, D.C. 20350

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The Director of Central Intelligence
Washington, D.C. 20505

7 November 1977

Dear Graham,

Pat and I are still riding on the euphoria of last Saturday's christening of JOHN HANCOCK in Pascagoula. May I, from the bottom of my heart, express my gratitude to you for giving both of us a day that will be as memorable as any in the annals of my Naval career.

Let me say that Pat wound up and did lethal damage to that champagne bottle, and as a consequence JOHN HANCOCK is well christened.

Again, my very deep thanks and all the best.

Yours,

STANSFIELD TURNER

The Honorable W. Graham Claytor, Jr.
The Secretary of the Navy
Washington, D.C. 20350

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77-11-9

DEPARTMENT OF THE NAVY
OFFICE OF INFORMATION
WASHINGTON, D.C. 20350

IN REPLY REFER TO
OI-32/CCB:kr
7 Nov 77

Admiral Stansfield Turner
Director, Central Intelligence
CIA Headquarters
Langley, VA 20505

Dear Admiral,

I cannot remember when I have had more fun escorting for a ship ceremony. An absolute delight! I was thoroughly impressed by the coehesiveness of your immediate staff, however, I had forgotten how your adherence to participatory management generates such a condition. I secretly wished that I had something to offer you on a full time basis to be a part of that team.

Nonetheless, I was sincere in my offer to assist you in other ways. Musical units, original Navy art and SECNAV guest cruises (for your nominees) are some of the functions within my area of responsibility.

I have told [redacted] not to hesitate to ask when the occasion or need arises. Not only that but I have improved my tennis to the point whereby I am now prepared to seek revenge at anytime for a devastating defeat once suffered at the hand of a former President of the Naval War College. STAT

Thank you for a memorable day!

Very respectfully,

C. C. BATTAGLIA
Commander, U.S. Navy
Director
Community Relations Division

[redacted] STAT

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The Director of Central Intelligence

Washington, D.C. 20505

3 November 1977

Dear Len,

Thanks so much for making last Saturday such a gorgeous day for Pat and me. Pat is still on cloud nine -- it was a dream come true for her. She cherishes the plaque and reconstructed champagne bottle the Shipyard gave her. Beats me how you put that bottle back together after the blow she gave it.

Would you please give my thanks to Jerry St. Péa for everything he did, especially setting up that press conference on such short notice, and to Scooter Weeks for making all those extra arrangements at the luncheon for my personal guests.

The tour of the Shipyard was fascinating for me and very enlightening as to the capabilities of a truly modern shipyard.

Again, thanks for everything, and all the best.

Yours,

STANSFIELD TURNER

Mr. Leonard Erb
President, Ingalls Shipbuilding
Division
P.O. Box 149
Pascagoula, Mississippi 39567

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The Director of Central Intelligence

Washington, D.C. 20505

3 November 1977

Dear Bill,

Patricia and I so enjoyed our short stay at Pascagoula last Saturday. It was the thrill of a lifetime, especially for her. I want you to know how very much both of us appreciate all that you and your staff did in making the arrangements for such a splendid day.

Again, many thanks, and all the best.

Yours,

STANSFIELD TURNER

Captain William E. McGarrah, USN
Supervisor of Shipbuilding,
Conversion and Repair
United States Navy
Pascagoula, Mississippi 39567

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The Director of Central Intelligence
Washington, D.C. 20505

3 November 1977

Dear Ted,

It was such a treat to see you and Winn last Saturday. I certainly appreciate you and your crew taking time from your busy schedule in commissioning and sailing the DAVID R. RAY to San Diego, to show us around. She's a beautiful, modern ship and I know you and your crew will serve her well.

Again, many thanks, and all the best.

Yours,

STANSFIELD TURNER

Commander Edward B. Baker, Jr., USN
Prospective Commanding Officer
USS DAVID R. RAY (DD-971)
Pre-Commissioning Training, USNS
San Diego, California 92135

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Trip file

The Director of Central Intelligence

Washington, D.C. 20505

3 November 1977

Dear Ed,

How nice to hear from you, both from John Williams and from your note which was delivered to me after the ceremony last Saturday. I had hoped very much that we'd have a chance to visit while Pat and I were down at the shipyard, but certainly understand the greater importance of the christening which you were attending. We have a couple of grandsons and know just what it means to be with them on important occasions.

We could not have had a more delightful time than at the christening of JOHN HANCOCK. Len Erb and everybody in your organization were simply splendid to us and every detail was organized magnificently.

Thanks for your words of support. I'm enjoying the job and hopeful that I can do something of value. Again, thanks for your thoughtfulness and all the best.

Yours,

STANSFIELD TURNER

Mr. Edwin B. Robbins
Ingalls Shipbuilding
P. O. Box 149
Pascagoula, Mississippi 39567

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MR. RONALD REEVES

STAT

Dear Mrs. Turner: 2 November 1977

Enclosed please find, covers from the recent christening of JOHN HANCOCK (DD 981), of which I'd like to ask if you'd be so kind as to autograph for my collection.

And, I am taking the liberty of enclosing two from this event, plus one of the covers which was done for the keel laying that I hope, will be a nice addition to your scrapbook.

I will also be doing one for the commissioning, and would be more than glad to send you a few at any address you can give me, or through your husband's office. They will feature the ships crest (insignia) as the basis with appropriate wording.

An addressed envelope is also enclosed for the return of the finished covers.

Thank you, in advance for your consideration. I am

Sincerely,

Ron Reeves

Enclosures:

Mrs. Turner autographed covers -- returned to Mr. Reeves 4 Nov 77.

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Litton INGALLS SHIPBUILDING

P. O. Box 149, Pascagoula, Mississippi 39567 601 769-6110

28 October 1977

31 OCT 1977

Admiral Stansfield Turner, USN
Director of U. S. Central Intelligence Agency

Dear Stan,

I regret that I cannot be present on your and Mrs. Turner's visit to Ingalls and to Pascagoula for the Christening ceremony. It would be a pleasure for my wife, Ellen, and me to welcome you both and to have the opportunity to say hello.

Unfortunately, for some time we have had a commitment to attend another Christening, that of our Granddaughter Jenny in Montgomery, Alabama.

We like what we read about you in the news media. We particularly enjoyed the "60 Minutes" segment. Keep up the good work.

Best personal regards from both Ellen and me to you both. Have a pleasant visit.

Edwin B. Robbins
'47

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11-10-72

EDWARD J. McNAMARA

[redacted]

STAT

October 13, 1977

Dear Stan and Pat:

Thank you so much for the kind invitation to attend the Christening of the John Hancock DD-981 and reception following at Pascagoula on October 29. Congratulations on your being sponsor Pat.

Unfortunately, Eda had surgery performed on her foot and the recuperation period has lasted much longer than we expected. Actually, we only canceled out the AMP Reunion at the last moment.

May you have a beautiful day for the affair. Our regrets that we cannot be with you.

Kindest personal regards.

Sincerely,

"Mac"

Admiral Stansfield Turner, U.S. Navy
Director of Control Intelligence
Central Intelligence Agency
Washington, D. C. 20505

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Executive Registry
77-8955/5

SUPERVISOR OF SHIPBUILDING,
CONVERSION AND REPAIR
U. S. NAVY
PASCAGOULA, MISSISSIPPI
39567

13 October 1977

Dear Admiral Turner:

In your letter of 26 September 1977 you inquired about a place to freshen up after your arrival in Pascagoula for the JOHN HANCOCK (DD 981) christening ceremony.

Prior to the christening ceremony the official party and platform guests will assemble at the LaFont Inn in Pascagoula at approximately 1145. Ingalls will have a room reserved next to the assembly area in order that personnel arriving that morning will have a place to freshen up.

If there is anything we can do to make your trip more pleasant, please let us know. We are looking forward to seeing you and Mrs. Turner on 29 October.

Sincerely,

W E McGarrah

W. E. McGARRAH
Captain USN

Admiral Stansfield Turner, USN
The Director of Central Intelligence
Washington, DC 20505

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77-10-40

THE SECRETARY OF THE NAVY
WASHINGTON

October 12, 1977

Admiral Stansfield Turner, USN
Director of Central Intelligence
Central Intelligence Agency
Washington, D.C. 20305

Dear ~~Admiral Turner,~~ Stan

I am pleased that you can accept my invitation to serve as the principal speaker at the christening ceremony of the destroyer JOHN HANCOCK (DD 981), at the Ingalls Shipbuilding Division of Litton Industries, Pascagoula, Mississippi on October 29th, 1977.

JOHN HANCOCK (DD 981) is the fifth ship of the Fleet to be named in honor of John Hancock, President of the Continental Congress from May 25, 1775 to October 29, 1777. As holder of this office, Mr. Hancock, as you know, was the first signer of the Declaration of Independence.

We are honored and pleased that Pat and your mother, Mrs. Wilhelmina Turner, will serve as sponsor and matron of honor, respectively, thus making the ceremony a "family affair" as JOHN HANCOCK prepares to take that first important step toward joining the Fleet.

Sincerely,

Graham

W. Graham Claytor, Jr.

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The Director of Central Intelligence

Washington, D.C. 20505

30 September 1977

Dear Captain McGarrah,

The information requested by CWO Finister of your office in a phone call to Herb Hetu, my Assistant for Public Affairs, is attached. The matron of honor will be my mother, Mrs. Oliver S. Turner [redacted] STAT
[redacted] STAT My office will forward a black and white photograph of her shortly.

Both Mrs. Turner and I look forward to meeting you on the 22nd of October.

Thanks again.

Yours sincerely,

STANSFIELD TURNER

Captain William McGarrah, USN
Supervisor of Shipbuilding,
Conversion and Repair
Pascagoula, Mississippi 39567

Enclosure a/s

cy Mr. Hetu
Trip file

[redacted] STAT

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The D[illegible]r of Central Intelligence

Washington, D.C. 20505

26 September 1977

Dear Captain McGarrah,

Many thanks for your letter to me and your letter to my wife on the christening of JOHN HANCOCK. We are both excited at the prospect and look forward to being with you on the 29th.

My office will be in touch with you as to the precise time of our arrival and the composition of our party. The only requirement I have in mind that would be of help to us would be someplace to freshen up between the plane ride and the ceremony. If there's a suitable place at the shipyard, I would appreciate your arranging it. If that doesn't seem satisfactory, please rent us a motel room somewhere nearby.

Again thanks, and look forward to seeing you on the 29th of October.

Yours sincerely,

STANSFIELD TURNER

Captain W. E. McGarrah
Supervisor of Shipbuilding,
Conversion and Repair
U.S. Navy
Pascagoula, Mississippi 39567

STAT

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77-8955/2

12-1 8 Sept 77

SUPERVISOR OF SHIPBUILDING
CONVERSION AND REPAIR
U. S. NAVY
PASCAGOULA, MISSISSIPPI
39567

12 SEP 1977

Admiral Stansfield Turner, USN
Director of CIA
Washington, DC 20505

Dear Admiral Turner:

I was delighted to learn that you have accepted the invitation of the Secretary of the Navy to speak at the christening of JOHN HANCOCK (DD 981).

The christening is scheduled to commence at 12:30 p.m. on 29 October 1977 at Ingalls West Bank shipyard. A reception and luncheon is planned at the LaFont Inn after the christening.

I am enclosing a program of a previous Spruance Class Destroyer christening to give you an idea of the procedures that will be followed in the christening of JOHN HANCOCK. I regret that the christening program for JOHN HANCOCK is not yet complete. Also, I have enclosed information concerning the Spruance Class Destroyers, and a map of the City of Pascagoula for your convenience.

If there is any way that I can be of help to you in making your arrangements, please call me at 601/769-0242.

We are looking forward to seeing you.

Sincerely,

W E McGarrah

W. E. McGARRAH
Captain USN

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The Director of Central Intelligence

Washington, D.C. 20505

77-8955/1

8 September 1977

The Honorable W. Graham Claytor, Jr.
The Secretary of the Navy
Washington, D. C. 20350

Dear Graham,

My most sincere thanks for your thoughtfulness in inviting Pat to christen the JOHN HANCOCK. She is thrilled at the prospect, as am I. We are both very indebted to you.

I will, of course, be most pleased to be the principal speaker at the ceremony. We are both looking forward immensely to participating in the ceremony with all its color and tradition.

Again, my sincere thanks.

Yours,

STANSFIELD TURNER

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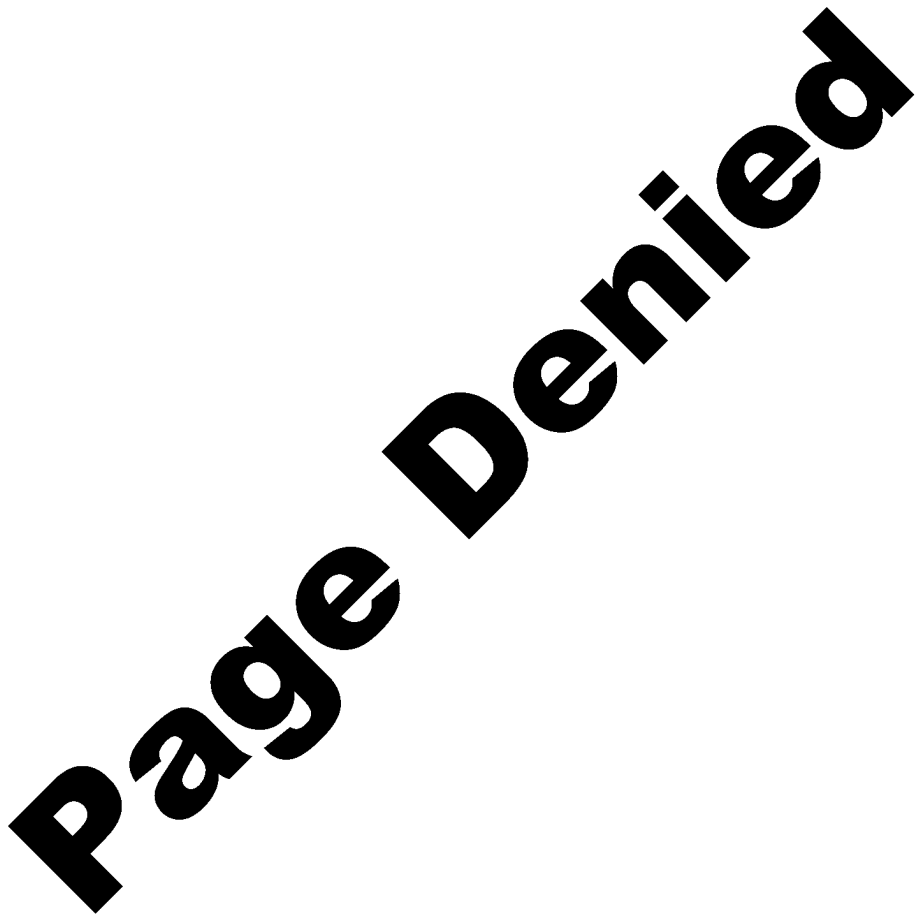

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THE SECRETARY OF THE NAVY
WASHINGTON

30 August 1977

Admiral Stansfield Turner, USN
Director, Central Intelligence Agency
CIA Headquarters
Langley, Virginia 20505

Dear Stan:

It is my great pleasure today to ask Mrs. Turner to sponsor one of our new ships, JOHN HANCOCK (DD-981), which is scheduled to be christened at Ingalls Shipyard, Pascagoula, Mississippi, on Saturday, 22 October 1977, with the ceremony scheduled to begin at 1100.

Enclosed is a copy of my letter to Pat. It is my sincere hope that she will be able to accept this invitation, and that you will join her and act as principal speaker at the ceremony. With that in mind, on behalf of the Navy, it is my great pleasure to invite you to participate in the ceremony as principal speaker.

I look forward to hearing from you.

With best wishes,

Sincerely,

Graham

W. Graham Claytor, Jr.

Enclosure

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THE SECRETARY OF THE NAVY
WASHINGTON

30 August 1977

Mrs. Stansfield Turner
Quarters "G"
Washington Navy Yard
Washington, D. C. 20374

Dear Pat:

It is my great pleasure to invite you, on behalf of the Navy, to act as sponsor for the guided missile destroyer JOHN HANCOCK (DD-981), which will be christened at Ingalls Shipyard in Pascagoula, Mississippi, on Saturday, 22 October 1977. The ceremony is scheduled to begin at 11:00 a.m.

JOHN HANCOCK will be one of the principal ships in our Nation's surface Navy of the future, and I can think of no one who would be a more appropriate and gracious sponsor than you.

With a view toward making this a family affair for the Turners, I am writing to your husband to invite him to be the principal speaker at the ceremony.

Should you be able to accept my invitation to act as sponsor, the Supervisor of Shipbuilding at Pascagoula, Captain William McGarrah, will provide you additional details regarding the event. In the meantime, I have enclosed a brochure that explains some of the traditions associated with sponsoring ships of the U. S. Navy.

I look forward to hearing from you.

With best wishes,

Sincerely,

Graham Claytor

W. Graham Claytor, Jr.

Enclosure

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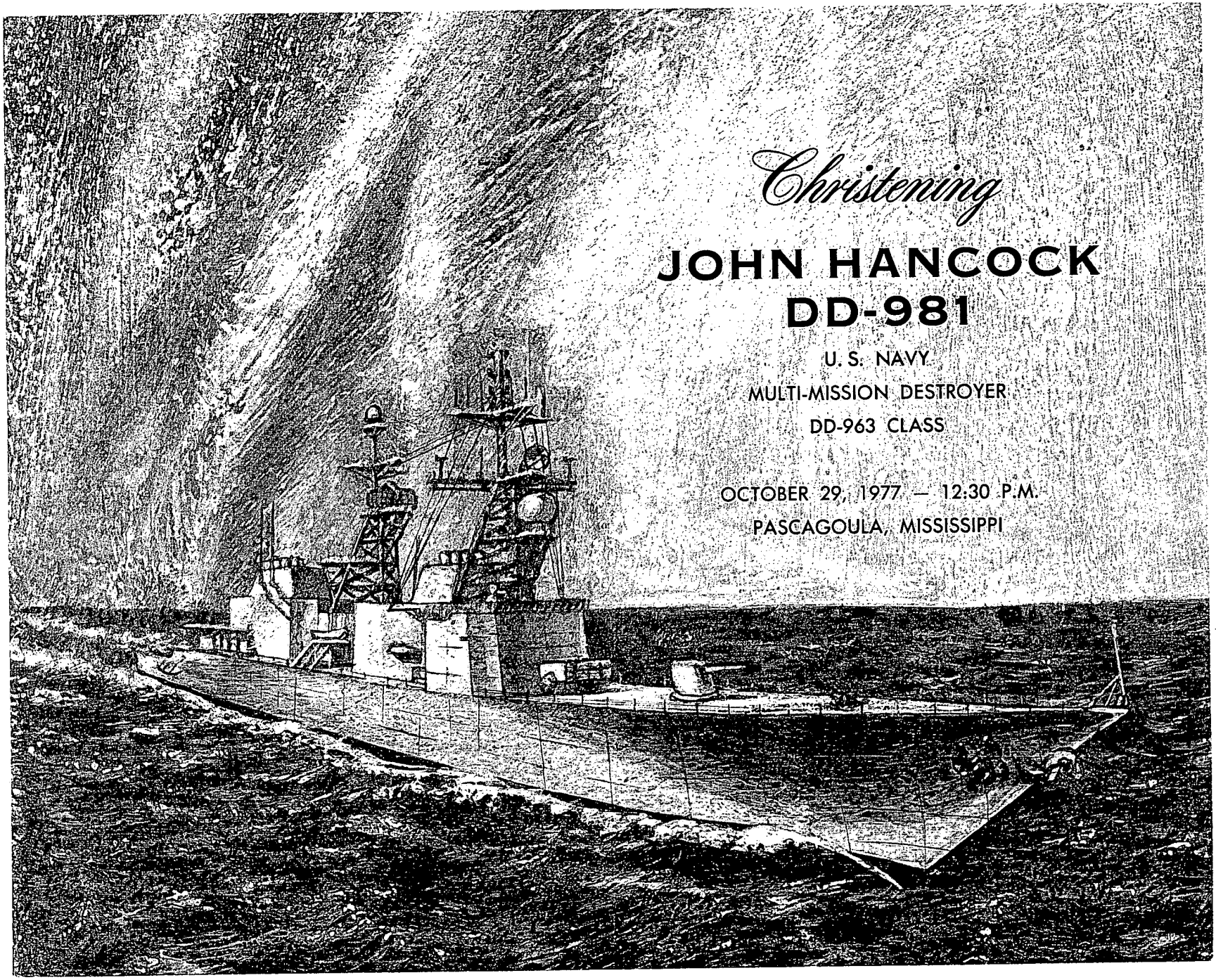

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NINETEENTH IN A 30-SHIP SERIES

JOHN HANCOCK (DD-981)

JOHN HANCOCK (DD-981) is the nineteenth in a series of 30 SPRUANCE-Class multi-mission destroyers designed and being produced for the U. S. Navy by Ingalls Shipbuilding division of Litton Industries in Pascagoula, Mississippi.

The SPRUANCE-Class destroyers are the result of the most ambitious peacetime naval program ever conceived for surface combatant ships. They are the outgrowth of U. S. Defense Department planning, begun in the middle 1960's, to counter both the growing obsolescence of the Navy's 200-plus aging World War II destroyer fleet and the posing threat of the ambitious submarine construction program of the Soviet Union.

In awarding the destroyer development, design and construction contract to Ingalls Shipbuilding in 1970, the Navy's prime goal was to make a major breakthrough in the use of new technology and industrial creativity. Today, these new destroyers, as designed and being produced by Ingalls, incorporate that industrial technology and creativity. Significant new characteristics of the destroyers not heretofore found in previous ships of the class include reduction in crew manning through automation without loss of effectiveness; increased ship availability through attention to built-in reliability; improved fault isolation and modular repair; and a design which permits ease of future modernization.

To carry out the primary mission of detecting and tracking hostile submarines, the SPRUANCE-Class destroyer is equipped with the most advanced surface ship sonar operational in the Navy today. This submarine surveillance gear, a long-range hearing device, is located in a large bulbous dome below the waterline of the ship's bow. The equipment is designed to detect, identify and to track multiple targets.

While designed primarily for submarine tracking and anti-submarine warfare, the destroyers are also multi-missioned, being capable of operating with equal effectiveness alone or in large carrier task forces. They can bombard enemy shore positions, support amphibious assaults, escort military and merchant ship convoys, perform surveillance and trailing of hostile surface ships, establish blockades and undertake search and rescue missions.

The new destroyers are large ships, capable of carrying a formidable array of weapons and electronic equipment at high speeds over a long range. At 563 feet in length, a beam of 55 feet, draft of 29 feet and a displacement of nearly 8,000 tons fully loaded, they are almost twice as large as destroyers now in the fleet.

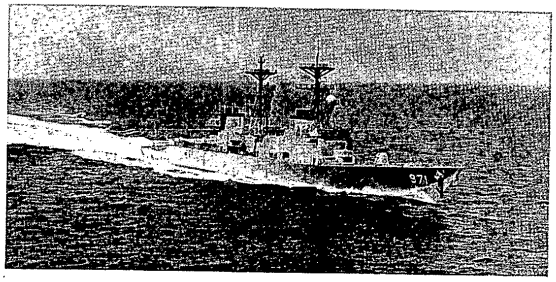
Present armament on the ship consists of two 5-inch 54-caliber guns, an ASROC (Anti-submarine Rocket) launching group and torpedo tubes. The ships are capable of carrying either two multi-purpose UH-2 helicopters or one SH-3D helicopter.

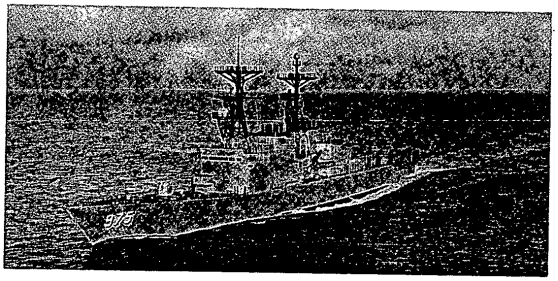
The SPRUANCE destroyers are the first major U. S. Navy combat ships to be powered by gas turbine engines. Four marine jet engines, developing more than 20,000 horsepower each, drive the ship at speeds in excess of 30 knots.

Two controllable, reversible pitch propellers and twin rudders combined with the gas turbine engines give the SPRUANCE ships great speed, flexibility and maneuverability. The effectiveness of these destroyers against submarines will be far greater, particularly at high speeds, than that of any previous U. S. Navy destroyer.

The first eight ships of this advance combat-class have been delivered to the Navy with the ninth joining the Fleet next week. Of the remaining 21 ships in the series, ten have been launched and are in outfitting while the rest are in various stages of ship integration, module erection or steel fabrication.

AN INGALLS FIRST: TWO DESTROYERS IN THE GULF AT SAME TIME MANNED BY SEPARATE INGALLS TRIAL CREWS





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PROGRAM

PRESENTATION OF COLORS
NAVAL JUNIOR ROTC COLOR GUARD
Pascagoula High School

THE NATIONAL ANTHEM
NAVY BAND NEW ORLEANS
Eighth Naval District

INVOCATION
THE REVEREND ROBERT L. KATES
Pastor, First United Methodist Church, Pascagoula

WELCOME AND REMARKS
MR. LEONARD ERB
Vice President, Litton Industries and
President, Ingalls Shipbuilding Division

REMARKS
CAPTAIN WILLIAM E. MCGARRAH, USN
Supervisor of Shipbuilding, Conversion and Repair,
U. S. Navy, Pascagoula

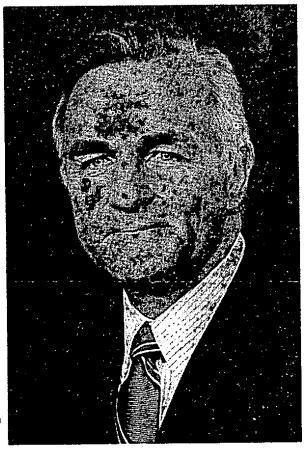
REAR ADMIRAL EDWARD J. OTTH, USN
Special Assistant for Shipbuilding
Naval Sea Systems Command

ADDRESS
ADMIRAL STANSFIELD TURNER, USN
Director of Central Intelligence

CHRISTENING OF JOHN HANCOCK (DD-981)
MRS. STANSFIELD TURNER
Sponsor

MRS. OLIVER S. TURNER
Matron of Honor

Sponsor
MRS. STANSFIELD TURNER



ADMIRAL STANSFIELD TURNER
Principal Speaker

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The multi-mission destroyer being christened today, JOHN HANCOCK (DD-981), is named in honor of the American revolutionary statesman, John Hancock, (1737-1793). The annals of American naval history identify Hancock as the first Chairman of the Marine Committee which supervised the construction and fitting out of the Continental Navy's initial shipbuilding program of thirteen frigates. This committee fulfilled the responsibilities for naval affairs similar to those of today's Navy Department. To most, however, Hancock is best known as the first signer of the Declaration of Independence, as well as the President of the Continental Congress and the Governor of the State of Massachusetts. DD-981 is the fifth American ship to be named in Hancock's honor. Two Continental ships, a schooner and a frigate, in addition to a transport and an aircraft carrier were previously named HANCOCK. Sponsor for the christening of the new HANCOCK will be Mrs. Stansfield Turner of Washington, D.C., wife of the CIA Director, Admiral Stansfield Turner. Selected as Matron of Honor by the Sponsor will be her mother-in-law, Mrs. Oliver S. Turner of Charlottesville, Va.

Litton INGALLS SHIPBUILDING

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Reception

by invitation only

immediately following the christening

La Font Inn, Highway 90 East

Please present

this card

Mr. and Mrs. _____

☐ *accept with pleasure*

☐ *regret they cannot accept*

the invitation of

Ingalls Shipbuilding

Division of Litton Industries

to attend the christening of the

John Hancock DD-981

Saturday, the twenty-ninth of October

Nineteen hundred and seventy-seven

Ingalls Shipbuilding

Division of Litton Industries

Post Office Box 149

Pascagoula, Mississippi 39567

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LAUNCHING/CHRISTENING CEREMONY

In this second significant ceremony, the recently constructed ship is solemnly dedicated, named, and committed to the sea. There are many variations in launching programs, even as to whether it is known as a launching or christening, or both. The desires of the shipbuilder and of the Navy as well as existing circumstances will determine its final form. It should be noted that the designation of U.S. Ship (USS) is not properly used with the ship's name at this point for she has not yet been accepted into naval service.

Invitation

The following example of a launching invitation is typical:

The Commander, Portsmouth Naval Shipyard,
requests the honor of your presence
at the launching of the submarine
DEEP FISH (SS–999)
on Saturday, the twenty-first of July
nineteen hundred and seventy [1]
at half past ten o'clock
at Portsmouth, New Hampshire
Mrs. Robert Thomas Williams, Sponsor

R.s.v.p.[2]

---

[1] Indication of the year is optional.

[2] Unless space for guests is at a premium, "R.s.v.p." for the ceremony itself is generally unnecessary. Usually, the above invitation, without the "R.s.v.p.," will be mailed with a smaller card on which is engraved an invitation to a reception. The following format is suitable:

The Commander
Portsmouth Naval Shipyard
cordially invites you to a reception
in honor of the sponsor
Mrs. Robert Thomas Williams
at the Commissioned Officers' Mess
immediately following the launching ceremony

R.s.v.p.
235–1893

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Program

The following elements constitute most launching programs, although the sequence of events and participants can be altered:

Program	*Participant*
The National Anthem	
Welcome	Shipyard official.
Introduction of the speaker	District commandant.
Address	Principal speaker.
Invocation	Chaplain.
Introduction of the sponsor (and matrons of honor)	Shipyard official or district commandant.
Christening	Sponsor

A common variation and elaboration of these parts is found in the ensuing example:

Program	*Participant*
Attention sounded	
Opening remarks	District commandant.
Address on the ship's namesake and history of former ships of the name.	Guest speaker.
Attention sounded	
Introduction of the sponsor, matron of honor, and representative of the society of sponsors.	District commandant or other speaker.
Presentation of gift from Navy yard employees [1]	
Attention sounded	
Invocation	Chaplain.
Christening	Sponsor.
Anchors Aweigh	
Star-Spangled Banner	

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Gifts - Mrs T < $50
otherwise →

STAT

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PODIUM SCHEDULE
CHRISTENING PROGRAM FOR
CONOLLY (DD-979)
Saturday, June 25,1977
Ingalls Shipbuilding division of Litton Ind.

HONORS TO SENATOR MATHIAS
Corry Station Volunteer Band, Naval Technical Training Center,Pensacola

PRESENTATION OF COLORS (1 minute)
Pascagoula High School NJROTC Color Guard
(Introduced by Mr. Jerry St. Pe')

NATIONAL ANTHEM (2 minutes)
Corry Station Volunteer Band

INVOCATION (2 minutes)
The Reverend Harold O. Martin
Rector, St. John's Episcopal Church, Pascagoula, Ms.
(Introduced by Mr. St. Pe')

WELCOME AND REMARKS (7 minutes)
Mr. Leonard Erb
Vice President, Litton Industries and President, Ingalls Shipbuilding div.
(Introduced by Mr. St. Pe')

REMARKS (5 minutes)
Captain William E. McGarrah, USN
Supervisor of Shipbuilding, Conversion and Repair, U.S. Navy
(Introduced by Mr. Erb)

REMARKS (5 minutes)
Rear Admiral James W. Montgomery, USN
Deputy Commander for Plans, Programs and Financial Management/Comptroller
Naval Sea Systems Command
(Introduced by Captain McGarrah)

REMARKS AND INTRODUCTION OF PRINCIPAL SPEAKER (5 minutes)
Mr. Togo D. West, Jr.
General Counsel of the Navy
(Introduced by Mr. Erb)

ADDRESS (10-12 minutes)
The Honorable Charles McC. Mathias, Jr.
United States Senator from Maryland

INTRODUCTION OF SPONSOR AND MATRON OF HONOR (3 minutes)
Mrs. George H. Hughey, Sponsor
Miss Ann Hughey, Maid of Honor
(by Mr. Erb)

PROCEED TO CHRISTENING PLATFORM
Mrs. Hughey
Miss Hughey
Mr. Erb
Senator Mathias
Mr. West
RADM Montgomery
Capt. McGarrah
Mr. R. L. Conolly, Jr.

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77-8955/2

SUPERVISOR OF SHIPBUILDING
CONVERSION AND REPAIR
U. S. NAVY
PASCAGOULA, MISSISSIPPI
39567

12 SEP 1977

Admiral Stansfield Turner, USN
Director of CIA
Washington, DC 20505

Dear Admiral Turner:

I was delighted to learn that you have accepted the invitation of the Secretary of the Navy to speak at the christening of JOHN HANCOCK (DD 981).

The christening is scheduled to commence at 12:30 p.m. on 29 October 1977 at Ingalls West Bank shipyard. A reception and luncheon is planned at the LaFont Inn after the christening.

I am enclosing a program of a previous Spruance Class Destroyer christening to give you an idea of the procedures that will be followed in the christening of JOHN HANCOCK. I regret that the christening program for JOHN HANCOCK is not yet complete. Also, I have enclosed information concerning the Spruance Class Destroyers, and a map of the City of Pascagoula for your convenience.

If there is any way that I can be of help to you in making your arrangements, please call me at 601/769-0242.

We are looking forward to seeing you.

Sincerely,

W E McGarrah

W. E. McGARRAH
Captain USN

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Time Schedule of Overall Events for
The Christening of CONOLLY (DD-979)
West Bank Facility
Ingalls Shipbuilding, Pascagoula, MS
Saturday, June 25, 1977

TIME	EVENT
10:15 a.m.	Official Party assembles at LaFont Inn, Banquet Room #175, Highway 90 East, Pascagoula.
10:35 a.m.	Official Party departs for ceremony site, West Bank Facility.
10:50 a.m.	Official Party arrives ceremony site and take places on speaker's platform under tent.
11:00 a.m.	Program begins (See Podium Schedule attached)
	* Honors to Senator Mathias
	* Presentation of Colors
	* National Anthem
	* Invocation
	* Speeches
	* Introduction of Sponsor and Maid of Honor
	* Remarks by Sponsor and Maid of Honor
11:45 a.m.	Sponsor, Maid of Honor and Speakers walk to bow of DD-979 via special platform for christeni of ship.
11:50 a.m.	Sponsor christens CONOLLY on bow of ship with champagne.
12-Noon	Official Party departs ceremony for reception and luncheon at LaFont Inn, Highway 90, Pascagoul
12:15 p.m.	Reception - LaFont Inn.
1:00 p.m.	Sponsor's luncheon - LaFont Inn.
2:30 p.m.	End of Schedule.

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Schedule and Scenario
Reception and Luncheon for Sponsor and Official Party
CONOLLY (DD-979) Christening
Saturday, June 25, 1977, LaFont Inn

12:15 p.m. — Upon arrival at LaFont from christening ceremonies Sponsor, Maid of Honor and Official Party proceed to canopy covered patio poolside for cocktails and informal reception.

1:00 p.m. — Sponsor, Maid of Honor and Official Party proceed to dining room off patio for buffet luncheon.

1:45 p.m. — Upon completion of luncheon and following the serving of champagne, toasts are offered by:

1) Ingalls President to Sponsor

2) RADM Montgomery to Maid of Honor

3) Senator Mathias in honor of Admiral Conolly and namesake ship.

Following toasts, gifts and letters are presented to Sponsor by:

1) President of Ingalls

2) NavSea Representative

3) Supervisor of Shipbuilding

4) Presentations and remarks by others who may desire

5) Response by Sponsor and Richard L. Conolly, Jr

2:15 p.m. — Conclusion of luncheon with remarks from Ingalls President.

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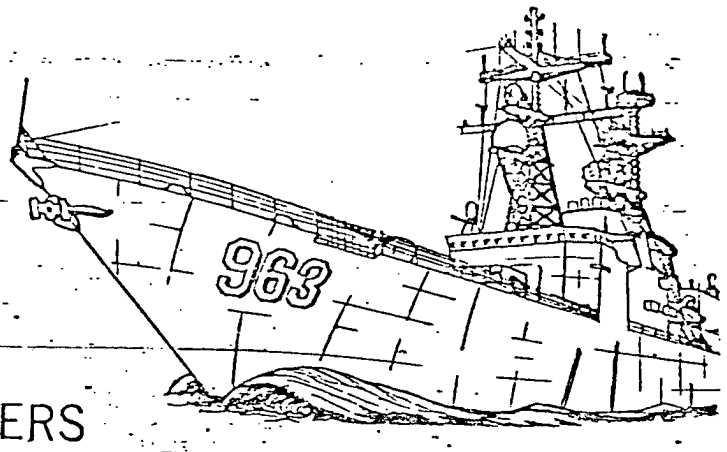
NEWS ABOUT THE U.S. NAVY'S NEW MULTI-MISSION DESTROYERS



VERSATILE SPRUANCE-CLASS DESTROYERS

DESIGNED TO DETER WAR INTO 21ST CENTURY

United States Seapower in the Seventies is synonymous with Spruance - a new class of Navy destroyer developed to maintain America's strength on the world's seas and deter war into the 21st Century.

Designed primarily for submarine tracking and antisubmarine warfare, the advanced destroyers will cope with present and future threats from nuclear attack and missile-launching submarines.

These destroyers are versatile and multi-mission, and will operate with equal effectiveness alone or in large carrier task forces. They can bombard enemy shore positions, support amphibious assaults, escort military and merchant ship convoys, perform surveillance and trailing of hostile surface ships as well as submarines, establish blockades and undertake search and rescue operations.

This new destroyer fleet was designed and is being produced by Ingalls Shipbuilding division of Litton Industries in Pascagoula, Miss., under a multi-year contract. The program calls for the initial production of as meny as 30 ships. Ingalls has the total responsibility for producing these new vessels - from design, procurement, integration and installation of the extensive electronics systems to its logistics support.

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Ingalls designed the destroyers to meet Navy mission requirements at the lowest possible cost during the operating life of the ships. In finalizing the design, Ingalls used computers to analyze many different ships on paper with varying combinations of hulls, propulsion systems and other characteristics prior to selecting the best combination.

The destroyer, as designed, is a large ship, capable of carrying a formidable array of weapons and electronic equipment at high speeds over a long range. At 563 feet 4 inches long, a beam of 55 feet, draft of 29 feet and a displacement of 7,800 tons fully loaded, the Spruance-class destroyer is almost twice as large as the latest destroyers to be built for the fleet - the Forrest Sherman-class, produced between 1955 and 1959. The Sherman-class ships have a maximum length of 425 feet and a displacement of 4,050 tons.

Along with their size, the Spruance destroyers will have high speed combined with maneuverability. They will be the first major combat ships in the U. S. Navy to be powered with four marine gas turbine engines. These turbines, which are derived from jet aircraft engine technology, will produce more than 20,000 horsepower each to drive the ship at speeds in excess of 30 knots. The gas turbine engines are more compact and lighter than steam turbines, are easier to meintain and automate, are more quickly repaired or replaced, and can be started cold in only a few minutes rather than the hour or more needed for steam plants.

The ship has twin screws, twin rudders and staggered twin main propulsion spaces, each containing two gas turbine engines. The destroyers have controllable, reversible pitch twin propellers, giving the ships a

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high degree of maneuverability. Besides controlling direction of the ship, the pitch of the propellers can be tuned to achieve maximum efficiency for long-range cruising, or for maximum silence during antisubmarine warfare missions. During normal operations the destroyer may cruise on two engines, going to three and then to four for greater speeds.

The effectiveness of these destroyers against submarines will be far greater, particularly at high speeds, than that of present U. S. Navy destroyers. For detecting enemy submarines, the Spruance has the most advanced surface ship sonar operational in the Navy today, and ship silencing techniques have been stressed throughout the design and construction of the ships to enhance the submarine detection capability.

The efficient hull design minimizes roll and pitch to assure the highest possible accuracy of the weapon and detection systems while also reducing resistance and drag to provide fuel savings at high speeds.

In addition to the shape and propulsion of the ship, there are other factors involved in operating efficiency and reducing the life cycle costs of the destroyers. One of the most important considerations in Ingalls' design was the size of the crew. Through use of automation and advanced technology in the propulsion, armament and electronic systems, and the use of supporting equipment requiring minimum maintenance, the crew size has been reduced to about 250 officers and enlisted men, less than 80 percent of the crew required for modern combat ships of similar size and lesser capability. The reduction in personnel, alone, is expected to save the Navy more than a billion dollars at today's prices during the life of these new destroyers.

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Other savings will result from the reliability and maintainability of the electronic systems, a consideration in the earliest phases of ship design. Ingalls' Integrated Logistics Systems personnel planned the location and spacing of the electronic equipment for longest life and maintenance accessibility, as well as operating efficiency. This support group also determined skill levels necessary to maintain the equipment, spare part requirements, and components where lower costs may be realized by replacing rather than repairing parts.

Although ships are built for a life cycle of some 30 years, the new destroyers are designed to be up-dated with new weapons and supporting electronics systems at the lowest possible cost as this equipment becomes available through changing technology.

Weapons and electronic spaces aboard the Spruance were planned with adequate margins for the additional weight, space, and power that more systems or more advanced electronics may require in the future. The size and displacement of the destroyers, as well as the over-all ship design, are planned so the ship will maintain its stability and design efficiency when more or larger systems are added.

In addition to eliminating the necessity for extensive structural changes to the ship, other design features allow replacement of equipment in the ship at the least cost with the least time out of service.

The weapons and electronics in the Spruance-class destroyers are placed aboard ship as an entire system after they have been thoroughly tested on land. All the electronic equipment for one system is placed

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together in the same compartment aboard ship, entirely integrated, with only the connections to remote equipment and power sources remaining incomplete.

For modernization, the entire system can be easily disconnected from external equipment in the same manner, and replaced with a newer system in much less time than normally required. The replecement system can be assembled, tested and programmed, and crew members trained in its operation, while the electronic system is still on land, and the ship, which is to receive the new equipment, is still at sea. The ship will need to be out of service only for the time it takes to actually install the equipment.

November 1973

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Biography

Leonard Erb

Vice President

Litton Industries, Inc.

Leonard Erb is a corporate vice president of Litton Industries, group executive for the company's Marine Group, and president of the Ingalls Shipbuilding Division.

A U.S. Naval Academy graduate of the class of 1942, Mr. Erb served as a commander of three submarines -- both conventional and nuclear -- and of a destroyer during his Navy career.

He joined Litton in 1964 as a member of program management at the Guidance and Control Systems Division. Mr. Erb was promoted in 1973 to vice president of business development at the highly successful division.

In August 1974, he was named president of the Amecom Division, which is a major designer and manufacturer of electronic countermeasures systems, radio navigation systems and radio communications products. Mr. Erb assumed his present responsibilities in May 1975.

A native of New Berlinville, Pennsylvania, he holds a master's degree in electrical engineering from Massachusetts Institute of Technology and is a graduate of Valley Forge Military Academy.

December 1976

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PROPOSED REMARKS

FOR

ADMIRAL H. E. SHEAR

TO BE GIVEN AT

THE COMMISSIONING OF THE

DD 973 - JOHN YOUNG

ON

7 FEBRUARY 1976

AT

PASCAGOULA, MISSISSIPPI

15 Minutes

250 Audience

Speech to be given at 1100

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IT IS A DOUBLE HONOR FOR ME TO BE HERE TO PARTICIPATE IN THIS SPLENDID CEREMONY. FIRST, I AM HONORED TO HAVE MY WIFE AND DAUGHTER CHRISTEN THE NAVY'S NEWEST DESTROYER. A CHRISTENING IS THE OFFICIAL BIRTH OF A SHIP, AND WE ARE INDEED PROUD PARENTS. SECOND, I ALWAYS WELCOME THE OPPORTUNITY TO GET AWAY FROM WASHINGTON, TO VISIT NAVY SHIPS OF THE FUTURE, AND PAY TRIBUTE TO AN AMERICAN NAVAL HERO.

THIS BICENTENNIAL YEAR WILL SEE MANY TRIBUTES TO HEROES OF THE AMERICAN REVOLUTION, BUT NONE IS MORE APPROPRIATE THAN THE NAMING OF THIS PROUD SHIP FOR A MAN WHO GAVE HIS LIFE IN THE CAUSE OF FREEDOM.

CAPTAIN JOHN YOUNG WAS A MAN BORN TO THE SEA AND COMMITTED TO WINNING HIS COUNTRY'S FREEDOM. BORN IN NEW YORK HE FIRST WENT TO SEA AS A YOUNG MAN AND WAS MASTER OF HIS OWN SHIP BY THE TIME HE WAS IN HIS EARLY 30'S.

THE FIRST SHOTS OF CONCORD AND LEXINGTON HAD BARELY STOPPED ECHOING BEFORE JOHN YOUNG APPLIED FOR SERVICE IN THE YET TO BE BORN AMERICAN NAVY. AFTER THE BRITISH CAPTURED LONG ISLAND, HE WAS FORCED TO MOVE TO PHILADELPHIA, THE FOCAL POINT OF THE AMERICAN EXPERIENCE. THERE HE RECEIVED HIS FIRST COMMAND, THE SMALL SLOOP INDEPENDENCE, AND IN HER WON A REPUTATION AS A MAN CAPABLE OF FINDING VICTORY WHERE NO ONE ELSE COULD.

DURING THE BLEAK WINTER OF 1776 IT WAS JOHN YOUNG WHO CAPTURED AND SENT DESPERATELY NEEDED BLANKETS AND GUNPOWDER TO GEORGE WASHINGTON'S ARMY ON CHRISTMAS DAY. THAT VERY NIGHT WASHINGTON EMBARKED HIS ARMY ON BOATS AND CROSSED THE DELAWARE TO FIGHT AND WIN THE CRITICAL BATTLE OF TRENTON.

BUT JOHN YOUNG WON HIS TRUE HONORS AS THE COMMANDING OFFICER OF THE FIRST SARATOGA. ON HIS FIRST WAR CRUISE, HE CAPTURED FOUR HEAVILY ARMED MERCHANT SHIPS IN TWO DAYS OF PITCHED BATTLE. AT ONE TIME DURING THE BATTLE HE SIMULTANEOUSLY ENGAGED A LETTER-OF-MARQUE SHIP AND TWO BRIGS,

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CAPTURING THE SHIP AND ONE OF THE BRIGS. HIS SERVICE SPANNED NEARLY THE ENTIRE COURSE OF THE REVOLUTION BEFORE THE SARATOGA AND JOHN YOUNG WERE LOST IN HEAVY SEAS DURING YET ANOTHER BATTLE.

THIS IS THE SECOND SHIP TO CARRY THE NAME OF THIS HEROIC REVOLUTIONARY WAR CAPTAIN. THE FIRST JOHN YOUNG WAS A WORLD WAR I, FLUSH DECK DESTROYER, WHICH WAS PART OF THE NAVY'S LARGEST SHIPBUILDING PROGRAM PRIOR TO WORLD WAR II.

TODAY, THE NAVY IS COMMITTED TO ANOTHER MAJOR SHIPBUILDING PROGRAM. IT IS A PROGRAM WHICH IS AS CRITICAL TO THE DEFENSE OF AMERICA BEGINNING HER THIRD CENTURY AS JOHN YOUNG'S VALIANT SERVICE WAS TO AMERICA BEGINNING HER FIRST CENTURY. IN EIGHT SHORT YEARS SINCE 1968, OUR NAVY HAS BEEN REDUCED FROM MORE THAN 900 TO LESS THAN 500 SHIPS. WE ARE COMMITTED TO A TITANIC STRUGGLE TO BUILD A BALANCED MODERN FLEET OF THE FUTURE, WITHIN A LIMITED BUDGET AT A TIME OF HIGH INFLATION RATES.

200 YEARS AGO THE THREAT THAT JOHN YOUNG FACED WAS BORNE ON THE WIND BY BILLOWED SAILS. IT CARRIED NINE POUND SHOT, A SHARP SABER AND A MARKSMAN'S KEEN EYE. TODAY THE THREAT OUR NAVY FACES COMES FROM ABOVE AND BELOW, AS WELL AS ON THE SEA. THE THREAT IS NUCLEAR POWERED, SUPERSONIC AND MEASURED IN MEGATONS.

IN HIS DAY JOHN YOUNG FACED THE LARGEST, MOST POWERFUL FLEET IN THE WORLD. TODAY, THE U. S. NAVY FACES A SOVIET FLEET WHOSE LEADERS ARE COMMITTED TO CREATING A NAVY "SECOND TO NONE." THE SOVIET UNION IS DEDICATED TO BECOMING A WORLD RANGING MARITIME POWER - AND IS EXPENDING THE ENERGY AND MONEY NECESSARY TO ACCOMPLISH THIS.

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SINCE 1970 THE SOVIETS HAVE PRODUCED MORE STEEL EACH YEAR THAN THE U. S. WITH THE EXCEPTION OF 1973, AND IT TAKES FIRST-RATE STEEL - THOUSANDS OF TONS OF IT - TO PRODUCE FINE WARSHIPS. THERE ARE RECENT CLAIMS THAT THE SOVIETS CAN PRODUCE MORE SUBMARINES ANNUALLY IN ONE SHIPYARD THAN THE U. S. CAN IN ALL ITS YARDS PUT TOGETHER.

IN 10 YEARS FROM 1962 TO 1972 THEY PRODUCED NEARLY A THOUSAND FINE CAPITAL NAVY SHIPS - MORE THAN THREE TIMES THE NUMBER THAT THE UNITED STATES PRODUCED. SINCE 1965 THEY HAVE PRODUCED THREE NEW CLASSES OF CRUISER AND FOUR NEW CLASSES OF DESTROYER. THERE ARE INDICATIONS THAT THE KEEL FOR THE THIRD SOVIET AIRCRAFT CARRIER HAS BEEN LAID.

BUT, THE BACKBONE OF THE SOVIET NAVAL THREAT IS THEIR SUBMARINE FLEET. THE SOVIET UNION HAS THE LARGEST SUBMARINE FLEET IN THE WORLD, CONSISTING OF SOME 325 SHIPS - 130 OF WHICH ARE NUCLEAR POWERED. THEIR LATEST NUCLEAR BALLISTIC MISSILE SUBMARINE CARRIES MISSILES WITH NEARLY TWICE THE RANGE CAPABILITY OF THE SSBN'S THE UNITED STATES HAS AT SEA TODAY.

THEY HAVE NEARLY 250 ATTACK SUBMARINES - 70 OF WHICH ARE NUCLEAR POWERED. SOME OF THESE ARE CONSIDERED TO BE THE FASTEST SUBMARINES IN THE WORLD. TODAY THEY BUILD 3 NUCLEAR SUBMARINES FOR EACH ONE WE BUILD, AND MAKE NO MISTAKE THESE ARE FIRST RATE, BLUE WATER, NUCLEAR SHIPS.

THE SOVIETS HAVE THOUSANDS OF NAVAL ENGINEERS POURING THEIR COMBINED ENERGIES INTO HULL DESIGN, INCREASED SPEED, NOISE REDUCTION AND SOPHISTICATED ELECTRONICS. THE RESULTS ARE INDEED IMPRESSIVE.

TO MEET THIS EXPANDING THREAT, THE U. S. NAVY NEEDS NEW, SOPHISTICATED, POWERFUL WARSHIPS - LIKE THE JOHN YOUNG.

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THIS PROUD SHIP WILL BE THE 11TH SPRUANCE CLASS DESTROYER. SHE IS A NEW BREED OF SHIP, DESIGNED FROM KEEL TO MAST AS AN ANTI-SUBMARINE WARSHIP. HER SONARS WILL BE THE MOST ADVANCED AVAILABLE - ABLE TO LOCATE, TRACK AND IDENTIFY MULTIPLE TARGETS SIMULTANEOUSLY, THEN FEED THIS INFORMATION DIRECTLY INTO A DIGITAL COMPUTER PROVIDING HER CREW MORE INFORMATION, MORE QUICKLY AND MORE ACCURATELY THAN EVER BEFORE.

SHE WILL BE ABLE TO GO FROM COLD IRON TO FULL POWER IN TWELVE MINUTES.

HER NAVIGATIONAL SYSTEM WILL BE TIED DIRECTLY TO THE NAVAL SATELLITE SYSTEM FOR TRULY ROUND THE CLOCK, ALL WEATHER OPERATIONS.

ON SEVERAL OCCASIONS, CAPTAIN JOHN YOUNG STOOD ALONE AND WON AGAINST THE BEST THE BRITISH FLEET COULD THROW AGAINST HIM. THIS PROUD SHIP - LIKE HER NAMESAKE - MAY BE CALLED ON TO STAND AGAINST SUPERIOR ODDS. SHE WILL BE UP TO THE TASK - BUT SHE CANNOT THWART THE THREAT ALONE.

WE MUST STRIVE TO BUILD A READY, MODERN FLEET OF NEW AND MORE CAPABLE WARSHIPS LIKE THE JOHN YOUNG - DESIGNED SPECIFICALLY TO COUNTER THE THREAT OF THE 80'S. WE MUST ALSO BUILD INTO THEM BETTER RELIABILITY AND MAINTAINABILITY SO THEY CAN STAND THE TEST ALONE - WHERE TWO STOOD BEFORE.

INGALLS' INNOVATIONS IN MODULAR SHIP CONSTRUCTION AND DESIGN ARE SETTING NEW STANDARDS IN THE SHIPBUILDING INDUSTRY.

THE MEN AND WOMEN HERE AT INGALLS SHIPYARD HAVE BEEN ENTRUSTED WITH BUILDING A SIGNIFICANT PORTION OF AMERICA'S NAVAL FLEET OF TOMORROW. THIS IS A HEAVY RESPONSIBILITY, FOR SOON INGALLS-BUILT SHIPS - PROUD U. S. NAVY SHIPS - WILL BE FLYING THE STARS AND STRIPES ON EVERY OCEAN OF THE WORLD.

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TWO CENTURIES AGO OUR NAVY WAS BORN FROM TWO CONVERTED SLOOPS. DEDICATED MEN AND WOMEN MET AND MASTERED THE CHALLENGE OF CREATING A NATION AND PROTECTING IT. AS WE STAND HERE TODAY MAY WE RESOLVE TO DEDICATE OURSELVES ONCE AGAIN TO BUILDING A DEFENSE CAPABLE OF PROTECTING AMERICA'S FREEDOM FOR THE NEXT TWO CENTURIES.

THANK YOU.

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SPEECH
Congressman Thad Cochran
Christening of CARON DD-970
Pascagoula, Mississippi
1100 - Saturday, August 9, 1975

I feel genuinely honored to be here with all of you today to celebrate the christening of this new ship. The last time I was here we observed the groundbreaking for the new West Bank facilities which launched not just a ship but a new era of shipbuilding capability for Mississippi and our nation. We referred to it then as the "Shipyard of the Future."

The future is now, and as I was pleased then to be a part of the effort to make this new yard a reality, I am doubly pleased now to be a part of this ceremony which honors the shipbuilders and the brave man for whom this fine ship is named, Wayne M. Caron.

Hospital Corpsman Third Class Wayne Caron was a brave man, a man of strength and spirit and compassion. There are many men today who are living because of the care rendered to them by Corpsman Caron. Wayne Caron died in Vietman on July 28, 1968, while trying to save the lives of men wounded by enemy fire in a rice paddy in Quang Nam Province.

His actions, which earned him the Congressional Medal of Honor, are a vivid reminder that genuine concern for others is not dead. I was very much impressed by the description of events that immediately preceded his death, and I would like to share them with you as they are written in his Medal of Honor Citation:

"While on a sweep through an open rice field ... Petty Officer Caron's unit started receiving enemy small arms fire. Upon seeing two Marine casualties fall, he immediately ran forward to render first aid, but found that they were dead. At this time, the platoon was taken under intense small arms and automatic weapons fire, sustaining additional casualties. As he moved to the aid of his wounded comrades ... (he) was hit in the arm by enemy fire. Although

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Marines. He rendered medical assistance to the first Marine who was grievously wounded, and was undoubtedly instrumental in saving the man's life ... (he) then ran toward the second Marine, but was again hit by enemy fire, this time in the leg. Nonetheless, he crawled the remaining distance and provided aid for this severely wounded man. He started to make his way to yet another injured comrade when he was again struck by small-arms fire. Courageously and with unbelievable determination, he continued his attempt to reach the third Marine until he himself was killed by an enemy rocket round."

War is hell, and it sometimes is hardest on people of mercy like Wayne Caron. His family suffered a tragic loss, but I know they are proud of his gallant actions. All of us, as Americans, should not only take pride in his courageous actions, but should also acknowledge the debt that we owe him and others like him. It is with honor, and humility, that I take part in this ceremony which ensures that his name lives even though he has died.

Some people may think it ironic that one of the most modern and powerful destroyers in the world should be named for a man of mercy, but I don't find it incongruous at all. Our country wants peace; none of us lusts for war and destruction. But peace does not come easily. In order to assure peace in our own land, we must be prepared to pay the price that it demands. That price is steep, not only in terms of our financial, natural, and manpower resources, but also in terms of lives and grief. Long after the bills have been paid and the accounting ledgers are closed, we must continue to remember and be grateful for the sacrifices made by others to ensure that we can continue our peaceful lives.

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A strong and modern Navy is indispensable in our efforts to achieve and maintain peace. Our present difficulties in defining our proper role in world affairs convince me that a strong Navy is indeed vital to our nation's security.

This destroyer, the USS CARON, represents, too, the vitality of the modern Navy's shipbuilding program. Along with other members of the Spruance class, it will provide an unprecedented anti-submarine capability, as well as a capability to perform many of the more traditional duties of destroyers.

This modern anti-submarine capability is growing in importance as the Russian Ballistic Missile Submarine Fleet grows. With the United States as well as the Soviets moving toward putting more warheads beneath the surface, it becomes extremely important that we be able to track and destroy enemy submarines before they can unleash their potential nuclear destruction on our cities and the people who live there.

The USS CARON and other Spruance class destroyers will meet that challenge, I feel. The list of firsts and bests that outfit the ship - from the high speeds and maneuverability provided by its gas turbine engines, to the revolutionary computer-directed underwater fire control systems - make it a ship worthy to carry the name of Wayne Caron.

But the USS CARON represents yet another tradition - a Mississippi tradition - that of the shipbuilders of Pascagoula. Ships have been built here for more than 250 years, starting with wooden-planked and pitch-sealed boats for the Royal French Navy. The years since then have brought the enormous evolution of sailing ships and then the modern technology that has placed Ingalls shipbuilding, and Litton Industries, in the forefront of developing shipbuilding techniques that have made possible ships such as this. As a former Navy man, I take pride in our State's ability to help meet the needs of our [illegible]

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The 21,000 workers at Ingalls, the family of Corpsman Caron, and every American all have a right to be proud of this proud ship. But we also have a duty, to remember war means death and destruction. We must never forget those people who have died to help keep us free. And we must always remember that even though war is hell, it is better than slavery. In this year leading up to the Bicentennial, this is a good time to reflect on the Revolutionary War slogan, "Live Free or Die." We are all free today and hopefully will be tomorrow because of ships like this and men like Wayne Caron.

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CHRISTENING OF U.S.S. MOOSEBRUGER (DD 980)
ON 20 AUGUST 1977
REMARKS BY ADMIRAL ARLEIGH BURKE

INTRODUCTIONS

IT IS A GREAT HONOR FOR THIS OLD DESTROYER SAILOR TO BE PRESENT TODAY ON THE OCCASION OF CHRISTENING ONE OF OUR FINEST AND NEWEST DESTROYERS WITH THE NAME OF A GALLANT AND HARD FIGHTING NAVAL OFFICER AND MY OWN ESTEEMED CLASSMATE.

A NATION CAN PAY NO GREATER TRIBUTE TO A COURAGEOUS MAN WHO HAS WON THE RESPECT AND ADMIRATION OF HIS PEERS AND HIS COUNTRYMEN THAN TO PERPETUATE HIS BATTLE DEEDS BY ASSIGNING HIS NAME TO A MAN-O-WAR.

IT IS WITH GREAT PRIDE AND DEEP EMOTION THAT I WOULD LIKE TO PAY TRIBUTE TO VICE ADMIRAL MOOSEBRUGER, FOR I SPEAK ON BEHALF OF ALL OUR CLASSMATES. OUR FRIENDSHIPS BEGAN WHEN WE ENTERED THE NAVAL ACADEMY TOGETHER 58 YEARS AGO. THERE ARE NO CLOSER FRIENDSHIPS THAN THOSE FORMED WHEN MEN ARE YOUNG AND WHICH ARE INTENSIFIED BY LIFE-TIME SERVICE TOGETHER IN THE CHERISHED BUT DEMANDING NAVY.

FREDDIE MOOSEBRUGER HAD A LONG AND DISTINGUISHED CAREER BUT IT CAN BE SUMMARIZED BY HIS MAGNIFICENT ACTIONS IN THE SUPERB BATTLE OF VELA GULF AT ABOUT MIDNIGHT on 6-7 AUGUST, 1943. FREDDIE WAS COMMANDER DESTROYERS OF THE SLOT - COM-DES-SLOT - WE CALLED IT. HE HAD SIX WELL TRAINED, HEAVILY ARMED DESTROYERS UNDER HIS COMMAND - ALL EAGER FOR ACTION. HIS ORDERS WERE TO SWEEP THE GULF BETWEEN KOLOMBANGABA AND VELLA - LAVBELLA. ISLANDS, FROM WHERE THE JAPANESE WERE EXPECTED TO REINFORCE AND RESUPPLY THEIR HARD PRESSED GARRISONS ON

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KOLOMBANGARA.

ON THIS CLEAR, DARK, HOT AUGUST NIGHT, ACCORDING TO PLAN, FREDDIE SKILLFULLY MANEUVERED HIS FORCE NEAR THE COAST OF KOLOMBANGABA AND WAITED, JUST A FEW MINUTES BEFORE MIDNIGHT, FOUR FAST JAPANESE DESTROYERS SHOWED UP ON THE RADAR SCREEN. THE MOMENT FOR ACTION AT LAST. HE IMMEDIATELY CLOSED HIS DIVISION TO 6000 YARDS AND LAUNCHED 24 TORPEDOES. BY MIDNIGHT THREE ENEMY DESTROYERS WERE ON THE WAY DOWN. THE FOURTH ONLY, ESCAPED TO THE NORTH.

THE BATTLE WAS A CLASSIC SUCCESS. IT PROVED - ONCE AGAIN - THAT KNOWLEDGEABLE, WELL TRAINED MEN, MANNING HEAVILY ARMED, FAST SHIPS AND COMMANDED BY VALIANT, SKILLFUL COMMANDERS CAN INFLICT DISASTROUS DEFEATS EVEN ON A DETERMINED, COMBAT-EXPERIENCED ENEMY. FREDDIE MOOSEBRUGER DEMONSTRATED THAT NIGHT THE QUALITIES TO WHICH ALL NAVAL OFFICERS ASPIRE - AND WHICH WILL CONTINUE TO BE AN INSPIRATION TO HIS SUCESSORS.

ADMIRAL MOOSEBRUGER HAS ADDED AN ILLUSTRIOUS CHAPTER TO THE HISTORY OF OUR GLORIOUS COUNTRY. SINCE THAT FAMOUS BATTLE 34 YEARS AGO, THERE HAVE BEEN TREMENDOUS CHANGES IN TECHNOLOGY - AND IT IS NOT LIKELY THAT A SIMILAR BATTLE WITH SIMILAR WEAPONS WILL EVER BE FOUGHT AGAIN BUT BATTLES IN THE FUTURE WILL BE WON AS THEY ALWAYS BEEN THROUGHOUT HISTORY - BY COURAGEOUS MEN WITH GOOD EQUIPMENT WHICH THEY KNOW HOW TO USE.

NOT ONLY ARE WE NOW LIVING IN AN ERA OF RAPID CHANGES IN EQUIPMENT, TECHNIQUES AND SPEED OF ACTION AND REACTION,

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BUT IT IS ALSO A TROUBLESOME ERA WITH ARMED CONFLICT IN MANY AREAS OF THE WORLD. NATIONS FACE SERIOUS PROBLEMS WHICH THEY MUST PREPARE THEMSELVES TO MEET - OR FACE EXTINCTION.

THESE RAPID CHANGES HAVE INCREASED THE VALUE OF THE USE OF TIME. I AM CONCERNED ABOUT THE LENGTH OF TIME IT TAKES TO GET THINGS DONE. THE TIME TO MAKE A DECISION - THE TIME TO MAKE A STUDY - THE TIME TO BUILD A SHIP - THE TIME TO CREATE A FLEET - THE TIME TO TRAIN MEN. WE NEED TO RECOGNIZE THIS IMPORTANT FACTOR LEST WE FIND OURSELVES TO LATE WITH TOO LITTLE.

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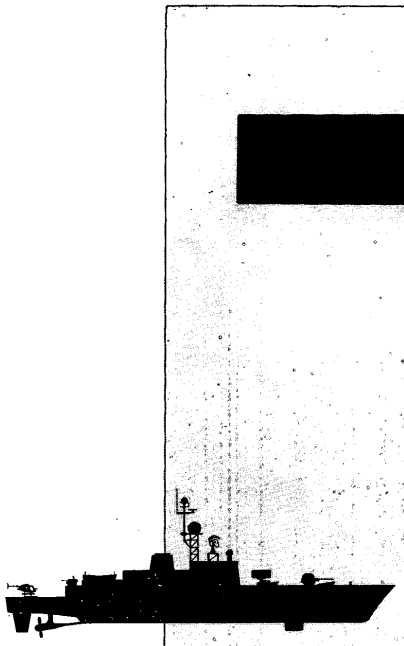

WHAT'S NEW AT INGALLS SHIPBUILDING?

MAY, 1976

INGALLS SHIPBUILDING

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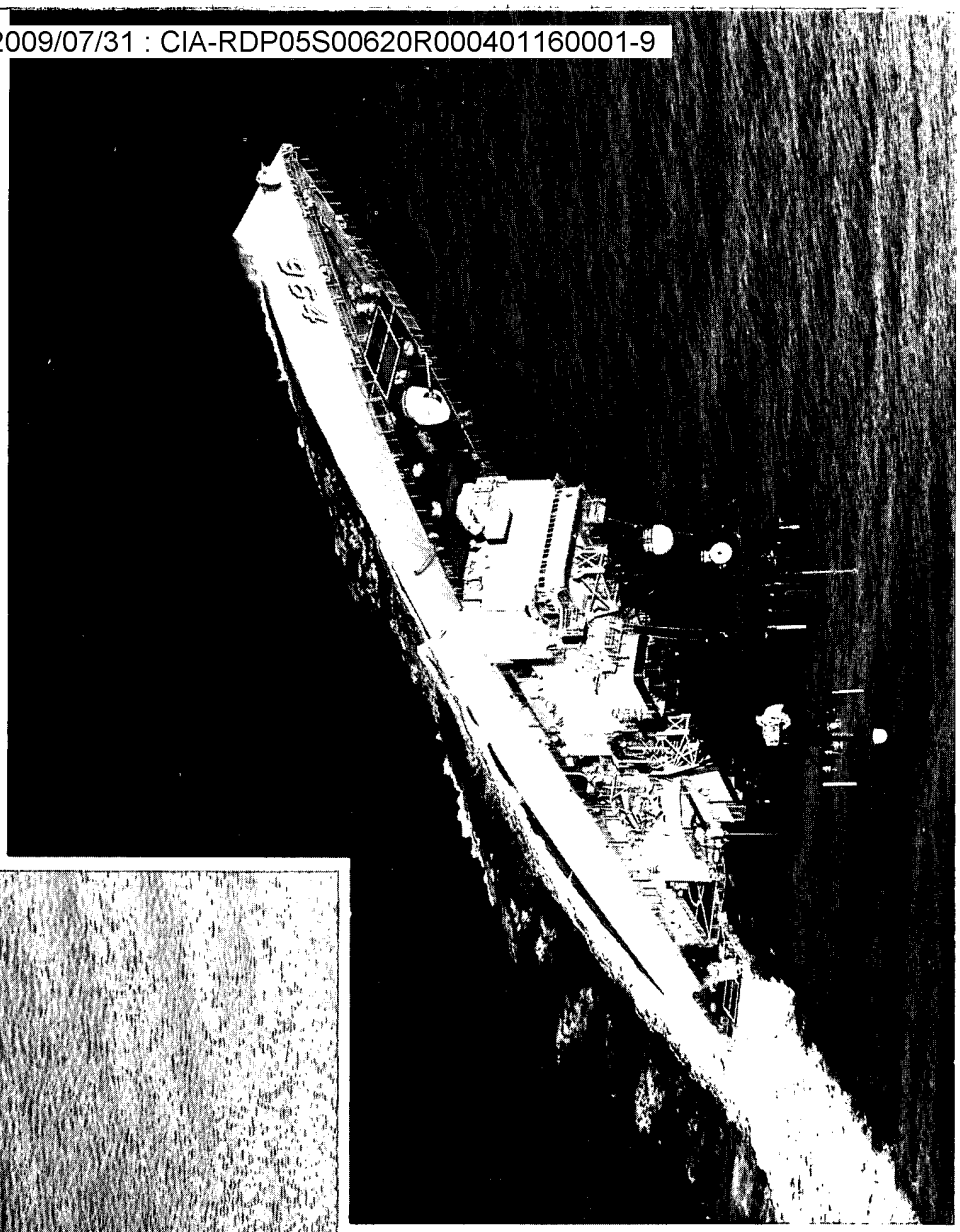

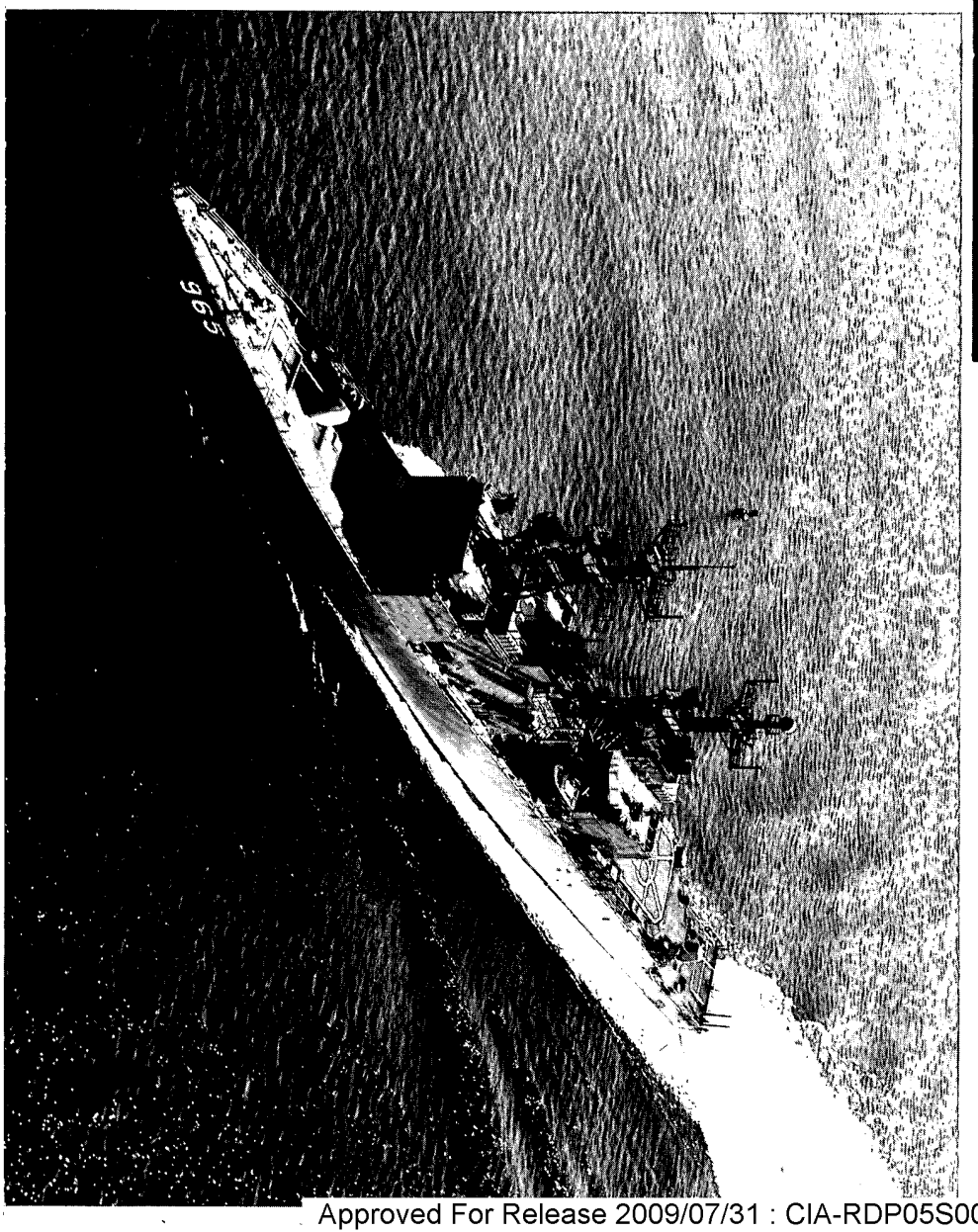

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WHAT'S NEW . . .
In The DD 963 Class Destroyer Program?

DD 963, SPRUANCE, completed shock tests successfully, March 7-8, 1976

DD 964, PAUL F. FOSTER

• Keel Laid	February 6, 1973
• Launched	February 22, 1974
• Commissioned	February 21, 1976

DD 965, KINKAID, has successfully completed contractor's trial

- **12 DD's have been floated off — presently being outfitted at East Bank**
- **26 DD's in pre-fabricaion**
- **21 DD keels laid to date**

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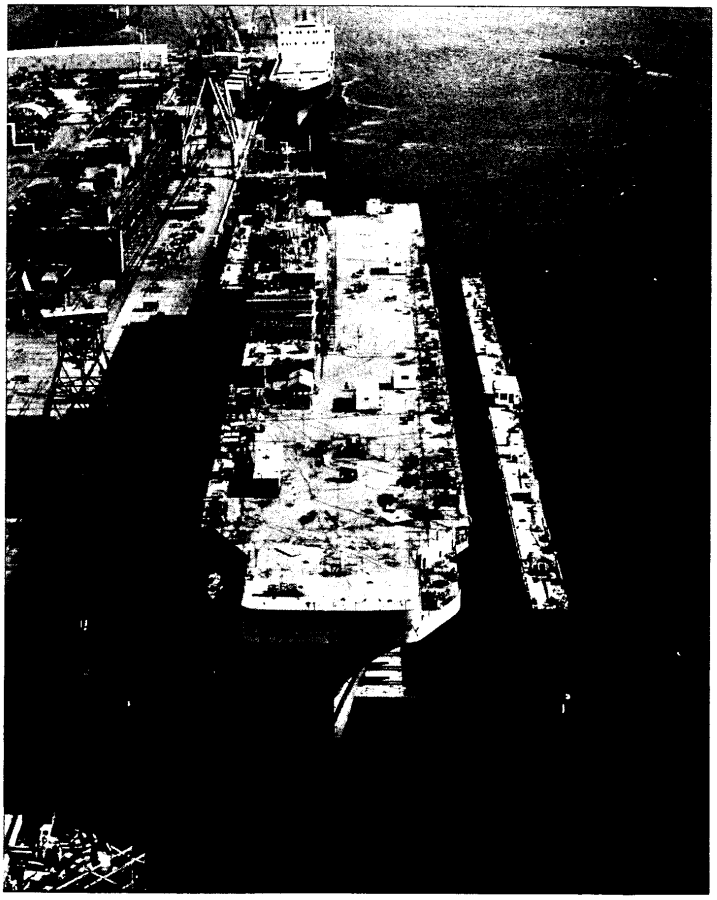
WHAT'S NEW . . .

In The LHA General Purpose Amphibious Assault Ship Program?

- **LHA 1, TARAWA, Completed: Acceptance Trial — March 5, 1976**
  Scheduled For Delivery — May, 1976
- **LHA 2, SAIPAN, Boiler/Turbine tests scheduled for April**
- **LHA 3, BELLEAU WOOD, will be floated off September 18, 1976 (During January a record amount of steel was erected on LHA — 1700 tons, 21 units)**
- **LHA 4 NASSAU, keel laid — August 13, 1973**
- **LHA 5, DA NANG, keel will be laid in 1976**



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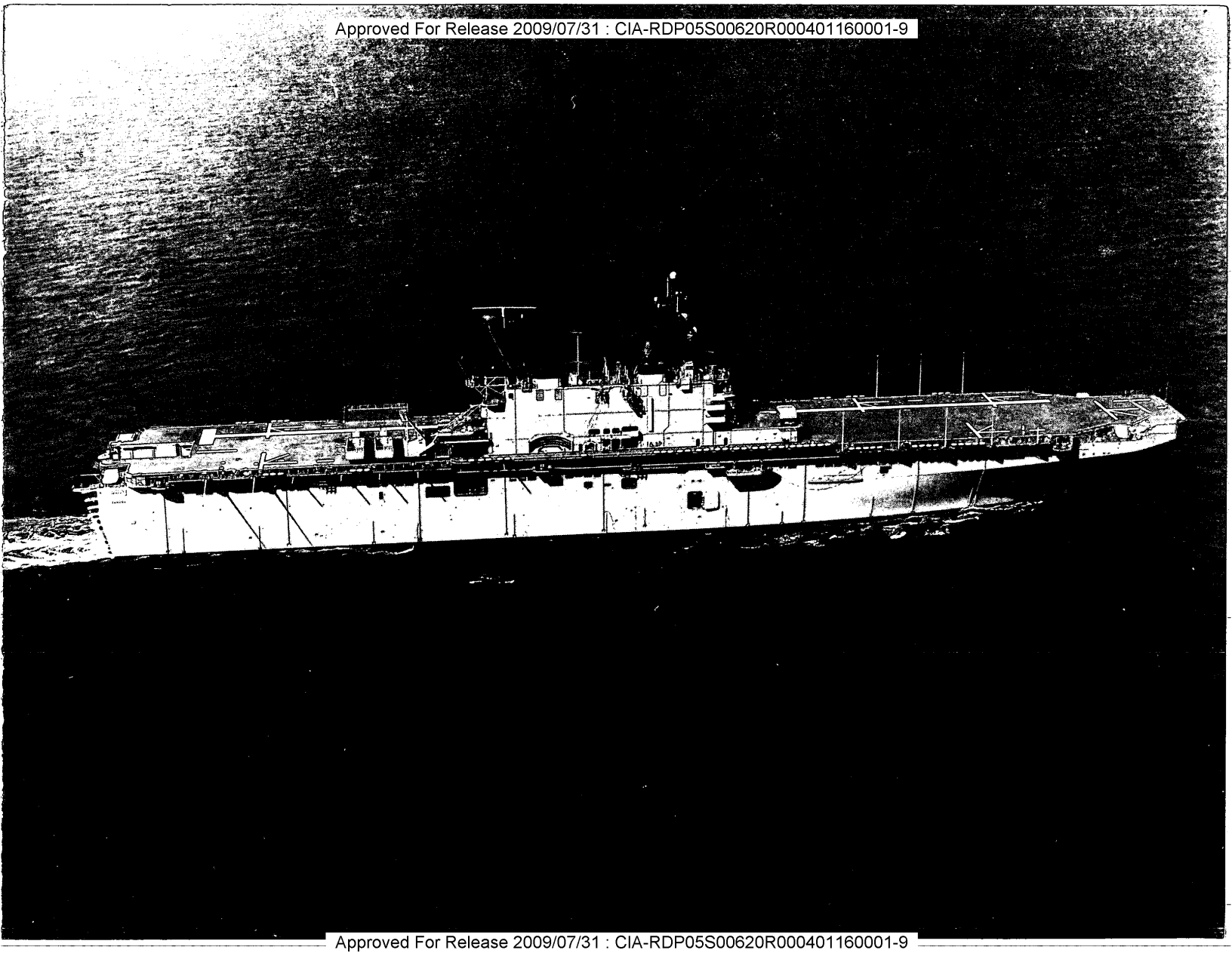

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WHAT'S NEW . . .
In The Iranian Destroyer Program?

- **IIN DD 993 Contract — Four modified DD 963's for Imperial Iranian Navy**
  - — NAVSEC is completing contract plans and specifications
  - — Long lead procurement contract has been initiated at Ingalls Shipbuilding
  - — Ingalls Shipbuilding is supporting NAVSEC with technical studies and document review effort
- **Major differences between IIN DD 993 and DD 963 SPRUANCE class destroyers:**
  - — Modified combat system
  - — Increased sand/dust filtration for engine intakes
  - — Increased air conditioning capability

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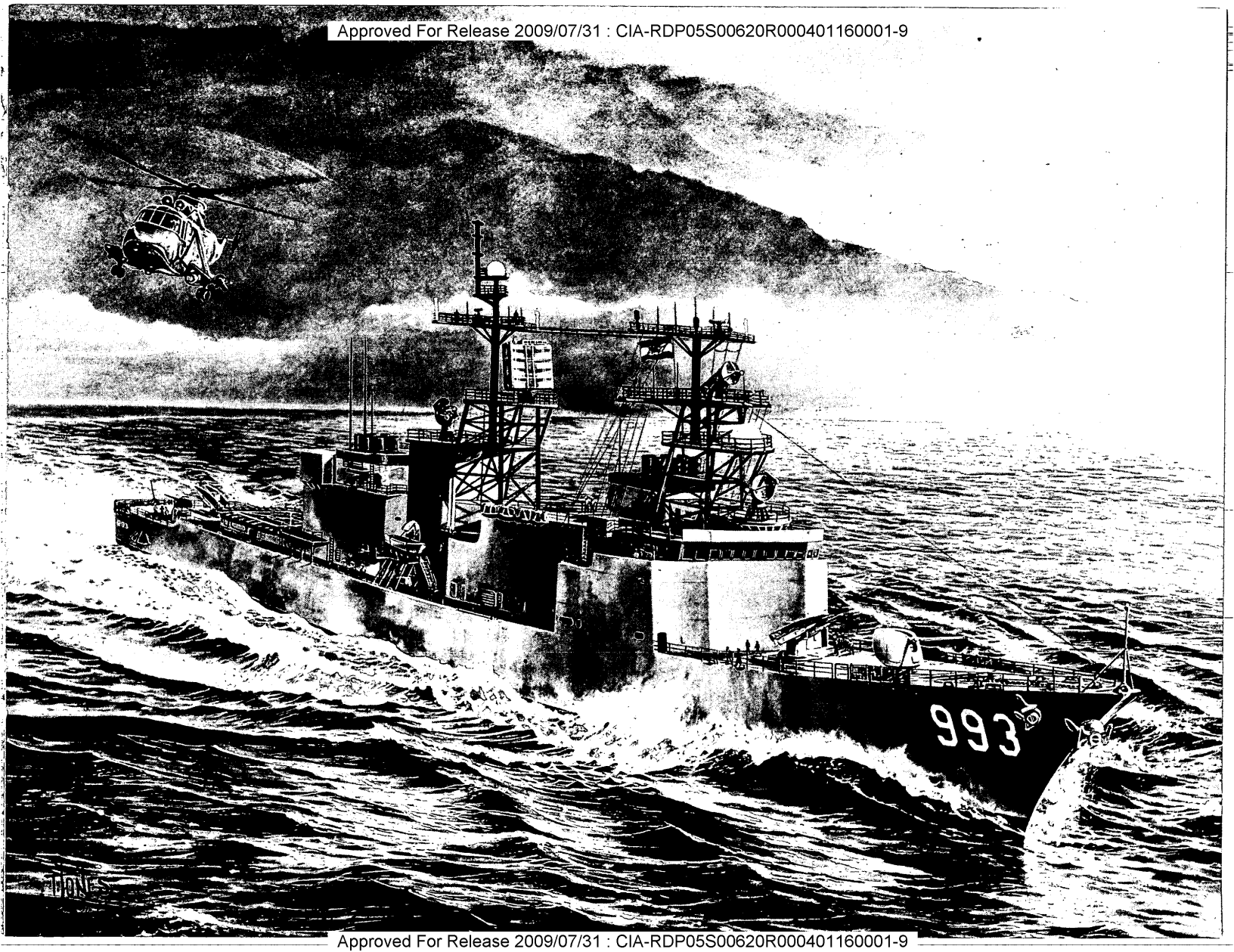

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WHAT'S NEW . . .
In The AEGIS Destroyer Program?

- **DDG 47 — Modification of DD 963 Class Destroyer to add Aegis Combat System**
  - — NAVSEC is completing preliminary design for ships
  - — Budget authorization requested — first ship in FY 1977 budget
  - — Ingalls Shipbuilding is supporting effort with technical studies, e.g.:
    Arrangements
    Fluid System
    Trade-Off Studies
- **Major Features:**
  - — Spy-1 Radar
  - — 1 Mark 26 Launcher
  - — 1 Mark 10 Launcher
  - — Integrated Aegis Combat System

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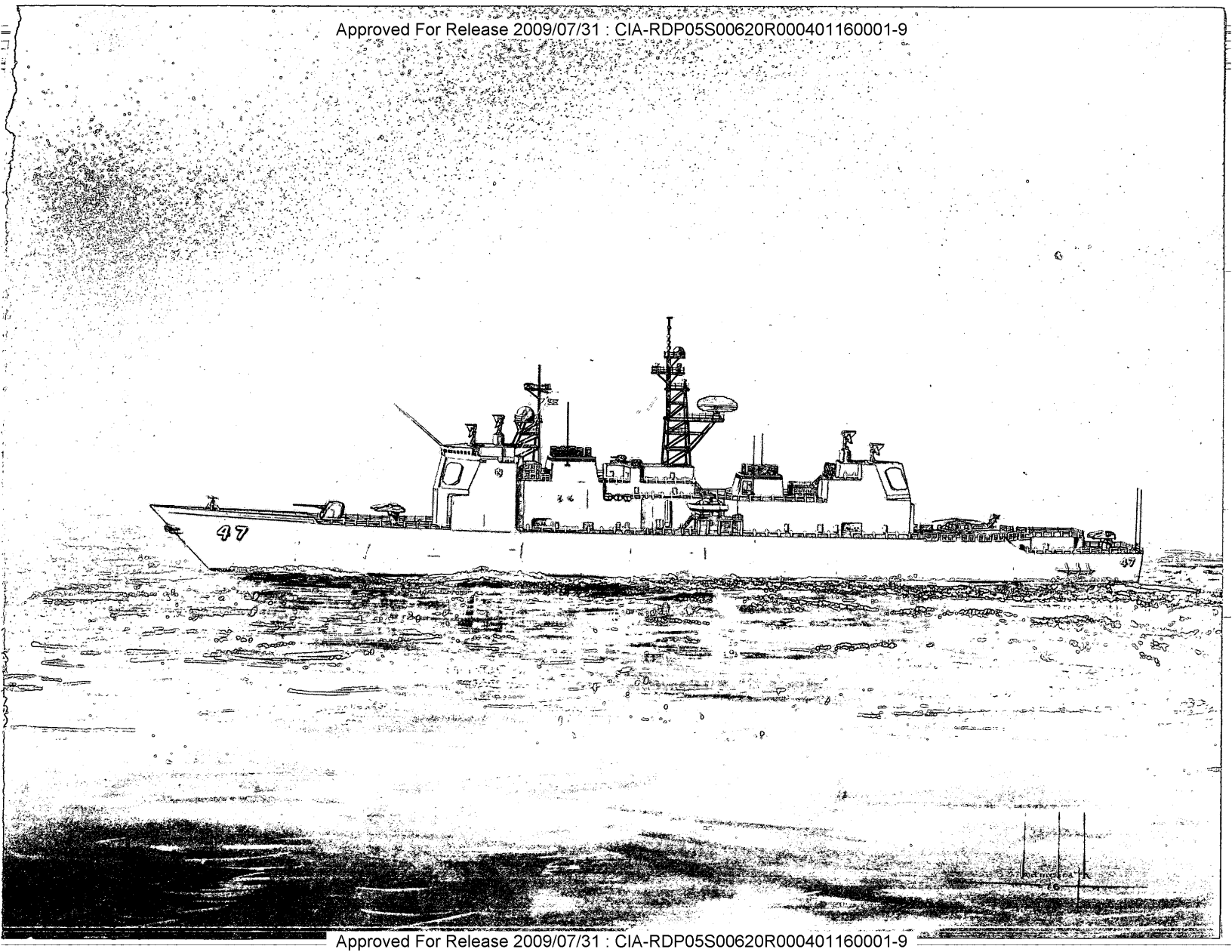

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WHAT'S NEW . . .
In Submarine Overhaul?

- **USS SHARK (SSN 591) — In pre-delivery testing**
- **USS TINOSA (SSN 606) — Undergoing overhaul**
  - — One of the first submarines to receive new advanced sonar system
  - — Ingalls Shipbuilding — One of the first yards to install specialized sonar system
- **USS GATO (SSN 615) — Planning underway for 1977 overhaul**

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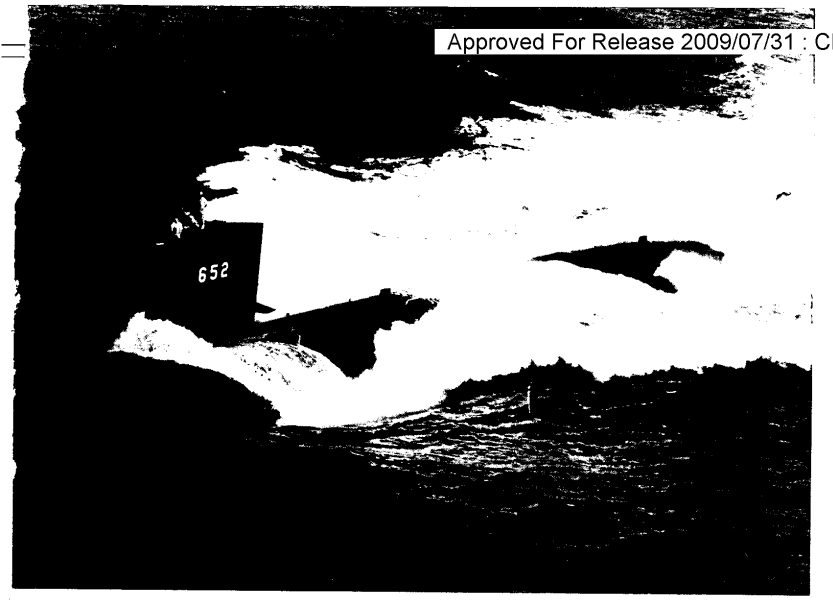

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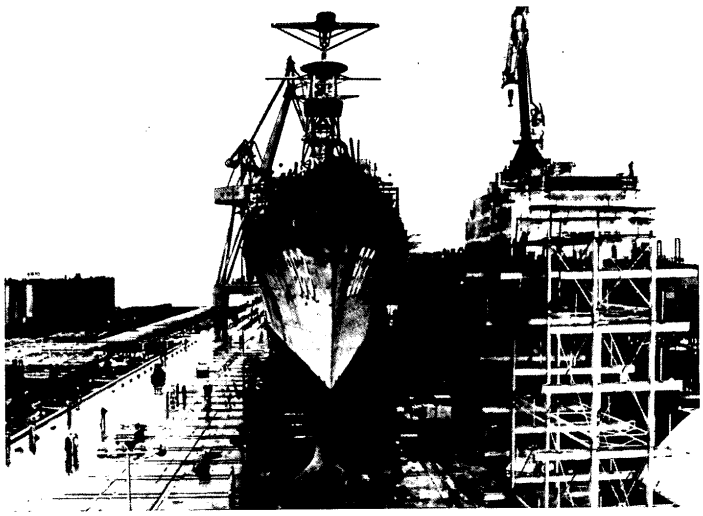
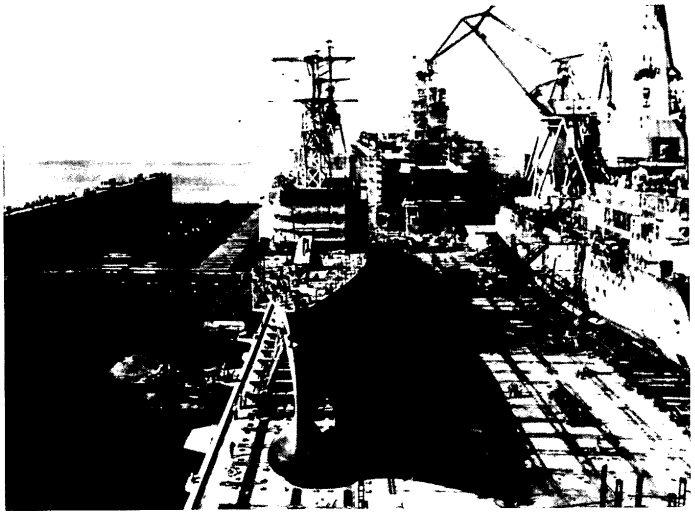
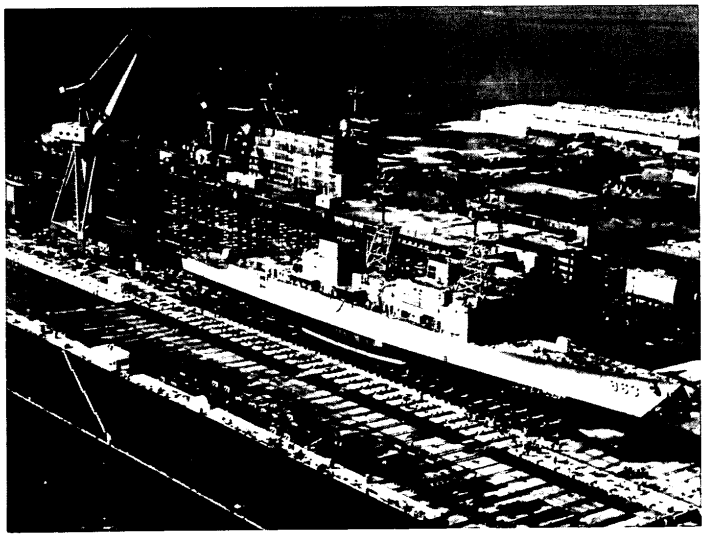
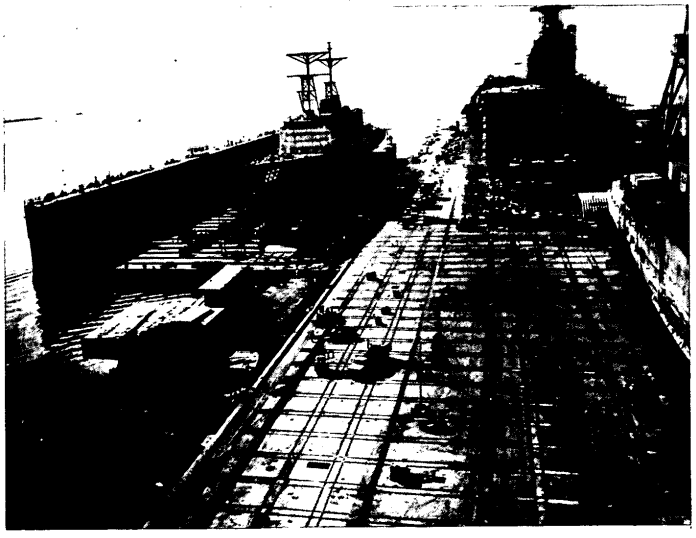




DD 963 Launching Sequence





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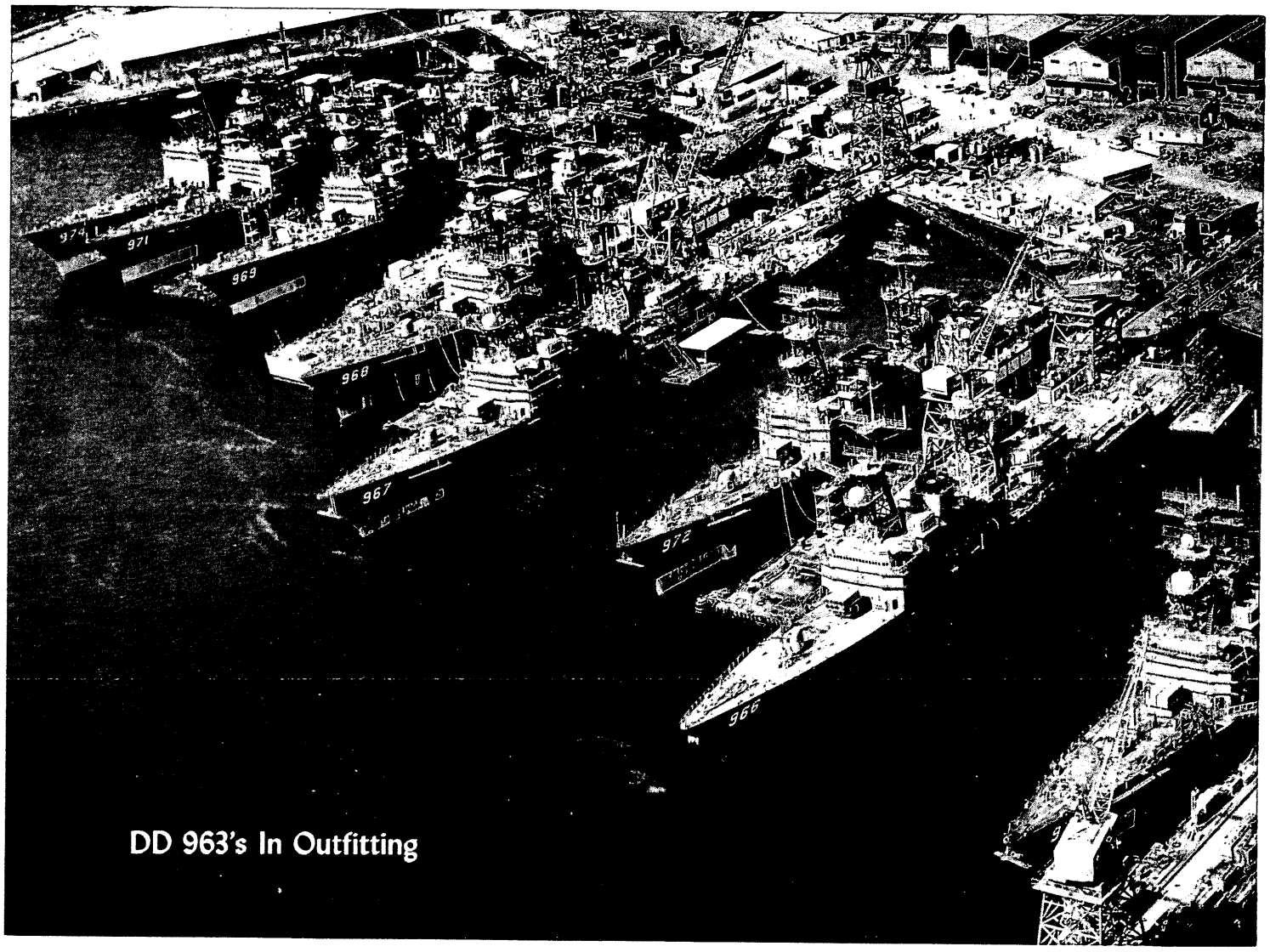

DD 963's In Outfitting

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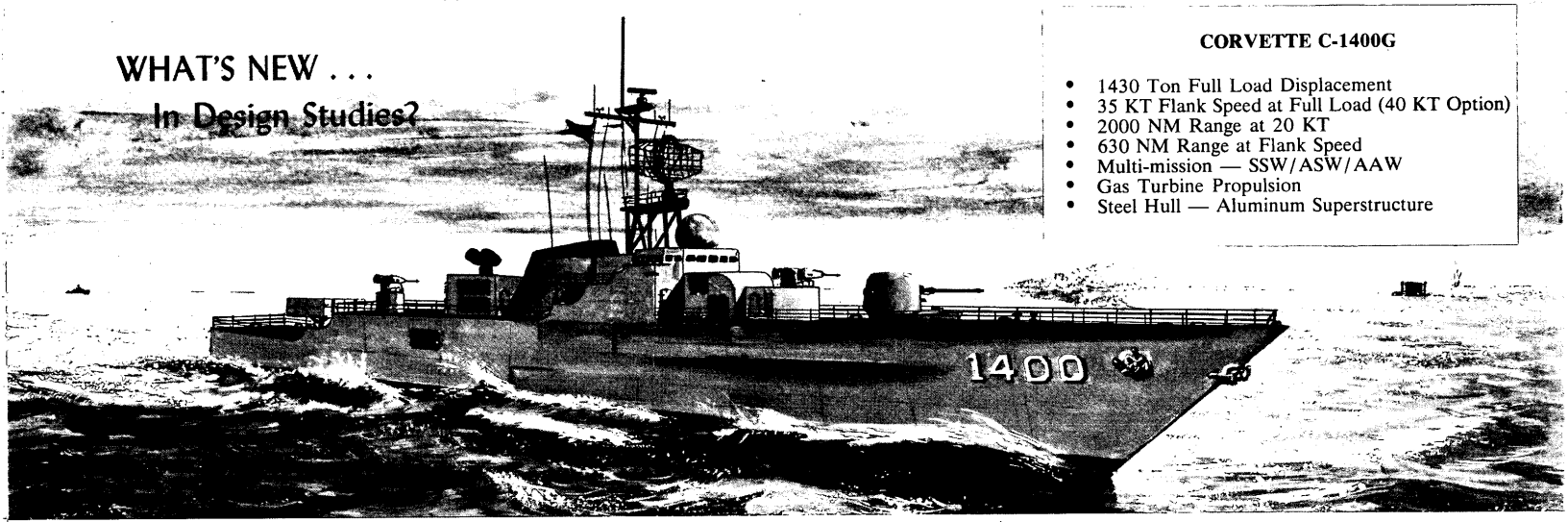
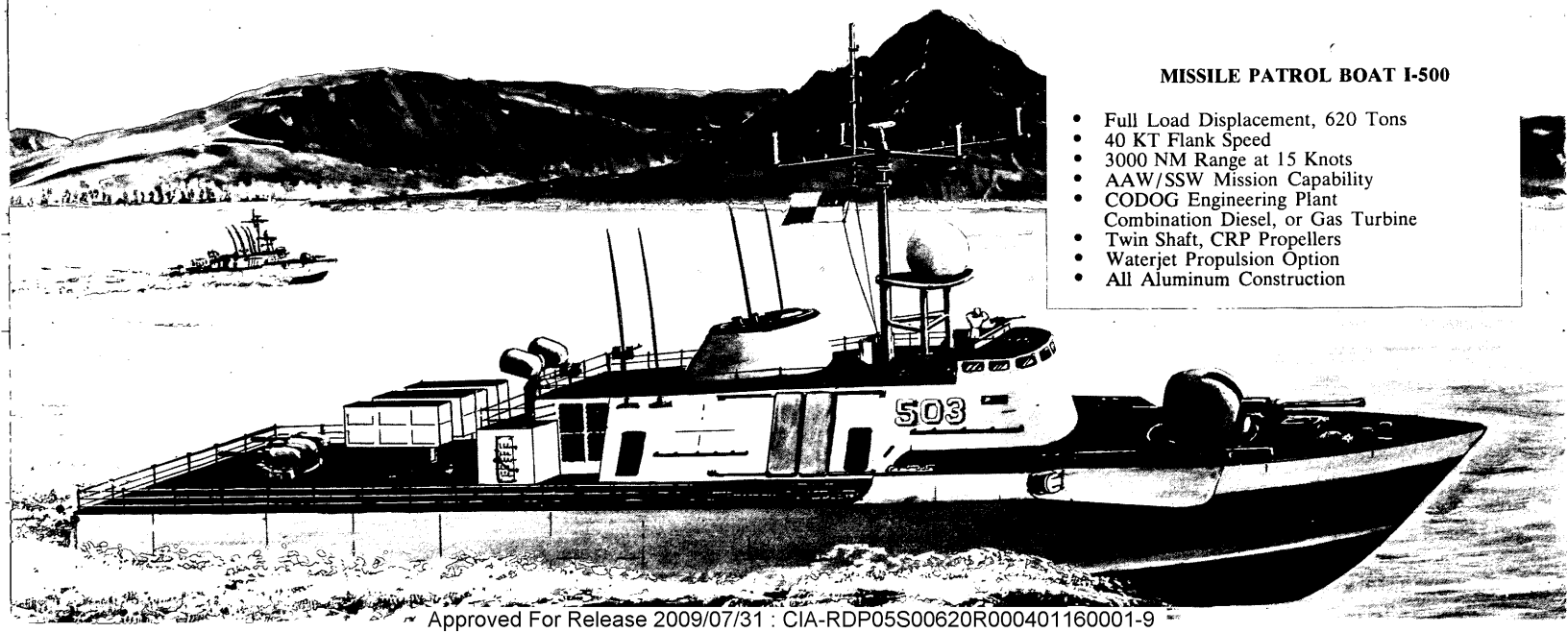
WHAT'S NEW . . .
In Design Studies?



CORVETTE C-1400G

- 1430 Ton Full Load Displacement
- 35 KT Flank Speed at Full Load (40 KT Option)
- 2000 NM Range at 20 KT
- 630 NM Range at Flank Speed
- Multi-mission — SSW/ASW/AAW
- Gas Turbine Propulsion
- Steel Hull — Aluminum Superstructure



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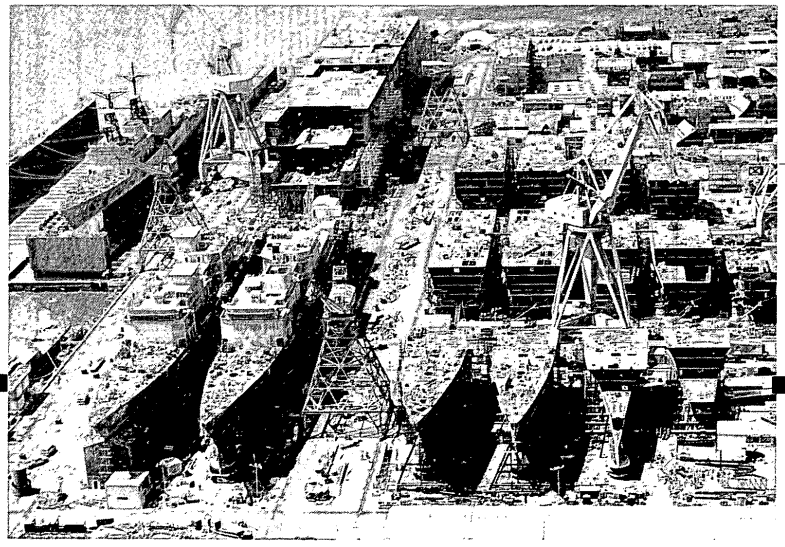

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THE SECRETARY OF THE NAVY
WASHINGTON

30 August 1977

Mrs. Stansfield Turner
Quarters "G"
Washington Navy Yard
Washington, D. C. 20374

Dear Pat:

It is my great pleasure to invite you, on behalf of the Navy, to act as sponsor for the guided missile destroyer JOHN HANCOCK (DD-981), which will be christened at Ingalls Shipyard in Pascagoula, Mississippi, on Saturday, 22 October 1977. The ceremony is scheduled to begin at 11:00 a.m.

JOHN HANCOCK will be one of the principal ships in our Nation's surface Navy of the future, and I can think of no one who would be a more appropriate and gracious sponsor than you.

With a view toward making this a family affair for the Turners, I am writing to your husband to invite him to be the principal speaker at the ceremony.

Should you be able to accept my invitation to act as sponsor, the Supervisor of Shipbuilding at Pascagoula, Captain William McGarrah, will provide you additional details regarding the event. In the meantime, I have enclosed a brochure that explains some of the traditions associated with sponsoring ships of the U. S. Navy.

I look forward to hearing from you.

With best wishes,

Sincerely,

Graham Claytor

W. Graham Claytor, Jr.

Enclosure

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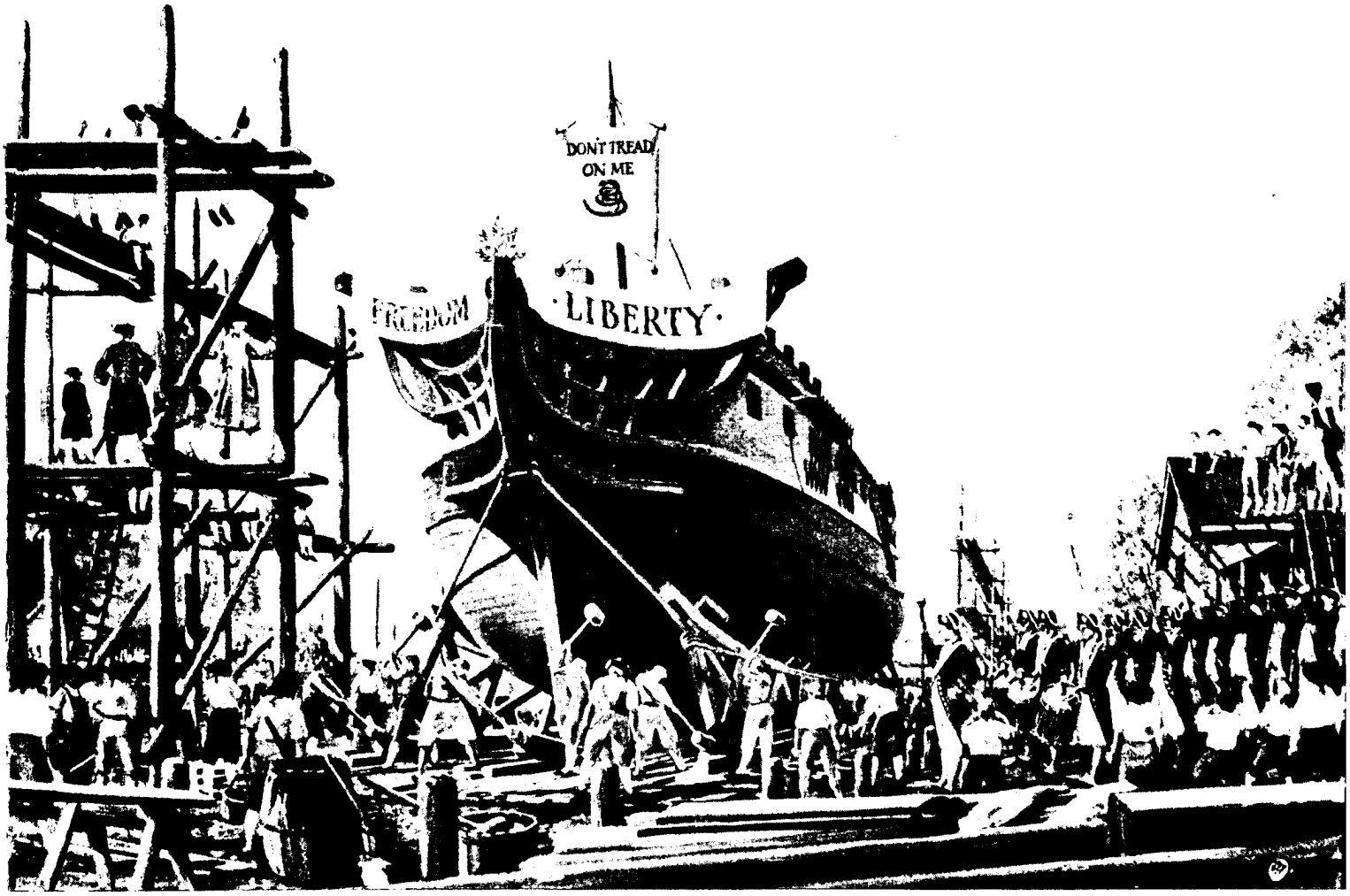
Ships of the United States Navy

Christening, Launching and Commissioning

Second Edition



Naval History Division
Department of the Navy
Washington, D.C., 1975

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Ships of the United States Navy

Christening, Launching and Commissioning

prepared by
John C. Reilly Jr.

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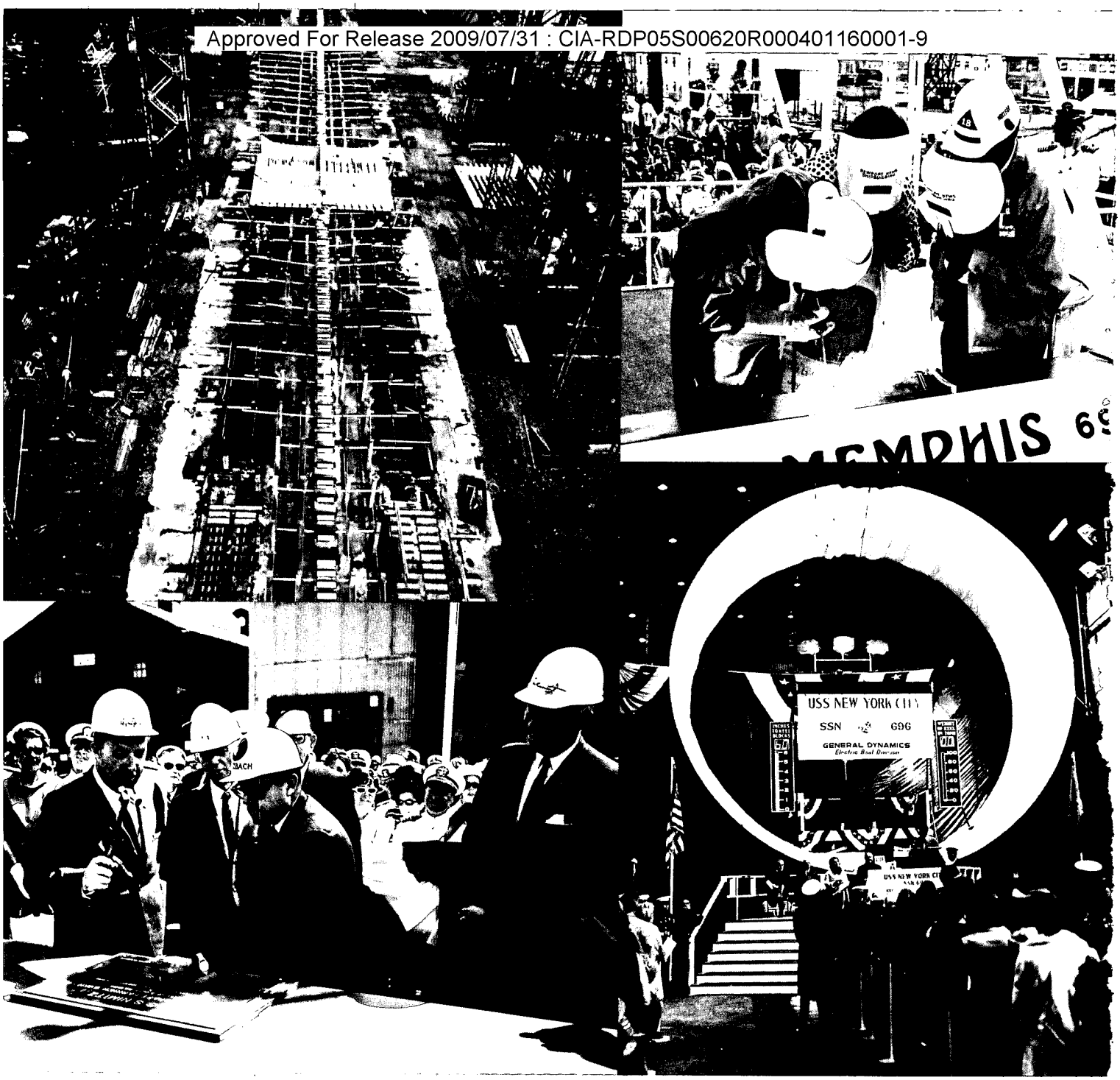

Keel Laying

(Clockwise from upper left) The first hull assembly of Wichita (AOR–1) *rests on the building ways; the keel of* Memphis (SSN–691) *is authenticated with a welder's torch; the first hull ring of a nuclear submarine is ready for laying in place; and the keel of* Nimitz (CVAN–68) *is authenticated with a hammer and steel punch.*

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Foreword

Christening, launching, and commissioning are bench marks of abiding importance in the history of a United States Navy ship. One sees in these closely related events a striking parallel to the human experience of those Americans, young and not so young, who man the ships for our nation's defense on the oceans of the world. If launching may be likened to birth, and christening the endowment of individuality, then at commissioning the ship is at the threshold of a productive and rewarding maturity.

Ancient seafaring peoples, rimming the Mediterranean, launched their ships with rituals having religious overtones. These practices, varying in form as nations and cultures evolved through the centuries, have carried over to the present christening and launching ceremonies. In contrast, formal commissioning ceremonies for new ships would seem to be of more recent origin.

This small publication supersedes one, now out of print, prepared under the direction of my able predecessor, Rear Admiral E. M. Eller. It presents a brief resume of the historical background and significance of christening, launching, and commissioning. Hopefully, it will prove both informative and interesting to a wide audience including the sponsors, the shipbuilders, and the officers and men of the United States Navy.

E. B. HOOPER
Vice Admiral, USN (Ret)
Director of Naval History

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Mrs. Gerald Ford christens the nuclear submarine Dace *(SSN–607), 18 August 1962.*

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CHRISTENING AND LAUNCHING

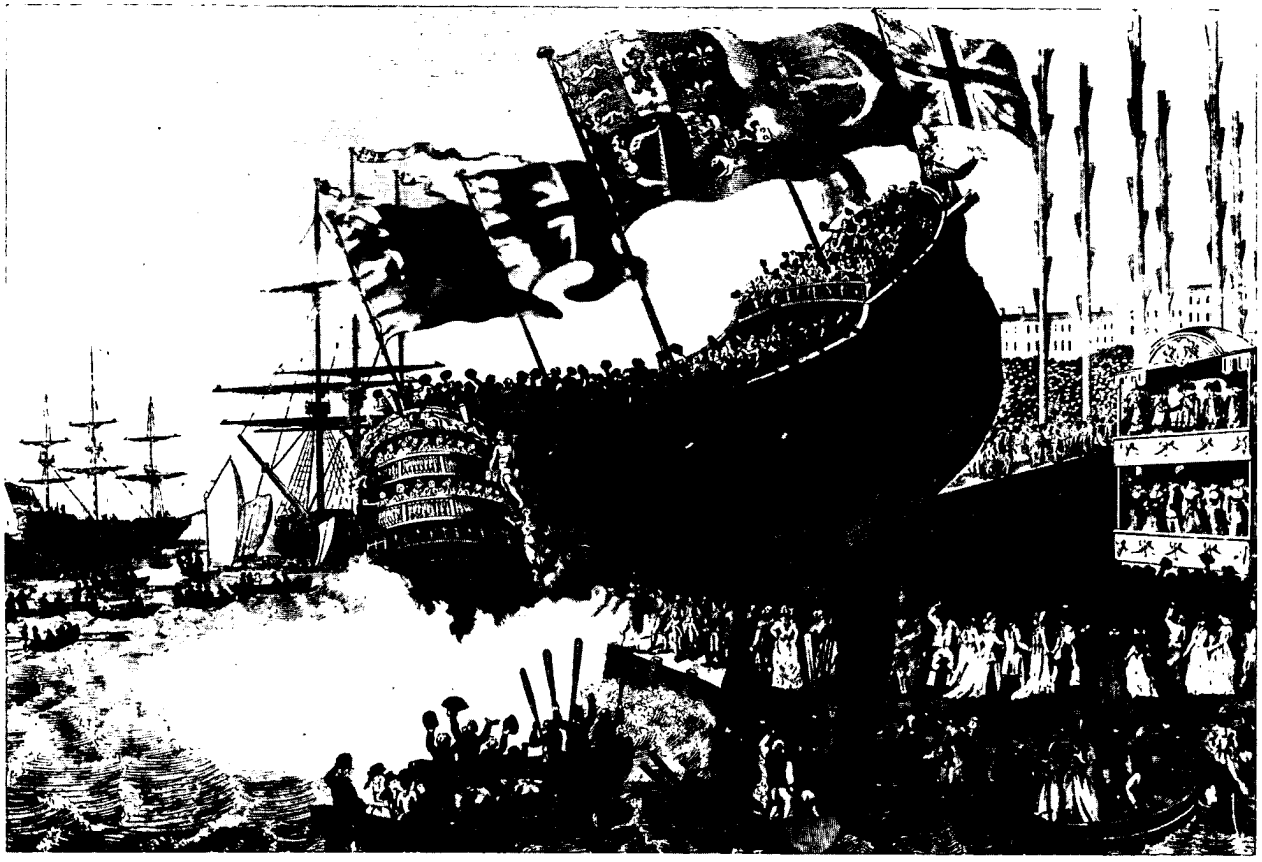
"In the name of the United States I christen thee _____," proclaims the sponsor while she shatters the ceremonial bottle of champagne against the gleaming bow of a new ship towering above her. As if the sponsor's very words have injected a spark of life, the ship begins to move slowly from the security of the building way to the water environment where she will play her destined role for the defense of the United States. It is uniquely fitting that this dramatic moment during the launching of a naval vessel be placed in the hands of a woman.

When a woman accepts the Secretary of the Navy's invitation to sponsor a new ship, she has agreed to stand as the central figure in an event with a heritage reaching backward into the dim recesses of recorded history. Just as the passage of years has witnessed momentous changes in ships, so also has the christening-launching ceremonial form we know today evolved from earlier practices. Nevertheless, the tradition, meaning, and spiritual overtones remain ever constant.

The vastness, power, and unpredictability of the sea must certainly have awed the first sailors to venture far from shore. Instinctively, they would seek divine protection for themselves and their craft. A Babylonian narrative dating from the third millenium B.C., describes the completion of a ship:

Openings to the water I stopped;
I searched for cracks and the wanting parts I fixed;
Three *sari* of bitumen I poured over the outside;
To the gods I caused oxen to be sacrificed.

Egyptians, Greeks, and Romans called on their gods to protect seamen. The favor of the



British ship-of-the-line Prince of Wales *slides into the water in 1794.*

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monarch of the seas—Poseidon in Greek mythology, the Roman Neptune—was evoked. Ship launching participants in ancient Greece wreathed their heads with olive branches, drank wine to honor the gods, and poured water on the new vessel as a symbol of blessing. Shrines were carried on board Greek and Roman ships, and this practice extended into the Middle Ages. The shrine was usually placed at the quarterdeck; on a modern United States Navy ship, the quarterdeck area still has a special ceremonial significance.

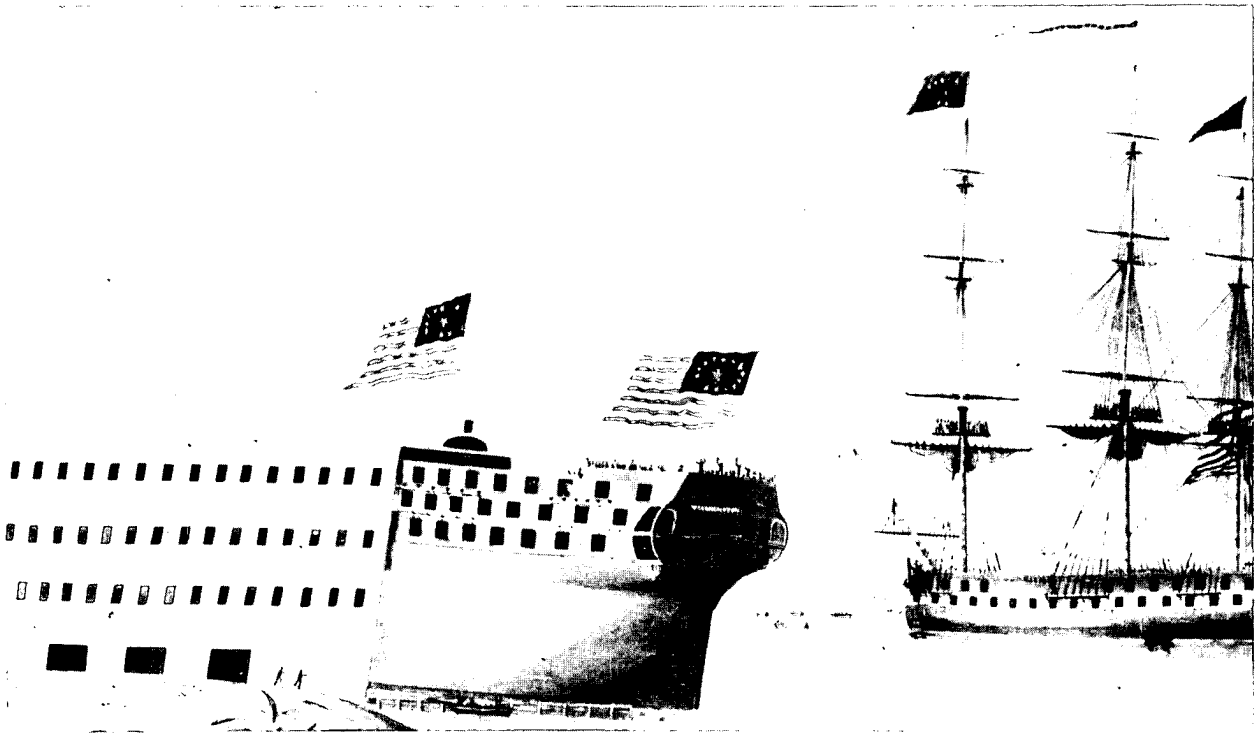
Different peoples and cultures shaped the religious ceremonies surrounding a ship launching. Jews and Christians alike customarily used wine and water as they called upon God to safeguard them at sea. Intercession of the saints and the blessing of the church were asked by Christians. Ship launchings in the Ottoman Empire were accompanied by prayers to Allah, the sacrifice of sheep, and appropriate feasting. The Vikings are said to have offered human sacrifice to appease the angry gods of the northern seas.

Chaplain Henry Teonge of Britain's Royal Navy left an interesting account of a warship launch, a "briganteen of 23 oars," by the Knights of Malta in 1675:

> Two fryers and an attendent went into the vessel, and kneeling down prayed halfe an houre, and layd their hands on every mast, and other places of the vessel, and sprinkled her all over with holy water. Then they came out and hoysted a pendent to signify she was a man of war; then at once thrust her into the water.

While the liturgical aspects of ship christenings continued in Catholic countries, the Reformation seems, for a time, to have put a stop to them in Protestant Europe. By the seventeenth century, for example, English launchings were secular affairs. The christening party for the launch of the 64 gun ship-of-the-line *Prince Royal* in 1610 included the Prince of Wales and famed naval constructor Phineas Pett, who was master shipwright at the Woolwich yard. Pett described the proceedings:

> The noble Prince . . . accompanied with the Lord Admiral and the great lords, were



The launch of ship-of-the-line Washington *from a covered shipway at Portsmouth Navy Yard on 1 October 1814 is shown in this print, by an unknown artist.*

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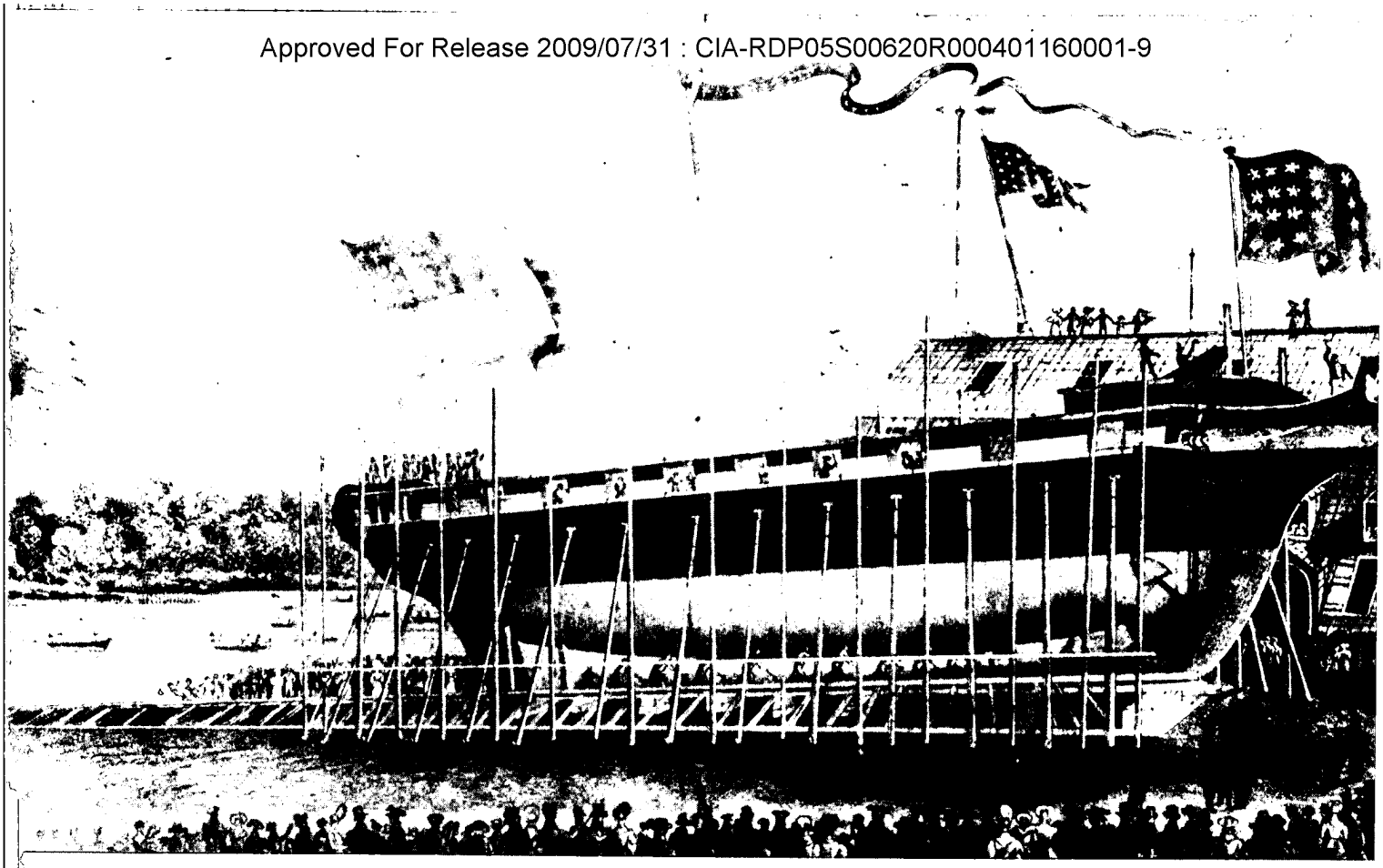

Sloop-of-war John Adams *awaits her christening at Norfolk, 16 November 1830.*

> on the poop, where the standing great gilt cup was ready filled with wine to name the ship so soon as she had been afloat, according to ancient custom and ceremony performed at such times, and heaving the standing cup overboard. His Highness then standing upon the poop with a selected company only, besides the trumpeters, with a great deal of expression of princely joy, and with the ceremony of drinking in the standing cup, threw all the wine forwards towards the half-deck, and solemnly calling her by name of the *Prince Royal,* the trumpets sounding the while, with many gracious words to me, gave the standing cup into my hands.

The "standing cup" was a large loving cup fashioned of precious metal. When the ship began to slide down the ways, the presiding official took a ceremonial sip of wine from the cup, and poured the rest on the deck or over the bow. Usually the cup was thrown overboard and belonged to the lucky retriever. As navies grew larger and launchings more frequent, economy dictated that the costly cup be caught in a net for reuse at other launchings. Late in seventeenth-century Britain, the "standing cup" ceremony was replaced by the practice of breaking a bottle across the bow.

Sponsors of English warships were customarily members of the royal family, senior naval officers, or Admiralty officials. A few civilians were invited to sponsor Royal Navy ships during the nineteenth century, and women became sponsors for the first time. In 1875, a religious element was returned to naval christenings by Princess Alexandra, wife of the Prince of Wales, when she introduced an Anglican choral service in the launching ceremony for battleship *Alexandra.* The usage continues with the singing of Psalm 107 with its special meaning to mariners:

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They that go down to the sea in ships;
That do business in great waters;
These see the works of the Lord, and His wonders in the deep.

French ship launchings and christenings in the eighteenth and early nineteenth centuries were accompanied by unique rites closely resembling marriage and baptismal ceremonies. A godfather for the new ship presented a godmother with a bouquet of flowers as both said the ship's name. No bottle was broken, but a priest pronounced the vessel named and blessed it with holy water.

American ceremonial practices for christening and launching quite naturally had their roots in Europe. Descriptions of launching Revolutionary War naval vessels are not plentiful, but a local newspaper detailed the launch of Continental frigate *Raleigh* at Portsmouth, New Hampshire, in May 1776:

> On Tuesday the 21st inst. the Continental Frigate of thirty-two guns, built at this place, . . . was Launched amidst the acclamation of many thousand spectators. She is esteemed by all those who are judges that have seen her, to be one of the compleatest ships ever built in America. The unwearied diligence and care of the three Master-Builders . . . and the good order and industry of the Carpenters, deserve particular notice; scarcely a single instance of a person's being in liquor, or any difference among the men in the yard during the time of her building, every man with pleasure exerting himself to the utmost; and altho' the greatest care was taken that only the best of timber was used, and the work perform'd in a most masterly manner, the whole time from her raising to the day she launched did not exceed sixty working days, and what afforded a most pleasing view (which was manifest in the countenances of the Spectators) this noble fabrick was compleatly to her anchors in the main channel, in less than six minutes from the time she run, without the least hurt; and what is truly remarkable, not a single person met with the least accident in launching, tho' near five hundred men were employed in and about her when run off.

A Navy ship may occasionally have more than one sponsor. Two granddaughters of Admiral Albert Gleaves christened destroyer Gleaves (DD–423) *on 9 December 1939.*

It was customary for the builders to celebrate a ship launching. Rhode Island authorities, charged with overseeing construction of frigates *Warren* and *Providence,* voted the sum of fifty dollars to the master builder of each yard "to be expended in providing an entertainment for the carpenters that worked on the ships." Five pounds was spent for lime juice for the launching festivities of frigate *Delaware* at Philadelphia, suggesting that the "entertainment" included a potent punch with lime juice as an ingredient.

No mention of christening a Continental Navy ship during the American Revolution has come to light. The first ships of the Continental Navy, *Alfred, Cabot, Andrew Doria,* and *Columbus,* were former merchantmen and their names were assigned during conversion and outfitting. Later, when Congress authorized the construction of thirteen frigates, no names were assigned until after four had launched.

The first description we have of an American warship christening is that of *Constitution,* famous "Old Ironsides," at Boston, 21 October 1797. Her sponsor, Captain James Sever, USN, stood on the weather deck at the bow. "At fifteen minutes after twelve she commenced a movement into the water with such steadiness, majesty and exactness as to fill every heart with

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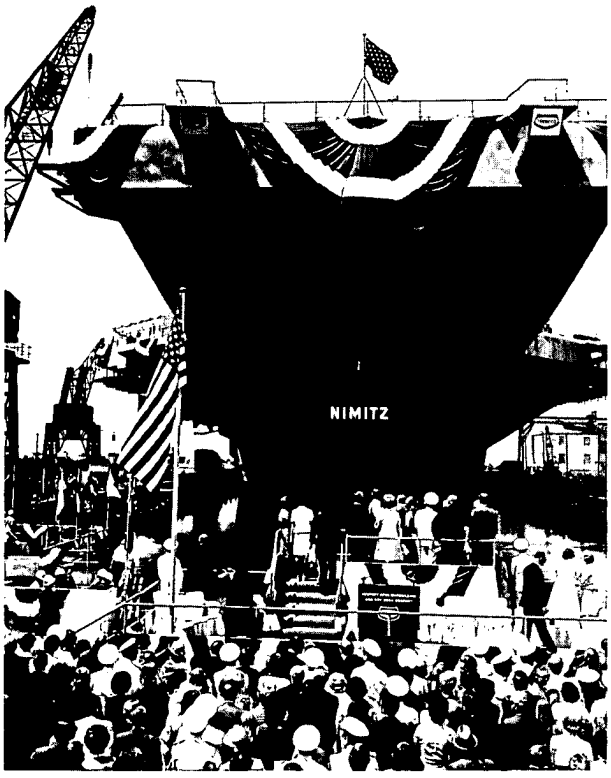

Nuclear-propelled carrier NIMITZ (CVN–68) being towed out of her graving dock after christening, 13 May 1972.

sensations of joy and delight." As *Constitution* ran out, Captain Sever broke a bottle of fine old madeira over the heel of the bowsprit.

Frigate *President* had an interesting launching, 10 April 1800, at New York:

> Was launched yesterday morning, at ten o'clock, in the presence of perhaps as great a concourse of people as ever assembled in this city on any occasion. At nine, captain Ten-Eyck's company of artillery . . . , accompanied by the uniform volunteer companies of the sixth regiment and the corps of riflemen, marched in procession . . . and took their station along-side the frigate.—Every thing being prepared, and the most profound silence prevailing, . . . At a given signal she glided into the waters, a sublime spectacle of gracefulnes and grandeur. Immediately on touching the water federal salutes were fired from the sloop of war *Portsmouth,* the revenue cutter *Jay* . . . . and the *Aspasia,* Indiaman. These were returned by the uniform companies on shore, who fired a feu-de-joye, and marched off the ground to the battery . . . and were dismissed.

As the nineteenth century progressed, we see that American ship launchings continued to be festive occasions, but with no set ritual except that the sponsor or sponsors used some "christening fluid" as the ship received her name. Sloop-of-war *Concord,* launched in 1827, was "christened by a young lady of Portsmouth." This is the first known instance of a woman sponsoring a United States Navy vessel. Unfortunately, the contemporary account does not name this pioneer female sponsor.

The first identified woman sponsor was Miss Lavinia Fanning Watson, daughter of a prominent Philadelphian. She broke a bottle of wine and water over the bow of sloop-of-war *Germantown* at Philadelphia Navy Yard on 22 August 1846.

Women as sponsors became increasingly the rule, but not universally so. As sloop-of-war *Plymouth* "glided along the inclined plane," in 1846, "two young sailors, one stationed at each side of her head, anointed her with bottles, and named her as she left her cradle for the deep." And as late as 1898, torpedo boat *Mackenzie* was christened by the son of the builder.

Although wine is the traditional "christening fluid," numerous other liquids have been used. *Princeton* and *Raritan* were sent on their way in 1843 with whiskey. Seven years later, "a bottle of best brandy was broken over the bow of steam sloop *San Jacinto.*" Steam frigate *Merrimack,* who would earn her place in naval history as Confederate ironclad *Virginia,* was baptized with water from the Merrimack River. Admiral Farragut's famous Civil War flagship, steam sloop *Hartford,* was christened by three sponsors —two young ladies broke bottles of Connecticut River and Hartford spring water, while the third sponsor, a naval lieutenant, completed the ceremony with a bottle of sea water.

Champagne, perhaps because of its elegance as the aristocrat of wines, came into popular use as a "christening fluid" as the nineteenth century closed. A granddaughter of Secretary of the

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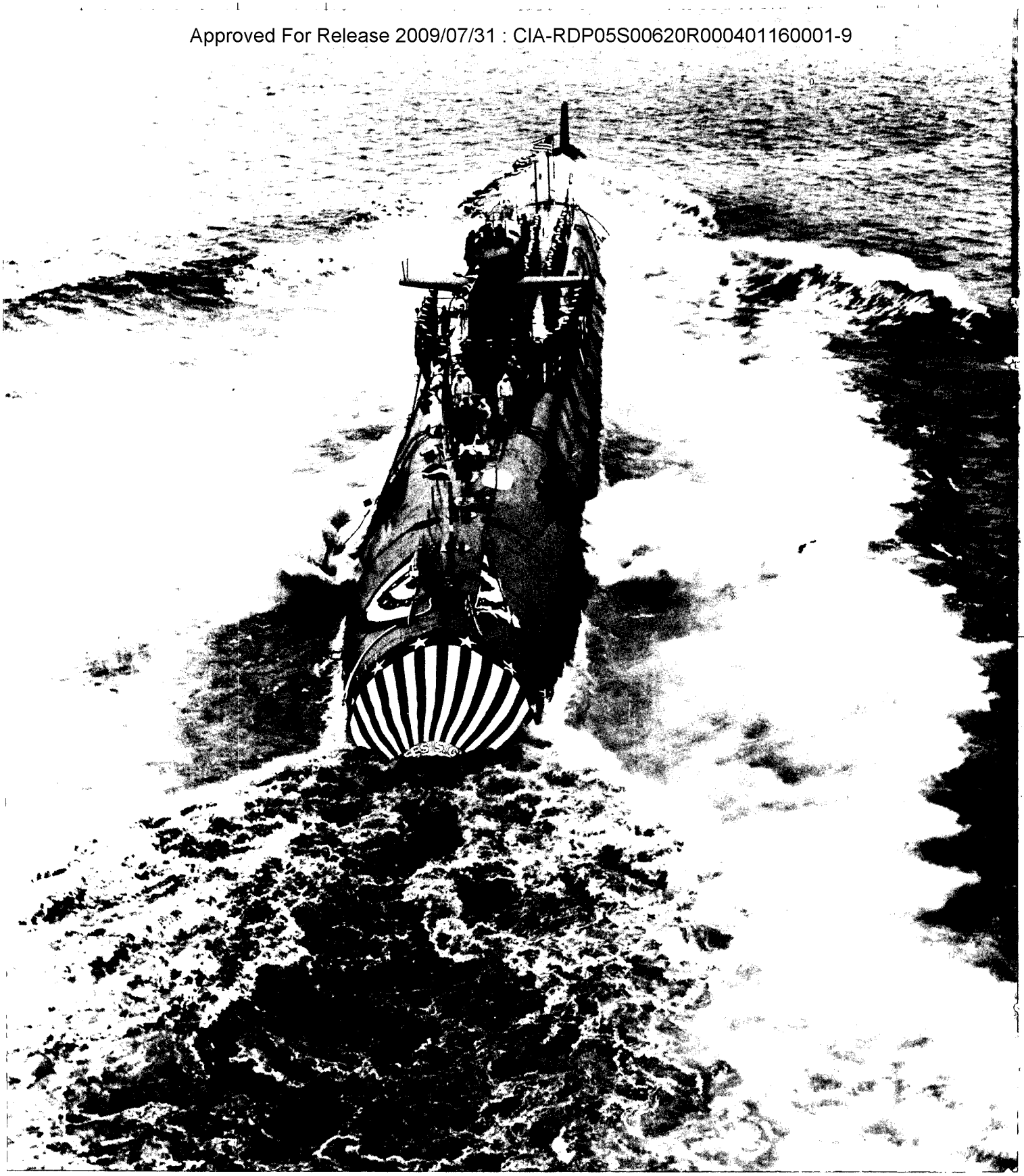

Nuclear-powered Polaris submarine Ulysses S. Grant *(SSBN–631) is launched on 2 November 1963.*

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Navy Benjamin P. Tracy wet the bow of *Maine,* the Navy's first steel battleship, with champagne at the New York Navy Yard, 18 November 1890.

The effects of national prohibition on alcoholic beverages were reflected to some extent in ship christenings. Cruisers *Pensacola* and *Houston,* for example, were christened with water; the submarine *V-6* with cider. However, battleship *California* appropriately received her name with California wine in 1919. Champagne returned, but for the occasion only, in 1922 for the launch of light cruiser *Trenton.*

Rigid naval airships *Los Angeles, Shenandoah, Akron,* and *Macon,* built during the 1920s and early 1930s, were carried on the *Naval Vessel Register,* and formally commissioned.

The earliest First Lady to act as sponsor was Mrs. Calvin Coolidge who christened dirigible *Los Angeles.* When Mrs. Herbert Hoover christened *Akron* in 1931, the customary bottle was not used. Instead, the First Lady pulled a cord which opened a hatch in the airship's towering nose to release a flock of pigeons.

Thousands of ships of every description, the concerted effort of mobilized American industry, came off the ways during World War II to be molded into the mightiest navy the world had ever seen. The historic christening-launching ceremonies continued, but travel restrictions, other wartime considerations, and sheer numbers dictated that such occasions be less elaborate than those in the years before the nation was engaged in desperate worldwide combat.

The actual physical process of launching a

Side-launching of Connole *(DE–1056) at Westwego, Louisiana, 20 July 1968.*

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new ship from her building site to the water involves three principal methods. Oldest, most familiar, and most widely used is the "end-on" launch in which the vessel slides, usually stern first, down an inclined shipway. The "side launch," whereby the ship enters the water broadside, came into nineteenth-century use on inland waters, rivers, and lakes, and was given major impetus by the World War II building program. Another method involves ships built in basins or graving docks. When ready, ships constructed in this manner are floated by admitting water into the dock.

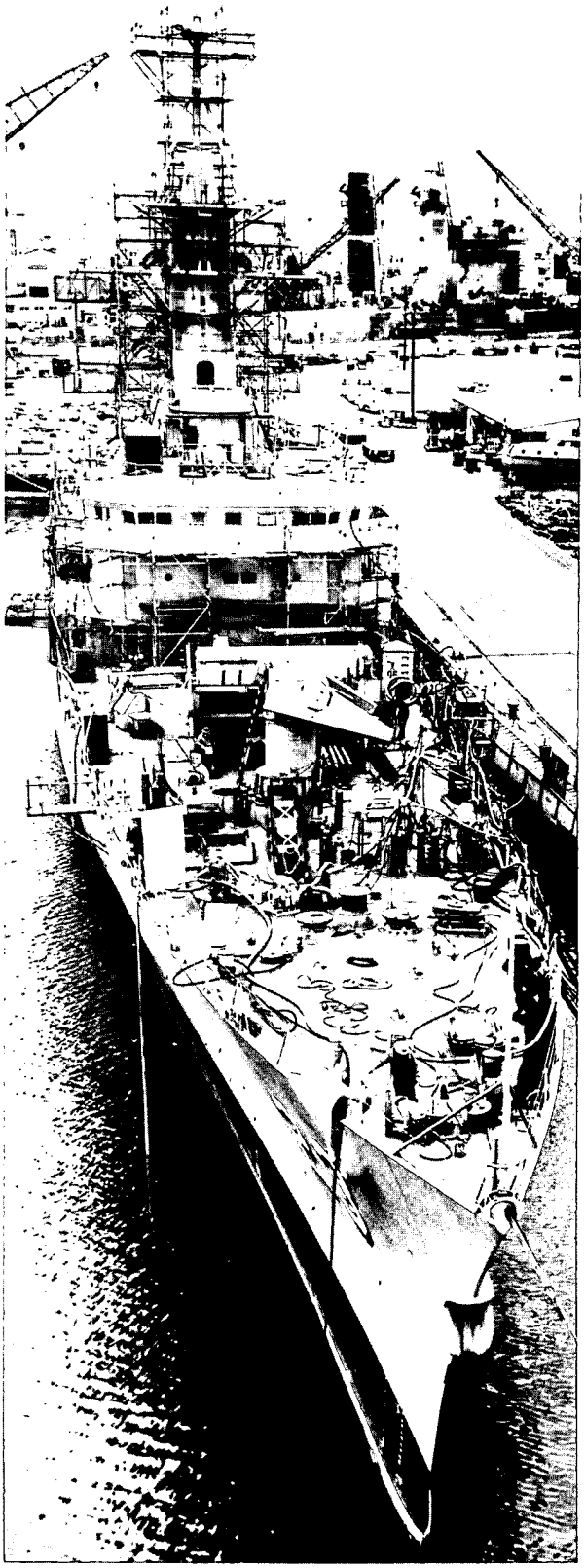
Fitting Out and Commissioning

Christening and launching are the inseparable elements which endow a ship hull with her identity. Yet, just as many developmental milestones must be passed before one takes his place in society, so too must the newly-launched vessel pass such milestones before she is completed and considered ready to be designated a commissioned ship of the United States Navy. The engineering plant, weapon and electronic systems, galley, and multitudinous other equipment required to transform the new hull into an operating and habitable warship are installed and tested. The prospective commanding officer, ship's officers, the petty officers, and seamen who will form the crew report for training and intensive familiarization with their new ship. Crew and ship must function in total unison if full potential and maximum effectiveness are to be realized. The most modern naval vessel embodying every advantage of advanced technology is only as good as those who man her.

Prior to commissioning, the new ship undergoes sea trials during which deficiencies needing correction are uncovered. The preparation and readiness time between christening-launching and commissioning may be as much as three years for a nuclear-powered aircraft carrier to as brief as twenty days for a World War II landing ship. *Monitor,* of Civil War fame, was commissioned less than three weeks after launch.

Commissioning in the early United States Navy under sail was attended by no ceremony. An officer designated to command a new ship

Missile frigate Halsey *(DLG–23) fits out at San Francisco, 1962.*



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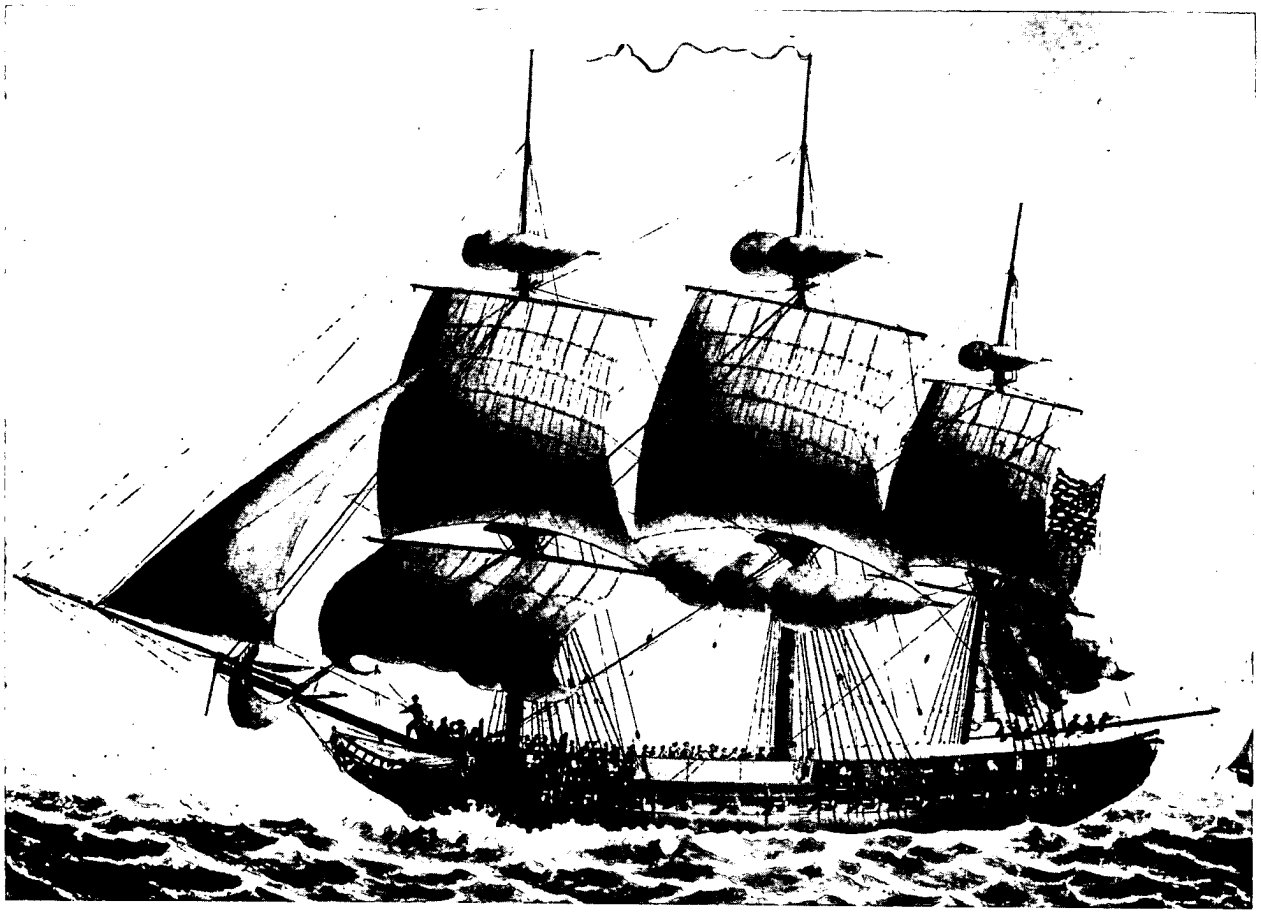
received orders similar to those isued to Captain Thomas Truxtun in 1798:

> Sir, I have it in command from the president of the United States, to direct you to repair with all due speed on board the ship *Constellation* lying at Baltimore.
>
> It is required that no Time be lost in carrying the Ship into deep water, taking on board her Cannon, Ammunition, Water, Provisions & Stores of every kind—completing what work is yet to be done shipping her Complement of Seamen and Marines, and preparing her in every respect for Sea . . . It is the President's express Orders, that you employ the most vigorous Exertions, to accomplish these several Objects and to put your Ship as speedily as possible in a situation to sail at the shortest notice.

Captain Truxtun's orders reveal that a prospective commanding officer had responsibility for overseeing construction details, outfitting the ship, and recruiting his crew. When a captain of this period in our history determined that his new ship was ready to take to sea, he mustered the crew on deck, read his orders, broke the national ensign and distinctive commissioning pennant, caused the watch to be set, and the first entry to be made in the log. Thus, the ship was placed in commission.

Commissionings were not public affairs and, unlike christening—launching ceremonies, no accounts of them are to be found in contemporary newspapers. The first specific references to commissioning located in naval records is a letter of 6 November 1863 from Secretary of the Navy Gideon Welles to all navy yards and stations. The Secretary directed: "Hereafter the commandants of navy yards and stations will inform the Department, by special report of the date when each vessel preparing for sea service at their

Frigate United States *flies her commissioning pennant at the mainmast head.*



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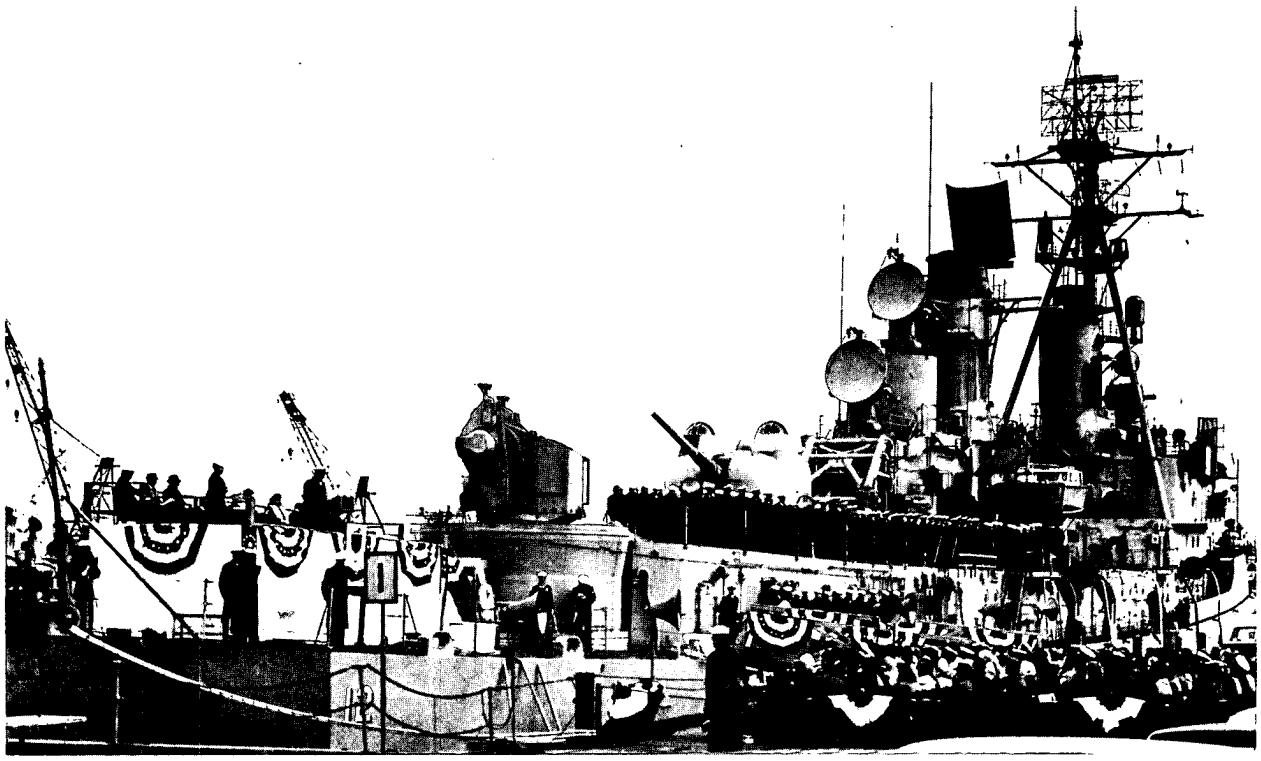

Guided-missile destroyer Robison *(DDG–12) is placed in commission, 9 December 1961.*

respective commands, is placed in commission."

Subsequently, various editions of *Navy Regulations* mentioned the act of putting a ship in commission, but details of a commissioning ceremony were not prescribed. Through custom and usage, however, a fairly standard practice emerged, the essentials of which are outlined in current *Navy Regulations.*

Officers and crew members of the new ship are assembled on the quarterdeck or other suitable area. Formal transfer of the ship to the prospective commanding officer is done by the Naval District Commandant or his representative. The transferring officer reads the commissioning directive, the national anthem is played, the ensign is hoisted, and commissioning pennant broken. The prospective commanding officer reads his orders, assumes command, and the first watch is set.*

In recent years, commissionings have come to be public occasions more than heretofore had been the practice. Guests, including the ship's sponsor, are frequently invited to attend, and a prominent individual may deliver a commissioning address. On 3 May 1975, more than twenty thousand people witnessed the commissioning of U.S.S. *Nimitz* (CVAN-68) at Norfolk, Virginia. The carrier's sponsor, daughter of the late Fleet Admiral Chester W. Nimitz, was introduced, and the President of the United States was the principal speaker.

Whether for a massive nuclear aircraft carrier, destroyer, submarine, or amphibious type, the brief but impressive commissioning ceremony completes the cycle from christening and launching to full status as a ship of the United States Navy. Now, regardless of size and mission, the vessel and her crew stand ready to take their place in America's historic heritage of the sea.

* Craft assigned to Naval Districts and shore bases for local use, such as harbor tugs and floating drydocks, are not usually placed "in commission" but are in an "in service" status. They do fly the national ensign, but not a commissioning pennant.

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LAUNCHING OF THE PHILADELPHIA SSN 690

PROGRAM

- NATIONAL ANTHEM
  U.S. Coast Guard Band
- INVOCATION
  The Reverend John O'Brian
  Indianapolis, Indiana
- WELCOME
  Joseph D. Pierce
  General Manager, Electric Boat Division
  Vice President, General Dynamics
- REMARKS
  David S. Lewis
  Chairman of the Board
  General Dynamics
- INTRODUCTION OF
  SECRETARY OF THE NAVY
  J. WILLIAM MIDDENDORF, II
  Mr. Lewis
- INTRODUCTION OF
  PRINCIPAL SPEAKER
  Mr. Middendorf
- ADDRESS
  The Honorable Hugh Scott
  United States Senator from Pennsylvania
- INTRODUCTION OF ADMIRAL RICKOVER
  Mr. Lewis
- INTRODUCTION OF SPONSOR
  Admiral H.G. Rickover, USN
  Director, Naval Nuclear Propulsion
  Program
- CHRISTENING
  Mrs. Hugh Scott

Representative schedules of events for christening and commissioning ceremonies.

U. S. S. ROBISON (DDG-12)

Commissioning Ceremony

Band Selections
Boston Naval Base Band

★

Invocation
Commander James J. Cullinan, CHC, USNR

★

Welcoming Remarks
Rear Admiral William A. Brockett, USN
Commander, Boston Naval Shipyard

★

Introduction of
Rear Admiral Carl F. Espe, USN
Commandant, First Naval District
Rear Admiral William A. Brockett, USN

★

Remarks and Introduction of
Rear Admiral Paul D. Stroop, USN
Chief, Bureau of Naval Weapons
Rear Admiral Carl F. Espe, USN

★

Address
Rear Admiral Paul D. Stroop, USN

★

Reading of Navy Department Orders to Commission
USS ROBISON (DDG-12)
Rear Admiral Carl F. Espe, USN

Ensign, Jack and Commission Pennant are hoisted as the band plays the National Anthem. The ship is now in commission.

★

Reading of Commanding Officer's Orders
Commander Donald Vance Cox, USN

★

Commanding Officer Assumes Command

★

First Watch is set by Executive Officer
Lieutenant Commander William F. Regan

★

Commanding Officer gives the order for the personal flag of Commandant of the First Naval District to be broken at the truck. Ruffles and Flourishes. Admiral's March:

★

Remarks
Commander Donald Vance Cox, USN

★

Benediction
Lieutenant John C. Frederickson, CHC, USNR

★

Band Selections
Boston Naval Base Band

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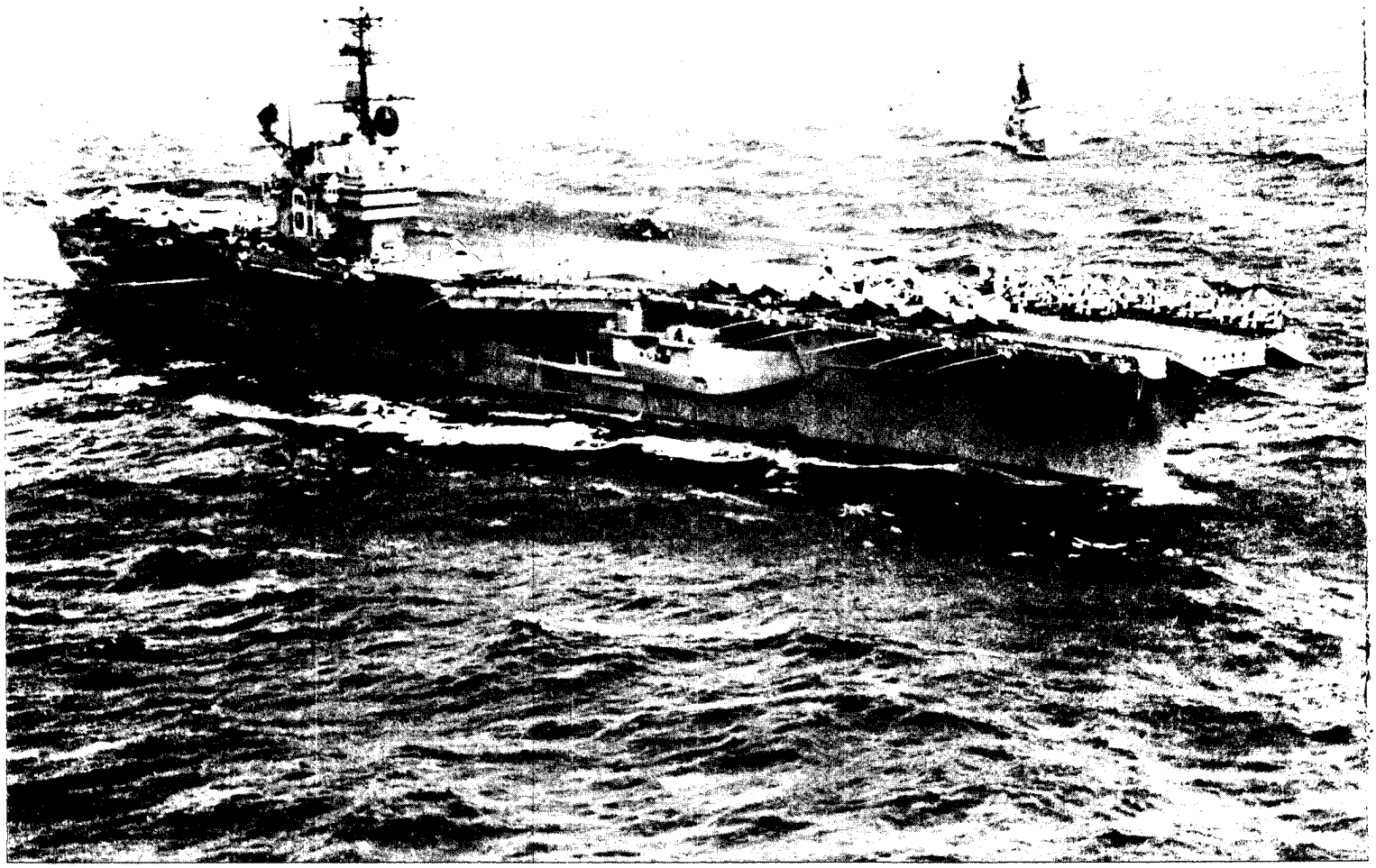

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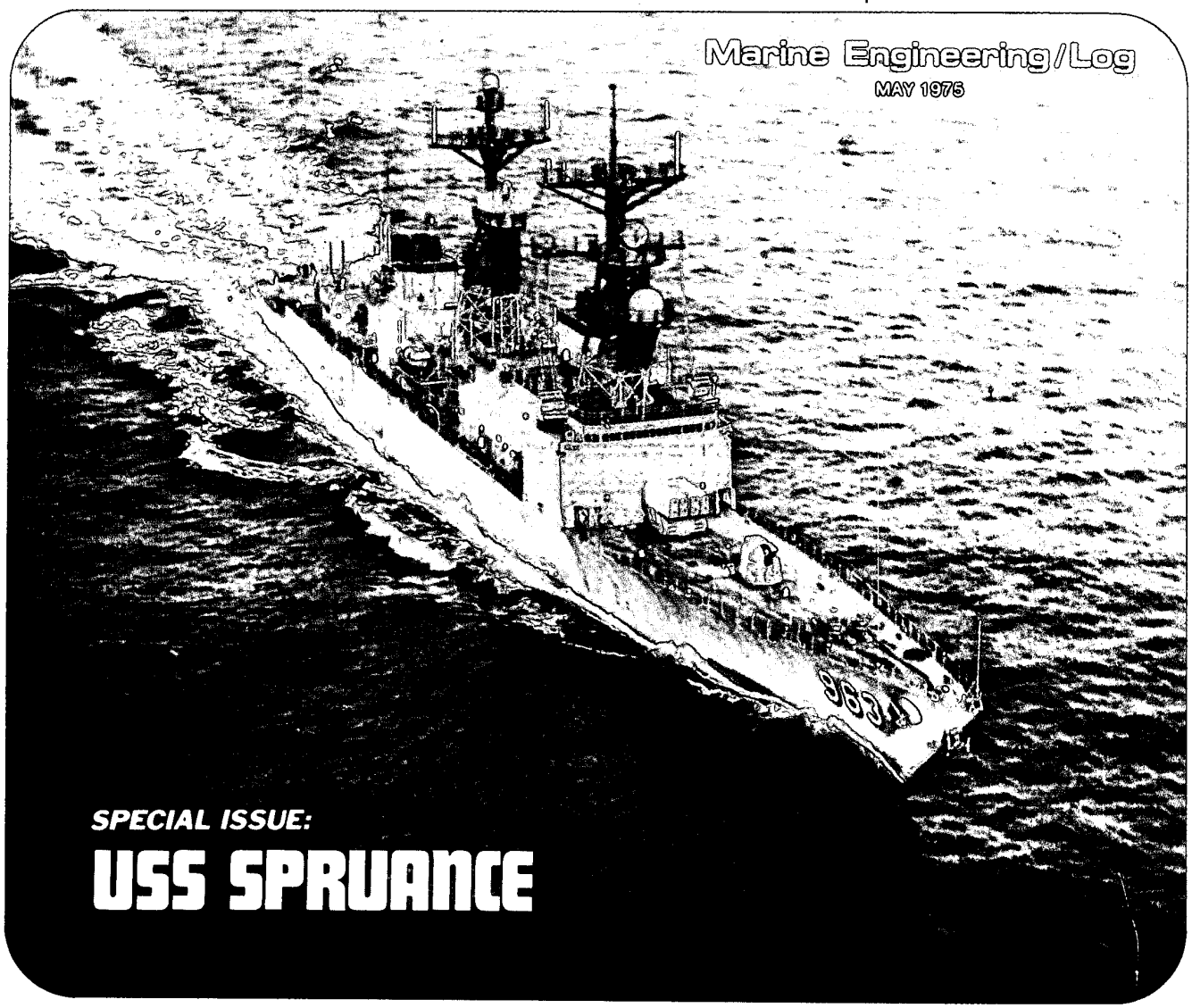

Among her **FIRSTS** for the U.S. Navy:

First warship to use gas turbines for main propulsion
First warship to use gas turbines for electric generators
First warship to emphasize habitability requirements
First warship with all-digital fire control
First destroyer-type ship with an automated engineering plant
First warship to provide air conditioning at 71-deg effective temperature
First ship to have integrated, remote control over-the-side torpedo system
First ship for which contractor procured 90 percent of mission equipment
First vessel with warranty/guarantee clause covering proof of design performance
First vessel designed by a contractor and subject to performance proof tests
First warship for which contractor is responsible for crew training
First modern warship with contractor-developed computer software

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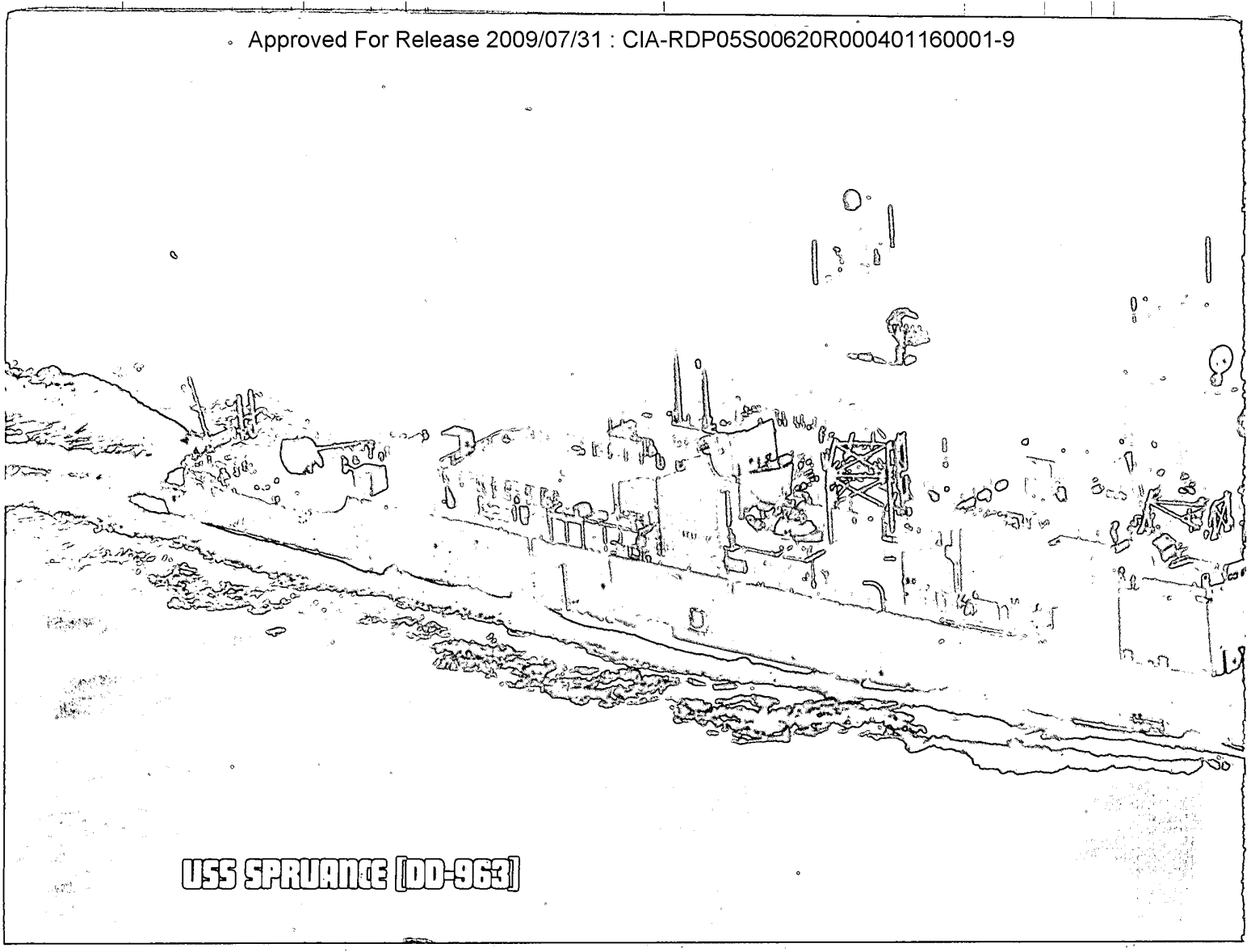

USS SPRUANCE (DD-963)

Designed to maintain America's strength

United States Seapower in the Seventies is synonymous with *Spruance*—the new Navy destroyer developed to maintain America's strength on the world's seas and deter war into the 21st Century. Designed primarily for submarine tracking and anti-submarine warfare, the advanced destroyer will cope with present and future threats from nuclear attack and missile-launching submarines.

The new destroyer is versatile and multi-mission, and will operate with equal effectiveness alone or in large carrier task forces. It can bombard enemy shore positions, support amphibious assaults, escort military and merchant ship convoys, perform surveillance and trailing of hostile surface ships as well as submarines, establish blockades and undertake search and rescue operations.

This new destroyer, the first of an initial fleet of 30, was designed and produced by Ingalls Shipbuilding division of Litton Industries in Pascagoula, Miss. Ingalls has the total responsibility for producing this new fleet—from design, procurement, integration and installation of the extensive electronics systems to logistics support.

Ingalls designed the destroyers to meet Navy mission requirements at the lowest possible cost during the operating life of the ships. In finalizing the design, Ingalls used computers to analyze many different ships on paper with varying combinations of hulls, propulsion systems and other characteristics prior to selecting the best combination.

The new destroyer is a large ship, capable of carrying a formidable array of weapons and electronic equipment at high speeds over a long range. At 563 ft 4 in. long, a beam of 55 ft, draft of 29 ft and a displacement of 7800 tons fully loaded, *Spruance* is almost twice as large as the latest destroyers to be built for the fleet—the *Forrest Sherman*—class, produced between 1955 and 1959. The *Sherman*-class ships have a maximum length of 425 ft and a displacement of 4050 tons.

Along with its size, the *Spruance* has high speed combined with maneuverability. It is the first major combat ship in the U.S. Navy to be powered with four marine gas turbine engines. These turbines, which are derived from jet aircraft engine technology, produce more than 20,000 horsepower each to drive the ship at speeds in excess of 30 knots. The gas turbine engines are more compact and lighter than steam turbines, are easier to maintain and automate, are more quickly repaired or replaced, and can be started cold in only a few minutes rather than the hour or more needed for steam plants.

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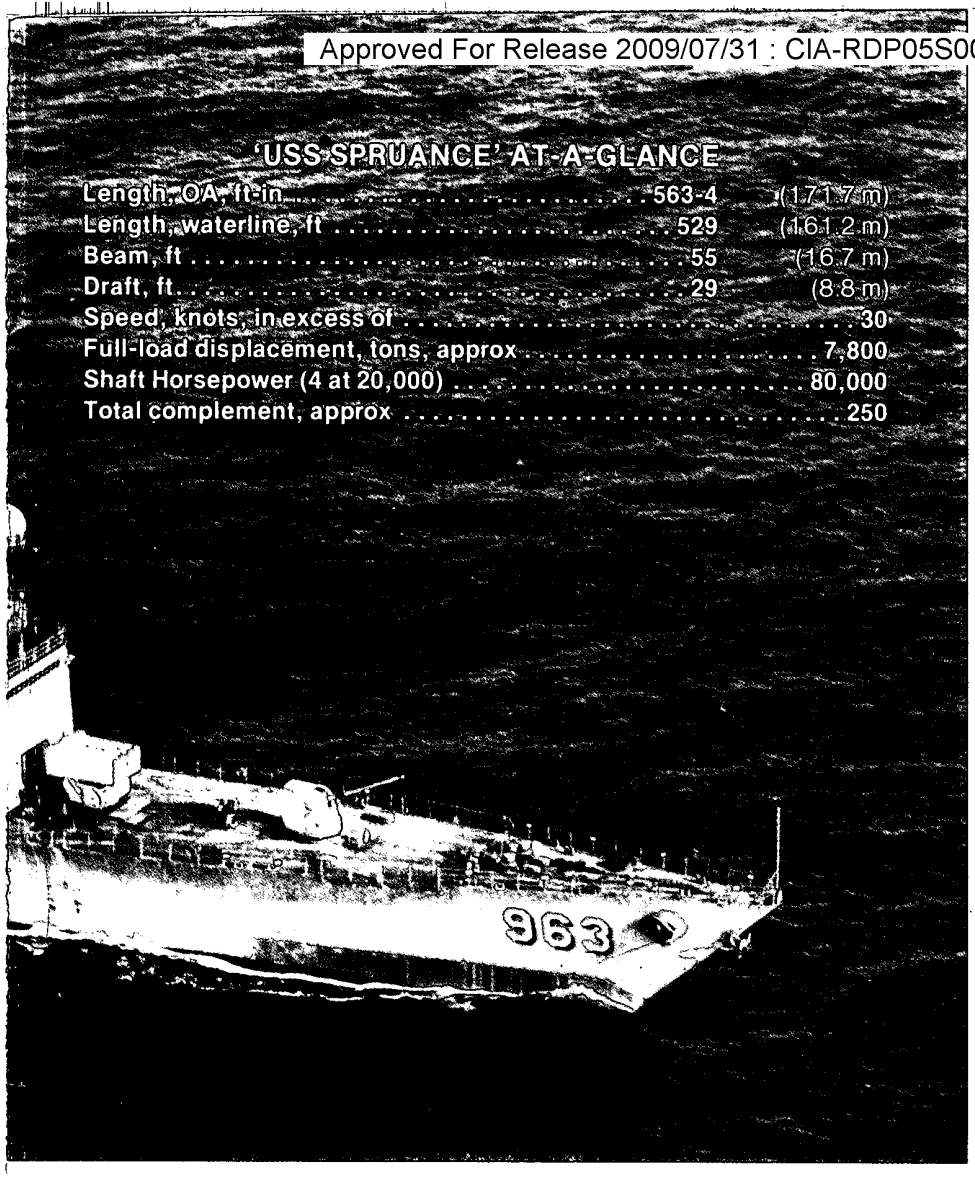

on the high seas

The ship has twin screws, twin rudders and staggered twin main propulsion spaces, each containing two gas turbine engines. It has controllable, reversible pitch twin propellers, giving the ship a high degree of maneuverability. Besides controlling direction of the ship, the pitch of the propellers can be tuned to achieve maximum efficiency for long-range cruising, or for maximum silence during anti-submarine warfare missions. During normal operations the destroyer cruises on two engines, going to three and then to four for greater speeds.

The effectiveness of *Spruance* against submarines will be far greater, particularly at high speeds, than that of present U.S. Navy destroyers. For detecting enemy submarines, *Spruance* has the most advanced surface ship sonar operational in the Navy today, and ship silencing techniques have been stressed throughout the design and construction of the ships to enhance the submarine detection capability.

The efficient hull design minimizes roll and pitch to assure the highest possible accuracy of the weapons and detection systems while also reducing resistance and drag to provide fuel savings at high speeds.

In addition to the shape and propulsion of the ship, there are other factors involved in operating efficiency and reducing the life cycle costs of the destroyers. One of the most important considerations in Ingalls' design was the size of the crew. Through use of automation and advanced technology in the propulsion, armament and electronic systems, and the use of supporting equipment requiring minimum maintenance, the crew size has been reduced to about 250 officers and enlisted men, less than 80 percent of the crew required for modern combat ships of similar size and lesser capability. The reduction in personnel, alone, is expected to save the Navy more than a billion dollars during the life of this class of new destroyers.

Other savings will result from the reliability and maintainability of the electronic systems, a consideration in the earliest phases of ship design. Ingalls' Integrated Logistics Systems personnel planned the location and spacing of the electronic equipment for longest life and maintenance accessibility, as well as operating efficiency. This support group also determined skill levels necessary to maintain the equipment, spare part requirements, and components where lower costs may be realized by replacing rather than repairing parts.

Although ships are built for a life cycle of some 30 years, the new destroyers are designed to be up-dated with new weapons and supporting electronics systems at the lowest possible cost as this equipment becomes available through new technology.

Weapons and electronic spaces aboard the *Spruance* were planned with adequate margins for the additional weight, space, and power that more systems or more advanced electronics may require in the future. The size and displacement of the destroyers, as well as the over-all ship design, are planned so the ship will maintain its stability and design efficiency when more or larger systems are added.

In addition to eliminating the necessity for extensive structural changes to the ship, other design features allow replacement of equipment in the ship at the least cost with the least time out of service.

The weapons and electronics in the *Spruance*-class destroyers are placed aboard ship as an entire system after they have been thoroughly tested on land. All the electronic equipment for one system is placed together in the same compartment aboard ship, entirely integrated, with only the connections to remote equipment and power sources remaining incomplete.

For modernization, the entire system can be easily disconnected from external equipment in the same manner, and replaced with a newer system in much less time than normally required. The replacement system can be assembled, tested and programmed, and crew members trained in its operation, while the electronic system is still on land, and the ship, which is to receive the new equipment, is still at sea.

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USS SPRUANCE [DD-963]

Litton had total responsibility for DD-963

The DD-963 is unlike any destroyer ever to fly the United States flag—bigger, more powerful, more sophisticated and built for rapid, economical future modernization. Unlike previous Navy shipbuilding contracts, Spruance was not built to meet detailed specifications already generated by the Navy. Ingalls has total responsibility for the shipbuilding program, and has worked closely with the Navy from the earliest stages of concept and design in producing a ship that meets all the requirements demanded of a new class of modern, naval combat ships.

With total responsibility for the program Ingalls has developed or subcontracted virtually all of the electronic and mechanical equipment to go aboard the ships. This is a departure from traditional Naval construction programs in which there is a large amount of Government-furnished equipment.

With nearly 30 percent of the total cost of each ship related to its electronic systems, their procurement, integration, testing and installation is one of the most vital parts of the overall shipbuilding program. To insure the reliability of the electronic systems, Ingalls/Litton constructed several new, innovative facilities. In Southern California, Litton built a Command and Control Shore Station for initial testing of the destroyers' computer hardware and developing the computer programs.

At the shipyard in Pascagoula, Mississippi, the company constructed a Land-Based Test Facility that is handling the final testing of electronics for the destroyers. Here the components of each system are assembled in the exact configurations in which they will go aboard ship. Once the components have been integrated into the system and met the requirements of a rigid test procedure with simulated combat conditions, they remain assembled on a steel platen to be installed aboard ship as one unit.

All the command and control systems, including computers and displays, gun and missile firing control systems, surveillance systems, exterior communications and electronic navigation systems, are tested in Litton's Land-Based Test Facility. Operating at peak capacity, the facility can concurrently test complete electronic systems for three ships.

Litton's Data Systems division is responsible for the integration and testing of the shipboard electronics as well as the design of certain key systems, under a subcontract to Ingalls.

Under the DD-963 contract, Ingalls also provides comprehensive logistic support including engineering the reliability and maintainability of shipboard equipment, preparation of maintenance manuals, specifying spare part requirements, determining the size of the crew, and training these

Rosenblatt had important role in DD-963 program

M. Rosenblatt & Son, Inc. (MR&S), naval architects and marine engineers with offices in New York City, Washington, San Francisco and San Diego, played a significant part in the DD-963 program. During the proposal and contract definition phases, MR&S was Litton's principal naval architectural consultant. During the development and production phases of the program, MR&S provided major design support, handling a significant portion of the detail design work.

The firm's participation in the program began in July 1967, prior to the issuance of the Request for Proposal (RFP) for competition for the contract definition phase. Many concepts that formed the basis of the successful Litton proposal for the DD-963 class destroyer were developed during this phase of the program, with significant support from MR&S. During the contract definition phase competition, Rosenblatt played a major role in the development of the conceptual design of the gas turbine destroyer that became the prototype of the concept later adopted for the preliminary allocated base line configuration.

During the contract definition phase, Litton assembled, at Culver City, California, a team of highly qualified naval architects, engineers, systems analysts and other experts. MR&S was assigned the primary responsibility for naval architecture, under Litton guidance, and played a leading part in the development of the DD-963 general arrangement, hull systems including the adoption of the single-arm davit for boat handling, and other significant hull features.

After the award of the design and procurement contract to Litton, Rosenblatt participated in the system design development and led the development of system requirements as well as many engineering change proposals such as one involving a change in ship size.

The detail design phase of the program found MR&S participating on a larger scale in the design effort. Work included development of composites for all ship systems in Modules 1 (hull, fwd) and 3 (hull, aft), and the detail design of air conditioning and ventilation systems, steam heating, steam drains, air conditioning chilled water piping, wireways and lighting in these modules; also, major work on degaussing system wireways, and equipment and machinery foundations.

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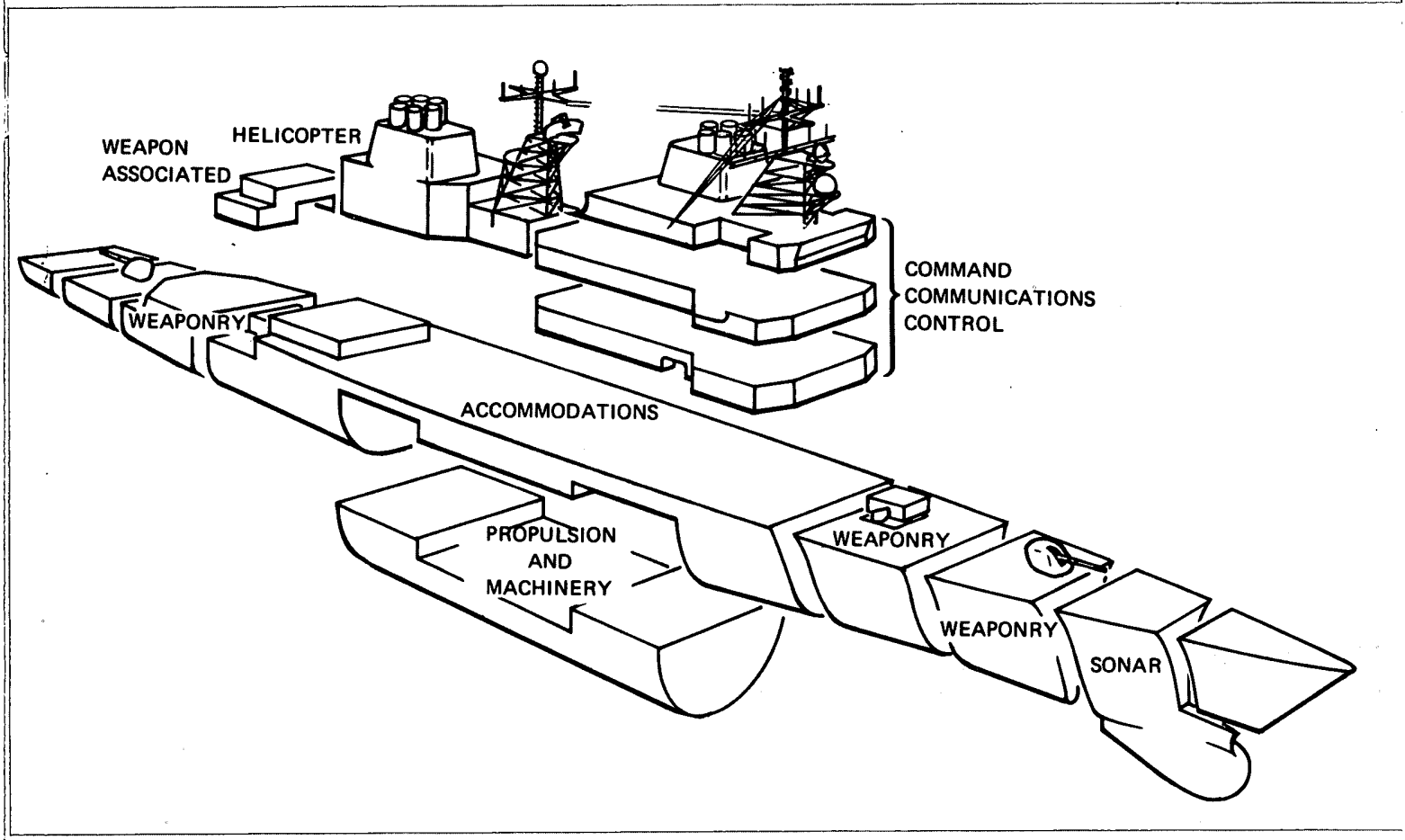
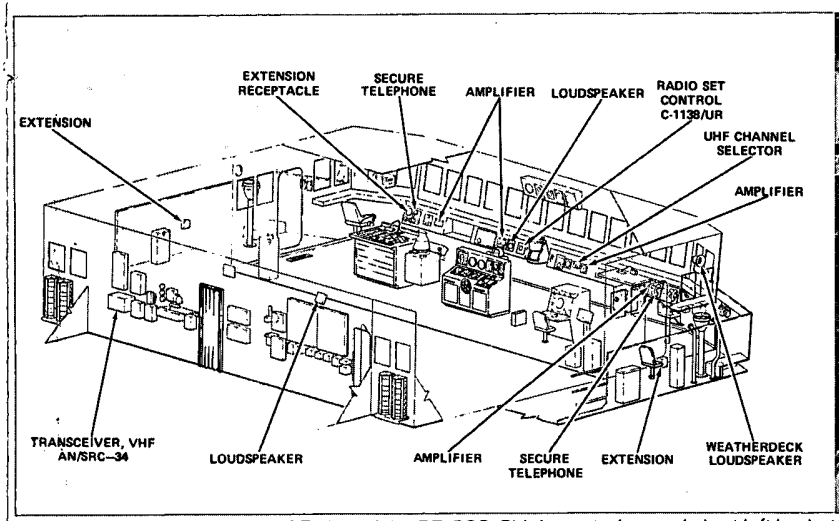
class concept, design and construction

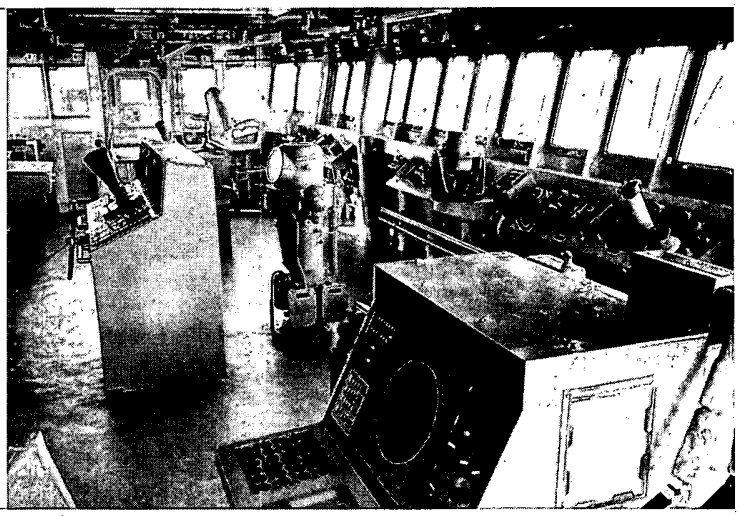
officers and enlisted men.

In measuring the progress on the DD-963 program, the Navy and Congress were aided by a series of major technical milestones relating primarily to the propulsion system and computer software programs that make up the most innovative and critical systems aboard ship. There are a total of 14 milestones to measure the entire DD-963 program, and all have been met.



FUNCTIONAL AREAS of the DD-963 are indicated in this exploded drawing of the ship





VIEW OF THE BRIDGE aboard the DD-963. Ship's control console is at left in photograph

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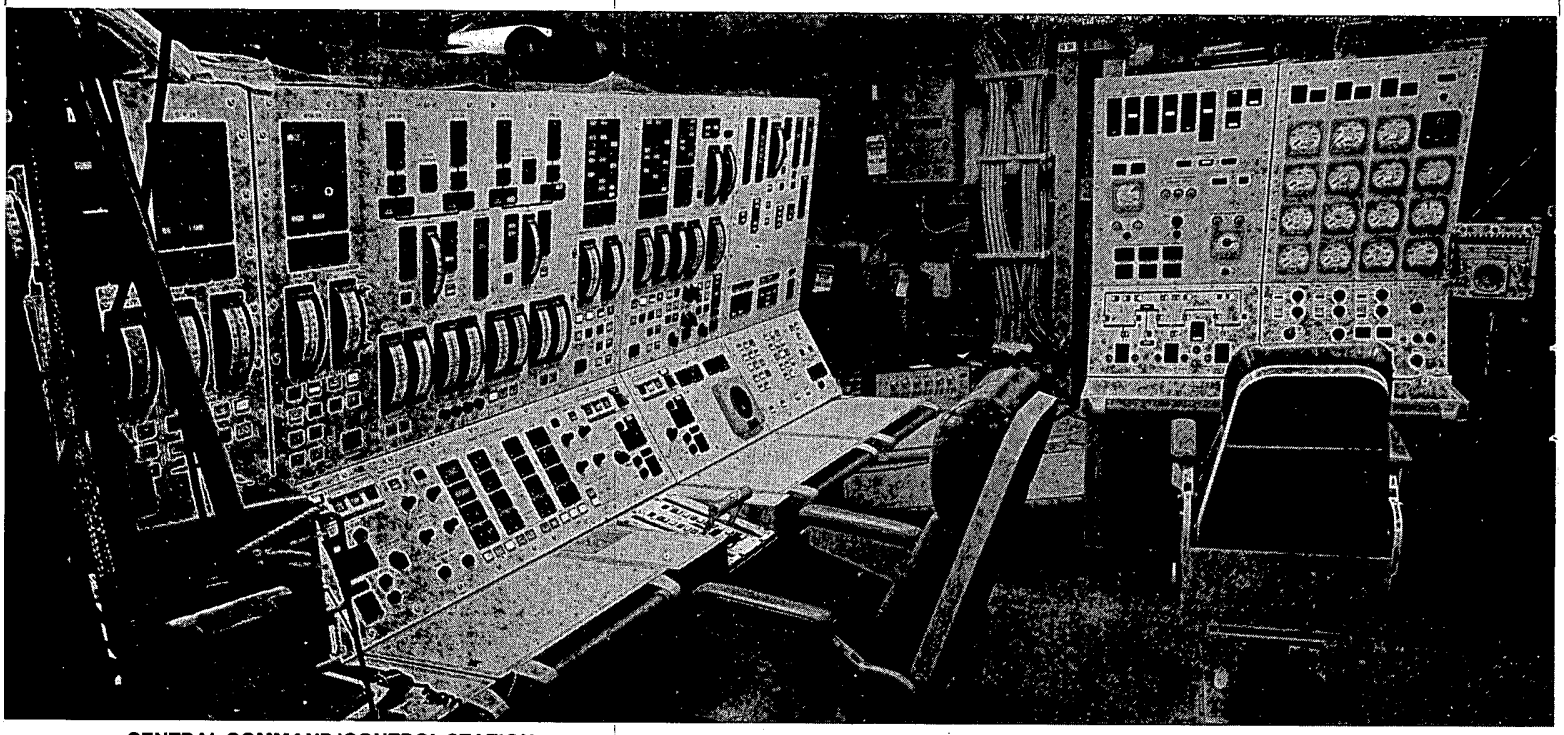

CENTRAL COMMAND/CONTROL STATION monitors and controls both engine rooms and auxiliary equipment from one central location

Gas turbine main propulsion gives great

The commissioning of the *Spruance* represents an historic milestone in the Navy's long and proud history. For with the *Spruance* the Navy is going to sea with its first all-gas-turbine-powered combat ship, the forerunner of several fleets of combat ships powered by gas turbines that will play an ever-increasing role in maintaining freedom on the seas.

This first of 30 DD-963 destroyers has four General Electric LM2500 marine gas turbine power plants for main propulsion, basically the same engine used in the C-5A and DC-10. Three additional gas turbines, built by Detroit Diesel Allison division of General Motors, drive generators for the ship's electrical power.

In deciding on the use of gas turbines to power all the *Spruance* class ships, Ingalls considered the many advantages of these jet aircraft engines that have been successfully applied to shipboard use. Compared with steam or diesel installations, the gas turbines offer great savings in space and weight. An entire gas turbine propulsion engine takes up less space than the main condenser of a steam plant of equal horsepower. And when compared to a low-speed diesel engine installation of the same power, the entire gas turbine takes up about the same space as one cylinder. The gas turbines weigh less than 40 percent of another propulsion plant of equal power.

The gas turbines require a bare minimum of auxiliaries, and their simplicity offers wide-spread advantages in maintenance and ease of automated operation. Simple controls, which are more rapidly adapted to automation throughout the ship, allow the *Spruance* to operate with a total complement of approximately 250 officers and enlisted men. The engineering department of the *Spruance* has approximately 54 officers and men, while a steam plant would require more than 100. For this ship, the normal underway engineering watch section will consist of five men. The same size ship, run on steam, requires 18.

Survivability was one of the main considerations in the design and construction of the *Spruance*. With the elimination of much of the auxiliary equipment, such as pumps, blowers, vacuum arrangements, tubing and piping, made possible by the use of gas turbines, the propulsion system is much less vulnerable than steam plants to shock and battle damage. In the event of damage to the few propulsion auxiliaries that do exist, practically all are designed to be replaced by the ship's crew with a modular onboard spare.

Additionally, the engine rooms and auxiliary machinery spaces on the *Spruance* are located to provide the maximum degree of survivability. The propulsion for each shaft is separated by two auxiliary machinery spaces providing three watertight bulkheads between each plant. For the same protection, the three ship service gas turbine generator sets, along with their waste heat boilers, are located in each engine room and a third generator is located as far aft as possible, with another three bulkheads separating it from the aft engine room.

The four gas turbines produce more than 20,000 horsepower each to drive the ship at speeds in excess of 30 knots. They are designed to operate on either Navy distillate fuel, Navy diesel or JP-5, with each engine room being served by a complete and independent fuel oil service system.

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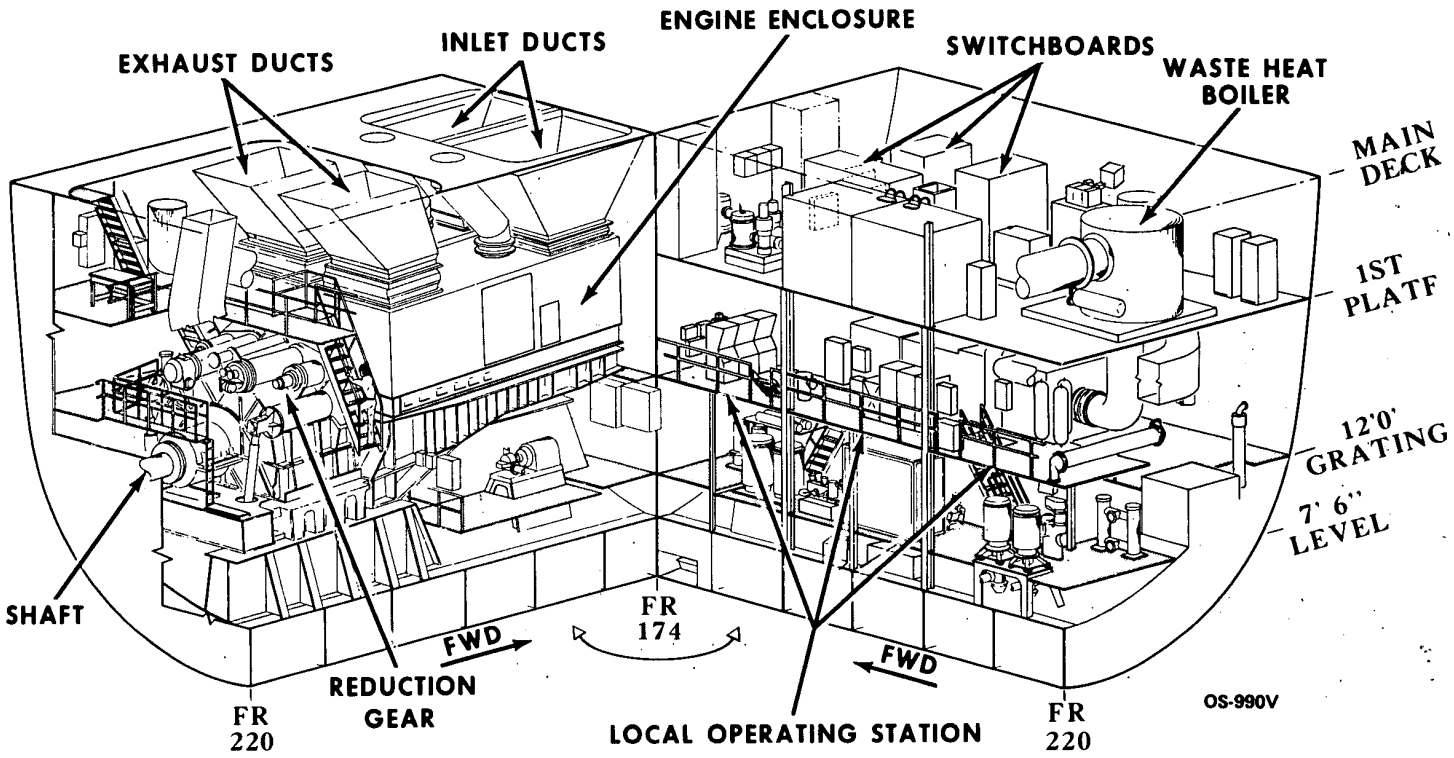

ENGINE ROOM NO. 1 showing major components. Gas turbines are located in noise-reducing airtight enclosures at left

savings in space and weight

Two turbines are located side by side in each engine room. The ship normally cruises with two engines operating, one powering each shaft from each engine room. Since the gas turbines are all unidirectional and rotate clockwise, the turbines in the starboard engine room are reversed to provide inboard shaft rotation. The high-speed stage of the reduction gear is mirror-imaged to accommodate the location of the engines, but the gearing itself is not changed.

The main engine room provides complete interchangeability of all main engines. Each turbine is contained in a noise-reducing, airtight enclosure, which provides engine cooling, sound silencing, lighting, and rapid fire-extinguishing capability. Each of the four modules is 26 ft 6 in. long, 9 ft wide and 9 ft 6 in. high.

Reduction gear assemblies for main propulsion, supplied by Westinghouse Electric, are locked train, double reduction assemblies. Clutches connect the gas turbines to the high-speed elements of the reduction gear. The clutches are forced synchronized/positive engagement and locking type. The reduction gear/clutch has the capability to transmit the full torque of either of two gas turbines independently, or of both engines simultaneously. It can also smoothly transfer from one gas turbine per reduction gear to the other engine, or from one-engine operation to two-engine operation without affecting ship speed. The reduction gear has a full power torque output of 1,281,000 ft-lb.

The reduction gear also supports the controllable-reversible pitch propellers (CRP) oil distribution box, and the gear shaft provides a path through the gear for hydraulic oil and ship silencing air lines. The gear includes drives for main lube oil and propeller backup hydraulic pumps.

The intake duct system for the propulsion engines is constructed to provide an efficient air flow free of water or salt, and to provide anti-ice protection. The inlet system includes a high-hat inlet, moisture separators, intake louvers, blow-in doors, cooling ducts, cooling air fans, cooling duct silencers and main duct silencers. The exhaust duct system is constructed to discharge the exhaust gases so they are not reingested into the inlet and do not overheat equipment on the mast.

The CRP propeller provides operation from full speed ahead to full speed astern, for crash stopping and for maneuvering the ship at low speeds. The CRP system includes the hub and blades, shaft tubes, oil distribution box, hydraulic oil power module and associated tanks and lines. Each propeller has five blades and measures 17 feet in diameter overall.

For electrical power the three identical gas turbine generator sets are each rated at 2000 kw. The gas turbine engine and gear box portion of the generator set is mounted inside an acoustical enclosure. Each generator set has its own independent lubricating oil and seawater cooling system, and the gas turbine and gearbox have a common synthetic lube oil system, which is seawater cooled. The exhaust gases from all three generator sets are routed through waste-heat boilers, which are rated at 12,000 lb/hr.

The waste-heat boilers generate auxiliary steam for bulk and special heating requirements such as the ASROC launcher deicer, fuel oil heaters, distilling plants, hot water heaters, laundry and galley. There is sufficient steam so that vital services can

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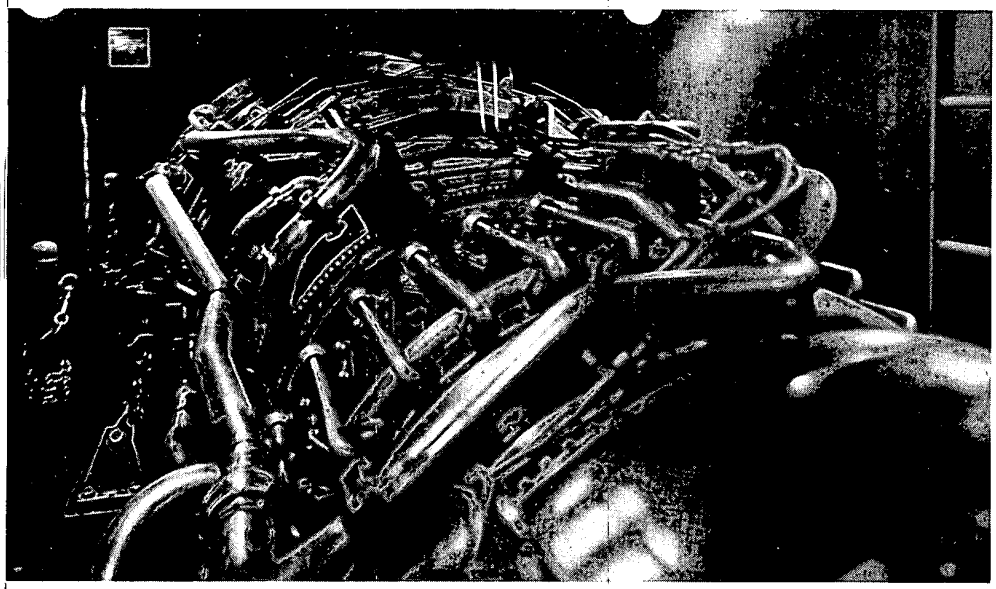

EACH GAS TURBINE is housed in airtight acoustical chamber that has sufficient accessibility for normal maintenance and minor repairs

be provided from one boiler, and all additional steam required is provided with two units operating.

During ship construction two propulsion gas turbines and one reduction gear are mounted on a common bedplate to facilitate installation and noise isolation. Most of the installation and alignment work is done in an erection shop where access and general working conditions are much better than aboard ship, significantly improving the efficiency and accuracy of the work. The bedplate is moved to the ship with the reduction gear and gas turbines installed and completely aligned.

Optical sightings are shot to define the propulsion shafting centerlines after both of the engine room bedplates are landed on the ship and after construction nears completion as to welding and total weight. The shaft struts and the stern tubes are then bored and the lineshaft bearings are installed. The bedplates are aligned to the shafting and secured on temporary chocks. The internals required by the CRP propeller and the air system are then installed, followed by the propeller and finally by the oil distribution boxes. After launching, the alignment of the entire propulsion system is verified and final chocks are installed under the lineshaft bearings and the common bedplates.

The port engine room is positioned approximately amidships, and the port shaft is just over 276 ft long. There are seven elements to the shaft. The starboard shaft is about 178 ft long and has four elements. Each shaft has three water-lubricated bearings, while the port shaft has four line shaft bearings and the starboard shaft has one.

The gas turbine generator sets are supplied as modular units, with the gas turbine, reduction gear and generator all pre-aligned by the vendor, Stewart & Stevenson Services Inc., and mounted on a common baseplate.

All seven gas turbines supply compressor bleed air to a common manifold. The DD-963 uses an integrated bleed air system to supply air for a variety of uses including starting the main engines and ship service generators; anti-icing in the main engine and generator inlets; silencing air for the ship and propellers, and for monitoring the engine.

USN's quietest surface ship. The DD-963 is one of the quietest Naval surface ships in the United States fleet. In addition to silencing of individual components, other provisions made to reduce airborne (deck and engine room) and structureborne noise, include silencers, insulation, acoustic enclosures, careful design and selection of valves and piping, flexible connections and resilient mounts.

The power system of the ship is designed for ease of maintenance. Inspection ports are provided on the engines and the reduction gear. Vibration is constantly monitored and periodic inspections compare performance. For extensive maintenance or replacement, the power turbine and gas generator may be separated, and the engines removed through the intake ducting. A three-rail system is provided to guide the gas generator or power turbine through the intake duct. The placement of the turbine generator units is also designed for easy access and removal.

The DD-963 ship control system was designed and integrated with the ship's propulsion, auxiliary, steering and electric plant systems by Ingalls, and the Guidance and Control Systems division of Litton Industries. The major components of the system include the ship control console, propulsion and auxiliary machinery control equipment, electric plant control equipment, propulsion local operating equipment, and propulsion and auxiliary machinery information system equipment.

The basic command and control is provided by a single lever for each shaft, which controls the pitch of the propeller and the speed of the shaft from either the ship control console on the bridge, the bridge wings, or the central control station. Manual control of pitch and shaft speed can also be controlled separately at the central control station or in the individual engine rooms.

The central control station electronically monitors and controls equipment in both engine rooms. It also provides monitoring and control over auxiliary machinery, overtorque control, automatic and manual starting and stopping, and automatic control of mode changes in the engine room. The different modes under which the engine room may operate include the secure mode when no engines are operating, the split plant when one engine in each engine room is operating, and the full power mode when both gas turbines are operating.

The central control station also includes the electric plant control equipment, which provides automatic and manual generator paralleling, alarm systems, interlocks, safety features and parameter readouts for the three ship service turbine generators.

The ship control console on the bridge, which allows direct control of speed and propeller pitch, also provides the control and instrumentation for remote control of the hydraulic steering gear system.

The data acquisition system receives information from sensors, pro-

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cesses the information and provides display information at control consoles and when required, logs this information on a digital printer.

Information that is displayed on several consoles is transmitted over a party line, which permits 128 status and alarm displays to be updated four times a second. This information is also sent to the computer for data print-outs and automated fault finding.

More than 300 parameters on the power turbines, electrical generators and auxiliaries are sent to the computer. Each console has a set of switches that can address any parameter sent to the computer. The value of the parameter addressed is shown on a digital display located above the addressing switches and is updated once per second.

A data logger can be operator-requested to print out the data on parameters stored in the computer. This can be done for a single parameter, a grouping of parameters such as those associated with one of the power turbines, or all parameters. An all-parameter print-out requires less than 10 seconds.

Alarms are printed out automatically when parameters exceed predetermined tolerances. The reset of the alarms is printed when the parameter returns to normal. Changes of ship speed and machinery configuration that affect ship speed are automatically printed out.

An automatic calibration program is provided for each rack. When a printed circuit card is removed and placed in the special calibration slot, the computer senses which slot the card came from and provides lights that tell the operator whether an adjustment is high, low or correct. This minimizes adjustment time when a card replacement is necessary.

The computer looks at information received to determine if there are any faults, and if necessary the computer initiates test signals. When the computer determines which card has failed, a signal is sent that lights a lamp on the card.

The propulsion controls have undergone extensive testing under actual operating conditions, using propulsion turbines, reduction gear and shafting with a water brake for shaft loading. Shipyard designed and built simulators were used to test the integrated system at dockside.

Suppliers and equipment

AAI, torpedo doors
Acurex, shaft torsionmeter
Aeroquip, flexible hose and fittings
Aircraft Appliance & Equipment (Canada), fuel oil coalescer, JP-5 transfer filter/separator
American Metal Bearing, line shaft bearings, stern tube and strut bearings
American Standard, F-O service heater, F-O transfer heater, L-O purifier heater
Aqua-Chem, distilling plant
Bird-Johnson, CRP propeller, CRP hydraulic and servo box
Blackmer Pump, bilge pump, F-O transfer pump, JP-5 service and transfer pumps
Borg Warner, air conditioning plant, refrigeration plant
Carver Pump, close-coupled cent. pump, IR suppression booster pump, turbine generator SW booster
Chesapeake Instrument, underwater speed log sensor and display equipment
Condenser Service, waste heater boiler, ASROC launcher heater and cooler
Collins Radio, communications equipment
Controlex, ventilation systems, whistle pull
Consolidated Controls, pressure transducers, pressure and temperature instruments
Davie Shipbuilding (Canada), sonar dome structure
Dielectric, ship service air dryer
Dominion Aluminum Fabricating (Canada), hangar door and machinery
Environmental Elements, sound control systems for main propulsion units
Everpure, bromine system
Fire Control Engineering, AFFF proportioner
Frigitemp Marine/Rudman & Scofield, engineering, manufacture, procurement and installation of total joiner work package
Garrett Mfg. (Canada), package conveyor
General Air Dryer, ship service air dryer
General Electric (Ohio), main propulsion gas turbine modules
General Electric (Salem, VA), a-c controllers
General Electric (Syracuse), sonar cabinets, transducer, cables and staves
General Electro Dynamics, closed circuit TV system
Goodrich, B.F., sonar dome window
Gaylord Industries, galley ventilators
Hamilton Standard, moisture separator
Honeywell, ASROC handling system, ASROC launch group MK16, torpedo handling system, torpedo tubes MK32, recorder/reproducer, weapons control system MK116
Huhn Seal (Canada), bulkhead & stern tube seals
Hughes Aircraft, digital display systems
Hydraulic Research, filter elements and lube oil strainers
Ingersoll-Rand, ship service air compressor, H-P air compressor
Industrial Acoustics, reduction gear enclosure, turbine exhaust silencers
International Paint, tank coatings
ITT Avionics, aircraft navigation beacon systems
ITT Gilfillan, satellite navigation systems
ITT Grinnell, pipe hangars, sway braces
Jered, steering gear, sewage treatment plant
Joy Mfg., enclosure cooling fan
Kahn, H-P air dryer
KPM, dumbwaiters
Lake Shore Engineering, anchor windlass, boat handling system
Lidgerwood Mfg., capstan
Loeffler, Joseph M., fog and watch bells, signalling gongs, valves and deck drains
Louis Allis, degaussing power supply and control equipment, sonar power supply
Menasco, strike down lift system
Motala (Sweden), inboard and outboard propulsion shafting
Nelson Electric, switchboards
Northrup, Omega navigation receivers
Pemco, quick-disconnect hose fittings
Pennwalt, F-O purifier, L-O purifier
Philadelphia Gear, main propulsion clutches, turning gears, generator drives
Philadelphia Resins, poured chock applications for sonar dome to hull, aux. machinery units, ASROC magazine, main engine alignment and assembly fixture, radar foundations, ammo tracks
Schjelddahl, G.T., bulkhead mounted kingpost, retractable kingpost
Simplex Industries, honeycomb panels
Sperry Marine, gyrocompass
Stewart & Stevenson, main distribution switchboards, ship service generators
Teledyne Inet, converters
Thermx-Changer, L-O cooler
Unidynamics, elevators
Univac Div., Sperry Rand, electronic computer systems
Varo, converter
Warren Pump: chilled water, L-O service, F-O service and waste drain pumps
Westinghouse, main reduction gears
Worthington, seawater pump
York Div., Borg-Warner, fan coil unit heaters

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USS SPRUANCE [DD-963]

Most "people conscious" and worksaving

To the delight of sailors everywhere, the chipper and the paint brush for ship upkeep are nearly obsolete. Since the days of the *Monitor* and *Merrimac*, sailors the world over have spent endless hours tediously chipping, sanding and repainting their rusting ironclads. No more.

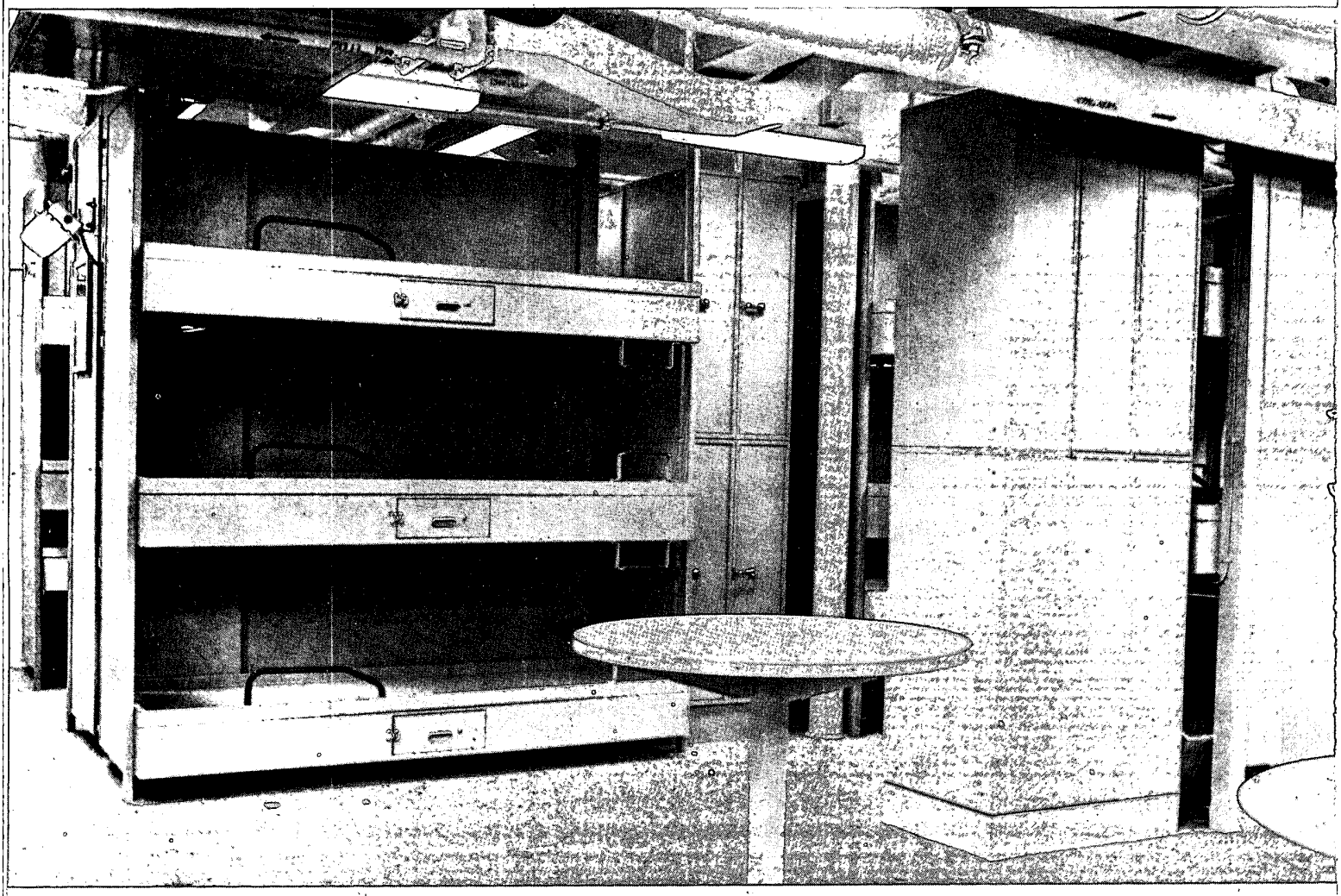
The *Spruance* has almost eliminated that tiresome task as well as other unpleasant chores, such as polishing bright work (brass fittings and rails). It had to. With a large ship manned by a relatively small crew, there was little time for the mundane work of constant maintenance.

Worksavers aboard this new ship include a rustproof aluminum superstructure, vinyl fabrics bonded to lightweight aluminum honeycomb interior bulkhead structures that can be wiped clean with a damp cloth, vinyl tile or fireproof carpeting on most decks, new sealants between partitions and the deck to eliminate rust and odors from scrub water, and tough protective paints that resist rust, corrosion and wear. Brass plates, fittings and rails that require almost continuous care are taboo. Unlike *HMS Pinafore*, there is no need for a sailor on these destroyers to "polish up the handle on the big front door".

In making this the most people-conscious ship in the fleet, Ingalls Shipbuilding has toppled one Naval tradition after another. Gone are the battleship grey and bilge-water green paints, standard G.I. metal furniture, green felt table cloths, foot lockers, head-knocking doorways, narrow bunks, uncomfortable living and working spaces, and hot stainless steel food trays that turn ice cream into instant mush.

The ship is alive with bright, cheerful colors on flame-retardant and smoke-resistant fabrics. Three-tier enlisted men bunks built of a rigid aluminum honeycomb structure are equipped with foam mattresses, pillows, curtains, reading lights and individual ventilation. They are separated by clothes closets for hanging the Navy's new uniforms and grouped to assure the greatest privacy, comfort and convenience.

The living, dining and recreation quarters feature decorator-coordinated colors in solids, plaids and stripes of gold, brown, orange, red, blue, white and green. The curtains, upholstery, carpeting and other



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ship in the U.S. Navy

fabrics are lightweight, colorful and selected for low maintenance and safety. While some walls and furniture have wood and leather tones, substitutes have been made for these natural materials to reduce fire hazards.

For added comfort, all living spaces and interior work areas are air conditioned. The berthing and dining rooms have been located in the center of the ship to reduce the discomfort of roll and pitch motions during heavy seas.

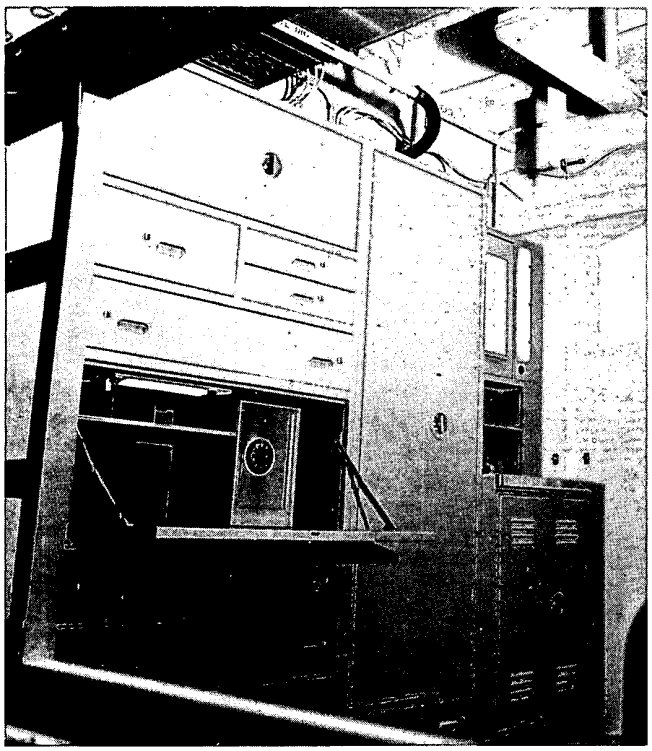
Separate dining facilities are available for officers, chief petty officers, first class petty officers and other crewmen. Food will be served in molded plastic aqua and tan trays that reduce noise in the galley and scullery and will not conduct heat. The ship has several recreation areas, an exercise gym, library, post office, hobby shop, store, medical, dental and hospital facilities, vending machines for hot and cold snacks and closed-circuit television for communications, training and entertainment.

Even a basketball player would hardly have to bend his head; this ship was built with the tall man in mind, with most doorways having 6 ft 5 in. clearance.

In working the ship, crewman can use elevators both fore and aft for moving dry stores and munitions between decks. Small pallet trucks will handle the cargo's horizontal movement. Torpedoes will be hauled between decks with a hydraulic lift system and loaded into launchers, tubes and the helicopter by semi-automatic handling equipment.

Automation will improve the ship's efficiency and reduce the number of sailor watch stations. Computers will continually monitor the ship's performance looking for possible fires and checking on fuel consumption, speed, course, temperatures, electronic and electrical system and countless other measurements to warn crew members of danger or abnormal operations.

The ship will have a cooler, cleaner, quieter, and more compact engine room. The switch to gas turbine engines eliminated the need for large boilers, condensate and feed pumps and extensive hot steam piping. Dispensing with this equipment has increased the space, reduced the upkeep and made the sailor's life aboard ship a great deal more pleasant.



OFFICERS' LIVING QUARTERS

These two-man rooms have modular desk and locker wall units. As are all living spaces and interior work areas, these are air conditioned and feature decorator-coordinated colors in solids, plaids and stripes of gold, brown, orange, red, blue, green and white, selected for low maintenance and safety

CREW'S DINING AREA

Although covered with protective wrappings in this photo, this area features wood grain plastic table tops. Booths will have color coordinated seat cushions, in addition to the colorful, stackable individual chairs. Food will be served on molded plastic trays that reduce noise and will not conduct heat

CREW'S LIVING QUARTERS

These were designed to be functional, comfortable and attractive. They are painted in pastel colors, and the modular triple-decker berths feature individual, adjustable air conditioning outlets and lighting. Note lockers for hanging Navy's new uniforms

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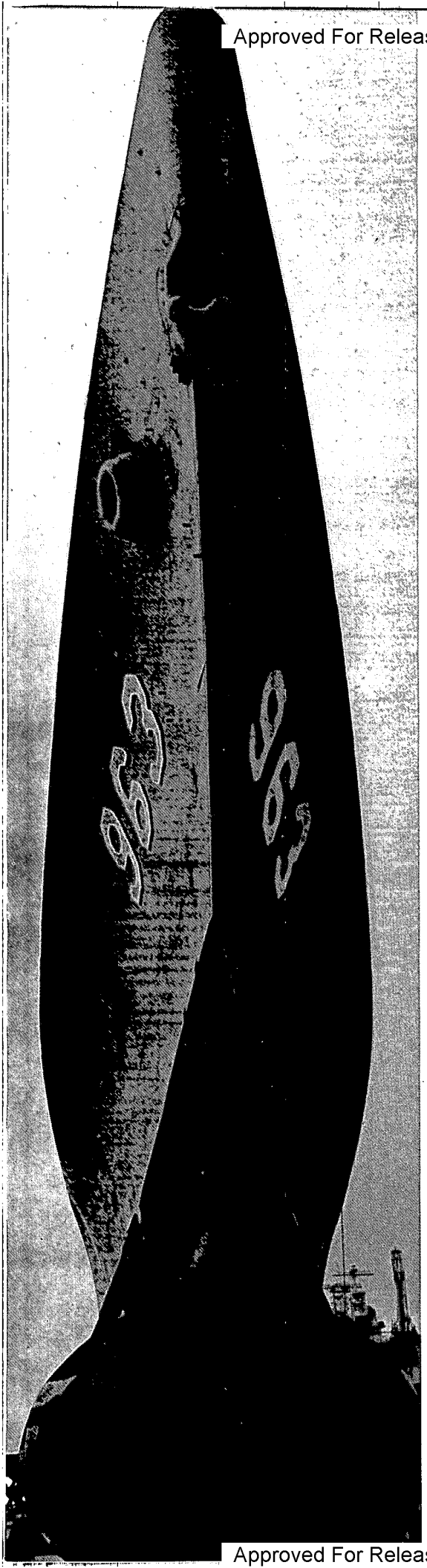

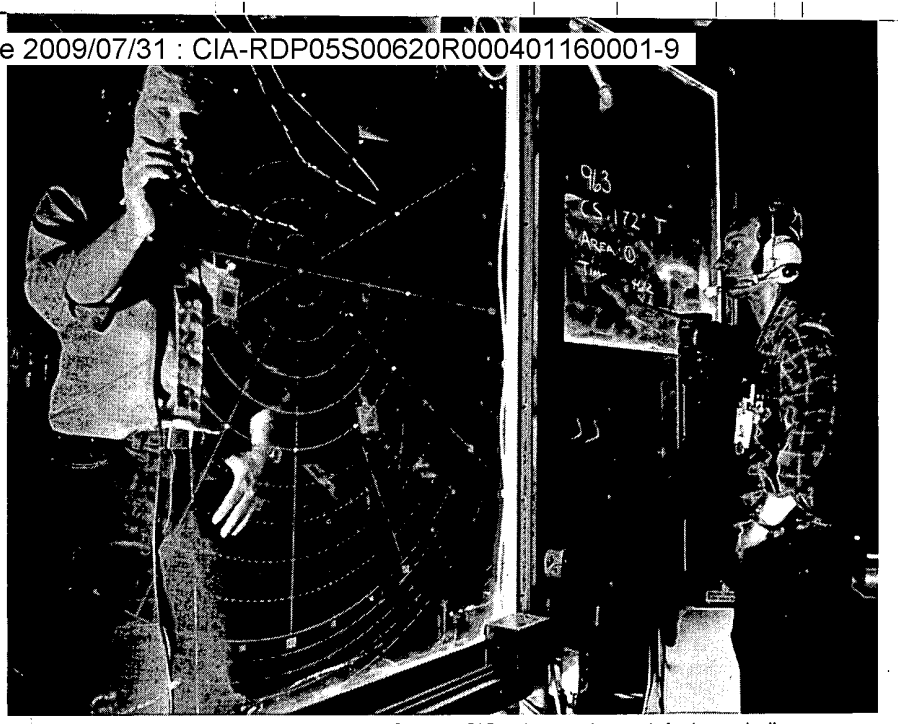

PLOTTING BOARD in Combat Information Center (CIC), above; view at left shows bulbous sonar dome and knife-edge bow, symbolizing monumental menace to subs

USS SPRUANCE [DD-963]

Heart of ASW capability is

The primary mission of the DD-963 is anti-submarine warfare, and the heart of the ASW system aboard *Spruance* is the underwater fire control system. This system, developed by Honeywell's Marine Systems Division in West Covina, Calif., translates target range, bearing and depth information provided to the ship's central computer into signals that control the weapon launch mechanism—either anti-submarine rockets (ASROC) or torpedo tubes—and transmit information to the weapons that will enable them to reach their targets.

Basic target information is supplied by the ship's AN/SQS -53 sonar, which is able to detect and track underwater targets while they are a considerable distance from the destroyer. This target information is processed by the central computer to predict the targets' movements, and sent electronically to the underwater fire control system.

The fire control process is highly automated. However, it was deliberately designed so that the process is under the continuous surveillance and management of the ASW attack team. Controls and interlocks insure that firing of weapons cannot proceed unless certain events take place. Certain steps of the process must occur in sequence; others can occur in parallel.

The weapons control panel located in the ship's combat information center (CIC) is the fire control central monitoring station. The panel is manned by the ASW officer, whose actions are monitored at supervisory consoles both in the CIC and on the bridge.

Lighted indicators on the panel indicate the status of the firing sequence. The indicators glow red when an event is still in process, and turn green when the event has been completed. A "green board" indicates that the weapon can be safely fired without danger to the destroyer and with confidence that it will strike the target.

Variety of systems. ASW weapons aboard *Spruance* include the ASROC launching system, which is a long-range weapon and an improved version of launchers currently in use on other Navy ships. The most significant improvement is the weapon handling and stowage system, which provides fully automatic launcher reloading in approximately one-fifth the time required by current systems. An additional feature is the capability to automatically transfer weapons from the weather deck to the magazine during underway replenishment.

Other weapons include the two tor-

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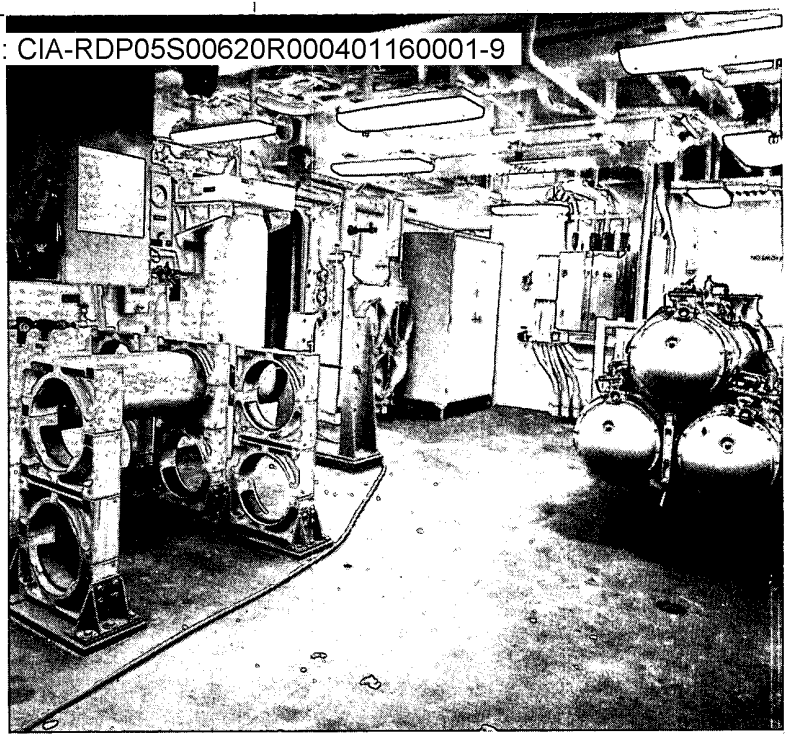
SURVEILLANCE EQUIPMENT in DD-963's Combat Information Center in operation during sea trials



STARBOARD TORPEDO ROOM. Torpedoes are loaded mechanically and launched through sliding door in ship's side

computerized fire control system

pedo tube mounts, each with three barrels, which are located on either side of the ship to combat the close range submarine threat. By locating the torpedo tubes inside the ship, they have all-weather capability. The torpedo system has fully remote firing that increases reaction time, and reduces the required manning in the torpedo room.

Torpedoes are also delivered by ASW helicopters. The ships are designed to carry either two UH-2 or one SH-3D helicopters. In support of these operations the *Spruance* is equipped with a helicopter hangar and supporting shops to maintain and repair the aircraft. The ship has handling and stowage equipment specifically designed for the torpedoes that will be carried aboard. The system provides mechanized delivery from stowage to the torpedo tubes, and to the helicopter landing deck, quickly and safely even during unfavorable sea conditions.

The *Spruance* is also equipped with two 5-in/54-caliber guns of new design. This Mark 45 lightweight gun, which is aimed and fired electronically, is a new weapon. It is fully automatic, weighs one-third as much as comparable gun mounts in the fleet and requires one-third of the number of men to operate. The weapon requires no personnel in the turret during firing, as the entire operation is controlled from a remote station below decks. The *Spruance*-class destroyer is one of the first ships in the Navy to use this new gun.

An important component of the *Spruance's* ASW capability—submarine surveillance gear—is located in a large bulbous dome below the waterline of the ship's bow. This long-range hearing device, a key element of the ship's tactical data system, is the most advanced surface ship sonar operational in the Navy today. It is designed to detect, identify and track multiple targets.

With its higher power and improved signal processing, it has several advantages over more conventional systems, including longer range, greater depth penetration, and the ability to more rapidly search large ocean areas for enemy submarines. The multi-mission destroyer is the Navy's first major combatant ship to have sonar linked directly to digital computers, thus increasing the swift, accurate processing of target information.

Other sensing equipment aboard *Spruance* includes the weapons fire control system, which electronically aims and fires the ship's weapons, the surface and air search radars, and the electronic detection and tracking systems.

These systems use five general-purpose, high-performance, digital computers for high reliability and fast processing. Connected to these computers are digital display systems to visually portray the information gathered by the radar and other sensors to crew members and command staff.

The tactical data system can assess a potential threat, assign and control various weapons, and automatically perform other combat functions for an individual ship or the entire fleet. An important part of this procedure is the anti-submarine-warfare weapons control system, which will process, store and display target data, and automatically control several of the ship's anti-submarine-warfare weapons.

For their global operations, the destroyers are capable of navigation by satellites. Using data transmitted continuously from the Navy Navigation Satellite System, a shipboard computer system can automatically solve worldwide navigation and position-fixing problems to an extremely accurate degree 24 hours a day regardless of the weather. It can also update the output and check the accuracy of other ship navigation equipment.

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USS SPRUANCE [DD-963]

History of the destroyer: From armed

One hundred and eleven years ago, a small steam launch, with one torpedo lashed to its side, destroyed the ironclad, cannon-armed confederate ram, *Albemarle*, in the mouth of the Roanoke River. The Union commander, LT William Cushing, lost 12 of his 14 volunteer crew but the daring foray disrupted the Southern plans for an attack on the blockading Northern fleet.

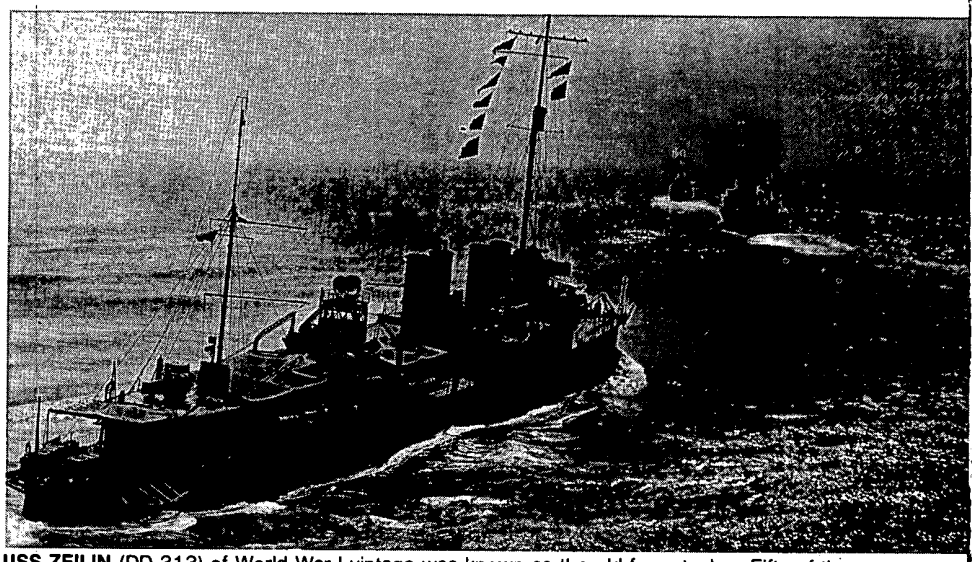
The incident created great interest in Naval circles but it was not for another three decades that the military effectiveness of the ram-and-run vessels was proven: Directly in 1895 when Japanese torpedo boats sank 14,000 tons of Chinese shipping, including four warships, at Weihaiwei; indirectly in 1898, by the American Navy's fear of four Spanish torpedo boats in Havana Harbor.

Fortunately for the United States, the Spanish ships were in such poor shape that they never attacked. But the Navy, realizing that a quick sortie of these manned missiles could break the blockade, started construction of the first real destroyer: *USS Bainbridge*. Commissioned in 1902, she was a squat 590-tonner (full load displacement) designed for defense. She was 250 feet long, powered by reciprocating engines and armed with 4-in. guns and two torpedo tubes. She was built to operate primarily in sheltered waters, could maneuver rapidly and had a speed of 28 knots.

Within a few years, destroyers had become an integral part of the fleet: The *Cushing* from Herreshoff Manufacturing Company in Bristol, R.I.; the 400-ton *Lawrence* from the Fore River Shipbuilding Company (now the Quincy division of General Dynamics) and the 700-ton *Flusser* from Bath.

During these years, however, the major advances in destroyers were made by the British. In those days, England's naval strategy was keyed to the possibility of war with France. His Majesty's warships could blockade French ports but the slow and cumbersome battleships and cruisers would be easy targets for the dangerous little torpedo boats. The first British destroyers were defensive: "Glorified picket boats to serve as tenders to flagships."

This narrow concept was changed by Rear Admiral Roger Keyes. As the result of his experience in China during the Boxer Rebellion, he was convinced that destroyers could be a powerful new offensive weapon that could revolutionize naval warfare.



USS ZEILIN (DD-313) of World War I vintage was known as the old four stacker. Fifty of these were traded to England in 1941 for U.S. bases in West Indies

USS DICKSON (DD-708) was built by Federal SB & DD Co., commissioned in 1945. This Sumner class ship had full load displacement of 3320 tons, length of 376.5 ft

During a fleet exercise in the British Channel, Keyes hid his five destroyers in Milford Haven. Under cover of darkness, the small vessels approached the cruiser screen until each was 500 yards abeam of a capital ship. Then they turned to attack. Despite gale conditions, "the surprise was complete and dramatic...in weather conditions considered impossible for small boats."

During World War I, flotillas of destroyers teamed to convoy merchantmen and to attack enemy warships. The Keyes tactic: "Turn to meet the enemy, race in, force him to turn way at least, torpedo him if possible."

Meantime, the U.S. Navy slowly improved and enlarged its destroyers. By 1915, the basic ships were long, narrow, "seagoing greyhounds", with four rakishly tilted stacks and flush decks. In World War I, they became three-dimensional weapons: 4-in. guns and 12 torpedo tubes for surface combat; anti-aircraft guns to ward off air attacks; depth charges and Y guns for anti-submarine warfare. Sub-

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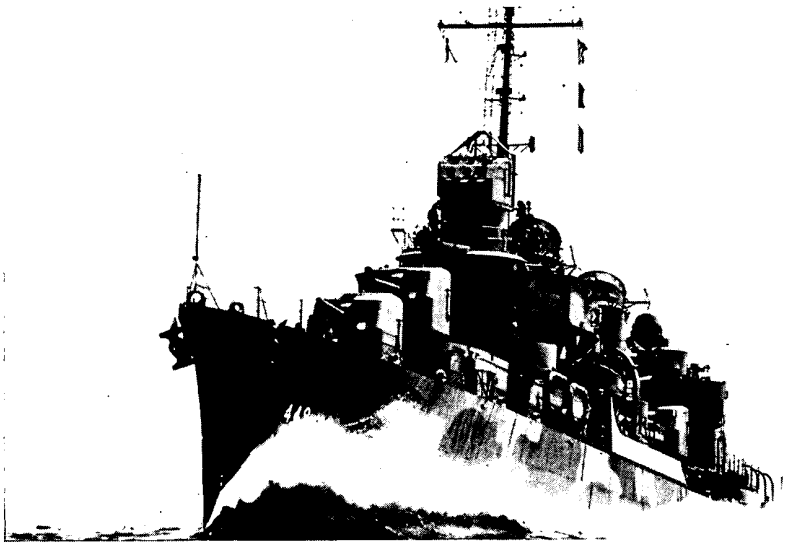
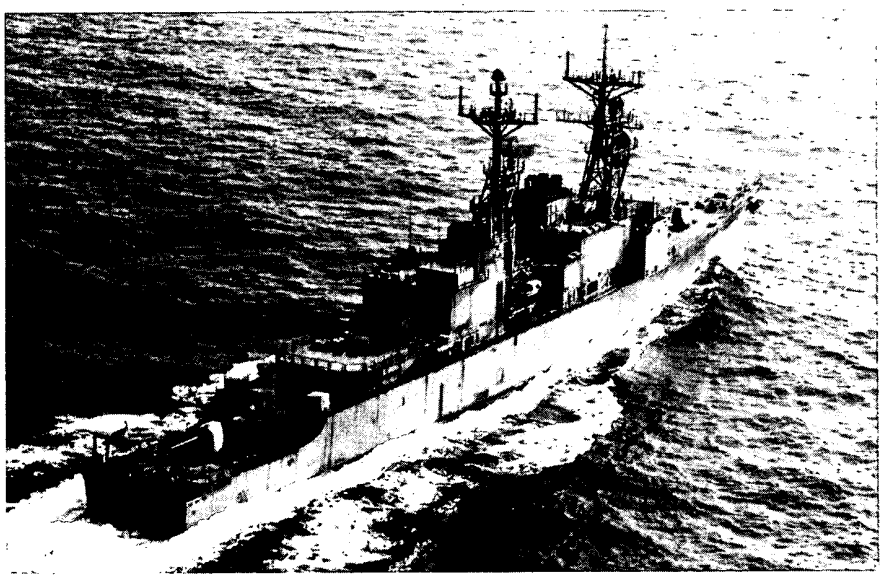
steam launch to "seagoing greyhound"



USS NICHOLAS (DD-449) was destroyer of Fletcher class completed by Bath iron Works in 1942. She had full load displacement of 2500 tons, length of 376.5 ft



USS SPRUANCE (DD-963) represents a quantum jump in U.S. Navy's ASW capability. With full load displacement of 7800 tons, she is twice as large as any previous DD

hunting was done with unsophisticated tactics and weapons and triumphs were achieved through trial and error.

The small warships were crowded, scarcely habitable and extremely uncomfortable but they created strong loyalties among officers and crew. In both the American and British navies, destroyermen were the elite.

By the end of the first world conflict, the U.S. had 242 destroyers, but, under the Naval Disarmament Treaty of 1922, half of these were either scrapped or decommissioned. No new American destroyers were built in the 1920s but, by 1935, with rumblings of European conflict and the need to create jobs, the U.S. had launched 35 new ships: 1395 tons, 5-in. guns, 40-mm anti-aircraft weapons and 16 torpedo tubes.

By World War II, the four-stackers were obsolete but important. Fifty of them were traded to the British in return for bases in the West Indies. And one old-timer, the *USS Ward*, had the distinction of firing the first American shot of the conflict: At a small Japanese submarine in the channel of Pearl Harbor on December 5, 1941. Unfortunately, its report went unheeded.

In 1941, the 50 American destroyers helped save Great Britain. In the Winter, German submarines sank over 100 ships per month. By Spring, after the U.S. destroyers had begun to convoy merchant fleets, the losses from U-boats fell below the replacement level and most of the needed supplies reached their destinations.

Throughout World War II, the primary mission of destroyers was still to protect merchant vessels and to support capital ships during surface engagements. But the destroyers performed heroically in warfare against overwhelming odds. Typically, at Guadacanal, four U.S. destroyers, including one again named *USS Cushing*, attacked the 31,000 ton battlewagon *Hei*. Their gunshots and torpedoes bounced off the steelsheathed hull of the battleship but managed to do enough damage to create confusion and force the Japanese to abandon their attempt to seize their target: The vital Henderson Airfield.

By this time, the standard destroyer was the *Fletcher* class: 2100 tons, 376 ft long and bristling with guns, AA, depth charges and torpedo tubes.

At Okinawa, they bore the full brunt of the Kamikaza attacks. While screening the landing force, 88 destroyers and 30 excort vessels were sunk or damaged. The *Laffey* (DD-724) was attacked by 22 Japanese planes. Her crew shot down nine, but eight others crashed the ship in suicide dives.

Korean War duty found destroyers once again carrying out widely varied assignments. With no enemy submarines and very few aircraft to contend with, the destroyers' chief roles were found in providing an indispensable screen for carrier task force air operations, gun-fire support for ground forces and the shore bombardment of trains, truck convoys and artillery installations.

Today, with their high speed, heavy armament and sophisticated electronic equipment to detect and track submarines, DDs can operate with greater versatility and speed than any other warships. The account for more than half of all U.S. military vessels. But their role remains little changed from that of a century ago: "to seek out the enemy and attack." **END**

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Opinion

Ingalls/Litton deserves hearty "well done" for the DD-963

This Special Issue devoted to the *USS Spruance* and the subsequent ships of the DD-963 Class is the first we have ever published in which the feature editorial section is dedicated entirely to a U.S. Navy fighting ship. The last time we had a special commemorative number on a ship was the September 1952 issue that was devoted entirely to the SS *United States.*

Several unusual factors made this issue possible. As the DD-963 is the first U.S. Navy ship designed by the contractor, and for which the contractor procured 90 percent of the mission equipment in lieu of having it furnished by the government, Ingalls Shipbuilding division of Litton Industries was able to supply us—with Navy approval—with a wealth of information about this vessel. We are indebted in particular to Mr. Jerry St. Pé, director of public relations for Ingalls in Pascagoula, Mississippi, and to Robert S. Knapp, manager of regional public relations in New York City.

Perhaps the most important quality in undertaking a project so immense as the design and production of a new fleet of advanced destroyers is experience. And Ingalls has the experience that comes with 37 years of building a greater variety of Naval ships than most shipyards in the world. The Pascagoula yard built two of the largest and most modern DDs now in commission—the *USS Morton* (DD-948) and *USS Parsons* (DD-949)—both of the Forrest Sherman Class, which were delivered to the Navy in 1958.

Ingalls' experience includes other types of Navy combat ships and auxiliaries. Nuclear-powered submarines, troop transports, escort aircraft carriers, tank landing ships, dock landing ships, net layers, Polaris submarine tenders and amphibious transports have all sailed from Pascagoula.

Some two dozen classes of destroyers have preceded the *Spruance* into the Navy Fleet. At the turn of the century the Navy designed a ship with superior firepower and speed to counter the growing threat from swift enemy torpedo boats. This was the *USS Bainbridge* (DD-1), commissioned in 1902 as the Navy's first true destroyer.

This progenitor of today's advanced, multimission DD-963 Class was the first command of Admiral Raymond A. Spruance. She was 250 ft long, with a full-load displacement of 590 tons and powered by reciprocating engines. She carried several deck guns, but her main weapon was the torpedo. Small, light and fast, she was built to operate in sheltered waters rather than on the open seas.

As other missions and technology developed, particularly the destroyer's role against enemy submarines, destroyers grew in size, sophistication and capability. Today, in *Spruance,* the *Bainbridge's* 250 ft has grown to 564 ft, while the displacement has increased to 7800 tons. And the reciprocating engines, which have evolved through coal-fired steam turbines and then oil-burning steam turbines, are now gas turbine engines—the first application of these jet-aircraft-derived power plants on a major U.S. Navy combat ship.

The *Spruance's* main mission is still to fight torpedo-carrying ships. But in addition, enemy ships are now carrying missiles and supersonic aircraft. And the torpedo-carrying ships that traveled on the surface during the *Bainbridge's* day are now sophisticated, nuclear-powered submarines that have to be found before they can be attacked.

In designing and constructing the DD-963 Class destroyers, Ingalls/Litton took into consideration the rapid pace of technological advancement in warfare. Design features permit less costly modernization and conversion. These destroyers can be updated with new and more effective sub-systems and weapons during their operational life, at minimum cost and with minimum time out of service.

Incorporated into the design of the DD-963 are systems that reduce water and air pollution. An electromechanical sewage treatment system processes wastes by separating and incinerating solids and chemically treating liquids. These new destroyers also reduce oil pollution by collecting waste lubricants and oil in shipboard storage tanks for later discharge in port. And the unique design features of the gas turbine engines operating on Navy distillate fuel reduce the soot in the stacks and black smoke emitted to the atmosphere while in operation.

Each ship of the DD-963 Class will be manned effectively by a crew of about 250 officers and enlisted men—some 80 percent of that required for a conventional destroyer of similar size and lesser capability. This reduction in crew size comes from increased automation, better man-machine match, and careful planning for each crew assignment.

Every feature of the Spruance Class destroyer is "mission oriented." These ships, built to engage in anti-submarine warfare, anti-air warfare, surface-to-surface warfare and electronic warfare, will be the backbone of the U.S. Navy's destroyer fleet during the 1970s and beyond.

We are proud to publish this Special Commemorative Issue as a tribute to the *USS Spruance,* the Navy's Sea Systems Command and the Ingalls Shipbuilding division of Litton Industries.

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26 October 1977

Christening of USS John Hancock

Saturday, 29 October 1977
Pascagoula, Mississippi

Remarks

Admiral Stansfield Turner, U.S. Navy
Director of Central Intelligence

It is a great pleasure for Mrs. Turner and me to be here today. For me it is a happy opportunity to visit this extraordinary shipyard and to be surrounded by the sights and sounds of the Navy again. What could warm the heart of a sailor more?

For Mrs. Turner it is a rare opportunity to experience something few Navy wives can experience, yet, in so doing she can represent the deep commitment in the Navy which all Navy wives share.

For both of us it is a profound honor to help inject the spark-of-life in this ship which, for much of the rest of our lifetime, will sail the high seas, flying the colors of our cherished nation, protecting those American ideals for which our ancestors risked so much.

How appropriate that this revolutionary new class of ships should count in its numbers one carrying the name of John Hancock. Few men in our history contributed more personally to both our maritime heritage and our very existence as a nation.

John Hancock, a simple and poor boy, grew up in Boston as an apprentice in his uncle Thomas' vast mercantile firm. Earning his uncle's admiration and trust during many years of

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honest, hard work, he became manager and subsequently inherited the Hancock interests.

As the merchant prince of Boston and second wealthiest man in the Colonies, Hancock's business interests were worldwide. Ships were the means by which he conducted his business. And, it was with his ships that Hancock first began to assert his and his fellow colonists' rights.

The Boston Packet, a 160 ton ship launched in 1763, "solely for the London Trade" as Hancock put it, was the first ship to venture out of Boston Harbor without the stamped clearance which would permit her to clear customs on arrival in England.

In 1766, the Hancock brigantine, Harrison, brought the long awaited news that the Stamp Act had been repealed by Parliament.

The Liberty in June of 1766 was seized by the British at Boston on a technicality, setting off riots against the British, and demonstrations of popular support for Hancock in Boston and surrounding communities. Their action and the subsequent impounding of 3 other ships by the British led to the famous Boston Tea Party. Hancock was instrumental in the planning and execution of this act of outright defiance to George III.

Propelled by public acclaim to the Presidency of the First and Second Provincial Congresses of Massachusetts, Hancock went on to represent that State at the Second Continental Congress in Philadelphia. As chairman of its Maritime Committee he signed the Captain's commission and order to command the Providence of John Paul Jones.

As President of the Congress, to which he was quickly elected, Hancock devoted his full energies for over two years to the work

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of establishing the new republic. His mercantile enterprises came to a standstill; his home occupied by the British; his possessions taken; his fortune used to support the emerging new government before it had funds of its own. There was no doubt what John Hancock was willing to sacrifice for American independence.

There was also no doubt where he stood. When the Declaration of Independence was drafted, John Hancock was its first signer and, for nearly a month, its only signer. His signature was written larger than the large copper-plate script he normally used on personal letters. Tradition has it that after signing the Declaration of Independence, Hancock threw down his pen and said, "There! John Bull can read my name without glasses, and may now double the reward for my head. That is my defiance!"

Hancock had placed himself beyond any leniency of the crown should the rebellion fail - and there were no assurances that it would not fail. This was August second; by mid-September the British had pushed the Continental Army off Long Island and had taken New York.

Just as with John Hancock the man, there will be no doubt where his namesake, the United States Ship John Hancock stands. We all hope that it will never be necessary to use this, or any ship, in battle. But, should there be no alternative, the John Hancock will not be found wanting. Her design concept as well as the manner in which she has been built are revolutionary. She represents the finest technology and shipbuilding skill available in the world today.

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As the Soviet Union continues to make up for economic and political weaknesses through increased military strength; and as developing nations come to appreciate the importance of the sea in the balance of regional as well as world power; the competition for control of the sea will grow. The United States is in many ways an island, separated from friends and vital interests by broad expanses of ocean. We cannot permit any nation to exercise exclusive control of the seas, either by threat or fiat. Our peace and the peace of the world depend on the continued ability of all nations to communicate with one another by means of the ocean's pathways, to trade freely, and to develop those economic and cultural interdependencies on which understanding and lasting peace can be built.

The John Hancock, which we christen here today, and ships like her, represent our Navy of tomorrow. We shall be depending on them until after the year 2000 - a formidable responsibility when one reflects that building a ship today for the year 2000 is the same as building one back in 1947 to meet the needs of today. Nonetheless, the John Hancock has been built to serve the nation's interests as we can forsee them today and, as those interests change, to be updated at the lowest possible cost and in less time than is normally required.

I wish this ship and all those who will serve in her, luck and success. And I charge them to always have the courage of the man after whom this ship is named; to never let there be a doubt where this nation stands and for what it stands; and to do so whatever the personal sacrifice.

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In the words of Mr. Hancock, "Let us convince our enemies that, as we are entered into the present contest for the defense of our liberties, so we are resolved, with the firmest reliance on Heaven for the justice of our cause, never to relinquish it... If we do but remain firm - if we are not dismayed at the little shocks of fortune, and are determined at all hazards, that we will be free, - I am persuaded under the gracious smiles of Providence, assisted by our own strenuous endeavors, we shall... succeed..."

Thank you.

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