

Surface Warfare

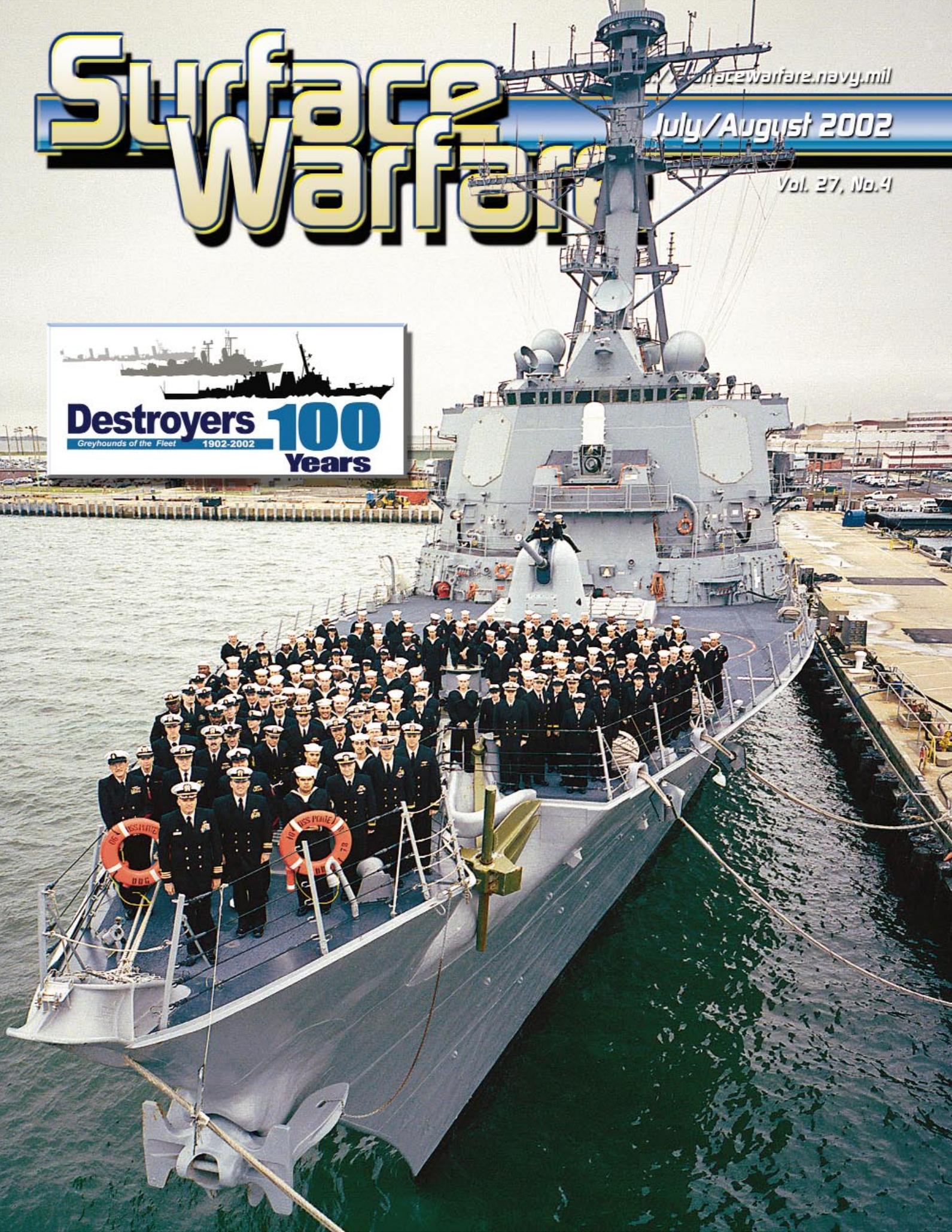
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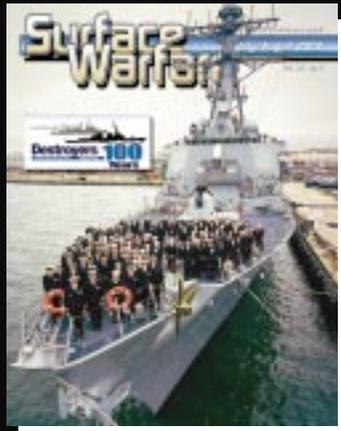
July/August 2002

Vol. 27, No. 4



Destroyers 100 Years
Greyhounds of the Fleet 1902-2002





ON THE COVER:

The crew of USS *Porter* (DDG 78) gathers on the *Aegis* guided-missile destroyer's bow in Norfolk, Va. This photo is one of many destroyer and "tin can" Sailor photos in a destroyer centennial display at the Navy Memorial in Washington, D.C. (© Brian R. Wolff /www.iipinet.com, All Rights Reserved.)

RADM Phillip M. Balisle, USN
Director, Surface Warfare Division

Editor in Chief
Dick Cole

Military Editor
LT Duane Neal, USNR

Managing Editor
JOC Bill Johnson-Miles, USN

Associate Editor
Stephanie Collins

Staff Writer
JOSN James Zike, USN

Administration and Distribution

YN1(AW) Mark Krizovski,
USN

Address editorial inquiries to:
Surface Warfare Magazine
OPNAV N761M
1333 Issac Hull Ave., SE Stop 7102
Washington Navy Yard, DC 20376-7102
Phone: (202) 781-4826

DSN: 326

FAX: (202) 781-4556

E-mail: surfwarmag@navsea.navy.mil

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Phone: (703) 321-7414
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The history of the destroyer is the story of rugged Sailors and their gallant ships in foaming seas making haste to go in harm's way.

14. Destroyers commemorate 100 years of service

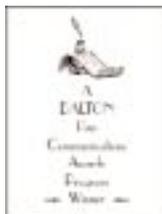
Celebrations commemorating the destroyer centennial began in January and will continue through the remainder of the year.

16. Destroyers fill void in Mediterranean

When the global war on terrorism began last September, the men and women serving aboard USS *Hayler* (DD 997), USS *Ross* (DDG 71) and USS *Ramage* (DDG 61) shouldered nearly the entire workload in the Mediterranean.

FEEDBACK FROM THE FLEET

20. Why are history and tradition important to the Navy?



FROM THE DECKPLATE

22. *Blue-Green Exercise*
Four forward-deployed amphibious ships conduct joint Navy-Marine exercises off the coast of Japan.
26. No rest for the hungry
Mess specialists feed hundreds serving aboard USS *Mount Whitney* (LCC 20) during Exercise *Strong Resolve '02*
27. Twenty-four ships earn Ney honors
The Secretary of the Navy recently recognized 24 ships for quality food service – the equivalent of a “five-star rating.”
28. Battle E sharpens the fleet
Fifty-two ships are recognized for sustained superior performance in an operational environment through the award of the “Battle E.”
30. *Strong Resolve* musters exceptional support
Sailors aboard eight U.S. Navy ships and 25,000 other NATO and Partnership for Peace troops participate in NATO Exercise *Strong Resolve '02*.
32. *Foal Eagle* nearly rained out
U.S. Navy and Marine forces join their counterparts from the Republic of Korea in a realistic exercise that demonstrated and built combat readiness.
34. Beach Masters: first on, last off
Whenever Marines get underway, these Sailors accompany them, helping to move equipment, vehicles and personnel from ships to the shore.
36. Master helmsmen right on course
When USS *Abraham Lincoln* (CVN 72) has to maneuver in tight spaces, one of these two Sailors is always at the helm.

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38. DC-ARM: Navy tests damage control ‘wave of future’
Damage Control-Automated Reduced Manning not only reduces a ship's crew size, but also provides more effective damage control.

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Motivated 13-year veteran is selected for high honors

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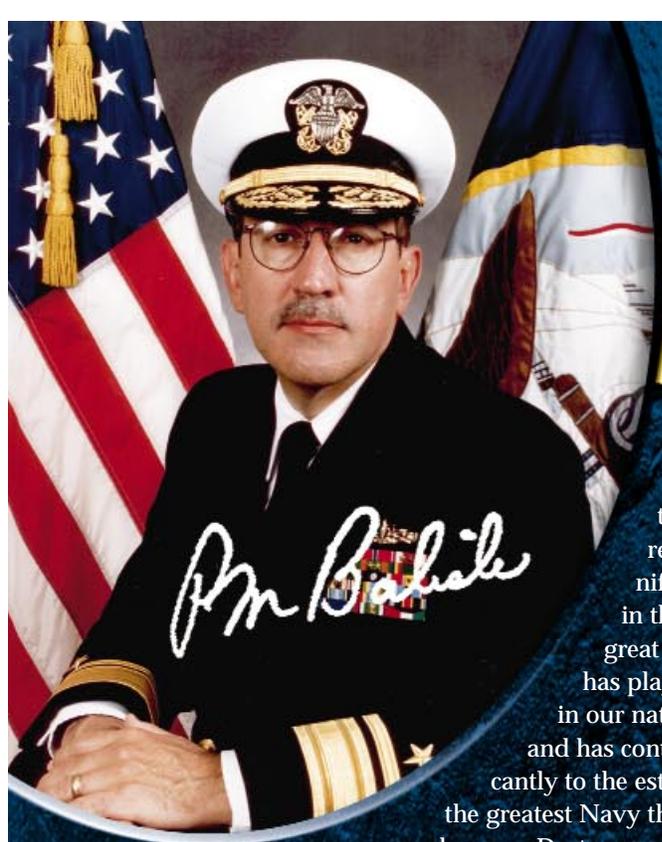
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ON THE BACK:

LCDR Arleigh Burke poses with the crew of the destroyer USS *Mugford* (DD 389) in 1939. Burke, who passed away in 1996, is a former Chief of Naval Operations. (Naval Historical Center/USN)

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Destroyers: a proud heritage.

The 100th anniversary of the destroyer represents a significant landmark in the history of a great ship class that has played a key role in our national defense and has contributed significantly to the establishment of the greatest Navy the world has ever known. Destroyer crews have built a proud heritage over these warships' first hundred years of service, fighting in every major military conflict from the Aleutians to the Adriatic, and from Guadalcanal to the Persian Gulf. And this heritage of fighting and winning continues today as the men and women of the destroyer force participate in Operation *Enduring Freedom*.

Initially developed as a single mission platform tasked with countering the fast and lethal torpedo boats of the late 19th century, the first destroyers were small, displacing only 420 tons. As the new century progressed, destroyers evolved, increasing in size, complexity and capability to meet the threat.

From the first U.S. destroyer, USS *Bainbridge*, commissioned in 1902, through the "flush decks and four pipes" of World War I, to the legendary destroyers of World War II and their variant classes, our destroyers have constantly evolved. More recently, classes with names like Charles F. Adams, Spruance and Arleigh Burke have led our Navy into the 21st century. Today's destroyers are national assets, multimission capable combatants providing joint and Naval commanders with an ever-expanding toolbox of warfighting capabilities. The evolution does not end there. Destroyers of the new millennium will be the most capable in history. Their weapons will pack an unprecedented powerful punch that will redefine the name "destroyer."

Pacing the evolution and transformation of these versatile ships, generation after generation of dedicated and

innovative destroyer Sailors have capitalized on teamwork, courage and dedication to excel in a variety of tasks, including convoy duty, anti-submarine patrol, shore bombardment, area air defense and precision strike. Read the history of any number of battles over the last century, and you will find destroyers out front, where the action is, using superior tactics, speed, warfighting skill and more than a little audacity to take the fight to the enemy. Destroyer sailors have done it all, and they have done it with distinction.

United States Navy destroyers have a proud history, but more importantly, they have a bright future. The vanguard of our 21st century surface force will be the next generation destroyer — DD(X). As the first in a family of transformational new surface combatants, DD(X) will pack a more powerful punch than any of its predecessors and bring new and transformational capabilities to the fleet. Joining DD(X) to provide a balanced total force will be the advanced cruiser CG(X) and the agile and versatile littoral combat ship (LCS). These ships together with our in-service *Aegis* ships will ensure our Navy's preeminence well into the 21st century and continue the proud legacy laid down by destroyers and our surface Navy over the past century.

As with the long line of destroyers before them, the success of the DD(X) class will depend on you, the surface warriors who will crew these mighty warships. It is an exciting time to be a surface warrior. The future is bright and our mission is clear. As we reflect this year on the tradition of excellence represented by 100 years of destroyer service, we must rededicate ourselves to continuing the legacy of the destroyer force... the legacy of fighting and winning at sea.

Sail safe and be ready, for it is our turn to stand the watch.

RADM Phil Balisle
Director, Surface Warfare

July/August 2002

Pesky postal problems persist



Despite our best efforts to preclude problems with our magazines reaching the fleet, it seems these problems continue. I've discussed this situation with many of the other military magazines, and all are experiencing the same problem to varying degrees. As you might expect, the Navy magazines seem to have the worst of it. Perhaps that's because our publications travel the longest distances under the roughest conditions and are moved by less conventional means than the magazines from the other services.

We're concerned about the matter for several reasons, but pre-eminent among them is simply that you're missing out on reading the magazine!

During the readership survey we concluded April 30, we found that many ships and shore stations are having difficulty getting the magazine. If they do get through the mail system, they are often in poor condition or are not of sufficient quantity to meet the needs of the audience aboard each ship. Many ships are begging for an increase in the quantity they receive so their Sailors would have an easier time finding a copy.

We're presently required to distribute the magazine in a ratio of one copy for each 10 Sailors aboard ship. For example, we send 30 copies of the magazine to ships with 300 Sailors aboard. An aircraft carrier might receive as many as 500-600 copies. When the magazines are mailed, 50 or fewer magazines are sent in envelopes while more than 50 magazines are shipped in boxes. Both are prone to breaking open, but the envelopes seem to do so more frequently.

We're addressing the issue with the contractor, which mails our magazines, and with the United States Postal Service, in an effort to ensure they get to you. We're also trying to more effectively manage the costs of producing and mailing the magazine.

It would be helpful to hear from more of the ships when you receive your magazines. We would especially like to hear from ships deployed to the Pacific, Southeast Asia, Japan and the Indian Ocean. E-mail us at surfwar-mag@navsea.navy.mil and tell us what condition the magazines are in when you receive them, and when they arrive at your location.

The awards just keep on coming...

I'm proud to announce that associate editor Stephanie Collins graduated as the top Navy student in her class at the Defense Information School June 4. Collins finished ahead of five other Navy students – two military and three civilians – in the public affairs officer course. Bravo Zulu!

Collins attended the course with 43 U.S. and allied students. The course provides intensive training in public affairs, journalism, broadcasting, photojournalism, public speaking and media relations.

If you've been trying to communicate with Collins for the past two months and haven't reached her, now you know why.

Since the publication of our last issue, the magazine received a 2002 Dalton Pen Communications Award Program Award of Merit. The award recognizes the article "Remembering the *Pueblo*: the choices of command," published in our March/April 2001 issue. The Dalton Pen Award Program honors writing, which is especially clever, effective or inventive. *Surface Warfare* now proudly displays the Dalton Pen logo as evidence of our dedication to quality journalism.

The Destroyer Centennial

In this issue, we celebrate the 100 years of service by the "Greyhounds of the Sea" in the U.S. Navy. We've tried to give you a feel for the glorious history of the destroyers and their crews and also inform you about the contribution they make to today's surface Navy.

Of course, we've also included all of the usual departments and features so that this issue will offer something for everyone. I hope you find it to your liking!

Letters to the Editor

Missing crests

I congratulate you on your recent issue (March/April 2002) detailing the surface fleet. I have one issue to bring to your attention, though.

On the reverse of the pullout, you show the crest from every ship and every class of ships except the coastal patrol (PCs) boats. Why? Please tell me it was a simple oversight and not an intentional omission.

—LT Murry Carter
IT Requirements/Plans Officer
Navy Personnel Command (PERS-33)

Lieutenant, we were unable to get the crests for the PCs by our publication deadline. We couldn't get high-resolution copies from Special Warfare Command or the PCs deployed under Operation Noble Eagle. Rather than delay the magazine to include the PC crests, we decided not to include them on the March/April 2002 poster. We will ensure they are included when we revise the poster for publication in a future issue. – Ed.

What about us?

I read the latest issue of your magazine and was shocked to find two whole ships missing!

The *Emory S. Land*-class of submarine tenders is a dying breed. Only two remain [USS *Emory S. Land*, AS

39, and USS *Frank Cable*, AS 40] to do the job equal to a ship's intermediate maintenance activity (SIMA).

Sailors aboard these ships include members of the submarine and surface communities working together to get the job done. These large floating convenience marts service both submarines and surface ships.



▲ USS *Salt Lake City* (SSN 716) gingerly pulls along side USS *Frank Cable* AS 40), May 23, 2002. *Frank Cable* is one of two forward deployed repair ships that provide vital services for submarines while away from their home ports. *Salt Lake City* is a *Los Angeles*-class fast attack submarine homeported out of San Diego. (PH2 Alan D. Monyelle/USN)

Having served as an engineer on a “small boy” on the east coast, and a tender overseas, I worked much harder on the tender. Anyone who has served on isolated duty like this knows you are on your own. If you can’t make it or fix it, you better learn to do without it. There is no Defense Resource Management Office to run to or “Serve Mart” to shop at.

Nowhere can you run to the next pier and see if they have what you need.

Everything we receive, from the diesel engine parts for the CO’s gig to the food eaten while underway, is sent by “snail mail.” Everyone aboard must be proficient in his or her job for the ship to complete its mission.

Tenders truly support the fleet with long hours underway. Hitting ports is also different for auxiliary ships. We don’t often pull into a port for liberty. We pull into a port to service a ship that is there for liberty. Much of a tender crew’s work begins when the ship ties up. There is no rest for the weary.

After a month-long underway, tenders typically return to their home port and begin planning their next one.

The list of ships underway requiring repair or supplies is long, and the “ship alongside” always receives first priority. If the tender only has one handle left for a valve they are repairing, and the unit alongside needs it, guess who gets it? That’s right! And that is the tender’s mission – ensuring they always have a satisfied customer.

Imagine all that the SIMA does in Norfolk or San Diego. Now, cut the manning in half and put them on a ship in the middle of nowhere with limited access to equipment, tools and spare parts. Now you have a tender.

In excluding **Frank Cable** in Guam and USS **Emory S. Land** in Sardinia,

you failed to recognize more than 2,700 Sailors working hard on ships older than the average person enlisting today. Please give them the credit they deserve.

JO3(SW) Danielle Letina
The Flagship
Hampton Roads, Va.

JO3 Letina, I could not have done a better job of explaining or praising the important contribution of the submarine tenders than you have.

There was considerable debate among the staff of the magazine about what ships should be included in the March/April issue’s examination of “Today’s Surface Navy,” and we elected not to include vessels assigned to the Military Sealift Command or the submarine tenders.

We were not trying to ignore the important contributions of these ships to the Navy. Rather, we were focusing exclusively on the “surface combatant” ships most likely to operate in conjunction with today’s carrier battle groups and amphibious ready groups.

The rescue and salvage ships were included because they provide aid to surface combatants that have run aground. They also provide divers to conduct ship husbandry repairs and frequently perform tow- ing operations.

The primary mission of the submarine tenders is to provide at-sea support to the ballistic-missile submarine fleet. The ships operate under the Commanders of the Submarine Forces Atlantic and Pacific rather than surface commands. This was another reason I decided not to include them in our last issue. – Ed.

Are you sure about Coronado?

Your article about miscellaneous command ships that appeared in the March/April issue (“Miscellaneous Command Ships: ‘Gators’ in new skins”) is accurate, but there are errors in your writing. You state USS **Coronado** (AGF 11) became the flagship for the 6th Fleet rather than the 3rd Fleet in Gaeta, Italy, but I believe she never did.

Following USS **La Salle’s** (AGF 3) overhaul in 1994, it relieved USS **Belknap** as the flagship for 6th Fleet.

I agree with some of the people who shared their opinions of the best platform to serve on in “Feedback from the Fleet.” Having been stationed on a **Charles F. Adams**-class guided-missile destroyer, **Yellowstone**-class AD, **Spruance**-class destroyer, USS **La Salle**, a **Whidbey Island**-class dock landing ship, and **Wasp**-class amphibious assault ship, I find the LHD gives you a smoother ride and more spacious living conditions than any other ship but an LSD. At least on the LSD, there are separate lounges instead of combined berthing/lounge.

You learn the other rates on the smaller boys and get to know most of the crew over a period of time. Like so many others stated, they’re better than a carrier.

— OS1(SW) William Sanders
USS **Wasp** (LHD 1)

Petty Officer Sanders, you are correct that La Salle was refitted in 1994 and relieved Belknap as the 6th Fleet flagship in early 1995. She underwent an extensive overhaul in Toulon, France, from June to

Blast from the Past

1790

Congress creates the United States Revenue Marine — later to become the United States Coast Guard — on Aug. 4.

1839

CAPT Gedney of USS *Washington* finds that Spanish ship *Amistad* has been taken over by African slaves, Aug. 26.

1864

Battle of Mobile: RADM David Farragut shouts, "Damn the torpedoes, full speed ahead," Aug. 5.

1945

The heavy cruiser, USS *Indianapolis*, (CA 35) is sunk by Japanese submarine *I-58*. Only 318 members of the 1,100 aboard survive — most dying in shark attacks or by succumbing to the elements, July 30.

1967

A *Zuni* rocket fired from an A-4 *Skyhawk* on the flight deck starts a 17-hour fire aboard USS *Forrestal* (CV 59) off the coast of Vietnam killing 134 Sailors, July 29.

December 1999 and is presently stationed in Gaeta, Italy.

Coronado was converted to a flagship in 1980, then relieved La Salle so it could be overhauled. Coronado did serve as 6th Fleet flagship for three years before being transferred to 3rd Fleet in July 1986. — Ed.

Bravo Zulu

My compliments to each of you on the quality of the March/April issue. I think you guys are gradually surpassing *All Hands*.

— JOC William Polson
USS *Tarawa* (LHD 1)
public affairs

Let's remember the Knox-class

It would be appropriate for the surface warfare community to support the establishment of a *Knox*-class frigate as a ship memorial. The 46 ships of the class represented a large Cold War class, which made a significant contribution to keeping the peace and patrolling the oceans. The class was large enough to be the model at Surface Warfare Officer School Command, Naval Education and Training Center, Newport, R.I., where many of us received our basic SWO engineering training, then returned for department head (destroyer) school and subsequent training.

Is there any effort being made to preserve examples of this class?

— LCDR Neal Jefferis,
USN (Ret.)

LCDR Jefferis, you needn't worry about preserving a Knox-class vessel as a museum ship because the lead of the class (FF 1052) is on donation hold and has been available for donation for a number of years now. The Mare Island Historic Park Foundation — an organization in Vallejo, Calif. — has submitted an application for the ship, and the Ship Donation Program Office is working with them on their application. — Ed.

'Tin Cans' ... 'Greyhounds of the Fleet' ...

Destroyers! RADM Arleigh Burke said it best, "This ship is built to fight... you better know how."

Fellow destroyer crew members, USS *Hopper* (DDG 70) is proud to be protecting our country and supporting Operation *Enduring Freedom*.

For the past 100 years, Sailors just like us have sacrificed their lives and lived their lives aboard destroyers. For months at a time, we call our destroyer home. It provides shelter, adventure, excitement and a new type of family. It is 505 feet of protection populated by 300 new family members, any of whom would sacrifice their lives for those of their shipmates.

The life of a destroyer crew member is not an easy one, as we go where the action is. We are capable of accomplishing many missions at one time. We always stay one step ahead of the game. We do what has always been done. We continue the legacy of those destroyer crew members of the past by "fighting the good fight."

The destroyer is the traditional surface Navy. There is such a long history behind the destroyer and her mission. We protect the fleet. It is plain and simple. We have the new technology, but our mission is still the same as those who rode the "tin cans" during both World Wars and every conflict since then.

It is important to remember the history of the destroyer because of all the long days, blood, sweat and tears shed on the workhorse of the fleet. Many destroyers have come to the defense of the Constitution of the United States, and on the 100th anniversary of the destroyer, we take this time to remember the dedicated service of the ship and even more, the crews who served on them.

In honor of our namesake RADM Grace Murray Hopper and the destroyer men of the past, present, and future, the USS *Hopper* continues to "Dare and Do."

—LTJG Courtenay Rogers
USS *Hopper* public affairs officer

Ike 25

The mighty USS *Dwight D. Eisenhower* (CVN 69) will be hosting a 25th anniversary celebration Oct. 14-18 to commemorate the commissioning of this great warship. "Ike 25" will be a week-long celebration including a 5K run at the Norfolk Botanical Gardens, a golf tournament at the Golden Horseshoe Golf Course and a grand finale gala at Nauticus in downtown Norfolk.

For more information, go to <http://www.navy.mil/homepages/cvn69> or send an e-mail to ike25@eisenhower.navy.mil. You may also call (757) 534-1695.

—LTJG Amanda Raymond,
USNR
Assistant Public Affairs Officer
USS *Dwight D. Eisenhower*
(CVN 69)

Remembering 'Captain K'

Upon arriving at *Surface Warfare*, where I served my last assignment as military editor in January 1993, CAPT Ray Komorowski, or "Captain K" as we called him, introduced me to the history of the magazine. At the time, he was serving as a consultant to the editorial board.

My understanding is that "Captain K" was the inspiration behind getting the magazine started in 1975 and that he had a role in creating the surface warfare officer insignia (he hated it when anyone called it a "pin") during the '75-'76 timeframe.

I think it would be appropriate for all of us to recognize Ray for his contributions to the surface Navy.

—Jon Walman
Program Executive Office
Surface Strike

Alumni search

The University of Miami, Coral Gables, Fla., is seeking the names of active-duty Navy alumni or alumni who formerly served in the Navy. Contact Bill Jennewine (bgtd96@aol.com), as he is trying to locate all veterans of the university and information on those killed on active duty.

The purpose is for a reunion in 2005 and the dedication of a memorial for those who died on active duty.

— Bill Jennewine
bgtd96@aol.com
614 Sandy Creek Dr.
Brandon, Fla. 3353

Former editor dies

Retired Navy CAPT Raymond Komorowski, 76, died May 28 at Virginia Hospital Center-Arlington after a stroke. Komorowski was the civilian editor in chief of *Surface Warfare* from September 1976 until August 1977. He also helped to shape the focus and content of *Surface Warfare* while serving on the editorial board through the early 1990s.

Komorowski served for 30 years in the Navy before retiring in 1975. He was the commander of the guided-missile cruiser USS *Boston* (CAG 1) in combat operations off the coast of Vietnam in 1969, for which he received a Bronze Star. He also commanded a destroyer escort and a destroyer.

His shore billets included duty as public information officer for a cruiser-destroyer force in the Atlantic Fleet, an assignment to the Navy's office of legislative affairs and work in the Office of the Chief of Naval Operations. He had also been the chief of the NATO branch in the office of the Joint Chiefs of Staff.

Survivors include his wife of 52 years, Mary Ellen, five children and seven grandchildren.

Our question
for Fall 2002
issue is,

**"What is
the mark
of great
leader-
ship?"**

If you would like us to consider publishing your answer to the question, send an e-mail to surfwarmag@navsea.navy.mil no later than Sept. 15, 2002.