

**GLAD TO
HAVE
YOU
ABOARD**



USS Mullinnix DD-944

1961-2 "Welcome Aboard" Pamphlet



Welcome. . .
to
**Your U. S.
Destroyer Force,**

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

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

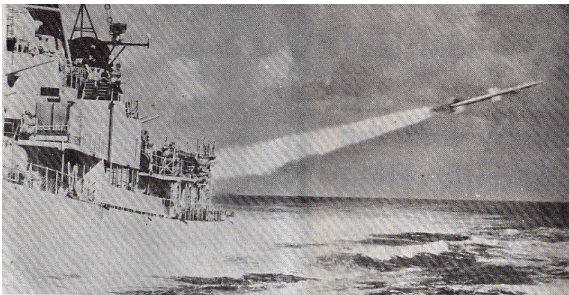
In the past, present and future, destroyer type ships have a vital role in the defense of the United States. The 200 ships in the Destroyer Force, U.S. Atlantic Fleet, are and will be on the front lines keeping open the vital sea lanes of the world.

**Navy and the
Atlantic Fleet**

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

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

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



**the vital mission
of the versatile destroyer**

In peace and war, destroyers are key ships of the fleet. In world wars I and II, the Korean and recent Middle East crises, destroyers proved themselves as the most versatile weapon afloat. Relatively economical and easy to produce, destroyers have been in the front-line of sea actions of all kinds in the past and will be in the future.

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

Before the entry of the United

States into WWII, our destroyers saw action. Destroyer REUBEN JAMES, was torpedoed and sunk while on Atlantic patrol in October, 1941.

On December 7, 1941, a destroyer sunk a small Japanese submarine off Pearl Harbor. Other destroyers accounted for Japanese aircraft. Starting then, our destroyers and destroyer escorts proved their worth convoying hundreds of merchant ships across the Atlantic and into the Mediterranean. In the Pacific, they protected our ever-expanding fast carrier task forces, sinking submarines and shooting down attacking enemy planes before amphibious landings; they convoyed our lengthening life-lines of supplies to captured

islands. Destroyers ventured deep into enemy waters to sink shipping and bombard strategic airfields and supply points.

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

In the Middle East destroyers were dispatched to support the landings on Lebanon and stand-by to evacuate American nationalists from the trouble zone.

At present, the Destroyer Force stands alert and ready to go into action in a national emergency. Our destroyers are on guard in the Mediterranean and in North Atlantic waters. ADM "Cat" BROWN, former Commander Sixth Fleet, called destroyers his "First line of Defense." They simulate wartime fleet operations, training as units and with task forces. Their training operations range the width and length of the Atlantic Ocean.

Although the majority of our ships are of World War II vintage, three new classes of destroyer type ships have come into being since the Korean War. Destroyer Leaders, SHERMAN class destroyer, and DEALEY class destroyer escorts have been added to the fleet since World War II. Guided missile destroyers (DDG's) and destroyer leaders (DLG's) will join the fleet in 1959 and 1960. In May of 1959, the keel was laid for the first nuclear powered guided missile destroyer leader (DLGN). This ship will presage another great era for destroyers.

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



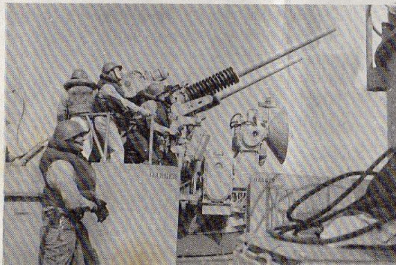


The MEN Who Man Destroyers

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

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

Admiral Arleigh A. BURKE



USS MULLINNIX (DD 944)

The USS MULLINNIX is a Forrest Sherman Class Destroyer, built by the Bethlehem Steel Company, at its Fore River Shipyard, Quincy, Massachusetts. The keel of the MULLINNIX was laid on 5 April, 1956, and she was christened on 18 March, 1957, by Mrs. MULLINNIX, wife of the late Admiral Henry Maston MULLINNIX.

Admiral MULLINNIX, a native of Indiana, graduated from the Naval Academy in 1916, and stood number one in his class. He served aboard the Destroyer BALCH in World War I, and later as Engineering Officer in other Destroyers. In 1923, he completed a post-graduate course in aeronautical engineering at Annapolis and the Massachusetts Institute of Technology, and qualified as a Naval Aeronautics Engineer. He was one of those mainly responsible for developing the air cooled engine for Naval Aircraft. In 1927, after helping to fit out the Aircraft Carrier SARATOGA, he served in her as assembly and repair officer, then as assistant air officer, and finally as commander of one of her bombing squadrons. During the decade of the thirties he held important positions at the Pensacola and San Diego Naval Air Stations;

the Pearl Harbor Air Base; as navigator and executive officer of the Seaplane Tender WRIGHT, and as Commanding Officer of the Seaplane Tender ALBERMARLE. Beginning in the "short of war" period of World War II, he Commanded Patrol Wing Seven, based at Argentina and Iceland, which contributed greatly to the safety of trans-Atlantic convoys. For a year, from March 1942, he was air officer of the Eastern Sea Frontier, with immense responsibilities in anti-submarine warfare. Then, following a four month tour of duty as Commanding Officer of the SARATOGA, he was promoted to flag rank at the age of fifty-one and given command of an escort carrier division which had duty of rendering close support to the amphibious forces in Operation "Galvanic" in the South Pacific.

Admiral MULLINNIX, one of the most gifted, widely experienced, and beloved of the Navy's "Air Admirals", lost his life in the torpedoing of the Escort Carrier LISCOMBE BAY, off Makin Island, on 24 November, 1943.

The USS MULLINNIX was commissioned on 7 March, 1958, in the Boston Naval Shipyard and Commander Clyde B. ANDERSON became her first Commanding Officer. After

commissioning, MULLINNIX commenced a two month fitting out period in the Boston Naval Shipyard. During this fitting out period MULLINNIX received a modification which allows a helicopter to land on her fantail. MULLINNIX underwent her shakedown training at Guantanamo Bay, Cuba during May and June of 1958. After shakedown training, she escorted the USS RANGER (CVA-61) to Rio de Janeiro, Brazil.

On 4 January, 1959, MULLINNIX sailed to Norfolk for a Tender Availability, and on 5 February, she got underway for her second South Atlantic Cruise. Rear Admiral Edward C. STEPHANS hoisted his flag aboard MULLINNIX, and she became flagship for Commander South Atlantic Force.

In early May she returned to Norfolk, and Captain Seldon J. Small, Commander Destroyer Squadron Thirty Two, hoisted his pennant aboard MULLINNIX. During the next two months MULLINNIX participated in a Second Fleet Exercise, a NATO exercise. On 31 July 1959, Commander John C. Hill II relieved Commander Anderson as Commanding Officer of the MULLINNIX.

MULLINNIX sailed for the Mediterranean on 7 August, and joined the Sixth Fleet about 10 days later. She visited Marseille, France; Genoa, Italy; Livorno, Italy; Athens, Greece; Rhodes, Greece; and Mytilini, on the Greek Island of Lesbos. While

MULLINNIX was anchored there on 16 October, Captain Robert B. KELLY relieved Captain SMALL aboard the MULLINNIX as Commander Destroyer Squadron THIRTY-TWO.

The year 1960 began with an extended fleet operation with the fast carrier attack group of the Sixth Fleet.

A visit to La Spezia, Italy, was followed by a one week tender availability in Barcelona, Spain, which afforded opportunity to see bullfights and senoritas in the largest Spanish seaport. Another at-sea phase of NELM operations was concluded and at Golfo-di-Palmas, Sardinia, in mid-February, DESRON 32 was relieved by DESRON 22.

After a weary and weather worn February Atlantic transit, the ship was welcomed by many cheerful dependents at Des-Sub piers 26 February.

Independent steaming to U. S. Naval Base, Guantanamo Bay, Cuba, began 5 July. After arrival inspection by the Fleet Training Group 11 July, the intensive six week period of underway training featured daily gunnery, communications, engineering, anti-submarine warfare, damage control and operations exercise. After the Operational Readiness Inspection on 11 August MULLINNIX completed her Refresher Training. MULLINNIX then proceeded back to Des-Sub piers, Norfolk, Virginia. On 16 August Captain



J. H. CARMICHAEL assumed command of DESRON 32 and hoisted his pennant aboard MULLINNIX.

A one week tender availability was completed 22 August. That date the ship got underway to participate in FALLEX WARMUP, a brief exercise in preparation for the NATO FALL EXERCISES 1960. These large fleet exercises began 6 September as MULLINNIX with COMDESRON 32 embarked deployed for NATO fleet operations. The ship visited Antwerp, Belgium, in early October, before returning to Norfolk on 20 October.

After brief tender and shipyard availabilities the ship participated in a one week Second Fleet exercise before being called with four other ships of DESRON 32 to join the Caribbean Naval Patrols. Steaming in this area of unrest was

concluded on 7 December and MULLINNIX returned to Norfolk for a tender availability and holiday leave. A brief Second Fleet LANTFLEX in mid-January 1961 was followed by deployment to the Mediterranean on 2 February for her second NELM tour.

MULLINNIX revisited Naples, Barcelona, Cannes, Athens, and La Spezia on this tour, and made her first visits to Istanbul, Malta, Taormina (Sicily), Palermo (Sicily), Gaeta (Italy), and St. Jean (France). She also made a brief cruise through the Dardanelles and the Bosphorus into the Black Sea for a visit to the little Turkish towns of Samsun and Ereğli.

On 3 July 1961, while the ship was at Naples, COMMANDER WILLIAM H. SHAW USN, relieved CDR HILL as Commanding Officer, USS MULLINNIX to become her third skipper.

THE CAPTAIN OF THE USS MULLINIX

Commander William Harvey Shaw was born July 10, 1916 at Winterhove, Florida. He is the son of Mr. and Mrs. George W. Shaw of Gainesville, Florida.

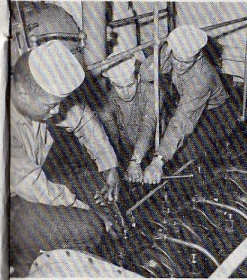
Commander Shaw attended the University of Miami prior to enlisting in the Navy in 1936. His first shipboard assignment was aboard the USS MARYLAND. After three years aboard the MARYLAND he served aboard the four pipe destroyer USS DALLAS (DD-199) in the North Atlantic. His next assignment was a short tour aboard the cruiser ST. LOUIS to await the completion of the USS LANSDALE (DD-426). Commander Shaw served aboard the LANSDALE which convoyed allied shipping in the early days of World War II. The LANSDALE took part in the occupation of Iceland and the invasion of North Africa. Commander Shaw was commissioned Ensign from ranks October 15, 1943. He was assigned to the commissioning crew of the USS LAFFEY (DD-724) as Assistant Engineering Officer and later served as Chief Engineer. The LAFFEY took part in the invasion of France and then operated in the Pacific Theater where she took part in many major engagements and landings. The LAFFEY was severely damaged during the Okinawa Campaign as a result of 8 suicide plane hits and 4 bomb hits.

The LAFFEY is known as the ship that came back from the valley of death.

In 1946 Commander Shaw reported for duty on the Staff of Commander Destroyers Atlantic Fleet. In 1947 he was ordered to report to the University of South Carolina as a student. From 1949-1950 he was an instructor at the Fleet Sonar School, Key West, Florida. From 1950-1952 he served as Operations Officer and Executive Officer of the USS SPROSTON (DDE-577). In 1952 Commander Shaw went to the General Line, Monterey, California as a student. From 1953-1956 he was an ASW Instructor at the Fleet Training Group, Guantanamo Bay, Cuba. In July 1956 he reported as Commanding Officer of the USS SELLESTROM (DER-255). In 1958 he went to the U.S. Naval War College, Newport, Rhode Island as a student.

In June 1959, he reported for duty on the War College Staff where he served until 1 June 1961. He assumed command of the destroyer USS MULLINIX (DD-944) in July 1961. Commander Shaw is married to the former Marie K. Smith of Roosevelt, New York. The Shaw's have six children.

life aboard a DESTROYER



Destroyer life is a busy one . . .



with good chow . . .

letters from home . . .



and time for fun.



DESTROYER FORCE SHIPS



Gearing class Destroyer



Escort Destroyer



Guided Missile Destroyer

The Atlantic Fleet Destroyer Force is composed of four basic types of ships: the Destroyer, the Destroyer Leader, Destroyer Escort and Destroyer Tender. New construction guided missile destroyers and destroyer leaders will enter the fleet shortly. They will have essentially the same hull as the Forrest Sherman class ships but will be equipped with the latest guided missiles and improved detection and destruction systems for anti-submarine warfare. Construction has also been started on the world's first nuclear powered guided missile destroyer leader.

DESTROYERS: USS FLETCHER class, built early World War II; five-inch guns, 3-inch AA guns, torpedoes, etc. 376 ft. long, 2200 tons.

USS GEARING—USS SUMNER classes: Late and Middle World War II. Three twin-mount five-inch guns; other usual armament. Both 2340 tons. Gearing-390 ft. long; Sumner 376. (Some Gearing, Sumner, and Fletcher class ships converted to

escort destroyers or radar picket destroyers. Radar pickets have additional radar for long-range aircraft detection, and can control U.S. interceptor planes. Escort destroyers have special anti-submarine gear and armament.)



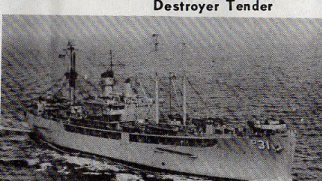
Fletcher class Destroyer



Radar Picket Destroyer



Forrest Sherman class Destroyer



Destroyer Tender

GUIDED MISSILE DESTROYER: USS GYATT, a Gearing class ship, became the first guided missile destroyer when she was recommissioned in December 1956. She has a twin missile launcher on her fantail and a horizontal automatic loading and Terrier missile stowage compartment in the after section of her superstructure.

USS SHERMAN class: Proto-type commissioned in December 1955. Automatically directed and fired guns; latest anti-sub detection and armament. Highest speed. 418 ft. long; 3850 ton full displacement.

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



Dealey class DE

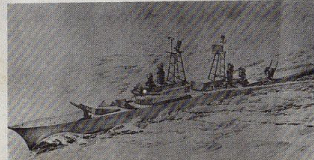


Radar Picket DE



Destroyer Leader

Artist's conception, DLGN



DESTROYER ESCORTS:
USS DEALEY class: Commissioned in late 1954. High speed escort. 310 ft. long, 1850 tons. Rapid fire twin three-inch gun mounts. Latest anti-sub gear.

DER—radar picket DEs. Converted from World War II DEs. Since 1952 have served as part of off-shore pickets in Air-Defense warning system. Have latest radar detection gear.

DESTROYER LEADERS:
USS MITSCHER class: Commissioned in May 1953. Very high speed. 493 ft. long, 3650 tons lt. displacement. Designed for Flotilla Commander's Flagship. Latest armament and aircraft and submarine detection gear.

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

NUCLEAR POWERED GUIDED MISSILE DESTROYER LEADER: An artist's conception of the DLGN which is now under construction and is expected to join the fleet in 1962. Capable of sustained at-sea operations without refueling; equipped with the twin Terrier guided-missile mounts and the latest detection gear.



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

