

Glad
To
Have
You
Aboard



USS PILLSBURY (DER-133)

USS ARCADIA AD-23

YOUR U.S. NAVY

and the Destroyer Force, Atlantic Fleet

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

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

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

Civilian Guest aboard Destroyer

free commerce, the sea lanes of the world.

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

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

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

Civilian Guest aboard Destroyer





Ready to Fire....

DESTROYER OPERATIONS

Past - Present - Future

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

The German submarine threat in World War I brought home the necessity for a versatile small warship capable of keeping open the 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 WW II, our destroyers saw action. Destroyer Reuben James, was torpedoed and sunk while on Atlantic patrol in October, 1941.

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

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

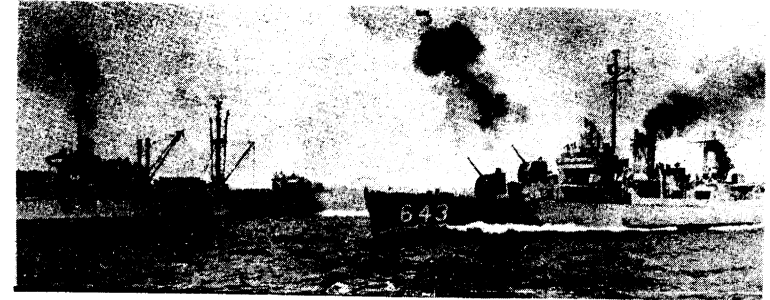
In the Korean war destroyers kept up a continuous blockade of North Korea and with naval gunfire cut coastal rail and communications lines.

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



Heavily Armed....

Protector of the Fleet....



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

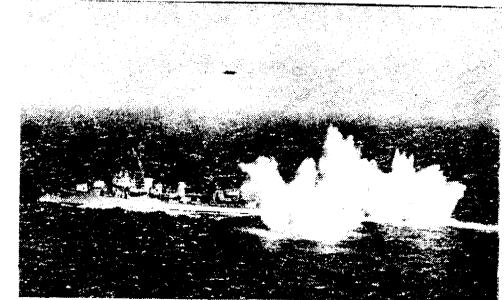
Although the majority of our ships are of World War II vintage, three new classes of destroyer

type ships have come into being since the Korean war. Frigates, Sherman-class destroyers, and

a new type destroyer escort have been built. Soon guided missiles will be added to the destroyer-

type ship's armament. We hope for nuclear power in the not-too-distant future.

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



Depth Charges Explode....

U.S.S. PILLSBURY (DER-133)

The U.S.S. PILLSBURY (DER-133) was built by the Consolidated Steel Corporation of Orange, Texas and commissioned there on 7 June, 1943. The ship named after Rear Admiral John E. Pillsbury, USN, a naval hero of the Civil and Spanish-American Wars, is the second ship of the fleet to bear the name. After shakedown, she was assigned to the anti-submarine forces in the Atlantic with the mission of hunting down and destroying Hitler's submarine wolf-packs which were roaming the sea almost at will, sinking millions of tons of allied shipping a year.

The PILLSBURY more than lived up to her mission. As an element of Task Group 21.12 she assisted in the destruction of the U-515, resulting in the capture of her skipper, five officers and thirty-seven of her crew. She also participated, as a member of Task Group 22.3, in the sinking of the U-546. These actions were, however, only a buildup for her most famous exploit, an action which had no parallel in the entire Second World War. The PILLSBURY was assigned to Task Unit 22.7.1 with Captain (now Rear Admiral) Dan Gallery, USN as Commander. TU 22.7.1 was concept in naval warfare, the anti-submarine hunter-killer group. It was made up of the "Jeep" carrier, U.S.S. Guadacanal, and four other destroyer escorts. All the vessels were the lightweights of their type, but working together they made a potent ASW team.

In May, 1944 the task unit set out with an unusual objective, to bring one back "alive." If a sub could be captured and her papers and secrets learned, a tremendous advantage could be obtained. On 4 June, a sonar contact was made and the ship's depth charge runs on it. They drove the submarine U-505 out of the depths and forced her to surface. Then a cry that hadn't been heard for well over a century in the U.S. Navy rang out "Away the boarding party". A group of hand-picked men under the command of Lt. A.L. David, USNR rode over the water in the PILLSBURY'S small whaleboat. They boarded the sub, went below, disconnected demolition charges and stopped the inrush of water through an open sea chest. The PILLSBURY came alongside to two but received a gash in her side. She had to pull away and the Guadacanal took the U boat in tow and steamed 2,000 miles to Bermuda.

For his heroic work Lt. David received the nations highest award, the Congressional Medal of Honor and the men in his crew the Silver Star. The ship received a well done and the Presidential Unit Citation, a decoration which she still wears.

After the war the PILLSBURY, as did so many of her sister ships, went into the reserve "mothball" fleet. For seven years she lay in the warm waters of Green Cove Springs, Florida until, in 1954, she was towed to the Philadelphia Naval Shipyard to be re-fitted and re-commissioned as a DER, a radar picket vessel.

In the yard she was completely refitted and her lines radically changed, her main deck about the superstructure was enclosed, a new mast added, new radars, air conditioning and tile decks were installed. All in all over seven million dollars was spent in putting her into shape for her new role as a DER.

The MEN Who Man Destroyers

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

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

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

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

Cleaning the Guns . . .



Hedgehog Loading . . .



Torpedoes Ready!



U.S.S. PILLSBURY (DER-133)

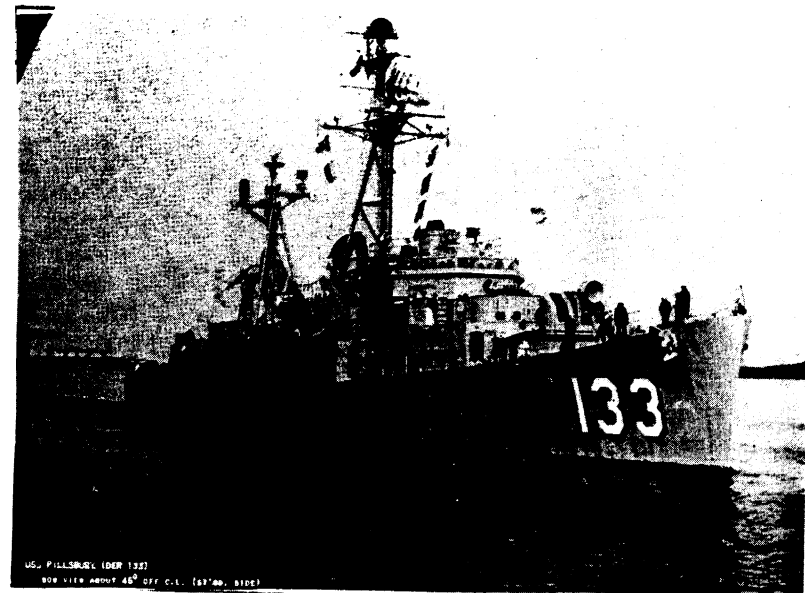
On 15 March 1955 the PILLSBURY was recommissioned and assigned to Escort Squadron Sixteen at Newport, Rhode Island. Since this time she has been assigned to the Contiguous Radar System. A chain of ocean radar stations which protect the East Coast of the United States from surprise attacks. In this capacity the ship works closely with the Air Force's Continental Air Defense Force. Other missions of the ship are Search and Rescue and Weather reporting.

Since her recommissioning the PILLSBURY has continued her ways as one of the outstanding ships of her type. She won the E for Excellence for the Fiscal Year 1956 in both Battle Readiness and Engineering, the only ship of her type to do so.

In November 1956 PILLSBURY went to the U.S. Naval Shipyard at Philadelphia for her regular availability. There, she received the newest electronics equipment. Leaving the yard in February, PILLSBURY went to Guantanamo Bay Cuba for refresher training. During her two months in the sunny Caribbean, PILLSBURY won "E's" for 1957, with both Mount 31 and Director 31. Returning to Newport, PILLSBURY completed her last two pickets on the contiguous line and went on her first Atlantic Barrier Picket in June, consisting of several stations in the North Atlantic as far as 1800 miles from our coast. 30 day barrier pickets again proved PILLSBURY more than equal to the challenge, and she won a hashmark for her Battle Efficiency "E" in 1957. Transferred permanently to barrier operations, PILLSBURY visited St. Johns, Newfoundland where open house found over 1,200 curious Newfoundlanders taking advantage of PILLSBURY hospitality. Leaving St. Johns in July. PILLSBURY said au revoir to the western part of the Atlantic until October, and departed on a three month cruise of independent operations which included two barrier pickets and the first visit of a DER to any European port. Visiting Portsmouth, England and Le Harve, France. All hands had the opportunity of seeing London and Paris and some even went as far as Germany to visit relatives. PILLSBURY's European hosts proved quite interesting in this unique looking ship, and over 5000 visitors came on board in one day of open house in each port. Returning to the U.S., PILLSBURY completed three more pickets in 1957, one which required her being at sea over the Christmas and New Year holidays.

On 3 April, PILLSBURY entered the U.S. Naval Shipyard at Boston for a new radar installation, so PILLSBURY can go on with new and better equipment to alert the "folks at home".

ESCORT SQUADRON 16



STATISTICS

LENGTH	346 Ft.	CREW: Wartime	198
BEAM	37 Ft.	Officers	13
SPEED	31 Knots	Enlisted	185
TONNAGE	1856	ARMAMENT	
ENGINEERING PLANT.....		2-3"/50 Single Mounts	
.....4 Fairbank Morse Diesels		Hedge Hogs	
		Depth Charges	

U.S.S. PILLSBURY (DER-133)

CAPTAIN OF THE USS PILLSBURY

LCDR HARWARD was born on the 21st of November 1922 in New York City, New York. He graduated from the United States Merchant Marine Academy at Kings Point, New York in 1943 and entered the United States Navy in November of that year.

Assigned to U.S.S. SUMTER (APA-52) as his initial duty station LCDR HARWARD served on board through the Marshall Islands campaign and the invasion of Saipan and Guam. Returning to the United States in September 1944 he assisted in the formation and training of the crew of U.S.S. FOND DU LAC (APA-166) and served on board as Assistant Engineer Officer during the invasion and occupation of Okinawa and participated in the initial landings of American Forces at Sasebo, Japan. After extensive service in Operation Magic Carpet, returning military personnel to the United States at the war's end, U.S.S. FOND DU LAC (APA-166) was decommissioned at Norfolk, Virginia. LCDR HARWARD returned to the Pacific Ocean Area as Engineer Officer, U.S.S. SARITA (AKA-39) and after decommissioning of this vessel was further assigned to U.S.S. NATCHAUG (AOG-54) and served on board during Mid-Pacific Operations until December 1947 at which time he reported to U.S.S. MERAPI (AF-38) and while on board participated in the evacuation of Tsingtao, China prior to the occupation of the China mainland by Communist forces. Returning to the United States in May 1949 LCDR HARWARD reported to U.S.S. COMPTON (DD-705) and remained on board until May 1951 when he was ordered to duty as Instructor, Machinery and Damage Control, U.S. Naval School, Officer Candidate at Newport, Rhode Island.

In September 1953, LCDR HARWARD reported to U.S.S. HARVE-SON (DER-316) as Executive Officer and remained on board until May 1955 at which time he was ordered to Stanford University, Palo Alto, California for a one year tour of duty under instruction. Upon detachment from Stanford, LCDR HARWARD assumed duty as Executive Officer, U.S.S. LLOYD THOMAS (DDE-764), and served aboard during that ship's Anti-Submarine Warfare training cruise to South America and Mediterranean and Red Sea deployment. He assumed command of U.S.S. PILLSBURY (DER-133) on 8 March 1958.



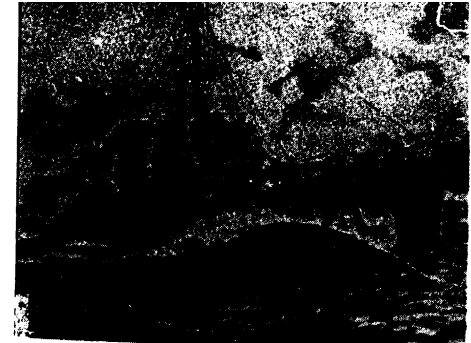
Destroyer Forerunner - 1897

SIXTY YEARS OF DESTROYERS

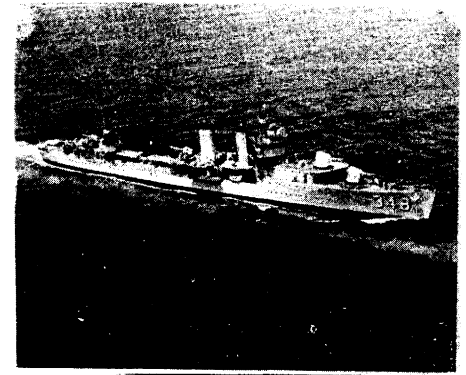
Before the turn of the century, the U.S. Navy realized the need for a small, speedy ship to carry torpedoes, and to combat other countries' small ships carrying these weapons. The mission of the sleek swift destroyer forerunner was to run in close to an enemy warship, fire torpedoes, and escape through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

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

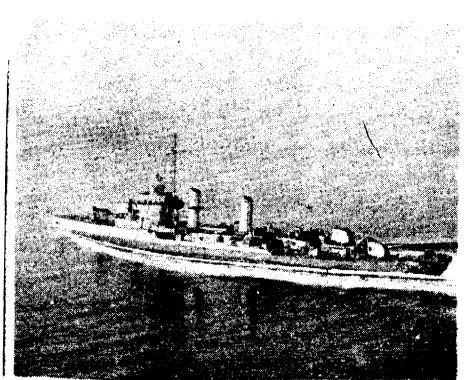
The length of destroyer type ships has increased to 493 feet. As size increased, so has the versatility of destroyers, until this multi-purpose ship has become truly the key ship of the fleet.



"Four Piper" World War I Vintage

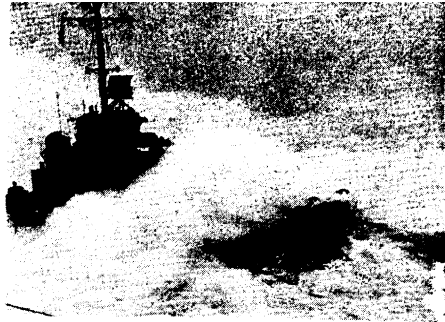


Destroyer of the 1930's



Pre-World War II Destroyer

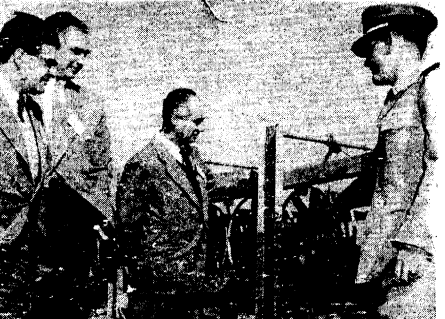
A TYPICAL DAY OF OPERATIONS AT SEA



Seas May be Rough...



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



"These Are Depth Charges..."
"And This is How They Explode!"



A Visitor Steers the Ship



Flag Hoists Maneuver the Ships

Steaming To Attack With Guns Blazing



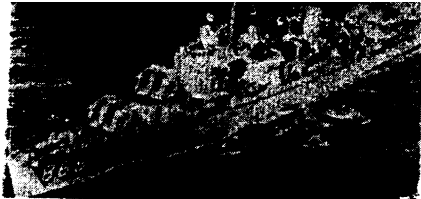
Cruise Guests Eat Hearty

Transfer by Highline

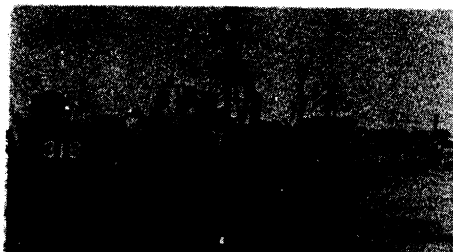


Movies on the Pantail for Relaxation





Gearing Class Destroyer



Fletcher Class Destroyer

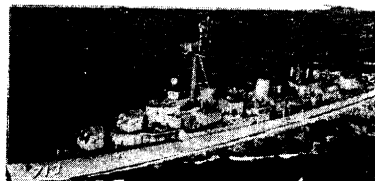


USS FORREST SHERMAN (DD931)

Frigate-Largest Destroyer-type



Radar Picket Destroyer



DESTROYER, FORCE SHIPS

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

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

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

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

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

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

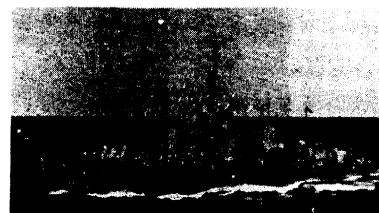
DESTROYER ESCORTS: DE World War II built—several types, all 306 ft. long, 1400 tons. For escorting convoys.

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

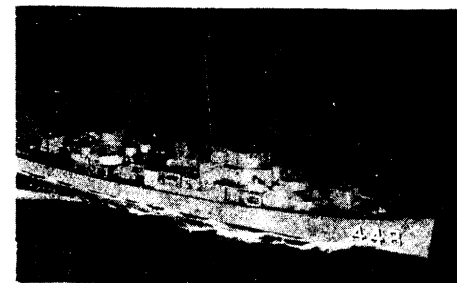
DER-radar picket DEs. Converted from World War II DEs. Since 1952 have served as part of off-shore pickets in Air Defense warning system. Have latest radar detection gear.

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

Escort Destroyer



Newest Destroyer Escort



World War II DE



Radar Picket DE

Destroyer Tender

