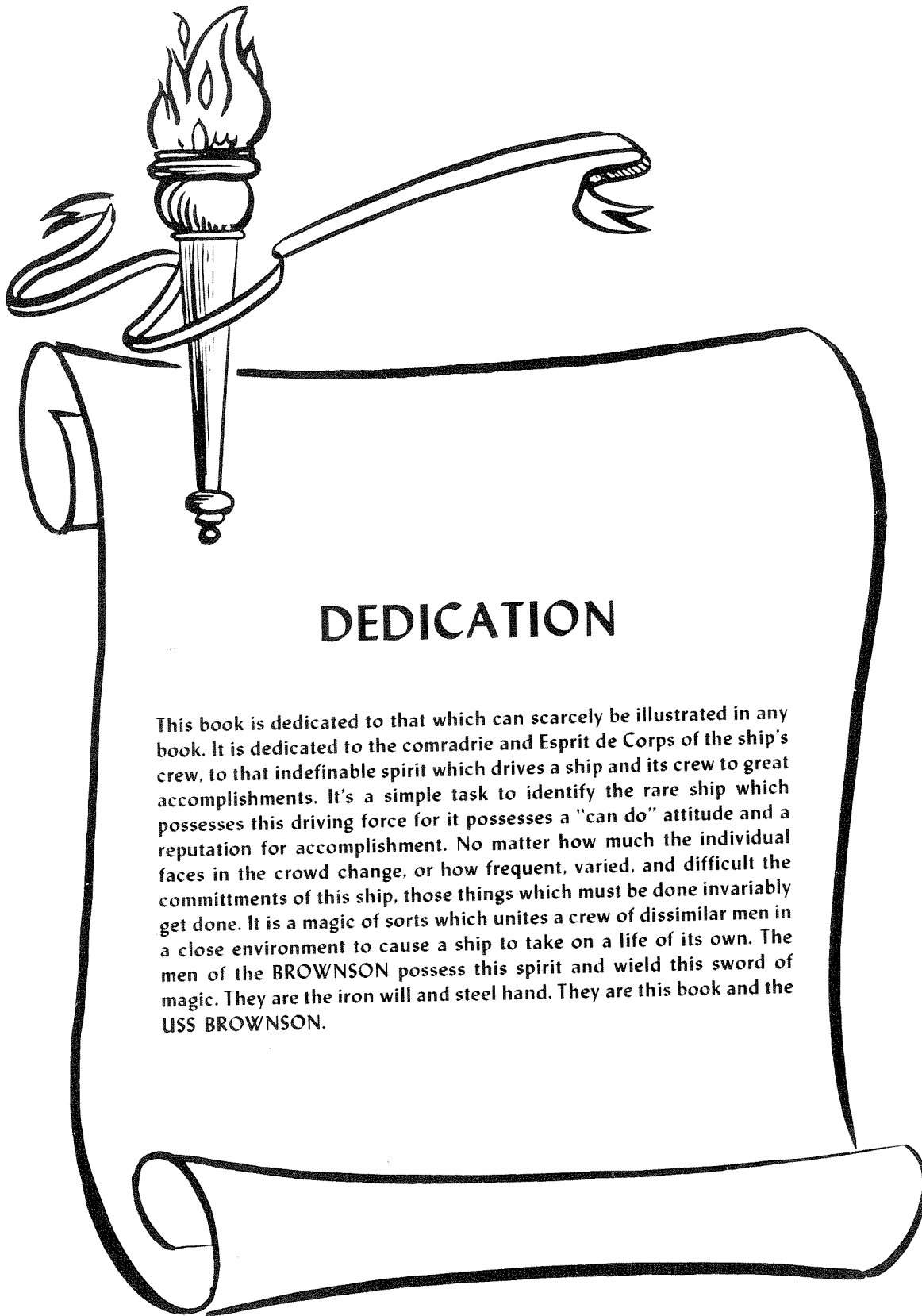




USS BROWNSON

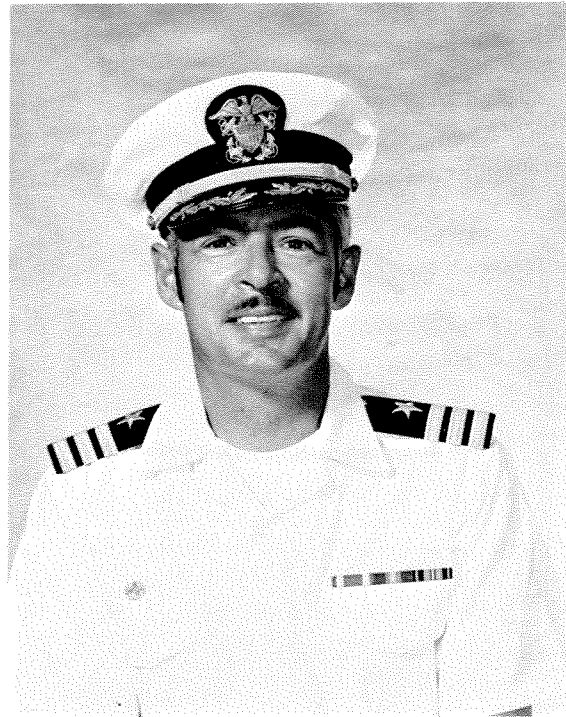






## DEDICATION

This book is dedicated to that which can scarcely be illustrated in any book. It is dedicated to the comradie and Esprit de Corps of the ship's crew, to that indefinable spirit which drives a ship and its crew to great accomplishments. It's a simple task to identify the rare ship which possesses this driving force for it possesses a "can do" attitude and a reputation for accomplishment. No matter how much the individual faces in the crowd change, or how frequent, varied, and difficult the committments of this ship, those things which must be done invariably get done. It is a magic of sorts which unites a crew of dissimilar men in a close environment to cause a ship to take on a life of its own. The men of the BROWNSON possess this spirit and wield this sword of magic. They are the iron will and steel hand. They are this book and the USS BROWNSON.



## COMMANDING OFFICER CDR Arcenio Alves, Jr. USN

Commander Arcenio Alves Jr., was commissioned an Ensign in the United States Navy in December 1956, after graduating from Officer Candidate School in Newport, Rhode Island. Prior to joining the Navy CDR Alves received a Bachelor of Science degree in chemistry from Southeastern Massachusetts University in 1955. Since then, he has done graduate work at George Washington University and in the PACE Program. In 1968 he completed the Post Graduate course of instruction at the Defense Intelligence School and has subsequently been designated an intelligence sub-specialist.

Commander Alves' experiences in the Navy have been wide and varied. He has served as Communications/Operations Officer aboard the USS ZELIMA (AF 49); as Chief Engineer aboard the USS KEPPLER (DD 765); as Executive Officer/Navigator aboard the USS VITAL (MSO 474); and as Executive Officer/Navigator aboard the USS FRED T. BERRY (DD 858). Also, he commanded the USS SEVECA (ATF 91). Other tours of duty in the Navy for CDR Alves have included Destroyer School as a student, Bureau of Naval Personnel as a Systems Analyst, Staff of Commander in Chief, Pacific where he was awarded the Meritorious Service Medal, and, most recently, as a student at the Naval War College.

Commander Alves and his wife, Ruby, have three daughters- Carolyn, Jennifer, and Rebecca.



**EXECUTIVE OFFICER  
LCDR William A. Efirm, USN**





Rear Admiral Willard H. Brownson, USN



# SHIP'S HISTORY

USS BROWNSON (DD-868) is named in honor of Rear Admiral Willard H. Brownson, who, during his 42 years of naval service, from 1865 to 1907, served tours of duty as Commander-In-Chief of the Asiatic Fleet, Superintendent of the U.S. Naval Academy, and Chief of the Bureau of Navigation. Rear Admiral Brownson held the Civil War Medal, the Spanish Campaign Medal, and the Order of the Legion of Honor, rank of Chevalier, conferred upon him by the French government.

The present Brownson is the second ship to bear the name. During World War II the first BROWNSON, a Fletcher class destroyer, saw action in the Atlantic and the Aleutian, Gilbert and Marshall Islands before a Japanese aerial attack sank her off Cape Gloucester, New Britain on 26 December 1943.

A 2250 ton gearing class destroyer, the present BROWNSON was commissioned at New York Naval Shipyard on 19 November 1945. In 1963 she was renovated under the First Fleet Rehabilitation and Modernization (FRAM) program. Her primary mission, as with all modern destroyers, is antisubmarine warfare (ASW); however, unlike the majority of destroyers, BROWNSON has had the added mission of the testing and evaluation of new developments.

BROWNSON'S combined missions of ASW and testing began in 1958 when she joined the newly-formed destroyer development group two and became the first ship to carry variable depth sonar, a device which lowers a sonar transducer on a cable to search deeper layers of ocean, with her "VDS" and advanced weaponry. BROWNSON was able to win the award for excellence in ASW within destroyer development group two for two consecutive years.

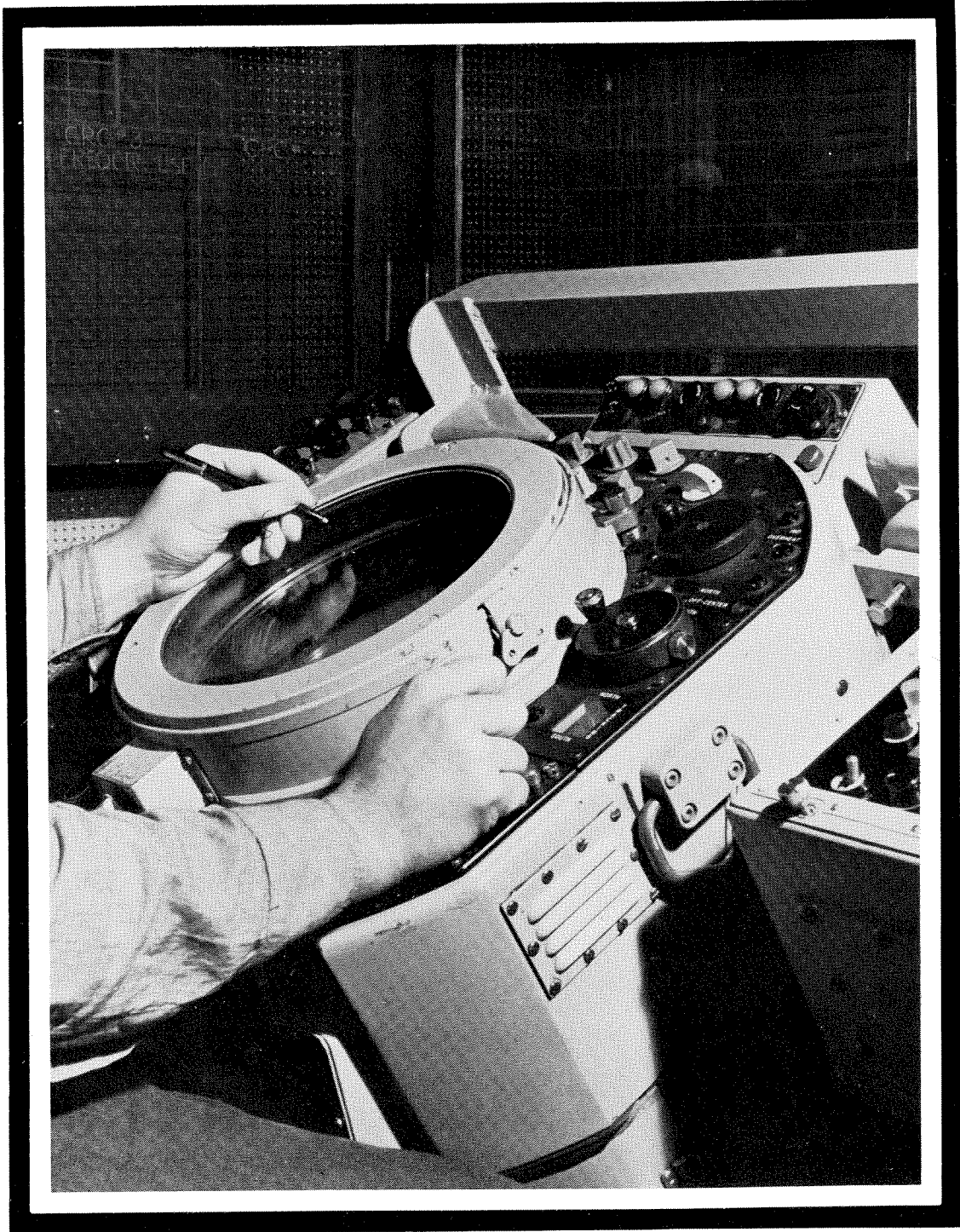
BROWNSON'S role in the development of America's ASW capability was further expanded in 1967 with the installation of her "PAIR" (Performance and Integration Retrofit) Sonar. From 1967 to 1971 BROWNSON was involved in evaluation of the "PAIR" and in discovering how to make effective use of such radically new design features as its twin domes. In 1969, using her "PAIR" sonar, BROWNSON was awarded the Navy's Meritorious Unit Commendation for her work in ASW exercises conducted in the North Atlantic.

Not all new developments have been in the area of ASW. BROWNSON is currently serving as one of the test platforms for the new, low-pollutant, Navy Distillate Fuel. This fuel is beneficial to the Navy by burning cleanly, thus reducing air pollution from ships and simplifying boiler maintenance.

Over the years BROWNSON has travelled throughout the world to serve her country. Her first deployment, in 1946, was to Antarctica with Rear Admiral Richard E. Byrd's Polar Expedition, "Operation High Jump." In 1956 BROWNSON passed through the Suez Canal only hours before the Anglo-French action. Nasser's blocking of the canal trapped BROWNSON in the Red Sea, where she spent two months before continuing around the world to return home. October 1962 found BROWNSON steaming in the Cuban Blockade, helping to bring the missile crises to an end.

In 1966 BROWNSON made another cruise around the world. Of the seven months of the cruise, four months were spent off the coast of Viet Nam. While there BROWNSON divided her time between aircraft carrier escort operations and naval gunfire support of allied ground troops. For the remaining three months of the cruise, as on numerous Mediterranean and Northern European cruises made over the years, BROWNSON enhanced the reputation of American seapower throughout the world.

The decorations awarded to BROWNSON cover the full span of her naval career. She holds the Antarctic Expeditionary Medal for her participation in "Operation High Jump" in 1946. Her participation in the Cuban Blockade gained her the Armed Forces Expeditionary Medal and the Navy Expeditionary Medal. In 1966 she was awarded the Viet Nam Service Medal with Campaign Star and a Campaign Star for her national defense medal. Her participation in ASW exercises in the North Atlantic in 1968 won a Meritorious Unit Commendation. BROWNSON'S current awards for excellence include the Battle Efficiency "E", The Operation's "E", Damage Control "D.C." Award, The Anti-Submarine Warfare "A", and top runner award of DESRON two-four. The USS BROWNSON is currently Crudeslant's nominee for the Fleet Arleigh Burke award.



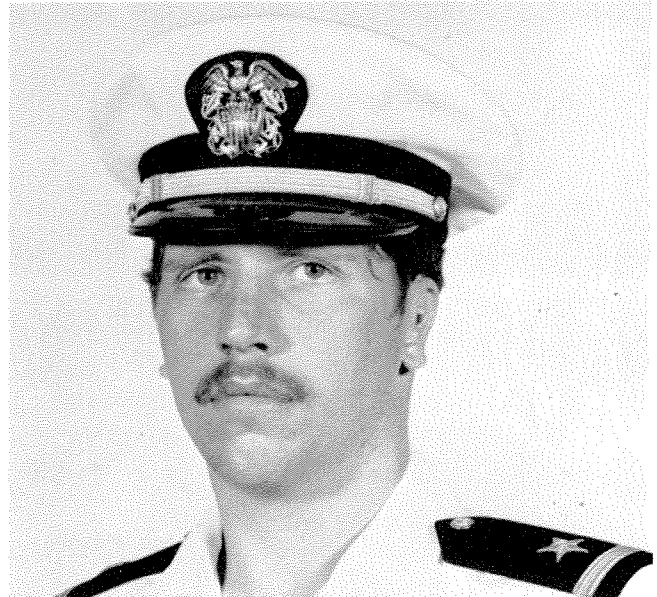
# OPERATIONS



**LT William Purves  
OPERATIONS OFFICER**



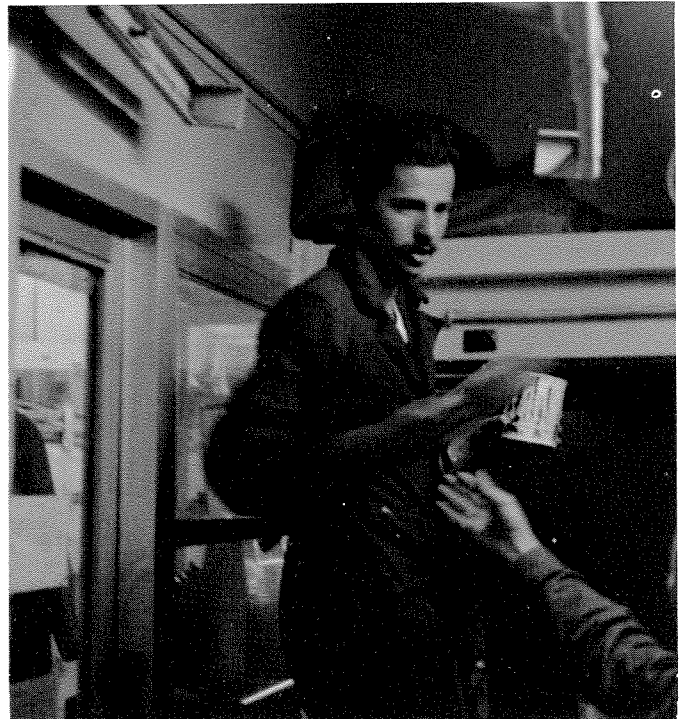
**LTJG Jack Groat  
CIC OFFICER**

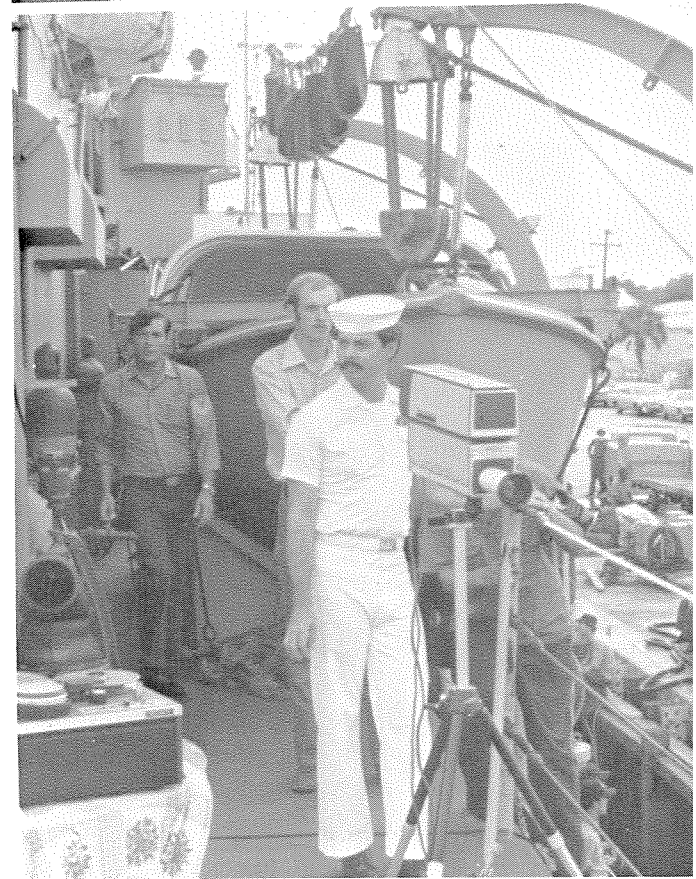
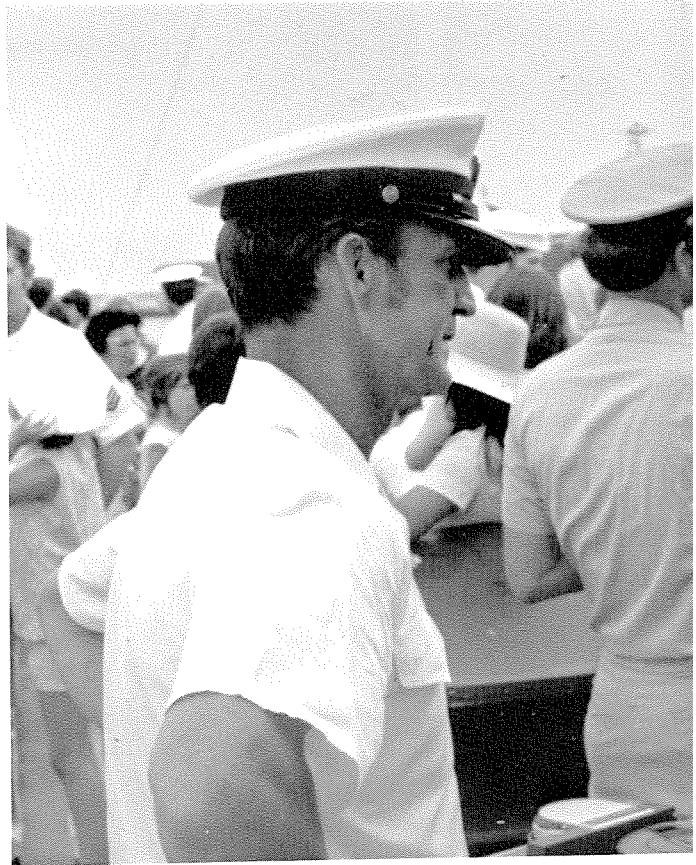


**ENSIGN Ken Dean  
ELECTRONICS MATERIAL OFFICER**

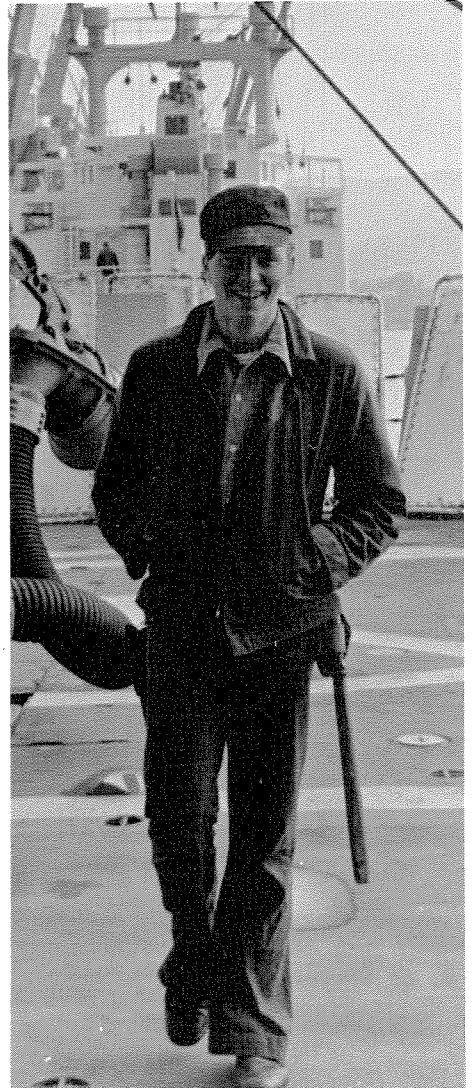
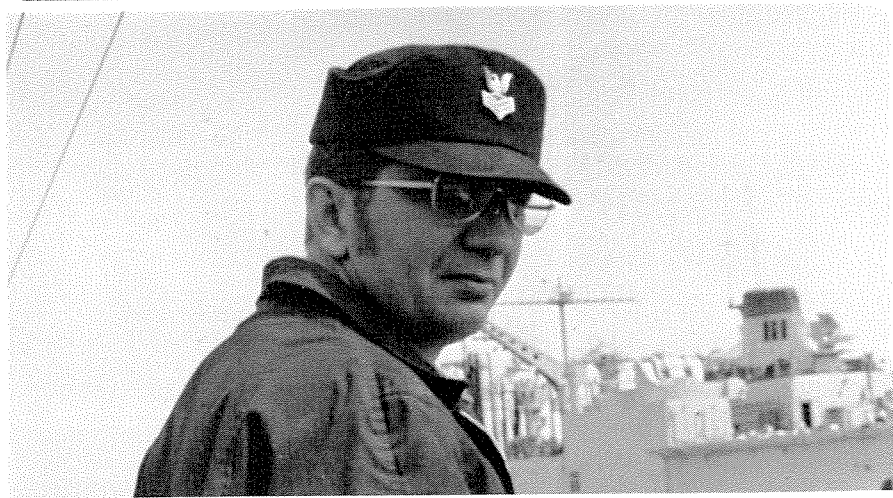
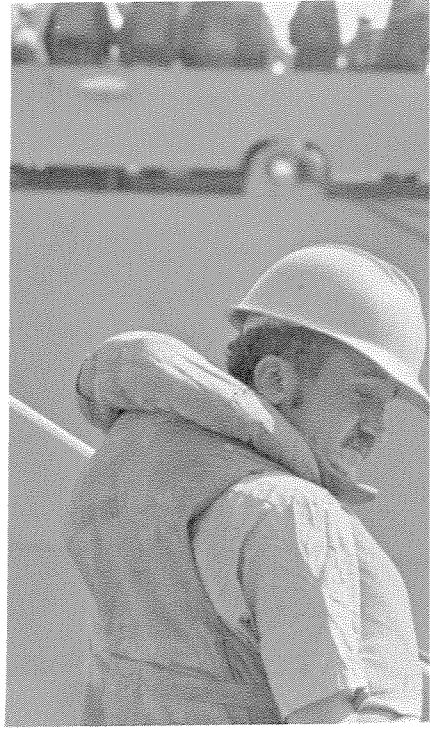


**ENSIGN Barry Costello  
COMMUNICATIONS OFFICER**

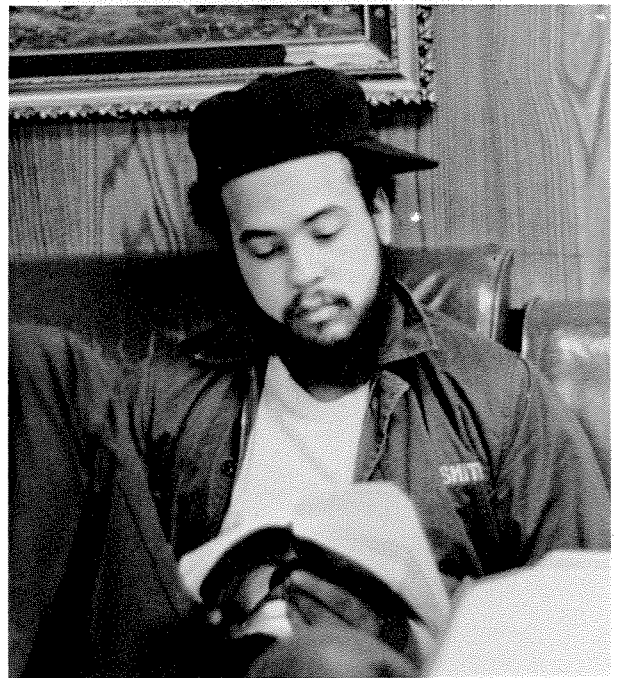
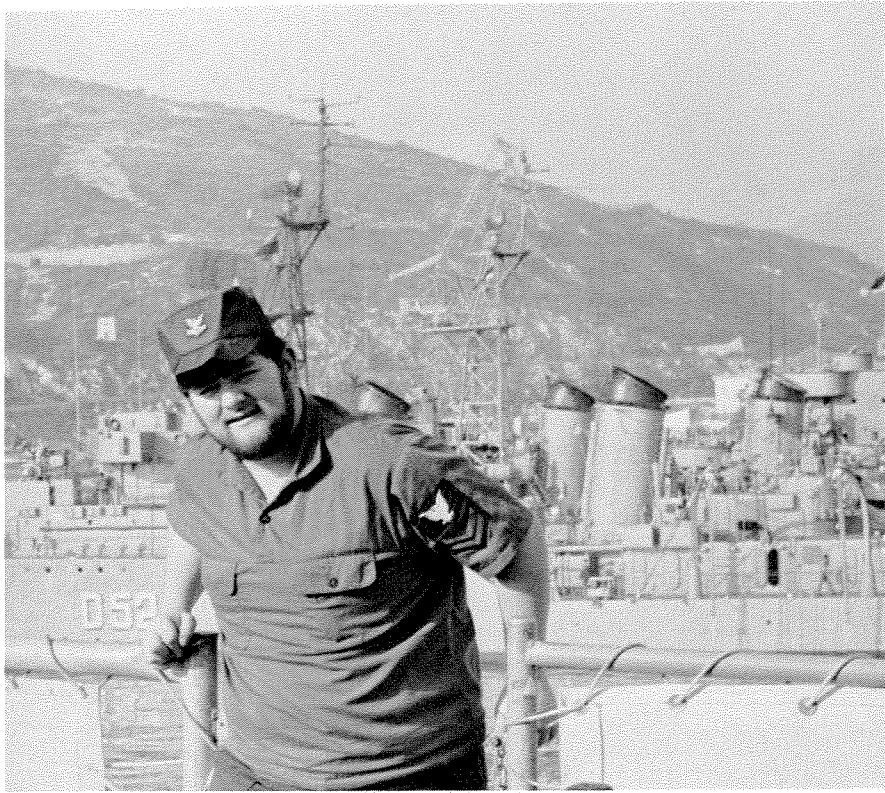
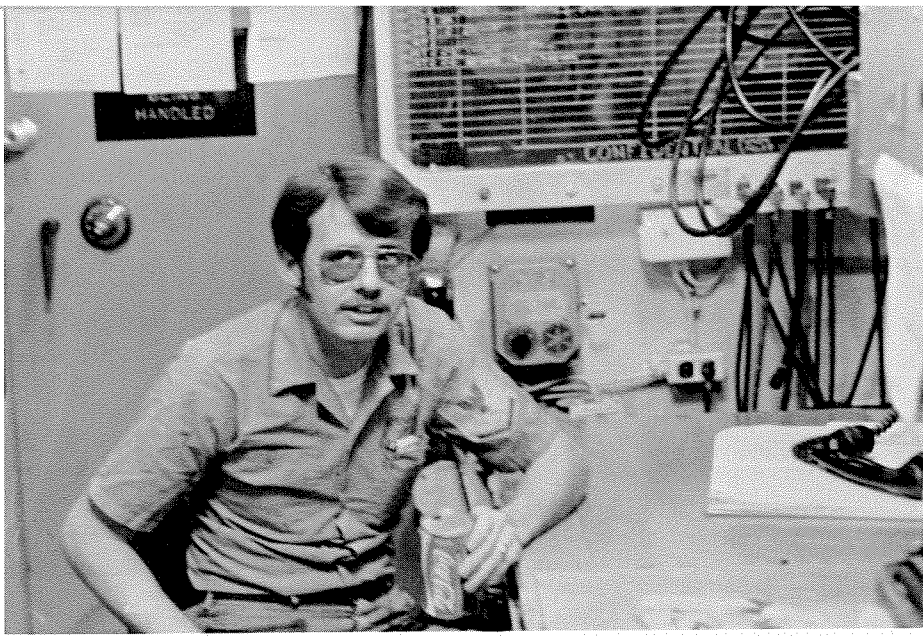




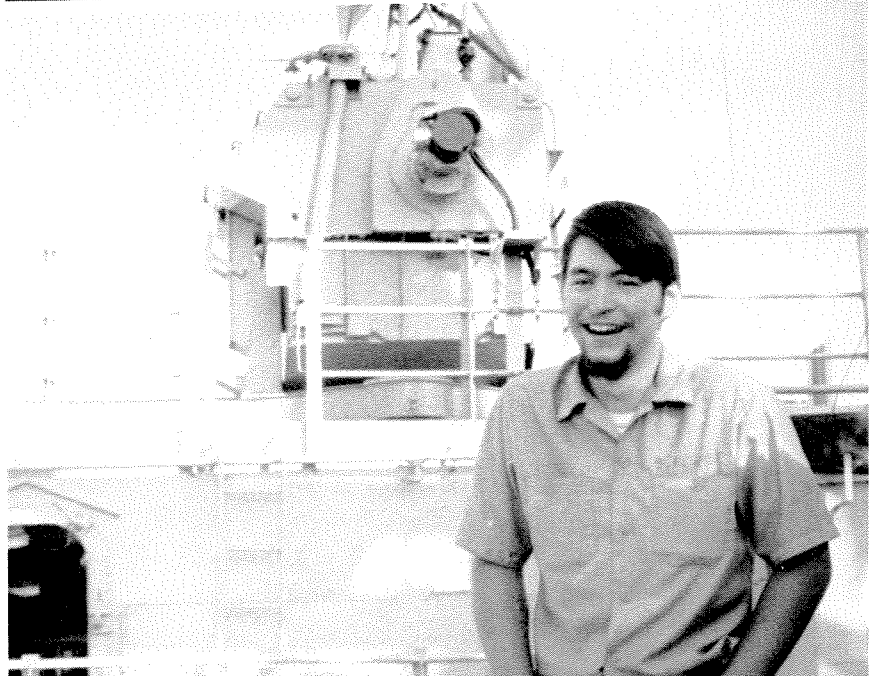
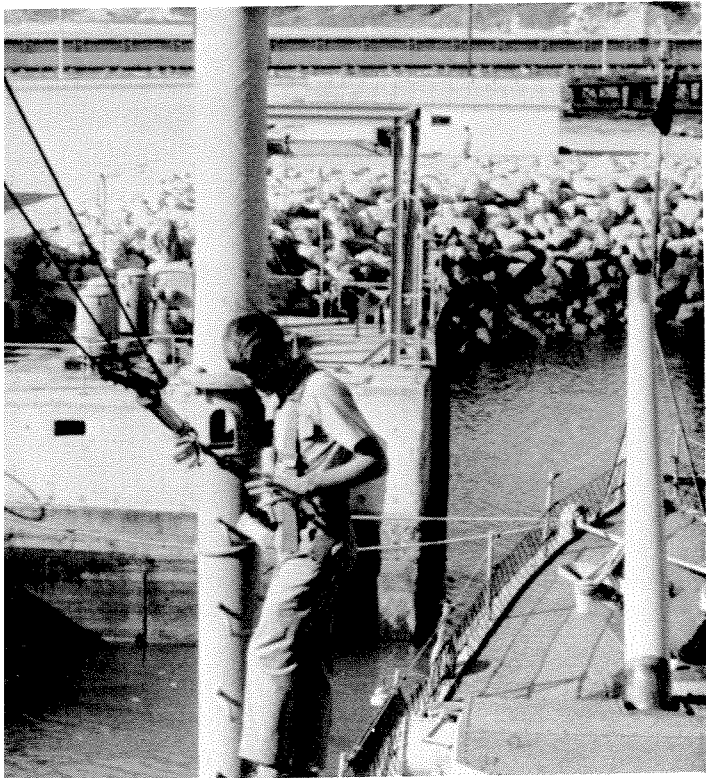


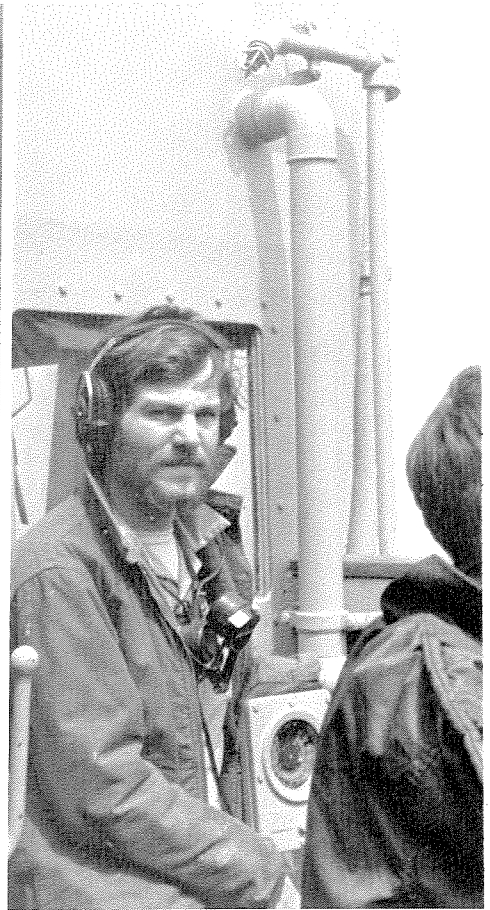
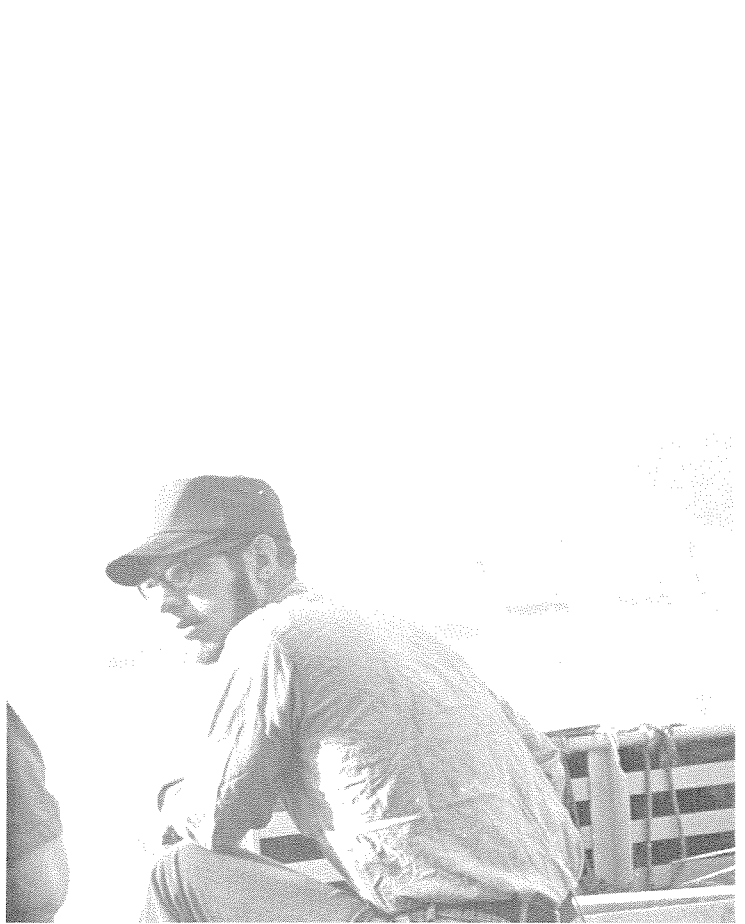
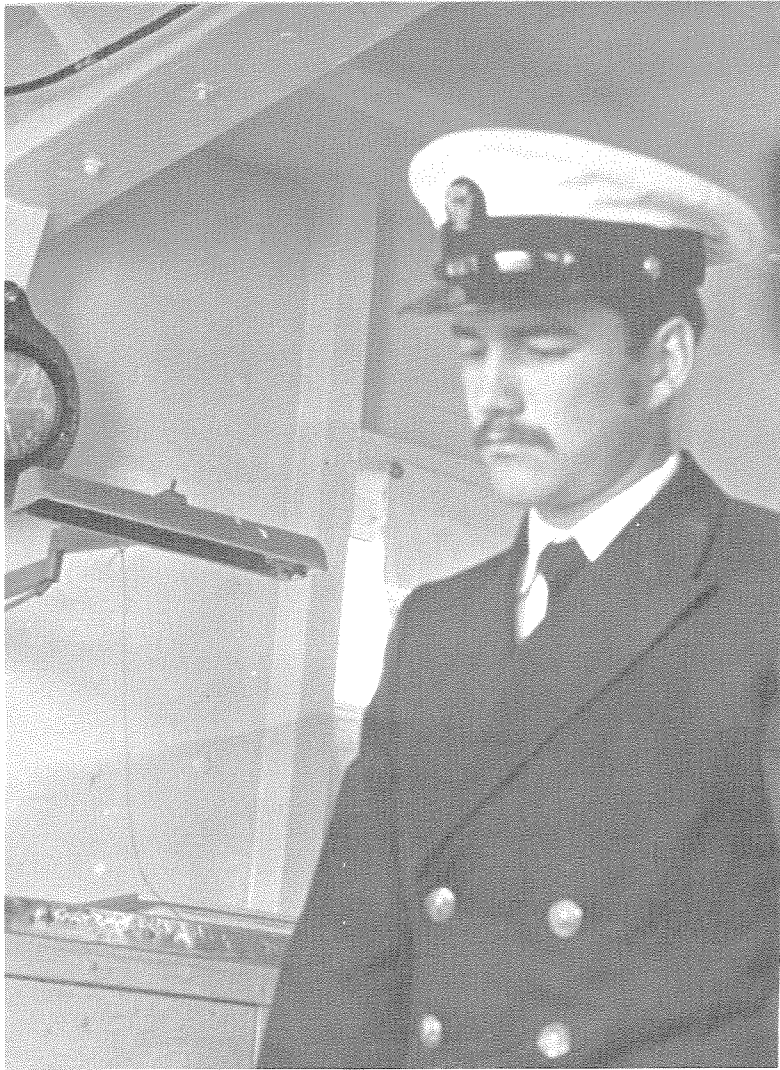




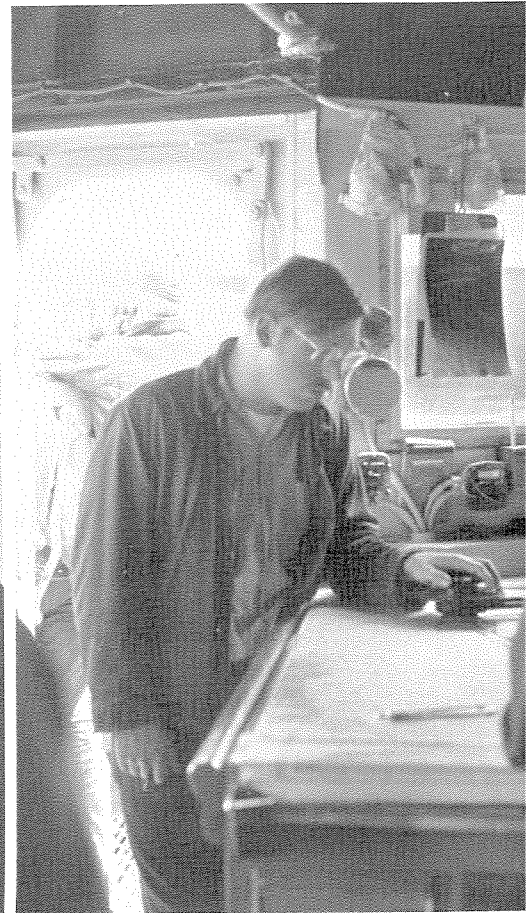
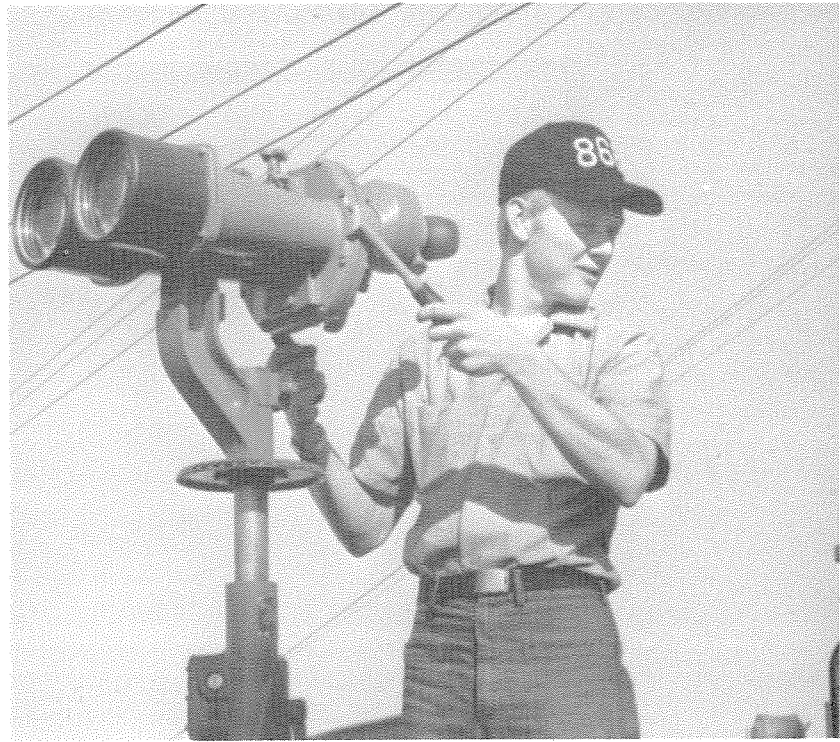


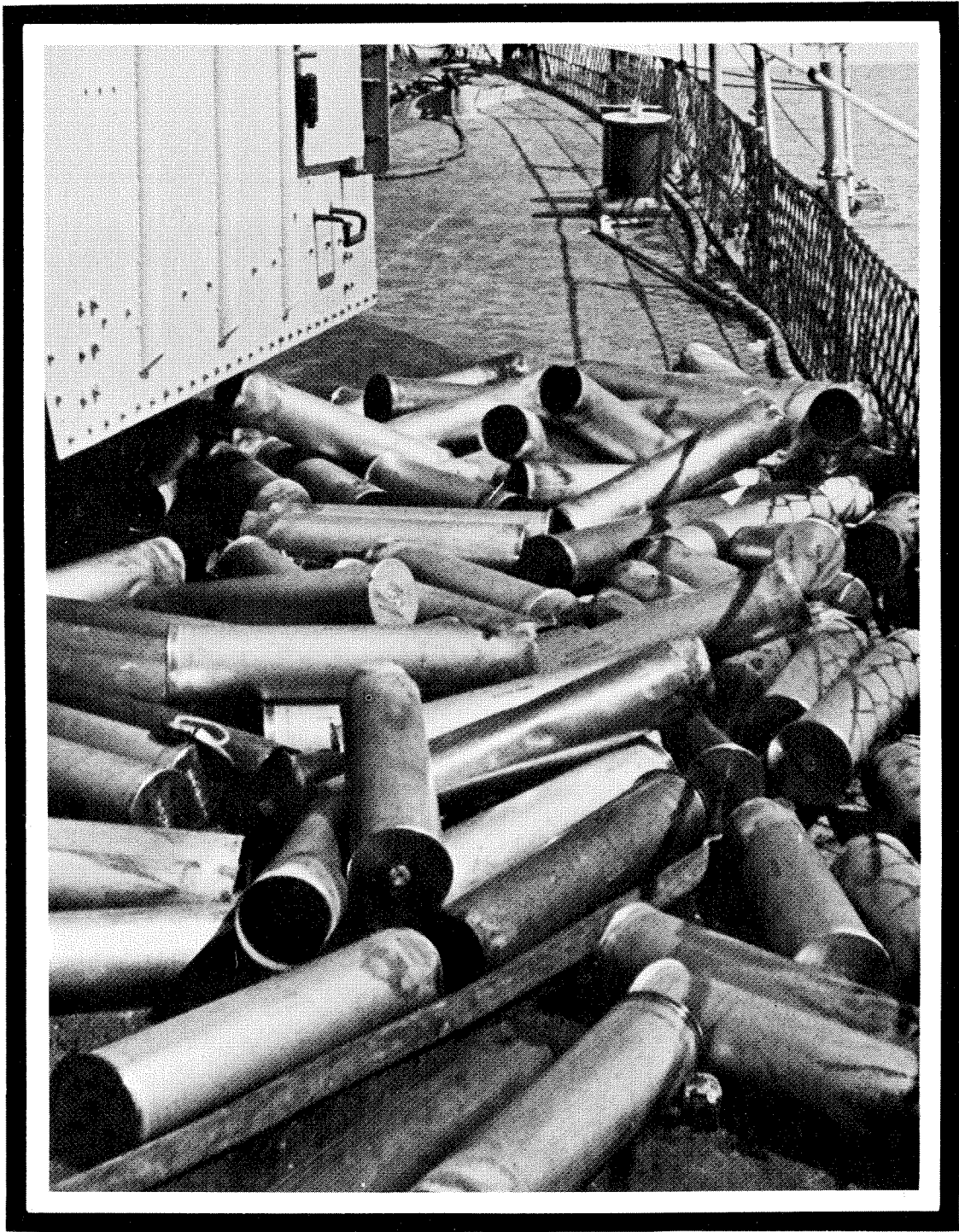












**WEAPONS**

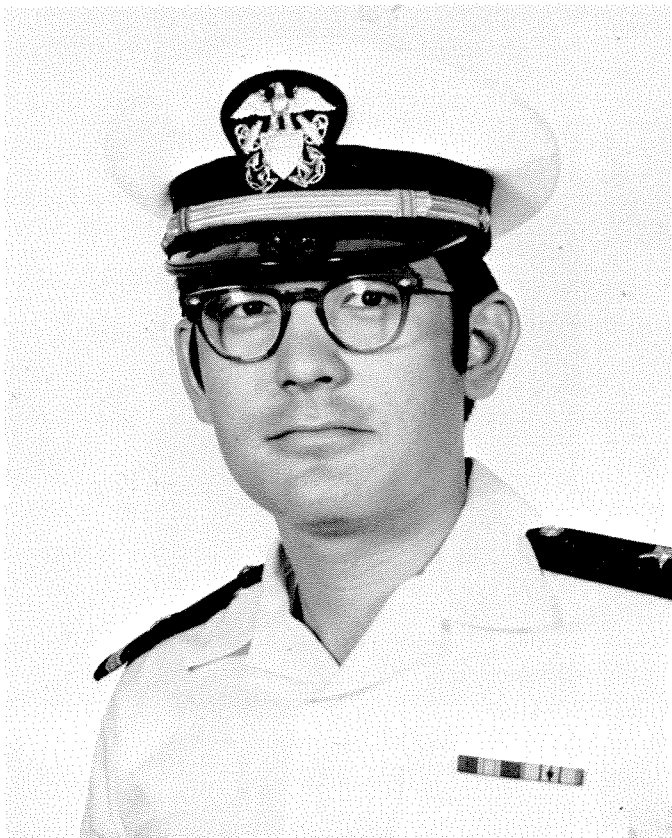




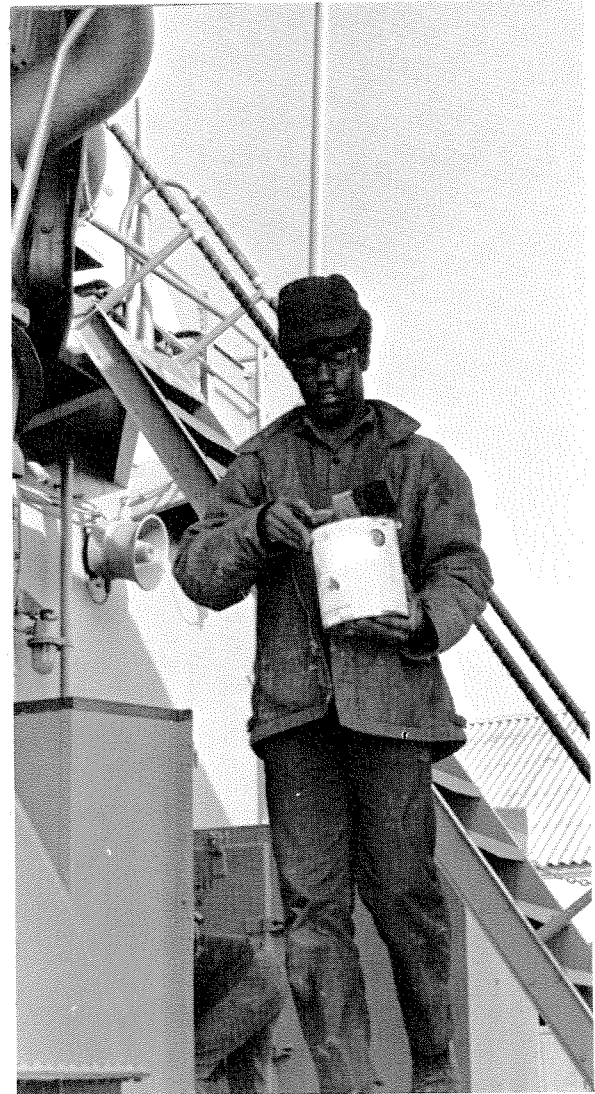
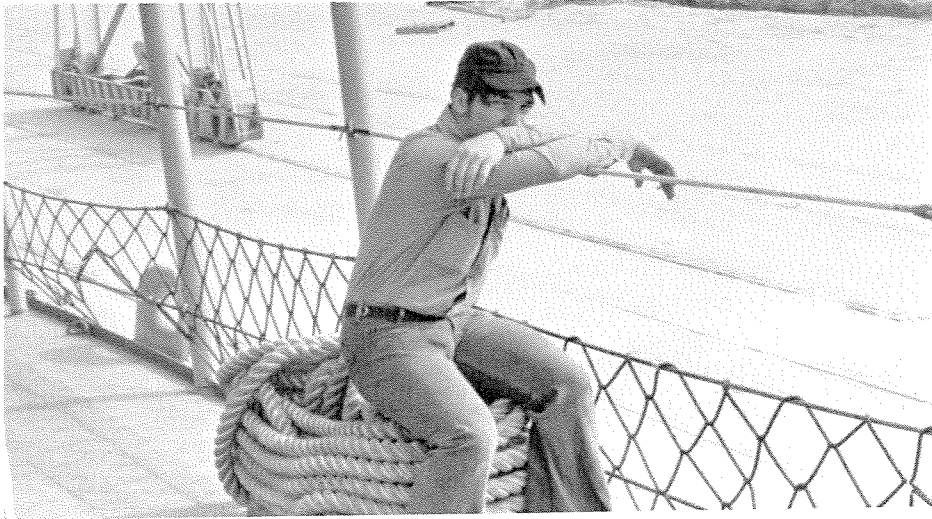
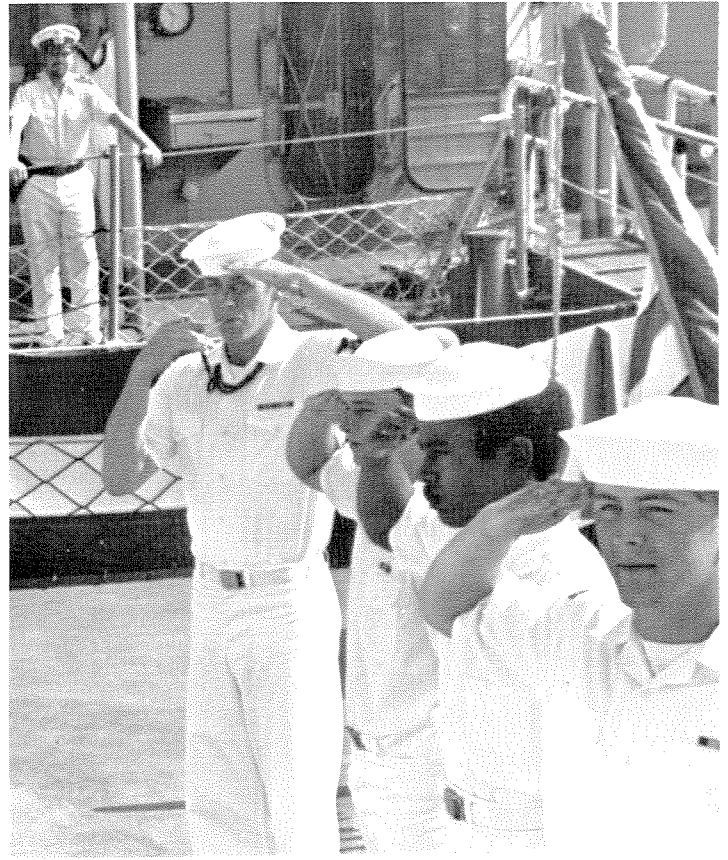
**LT Richard Enderly**  
**WEAPONS OFFICER**



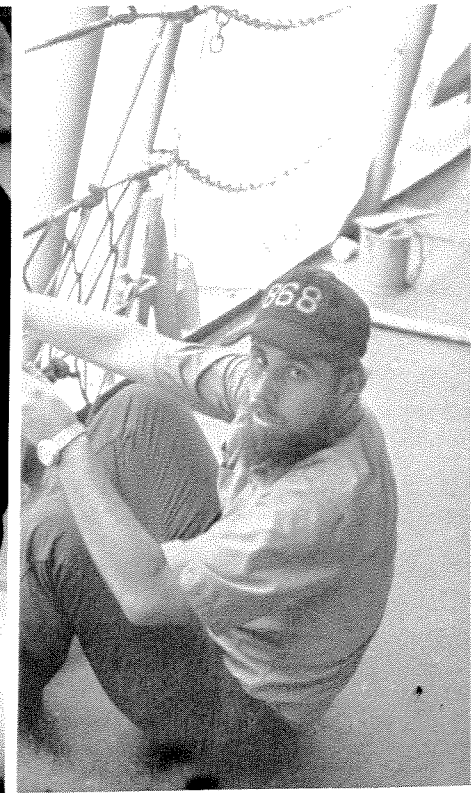
**LTJG Bill Biagini**  
**GUNNERY OFFICER**



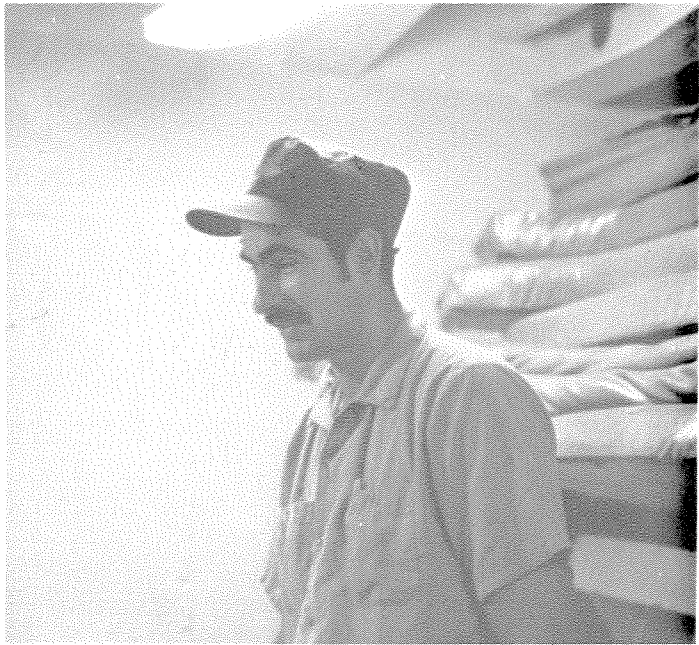
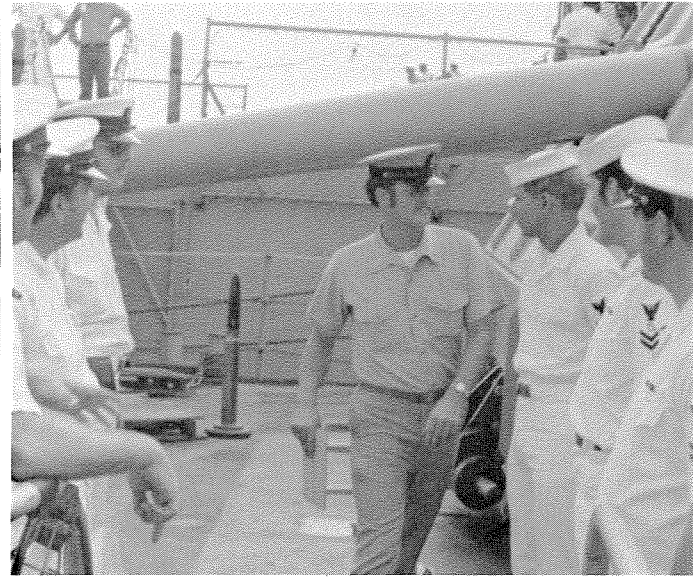
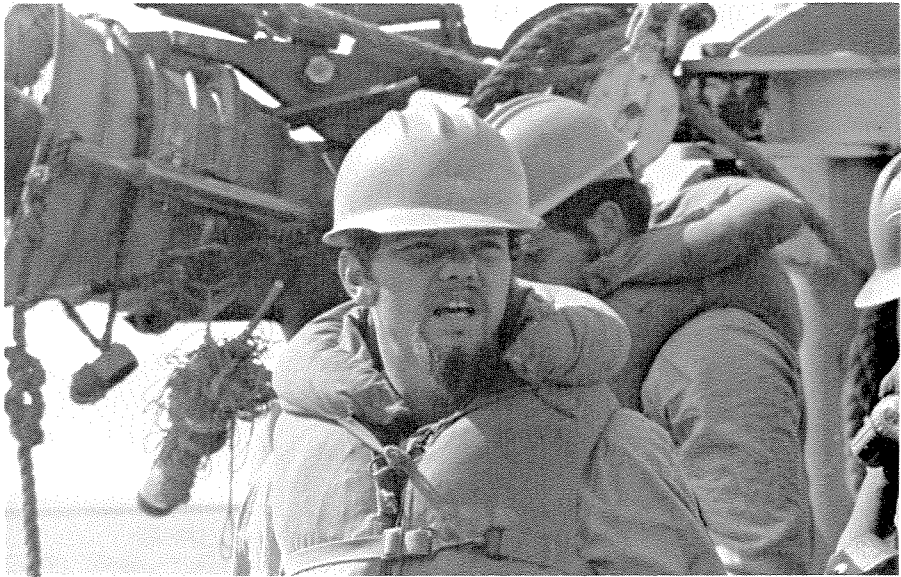
**ENSIGN Jim Pullen**  
**ANTI-SUBMARINE WARFARE OFFICER**



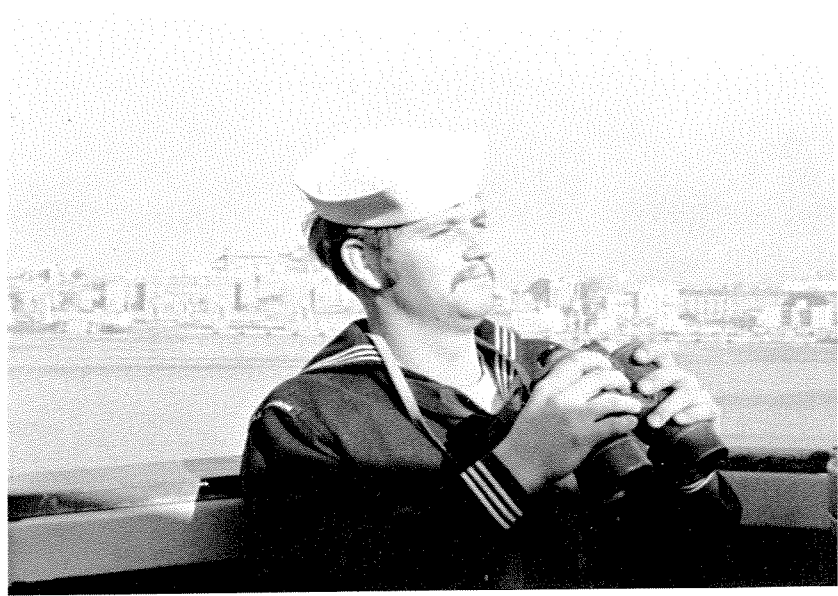
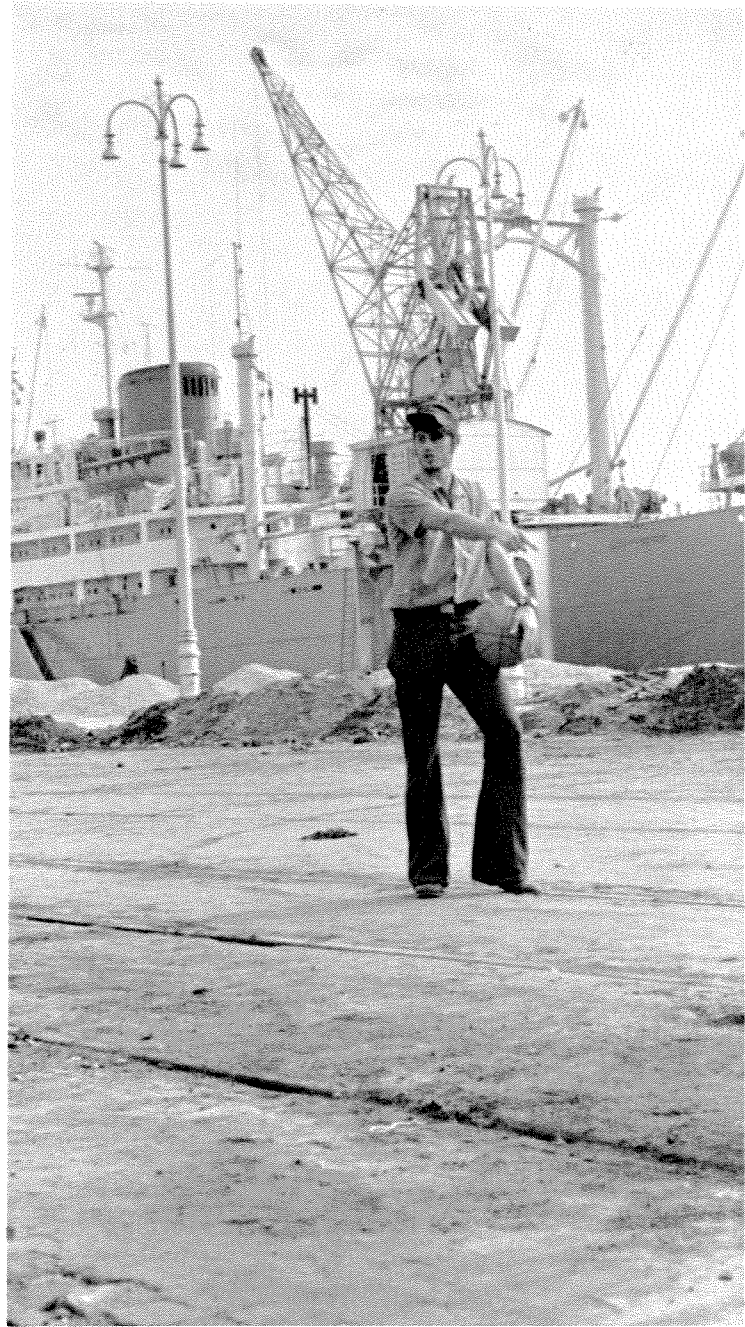




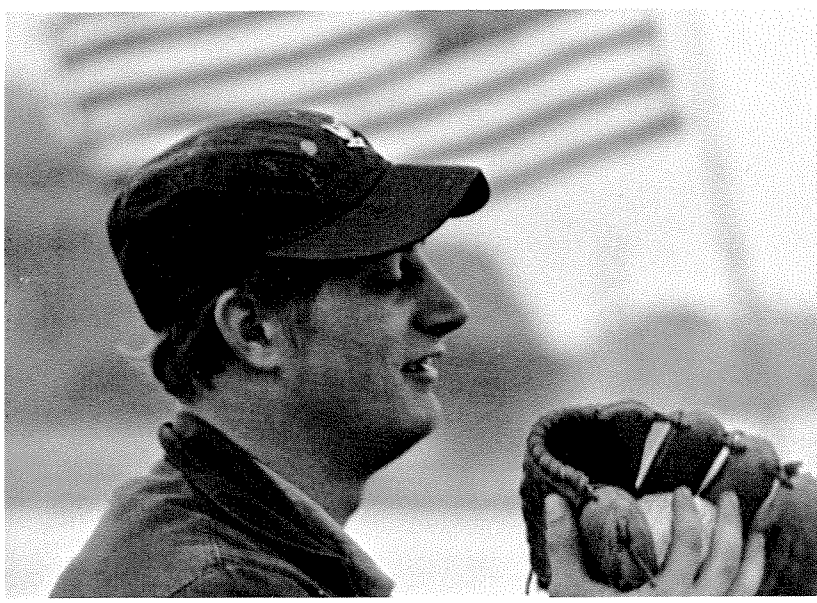
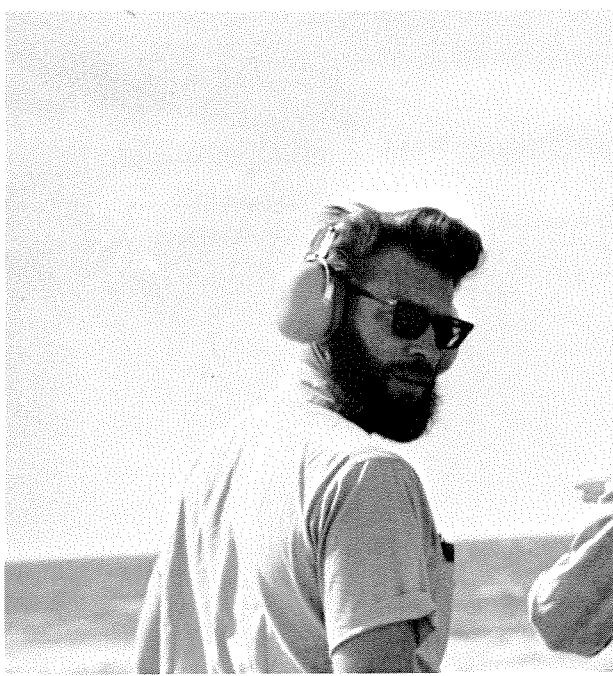




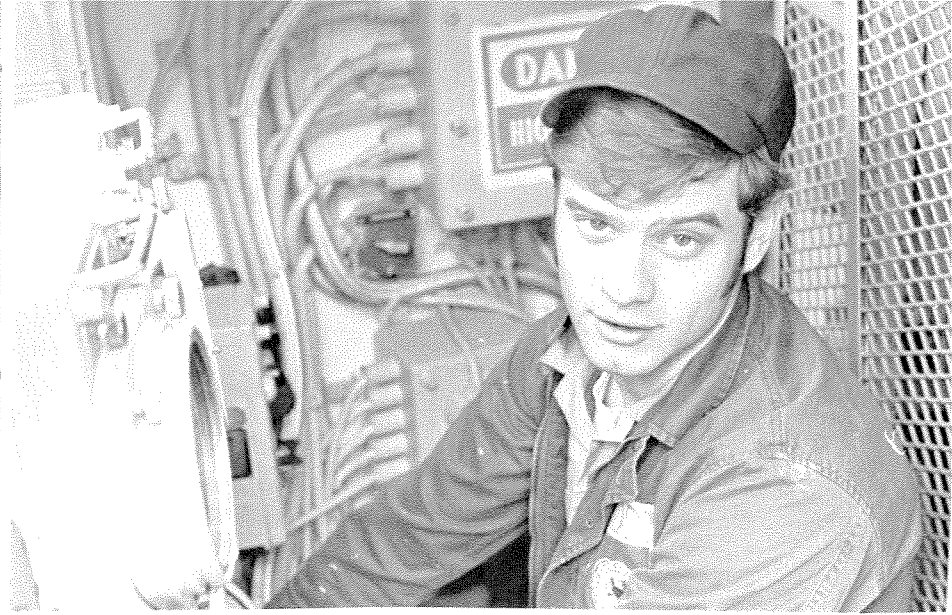




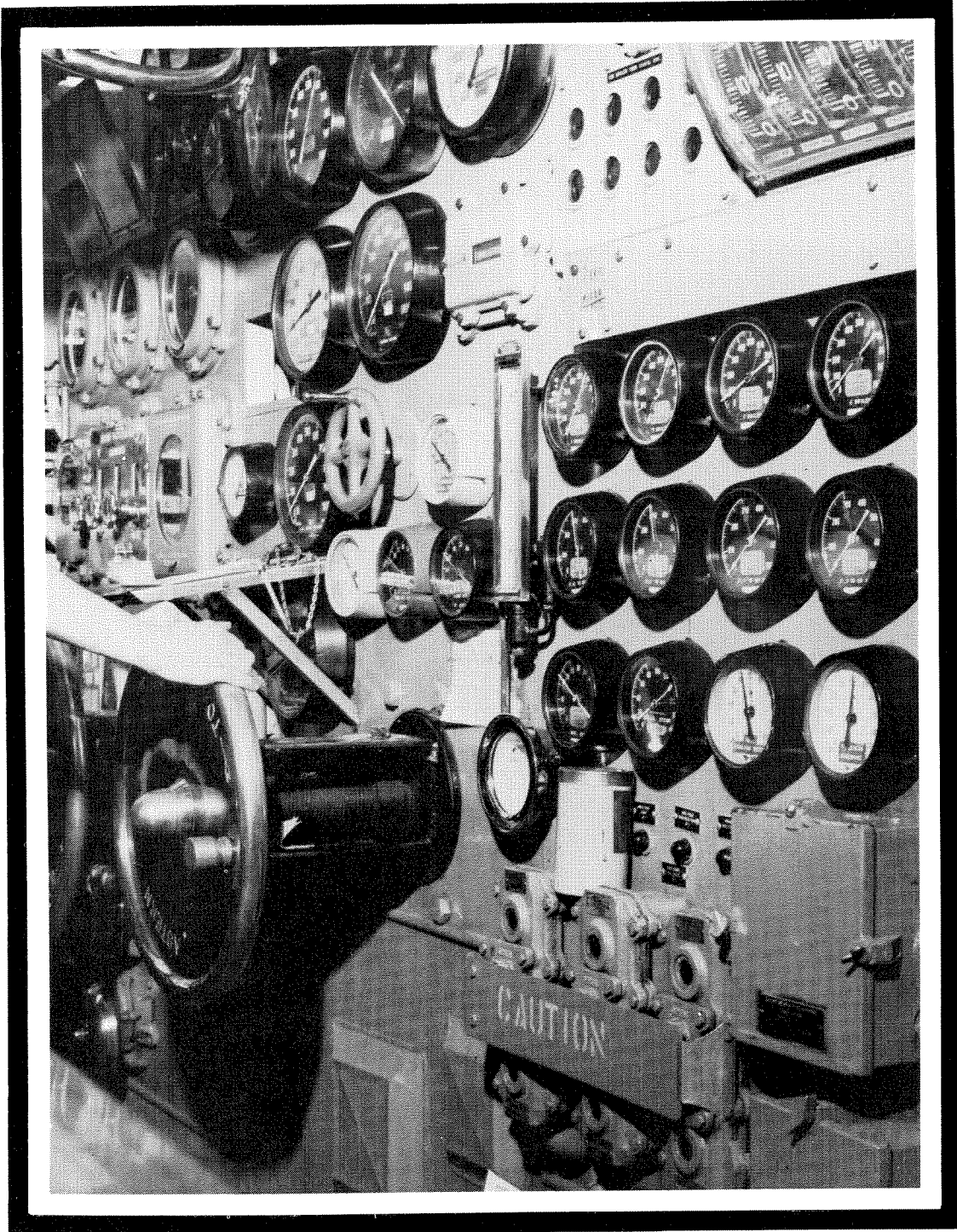






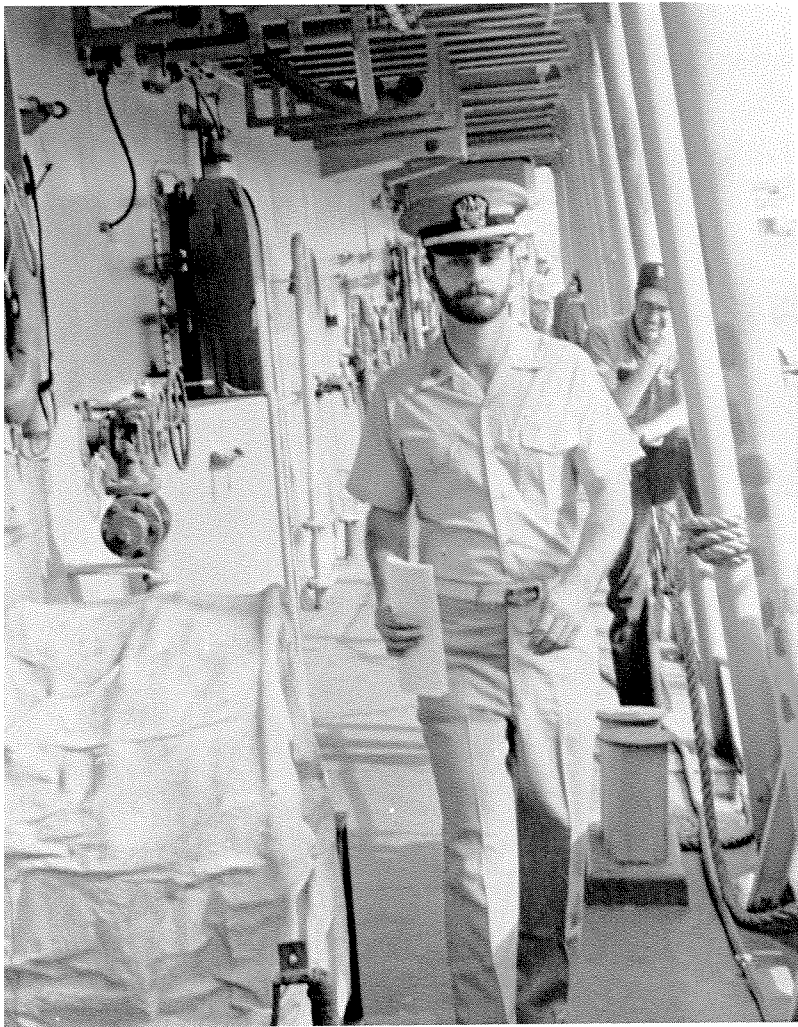






**ENGINEERING**

**LT Christian Slebos  
ENGINEER OFFICER**



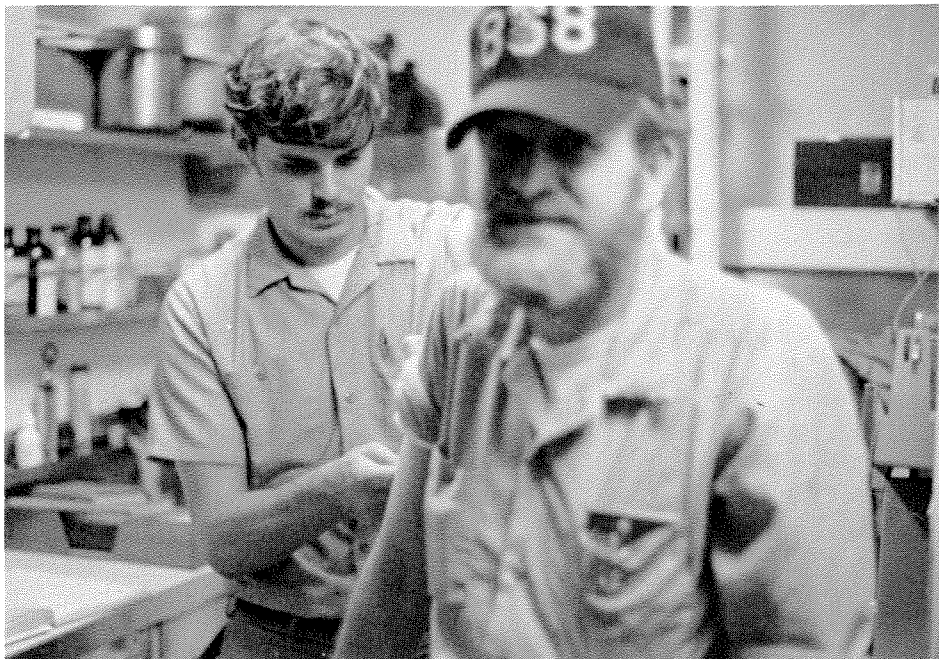
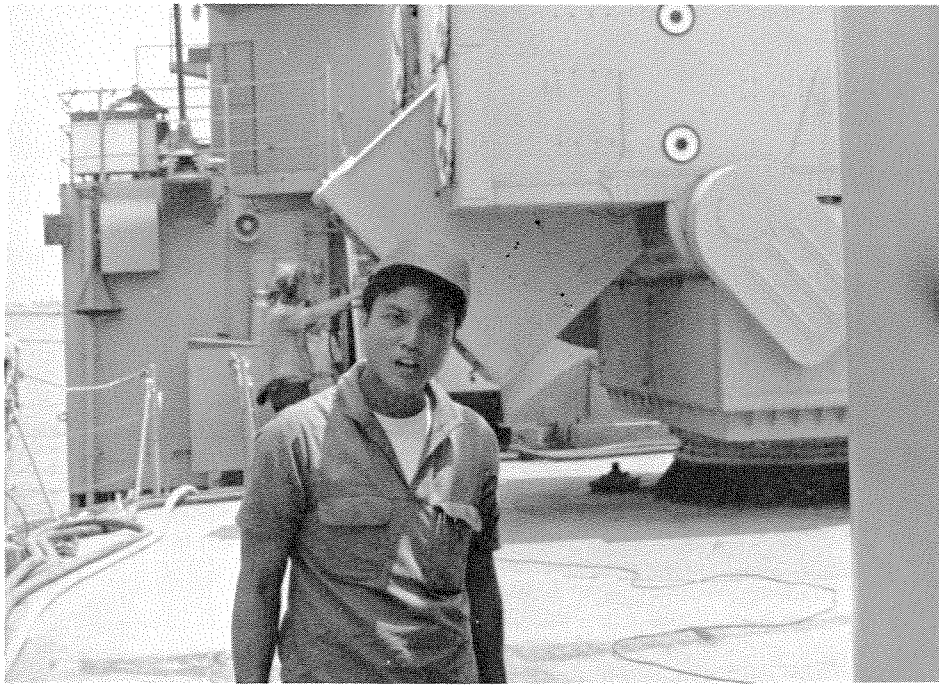
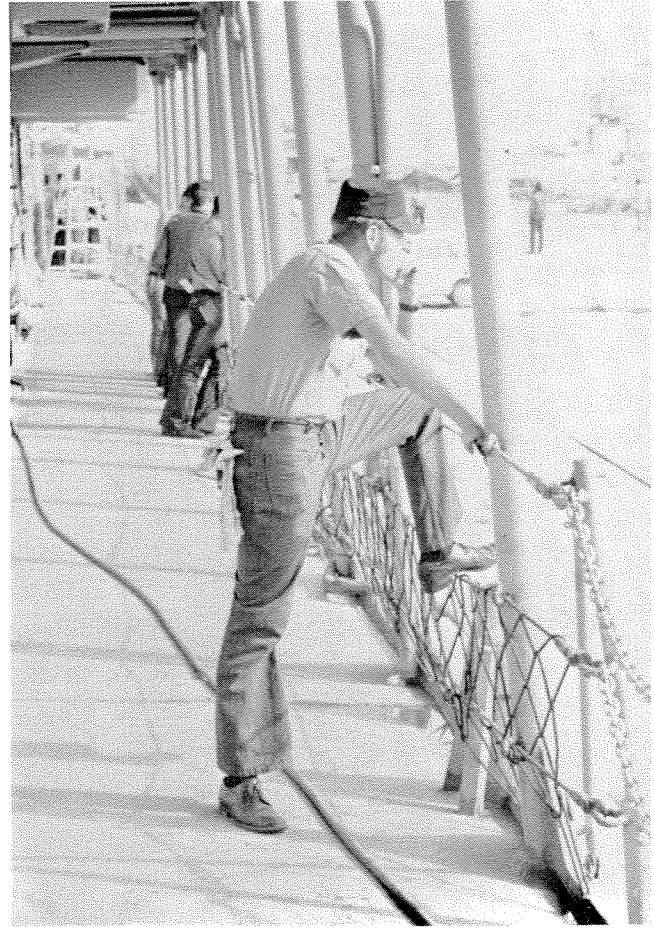
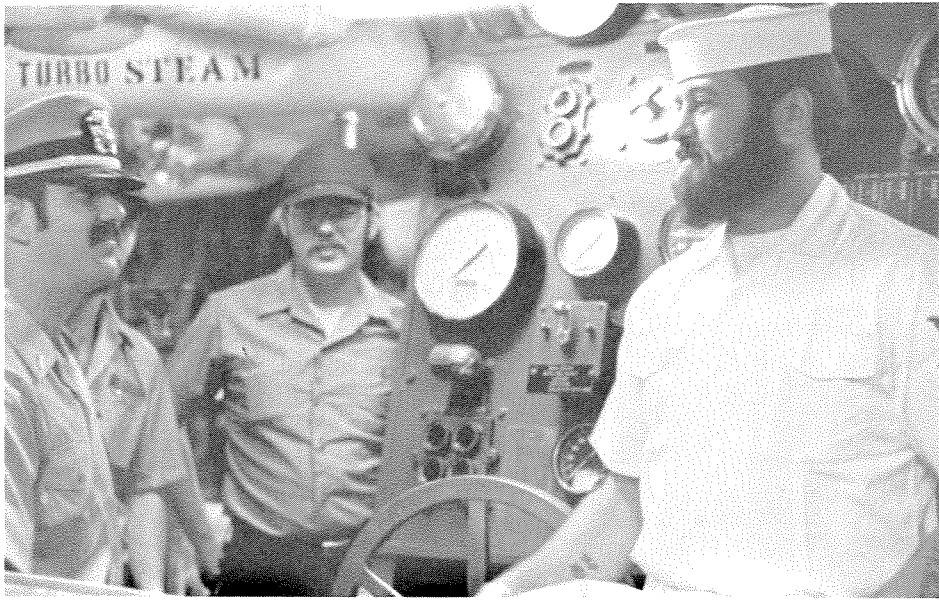
**LTJG Joe Mitchell  
MAIN PROPULSION ASSISTANT**



**LTJG Eric Videlock  
DAMAGE CONTROL ASSISTANT**



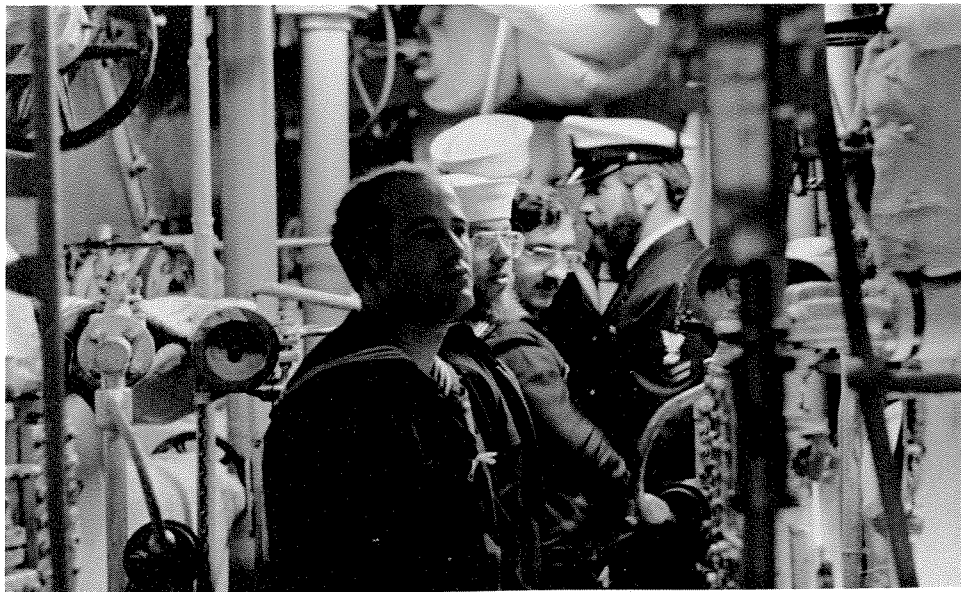




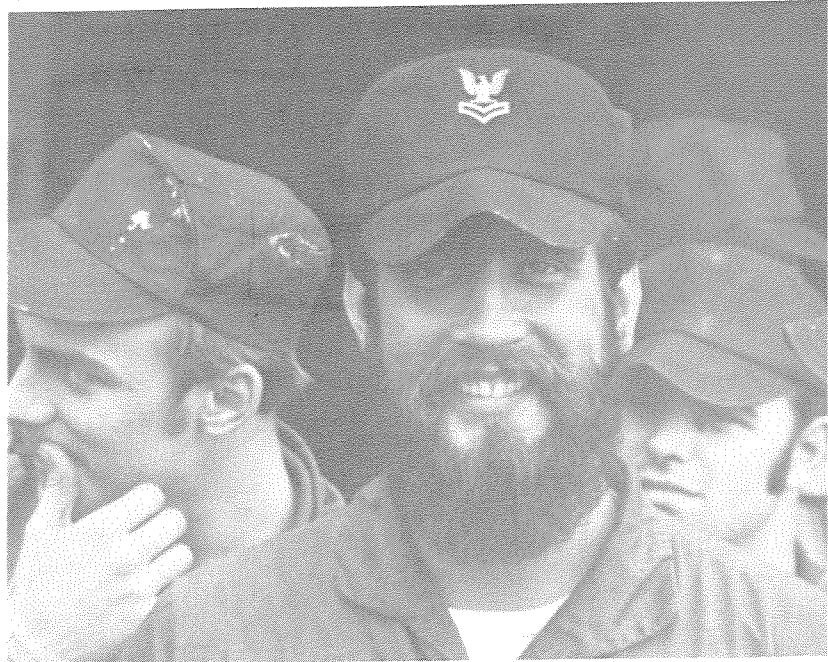
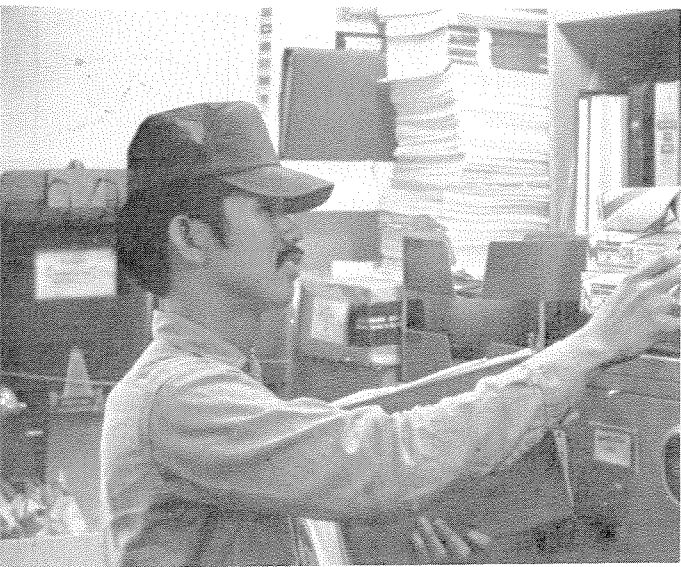
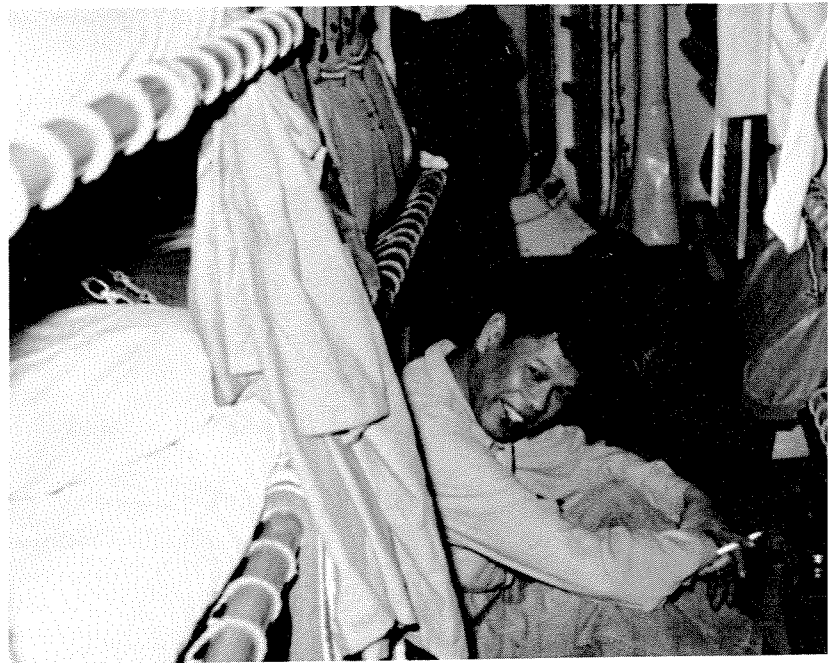








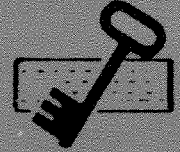
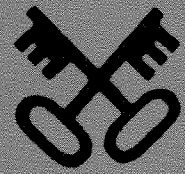




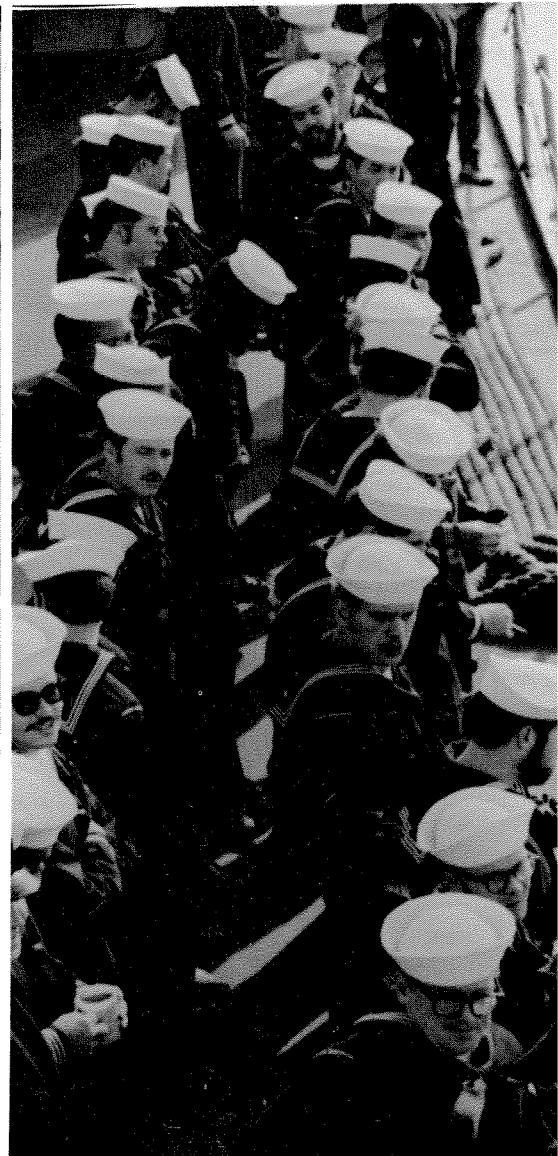




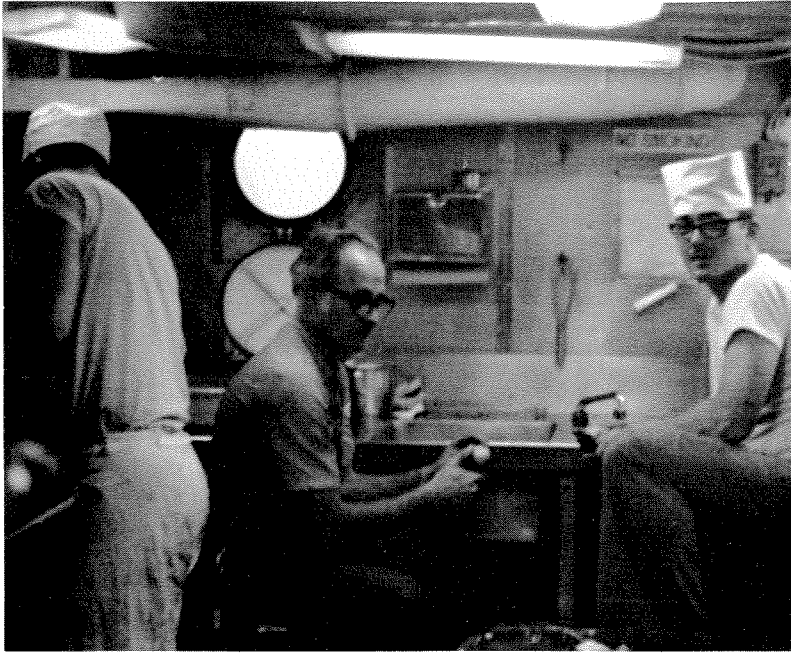
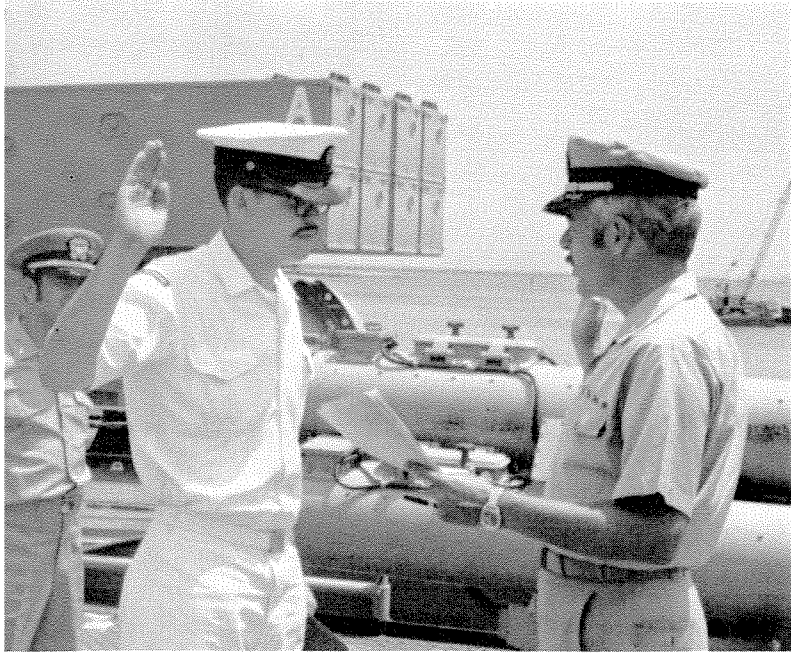
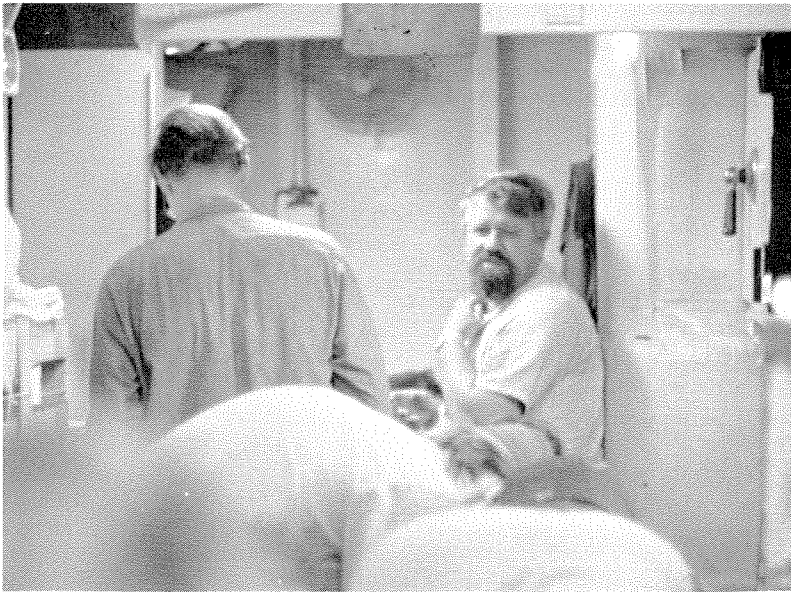
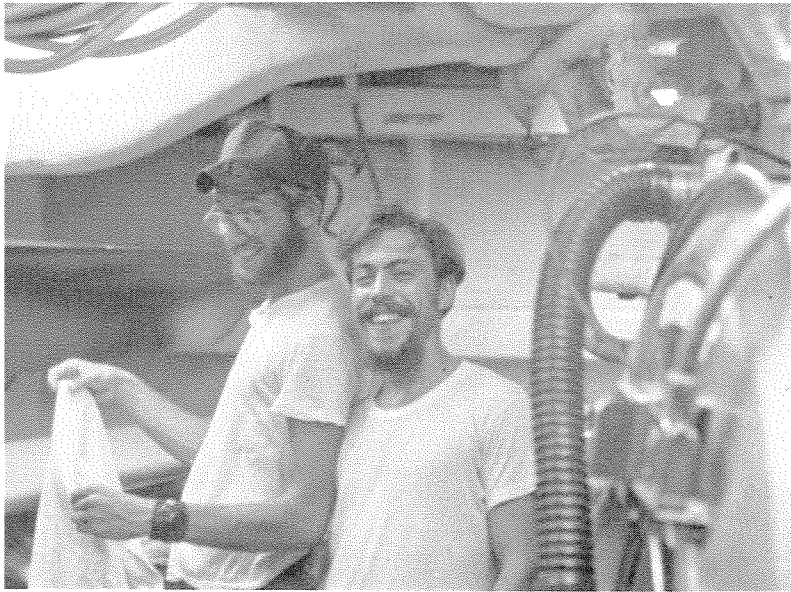
ENSIGN George Jacobs  
SUPPLY OFFICER



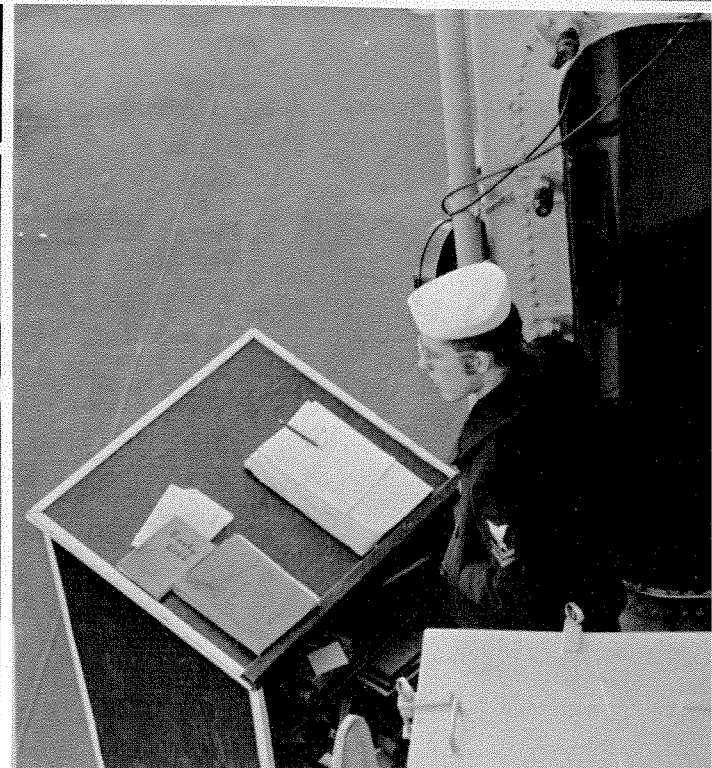
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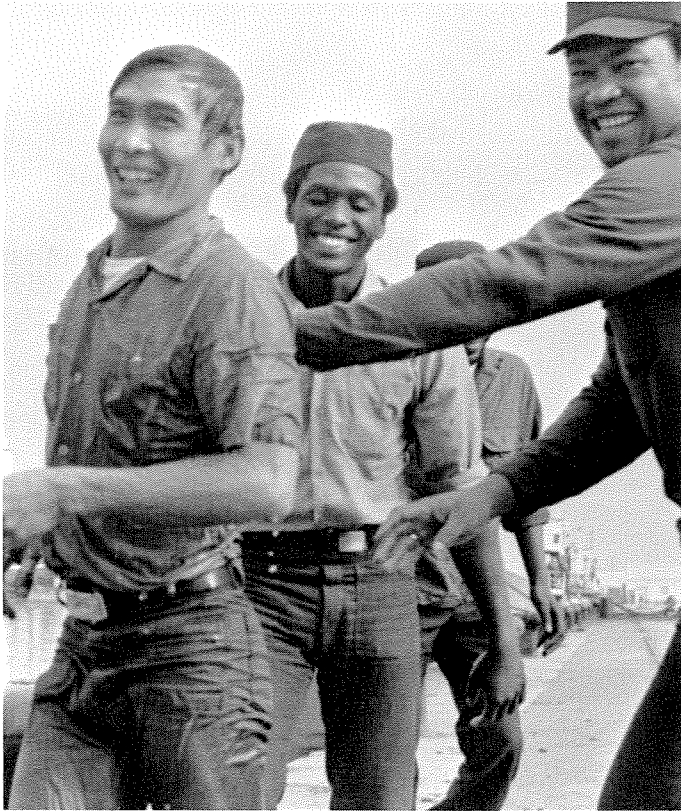




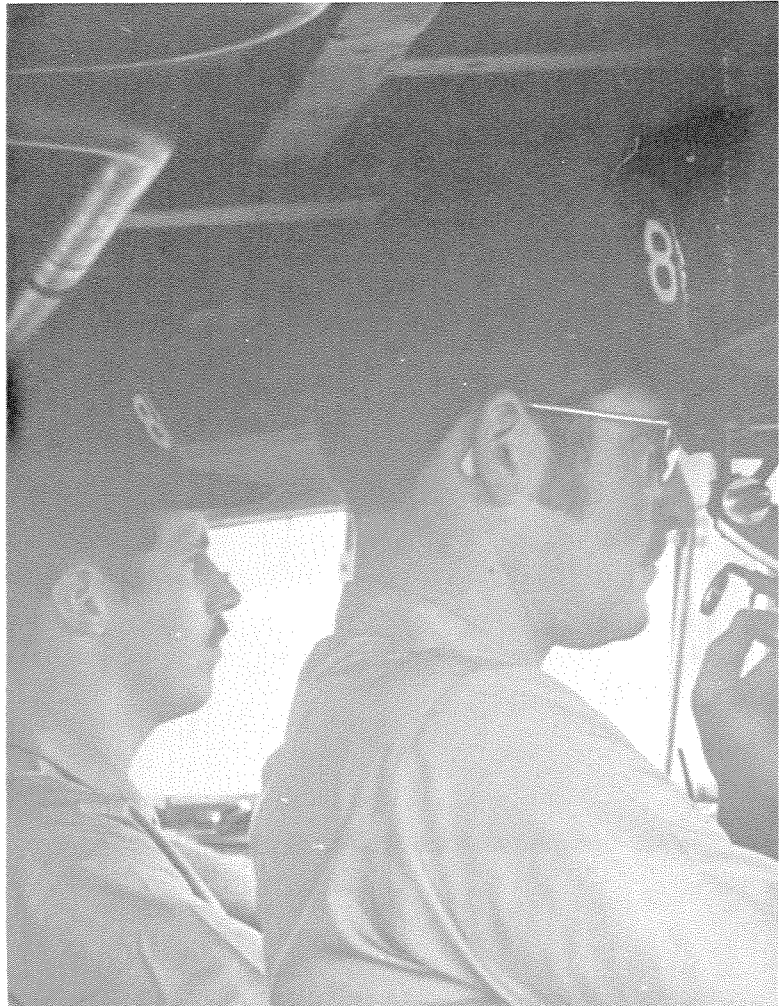




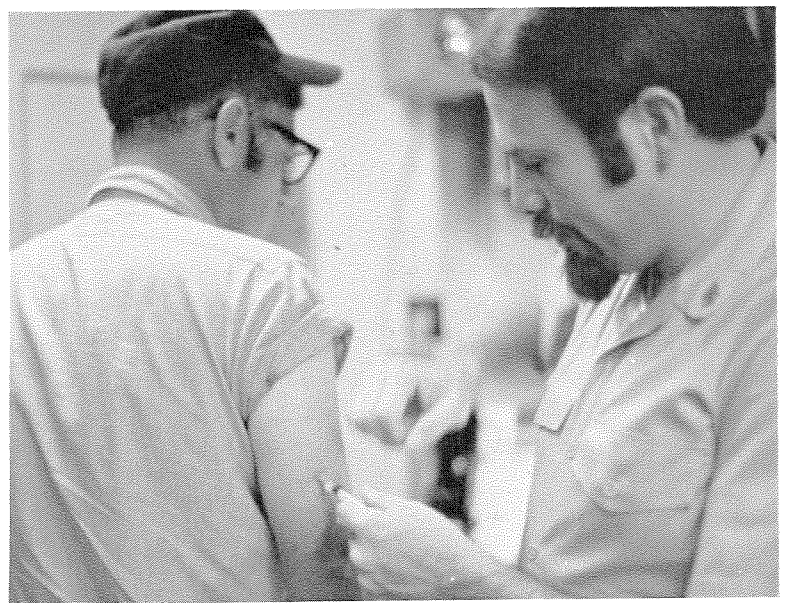
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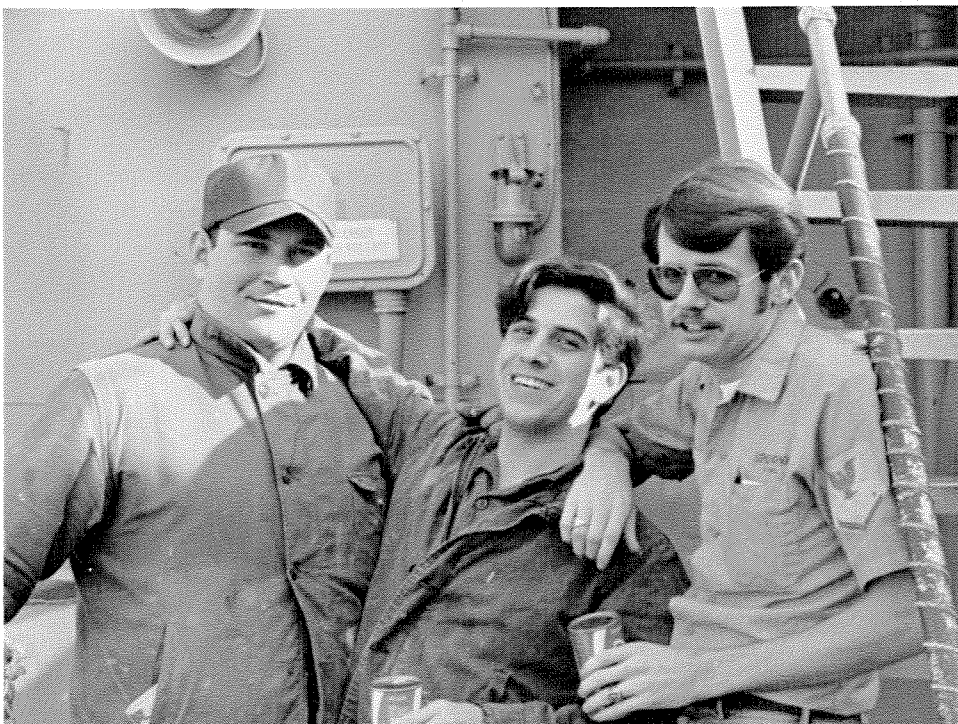
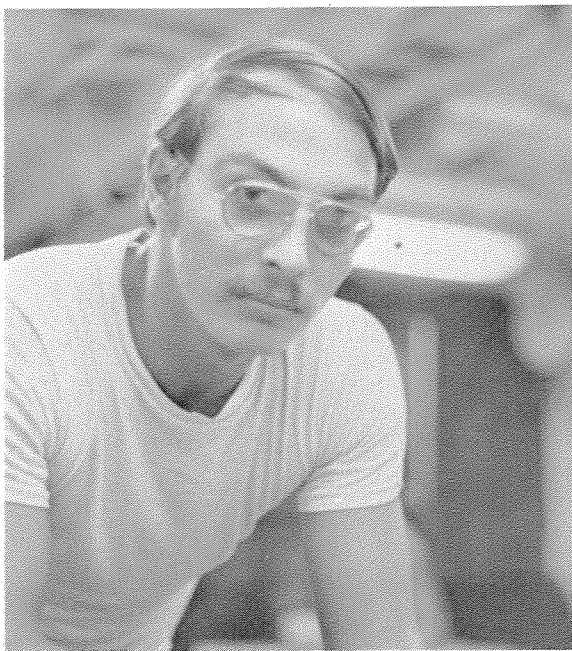
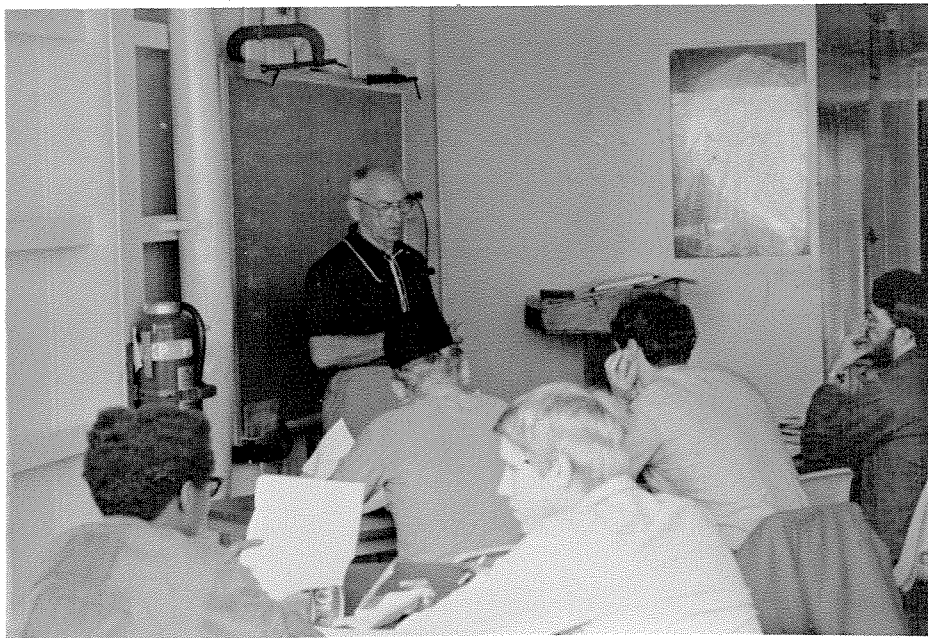






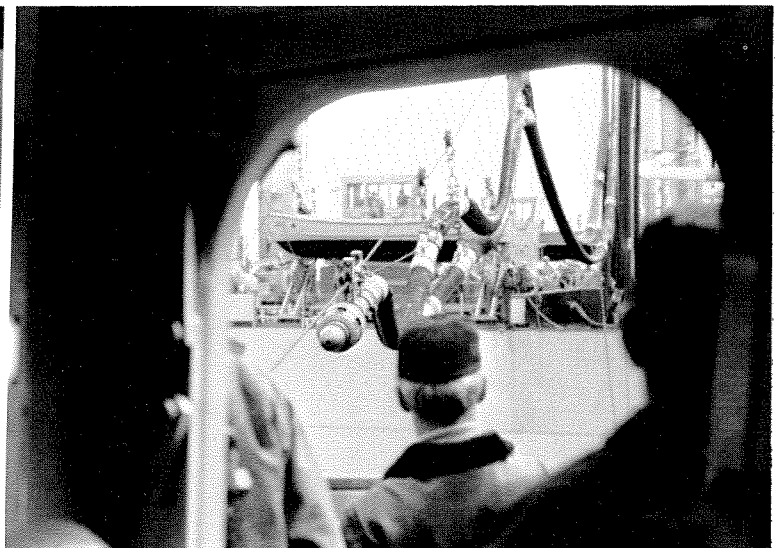
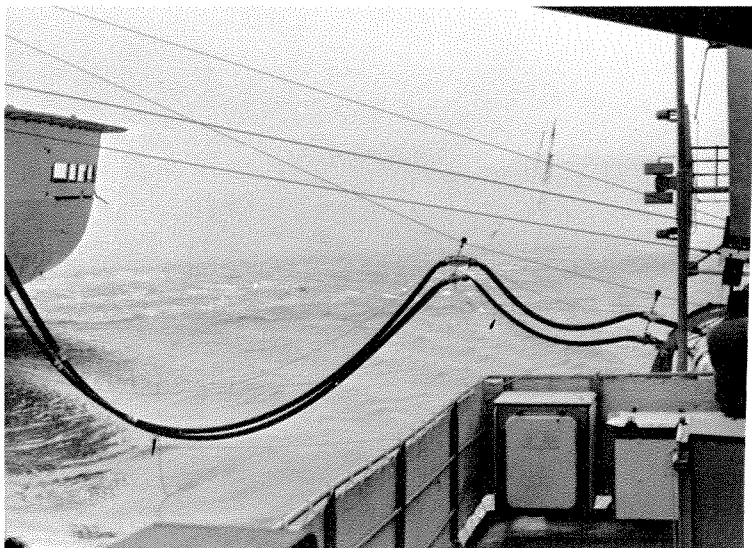
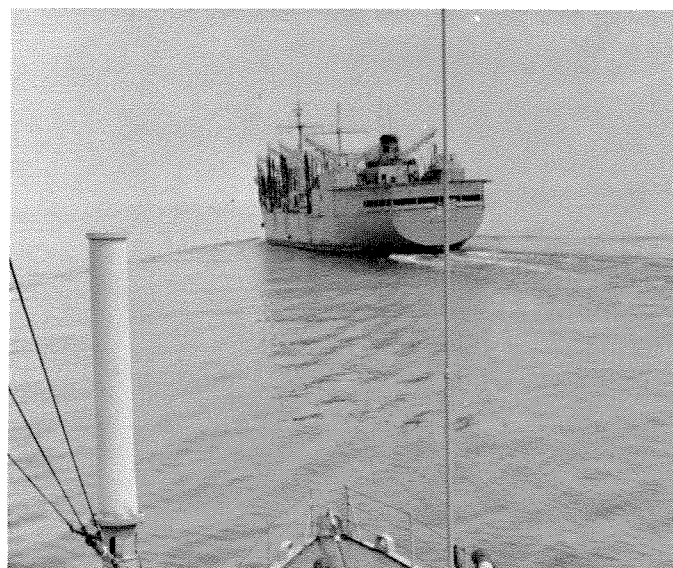








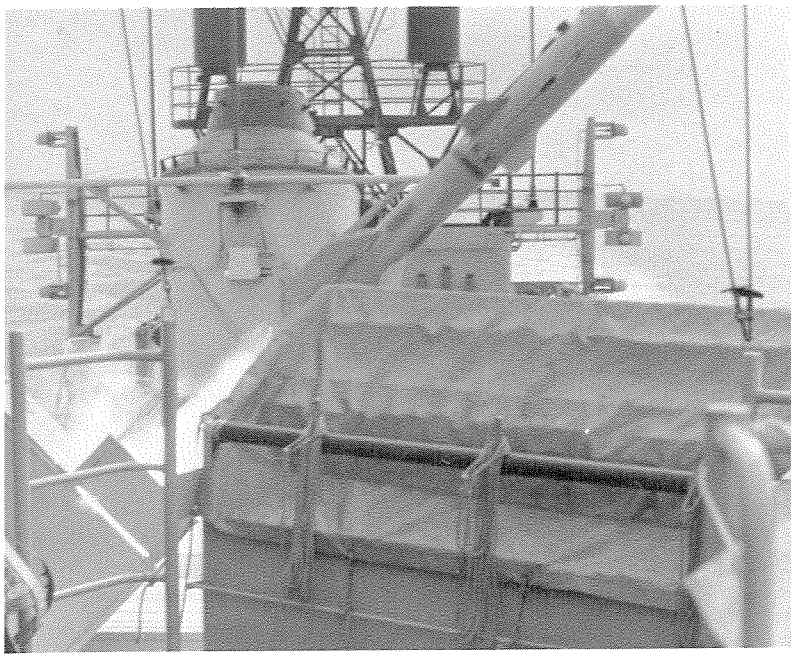
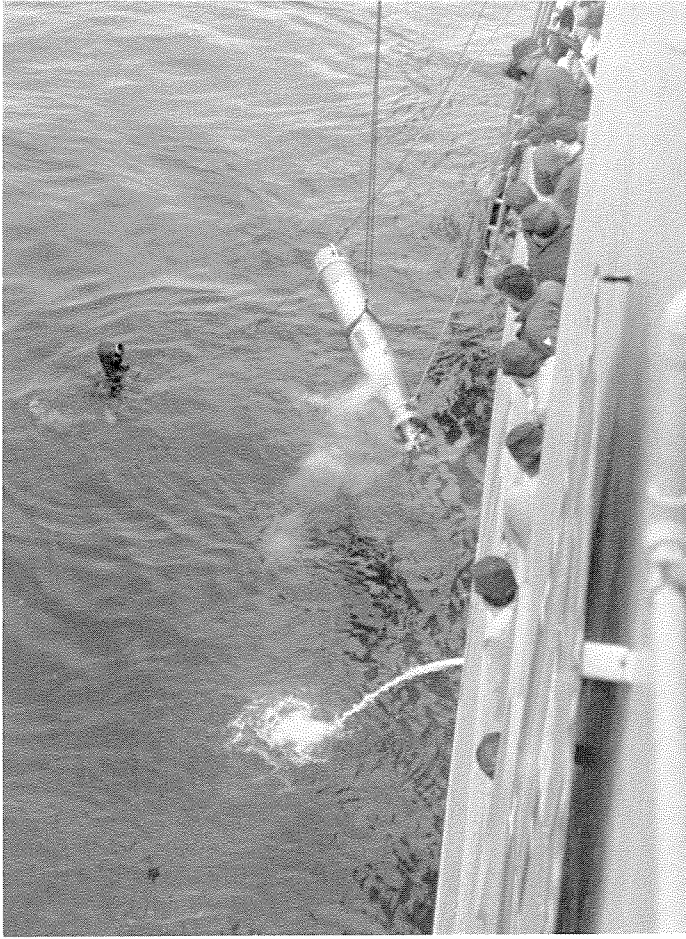
# NOW SET THE REFUELING DETAIL



# 007 IN ACTION!



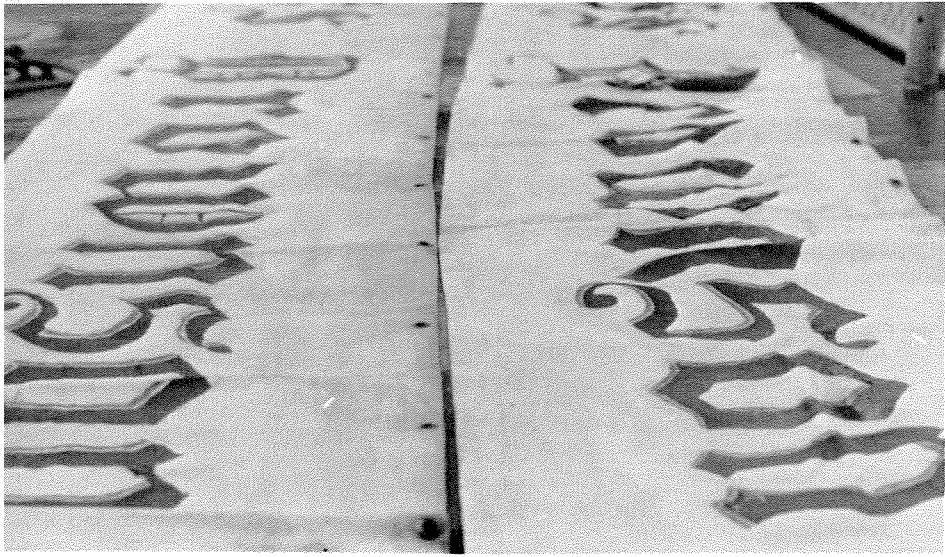




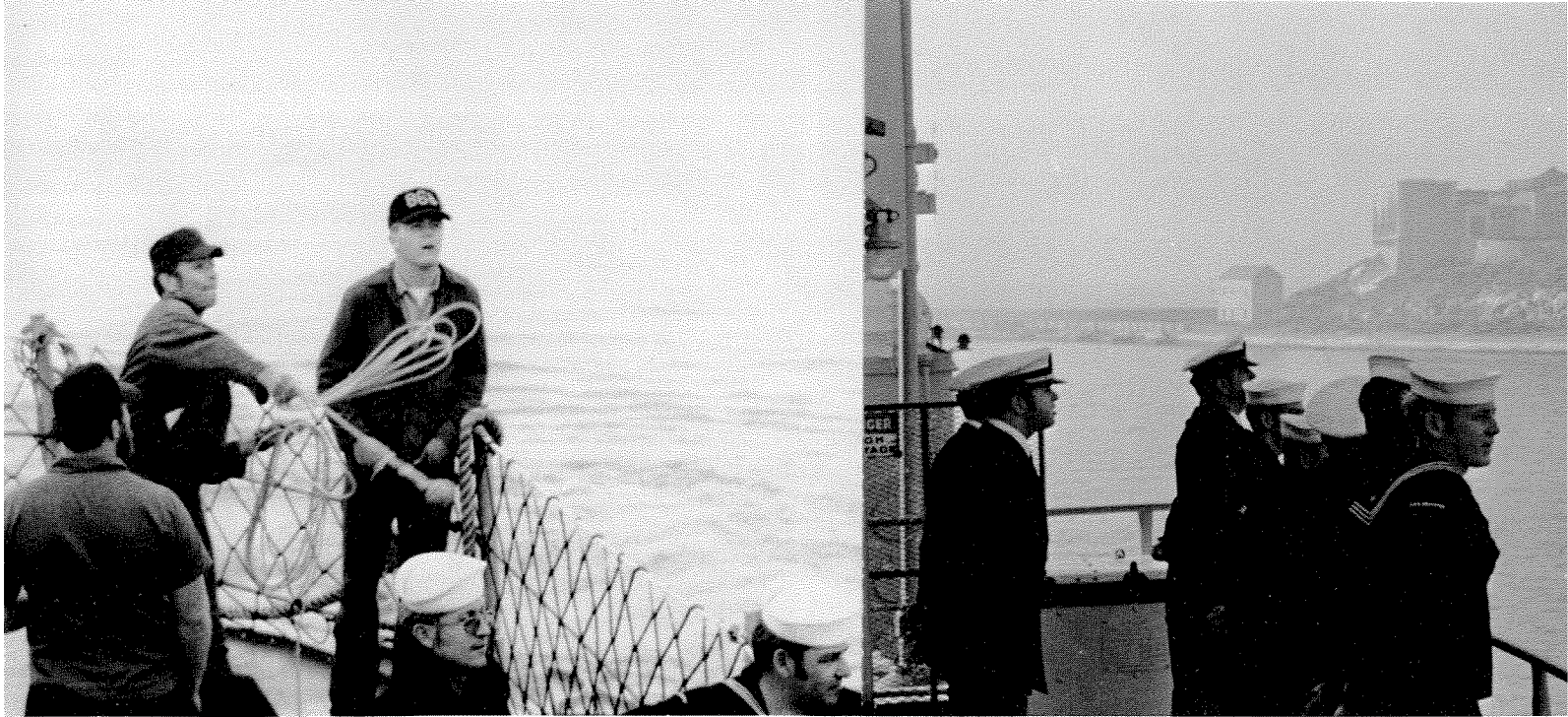
**CONDITION I AS  
THE BROWNSON BIRDS  
OF PREY  
CLAIM ANOTHER VICTIM**





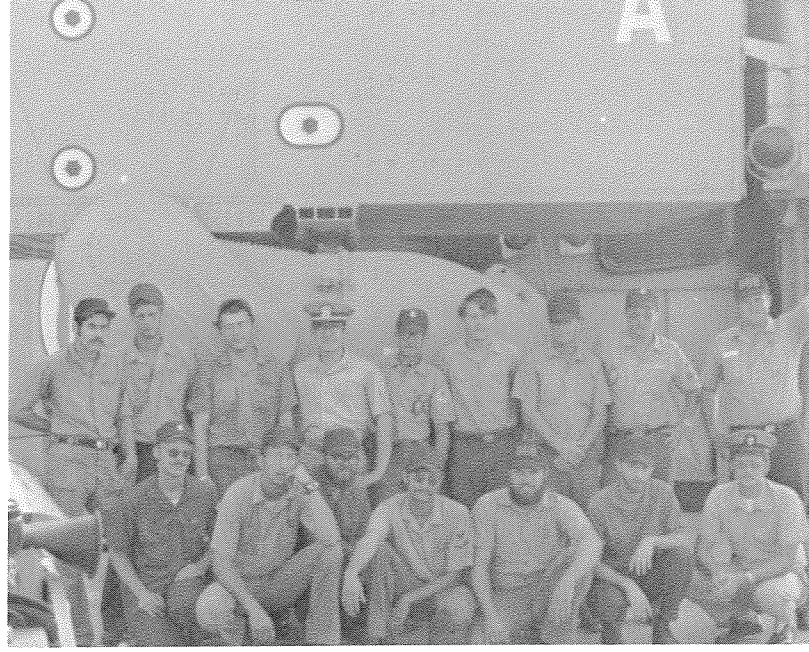
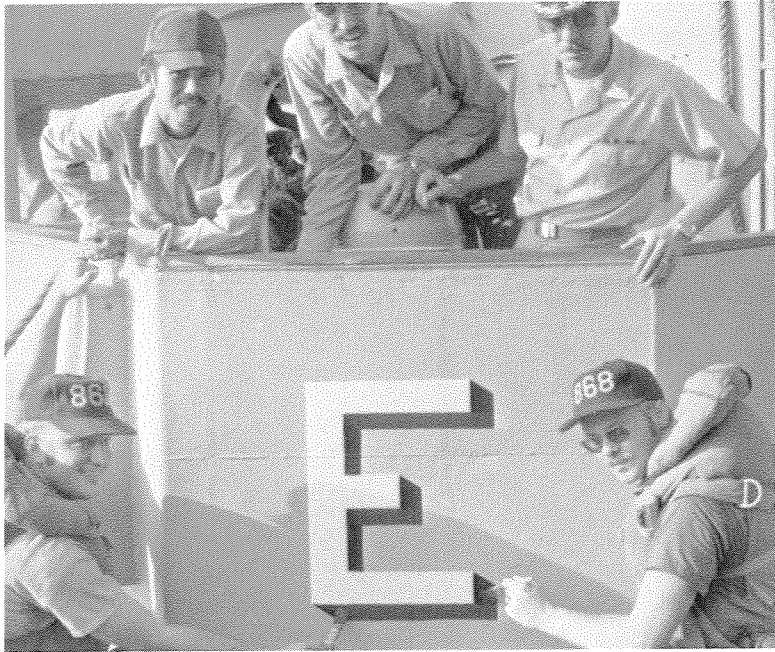


**SET THE SPECIAL  
SEA AND  
ANCHOR DETAIL...**



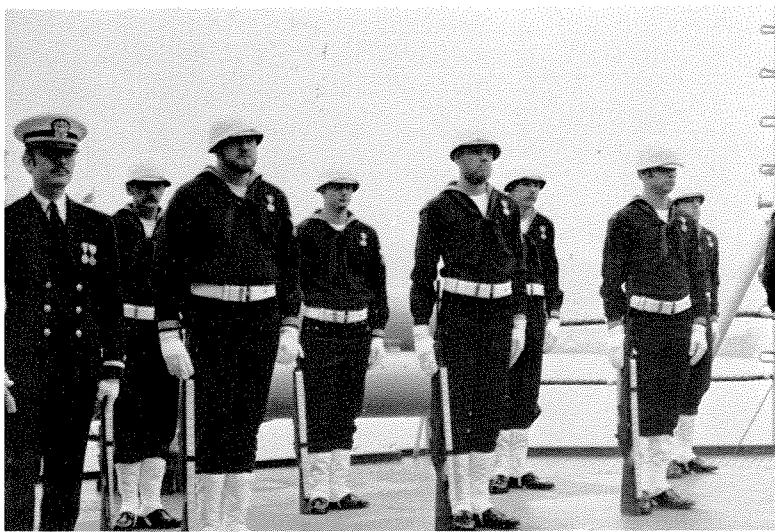


Honors and ceremonies

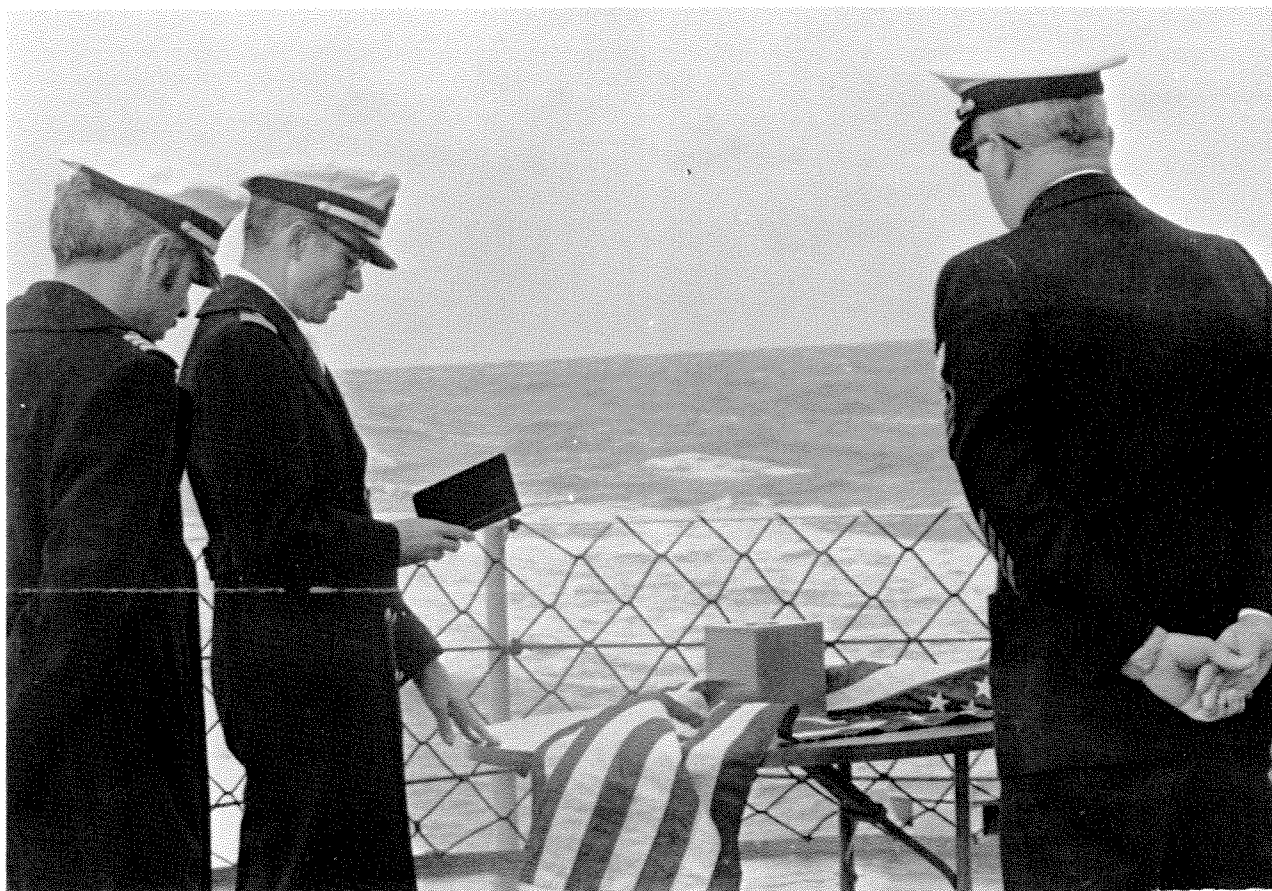


The Battle Efficiency "E"

The ASW "A"

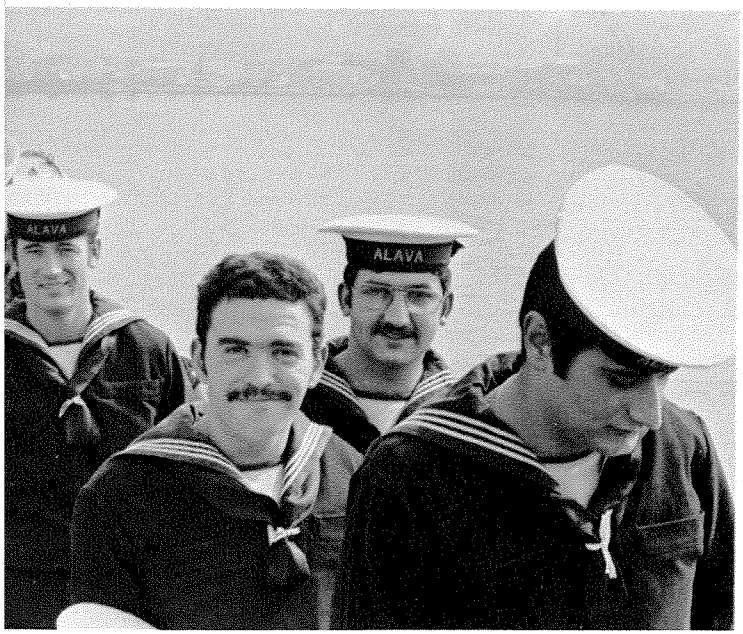
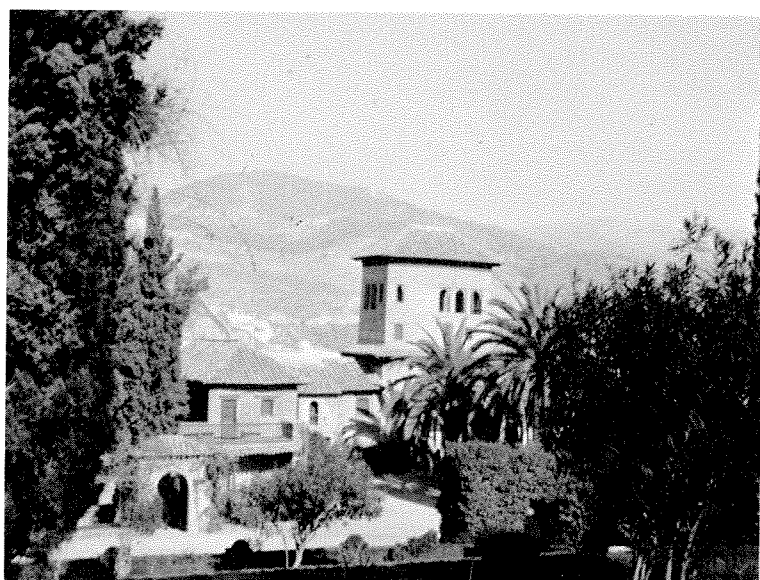


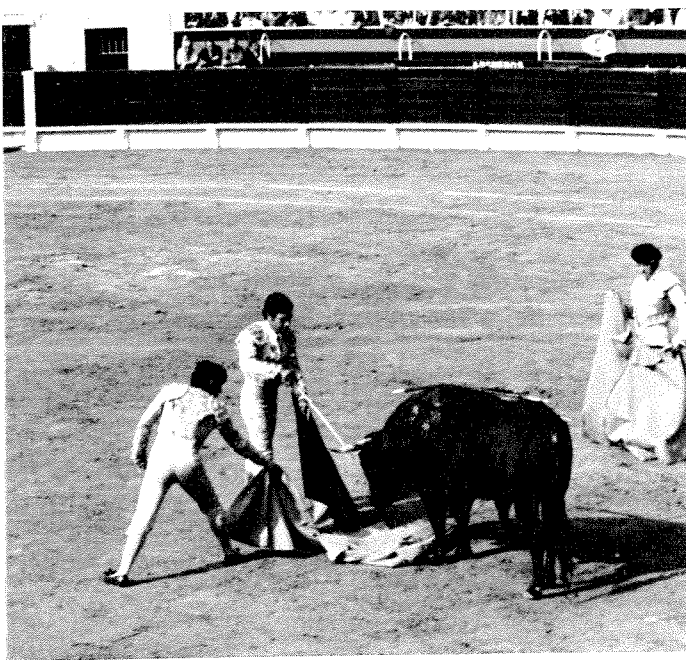
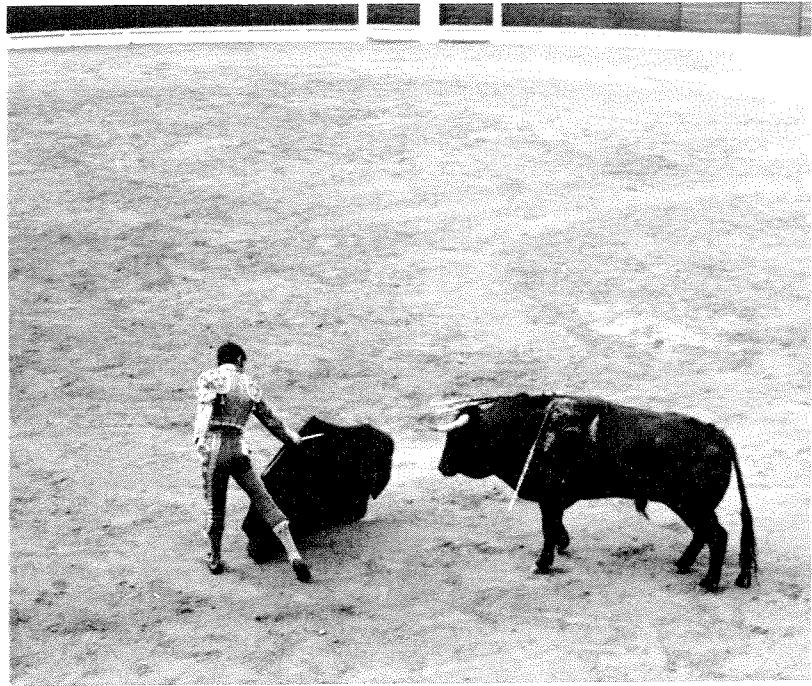
# MOMENT OF REFLECTION, BURIAL AT SEA IN THE ENGLISH CHANNEL





# THE SPANISH PORTS OF CALL— ROTA, CARTEGENA, MALAGA, PALMA







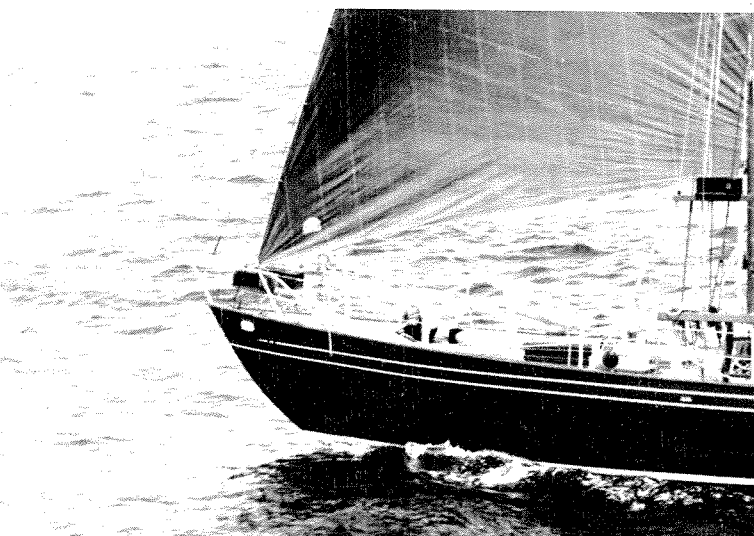
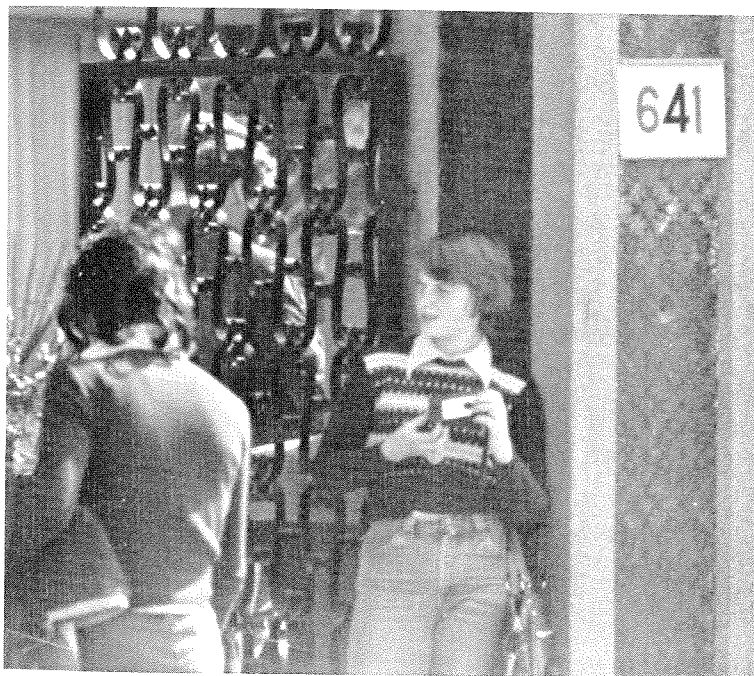
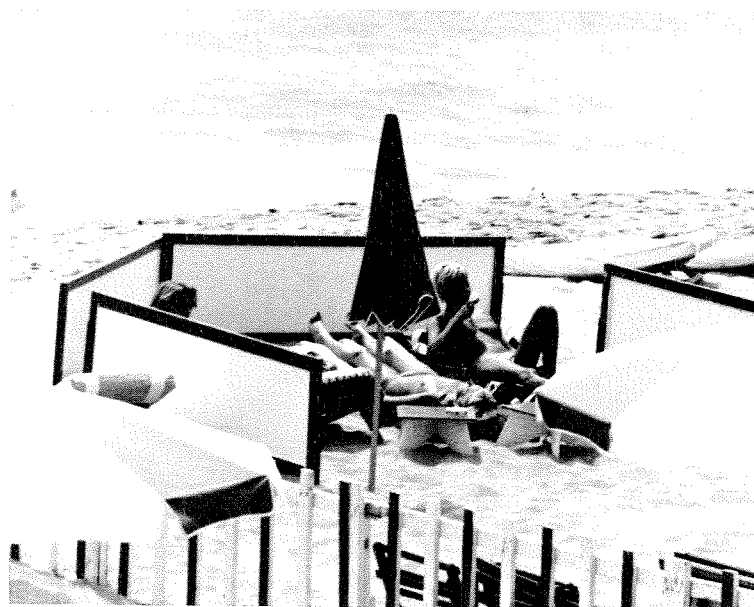
# HOLLAND



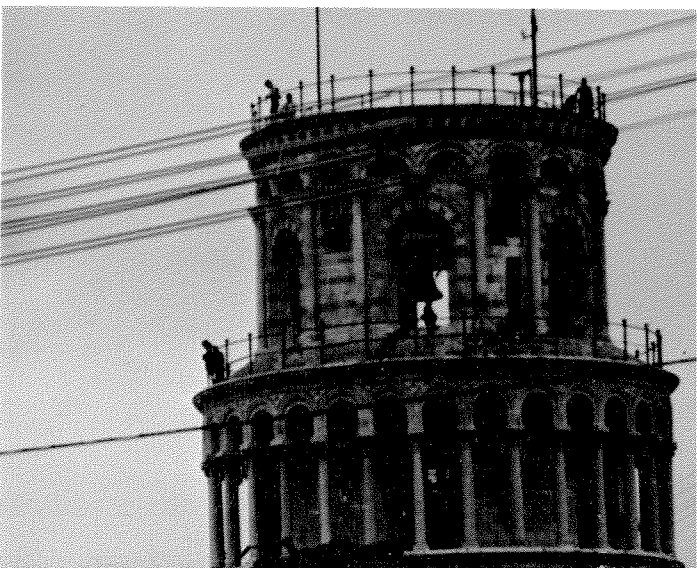
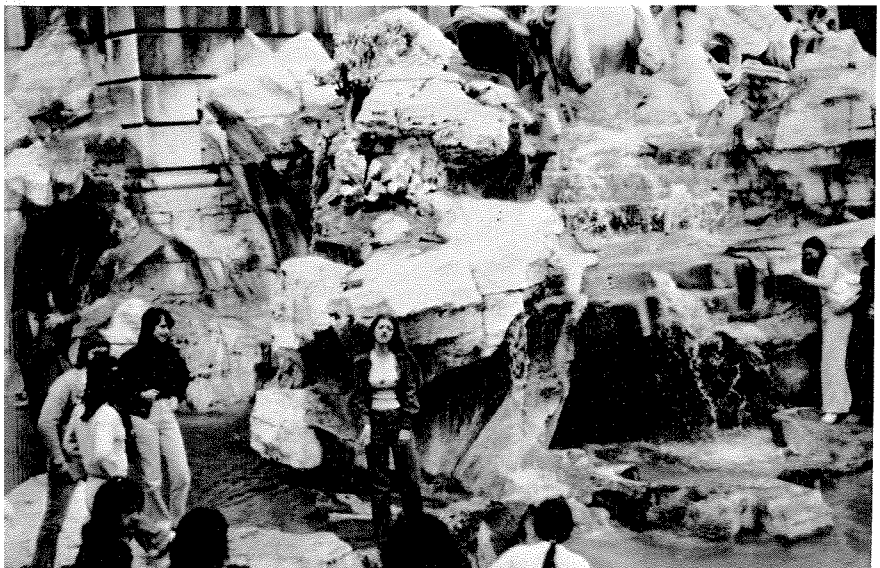




# CANNES, FRANCE



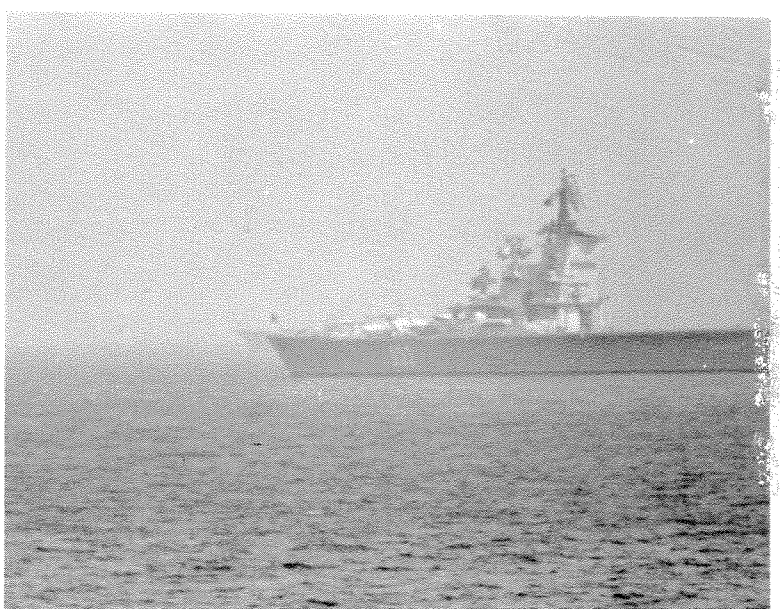
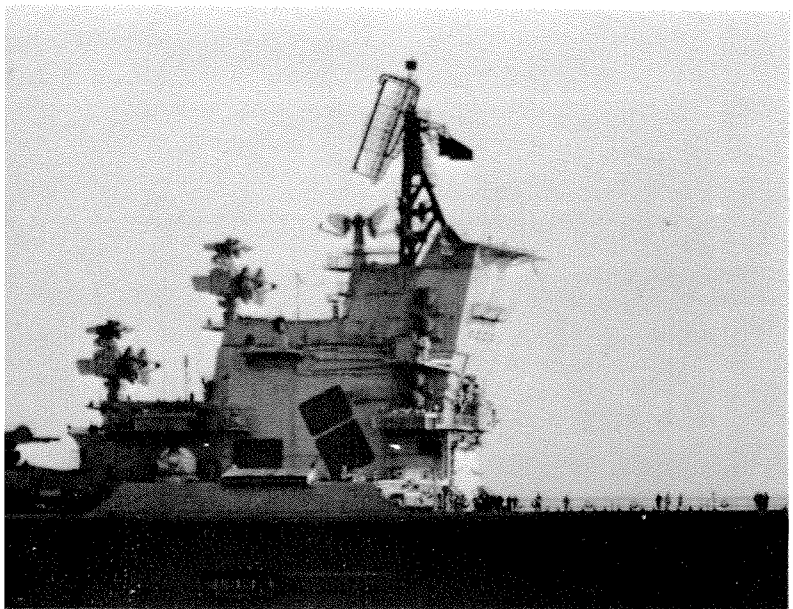
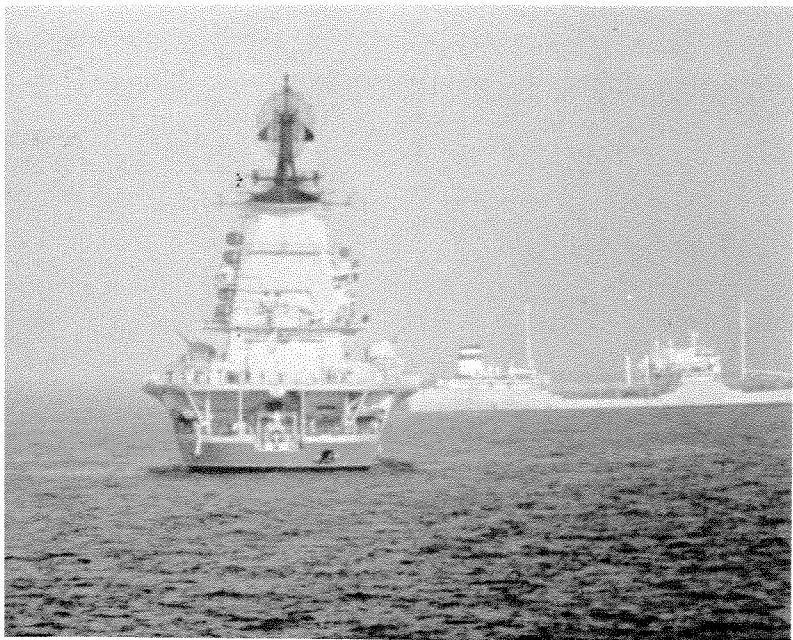
# ROME, ITALY





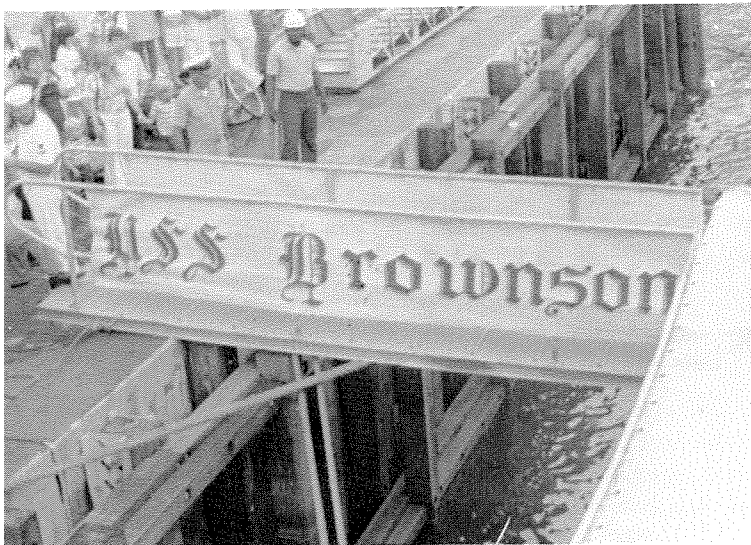


# SURVEILLANCE . . . A RUSSIAN ANCHORAGE

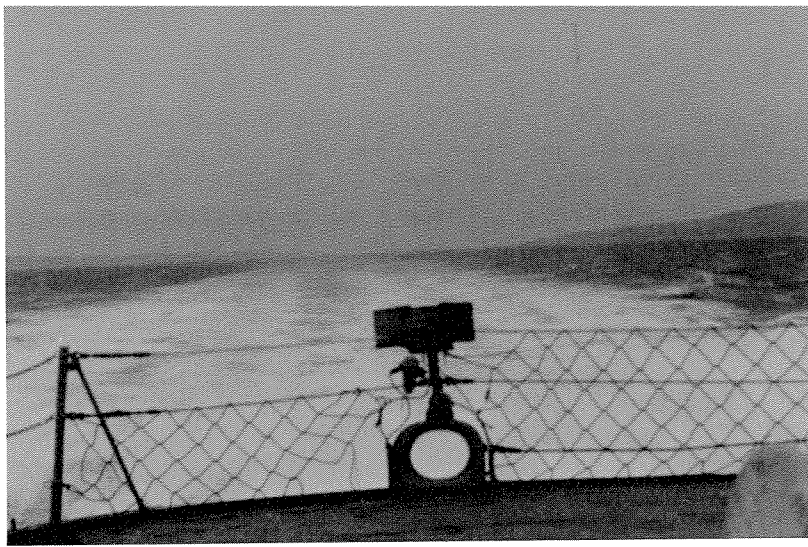




# THE BEST PORT . . . MAYPORT!







Whether you work to keep her going, or try to put her down, this is what this old ship is to me:

For two and a half years I have seen this old ship work, play, and just sail the Ocean.

Storms have tried to tear her apart. She has patches and scars that left memories for us to remember in the years to come. 40, 50, 60 foot swells, or waves have tried to put us out of the seas. She is just like an old horse that keeps plugging away, for she knows that her crew must get back home to their loved ones.

Trouble is not new to some of us. The new are learning fast. We have lost power, steering. Fires are always a threat, but we have only a few to remember. We have had our share of trouble in storm as well as in the calm waters. We just repair the damage and hit the sea again.

I have seen part of her crew cut her down, but when it comes to keep her going or a new paint job, in a small amount of time she is the beauty of the sea again.

Commitments were never too great, for this Work Horse or the Crew. In war games we brought her through successfully. Test we have done, were "Job Well Done". In time of distress signals, the Top Runner was on its way to lend a helping hand. In storms or calm seas she is ready to do the task that is to be done.

We have had our share of personal problems, Captains Mast and etc. But if you look inside of these men, you will find a new man. One who puts that little bit more effort to work out, for others as well as himself and the ship, in time for inspections or to sail the sea. Unreps, VEREPS, and refueling are great examples, the Captain has always given his "Job Well Done" to the crew.

We have had, outsiders that have cut us down. Well all that I can say is that after the inspection, commitments, or a liberty port, we are flying our colors high. We have come out in tops in Gun Shoots as well as other exercises. We have won races with the toughest ships. Yes we will be on top, until we put the Old Top Runner to rest for good. The rest she is long past due.

She leaks, she shutters, steam leaks out of the pipes, peanut butter and jelly sandwiches becomes our diet in storms, fresh water is scarce, she rocks and rolls. But with swabs and pails, a patch, cooperation from the crew, and a few bruises, along with a prayer to God we keep her in condition for the next commitment.

You see I know that God will give his helping hand to bring the Old Top Runner home. I have two sons and you have loved ones that are waiting on the pier for us. Can we disappoint them?

Lets keep up the work and play, for the Top Runner of the Seas. And bring her home, the same way we left.

From A BROWNSON Sailor  
To The Captain

# TULIPS

**From Italian Embassy:** Italian Embassy has expressed deep gratitude and appreciation to all United States participants for their outstanding contribution to the at sea rescue, by helicopter from Nas Rota, of seamen from burning Italian Merchant off Kenitra. USS BROWNSON is to be commended for its efforts in successfully guiding the aircraft to the Merchant. This extraordinary example of humanitarianism carried out under hazardous and trying weather and visibility conditions was accomplished in the finest traditions of Naval Service.

**From CTF 61 to USS BROWNSON:** Your naval gunfire and other support has enhanced not only BROWNSON'S readiness but also that of Sixth Flt Amphibious Force. Your spirit and professionalism and proven ability to support task force 61 and 62 are just what we need more of, well done!

**From CINCUSNAVEUR to BROWNSON concerning participation in U.S./Dutch Sonar Project:** Your highly professional and enthusiastic participation in subject OPS contributed greatly to their successful completion. Well done.

**From CTF 67 report on international week:** USS BROWNSON had the highest level of ASW activity; more than all other air and sea units combined.

**From COMSIXTHFLT to USS BROWNSON:** Refs A and B (International Week reports) added to your impressive ASW performance during this deployment. Please extend my compliments to your spirited and competitive ASW team for their outstanding contribution to Sixth Fleet readiness. VADM Murphy.



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