

DECOMMISSIONING CEREMONY



USS BROWNSON DD-868

**Decommissioning
of
United States Ship
BROWNSON DD-868**



**30 September 1976
Mayport Naval Station
Mayport, Florida**



CAPTAIN WILLIAM B. LATHAM, USN

Captain LATHAM enlisted in the Navy early in World War II and served in the Pacific at Guadalcanal in the Consolidation of the Solomon Islands and in the invasions of New Georgia and Bougainville, and the battle of Empress Augusta Bay. In 1944, he returned to the U.S. to commission a new ship, then spent the remainder of World War II in the Pacific Campaign. In 1945, at the age of 20, he became one of the youngest men ever to attain the rate of Chief Petty Officer in the Navy.

While a CPO, Captain LATHAM served in the new ships USS OKLAHOMA CITY and USS SHANGRI-LA, then served as an instructor in engineering subjects for several years at Great Lakes, Illinois. He was promoted to Warrant Officer in 1952 and to Ensign in 1953.

As a junior officer, Captain LATHAM served as the Engineer Officer in USS RYER and USS AFDB-1, and as the Engineer, then the Operations Officer in USS WARRINGTON. As a Lieutenant in early 1958, he was one of the first officers in the destroyer force to be formally examined by a command qualification board for the designation "Qualified for Command of Destroyers". In 1960, he earned a BS degree and concurrently completed the General Line School at the U.S. Naval Postgraduate School, Monterey, California. In 1961, he completed nuclear power training and qualified as a Chief Operator of a nuclear propulsion plant.

From 1961 to 1963, Captain LATHAM was the Engineer Officer in the pre commissioning detail and commissioning crew of USS BUCHANAN, a new class of guided missile destroyer. His following two years were spent in the Engineering Department of USS LONG BEACH, the first nuclear powered cruiser. In the fall of 1964, he participated in Operation Sea Orbit, an unreplenished circumnavigation of the world by Nuclear Task Force One, and was commended by the Secretaries of the Navy, Defense and State.

After a tour as Executive Officer in the destroyer USS HALSEY POWELL, Captain LATHAM completed a tour in the office of the CNO, served for over two years in command of the destroyer USS FORREST ROYAL, then returned to Washington, D.C. as the OINC of the SECNAV Management Information Center, for which he was commended by the Secretary of the Navy.

In 1972, Captain LATHAM was selected to be first Senior Member of a 1200 PSI Propulsion Examining Board and was ordered to the staff of CINCLANTFLT in that capacity. He subsequently instituted Propulsion Examining Board procedures which were adopted Navy wide and earned the Meritorious Service Medal for his accomplishments.

In his most recent assignment from May 1974 to February 1976, he has served in Washington, D.C. as the Project Manager for the Navy's Steam Propulsion Plant Improvement Program, a major project designated by the CNO as an equivalent to a major command.

Captain LATHAM is married to the former Merlaine Gould of Bremerton, Washington. They have two children.



LIEUTENANT COMMANDER ROBERT J. JACKSON, USN

Lieutenant Commander Robert J. JACKSON enlisted in the Navy in 1952. His first assignment was to USS LAKE CHAMPLAIN (CVA-39) during which he saw action in the Korean war. Upon completion of Electronics Technician Class "A" School he was assigned to USS BENNINGTON (CVA-20). In 1956 he was assigned to Electronics Technician Class "B" School. This tour was followed by consecutive assignments to USS KIOWA (ATF-72), USS NIPMUC (ATF-157) and the U.S. Naval Submarine Base New London, Connecticut.

He was commissioned as a Limited Duty Officer (Electronics) in 1962 and his first tour of duty as a commissioned officer was in USS LUCE (DLG-7) where he served as Electronics Material Officer. In 1964 he was assigned to the staff of Destroyer Squadron EIGHT where he served as Operations Officer and Electronics Warfare Officer. In 1965 he augmented to Unrestricted Line Officer. In 1966 he was assigned to the Sub Board of Inspection and Survey as Operations and Navigation Inspector. In 1968 he was assigned to duty in Vietnam as a Naval Advisor. This was followed by tours in USS WILLIS A. LEE (DL-4) and USS HUGH PURVIS (DD-709) as Operations Officer/Navigator. In 1972 he was assigned as Operations Scheduling Officer of the staff of Commander Cruiser Destroyer Force, U.S. Atlantic Fleet, which later became Commander Naval Surface Forces, U.S. Atlantic Fleet in 1975. He has been awarded the Bronze Star, Combat Action Ribbon, Meritorious Unit Commendation Ribbon, and the Good Conduct Medal.

Lieutenant Commander JACKSON and his wife Lucy, have three daughters: Allison, Jill, and Debra; and three sons: Kenneth, Chris, and Bruce.

**COMMANDING OFFICER
LIEUTENANT COMMANDER ROBERT J. JACKSON, USN**

**EXECUTIVE OFFICER
LIEUTENANT M. A. COBLE, JR. USN**

SHIP'S OFFICERS

LT P.T. WELSH	ENGINEERING OFFICER
LT M.L. ARTHUR, JR.	WEAPONS OFFICER
LTJG J.G. PULLEN	OPERATIONS OFFICER
LTJG R.W. VER VOORN	DAMAGE CONTROL ASSISTANT
LTJG R. LYNCH, JR.	COMMUNICATIONS OFFICER
LTJG L.J. MAY	ANTI-SUBMARINE WARFARE OFFICER
LTJG J.M. ZEIGLER	GUNNERY ASSISTANT
ENS J.M. MORGAN	MAIN PROPULSION ASSISTANT
ENS R.G. ZIMMERMAN	SUPPLY OFFICER
ENS N.E. TOLLESFRUD	FIRST LIEUTENANT

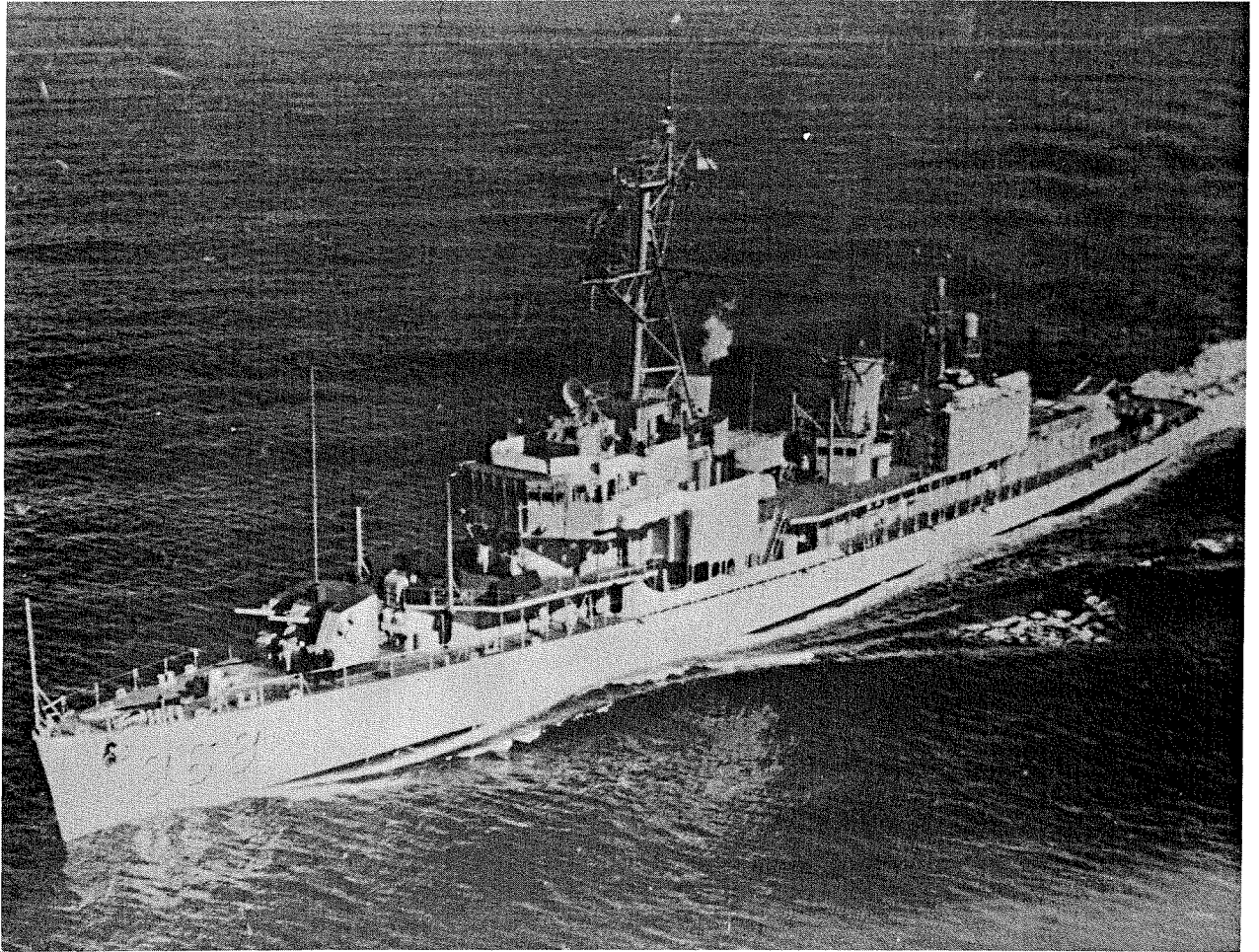
SHIP'S CHIEF PETTY OFFICERS

SENIOR CHIEF MACHINIST MATE F.F. BARDOL
CHIEF MACHINIST MATE R. DEVINE
CHIEF GUNNERS MATE "GUNS" G. HULLIBERGER
CHIEF HOSPITAL CORPSMAN SIM

CHIEF OPERATION SPECIALIST D. DOHERTY
CHIEF OPERATION SPECIALIST J.L. DELANEY
CHIEF STOREKEEPER C.L. HALL

SHIP'S CREW

QM1 LIEN	MM2 ENNOCENTI	EM3 DOMANSKY
SM1 VAN BILLIARD	DK2 STANLEY	SM3 VARNADOE
SK1 WILSON	STG2 McFARLAND	OSSN SANTA
YN1 CROSS	MM2 GREENE	OSSN STANLEY
HT1 TACKITT	EM2 BROWN	ETNSN SITLER
BT1 TRUMPOWER	GMG3 MOORE	FTGSN WOZNIAK
MM1 McCREARY	ETN3 HANDFIELD	SMSN NEWTON
HT1 KRAUS	GMG3 SHEEHAN	YNSN MILLER
HT1 KOEPKE	RM3 PROCTOR	PCSN WISE
MS1 SMITH	STG3 BISHOP	MSSN MORRISON
MM1 DAGGET	YN3 MANDOLESI	HTFN CROMER
GMT1 RODRIGUEZ	PN3 CHADWICK	HTFN HICKS
PN1 THERRIEN	BT3 CHIPMAN	ENFN SMITH
ET1 JACKSON	BT3 GEORGE	SN CHACHERE
OS2 COLE	BT3 HILL	SN CAMPBELL
GMG2 ZELLER	SH3 LUSBY	SN CRISWELL
ETR2 MORANCY	IC3 SIERRA	HTFA BRANDENBURG
STG2 CHILDERS	HT3 ATWOOD	SA FRANKLIN
STG2 ISON	MR3 VORISEK	SA JEFFERSON
HM2 CHILDERS	TM3 HOLLAN	SA WILKERSON
MS2 JIMENEZ	MM3 EASON	SA HARTLEY
IC2 ABBOTT	MM3 O'CONNOR	FA GRANT
EN2 PIMENTEL	BT3 WILLIAMS	FA BEZILA
GMG2 WILSHER	EM3 ADAMS	



HISTORY OF USS BROWNSON (DD-868)

The USS BROWNSON (DD-868), a Gearing class destroyer, 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 anti-submarine warfare (ASW); however, unlike the majority of destroyers, BROWNSON has had the added mission of the testing and evaluation of new developments. These two mission areas were often related as the bulk of these developments concerned ASW.

To enable her to carry out these missions BROWNSON is organized into four departments working under the Commanding Officer. The Weapons Department is responsible for the ship's armament, main battery and underwater fire control, the sonar, and all deck evolutions. The Operations Department is responsible for navigation, communications, gathering of tactical information, maintenance of electronic gear other than sonar and fire control, and personnel administration. The Engineering Department is responsible for the main propulsion plant, auxiliaries, such as generators and pumps, and damage control. The Supply Department is responsible for spare parts, food services, and pay disbursement. In the Navy's organization, the BROWNSON is assigned to Destroyer Squadron 24.

The second ship to bear the name, the BROWNSON is named in memory of Rear Admiral Williard N. 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 first USS BROWNSON (DD-518) was commissioned on 3 February 1943 in New York. Caught by Japanese dive bombers off Cape Cloucester on New Britain Island, she was bombed and sunk on 26 December 1943 with the loss of 108 men.

BROWNSON's design, modified over the years, has given her the ability to carry out her twin missions of ASW and of testing new developments. 390 feet 6 inches long and 41 feet at the beam, she displaces 3040 tons and carries a complement of 281 officers and crew. Her armament consists of two twin 5"/38" caliber gun mounts, six MK32 torpedo tubes, and ASROC anti-submarine rockets. Her sensors include surface search radar (AN/SPS-10), air search radar (AN/SPS-29), gunfire control radar (MK-25), electronic components which alert us to someone else's radar "watching" us (EW), and the new (AN/SQQ-23), performance and retrofit (PAIR) sonar. She is propelled by twin screws with turbines driven by 600 PSI superheated steam.

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 (VDS), (a device which lowers a sonar transducer on a cable), allowing her to search a greater depth of water than was possible with hull mounted sonar. With her VDS and with advanced weaponry, BROWNSON was able to win the award for excellence in ASW within the Development Group 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" sonar. From 1967 until 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.

Some of the secondary aspects of BROWNSON's mission are anti-air warfare, surface warfare, and shore bombardment--- using the 5"/38" guns. Additionally, BROWNSON is used to show the "flag". In instances such as the Cuban missile crisis, the mere presence of American sea power is an effective instrument of international politics.

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 crisis 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 Vietnam. 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 the numerous Mediterranean and northern European cruises made over the years, the BROWNSON enhanced the reputation of American sea power 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 Vietnam 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.

The list of BROWNSON's deployments show her fine qualifications to accept all requirements of her mission. Advanced weaponry, particularly in the area of ASW, combined with sophisticated electronics, make BROWNSON an effective fighting ship. The ability to steam at speeds in excess of 30 knots, combined with long endurance give her strategic value in both cold and hot war situations. It is capabilities such as these that make BROWNSON exemplify the motto of the Cruiser-Destroyer Force as the versatile spearhead of seapower."