

The following documents are courtesy of:

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and the

**USS ALLEN M SUMNER (DD-692)
Website (www.dd-692.com)**

DESTROYERS PACIFIC FLEET
DESTROYER SQUADRON SIXTY-TWO
U.S.S. AULT DD698, (Flagship)
c/o Fleet Post Office
San Francisco, Calif.

ECLASSIFIED
CONFIDENTIAL

3 October 1944.

From: The Commander Destroyer Squadron SIXTY-TWO.
To: The Commander Destroyers, U.S. Pacific Fleet.
Subject: Rumors Concerning 2200 Ton Destroyers.

1. For the past four months this squadron commander has been in the unique and unenviable position of having to defend his ships against a variety of unfavorable comments, some of them unfounded criticisms and some of them the insidious damnings of faint praise. There seems to persist in too many minds (outside the ships themselves) a prevailing feeling that "2200 tonners are fine ships, but - - - -". It is time for these rumors to be scotched.

2. These are the finest destroyers that this or any other nation has ever launched. Comments on short cruising radius, speed, vibration, behavior in a seaway, effectiveness of sound gear, all of them have been heard and none of them is now true. Like nearly all other new type ships ever built, these have had some wrinkles. But the ships have completed their growing pains and are ready for any combat duty.

3. A brief summary of the fighting qualities built in the ships should convince even the skeptical. 2200 tonners have:

- (a) Twenty percent more five inch guns.
- (b) Twenty percent more 40 MM guns.
- (c) Twenty percent more 20 MM guns.
- (d) The same torpedo battery.
- (e) Seventy depth charges, more than any other anti-submarine vessel afloat.
- (f) Two thirds of the main battery forward to fight going in instead of coming out.
- (g) A 330 degree arc of fire for two thirds of the auto-weapon batteries.
- (h) The expected improved fire control radars with space already available for auto-weapon radars.

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- (i) The best and most complete combat information center yet designed.
- (j) An excellent combat bridge with the standard pilot house conning station and in addition a spacious open bridge conning station providing unrestricted air and surface visibility in any direction.
- (k) A cruising range within five percent of the 2100 ton class.
- (l) Speed within one knot of that class.
- (m) Twin rudders providing a five hundred yard tactical diameter and superb ship control.
- (n) An unusually stable gun platform lacking the snap roll characteristics so disturbing in some earlier types and unusually dry weather decks in the vicinity of the auto weapons.
- (o) The first basically designed auto-weapon sector control system grouping the 40 MM and 20 MM as an integral unit.
- (p) Excellent sound gear with two distinct improvements; a bearing accuracy of one degree and a tilting beam to maintain deep contact.
- (q) Two, instead of one, diesel electric auxiliary power sources with the second one aft and available for the steering gear and after battery power supply.
- (r) A second evaporator in the other engine room to guard against loss of all boiler water supply.
- (s) An enclosed main deck passageway extending the length of the topside structures.
- (t) Berthing spaces designed to accommodate half the personnel forward and half aft, both officers and men.
- (u) Fire fighting equipment to meet combat needs with special fire risers and manifolds forward and aft to supply eight hoses to another vessel.

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4. Little else need be said. Comments derogatory to these ships are obviously unfounded and it is hoped that none of the unfortunate impressions recently in circulation will prevent the assignment of the 2200 ton destroyers to tasks which will employ their full combat ability.

Higgins
S. H. Higgins

Serial 02189

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~~ASSIFIED~~

10 OCT 1944

FIRST ENDORSEMENT to
CDS 62 Conf. ltr. FC4-
62/A2-15 Serial 018 of
3 October 1944.

From: Commander Destroyers, Pacific Fleet.
To : Chief of Naval Operations.
Via : Commander in Chief, U. S. Pacific Fleet.

Subject: Rumors Concerning 2200 Ton Destroyers.

1. Commander Destroyers, Pacific Fleet, is forwarding this correspondence since such rumors have apparently been widespread. I thoroughly concur with the statement that - "It is time for these rumors to be scotched".
2. The early difficulties which the DD692 Class experienced, namely, the unsatisfactory bridge, failure of the intermediate shaft struts, low performance level of the originally installed CGA echo ranging gear and minor other defects - all gave birth to rumors and statements that reached this command prior to the first ship of the class entering the Pacific. Some of these statements were so disquieting that serious doubts were entertained as to the merits of the ships even before they were given a fair trial.
3. To date, some 17 ships of the class have arrived at Pearl. The inspections of myself and my Staff, the opinion of the ships themselves, and moreover, the excellent showing that the ships have made in training including gunnery and anti-submarine work, have quite convinced me that they represent a substantial addition to the destroyer force.
4. Sufficient logistical data is not yet available to completely confirm the statements of paragraphs 3(k) and 3(e) of the basic letter. The remainder of the characteristics presented cannot be disputed.
5. These ships are as yet untested in battle, and the axiom that ships are only as good as the men who fight them must be accepted; nevertheless, I feel sure that they will prove worthy. I am glad to welcome the 2200 tonners to Destroyers, Pacific Fleet.

Copy to:

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J. L. KAUFMAN

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Cincpac File

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Serial 05958

26 OCT 1944

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From: Commander in Chief, U. S. Pacific Fleet.
 To : All Type Commanders, Pacific Fleet.
 All Task Force Commanders, Pacific Fleet.
 All Destroyer Squadron Commanders,
 Pacific Fleet.
 All Destroyer Division Commanders,
 Pacific Fleet.

Subject: Rumors concerning Capabilities of 2200 ton
 Destroyers.

1. It has come to the attention of Cincpac that unfavorable comments about the 2200 ton class of destroyers have been circulating in the Fleet. Most of these criticisms are based on rumor, and are undoubtedly the result of early difficulties, which are common in any new type of ship. Unsatisfactory construction details of the bridge, failure of the intermediate shaft struts, low performance level of the originally installed echo ranging gear and other minor defects, have now been corrected.

2. Derogatory rumors concerning cruising radius, speed, vibration, behavior in a seaway, effectiveness of sound gear, etc., are unwarranted. Although these ships have not been tried in battle, their potentialities indicate that they will prove to be the finest destroyers that have ever joined the Fleet.

C. W. NIMITZ



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