Ingalls Shipbuilding

Division of Litton Industries

requests the honor of your presence

at the launching of the

Spruance DD-963

building for the

United States Navy

Saturday, the tenth of November

Nineteen hundred and seventy-three

at eleven a. m.

Central Standard Time

West Bank Facility

Pascagoula, Mississippi

Sponsor

Mrs. Raymond A. Spruance

RSVP *Uniform: Service Dress Blue*

Please present this invitation

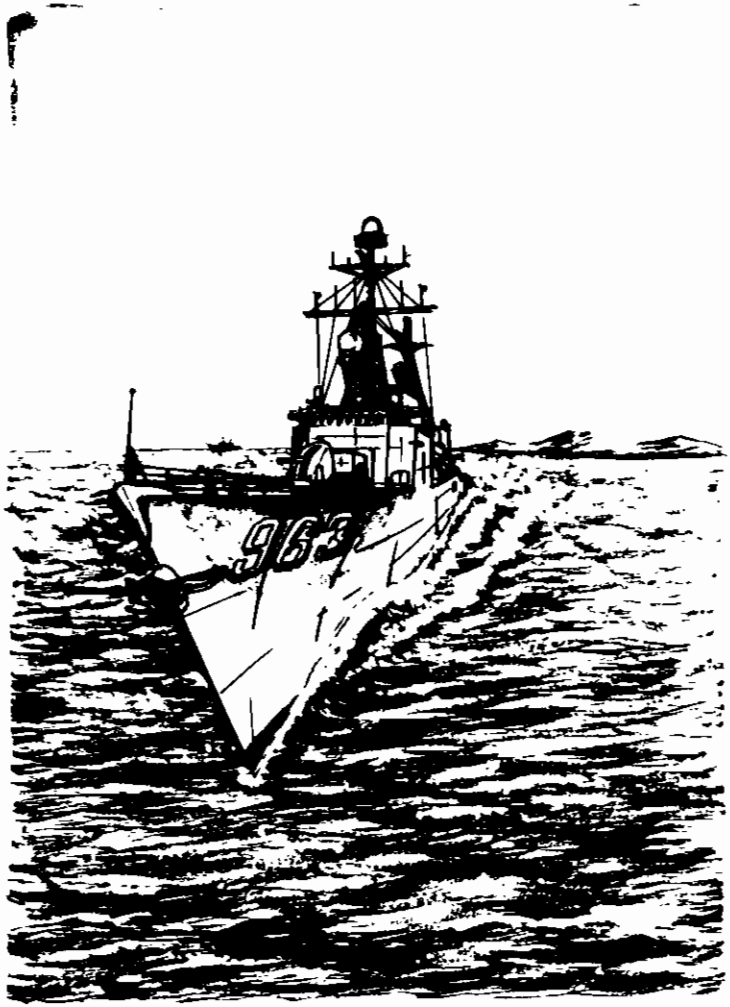
at the Main Security Gate

Launching

SPRUANCE
DD-963

U. S. NAVY
MULTI-MISSION DESTROYER

NOVEMBER 10, 1973–11:00 A.M.
PASCAGOULA, MISSISSIPPI



NAVY'S NEWEST DESTROYER CLASS

SPRUANCE (DD-963)

SPRUANCE (DD-963) is a new class of Navy destroyer developed to project and maintain America's strength on the seas of the world through the remaining decades of the Seventies and into the 21st Century.

Designed primarily for submarine tracking and antisubmarine warfare, these advanced destroyers will cope with present and future threats from nuclear attack and missile launching submarines.

SPRUANCE-Class destroyers are versatile and multi-mission, and will operate with equal effectiveness alone or in large carrier task forces. They can bombard enemy shore positions, support amphibious assaults, escort military and merchant ship convoys, perform surveillance and trailing of hostile surface ships as well as submarines, establish blockades and undertake search and rescue operations.

DESIGNED AND BUILT BY INGALLS

This new destroyer class was designed and is being produced by Ingalls Shipbuilding division of Litton Industries in Pascagoula, Miss., under a multi-year contract. This program calls for the initial production of as many as 30 ships. Ingalls has the total responsibility for producing these new vessels: from design, procurement and production to the integration and installation of extensive electronics systems.

Ingalls designed the DD-963 Class destroyers to meet all the Navy's mission requirements for the lowest total cost during the operating life cycle of the ships. In finalizing the design, Ingalls used computers to analyze many different ships on paper with varying combinations of hulls, propulsion and electronics systems and other characteristics prior to selecting the best combination.

SPRUANCE is a large ship capable of carrying a formidable array of weapons and electronics equipment at high speeds over a long range. At 563 feet 4 inches long, a beam of 55 feet, draft of 29 feet and a displacement of 7,800 tons fully loaded, the SPRUANCE-Class destroyer is almost twice as large as the destroyer of World War II.

HABITABILITY -- A KEY ELEMENT

A key element in the basic design of the new destroyer class was crew habitability and manning. Unlike the HMS PINAFORE, on the new destroyers there is no need to "polish up the handle on the big front door".

Work savers aboard include a rustproof aluminum superstructure, new tough, bright and cheerful protective paint, vinyl covered bulk-

heads, deck tiles or fireproof carpeting and many other materials have been used to practically eliminate the tedious chore of chipping and painting and scrubbing and polishing. Careful attention has also been given to lighting, air conditioning, heating, recreation, messing and berthing areas and other matters affecting the health, morale and efficiency of the crew.

Because of this attention to habitability and through the use of automation of propulsion, electronics and armament, the crew of the newly designed destroyer has been reduced to about 250 naval personnel, some 80% of the crew for a modern combat ship of similar size and lesser capability.

GAS TURBINE PROPULSION

The SPRUANCE-Class destroyers will be the first major combatant ships in the Navy to be powered with marine gas turbine engines. Four gas turbines, derived from jet aircraft engine technology, will produce more than 20,000 horsepower each to drive the destroyers at speeds in excess of 30 knots. Additionally, the ships have twin controllable, reversible pitch propellers, giving them a very high degree of maneuverability. Besides controlling direction of the ship, the pitch of the propellers can be changed to achieve maximum efficiency for long range cruising, or for maximum silence during antisubmarine warfare missions.

SENSORS AND ELECTRONICS

The heart of the SPRUANCE-Class destroyer — its submarine surveillance and detection sonar — is located in a large bulbous dome at the bow of the ship. This long-range hearing device, the most advanced in the Navy, will detect, identify and track multiple underwater targets. With its higher power and improved signal processing, the new sonar is the first in the Navy to be linked directly to digital computers, thus increasing swift, accurate processing of target information.

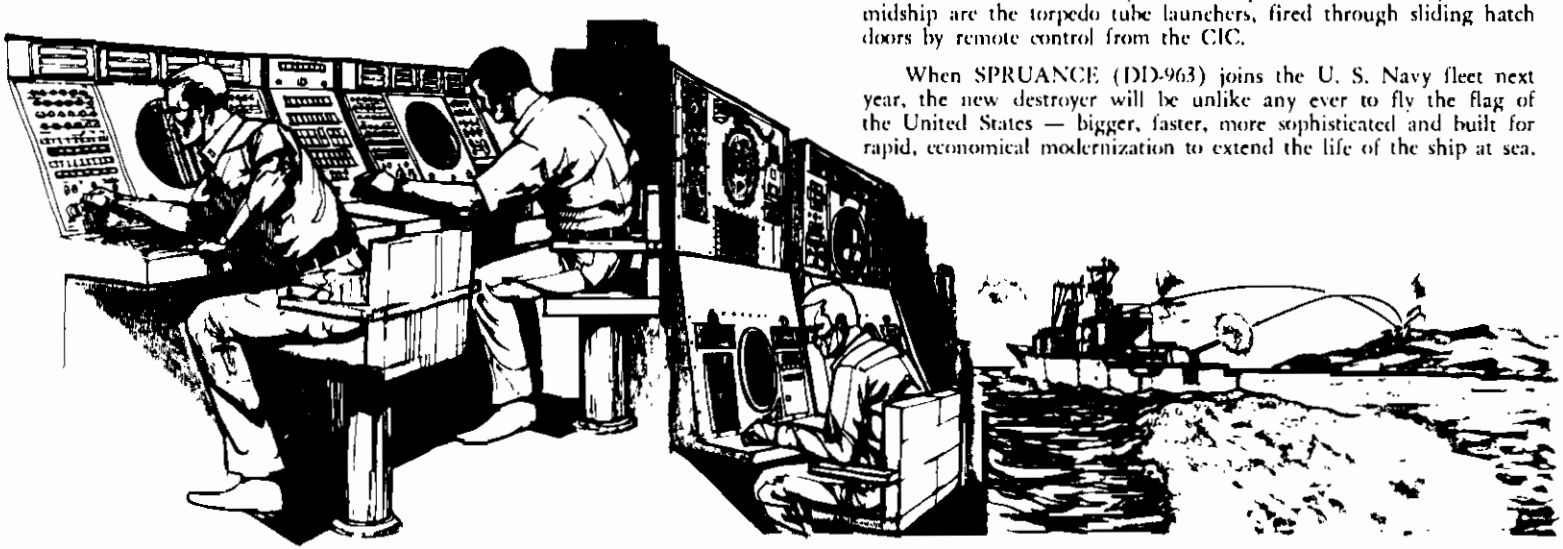
Other sensing devises aboard the multi-mission destroyer include the weapons fire control system which electronically aims and fires the ships' weapons; surface and search radars; and the electronic detection and tracking systems.

ARMAMENT

The armament aboard the new class destroyers consists of two Mark 45 lightweight 5-inch guns, ASROW (antisubmarine rocket) launcher, torpedo tubes and helicopter for ASW detection and targeting.

The Mark 45 gun, one mounted forward and one aft, is a new Navy developed weapon which is fully automatic, electronically controlled and fires a projectile over ten miles against air, surface or land targets at a maximum rate of 20 rounds per minute. The bow-mounted ASROC launcher can fire nuclear or conventional depth charges or torpedoes during antisubmarine warfare. It is fully automatic, the first in the Navy. Mounted port and starboard just aft of midship are the torpedo tube launchers, fired through sliding hatch doors by remote control from the CIC.

When SPRUANCE (DD-963) joins the U. S. Navy fleet next year, the new destroyer will be unlike any ever to fly the flag of the United States — bigger, faster, more sophisticated and built for rapid, economical modernization to extend the life of the ship at sea.

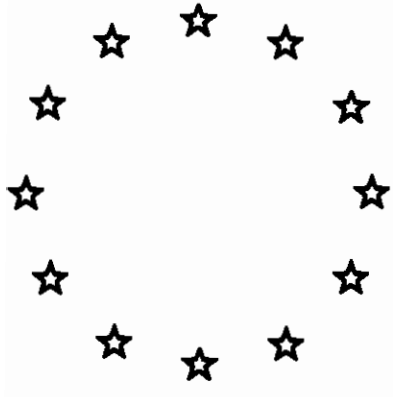


Sponsor
MRS. RAYMOND A. SPRUANCE

CHRISTENING AND LAUNCHING

The christening of a ship, one of man's most ancient and respected rituals, predates by centuries the recorded history of such events in 2500 B. C. Performed in a plea for the protection and guidance from unknown perils of the sea, it has been carried down through the ages to the modern custom of champagne christening by the sponsor as the ship begins its slide down the shipway. This custom will be used today, with one exception. Instead of the traditional slide down the way, SPRUANCE has been transferred to the christening and launching position into a deep water channel by way of a platform similar to a drydock. To christen the ship, Mrs. Raymond A. Spruance, Sponsor, will be transported out to the new destroyer on the MAGNOLIA BLOSSOM, a replica of a 19th century sternwheel riverboat. When the sternwheeler docks against the destroyer, Mrs. Spruance will announce over a public address system, "In the name of the United States, I christen this ship — SPRUANCE", and then will break the traditional bottle of champagne against the ship.

Matron of Honor
MRS. GERALD S. BOGART



LAUNCHING
SPRUANCE (DD963)

PROGRAM

PRESENTATION OF COLORS
NAVAL JUNIOR RESERVE OFFICERS TRAINING CORPS
Pascagoula High School

NATIONAL ANTHEM
PENSACOLA NAVAL AIR STATION BAND
Warrant Officer H. Hessler, Director

INVOCATION
THE REVEREND HARALD O. MARTIN
Rector, St. John's Episcopal Church, Pascagoula

WELCOME AND REMARKS
MR. N. J. MARANDINO
Senior Vice President, Litton Industries and
President, Ingalls Shipbuilding Division

REMARKS
MR. FRED. W. O'GREEN
President, Litton Industries

REAR ADMIRAL C. N. PAYNE, U. S. Navy
Supervisor of Shipbuilding, Conversion and Repair
U. S. Navy, Pascagoula

INTRODUCTION OF PRINCIPAL SPEAKER
ADMIRAL ELMO R. ZUMWALT, JR., U. S. Navy
Chief of Naval Operations

ADDRESS
CONGRESSMAN G. V. MONTGOMERY
Third District, State of Mississippi

CHRISTENING
MRS. RAYMOND A. SPRUANCE
Sponsor

MRS. GERALD S. BOGART
Matron of Honor

ADMIRAL RAYMOND AMES SPRUANCE

HISTORY WILL REMEMBER

A brilliant naval strategist, who fought his enemies with all his mental faculties, rather than with his emotions, Admiral Raymond Ames Spruance was responsible for some of America's greatest air/sea victories in World War II. Most important to final victory in the Pacific were the Battles of Midway and Philippine Sea.

At Midway, although greatly outnumbered, Admiral Spruance's forces turned back the Japanese invading armada during a two day fight which resulted in the first decisive defeat of the Japanese navy in 350 years. This victory was regarded as the turning point of the World War II Pacific campaign.

Admiral Spruance was in command at the Gilbert Islands — Tarawa and Makin; the Marshall Islands — Kwajalein, Roi-Namur and Eniwetok; the Marianas — Saipan, Tinian, Guam and the Battle of the Philippine Sea. In the latter battle, termed the Marianas "Turkey Shoot", the enemy lost 402 of their 565 aircraft, thus suffering a defeat from which their naval air force never recovered.

Admiral Spruance achieved stature as an outstanding military leader through his wisdom, self-discipline and courage. He was a professional naval officer, not a philosopher or a scientist. He was a planner, a strategist and a leader of men in combat. He was a keen judge of men and chose his subordinates with care and skill. He made the major battle decisions and issued general directives as necessary but left the tactical details of an operation up to his selected commanders at the scene.

It was Admiral Spruance, the complex naval officer, that Naval historian Samuel Eliot Morison summed up best when he wrote: "Power of decision and coolness in action were perhaps Spruance's leading characteristics. He envied no one, regarded no one as rival, won the respect of everyone with whom he came in contact, and went ahead in his quiet way, winning victories for his country."

Following the war, Admiral Spruance replaced Admiral Chester W. Nimitz as Commander-In-Chief, Pacific Fleet. Later he served as president of the Naval War College and, after his Navy retirement in 1948, was named Ambassador to the Philippines in 1952 by President Truman. He served in this capacity for three years before returning to live in Pebble Beach, Calif., where he died on December 13, 1969 at the age of 83. The Admiral is survived by his widow, who will sponsor the new destroyer named in his honor, and a daughter, Mrs. Gerald S. Bogart of Middletown, R. I., who will attend her mother as matron of honor.

"From my own experience, I believe that the ability to understand the individuals who are working for you, and to evaluate and get the most out of their capabilities, is of prime importance. In building or manning an organization, this talent for getting the right man in the right places is most important."

RAYMOND A. SPRUANCE

Ingalls Shipbuilding . . . 35 Years Naval Ship Construction

Perhaps the most important quality in undertaking a project so immense as the production of a new fleet of 30 SPRUANCE-Class multi-mission destroyers is experience.

And Ingalls has the experience that comes with 35 years of building a greater variety of naval ships than most shipyards in the world.

In addition to the construction of FORREST SHERMAN-Class destroyers, Ingalls' experience includes the production of other types of Navy combat and auxiliary ships. Troop transports, escort aircraft carriers, missile instrumentation and tracking ships, icebreakers, ammunition ships, landing ship tank and landing ship dock vessels, net layers, oilers, destroyer and submarine (Polaris) tenders, amphibious assault ships and many others have been completed by Ingalls and sailed to join the various forces of the U. S. Navy fleet.

Important to our national defense, Ingalls is one of only three private shipyards in the country capable of building and overhauling complex, nuclear powered submarines. Ingalls first entered the nuclear submarine field in the late 1950's, and in 1969 expanded its nuclear submarine capability by a major capital investment in a large graving dock and support buildings and equipment, which permits crucial overhaul work on the Navy's growing nuclear submarine fleet. Since that time, Ingalls is now in the process of work overhaul on its seventh submarine. In new construction, the company will soon deliver to the Navy its 11th nuclear powered attack submarine, with a 12th due for delivery next year.

In addition to its naval shipbuilding programs, Ingalls has, since 1938, constructed over 130 commercial vessels, primarily tankers, general cargo and containerships for the U. S. Merchant Marine fleet. A total of 33 of these merchant vessels have been completed and delivered since Litton Industries' acquisition of Ingalls Shipbuilding in 1961.

Ingalls shipbuilding facilities occupy some 779 acres on both banks of the Pascagoula River where it joins the Gulf of Mexico. The east bank facility, with 168 acres, includes conventional shipways, graving docks, cranes and other standard equipment, and is geared to conventional shipway production of surface vessels and construction and overhaul of nuclear powered submarines.

With more than 30 years' shipbuilding experience, Litton in 1970 expanded its overall ship production capability with the start-up of a totally new ship manufacturing plant on a 611-acre site on the west bank of the river. This facility, the first new shipyard built in the U. S. since World War II, is designed for modular assembly and series production of complex and large surface ships. In addition to the production of the 30 DD-963 Class destroyers, this Ingalls facility has under construction five general purpose amphibious assault ships (LHA) for the Navy.

In combination, the east and west bank facilities give Ingalls an extensive and most modern shipbuilding capability.

"Of all the tools the Navy will employ to control the seas in any future war, the most useful of the combatant ships, the destroyer, will be sure to be there. Its appearance may be altered and it may even be called by another name, but no type — not even the carrier or the submarine — has such an assured place in future navies."

C. W. Nimitz
Fleet Admiral
U. S. Navy