

*B. Burke*  
CDR, USN

*CARINA,  
THANKS FOR  
ATTENDING OUR  
CHRISTENING*



*"You will heave all his guns  
overboard, cut away his masts  
and leave him in a situation  
that he can just make out  
to get into some port..."*



*Christening of*  
**STERETT (DDG 104)**

*May 19, 2007*

Bath Iron Works  
A GENERAL DYNAMICS COMPANY

*The 29th Arleigh Burke Class Destroyer Built at  
Bath Iron Works, and the 54th Ship of the Class*



## MICHELLE STERETT BERNSON

Ship Sponsor

Michelle Sterett Bernson is a familial descendant of LT Andrew Sterett. She was born in Miami, Florida, to Kent and Diana Sterett and is the oldest of four children. Michelle spent most of her childhood years in Florida and attended high school in Nebraska and California. After graduation from high school she attended Michigan Technological University in Houghton, Michigan. She graduated *cum laude* in 1996 with a Bachelor of Science in Mechanical Engineering.

Michelle began working for Boeing in Seattle, WA immediately after graduation from college. During the first five years of her career, she held a variety of engineering positions supporting Boeing Commercial aircraft such as the 737, 747, 767, and 777.

In 2002, Michelle was selected for a fellowship at Massachusetts Institute of Technology (MIT) in the Leaders for Manufacturing Program. Michelle graduated in 2004 with a Masters in Business Administration as well as a Masters in Mechanical Engineering.



After graduation from MIT, Michelle returned to Seattle as a manager in the Boeing Production Systems Office on the 737. Later in her career, she took a job as a factory supervisor in the F-22 Assembly Center, where the wing and tail sections of the F-22 Raptor are manufactured. Most recently, Michelle has taken a position working to define future aircraft production for the Boeing Commercial Airplane group.

Michelle spends much of her time outside work volunteering with organizations that promote math and science for young women and is Co-Director of The Science Splash program at Seattle University. She and her husband, Zach, have traveled extensively, visiting more than 20 countries in the last five years. In their spare time they enjoy outdoor activities such as sailing, hiking, cross country skiing, and scuba diving.

## DIANA STERETT

Matron of Honor



Diana Sterett grew up in Coral Gables, Florida. Her father was a Naval Aviator who flew PBV's during WWII. She graduated from Florida State University and Florida International University with a Masters in Education Administration. She served as Teacher, County Math Coordinator and Professional Competency Reviewer for the State of Florida. She married Kent Sterett in 1971 and together they raised 4 children: Michelle, Ryan, Greg and Jeff.

Diana currently owns a consulting company that is providing implementation support for the Navy's Lean Six Sigma program and also serves as Chief Financial Officer of Clear Creek Power, a wind farm development company engaged in the large scale introduction of renewable energy to the Rocky Mountain region.

## LE PHUNG

Matron of Honor



Le T. Phung left Vietnam on a small open boat with over 100 others. It was not her first attempt to seek freedom. After a week at sea, adrift after engine failure, without food, and with their boat about to sink, rescue came by way of *Sterett* (CG 31) which picked up all the refugees aboard on July 22, 1983. After short stays in camps in Thailand and Indonesia, Le arrived in St. Louis, Missouri in January 1984, to see frost and snow for the first time in her life.

Le graduated from Washington University, St. Louis in 1988, and completed her Ph.D. in Molecular Biology at the University of Chicago in 1997. Since then, she has been traveling and doing research at the University of Illinois' College of Medicine in Chicago. Currently she is investigating the molecular genetics of how bacteria cope with toxic chemicals such as arsenic and silver.

# REAR ADMIRAL BERNARD J. "BARRY" MCCULLOUGH

Principal Speaker

Barry McCullough  
RADM USN



From Weirton, West Virginia, Rear Admiral Bernard J. "Barry" McCullough graduated from the United States Naval Academy with a Bachelor of Science Degree in naval architecture and was commissioned on June 4, 1975. Additionally, Rear Admiral McCullough completed Naval Nuclear Power training and received a Master of Science degree in Strategic Resource Management from the Industrial College of the Armed Forces at National Defense University.

Rear Admiral McCullough's sea tours include serving as Commander, Carrier Strike Group 6/Commander *USS John F. Kennedy* Strike Group. He also served as Commander Carrier Strike Group 14/Commander *USS Enterprise* Strike Group. Rear Admiral McCullough's major command was aboard *USS Normandy* (CG 60) from February 1999 until February 2001.

Prior to commanding *Normandy*, he served as Commanding Officer aboard *USS Scott* (DDG 995) and *USS Gemini* (PHM 6). Other sea assignments were: Operations Officer for Commander 2nd Fleet/Striking Fleet Atlantic, Engineer Officer aboard *USS Enterprise* (CVN 65), Engineer Officer aboard *USS Virginia* (CGN 38), and Main Propulsion Assistant aboard *USS Texas* (CGN 39).

Rear Admiral McCullough's shore tours include serving as Director, Surface Warfare, (N86), Commander, Navy Region Hawaii and Naval Surface Group Middle Pacific, the Director for Strategy and Analysis, J5, at U.S. Joint Forces Command, 1st Battalion Officer at the United States Naval Academy and as the Department Head for the D1G Prototype Nuclear Power Plant at Nuclear Power Training Unit, Ballston Spa, New York. Rear Admiral McCullough assumed his current responsibilities as Director, Warfare Integration/Senior National Representative (N8F) in April, 2007.

His decorations and awards include: Defense Superior Service Medal, Legion of Merit, Defense Meritorious Service Medal, Meritorious Service Medal, Navy Commendation Medal, and Navy Achievement Medal. Additionally, he is authorized to wear numerous unit and campaign awards.



## LIEUTENANT ANDREW STERETT

Namesake



Andrew Sterett was born in Baltimore, Maryland on January 27, 1778, the fourth of ten children of John Sterett and Deborah Ridgely. His father served as a captain during the Revolutionary War, and later became a successful shipping merchant and part owner of a foundry. With the fortunes of the family business fading after the war, Andrew Sterett's ambition was to join the young nation's Navy. Commissioned as a lieutenant on March 25, 1798, he was assigned to one of the Navy's newest vessels, the frigate *Constellation*, one of six built when the United States began to recognize that it was vulnerable to many varieties of seaborne predator.

The first of these turned out to be France, which under Louis XVI, had been a staunch ally of the Thirteen Colonies as they shook off the unpopular reign of the British Monarchy. Following the French Revolution, this relationship quickly soured as French privateers harassed US shipping, while the new government in Paris hatched various schemes to extract bribes, taxes and tariffs from US commerce. "Millions for defense, but not a cent for tribute," declared a diplomatic delegation sent to Paris to discuss these demands with foreign minister Talleyrand. The firm US determination not to be bullied led to an undeclared three-year naval conflict that historians now call the Quasi-War.

*Constellation's* first captain was Thomas Truxtun, a pugnacious and bold sailor. His first major encounter with the French led to the United States' first seaborne victory, the capture of the sizeable French frigate, *L'Insurgente*. Commanding a battery aboard *Constellation*, Sterett reacted to a panicking seaman by running him through with a cutlass: the only US casualty of the action. Anti-federalists protested this act vigorously when news reached port, declaring

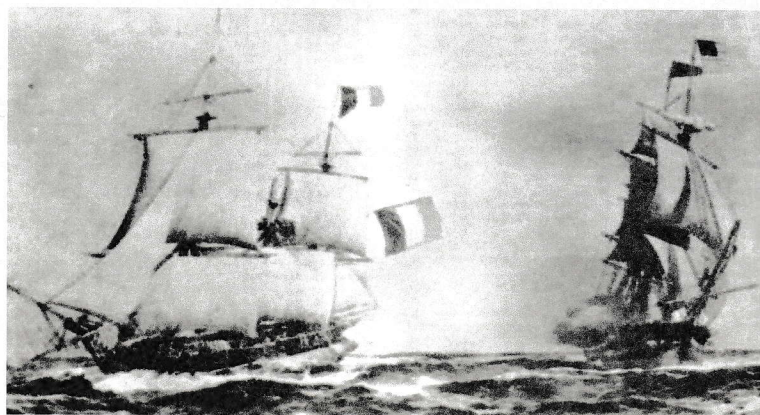
it an act of arrogance and coldbloodedness. Sterett was not reprimanded for provocatively declaring: "We put men to death for even looking pale on this ship," and instead was promoted to First Lieutenant.

In subsequent voyages with *Constellation*, Sterett was present as Truxtun fought the powerful French frigate *Vengeance* to a draw. He was transferred to captain the new schooner *Enterprize* and before the Quasi-War ended, captured a French privateer, *L'Amour de la Patrie*, on Christmas Eve, 1800.

With the end of the Quasi-War, it was time for the US to address another menace to its international trade: the Barbary Pirates. The history of these predatory seafarers dates back centuries before the existence of the United States. Essentially a kleptocracy supporting itself from bases in the Mahgreb countries we now call Morocco, Algeria, Tunisia and Libya, these buccaneers took advantage of unarmed merchantmen in the Mediterranean and beyond. A growing power vacuum caused by the slow crumbling of the Ottoman Empire had made them virtually independent of the law. Over the years, Britain, France, Spain and Holland fought them intermittently or carried out punitive raids, all to no avail. Plundering ships and taking their crews and non-Moslem passengers into slavery, they seemed



Thomas Truxtun



*Constellation* and *L'Insurgente*.



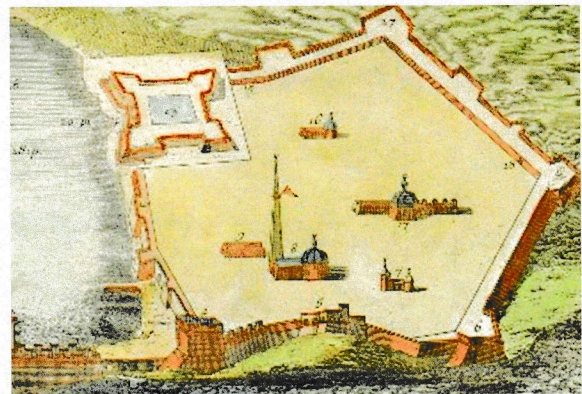


Mediterranean region in 18th century.

beyond control. Tension between the Barbary Coast rulers and the United States dated to 1785, when two US vessels were seized in Algiers and held to ransom with their crews. Thomas Jefferson, as US Ambassador to France, argued against paying anything, but was ignored. As a result, the 'fat ducks' of the US merchants became a favorite prey. Between 1785 and 1800, the United States paid about one million dollars annually in tribute to various local rulers to prevent repetitions.

The ruling bashaw of Tripoli made a habit of informally indicating his displeasure by chopping down foreign consulate flagpoles. In 1800, he used this unsubtle signal to indicate he wanted larger payments from the United States. Jefferson, now President, was not inclined to tolerate any further affronts, having seen off the French, and being long opposed to paying bribes and ransoms to the pirates. The government dispatched the US Navy to Mediterranean waters for the first of what would be two separate 'Barbary Wars,' the first over the period 1800–1806 and the second in 1812–1815.

*Enterprize*, under Lieutenant Sterett's command, appeared off the Tunisian coast with other US ships prepared for action. Dispatched to

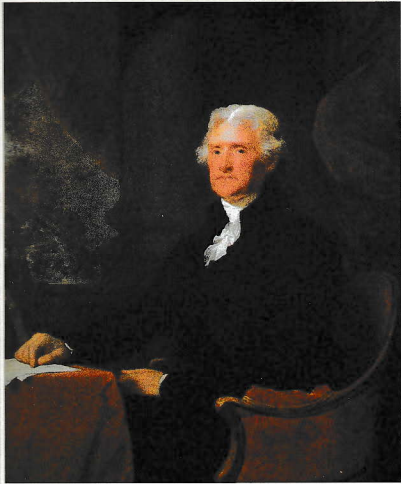


The fortress city of Tripoli.

Malta to collect fresh water supplies, on August 1, 1801 *Enterprize* ran in with a powerful Tripolitan corsair, the *Tripoli*, captained by Rais Mahomet Rous. Before sailing, his instructions, if he encountered any privateer, were: "you will heave all his guns overboard, cut away his masts, and leave him in a situation, that he can just make out to get into some port... you will make use of any colors as a deception when necessary, but on no account to fire under any but your own."

Sterett finessed a close approach by flying the British Union Jack rather than the Stars & Stripes, a typical ruse de guerre of the time, as his instructions had permitted. When Rous boasted he was





Thomas Jefferson

only in search of US vessels, Sterett quickly provided him with one by switching ensigns and ordering a volley discharged into the pirate vessel. More evenly matched than one might imagine—both were armed with only 12 six-pounder guns—the ships fought a three hour duel at close quarters, and Sterett's crew fought off three determined boarding attacks by the pirate crew. The pirate ship lost 30 men killed, and

thirty more wounded; *Enterprize* suffered no casualties. Finally overcoming the *Tripoli*, Sterett supervised the dumping of the corsairs' cannons overboard, and sent the crippled, jury-rigged ship back to port. Taking her as a prize was ruled out, since no official declaration of war had been made.

Lt. Sterett reported:

*"SIR, I have the honor to inform you, that on the 1 of August, I fell in with a Tripolitan ship of war, called the Tripoli, mounting 14 guns, commanded by Rais Mahomet Rous. An action immediately commenced within pistol shot, which continued three hours incessantly. She then struck her colors, the carnage on board was dreadful; she having 30 men killed and 30 wounded, among the latter was the Captain and first Lieut. Her sails, masts and rigging were cut to pieces with 18 shot between wind and water. Shortly after taking possession, her mizenmast went over the side. agreeably to your orders, I dismantled her of every thing but an old sail and spar.—with heartfelt pleasure I add, that the officers and men throughout the vessel, behaved in the most spirited and determined manner, obey-*

*ing every command with promptitude and alertness, we have not had a man wounded, and we have sustained no material damage in our hull or rigging."*

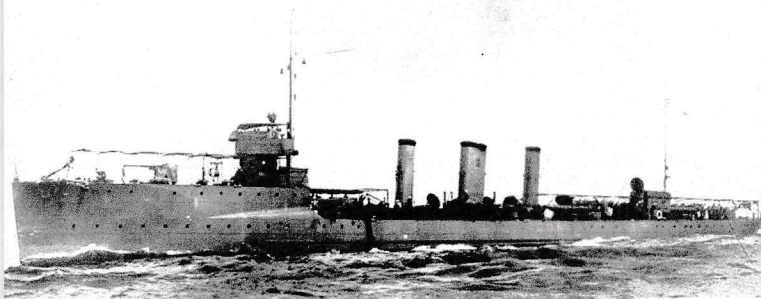
Sterett's resourcefulness was honored by Congress, which authorized President Thomas Jefferson to present him with a sword on his return to Baltimore in 1801.

In May 1803, with permission from the Navy, Sterett commanded an epic 17-month voyage aboard the Philadelphia merchantman *Canton* to Batavia in the Dutch East Indies (now Djakarta, Indonesia), returning via Muscat (Oman). Dismasted in the Atlantic on December 24, 1804, *Canton* was adrift and rudderless for two months, until the crew was rescued by the Swedish *Minerva*. Captain and crew were believed lost until landed in Lisbon by their rescuer. They returned to Baltimore in May 1805. Despite his audacious and productive service, it seems Sterett felt his promotional prospects with the peacetime Navy were limited. In July 1805 he resigned his commission to enter the merchant marine. At the young age of 29, he died under mysterious circumstances as captain of the Baltimore-based *Warren* while rounding Cape Horn in January 1807 en route to the Pacific Northwest and *Canton* in China. Although he married, no children are recorded.

Andrew Sterett would recognize parallels between today's world and his own, so soon after the American Revolution. His early naval actions were part of an undeclared and largely forgotten war to quell intrusive and lawless French privateer activities. His second campaign pitted him against North African pirates with a fierce contempt for civilized behavior, operating from weakly-governed provinces of the crumbling Ottoman Empire. In both theaters, he fought fearlessly and succeeded admirably, a key player in the two wars that established the US Navy as a major fighting force.



# USS STERETT



## First STERETT:

### Destroyer No. 27

A Roe class ship, distinguished from other US destroyers of the period by her three funnels, instead of four. Displacing less than 750 tons, with a 26-ft. beam and a draft around 8-ft., No. 27 was armed with five 3-in. guns and torpedoes.

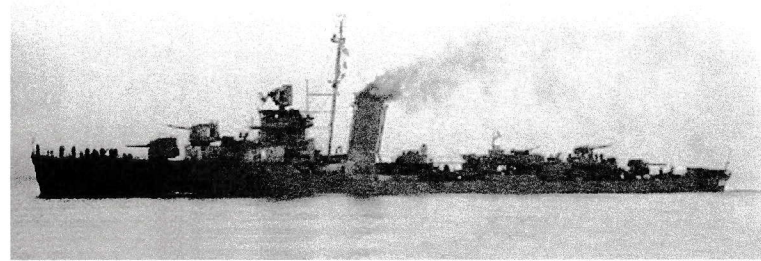
**Builder:** Fore River Shipbuilding Co.,  
Quincy, Massachusetts

**Launched:** May 12, 1910

**Sponsor:** Miss Dorothy Rosalie Sterett Gittings

**Commissioned:** December 15, 1910

**Served:** DD-27 (as she would eventually be designated) was assigned to the East Coast and Caribbean until the United States' entry into World War I in April 1917. In June 1916, she took part in a Marine landing in the Dominican Republic. From June 1917, she was based at Queenstown, Ireland, as part of convoy escort forces protecting shipping in the western approaches to Britain from German U-boats. Mothballed on December 9, 1919 and outmoded by newer designs, she was scrapped in June 1935.



## Second STERETT:

### DD 407

A Benham class vessel, and one of the last 1,500 ton US destroyers, 340 ft. long, 35.5-ft. beam, draught 17.6-ft., armed with a single 4.5-in. gun, 40mm AA and torpedoes.

**Builder:** Charleston Navy Yard, Charleston, South Carolina

**Launched:** October 27, 1938

**Sponsor:** Mrs. Camilla Ridgeley Simpson

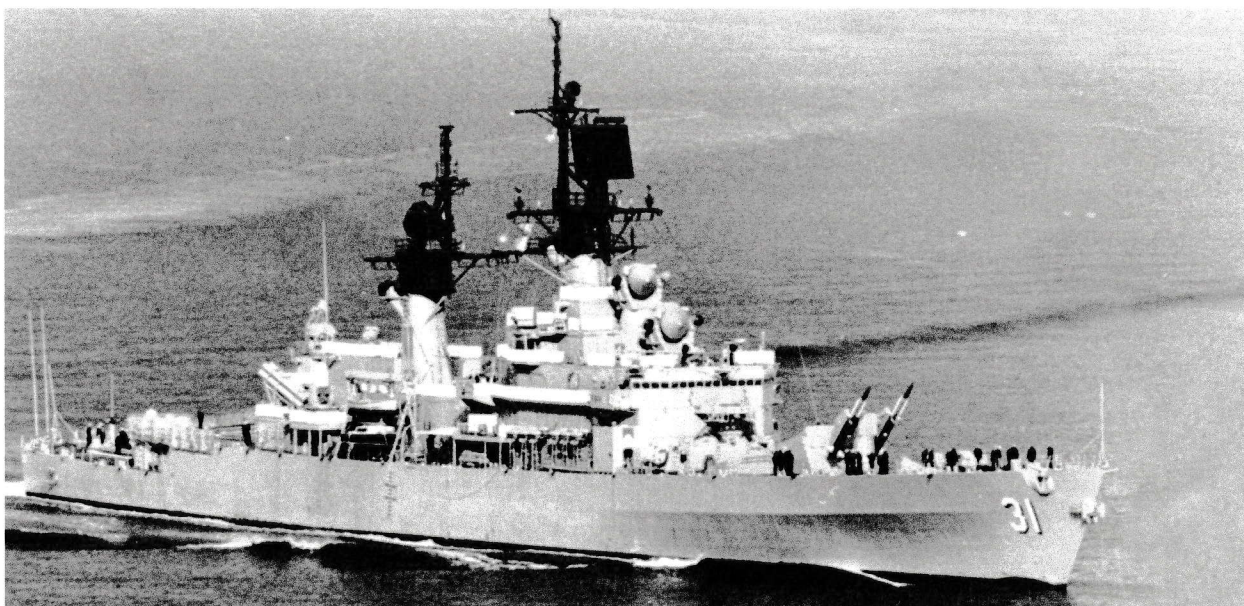
**Commissioned:** August 15, 1939

**Served:** The second *USS Sterett* saw extensive action in World War II, serving on both European and Pacific stations, with an impressive record of service. Twice heavily battle-damaged, the destroyer earned 12 battle stars, having survived a pointblank encounter with a Japanese 12-inch gun battleship and a direct hit from a *kamikaze* airplane.

Early in the war, in May 1942, she acted as an escort to the carrier *USS Wasp* in a perilous running of the gauntlet of Axis bombers to the beleaguered island of Malta, a key Mediterranean base. *USS Sterett* transferred to the Solomon Islands campaign in summer 1942. The battleship encounter occurred on November 13, 1942, when she was part of a night action off Guadalcanal, blocking a Japanese coastal raid in the vicinity of Savo Island. In a melee between two squadrons closing at 40 knots in pitch dark, *USS Sterett* put two torpedoes into the battleship *Hiei*, shot up a cruiser and sent a destroyer to the bottom. After extensive repairs on the West Coast, *USS Sterett* was back in action in the same area in August 1943, and joined other US destroyers in sinking three Japanese destroyers in one night.

By April 1945, *USS Sterett* had fought her way through the Pacific to the Philippines, and on up to Okinawa, where she was deployed as a radar picket. Attacked by five *kamikaze* planes simultaneously she managed to shoot down three, but another impacted near the waterline and disabled her. Towed to safety, *USS Sterett* was repaired and lived out the war, back in the Western Pacific.





### Third STERETT:

**DLG 31**

A Belknap class frigate,  
later redesignated as missile  
cruiser CG 31

**Builder:** Puget Sound Navy Yard,  
Bremerton, Washington

**Launched:** June 30, 1964

**Sponsor:** Mrs. Phyllis Nitze

**Commissioned:** April 8, 1967

**Reclassified:** June 30, 1975

**Served:** Displacing 7,950 tons and 547-ft. long, DLG-31 was a major step up in size. With a beam of 55-ft. and a draught of 29-ft., this vessel packed one 5-in. gun, two 3-in. guns, two 40mm AAs, a Terrier system, ASROC, two types of torpedo, and a LAMPS helicopter.

The third *USS Sterett* saw her share of action, too, winning nine battle stars along the coasts of Vietnam between 1968 and 1975 from a home-port in Yokosuka, Japan. During 1972, she was responsible for the first downing of a North



Vietnamese MiG-17 by Navy-directed combat air patrol interception, and later helped shoot down four more MiG-17s. With her own Terrier missiles, she downed a further MiG-17, and is also thought to have knocked out a Styx surface-to-surface missile.

DLG 31 was reclassified as a cruiser in 1975. From 1981 to 1991 *USS Sterett* was homeported in the Philippines, serving as a flagship and received the Philippine Presidential Unit Citation. In 1982 and 1983 *USS Sterett* received three humanitarian awards for rescuing 239 Vietnamese refugees stranded at sea. In 1983, *USS Sterett* was flagship for the salvage/search operations following the downing of Korean Air flight KAL-007, receiving the Korean Presidential Unit Citation. In 1987 and 1988 *USS Sterett* protected oil tankers in the Arabian Sea. In 1993, *USS Sterett* supported "Operation Support Democracy" off the coast of Haiti and performed counter-drug operations in the Caribbean. *USS Sterett* was decommissioned March 24, 1994.





#### Fourth STERETT:

##### DDG 104

Arleigh Burke Class Guided-Missile Destroyer,  
54th in Class, 29th built by BIW

**Builder:** Bath Iron Works, Bath, Maine

**Christened:** May 19, 2007

**Sponsor:** Michelle Sterett Bernson

**Displacement:** 9,200 Tons

**Dimensions:** 509 1/2 Ft. Length, 66 1/2 Ft. Beam

**Armament:** 1-5"/62 caliber gun

CIWS close-range aerial  
defense system,

96-Vertical Launch System Cells  
for various missiles

8-Harpoon Missile launchers

6-MK 50/46 Torpedo tubes

**Aircraft:** Two SH-60B Helicopters

**Machinery:** 4-GE LM-2500 Gas Turbines,

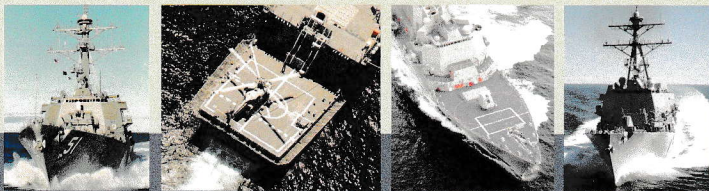
100,000 SHP, 2 variable-pitch screws

**Speed:** 30+ knots

**Range:** 4,400 NM @ 20 knots

**Crew:** 32 Officers, 348 Enlisted

#### BIW AND DESTROYERS



**Bath Iron Works** is the premier builder of destroyers for the US Navy, with over a century of achievements. During that time, destroyers have progressed from modest escort roles to become strategic weapons platforms, capable of a huge variety of duties. Throughout, Bath-built ships have earned their reputation as the 'best built' and universal praise from their crews. The highly successful Arleigh Burke class of vessels was designed and engineered by BIW and forms the backbone of the current surface Navy.

The fourth *USS Sterett* is the 54th ship of the Arleigh Burke class of AEGIS DDGs, and the 29th to be built at Bath Iron Works. She's not the first built at BIW that is associated with the Barbary Wars. Other BIW-built AEGIS destroyers include *Bainbridge* (DDG 96), named for the squadron commander in the first Barbary War, and *Decatur* (DDG 73), named for Stephen Decatur, an intrepid sailor famous for his raid on Tripoli harbor in 1804.







#### SHIELD

Celeste (Yale Blue) a demi-trident issuing from base Or, above each tine a mullet of the like, the shaft surmounted in base by a mullet Gules; on a chief wavy of the last edged of the second, a Naval officer's sword point down and an antique telescope saltirewise Proper, all within a bordure Azure (Dark Blue).

#### CREST

On a wreath Or and Celeste an eighteenth century frigate in silhouette Sable, surmounted overall by an annulet of twenty-one mullets of the first.

#### SYMBOLISM

Scarlet denotes courage and the sacrifices made in battle by the three previous ships to bear the name Sterett. The scarlet mullet in base recalls the first incident in which a US Navy vessel, DLG-31, shot down and destroyed a Russian-built MiG 17 airplane with a Terrier missile during the Battle of Dong Hoi in Vietnam. The mullets on the demi-trident represent the three previous *Steretts*: Destroyer No. 27, DD-407 and DLG/CG-31. The sword and spy-glass are derived from the insignia of DLG/CG-31; the sword recalls that awarded to Andrew Sterett by Congress for the capture of a Tripolitan cruiser in 1801 while he commanded *USS Enterprize* during the Barbary Wars. The frigate recalls the first-ever US victory against a foreign navy, in which Sterett participated as Third Lieutenant of the *USF Constellation* in the capture of the French frigate *L'Insurgente* in 1799. The annulet of stars represents the combined battle stars awarded to *Steretts* DD-407 and DLG-31 for World War II and Vietnam service.

## STERETT (DDG 104)

### Christening Program

National Anthem	Navy Band Northeast Director, Lieutenant Carl Gerhard, USN Soloist: Meredith Parsons McComb
Welcome	Dugan Shipway President Bath Iron Works
Remarks	The Honorable Thomas H. Allen United States Representative, Maine  Rear Admiral Charles H. Goddard, USN Program Executive Officer, Ships  Rear Admiral Nevin P. Carr, Jr., USN Deputy of Combat Systems & Weapons, Surface Warfare
Principal Speaker	Rear Admiral Bernard J. "Barry" McCullough, USN Director, Warfare Integration/Senior National Representative
Invocation	Lieutenant Dennis K. Andrews Navy Chaplain
Christening	Michelle Sterett Bernson Ship Sponsor  Diana Sterett Matron of Honor  Le T. Phung Matron of Honor

COVER: "US schooner *Enterprize* capturing the Tripolitan corsair *Tripoli*, August 1, 1801" by CAPT William Bainbridge Hoff, USN (1878). National Archives, Washington, DC.

CREDITS: Special thanks to Maine Maritime Museum, Bath, Maine for the 18th century map of the Mediterranean region. Photos are either Bath Iron Works proprietary or from United States Naval sources in the public domain and sourced courtesy of the Naval Historical Society (US Navy Yard, Washington), The Naval Academy (Annapolis, MD) or the Naval War College (Newport, RI). We owe a special debt of gratitude to Mr. Terrence S. McCormack, a talented researcher and period historian of Ellicott City, MD for previously unpublished work clarifying Andrew Sterett's civilian career. This publication is copyright © 2007 by Bath Iron Works, a General Dynamics Company, and is not for reproduction or resale. Design by Mahan Graphics, Bath, Maine.