USS STERETT SHIPS

Commemorative Plaque Dedication Ceremony

Friday, the seventeenth day of November two thousand and seventeen

eleven o'clock a.m.

United States Navy Memorial
701 Pennsylvania Avenue NW – Suite 123
Washington, D.C.



LIEUTENANT ANDREW STERETT, U. S. NAVY.

STERETT HISTORY

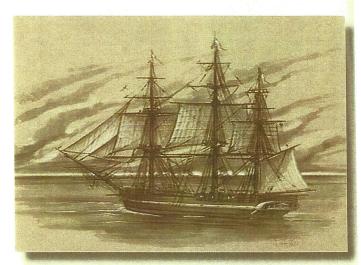


The USS STERETT was named after Lieutenant Andrew Sterett, born January 27. 1778 Baltimore, Maryland. Andrew's father was a successful shipping merchant who had served as a captain during the

Revolutionary War. LT Sterett was the fourth of ten children and despite his sizable inheritance, entered the Navy as a Lieutenant on 25 March 1798 at the age of twenty. He served as Third Lieutenant aboard the newly commissioned frigate Constellation. He was in command of a gun battery during the undeclared war with France in which the fledgling U.S. Navy scored its first victory on the high seas against the French Frigate L'Insurgente.

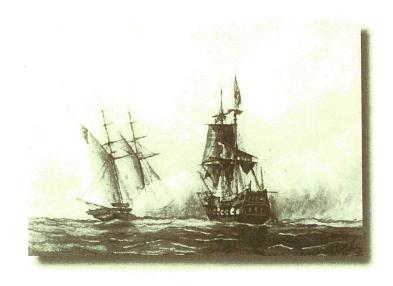
By February 1800 Andrew Sterett had been promoted to First Lieutenant and participated in successful battles against French ships. Later that year he assumed his first command, the schooner Enterprise (picture upper right of page). This was the first US Navy ship to bear that name.

The Enterprise sailed to the Mediterranean with Commodore Richard Dale to quell the Barbary pirates. Andrew Sterett and the Enterprise went up against the pirate warship Tripoli in a furious engagement (picture lower right of page). He successfully fought off three attempts by the pirates to board his crippled ship. Enterprise beat back all attacks and defeated the pirates. President Thomas Jefferson presented Sterett a sword and his crew received an additional



month's pay for their heroism. Following several more dispatches to the coast of Tripoli, Sterett and the Enterprise played a role in returning freedom back to the Mediterranean seas for American ships. He returned home in March of 1803 and resigned from the Navy in 1805. He pursued a career as a merchant marine and died in Lima, Peru on 9 June 1807 at the young age of thirty.

Andrew Sterett left the U.S. Navy with a rich tradition of determination in the face of seemingly insurmountable odds. His bravery, gallantry and heroism live on in the ships that bear his name.





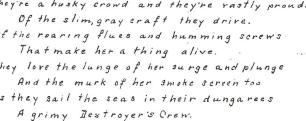
Berton Brakey.

There's a roll and pitch a heave and a hitch To the nautical gait they take, For they're used to the cant of decks aslant As the white toothed combers break, On the sides that thrum like a beaten drum To the thrill of the turbines might, As the knife-bow. Leaps. thru the yeasty deeps With the speed of a shell in flight.

Obstheir scorn is quick for the crews who stick To a battleship's steady floor" And they love the lurch of their own frail perch At thirty fire knots or more. They don't get much of the drill and such That battle ship sailors do, But sail the scas in their dungarees A grimy destroyer's crew.

They needn't climb at aleeping time To a hammock that away s and bumps, But leap, Kerplunk! In a coxy bunk That quivers and bucks and jumps. They hear the sound of seas that pound On the quarter inch plates of steel, And close their eyes to the lull abyes Of the creaking sides and keel.

They're a husky crowd and they're rastly proud. Of the slim, gray craft they drive. Of the roaring flues and humming screws That make her a thing alive. They love the lunge of her surge and plunge And the murk of her smoke screen too As they sail the seas in their dungarees

















STERETT I

(Destroyer No. 27: dp. 742 (n.); l. 293' 10"; b. 26' 1", dr. 8'4" (mean); s. 30.37 k. (tl.), cpl. 86; a. 5 3", 6 18" tt.; cl. Roe)

The first Sterett (Destroyer No. 27) was laid down on 22 March 1909 at Quincy, Mass.; by the Fore River Shipbuilding Co. Sponsored by Miss Dorothy Rosalie Sterett Gittings, the destroyer was launched on 12 May 1910 and commissioned on 15 December 1910 at Boston, Lt. Robert L. Berry in command.

Each year until 1913, she operated along the east coast out of Boston from April to December and, from January to April, participated in training and battle exercises out of Guantanamo Bay, Cuba. Though placed in reserve on 5 November 1913, she continued duty with the torpedo fleet. On 20 January 1914, she sailed from Charleston, S.C., and reached New Orleans, La., on 2 March, after stops at Cape Canaveral, Miami, and Key West, Fla., and at Mobile, Ala. The following day, she joined the newly-created Reserve Torpedo Flotilla, operating in the Gulf of Mexico out of Galveston, Tex. In June, she returned to the Atlantic seaboard, this time based at Norfolk, and resumed coastal patrols and Caribbean exercises. Sterett's complement was reduced on 5 January 1916 and, throughout that spring, she operated almost exclusively in the Caribbean.

On 1 June 1916, she was a part of the fleet which landed and supported the marines at Monte Cristi, Dominican Republic, and marched to Santiago to restore order and to protect lives and property. Soon thereafter, Sterett returned to Norfolk and resumed operations along the east coast. On 1 January 1917, she entered the Mississippi, stopped at New Orleans, and steamed up river to Vicksburg. She reentered the gulf and patrolled the Texas coast until she was shifted to Key West on 18 March. From there, the destroyer ranged as far as the Cuban coast.

In April of 1917, the United States entered World War I; and, by 9 June, Sterett was in Queenstown, Ireland. Throughout the remainder of the war, she operated from Queenstown to meet convoys and conduct them to either Berehaven, Ireland, or to Devonport, England. At these points, British and French destroyers assumed responsibility for the last leg of the voyage. A little less than a year after her arrival at Queenstown, on 31 May 1918, Sterett was herding a convoy toward the rendezvous point when she came upon a surfaced U-boat. As Sterett closed, the submarine rapidly submerged. Sterett began dropping depth charges furiously; and air bubbles and oil soon appeared on the surface, indicating damage to the German raider.

After exhausting her supply of depth charges, Sterett pursued the enemy by the U-boat's wake of bubbles and trail of oil, hoping to force her to exhaust her batteries and air supply. She continued the pursuit through the night, guided in the darkness only by the fumes of the sub's leaking oil. Finally, at dawn, the destroyer's persistence was rewarded. She sighted the U-boat on the surface about 1,000 yards ahead. Sterett sliced through the waves at top speed seeking to ram the submarine, but the U-boat countered by swinging hard to port. Sterett passed within 20 feet of the submarine and, as the U-boat attempted to dive, brought her guns to bear. However, without sufficient time to bracket their adversary, Sterett's gunners watched helplessly as the submarine slid beneath the surface and escaped. For their dogged determination, the officers and men of Sterett received the commendation of the Commander-in-Chief, Coast of Ireland.

The year 1918 brought with it an all-out effort on the part of the Central Powers to bring the war to a successful conclusion. The German Navy increased the intensity of its submarine operations in order to free Germany from the Allies' ever-tightening blockade. In response to this thrust, Sterett maintained a grueling schedule of convoy duty a week or more at sea followed by a day or two in port. One of her new techniques, the use of airborne surveillance, presaged modern hunter-killer antisubmarine warfare.

The Allies prevailed, however, and the Armistice, signed on 11 November 1918, brought an end to Sterett's strenuous duty, and, by 3 January 1919, she was back in the United States at Charleston. From there she moved to Philadelphia where she was decommissioned on 9 December 1919. On 9 March 1935, after a little more than 15 years of inactivity, Sterett was struck from the Navy list. On 28 June, she was sold for scrapping to M. Black and Co. of Norfolk, Va.

STERETT II

(DD-407; dp. 1,500; 1. 341'3 5/8"; b. 35' 6"; dr. 17'8"; s. 40.7 k. (tl.); cpl. 251; a. 45", 440mm., 821" tt., cl.Benham)

The second Sterett (DD-407) was laid down on 2 December 1936 at the Charleston Navy Yard; launched on 27 October 1938, sponsored by Mrs. Camilla Ridgely Simpson, and commissioned on 15 August 1939, Lt. Comdr. Atherton Macondray in command.

Sterett departed Charleston on 28 October 1939 in company with two other newly-commissioned destroyers, Mustin (DD-413) and Hughes (DD-410), for shakedown in the Gulf of Mexico. She visited Vera Cruz, Cristobal, Mobile, and Guantanamo Bay before returning to Charleston on 20 December. She underwent post-shakedown overhaul and trials at Charleston until departing on 4 May 1940. Assigned to Destroyer Division 15, Sterett rendezvoused with Hammann (DD-412) at Guantanamo Bay, and the two destroyers steamed for San Diego, via the Panama Canal. They arrived in San Diego on 23 May; and, for a month, Sterett divided her time between training and planeguarding Enterprise (CV-6). On 24 June, she sailed for Hawaii with Enterprise and five other destroyers, and arrived at Pearl Harbor on 2 July.

She operated out of Pearl Harbor for the next 10 months, participating in a number of exercises and patrols. When Mississippi (BB-41) exited Pearl Harbor on 14 May 1941, Sterett was in her screen. The warships transited the Panama Canal and arrived at Norfolk on 28 June. Sterett next screened Long Island (CVE-1) during the escort carrier's Bermuda shakedown cruise. Sterett concluded 1941 engaged in neutrality patrols with Wasp (CV-7). After the Japanese attacked the Pacific Fleet at Pearl Harbor, Sterett sailed from Bermuda with Wasp and an assortment of cruisers and destroyers to counter possible action by Vichy French ships anchored at Martinique.

Sterett spent the early months of the war patrolling off the eastern seaboard. In mid-January, she sailed to Argentia, Newfoundland, to meet Task Force (TF) 15 and escort a convoy to Iceland. The convoy was transferred to two British destroyers on 23 January 1942 and she put into HvalfJordur, Iceland, on the 26th. Sterett returned to the United States at New York on 9 February and stood out again on the 15th to meet the liner Queen Mary off the Boston breakwater and escort her into the harbor. After two trips between Boston and Casco Bay, Maine, Sterett joined Wasp as part of her escort to duty with the British Home Fleet. The task group entered Scapa Flow, Orkney Islands, on 4 April minus its commanding officer, Rear Admiral John W. Wilcox, who was lost overboard during the passage.

While Wasp made her first aerial reinforcement of embattled Malta, Sterett trained with the British Fleet out of Scapa Flow. The destroyer was with Wasp on her second run to Malta, 29 April to 15 May, and, after returning to Scapa Flow, headed for the United States. The task group made Norfolk on 27 May 1942. On 5 June, Sterett put to sea bound for San Diego, where she arrived on 19 June. She stood out again on 1 July and, as a part of TF 18, steamed, via Tongatabu, to the Fiji Islands. She was assimilated into Rear Adm. Richmond K. Turner's South Pacific Amphibious Expeditionary Force and practiced invasion techniques at Fiji until 1 August.

Sterett spent the rest of 1942 and all of 1943 supporting the Allied forces as they struggled up the

island staircase formed by the Solomons Islands and the Bismarck Archipelago. The Solomons invasion fleet, guarded by three carrier task groups led by Saratoga (CV-3), Enterprise, and Wasp, arrived in the Solomons late on 6 August. Early the next morning, the carriers catapulted their planes into the air for strikes on enemy installations and troop concentrations; and, afterward, the fleet softened the beaches with its big guns. As this overture neared its end, the Marines stormed ashore at Guadalcanal, Gavutu, Tulagi, and Tanambogo. Meanwhile, Sterett and the Wasp carrier group zigzagged into a rain squall, successfully dodging an 18-plane raid launched from Rabaul on New Britain.

For the next three days, the Wasp unit guarded the supply lines to Tulagi. From there, Sterett sailed east of San Cristobal to screen Long Island while she launched 31 Marine planes for use on Guadalcanal. Rejoining Wasp immediately, Sterett remained with her until DesDiv 15 was detached on 10 September 1942. Five days later, the carrier, Sterett's long-standing companion, was at the bottom of the Pacific.

For the next month, Sterett escorted convoys and reinforcements to the Solomons and between the islands of that group, splashing at least one Japanese bomber. Following duty escorting Bellatrinc (AK-20) and Betelgeuse (AK-28) to Espiritu Santo in the New Hebrides and guarding the latter all the way to Noumea, New Caledonia, she returned to Guadalcanal accompanying two transports, McCawley (AP-10) and Zeilen (AP-9), loaded with troops and equipment. While the transports unloaded, Sterett fired on enemy bombers and shore batteries harassing Henderson Field on Guadalcanal.

The destroyer returned to the New Hebrides and, after refueling, put to sea on 31 October to protect still more reinforcements to Guadalcanal. The convoy arrived at Aola Bay early on 4 November. Sterett covered the establishment of the beachhead and later joined San Francisco (CA-38) and Helena (CA-75) in a highly successful shore bombardment. Two days later, she retired to Espiritu Santo.

There, she met another convoy and escorted it to Lunga Point, Guadalcanal. As the troops were landing on the morning of the 12th, Sterett took up station to meet expected air raids. Just after noon, she received word that a large flock of Japanese planes had been spotted by a coastwatcher on Buin. In less than an hour, the attackers swooped in low against the dark background of Tulagi and Florida islands. Sterett directly in the line of the enemy's approach, shot down four torpedo bombers while dodging at least three torpedoes. By 1450, 32 of the attackers were splashed by antiaircraft fire and American aircraft. The remainder retreated. The transports resumed their unloading, and Sterett enjoyed relative quiet for the rest of the day.

That evening, after shepherding the transports east to safety, Sterett joined the van of the cruiser-destroyer force under the command of Rear Admiral Callaghan and steamed back through Lengo Channel to intercept Vice Admiral Hiroaki Abe's raiding force. Sterett and her colleagues in the van, followed by five cruisers and a rearguard of four more destroyers passed Lunga Point abeam, increased speed and, upon reaching a point about three miles north of Tassafaronga, changed course. As the warships sped toward Savo Island, their radar screens were dotted by echoes from the enemy ships. Helena reported first contact at 0130 on the 13th, and soon all American ships were receiving reflections from the Japanese ships. The two forces were closing each other at a combined speed in excess of 40 knots.

The American warships threaded their way into the enemy formation, and a deadly crossfire immediately engulfed Sterett. At 0150, Admiral Callaghan ordered odd ships in column to open fire

to starboard and even ships to engage the enemy to port: Sterett fired on a cruiser to starboard and, in turn, took a terrific pounding from battleship Hiei on her port side. Soon her first target was enveloped in a large explosion and sank, a victim of the combined fire of the Americans.

At this point, the battle degenerated into a swirl of individual duels and passing shots. Sterett turned now to the giant tormenting her port side, let fly four torpedoes, and peppered her superstructure with 5-inch shells. Though the battleship neither sank nor sustained severe damage, Sterett had the satisfaction of scoring two torpedo hits before a third target crossed her bow. At the appearance of an enemy more her size, Sterett tore into the destroyer with her guns and launched two torpedoes. Before the Japanese destroyer could fire a single shot at Sterett, she was lifted from the water by the exploding torpedoes and rapidly settled to the floor of "Ironbottom Sound."

By this time, Sterett had undergone a brutal beating from Hiei and various other enemy ships. Thus, at 0230, with the Japanese retiring toward Savo Island, Sterett, her after guns and starboard torpedo tubes out of commission, began to withdraw. She had difficulty overtaking the rest of her force because of her damaged steering gear and the necessity to reduce speed periodically to control the blaze on her after deck. However, by dawn, she was back in formation on the starboard quarter of San Francisco.

Before heading for Espiritu Santo on the 13th, she delivered her parting shot to the enemy by depth charging a sound contact, possibly the submarine which, about an hour later, would sink Juneau (CL-52). Sterett arrived in the New Hebrides on 14 November, underwent emergency repairs, and departed from Espiritu Santo 10 days later. Visiting Pearl Harbor along the way, she steamed into San Francisco Bay and entered Mare Island Naval Shipyard: where she remained for two months. Sterett set sail from San Francisco on 10 February 1943, joined Nassau (CVE-16) at Pearl Harbor, and together they entered Espiritu Santo on 8 March. Upon her return to the Pacific theater, Sterett resumed her original assignment guarding convoys to the Solomons-Bismarcks area and patrolling the area to prevent enemy reinforcements from being moved into the fray

On 6 August 1943, Sterett was cruising "Ironbottom Sound" in the second division of the six-destroyer task group under Comdr. Frederick Moosbrugger. At 1200, air reconnaissance reported an enemy force of four destroyers delivering troops and supplies to Kolombangara via Vella Gulf. At dusk, the six Americans passed cautiously through Gizo Strait into Vella Gulf. By midnight, the two divisions were skirting the coast of Kolombangara about two miles apart. Radar picked up the Japanese ships heading south at about 30 knots. One division launched eight torpedoes at the Japanese column's port side; then Sterett's division loosed their torpedoes and opened with their guns. Three of the four enemy destroyers took torpedo hits and received the coup de grace from 5-inch guns. Shigure, the lone survivor, retreated at high speed to Buin. At Vella Gulf, Sterett and her comrades accounted for three enemy destroyers, over 1,500 sailors and soldiers, and a large portion of the 50 tons of supplies.

For the rest of August and throughout September, Sterett occupied herself with patrols in the Solomons. On 8 October, she arrived in Sydney, Australia, escorting Cleveland (CL-55). The two warships reached Espiritu Santo on the 24th. At the beginning of November, she accompanied the assault forces to Bougainville, Solomon Islands; and, between 5 and 11 November, supported the carriers while their planes bombed Japanese ships at Rabaul. She screened the carriers who delivered the 9 December raid on Nauru Island; then withdrew to the New Hebrides until 27 December. In the Solomons on the last three days of 1943, Sterett escorted Alabama (BB-60) to Pearl Harbor and on to the Ellice Islands, arriving at Funafuti on 21 January 1944. Two days afterward, she put to sea with Bunker Hill (CV-17) and Monterey

From 29 January to 7 March 1944, Sterett operated in the Marianas and Marshalls. On the 29th, her carriers' planes struck Roi and Namur islands of Kwajalein Atoll. Next came the 12 February raid on Truk. Five days later, Sterett covered the flattops during raids on Tinian and Saipan. She departed the Marshalls for the New Hebrides, where she joined the Emirau invasion force. Sterett stopped at Purvis Bay, Florida Island, on 4 April and visited Efate on 7 April during her voyage from Emirau Island to the United States.

Sterett stopped at Pearl Harbor on 16 and 17 April and arrived at the Puget Sound Navy Yard on the 29th. She underwent yard work from 24 to 30 April and then moved down the coast on 3 May to San Francisco Bay. Forty-eight hours later, she sailed out for Oahu and reached Pearl Harbor on the 10th. Following 14 days of exercises in the Hawaiian Islands, she sortied with TG 12.1 for the Marshalls. At Majuro from 30 May, she exited the lagoon with TF 58 on 6 June to screen the support carriers during the invasion of the Marianas. Sterett cruised with the carriers from 11 to 25 June as they launched and recovered wave after wave of planes for strikes on Saipan, Iwo Jima, Guam, and Rota Islands, periodically fending off Japanese aerial retaliation.

From 25 June until 7 July, she patrolled the waters around Guam and Rota and bombarded Guam. After covering the carriers during the sweeps over Yap, Palau, and Ulithi, she sailed for Eniwetok en route to Puget Sound. She stopped at Pearl Harbor from 10 to 14 August and headed on to Bremerton, Wash., entering the Puget Sound Navy Yard on the 20th. Completing overhaul and trials up and down the west coast she sailed west on 13 October for the Hawaiian Islands. Sterett sortied from Oahu with TU 16.8.5 on 19 November and, 12 days later, entered Seeadler Harbor, Manus Admiralty Islands. Two weeks before Christmas 194i, she entered Leyte Gulf in the Philippines for patrol and convoy duty.

On the day after Christmas, she started for Mindoro with a supply convoy. Two days later, the Japanese attacked. Early that morning, three kamikazes dove at Sterett's convoy. Antiaircraft fire splashed the first but the second and third succeeded in crashing into merchantmen. Sterett endured the onslaught of the "Divine Wind" until the task unit was dissolved on New Year's Day 1945. On that date, she returned to San Pedro Bay, claiming the destruction of one enemy suicide plane for herself and assists in eliminating two others. During the next three months, Sterett plied the waters of the South and Central Pacific, primarily engaged in patrol and convoy duty in the Solomons.

13 April 1945, she was off Okinawa, taking part in the conquest of the Ryukyus as a radar picket ship. At Okinawa, Japan hurled a storm of suicide planes at the Navy. Particularly hard-hit were the ships on radar picket duty. On 6 April, Sterett had to accompany her companion ship, Bennett (DD-473), to Zampa Misaki on Okinawa after that destroyer had been hit by a kamikaze.

Three days later, Sterett suffered the same fate. While at picket station #4 northeast of Okinawa, five enemy planes swooped on her, LCS-36, and LCS-24. The first was driven off and later downed, the second was splashed by the destroyer's main battery; but the third, though battered by her barrage, pressed home its attack and smashed into Sterett's starboard side at her waterline. She lost all electrical power, but her 20 millimeter and 40 millimeter guns still managed to bring down the fourth attacker. The destroyer lost steering and power to all guns and directors, her communications were out, and her forward fuel tanks were ruptured. However, with the fires in the mess hall under control, steering control reestablished aft, and emergency communication lines rigged she moved off to Kerama Retto with Jeffers (DMS-21) providing antiaircraft cover.

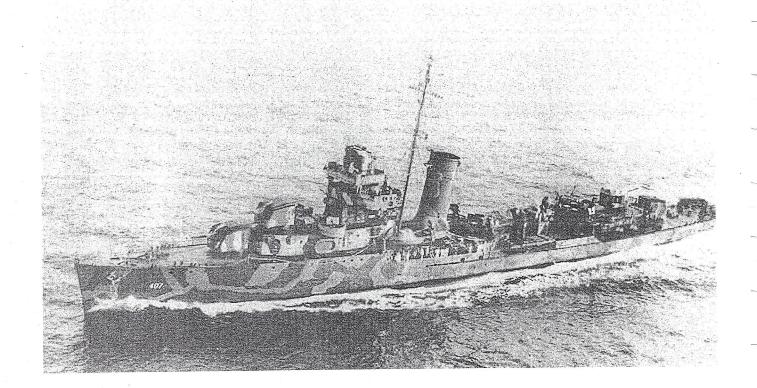
Following emergency repairs at Kerama Retto, she screened TU 53.7.1 to Ulithi, and, from there, she

and Rail (DE-304) sailed to Pearl Harbor. After spending the period from 1 to 10 May at Oahu, she moved on to Bremerton, Wash., and more extensive repairs. Through the months of June, July, and the first three weeks of August 1945, she remained on the west coast. Then, from 21 to 28 August, Sterett steamed to Pearl Harbor. Upon her arrival, she practiced shore bombardment and antiaircraft gunnery for a month. On 25 September, she set sail with Mississippi (BB-41), North Carolina (BB-55), and Enterprise (CV-6).

Sterett transited the Panama Canal on 8 and 9 October and, after a three-day stay in Coco Solo, C.Z., proceeded north. She arrived in New York on 17 October and was decommissioned there on 2 November 1945. Her name was struck from the Navy list on 25 February 1947, and she was sold on 10 August to Northern Metal Co. of Philadelphia for scrapping.

Sterett (DD-407) earned 14 battle stars and the Philippine Republic Presidential Unit Citation for World War II service.





STERETT III

DLG-31 Displacement: 7,940 t. Length: 547' Beam: 55' Draft: 29' Speed: 30 k. (trials) Complement: 418 Armament: 15"; 23"; Terrier SAMs; ASROC; LAMPS helicopter; 6 Mk.32 and 2 Mk.25 torpedo tubes Class: BELKNAP

The third STERETT, a guided missile frigate, was laid down on 25 September 1962 at Puget Sound Naval Shipyard, Bremerton, Wash., sponsored by Mrs. Phyllis Nitze, launched on 30 June 1964, and commissioned on 8 April 1967, Capt. Edward A. Christofferson, Jr., in command.

STERETT spent the rest of 1967 operating off the west coast undergoing various post-acceptance tests and trials, participating in shakedown training, and generally preparing for her final acceptance trials held between 18 and 20 December. Arriving in the Puget Sound Naval Shipyard again on 8 January 1968, she underwent post-shakedown availability until 29 March. On that day, she departed from Bremerton for FAST exercises with fast combat support ship CAMDEN (AOE-2). After 20 days in home port at Long Beach, Calif., she stood out on 23 April for FLEETEX 2-68, returning on 1 May. With the exception of two short excursions, one for nuclear capable certification and the other for COMTUEX 8-68, STERETT remained in home port until 19 June, when she departed San Pedro Bay for her first WestPac tour. After stops at Pearl Harbor and Midway, she arrived in Yokosuka, Japan, on 5 July and began preparations for her first line period in the Tonkin Gulf.

One month to the day after her departure from the United States, STERETT got underway again, this time via Subic Bay in the Philippines, en route to PIRAZ duty in the gulf. She put in at Danang, South Vietnam, for briefings on the 30th and departed immediately thereafter. On the last day of July 1968, STERETT relieved guided missile frigate HORNE (DLG-30) as PIRAZ unit. With destroyer RICH (DD-820) riding shotgun for her, she plied the waters off North Vietnam until relieved on 5 August. She moved on to duty as sea air rescue (SAR) ship and strike support ship (SSS), which she performed until 4 September. During her first crack at SAR, STERETT directed two successful rescues of pilots. The guided missile frigate continued alternating between PIRAZ, SAR, SSS, and in-port periods until mid-March 1969.

On 17 March 1969, STERETT joined Carrier Division 3 in the Sea of Japan for six days of special operations. From 23 March to mid-May, she sailed along the coasts of Korea, both in the Sea of Japan and in the Yellow Sea, providing protection for Peacetime Aerial Reconnaissance Program (PARPRO) flights, one of which had recently been downed by the North Koreans. By 25 May, she was back on PIRAZ station, off the coast of North Vietnam. She continued in this employment, taking time for a short period of PARPRO picket duty (9 to 13 July), until entering Yokosuka on 11 September for modifications to her weapon systems. Departing Japan at the end of October, STERETT conducted exercises and made another PARPRO cruise (3 to 20 December).

The guided missile frigate continued to shuttle back and forth between Yokosuka and the Tonkin Gulf for the first seven months of 1970. She alternated between PIRAZ duty and SAR/SSS duty, taking time out for a six-day stay at Hong Kong (10 to 16 February), an overnight layover in Keelung,

Taiwan, (29 to 30 May), and a two-day visit to EXPO '70 at Kobe, Japan. On 29 July, STERETT set sail from Yokosuka to return to the United States.

Over two years after her departure for the western Pacific, STERETT entered San Diego Bay. On 15 August, she began a leave and upkeep period prior to overhaul at Long Beach. Exactly two months later, she entered San Pedro Bay on her way to the naval shipyard. STERETT underwent a five-month overhaul, during which she was converted to Navy Distillate Fuel and received various weapons modifications. She stood out of Long Beach on 23 March 1971 and arrived in San Diego Bay three days later. STERETT spent all of 1971 either in port on, or operating off, the west coast. After leaving Long Beach and overhaul, she was engaged in post-overhaul trials and refresher training. During July, she visited San Francisco (2 to 5 July), Vancouver, B. C., (9 to 13 July), and Pearl Harbor (21 to 25 July), while conducting a midshipman cruise. From August to December, STERETT was involved in several exercises. By 8 December, she began preparing for another WestPac deployment.

On 7 January 1972, STERETT pointed her bow westward for her second tour of duty off the Vietnamese coast. Visiting Pearl Harbor on the 15th and refueling at Guam 10 days later, she arrived in Subic Bay on the 29th. Following eight days at Subic Bay, she departed for the Tonkin Gulf.

>From 10 February to 3 March, STERETT remained on PIRAZ station and, on 21 February, became the first Navy ship to direct the downing of a MiG-21 by Air Force CAP. En route to Subic Bay, the frigate participated in ASW exercises with submarine SCULPIN (SSN-590). She entered Subic Bay on 5 March and stayed until the 19th. She relieved guided missile cruiser CHICAGO (CG-11) as PIRAZ unit two days later. During her second line period of the deployment, STERETT participated in the downing of two more MiG's (30 March) and brought down another with a salvo of Terrier missiles during the Dong Hoi engagement on 19 April. Later on that day, she launched a second salvo of Terriers at an unidentified target, probably a Styx surface-to-surface missile, destroying it in midair. After adding two more successful pilot rescues to her tally, she returned to Subic Bay on 22 May.

STERETT changed roles upon her return to the Tonkin Gulf on 28 May. This time, she took up the south Talos station and acted as back-up for the PIRAZ ship, guided missile cruiser LONG BEACH (CGN-9). Following a six-day visit to Hong Kong, she returned to PIRAZ duty on 21 June. On 8 July, her CAP controller vectored Air Force planes to a successful interception of two additional MiG's. Just over a week later, she departed the Tonkin Gulf for Subic Bay, en route to the United States. She returned to San Diego on 8 August and operated off the west coast for the rest of 1972.

She began 1973 just as she had ended 1972, cruising in the southern California operating area. STERETT set off on her third WestPac cruise on 9 March, sailing in company with CAMDEN, aircraft carrier CORAL SEA (CVA-43), and ocean escort REASONER (DE-1063). This task unit, designated TU 37.1.2, stopped at Pearl Harbor and entered Subic Bay on 25 March. During the transit, STERETT's LAMPS helicopter crashed while ferrying the chaplain between ships for divine services. Fortunately, all crew members survived.

By the time STERETT got underway for line duty, the Vietnam cease-fire had already been negotiated. Thus, the ensuing line period was relatively uneventful, consisting of exercises, planeguard duty, PIRAZ, and antiaircraft warfare responsibility. Underway since 2 April, the frigate entered Sasebo, Japan, on 30 May. After Sasebo, she visited Keelung, Taiwan, from 15 to 19 June and, on the latter day, steamed for the Tonkin Gulf. During this line period, STERETT had to leave the PIRAZ station to evade a typhoon, but resumed her duties on 14 July.

Following liberty in Hong Kong from 18 to 23 July, STERETT steamed for Subic Bay, where she underwent repairs and embarked three midshipmen for their First Class cruise. On 2 August, she set sail for her last line period before returning to the United States. From the 2d to the 16th, she cruised off the coast of Vietnam, then made for Yokosuka, en route to the United States. STERETT stopped at Pearl Harbor on 31 August to disembark the three midshipmen and stood out again the next day for San Diego, arriving on 6 September. She completed 1973 in the San Diego area, preparing for her regular overhaul, scheduled to begin in February 1974.

STERETT earned nine battle stars for her service along the coast of Vietnam.

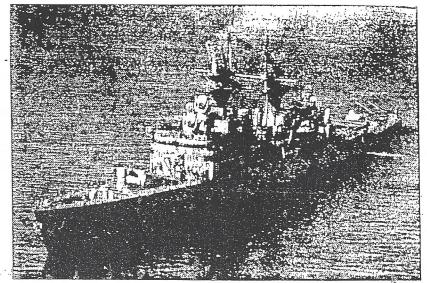
[Reclassified as guided missile cruiser CG-31 on 30 June 1975, STERETT was decommissioned and stricken from the Navy Register on 24 March 1994 at San Diego. Transferred to the Maritime Administration 12 May of the same year, she was laid up at the Suisun Bay, CA. reserve pending disposal.

Cruisers

Naming: Cruisers are traditionally named for US cities. Armored cruisers were named for states, battlecruisers were named to honor famous ships, and large cruisers (CB) were named for territories. Modern cruisers draw their names from a variety of sources.

Numbering: Protected Cruisers and 3rd Class Cruisers were initially numbered in a single "Cruiser" (C-x) series, Armored Cruisers in a separate series (AER-x), and Scout Cruisers in a third series (CS-x); there were several un-numbered cruisers. In two redesignations (17 July 1920 and 8 August 1921) the Protected, 3rd Class and Scout Cruisers received new designations in the Light Cruiser ("CL xx") series, and Armored Cruisers kept their numbers but became simply "Cruisers" ("CA xx"); there was considerable swapping of categories, and many previously un-numbered cruisers received numbers. After 1 July 1930 new Heavy Cruisers ("CA xx") were numbered in the same series as the CLs; some CLs became Anti-Aircraft Cruisers (CLAA) with the same numbers 18 March 1948. Hunter-Killer Cruisers (CLK) were numbered in a separate series.

Postwar, Guided Missile Cruisers started a new series (CAG/CLG/CG). On 30 June 1975 a large number of "Frigates" (DLG/DLGN) became Guided Missile Cruisers (CG/CGN), and the remaining CLGs became CGs. Several DDGs became CGs 1 January 1980.



Associated Press

The USS Sterett patrols the waters Sunday some 10 miles off the coast of Haiti near Port-au-Prince as warships prepare to enforce a U.N. embargo.

Trade sanctions

The United Nations unanimously approved the use of military action to enforce trade sanctions in an effort to restore democracy in Haiti.

SHIPS INVOLVED IN THE NAVAL OPERATION:



Destroyer USS Caron

Disolecement:

8,040 tons, full load Dimensions (fact):

563.2 x 55.1 x 19 (29 sonar)

Complement:

319-339 (20 officers)



Missile frigates

USS Klakring, USS Jack Williams

Displacement:

4,100 tons, full load

Dimensions (feet):

453 x 45 x 14.8 (24.5 sonar) ...

Complement

206 (13 officers) including 19 aircrew



Missile cruiser USS Sterett

Displacement:

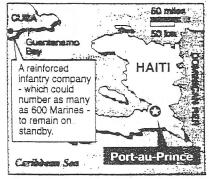
8,575 tons, full load

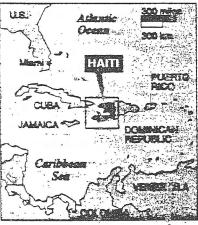
Dimensions (feet):

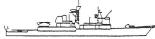
547 x 54.8 x 28.8 (sonar)

Complement:

479 (26 officers)







Missile cruisers

USS Vicksburg, USS Gettysburg

Displacement:

9,486 tons, full load

Dimensions (feet):

567 x 55 x 31 (sonar)

Complement:

358 (24 officers); accommodations for 405 total

Note: Pentagon officials said that if air operations are included in the interdiction affort, it will use the Navy P-3 Orions to help perform surface surveillance.

USS Sterett (DDG-104)

The USS Sterett (DDG-104) is a Flight IIA Arleigh Burke-class guided missile destroyer of the United States Navy.

Etymology

The USS *Sterett* is the fourth ship of the U.S. Navy to be named after Andrew Sterett, a U.S. naval officer who fought in the Quasi-War and the Barbary Wars.

History

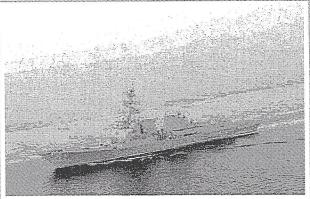
The contract to build the USS *Sterett* was awarded to Bath Iron Works Corporation in Bath, Maine on 13 September 2002. On 17 November 2005, her keel was laid down, and she was christened on 19 May 2007. The ship's sponsor was Michelle Sterett Bernson, a familial descendant of Andrew Sterett, who himself had no children.

Her commissioning took place in Baltimore, Maryland, Andrew Sterett's birthplace, on 9 August 2008. The ship's home port is Naval Base San Diego. [1]

The ship was attacked without warning by Somali pirates using rocket-propelled grenades on 22 February 2011, during negotiations with the pirates for the release of four U.S. hostages, who were eventually killed.^[2]

In popular culture

■ USS Sterett served as one of the filming locations for the TNT's television series *The Last Ship* and its fictional setting, USS *Nathan James* (DDG-151).



Sterett transiting the Arabian Sea, 22 April 2012

History

Bath Iron Works

Naval Base San Diego



Builder:

United States

Name: USS Sterett

Namesake: Andrew Sterett

Ordered: 13 September 2002

Laid down: 17 November 2005

Launched: 19 May 2007

Commissioned: 9 August 2008

Motto: "Forever Dauntless"

Status: in active service

Badge:

Homeport:



General characteristics

Class and type: Arleigh Burke class destroyer

Displacement:

6,600 tons light,

9,200 tons full,

2,600 tons dead

Length:

509 ft 6 in (155.3 m)

overall,

471 ft (143.6 m) waterline

Beam:

66 ft (20.1 m) extreme,

59 ft (18 m) waterline

Draft:

31 ft (9.4 m) maximum,

22 ft (6.7 m) limit

Propulsion:

4 × General Electric LM2500-30

gas turbines, 2 shafts, 100,000 shp

(75 MW)

Speed:

30+ knots (55+ km/h) designed

Complement:

32 officers, 348 enlisted

Armament:

 1×32 cell, 1×64 cell Mk

41 vertical launch systems,

96 × RIM-66 SM-2,

BGM-109 Tomahawk or

RUM-139 VL-Asroc,

missiles

 1×5 in (130 mm)/62, 2 \times

25 mm Mk 38, $4 \times .50$ cal

(12.7 mm) guns

2 × Mk 46 triple torpedo

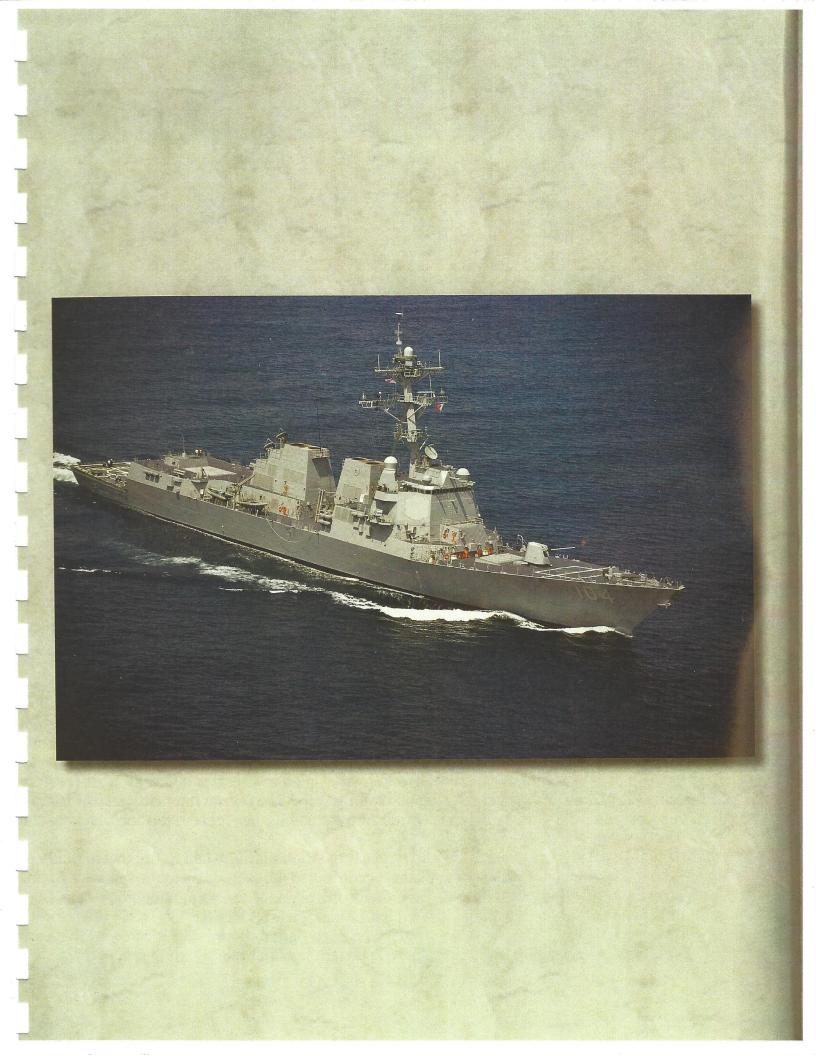
tubes

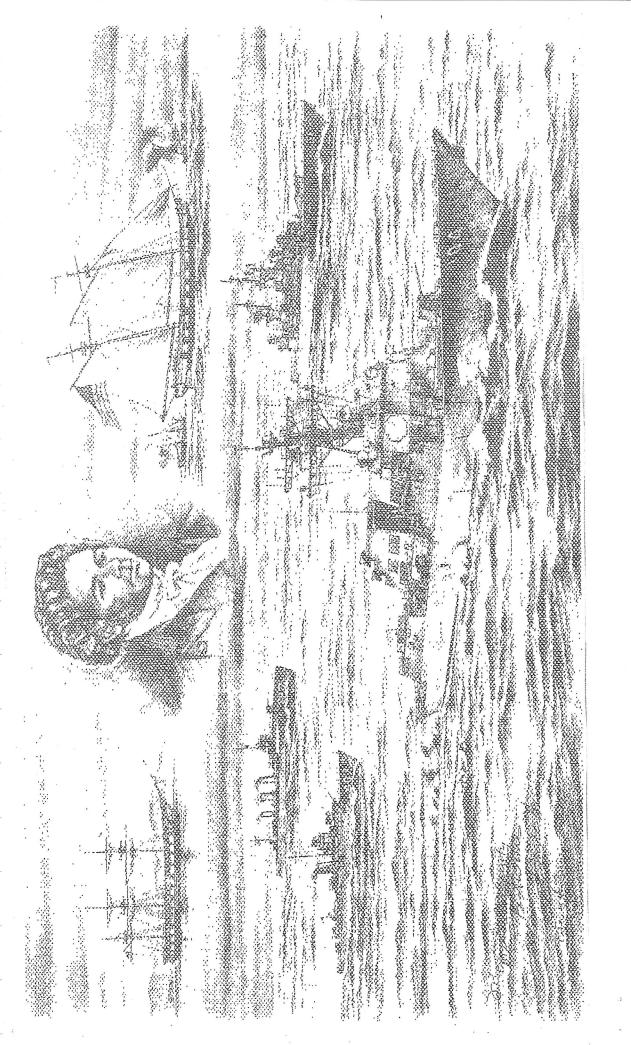
 $1 \times 20 \text{mm}$ Phalanx CIWS

Aircraft

2 × SH-60 Sea Hawk helicopters

carried:





Commemorative Drawing for the Christening of USS STERETT (DDG-104) 19 May 1007 by Peter Hsu

middle left is the second STERETT DD-407. Commissioned in 1938 and went on to engage in numerous battles (most renowned being the Battle of Guadalcanal) throughout WW II, it received a Presidential Citation. The third STERETT DLG/CG 31 (middle right) served from 1967-1994, deployed as a key asset in Vietnam operations throughout the Far This sketch depicts the STERETT DDG-104 in the foreground steaming with her three predecessor ships also named after the early American naval hero, Andrew Sterett, whose image appears in the top center. To the left is the first USS CONSTEL-LATION—where he was gunnery officer. To the right shown in battle under sail is the first USS ENTERPRISE—where he was the commanding officer. The "three-stacker" DD-27 (middle center) was the WW I era destroyer that was in service from 1910-1919. On the East, and later served in the Persian Gulf, in the first Gulf War in 1991.

PLANKOWNER.



Sailors attached to a pre-commissioning unit live between the shore and the sea. They are not considered a shore command, nor are they part of a sea-going command. They are part of a select group of men and women charged with the responsibility of bringing a warship to life.

Being part of a pre-commissioning crew, also known as plankowners, is a special treat for very few Sailors as these plankowners set the early standards for a ship. They write the first pages of history—as a new warship comes alive. They take great pride in establishing her legacy and forever hold the distinction of "Plankowner."

The term "plankowner" dates back to the early years of shipbuilding when Sailors were made of iron and ships were made of wood. Tradition states that according to the sacred law of the sea, each Sailor who serves as a member of the commissioning crew owns one plank of the ship, which he or she may claim after the ship is decommissioned and disassembled. Although USS STERETT (DDG 104) has not been built with wooden planks, the tradition continues and each Sailor aboard will receive a certificate to commemorate the occasion and have the distinction and right to claim the title of "Plankowner."

A Sailor Passed Today

He held a job and raised a family, Going quietly on his way And the world won't note his passing, Tho a Sailor died today.

When politicians leave this earth, Their bodies lie in state, While thousands note their passing, And proclaim that they were great.

Papers tell of their life stories From the time that they were young But the passing of a Sailor Goes unnoticed, and unsung

Is the greatest contribution
To the welfare of our land,
Some jerk who breaks his promise
And cons his fellow man?

Or the ordinary fellow Who in times of war and strife, Goes off to serve his country And offers up his life?

The politician's stipend And the style in which he lives, Are often disproportionate, To the service that he gives

While the ordinary Sailor, Who offered up his all, Is paid off with a medal And perhaps a pension, small.

It's so easy to forget them, For it is so many times That our Jims and Johnnys, Went to battle, but we know. It is not the politicians
With their compromise and ploys,
Who won for us the freedom
That our country now enjoys.

Should you find yourself in danger, With your enemies at hand, Would you really want some cop-out, With his ever waffling stand?

Or would you want a Sailor— His home, his country, his kin, Just a common Sailor, Who would fight until the end.

He was just a common Sailor, And his ranks are growing thin, But his presence should remind us We may need his like again.

For when countries are in conflict, We find the Sailor's part Is to clean up all the troubles That the politicians start.

If we cannot do him honor While he's here to hear the praise, Then at least let's give him homage At the ending of his days.

Perhaps just a simple headline
In the paper that might say:
"OUR COUNTRY IS IN MOURNING--A SAILOR DIED TODAY."

Special "THANKS" go out to the following:

Lesley Rubinger, current Director, Plaque Program (began w/ her predecessor, Paul Haley in 2015)

Ola Thomas, Event Coordinator (and 'shout out' to her boss, Teresa Winegan)

The AV/Tech Staff of the United States Navy Memorial and any other staff who assisted

President/CEO, RADM Frank Thorp IV of United States Navy Memorial and its Board of Directors

USS STERETT Ship Association and all its members, families, and friends

Sterett Family and Friends who have supported this effort, especially during these last few months before the dedication

THANK YOU!