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## Fletcher class destroyer museum



The abbot is gone forever, but four of his almost identical siblings are still afloat. You can even choose a ship to visit that best reflects either World War II or the Cold War. Of course, the best way to understand any Navy ship is to visit it on active duty; The next best thing to visit is a museum ship. Destroyer visits are interesting and educational, in part because the ships are small enough to be seen barrel to stern in just an hour or two. They are also relatively easy to tour, without towering add-ons or endlessly descending the lower decks; less mobile visitors can see a lot just touring the main deck. You can even get a former destroyer as a guide, especially on weekends. (Pictured right, former abbot engineering officer Mal Hill gave a tour of Cassin Young to a group of naval cadets in 2008.) All these ships are connected with museums on the shore. None of the Fletchers are seaworthy, but they all look like they might be steaming tomorrow. Museums in Boston, Buffalo and Athens also display other historic warships. These are the surviving Fletchers, listed as the oldest for the youngest: the Sullivans (DD 537) of Buffalo and Erie County Navy, New York. Cold War configuration. The Abbot and Sullivans were written off together in 1965. Moored in Lake Erie, where fresh water helps slow rust and decay. www.buffalonavalpark.org Buffalo and Erie County Navy 1-716-847-1773 One Buffalo Bay Naval Park New York 14202 Charrette (DD 581) Marine Tradition Park in Fallron Bay, Athens, Greece. After more than a decade in mothballs, Charrette was re-commissioned by the Velos (Ι . . . ) of the Greek Navy in 1959 and retired in 1991. Its Cold War modifications for THE NATO service included a large tripod mast and electronic warfare antennas. The successful mutiny aboard Veloso off the coast of Italy in 1973 helped draw the world's attention to a military coup in Greece, and so today the surviving ship is still revered as a monument to Greek democracy. Visit the official website. Fallron Bay Marine Park Athens Greece Kidd (DD 661) Baton Rouge, Louisiana. The only Fletcher in World War II configuration, including the original single mainmast. Kidd and Abbot served in the Destroyer Squadron 48 during World War II, and are therefore considered the brothers of the ships. Kidd is moored on the east bank of the Mississippi River, north of the Horace Wilkinson Bridge (Interstate 10). Its hull is subjected to a seasonal drop in water level every year, which allows you to carefully inspect the entire ship, including the steering wheel and propellers. www.usskidd.com U.S. Kidd Veterans Memorial 1-225-342-1942 305 South River Road Baton Rouge Louisiana 70802-6220 Cassin Young (DD 793) Boston. in a Cold War configuration and moored next to the historic 1797 frigate Constitution at the Charlestown Naval Shipyard. Excellent video tour of the National Park Park Service website. www.nps.gov/bost/historyculture/usscassinyoung.htm Boston National Historic Park 1-617-242-5601 Charlestown Naval Shipyard Boston Massachusetts 02129 Fletcher Class Destroyer (DD-537) is the largest and most important class of U.S. destroyers used in World War II. The USS The Sullivans, named after five brothers from Waterloo, Iowa, was the only ship in the Navy that was named after more than one person. It was commissioned in 1943 and saw action in the Pacific theater of war, demolished eight Japanese aircraft, bombing Iwo Jima and Okinawa, and rescuing American pilots and crew from burning or sinking ships. It has also seen actions during the Korean War and the Caribbean crisis. The USS The Sullivans was decommissioned in 1965, earning 11 battle stars for worthy performances, and is now a historic landmark moored on the Buffalo waterfront. On board you will see what it's like to serve as a Tin Can Sailor along with 310 of your mates. It is also a place for reflection and remembrance of the five Sullivan boys who died together, an act that is confirmed in her motto We Stick Together! This article contains a list of general references, but it remains largely unverified because it does not have enough relevant link. Please help improve this article by adding more accurate quotes. (September 2020) (Learn how and when to remove this template message) 1940s class destroyer U.S. Navy Fletcher Class destroyer USS Fletcher (DD-445) in its original layout, 1942 Class of overviewName: Fletcher-class destroyersBuilders: Federal Shipbuilding and Drydock Company, Kearney, New Jersey Bath Iron Works, Bath, Maine Boston Navy Yard Consolidated Steel Corporation Orange, Texas Bay Shipbuilding Corporation, Chickasaw, Alabama Bethlehem Steel Corporation, Staten Island, New York Shipbuilding Corporation, San Francisco California Bethlehem Steel Company, San Pedro, CA, Terminal Island Seattle-Tacoma Shipbuilding Corporation, Seattle, Washington Puget Sound Naval Shipyard Operators: U.S. Navy Argentina Navy Chile Navy Chili Navy Columbia : Gleeaves classSucceeded by: Allen M. Sumner class Cost: \$6 millionBuilt: March 3, 1941 to February 22, 1945 Commission: June 4, 1942 to 1971 (USN), 2001 (Mexico)Completed : 175Cancelled: 13Lost: 19, plus 6 unrepaired: 4 USS Cassin Young USS The Sullivans USS Kidd Greek destroyer Velos General Characteristics Type: DestroyerMarking: 2050 tons (standard) 2,500 tons (0 Full load) Length: 37 6.5 feet (114.8 m) Beam: 39.5 feet (12.0 m) Project: 17.5 feet (5.3 m)Movement: 60,000 hp. (45 MW); 4 oil boilers; 2 Steam turbines; 2 propellers: 36.5 knots (67.6 km/h; 42.0 mph) Range: 5,500 miles by 15 knots (8,850 km at 28 km/h) Supplement: 329 officers and menArmament: Varied; See the Fletcher Arms Section was a class of destroyers built by the United States during World War II. The class was developed in 1939, resulting in dissatisfaction with the earlier types of leaders of the Porter and Somers class destroyers. Some of them served during the Korean War and the Vietnam War. Fletchers had a design speed of 38 knots and a basic weapon of five five guns in one mount with ten 21 torpedoes in two quintessential central mounts. The classes of Allen M. Sumner and Gearing were derivatives of Fletcher. Fletcher-class long-range ships performed all the tasks assigned by the destroyer, from anti-submarine and anti-aircraft warfare to surface operations. In a huge effort, the Fletchers were built by shipyards throughout the United States and, after the end of World War II, 11 were sold to the countries they were built to fight against: Italy, Germany and Japan, as well as other countries where they had even longer, distinguished careers. Three of them were retained as museum ships in the UNITED States and one in Greece. The Fletcher Class description (named after Admiral Frank F. Fletcher) was the largest class of ordered destroyers, as well as one of the most successful and popular destroyers themselves. Compared to the earlier classes built for the Navy, they increased significantly in anti-aircraft weapons and other weapons, resulting in an increase in displacement. Their flush deck design added structural strength, although it made them quite cramped, as less space was available below decks compared with the raised forecastle. (quote necessary) Designing a technical drawing of the Fletcher-class destroyer. The launch of Fletcher and Radford, on May 3, 1942, was the first generation of destroyers developed after a series of naval treaties that had limited ship designs until now. The growth in design was partly to answer the question that has always dogged U.S. Navy designs that being long-range required operations in the Pacific. They also had to carry at least five 5s in (127 mm) guns and ten deck torpedoes on the central line, allowing them to meet any foreign design on equal terms. Compared to earlier projects, the Fletchers were large. They eventually absorb the addition of two 40mm Bofors four-seater mount AA guns, as well as six 20mm Oerlikon dual AA gun positions. This addition to the AA Suite requires the removal of forward quintuple mount torpedoes, a change, according to the April 4, 1945 anti-kamikaze program. The Fletchers were also much less heavy than previous classes, allowing them to take on additional equipment and weapons without a major reorganization. They were lucky enough to catch American production at the right moment, becoming the destroyer's design, and only Fletcher-type derivatives, Sumner and Gearing classes, would follow. The first design materials were prepared in the autumn of 1939 from questionnaires distributed around the design bureaus and the Office of the Chief of Naval Operations. The parameters of the design were weapons desired from the next destroyer. Thus, questions about how many guns, torpedoes and deep charges were seen as desirable. Also asked at what point would the design grow large enough to become the target of a torpedo rather than a torpedo delivery system. The answer that came back was that five 5s (127 mm) dual-use guns, twelve torpedoes and twenty-eight deep charges would be ideal, while a return to the 1,500-ton designs of the past was seen as undesirable. Speed requirements ranged from 35 to 38 kn (40 to 44 mph; 65 to 70 km/h), as well as flaws in the previous Sims class, which were top-heavy and required lead ballast to correct this error, caused Fletcher's design to be expanded by 18 in (46 cm) beam. As with other previous U.S. flash-deck destroyers, maritime performance has suffered. This has been mitigated by the deployment in the Pacific Ocean, which is relatively calm. To reach 38 kn (44 mph; 70 kph) with a 500-ton increase in displacement, the horsepower shaft was increased from 50,000 to 60,000 compared to previous Benson and Gleeaves classes. Fletchers featured air-encased boilers producing steam at 600 psi (4,100 kPa) and 850 F (450 C), with 2,350 kW steam turbines operated by electric generators and a 100 kW emergency diesel generator. Babcock and Wilcox boilers and General Electric steam turbines were typically equipped, although other projects and manufacturers were likely to have been used to maximize production rates. Armament 127 mm MK 30 cannon from the Fletcher class destroyer (1942) Bundeswehr Military History Museum, Dresden Forward 5/38 caliber guns as a view from the bridge Major Armament Gun Fletcher had five dual-use 5 inches /38 caliber (127 mm) guns in one Mk-30 towers, guided by the Mark 37 Gun Fire Control System, including the Mk 12 Fire Control Radar and the Mk 22 Height-Search (both replaced by the circular Mk 25 postwar radar) linked Mark 1A fire computer and stabilized Mk 6 8500 rpm gyroscope. Ten 21 in (530 mm) torpedoes were The two quintessential mounts on the central line among the ships, firing a 21-inch Mark 15 torpedo. The anti-submarine weapon had two depths of the charge rack for 600-pound charges on the stern, supplemented by six K-gun depth charge throwers for 300-pound charges among the ships. In addition to the main dual-use weapons, the original (April-May 1942) anti-aircraft weapons were light, a 1.1/75-caliber four-seater cannon (located in an elevated tub between the 5/38 caliber guns and six 20 mm Oerlikon cannons (two in front of the bridge and below the bridge and four ships). Beginning in June 1942, the 1.1p was replaced by a twin Bofors 40mm mount cannon, as well as another double fastening on a fantage between the racks of the depth of the charge. In February 1943, the fantage installed by Bofors was removed, and instead, one double mount was placed on each side of the amp funnel, bringing the total of 40 mm barrels to six. In 1942 and 1943 the number of Oerlikon guns steadily increased. Ships are often modified before leaving the shipyard with the seventh 20mm mount in front of the bridge for the number two 5/38 caliber gun mountain, and anywhere from one to three mounts on the flying bridge depending on the configuration of the bridge of the ship. In combat commanders often requisition additional guns, and some Fletchers are fitted with thirteen 20mm guns. In June and July 1943, instead of 20 mm guns in front of the bridge and under it were added two more twin guns Beaufort, which gave a total of ten barrels. With this modification, the Oerlikon guns were rebuilt and their number was standardized into seven; four among the ship and three in the shape of a heart mount on a fantail. In response to the growing threat of kamikaze attacks, since July 1945, some ships returning to the United States for refit have received additional anti-aircraft modifications, replacing the rewinding of torpedoes with a large weapons platform that holds two four-seater 40 mm guns (a total of fourteen barrels). Seven single 20 mm guns were replaced by six double mounts (four on ships and two on a fantail, not three as before). Three (Pringle, Stevens, and Halford) were built with a catapult plane, resulting in the removal of the rear torpedo tube mountain and the number 3 5-inch mount gun. This change was not successful in service and was not repeated. These three destroyers were later converted into a regular Fletcher-type configuration. Nineteen service were lost during World War II; six more were damaged, assessed as constructive overall losses rather than repaired. Post-war, the rest were written off and placed in reserve. With the outbreak of the Korean War, many of them were returned to action. During this time, 39 people have been refitted, reducing their total basic weapons and number of other weapons. New Weapon to Throw Ahead Under Called Weapon Weapons was installed on many ships. Others were transporting the shoe-carrying Hedgehogs. Eighteen ships have been redesigne as escort destroyers (DDE) optimized for anti-submarine warfare; they returned to the destroyer designation (DD) in 1962. Other navy ships were sold to other navies in the mid-1950s, including: Argentina: 5 Brazil: 7 Chile: 2 Colombia: 1 Greece: 7 Italy: 3 Japan: 2 Mexico: 2 Peru: 2 South Korea: 3 Spain: 5 People's Republic of China (Taiwan): 4 Turkey: 4 West Germany: 6 All remaining were broken in the 1970s. Fletcher's last in service, BAM Cuitlahuac (formerly John Rogers), left the Mexican navy in 2001, meaning Fletcher's total lifespan stretched for nearly six decades into the 21st century. Argentina A total of five Fletchers were handed over to the Argentine Navy in two batches. The first batch of three ships was handed over in 1961, the second in 1971. By the end of the 1970s the ships were obsolete and did not play a significant role in the Falklands War, having been struck in the same year for scrapping or being used as a target ship. Pennant Ship name Former name Acquired Destiny D-20 ARA Almirante Brown USS Heermann 14 August 1961 Scrapped in 1982 D-21 ARA Espara USS Dortch 16 August 1961 Scrapped in 1977 D-22 ARA Rosales USSBel Stem 7 August 1961 Scrapped in 1982 D-22 223 ARA Almirante Domecq Garcia USS Braine August 17, 1971 Sunk as a target October 7, 1983 D-24 ARA Almirante Storni USS Cowell 17 August 1971 Scrapped in 1982 Brazil Pennant Ship Name Former Name Acquired Destiny D27 Para USS Guest 5 June 1959 hit in 1978, sank as a target on February 23, 1983 D28 Paraiba USS Bennett 15 December 1959 struck and scrapped in 1978 D29 Parana USS Cushing 20 July 1961 struck in 1973 and scrapped in 1982 D 30 Pernambuco USS Hailey 20 July 1961 sank as a target around 1982 D31 Piaui USS Lewis Hancock 1 August 1967 struck and scrapped in 1989 D32 Santa Catarina USS Irvine May 10, 1968 hit in 1988 and sank as a target in 1990 D33 Maranhao USS Shields July 1, 1972 struck and scrapped in 1990 Chile Penn Ship named Former name Acquired Destiny D-14 Blanco Encalada USS Wadleigh 26 July 1962 struck in 1982, sunk as a target on September 28, 1991, the D-15 Cochrane USS Rooks struck in 1983, scrapping N/A N/A USS Charles J. Badger 10 May 1974 scrapped and cannibalized Colombia Penn Ship name Former name Acquired Destiny DD-01 ARC Antioquia USS Hale 23 January 1961 struck in 1973, scrapping Greece Penn Ship name Former title Acquired Destiny D-06 Aspis USS Conner 15 September 15 September 19711959 struck in 1991, scrapped in 1997 D-16 Velos USS Charrette 16 June 1959 Active - In operation as a museum ship from 1991 D-28 Thyella USS Bradford 27 September 1962 struck in 1981 , scrapped in 1981 D-42 Kimon USS Ringgold 18 September 1981 struck in 1993, scrapped in 1993 D-56 Lonchi USS Hall 9 February 1960 struck October 10, 1990, scrapped in 1997 D-63 Navarion Navarinonrin Brown 27 September 1962 struck in 1981, scrapped in 1981 D-65 Nearchos USS Wadsworth October 15, 1980 struck in 1991, scrapping in 1991 D-85 Sfendoni USS Aulick 21 August 1959 struck in 1991, scrapped in 1997 N/A N/A USS Claxton February 1981 scrapped and cannibalized N/A N/A USS Dyson February 1982 scrapped and cannibalized Japan's Penn Ship name Former title Acquired Destiny DD-183 JDS Ariake USS Haywood L. Edwards 10 March 1959 struck in 1974, scrapping the 1976 DD-184 JDS Jagure USS Richard. Leary 10 March 1959 struck in 1974, scrapped July 1, 1976 Mexico Penn Ship name Former name Acquired Destiny E-01 ARM Cuauhtmo'd USS Harrison August 19, 19 August 19, 1976 Mexico Pennant Ship name Former name Acquired Fate E-01 ARM Cuauhtmo'd USS Harrison August 19, 1976 1976 196 1970 Dismantled E-02 ARM Cui'llhuac USS John Rodgers August 19, 1970 Scrapped in 2011 South Korean pennant Ship Name Formerly Acquired Fate DD-91 ROKS Chung Mu USS Erben 16 May 1963 possibly scrapped DD-92 ROKS Wal-Powell 27 1968 hit in 1982, disposed of in 1982 DD-93 ROKS Busan USS Hickox 15 November 1968 struck in 1989, scrapped in 1989 Taiwan Penn Ship name Former title Acquired Fate DDG-108 ROCS Kwei Yang USS Twining 16 August 1971 struck in 1999 , scrapped DDG-109 ROCS Ching Yang USS Mullany October 6, 1971 struck in 1999, sank as a target November 1, 2001 DDG-918 ROCS An Yang USS Kimberly June 1, 1967 struck in 1999, Sank as a target on October 14, 2003 DDG-1999919 ROCS Kuen Yang USS Yarnall June 10, 1968 struck in 1999, scrapping the surviving former USS Cassin Young preserved as a museum ship in 2007 Four Fletcher-class destroyers preserved as museum ships. Three are in the United States and one in Greece, although only Kidd retains its World War II configuration. Velos is the only one still on the commission. The Velos along the side of G. Averof are ceremonially commissioned by the Greek fleet with Palaio Faliro as its base. Their crew are active officers of the Greek Navy. Velos still retains its full armament and equipment (modernized in the 1950s). In September 2019, the crew took her to Thessaloniki for a short three-month stay. As of October 2020, it remains in Thessaloniki, and it has been visited by more than 157,000 visitors. All three American museum ships have been designated national historical landmarks. Surviving ships of the USS The Sullivans (DD-537), in Buffalo, New York USS Kidd (DD-661), in Baton Rouge, Louisiana USS Cassin Young (DD-793), in Boston, Massachusetts Velos, formerLY USS Charrette (DD-581), in Palaio Faliro, Greece Celebrates In 2018, Kidd was used as a filming location for the fictional USS Keeling (codenamed Greyhound), from C.S. Forester's novel The Good Shepherd, in his appearance in the book 2020 Adaptation. The Ships in the Fletcher-class See List class also see a list of U.S. Navy destroyers' b-destroyerhistory.org classes: Fletcher Class and USS Bush-Fletcher class. Extracted 12 12 2007. Friedman, Norman. U.S. Destroyers: Illustrated Design History (revised edition, Naval Institute Press Office, Annapolis, 2004), p.111-112. Friedman p.472 - Friedman p.111-112 - b Friedman, p.111 - Friedman, p.118 - Friedman, p.112 - Friedman, p.112 - Friedman, p.112 - George Stewart (July 31, 2013). In the 1950s, life on a Fletcher-class destroyer. Harry A. 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Fletcher-class destroyers on the destroyer History List of Fletcher-class destroyers in the Destroyer History Foundation Tin Can Sailors - destroyers.org - Fletcher-class destroyers USS Conway's Official Website. Fletcher class destroyers online. Fletcher's website USS Cassin Young, USS Bush Website Full list and photos, uss AbbottS Photos and history in German. Sailor's Diary: Artworks, diaries and letters from a sailor aboard the Fletcher Class USS La Vallette NavSource-Based Photo Page

