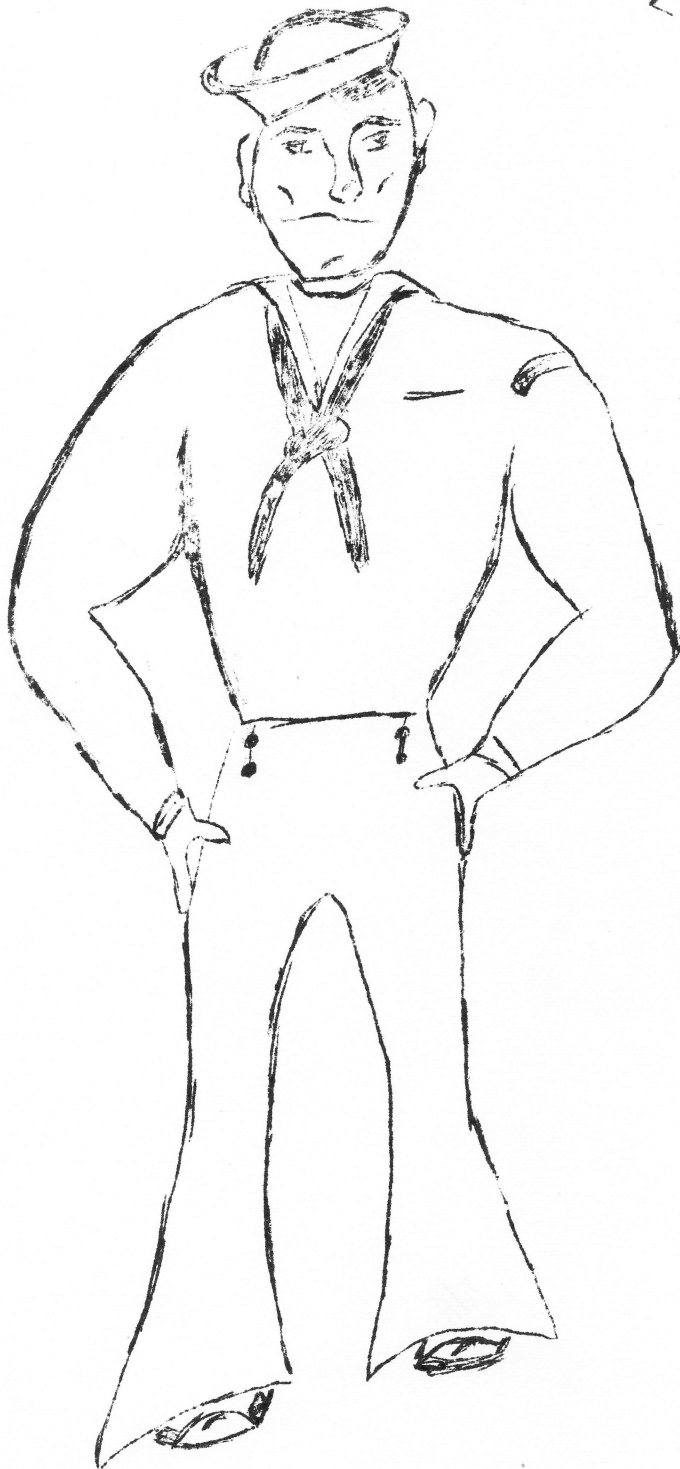


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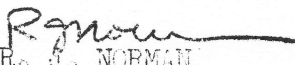
DD 629



GENERAL INFO BULLETIN

FORWARD

This pamphlet has been prepared to aid you in familiarizing yourself with your new ship. Included in the following pages is all sorts of interesting and useful information that we hope will help you become a member of the ABBOT team in as short a time as possible. The ABBOT is a man-of-war. We are proud of her and her high standards. We hope that you will identify yourself with her and have a real feeling of pride in serving on board. You may rest assured that any constructive ideas you may have for improving our fine ship will be given thorough consideration.

  
R. J. NORMAN  
Commander, U.S. Navy  
Commanding Officer



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### General Description

The ABBOT is a Fletcher Class Destroyer attached to the Destroyer Force, U.S. Atlantic Fleet. She is the flagship for Escort Squadron 14 based at Newport, Rhode Island. Some of her vital statistics are:

Keel laid	July 1942
Builder	Bath Iron Works, Bath, Maine
Commissioned	23 April 1943
Decommissioned	21 May 1946 at Long Beach, Cal.
Recommissioned	26 February 1951; U.S. Atlantic Fleet
Length overall	376' 5 1/2"
Breadth of Main Deck	39' 4"
Navigational Draft	19' 9 11/16" (lowest point of propeller)
Full Load Displacement	2900 tons
Ship's Company (Peace Time)	
Officers	13
CPO's	11
Other Enlisted	215
Total	239
Speed	36
Horsepower	60,000
Propeller (twin)	11' 6"

She Was Named For .....

Commodore Joel T. Abbot who was born in Westford, Massachusetts on 18 January 1793. Joel Abbot was appointed Midshipman on 3 November 1812 and he served with distinction during the War of 1812. He commanded the frigate Macedonian during the Japanese expedition of 1852 during which time he supervised the placing of buoys and a lightship in the Yangtze Kiang River. He was advanced to Chief of Staff for Commodore Mathew Perry before the expedition terminated. Commodore Abbot died of malaria in Hong Kong on 14 December 1855.

### The First Ship to Bear the Name . . .

The first Abbot (DD 184) was launched 4 July 1918 by Newport News Shipbuilding and Drydock Company, Newport News, Virginia. She was sponsored by Miss Louise Abbot Cooke, great-granddaughter of Commodore Abbot and was commissioned 19 July 1919. She reported to the Atlantic Fleet.

Abbot cruised along the Atlantic Coast, in the Gulf of Mexico, and in Cuban waters until going out of commission 5 July 1922 at Philadelphia.

DD 184 was recommissioned 17 June 1940 and decommissioned three months later at Halifax, Nova Scotia. On 23 September, she was transferred in the destroyer - land bases exchange to the British, who renamed her the HMS Charlestown.

HMS Charlestown participated primarily in minelaying work off the west coast of Scotland with occasional escort of convoys. She collided with the steamer FLORJZEL in the English Channel in December 1944 and was put into reserve at Grangemouth, Scotland. She was scrapped on 15 January 1945.

## GENERAL ORGANIZATION

The ship's company is organized into the Operations Department containing the "OC" and "OI" Division , the Gunnery Department with the "Deck" and the Ordnance Divisions, the Engineering Department with the "M" and "R" Divisions and the Supply Department with the "S" Division.

Under the Commanding Officer the Executive Officer is in overall charge of the ship. He administers the ship through the Department Heads.

Your divisional, watch and emergency bill duties and stations will be carefully defined for you on your billet card and on the Division Watch Quarter and Station Bill.

Your division officer will be your immediate officer in command. Petty Officers in the ship are charged with the maintenance of ship's discipline as well as the performance of technical duties. Their authority is definite and must be respected. You have access to your Division Officer, Head of Department, Executive Officer and Captain, but that access is through the chain of command.

### Ship's Discipline

The ABBOT is one of the most powerful ASW vessels afloat. She mounts the best underwater gear the Navy has been able to develop to counter the sizeable Soviet Submarine potential. She's a very potent addition to the ever growing might of the U.S. at sea and is a real contribution to our national security.

Because she's a warship she must be administered as one if she is to carry out her mission successfully and if you are to be proud of her and yourself as a member of the crew.

You will be expected to read and understand all of the ship's and applicable departmental regulations. They are based on long experience in the forces afloat and you must adhere to them. Unless officially changed every order is in full effect. Avoid needless unhappiness that will accrue through violation of them.

In what ever evolution you participate, do it in a Navy fashion. Be proud of your performance and the ship will be proud of you. Your horizons are unlimited. Advancement in your particular rate is yours if you are willing to develop your skills and petty officer qualities. It is really a matter of how much you personally wish to advance. Your shipmates stand ready to help you in every possible way to attain your goal.

#### Personnel Services

We are extremely anxious that you enjoy and profit from your tour on board. To help you progress and live comfortably and wholesomely we have established or administer, the following services:

Training Manual Library You may draw any manual you may need from your division officer. If he does not have it, the Information and Education Officer will order it for you.



Navy Training Courses The I&E Officer has a catalogue of all training courses offered by the Bureau of Naval Personnel. See him and he will aid you in filling out your application for the course you need. Your division officer will administer your course to you when it is received on board.

Information and Education Program Our I&E Officer stands ready to guide and help you in your self study program on board. It may be possible to qualify for and receive a high school certificate while actually serving on board. He has a complete file on USAFI information and can answer your questions.

Recreational Material We have a complete stock of sftotball, volley ball, football, boxing, golf and fishing equipment in the athletic store room. Use it. It's for you. It may be drawn as you need it. See the Athletic Storeroom Custodian.

Ship's Library A fine ship's library of fiction and non-fiction books is established on the Mess Deck. In addition, a good selection of magazines is also available from the library.

Church Services Underway the ship will attempt to hold prayer periods for all persons on appropriate days. In port, a listing of all Church Services in the area will be included in the plan of the day. We urge you to attend a church of your choice.

Voting Information There is a Voting Officer on the ship who has all voting information and applications for absentee balloting. Ask your division officer to direct you to the Voting Officer.

Medical We have a well fitted out sick bay. Our hospital corpsman is on board to keep you fit. See him if you don't feel up to snuff. He will undoubtedly be able to help. He's also the person to see in regard to dental appointments and will arrange hospital appointments for consultation if he feels it necessary.

Movies We have a splendid movie system on board and we have movies nearly every evening that our operations permit. You're welcome to attend but be sure you are in the proper uniform.

Other services and facilities under the cognizance of various Department Heads will be explained under the section devoted to those Departments.

## HULL

The ship is considered as divided horizontally by decks, platforms, flats, levels and bottoms. Such division applies to the entire ship, both within the hull and the superstructure.

Between these horizontal division boundaries, the ship is considered as vertically divided by any vertical bulkhead, except for spaces designated as voids, cofferdams, or tanks for liquids, only tight boundaries are considered.

Every space enclosed by the horizontal and vertical boundaries as defined (except for minor utility spaces such as peacoat lockers, linen lockers, cleaning gear lockers, etc) is considered as a compartment and assigned an independent compartment number.

Compartment numbers contain the following information in the order given in relation to the centerline of the ship and usage of the compartment.

The number assigned to a compartment is determined as follows:

a. Section Letter. Compartments in the forward section of the ship from the forward perpendicular to frame 72 are designated by the letter A. Compartments between frame 72 and 148 are designated B. Compartments aft of frame 148 are designated C.

b. Deck Number. The main deck is always numbered 1. The first deck below the main deck is numbered 2, etc., consecutively for lower division boundaries. The first horizontal division above the main deck is numbered 01, the second above 02, etc.

c. Relation to the centerline of the ship. Compartments located so that the centerline of the ship passes through them carry the number 0. Compartments located entirely to starboard of the centerline are given odd numbers and those completely to the port of centerline are given even numbers. The first compartment outboard of the centerline is 1, the second 3, etc.

d. Compartment usage. The fourth and last part of the compartment number is a capital letter which identifies the assigned primary usage of the compartment. The letters are selected in accordance with the following categories:

- A - For stowage spaces such as: storerooms, refrigerated compartments and issue rooms.
- C - For vital ship and fire control operating spaces which are normally manned, such as: CIC, IC, Radio, Sonar, Pilot House, etc.
- E - For Engineering spaces which are normally manned, such as: Main Propulsion spaces, windlass rooms, boiler rooms, etc.
- F - For fuel oil, lubricating oil, and fog oil compartments.
- K - For spaces for stowage of chemicals, semi-safe and dangerous materials.
- L - For living spaces such as: Berthing spaces, messing spaces, passageways, washrooms, etc.
- M - For ammunition spaces such as magazines and ready service rooms.
- Q - For spaces not otherwise covered such as: shops, galley, offices.
- W - For water compartments such as peak tanks.

## OPERATIONS DEPARTMENT

The Operations Department in the ABBOT is organized into the "OC" and "OI" Divisions under the Operations Officer. All communications and navigation personnel - Radiomen, Signalmen and Quartermasters - are assigned to the "OC" Division. All ship control personnel - Radarmen and the Electronics Technicians - as well as the clerical personnel - Yeoman and Personnelmen - are part of the "OI" Division. As you can readily see, these ratings form an extremely important part of our team.

The CIC Officer is the "OI" Division Officer and he and his personnel must continuously know exactly where the ship is, assist in the present exercise and anticipate what is to happen next. The Communications Officer is the "OC" Division Officer and has charge of all incoming and outgoing messages - both coded and plain language - plus all the radio circuits which we use during the operations at sea.

All of the electronics gear associated with radar and radio comes under the cognizance of the Operations Department. We have fine surface search (SPS-10) and air search (SPS-6C) radars. Numerous radar repeaters of advanced design and modern communications equipment covering from the lowest of frequencies to the highest in the UHF band are included in our Operations Spaces. Our visual signalling equipment includes flags, and light (yardarm blinker, 12" projector lamps, and an infra red system)

Several special services are provided for you by the Operations Department:

a. Class "E" or private message service - if a genuine emergency arises, we can transmit a message for you to anyone in the U.S. via Navy Radio and Western Union facilities. A charge collected on board is levied for the Western Union's portion of the services. See the Leading Radioman or the Communications Officer if you desire this service.



b. Your family may send you a message when at sea or in port by calling Western Union and addressing the message to:

Your name  
USS ARBON (DD629)  
c/o Naval Communications Station  
Washington, D.C.

c. High Seas Radiotelephone Service - When returning from overseas deployment, usually a night or two before entering port the ship will set up a radio circuit connecting with the Bell Telephone System in one of our coastal cities. All calls must be made collect and the charge is slightly more than from the shore station to the city you are calling. The Plan of the Day will carry a note about this service when it is available.



## GUNNERY DEPARTMENT

The objective of the Gunnery Department is two-fold. It's first objective of course is to effectively use the ship's weapons in hitting the target, whether it be in the air, on the surface, below the surface, or on the beach. To meet these requirements the ship is equipped with a variety of ordnance equipment. This equipment is only as good as the crews that operate and take care of it. For this reason each man in the department must become thoroughly familiar with his battle station assignment as well as the equipment for which he is responsible for day to day maintenance.

The second objective of the department is to keep the ABBOT shipshape. Proper maintenance of the hull and topside surfaces as well as assigned interior compartments is a never ending job. The ship must be kept free of rust and dirt, both on painted and bare metal surfaces. Painted surfaces must be kept clean and have paint properly applied and bare metal must shine. The job requires long hard hours but when properly performed your home afloat becomes a ship of which you can be justly proud.

The first armament you probably noticed on the ABBOT was her guns which consist of four single enclosed 5"/38 caliber dual purpose mounts and three open twin 3"/50 caliber gun mounts. In combination with the four fire control systems the ship can effectively fight both air and surface targets.

The 5"/38 caliber gun fires semi-fixed ammunition, that is the powder and projectile are separate, and it is loaded by hand. The average rate of fire with a well trained loading crew is about 15 rounds a minute. The gun has a maximum range of 9 miles and is used in defense against air and surface attack and in gunfire support of amphibious operations.

The 3"/50 was planned late in World War II when a need for a rapid fire gun with more "punch" than the old familiar 40mm for stopping suicide planes and dive bombers became evident. The ABBOT'S 3"/50 were installed in 1951 upon recommissioning. These weapons fire a fixed projectile which is loaded into the gun by motor driven loaders. The loader mechanism itself is fed by hand. It has a maximum range of 6.5 miles and although primarily an anti-aircraft gun the 3"/50 is also designed for use against shore and surface targets at close range.

Although all gun mounts can if necessary be fired in local or manual, control the usual method of firing is with the guns in automatic with their primary fire control system.

The mounts when in automatic are positioned electrically by computed gun orders in order to lead the target by the proper amount. The gun orders themselves are determined by positioning the target either by means of radar or optically and feeding this information of target motion into a computing mechanism which in turn positions the guns.

Like all World War II general purpose destroyers ABBOT carries a weapon that is designed exclusively for use against enemy surface targets. This is the big torpedoes or fish located in their mount on the O1 level amidships. The torpedoes themselves are three speed, steam turbine driven types, are 24 feet long and weigh nearly 2 tons, of which more than 800 pounds is high explosive. They are initially launched by exploding an impulse charge within the launching tube. Once in the water their own powerplant takes over and propels them to the target.

For anti-submarine warfare the ABBOT is equipped with the latest in sonar installations and with three types of anti submarine weapons. Once our echo is received from the sonar under water sound beam bouncing back off the hull of the sub., the ship closes rapidly for the "kill". The weapons for attack are "hedgehogs", homing torpedoes and depth charges. Mounted on the 01 level forward are two hedgehog mounts which fire a pattern of 7.2 inch projector charges about 200 yards ahead of the ship. They will explode only upon contact with the submarines hull.

On the main deck on both sides aft of the break at frame 72 are located three homing torpedoes which when thrown into the water by air driven launchers seek out and destroy the target upon impact. They are propelled by battery powered electric motors and are so designed that they will not "home" on the launching ship itself.

The remaining ASW weapon of World War II fame is the depth charge which is launched from the rack mounted on the stern. The ABBOT carries 12 of these "teardrop " design depth charges which are hydrostatically or pressure exploded at a predetermined depth.

The Boatswain's Mates, Gunners Mates, Torpedomen, Sonarmen, Fire Control Technicians and Seamen who maintain and operate the Gunnery Department equipment and spaces have a never ending job, but one that carries with it a sense of pride and feeling of accomplishment that goes with a job well done.

## ENGINEERING DEPARTMENT

The Engineering Department is composed of the "M" and "R" Divisions. Its primary objective is to operate, maintain and repair the main propulsion machinery and all the auxiliary equipment attached to it, as well as any other equipment not assigned to other departments.

The Department is headed by the Engineer Officer better known as the Chief Engineer, who, besides being responsible for the operation, maintenance and repair of the main propulsion machinery, is also responsible for supervising emergency repairs to the hull structure when damage occurs. Aboard this vessel, the Engineer Officer or the Main Propulsion Assistant is the "M" Division Officer.

Directly under the Engineer Officer is the Damage Control Assistant. This officer is primarily concerned with the control of damage. He is responsible for the organization and training of repair parties, whose primary objective is to effect emergency repairs when damage occurs. By so doing the ship is kept afloat and able to continue the assigned mission. The Damage Control Assistant is also the "R" Division Officer.

Both the "M" and "R" Divisions are further sub-divided into groups, according to the operational need of the Department. The following is a breakdown of these two divisions:

a. "M" Division

1. Engine Room Group: The Engine Room Group is formed of personnel holding the Machinist Mate rate and strikers. Its primary responsibility is to operate, maintain and repair the main engines. Among these are the main turbines and main reduction gears and the auxiliary machinery serving them. These men are also responsible for the maintenance and repair of the ship's service generator turbines. The Engine Room Group is directly under the Leading Machinist Chief Petty Officer.

2. Fire Room Group: This group is composed of personnel holding the Boilerman rate and strikers. It is responsible for the operation and maintenance of the ship's boilers and that auxiliary machinery serving them. This group is headed by the Leading Boilerman.

b. "B" Division :

1. Shipfitter Group: This group is in charge of the repair of the hull and the hull systems, such as the fire main, drainage and flushing systems. This group is also responsible for preserving water tight integrity of the ship and for conducting periodic compartment tests to determine the degree of water tightness. Shipfitters and Damage Controlmen form this group. The Leading Shipfitter is in charge of this group.

2. Electrical Group: The ship's electricians form this group. They are responsible for the care and maintenance of the ship's service generators, the main switch board, the emergency generator, the emergency switch boards and the various motors, controllers and switches located throughout the ship. They also operate and maintain movie projection equipment on board the ship. The I. C. men are also attached to this group and are responsible for the repair and maintenance of all internal communication equipment, ship's gyro-compass and pitometer log. The Leading Electrician heads this group.

3. Auxiliary Group: This group is responsible for the maintenance and repair of the auxiliary machinery assigned to the Engineering Department and which does not come under the responsibility of any other group. The anchor windlass, smoke generator, steering gear pumps, laundry equipment and air compressors are among the machinery assigned to this group. The air conditioning and heating system also comes under the responsibility of this group. The group is composed of Enginemen and Machinist Mates. The Leading Auxiliary Petty Officer heads this group.



The Engineering Department personnel are responsible for the operation, maintenance and repair of the following equipment:

a. Main Propulsion Machinery.

The Main Propulsion Machinery of this vessel consists of the main turbines, the main reduction gears, and the auxiliary equipment serving them. The main turbines are capable of developing 60,000 shaft horsepower which is transmitted to the propellers via the main reduction gears and the main shafts. This condition enables the ship to move at a maximum speed of over 36 knots.

b. Main Boilers

The main boilers produce the steam necessary to propel the main turbines and the auxiliary machinery requiring it. These boilers, four in number, are of the natural flow type with double superheaters. Each boiler has seven burners lighting into a double fire box. The number of burners in use will depend on the steam requirements which in turn will depend upon the speed to be maintained.

c. Ship's Service Generators

The Ship's Service generators produce the electricity required for the ship's needs. There are two main generators, one located in each Engine Room and capable of developing 250 kilowatts each. These generators use as prime movers steam turbines. In case of a failure of these generators vital systems will receive power from an emergency generator capable of producing 100 kilowatts.

d. Main Reduction Gears

These pieces of equipment greatly reduce the high speed of the main turbines prior to transmitting the same to the propellers. This condition permits the main turbines to operate at maximum efficiency. The operation of the main reduction gears is extremely necessary and they must be very well protected. Lubricating oil must flow over all gears at all times during its operation and the lubricating oil must never fall below the minimum pressure required.



e. Distilling Plant

The distilling plant is better known as the ship's evaporator. It receives salt water from the sea and steam from the auxiliary steam lines. The steam heats the water to its boiling point. As the water evaporates it will be free of all salts and foreign matter that were dissolved in it before it was admitted to the distilling plant. The salt and foreign matter that is left after most of the water is evaporated is pumped over the side. This evaporator is capable of producing 12,000 gallons of fresh water per day, a quantity considered more than enough to take care of the daily requirements aboard this vessel. However, if the water is unnecessarily wasted, the amount reserved for a potable use will be reduced much faster than it can be replaced. When this situation occurs, a way of rationing or restricting the use of water must be established. This rationing of the amount of water for personal use is better known as "water Hours". If water is used carefully and wisely there will be no need to resort to Water Hours. So conserve Fresh Water.

f. Refrigerating Plant

The ship's refrigerating plant, better known as the "reefers" preserves the food to be consumed by the crew. Its proper operation is the responsibility of the Auxiliary Group. Two freon gas compressors and their attached equipment re-circulate the cooling agent through the compartments containing the cooling coils and in so doing they can maintain a very low temperature where it is required. There are three of these compartments and each one is kept at a certain temperature as required by the foodstuff stowed. The operation of the plant is very similiary to that of the refrigerator back home.

Besides operating, maintaining and repairing all the machinery mentioned above the Engineering Department is also responsible for the operation, maintenance and repair of the ship's Air Conditioning and heating systems; the repair and maintenance of ship's laundry, galley and sick bay equipment as well as the repair of the ship's anchor windlass, boat winch, and boat engine. As it can be easily deduced from the previous paragraphs, the Engineering Department has the responsibility of keeping the ship moving, keeping her fighting by providing electrical services to the electrical fire control, and radar and radio systems, keeping her afloat in case of damage, and keeping her comfortable by operating and maintaining the air conditioning and heating systems.

## SUPPLY DEPARTMENT

The general function of the Supply Department is to provide the material and services required by the ship to perform her assigned operational mission. This includes; supplying repair parts, ordering general stores-type material, providing food, ship's store, laundry and barber services, and paying the crew.

The Supply Department is organized into five groups: Stores, Commissary, Ship's Service, Disbursing and Stewards, who are assigned to the Supply Department for administrative purposes. The Stores group consists of the storekeepers, who requisition material for the ship, issue repair parts and maintain stock and financial records. Food preparation and service is the function of the Commissary group, consisting of all cooks, and mess cooks. The Disbursing group maintains the pay records and pays travel and other claims. The Ship's Store, vending machine, laundry and barber service come under the Ship's Service group.

The following is a general discussion of some areas that are of interest to all hands.

Mess Decks. The Mess Decks are run by the Mess Deck Master-At-Arms, who is assisted by mess cooks assigned from each division of the ship. Although these men are responsible for cleaning the mess decks, they need the assistance and cooperation of everyone who uses these spaces.

Supply Office. The supply office, located on the main deck just aft of the quarterdeck, is the place to gain the information about material ordered for the ship and to receive answers to your disbursing questions.

Ship's Store. The Ship's Store is located at the after end of the serving line in the mess deck and is open for business during the hours posted at the store. The store stocks a full range of necessities and some luxury items at prices lower than can be found at civilian stores. The store is limited to a maximum profit of 15% by Government regulations and the

majority of the actual profit made is retained by the ship and transferred to the ship's Welfare and Recreation Fund. There, it is used to purchase athletic and other recreation equipment, pay for subscriptions to magazines and to pay for ship's parties.

Barber Ship. Haircuts will be scheduled by division Monday through Friday as per the following:

<u>TIME</u>	<u>DIVISION</u>
0800 - 0930	M
0930 - 1030	DECK
1030 - 1130	ORD
1300 - 1400	CI & OC
1400 - 1500	R
1500 - 1600	S

Laundry. Laundry will be done on a daily basis for all divisions, Operating conditions of the ship permitting. Divisional laundry petty officers are responsible for delivery and pick-up of laundry bags and for distribution of the laundry in the living compartments. It is strongly recommended that you insure that all clothing sent to the laundry be properly stenciled with an efficient stencil ink.

Disbursing Information - Paydays - Pay day will normally be held in the mess decks on the 15th and 30th days of the month. Several days before payday a money list will be posted outside ship's office that will show how much money you have coming to you. If you think your pay has been computed incorrectly, see the disbursing clerk prior to pay day. Payments can be made either check or cash. However, the disbursing clerk should be notified at least three days prior to payday if a check is desired. If you are on leave on payday a check will be made out and kept for your return.

Allotment Registration Requests to register or stop allotments will be received by the disbursing clerk between the 1st and 15th of every month.

Tax Information. The disbursing officer will be glad to give you all the information available regarding your income and social security tax deductions, and will furnish Withholding Tax Statements and tax forms at the end of the calendar year.

Safekeeping Deposits. Deposits of money or other small valuables for safekeeping can be made with the disbursing officer.