



Newsletter of the USS BAINBRIDGE Association

Summer 2017



Message from your President

Hello everyone. The year sure is passing fast. As usual it's been a hot summer here in the Phoenix area. We've set a few new high temperature records during the last couple of months but it's not the kind of record that's fun to break. It makes me wish for a little of that weather we enjoyed in Lancaster during our last reunion but fall is approaching fast and relief from the heat is in sight.

It was a great reunion in Lancaster, Pennsylvania and a big thank you to Bob Hemmingway for all his efforts in coordinating the activities and fun we all enjoyed. Bob Hemmingway has also collected the recaps of the reunion activities to which some of you contributed and Bob Vasseur has placed them on the USS Bainbridge Association website for everyone to view. The link to Admiral Newell's video is also at the bottom of the reunion page. Thank you to Admiral Newell for joining us at the reunion, participating as our guest speaker at the banquet and contributing the video to our association website.

Chuck Gilbert has placed a large number of the pictures from the reunion on the Bainbridge reunion Facebook page so there is a lot for everyone to check out between the website and Facebook page.

In our last business meeting it was suggested by John Browning that we advertise our reunions in various publications such as the Fleet Reserve Association, Navy Times, American Legion and others. This should give the association more exposure to our members of upcoming reunions and let more potential members know that "hey, we're out there so come and check us out". Some of the publications won't accept articles more than two or three months before the event so we will be working on submitting our information to them in the coming year as the next reunion approaches. The association has done this in the past and combined with the newsletter, Facebook page and website will hopefully stir up some good activity.

Secretary Jim Beaty and Newsletter Publisher Bob Beaty have been putting in a lot of time maintaining the association active members list and the newsletter mailing list. As mentioned in earlier newsletters there are many on the list

that shows their dues delinquent for greater than 3 years. In many cases we're not even sure if their contact information is still valid. These individuals will be made inactive and no longer receive the newsletter. This should streamline the newsletter mailing for Bob and also reduce the number of mailings to shipmates that require the newsletter through the USPS if they are in this category. Just a reminder if any of your contact info has changed such as address or email, please let them or any of the officers know so the data is as current as possible.

We are planning the next reunion in Phoenix Arizona. The best time in Phoenix is in the spring or fall to avoid the 100 degree plus weather. The hotel rates change considerably during these times as the temperature changes from cool to hot in the May timeframe and then from hot to cool in the September/October timeframe. We are looking at the middle to late October 2018 but the actual dates could vary a little to work with the hotel and venue pricing as they change during the year and keep the costs reasonable. The plans are in the very early stages and more information will be sent out as the details are determined. Just a note on the subject of reunions although it is a ways away Baton Rouge, Louisiana is the intended location for the 2019 reunion.

We received some sad news recently that Captain William Sheridan, the fourth commanding officer of the USS Bainbridge passed away in March of this year. Although we didn't have the information for the memorial ceremony at the reunion in June, we will make sure that he is remembered in the memorial ceremony at the next reunion. I was aboard the Bainbridge for the change of command when Captain Sheridan took over from Captain James Doyle. It is one of the memories from my time on the Bainbridge. RIP Captain Sheridan.

We are welcoming another great-grandson this month. The family is growing and I'm wondering where the time has gone. I hope everyone enjoys the rest of the summer and has a great fall season.

Joe Bisig

ATTENTION ALL HANDS!!!

We have a new web address for the Bainbridge Association website.

ussbainbridgeassociation.org

The old .com address will stop working in the near future so make sure to change to the new address in your favorites and visit our website.



Gettysburg Battlefield Statue



Info. From Bob Beaty, (Newsletter Publisher, Editor & Historian)

The 4 pictures above were the main areas that we visited while in Lancaster, PA. Additional pictures are on pages 10 & 11. I will be adding other pictures of the areas in future newsletters until we attend our Oct. 2018 reunion in Phoenix, AZ. As Joe indi-

cated in his President's Message, the reunion was outstanding. I know that everyone who attended thanks the Lancaster Team captained by Bob Hemingway for a job well done. As I have said in the past, my brother Jim and I have enjoyed the last 10 events and hope to attend many many more if the RV holds together and my navigator/communicator (Jim) keeps me on the right road like he has for these last 10 trips.

REMEMBER
OUR NEXT
USS BAINBRIDGE
DLG/CG N 25
REUNION
IS BEING PLANNED
FOR
PHOENIX, AZ.
IN OCT. 2018

The Reminiscences of Vice Admiral Raymond Peet U.S. Navy (Retired)



VADM PEET

This is the fifth part of the Interview No. 1 with VADM Raymond E. Peet described in the Reminiscences.

Q: It is an experiment.

Admiral Peet: Yes, SES is an experimental building program. They hope eventually to go into production, as I understand it, from what I have read in the papers. The administration has cut the money out of the budget and, of course, the local politicians and particularly this San Diego company--Rohr--are trying to keep it in the budget. I have found that you have to evolve military equipment. You don't very often make revolutionary changes; and if you need high-speed surface effect ships, I am not so sure it wouldn't be better to use low-flying airplanes.

Q: Do we want to continue with the New Jersey, or have we pretty well covered that phase?

Admiral Peet: My career was so much more interesting in other areas. The New Jersey was a brownie point, a check-off item, a duty I had to perform in the course of a normal career pattern set up by BuPers. I did it, and I hope I got a lot out of it.

Q: I suspect you have not done anything from which you did not learn.

Admiral Peet: I was fortunate; I did learn a lot in all of my assignments. But I was very anxious to get that destroyer command, I kept after my detail officer for the destroyer command, and my orders for that finally did come.

Q: You served for a little while, however, as a prospective commanding officer, did you not?

Admiral Peet: Yes, it was routine for new commanding officers to go to the CruDesLant staff and complete a qualifying course where they checked out your ship handling ability.* I went through that course, and they assigned me to the USS Barton after that.

Q: Was there any other course you had to take, that you took in between times?

Admiral Peet: I think I went to Key West for a refresher in ASW, and to Dam Neck for the refresher in AAW.** These courses were all pretty routine.

**CruDesLant--Cruiser Destroyer Force Atlantic Fleet, one of the various type commands then in the fleet. Cruisers and destroyers are now under the aegis of Commander Naval Surface Force Atlantic Fleet.*

***ASW--antisubmarine warfare; AAW--antiair warfare.*

Q: They were all related to the new assignment?

Admiral Peet: It was obvious that I was going to be the commanding officer of a destroyer, and BuPers was making sure I was prepared for that assignment. I got orders to the klunkiest destroyer in the Navy. It was the oldest one in her class, DD-722 -- it was a 2,200-ton, short-hull destroyer. Although there were sister destroyers that had lower numbers, this one had been commissioned first. It was a real dog.

Q: Was someone punishing you?

Admiral Peet: I don't know what it was, but I wasn't all that unhappy about the assignment. I had observed that if you really want to be noticed in the Navy, go to the poorest ship and make it the best. You will get more recognition and satisfaction than if you go to the best and keep it the best.

Q: There is nothing like being a commanding officer.

Admiral Peet: That's where Bud Zumwalt and I differed in philosophy-- Bud Zumwalt, when he was assigned to a ship, went to the bureau to screen records. He tried to get all the finest people and made sure that everything was paved ahead of time. I never did. I never selected my people. I let BuPers do that. I always took what I got, with the idea that I would do with them what I could, and if they weren't doing right I'd have no qualms about firing them. Bud, Jim Calvert, and I were classmates in competition.* Jim and Bud were BuPers types, really what some call "flesh merchants." I had an entirely different philosophy, and when I went to the Barton I accepted what I got. The commanding officer was being relieved for cause. The squadron commander, Lot Ensey, wanted a new commanding officer, because the ship was dirty and wasn't very reliable.** I took command and took it to sea all by myself. At sea the ship broke down, and we were dead in the water--no power--off Norfolk; we just couldn't do anything. It was a nightmare for me. This ship was filthy dirty; it had just gone way down. It had not won any battle efficiency pennants or anything of that sort.

Q: But it did have a commanding officer?

Admiral Peet: Yes, it did, and he was relieved at the squadron commander's request. For a while, I was discouraged. I thought, "What can I do?"

Q: Was there bad weather then?

Admiral Peet: It was foggy. We finally got power restored and returned to port. The ship had an inspection very shortly after I relieved, and it was given completely unsatisfactory grades. The fleet commander was not going to let the ship sail with the other ships on a routine deployment to the Mediterranean Sea because it was so bad.

**James F. Calvert, who eventually became a vice admiral.*

***Captain Lot Ensey, USN, Commander Destroyer Squadron Two.*

I went to the inspecting officer and the squadron commander and said, "Give me a chance to get ready to sail; if this ship doesn't sail, it will break the morale of the crew."

They said, "All right, we'll give you a few weeks." So I had to do some drastic things. The previous skipper had said, "Nobody goes ashore until this bit of work is done."

I said, "We'll have regular liberty, and I'll let your conscience be your guide if your work is done. Another thing, I am not going to have any formal inspections." I had to do radical things, something entirely different to get the confidence of the crew. I told them, "I'm not going to have formal inspections of this ship, I'll inspect every day--I'll be around the ship in all of the compartments and all of the spaces every day; we'll have inspection every day, not just on Friday. I'll be here, and we'll work this thing out together."

Q: You'll just be there?

Admiral Peet: Yes, I would have all of the crew on the fantail from time to time so they could ask me questions. I would tell them how I saw our problems, what we were doing, why we were doing it, and so on. I talked to the first lieutenant and the master at arms and said, "I want you to paint all the garbage cans on this ship white, inside and out." They thought the captain's gone crazy. I said, "I want a nice, clean ship. Those garbage cans look pretty bad and are smelly-- just paint them white. There is one other thing for you to do. The next time you paint compartments--I don't want them painted just for the sake of painting; we aren't going to do that. But eventually I want you to paint the bulkheads white and bring the bulkhead colors down to the deck. Make the border white." That was done. Later on, I would do things like, "I'd like to have all the light bulbs twice the wattage that they are right now." Well, the new light bulbs and painting everything was brighter, the whole ship just brightened up. Even the engine rooms. Then the crew became proud of their clean ship. I would go around daily and ask the man responsible for a station, "Does this look good to you?" The word spread like wildfire that Barton was the cleanest ship in the Navy. The engine rooms and the fire rooms were so clean you could practically eat off the decks. Then the crew began to take pride in all their work, and we won the battle efficiency competition and it finally won the squadron "E."

Q: Did you go on the cruise?

Admiral Peet: Yes.

Q: How long did it take you to bring up the ship?

Admiral Peet: It didn't take very long; it was only a couple of months. We sailed on schedule and we improved as we went along. On the cruise to the Med, I ran the ship the way Admiral Burke had taught me. We were snappy. When we came alongside other ships, I would come in at high speed and order, "All engines full back." The crew just loved it when we came into port smoothly. I loved to handle ships. I would have the officer of the deck do it smartly. Again we would come into port rapidly, back down alongside the pier, and tie up right away. My predecessor would wipe stanchions off. He'd approach very slowly, and the ship had been the laughingstock of the squadron. We took a lot of pride in our ship's appearance and operations. I had that ship about 15

months. My squadron commanders during that time were Lot Ensey and, "Muddy" Waters. Lot Ensey was assigned later to be chief of staff to Admiral "Cat" Brown, the Sixth Fleet commander. *When we won the battle efficiency pennant, he suggested to Cat Brown that they give me a surprise inspection and they present the award to the ship. He was being very nice. Lot Ensey later became a three-star officer. I was fortunate to be associated with people like that. One day, while we were sailing along in the Med, I received orders to come alongside the Sixth Fleet flagship and send the highline over to transfer Admiral Brown. We did, and he inspected our ship. We were pretty well organized. I left the bridge and went around the ship with him. He was surprised and told me most captains don't want to leave the bridge. I replied that I had a well qualified officer there. He liked the ship--I had been inspecting every day, so we were ready at all times for an inspection. The crew was used to seeing me around the ship, and the ship was in good shape. Admiral Brown was surprised and he told us--officers and crew--that it was one of the finest ships he'd ever inspected.

Q: Were they able to hear his comments?

Admiral Peet: Oh yes, we met on the fantail. Afterwards he sent a message to Admiral Burke who was Chief of Naval Operations, and in the message he said, "This is the finest ship that I have inspected in all my tour in the Sixth Fleet."

Admiral Burke is a showman, and he doesn't like to be outdone. He wasn't going to have an aviator tell him about fine destroyers and so on without reacting in some way. He sent a message back to Brown that said in effect, "I have read with interest your comments about Captain Peet and the Barton." He said, "I hereby order Captain Peet detached. If he has such a fine ship, his executive officer can take over. I order him detached to report back to the United States immediately to be my personal aide." Unbeknownst to me or anybody at that time, he had been looking for an aide to replace Commander Tom Weschler, and I was one of the candidates, as was Bud Zumwalt and some others.** I didn't know anything about this, and when Burke got Brown's message that decided the selection process.

Q: You didn't know the message had gone?

Admiral Peet: No, I knew nothing of Brown's message. We were in Piraeus, Greece, a couple of weeks later and we were to deploy to the Persian Gulf. I got up one morning at 4:00 or 5:00 o'clock as was my custom, and went to the message room. The radioman was all excited and he said, "Look," and there were my orders to be aide to Chief of Naval Operations. I was to be detached that day. The squadron commander just didn't see how it could happen as quickly, but he said, "I'm not going to challenge the orders." I was relieved at 4:00 o'clock that afternoon and put ashore to go back to the States.

**Vice Admiral Charles R. Brown, USN.*

***Commander Thomas R. Weschler, USN, who eventually became a vice admiral.*

Q: How did you react?

Admiral Peet: It was a surprise to me and, of course, I was thrilled and honored. I had never been to Washington for duty except for a short period. I was a small-town boy.

Q: You had never before had Washington duty?

Admiral Peet: Not a bit; I had a little experience with it when I was at Dahlgren, but not much. But I knew you had to go to Washington if you are going to do anything in the Navy, and so I was looking forward to it.

I flew back to Norfolk. My wife was living in a house I had bought in Norfolk. Admiral Burke had called her and told her the news. He had said, "Are you standing, and if so will you please sit down." She was scared to death that something had happened to me, he was so dramatic about it. He told her he had ordered me back and that it would be a tough assignment. Her only concern was that she didn't see how I could leave Barton without a relief. He laughed and has often reminded her of her response.

I sold my house and bought all new uniforms just to be ready. I reported in about three days after I was relieved of my command. It wasn't any more than that. I went in to see Admiral Burke and said, "I am reporting for duty."

He looked up at me and he said, "What took you so long? Get to work." That was my introduction to Admiral Burke in the CNO's office.

Q: I know I am interrupting, but while you were on the Barton, didn't you go on rather an important cruise down to Bermuda?

Admiral Peet: Yes, I had two very interesting experiences with Barton. I have a pamphlet that will show you the highlights of these cruises. President Eisenhower took a trip on the Canberra. Charlie Mauro, who had been the ordnance officer at the Proving Ground at Dahlgren, was the skipper of the Canberra. They wanted two destroyers to escort the Canberra. They were going to go down to Exuma Sound in the Bahamas and stay under way to enable Ike to get some sun.* He had a cold. The escort ships were to carry the news people, the photographers, and the radio people. Ike wouldn't be bothered, but they would be close at hand for special events and to witness what took place. My ship was one of the two selected to escort. It was just before we were to deploy to the Med again. You know George Herman who moderates "Meet the Press" now? He was one of them, and Jim Hagerty was the President's press secretary.** I had the photographers and radio broadcasters on board. We had communication problems on occasion and I thought I was going to be in hot water. Everybody in my chain of command was bawling me out, but the press was just delighted with the service they were getting. I had had to

**President Eisenhower's cruise in the Canberra was from 14 to 26 March 1957, two months after the beginning of his second term in office.*

***James C. Hagerty.*

make a decision to cut down certain communication nets so that the reporters could use them. As a consequence my boss wasn't hearing from me, and he thought that I was out of communications. He was just livid. They all apologized later, and it turned out very well for us. But there was just one crisis after another as you can imagine on a cruise of that sort.

Q: How long did it take?

Admiral Peet: We were there for about ten days. We were in the Sound and they were nice pleasant waters. Pete Aurand, who later became a vice admiral, was the naval aide to the President.* We became close friends and worked together when I had command of the First Fleet and he had the ASWForPac.**At one time during the cruise, the President invited the two destroyer skippers to come over and have dinner with him.*** We went over there about 6:00 o'clock, had a pre-dinner conversation with the President, Jim Hagerty and his doctor, dinner, and then we were invited to see a movie with the President. Someplace in my files, I have a debrief I recorded of that full event. It was very impressive to me, because there was only Eisenhower, Aurand, the President's doctor, Jim Hagerty, and the two destroyer skippers. I have some pictures of the occasion.

It was an impressive occasion for me. Eisenhower couldn't have been nicer. I was very impressed with him. It was obvious during our conversation that he thought very highly of General Gruenther; he had great respect for him.**** It was also obvious that Eisenhower enjoyed "Gunsmoke"--his favorite TV program. He liked cowboy movies. I just enjoyed the evening's conversation. It was a long evening, we were there four or five hours and then we went back to our ships. That was a fascinating experience for me; I got to see the President and his entourage very close. I had my picture taken with him. It was a proud moment for me to have been selected, and I enjoyed it.

The Canberra had happy hours on their forecandle. I would bring my ship right up close to see the show. We could see Eisenhower with all his entourage witnessing the happy hour show on the forecandle of the Canberra. All of the photographers on board Barton wanted me to get real close. The Secret Service men were getting edgy. Here I was with this big warship coming right up close to Eisenhower seated on the forecandle of Canberra. We had all sorts of things like that go on. It was a fun cruise.

Q: It is wonderful to compare that with what the ship was like when you took it over. Obviously you had won the battle efficiency award before that?

**Captain Evan P. Aurand, USN.*

***ASWForPac--Anti-Submarine Warfare Force Pacific Fleet, a type command.*

****This dinner meeting took place 17 March 1957; the other destroyer skipper present was Commander Philip S. McManus, USN, commanding officer of the USS Wood.*

*****General Alfred M. Gruenther, USA, who had been Eisenhower's chief of staff in the NATO military command in Europe.*

Admiral Peet: Yes, and we had won the confidence of the fleet commanders and they sent us along. It was good for my men's morale. American sailors are great. If you just give them a little leeway and encouragement, they'll do anything for you. I have a great deal of respect for the American sailor.

Q: Leadership and motivation are just so important and I don't care whether it's the Navy or Ryan or the League of Women Voters or what, if you don't have the leadership and motivation, forget it.

You spoke of the Persian Gulf on a couple of occasions. Where does that fit in?

Admiral Peet: They used to send periodically two destroyers from the Sixth Fleet through the Suez Canal to be stationed in the Persian Gulf. There the DDs operated with a flagship which was a seaplane tender. These ships comprised the Persian Gulf Mideast Force. Admiral Monroe was in charge of that force and later was relieved by Admiral Noel Gayler when Barton was so assigned.* The canal closed at the time of the Mideast war, and we were stuck in the Gulf. We were stuck over Christmas. We could not get back to the Med. We kept waiting thinking the canal would open, and in the meantime Christmas was coming up. Well, I had a morale problem; the wives back at home were all up in arms because the ships weren't coming home on schedule. Finally they decided (through pressure from the wives, newspapers, et c.) to send us back to the States around the Cape of Good Hope. We stopped at Capetown and got acquainted with that area, and we stopped at Sierra Leone. It was a long trip for two destroyers but it was an interesting trip. We also stopped at Mombasa in Kenya.

Q: I still don't identify what time in your career this happened.

Admiral Peet: While I was skipper of the Barton.

Q: This is the second time. You said something about you had gone into the Persian Gulf twice?

Admiral Peet: I was slated to go to the Persian Gulf again before I was relieved. It was to have been my second visit. But I never did go through the canal a second time, because I was relieved in Greece and the new skipper--the executive officer--had to take it through the canal. That was quite a thrill for him, because he was a brand-new executive officer--not very well qualified.

Q: If you had trained them that well, they could do anything.

Admiral Peet: They finally sent a new skipper.

Q: So you had some interesting experiences on the Barton.

Admiral Peet: I always had a soft spot for the Barton--it was my first destroyer command, and it was a very successful command.

**Rear Admiral Jack P. Monroe, USN; Captain Noel A.M. Gayler, USN, who was commanding officer of the Middle East Force flagship Greenwich Bay and filled in briefly as acting force commander.*

It won the battle efficiency pennant--it set me up--that and the MIT education were the main reasons I got command of the Bainbridge.

Q: You see you really set yourself up. I can see the light come in your face when you speak of the Barton.

Admiral Peet: Certain things happen when you are in the right place at the right time.

Q: I read something that "fate was good to the man who was prepared for it."

Admiral Peet: I think there is truth to that. The harder you work, the luckier you get.

Q: I don't want to leave anything out on the Barton.

Admiral Peet: No, the Barton was just pleasant all the way around. I think that was probably the most satisfying job I had in the Navy. I have had some fantastic jobs. The next most satisfying was the Bainbridge; and after that was when I achieved my goal to command a fleet--the First Fleet. Then I have to tell you I sort of lost interest in my Navy career, and I was looking toward being a civilian.

START OF SECOND INTERVIEW

Interview Number 2 with Vice Admiral Raymond E. Peet, U.S. Navy (Retired) Place: Admiral Peet's office at Teledyne Ryan Aeronautical, San Diego, California
Date: 12 May 1978 Subject: Biography By: Commander Etta-Belle Kitchen, U.S. Navy (Retired)

Q: Since this is the next day of our interviews, the second session, I wondered if you had given some thought perhaps overnight that we had covered all of the items so far discussed in sufficient depth. I came across a note that you went ashore on the Philippines to retrieve a sailor.

Admiral Peet: Yes, that was an assignment I had when I was aboard the Aulick. We were operating off the Philippines. As I recall, it was near Subic Bay, and the officers and the men had a picnic on the beach. We were all cautioned to stay pretty much together and enjoy ourselves on the beach. During all of World War II when I was in the South Pacific, we still followed the rule that you didn't drink any beer or hard liquor aboard ships. Liberty and recreation consisted mainly of sending a liberty party on the island beaches. Many of the commanding officers had locked up cases of beer in their ship holds. We'd take the cases of beer, put them in the motor whaleboat, go ashore, and have a picnic. That's what we were doing in the Philippines one time. Well, one of our young sailors became drunk and wandered into the jungle. We went to one of the Filipino villages which consisted of little thatched huts and people living in a very primitive way. We got back to the ship and we noted he was missing. I was sent ashore with a search party to find him. It was quite a thrill for me to take this search party and go back into the jungles, looking for one of our sailors. We'd march through the villages, and everybody was

quite curious. I didn't know what would have happened had we been ambushed or attacked.

Q: Were the natives friendly?

Admiral Peet: The natives were friendly. Fortunately, I found him and we got back aboard ship. That was quite a thrilling experience for me and one that I shall remember for a long time. Although it was not all that eventful, it was scary for a young, inexperienced officer.

Q: Oh, I'm sure it was. I have the impression that very few things scared you.

Admiral Peet: Well, I don't know. It's all relative, I guess.

Q: I guess so. May I assume that this was when you were on the Converse?

Admiral Peet: This is when I was on the Aulick. I was a little older but only two years out of the Academy.

Q: That would have been in 1944?

Admiral Peet: Late '44 or the first part of '45.

Q: Well, those stories are all interesting and certainly are making your history particularly your own.

Admiral Peet: I guess maybe the reason I was chosen to lead the group ashore was that I was a teetotaler. I still am to this day.

Q: Are you?

Admiral Peet: I've always had a negative philosophy about drinking alcohol. My parents didn't drink and my grandmother, a deeply religious lady, would never touch a bottle of whiskey; she felt the same way about smoking. As a result, I grew up never having smoked or imbibed to any extent. I had no objection to drinking, but I never acquired a taste for it. And I never saw any reason to acquire a taste for it. All through my naval career, I've abstained. My wife and I serve it in our home, but neither of us drink it ourselves. The same way with smoking. Maybe a few stories might be in order on that. My father smoked like a chimney, and my mother constantly nagged him about it. I was embarrassed by her persistency. When he got to be about 60-some-odd years old, I think about 62 or 63 years old, she stopped nagging him and believe it or not, he stopped smoking.

Q: That's a good story.

Admiral Peet: So, as a result, I never wanted to smoke. It still bothers me to this day when I'm in a room with a lot of smoke. It's a distasteful habit to me, and I never indulged in it. My wife and I, as we came along in our naval career, entertained people and they entertained us. Our reputation was that we were non-smokers and non-drinkers. One young couple had invited us to dinner--I think it was the time when I was either commanding officer of the Barton or when I was in postgraduate school. We

had a chuckle about the wife's concern at the time. She called Dian one day inviting us to have dinner with them and she said, "Mrs. Peet, I know you're teetotalers and you're non-smokers, but are you vegetarians, too?" It was that word "too" that got us.

Q: Like all these bad habits fell together?

Admiral Peet: I think so.

Q: That's funny. Well, maybe the good living is reflected in your unlined face and your youthful appearance.

Admiral Peet: Well, thank you. I hope it has. I think it's important to eat right and exercise, although I've put on too much weight in recent years. Dian has been after me. When you see Dian, you'll see she's the same size that she was the day I married her.

Q: I'll probably hate her.

Admiral Peet: And she can eat anything she wants to eat.

Q: Oh, that's the most disgusting type.

Admiral Peet: It is. It's hard to live with sometimes.

Q: I know it is. Well, I was amused; I might as well say it here because I was thinking, of course, during the night of our conversation yesterday and I thought your name is neat, you know, it fits nicely, Raymond Peet, or Ray Peet and you are a very neat looking man.

Admiral Peet: Thank you.

Q: And your mind seems completely well organized, and I thought that's kind of interesting that it all fits together just in exactly the same framework.

Admiral Peet: Thank you. I have always used the name Ray Peet, because--and I picked this up with Arleigh Burke--when I listened to him both in the South Pacific and when I was his aide--he always felt it was important to be associated with something sharp, snappy, like his nickname, "31-knot Burke." He felt it was good to have publicity, too. He says it's unfortunate, but you need to be noticed in order to accomplish something. And, strangely enough, it's not my nature to seek publicity, and I never have, but publicity has always sought me.

I never sought publicity, but I didn't dodge it, and it would come to me. I've had more publicity in my naval career than I know what to do with. Various people are always trying to seek it, but news people come to you if you have a little mystique about you.

Q: Well, you were always in the forefront of whatever was the creative idea or the new idea in the Navy as well. So that was part of the reason other than your personality that the publicity did come to you.

Admiral Peet: I've been very fortunate to have been associated with something new and different. Although I specialized in ord-

nance engineering. I never really had a chance to do much in the field. When I was selected to be aide to Admiral Burke, that sort of took me out of the detailed ordnance business. I really should have gone to the Bureau of Ordnance, and I'm not sure it wouldn't have been better for the Navy overall to have used the technical education that I gained or that they gave me when I went to MIT. But that tour of duty as aide to the Chief of Naval Operations took me out of the technical engineering area. Admiral Burke said he didn't want a personal aide-- he wanted an additional technical helper in his officer--however, it did divorce me from the ordnance detail. And then after that, my career was quite varied. I went back to technical work, but it was in the nuclear propulsion field when I became commanding officer of the Bainbridge. Then I attended the National War College, and that led to involvement in international security affairs. For no good reason, I became involved in running plans and programs for the Secretary of the Navy, and I also worked with amphibious forces. So I've had a very diverse and interesting career.

Q: Well, without the background you wouldn't have been able to do the future things, I am guessing.

Admiral Peet: You may be right.

Q: I wanted to ask you one question. We just touched on it, and perhaps you expanded as much as you wish, concerning one of the projects while you were in the development force, speaking of habitability of ships. You expressed some concern as to whether it is to the advantage of the Navy to have done that. Do you want to expand on that?

Admiral Peet: I think it's an important point in our naval history. This program started when I was at OpDevFor.* The ships were getting into deplorable condition, and the living conditions were very bad. Our retention rate was suffering, and everybody was looking to how we could improve the retention rate. I have a concern that maybe we've gone too far in this area and that we're losing sight of the fact that warships must be fighting units first and foremost. Habitability is going to be poor on occasion, but you can't go overboard in comfort at the expense of fighting power. Over 50% of our cost in the Defense Department now are personnel costs. The first thing you know, we're going to have floating hotels, and we won't have effective fighting units. We man the Navy with men that are young and vigorous, and we try to keep it that way with early promotions and all that sort of thing. I think they can stand a little hardship. And I'm not so sure that making life luxurious at sea is going to cause people to reenlist and stay in the Navy. I think it's more apt to be attractive to them if they are thought highly of in the eyes of the American people, if there is a job for them to do, and if there's a challenging assignment. I think things like that are more apt to cause them to stay in and want to be a part of the Navy. After all, even if it's luxurious out there, it's still at sea, and they're still away from the wonderful United States and their families.

**OpDevFor--Operational Development Force, a tour of duty
Admiral Peet discussed in some detail in interview number one.*

I don't know, maybe it's just a pet peeve of mine, but I see our ships, and I compare them with the Russian ships. The Russian ships seem to have more war power than our ships do. Or at least that's the way we are headed.

Q: Is it appropriate now to say you have seen Russian ships or had seen Russian ships? Will that come up later in the story?

Admiral Peet: Yes, but I can tell a story that comes to my mind right now about Russian ships. It was reported to me when I was fleet commander that one of our destroyer skippers passed a Russian ship that was returning home in the Pacific. We knew the Russian ship had been deployed in the Indian Ocean area for quite some time. I'm thinking of a period longer than a year where they hadn't been home, and the ports of call were not all that great. Our captain messaged to the Russian captain, "I bet you're glad to be on your way home." It was just a pleasantry at sea.

And the Russian captain answered, "To a Russian sailor, to be at sea is to be at home." I'm not so sure that's the attitude of our American sailors these days.

Q: No, but I like it.

Admiral Peet: Yes. It is frightening. I think that the Russians are developing a very fine Navy, and I think it's something for us to worry about. We need to have the leadership and the sailors that seem to be equally strong and spartan. We are thought to have a lead in that area right now. According to Polmar, the author of the English book on navies of the world.*

Q: You don't mean Jane's Fighting Ships?

Admiral Peet: Yes, Jane's Fighting Ships. He feels that our big advantage is the trained men that we have, and he's probably right. I hope it will continue to be that way, but from what I've seen and observed, the Russians are making good efforts to reduce that advantage.

Q: Have you ever been aboard a Russian ship?

Admiral Peet: No, I haven't.

Q: Well, that's interesting and I wanted to amplify that a little bit. So now we are up to when Admiral Burke said, "What took you so long?"

**At the time of the interview, Norman Polmar was editor of the U.S. Navy section of the annual warship compendium Jane's Fighting Ships.*

Editor's Note: Another part of ADM Peet's Reminiscences will be in the next newsletter.

Pictures from the Bainbridge Reunion in Lancaster, PA



This gentleman, who was our guide during our time at the Amish Farm was outstanding and he was only 94 yrs. young.



Modern mode of transportation in the Amish World



I think this is some kind of Weed.



If you were a member of the Amish family, you did not have to worry about what clothes you were going to wear on a daily basis. Your choices were small.



We thought when we got here it had been snowing. —JUST KIDDING—



Hey Joe, did you leave your purse at the Amish Farm? “Ha”



I think someone stole the cow from “Chick-fil-A” !!!!

Pictures from the Bainbridge Reunion in Lancaster, PA



The beds at the Ephrate Cloister were hard wood benches with a block of hard wood for a pillow, and I thought the beds on Navy ships were hard. —Unbelievable—



The Ephrate Cloister building's look and design were like something out of a horror movie.



Can you imagine coming home to this building or the other one at the top of this page from a movie on a dark night. NOT GOING TO HAPPEN WITH ME.



Shows how they dressed at the Ephrate Cloister



Shows a working & living area. These people only slept a very short time and ate only one meal a day at MIDNITE. THAT WOULD NOT WORK WITH OUR GROUP.



Good picture of all the SCARY buildings at the Ephrate Cloister.

You Don't Want to Miss Another Issue

If you did **not** fill out this form in the *Summer 2016 Newsletter* or your email address changes at any time or the address label on your newsletter is **not** correct PLEASE submit those kind of changes by mail to: **Jim Beaty 609 Goldstone Lane Fort Worth, TX 76131** or by e-mail to: **Plank.owner1@gmail.com**

Members receiving the Newsletter by regular mail can check the address label that indicates the last year paid. Dues are payable January 1st. of each yr. (1995 indicates a complimentary copy) If your dues are not current, submit a check for \$15.00 per year to :

The Bainbridge Assoc. C/O Dick Holloway, Treas, 9307 Teakwood Lane, Garden Ridge, Texas 78266

Members receiving the newsletter attached to a group addressed email, need to contact Dick Holloway, Jim Beaty or me, Bob Beaty to see what you might owe.

(THE CONTACT E-MAIL ADDRESSES ARE LISTED BELOW & my ph # is 619 443 3227) thanks, bob beaty

Please keep your dues & contact information up to date. If you need to check on your dues status or change your contact information, contact Dick Holloway, Jim Beaty or me, Bob Beaty.

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Spouse's Name _____

Street Address _____

City _____ State _____ Zip _____

Dates aboard the BAINBRIDGE _____ Rank/Rating while Aboard the ship _____ Division _____

E-Mail Address _____ Tel. Number () _____

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2006 San Antonio TX
2007 San Diego CA
2009 Savannah GA
2010 Puget Sound WA
2012 Omaha NE
2013 Chattanooga TN
2015 Albuquerque NM
2016 Springfield, IL
2017 Lancaster, PA

**Cancelled due to two hurricanes*

THE NEXT REUNION IS PLANNED FOR PHOENIX, AZ. IN OCT. 2018.

As planning progresses, all members will be informed so everyone will have the information needed to make plans to attend.