

Bill as
Introduced

HB 1156 - AS INTRODUCED

2000 SESSION

- 00-2349
04/09

HOUSE BILL **1156**

AN ACT establishing June 20th each year as Destroyer Escort Day.

SPONSORS: Rep. Fenton, Hills 24; Rep. Hunter, Hills 7; Rep. J. Flanders, Rock 18; Rep. Welch, Rock 18; Rep. D. White, Hills 25

COMMITTEE: State-Federal Relations and Veterans Affairs

ANALYSIS

This bill establishes June 20th each year as Destroyer Escort Day to commemorate those who lost their lives while serving aboard these vessels.

Explanation: Matter added to current law appears in ***bold italics***.
 Matter removed from current law appears ~~[in brackets and struck through]~~
 Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand

AN ACT establishing June 20th each year as Destroyer Escort Day.

Be it Enacted by the Senate and House of Representatives in General Court convened:

1 1 New Section; Observances Proclaimed by Governor; Destroyer Escort Day. Amend RSA 4 by
2 inserting after section 13-h the following new section:

3 4:13-i Destroyer Escort Day. The governor shall annually proclaim June 20 as Destroyer Escort
4 Day and shall urge cities, towns, and communities throughout the state to observe this day in
5 commemoration of the bravery and valor of those individuals who lost their lives while serving
6 aboard these gallant vessels during World War II, the Korean Conflict, and the Vietnam Conflict.

7 2 Effective Date. This act shall take effect 60 days after its passage.

Committee Minutes

Date: March 30, 2000
Time: 3:30 PM
Room: LOB 103

The Senate Committee on Internal Affairs held a hearing on the following:

HB 1156 establishing June 20th each year as Destroyer Escort
Day.

Members of Committee present: Senator D'Allesandro
 Senator Klemm
 Senator Francoeur
 Senator Fraser
 Senator Pignatelli
 Senator Trombly

The Chair, Senator Lou D'Allesandro, opened and recessed the hearing.

Date: April 13, 2000
Time: 3:12 PM
Room: LOB 103

The Senate Committee on Internal Affairs held a hearing on the following:

HB 1156 establishing June 20th each year as Destroyer Escort Day.

Members of Committee present:

Senator D'Allesandro
Senator Klemm
Senator Francoeur
Senator Fraser
Senator Pignatelli
Senator Trombly

The Chair, Senator Lou D'Allesandro, opened the hearing.

Representative James Fenton, Hills, D. 24: Written testimony handed in.
See Attachment A.

Senator Lou D'Allesandro, D. 20: Thank you Representative Fenton. Any questions for Representative Fenton? Thank you very much for your testimony. I appreciate you coming. Representative Dalianis wishes to speak.

Representative Dalianis: I'm sorry. I was just signing in for my support.

Senator Lou D'Allesandro, D. 20: Ok. Great. Thank you. Jonathan Page.

Jonathan Page, Legislative Aide: I just wanted to point out that if you pass both of those as is, one will replace the other depending on which one is enacted first because they are both the same section. They're both adding a new 4:13-i.

Senator Lou D'Allesandro, D. 20: Right.

Mr. Page: So since you didn't amend the other one, you might want to make this one 4:13-j.

Senator Lou D'Allesandro, D. 20: So the technical correction would be 4:13-j?
Thanks Jonathan. Ok. I will close the hearing on House Bill 1156.

Hearing closed at 3:17 PM.

Respectfully submitted,

*Merideth A. Chandler,
Committee Secretary*

Establishing June 20th each year as

DESTROYER ESCORT DAY

Testimony before the Senate Internal Affairs Committee

For the record I am Rep. James Fenton, Hills-24 and the Prime sponsor of this legislation

Our struggle to protect and defend shipping along our eastern seaboard was a losing battle in 1942. German submarines were crippling our merchant fleet and strangling Great Britain into submission, closing all ports to shipping at a staggering cost of men and ships.

One solution was to escort during daylight hours, a group of ships in convoy from Halifax to Boston, to New York, to Norfolk, Va. to ports and countries in South America. The convoys would moor overnight within the safety of the harbors. This was known as "corralling".

National Defense Department demands for ships in the Pacific Theater caused the Navy to dispatch most of the Navy destroyers to the Western Sea approaches. Realizing the ship traffic in the Atlantic was totally vulnerable, the Navy designed a seaworthy ship. Smaller than a Destroyer with minimal armor and at one third the cost, but with a specific purpose ... to attack the U-boats in the Atlantic theater and reopen the sea lanes to the European theater of operations.

Destroyer Escorts were designed as an anti-submarine vessel to provide a lifeline for allied forces by protecting convoys from the German U-boat menace in the Atlantic, and were used extensively in surface to air battles and surface to surface combat. A special class of fighting ship capable of performing an impressive variety of duties even though they were lightly armed and had little protection from enemy fire.

During World War II, Destroyer escorts provided critical protection for most allied convoys and were credited with winning the naval war of the North Atlantic. Destroyer escorts continued to serve during the Korean conflict and in Vietnam.

In recognition of the lives lost in these endeavors and in commemoration of the bravery and valor of those who served aboard these gallant ships, June 20th of each year shall be observed as Destroyer escort day

Speakers

COMMITTEE HEARING ON D. ESCORT DAY HB1156

Date 3/31/00 Place LOB Rm 103

NAME: Rep John W FLANDERS SR

Business Address: _____

City: KINGSTON Phone: 642-3640

REPRESENTING: CO-SPONSOR

WISH TO SPEAK: YES _____ NO X Time Needed: _____

Supporting Bill: X Opposing Bill: _____

PLEASE LEAVE COPY OF ANY PREPARED STATEMENT WITH COMMITTEE CLERK

HB 1156

Senate Internal Affairs Hearing Sign In

[illegible]

Hearing Minutes

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4:13-i

Testimony

THE DESTROYER ESCORT PROGRAM

By: Salvatore J. DiMilla

The Destroyer program of the thirties was intended primarily to screen the fleet, be it a battleship or fast carrier, in a Trans-pacific offensive. As war approached, it was evident that destroyers or destroyer-like ships would also be needed ----in large numbers ----for many lesser tasks, such as ocean ASW escort. As in 1917, the issue was whether to design a new austere or second-rate destroyer for mass production.

Several times a new type was proposed, and several times it was abandoned, but ultimately it emerged as the destroyer escort, or DE. The program was gigantic, and as predicted, somewhat late. Thus, much of the DE story is a series of attempts to make use of a flood of robust specialized hulls as the production machine was turned on, sharply accelerated, and then drastically braked to make way for alternative naval projects, particularly landing crafts. It is a great tribute to the soundness of the emergency DE designs that so many survived in Foreign Service, well over three decades after their completion.

American interest in specialized escort craft declined after World War I and did not revive until 1937 when efforts were made to design a successor to the World War I Eagle Boats. During the next four years, many designs were considered for full sized destroyer escorts and for a smaller sized ship which could be massed produced. In 1942 the first destroyer escort keel was laid which would supply the United States Navy with an economical destroyer type ship which could be mass produced using less expensive material. In 1943 the cost to build a DE was \$5.3 to 6.1 million. The cost to build a 1620-ton destroyer was \$10.4 million.

DE production began quite slowly. The first orders were placed on 1 November 1941 and the first keel not laid until the following February at Mare Island. By 28 February 1943 four units had appeared.

The first 50 orders for the British Navy were followed the next January by an order for 250 U.S. destroyer escorts. All 300 were to be identical, pooled for issue to either navy. By September 1943 another 420 had been ordered, for a total of 720 in the program. That October, President Roosevelt directed the BuShips to complete 26 DEs in 1943. Other orders followed which brought the total DEs ordered to 1005. In early 1944 the Navy cancelled many of the orders for DEs which had been completed. Only 563 destroyer escorts were completed. Some of the remaining keels, which had been laid, were completed as other type ships such as APDs.

After the end of World War II, many of the destroyer escorts were decommissioned and placed in mothballs. One of the reasons for this was their relative low ratio of firepower to personnel. The exception to this was the DEs which were converted or completed as "DER". Many of these ships stayed in commission for many years.

The simplicity of DE machinery as compared to that of a DD made the former preferably for naval reserve duty. 1950 reduced the force of active DEs reduced to 27 ships. During the Korean War the number of DEs in commission was increased to 52. In 1960 only 3 destroyer escorts served with fleet units. Another 28 trained reservists. Mass scrapping of ships remaining in reserve began five years later. The last World War II-built DEs were stricken in 1973, leaving only DERs on the Navy list.

Over

An evaluation of the World War II DE as a ship and as an ASW escort is difficult at best. The destroyer escorts were known as heavy rollers, but good sea boats, at least in U.S. service. The bottom line is the destroyer escort provided a valuable service for the United States of America during World War III

Committee Report

STATE OF NEW HAMPSHIRE
SENATE
REPORT OF THE COMMITTEE

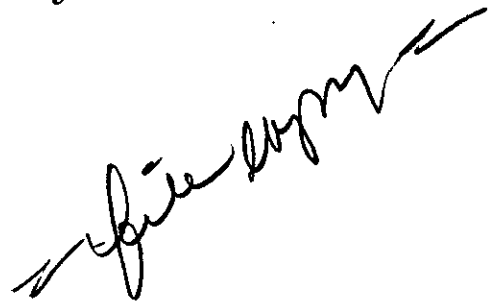
Date: **APRIL 20, 2000**

THE COMMITTEE ON **Internal Affairs**

to which was referred **House Bill 1156**

AN ACT

*establishing June 20th each year as
Destroyer Escort Day.*



VOTE: **5 / 0**

Having considered the same, report the same without amendment and recommend that the bill: **OUGHT TO PASS.**

Senator Lou D'Allesandro
For the Committee

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HB1156 Docket

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<u>Date</u>	<u>Body</u>	<u>Description</u>
1/5/2000	H	Introduced and ref to St-Fed Rel & Vets; HJ5, p89
1/5/2000	H	Copy to Chairman on 12/22/1999
1/11/2000	H	Hearing Jan 20 11:00 RM306,LOB
1/27/2000	H	Maj Report OTP for Feb 3 (vote 13-0;CC)
2/3/2000	H	Passed; HJ14, p357 + 359
2/3/2000	S	Introduced and Ref. to Internal Affairs; SJ 2, Pg.86
3/22/2000	S	Hearing March 30, Room 103, LOB, 3:30 p.m., SC18, Pg.24
4/4/2000	S	== RECESSED == Re-Opened April 13, Room 103, LOB, 3:15 p.m.; SC21, Pg.12
4/19/2000	S	Committee Report Ought to Pass, 4/20/2000; SC24
4/20/2000	S	Ought to Pass, MA, VV; OT3rdg, MA, VV; SJ 11, Pg.306
4/27/2000	S	Enrolled Bill Amendment{4250}, Adopted; SJ 12, Pg.338
5/2/2000	H	4/20/2000 Enrolled Am{4250}, Adopted; HJ39, p1203
5/3/2000	S	Enrolled Bill: Adopted, SJ 13, Pg.351
5/4/2000	H	Enrolled; HJ45, p1361
5/15/2000	H	Signed by the Governor on 5/15/2000 Eff: 7/14/2000 Chap: 0135

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