

DE Classified
USS Brough (DE-148)

Hello and welcome to DE Classified, a podcast showcasing the history of Destroyer Escorts. Each month a member of the USS Slater's education crew will highlight a specific Destroyer Escort and share the stories of the sailors who served aboard these Trim But Deadly ships. My name is Giordano Romano, I am an intern and tour guide aboard the USS Slater Historical Museum in Albany, NY. I am a recent graduate of the UAlbany Public History Master's program and my area of study is Military History. On today's podcast episode we are going to DE classify USS Brough.

David Atkins Brough was born on June 15th, 1914 in Pueblo, Colorado. Growing up in Pueblo, Brough had attended local public high schools before going to the University of Colorado at Boulder. There he would eventually graduate with a Bachelor of Science Degree in Civil Engineering in 1938. For the next year he would work for the Colorado State Highway Department and the Colorado Fuel and Iron Corporation until 1939.

On July 10th, 1939, Brough enlisted at Denver, Colorado as a Seaman Second Class in the U.S. Naval Reserve. Several days later he would report to the Naval Reserve Aviation Base in Oakland, California for Elimination Flight Training. After his successful completion of all necessary tests he would be honorably discharged as an enlisted man on October 24th, 1939 and the following day he was appointed an Aviation Cadet in the Naval Reserve.

He would take part in flight training at the Naval Air Station located in Pensacola, Florida on October 30th, 1939. By August of 1940 Brough would be appointed Ensign. Brough would be stationed on the West Coast, especially after the attack on Pearl Harbor for fear of more possible attacks by the Japanese or even a subsequent invasion attempt.

At the beginning of the United States' entry into the war, there was a necessity for the armed forces to remain on high alert. The Imperial Japanese Army and Navy had invaded multiple targets across Asia and the South Pacific including U.S. territories such as the Philippines, Guam and Wake Island. But a greater shock to the American public came when the Japanese made an air attack on Dutch Harbor in Alaska and subsequently invaded and occupied the lightly held islands of Kiska and Attu.

The initial response from the United States military was in the form of multiple air raids against Japanese shipping to and on both occupied Aleutian Islands. David Brough by this point was a Patrol Plane Commander and operated in the Aleutians from the 10th to the 20th of June. After participating in numerous bombing raids he was recommended for the Air Medal for his actions.

However, before the medal could be presented to Brough, he was sadly killed in an accident on July 30th, when his airplane crashed while returning from a scouting mission. The Air Medal was instead presented posthumously to his sister Mrs. Dorothy Jack Bell. David Atkins Brough was 28 years old. Nevertheless, his legacy did not end after his passing, because in 1943 he would be honored for his service in a unique manner.

On January 22nd, 1943, the keel of USS Brough would be laid down at Consolidated Steel Corporation in Orange, Texas. She was named as such in honor of Lieutenant Junior Grade David Atkins Brough for his service in the United States Navy.

USS Brough was an Edsall-class destroyer escort. As an Edsall-class she would have a displacement of 1253 tons standard and 1590 tons with a full load. Her length was 306 feet, a beam of 36.58 feet and a draft of 10.42. Her propulsion system consisted of four Fairbanks-Morse diesel engines and four diesel-generators giving the ship a total of 6000

horsepower that helped turn her two screws. Her top speed was 21 knots which is equivalent to 24 miles per hour or 39 kilometers per hour. She could crew a complement of 8 officers and 201 enlisted personnel onboard at any given time.

To all appearances she was a small ship, but was packed from bow to stern with a plethora of armament for attack and defense. She carried three single mount 3in/50 caliber guns, each with a firing output of 10 rounds per minute. There was also one twin 40mm anti-aircraft gun mounted in the stern of her O-1 deck and 8 single mount 20mm anti-aircraft guns around the ship to defend against incoming enemy airplanes. In addition, she possessed one triple mount of torpedo tubes each with a single 21 inch Mark 15 torpedo for anti-surface ship warfare.

Despite all of this weaponry onboard, these were mainly for surface actions while the destroyer escort was not only capable of but originally designed for anti-submarine warfare. For this purpose, Brough would bolster 8 depth charge projectors which have the ability to launch Mark 6 and Mark 9 depth charges at an average range of around 300 feet away from the ship. On the stern of the ship there were also two depth charge tracks which would allow depth charges to roll off and fall behind the ship. Finally, on the bow there was another depth charge projector which was designed as a forward throwing anti-submarine weapon to launch 24 Hedgehogs at once. These were British designed mortar projectiles that employed a contact fuze and carried either 30lbs of TNT or 35lbs of Torpex. Just one of these making contact with a U-boat was effective enough to sink it.

After extensive work by the shipbuilders, USS Brough would be launched on April 10th, 1943. Mrs. Dorothy Jack Bell, sister of Lieutenant David Brough would serve as the sponsor and christened the ship. On September 18th, 1943 USS Brough (DE-148) was commissioned by the

US Navy and command was placed under Lieutenant Commander Kenneth J. Hartley, a native of Jamestown, New York.

Like all new ships and crews, Brough went through an intense shakedown period to prepare for the coming convoys in which she would cross the Atlantic ferrying merchant ships. For two months the Brough would travel from Norfolk, Virginia to Charleston, South Carolina and towards Bermuda. The shakedown training allowed her crew to become familiar with all of the ship's components, from her weaponry and propulsion system to her SL Radar and truly becoming Tin Can sailors.

However, before her shakedown cruise was actually complete the Brough's crew had to fight through heavy seas and fog on the 12th of November. While steaming at 13.5 knots, rough seas had caused water to bend the gun shield of the #1 3 inch gun forward of the ship. Captain Hartley decided to investigate along with the Chief's Boatswain's Mate and Ensign E. B. Smith to help repair the damaged gun shield. According to the ship's war diary, all three men were standing inside the gun shield when a heavy sea hit the starboard side and knocked all three down. When the CBM and Ensign Smith picked themselves they found Captain Hartley lying against the lifeline on the starboard side of the ship. They acted quickly and moved the Captain into the wardroom where he was given immediate medical attention by Pharmacist's Mate 1st Class Johnson and Pharmacist's Mate 3rd Class Mallchock. Sadly, there was nothing more that could be done and Captain Kenneth J. Hartley was pronounced dead at 0913.

The Brough then changed course from Bermuda back to Charleston and on November 16th she made port in Charleston Harbor. It was here that the body of Captain Hartley was removed and handed over to his family for burial. He would be the first casualty on board USS

Brough, a testament to how dangerous life could be while at sea and how an accident aboard these ships can lead to deadly results.

USS Brough then left Charleston and proceeded to Norfolk. Her first convoy duty began on November 29th when she was ordered to steam from Norfolk and rendezvous with Task Group 64 accompanying convoy UGS-25.

UG convoys such as the previously mentioned were designated because of their departure and destination zones. This particular route would have convoys depart the United States (hence the U) and head for Gibraltar (G) before making its way to several ports in North Africa. The S in their designation stands for slow as these convoys generally traveled at a much slower rate than their UGF counterparts, F meaning fast. This was due to the top speed of some of the ships being quite low, for example, the top speed of a Liberty ship was about 11 to 11.5 knots while most destroyer escorts would reach 21 knots.

USS Brough would attach to the convoy and took station in the middle of the starboard side of the escort screen thus relieving USS Inch (DE-146). The convoy remained fairly quiet with the crew being able to practice some gunnery drills along the way. Eventually they reached the Straits of Gibraltar on December 11th and later that day anchored outside a jetty at Casablanca, Morocco. Their first convoy was completed and had been a success delivering much needed supplies and equipment for the ongoing Italian Campaign.

After spending several days moored, Brough would once again head out to sea, this time alongside GUS-24 to guide merchantmen safely back to the States. By January 3rd, 1944, the Brough had reached New York City and moored alongside USS Decker (DE-47) in the New York Navy Yard. While back in the states, the Brough's crew was given time to practice anti-submarine warfare (ASW) training, as well as replenish fuel, ammunition and other

necessities onboard. She also spent some time receiving emergency repairs for multiple dents along her hull after an accidental collision with USS Hammann (DE-131) while berthing in port in Norfolk.

On January 26th, she steamed alongside as a unit of Task Force 64 to ferry convoy UGS-31 to the Mediterranean. After an uneventful convoy, UGS-31 arrived in the waters around North Africa on February 11th and the Brough was relieved from escort duty once more. During a patrol near Gibraltar, Brough once again had another collision incident. This time with USS Ormond Megron (DD-255) causing slight damage and bending several frames of both ships. Luckily, there was no serious damage and repairs were made to both ships at Gibraltar Harbor, conveniently, both ships were moored alongside each other, albeit by their undamaged sides.

On February 16th, she set off again to guard convoy GUS-30 back home and took station on the starboard flank of the convoy. By March 7th, the convoy reached the safety of US waters and Brough, after accompanying her section to Chesapeake Bay, sailed independently back to New York.

After three weeks in port, convoy duty beckoned and USS Brough answered the call. This time she would join Task group 21.8 accompanying convoy CU-19 and depart for the United Kingdom on March 28th.

The CU convoys originally departed from Curacao, an island long held by the Dutch. The starting point eventually switched to New York City while the end point, Liverpool, remained the same. This particular convoy differed in a number of ways from the UG convoy series. These convoys were actually much smaller, with CU-19 consisting of only 27 merchants and 6 escorts, while the previous UG convoys totalled on average over 100 ships. A lot of the tankers that were present in the CU convoys were also a bit faster as some were able to sustain a much higher

speed equal to that of their escorts so this specific series also became popular for the transport of various fast vessels.

By this point in World War II, the Atlantic Campaign had shifted in favor of the Allies. Back in May 1943, the Kriegsmarine had lost 41 U-boats in that month alone, which is more than they had lost in 1940 and 1941, respectively. The turning tide had come, thanks to the efforts of sailors aboard destroyer escorts and the capabilities their ships held to counter such a threat.

On April 7th, 1944, convoy CU-19 reached the entrance of the River Foyle in Derry, Northern Ireland. USS Brough would only spend six days in berth before heading out to guide convoy UC-19 back to the states. And on April 24th, she was anchored in Gravesend Bay, New York to await replenishment and further orders.

By early May, the Brough would be attached to Escort Division 3 or CortDiv 3 and would participate in several exercises ranging from gunnery, ASW and even DD-PT drills. On May 12th, USS Brough steamed along with convoy TCU-24 departing Brooklyn at 1000. After only 11 days out to sea the convoy reached its destination at Movill, Lough Foyle, Ireland. While the merchantmen and escort ships were anchoring USS Brough suffered yet another collision, this time with USS Hammann (DE-131). According to the Brough's War Diary, "Her stem was broken nine feet above the water line and bent aft from about three feet above the water line and the skin was torn and wrinkled..." Two days later she would need assistance from a tug as the Canadian ship HMCS Dunver, a River-class frigate, had to get underway out of berth. After minor repairs and replenishing ammunition and arms, USS Brough joined convoy UC-24 and arrived in the United States on June 8th.

After further extensive gunnery training the Brough set off as an escort with convoy CU-29 on June 26th. On July 4th she arrived in Northern Ireland where she would only spend six days in berth before setting off with convoy UC-29 and arrived back to her homeport on July 19th.

In September, the Brough was escorting convoy CU-39. In the afternoon on September 13th the ship was steaming on course when an unfortunate accident took place. Several sailors were in the act of testing the depth charge projectors. This required precise direction and communication such as having all eight projector breeches open and for the men to be using sound-power phones. Neither of these directions were followed completely as although four projectors had already been fired off correctly, the #4 projector was not ready. Poor communication, lack of visibility and miscoordination sadly led to this projector being fired while Seaman 2nd Class Alwynne W. Wood was leaning against the in-place depth charge to prepare for launch. Thus when the projector was fired, Wood was launched along with it into the sea. A man overboard alarm was immediately sounded and the ship's whaleboat was put into the water to find the sailor. The whaleboat crew were able to locate him and brought him aboard for the Chief Pharmacist Mate to check him. Regrettably Alwynne Wood had died from injuries sustained during the initial blast. At 1837, a burial at sea was conducted as the sailor was buried with full honors in position Latitude 38° - 47.2'N; Longitude 64° - 40.2'W. Seaman 2nd Class Alwynne W. Wood was from Floral Park, New York and sadly left behind a wife, Mrs. Idella Wood. He was 37 years old at the time of his death.

For the remainder of 1944, USS Brough would escort three more convoys back and forth across the North Atlantic. As an escort in convoy CU-51, her eighth convoy of 1944, her crew would spend Christmas while at sea. The following year she would head for the United Kingdom

on three more occasions as part of convoys CU-57, 63 and 70. The latter of which was her final Atlantic procession as by this point it was May 15th and the war in Europe had ended. An interesting tidbit I'd like to point out is that while the fighting in Europe had ceased, there were still some necessities to these convoys.

Firstly, the United Kingdom throughout World War II had been threatened with starvation by Nazi Germany cutting off their supply lines by the sea. Even with the war over, it was still an important task to send food and any other supplies that would help these people, as well as, the millions of people on the Continent. Secondly, many of the ships traveling this late in the war were now transporting the thousands of GIs back home who had been discharged or were to be discharged as the war neared to a close.

After her final convoy, USS Brough would continue on various stations such as steaming south towards Guantanamo Bay, Cuba. In July 1945, alongside several other destroyer escorts, she would take part in rigorous anti-aircraft gunnery practice. By this point, her triple mount of three 21 inch torpedo tubes had been removed and replaced with more 40mm Bofors AA gun mounts. These modifications were made as an attempt to buff up the ship against kamikaze attacks. The Empire of Japan had not yet surrendered and multiple destroyer escorts were being rearmed and refitted to head for the South Pacific. It is theorized that those who were on course for this theater would have most likely been part of the planned invasion of Japan: Operation Downfall.

After completion of gunnery exercises around Cuba, the Brough sailed towards Coco Solo, Canal Zone. Between July 21st and 22nd, the Brough passed through the locks of the Panama Canal enroute to San Diego, California. She would arrive on July 31st but only remain for five days before heading further West towards Pearl Harbor. For the remainder of August, the

ship's crew spent most of the time continuing to train on gunnery skills but also D.A.Q. exercises. The latter refers to the use of the high frequency radio direction finder, or huff-duff, that some destroyer escorts carried. This would allow the ship to listen to frequency transmissions from German U-boats in the North Atlantic or Japanese submarines in the Pacific. Such a unique and powerful form of technology, that the Germans and Japanese didn't even know we had such equipment and thus were unable to counter it.

But for all this training and preparations made over the last few months, it would all be for naught. On September 2nd, 1945, Japanese representatives aboard USS Missouri (BB-63) signed the Instrument of Surrender, bringing an end to the Second World War.

USS Brough would remain at Pearl Harbor for a couple more weeks before heading back East. On September 20th, she moored at Coco Solo before passing through the Panama Canal the next day. On her return to the east coast USS Brough would then prepare for her decommissioning. With the end of the Second World War, the US military began to downsize and while the hundreds of destroyer escorts played a significant role in the Allied victory, there was no room for them. Alongside dozens of other DEs, USS Brough would sail towards and make anchorage at Green Cove Springs, Florida. As of December 1st, 1945 she would remain mothballed and placed in a reserve fleet, awaiting her unknown future.

The majority of destroyer escorts would sadly not have a future as they were eventually scrapped. But USS Brough would be one of the lucky ones because in the summer of 1951 she would be brought back into naval service. She was recommissioned on September 7th of the same year due to the ongoing Korean Emergency, more colloquially known as the Korean War. USS Brough was placed under the command of Lieutenant Commander H. J. Hulings of

Pennsylvania. She was overhauled by the Merrill-Stevens Shipyard in Jacksonville, Florida and immediately attached to the U.S. Atlantic Fleet and entered an intensive shakedown period.

By the fall of 1952 the Brough was participating in joint NATO operations being conducted in the Atlantic. After visiting several European and Caribbean ports she reported to Philadelphia, Pennsylvania for a scheduled shipyard overhaul. She would remain in port throughout the winter and into the next year. During this time Commander Hulings would be relieved of command by Lieutenant Commander D.W. Abercrombie III of Massachusetts on January 31st, 1953. After this change of command, the Brough's crew went through a quick shakedown period to allow her new captain and crew to all get adjusted. She would steam to Guantanamo Bay for refresher training and despite having a green crew, the Brough's progress was so effective that she was released one week early, a privilege not relegated to most ships at this time.

The Brough would travel up and down the east coast for several months stopping in Newport, Rhode Island for a short while before heading towards Key West, Florida in early June. It was here that she would provide services to the U.S. Fleet Sonar School and would operate in waters off Florida daily. Until the end of August, USS Brough would act as a school ship for officers and enlisted students alike who were training in Sonar School. Upon her return she berthed alongside USS Yosemite (AD-19), a Dixie-class destroyer tender, for overhaul. It was discovered that the ship's generators warranted overhaul and so the Brough was sent to the Naval Shipyard Portsmouth in New Hampshire for necessary repairs.

In November, Brough would serve as the flagship for Commander Escort Squadron 14 and participated in Operation Spring Board. During this operation, Brough would operate in Caribbean waters and visit various ports such as San Juan, Puerto Rico, Ciudad Trujillo,

Dominican Republic and Saint Thomas, Virgin Islands. After completion of the operation, she returned to Newport in December allowing the crew to have leave for Christmas. In early 1954, she operated around Newport on a daily basis until March when she was ordered to return to Key West for another tour of ASW training at sea.

In August, at the end of her ASW training, command changed hands once again with Lieutenant Commander G. E. Lockee from Columbia, South Carolina relieving Commander Abercrombie. With her new captain the destroyer escort, in company with USS Huse (DE-145), USS Blair (DE-147) and USS Maurice J. Manuel (DE-351), journeyed to Newfoundland, Canada for three weeks of exercise alongside submarines.

When exercises were complete in mid-September, the Brough began preparations for the Joint Atlantic Fleet Exercise of 1954. Her assignment would consist of operating against submarines off the Labrador Coast within the vicinity of Hamilton's inlet. On October 20th, the Brough, along with the rest of the squadron, all departed on their biggest operation yet, Lantflex 1-55. USS Brough would participate in convoy escort work for the first time since World War II but also engage in anti-submarine patrols. Her convoy duty included escorting a training force that would make amphibious landings along the coast of North Carolina. After completion of the operation USS Brough would return to Newport and the crew was once again allowed leave for Christmas.

After the winter the Brough reported to Boston Naval Station where from February to April 1955 she would receive overhaul and equipment modifications. After her refitting, her crew underwent a three-week refresher program at Newport in the following June. On July 9th, 1955 the Brough departed from Norfolk on the first leg of Midshipman Cruise Baker and traveled to Scotland and Denmark before returning to Guantanamo Bay. The cruise ended on

September 3rd and Brough was ordered to report to Key West three weeks later for further sonar school training. The remainder of the year was spent training and traveling back to Newport for another holiday leave.

The next year began once again with fleet sonar school and then some anti-submarine exercises. However, all this training was a necessity as USS Brough and her crew were about to become part of a much larger operation that would take them to waters more frigid than the North Atlantic.

By July 1956 USS Brough went through three weeks of upkeep as she departed for a six week restricted availability at Portsmouth. All of this preparation for the last couple of years for the upcoming Operation Deep Freeze II. Before setting off, two events took place aboard the destroyer escort. Firstly, she received the Battle Efficiency “E” Plaque for her crew’s high level of sustained proficiency and readiness whilst performing in an operational environment. Secondly, Lieutenant Commander Lockee was relieved of command as Lieutenant Commander W. P. Duhon of New Orleans took the helm on August 23rd, 1956.

On September 4th, Brough departed Newport to join Task Force 43 and steamed independently through the Panama Canal before reaching Dunedin, New Zealand one month later. It was here she would begin her duty as part of the Deep Freeze Operations.

Beginning in 1955 with Operation Deep Freeze I, these were naval and air operations that were required to operate in Antarctic waters to resupply US Antarctic bases. Despite the relative obsolescence of a destroyer escort at this time, they still played a key role. USS Brough was fortunate due to her ship’s class. As previously mentioned earlier in the podcast she was an Edsall-class DE, this meant her propulsion system consisted of four Fairbanks-Morse geared

diesel engines. Because of these engines the Edsall-class DEs were more efficient than most of their counterparts and by the 1950s, dozens of these ships were put back into service.

For the next five months USS Brough would operate on her picket station at 57° South - 170° East. Her main assignment during Deep Freeze II was to act as a weather reporting, communication and, if necessary, a search and rescue ship. On average, the pattern of operations for the Brough to act as a picket ship would last between 19 and 21 days at sea and then a further five or six days back in port. The time spent on these operations though we're far from easy. The Antarctic waters weren't exactly the easiest to navigate as ships had rarely passed through them within the last century. High winds and forty foot waves were common and if one were to accidentally fall into the icy waters, the odds of survival were slim to none.

Luckily, for the Brough and her crew, they went without incident during this peculiar operation and were on their return trip to Newport by March 2nd, 1957. A brief stop at Callao, Peru and then they continued to Boston Naval shipyard where she arrived on May 8th for an overhaul that was required for their next task: Operation Deep Freeze III.

After completing their overhaul and before they departed Lieutenant Commander W. P. Duhon was relieved of command by Lieutenant Commander B. E. Boney of Toxey, Alabama on August 7th. The ship then spent several days alongside tender USS Yellowstone (AD-27) to complete her preparations for seven months of independent duty for the upcoming operation.

On August 26th, the Brough steamed for Dunedin from Newport, crossing the Panama Canal once again and arrived on September 25th. During this deployment she would make five trips to 61° South - 170° East. One of these trips even took her across the Arctic Circle on February 5th, 1958 making it a "first" for any destroyer escort. On three separate occasions she

endured through 75-knot winds, the equivalent to what is felt in a hurricane. In March, USS Brough completed her second Deep Freeze operation and returned to Newport on April 2nd.

By May, the ship departed for Key West, her new home port and continued her operations as part of Fleet Sonar School. During this period the Brough was also reassigned to join Destroyer Division 601.

Her time spent in the warm Caribbean waters wouldn't last long. USS Brough had the unique assignment of being part of her third and final Antarctic operation, Deep Freeze IV. She departed on August 23rd for her third consecutive year under the operational control of Commander Task Force 43. She arrived in Dunedin just under a month later and immediately went to her station out in the cold, dark waters of the Antarctic. Between August 23rd and November 19th, the Brough spent exactly 78 days at sea and was in port for only eight, a stark contrast to her first Deep Freeze op. Time had passed and on February 7th, 1959, USS Brough would leave Dunedin for the last time. As she departed, her crew was waved goodbye by 4000 New Zealanders, an indication of the friendly and comforting relationship between the Brough and the citizens of Dunedin, a city that welcomed them as their temporary home.

The Brough by this point in her history had worked towards a list of countless achievements but it didn't end after she left New Zealand. On her previous return trips she would travel back east and pass through the Panama Canal but this time she headed west. For the next 66 days, USS Brough and her crew would make stops at countless ports such as Perth, Australia; Colombo, Ceylon; Aden, Arabia; Athens, Greece; Naples, Italy; Cannes, France; Barcelona, Spain; and Gibraltar before ending her journey on April 14th, 1959 in Key West. The end of this long and arduous journey made USS Brough the first destroyer escort to circumnavigate the world alone, a remarkable achievement.

After the voyage she went through some rigorous upkeep that lasted until May 22nd. She was then deployed for ten days off Puerto Rico where she acted as a missile recovery ship for the famous Jupiter missile. The missile was carrying two monkeys, Alfa and Bravo onboard, and the recovery group was successful.

Between July and September the Brough underwent regular shipyard overhaul while in Key West. During this period Lieutenant Commander J. L. Moss relieved Lieutenant Commander B. E. Boney as commanding officer on August 18th.

For the remainder of 1959 through 1960, the ship spent her time providing services to the Fleet Sonar School down in Key West. On February 6th, 1961 command changed hands once more with Lieutenant Commander E. J. Carey of Seattle, Washington relieving Lieutenant Commander J. L. Moss.

From March to May of 1961, USS Brough was busy training and only interrupted for some upkeep. In April, she visited Miami to represent the U.S. Navy at the Miami Beach Servicemen's Center 9th Anniversary celebration. She made her way back to the U.S. Naval Station, Key West for restricted availability. Brough was forced to return to Miami in mid-July but while stationed there the crew got favored by a visit from not only Miss USA but also Miss Finland, both contestants in the Miss Universe pageant, though neither would win the contest.

On July 15th, Commander Destroyer Force, U.S. Atlantic Fleet had announced that USS Brough had won the Battle Efficiency Award for “competitive excellence” for service in Destroyer Division 601. This was the second “E” that the Brough had earned during its active duty. For the remainder of 1961 and early 1962 the Brough would continually provide training to student officers and enlisted personnel attending Fleet Sonar School in Key West.

The rest of 1962 saw the destroyer escort travel up and down the east coast along with destroyers, cruisers and fellow DEs. Sadly, like all World War II era destroyer escorts, time was simply not on the Brough's side. In June 1965, USS Brough would be decommissioned and on November 1st of the same year she was stricken from the Navy List. In January of 1967, USS Brough was sold for scrap to Buyer Boston Metals Company in Baltimore, Maryland, a fate shared by almost all of her type of ship.

USS Brough's career was not desultory by any means. In 25 months of active duty in World War II, 373 days were spent on patrol, with her guns manned and full watches always on high alert. She was brought back for further service to take part in several Deep Freeze operations and provide assistance to U.S. garrisons in the Antarctic being resupplied. In the many years spent in Key West, countless naval officers and servicemen received ASW training from her or alongside her. She earned numerous commendations including the American Campaign Medal, the European-African-Middle Eastern Campaign Medal, the World War II Victory Medal, the National Defense Service Medal, the Antarctic Service Medal three times and two Battle Efficiency "E" during her 17 years of service.

USS Brough and the men who served aboard her followed her motto to a T:

Frontier Guardian, In Peace, In War.

Similar to my USS Tomich (DE-242) podcast several months back, which if you haven't listened to I highly encourage it, this is usually the part where the podcast ends. Having said that, the purpose of the USS Brough podcast was not only to cover the history of this particular destroyer escort but to honor a sailor who served aboard. This podcast is dedicated to the memory of Mike Marko, a former volunteer here aboard USS Slater. Mike had served in the U.S. Navy right after graduating high school, as his mother wanted him to earn his diploma first. He

would serve aboard USS Brough as a Fire Controlman 1st Class, taking part in two of the Deep Freeze operations and was part of her crew when she circumnavigated the world. Mike was also a native of my hometown Syracuse, New York so we chatted in our free time and he always told the most fascinating stories. He was a kind man, a wonderful mentor and above all a Tin Can Sailor. Thank you Mike.

Thank you for listening to this month's edition of DE Classified. This podcast is brought to you by the Destroyer Escort Historical Museum aboard USS Slater. You can find a transcript of this episode, accompanying photos and a bibliography at ussslater.org/de-classified. I am Giordano Romano, and I hope you join us next month where we'll DE classify...

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USS Brough War Diary

Archives aboard USS Slater