on 17-18 January, and continued on for Bremerhaven, making arrival there on 28 January. Clearing that port on 5 February, she sailed via Dover, England, for New York, arriving on 14 February.

Two days after her arrival, on 16 February 1957, Commander, MSTS, Atlantic, assumed administrative control of the ship, and she was placed in ready reserve status. Records indicate that she was to be withdrawn from that inactive status on 5 June 1958, apparently to be inactivated and turned over to the Maritime Administration (MarAd) for lay up, and that she was placed in MarAd's reserve fleet on 20 January 1959, in the Hudson River berthing area (Jones Point), near New York City.

Reacquired by the Navy on 14 August 1965 and reinstated on the Naval Vessel Register on the same date, *General Nelson M Walker* was taken out of the National Defense Reserve Fleet in August 1965 and reactivated as part of the buildup of naval forces for the Vietnam War. She was assigned to MSTS (Pacific) for trooplifts to southeast Asia. On 1 February 1966, while returning from that area of the world, she was summoned to stormy seas northwest of the Hawaiian Islands. SS *Gainesville Victory*, in attempting to aid the foundering Liberian-registry freighter SS *Rockport*, had suffered casualties when a Lyle gun had exploded as she had attempted to get a line to *Rockport*. *General Nelson M. Walker* provided medical advice, seas being too rough to permit transfer of a doctor, that sufficed until the ship could reach Midway where better medical facilities were available. The transport stood by and, less than 12 hours after she had arrived on the scene, had rescued all 27 men from the sinking *Rockport*. After operating with MSTS (Pacific) through the end of 1967, she was ultimately deactivated once again and placed in reserve at the Caven Point Army Depot in New York harbor, in early 1968. *General Nelson M. Walker* was transferred to MarAd on 16 April 1970 and laid up in the James River (Va.) berthing area. *General Nelson M. Walker* was struck from the Naval Vessel Register in January 1981; she remained in the James River berthing area into 1987.

Admiral Hugh Rodman

See *Rodman* (DD–456) for biography.

(AP–126: dp. 9,676; l. 608′11″; b. 75′6″ (lim.); s 19 k.; cpl. 575; trp. 4,649; a 4 5″, 8 40mm.; cl. *Admiral W S Benson*; T. P2–SE2–R1)

Admiral Hugh Rodman (AP–126) was laid down under a Maritime Commission contract (MC hull 684) on 24 April 1944 at Alameda, Calif., by the Bethlehem-Alameda Shipyard, Inc., launched on 25 February 1945; sponsored by Mrs. Sue R. Merriman; transferred to the Navy on 10 July 1945; and was placed in commission on the same day, Capt. Lewis E. Coley in command.

Assigned to the Pacific Fleet, the transport departed San Francisco on 21 July 1945 for a shakedown cruise which took her to San Diego and Los Angeles. She returned to her home port on 16 August—two days after hostilities with Japan ended—and embarked fresh troops to replace war-weary veterans in the Far East. She transited the Golden Gate on 21 August and proceeded via Ulithi to the Philippines Following stops at San Pedro Bay, Leyte, and Batangas and Manila, Luzon, she headed home and reached San Francisco early in October. Then, following a second round-trip voyage to the Philippines, she again got underway from San Francisco in December, and set course for Nagoya, Japan. This shuttle run ended at Los Angeles on 3 January 1946. Another voyage to Japan—this time to Yokohama—took her back to Seattle, Wash. Early in March, she sailed from that port with occupation troops and delivered them to Okinawa.

From that island in the Ryukyus, the ship sailed, via the Panama Canal, for the east coast of the United States. She reached New York on 14 May, was decommissioned on that day, and was transferred to the War Department later that month. The ship entered the Bethlehem yard at 56th Street on 3 June to receive the repairs and modifications she would require upon assuming a slightly different role. She got underway again on 1 August and served the Army Transport Service as *General Maurice Rose* until she and her sister Army transports were transferred to the Navy on 1 March 1950 to serve in the recently established Military Sea Transportation Service. She was given the classification T–AP–126 at that time. Manned by a civilian crew, *General Maurice Rose* operated out of New York in the Atlantic and the Mediterranean during the next 15 years. Steaming primarily between New York and Bremerhaven, Germany, she completed more than 150 round-trip voyages while carrying military dependents and European refugees and rotating combat-ready troops. In addition, the ship deployed to the Mediterranean 17 times to support 6th Fleet operations. Following the gallant, but abortive, Hungarian revolution in October 1956, she completed three runs to Bremerhaven and back between 12 January and 27 March 1957 transporting Hungarian refugees to the United States. On three occasions between 1 April and 5 October, *General Maurice Rose* was dispatched to the eastern Mediterranean to support units of the 6th Fleet responding to political crises in Jordan.

In 1965, however, America's increased involvement in the war in Vietnam beckoned the transport toward a new theater of operations. After completing nine voyages to Bremerhaven and back between 16 January and 4 August 1965, *General Maurice Rose* departed New York on 14 August for transport duty to southeast Asia. She sailed via Long Beach, Calif., and Pearl Harbor to Qui Nhon, South Vietnam, where she arrived on 14 September and began debarking troops and supplies. After departing Vietnam on the 19th, she steamed via Okinawa and the west coast and reached New York on 18 October. During the first eight months of 1966, she made eight round-trip runs to Europe and back. On 8 September, she again departed New York for trooplift duty to South Vietnam. She operated in the western Pacific supporting the forces of freedom in southeast Asia through the end of 1966. She returned to New York late in January 1967 for an overhaul and was placed in ready reserve status. As such she was laid up at the Caven Point Army Depot in New York harbor.

General Maurice Rose was transferred to the permanent custody of the Maritime Commission on 30 June 1970 and shifted to its National Defense Reserve Fleet berthing area in Virginia's James River. She was still there as of January 1987.

Admiral R. E. Coontz

Robert Edward Coontz—born in Hannibal, Mo., on 11 June 1864—graduated in the Naval Academy Class of 1885, and served in the screw sloops-of-war *Mohican* and *Juniata*, the screw steamer *Galena*, and the protected cruiser *Atlanta* before he received his ensign's commission in 1887. He assisted in the development of the first modern signal code used by the Navy, and served in Alaskan waters and on the Great Lakes.

Duty in the Bureau of Navigation, correcting and updating officer records, followed. During this time, he worked toward the formulation of legislation favorably affecting junior officers. Coontz later served with the Coast and Geodetic Survey; and, in the cruiser *Charleston*, took part in the seizure of Guam and the bombardment of Manila during the Spanish-American War.

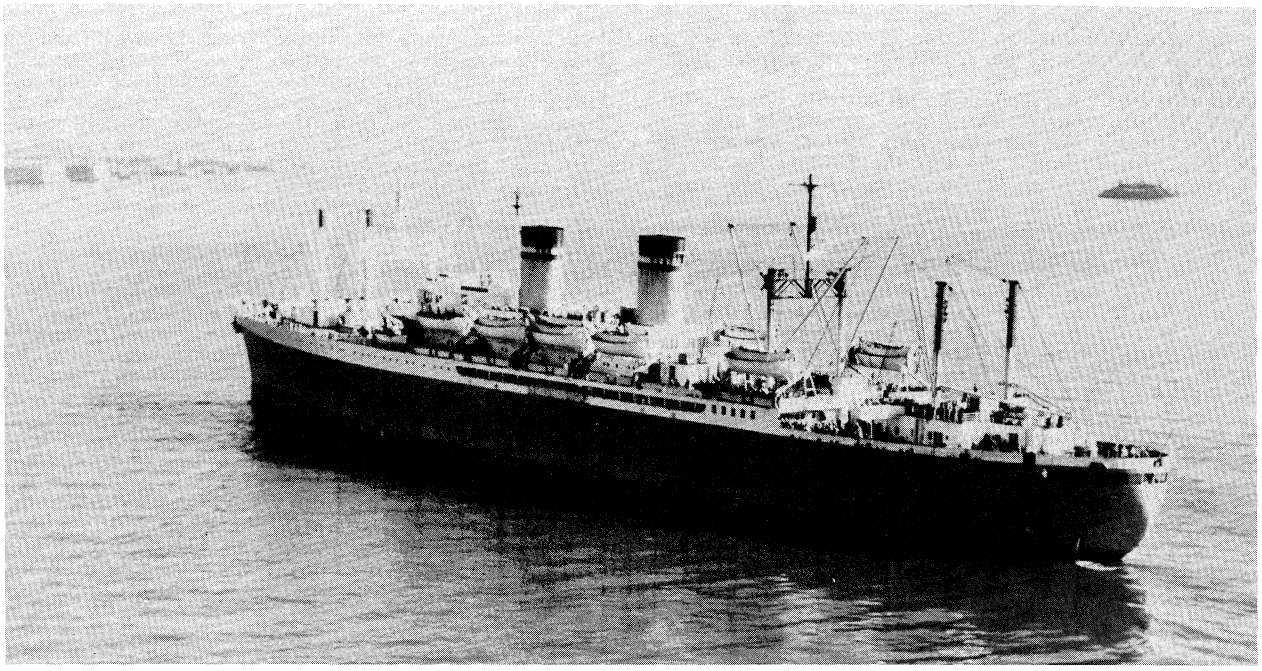
After returning home he began almost a decade of sea duty, interrupted only by a brief tour with the Bureau of Equipment. As executive officer of *Nebraska* (Battleship No. 14), he took part in the cruise of the "Great White Fleet" from 1907 to 1909.

Duty at the Naval Academy led to the office of Commandant of Midshipmen. Following service in the Bureau of Inspection and Survey he became Governor of Guam in April 1912. After exercising "efficient and enlightened" leadership in that island possession, Coontz assumed command of *Georgia* (Battleship No. 15), and saw expeditionary service in Mexican and Haitian waters during 1914.

As commandant of the Puget Sound Navy Yard and the 13th Naval District from 1915 to 1918, Coontz won the Distinguished Service Medal. Becoming acting Chief of Naval Operations (CNO) in December 1918 while Admiral William S. Benson was on special duty in London, Coontz assisted the General Board in preparing a plan for a possible international navy under the League of Nations to maintain world peace.

Given command of a battleship division in January 1919, Coontz supported the July 1919 flight of the NC flying boats across the Atlantic. After serving as Commander, Battleship Division 6, Pacific Fleet in September and October, Coontz became Chief of Naval Operations on 1 November 1919.

During his tour as CNO from 1919 to 1925, Coontz achieved much despite the rapid demobilization of the Navy in the postwar years. He improved the organization and management of



USNS *General Alexander M. Patch* (T–AP–122) (ex-*Admiral R. E. Coontz*) entering New York harbor, 14 June 1950. (80–G–476456)

the Navy Department, and he strengthened the position of CNO in relation to the bureau chiefs. He realized the importance of aviation and submarines to the fleet, and advocated establishment of the Naval Research Laboratory in 1921. Under his direction a combined United States Fleet was formed. In the words of one biographer, Coontz "effectively encouraged experimentation and supported change, despite the constraints of the budget, politics, and the national mood."

Following his term as CNO, Coontz became Commander in Chief of the United States Fleet. Maneuvers in Hawaiian waters in 1925 were the largest ever conducted by the assembled fleet. In the fall of 1925, Coontz became Commandant of the 5th Naval District and commanding officer of the Naval Operating Base, Norfolk. Following his retirement in 1928, Coontz was recalled briefly to active duty in 1930 to investigate Alaskan railroads. He became national commander in chief of the Veterans of Foreign Wars in 1932 and, that same year, represented Alaska at the Democratic National Convention in Chicago. Coontz died on 26 January 1935 in the naval hospital at Bremerton, Wash.

(AP–122: dp. 23,500 (f.); l. 609′; b. 76′; dr. 27′ (max.); s. 22 k.; cpl. 367; trp. 4,680; a. 4 5″, 8 40mm., 28 20mm.; cl. *Admiral W. S. Benson*; T. P2–SE2–R1)

Admiral R. E. Coontz (AP–122) was laid down under a Maritime Commission contract (MC hull 680) on 15 January 1943 at Alameda, Calif., by the Bethlehem Steel Corp.; launched on 22 April 1944; sponsored by Mrs. Edwin Kokko, daughter of Admiral Coontz; and commissioned on 21 November 1944, Capt. Montford R. Tawes, USNR, in command.

Following shakedown training out of San Pedro, Calif., the transport embarked troops at San Francisco and sailed for the western Pacific on 3 January 1945. After pausing briefly at Pearl Harbor she reached Ulithi, in the Western Carolines, on 23 January and served there as station ship until 19 March when she headed homeward. *Admiral R. E. Coontz* made one additional voyage from San Francisco to Ulithi. On her return she touched at San Francisco and San Diego, transited the Panama Canal, and pushed on across the Atlantic to France. She embarked troops for transfer to the Pacific theater; cleared Marseilles on 21 July; and reached Pearl Harbor on 12 August. Underway soon again, she paused at Eniwetok, Saipan, and Guam en route to Ulithi which she reached on 28 August, almost a fortnight after Japan capitulated.

Leaving the Western Carolines on 12 September, *Admiral R. E. Coontz* sailed for Okinawa, whence she sailed on 27 September for the west coast of the United States. Making port at Bremerton, Wash., the transport embarked occupation troops before getting underway for Japan on 24 October. After disembarking troops at Nagasaki on 6 November and at Nagoya two days later, *Admiral R. E. Coontz* then made two round-trip voyages between Yokohama and Seattle. She then proceeded to Okinawa to embark passengers for the return voyage to the United States. Sailing for Hawaii, the transport embarked more troops at Pearl Harbor and reached New York City on 11 March 1945.

She entered the Todd Shipyard, Brooklyn, N.Y., on 17 March 1946 and was decommissioned there on the 25th. Stricken from the Navy list in April 1946 and turned over to the War Department, the ship underwent a period of repairs and alterations and was renamed *General Alexander M. Patch*, honoring General Alexander McCarrell Patch, commander of the 7th Army in the invasion of Southern France in 1944.

In the Army Transport Service, *General Alexander M. Patch* carried troops and cargo between Europe and the United States from 1946 to 1950. Reacquired by the Navy on 3 March 1950, the ship operated for the next two decades as USNS *Alexander M. Patch* (T–AP–122) with the Military Sea Transportation Service (MSTS), later renamed the Military Sealift Command (MSC). From 1950 to 1965 the ship conducted 123 round-trip voyages between Bremerhaven and New York, with an additional 16 voyages to the Mediterranean. Among her passengers was Mrs. Alexander M. Patch, the widow of the general for whom the ship had been named.

Among her operations was the embarkation of over 1,500 refugees during the Suez Crisis in November 1956. The transport took them from Suda Bay, Crete—where they had been brought from Alexandria, Egypt, and Haifa, Israel, by American warships—to Naples. Late in 1961, during the international tensions spawned by the Soviets' closure of access to West Berlin, *General Alexander M. Patch* participated in the massive lift of American troops to Europe.

In August 1965, growing American involvement in the Vietnam War prompted the transfer of MSTS ships from the Atlantic to the Pacific. *General Alexander M. Patch* commenced her first Vietnam voyage at New York on 15 August. Steaming via Charleston, S.C., and Long Beach, Calif., the transport reached Qui Nhon, South Vietnam, on 16 September. Returning—via

Cam Ranh Bay, Vung Tau, and Okinawa—to San Francisco on 2 October, the ship conducted one more voyage to Vietnam in 1965, reaching Vung Tau on 9 November. Clearing Vung Tau later that day, she returned to New York by way of Penang, Malaysia; Rota, Spain; and Bremerhaven.

For the first six months of 1966, *General Alexander M. Patch* operated between New York and Bremerhaven. The Vietnam War once again compelled MSTS to switch some of its transports to the Pacific. *General Alexander M. Patch* and her sistership, *General William O Darby* (T–AP–127), embarked of the Army's 196th Light Infantry Brigade at Boston and departed on 15 July. Transiting the Panama Canal, the two transports reached Vung Tau, South Vietnam, on 13 August, ending the longest (12,358 nautical miles) point-to-point troop lift in the 17 years that MSTS had been in operation. Before the year was out, *General Alexander M Patch* conducted two troop lifts of ROK (Republic of Korea) troops from Pusan to South Vietnam.

Placed in reserve in New York's upper bay along with three of her sisterships by the summer of 1967, *General Alexander M. Patch* was transferred to the custody of the Maritime Administration on 26 May 1970 and placed in reserve in the James River. Still carried on the Naval Vessel Register, she remains in the James River berthing area of the National Defense Reserve Fleet into mid-1985.

Admiral W. L. Capps

Washington Lee Capps—born on 31 January 1864 at Portsmouth, Va —was appointed to the Naval Academy in 1880. Upon graduation, he served in the screw frigate *Tennessee* for the two years sea duty then customary prior to commissioning. After becoming an ensign in 1886, Capps studied naval architecture at the University of Glasgow in Scotland After returning to the United States in 1888 and brief duty at the Navy Department, he was assigned to Cramp's shipyard in Philadelphia. Capps moved to the New York Navy Yard in 1889 and remained there joining the Bureau of Construction and Repair in 1892. Three years later he became the superintending constructor at the Union Iron Works in San Francisco. There, he supervised the construction of *Oregon* (Battleship No. 3), *Wisconsin* (Battleship No. 9), *Farragut* (Torpedo Boat No. 11), *Marietta* (Gunboat No. 15), and *Wheeling* (Gunboat No. 14). Later attached to the staff of Rear Admiral Dewey, commander of the Asiatic Squadron, he was present during the Battle of Manila Bay. After the capture of Manila, he had three of the Spanish warships salvaged and repaired.

Next Capps spent two years with the Board of Inspection Survey, followed by a tour of duty as the Head, Construction and Repair Department at the New York Navy Yard. In 1903, he became the Constructor of the Navy and Chief of the Bureau of Construction and Repair with the rank of rear admiral During his tenure as Constructor of the Navy, numerous new ideas in warship design were tested and adopted. Notable among his innovations was the decision to mount the main batteries of battleships on the centerline, thereby increasing their broadside weight of metal to the maximum During his tenure, Rear Admiral Capps served on a number of American and international committees which had been established for such purposes—among others—as improving the organization of the Navy and adopting new safety measures at sea to prevent a recurrence of disasters such as the sinking of the *Titanic* in April 1912 During World War I, he was senior member of the Navy's Compensation Board which oversaw the cost aspect of the Navy's expanded ship acquisition program. He was also general manager of the United States Shipping Board's Emergency Fleet Corp Forced by poor health to relinquish these duties for a time, Capps returned to his position on the Compensation Board, became the senior member of the Naval War Claims Board, and served on other boards and committees. Although placed on the retired list effective 31 January 1928, Rear Admiral Capps continued on active duty until the day of his death at Washington, D C., on 31 May 1935.

(AP–121: dp. 20,120 (lim.); l. 608′11″; b. 75′6″; dr. 26′6″ (lim.); s. 19.0 k.; cpl. 367; trp. 4,680; a. 4 5″, 8 40mm.; cl. *Admiral W S. Benson*; T P2–SE2–R1)

Admiral W L. Capps (AP–121) was laid down on 15 December 1942 at Alameda, Calif , by the Bethlehem-Alameda Shipyard, Inc., under a Maritime Commission contract (MC hull 679); launched on 20 February 1944; sponsored by Mrs. James Reed; delivered to the Navy on 18 September 1944; and commissioned that same day, Capt. N. S. Haugen, USCG, in command.

Following shakedown training along the west coast, the transport departed San Francisco on 23 November, bound for the southwestern Pacific En route she visited Noumea, New Caledonia, where she disembarked marines and took on board passengers headed for Guadalcanal. From that island, *Admiral W L Capps* carried another group of passengers to Espiritu Santo She embarked almost 3,500 troops at the latter port and set a course for home where she arrived on the day after Christmas. The ship put to sea again on 21 February 1945 bound for Hollandia, New Guinea, whence she proceeded to the Philippines. The ship arrived at Leyte on 20 March and departed that island on 8 April for the United States. After arriving at San Francisco late that month, she moved north to Seattle, Wash., where she embarked almost 5,000 troops to reinforce American units fighting on Okinawa. Sailing on 7 May, the transport stopped at Pearl Harbor, Eniwetok, and Ulithi before reaching Okinawa on 2 July. Next she visited Saipan on the 12th and 13th, before getting underway on the latter day bound ultimately for the Panama Canal and the east coast of the United States.

Admiral W L Capps entered port at Norfolk, Va., on 4 August and, while undergoing voyage repairs, received word at mid-month that hostilities in the Pacific had ended. She stood out of Norfolk on 1 September, with members of the French Navy among her passengers. After dropping them off at Marseille, France, and embarking American troops, she headed back toward the United States and arrived in Norfolk on 20 September. Five days later, the ship once more set out for the Mediterranean, this time to repatriate some 3,765 former Italian prisoners of war. After stopping at Naples and Marseille, she returned to Newport News, Va , on 19 October. Between that time and mid-December, the ship made two more round-trip voyages to France and back—one to Le Havre and the other to Marseille—returning American servicemen home.

On 29 December, she put to sea to return to the Pacific. At Pearl Harbor, the transport embarked troops and continued her voyage west on 16 January 1946. She disembarked one group of passengers at Yokosuka, took on almost 4,700 more, and headed for Seattle on 30 January. In March, the ship made a round-trip voyage from the west coast to Okinawa, returning to San Francisco with over 4,800 troops. In April, she moved from the west coast to New York which she reached on the 24th On 8 May 1946, *Admiral W L. Capps* was decommissioned and returned to the Maritime Commission Her name was struck from the Navy list in June of 1946.

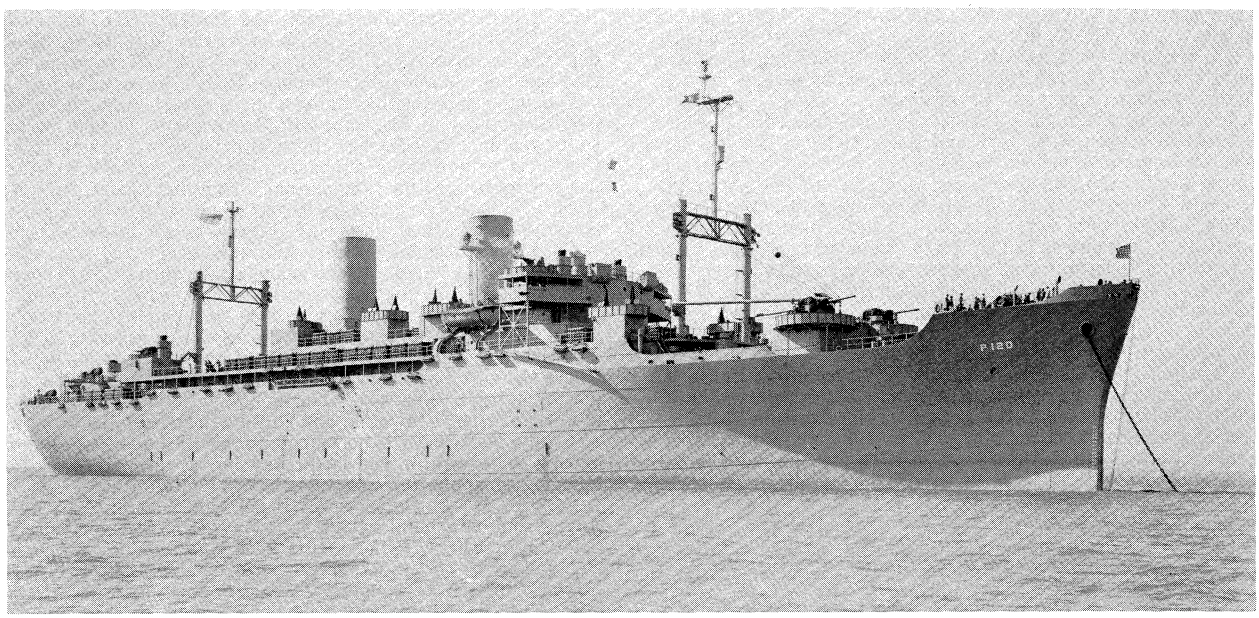
The Maritime Commission transferred the ship to the Army which named her *General Hugh J. Gaffey* (*q v.*). She served the Army Transport Service until 1 March 1950 when the Navy reacquired her. Retaining her Army name, the transport was not recommissioned, but instead was assigned to the Military Sea Transportation Service and manned by a civil service crew. USNS *General Hugh J Gaffey* (T–AP–121) spent almost two decades carrying men and material to American installations throughout the Far East and the Pacific Ocean. She supported American troops during the Korean conflict in the early 1950's and performed similar service during the Vietman involvement in the mid-1960's. On 4 November 1968, *General Hugh J. Gaffey* was transferred to the Maritime Administration on a temporary basis to be laid up with the National Defense Reserve Fleet facility at Suisun Bay, Calif., On 31 August 1969, she was transferred permanently to Maritime Administration custody. Her name was again struck from the Navy list on 9 October 1969.

In 1978, the transport was reacquired by the Navy a second time and her name reinstated on the Navy list Redesignated IX–507, *General Hugh J Gaffey* was placed in service in November 1978 at Bremerton, Wash., to serve as a barracks ship for the crews of ships undergoing major overhaul As of 1 January 1989, her name was still on the list of active duty service craft.

Admiral W. S. Benson

See *Benson* (DD–422) for biography.

(AP–120: dp. 23,500 (f.); l 608′11″; b. 75′6″; dr. 26′6″ (lim.); s.



Admiral W. S. Benson (AP–120) (later *General Daniel I. Sultan*) anchored in San Francisco Bay, 5 August 1944. Note 5-inch dual-purpose guns forward, groups of 20-millimeter guns, kingposts fore and aft, and life floats stacked amidships (as opposed to the boats that equipped these ships later in their careers). A censor has carefully deleted the radar at the transport's foremast. (NH 96631)

19.0 k.; cpl. 399; tr. 4,711; a. 4 5″, 8 40 mm., 28 20 mm.; cl. *Admiral W. S. Benson*; T. P2–SE2–R1)

The unnamed transport, AP–120, was laid down on 10 December 1942 at Alameda, Calif., by the Bethlehem-Alameda Shipbuilding Corp., under a Maritime Commission contract (MC hull 678); named *Admiral W. S. Benson* (AP–120) on 20 October 1943; launched on 22 November 1943; sponsored by Miss Dorothy Lucille Benson, granddaughter of the late Admiral William S. Benson; accepted from the Maritime Commission on 23 August 1944 and commissioned the same day, Capt. Francis H. Gardner in command.

After fitting out and provisioning at the Naval Supply Depot, Oakland, Calif., *Admiral W. S. Benson* stood out of San Francisco Bay on 1 September 1944 for San Pedro, Calif., to commence shakedown training. During the next two weeks, the transport carried out daily exercises and gunnery runs in the vicinity of Catalina, San Nicholas, ans San Clemente Islands. Upon completion of this training, the ship underwent post-shakedown availability at the Todd Shipyard in Wilmington, Calif., before she commenced work at the Small Craft Training Center, Terminal Island, Calif., serving a tour of temporary duty in connection with the training of attack transport (APA) crews. Over the next two weeks, the ship operated locally with crews from *Hinsdale* (APA–120), *Lanier* (APA–125), *St.Mary's* (APA–126) and *Allendale* (APA–127).

Admiral W. S. Benson returned to Todd's Wilmington yard on 15 October 1944 for major alterations, and upon completion of this yard period reported to Commander, Western Sea Frontier and Commander, Naval Transport Service, for duty.

On 23 November, *Admiral W. S. Benson* got underway and moored at the Army embarkation pier at Wilmington, and embarked a total of 4,376 Army troops on 28 and 29 November before sailing for Bombay, India, on the morning of 30 November, on the first of two troop lifts to that port. Stopping briefly at Melbourne, Australia, en route, for provisions from 16 to 18 December, the transport continued on her destination, spending Christmas at sea. Two British destroyers, HMS *Roebuck* and HMS *Relentless*, rendezvoused with the transport on 27 December, and assumed antisubmarine screening stations. Three days later, on 30 December 1944, *Admiral W. S. Benson* reached her destination and stood into Bombay Harbor.

After embarking passengers for the return voyage—civilians as well as military personnel (including among the troops 60 Chinese naval officers and 108 Chinese aviation cadets)—*Admiral W. S. Benson* got underway for Melbourne on 5 January 1945, *Roebuck* and *Relentless* again screening the ship out of dangerous waters until 8 January. Debarking some of her troop passengers—127 Australians and New Zealanders—upon her arrival at Melbourne on 16 January, the transport embarked 352 additional passengers on the 19th, and sailed for the United States, ultimately reaching Los Angeles on 2 February 1945.

Given a yard overhaul upon her return, *Admiral W. S. Benson* completed embarkation of 4,792 troops and passengers at San Pedro on 26 February; she sailed for Bombay the following morning. Stopping again at Melbourne en route, from 14 to 16 March 1945, the transport reached her destination on 27 March, escorted locally by HMS *Penn* and HMS *Paladin*. Embarking 1,363 troops and passengers (of whom 107 were civilians), *Admiral W. S. Benson* sailed for Melbourne on 2 April.

Diverted to Brisbane, Australia, en route, *Admiral W. S. Benson* reached that port on 14 April and debarked 85 passengers. Embarking an additional 1,358 passengers, the transport proceeded on to Noumea, New Caledonia, on 16 April, and reached that port on the 18th. Embarking an additional 1,410 passengers there, she got underway for Espiritu Santo, New Hebrides, on the afternoon of the 21st, and reached her destination on the 22nd. There, the transport debarked 75 sailors and took on board an additional 174 for passage to the United States. Underway on the same day, 22 April, *Admiral W. S. Benson* brought her second round-trip voyage to a conclusion on 3 May 1945.

Drydocked at Terminal Island for repairs and the replacement of a damaged starboard screw, *Admiral W. S. Benson* eventually left the repair yard on 11 May and shifted to a pier where she loaded stores and provisions for her next voyage. Underway from Wilmington on 17 May, the transport sailed for Marseilles, France, via the Panama Canal. Transiting the isthmian waterway between 23 and 25 May, the ship was then rerouted to the French port of Le Havre, where she arrived on 3 June 1945. The following afternoon, she commenced embarking troops, a task which she completed very early the following morning. Among the 5,026 passengers were repatriated allied military prisoners (RAMPs). Standing out of Le Havre at 0800 on 5 June, *Admiral W. S. Benson* anchored off Staten Island on the evening of the 11th, and then stood up the North River early the following morning. Despite the early hour, the RAMPs on board *Admiral W. S. Benson* received a hearty reception; the transport "dressed ship" and exchanged whistle signals with passing ships. "New

York always does things in a big way," noted the transport's historian.

After disembarking her passengers and undergoing repairs and alterations. *Admiral W. S. Benson* cleared New York on 6 July 1945 for Marseilles. Arriving at her destination on Bastille Day (14 July), the transport embarked 4,828 men slated for duty in the Pacific theater, before clearing that French port on 17 July.

Transiting the Panama Canal on 2 July, *Admiral W S Benson* stopped briefly at Balboa before getting underway for the western Pacific on the following morning. Passing Eniwetok seven miles to starboard on 13 August, the ship was diverted en route to Ulithi, in the Western Carolines, that day, and arrived on the morning of 15 August, arriving in the midst of V-J Day celebrations. Fueling at Ulithi, the transport sailed for the Philippines, accompanied by the destroyer *Robinson* (DD–562), ultimately releasing her escort off Homonhon Island.

Joined by the destroyer escort *Metivier* (DE–582) on the evening of 19 August, the transport proceeded toward Lingayen, arriving there on 20 August and anchoring in San Fernando Harbor. There she debarked 1,073 troops and passengers, and that same evening took departure for Manila, again accompanied by *Metivier*. Heavy seas and limited transportation facilities rendered debarkation difficult, the ship remaining moored in the outer harbor until the 25th, when she shifted moorings to a wrecked ship near the breakwater. Shifting again, this time to a pier to commence debarkation and embarkation, *Admiral W S. Benson* commenced this task on 27 August and concluded it on the 29th, sailing with a total of 4,382 passengers. Arriving off Homonhon Island on the afternoon of the 30th to await routing instructions, *Admiral W. S. Benson* got underway in convoy at noon the following day, escorted by the destroyer escort *Edwin A Howard* (DE–346) and proceeding in company with the Dutch motorship *Weltevreden*

Reaching Ulithi on 3 September, the transport embarked 100 Navy enlisted passengers and got underway the same evening, ultimately arriving at San Francisco on the morning of the 14th. Following voyage repairs at the Bethlehem Shipyard at San Francisco, from 17 to 26 September, *Admiral W S. Benson* provisioned at the Naval Supply Depot, Oakland, before proceeding to Pier 38 at San Francisco on 27 September, where she embarked 3,495 Navy officers and enlisted passengers. On the evening of the 28th, the transport sailed for Buckner Bay, Okinawa.

Admiral W S. Benson arrived at her destination on 11 October 1945, just two days after a typhoon had wreaked havoc there. The disruption it caused rendered it impossible for the ship to disembark her passengers in the normal fashion. That day, she received on board 140 officers and enlisted men from the minelayer *Weehawken* (CM–12), which had gone aground during the typhoon. Two days later, the situation ashore having apparently been improved to permit it, the transport began disembarking her passengers, debarking 30 officers and 613 enlisted men from Navy construction battalion (CB) units. Later that morning, she also debarked *Weehawken*'s men as well.

Due to limited housing facilities on the "beach", *Admiral W. S. Benson* served as receiving ship, and commenced debarking passengers on the 18th directly to various fleet units in the Buckner Bay area, transferring 951 men to 44 Mine Force units in two days.

Underway for Japanese waters on 20 October, escorted by the destroyer *Farenholt* (DD–491), *Admiral W S Benson* reached Sasebo, Japan, on 22 October, and again took up her duties as a receiving ship. Departing Sasebo for Matsuyama on 25 October after debarking replacement sailors to the ships at Sasebo, *Admiral W. S. Benson* sailed in company with the destroyer *Smith* (DD–378), and anchored at her destination on the 16th. She transferred 153 enlisted men to eight ships as replacements before she sailed for Hiro Wan, for further debarkation of passengers and transferred in the following three days 750 enlisted men and embarked 20 naval enlisted men for passage to the United States.

Underway on 30 October for Wakayama in company with the destroyers *Edison* (DD–439), *Ludlow* (DD–438), and *Niblack* (DD–424), *Admiral W S Benson* reached her destination on the 31st, the passage enlivened by the sighting, and quick sinking, of a mine. Transferring men as replacements for ships in the area, the transport embarked 30 officers and 678 enlisted men before getting underway for Nagoya, escorted by the destroyer *Parker* (DD–604), on 3 November. Arriving the following day, the ship embarked further passengers before sailing for Okinawa on the morning of 6 November. By 6 November, all of the men she had transported from San Francisco had been disembarked, with the exception of 76 enlisted men whose points for discharge had accumulated on the outbound trip and were to return to the United States with the ship for separation.

Anchoring off Hagushi Beach, Naha, Okinawa, on the morning of 8 November, *Admiral W. S. Benson* there embarked 246 Army officers, 3,646 Army enlisted men, making a total passenger lift (including the naval passengers embarked in Japan) of 4,752. On the morning of 10 November, the transport got underway for Seattle, Wash., at which port she arrived on 21 November. Completing the debarking of passengers on the same day, the transport shifted to the Puget Sound Naval Shipyard, where, three days later, she commenced a period of repairs and alterations. Among the latter modifications was the removal of all of her guns with the exception of a pair of 20-millimeter guns, forward. The ship herself experienced a 30% cutback in personnel, which called for a reorganization of all shipboard departments.

As on her previous voyages to Le Havre and Marseilles, *Admiral W S Benson* sailed without passengers, bound for Okinawa on 14 December 1945. Spending her second Christmas at sea, the transport reached Buckner Bay on New Year's Day, 1946. Completing embarkation of 4,840 Army officers and enlisted men, including 75 patients, by noon on 8 January, *Admiral W S. Benson* got underway for Seattle, taking a modified "great circle route" to avoid storms in the vicinity. Diverted to San Pedro en route, the ship reached her revised destination on the morning of 21 January. Shifting to a berth off Long Beach soon thereafter, the ship underwent voyage repairs at Terminal Island.

Decommissioned on 3 June 1946, and turned over to the Maritime Commission for disposal, *Admiral W. S. Benson* was struck from the Naval Vessel Register on 3 July 1946. Transferred to the Army Transport Service, the ship was renamed *General Daniel I. Sultan* in honor of the late General Daniel Isom Sultan, USA

After operating with the Army Transport Service as USAT *General Daniel I. Sultan*, the ship was reacquired by the Navy on 1 March 1950 and reinstated on the Naval Vessel Register on the same day. Assigned to the Military Sea Transportation Service (MSTS) as USNS *General Daniel I Sultan* (T–AP–120), the transport, operating out of San Francisco, supported United Nations operations in Korea which came as a result of the North Korean invasion in June, 1950. She sailed from Sasebo for Pusan, South Korea, arriving on 31 July 1950, on her first run to that new war. She then returned to Yokohama, and sailed thence to San Francisco, reaching that port on 12 August.

She commenced her second trip to the Far East during the Korean War on 1 September, and conducted two additional voyages during the fall and into the winter. On one voyage, from Hungnam to Pusan, from 12 to 15 December, *General Daniel I. Sultan* carried, among her embarked troops, a Navy corpsman, Hospitalman Richard De Wert, attached to the 1st Marine Division. On 5 April 1951, Hospitalman DeWert would later win the Medal of Honor while serving with Company "D", 2d Battalion, 7th Marines. The Navy would honor his heroism in naming a guided missile frigate, FFG-45, in his honor three decades later

During 1951, *General Daniel I. Sultan* conducted nine voyages between San Francisco, the Hawaiian Islands, Marshalls, Guam and the Philippines; she maintained regular service to Far Eastern and Pacific ports—in Japan, Okinawa, Guam, Formosa and the Philippines—into the mid-1960's. Highlighting this period of service was the ship's coming to the aid of the typhoon-ravaged island of Guam.

While en route from San Francisco to Japan with 1,100 Army troops on board, *General Daniel I. Sultan* arrived at Apra Harbor on 13 November 1962, in the wake of Typhoon "Karen." The transport had been scheduled to drop off her regularly scheduled passengers and sail for Japan the following day, but the devastation wrought by "Karen" called for a change-in-plans.

While the troop passengers donned fatigues and boots and pitched in ashore, the ship stood by to provide power and light to the waterfront and ship repair facility. Thirty electricians and diesel engineers labored daily to alleviate the island's power shortage. *General Daniel I. Sultan* provided tools, lights, and batteries to the Naval Hospital, and spare parts and equipment to the communication station. Engineers, mechanics, burners,

and welders proved instrumental in restoring the sewage system in Asan village. Power lines were restrung across the island. The ship's sick bay became a miniature hospital, while one medical team assumed obstetrics duty in the naval hospital on shore, delivering 22 babies during their stay. As part of the Navy's preventative medicine campaign, doctors and medics administered typhoid vaccine. The ship's chief radio operator and his men maintained a 24-hour schedule, handling all communications for the island as well as for the ship. They copied world news, thus enabling the ship's military department to publish a newspaper which carried news of the outside world.

During 1965, with increased American involvement in the war in Vietnam, the transport conducted troop lifts from San Francisco to Danang, South Vietnam, via Okinawa and Formosa. She departed her first troop lift on 2 August 1965, clearing San Francisco on that date and ultimately arriving at Danang on 28 August. Returning to San Francisco on 11 September, she conducted two more lifts before the year was out: the first to Vung Tau and the second to Qui Nhon. Over the first seven months of 1966, *General Daniel I. Sultan* made cruises to ports in Japan, Okinawa, Taiwan and the Philippines.

Transferred to the custody of the Maritime Administration (MarAd) on 7 November 1968, for lay-up at the Suisun Bay reserve facility, *General Daniel I. Sultan* was transferred to that agency on 31 August 1969, and was struck from the Naval Vessel Register on 9 October 1969. She was still as Suisun Bay, in the National Defense Reserve Fleet, into August 1987.

General Daniel I. Sultan was awarded two battle stars for her service in the Korean War.

Admiral W. S. Sims

For biography see *Sims* (DD–409)

(AP–127: dp. 20,120 (lim.); l. 608′11″; b. 75′6″; dr. 26′6″ (lim.); s. 19.0 k.; cpl. 495; tr. 4,985; a. (none installed at time of commissioning); cl. *Admiral W S. Benson*; T. P2–SE2–R1)

Admiral W. S. Sims (AP–127) was laid down on 15 June 1944 at Alameda, Calif., by the Bethlehem-Alameda Shipbuilding Corp., under a Maritime Commission contract (MC hull 685); launched on 4 June 1945; sponsored by Mrs. Anne Hitchcock Sims, widow of the late Admiral Sims; delivered to the Navy on 27 September 1945 and commissioned the same day, Capt. Edward C. Holden, USNR, in command.

Following shakedown training out of San Pedro and post-shakedown availability at the Todd shipyards at Wilmington, Calif., the transport sailed for the Philippines on 20 October with 222 passengers. She arrived at Manila on 6 November, and departed the Philippine port with 4,980 troops and passengers, arriving at San Francisco on 25 November. She commenced her second round-trip voyage to the Philippines with her departure from San Francisco on 7 December. Arriving at Manila on the 22d, the transport sailed for home two days after Christmas. Rerouted during the return voyage, *Admiral W. S Sims* reached San Pedro with 4,973 passengers on board on 11 January 1946. She subsequently conducted one troop lift from Okinawa, sailing from San Pedro on 3 February 1946, and bringing home 4,988 Army troops to Seattle on 6 March.

Admiral W. S Sims made one more voyage to the Far East as a Navy transport. After shifting down the west coast from Seattle to San Francisco, she sailed from the latter port on 27 March for Korean waters, with 2,966 Army troops embarked. The transport arrived at Jinsen (now Inchon), on 11 April 1946, and, after embarking 106 passengers at Jinsen sailed for Okinawa, arriving there on 15 April and embarking 910 additional passengers. Clearing Buckner Bay for the Philippines on 16 April, the ship disembarked 26 people at Manila, and embarked 4,106 others for passage to the west coast of the United States. *Admiral W S. Sims* reached San Francisco on 7 May.

Decommissioned at San Francisco on 21 June 1946, she was simultaneously transferred to the War Shipping Administration. *Admiral W. S. Sims* was struck from the Naval Vessel Register on 3 July 1946.

Turned over to the Army for operation with the Army Transport Service (ATS), the ship was renamed *General William O. Darby* in honor of Brigadier General William O. Darby, USA (1911-1945), leader of the famed World War II "Darby's Rangers" who distinguished themselves in combat in North Africa, in Sicily, and in Italy. He was killed in action on the Italian front on 30 April 1945, while serving as Assistant Commander of the 10th Mountain Division.

After operations with the ATS as USAT *General William O. Darby*, the ship was reacquired by the Navy on 1 March 1950 and reinstated on the Naval Vessel Register on 28 April 1950 as USNS *General William O. Darby* (T–AP–127). Operating out of New York under the Military Sea Transportation Service (MSTS), the transport steamed between Europe and the Mediterranean carrying troops on rotation, military dependents, and supplies. Between 1950 and 1953, she made more than 20 round trip voyages to Bremerhaven, Germany, and back. In November, 1951, the ship veered 100 miles off course to respond to an SOS from a German freighter in the Bay of Biscay. Thirteen of *General William O. Darby*'s sailors volunteered to man a lifeboat and brave the 30-foot seas to transfer a critically burned German sailor to the transport for medical treatment.

Departing New York on 20 June 1953, *General William O. Darby* proceeded to Yokosuka, Japan, via the Panama Canal, arriving at the Japanese port on 17 July to embark Korean War veterans. Returning to Seattle on 29 July, the transport made five more round-trip voyages between the west coast of the United States and Japan during the next five months. After returning to San Francisco on 23 January 1954, she sailed for the east coast on the 25th to resume operations with MSTS (Atlantic), and reached New York on 8 February. During 1954 and 1955, the ship conducted 12 and 13 round-trips, respectively, and, in the first six months of 1956, conducted seven before being deployed to the Mediterranean to support the operations of the 6th Fleet.

Ranging from North Africa to Turkey during that tour, she eventually returned to New York on 6 August 1956. Between 1956 and 1965, the ship conducted some 135 runs to Bremerhaven and back, deploying to the Mediterranean on nine occasions. During the period, the ship took part in the mass movement of 50,000 troops to Cherbourg and Bremerhaven during the Berlin crisis in the autumn of 1961, the biggest troop-lift for MSTS since the Korean cease-fire in 1953. In February 1963, *General William O. Darby* brought back from Bremerhaven two paintings loaned temporarily to the United States from the French Louvre, *Whistler's Mother* and *La Madeleine*. Scheduled to be shown at a succession of art galleries from New York to Atlanta, the two art treasures were met upon arrival at Pier 4, Brooklyn Army Terminal, by cultural attaches from the French embassy.

With the buildup of American strength in Vietnam in 1965, all six MSTS (Atlantic) transports, including *General William O Darby*, were withdrawn from the New York-to-Bremerhaven run and assigned to duty in the Pacific. Transatlantic sailings were cancelled in late July 1965. *General William O Darby* and her sister ship, *General Alexander M. Patch* (T–AP–122), carried out the longest point-to-point trooplift in MSTS history when they arrived at Vung Tau, Vietnam, on 13 August 1965 with 3,124 troops embarked between them, having sailed from Boston, a voyage of 12,358 miles. They had departed the east coast on 15 July, transited the Panama Canal on the 20th, and fueled at Long Beach on the 27th. The longest leg of the voyage was non-stop, Long Beach to Vung Tau, a distance of some 7,291 miles.

Placed in reserve at Caven Point Army Depot in New York harbor in 1968, *General William O Darby* was stricken from the Naval Vessel Register on 9 January 1969 and transferred to the Maritime Commission's reserve fleet. At one point in 1976, the state of Maryland expressed an interest in alleviating its overcrowded correctional facilities by the use of the ship. Vehement objections to the retention of the name of the Army war hero on a ship designated to incarcerate prisoners apparently arose, contributing in large part to the cancellation of the ship's name on 6 July 1976. The ship, herself, now merely the unnamed T–AP–127, remained on the Naval Vessel Register. Reclassified as IX–510 in October, 1981, the ship was towed from her berth in the James River to the Norfolk Naval Shipyard, where she was placed in service on 1 July 1982. In 1987 she was serving as a barracks and accommodation ship at the Norfolk Naval Shipyard, providing berthing and messing facilities for ships undergoing work at the yard.

General William O. Darby (T–AP–127) was awarded one battle star for her service during the Vietnam War

Admiralty Islands

A group of islands located within the Bismark Archipelago in the southwest Pacific Ocean, north of New Guinea. Its total land area is about 800 square miles. The islands were the scene of an amphibious landing and subsequently became a major fleet base during World War II.

(CVE–99; dp. 7,800; l. 512′3″; b. 65′; ew. 108′1″; dr. 22′6″; s. 19.3 k.; cpl. 860; a. 1 5″, 16 40mm., 20 20mm., 28 ac.; cl. *Casablanca*; T. S4–S2–BB3)

Chaplin Bay (CVE–99) was laid down under a Maritime Commission contract (MC hull 1136) on 26 February 1944 by the Kaiser Shipbuilding Co., Vancouver, Wash.; renamed *Admiralty Islands* (CVE–99) on 26 April 1944; launched on 10 May 1944; sponsored by Mrs. Homer Norman Wallin; and commissioned at Astoria, Oreg., on 13 June 1944, Capt. J. D. Barner in temporary command. Later that day, command of the ship passed to Capt. M. E. A. Gouin.

The escort carrier departed Astoria on 2 July for shakedown training in Puget Sound and then sailed for San Francisco to take on fuel oil and aviation gas. She arrived at San Diego on 14 July for further training before becoming a unit of the Carrier Transport Squardron, Pacific Fleet, with the task of transporting aircraft, material, and personnel to support front line carrier operations.

After a brief pause at Pearl Harbor, *Admiralty Islands* got underway for the Marshall Islands. She disembarked her cargo at Majuro Atoll on 9 August and immediately returned to Pearl Harbor. The carrier then shuttled more planes and personnel back to San Francisco, arriving there on the 24th. She spent the month of September making a shuttle from the west coast to Finschhafen, New Guinea, and back. Upon her arrival at San Diego on 7 October, the ship underwent alterations from the 8th through the 26th. On 29 October, *Admiralty Islands* sailed for the Naval Air Station, Alameda, Calif., to load Army aircraft and personnel for transportation to New Guinea. She reached Finschhafen on 21 November, unloaded, and continued on to Manus Island. After a brief pause at Seeadler Harbor on 23 November, she touched at Pearl Harbor on 6 and 7 December before reaching San Diego a week later to load aircraft and military personnel. She returned to Pearl Harbor on 24 December and on the day after Christmas got underway for Guam.

Admiralty Islands reached Guam on 6 January 1945. She conducted refresher aircraft landing operations off that island for two days, then sailed for Pearl Harbor on the 10th. The carrier reached Hawaii on the 20th and began repairs to her main engine. After the yard work was finished on 31 January, she took on 61 aircraft, slated to replace combat losses. *Admiralty Islands* left Pearl Harbor on 2 February to support carrier operations in the campaign to seize Iwo Jima. After short stops at Eniwetok and Ulithi, *Admiralty Islands* got underway on 16 February as part of Task Group (TG) 50.8, the logistics support group for Task Force (TF) 58. Throughout the rest of February, *Admiralty Islands* launched aircraft and provided replacement pilots to make good the carriers' losses. She returned to Guam on 2 March for provisioning and to make minor hull repairs. On 13 March, she again sailed with TG 50.8, this time to support action against Okinawa. The carrier interrupted her logistics supply role only for brief returns to Guam for replenishment. On 18 April, *Admiralty Islands* suffered her first operational casualty. A plane was lost over the side while attempting to land on her deck. Neither the pilot nor the plane was recovered. The carrier returned to Guam on 24 April to undergo repairs on her boilers, two of which had become inoperative by the time she arrived.

Her repairs completed, the escort carrier sailed on 14 May to rejoin TG 50 8 and operations off Okinawa. She delivered numerous aircraft to American forces before arriving, via Guam, at Saipan, on 15 June. She remained there for approximately two weeks before she received orders to join TG 30.8 and support air and bombardment strikes on the Japanese home islands. *Admiralty Islands* sustained another operational casualty on 20 July, when a plane crashed while attempting to land. One man died as a result of the ensuing fire. On 21 July, the ship was detached from the 3d Fleet and headed for Guam, where she unloaded her cargo while refueling for the trip back to the west coast. The carrier reached San Diego on 11 August; then sailed to San Pedro to undergo repairs and alterations. The majority of the alterations where cancelled because of Japan's surrender; and, following completion of essential repairs, *Admiralty Islands* sailed on 1 September to become a member of the "Magic-Carpet" fleet for assistance in the return of American troops to home. On 25 September, operational control of the carrier was transferred to the Carrier Transport Squadron, Pacific Fleet.

"Magic-Carpet" duties occupied *Admiralty Islands* until she was decommissioned on 24 April 1946. Her name was struck from the Navy list on 8 May 1946, and the ship was sold to the Zidell Machinery and Supply Co., Portland, Oreg., for scrapping.

Admiralty Islands won three battle stars for her World War II service.

Admittance

Little is known about *Admittance*, an American merchant brig operating along the California coast during the Mexican War. The United States sloop of war *Portsmouth* seized this vessel on 8 April 1847 at San Jose, Calif., for "trading with the enemy." Comdr. John B. Montgomery, *Portsmouth*'s commanding officer took the prize into the Navy; and, under the command of Lt. Joseph Warren Revere, she served until 6 May 1848. No record of her fate thereafter seems to have survived.

Adolph Hugel

(Sch: t. 269; l. 114′; b. 29′; dph. 10′; dr. 9′; cpl. 31; a. 1 13″ M., 2 32-pdr sb.)

Adolph Hugel—a schooner built at Philadelphia in 1860—was purchased there by Capt. Samuel F Du Pont on 21 September 1861 to participate in his impending expedition against Port Royal, S.C., and then to serve in the South Atlantic Blockading Squadron which he hoped to base at that port. However, delays in fitting out the schooner prevented her from taking part in the Port Royal operation and caused her to be reassinged twice before her active service began: first to Flag Officer William W. McKeon's Gulf Blockading Squadron and then, on 2 December 1861, to the Mortar Flotilla established under Comdr. David D. Porter to support Farragut's forthcoming campaign against New Orleans and the lower Mississippi.

Commissioned on or before 11 January 1862, Acting Master Hollis B. Jencks in command, *Adolph Hugel* finally departed Chester, Pa., on 13 January 1862 and proceeded to Hampton Roads in company with sister schooner *George Mangham*. From that port, she proceeded via Hampton Roads, Va.; Key West, Fla.; and Ship Island, Miss., to the Mississippi Delta which she reached on 18 March. Upon arriving there, she was promptly towed over the bar off the mouth of Pass a l'Outre and into the river. For the next month, while Farragut labored to get his deep-draft, saltwater warships into the Mississippi, Porter kept his vessels busy preparing to support the flag officer's thrust upstream

On the morning of 18 April, *Adolph Hugel* opened fire on Fort Jackson which, with Fort St. Philip across the river, protected New Orleans from seaborne attack. She and her sister schooner kept up the shelling for over two hours before ceasing fire at noon. Thereafter, Porter's mortars intermittently bombarded the Confederate fortifications. Their firing reached its peak in the pre-dawn darkness of the 24th when Farragut's fleet dashed upstream, passed the forts, and the next day took New Orleans. Four days later, the forts surrendered.

Originally, similar operations against Mobile, Ala., were next on the mortar flotilla's agenda; and *Adolph Hugel* and her sisters dropped downriver and returned to the gulf to await Farragut who was to join them in attacking that port. Meanwhile, however, new orders from Washington sent Farragut back upstream to join Flag Officer Charles H. Davis' Western Flotilla which had been fighting down the Mississippi from Cairo, Ill.

When these instructions reached the flag officer, he had just returned to New Orleans from Vicksburg where he had found Confederate cannon which could shell his ships with near impunity, because their location high on the cliffs kept them out of the field of fire of the Union Navy's low trajectory guns. He, therefore, called the Mortar Flotilla back to the river to neutralize the Southern batteries as he raced past Vicksburg to meet

Davis. Thus, late in June, *Adolph Hugel* found herself and her sisters just below the Confederate river fortress; and, on the 28th, they shelled the hillside batteries as Farragut's salt water men-of-war ran the gauntlet.

However, events were taking place in Virginia which would shorten *Adolph Hugel*'s service on the Mississippi. General Robert E. Lee's Army of Northern Virginia had defeated the North's Army of the Potomac in the Seven Days Campaign, driving it across the peninsula between the York and the James and penning it up in a somewhat precarious beachhead at Harrison's Landing on the north bank of the latter river. There, Union gunboats protected each flank of the beleaguered Northern army; and, the Federal War Department felt that mortar boats would be ideal weapons to augment naval firepower on the James and, in this way, to increase the security of the besieged Federal troops. As a result, in compliance with an Army request, Secretary of the Navy, Gideon Welles, called 12 of Porter's schooners back to the east coast for duty on the vital Virginia river.

Adolph Hugel—one of the mortar boats brought back to the Atlantic— reached Hampton Roads on 31 July. However, when she arrived there, she was in serious need of repairs. Thus, instead of ascending the James to bolster Union strength at Harrison's Landing, she soon continued on north for yard work at Baltimore.

The patching kept her out of action into the autumn. By the time she was back in fighting trim, the Army of the Potomac had evacuated the peninsula and had moved north to help to defend Washington. Lee's army had routed General Pope's troops in the Second Battle of Bull Run, had invaded Maryland, and was a threat to the Federal capital. Thus, *Adolph Hugel*'s capabilities were no longer required on the James, but were urgently needed near Washington

Consequently, the schooner was assigned to the Potomac Flotilla and began patrolling the river between Washington and Aquia Creek in early autumn. She subsequently served on various stations in that command through the end of the Civil War. Her efforts were devoted primarily to stopping illicit trade between Maryland and Virginia while acting as a guardship at Alexandria. Her accomplishments were small; but their cumulative effect, added to the work of many sister Union warships, was significant in helping to weaken the South The schooner's first capture was almost comical in that it took place on April Fool's Day, 1863; and the prize was a " hastily abandoned ." boat loaded with whiskey.

This action was a sample of victories to come, for much of her work was devoted to checking the Civil War's version of bootlegging or carrying alcoholic beverages. On 20 July, she took another liquor-laden boat with a two-man crew. On 17 September, she made a prize of the sloop *Music*; and, on 3 December 1863, she captured the schooner *F. U Johnson.* This vessel's general cargo included a large quantity of distilled spirits.

On the night of 6 February 1864, a small boat attempted to pass *Adolph Hugel* and did not reply to repeated hails from the guard vessel Acting in accordance with standing orders, the schooner's commanding officer fired at the boat's only occupant, wounding him. The boat sank alongside, and its captors threw its cargo of whiskey overboard.

During Confederate General Jubal Early's Washington raid in July 1864, the Military Governor of Alexandria requested *Adolph Hugel*'s help in defending his city in the event of an attack. However, before Early reached Washington, heavy reinforcements arrived at Fort Stevens, which guarded the northwestern approaches to the Federal capital, prompting Early to withdraw

On 28 November 1864, the schooner took her last prize, the sloop *James Landry* which was carrying a general cargo and six passengers.

Following the end of hostilities, *Adolph Hugel* was decommissioned at the Washington Navy Yard on 17 June 1865 She was sold at public auction there on 20 July 1865 to a gentleman named Robinson.

Adonis

A handsome youth in Greek mythology who was loved by Aphrodite. While still young, Adonis was slain by a wild boar sent by the jealous Ares.

(LST–83: dp. 3,960; l. 328′; b. 50′; dr. 11′2″; s 11.6 k.; cpl. 250; a. 8 40mm., 8 20mm.; cl. *Achelous*)

LST–83 was laid down at Jeffersonville, Ind , on 31 March 1943 by the Jeffersonville Boat & Machine Co ; launched on 14 June 1943; sponsored by Mrs Frank R. Akhurst; commissioned on 6 August 1943 at Algiers, La., for transportation to Baltimore, Md.; decommissioned on 21 August 1943 for conversion by the Bethlehem Steel Co. for service as a landing craft repair ship; redesignated ARL–4 on 26 August 1943 and simultaneously named *Adonis*; and placed in commission on 12 November 1943, Lt. Matthew E. Thompson in command

The new landing craft repair ship soon sailed to Norfolk, Va , for shakedown training and carried out exercises in Chesapeake Bay. She then made a cruise to New York City and finally ended her training period at Boston, Mass., on the last day of the year. *Adonis* departed Boston on 3 January 1944 with a convoy bound for Halifax, Nova Scotia The ships arrived in Halifax on the 6th and put out to sea again on 14 January beginning a transatlantic voyage to Great Britain.

The convoy reached Milford Haven, Wales, on 31 January. Two days later, *Adonis* got underway for Devonport, England. She dropped anchor there on 5 February and commenced providing repair services to fleet units. She remained at Devonport until 26 May and then moved to Portland harbor. However, only a few days later, she was ordered to proceed to the assault area off the Normandy beachhead in France.

Adonis got underway for her trip across the English Channel on 7 June, the day after D day. She arrived off Omaha beach on the 8th and began providing repair services to damaged amphibious vessels Rough seas made the work difficult, and the repair ship frequently changed her anchorage to avoid shellfire from enemy shore batteries. On 1 August, she cleared the area and headed back to England for repairs at Falmouth.

The ship returned to the French coast on 25 August, anchored off Utah beach, and resumed her repair work. On 1 November, she sailed to Cherbourg, France, to pick up stores and equipment and returned to the waters off Omaha beach on the 4th. She remained there for 10 days and was then ordered back to England.

Adonis reached Devonport on 15 November, resumed her maintenance work, and remained at that port through 5 May 1945 After a pause at Belfast, Northern Ireland, the ship began her voyage back to the United States and reached her home port, Norfolk, on 31 May. Upon her arrival, the vessel was overhauled and then conducted sea trials and exercises in the Chesapeake Bay.

The repair ship made a run to Davisville, R.I., on 22 July to take on a load of pontoons and sailed for the Pacific two days later She transited the Panama Canal on 4 August and, while en route to San Diego, Calif , received word of Japan's capitulation. After reaching San Diego on the 17th, she unloaded the pontoons at Port Hueneme, Calif., on the 27th, and got underway for Hawaii.

Upon her arrival at Pearl Harbor on 6 September, *Adonis* set to work converting LSM's and LCI's into troop carriers which could be used to help return military personnel to the United States. She remained in Hawaiian waters through 25 October, when the ship shaped a course for Guam where she operated until early December She got underway for China on the 3d, and reached Shanghai on the 12th, remainig there into early 1946

Upon leaving Shanghai on 14 March 1946, *Adonis* visited the Chinese ports of Taku, Chinwangtao, Hulutao, and Tsingtao. She departed the latter city on 25 April and set a course for the west coast of the United States. The ship reached Astoria, Oreg., on 18 May and, shortly thereafter, began preparations for her deactivation. *Adonis* was decommissioned on 11 October 1946 and was assigned to the Columbia River Group, Pacific Reserve Fleet, Portland, Oreg. The ship remained inactive there until her name was struck from the Navy list on 1 January 1960. She was sold to Mr. Virgil Gene Thomas of California on 14 October 1960.

Adonis won one battle star for her World War II service.

Adopt

(AM–137: dp. 850; l. 184′6″; b. 33′; dr. 9′9″; s. 14.8 k.; cpl. 104; a. 1 3″, 4 40mm.; cl. *Admirable*)

Originally projected as AMC–114 but redesignated prior to the start of construction, *Adopt* (AM–137) was laid down on 8 April

1942 at Tampa, Fla., by the Tampa Shipbuilding Co., Inc.; launched on 18 October 1942; sponsored by Mrs. Elizabeth H. Hastings; and commissioned on 31 May 1943, Lt Frank Robert Edrington in command.

After conducting shakedown training off Key West, Fla., the minesweeper proceeded to the Norfolk Navy Yard for post-shakedown availability and then began a series of minesweeping tests and exercises at Little Creek, Va., and at Solomons Island, Md. These operations occupied her into early September, when she sailed for the west coast. *Adopt* made a brief stop at Guantanamo Bay, Cuba, before transiting the Panama Canal and joining the Pacific Fleet. She reached San Diego, Calif , on 25 September.

Adopt operated at San Diego as an escort ship through 26 May 1944 That same month, she reported for duty to the Commander of the Western Sea Frontier She left the west coast on 6 June and shaped a course for Pearl Harbor The ship took part in a 10-day period of antisubmarine warfare exercises in Hawaiian waters under the auspices of Commander, Task Force 1. On 23 June, she departed Hawaii in a convoy bound for Alaska

The minesweeper reached Adak, Alaska, on 29 June. She was subsequently based at the Naval Operating Base, Kuluk Bay, Alaska. During her service in Alaskan waters, *Adopt* carried out tactical and gunnery drills, held minesweeping exercises, and provided convoy escort services. In June 1945, she steamed into the anchorage at Cold Harbor, Alaska, to begin training exercises for a crew of Russian seamen until mid-July. On 19 July 1945, *Adopt* was decommissioned and transferred to the Soviet Union under the terms of lend-lease. The vessel later served the Soviet Navy as *T–552* The Navy redesignated the vessel MSF–7 on 7 February 1955 The *Naval Vessel Register* of 1 January 1958 stated that the ship had been destroyed by the Russians by demolition and noted that an appropriate settlement had been agreed upon by the two nations

Adria

The feminine form of the Latin name Adrian or Hadrian. Adria was an ancient Italian city from which the Adriatic Sea derived its name.

(AF–30: dp. 7,435; l. 338′6″; b. 50′; dr. 21′1″; s. 11.5 k.; cpl. 84; a. 1 3″, 6 20mm.; cl *Adria*; T. R1–M–AV3)

Adria (AF–30) was laid down under a Maritime Commission contract (MC hull 2194) on 27 December 1943 at Beaumont, Tex., by the Pennsylvania Shipyards, Inc.; launched on 16 April 1944; sponsored by Mrs. L. C Allen; acquired by the Navy on a loan charter basis on 30 November 1944; converted at Galveston, Tex., for service as a store ship; and placed in commission at Galveston on 26 December 1944, Lt. Comdr. Laurence W. Borst in command

After her final fitting out, *Adria* held a shakedown cruise in the Gulf of Mexico off Galveston. She then sailed to Mobile, Ala., to pick up cargo. The vessel got underway on 19 January 1945 and headed for the Canal Zone. She reached Balboa on the 25th and discharged a portion of her cargo. The ship then transited the Panama Canal and continued on toward Hawaii. She arrived at Pearl Harbor on 14 February and was subsequently assigned to Service Squadron 8, Service Force, Pacific Fleet. On 18 February the store ship departed Hawaii; shaped a course for the west coast of the United States; and reached San Francisco, Calif., on the last day of the month.

Upon her arrival in San Francisco, the ship took on cargo and mail destined for Allied bases in the forward areas of the Pacific She left California on 10 March and sailed directly to Eniwetok, Marshall Islands. She arrived at that atoll on the 31st and unloaded part of her cargo before continuing on to the Marianas. She arrived at Saipan on 5 April, then moved to Guam on the 9th to discharge the remainder of her provisions

In mid-April, *Adria* sailed to Ulithi where she took on more supplies and sailed on 20 April for Kerama Retto. During the rest of April and the first half of May—while the vessel operated near Okinawa unloading her cargo to support forces in the area—enemy air alerts frequently interrupted her operations. During an air raid on 30 April, one of *Adria*'s crew members was fatally wounded by the explosion of a small caliber shell With her holds empty, the ship left Okinawa on 7 May to sail to Pearl Harbor. After a pause at Ulithi, *Adria* arrived at Pearl Harbor on the 29th to take on more equipment and supplies and then reversed her course and proceeded back to Okinawa.

The store ship made stops at Eniwetok and Ulithi before reaching Okinawa on 4 July Over the next three weeks, the vessel unloaded her cargo ashore. When this process was completed, *Adria* sailed to the Philippine Islands. She paused at Leyte on 27 July; then continued on to Hawaii. The ship pulled into Pearl Harbor on 16 August soon after Japanese capitulation ended World War II. She spent almost one month in port for repairs and loading before sailing once again on 11 September. The vessel made a port call at Okinawa on 2 October; then sailed on to Korea. She touched at Jinsen on the 6th to unload her supplies in support of Allied occupation forces. The ship also stopped at Taku and Tsingtao, China, to discharge cargo, before setting a course for the United States She reached Seattle, Wash , on 16 November

After voyage repairs at Seattle, *Adria* set sail on 16 December for the western Pacific. She made port calls at Saipan and Guam to unload her cargo; then left the latter island on 5 February 1946 to sail back to the United States. The ship reached Seattle on 28 February, but commenced another shuttle run to the Far East on 19 March She visited Yokosuka, Japan; Shanghai, China; and Hong Kong. The ship got underway from Shanghai on 24 May and shaped a course for the Panama Canal Zone. She transited the Panama Canal on 2 July; then sailed via Mobile, Ala., to Norfolk, Va

Upon her arrival at Norfolk on 10 July, *Adria* began operations with Service Force, Atlantic Fleet. During the remaining eight years of her naval career, the ship made supply runs to various points in the Caribbean and the Mediterranean. Among her ports of call were Guantanamo Bay, Cuba; Hamilton, Bermuda; Roosevelt Roads, Puerto Rico; Trinidad; Casablanca, Morocco; Gibraltar; Bremerhaven, Germany; Plymouth, England: and Argentia, Newfoundland In addition to her overseas cargo runs, *Adria* operated along the east coast of the United States She also held a number of training exercises and operations in the Chesapeake Bay. Her routine was also broken by regular periods of repair and upkeep at the Norfolk Naval Shipyard, Portsmouth, Va.

On 6 January 1954, the vessel entered the Philadelphia Naval Shipyard for a period of repair work prior to her inactivation She got underway again on 9 March and sailed to Orange, Tex. *Adria* arrived there on 18 March. She was placed out of commission, in reserve, at Orange on 16 June 1954 and was berthed there with the Texas Group, Atlantic Reserve Fleet. The ship remained at Orange until 1 July 1960, when her name was struck from the Navy list and she was transferred to the Maritime Administration for layup at Beaumont, Tex

Adrian

(Str: dp. 330; lbp. 125′7″; b 21′2″; dr 8′5″ (aft); s. 13.25 k ; cpl 16)

The wooden-hulled excursion steamer *Westport* was built in 1911 by William McKie of East Boston, Mass., and owned by the Eastern Steamship Lines, Inc., of Boston India Wharf at the start of World War I The Navy inspected the ship in the lst Naval District on 1 February 1918 for possible use as a passenger and freight carrier, and she was taken over on 14 November 1918. Five days later, her name was changed to *Adrian*—to avoid confusion with the Naval Overseas Transportation Service (NOTS) freighter *Westport* (Id. No 3548)—and, given the classification Id No. 2362, was initially assigned to the 1st Naval District.

However, the 5th Naval District's pressing need for a "hospital and ambulance boat" soon resulted in orders sending the ship to Norfolk, Va., " . for the purpose of furnishing treatment to personnel on vessels not otherwise provided for and for transporting cases to a hospital from vessels in Hampton Roads." The services which *Adrian* could provide could be obtained by calling the 5th Naval District's Medical Aide during the day, and the district duty officer outside of normal working hours.

Such prosaic duties were not without the threat of accidents. On the evening of 2 May 1919—while *Adrian* was making a trip from the Naval Hospital at Portsmouth, Va., to the Naval Operating Base, Norfolk—she blew a tube in her boiler. When it

burst, live coals and escaping steam severely burned a sailor of her "black gang." A Navy tug took *Adrian* in tow, and the injured man was soon taken ashore at Portsmouth for treatment

On 2 September, word came for *Adrian* to proceed via the "inside route" to the naval station at Boston, Mass., and report to the Commandant of the lst Naval District. She was decommissioned there on 19 September 1919 and returned to her owner 10 days later.

Adriana

Adriana—a merchant ship purchased by funds donated by the citizens of Baltimore and donated to the Navy—carried the name *Baltimore* (*q.v*) during her naval service.

Adroit

(Yacht: t 147; l. 141′; b. 15′6″; dr 5′6″ (aft); s. 17½ k.; cpl. 23)

Adroit (SP–248)—a steam yacht built in 1907 at City Island, N.Y., by Robert Jacobs—was acquired by the Navy sometime late in 1917 from Mr. F. H. McAdoo of New York City. After she had begun fitting out under the direction of Lt H. B. Peschau, NNV, *Adroit* was found to be highly unseaworthy and of extremely short cruising range. Consequently, she was never commissioned and was returned to her owner on 30 April 1918. Presumably, her name—which had appeared on the Navy list—was stricken from that list soon thereafter.

I

(AM–82: dp. 295; l. 173′8″; b. 23′; dr. 6′6″; s. 16 k.; cpl. 65; a 1 3″, 1 40mm.; cl. *Adroit*)

The first *Adroit* (AM–82) was laid down on 31 July 1941 at Portland, Oreg., by the Commercial Iron Works; launched on 21 February 1942; and placed in commission on 28 July 1942, Lt. E. G Benis in command.

Following her commissioning, the minesweeper moved to San Francisco, Calif., for final fitting out and shakedown training. She left the west coast on 23 November and shaped a course for Hawaii. *Adroit* reached Pearl Harbor on 6 December and spent two weeks undergoing voyage repairs. She set sail on the 21st for Noumea, New Caledonia. Upon her arrival there, the ship began operations with Destroyer Squadron 12 on antisubmarine patrols off Noumea.

In mid-April, *Adroit* sailed to Espiritu Santo to undergo repairs. The work was completed in June, and she got underway on the 18th with a convoy for Guadalcanal On 2 July, the minesweeper headed back to Noumea and operated there until the 26th, escorting ships entering and leaving the harbor.

On the last day of July, *Adroit* arrived back at Guadalcanal and assumed station on a patrol screen. Her sound gear broke on 2 August, forcing her to anchor off Lunga Point until repairs could be made. The minesweeper got underway again on the 22d, headed for New Caledonia, made intermediate stops at Espiritu Santo and Efate, and reached Noumea on 10 September. She then resumed harbor escort duties.

In mid-October, *Adroit* sailed to Guadalcanal to join forces scheduled to invade the Treasury Islands. The vessel arrived off Bougainville on 26 October and began her prelanding sweeps. The assault began on the 27th and, during November, she escorted three more convoys from Guadalcanal to support the assault on the Treasury Islands.

Adroit began operations from Guadalcanal on 23 November as a "ready ship" on screening and convoy duty and on hunter/killer operations. In this role, she escorted convoys to Espiritu Santo and Efate, New Hebrides; Noumea, New Caledonia; Auckland, New Zealand; Tarawa, Gilbert Islands; and Manus, Admiralty Islands.

On 1 June 1944, the ship was reclassified as a submarine chaser and redesignated *PC–1586* and her name, *Adroit*, was cancelled. In mid-December, she moved to Ulithi where she served as a harbor patrol vessel. On 28 March 1945, she left Ulithi and proceeded to Saipan, where she arrived four days later. During the rest of her wartime service, *PC–1586* operated on escort duty between Saipan and Iwo Jima. She made three round-trip voyages between these islands before shaping a course for Pearl Harbor on 30 July.

PC–1586 reached Hawaiian waters on 15 August and remained in port for approximately two weeks before sailing on to the west coast. She touched at San Francisco on 15 September and began preparing for deactivation. *PC–1586* was decommissioned on 14 December 1945, and her name was struck from the Navy list on 8 January 1946. She was transferred to the Maritime Commission on 18 March 1948 for disposal.

Adroit earned one battle star for her World War II service.

II

(MSO–509: dp. 750; l. 173′; b. 36′; dr. 14′; s. 14 k.; cpl. 78; a. 1 40mm., 2 .50-cal. mg.; cl. *Acme*)

The second *Adroit* (MSO–509) was laid down on 18 November 1954 at Boothbay Harbor, Maine, by Frank L. Sample, Jr., Inc., as AM–509; redesignated MSO–509 on 7 February 1955; named *Adroit* on 17 May 1955; launched on 20 August 1955; sponsored by Mrs. Alice G. Olsen, the wife of Capt. Eliot Olsen; and commissioned on 4 March 1957, Lt. Comdr. J. G. Nemetz in command.

Following commissioning, *Adroit* completed fitting out and then moved south to Charleston, S.C. From that port, she conducted shakedown training in the West Indies and in the local operating area. The minesweeper then began a period of almost 17 years of service with the Atlantic Fleet Mine Force. During that time, she provided services for several Navy organizations—most notably the Naval Mine Defense Laboratory (after 1971, the Naval Coastal Systems Laboratory) at Panama City Fla., the Naval Ordnance Laboratory Test Facility at Ft. Lauderdale, Fla., and the Mine Warfare School at Charleston, S.C. In addition, *Adroit* participated in Gordon Cooper's Project "Mercury" space shot in May 1963 and helped the Naval Oceanographic Office to conduct a test in March of 1970. The minesweeper also made occasional deployments to both the Mediterranean Sea and the West Indies. During her tour of duty with the 6th Fleet in the summer of 1958, she earned the Armed Forces Expeditionary Medal as a result of service off the coast of strife-torn Lebanon. For the most part, however, normal operations such as exercises and goodwill port visits occupied her time overseas. While serving in home waters, she concentrated on type training, independent ship's exercises, regular overhauls, and repair periods.

The character of *Adroit*'s Navy career changed significantly midway through 1973. That summer, she received word of her reassignment to naval reserve training duty and of a change of home ports from Charleston to Newport, R.I. She departed Charleston on 24 September and arrived in Newport on the 28th. The minesweeper spent the remainder of her Navy career training naval reservists. She operated along the east coast participating in a number of exercises—most frequently independent ship's exercises and amphibious assault training. In August of 1977, her base was changed to Portsmouth, N.H., whence she operated for more than four years. Early in October of 1981, *Adroit* changed home ports once again—from Portsmouth, N.H., to Little Creek, Va. As of December of 1987, she was still operating from the Naval Amphibious Base, Little Creek, Va.

Advance

I

(Brig: t 144; l. 88′; b. 21′9″; dph. 8′5″; cpl.17)

The first *Advance*—a brigantine built in 1847 in New Kent County, Va.—was loaned to the Navy on 7 May 1850 by Mr. Henry Grinnell to participate in the search for Sir John Franklin's arctic expedition which had been stranded in the frozen north since 1847 After last-minute preparations, the ship, under the command of Lt. Edwin J. De Haven and in company with *Rescue*, put to sea from New York on 23 May 1850. Storms battered the two ships on the initial leg of the voyage and separated them. However, both safely reached Disko Island, located off the west coast of Greenland where Davis Strait gives way to Baffin Bay. *Advance* arrived on 24 June, and *Rescue* pulled into port three days later. On the 29th, the two ships headed into Baffin Bay,

bound for Lancaster Sound located north of Baffin Island and south of Devon Island. Off Haroe Island on 1 July, *Advance* encountered pack ice. A week later, she and her consort were caught in the pack just north of Upernavik. For the next three weeks, the two ships fought their way through the ice. On the 29th, they cleared the pack and continued their voyage across Melville Bay to Lancaster Sound. The two ships entered the sound on 19 August and, that same day, encountered two British vessels engaged in the same mission as the Americans.

That evening, a storm blew up and separated *Advance* and *Rescue*. The next day dawned "thick and foggy," but the wind had abated. *Advance* began searching for her companion. By 25 August, she was off Cape Riley on Devon Island where she put ashore a landing party to search for clues to the whereabouts of the Franklin expedition. While the searchers ashore were discovering the former campsite of some unidentified party, *Advance* was run aground by a strong current. The British ship *Prince Albert* offered assistance, but *Rescue* showed up at about the same time. Moreover, *Advance* lightened her load and succeeded in hauling off by her own efforts.

On 26 August, the two ships attempted the passage of Wellington Channel to search the area north of Cape Spencer. Soon, however, they found the way north blocked by a solid mass of pack ice and prudently returned south to the vicinity of Point Innes. There, the Americans again encountered the British, along with positive evidence of the Franklin party having camped nearby. Heartened by that find and by a favorable change in weather conditions, they headed back toward Wellington Channel. At Beechy Island, all the search vessels gathered in a cove (now called Union Bay) to plan a coordinated search. While the leading officers were so engaged, a party sent ashore discovered three graves and "other unmistakable evidences of the missing expedition (Franklin's) having passed its first winter here." At that point, she and *Rescue* entered Wellington Channel to pursue the search, but the pack ice quickly closed in upon the two ships. Though they tried to escape the clutches of the pack, abysmal weather foiled their attempts; and *Rescue* suffered a damaged rudder. By mid-September, they were caught fast in the floating ice.

For the duration of the winter, *Advance* and *Rescue* were at the mercy of the drifting floe. For what remained of September and most of October, they drifted in Wellington Channel, discovering the northern peninsula of Devon Island which they named Grinnell in honor of the expedition's benefactor. During November, changing winds carried them back and forth past Beechy Island. In December, the floe made the transit of Lancaster Sound and, on 14 January 1851, they reentered Baffin Bay. Their imprisonment, however, did not end until early June. They had passed Davis Strait in May, and the floe began to break up near the end of the first week in June. *Rescue*—repaired—cleared the pack on 7 June 1851. *Advance* followed the next day.

The expedition replenished at Disko Bay and sought to renew the search. However, the ice proved heavier than in the previous year; and prudence dictated that the mission be abandoned for the time being. Therefore, the two ships headed back to the United States. *Advance* arrived in New York on 30 September 1851, and *Rescue* reached that port on 7 October. Both ships were returned to Mr. Grinnell, and he immediately began outfitting *Advance* for another Arctic expedition.

Preparations for the second Franklin rescue expedition took about 20 months. *Advance* finally departed New York on 30 May 1853, Passed Assistant Surgeon Elisha Kent Kane in command. The expedition stopped at Upernavik, Greenland, to purchase supplies and, most importantly, sled dogs for searches ashore and on the solidly frozen floes. Continuing north, *Advance* passed the length of Baffin Bay reaching Smith Sound—the northern terminus of Baffin Bay—by 7 August. Near the end of August, she reached her northernmost point—about 78°43′ north latitude—in Kane Basin, named for the ship's commanding officer, Passed Assistant Surgeon Kane.

At that point, Kane decided to pass the winter among a group of islets near the Greenland coast rather than to return south to some safer harbor. By 10 September, *Advance* was imprisoned in the ice. The interior of the ship underwent extensive preparations for wintering farther north than any previous expedition. When that was complete, the crew began expeditions across the frozen wastes both on the Greenland shore and the frozen pack. Kane and his officers also established a scientific station to observe climatic conditions and to make astronomical calculations. Their expeditions on foot, however, were hampered by the loss of almost all their sled dogs to disease. In the absence of animal transport, the men themselves carried out the searches and explorations on foot, serving as beasts of burden to manhandle caches of supplies to points which would allow for more distant searches in the future.

On one such expedition in late March 1854, four of the party suffered so severly from frostbite that they had to be left behind under the care of a fifth man while the remaining members of the party—too physically exhausted to do more than drag their own persons across the frozen wastes—headed back to the brig for help. The leader of that group, upon returning to the brig, volunteered to return with the rescue party as a guide. However, his own ordeal caused him to fall victim of a temporary mental disorder and prevented him from rendering any real help. It was only good luck—first in finding the advanced party's trail and then in sighting a canvas tent at the site of the disabled men's "encampment"—and their own Herculean efforts that allowed the rescue party to complete their mission. Even that success, however, was marred by the fact that two of the rescued men later succumbed to their infirmities.

Fatigue and illness of all associated with the rescue expedition prevented Kane from undertaking further searches until the end of April During that interlude, Eskimos arrived in the area, and Kane bartered with them for additional sled dogs. The four animals he thus obtained allowed him to fit out a single seven-dog team which greatly extended the range of their searches. In his own words, "The value of these animals for Arctic ice-travel (*sic*) can hardly be over-estimated (*sic*)." Through the ensuing summer, search parties ranged the far northern coasts of Greenland and the eastern coast of Ellesmere Island searching for evidence of Sir John Franklin's party and making notes on geography and climate.

Advance's crewmen passed the second winter in a state of near hibernation. The difficulties of the previous year had sapped their strength, and their provisions were too scant to restore it. Scurvy—that dread disease of the sea—riddled their ranks to the point that Kane and one other man ". . . only remained to attend upon the sick, and carry on the daily work of the ship, if that name could still appropriately designate the burrow which we inhabited." The sun returned late in February 1855, and wild game followed it in March. Reasonably adequate food and the sunlight slowly brought the men back some semblance of full strength. At that point, Kane decided to abandon the ship—still frozen solidly in the floe—and make it across the ice to the Danish settlements of southern Greenland. Shortages of fuel and food, as well as the weakened condition of the crew, made that decision inescapable.

Preparations for the journey were multifaceted and complicated. Those capable of work prepared two 25-foot whaleboats and a 13-foot dinghy by mounting them on iron-shod wooden runners and then loading them with provisions. Meanwhile, Kane took the dog sled and team out to an abandoned Eskimo hut located some 35 miles from the brig. There, he established an advanced depot to store provisions for the actual journey. During April and the first half of May, he made several trips carrying supplies to his makeshift way station. On 15 May 1855, he began transporting the incapacitated members of the crew to the way station. Two days later, the main group began its torturous trek across the ice hummocks with the three boat-sleds. The main party, without the assistance of dogs, managed a snail's pace of only some three and one-half miles a day. While the main group inched its way, Kane continued his more rapid trips—facilitated by the dogs—both back to the brig and to an Eskimo camp located about 75 miles south of the ship. In this manner, he moved the sick to the way station, brought additional supplies from the ship, and returned from the Eskimo camp with fresh game. He last visited the ship on 8 June 1855 and, by the middle of that month, all the sick gradually joined the main party then nearing Littleton Island. The mode of travel again was Kane's dog sled. During the journey south toward Cape Alexander, the party suffered numerous breaks through the ice as the spring thaw arrived. At least one man, Acting Carpenter Ohlsen, died from exposure resulting from such an incident.

By 18 June, the entire party reached open water at the edge of the floe near Cape Alexander. The journey had netted them only 81 miles in 31 days, but the numerous cutbacks and detours, necessitated by the ice hummocks, resulted in an actual trek of over 300 miles From that point, they took to the boats. During

the next phase of the journey, they alternated between runs across open water under sail and marches across frozen ice hummocks when necessary. By 21 July 1855, the men reached Cape York, the point at which they would begin the transit to Upernavik. There, they erected a rock monument in which they left information regarding their planned movements, a list of provisions on hand, and a brief summary of the expedition's findings. That project completed, Kane and his crew started out across Melville Bay. On 6 August, Kane led his exhausted party into Upernavik. They took passage from Upernavik in the Danish brig *Marianne* to Disko Island where they were met by the relief expedition made up of *Arctic* and *Release* under the command of Lt. Hartstene. The two relief ships brought the survivors into New York on 11 October 1855. Presumably, the pack ice eventually crushed and sank the abandoned *Advance*.

II

(SwStr: t. 880; l. 230′; b. 26′; dr. 12′ (aft); dph 15′; s. 12 k.; a. 1 20-pdr., 4 24-pdrs how.)

The second *Advance*—a schooner-rigged, sidewheel steamer built at Greenock, Scotland, by Caird & Co. was launched on 3 July 1862 as the Clyde packet *Lord Clyde*—was jointly purchased by the state of North Carolina and the firm of Lord, Power & Co. to serve as a blockade runner during the Civil War. She was renamed *Ad Vance* in honor of the Governor of North Carolina, Zebulon B. Vance. After more than 20 highly successful voyages and 40 close calls with Union ships standing blockade watches, *Ad Vance* was captured by *Santiago de Cuba* on 10 September 1864 when she attempted to put to sea from Wilmington, N.C. Condemned by the New York prize court, *Ad Vance* was purchased by the Navy that same month; renamed *Advance*; and commissioned at the New York Navy Yard on 28 October 1864, Lt. Comdr. John H. Upshur in command.

Advance departed New York on 30 October; arrived off Wilmington, N.C., on 14 November; and joined the North Atlantic Blockading Squadron In addition to her reversed role—catching blockade runners as opposed to being one—she participated in the two expeditions against Fort Fisher, located on Confederate (Federal) Point at the mouth of the Cape Fear River. The first—abortive—attempt was carried out between 24 and 26 December 1864 after a bizarre attempt to flatten some of the defenses by running what amounted to a fire-ship stocked with some 30 tons of gunpowder aground at a point some 250 to 300 yards north of the fort. Needless to say, that unique shore bombardment proved to be a huge flash in the pan causing little or no damage. When the fleet moved in on the 24th, *Advance* was in the 1st Reserve Division which appears to have constituted a second line of bombarding ships behind the ironclads. She fired only her large rifle and stopped that when she had to go to the assistance of the stricken *Osceola* and tow her to a safe anchorage. The following day, Christmas 1864, she and five or six other warships moved off to draw fire from Half Moon Battery as preparation for the Army's landings. Though an 8-inch gun in the Confederate battery drove off other vessels in the division as well as some Army transports, *Advance* claimed credit for silencing that gun with her heavy rifle The Army landed late Christmas Day. Firing continued through the day and intermittently that night—fire that degenerated into covering fire to protect the bogged-down Federals instead of a bombardment preparatory to the by-then cancelled assault *Advance* retired from Cape Fear on the 26th and the remnants of General Butler's Army force embarked on the 27th.

After a visit to Norfolk for supplies between 31 December 1864 and 11 January 1865, *Advance* returned to her blockade station off the Cape Fear River mouth on 13 January—Friday the 13th, to be exact, an ominous day for the Southerners defending Fort Fisher. Before dawn that day, the Federal fleet unleashed a terrific bombardment on the fort. Not long thereafter, around 0800, about 8,000 Union troops began landing on the peninsula north of the fortifications. The following day, the fleet resumed its bombardment while the Army began landing its own supporting artillery. *Advance*, in one of the reserve divisions, helped support the landing of the Army guns and supplies while the bulk of the fleet continued to batter the Fort Fisher defenses. The main attack commenced on 15 January 1865. The Army, aided by sailors and marines from the fleet, stormed the Southern positions. Heavily outnumbered and outgunned, the Confederates fought with the tenacity and ferocity of desperation—more often than not at close quarters with bayonets and rifle butts. They fought the entire day and into the evening but to no avail. The last fortifications, Battery Buchanan and the Mound, gave up at about 2200 that evening. The Navy had closed the eastern portion of the Confederacy's last avenue of contact with the outside world

Advance resumed duty on the blockade. With the last deep-draft Confederate port closed, few runners tried to make the run. Those that did were of very shallow draft and of even more limited cargo capacity than that characteristic of their deep-draft predecessors. That fact made blockade running a highly unprofitable venture considering the danger involved. As a consequence, *Advance* participated in no captures. Instead, she served as a dispatch and supply ship for the remainder of her tour of duty with the North Atlantic Blockading Squadron. On 11 February, she put into Norfolk for a month of repairs before embarking passengers and sailing for New York on 13 March. She reached that port the following day and entered the New York Navy Yard. On 16 March 1865, *Advance* was detached from the North Atlantic Blockading Squadron and was placed out of commission at New York. She remained inactive for about three months during which time hostilities ended in most essentials On 22 April, almost a fortnight after General Robert E. Lee surrendered the Army of Northern Virginia, *Advance* was renamed *Frolic* (*q v*) On 12 June 1865, she was recommissioned under her new name, Lt. Comdr. John H. Upshur again in command.

On 24 June 1865, *Frolic* departed the east coast to join the newly formed European Squadron and arrived at Flushing in the Netherlands on 17 July Over the next four years, she made ceremonial visits to ports in Europe including many on the Mediterranean littoral. Those events reached a particularly high frequency during 1867 and 1868 when David Glasgow Farragut commanded the squadron. On 22 March 1869, the ship departed Lisbon, Portugal, to return to the United States. She arrived in New York on 30 April and was placed out of commission there on 8 May 1869

Recommissioned on 24 September 1869, *Frolic* patrolled the fishing grounds off Nova Scotia between April and October 1870. She arrived at Washington, D.C., on 26 October 1870 and was decommissioned there on 11 November for repairs. On 18 January 1872, she was recommissioned at Washington, Lt. Comdr. G. C. Remey in command. On 19 February, *Frolic* departed Washington, D.C., to relieve *Tallapoosa* on patrol off the New England coast. She concluded that assignment in May and returned to Washington on the 24th. Between 12 and 16 June 1872, she made the passage between Washington and New York. At the latter port, she became station ship and, on the 29th, broke the flag of Vice Admiral Stephen C. Rowan. She served alternately as station ship at New York and on patrols at sea until 30 April 1874 at which time she was decommissioned at Philadelphia for repairs. Recommissioned on 18 August 1875, *Frolic* departed Philadelphia for duty on the South Atlantic Station a week later. She cruised the coasts of Argentina, Uruguay and Brazil for a little over two years. She returned to Washington, D.C., on 20 October 1877 and was decommissioned there for the last time on 31 October 1877 *Frolic* remained at Washington, in ordinary, until sold to Mr. J. P. Agnew, of Alexandria, Va., on 1 October 1883.

It has been said that the Navy possessed a torpedo launch named *Advance* circa 1913. However, a careful search of pertinent records has failed to find evidence to substantiate that assertion.

III

(MB: dp. 11; l. 50′2″; b 11′0″; dr. 5′0″ (mean); s. 8 k.; cpl. 4)

The third *Advance*—a motorboat constructed for the Coast Guard in 1917 at North Tonawanda, N.Y., by the Richardson Boat Co.—was taken over by the Navy and commissioned on 6 June 1917. *Advance* was assigned to the 9th Naval District section patrol; and, although few documents recording her service have survived, she probably spent the entire period of America's involvement in World War I cruising the Great Lakes. The Coast Guard assumed custody of *Advance* on 28 August 1919; and, presumably, she continued duty on the Great Lakes. Coast Guard