ence of the tremendous concentration of Union troops south of Richmond had goaded defenders of the Confederate capital into desperate measures to interrupt Union shipping on the James. The day after Admiral Lee left her, *Agawam* and *Mendota* fired on a fortified position inside Four Mile Creek whence Southern five guns had recently fired upon *Hunchback* and, in the months that followed, frequently engaged batteries hiding along the banks of the strategic stream.

Early in July, Lt. George Dewey, the future hero of Manila Bay, relieved Rhind in temporary command of the ship—his first command—but Rhind was back when *Agawam* fought her most memorable battle. About two hours past noon on 13 August, three batteries opened fire on the double-ender almost simultaneously from different locations, beginning an engagement which lasted over four hours before dwindling ammunition forced her to withdraw. During the action, three of *Agawam*'s men were killed and four wounded.

Late in November, boiler trouble forced *Agawam* downstream for extensive repairs. While the ship was being brought back to fighting trim in the Norfolk Navy Yard, Comdr. Rhind left her temporarily to take command of *Louisiana*, a steamer which had been selected to perform an unusual and seemingly important task. Rhind took with him a carefully selected group of volunteers from *Agawam* to man his new ship. They boarded *Louisiana* at Beaufort, N.C., and took her to waters of Wilmington, N.C , for use as a giant bomb to help reduce the defenses of Fort Fisher which guarded that city, the only major port still open to Confederate blockade runners. After several days of delay because of stormy weather, Rhind took the ship close aboard Fort Fisher on the night of 23 and 24 December 1864. Her crew then set her ablaze, left the ship, and managed to row to safety before *Louisiana* exploded.

The concussion failed to detonate the Fort Fisher magazine, and the ensuing amphibious attack proved to be abortive. The troops who went ashore on Christmas Eve to storm the Southern stronghold reembarked the next day and headed back toward Hampton Roads. Rhind and band of daring volunteers returned to *Agawam* which was still undergoing repairs.

The work continued through mid-February, and the gunboat finally put to sea on the 16th. She entered Pamlico Sound, N.C., two days later and operated in the island waters of that state through the end of the Civil War.

Following the collapse of the Confederacy, *Agawam* operated along the Atlantic coast between Florida and the Virginia capes for almost two years. She was decommissioned at Norfolk on 31 March 1867. The ship was sold at auction there on 10 October 1867 to Mr James Power. No record of her subsequent career has been found.

II

(AOG–6: dp. 4,355; l. 310′9″; b. 48′6″; dr. 15′8″; s. 14 k.; cpl. 131; a. 4 3″, 12 20mm.; cl. *Patapsco*)

The second *Agawam* (AOG–6) was laid down on 7 September 1942 at Savage, Minn., by Cargill, Inc.; launched on 6 May 1943; sponsored by Mrs. George F. Jacobs; and commissioned at New Orleans, La., on 18 December 1943, Lt. John W. Foster in command

After a period of alterations and fitting out, the gasoline tanker left Galveston, Tex., on 24 January 1944, bound for the Pacific. She arrived at Espiritu Santo on 1 March and continued on to Tulagi. As a member of Service Squadron (ServRon) 8, *Agawam* was based at that island in the Solomons for the next 10 months servicing Allied facilities located throughout the island group.

In September, *Agawam* began a 27-day availability at Espiritu Santo and resumed her operations at Tulagi on 25 October. The gasoline tanker was detached from ServRon 8 on 28 January 1945 and got underway for Lingayen Gulf, Philippines. Upon her arrival there on 1 March, she was assigned to Service Force, 7th Fleet, and for the next month engaged in routine operations between Manila, Subic Bay, and Lingayen Gulf.

On 1 April, *Agawam* was transferred, on loan, to the Army for the support of its land-based forces. She delivered aviation and motor gasoline to Army forces for two months in lower Lingayen Gulf and subsequently performed the same services at Manila for three months.

A fortnight after Japan capitulated, the tanker was ordered to Tokyo. Routed via Okinawa, she reached Yokohama on 18 September and spent the next month there fueling Army installations ashore. On 25 October, the ship reported to Shanghai, China, for fueling operations at bases located along the Huang-p'u River. She got underway to return to Japan on 26 November and moored at Nagasaki on the 28th.

The gasoline tanker remained actively engaged in logistic support of the occupation forces in Japan through January 1946. The ship was then returned to Navy custody and got underway on the 28th for the voyage back to the United States.

Upon her arrival at San Pedro, Calif., *Agawam* entered a shipyard for overhaul. Back in top shape, she sailed for Guam on 1 July and served as a station ship at that island until June 1949. During this period she made voyages to various ports in Japan; to Saipan; to Iwo Jima; to Shanghai, China; and to Truk.

In June 1949, *Agawam* switched her base of operations to Pearl Harbor. She carried gasoline to Alaska and various islands in the Central Pacific. On 13 November 1953, the tanker sailed for the Philippine Islands and served in that archipelago through April 1954.

Agawam then returned to Pearl Harbor and continued operating from that base supporting American installations throughout the Central Pacific. On 22 November 1956, *Agawam* left Hawaii, bound for San Diego, Calif. Upon her arrival, she began a preinactivation overhaul. *Agawam* was placed out of commission, in reserve, at San Diego on 31 January 1957. Her name was struck from the Navy list on 1 July 1960, and the ship was transferred to the Maritime Administration, and she was placed in the National Defense Reserve Fleet and laid up at Olympia, Wash. She was sold to Levin Metals in October 1975, presumably for scrapping.

III

(YTB–809: dp. 344 (f.); l. 109′; b. 31′; dr. 14′; s. 12 k. (tl.); cpl. 16; cl. *Natick*)

The third *Agawam* (YTB–809) was laid down on 24 August 1970 at Sturgeon Bay, Wis., by Peterson Builders, Inc.; launched on 10 April 1971; completed on 28 July 1971; and placed in service that same day.

Agawam was assigned to the 5th Naval District and based at Norfolk, Va. The tug has spent her entire Navy career providing support for the Navy's ships at the complex of facilities located in and around the Norfolk-Hampton Roads area. As of the beginning of 1987, she was still active in the 5th Naval District.

Agenor

A character in Greek mythology—a son of Poseidon, the Greek god of the sea—who was a Phoenician king.

(ARL–3: dp. 4,100; l. 328′; b. 50′; dr. 11′2″; s. 11.6 k.; cpl. 253; a. 1 3″, 8 40mm., 8 20mm.; cl. *Achelous*)

Agenor (ARL–3)—originally projected as *LST–490* but redesignated ARL–3 and named *Agenor* on 13 January 1943—was laid down on 24 January 1943 by Kaiser Co., Inc., Vancouver, Wash.; launched on 3 April 1943; and commissioned at San Francisco, Calif., on 20 August 1943, Lt. Argyle W. Markley in command.

From December 1943 through 9 June 1944, *Agenor* provided repair services to numerous landing craft operating in the Solomon, Russell, and Marshall Islands. On 9 June, the repair ship got underway for the Marianas. Eight days later, Japanese torpedo bombers attacked *Agenor*'s convoy. Despite several near misses, the ship continued on safely to waters off Saipan where she arrived on the 24th.

Agenor was then assigned duty with a salvage group, Task Group (TG) 52.7. While air raids were a constant threat, the vessel carried out her work successfully. On 15 July, she moved to Tinian to supply services to invasion forces there.

The ship sailed to Guam in early August, and reported to Task Force 53. That island was her base of operations through 2 October, when the ship shifted to Ulithi in the Carolines. *Agenor* returned to Guam on 10 February 1945 to prepare for the Iwo Jima landings.

On 20 February, the repair ship arrived off Iwo Jima and joined TG 51.3. During the operations there, *Agenor* carried out her work despite air attack and heavy seas. The ship remained

at Iwo Jima until 25 June. She then got underway for Saipan, where she dropped anchor on the 29th.

Soon after reporting to Service Squadron 10 for duty, *Agenor* left Saipan bound for Hawaii and a much-needed overhaul. The vessel reached Pearl Harbor on 18 July and entered the navy yard. The end of World War II found the ship still undergoing repairs at Pearl Harbor. Upon completion of the yard work, *Agenor* served in the Hawaiian operating area until placed out of commission, in reserve, on 15 November 1946.

Agenor was transferred to the government of France on 2 March 1951 under the terms of the Mutual Defense Assistance Program. Her name was struck from the Navy list on 26 March 1951.

Agenor won three battle stars for her World War II service.

Agent

(AM–139: dp. 650; l. 184′6″; b. 33′0″; dr. 9′9″; s. 14.8 k.; cpl. 104; a. 1 3″, 4 40mm.; cl. *Admirable*)

Agent (AM–139) was laid down on 8 April 1942 at Tampa, Fla., by the Tampa Shipbuilding Co.; launched on 1 November 1942; sponsored by Miss M. S. Gray; and completed on 10 July 1943. She was transferred to the Soviet Navy on that same day under the lend-lease program. She served them as *T–112*, and the Soviets have retained her since that time. *Agent* was carried on the American Navy list—as MSF–139 after 7 February 1955—until her name was struck from the list on 1 January 1983.

Agerholm

Harold C. Agerholm—born on 29 January 1925 in Racine, Wisconsin—enlisted in the Marine Corps in July 1942 at Milwaukee, Wis. Following training at the Marine Corps Base in San Diego and at Camp Elliott also in that city, Agerholm was shipped overseas and arrived in the Pacific theater on 23 November. He was assigned to the 2d Marine Division and saw action in the assault on the Gilbert Islands at Tarawa.

Agerholm was promoted to private first class (PFC) on 26 January 1943 and—while serving with the Fourth Battalion, 10th Marines, 2d Division—participated in the assault and occupation of Saipan, Marianas Islands.

In action against a determined Japanese counterattack on 7 July 1944, PFC Agerholm volunteered to assist in the defense and evacuation of the wounded. Locating and appropriating an abandoned ambulance jeep, he repeatedly made dangerous trips under heavy rifle and mortar fire to single-handedly recover approximately 45 casualties. Working tirelessly for over three hours, Agerholm continually ignored his own safety and was mortally wounded by Japanese rifle fire as he ran to aid two men whom he believed to be wounded marines.

For his heroism and service to his country, PFC Agerholm was posthumously awarded the Medal of Honor.

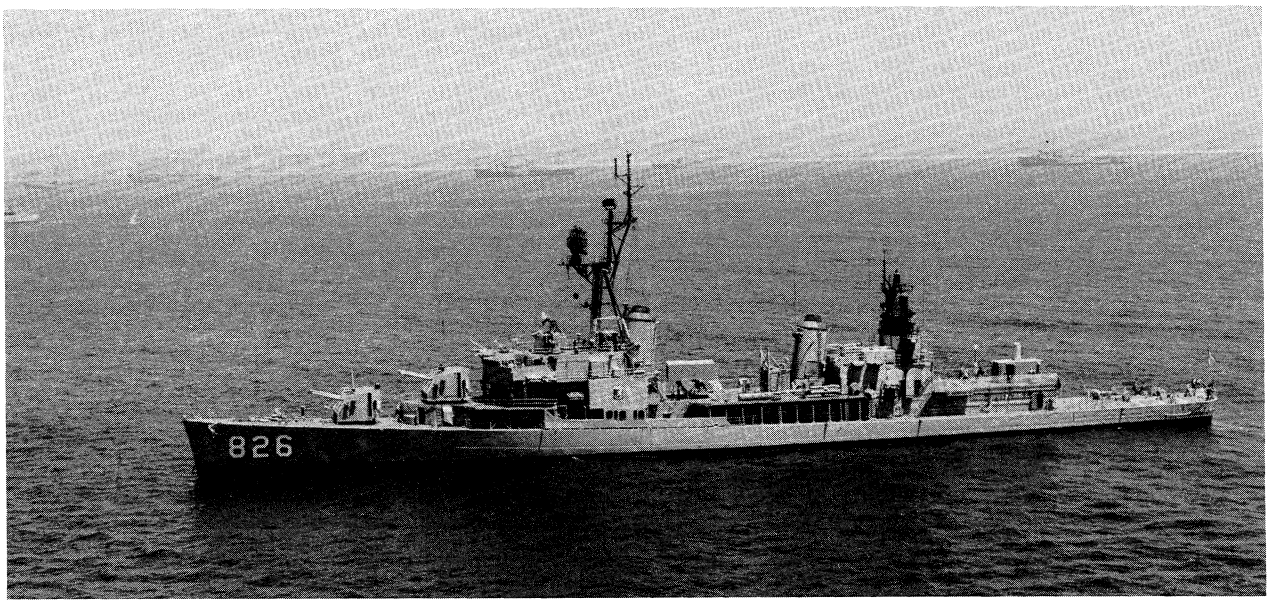
(DD–826: dp. 2,425; l. 390′6″; b. 41′1″; dr. 18′6″; s. 35 k.; cpl. 367; a. 6 5″, 4 40mm., 5 21″ tt., 6 dcp., 2 dct.; cl. *Gearing*)

Agerholm (DD–826) was laid down on 10 September 1945 at Bath, Maine, by the Bath Iron Works; launched on 30 March 1946; sponsored by Mrs. Rose Agerholm, mother of Pfc. Agerholm; commissioned on 20 June 1946, Comdr. Frank D. Schwartz in command.

After commissioning and fitting out, the destroyer conducted shakedown training at Guantanamo Bay, Cuba, and underwent post-shakedown repairs at the Boston Naval Shipyard before receiving orders to duty with the Pacific Fleet. Proceeding to the Pacific by way of the Panama Canal, she reached her new home port of San Diego on 21 January 1947.

Agerholm was assigned to Destroyer Division (DesDiv) 12 and settled into a routine of local training operations in the waters off southern California. On 10 March, the warship sailed from San Diego on her first extended cruise to the western Pacific. While operating with the 7th Fleet, *Agerholm* visited the Chinese ports of Tsingtao, Shanghai, and Amoy, before they were closed to American traffic. She also visited Kwajalein, Okinawa, Hong Kong, and several ports in Japan. The destroyer returned to San Diego on 26 November and remained there for the holiday season.

Between January 1948 and June 1950, *Agerholm* alternated two WestPac deployments with operations out of San Diego. Upon her return to San Diego in June 1950, she commenced overhaul at Mare Island, California, while other ships steamed to Korea as part of the United Nations task force defending South Korea from the aggression of her northern counterpart. Completing her overhaul in late 1950, *Agerholm* trained for war and set a course for the Far East. She entered the combat zone on 19 February 1951 and was assigned to Task Force (TF) 77 as screening ship and plane guard. The destroyer also aided in shore bombardment, training her guns on Wonsan on 28 April and 1 to 4 May, and on Kojo on 29 April. *Agerholm* returned to San Diego on 20 September for upkeep and local operations.



Agerholm (DD–826) anchored off Coronado, California, 7 August 1976, with two dock landing ships and a tank landing ship in the background, in this view taken by Photographer 3d Class C. M. Phelps. (USN 1168655)

In May 1952, the warship left San Diego for her second tour with TF 77 in Korea. In addition to screening and planeguard duties, *Agerholm* conducted naval gunfire support as required. During one exchange of gunfire with a communist shore battery, a single enemy shell struck the destroyer in the after part of the ship, starting a small fire in the crew's after berthing compartment but causing only minor damage to the weatherdeck. *Agerholm* continued on assigned duties until December, when she set a course for San Diego, arriving there on 21 December.

On 2 February 1953, the destroyer commenced another overhaul at Mare Island, followed by refresher training in May. After several months of preparation and fulfilling local training commitments, *Agerholm* got underway on 8 September for her sixth WestPac cruise. Although the Korean conflict had ended, the 7th Fleet conducted various operations to ensure the continuation of peace in the Far East. *Agerholm* steamed many miles in support of the Formosa patrol, designed to deter both the Chinese Nationalists and the Chinese communists from invading each other, before she returned to her home port on 16 April 1954.

The destroyer made her seventh WestPac cruise from November 1954 to April 1955. While operating with TF 77, she again found herself involved in peacekeeping operations. Task Force 77 covered the evacuation of the Chinese Nationalist forces from the Tachen Islands in Operation "Pullback." Following this mission, the destroyer returned to the United States and commenced an overhaul at Mare Island on 29 April.

During the next five years, *Agerholm* deployed to the western Pacific four more times, and briefly stopped in Australia during the summer of 1958 to participate in ceremonies commemorating the Battle of the Coral Sea. In May 1960, the destroyer reported to Mare Island for extensive modification and changes under the fleet rehabilitation and modernization (FRAM) program. *Agerholm* left the shipyard in March 1961 equipped with the latest antisubmarine rockets (ASROC), torpedoes, helicopter facilities, radar and sonar. During 1961, the destroyer devised and tested new techniques and tactics for use of her new capabilities.

In May 1962, *Agerholm* participated in nuclear weapon testing in the Pacific in Operation "Dominic." During the exercise, the destroyer was the first surface ship to fire an antisubmarine nuclear weapon. In November, following continued training in the San Diego area, *Agerholm* sailed to the western Pacific on her 12th deployment. She returned to her home port in June 1963 and commenced overhaul at the Naval Repair Facility, San Diego, to update and improve the electronic and weapons systems on board. Following completion of the overhaul in January 1964, *Agerholm* continued her routine of local operations and preparations for deployment.

In August, the destroyer got underway for the western Pacific where she spent six months patrolling off the coast of Vietnam and in the Taiwan Strait. Upon her return to her home port, early in 1965, *Agerholm* underwent a brief overhaul and in August embarked midshipmen for a cruise to Hawaii. With the escalation of American involvement in Vietnam, the destroyer prepared for another cruise to that area.

Agerholm began her next deployment in January 1966 when she departed San Diego for Vietnam. There, her assigned duties included naval gunfire support (NGFS), antisubmarine warfare (ASW), carrier escort, and search and rescue (SAR). In May, during NGFS off the South Vietnamese coast, *Agerholm* provided call fire for a Marine Corps air spotter who was drawing heavy gunfire. The destroyer silenced the Viet Cong machinegun nest with just four rounds from her 5-inch guns. On 17 June, *Agerholm* aided a South Vietnamese patrol boat and took off 12 badly wounded men while on a SAR mission in the Gulf of Tonkin. The ship visited Subic Bay, Yokosuka, Kaohsiung, Hong Kong, and Pearl Harbor before returning to San Diego in July.

Agerholm began another modernization overhaul at the Long Beach Naval Shipyard in August. She received new 5-inch gun mounts, and advanced radar and sonar gear, as well as communications systems and engineering plant alterations. The destroyer left the shipyard in December to spend the holiday season in her home port.

With the advent of 1967, *Agerholm* once again prepared for deployment to the Far East. On 15 May, she departed for the Gulf of Tonkin, joining *Intrepid* (CVS–11) at Subic Bay. The ships sailed to "Yankee Station" where they arrived on 20 June. For the next four months, *Agerholm* provided planeguard assistance for *Intrepid*, *Constellation* (CVA–64), and *Coral Sea* (CVA–43). When a major fire broke out on *Forrestal* (CVA–59) on 29 July, all ships in the area, including *Agerholm*, aided in the rescue operations and stood by until the damaged carrier was able to steam under her own power for Subic Bay. The destroyer departed "Yankee Station" on 1 October and arrived in San Diego on the 25th.

Agerholm spent most of 1968 on training cruises for Naval Academy and NROTC midshipmen. In May, she participated in tests conducted off San Clemente Island by the Naval Weapons Center at China Lake, Calif., and fired the new rocket-assisted projectile (RAP). Two days before the year was out, *Agerholm* sailed from San Diego on her 16th WestPac cruise. During the transit to the Gulf of Tonkin via Pearl Harbor and Subic Bay, the destroyer escorted *Kitty Hawk* (CVA–63), and subsequently served as planeguard for that carrier's first combat launch from "Yankee Station" during the new year 1969.

From 28 January to 10 February, *Agerholm* served as escort for *William H Standley* (DLG–32) in the positive identification radar advisory zone (PIRAZ). She then proceeded to the southern SAR station to ride shotgun for *Fox* (DLG–33). The destroyer shifted to the gunline on 23 March, and provided naval gunfire support to troops in the Viet Cong-dominated Rung Sat Special Zone (RSSZ). Anchored in the shallow restricted water with the Viet Cong less than 6000 yards away, *Agerholm* was vulnerable to enemy fire, underwater swimmers, and mines. On 25 March, the destroyer first fired both RAP and conventional ammunition into the RSSZ with great accuracy. On 13 April, she retired from NGFS to visit Singapore, Hong Kong, and Kaohsiung.

Agerholm returned to the gunline on 15 May, conducting shore bombardments off Phan Thiet until 23 May. She then reported to *Chicago* (CG–11) on PIRAZ station in the Gulf of Tonkin for her last assignment. On 10 June, the warship was relieved and ordered to Subic Bay to prepare for her return voyage. After port visits to Brisbane, Australia, and Auckland, New Zealand, *Agerholm* set a course for San Diego, where she arrived on 24 July.

The destroyer entered the shipyard at Hunters' Point, Calif., on 11 September for overhaul, which was completed on 19 December. *Agerholm* returned to San Diego the next day for the Christmas holidays. *Agerholm* got underway on 26 January 1970 for type training, followed by eight weeks of refresher training. On 15 April, the destroyer completed the exhausting round of drills and commenced preparations for overseas deployment. *Agerholm* departed San Diego on 6 July and steamed via Pearl Harbor, Midway, and Guam, to Subic Bay, arriving on 28 July. From there, the destroyer served on the gunline, on the northern SAR station, as PIRAZ escort, and as plane guard.

On 14 October, *Agerholm* was detached for independent transit to Hong Kong. En route, the destroyer passed within 60 miles of the center of Typhoon "Joan" in the Philippine Sea. For two tense days, the crew was uncertain of surviving the 60-knot winds and 40-foot seas, but the destroyer began to open the typhoon center late on 16 October. The remainder of her deployment was spent at PIRAZ station until 4 December when *Agerholm* cleared the area for Guam, Midway, and Pearl Harbor. The ship arrived back in San Diego on 20 December and spent the remainder of the year in her home port.

Agerholm spent the first six months of 1971 in port at San Diego or operating off the California coast. On 29 June, the destroyer began another WestPac cruise, taking up gunline duties near Binh Thuy, South Vietnam, on 6 August. In addition to NGFS, *Agerholm* served as planeguard and SAR ship before departing the area on 4 December. She returned to San Diego for the holidays, and closed out the year with post-deployment standdown.

Local exercises and inspections occupied *Agerholm* until 24 July 1972 when she entered the Long Beach Naval Shipyard for a five-month overhaul. The destroyer departed the shipyard on 21 December and steamed to San Diego, where she began preparations, both at sea and in port, for refresher training on 7 February 1973. After seven weeks of continuous drills, *Agerholm* successfully completed refresher training and qualified in NGFS at San Clemente Island.

On 26 April, *Agerholm* set sail in company with *Stein* (DE–1065) for the western Pacific She arrived off the coast of Vietnam at "Yankee Station" on 28 May to serve as plane guard for *Constellation*. The destroyer then underwent a two-week availability alongside *Ajax* (AR–6) in Sasebo commencing 8 June. Upon com-

pletion of those repairs, she put to sea for radar picket duty in the Gulf of Tonkin. Another two weeks at "Yankee Station" followed by two weeks on PIRAZ station brought her Vietnam service to an end. On 30 August, *Agerholm* departed the Gulf of Tonkin en route MacKay, Australia, for liberty

After that port visit, the destroyer sailed to Auckland, New Zealand to join the other ships participating in Operation "Longex 73," a joint surface, air, and submarine warfare exercise. From 25 September to 3 October, *Agerholm* drilled in ASW and antiair warfare (AAW) exercises including night surface attacks on the task groups. Upon completion of the drill, she steamed to Sydney, Australia; Suva, Fiji; and Pearl Harbor, before arriving back in San Diego on 1 November.

Upon arrival, *Agerholm* commenced a post-deployment readiness improvement program of schools, on board training, and a repair availability. On 25 February 1974, the warship got underway for readiness exercises in the southern California area until 17 September, when she departed San Diego on her 20th WestPac cruise. Remaining primarily in the Subic Bay operating area, *Agerholm* participated in gunnery, ASW, AAW, and ship handling drills until 13 December, when she shaped a course for Apra Harbor, Guam She ended the year at the ship repair facility there. The destroyer visited Hong Kong and Singapore for liberty, but received orders on 8 February 1975 to join Operation "Eagle Pull," the evacuation of Saigon prompted by the collapse of South Vietnam. *Agerholm* completed her role in the evacuation on 26 February, and she began the long voyage home.

Agerholm arrived in San Diego on 8 April and spent the rest of 1975 and 1976 on the west coast participating in local operations and midshipman training cruises, and eventually landing a role in the movie *Airport 77*. The year 1977 began the same way with only a drydock period at Todd Shipyard in San Pedro from May to July to interrupt the routine. On 6 September, the destroyer made her 2lst and last WestPac cruise. *Agerholm* conducted NGFS training, ASROC test firings, and participated in Exercise "Fortress Lightning," a full-scale amphibious landing on Mindoro Island in the Philippines. She stopped for liberty calls at Suva; Auckland, Whangarei, and Nelson, New Zealand; Newcastle and Devonport, Australia, before returning to San Diego early in 1978 to resume a local operation schedule

From 10 to 13 October 1978, the Board of Inspection and Survey conducted a survey of *Agerholm* to determine her material condition and the feasibility of keeping her in active service. The board found that her age and lack of modern capabilities could not be corrected economically. *Agerholm* was decommissioned on 1 December 1978, and her name was struck from the Navy list on the same day. She was sunk as a target on 18 July 1982

Agerholm earned four battle stars for Korean War service and eight for tours off Vietnam.

Aggressive

(AM–422: dp. 775; l. 172′; b. 35′; dr. 10′; s. 14 k ; cpl. 70; a. 1 40mm., 2 .50-cal. mg ; cl *Aggressive*)

Aggressive (AM–422) was laid down on 25 May 1951 at Stamford, Conn., by Luders Marine Construction Co.; launched on 4 October 1952; sponsored by Mrs. Stephen M. Archer; and commissioned on 25 November 1953 at Brooklyn, N.Y., in the New York Naval Shipyard, Lt. Lawrence W. Kelley in command.

The minesweeper remained in the shipyard for alterations during most of 1954. Late in the year, she got underway for shakedown training at Key West, Fla She then reported to her home port, Charleston, S C., for more training. In February 1955, her designation was changed to MSF–422. *Aggressive* took part in a large-scale mine warfare exercise held off the southeast coast of the United States Upon completing the exercise, she returned to Charleston to prepare for an overseas deployment.

Throughout her career, *Aggressive* alternated duty in the Mediterranean with the 6th Fleet—usually lasting about one-half year—with services to fleet units and activities on the east coast of the United States. There, she participated in numerous NATO mine warfare training exercises. During a cruise in 1958, *Aggressive* took part in the landing of American forces in Lebanon.

The ship was homeported at Charleston for her whole naval career. She also provided services to the Naval Mine Warfare School, Charleston; Naval Mine Defense Laboratory, Panama City, Fla.; Mine Evaluation Detachment, Key West, Fla.; and the Naval Ordnance Laboratory Test Facility, Fort Lauderdale, Fla *Aggressive* also took part in several fleet exercises and operations along the Atlantic coast and in the Caribbean.

On 1 October 1970, preparations to deactivate the ship were begun, and she was decommissioned on 2 July 1971. Her name was struck from the Navy list on 28 February 1975, and she was sold to R E. Williams in May 1980.

Aggressor

Aggressor (AMc–63) was renamed *Advance* (*q v*) on 23 May 1941 just over one month following the laying of her keel

I

(AMc–64: dp. 185; l. 97′1″; b. 22′0″; dr. 9′0″; s. 10 0 k ; cpl 17; a. 2 .50-cal. mg.; cl *Accentor*)

Aggressor (AMc–64) was laid down at Greenport, Long Island, N Y , on 15 April 1941 by the Greenport Basin & Construction Co. as *Alliance* (AMc–64); renamed *Aggressor* on 23 May 1941; launched on 19 July 1941; sponsored by Mrs. Arthur M. Van De Water; and placed in service at the New York Navy Yard on 24 October 1941, Lt (jg.) P C. Cherry, USNR, in charge.

The coastal minesweeper completed fitting out at Brooklyn and, at the end of the first week in November, moved south to Norfolk, Va. For the next 31 months, *Aggressor* served with the minesweeping and patrol forces attached to the 5th Naval District. Near the middle of May 1944, she was reassigned to the 1st Naval District and operated from the naval frontier base located at Portland, Maine. In June 1945, she returned south to Norfolk but remained there only until late July at which time she moved farther south to Charleston, S.C. She remained at that port until placed out of service on 28 December 1945 Her name was struck from the Navy list on 21 January 1946, and she was sold on 3 March 1947 to Mr. Lloyd Lambert, of Baltimore, Md., for scrapping.

Agile

I

(AMc–111: dp. 215; l. 96′0″; b. 24′0″; dr. 7′; s. 10 0 k ; a. 2 .50-cal mg , 2 .30-cal mg.)

The first *Agile* (AMc–111)—a wooden-hulled coastal minesweeper—was purchased by the Navy from Mr. John Breskovich of Tacoma, Wash., on 10 April 1941 while she was still under construction at the Petersen Shipbuilding Co. in Tacoma, Wash ; delivered to the Navy on 26 November 1941; and placed in service on 12 December 1941, Lt. (jg) John G Turbitt, USNR, in charge.

Agile reported for duty with the 13th Naval District Inshore Patrol on 23 December Based at the Naval Station, Seattle, Wash., she patrolled the waters of Puget Sound until April of 1942 when she entered the yard for repairs and alterations *Agile* completed repairs and returned to duty soon thereafter In October 1943, she moved to Kodiak, Alaska, where she resumed patrols under the auspices of the Commander, Northwest Sea Frontier. After 15 April 1944, she was assigned to the newly established Alaskan Sea Frontier.

Agile returned to Seattle on 4 October 1944. She entered the yard at Winslow Marine Railway where her minesweeping gear was removed. On 20 December 1944, she reported to the Naval Air Station, Whidbey Island, and began duty loading and delivering torpedoes at bases along the coast of Washington. On 30 December 1944, she was redesignated IX–203. That duty kept her busy until she was placed out of service on 14 December 1945. Her name was struck from the Navy list on 8 January 1946, and she was turned over to the Maritime Commission for disposal on 14 March 1946.

II

(MSO–421: dp 755; l. 172′; b. 35′; dr. 10′; s 14 k.; cpl. 78; a. 1 40mm., 2 .50-cal. mg ; cl. *Agile*)

The second *Agile* (MSO–421) was laid down on 22 February 1954 at Stamford, Conn , by the Luders Marine Construction Co. as AM–421; redesignated MSO–421 on 7 February 1955; launched on 19 November 1955; sponsored by Mrs Alice Donohue; and commissioned at the New York Naval Shipyard on 21 June 1956, Lt Herbert D. Mills, Jr., in command.

The non-magnetic ocean minesweeper completed fitting out at New York and then sailed on 13 July for her home port, Charleston, S.C She remained there for about two weeks before getting underway on 31 July for her shakedown training *Agile* operated out of Guantanamo Bay, Cuba, between 8 August and 6 September and returned to Charleston on the 10th of the latter month Type training and post-shakedown availability at the Charleston Naval Shipyard followed. The beginning of 1957 found her still at Charleston, but preparing to embark upon her first deployment to the Mediterranean Sea.

Agile began her first Atlantic crossing on 12 February 1957, transited the Strait of Gibraltar on the 26th, and cruised with the 6th Fleet for three months. During that time, the ship participated in two amphibious exercises and visited several Mediterranean ports. Among her ports of call were Patras and Athens on the Greek mainland; the Greek islands of Samos, Rhodes, and Crete; and Cannes, France The crisis in Jordan in April kept her in the eastern portion of the Mediterranean for most of her first deployment. After turnover at Rhodes, *Agile* began the long voyage home on 25 May; and she reentered Charleston with her division mates on 16 June.

Post-deployment leave and upkeep occupied the ensuing five weeks. On 26 July, the minesweeper got underway for Little Creek, Va., to participate in harbor defense and minesweeping exercises. However, damage to her propeller forced her into repairs at the Newport News Shipbuilding & Dry Dock Co. and precluded her participation in the exercises. The repairs ended on 25 September, and the warship departed Newport News that same day. Returning to Charleston five days later, she spent the bulk of October conducting acoustic trials out of her home port

On 26 October, the minesweeper stood out of Charleston on her way to Panama City, Fla., where she reported on the 31st for duty with the Mine Defense Laboratory. She assisted the laboratory in the conduct of special mine defense tests for five weeks, completed that service on 5 December 1957, and headed back to Charleston. December brought the usual year's-end holiday leave period The New Year, 1958, began with a two-week availability alongside a tender. February saw *Agile* pass her final acceptance trials and an operational readiness inspection. On 17 February, the minesweeper entered the Charleston Naval Shipyard for regular overhaul. She completed repairs by June and began duty with the shipyard testing propeller blades. During July and August, the warship conducted refresher and type training. September brought preparations for overseas movement.

Agile put to sea on 29 September 1958, bound for her second tour of duty with the 6th Fleet. Port calls and exercises—notably an amphibious landing exercise carried out on the southern coast of Sardinia—highlighted that deployment in the Mediterranean. She passed through the Strait of Gibraltar on 26 January 1959 and began the return voyage to the United States. En route home, the warship made a brief stop at Bermuda before reentering Charleston on 11 February. Between the time of her return and the beginning of summer, the warship carried out tests and conducted minesweeping operations out of Charleston. By the beginning of the second week in August, she was working with the Mine Warfare School as a training platform. That service lasted until she began her holiday leave period in December 1959.

The minesweeper entered the Charleston Naval Shipyard on 29 January 1960 and began a regular overhaul She completed overhaul on 5 April and, the following month, conducted post-overhaul refresher training and minesweeping exercises. On 28 June, *Agile* joined her division mates in deploying to the West Indies. After a round of port visits and exercises, she returned to Charleston on 13 September. Later that month, the minesweeper moved north to Nova Scotia where she participated in Operation "Sweepclear V," a NATO minesweeping exercise. Atlantic coast operations continued into 1961 when she began preparations for her third deployment to the Mediterranean.

Agile departed Charleston on 10 April 1961 in company with the other ships of her division They arrived at Rota, Spain, on 25 April and took on fuel before entering the Mediterranean. For the next five months, *Agile* plied the waters of the "middle sea" showing the flag and honing her combat skills She participated in two 6th Fleet amphibious exercises as well as the NATO Exercise "Checkmate " She and her division mates were relieved at Pollensa Bay, Majorca, on 28 September and began the long voyage home The return passage ended at Charleston on 14 October

Following post-deployment standdown, the minesweeper entered the Charleston Naval Shipyard in mid-November for regular overhaul. She left the shipyard in January 1962 and, after refresher training, resumed operations out of Charleston with the Atlantic Fleet Mine Force. Until the beginning of May, *Agile* conducted independent ship's exercises, type training, and training missions for the Mine Warfare School. On 2 May, she departed Charleston, bound for Panama City, Fla. For a little more than a month, the warship performed service in support of experiments and tests conducted by the Naval Mine Defense Laboratory. She returned to Charleston on 8 June, began preparations for a deployment to the West Indies, and embarked upon that assignment on 20 July The minesweeper made port visits, participated in an amphibious exercise at Vieques Island, and joined other American ships off Haiti for a show of force during another of that country's frequent periods of internal disorder.

Agile returned to Charleston on 9 November, underwent two weeks of repairs alongside a tender, and then finished out the year with post-deployment standdown followed by holiday leave and upkeep On 8 January 1963, she put to sea for a fleet service mine test which ended on the 25th. At that point, the ship resumed normal operations out of Charleston, providing services to the Mine Warfare School as well as conducting the usual independent ship's exercises and type training. Between 4 and 25 May, she participated in the NATO Exercise "Sweepclear VIII" in the vicinity of Mayport, Fla. Six weeks of local operations out of Charleston followed. On 5 July, the minesweeper departed her home port once again, bound for Little Creek, Va., where she provided services to the Operational Test and Evaluation Force. She returned to Charleston on 25 July and, after a two-week tender availability, resumed local operations. On 29 October, the vessel entered the yard at the Charleston Drydock & Shipbuilding Co for a two-month overhaul

The warship completed the repair period on 3 January 1964. Local operations and refresher training filled her time until the last week in March Beginning on 22 March, she spent three weeks as a school ship for the Mine Warfare School. Following that duty, the ship once more began preparations to deploy to the Mediterranean She departed Charleston on 15 May and reported in at Malaga, Spain, on 3 June. In addition to the usual exercises and port visits, *Agile* participated in a cruise to northern Europe She left the Mediterranean on 17 July and visited ports in England, Germany, Denmark, Belgium, and France. The minesweeper retransited the Strait of Gibraltar on 17 September and resumed duty with the 6th Fleet Relieved of duty at Huelva, Spain, he headed back to the United States on 29 October. *Agile* arrived back in Charleston on 17 November and began a post-deployment tender availability that lasted a month The remainder of the year brought holiday leave and upkeep.

The 1964 Mediterranean cruise proved to be the last of her career. During the remainder of her active service, some seven years and six months, *Agile* served in waters near North America. She deployed to the West Indies and to the Gulf of Mexico several times but, otherwise, conducted local operations out of Charleston. At various times, the minesweeper served as a school ship for the Mine Warfare School and as a test platform for both the Mine Defense Laboratory at Panama City, Fla., and the Naval Ordnance Facility at Fort Lauderdale, Fla. In between those special assignments, the warship engaged in independent ship's exercises and type training. Those activities came to an end, however, on 28 July 1972 when *Agile* was placed out of commission at Charleston Later that year, she was moved to a permanent berthing area with the Norfolk Group, Atlantic Reserve Fleet. There she remained for more than seven years. Her name was struck from the Navy list in September 1977, and she was sold to the Union Minerals & Alloys Corp. in February 1980 for scrapping

Agwidale

(ScStr: dp. 10,410; l. 385′0″; b 53′0″; dph. 30′; dr. 24′0″ (mean); s. 11 k ; cpl 76; a. none)

While still under construction, the single-screw steel-hulled freighter *Agwidale* was acquired by the Navy from the Newport News Shipbuilding and Dry Dock Co., Newport News, Va , near the end of the first World War and assigned to the Naval Overseas Transportation Service (NOTS). Commissioned at Newport News on 16 November 1918, Lt. Comdr. Maurice E. Huntley, USNRF, in command, *Agwidale* shifted to the Chesapeake and Ohio (C&O) Piers at Norfolk on the 24th, and there took on board a cargo of motor tractors. On 4 December 1918, she sailed for the Virginia capes, and at 1300 that day sighted a disabled seaplane off her port bow.

Agwidale altered course accordingly, and reached the downed Curtiss HS–2L flying boat soon thereafter, maneuvering to take the plane in tow. She apparently then headed back toward Hampton Roads, with the plane—still occupied by its three-man crew—traveling in tow astern Eventually, at 1512 the subchaser *SC–195* came alongside and relieved the freighter of the towing chores to take the plane back to Hampton Roads.

Two days later, having returned to an anchorage off the Newport News Shipbuilding and Drydock Co., *Agwidale* set out for France, and reached La Pallice, en route to Rochefort, on 19 December. After discharging cargo at Rochefort, *Agwidale*, in ballast, set out for the United States on 29 January 1919. Mooring at Hoboken on the afternoon of 15 February, the cargoman cleared New York Harbor 10 days later, bound for Holland on her second and last voyage under the NOTS aegis.

Agwidale reached Rotterdam, via the British Isles, on the afternoon of 12 March. She discharged her cargo over the ensuing days, and, on the morning of the 21st, let go all lines and got underway to return to the United States. She returned home without incident and tied up alongside Pier 15, Hoboken, shortly after noon on 4 April. Three days later, she received orders to prepare for decommissioning.

At noon on 11 April 1919, *Agwidale* was decommissioned and turned over to representatives of the United States Shipping Board, a civilian crew replacing a token Navy one the following afternoon. *Agwidale* retained her name for the rest of her days under American registry, which extended through the depression years and World War II. Initially operated by the Clyde Steamship Co , she later worked under the flag of the Clyde-Mallory Line, and, still later, Agwilines, Incorporated, until she was sold to Chinese interests in 1946 and renamed *Wei Ming* Her subsequent fate is a mystery.

Ahdeek

(MB: l 38′; b. 8′3″; dr. 2′9″ (aft); s 20 mph.)

Ahdeek—a single-screw wooden-hulled motorboat built in 1916 for H. V Schieren, at Morris Heights, N.Y., by the Charles L. Seabury and Gas Engine and Power Co.—was inspected in the 3d Naval District on 7 April 1918 for possible use as an "aeronautic patrol" boat Ordered taken over on 12 June 1918 and assigned the identification number SP–2589, *Ahdeek* did not again appear in extant records until 23 June 1919 when a dispatch directed the Commandant, 3d Naval District, to ship her and *Estelle* (SP–747) to the Culver Naval School, Culver, Ind The next mention of her came with notice of her name's being struck from the Navy list on 25 October 1933.

Ahoskie

The name of a town in Hartford county in northeastern North Carolina. The term is purportedly of Indian origin

(YTB–804: dp. 341 (f.); l. 109′; b. 31′; dr. 14′; s. 12 k (tl); cpl. 12; cl. *Natick*)

Ahoskie (YTB–804) was laid down in July 1969 at Sturgeon Bay, Wis , by Peterson Builders, Inc.; launched in January 1970; completed on 12 July 1970; and placed in service during that same month.

The harbor tug was assigned to duty in the 6th Naval District and based at Charleston, S.C. She has spent her entire Navy career providing towing and other services to ships at Charleston. As of the beginning of 1987, *Ahoskie* was still active in the 6th Naval District.

Ahrens

Edward Henry Ahrens—born on 4 November 1919 in Dayton, Ky.—enlisted in the Marine Corps on 3 February 1942 at Cincinnati, Ohio, and underwent boot camp training at the Marine Corps Recruit Depot, Parris Island, S.C. He transferred to the Marine Barracks, Quantico, Va , on 16 March 1942.

Assigned to Company "A", 1st Raider Battalion, Fleet Marine Force, soon thereafter, Ahrens landed with that unit from *Little* (APD–4) at Tulagi, Guadalcanal, British Solomon Islands, in the second assault wave on 7 August 1942. With Company "C", 1st Raider Battalion, securing the right flank on the beachhead, Company "A" moved inland and down the right slope of Tulagi's central ridge. Initially, the marines were not opposed.

That evening, Company "A" took positions for the night west of a cricket ground on the island, as part of the defensive line extending along the ridge. The Japanese later launched a fierce nocturnal counterattack which drove a wedge between the two Raider companies. Isolating the latter near the beachhead, the enemy concentrated his efforts on Company "A" in an attempt to sweep up the ridge toward the residency, a former British government building serving as a Raider battalion command post. The Raiders, however, stood firm.

During the savage battle that ensued, Ahrens, in a security detachment assigned the task of protecting the Raiders' right flank, singlehandedly engaged a group of Japanese in hand-to-hand combat as they attempted to infiltrate the Raiders' rear. Although painfully wounded in the groin, the gallant young marine killed at least three Japanese (including the attacking unit's senior officer) and aided materially in stopping their infiltration.

For his part in stopping the enemy, Ahrens—who died of his wounds on 8 August—was posthumously awarded a Navy Cross as well as a share of the Presidential Unit Citation earned by the 1st Marine Division.

(DE–575: dp. 1,740; l. 306′; b 37′; dr 13′6″; s. 23.6 k.; cpl. 213; a. 3 3″, 4 40mm., 10 20mm., 2 dct., 8 dcp.; cl. *Buckley*)

Ahrens (DE–575) was laid down on 5 November 1943 at Hingham, Mass., by the Bethlehem Steel Corp.; launched on 21 December 1943; sponsored by Mrs. Marie Ahrens, the mother of Private, First Class Ahrens; and commissioned on 12 February 1944, Lt. Comdr. Morgan H. Hains in command.

Late in February, *Ahrens* proceeded to Bermuda for shakedown training In early April, she sailed to Casco Bay, Maine, for additional training. On the 22d at Norfolk, Va., the destroyer escort joined Task Group (TG) 21.11, a hunter/killer group—built around escort carrier *Block Island* (CVE–21)—which was operating in the Atlantic and Caribbean. On 29 May, a German U-boat torpedoed and sank *Block Island* (CVE–21) and *Barr* (DE–576). *Ahrens* rescued 673 officers and men in a period of 40 minutes. While carrying out rescue operations, the ship assisted *Eugene E. Elmore* (DE–686) in locating *U–549*. *Eugene E. Elmore* made two hedgehog attacks which sank the German submarine.

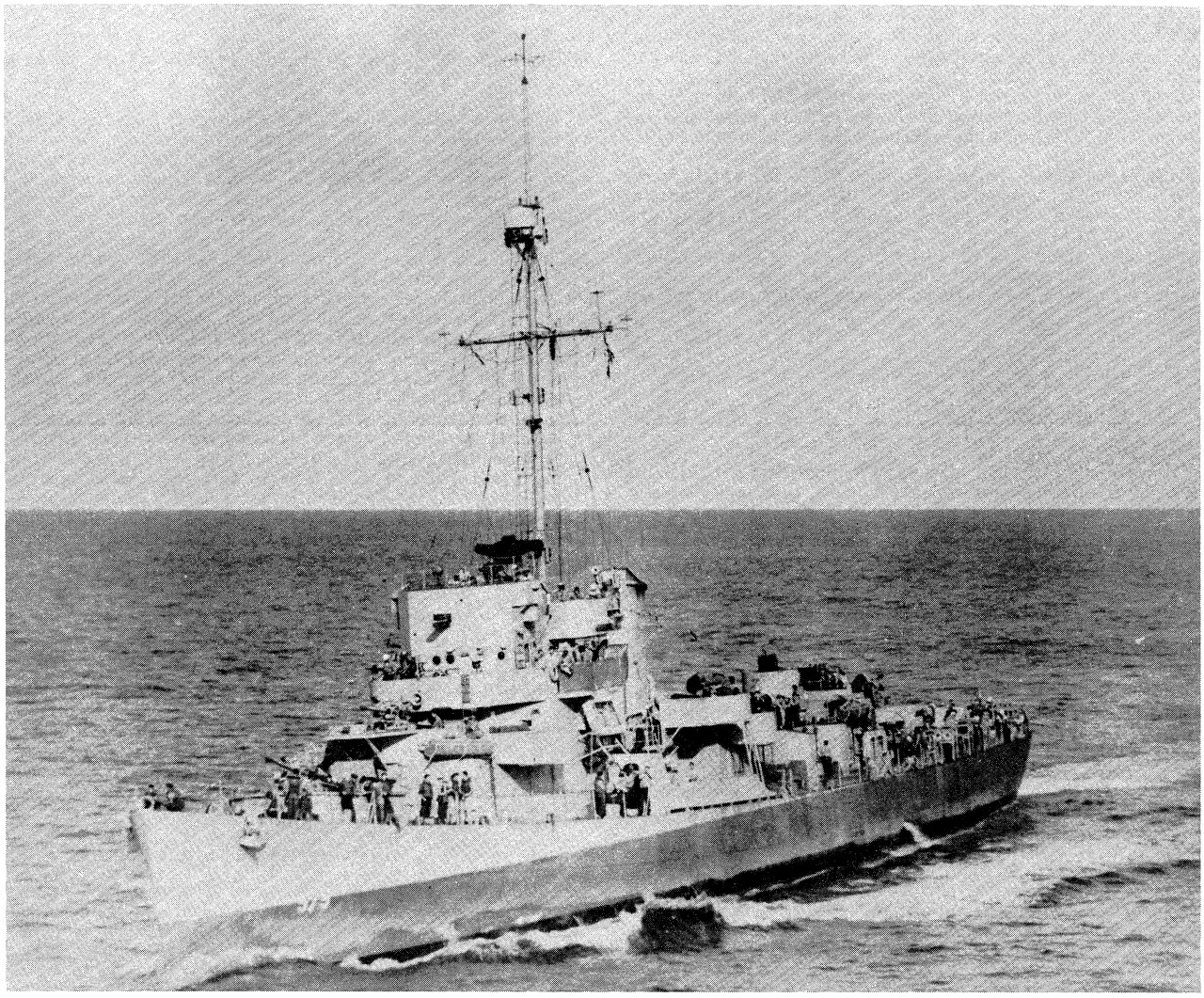
Following repairs at the New York Navy Yard, the destroyer escort carried out training exercises at Casco Bay and Norfolk, Va. On 23 July, *Ahrens* assumed duty as an escort for transatlantic convoys. The highlight of this period came on 13 October after a merchant ship collided with a gasoline tanker, starting large fires on both ships. Following her rescue of survivors, *Ahrens* and *Holton* (DE–703) succeeded in putting out the fires.

On 15 December, *Ahrens* sailed with TG 27.7 to join the 7th Fleet in the Pacific. She proceeded to Manus, Admiralty Islands, via the Panama Canal. On 23 January 1945, the destroyer escort touched at Manus. She continued on to Leyte, Philippines, arriving there on 9 February. The vessel was then attached to TG 75.2 to serve as an ocean escort for the Philippine Sea Frontier.

Ahrens escorted merchant and naval convoys until 25 August 1945. During this period, she operated between such points as Hollandia, New Guinea; Manila and Subic Bay, Philippines; Kossol Roads, Palau Islands; Ulithi; and Okinawa.

In late August 1945, *Ahrens* was detached from the Philippine Sea Frontier and began supporting occupation forces operating in China and Korea, visiting Jinsen, Korea; Chinwangtao, China; and Hong Kong.

The ship began her long voyage back to the United States on 5 November and stopped at Pearl Harbor; San Diego, Calif.; and the Panama Canal Zone before finally reaching Boston, Mass., on 15 December. She then commenced preinactivation overhaul



Ahrens (DE–575) underway in the Atlantic, 13 May 1944, as photographed by F. B. Larrick, of *Bogue* (CVE–9). Note what appears to be her Measure 22 (Navy blue and haze gray) camouflage, and high frequency direction finder (HF/DF or "huff-duff") antenna atop her foremast. (80–G–266487)

and sailed to Green Cove Springs, Fla., in early 1946. *Ahrens* was decommissioned there on 24 June 1946, and her name was struck from the Navy list on 1 April 1965.

Ahrens won two battle stars for her World War II service.

Ai Fitch

At some now unknown date after she was purchased by the Navy on 12 December 1863, but presumably before the beginning of her active service, screw tug *Ai Fitch* was renamed *Rose* (*q.v.*).

Aide De Camp

(IX–224: dp. 167; l. 110′; b. 18′2″; dr. 6′; s. 15.0 k.)

Aide De Camp—a wooden-hulled motor yacht designed by B. T. Dobson—was built in 1922 at Neponset, Mass., by the George Lawley & Sons Corporation for the noted yarn manufacturer, Samuel Agar Salvage, whom she served as *Colleen*. Among the foremost of the bevy of other owners who luxuriated in the comforts of this lavishly appointed vessel was the once and future governor of New Hampshire, John Gilbert Winant, whom President Roosevelt would send to England as the wartime United States Ambassador to the court of St. James. When he took possession of the yacht from Karl W. Erikon of New York City in late 1926, or early 1927, he renamed her *Ranger*. About a year later, H. M. Pierce of Red Lion, Del., owned the ship and renamed her *Poinsettia*. In 1931, the Boston financier, Frederick Henry Prince, purchased the yacht and dubbed her *Aide De Camp*, a name which she bore under her next owners, in turn, Frank D. Comerford and Harvard University.

Early in World War II, the yacht was turned over to the university's Underwater Sound Laboratory and was used in experimental work to develop and improve sonar equipment and to devise and to sharpen antisubmarine warfare tactics to combat German U-boat operations against Allied shipping in the Atlantic. Sometime later, (the records of the transfer have apparently perished) the ship came into the custody of the Office of Scientific Research and Development, for whom she continued this vital and secret work.

After the surrender of Germany, the vessel was transferred to the Navy on 31 May 1945 and was placed in service on 18 June 1945, Lt. David W. Warren, Jr., in charge.

Upon her activation, the vessel was delivered to Commander, 7th Naval District and assigned to operations for the Bureau of Ordnance conducting underwater sound research while based at Fort Lauderdale, Fla. At the conclusion of this mission, she was placed out of service on 2 November 1945; and her name was struck from the Navy list on 28 November 1945. The vessel was transferred to the Maritime Administration on 4 September 1946 and sold.

In private hands, she long remained in Florida waters, serving Gustave G. Copeland of Miami in 1949 and Fred Bowman of DeLand in 1951. Still carrying the name *Aide De Camp*, the yacht shifted her home port to Pensacola in 1953 Some two years later, she was acquired by the Kennedy Marine Engine Co.; began commercial operations for that firm from Biloxi, Miss., under the name *Mariner II*; and remained in that status into the 1980's.

Aiken Victory

(T–AP–188: dp. 4,480; l. 455′0″; b. 62′0″; dr. 29′2″ (lim.); s. 15.5 k.; T. VC2–S–AP2)

Aiken Victory was laid down on 13 October 1944 at Baltimore, Md , by the Bethlehem-Fairfield Shipyard, Inc., under a Maritime Commission contract (MCV hull 616); launched on 30 November 1944; sponsored by Mrs. E. H. Wyman; and delivered to the Maritime Commission on 30 December 1944.

During World War II, *Aiken Victory* was operated by the firm, Mississippi Shipping, under a contract with the Maritime Commission. Following the end of hostilities, that company continued to operate her under contract However, by April of 1948, she was apparently inactive for the name of no operator appears below her name in the *American Bureau of Shipping Record.* The Navy acquired the ship on 21 July 1950 in the wake of the outbreak of hostilities in Korea the previous month. Designated T–AP–188, the ship was assigned to the Military Sea Transportation Service as a troop transport. Operated by a civil service crew, USNS *Aiken Victory* carried troops in the Korean War combat zone for almost 30 months. Late in 1952 the transport returned to the United States and was transferred back to the Maritime Commission on 19 December 1952 She was berthed with the National Defense Reserve Fleet at Olympia, Wash. Her name was struck from the Navy list on 12 February 1953. She remained with the National Defense Reserve Fleet until 10 August 1971 at which time she was sold to American Ship Dismantlers, Inc., for scrapping.

Aiken Victory received eight battle stars for her Korean War service.

Ailanthus

Any of several small Asiatic trees characterized by bitter bark, pinnate leaves, and clusters of ill-scented greenish flowers.

(YN–57: dp. 1,190 (f.); l. 194′6½″; b. 34′7″; dr. 11′8½″; s. 17 k.; cl. *Ailanthus*)

Ailanthus (YN–57) was laid down on 17 November 1942 at Everett, Wash., by the Everett Pacific Co.; launched on 20 May 1943; sponsored by Miss Billie Jean McNatt; and placed in commission at Seattle, Wash., on 2 December 1943, Lt. Donald B. Howard, USNR, in command.

The net tender completed fitting out and, during the second half of December, conducted shakedown training. On the last day of 1943, she reported for duty in the 13th Naval District. On 20 January 1944, she was reclassified a net laying ship and redesignated AN–38. Early in February, *Ailanthus* moved north to Pleasant Island, Alaska, where she arrived on 4 February. Reassigned that same day to Service Squadron 6, Pacific Fleet, she began to carry out net laying duties. However, her career proved very brief. On 26 February 1944, she ran hard aground and suffered extensive damage. While still stranded, *Ailanthus* was reassigned to the newly constituted 17th Naval District (the Alaskan portion of the old 13th Naval District to which she had originally been assigned) Finally, she was declared a total loss, and her name was struck from the Navy list on 9 June 1944.

Aileen

(Yacht: dp. 192; l. 120′; b 20′; dr 8′; s 14 k.; cpl 33; a. 1 3-pdr., 2 1-pdrs)

Aileen—a yacht built in 1896 at Chester, Pa., by John Roach & Sons—was purchased by the Navy on 28 April 1898; converted for naval service by the New York Navy Yard; and commissioned there on 14 May 1898, Lt. William Kilburn in command.

Found unfit for cruising the open seas, *Aileen* served on coastal defense through the Spanish-American War. On 18 May 1899, the converted yacht was transferred to the New York Naval Militia on loan for use as a training ship. On 18 November 1909, the New York Naval Militia returned *Aileen* to the Navy. She was placed in service at the Portsmouth (N.H.) Navy Yard on 30 April 1910; but, sometime later that year, the yacht was transferred to the Rhode Island Naval Militia and served the state of Rhode Island training naval militiamen until the United States entered World War I on 6 April 1917. The following day, *Aileen* was reacquired by the Navy and placed in commission once again. For the duration of the war, she served in the 2d Naval District, patrolling the New England coastline between New London and Block Island Sound. After February 1919, she operated from New London with the Reserve Squadron, Antisubmarine Squadrons, engaged in training missions. She was decommissioned on 5 July 1919 and, 18 days later, was ordered sold. Her name was struck from the Navy list on 12 August 1919. On 20 November 1920, she was sold to Tams, Lemoin & Crane, of New York City.

Aimwell

Aimwell (BAT–7)—a tug constructed in 1942 for the United Kingdom—was transferred to the Royal Navy on 5 June 1942. She was returned to the United States Navy on 30 March 1946 at Subic Bay in the Philippines. Her name was struck from the Navy list on 1 May 1946, and she was sold to Mollers, Ltd., on 6 January 1948.

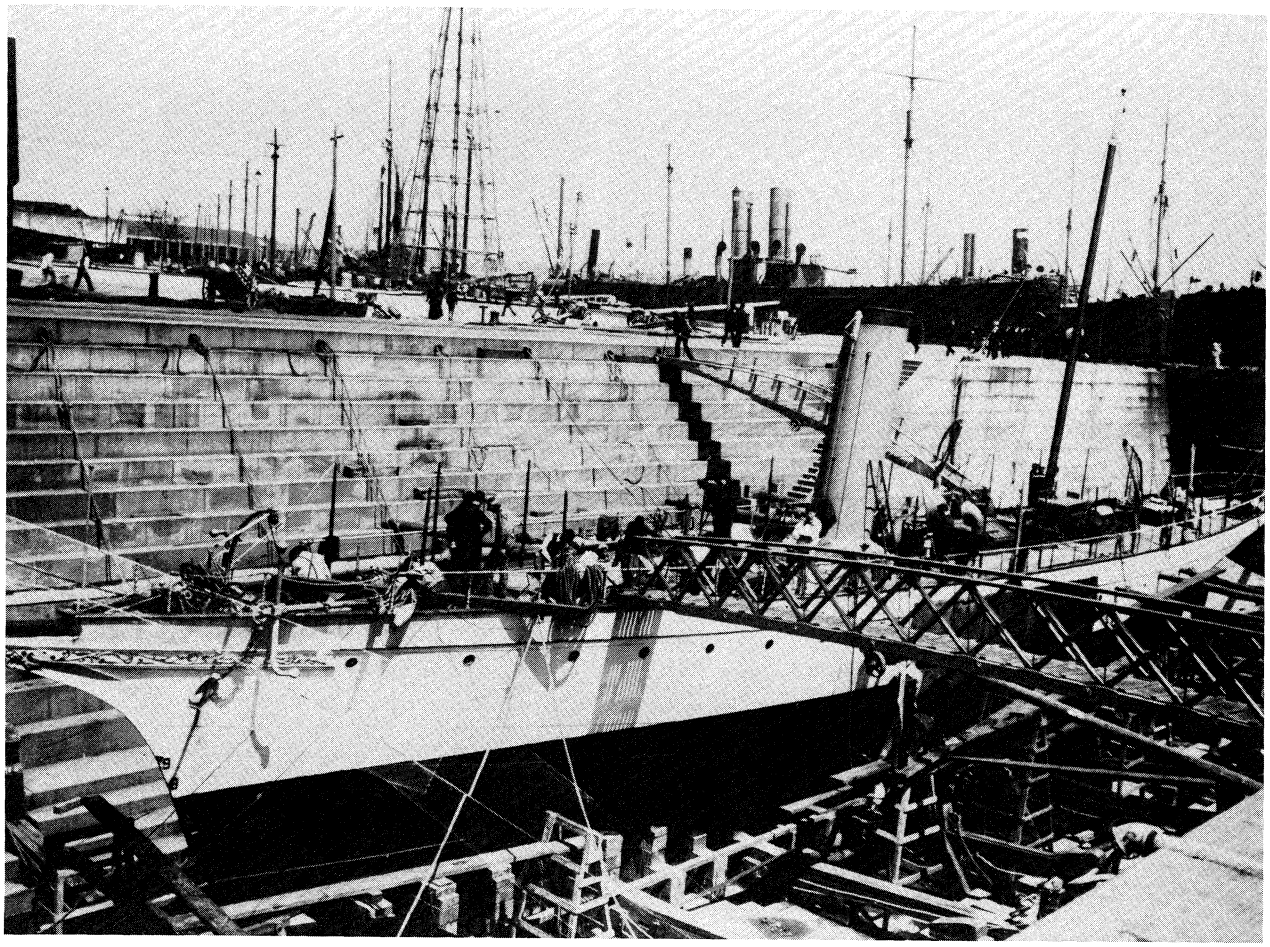
Ainsworth

Walden Lee Ainsworth—born on 10 November 1886 in Minneapolis, Minn.—entered the Naval Academy on 21 June 1906 and graduated on 3 June 1910. Following successive two-year tours at sea in *Iowa* (Battleship No. 24) and in transport *Prairie*, he shifted to *Florida* (Battleship No 30) during the spring of 1914, just in time to act as the adjutant of one of the battalions that landed at Veracruz, Mexico, on 21 April. Upon the successful completion of that operation, he returned to *Florida* and served in her until sent to *DeKalb* in May 1917 During the participation of the United States in World War I, he served in transports *DeKalb* (Id. No. 3010) and in *America* (Id. No. 3006). During the last months of the conflict, he found himself in *Frederick* (Armored Cruiser No. 8).

In February 1919, the young officer went to Charles Town, W. Va., for two years as inspector of ordnance at the Navy's Armor and Projectile Plant before returning to sea as executive officer of the transport *Hancock* (AP–3). Then, after a brief stint holding the same post in the light cruiser *Birmingham* (CL–2), he commanded the destroyer *Marcus* (DD–321) for a year before becoming inspector of ordnance at Pittsburgh. In August 1924, orders sent him to the New York Navy Yard.

By the end of 1925, Ainsworth's growing stature in the field of ordnance won him the position of gunnery officer on the staff of the Commander, Destroyer Squadrons, Asiatic Fleet. In July 1927, he took command of *Paul Jones* (DD–230), but left that destroyer late in the summer of 1928 to begin three years at the Naval Academy as an instructor in the Department of Navigation.

At the end of the 1930–31 academic year, Ainsworth returned to sea in *Idaho* (BB–42) to serve as that battleship's navigator. Next came a tour in heavy cruiser *Pensacola* (CA–24) and one as communication officer for the 14th Naval District before he reported to the Naval War College at Newport, R.I., for the senior course. In June 1936, Ainsworth became the executive officer of *Mississippi* (BB–41) and, two years later, he became



Aileen in drydock, fitting out for naval service, at the New York Navy Yard, 17 May 1898. The cruiser *Topeka* is in the background. (19–N–17–5–2)

Professor of Naval Science and Tactics at Tulane University in New Orleans.

World War II in Europe was almost a year old when he took command of Destroyer Squadron 2 on 22 July 1940, and the United States had just entered that conflict when he returned to *Mississippi* as her commanding officer on 19 December 1941. Ainsworth promptly took that veteran battleship to the Pacific to strengthen the Navy's surface force in that ocean which had been seriously weakened by the Japanese surprise attack on Pearl Harbor.

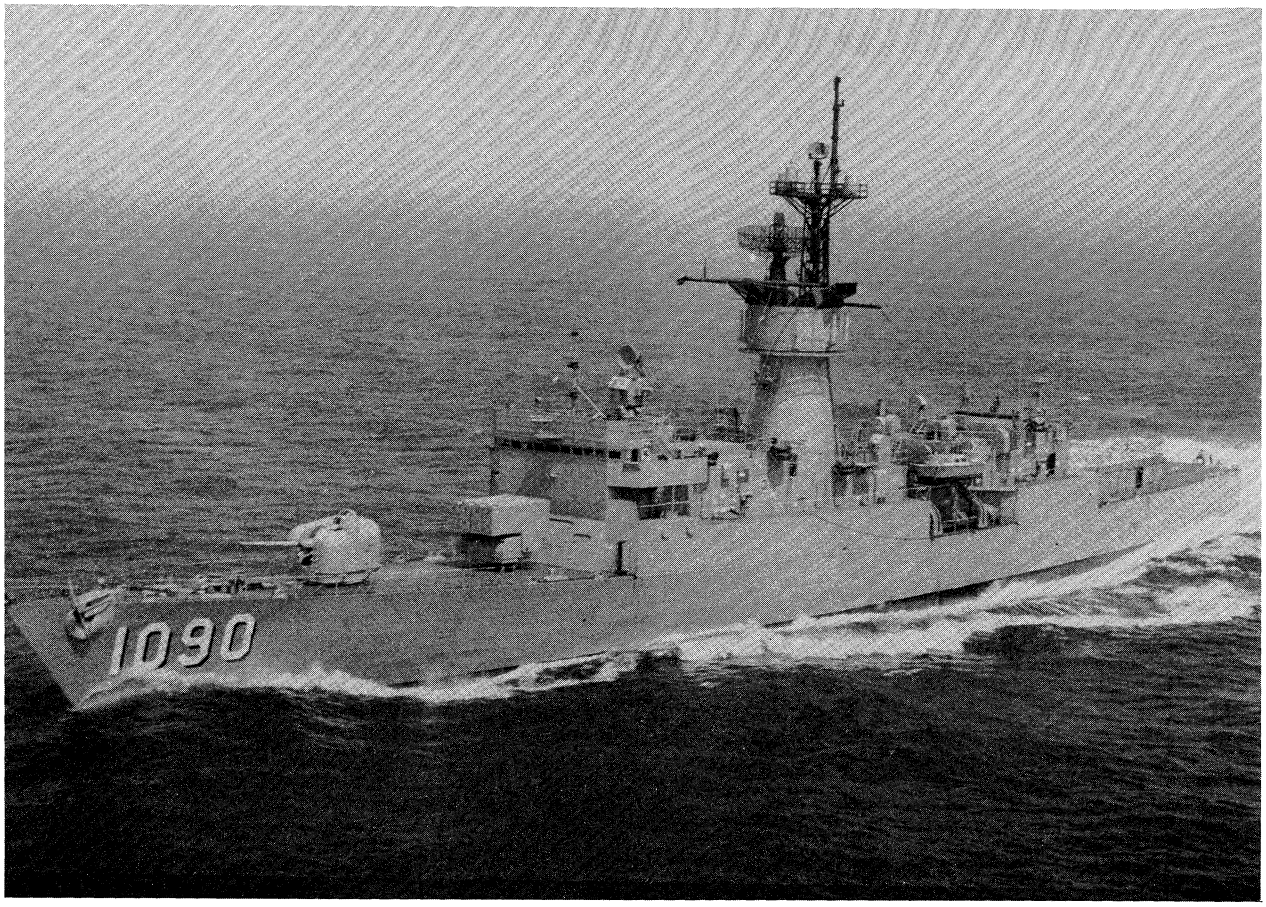
On 4 July 1942, Ainsworth took administrative command of all Pacific Fleet destroyers. On 10 December of that year, Admiral Halsey gave him the additional duty of commanding Task Force (TF) 67 which had been badly mauled in the recent Battle of Tassafaronga; and, under his leadership that cruiser destroyer force was soon winning renown as the "Ainsworth Express" for its fierce fighting in support of the final American drive to push Japanese troops off Guadalcanal. Its bombardment of the new Japanese air base at Munda on the island of New Georgia would be, in the words of naval historian, Samuel Eliot Morison, ". . . long regarded as a model . . . ."

Transferred to command of TF 18 and Cruiser Division 9, Ainsworth continued his success during a prolonged series of runs up the long, narrow body of water between the central Solomon Islands which American bluejackets had nicknamed "the Slot." These operations parried the thrusts by Japanese warships challenging Allied control of the area. At the end of June, the tempo of American fighting in the southwestern Pacific picked up since the Navy had finally managed to assemble enough amphibious shipping in that theatre to resume the offensive. On the night of 4 and 5 July, TF 18 moved up "the Slot" and bombarded Japanese positions at Vila on Kolombangara and at Baiko on New Georgia. The next afternoon, while Ainsworth's force was retiring from this action, word reached him that a large Japanese force was heading toward "the Slot." In an effort to meet and check this new threat, his warships again reversed course and headed toward the enemy. Ainsworth's ". . . outstanding leadership, brilliant tactics and courageous conduct . . ." in the ensuing battle of Kula Gulf won him a Navy Cross. He also received the distinguished Service Medal for his overall performance in the southwestern Pacific.

About a year later, Ainsworth won the Legion of Merit Medal by his ". . . exceptionally meritorious conduct . . ." while commanding the fire support group during operations which recaptured Guam. Finally, he received a gold star in lieu of a second Legion of Merit for his display of ". . . exceptional ability and aggressiveness in handling the organization and administration of the cruisers, destroyers, destroyer escorts, and patrol frigates of the Pacific Fleet."

After returning to the United States in the summer of 1945, Vice Admiral Ainsworth commanded the Fifth Naval District until retiring on 1 December 1948. He died in Washington, D.C., on 7 August 1960.

(DE–1090: dp. 4,255 (f.); l. 438′; b. 46.8′; dr. 24.8′; s. 27 + k.; cpl. 245; a. 1 5″, 4 15.5″ tt., ASROC, BPDSMS; cl. *Knox*)



Ainsworth (DE–1090) in Chesapeake Bay, 27 April 1973, in this view taken by Chief Photographer Roger E. Barnes. (K–99628)

Ainsworth (DE–1090) was laid down at Westwego, La., on 11 June 1971 by Avondale Shipyards, Inc.; launched on 15 April 1972; sponsored by Mrs. Katherine Gardner Ainsworth, the widow of Vice Admiral Ainsworth; and commissioned on 31 March 1973 at the Norfolk Naval Shipyard, Portsmouth, Va., Lt. Comdr. Terrence E. Siple in command.

Following fitting out, the new ocean escort departed her home port, Norfolk, on 11 June and headed for Port Everglades, Fla., to prepare for sensor tests and calibration. She then proceeded to Guantanamo Bay, Cuba, for shakedown training. While the members of her crew were becoming familiar with their ship and their duties, *Ainsworth* visited Port-au-Prince, Haiti, and then proceeded on to La Guaira, Venezuela, where she joined warships of four other navies in a voyage to Maracaibo to commemorate the sesquicentennial of the Battle of Lake Maracaibo, a naval victory which helped Venezuela to win her independence.

En route home, the ship made recruiting stops at New Orleans and Miami before reaching Norfolk on 16 August and beginning preparation for her post-shakedown overhaul. She got underway on 16 October and, two days later, entered the Charleston (S.C.) Naval Shipyard. Less than a week after the work started, it was interrupted by rising tension in the Middle East; and *Ainsworth* was placed in a 36-hour ready standby status so that she would be able, if necessary, to race to the Mediterranean. However, the stressful situation soon eased sufficiently for her to resume the repairs which were completed late in February 1974.

The escort operated along the east coast and in the West Indies until 18 July when she began a voyage in which she would circumnavigate South America, sailing south via the West Indies to Brazil and then proceeding on down the coast. Rio de Janeiro and Montevideo were among her ports of call before the ship rounded Cape Horn. While returning north in the Pacific, she visited Valparaiso and Callao before reentering the Atlantic through the Panama Canal. After stops at La Guaira and Cumona, Venezuela, she proceeded home via Roosevelt Roads, Puerto Rico, and reached Norfolk on 16 December 1974.

Following leave and upkeep, the ship underwent tender availability alongside *Puget Sound* (AD–38) and then prepared for operations in the Caribbean which lasted until 24 March 1975 when *Ainsworth* again headed home. She arrived in Hampton Roads on the 27th and, but for a midshipmen training cruise during the latter half of June and a run back to the West Indies from 22 to 29 August, she worked in the Norfolk-Virginia capes area until early autumn. During that summer the ship was reclassified a frigate and redesignated FF–1090 on 30 June 1975.

On 3 October, the ocean escort headed across the Atlantic for her first visit to the Mediterranean, beginning a routine of alternating deployments to the 6th Fleet with operations on the east coast of the United States and in the Caribbean. She reported to the 6th Fleet at Rota, Spain, on 13 October and relieved *Capodanno* (FF–1093). During the remainder of the month, she visited Tangier, Morocco; conducted operations in the western Mediterranean; and made a port call at Malaga, Spain.

She left the Mediterranean on the last day of October and devoted the next three weeks to Operation "Ocean Safari" in the northern Atlantic and then spent from 22 to 28 November at Portsmouth, England, in company with *Bowen* (FF–1079). She headed back toward Gibraltar on the latter day and rejoined the 6th Fleet at Rota on 3 December. Her operations during the next five months took her almost the full length of the Mediterranean as she visited ports in Italy, Greece, Turkey, France, and Spain before she headed home on 26 April 1976.

After reaching Norfolk on 5 May, the frigate operated in the