played a leading role in the suppression of the Whiskey Rebellion. He regarded the Federal action at this time as an outstanding opportunity for the central government to exhibit its strength.

Personal financial difficulties forced Hamilton to resign from the cabinet in January 1795 and he never returned to public office. He did, however, continue to support the Federalist cause and remained a close advisor to Washington. Personal antipathy to John Adams minimized Hamilton's influence during that presidency, though he tried to exercise it upon Adams' cabinet nonetheless. His last two great acts came in 1800 and 1804, respectively, and both had Aaron Burr as their target. During the election of 1800, when Jefferson and Burr tied for the Presidency and the election went to the House of Representatives, Hamilton broke with the other Federalists and used his influence to secure Jefferson's election. In 1804, he successfully maneuvered to assure Burr's defeat in his bid to become governor of New York. Burr, it was believed, would probably have joined the secessionist Northern Confederacy had he been elected. As a result, Burr challenged Hamilton to a duel on the pretext that the latter had expressed a "despicable opinion of him." The affair took place at Weehawken, N.J., on 11 July 1804. Burr wounded Hamilton mortally, and the latter died the following day. Hamilton was buried at Trinity Church in New York.

I

(RC: dp. 223; cpl. 38; a. 1 4″)

The first *Alexander Hamilton*—a revenue cutter constructed in 1870 and 1871 at Buffalo, N.Y., by David Bell—was commissioned in the Revenue Cutter Service in October 1871.

Between 1871 and 1898, the cutter operated with the Revenue Cutter Service along the eastern seaboard of the United States between Virginia and Massachusetts. During that service, she operated from various bases including Boston, Mass.; Philadelphia, Pa.; and Norfolk, Va. On 24 March 1898, impending hostilities with Spain over the unresolved instability and oppressive rule in Cuba prompted President McKinley to issue an executive order instructing the Revenue Cutter Service to cooperate with the Navy.

Alexander Hamilton departed Baltimore on 26 March and reported for duty at Norfolk on the 28th. She conducted defensive patrols out of Norfolk until midsummer. By the beginning of August, the cutter was at Key West, Fla., undergoing repairs to her rudder. On 10 August, she departed Key West, bound for the blockade off Havana. She joined the fleet there on the 11th, delivered mail, and took up station with the blockading force. The following day, she came under enemy fire but, rather than return the desultory shots, she hauled off out of range. On 13 August, she completed her brief tour on the blockade and headed, via Key West, to Charleston, S.C., where she arrived on 17 August. That same day, she was returned to the jurisdiction of the Treasury Department.

She resumed service with the Revenue Cutter Service with cruises along the Carolina coast. Later, her area of operations was extended to include portions of the Florida coast. By the spring of 1903, the cutter was operating in the eastern portion of the Gulf of Mexico. In June 1904, her cruising grounds were extended west to Mobile, Ala. That area remained her zone of operations for the remainder of her career. On 31 January 1906, *Alexander Hamilton* was placed out of commission at Mobile, Ala. She was sold to Mr. Lee Kimball, of Mobile, on 6 March 1906 and was delivered to him on 26 March.

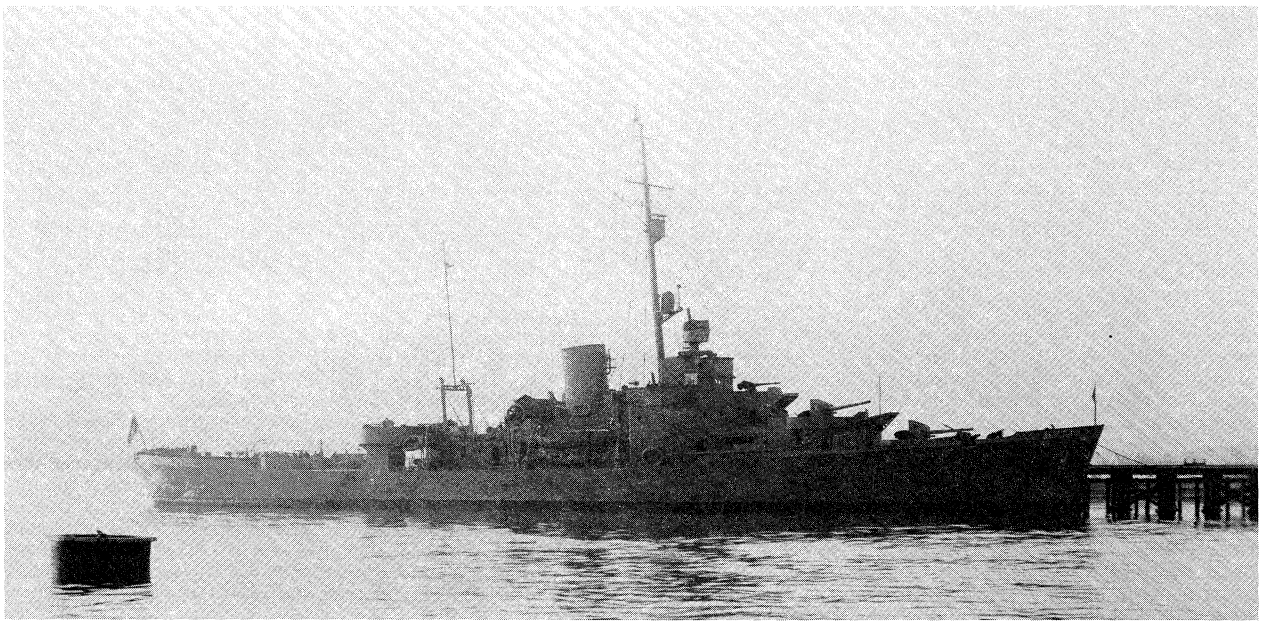
II

(Coast Guard Cutter No. 69: dp. 2,350 (tl.); l. 327′0″; b. 41′0″; dr. 12′6″ (max.); s. 19.5 k.; cpl. 123; a. 3 5″, 2 6-pdr., 1 1-pdr.; ac. 1; cl. *George M. Bibb*)

The second *Alexander Hamilton* (Coast Guard Cutter No. 69)—a twin-screw, steel-hulled Coast Guard cutter—was laid down on 11 September 1935 at the New York Navy Yard; launched on 6 January 1937; sponsored by Miss Mary Schuyler Hamilton, the great-great-granddaughter of the first Secretary of the Treasury; and commissioned at her builder's yard on 4 March 1937, Comdr. Charles G. Roemer, USCG, in command.

After fitting-out, the new Coast Guard cutter sailed for Oakland, Calif., her assigned duty station. Proceeding via the Panama Canal, which she transited between 14 and 17 June 1937, *Alexander Hamilton* reached her destination on 29 June. That summer, her name was shortened to *Hamilton*.

Hamilton departed Oakland on 15 July 1938 for her first extended deployment, to carry out part of the Coast Guard's annual



Alexander Hamilton (WPG–34) at the Norfolk Navy Yard, 27 December 1941. Her main battery at this time consists of three single-purpose 5-inch guns (two, in shields, forward and one aft) and three dual-purpose 3-inchers. She retains a heavy kingpost aft, originally part of her aircraft-handling equipment. The shield for her number two 5-inch mount carries an "E", as does the shield for the starboard 3-inch mount, aft. She was still wearing those markings when she was sunk a little over one month later. (NH 96648)

Bering Sea patrol and render aid, where needed, to the local inhabitants in the isolated and widely scattered settlements in the Alaskan territory She touched briefly at Seattle, Seward, and Kodiak en route, and reached Unalaska, near the western end of the Aleutian chain, on 26 July. She proceeded thence to Egekik, on an inlet of Bristol Bay, and there brought off an injured man for transportation to Unalaska on 8 August.

Hamilton returned to Bristol Bay, having received reports from cannery officials that Japanese ships had been casting their nets and fishing off Cape Cherikof in June. The cutter patrolled those waters, visited Nunivak Island, and provided medical relief to natives at the village of Koot, before she returned to Unalaska on 17 August. After responding to another medical emergency—bringing a young girl in great physical distress from Popof Island to Unalaska—*Hamilton* resumed her patrolling Alaskan waters, ultimately arriving at Nome, on the shores of Norton Sound, on 27 August. She sailed soon thereafter for Dutch Harbor, and visited St Paul, in the Pribilof Islands, on 30 August.

Proceeding thence to Akutan, where she arrived on 14 September, *Hamilton*'s doctors and dentists treated medical and dental cases awaiting their attention. Three days later, the cutter contacted the British freighter SS *Athel Templar*, which had reported two cases of dysentery and cholera on board, and granted the ship permission to anchor at Dutch Harbor to allow a Coast Guard medical officer to examine the patients. Both ships then proceeded to Unalaska, arriving on the evening of 18 September.

The second leg of *Hamilton*'s Bering Sea cruise of 1938 commenced with the ship's visit to Chignik, on the Alaska peninsula, on 26 September, where she embarked two native women for transportation to Unalaska for medical treatment The following day, while en route, *Hamilton* sought shelter from a gale in the waters off Popof Island, and while there rendered dental assistance to four needy natives. The cutter reached her ultimate destination, Unalaska, and transferred the sick women to the hospital there, soon thereafter.

Hamilton proceeded thence to Nome and Teller, the latter a settlement near the tip of the Seward peninsula and Bering Strait, before she steamed to St. Lawrence Island, thence to St. Michael and Nome. The ship returned to Dutch Harbor on 11 October, and spent the next two weeks carrying out a number of short trips, beginning at Seward on 14 October when she embarked the Honorable Anthony Dimond, delegate-at-large from Alaska, and Dr. G. A. Dale, Supervisor of the Office of Indian Affairs, and ending at Unalaska on 26 October. The ship's Grumman JF-1 "Duck" amphibian conducted flights from Kodiak to Afognak and Uzinki, while the ship visited Old Harbor, Akhiok village, Alitak Bay, Karluk, Chignik, Unga, Popof Island, Belkofski, King Cove, and Akutan, providing medical and dental assistance as required at each port and settlement. Reaching Seward on 1 November, *Hamilton* disembarked her passengers and sailed thence for Oakland, arriving on 5 November. During the four months she had spent in the Bering Sea region, the ship had steamed over 15,000 miles.

On 19 July 1939, *Hamilton* was earmarked for a one year's scientific cruise to south and central Pacific islands in connection with a scientific expedition jointly sponsored by the National Geographic Society and the University of Virginia. On 1 September 1939, however, war broke out in Europe On 5 September, President Franklin D. Roosevelt proclaimed American neutrality in the conflict and ordered the formation of a neutrality patrol by the Navy to report and track any belligerent air, surface, or submarine activity in the waters off the United States' east coast and in the West Indies. The following day, *Hamilton*'s scientific cruise was cancelled, and on 8 September the ship was ordered to Norfolk.

Arriving at her new home port on 5 October 1939, *Hamilton* soon sailed for her first neutrality patrol, assigned administratively to the Navy's Destroyer Division 18 She patrolled off the Grand Banks, and ultimately put into Boston on 27 October. Sailing on 6 November, *Hamilton* relieved sister ship *Campbell* on the Grand Banks patrol with orders to identify foreign men-of-war, be on the lookout for any unneutral activities, and report anything of an unusual nature. Obtaining all possible information from the ships she encountered, the cutter illuminated her ensign by searchlight at all times, and prefaced all signals with Coast Guard identification. She wound up her second cruise on 17 November.

On *Hamilton's* third cruise (7 to 17 December 1939), the ship again operated on the Grand Banks, joining in the search at the outset of the voyage for the overdue trawlers *Madeleine* and *Flora* and relieving sister ship *Duane* as Commander, Special Patrol Force "A." She questioned all passing ships about the whereabouts of trawlers sold to the French government until she received information telling of their detention. The Coast Guard cutter returned to Norfolk on 18 December.

Returning to the familiar waters of the Grand Banks after departing Norfolk on 6 January 1940, *Hamilton* patrolled areas "Cast" and "Dog." During the course of this voyage, she received several distress calls, including one from the trawler *Crest* which reported a sick man on board requiring removal to shoreside hospital facilities Although *Hamilton* altered course and prepared to go the rescue, other ships proved closer and rendered assistance. As the Coast Guard cutter continued her patrol, she noted a growing reluctance of some ships to answer signals and identify themselves.

Arriving back at Norfolk on 18 January 1940, *Hamilton* was next assigned duty in connection with the establishment of ocean weather stations, in February 1940. Since the war had stopped the flow of weather data from merchant ships, the Coast Guard drew the duty of maintaining continuous patrol of two 327-foot cutters (*Hamilton* and her sister ships), covering a quadrangular area in mid-Atlantic between the Azores and Bermuda. Their duty involved steaming on station within a certain radius of the prearranged position at all times.

During *Hamilton*'s first cruise on weather observation patrol (27 February to 1 March), the Coast Guard cutter's embarked meteorologists from the Weather Bureau made observations with radiosondes and balloons, and the ship provided Pan American Airways' Boeing 314 flying boats—"Yankee Clipper," "Dixie Clipper," and "American Clipper"—with weather and position reports and transmitted radio signals to allow the planes to take accurate bearings. *Hamilton*'s next two cruises (from 29 April to 28 May and from 2 to 29 July) saw the ship continuing her work of weather reporting, identifying foreign-flag vessels, and furnishing the "Clippers" with necessary meteorological information. As on all cruises, *Hamilton*'s radiomen maintained a double watch when the "Clippers" passed overhead on the transatlantic run. Her fourth cruise (from 4 to 30 September) followed the routine that had been established in the first three, except that during this voyage she spotted foreign armed freighters, a convoy, and planes from a carrier air group. She also encountered hurricane weather for the first time.

Upon completion of her fourth weather station cruise, *Hamilton* underwent voyage repairs and upkeep at Norfolk before she returned to sea on 8 October, performing duty as patrol vessel in the offshore waters of the 5th Naval District, steaming between Winter Quarter Lightship and Frying Pan Shoals. She conducted neutrality patrol duties, observing foreign ships passing through district waters, and maintained station off Cape Hatteras—the most likely locality in which ships in distress could be encountered. She wound up the cruise on 17 October.

Over the summer, *Hamilton* had increased the number of boat and gun drills carried out—an activity which reflected the increasing tension in the Atlantic. During the course of *Hamilton's* ninth patrol on weather station (25 August to 23 September), an incident occurred in the North Atlantic which profoundly effected the conditions under which American naval vessels would operate. On 4 September 1941, the German submarine *U-652* fired torpedoes at the destroyer *Greer* (DD-145) as the latter tracked her, 175 miles southwest of Iceland.

On 11 September, President Roosevelt gave the Navy orders to "shoot on sight" any vessel threatening United States shipping, or shipping under American escort. *Hamilton* took special precautions against submarine and aircraft attack, darkened ship, ran zig-zag courses, and stationed two extra lookouts on each bridge wing and one astern. In addition, all hands—including officers and wardroom stewards—turned out with brushes and painted ship, the once-glistening white cutter donning a more warlike coat of dark gray ("Measure One") camouflage, while at sea.

Hamilton's fifth cruise on the arduous ocean station duty commenced on 8 January 1941 and ended on 3 February. Despite the excellent seakeeping qualities of the the 327-foot cutters, *Hamilton* found her binnacle list swelled by sailors injured by the motion of the ship as she battled high winds and heavy seas. On 15 January, for example, 20 men reported to sick bay with bruises

and contusions as the cutter responded to an SOS from the freighter SS *West Kebar*.

As before, *Hamilton* furnished the "Clippers" with necessary weather information, and carried out the usual meteorological observations with radiosondes, balloons, and from the surface. Late in the cruise, on 27 January, one of her men suffered an appendicitis attack; and the ship proceeded immediately to Bermuda, later sighting a 35-ship convoy forming up under the protective wing of escort ships.

Hamilton encountered violent rainstorms and heavy seas on her sixth cruise (16 March to 10 April), and among the sightings of foreign-flag ships was one which changed course soon after being sighted, as if endeavoring to run from the cutter. The next two cruises (16 May to 11 June, and 25 June to 21 July), proved uneventful—the ship providing information for the "Clippers" and reporting the weather—with one exception. During the second of those cruises, *Hamilton* sighted a Japanese ship which did not answer calls and proceeded on her way.

Following her tenth and final weather patrol (17 October to 5 November 1941), *Hamilton* underwent voyage repairs and upkeep at Norfolk that lasted through the American entry into World War II on 7 December with the Japanese attack on the Pacific Fleet at Pearl Harbor. *Hamilton*'s overhaul at Norfolk was completed on 27 December 1941, and the ship was assigned to the Navy for duty escorting convoys—work pioneered by her sister ships *Campbell* and *Ingham* with great success. She soon sailed for the Naval Operating Base, Argentia, Newfoundland, to commence her new wartime assignment.

At this point, with *Hamilton* operating with the Navy (the Coast Guard having been transferred to Navy jurisdiction on 11 September 1941), a problem arose due to the fact that the Coast Guard cutter's name was identical to that of the fast minesweeper *Hamilton* (DMS–18). Accordingly, the Navy requested the Coast Guard to restore the cutter's full name, *Alexander Hamilton*. Coast Guard Operational Memorandum No. 17 of 12 January 1942 officially effected this change. Also during this early wartime period, the ship was classified as a gunboat, WPG–34.

Clearing Argentia in company with the destroyer *Niblack* (DD–424) and the older "flush-deck" destroyers *Tarbell* (DD–142) and *Overton* (DD–139), *Alexander Hamilton* rendezvoused with convoy HX–170 southwest of Argentia on the evening of 15 January 1942—29 ships bound for the mid-ocean meeting point (MOMP) where they would be turned over to British escorts for the remainder of the voyage to the British Isles. Two additional destroyers, *Ellis* (DD–154) and *Greer*, together with the gunboat *St Augustine* (PG–54), swelled the escort force at the outset of the voyage as coastal escort, until they were detached for other work two days later.

Reaching the MOMP on 22 January, buffeted by heavy seas and a massive gale that struck that evening, HX–170 marked time awaiting the arrival of the tardy British escort force. Low fuel states compelled the detachment of *Tarbell* and *Overton*, leaving the entire convoy under the protection of *Alexander Hamilton* and *Niblack* until the British force finally arrived on the afternoon of the 24th. Her mission completed, *Alexander Hamilton* shaped a course for Iceland.

As *Alexander Hamilton* was making her way there, the storeship *Yukon* (AF–9) suffered an engine casualty while en route to join convoy ON-57, a half-hour before midnight on 23 January 1942 Directed to the scene, the Coast Guard cutter arrived on the 25th and took the disabled "beef boat" in tow. The destroyer *Gwin* (DD–433) provided an escort, and the little convoy then crept toward Reykjavik at a snail's pace.

By noon on the 29th, the three ships were only ten miles from their destination. The British tug *Frisky* put out from Reykjavik to take *Yukon* in tow, while the two escorts screened the operation. *Alexander Hamilton* then cast off the tow line and proceeded ahead, slowly, to keep clear of the tug and her charge, eight miles off Skaggi Point light, near the entrance to the swept channel to Reykjavik. At 1312 on 29 January 1942, a torpedo from *U–132*—which had been patrolling of Reykjavik since 21 January—struck the cutter amidships without warning. One torpedo, of a four-torpedo spread, smashed into *Alexander Hamilton*'s starboard side, directly abeam of the stack. It hit the fireroom bulkhead and flooded the two largest compartments of the ship, blew up two boilers, exploded directly under the main electrical switchboard, demolished the starboard turbines and flooded the auxiliary engine room, and wrecked the auxiliary radio generator and emergency diesel generator as well. The blast also destroyed three of the ship's seven boats. The interior of the ship was plunged into darkness—no heat, steam, nor electricity remained.

While *U–132* escaped the attention of nearby destroyers over the next several hours (she would ultimately reach La Pallice on 8 February and be sunk on 5 November 1942 by British planes) *Alexander Hamilton* settled lower in the water. Twenty-six men were killed instantly; six died later of the injuries sustained in the torpedoing. Ten more injured men required hospitalization. At 1345, eight officers and 75 enlisted men went over the side into the four remaining boats; Icelandic fishing trawlers then took these 81 men on board and carried them to Reykjavik.

With *Alexander Hamilton* down at the stern by some eight to ten feet by 1447, *Gwin* came alongside briefly to take off the last of the cutter's crew, including her commanding officer, Comdr. Arthur G Hall, USCG, who had ordered "abandon ship" when it became evident that, with the ship powerless and in imminent danger of being torpedoed a second time, nothing more could be done at that point.

That evening, the British tug *Restive* attempted to take the crippled cutter in tow, abandoning the effort after two hours due to the heavy seas. Brief consideration was given to having *Gwin* transfer a skeleton crew to *Restive* to attempt to board *Alexander Hamilton* but, again, the weather prompted abandonment of those plans. Throughout the night, *Restive*, *Frisky*, and the Coast Guard tug *Redwing* attempted to salvage the ship, but without success

At 1015 the following day, the seas having moderated, *Frisky* took *Alexander Hamilton* in tow and, as the day wore on, progressed 18 miles. The cutter's list increased rapidly to starboard, however, and she suddenly capsized at 1728 on 30 January 1942 at 64°32′ north latitude, 22°58′ west longitude. She remained afloat, though, bottom-up, and *Ericsson* (DD–440), which had arrived on the scene that morning to join the destroyer *Livermore* (DD–430) and seaplane tender *Belknap* (AVD–8) in escorting the salvage group, was then given the task of sinking the derelict Three hits put *Alexander Hamilton* lower in the water, but she still remained defiantly afloat at nightfall, her hull barely awash. The cutter was reportedly still afloat that evening, prompting the dispatch of *Ericsson* to the scene, but the destroyer arrived the following morning to find only an oil slick.

III

(SSBN–617: dp 6,700 (surf), 7,363 (subm.); l 425′; b 33′; dr. 32′; s. 20+ k ; cpl. 156; a. 16 Polaris, 4 21″ tt.; cl. *Lafayette*)

The third *Alexander Hamilton* (SSBN–617) was laid down on 26 June 1961 at Groton, Conn., by the Electric Boat Division, General Dynamics Corp.; launched on 18 August 1962; sponsored by Mrs. Valentine Hollingsworth, Jr., the great-great-great granddaughter of Alexander Hamilton; and commissioned on 27 June 1963, Comdr. Norman B. Bessac (Blue Crew) and Comdr. Benjamin F. Sherman, Jr., (Gold Crew) in command

Between 28 June and 18 October, *Alexander Hamilton* carried out two shakedown cruises—one for her Blue crew and a second for her Gold. Following those operations, she conducted post-shakedown availability. After trials early in 1964, she departed the east coast on 16 March to deploy to Rota, Spain, her base of operations. She conducted deterrent patrols out of that port for the remainder of the year as a unit of Submarine Squadron (SubRon) 16. In January 1965, the fleet ballistic missile submarine transferred to SubRon 14 and based at Holy Loch, Scotland Her cycle of patrols from there lasted until 2 June 1967 at which time she returned to the United States at Charleston, S.C. Later that month, she moved north to New London, Conn , and thence into the Electric Boat yard on the 18th to begin her first overhaul and nuclear refueling.

Alexander Hamilton completed the overhaul on 28 June 1968 and conducted post-overhaul trials, inspections, and shakedown training until early October. In November, she was deployed to Rota and conducted a deterrent patrol en route to her new base where she arrived on 30 December. For the next four years, the submarine operated from that Spanish port—again as a unit of SubRon 16. At the conclusion of her 31st deterrent patrol, she returned to Charleston in November 1972 and, in January 1973, began her second refueling overhaul—combined with a conversion to carry Poseidon missiles—at the yard of the Newport

News Shipbuilding & Dry Dock Co. The work on those two modifications lasted for over two years. The submarine carried out shakedown in April of 1975 and devoted the remainder of the year to training and various post overhaul trials. She conducted deterrent patrols 32 and 33 in the early part of 1976. *Alexander Hamilton* concluded the latter patrol at Holy Loch, Scotland, in May 1976 and conducted her next three patrols from that base. While on patrol 36, the fleet ballistic missile submarine visited Port Canaveral, Fla., and New London, Conn., before concluding that patrol at Charleston, S.C., in March 1977. During March and April, she completed refit and conducted refresher training. In July, she departed Charleston for another deterrent patrol which ended with her arrival at Holy Loch in September.

From that Scottish base, the fleet ballistic missile submarine conducted deterrent patrols 39 and 40. She departed Holy Loch in May 1978 for patrol 41 and concluded it at Charleston in July. The warship remained there until August when she got underway for New London. She arrived at New London early in September and, after exchanging crews, embarked upon deterrent patrol 42 later that month. She ended that patrol at Holy Loch in October. Over the next year, she made four patrols from the base in Scotland. On 31 October 1979, *Alexander Hamilton* departed Holy Loch on her 46th deterrent patrol, ending it at Charleston on 7 December. Early in January 1980, the ballistic missile submarine departed Charleston on deterrent patrol 47. She concluded that patrol at Holy Loch on 17 March 1980 and, for the remainder of the year, operated from that base.

Alexander Hamilton's deterrent patrols out of Holy Loch continued until 1986. At that time, she was to have been decommissioned in order to remove her from the fleet as a gesture of goodwill in accordance with the terms of the unratified SALT II strategic arms limitation treaty. Upon her arrival in Groton early in 1986, the ballistic missile submarine began preparations for deactivation. The grounding of *Nathanael Greene* (SSBN–636), however, forced the Navy to change its plans. What had been a deactivation overhaul quickly became a four-week maintenance availability to get *Alexander Hamilton* ready for active service. In April, the warship sailed to Charleston, S.C., for further work conducted in the floating drydock *Alamogordo* (ARDM–4). While at Charleston, she also served at sea occasionally as a training platform. In mid-June, the warship returned to Groton. During the summer of 1986, *Alexander Hamilton* participated in training cruises for Naval Academy and NROTC midshipmen.

In August, she learned that her refueling overhaul would be conducted by the Puget Sound Naval Shipyard. The nuclear-powered ballistic missile submarine departed Groton on 1 October to begin the long voyage to Bremerton, Wash. Steaming by way of the Panama Canal, she arrived at her destination late in November. *Alexander Hamilton* formally began her refueling overhaul on 30 November and, as of the beginning of 1987, was still at the Puget Sound Naval Shipyard.

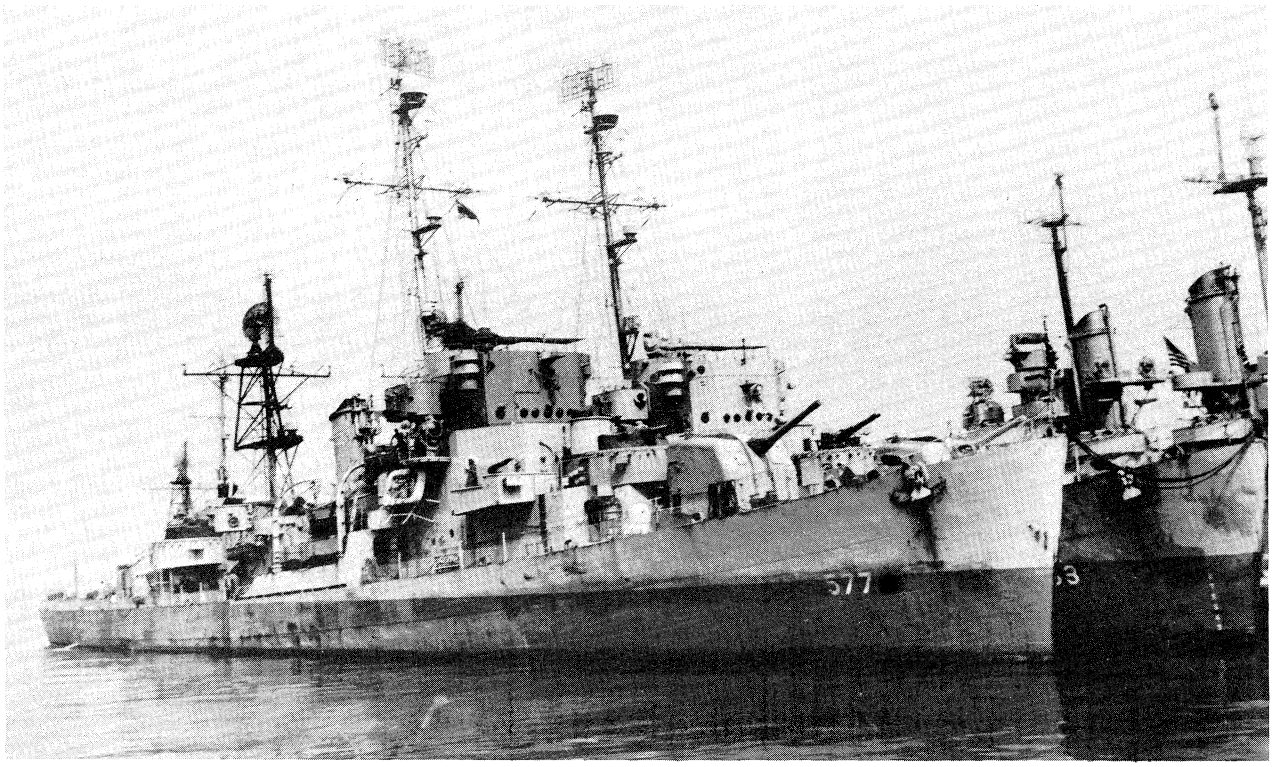
Alexander J. Luke

Alexander Joseph Luke—born on 18 April 1916 at Philadelphia, Pa.—enlisted there in the Marine Corps on 21 June 1934 and underwent boot camp training at the Marine Corps Recruit Depot, Parris Island, S.C.

After duty at the Marine Barracks at the Norfolk Navy Yard, Portsmouth, Va., and at the Naval Torpedo Station, Newport, R.I., Private Luke served in the 4th Marines, at Shanghai, China, between 20 April 1936 and 20 April 1938. During that time, the regiment guarded American interests and ensured the territorial integrity of the neutral International Settlement during the Sino-Japanese hostilities that threatened the city of Shanghai between August and November 1937.

Subsequent tours of shore duty followed in the United States—first at the Marine Barracks in the Philadelphia Navy Yard and then at the Norfolk Navy Yard. During that time, he was promoted to corporal on 2 November 1939 and to sergeant on 22 May 1941.

Ultimately, with the rank of platoon sergeant, Luke was assigned to Company "E", 1st Raider Battalion, 1st Marine Division, Fleet Marine Force, and sailed for the South Pacific in the spring of 1942 to prepare for the initial American amphibious assault of the war in the Pacific in the British Solomon Islands.



Alexander J. Luke (DE–577), at New York City, 1 June 1946, following her conversion to a radar picket ship. (NH 79724)

At 0830 on 7 August 1942, Company "E" landed at Tulagi in the second assault wave and, in concert with Company "F", 1st Raider Battalion, moved inland to clean out Japanese snipers infesting the western end of the island. That night—as Major General Alexander A. Vandegrift, USMC, the 1st Marine Division commander, later reported—"the Marines had their first taste of the Jap at his best in a savage all-night fight "

The Japanese counterattacked and initially succeeded in driving a wedge between two Raider companies. During the gallant holding action, Platoon Sergeant Luke saw one of his machine gunners crumple, dead, behind his weapon. Despite heavy enemy fire, Luke rushed to the gun to put it back in action His grim determination was typical of the spirit of the marines who succeeded in repulsing the tenacious enemy attack. Ultimately succumbing to the severe gunshot wounds he suffered on the night of 7 August, Luke—awarded posthumously a share of the 1st Marine Division's Presidential Unit Citation and the Silver Star—was buried on Tulagi.

(DE–577: 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*)

Alexander J Luke (DE–577) was laid down on 5 November 1943 by the Bethlehem-Hingham Shipyard, Hingham, Mass.; launched on 28 December 1943; sponsored by Catherine B. Luke, mother of Sgt. Luke; and commissioned on 19 February 1944, Lt. Comdr. Herbert A. Peterson in command.

While returning to Boston on 2 March, the destroyer escort ran aground and suffered minor damage. After a period of drydocking for repairs, she got underway on 16 April for a shakedown cruise to Bermuda and returned to Boston on 15 May for post-shakedown availability.

The ship reported to Norfolk, Va., in early June and began conducting exercises as a training ship for precommissioning details. On 13 July, *Alexander J Luke* sailed as a unit of Escort Division 66 in company with a convoy bound for Bizerte, Tunisia The ship returned to the Virginia capes area on 27 August. Following an availability period and training exercises at Boston and Casco Bay, Maine, *Alexander J. Luke* joined Task Group 62.7 for another voyage to the Mediterranean. She sailed with a convoy to Algeria on 27 September and returned to Boston on 4 November

Upon arriving in Boston, *Alexander J Luke* entered drydock. She got underway on 23 November for a period of antisubmarine warfare exercises and tactical maneuvers conducted at Casco Bay; Argentia, Newfoundland; Halifax, Nova Scotia; and New London, Conn On 21 March 1945, the ship returned to convoy duty, sailing for Great Britain She made port calls at Londonderry, Ireland; Liverpool and Falmouth, England; and Loch Alsh, Scotland. Having completed this mission, she reported to the Brown Shipbuilding Corp , Houston, Tex., on 22 June for conversion to a radar picket escort ship

The yard work was completed on 7 December, and the ship received the new designation DER–577. *Alexander J Luke* departed Houston on 8 January 1946. She headed to Guantanamo Bay, Cuba, for shakedown and refresher training. On 1 February, the destroyer escort sailed to Casco Bay for further training and inspections. She reported to Norfolk on 17 February and began preparations for rejoining the active fleet. In late March, the destroyer escort was involved in maneuvers with *Mindoro* (CVE–120). On 17 April, she steamed from Hampton Roads for spring maneuvers in the Caribbean and arrived in Trinidad on the 24th. In early May, *Alexander J Luke* planeguarded *Salerno Bay* (CVE–110). She later took part in landing exercises at Culebra Island, Puerto Rico The vessel departed the Caribbean and arrived in New York City on 26 May.

Alexander J Luke remained in New York through 10 June, then shifted operations to Casco Bay. From 1 to 26 July, the destroyer escort was in availability. Following this, the ship remained dockside and was used for training personnel. On 6 September, she moved to the New York Naval Shipyard for hull repairs.

The destroyer escort sailed on 7 January 1947 for Norfolk She joined *Sicily* (CVE–118) and her screen and sailed on 18 January for Guantanamo Bay. Upon their arrival, the ships began three weeks of hunter/killer exercises On 10 February, *Alexander J. Luke* touched back at Norfolk. She continued her routine of antisubmarine warfare exercises and tactical maneuvers held along the east coast through 18 October 1947. On that date, *Alexander J. Luke* was placed out of commission, in reserve, at Charleston, S.C.

Alexander J Luke was redesignated DE–577 in August 1954. The ship was never modernized, and an inspection found her unfit for further service. *Alexander J Luke* was struck from the Navy list on 1 May 1970 and was sold for scrapping

Alexander, John see *John Alexander*

Alexandria

The Civil War steamer was named for Alexandria, Louisiana; and the World War II frigate for Alexandria, Virginia. The attack submarine honors both cities.

I

(SwStr: t. 60; l 89′9″; b 15′; dph. 5′; dr. 4′; s. 3 to 4 k.; a 1 24–pdr. sb., 1 12–pdr. field carriage)

St. Mary—a small, wooden-hulled, side-wheel steamer built at Plaquemine, Pa.—was presented to the Confederate government upon completion early in 1862. Protected by bales of cotton, the vessel operated on the Yazoo and Tallahatchie Rivers for the remainder of that year and into the summer of 1863. On 13 July, a Union joint Army-Navy expedition of four warships and 5,000 troops captured *St. Mary* at Yazoo City, Miss.

Although apparently never condemned by a prize court because she was appraised at less than $8,000, *St. Mary* was taken into the Union Navy. On 18 September 1863, Rear Admiral David Porter wrote to the Secretary of the Navy, Gideon Welles, requesting permission to retain the prize for naval service and asking that the ship be renamed *Yazoo*. However, this suggestion was never approved. Although surviving records are not conclusive, it seems that after the prize had been repaired, Admiral Porter may have used the steamer in the autumn as a non-commissioned dispatch boat. However, the side-wheeler was placed in commission as *Alexandria* at Cairo, Ill., on 12 December 1863, Acting Master D. P. Rosenmiller, Jr., in command. She served in the 1st District of the Mississippi Squadron and operated between Donaldsonville, La., and Cairo. After the collapse of the Confederacy, the ship was decommissioned at Cairo, Ill., on 7 August 1865 and sold at auction at Mound City, Ill., on 17 August 1865 to W. Markham of Baton Rouge, La. Documented as *Alexandria* on 4 October 1865, the ship served on the Mississippi and her tributaries until lost sometime in 1867. No documents containing specific information on her destruction seem to have survived.

II

(PF–18: dp. 1,430; l. 303′11″; b. 37′6″; dr. 13′8″; s. 20.3 k. (tl.); cpl 190; a. 3 3″, 4 20mm., 8 dcp , 1 dcp. (hh.), 2 dct.; cl. *Tacoma*; T. S2–S2–AQ1)

The second *Alexandria* (PF–18) was laid down under a Maritime Commission contract (MC hull 1848) on 23 June 1943 at Lorain, Ohio, by the American Shipbuilding Co.; launched on 15 January 1944; sponsored by Mrs. J. Leslie Hall; and towed down the Mississippi River to New Orleans where she was fitted out and then commissioned on 11 March 1945, Lt. Comdr. C. G. Houtsma, USCG, in command.

Alexandria conducted shakedown and antisubmarine warfare (ASW) training out of Guantanamo Bay, Cuba, in late March and early April. She concluded shakedown on 19 April and put into the Norfolk Navy Yard on the 22d to begin post-shakedown availability. Her repairs were finished on 4 May; and, three days later, the war in Europe ended. The latter event obviated the primary mission for which she had been constructed, prosecution of the Battle of the Atlantic against German U-boats. Thus, when she reported for duty with the Commander, Destroyers, Atlantic Fleet, on 15 May, the patrol frigate received an alternative assignment as a weather ship. After receiving modifications at the Charleston Navy Yard, she began weather patrol duty off the Newfoundland coast late in June 1945.

That duty—broken only by a visit to Alexandria, Va., in late October and early November—lasted until February 1946 when

the ship was declared surplus to the needs of the Navy. She arrived at the Boston Naval Shipyard on 12 February and remained there just under one month. On 12 March, *Alexandria* arrived in Norfolk, Va., where she was decommissioned on 10 April 1946. Her name was struck from the Navy list on 21 May 1946. On 18 April 1947, the former patrol frigate was sold to the Sun Shipbuilding & Drydock Co., Chester, Pa., for scrapping.

III

(SSN–757: dp. 5,723 (surf.), 6,927 (subm.); l. 360′; b. 33′; dr. 32.3′; s. 20+ k.; cpl. 127; a. 4 21″ tt., SUBROC, Harpoon; cl. *Los Angeles*)

The third *Alexandria* (SSN–757) was laid down on 19 June 1987 at Groton, Conn., by the Electric Boat Division of the General Dynamics Corp. Her launch was projected for June 1990 and her completion for July 1991.

Alfred

As a child, Alfred—the youngest son of Aethelwulf, King of the West Saxons—exhibited a love of learning and made two trips to Rome. During these travels, he noticed the contrast between civilized conditions on the European continent and the primitive state of his native Wessex. As a result, he devoted his life to raising the level of culture in his homeland. After succeeding his brother, Aethelred, to the throne in 871, Alfred demonstrated great skill as an administrator and political leader. He brought men of learning to Wessex and encouraged the translation of outstanding books from Latin into Anglo-Saxon, besides devoting much of his own time to translation.

Despite intellectual interests and a peaceful disposition, Alfred was a great military leader and succeeded in stemming the Danish conquest of England. He realized that a navy was necessary to defend his realm and, because of the dearth of Anglo-Saxon sailors, brought Frisian mariners to England from across the North Sea to man ships which he had constructed to guard England's coasts. This accomplishment won him the title, "Father of the Royal Navy," and the overall success of his almost three decades of rule has caused history to remember him as "Alfred the Great."

(Ship: t. 440; cpl. 220; a. 20 9-pdr. sb., 10 6-pdr. sb.)

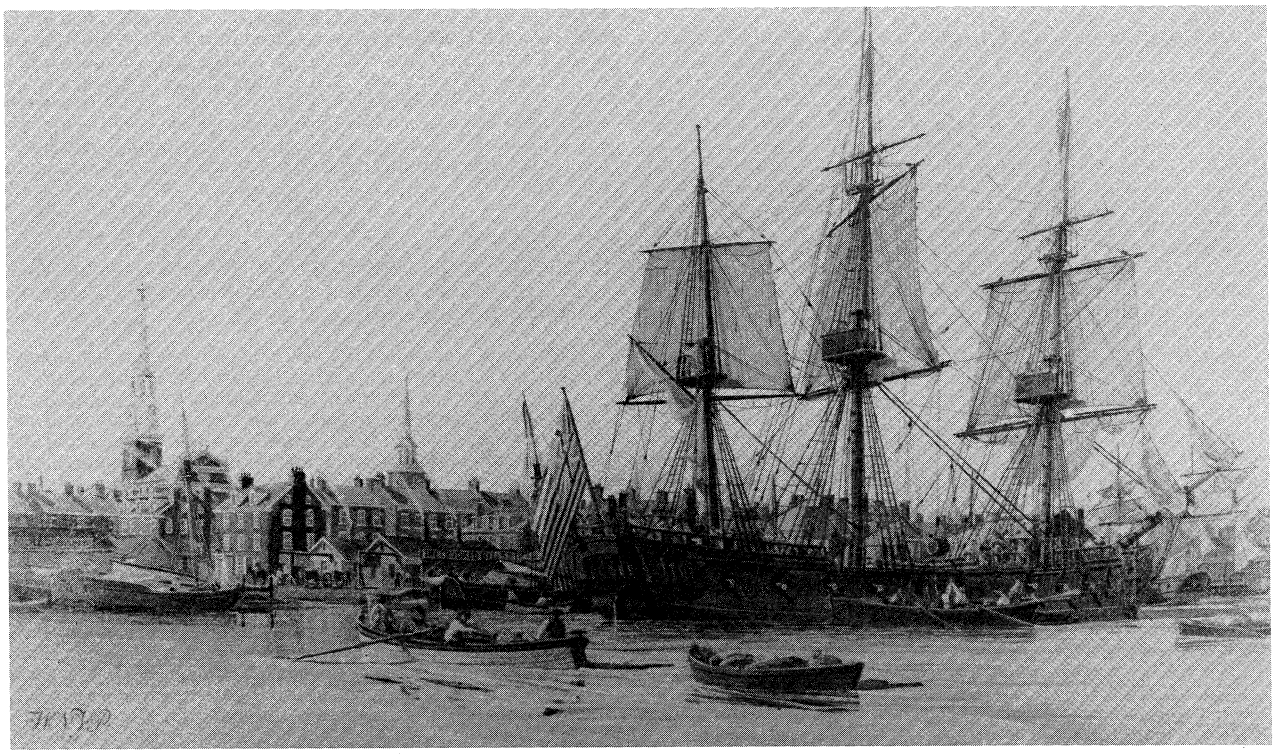
Alfred—a ship-rigged vessel originally named *Black Prince*—was built at Philadelphia in 1774. No record of her builder seems to have survived, but it is possible that John Wharton may have constructed the ship.

John Barry served as the ship's only master during her career as a Philadelphia merchantman. Launched in the autumn of 1774, as relations between the American colonies and the mother country grew increasingly tense, *Black Prince* was fitted out quickly so that she could load and sail for Bristol on the last day of 1774. The ship did not return to Philadelphia until 25 April 1775, six days after the battles of Lexington and Concord.

Fearing that American commerce would soon be interrupted, her owners were eager to export another cargo to England, so they again raced to load and provision her. *Black Prince* sailed on 7 May, this time bound for London. She did not reach that destination until 27 June. The ship left the Thames on 10 August, but encountered contrary winds during much of her westward voyage and finally returned to Philadelphia on 4 October.

While the ship had been abroad, much had happened to deepen the American conflict with England. The Battle of Bunker Hill had been fought, the other colonies acting in Congress had pledged to support Massachusetts in its struggle for freedom, and George Washington had taken command of the American Army besieging British-occupied Boston. Moreover, private correspondence which *Black Prince* had brought from England to members of the Continental Congress reported that the British Government was sending to America two unarmed brigs heavily laden with gunpowder and arms.

This intelligence prompted Congress on 13 October to authorize the fitting out of two American warships, of 10 guns each, to attempt to capture these ships and divert their invaluable cargoes to the ill-equipped soldiers of Washington's army. Congress decided, on 30 October, to add two more ships to the navy, one of



Alfred, at Philadelphia, 3 December 1775, hoists the Grand Union flag for the first time, in this painting by W. Nowland Van Powell. (NH 85212–KN)

20 guns and the other slightly larger, but not to exceed 36 guns *Alfred* undoubtedly was the latter ship.

As a result, the Naval Committee purchased *Black Prince* on 4 November 1775, renamed her *Alfred* four days later, and ordered her fitted out as a man-of-war. Her former master, John Barry, was placed in charge of her rerigging; Joshua Humphreys was selected to superintend changes strengthening her hull, timbers, and bulwarks as well as opening gunports; and Nathaniel Falconer was made responsible for her ordnance and provisions.

Soon four other vessels joined *Alfred* in the Continental Navy: *Columbus, Cabot, Andrew Doria,* and sloop *Providence.* Esek Hopkins, a veteran master of merchantmen from Rhode Island, was appointed commodore of the flotilla *Alfred* was placed in commission on 3 December 1775, Capt. Dudley Saltonstall in command, and became Hopkins' flagship.

The new fleet dropped down the Delaware River on 4 January 1776; but a cold snap froze the river and the bay, checking its progress at Reedy Island for some six weeks. A thaw released Hopkins' warships from winter's icy grasp in mid-February, and the fleet sortied on 18 February for its first operation. The Marine Committee had ordered Hopkins to sail for Hampton Roads to attack British warships which were harassing American shipping in Virginia waters; then to render similar service at Charleston, S.C.; and, finally, to head for Rhode Island waters He was given the discretion of disregarding these orders if they proved impossible and planning an operation of his own

However, by the time his ships broke free of the ice, growing British strength in the Chesapeake prompted Hopkins to head for the West Indies. Knowing that the American colonies desperately needed gunpowder, he decided to attack the island of New Providence in the Bahamas to capture a large supply of that commodity as well as a great quantity of other military supplies reportedly stored there. A fortnight after leaving the Delaware capes, on the morning of 3 March, Hopkins arrived off Nassau and captured Fort Montague in a bloodless battle in which Continental marines under Capt. Samuel Nicholas joined Hopkins' sailors in America's first amphibious operation.

That evening, Hopkins issued a proclamation which promised not to harm ". . . the persons or property of the inhabitants of New Providence . ." if they did not resist. The following morning, Governor Montfort Browne surrendered Fort Nassau, but only after he had spirited away most of the island's gunpowder from New Providence to St. Augustine, Fla.

After Hopkins stripped the forts of their guns and all remaining ordnance, *Alfred* led the American fleet homeward from Nassau harbor on St Patrick's Day, 17 March. the same day that British troops were evacuating Boston. On 4 April, during the homeward voyage, Hopkins' ships captured the six-gun British schooner *Hawk* and the eight-gun bomb brig *Bolton.* Shortly after midnight on 6 April, Hopkins encountered the 20-gun HMS *Glasgow.* That British frigate—which was carrying despatches telling of the British withdrawal—put up a fierce and skillful fight which enabled her to escape from her substantially more powerful American opponents. At the outset of the fray, fire from her cannon cut *Alfred*'s tiller ropes, leaving Hopkins' flagship unable to maneuver or to pursue effectively. The American ships did attempt to chase their fleeing enemy, but after dawn *Glasgow* disappeared over the horizon and safely reached Newport, R.I.

When *Alfred* and her consorts put into New London, Conn., on 8 April, the Americans were at first welcomed as heroes. However, many of the officers of the American squadron voiced dissatisfaction with Hopkins, and he was later relieved of command.

Alfred was inactive through the summer for a number of reasons, but high on the list of her problems were want of funds and a shortage of men. On 7 August, Capt. John Paul Jones, who had helped to fit her out as a warship and had been her first lieutenant on the cruise to New Providence, was placed in command of the ship She departed Providence, R.I , on 26 October 1776 in company with *Hampden,* but that vessel struck a "sunken rock" before they could leave Narragansett Bay and returned to Newport Her officers and men then shifted to sloop *Providence,* accompanying *Alfred* to waters off Cape Breton Island which they reached by mid-November. There they took three prizes: on the 11th, the brigantine *Active,* bound from Liverpool to Halifax with an assorted cargo; the next day, the armed transport *Mellish,* laden with winter uniforms for British troops at Quebec; and, on the 16th, the snow *Kitty,* bound from Gaspé to Barbados with oil and fish.

Because of severe leaks, *Providence* sailed for home soon thereafter and *Alfred* continued her cruise alone. On 22 November, boats from the ship raided Canso, Nova Scotia, where their crews burned a transport bound for Canada with provisions and a warehouse full of whale oil, besides capturing a small schooner to replace *Providence.* Two days later, *Alfred* captured three colliers off Louisburg, bound from Nova Scotia to New York with coal for the British Army and, on 26 November captured the 10-gun letter-of-marque *John* of Liverpool. On the homeward voyage, *Alfred* was pursued by HMS *Milford* but managed to escape after a four-hour chase. She arrived safely at Boston on 15 December and began a major refit.

Captain Elisha Hinman became *Alfred*'s commanding officer in May 1777, but she did not get underway until 22 August when she sailed for France with *Raleigh* to obtain military supplies. En route, they captured four small prizes. They reached L'Orient on 6 October, and on 29 December sailed for America. They proceeded via the coast of Africa, where they took a small sloop, and then headed for the West Indies, hoping to add to their score before turning northward for home.

On 9 March 1778, near Barbados, they encountered British warships *Ariadne* and *Ceres.* When the American ships attempted to flee, *Alfred* fell behind her faster consort Shortly after noon, the British men-of-war caught up with *Alfred* and forced her to surrender after a half an hour's battle.

After surrendering, *Alfred* was taken to Barbados where she was condemned and sold She was purchased and taken into the Royal Navy as H.M armed ship *Alfred* (20 guns) and was sold in 1782

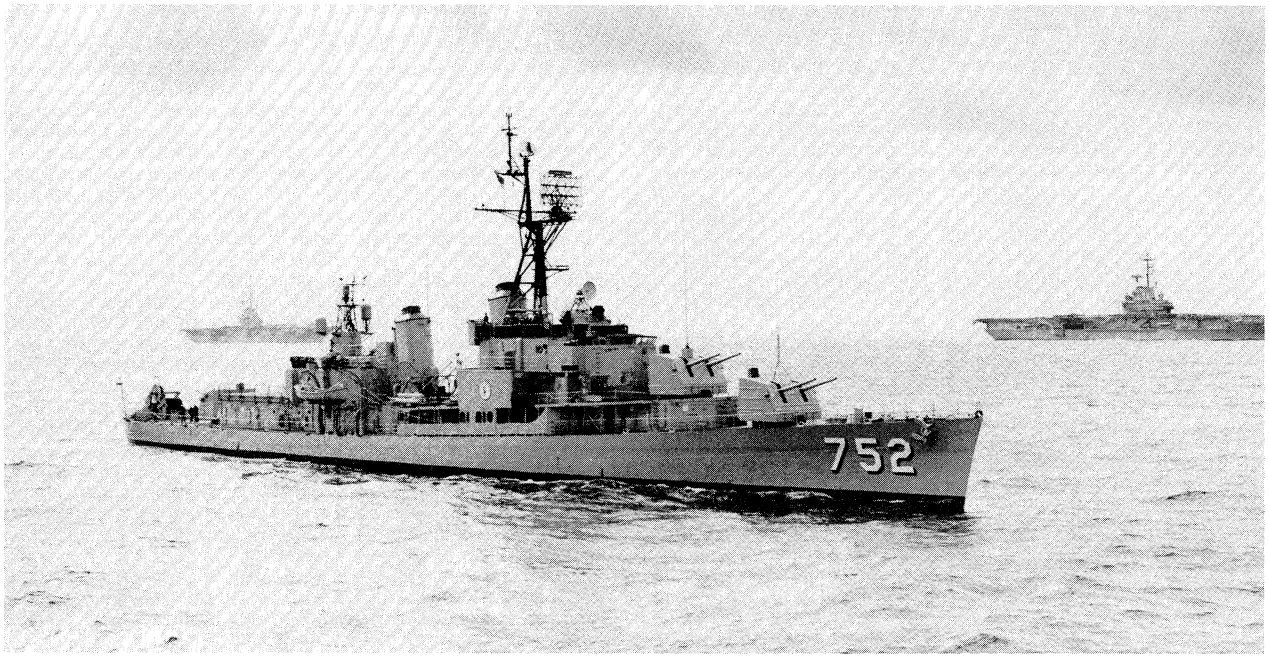
Alfred A. Cunningham

Alfred Austell Cunningham—born on 8 March 1882 in Atlanta, Ga.—enlisted in a volunteer infantry regiment during the Spanish-American War, and served a tour of occupation duty in Cuba He spent the next decade selling real estate in Atlanta, and during this time evinced an interest in aeronautics, making a balloon ascent in 1903

Commissioned a 2d lieutenant in the Marine Corps on 25 January 1909, Cunningham served in the marine guards of *New Jersey* (Battleship No. 16) and *North Dakota* (Battleship No. 29), and the receiving ship *Lancaster,* over the next two years Promoted to 1st lieutenant in September 1911, Cunningham received orders to the Advanced Base School, at the Marine Barracks, Philadelphia, that November Having retained an interest in aeronautics, he found at Philadelphia a likewise avid group of civilians and off-duty military men who harbored an interest in the same thing. He rented an airplane and gained permission from the commandant of the navy yard to use an open field at the Philadelphia Navy Yard for test flights He also joined the Aero Club of Philadelphia, and commenced "selling" Marine Corps aviation to members of the Aero Club, who, through their Washington connections, began to pressure a number of officials, including Major General Commandant William P Biddle, himself a member of a prominent Philadelphia family.

On 16 May 1912, Cunningham received orders detaching him from the Marine Barracks, and ordering him to the Naval Academy, and its nearby aviation camp He reported six days later, on 22 May 1912. Expeditionary duty, however, intervened, and by the time the young lieutenant returned to Annapolis, there were no planes available to fly. Possessing boundless enthusiasm, Cunningham got orders to the Burgess Co., and Curtiss factory at Marblehead, Mass.; there, following two hours and 40 minutes of instruction, he soloed on 20 August 1912.

Between October 1912 and July 1913, Cunningham made some 400 flights in the Curtiss B–1, conducting training and testing tactics and aircraft capabilities. In August 1913, Cunningham sought detachment from aviation duty, on the grounds that his fiancee would not marry him unless he gave up flying. Although assigned duty as assistant quartermaster at the Marine Barracks at the Washington Navy Yard, the first marine aviator continued to advocate Marine Corps aviation and contribute significantly to its growth. In November 1913, he served on a board, headed by Capt. Washington I. Chambers, USN, tasked with drawing up a comprehensive plan for the organization of a naval aeronautical service It was upon the recommendation of that



Alfred A. Cunningham (DD–752) passes in review for President John F. Kennedy, 6 June 1963. In this picture, taken by Photographer 2d Class R. D. Fennell, the attack carrier *Oriskany* (CVA–34) is in the right background. (USN 1072947)

board that the Naval Aeronautical Station at Pensacola, Fla., was established in 1914.

The following February, Cunningham was assigned duty at the Washington Navy Yard, assisting Naval Constructor Holden C. Richardson in working on the D–2 flying boat. Ordered to Pensacola for instruction in April 1915 (his wife apparently having relented in allowing her husband to fly), Cunningham was designated Naval Aviator No. 5 on 17 September 1915.

After heading the motor erecting shop at Pensacola, he underwent instruction at the Army Signal Corps Aviation School at San Diego, whence he was assigned to the Commission on Navy Yards and Naval Stations. Cunningham received orders on 26 February 1917, to organize the Aviation Company for the Advanced Base Force, at the Philadelphia Navy Yard. Designated as the commander of this unit, Cunningham soon emerged as *de facto* director of Marine Corps aviation. He sought, and got, enthusiastic volunteers to become pilots, and soon embarked on a determined campaign to define a mission for land-based marine air. In addition, he served on a joint Army-Navy board that selected sites for naval air stations in seven naval districts and on the east and gulf coasts.

Detailed to Europe to obtain information on British and French aviation practices, he participated in a variety of missions over German lines. Returning to the United States in January 1918, he presented a plan to use marine aircraft to operate against submarines off the Belgian coast and against submarine bases at Zeebrugge, Ostend, and Bruges.

The Northern Bombing Group emerged from these plans—four landplane squadrons equipped and trained in five months' time. On 12 July 1918, 72 planes, 176 officers and 1,030 enlisted men sailed for France on board the transport *DeKalb*, arriving at Brest on 30 July 1918. The marines were sent to the fields at Oye, Le Fresne, and St. Pol, France; and at Hoondschoote, Ghietelles, Varsennaire and Knesselaere, Belgium. Despite shortages of planes, spare parts, and tools, the marines participated in 43 raids with British and French units, as well as 14 independent raids, and shot down eight enemy aircraft. Planes of the group also dropped 52,000 pounds of bombs, and supplied 2,650 pounds of food in five food-dropping missions to encircled French troops. For his service in organizing and training the first marine aviation force, Cunningham was awarded the Navy Cross.

After World War I, Cunningham returned to the United States to become officer-in-charge of Marine Corps aviation, a billet in which he remained until 26 December 1920, when he was detailed to command the First Air Squadron in Santo Domingo, Dominican Republic. Ordered thence to general duty at Marine Corps Schools, Quantico, Major Cunningham then served as assistant adjutant and inspector, and then division marine officer and aide on the staff of Commander, Battleship Division 3. On temporary detached duty in Nicaragua from June 1928, he served with the 2d Brigade of Marines as executive officer of the Western Area at Leon, Nicaragua.

Subsequently, becoming executive officer and registrar of the Marine Corps Institute from 1929 to 1931, he finished up his career as assistant quartermaster at the Marine Barracks, Philadelphia. His health failing, Cunningham was retired on 1 August 1935; promoted to lieutenant colonel while on the retired list, he died at Sarasota, Fla., on 27 May 1939.

(DD–752: dp. 2,200; l. 376′6″; b. 40′10″; dr. 14′5″; s. 34.2 k.; cpl. 345; a. 6 5″, 12 40mm., 20 20mm., 6 dcp., 2 dct., 10 21″ tt.; cl. *Allen M. Sumner*)

Alfred A. Cunningham (DD–752) was laid down on 23 February 1944 at Staten Island, N.Y., by the Bethlehem Steel Co.; launched on 3 August 1944; sponsored by Mrs. Alfred A. Cunningham, the widow of Lt. Col. Cunningham; and commissioned on 23 November 1944, Comdr. Floyd B. T. Myhre in command.

Following shakedown training out of Bermuda, *Alfred A. Cunningham* returned to New York on 17 January 1945 for post-shakedown availability. Proceeding to Norfolk soon thereafter, the destroyer spent the next three months operating in the Chesapeake Bay area as a training ship for prospective destroyer crews. Here the ship introduced hundreds of trainees to life on board a destroyer, engaging in gunnery exercises, damage control drills, and maneuvering practice.

Following a brief availability for repairs and alterations at the Norfolk Navy Yard, *Alfred A. Cunningham* got underway on 7 May, and rendezvoused with the new heavy cruiser *Chicago* (CA–136) off Brown Shoals, Delaware Bay, and proceeded with that ship to Chesapeake Bay for gunnery exercises. The two warships then steamed to Guantanamo Bay, thence to Panama, transiting the isthmian waterway on 18 May, and arrived at

Pearl Harbor on 31 May Over the next two weeks, *Alfred A Cunningham* remained in Hawaiian waters, undergoing an availability alongside *Black Hawk* (AD–9) and carrying out training.

On 13 June, the destroyer joined Task Group (TG) 12.4 and sailed for the western Pacific. A week later, while en route, *Alfred A Cunningham* screened carriers launching air strikes on Japanese-held Wake Island. The group arrived at Leyte on 26 June.

Alfred A. Cunningham got underway the following day for Okinawa, and while en route to her destination conducted a depth charge attack on what she evaluated as a "good" submarine contact, but with negative results. Shortly after arriving at Okinawa on 29 June, she served on radar picket duty off the island's southwest coast. From 1 July until the end of hostilities she served on patrol, escort, and screening duty in waters surrounding the Ryukyus. Following Japan's capitulation, *Alfred A. Cunningham* remained in the Far East, operating off the coast of China between the Yellow Sea and the South China Sea She performed escort services and served on an antismuggling patrol between Korea and Japan. The destroyer returned to the United States on 28 March 1946, went into reserve at San Diego on 12 May 1947, and was decommissioned in August 1949.

During the build-up of the fleet in the wake of the North Korean invasion of South Korea in late June 1950, *Alfred A Cunningham* was recommissioned on 5 October 1950—Comdr. L. P. Spear in command—and joined the Pacific Fleet Following training exercises, the destroyer got underway for the western Pacific (WestPac) on 2 January 1951. *Alfred A. Cunningham* was involved in a variety of operations, principally serving with Task Force (TF) 77, the fast carrier task force, off the coast of Korea.

Early in this deployment, on 18 February 1951, the ship was released from her "Bird Dog" station (plane guard) with TF 77 to carry out a night shore bombardment mission on "targets of opportunity" near Tanchon, on the east coast of Korea. *Alfred A. Cunningham* arrived on station at 2130 and opened fire, conducting harassing and interdictory fire; her targets included railroad tracks, two grade crossings, a tunnel, and lights on the road leading south. After expending 90 rounds of 5-inch, the destroyer ceased fire at 0605 on the 19th.

Returning to San Diego on 4 September 1951, *Alfred A. Cunningham* again sailed for the Far East in March 1952. As before, she steamed with the fast carrier task force off Korea and performed shore bombardment missions. On 19 September, the destroyer was operating in Task Element 95.22 (the "Songjin Element") to prevent the movement of trains along the railroad at that point by preventing clearance of the roadbed and repair during the day, and destroying trains at night. Patrolling some 6,000 yards off the beach at about 1340, *Alfred A. Cunningham* fired on workers she had seen in that vicinity. A little over an hour later, detecting workmen at a tunnel, the destroyer stood in toward the shoreline, turning slowly to starboard to take a northeasterly course to fire on the workmen at the tunnel mouth.

At that point, at least three enemy guns opened fire on the ship. The first salvo was a direct hit, on the main deck, starboard side; several pieces of shrapnel penetrated the shield of mount 51 and wounded three of the mount's crew. Two air bursts followed in quick succession, one on either side of the bridge. Within two minutes time, the North Korean guns had registered four more direct hits and at least seven air bursts near the ship.

One shell penetrated into the forward fire room, destroying a forced-draft blower; shrapnel holed a nearby bulkhead. Another shell struck a depth charge on the forward K-gun, blowing the charge apart and scattering burning TNT as far aft as the fantail; shrapnel from this hit set another depth charge afire, and ruptured four others. The fourth hit on the starboard side, two feet below the main deck; shrapnel from this hit caused extensive damage to the motor whaleboat. The last shell to hit struck about two feet below the waterline, but did not penetrate The air bursts near the bridge rendered the SG radar inoperative.

Immediately, one of the ship's 3-inch mounts opened up to return the shore battery's fire, expending both hoppers full (ten rounds); these rounds landed in the target area but did not slow the enemy's rate of fire.

With *Alfred A. Cunningham* under fire, Lt. Frederick F. Palmer, USNR, the officer of the deck, sounded the general alarm, ordered the rudder shifted to left full, rang up the port engine back emergency full, starboard engine ahead flank, in order to come left and open the range

Although mount 53 had reported a fire on the starboard K-guns, the blast from the guns of that mount and the nearby 3-inch mount, 34, prevented a repair party from approaching the blaze from that angle Men from another damage control party got to the fire and battled the blaze, while as the ship sped to seaward, weaving but keeping at least one main battery mount bearing on the target guns at all times.

As the ship opened the range to 9,000 yards and worked up to 26.5 knots, Ens. Charles E. Dennis, USNR; Chief Torpedoman William J. Bohrman; and Electrian's Mate 2d Class Victor J. Leonard manhandled one burning depth charge over the side, performing this task at great personal risk while the fire on the K-guns was being brought under control. All three men were later recommended for the award of the Bronze Star

Having suffered 13 men wounded, principally to shrapnel, *Alfred A Cunningham* pulled out of range and stood down from general quarters, steering toward Yang Do Island to receive medical assistance from HMS *Charity*. After emergency repairs, *Alfred A. Cunningham* was able to continue her combat operations *Alfred A Cunningham* ultimately returned to the United States and reached her new home port, Long Beach, Calif., on 6 November.

Alfred A. Cunningham operated in the southern California area through the first five months of 1953 before getting underway on 13 June for another WestPac deployment. During her five months in the Far East, *Alfred A. Cunningham* operated twice with TF 77 The first of these periods saw her escorting the heavy cruiser *Bremerton* (CA–130) On 29 and 30 July 1953, *Alfred A Cunningham* participated, with *Bremerton* and other United States Navy ships, in the search and rescue effort to recover the crew of a Boeing RB–50 that had crashed in the Sea of Japan. The searching ships managed to recover only the co-pilot.

The destroyer also participated in intensive antisubmarine (ASW) warfare exercises with TG 96.7 and joined in operations near Taiwan with other ships of Destroyer Division (DesDiv) 131. She returned to Long Beach on 20 December 1953.

A regular overhaul kept her at the Mare Island Naval Shipyard from February through April 1954. Then, after two months of training, *Alfred A Cunningham* got underway for WestPac on 10 August. En route, she stopped at Pearl Harbor for gunnery and antisubmarine exercises and then continued on to Yokosuka, Japan. *Alfred A Cunningham* joined TG 70.2 for maneuvers and division exercises and made two brief port visits to Manila Next she operated with TF 72 as a part of a patrol in the Taiwan Strait *Alfred A Cunningham* then escorted *Yorktown* (CV–10) to Hong Kong and on to Manila, where she spent the holiday season

Alfred A Cunningham continued her work as planeguard for *Yorktown* into 1955, and returned to Long Beach on 6 February After a leave and upkeep peiod, she resumed operations off the California coast. On 11 May, the destroyer took part in Operation "WigWam."

Following five months of preparation, *Alfred A. Cunningham* departed the west coast on 11 October, bound for Japan She made fuel stops at Pearl Harbor and Midway en route to Yokosuka. Upon completion of voyage repairs, the destroyer joined TF 77 for three weeks of duty, broken once by a port call at Kobe, Japan. *Alfred A. Cunningham* spent the Christmas holidays at Yokosuka

Antisubmarine exercises were her first assignment of 1956 before she proceeded, via Subic Bay, to join the Taiwan Strait patrol for a fortnight. Then the destroyer visited Hong Kong and stopped briefly in Yokosuka for repairs before sailing for home. After arriving at Long Beach on 31 March, she entered the San Francisco Naval Shipyard in May for an overhaul which was followed by two months of underway training out of San Diego. On 6 November, *Alfred A. Cunningham* got underway to escort *Bremerton* to Melbourne, Australia, where the ships participated in festivities surrounding the XVI Olympic Games. After 10 days in that port, the destroyer sailed for Yokosuka

In January 1957, *Alfred A. Cunningham* took part in exercises near Chinhae, Korea, with ships of the Republic of Korea (ROK) Navy. She then joined TF 77 in the South China Sea for plane-guard duty. This work was followed by another stint with the Taiwan Strait patrol. *Alfred A Cunningham* made stops at Subic Bay, Hong Kong, and Yokosuka before sailing for the United States.

She arrived at Long Beach on 12 May and devoted the next few months to air defense, hunter/killer operations, and shore

bombardment exercises along the California coast. In December, the destroyer entered the Long Beach Naval Shipyard for an availability.

On 13 January 1958, *Alfred A Cunningham* sailed for another Far East tour. Following stops at Pearl Harbor; Pago Pago, American Samoa; and Wellington, New Zealand, the destroyer arrived at Hobart, Tasmania, on 7 February. There, the members of her crew were graciously entertained by officials of the Royal Hobart Regatta.

On 12 February, *Alfred A. Cunningham* got underway for Guam, where she received two weeks of repair work. The destroyer then shifted to Yokosuka, arriving on 1 April During the following months, the ship took part in numerous exercises, escorting and and screening *Ticonderoga* (CV–14) and other warships During the cruise, she visited Hong Kong; Subic Bay; and Buckner Bay, Okinawa, before arriving back at Long Beach on 21 July In early September, she entered the Long Beach Naval Shipyard for overhaul. She left drydock in early December and spent the holidays in leave and upkeep.

The destroyer held refresher training during the first three months of 1959, departed Long Beach on 28 March, and steamed to Yokosuka. On 15 April, she left that port in company with *Shangri-La* (CVA–38) to take part in Exercise "Sea Turtle," off the coast of Korea

Late in May, *Alfred A Cunningham* assisted in Exercise "Granite Creek " After a visit to Hong Kong, she returned to Yokosuka for an availability to prepare for the voyage home where she arrived on 27 August. The ship spent the rest of the year participating in gunnery exercises, ASW exercises, and acting as a school ship for Fleet Training Group, Pacific

In January 1960, *Alfred A Cunningham* took part in STRIKEX 30–60. On 1 February, she became a unit of DesDiv 132 and was assigned to TG 14 7, a hunter/killer group. From 1 February to 7 May, the destroyer trained with that unit in the eastern Pacific.

Leaving Long Beach on 17 May with Destroyer Squadron 13 and *Hornet* (CVS–12), *Alfred A. Cunningham* proceeded to Pearl Harbor where she arrived on 23 May. The force remained in Hawaiian waters conducting ASW exercises until their departure on 5 July The destroyer reached Kobe, Japan, on 16 July and began an upkeep period She next sailed for ASW operations in the area off Okinawa, conducting these until 29 August, when the ship entered Subic Bay Except for two brief visits to Hong Kong, she remained in the Subic Bay area until 3 December, when she sailed for Yokosuka After a brief upkeep period, the ship left on a return voyage to the west coast, arriving at Long Beach on 18 December

In late January 1961, the ship entered the Long Beach Naval Shipyard for a fleet rehabilitation and modernization (FRAM) overhaul She held sea trials in July and August and resumed operations on 22 September. On 9 October, she sailed for Seattle. The ship conducted sound trials in Puget Sound from 12 to 20 October and then returned to Long Beach, whence she held refresher training in San Diego waters with the fleet training group from 30 October through 8 December.

Throughout the first five months of 1962, *Alfred A. Cunningham* alternated periods at sea with upkeep in her home port. On 7 June, she departed the west coast for a six-month WestPac cruise. Upon her arrival at Pearl Harbor on 13 June, the destroyer conducted ASW operations off Oahu before proceeding on to Yokosuka In August, the destroyer took part in combined operations with the Japanese Maritime Self-Defense Force and made port calls at Kure, Kobe, and Sasebo, before returning to Yokosuka on 31 October She got underway again on 3 November for patrol duty in the Strait of Tsushima and, after completing this task on 14 November, sailed via Hong Kong to Subic Bay. On 2 December the ship participated in a weapons demonstration, then began her voyage back to the United States, arriving at Long Beach on 21 December.

The destroyer spent the first three months of 1963 in local operations. On 1 April, she became a part of DesDiv 232 and spent April and May in availability at San Diego. Putting to sea in early June, she began a series of intensive ASW training exercises In August, *Alfred A. Cunningham* sailed north with Carrier Division 19 on a goodwill and training cruise to Seattle, and the Alaskan ports of Skagway and Dutch Harbor. After a month back at Long Beach, the destroyer got underway for Pearl Harbor and several weeks of ASW operations. She returned to Long Beach in December for leave and upkeep.

On 20 February 1964, the ship left Long Beach in company with the other ships of DesDiv 232 for a six-month WestPac tour Reaching Pearl Harbor on 28 February, *Alfred A Cunningham* operated locally until sailing for the Far East on 23 March. Soon after leaving Hawaii, the destroyer took part in Operation "Crazy Horse," off the coast of Okinawa On 7 April, the ship began a week of upkeep in Yokosuka Other ports of call during this deployment included Kure, Sasebo, and Hong Kong From 9 June to 4 July, the ship operated out of Kaohsiung, Taiwan, on the Taiwan Strait patrol. *Alfred A. Cunningham* then steamed to the Sea of Japan for Operation "Crossed Tee," a joint operation with ships of the Japanese Maritime Self-Defense Force Then, following stops at Hakodate and Yokosuka, Japan, the destroyer arrived back in Long Beach on 11 August for leave, upkeep, and local operations. On 15 November, she entered the Long Beach Naval Shipyard for an overhaul.

Upon completion of this renewal effort on 15 March 1965, the ship departed Long Beach for seven weeks of refresher training in San Diego waters Early in June, she embarked 30 midshipmen for a two-week training cruise in the Puget Sound area. On 12 August, *Alfred A Cunningham* got underway for her 13th WestPac cruise The ship stopped at Pearl Harbor for a two-week ASW operation held southwest of Molokai. A fortnight's upkeep at the Pearl Harbor Naval Shipyard ensued before the destroyer continued on to Yokosuka

In October, *Alfred A Cunningham* joined TF 77 for patrol and surveillance duties off the coast of North Vietnam and in the Gulf of Tonkin. Following a week of recreation in Hong Kong, the destroyer got underway on 10 November to steam to Kaohsiung, and operated out of that port on patrol in the Taiwan Strait. On 5 December, she proceeded through the Tsushima Strait into the Sea of Japan for a joint ASW exercise with ships of the Republic of Korea (ROK) Navy before returning to Sasebo for the Christmas holidays.

In January 1966, *Alfred A Cunningham* again patrolled off the Vietnamese coast and provided naval gunfire support in the area of Quang Ngai, South Vietnam The final weeks of her patrol were spent on radar picket station south of Hainan Island. After a brief respite at Yokosuka, the ship sailed back to the United States, reaching Long Beach on 3 March.

For the next seven months, she held numerous training operations and availability periods but was underway west again on 4 November, bound for Oahu on the first leg of her deployment. Once in Hawaiian waters, the destroyer held exercises with combined American and Canadian forces and then continued on to Yokosuka for a brief upkeep period before sailing to the Taiwan Strait for patrol duty.

Alfred A Cunningham proceeded to the Gulf of Tonkin early in January 1967 to serve as a planeguard for *Bennington* (CVS–20) to assist in recovering downed aviators. In February, the ship was assigned to Operation "Sea Dragon," a logistics interdiction effort in the coastal waters of North Vietnam, and continued this duty into April. Another stint of service in the Taiwan Strait followed, lasting from 6 to 12 April On the 28th of that month, the destroyer sailed for home where she spent one and a half months preparing for an overhaul. She entered the Long Beach Naval Shipyard on 14 July and underwent extensive repairs and alterations. Upon completion of the yard work in November, *Alfred A Cunningham* spent a month in independent steaming and undergoing tender availability

The destroyer began 1968 with refresher training in San Diego and then was deployed once more to southeast Asian waters. She repeated her former pattern of planeguard and search and rescue operations off the Vietnamese coast. On 23 October, the ship set course for home, made fueling stops at Midway and Pearl Harbor, and arrived back in Long Beach on 9 November.

On 2 January 1969, *Alfred A Cunningham* took part in Operation "Quickstart," and planeguarded for *Oriskany* (CVA–34). The destroyer maintained a full schedule of exercises and availability periods until 1 July, when a shaft bearing casualty caused her to enter the Todd Shipyard at San Pedro, Calif., for repairs.

Emerging from drydock on 6 September, *Alfred A Cunningham* began an intensive one-month period of preparations for deployment The destroyer left Long Beach in early October and sailed to Pearl Harbor for refueling; she then conducted port calls at Yokosuka, Buckner Bay, and Subic Bay. On 14 November, the destroyer stood out of Subic Bay for duty off Vietnam. From 19 November until 4 December, she supported forces ashore with fire from her 5-inch guns. On 5 December, she joined