Amphitrite resumed duty with the Naval Militia of Connecticut, arriving at New Haven on 18 March. She carried out this training duty, with drafts of men from Yale and Harvard for instruction in ordnance, signalling, and seamanship, into early April. With the entry of the United States into World War I at that time, *Amphitrite* departed New Haven on 7 April for the New York Navy Yard and repairs and alterations. She returned to Rosebank to guard the nets on 15 April. She was assigned to the 3d Naval District on 27 April 1917.

Assigned the duty of examining all ships entering or leaving New York harbor (except Army or Navy ships which identified themselves by exchange of signals), *Amphitrite* also received all reports of submarine activity with the waters off the district. At night, she trained her searchlights on the nets at regular intervals or to allow passage of authorized vessels. Such duty was not without hazard.

At 1916 on 13 June 1917, the steamship *Manchuria* was standing out of New York Harbor in a thick fog and collided with *Amphitrite*, suffering damage below the waterline Attempting to clear, *Manchuria* scraped the guardship's bow, and her propeller strut fouled her cable, holding her fast for 20 minutes. *Manchuria* lowered her boats and abandoned ship; two section patrol boats and a motor sailer stood by and took life boats in tow. Ultimately, *Manchuria* was towed and beached off Tompkinsville, while *Amphitrite* continued her net-tending duties.

On 26 October, the guardship proceeded to the New York Navy Yard for repairs, remaining there until 20 November, when she returned to her station at Rosebank She was carrying out her duties there when, on 14 December 1917, the British steamship *British Isles* collided with her during a heavy snow squall, doing not only considerable damage to *Amphitrite* but to the torpedo nets at the Narrows as well

Following repairs, *Amphitrite* remained on duty at Rosebank, interspersing guardship duties with upkeep and repairs at the New York Navy Yard, into October 1918. Leaving New York on 24 October for Hampton Roads, *Amphitrite* carried out standardization runs and target practice at Tangier Sound in late October and the first week of November; on 8 November, she left Tangier Sound, via Hampton Roads, for Rosebank. She arrived back at Staten Island on 11 November 1918, the day the war ended in Europe with the armistice. Ultimately, *Amphitrite* left New York for Philadelphia on 30 April 1919, arriving on 1 May.

Amphitrite was decommissioned at the Philadelphia Navy Yard on 31 May 1919 and stricken from the Navy list on 24 July 1919. On 3 January 1920, she was sold to A L. D Bucksten of Elizebeth City, N.C..

Stripped of her turrets and superstructure, the ship was towed to Beaufort, S.C., where she was used as a floating hotel. She was subsequently towed to Florida for the same purpose, and it was rumored that "a certain amount of fashionable gambling was carried out on board." Notorious gangster Al Capone was rumored to have been interested in the erstwhile warship

Chartered by the government in 1943, the venerable craft was towed via inland waters to Elizabeth City, where she provided housing facilities for the workers building a new naval air station there. Following the war she lay alongside a wharf at Georgetown, S.C , whence she was towed to Baltimore, Md., in the spring of 1950 She was placed into a slip dredged into the bank at Sandy Point, near where the new Chesapeake Bay Bridge was to be built, but business for a floating restaurant and hotel proved slow and she was sold again in the spring of 1951, and was taken to Baltimore. Plans to refit the ship for work supporting oil exploration in the Venezuelan oil fields came to naught, and the ship was sold to the Patapsco Steel Corp., Fairfield, Md. By the spring of 1952, the scrapping had been completed.

III

(ARL–29: dp. 3,960 (tl.); l 328′0″; b. 50′0″; dr. 11′2″ (lim); s. 11.6 k (tl); cpl. 253; a. 1 3″, 8 40mm.; cl. *Achelous*)

The third *Amphitrite* (ARL–29) was laid down on 6 November 1944 at Seneca, Ill., by the Chicago Bridge & Iron Works; launched on 1 February 1945; sponsored by Miss Lillie Williams Kidd; placed in reduced commission on 13 February 1945 for the voyage to Baltimore, Md , where she was to be converted from a tank landing ship to a landing craft repair ship; decommissioned in Baltimore on 3 March 1945; converted by Bethlehem Steel's Key Highway Shipyard, and placed in full commission on 28 June 1945, Lt. Thomas S. Medford, USNR, in command.

Following a fortnight's shakedown training in Chesapeake Bay, she put to sea on 8 August 1945. She reached the Panama Canal on the 18th and arrived in Pearl Harbor on 27 September. Continuing across the Pacific with Task Unit (TU) 13.11.97, she reported to her first duty station, Buckner Bay, Okinawa, in October. The landing craft repair ship performed a myriad of repair duties there until mid-March 1946 when she was transferred to Apra Harbor, Guam. The vessel departed Guam on 9 June 1946, bound for China. *Amphitrite* arrived at Tsingtao on 19 June, discharged much of her cargo there, and took on many replacement crewmen. She then settled into a repair routine in the inner harbor at Tsingtao.

The ship remained in Tsingtao—save for a round-trip voyage in July during which she towed *APL–29* to Sasebo, Japan—until 24 September. On that day, the landing craft repair ship weighed anchor for Shanghai. She resumed her repair duties at that port until sometime in November when she got underway to return to the United States. She was placed out of commission at San Diego on 1 January 1947 and was berthed with that portion of the Pacific Reserve Fleet located there. *Amphitrite* remained in reserve until her name was struck from the Navy list on 1 July 1961. On 16 April 1962, she was sold to River Equipment, Inc., of Memphis, Tenn., for scrapping.

Amsterdam

A manufacturing city located in eastern New York, 28 miles northwest of Albany.

Amsterdam (CL–59)—whose name was personally chosen by President Franklin D. Roosevelt on 2 August 1940 for this projected *Cleveland*-class light cruiser—was laid down on 1 May 1941 at Camden, N.J., by the New York Shipbuilding Corp. However, prior to her completion, the warship was converted to an aircraft carrier; renamed *Independence* (CV–22) (*q v.*) on 12 February 1942; and was launched under the new name on 22 August 1942.

I

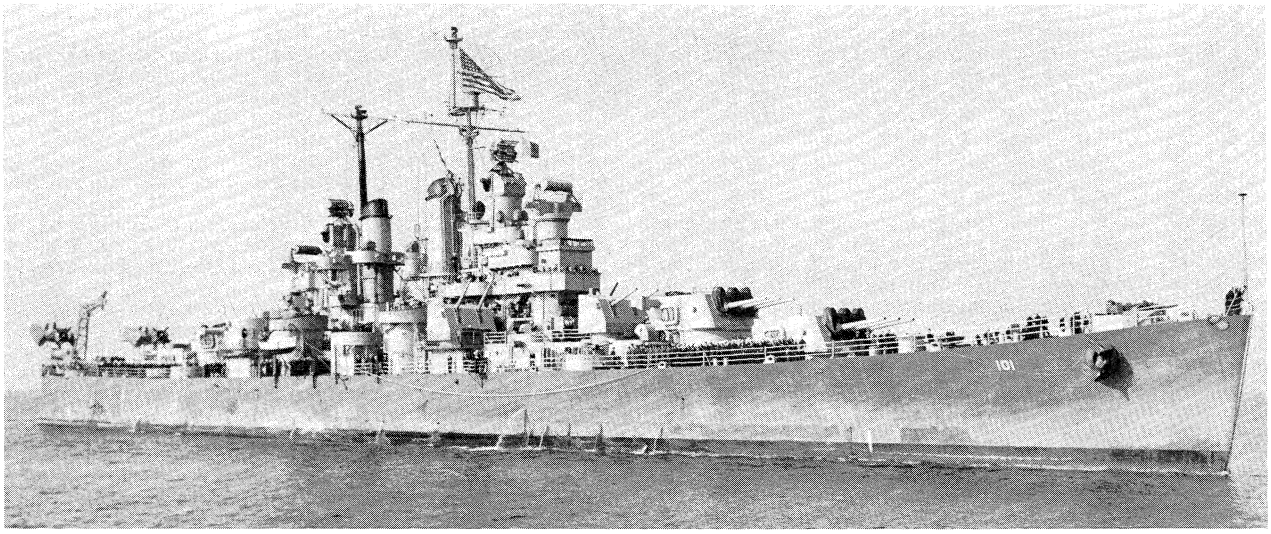
(CL–101: dp. 10,000; l. 610′1″; b. 66′4″; dr. 24′; s. 31.6 k.; cpl. 1,426; a. 12 6″, 12 5″, 28 40mm., 10 20mm.; cl. *Cleveland*)

Amsterdam (CL–101) was laid down on 3 March 1943 at Newport News, Va., by the Newport News Shipbuilding and Drydock Co ; launched on 25 April 1944, sponsored by Mrs. William E. Hasenfuss, the first "Gold Star Mother" of Amsterdam, N.Y., who had lost a son in the Japanese attack on Pearl Harbor on 7 December 1941; and commissioned at the Norfolk Navy Yard, Portsmouth, Va., on 8 January 1945, Capt. Andrew P. Lawton in command.

After final fitting out at Norfolk, the light cruiser got underway on 5 February for shakedown training in the Chesapeake Bay. On 17 February, she stood out from Hampton Roads and headed south for Trinidad, British West Indies, and the second phase of her shakedown cruise. *Amsterdam* operated from Trinidad through 13 March, when she set a course for Norfolk. During the return voyage, she held shore bombardment practice off the island of Culebra and then arrived back at Norfolk on the 20th. Following a short cruise to Cape May, N.J., for gunnery exercises, the ship entered the Norfolk Navy Yard on 24 March for availability.

Amsterdam left the yard on 20 April for training exercises in Chesapeake Bay and, four days later, sailed for the Caribbean. She held training exercises off Culebra and at Guantanamo Bay, Cuba, and then proceeded to the Panama Canal which she transited on 5 May. The warship reached Pearl Harbor on 18 May and, during her stay in Hawaiian waters, carried out numerous gunnery and tactical exercises.

On 9 June, the cruiser set a course for Leyte, Philippine Islands Upon her arrival in San Pedro Bay on the 21st, she reported to the 3d Fleet for duty. After a period of provisioning and refueling, the ship sortied on 1 July with Task Force (TF) 38 to cover air strikes against the Japanese home islands. On 10 July, the force's planes began a series of raids on Japanese



Amsterdam (CL–101), flying a large ensign at the fore, arrives off the Naval Air Station at Astoria, Oreg., 14 October 1945. Note the ship's two-tone color scheme and Curtiss SC–1 "Seahawk" floatplanes, aft. (80–G–391152)

airfields, factories, and shipping. During these actions, *Amsterdam* protected the carriers from attack by enemy air or surface forces. Among the cities the task force attacked were Tokyo, Kure, Kobe, and Osaka. On 15 August, TF 38 was preparing to launch another attack on Tokyo when its ships received word of Japan's capitulation.

During the next few weeks, *Amsterdam* remained in waters off the east coast of Honshu guarding against possible Japanese aggression during armistice negotiations. She steamed into Tokyo Bay on 5 September and remained there through the 20th and then shaped a course for the United States. After brief layovers at Buckner Bay, Okinawa, and Pearl Harbor to take on personnel for transportation to the United States, the cruiser arrived at Portland, Oreg., on 15 October and remained at that port for a fortnight to participate in Navy Day ceremonies. On the 29th, she got underway for San Pedro, Calif.

The ship reached San Pedro on 1 November. After a period of leave and upkeep, the cruiser left the west coast on 19 November bound for Pearl Harbor. She touched there on the 25th and took on personnel and equipment for transportation to the west coast. The cruiser set sail again on 12 December, arrived back at San Pedro on the 18th, and rode at anchor there into early 1946. On 21 January, she got underway for San Francisco. Shortly after her arrival, her crew began work to prepare the ship for inactivation and entry into the Pacific Reserve Fleet. She was decommissioned on 30 June 1947 and was laid up at San Francisco. *Amsterdam*'s name was struck from the Navy list on 2 January 1971, and the vessel was sold on 11 February 1972 to National Metal & Steel Corp., Terminal Island, Calif., and later scrapped.

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

Amycus

A son of the Greek sea god, Poseidon, and the Bethynian nymph Melia. Amycus was a famous boxer and ruled the Bebryces. When the Argonauts landed on his shores, he offered to fight their bravest warrior. Polydeuces accepted the challenge and killed Amycus in the ensuing match. The laurel which grew on his tomb would cause quarreling among the crew of any ship which carried a sprig, and harmony could not be restored until all traces of the plant had been cast overboard.

(ARL–2: dp. 4,100; l. 328′; b. 50′; dr. 11′2″; s. 11.6 k.; cpl. 255; a. 1 3″, 8 40mm., 8 20mm., 1 .30-cal. mg.; cl. *Achelous*)

Originally projected as *LST–489*, this ship was redesignated ARL–2 and named *Amycus* on 13 January 1943. She was laid down on 17 January 1943 at Richmond, Calif., by the Kaiser Co., Inc.; launched on 2 April 1943; delivered on 3 June 1943 to the Matson Navigation Co., San Francisco, Calif., for conversion to a landing craft repair ship; and commissioned on 30 July 1943, Lt. John J. Reidy, Jr., in command.

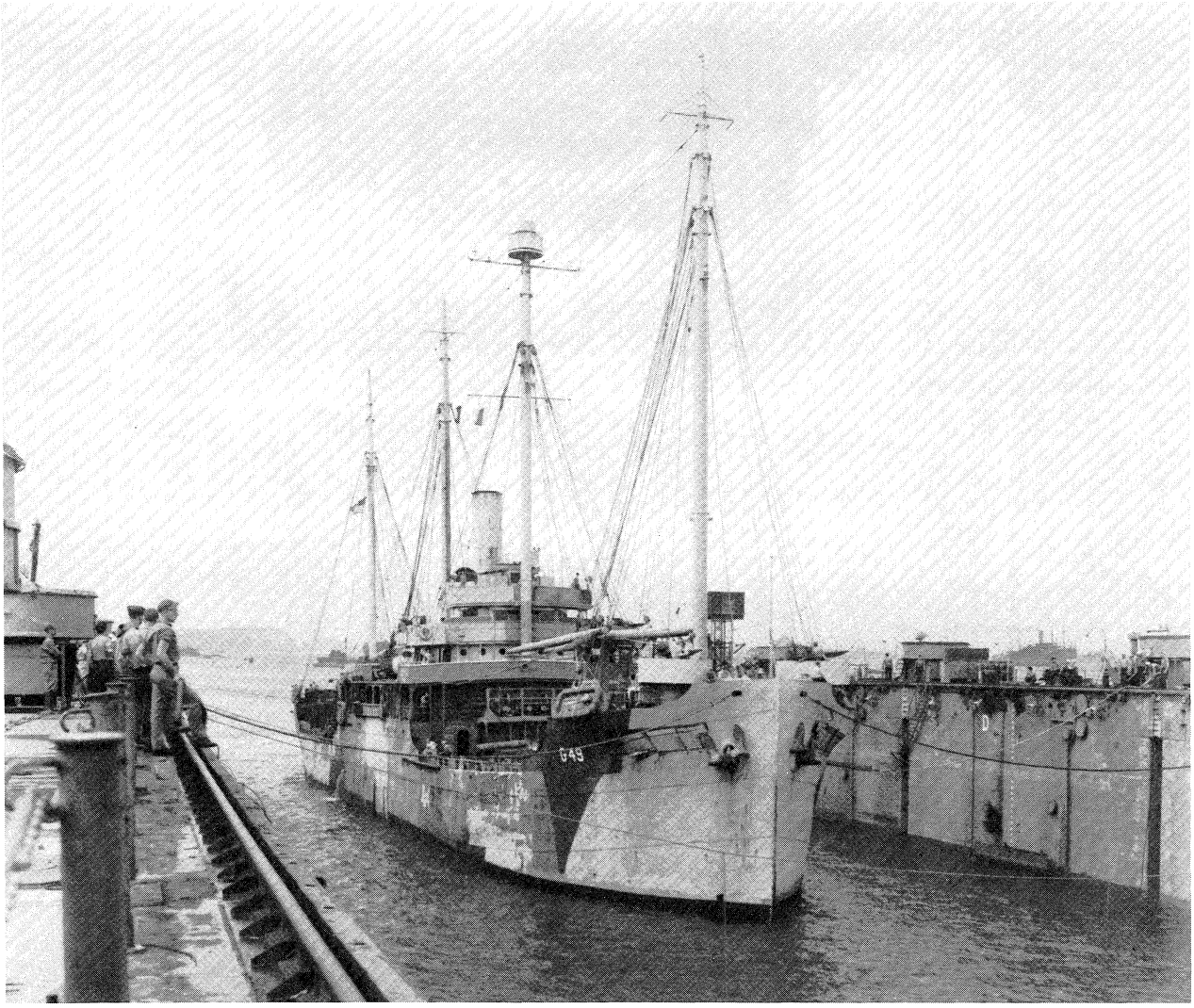
The landing craft repair ship conducted shakedown training along the California coast before departing San Diego, Calif., on 20 September 1943 and heading for the South Pacific to join the Service Forces of the 7th Fleet. She made port calls at Pago Pago, American Samoa; Noumea, New Caledonia; Brisbane and Port Townsville, Australia; and Milne Bay, New Guinea. On 29 November, the vessel arrived at Buna, New Guinea, where she joined Task Force 76. She remained at Buna until late April 1944 servicing and repairing small escort vessels and landing boats.

On 25 April 1944, *Amycus* got underway for Cape Cretin, New Guinea, where she joined a convoy bound for Hollandia, New Guinea. She reached that base on 3 May and assumed duty as a repair ship and the flagship of the landing craft control officer. The ship remained in Humboldt Bay through the summer and autumn carrying out repair and tender services for various landing craft. On 20 December, *Amycus* left Hollandia and proceeded to Seeadler Harbor, Manus Island. Seven days later, she sortied with a task group destined to take part in the Lingayen Gulf landings. As her convoy crossed the South China Sea, there were numerous air raid alerts, but only one attack materialized. On 7 January 1945, two enemy planes came in low to attack. One was shot down by a screening vessel, and the other broke off her approach and escaped undamaged.

Amycus anchored in Lingayen Gulf on 9 January, and the bombardment of the Luzon beaches began at 0700 that day. Shortly thereafter, the ship began repairing battle-damaged landing craft. During the Allied assault, *Amycus* fired intermittently at enemy aircraft. While at anchor on 28 January, a friendly plane accidentally jettisoned a bomb which exploded about 60 feet off her port quarter. Shrapnel from the explosion killed three and wounded nine crew members and caused minor damage to the repair ship's hull.

Amycus remained in Lingayen Gulf through 26 June when she sailed for Subic Bay, Philippine Islands. Upon her arrival there, the ship operated under Service Squadron 3 at the naval base at Subic Bay. The end of the war in the Pacific in August found *Amycus* still providing services at Subic Bay. She remained there until 27 October when she shaped a course for the United States. The ship reached San Francisco on 30 November 1945 and later steamed to Portland, Oreg. Decommissioned on 15 November 1946, she joined the Pacific Reserve Fleet in the Columbia River. Her name was struck from the Navy list on 1 June 1970. She was sold for scrapping on 13 August 1971 to Zidell Explorations, Inc., Portland, Oreg.

Amycus earned two battle stars for her World War II service.



Anacapa (AG–49) enters the floating drydock *ARD–13*, 10 February 1945, at Ulithi, to receive repairs to her rudder and stern tube, in what appears to be rather battered pattern camouflage. Note the hinged flaps just aft of the anchor—a reminder of her previous career as a "Q–ship." (80–G–355446)

Anacapa

An island off the coast of California.

(AG–49: dp. 7,420; l. 335′3″; b. 49′10″; dr. 20′5″; s. 8 k.; cpl. 155; a. 4 3″, 5 20mm.)

Coos Bay was built in 1919 at Wilmington, Del., by the Pusey & Jones Corp.; operated as a lumber ship by the Coos Bay Lumber Co., San Francisco, Calif.; acquired by the Navy on 20 June 1942; converted at the Naval Repair Base, San Diego, Calif., for naval service as a "Q-ship"; and placed in commission as *Anacapa* (AG–49) on 31 August 1942, Lt. Comdr. A. M. Wright in command.

Anacapa was converted under a secret plan known as Project "Love William." According to this guideline, the ship would appear to be a merchant vessel while actually concealing a battery of guns capable of outfiring enemy submarines. Her original deck house was unchanged, and two more were added aft and amidships. Each housed 4-inch guns. On each side of the bow, plates were removed and replaced by flaps so that two 3-inch guns concealed below deck could train either to port or starboard. Y-guns for firing depth charges were installed out of sight and special clearance was provided in the shaft alley so that vast amounts of ammunition could be stowed, and gun crews might remain in hiding until prearranged plans sent them into action.

Although the ship was manned by Navy personnel, all members of her crew carried merchant marine papers and wore clothing typical of the merchant seamen which might be seen on board a lumber ship. Following her commissioning, *Anacapa* cruised off the west coast acting as a decoy to attract enemy submarine attack. In addition to this duty, she also acted as a weather station ship, an aircraft guard, a target ship, an ocean going tug, and a cargo carrier.

Anacapa ranged as far north as the Aleutians and as far south as Mexico in her attempt to draw out enemy submarines. On her southbound voyages, she would carry lumber piled high along her gunwales to give the appearance of a heavy load. When returning northward, the lumber would be removed and covered with canvas while empty oil drums were stacked flush to the rails so that observers would assume she had discharged the lumber and was heading back with a different cargo.

Her patrols passed uneventfully until 5 October 1943, when *Anacapa* rescued 38 survivors of the torpedoed tanker *Larry Doheny* off Cape Mendocino, Calif. Later that month, she was

released from duty as a "Q-ship" and became a weather ship on the convoy route between San Diego and Pearl Harbor. She later carried out the same assignment in the Ellice Islands.

Anacapa was next utilized as an interisland cargo transport in the Pacific. Among her regular ports of call were Tarawa, Gilbert Islands; Saipan and Guam, Mariana Islands; Kwajalein, Eniwetok, and Majuro, Marshall Islands; Peleliu, Palau Islands; and Ulithi, Caroline Islands. This service continued through early May 1945. The ship reported to Dutch Harbor, Alaska, on 10 May and operated out of that port among the islands of the Aleutians chain through the end of the war with Japan in August. On 6 October, *Anacapa* set sail from Kodiak, Alaska, bound for home.

Anacapa paused at Seattle, Wash., from 13 to 18 October and then continued on to San Francisco. She was decommissioned at the Mare Island Naval Shipyard, Vallejo, Calif., on 21 March 1946. Her name was struck from the Navy list on 12 April 1946, and the vessel was transferred to the Maritime Commission on 12 August 1946. Later that year, she was refitted and saw further service as a merchant ship.

Anacortes

A city in Skagit County in northwestern Washington located on an island in Puget Sound.

(PC–1569: dp. 280; l 173′8″; b. 23′0″; dr 10′10″; s. 20.2 k.; cpl 65; a. 1 3″, 1 40mm , 5 20mm , cl. *PC–461*)

PC–1569 was laid down on 26 September 1944 at Sturgeon Bay, Wis , by the Leathem D. Smith Shipbuilding Co.; launched on 9 December 1944; sponsored by Mrs. Nelle Hines; and commissioned at New Orleans, La., on 14 March 1945, Lt (jg.) John G Davidson, USNR, in command.

The submarine chaser put to sea on 29 March for post-commissioning tests and for shakedown training out of Miami, Fla. After some repairs at Miami, she put to sea again on 8 May bound for Key West, Fla., and several days of antisubmarine warfare (ASW) training *PC–1569* completed that mission on 12 May and set a course for the Panama Canal. She arrived at Coco Solo on 16 May and, two days later, transited the canal. The small warship left Balboa three days later; stopped at San Diego, Calif., from 27 to 30 May; and then headed for the Hawaiian Islands. She reached Pearl Harbor on 6 June and remained there until the 30th when she sailed, via Eniwetok, for the island of Guam. *PC–1569* arrived in Apra Harbor on 15 July and, soon thereafter, began patrolling the Mariana Islands.

That duty lasted through the end of the war in September. On 15 September, the warship departed Guam on her way to the Caroline Islands. She reached Woleai Atoll on 17 September and began superintending the evacuation of Japanese troops and the occupation of the base by American forces. She completed that duty on the 20th, headed back toward Guam, and arrived at Apra Harbor the following day. The subchaser operated out of that port until 10 October when she shaped a course for Okinawa. She stayed at Buckner Bay from 14 to 17 October and then continued on to the coast of China. She remained at Tsingtao only three days, 20 to 22 October, and then shaped a course for the Philippines. She made a two-day stop at Guinan on the island of Samar before heading back toward Guam on 29 October. *PC–1569* arrived in Apra Harbor on 1 November

For the next six months, the ship continued to visit various ports in the Central Pacific. On 20 November, she departed Guam to escort a convoy of LCT's to sea for a rendezvous with *Forster* (DE–334). Returning to Apra Harbor on the 26th, *PC–1569* remained there until 1 December when she got underway for Marcus Island which she visited from 4 to 18 December. The submarine chaser returned to Guam on the 21st, but put to sea on 10 January 1946 with a Ulithi-bound Coast Guard unit embarked She delivered her passengers to Ulithi on the 12th and returned to Apra Harbor on the 14th. The subchaser remained in the Marianas for almost two months She got underway for Iwo Jima on 6 March and stopped over there from 9 to 13 March. The warship made two round-trip voyages carrying cargo and passengers from Iwo Jima to Chichi Jima between 13 and 26 March. On 1 April, she departed the Bonin Islands to return to Guam. *PC–1569* arrived in Apra Harbor on 4 April and remained there until the 20th.

On the latter day, she began the long voyage back to the United States. After stops at Eniwetok Atoll and at Pearl Harbor, she arrived in Astoria, Oreg., on 26 May. She shifted to Portland, Oreg., on the 28th and, on 15 June, began an inactivation overhaul at the Northwest Marine & Iron Works. On 23 July, the submarine chaser was towed back to Astoria where she was placed out of commission on 9 August 1946. The ship remained berthed with the Astoria Group, Pacific Reserve Fleet, for the next 14 years. On 15 February 1956, she was named *Anacortes*. Her name was struck from the Navy list on 1 June 1960, and she was transferred to the Republic of Vietnam on 23 November 1960

Anacostia

A river formed by the confluence of several small streams in the general vicinity of College Park, Md. The Anacostia flows in a southwesterly direction for some 12 to 15 miles through parts of Maryland and the District of Columbia before entering the Potomac at Haines Point.

I

(ScStr: t. 217; l. 129′; b. 23′; dph. 5′; s. 7.5 k.; cpl. 67; a. 2 9″ D. sb)

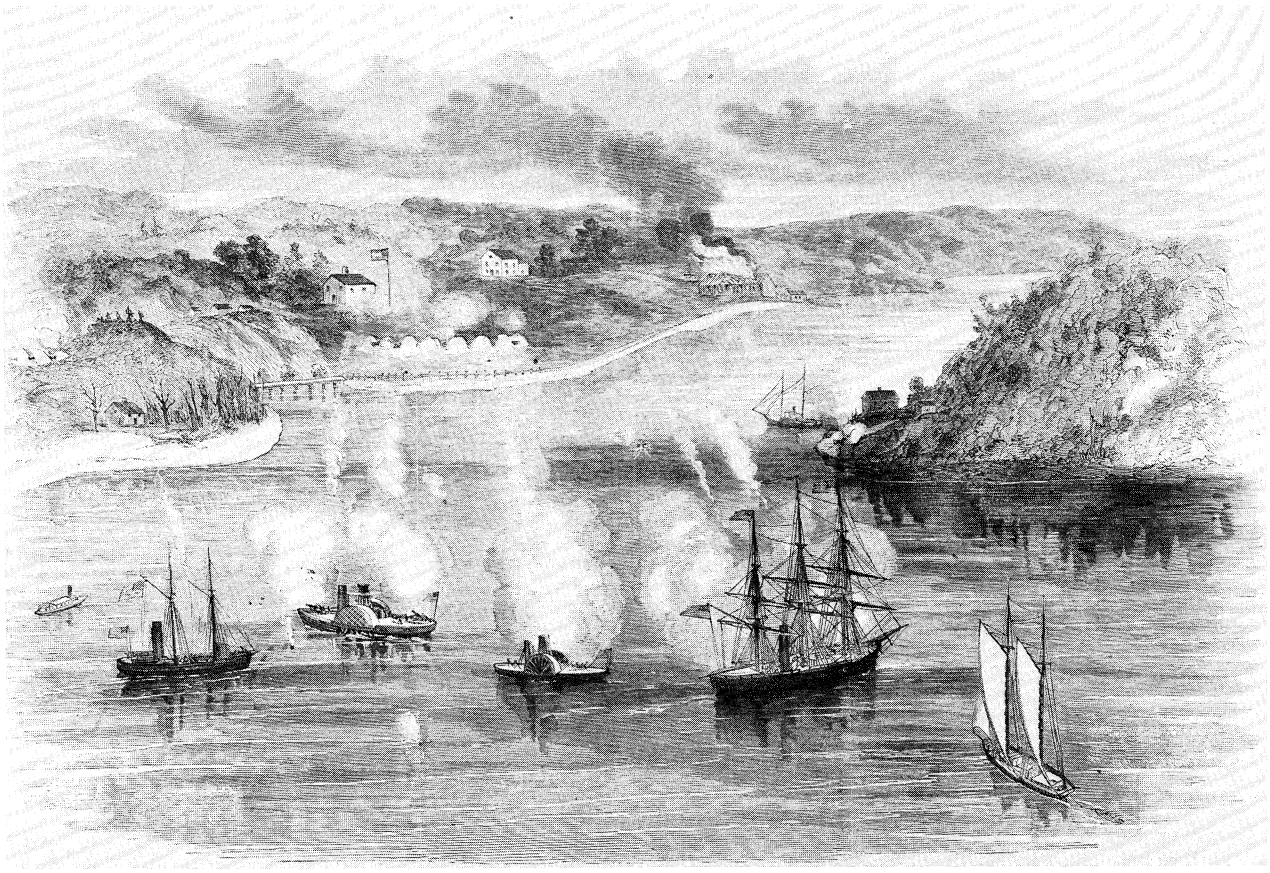
The first *Anacostia*—a screw steamer built at Philadelphia in 1856 as *M W Chapin*—originally operated out of Middletown, Conn., as a merchant tug During subsequent service as a canal boat, the vessel caught the eye of the Federal Government which chartered her sometime in September 1858—quite possibly on the 13th of that month—for its forthcoming expedition to South American waters.

The traditionally cordial relations between Paraguay and the United States had soured in the summer and autumn of 1854 when the American consul, Edward A. Hopkins, fell out of the favor of Paraguay's Permanent President, Carlos Antonio Lopez. Their growing animosity prompted the dictator to turn against the continuation of surveying operations—which he had previously heartily endorsed—then being conducted in the tributaries of the Rio de la Plata by the American Navy's side-wheel steamer, *Water Witch*

The hostility reached a climax on 1 February 1855 when Paraguayan batteries at Itapiru—a brick fortress on the northern bank of the Upper Parana River—opened fire upon that small American warship, hitting her 10 times and killing her helmsman. Prolonged, but fruitless, efforts seeking redress through diplomatic measures ensued. Finally, on 9 September 1858, President James Buchanan turned the matter over to James B. Bowlin, a former congressman from Missouri, and sent him to Paraguay to obtain satisfaction.

To lend credibility and force to Bolin's demands, the President ordered the Navy to establish a force which could compel compliance However, only a couple of sailing ships were then assigned to the Brazil station; and few light-draft, naval steamers were available elsewhere. To fill this need, the Navy chartered seven steam-propelled merchant ships for the expedition Among these vessels was *M. W Chapin* which, like her sisters, had been chosen because of her ability to negotiate shallow, tortuous, and rapidly flowing, waters far from the sea.

The expedition—commanded by Flag Officer William B. Shubrick—departed New York on 17 October; but, for the most part, its 19 ships proceeded southward independently. Under the command of Lt. William Ronckendorff, *M W. Chapin*—the smallest of the vessels and the last to reach the mouth of the Rio de la Plata—arrived at Montevideo, Uruguay, on 29 December. The next day, all but two of the shallow-draft ships began their ascent of the river toward Paraguay. Steam launches manned by volunteers from the deep-draft ships joined them for the voyage upriver. Upon reaching Rosario, *Water Witch* and *Fulton* left their companions behind and continued on to Asuncion with Bowlin and Shubrick. They reached the Paraguayan capital on 25 January 1859. A fortnight's negotiations—aided by the knowledge that the balance of Shubrick's force was nearby ready to launch offensive operations should such measures be needed—resolved the disputes to Bowlin's satisfaction, and the two American steamers headed downriver on 10 February. Meanwhile, *M W Chapin* and *Metacomet* had acted as dispatch boats maintain-



Union forces, including *Pawnee*, *Thomas Freeborn* and *Anacostia*, engage Southern batteries at Aquia Creek, on the Potomac River, in this period engraving from *Frank Leslie's Illustrated Newspaper*, 1861. (NH 73736)

ing communications between the large ships at Montevideo and the smaller ones upstream.

Upon the successful completion of their mission to South America, the ships not assigned to the Brazil Squadron returned home where the Navy exercised its purchase option by buying all seven of the chartered steamers. No document giving the exact date of *M. W. Chapin*'s transfer of title has been found; but the sale probably took place on, or sometime soon after, 27 may 1859, the day of the ship's last log entry under her original name.

The first volumes of the steamer's logs under the name *Anacostia*—which she received upon becoming Navy property or soon thereafter—have been lost. In any case, we know that the vessel was assigned to the Washington Navy Yard—located on the north bank of the river which gave the ship her Navy name. She was still serving there as a tender when the election of Abraham Lincoln to the Presidency on 6 November 1860 precipitated the secession crisis and set the United States on an inexorable course toward civil war.

A strong air of expectancy in the National Capital is normal during the months between a President's election and his ensuing inauguration. But, in this instance, the withdrawal of cotton-belt states from the Union greatly intensified the customary disquiet and transmuted into it a deep and widespread anxiety concerning the safety of the city.

Washington's location on the river separating the Southern states of Maryland and Virginia prompted fears that Confederate sympathizers might attempt to prevent Lincoln's inauguration and try to take possession of the city. Thus, as early as 8 January 1861, the commandant of the Washington Navy Yard, Capt. Franklin Buchanan, warned Comdr. John A. Dahlgren, the head of the Bureau of Ordnance, that a mob might ". . . attempt to possess themselves of this yard between now and the 4th of March next for the purpose of securing the arms and ammunition now in the armory and magazine, to be used in preventing the inauguration of Mr. Lincoln . . . ." To prepare to deal with that extremity, or with other similar emergencies which might arise, *Anacostia*—commanded by Lt. Thomas Scott Fillebrown—was ". . . kept in readiness . . . to receive on board the powder from the main magazine . . . ." Buchanan also stated that he would ". . . require all . . . under my command to defend it [the yard] to the last extremity." The apprehension of an impending attack continued to grow. On 1 February Buchanan issued a general order assigning the officers under his command various parts of the yard to defend. Lt. Fillebrown of *Anacostia* was given responsbility for fighting off anyone threatening ". . . the lower part of the yard."

Although the feared attacks did not occur when Lincoln took office, tension continued to grow in the weeks that followed; and the tempo of ominous events accelerated after the surrender of Fort Sumter. On 15 April, Lincoln issued a proclamation declaring that an insurrection existed and calling forth ". . . the militia of the several states of the Union . . ." to restore Federal authority. His action aroused bitter resentment along the border between the North and the South. Two days later, the Virginia State Convention voted to secede. On the 19th, the President declared a blockade of the Confederate States. That same day, Secretary of the Navy, Gideon Welles—fearing that Virginians would capture the Norfolk Navy Yard—ordered *Anacostia* to receive on board incendiary material and explosives and to take them to Norfolk so that, if necessary, the commandant of the navy yard there might destroy all public property within his command to prevent ". . . its falling into the hands of lawless persons."

However, before *Anacostia* had finished taking on her highly combustible cargo, *Pawnee* returned from her futile relief expe-

dition to Charleston Harbor. Since she was larger, that screw sloop was capable of carrying more cargo than *Anacostia*; and, since her engines were far more powerful, she was better able to tow warships then under repair out of the threatened, and soon-to-be-abandoned, Norfolk Navy Yard. *Pawnee*'s advantages prompted Secretary of the Navy, Gideon Welles, to order her to go to Norfolk in place of *Anacostia* The latter steamer quickly transferred her inflammable cargo and her pilot to the larger vessel which then sped to Hampton Roads.

Meanwhile, another crisis threatened immediate harm to the Union. In Baltimore on that same day, 19 April, a violently pro-Southern mob attacked the 6th Massachusetts Regiment as it was moving between railroad stations during its trip to Washington to defend the Federal Capital. This serious threat to lines of communications and supply linking Washington with the North by rail underscored the importance of keeping the Potomac open to Federal shipping

As a result, *Anacostia* headed down the Potomac to learn of any obstruction which Confederates might have placed in the channel; to look for signs of any Southern efforts to erect batteries along the banks of the river; and, if possible, to destroy any fortifications discovered. To assist her in carrying out the latter mission, she embarked a guard of 20 marines before getting underway.

Since Fillebrown needed a pilot to descend the river below Cedar Point safely, he reversed course upon reaching that place, lest his ship run aground and fall into enemy hands During her homeward passage, *Anacostia* escorted two vessels: the steamer *Jerome*; carrying 144 barrels of gunpowder along with ". . . other stores for the Government . " and ". . a large schooner laden with cement and other matter for the United States Capitol" which was then being enlarged Upon reaching Washington, Fillebrown reported that he had found neither channel obstructions nor evidence of shore batteries He went on to ask that ". at least one other responsible officer be ordered to this vessel as the constant and unremitting attention that is necessary to the proper execution of my orders is more than nature will stand I have not laid myself down since Thursday [five days before] night." No records tell us whether or not Fillebrown received the needed help. In any case, *Anacostia* soon resumed her patrolling of the Potomac and stuck to the task through the early weeks of the war.

Anacostia would typically depart the Washington Navy Yard and carefully observe both banks as she proceeded downstream Occasionally, she ventured all the way to Point Lookout, Md.; but usually reversed course before reaching the mouth of the Potomac and steamed back to the navy yard where she replenished her bunkers with coal and quickly began another cycle.

During one of his ship's reconnaissance runs downriver in mid-May, Fillebrown learned from the side-wheeler *Mount Vernon* that Confederate forces had emplaced cannon at the mouth of Aquia Creek Disturbed at this intelligence, he immediately headed *Anacostia* back to Washington to report the discovery.

The news presented Lincoln—already overburdened by many other highly dangerous problems—with an extremely exasperating dilemma. If he ordered Federal forces to attack the fortifications which were going up on the southern bank of the Potomac, he would assuredly offend many still loyal, but wavering, Virginians and would influence them to vote to withdraw from the Union in the forthcoming plebiscite on their state convention's ordinance of secession. On the other hand, if he did not move against the new batteries before they had been completed and strengthened, he would place Union use of the Potomac—and thus the National Capital and the whole Union cause—in grave jeopardy Temporizing, the President decided to leave all Virginia territory—riverside guns notwithstanding—inviolate until the people of that state had spoken. For the time being, no action would be taken against the ordnance threatening Washington's waterborne communication with the rest of the world.

To make matters worse, the riverside batteries were not the only hazards facing Union shipping on the Potomac. Southern agents had removed the buoys and other navigational aids from the river. To counter this threat, the Navy selected Lt Thomas S. Phelps to make a new survey of the Potomac. As he carried out this work, *Anacostia* and *Philadelphia* shared the task of carrying him up- and downstream while he made the observations needed to prepare new charts showing permanent landmarks ashore—which could be neither moved nor removed—rather than movable markers in the water. These new maps made it possible for navigators to keep their vessels safely in the channel as they operated between Washington and Point Lookout

The immunity from Federal attack at first enjoyed by Confederate forces in Virginia ended abruptly on 23 May, when the citizens of the Old Dominion overwhelmingly endorsed secession After losing this critical plebescite, the Lincoln Government wasted no time in moving to check the growing threat to the National Capital from the south bank of the Potomac That very night, troops left Washington and occupied Arlington and Alexandria Some subsequent studies state that *Anacostia* joined *Thomas Freeborn* and *Resolute* in carrying the Union occupation forces to Alexandria and in covering their landings However, no contemporary documents supporting her participation in the operation have been found Moreover, it seems unlikely that *Anacostia* took part since she departed the Washington Navy Yard that morning and headed for the mouth of the Potomac to escort the steamer *Sea Gull* back to the capital They arrived there on the night of the 27th

Soon after reaching home, *Anacostia* welcomed on board Lt Napoleon Collins who relieved Lt Fillebrown in command. While she was at the navy yard, she also exchanged her Marine Corps guard for one composed of soldiers from the 71st New York Regiment.

Three days later, the steamer again moved downriver, first to Nanjemoy Creek to communicate with Comdr James Harmon Ward, the commanding officer of the recently established Potomac Flotilla, and then to enforce the blockade of the Virginia shore further below *Anacostia* met *Thomas Freeborn*, the flotilla's flagship, on the morning of 31 May, just as Ward was preparing to resume shelling the new Southern works at the mouth of Aquia Creek. During the bombardment, she added her guns to those of *Freeborn* and *Resolute*. At least two of *Anacostia*'s shells exploded within the battery and did considerable material damage; but, unaccountably, wounded no one.

Confederate counterbattery fire struck Ward's ships several times, but wounded only one man and did no serious material damage. That evening the Union steamers withdrew a few miles downstream where they were reinforced by *Pawnee*

The next day, the Federal warships moved back upriver to a point just off the mouth of Aquia Creek and again opened fire In compliance with Ward's orders, *Anacostia* and *Resolute* did not join in the cannonade, but remained just out of range of the Confederate artillery so that they would be ready to tow any of their consorts out of danger in the event one or both became disabled during the engagement In the course of the five-hour action, many rounds from ashore did strike both *Thomas Freeborn* and *Pawnee*, causing Ward to return to Washington in the former for repairs and replenishment *Anacostia* also headed back to the navy yard where she arrived on the evening of 1 June

A few days later, while she was inspecting shipping in the Potomac, the steamer received orders sending her to Fort Monroe to relieve the tug, *Young America*, which needed repairs. She arrived in Hampton Roads on the 7th and served in that strategic harbor supporting the blockade through the first three weeks of August and then returned to Washington for yard work which she also needed.

When again ready for action, she resumed patrol duty on the Potomac. From time to time during the following months, the ship shelled Confederate forces along the Virginia shore. On 8 December 1861, she and *Jacob Bell* fired on Southern troops near Freestone Point. After the bombardment had driven off the Confederate soldiers, a party from the steamers landed there and burned down several buildings. Then, on 31 January 1862, *Anacostia* and *Yankee* engaged cannon at Cockpit Point, dismounting at least one Southern gun and silencing the battery. The ships returned to that place on 9 March—the day of the historic battle at Hampton Roads between *Virginia*, the raised and rebuilt *Merrimack*, and *Monitor*—but found the Southern positions deserted Parties from the Union warship then landed and spiked the abandoned guns. Later that day, the same raiders destroyed Confederate batteries at Evansport.

About this time, General McClellan was making final preparations for moving the Army of the Potomac from its positions in Northern Virginia to the tip of the peninsula formed by the James and York Rivers to launch a new drive toward Richmond from that quarter. *Anacostia*'s next assignment took her back and forth between Washington and Hampton Roads on runs escorting Army transports carrying McCellan's troops to Fort

Monroe for the impending campaign. When she had completed that duty, the ship turned her attention to reconnaissance work along the lower western shore of the Chesapeake Bay in the Piankatank River; Mobjack Bay; and, especially, the York River which the Yankee Army was then using as its line of supply during its push up the peninsula. In response to a request from McClellan ". . . to annoy the enemy . . ." she shelled both Gloucester and Yorktown on the night of 15 and 16 April.

Following this action, *Anacostia* headed back up Chesapeake Bay and, on the 20th, assisted other vessels of the Potomac Flotilla in capturing the steamer *Eureka* in the Rappahannock River. She took another prize early in June when she caught the sloop *Monitor* while that Southern sailing ship was attempting to escape from the Piankatank. About this time, a party from *Anacostia* ventured several miles inland to recapture the reflectors which had been taken from one of the Chesapeake Bay light boats.

Late in June, General Robert E. Lee's Army of Northern Virginia turned back McClellan's thrust toward Richmond and forced the Union general to shift his base from the York to the James. The Union reverses on the peninsula prompted Washington to bring Major General Burnside's troops from the Carolinas to Northern Virginia where they could join Pope's Army in defending Washington. *Anacostia* in turn was ordered up the Rappahannock to keep in touch with Burnside. Burning wood for want of coal, she arrived at Fredericksburg on 14 July and remained there subject to Burnside's orders.

A month later, in response to intelligence from the general that clandestine lines of communication between Baltimore and Richmond passed through Port Royal, Va., some 35 miles below Fredericksburg, a party from *Anacostia* boarded the ferry at Cooper's Point and dropped downriver to that port. There, they arrested two groups of recruits going South from Maryland to join the Confederate Army. They also destroyed both the ferry that the Southerners used to cross the river and a number of other craft that were potentially useful to the Confederate cause. About a fortnight later, another party from *Anacostia* returned to Port Royal and captured another group of recruits and the officers who were in charge of them.

On the day Acting Master Nelson Provost, who had relieved Collins in command of *Anacostia*, reported the latter raid, Lee's army launched an offensive which routed Union troops in the Second Battle of Bull Run and seriously threatened Washington. As a result, Burnside asked *Anacostia* to return to the Potomac and wired Washington for more naval help. "I ought to have more gunboats here. It is an absolute necessity."

In response, *Anacostia* blew up the bridges across the Rappahannock, set fire to a sloop, and headed downstream from Fredericksburg. When she was still some 20 miles from the mouth of the Potomac, her engine broke down and, instead of taking station off the mouth of Aquia Creek, she had to go all the way upriver to Washington for repairs. The ensuing overhaul kept the ship inactive during the naval alert attendant upon the Battle of Antietam and through mid-October.

Upon the completion of this yard work, the steamer dropped downstream and took station off Piney Point, Md., where she could observe shipping entering and leaving the Potomac and could interrupt traffic across the river between Maryland and Virginia. In mid-November, Provost led a boat expedition to St. George's Island and captured several Southern smugglers, two canoes, and ". . . a quantity of contraband goods."

About a week later, the ship—accompanied by four other ships of the flotilla—returned to the Rappanhannock behind which Burnside, who had relieved McClellan in command of the Army of the Potomac, was assembling forces in a position to protect Washington while pushing toward Richmond. However, the low level of the tidal water slowed the Union gunboats' progress up that river and stopped their ascent at Port Royal before dawn on the 27th. At that point, the senior naval officer, Lt. Comdr. Edward P. McCrea reported to Burnside the arrival of his ships and asked for instructions. On the afternoon of 4 December, Southern field artillery opened fire on *Anacostia* and three other Union ships, beginning a series of engagements which continued until Burnside's Army—which had crossed the Rappahannock on the 12th—was defeated in the Battle of Fredericksburg on the 13th.

Burnside's beaten troops retired eastward across the river on the night of the 14th and 15th. Nevertheless, *Anacostia* remained in the Rappahannock for more than a week thereafter, observing the activities of Lee's troops. On the 23d, she stood downstream to return to the Potomac.

The steamer's subsequent movements were somewhat less tied to Army operations. During the ensuing two and one-half years, she primarily plied the waters of the lower Potomac and its tributaries, occasionally leaving that river for brief missions which took her from its mouth south along the western shore of the Chesapeake and up the other streams which flow into that bay, especially the Rappahannock and the Piankatank Rivers.

On 28 December 1862, she captured the schooner *Exchange* in the Rappahannock. From time to time, parties from the ship went ashore in Confederate territory and captured men, materiel, and equipment. For instance, acting on an intelligence report from the Army, parties from *Anacostia* and *Currituck* landed at Indian Creek, Va., on 3 April 1863 to find a large quantity of smuggled medical supplies. They arrived after the drugs had been shipped on to Richmond, but did manage to capture a large quantity of tobacco.

On other occasions, she gathered information for the Northern Army. This was the case during a trip up the Rappahannock with *Dragon* about a fortnight before the Battle of Chancellorsville.

Similar instances abound. Taken individually, these operations were, for the most part, of little significance. Yet, *Anacostia*'s labors, combined with the countless like efforts of her sister ships in the Union Navy to exact a growing and enervating toll on the South's steadily shrinking ability to fight.

On 21 May, *Anacostia*, *Currituck*, and *Satellite* took the schooner *Emily* on the Rappahannock about 10 miles above Urbana. On 1 June, she helped to cover Kilpatrick's cavalry brigade as it crossed the Rappahannock. The next day, she and *Primrose* captured the sloop *Flying Cloud*. On 16 July in Herring Creek, Md., she took and destroyed a canoe and captured the men who had just crossed the Potomac in it to purchase goods needed by the South.

On 7 November 1864 near Aquia Creek, a party from *Anacostia* destroyed two wagons which had been used to convey blockade goods from that place to Fredericksburg. Two days later, another group of her sailors ascended Chopawamsic Creek where they burned the sloop *Buckskin*.

During the final months of the Civil War, *Anacostia* encountered steadily decreasing Southern activity. However, the fear and tension following Lincoln's assassination in mid-April gave increased purpose and excitement to her last weeks of duty as her crew remained alert for any conspirators who might attempt to escape down or across the Potomac.

Following the complete collapse of the Confederacy, the steamer was decommissioned at the Washington Navy Yard on 12 June 1865. She was sold at public auction there on 20 July 1865 to a Mr. Clyde and was redocumented as *Alexandria* on 26 December 1865. She subsequently served in the Chesapeake Bay area until destroyed by fire at City Point, Va., on 22 March 1868.

II

(AO–94: dp. 22,380; l. 523′6″; b. 68′; dr. 30′10″; s. 15.1 k.; cpl. 255; a 1 5″; cl. *Escambia*; T. T2–SE–A2)

Mission Alamo was laid down under a Maritime Commission contract (MC hull 1829) on 16 July 1944 at Sausalito, Calif., by the Marinship Corp.; renamed *Anacostia* (AO–94) on 24 July 1944; launched on 24 September 1944; sponsored by Mrs. Henry F. Bruns, the wife of Rear Admiral Bruns; and acquired by the Navy and placed in commission on 25 February 1945, Lt. Comdr. Thomas H. Hoffmann in command.

After a final fitting out period, the oiler left San Francisco Bay on 23 March 1945 and proceeded to San Diego, Calif., where she underwent three weeks of intensive shakedown training. *Anacostia* departed the west coast on 27 April and set a course for Hawaii. She reached Pearl Harbor on 3 May and reported for duty to Service Squadron 8, Service Force, Pacific Fleet. Two days later, the vessel left Hawaiian waters and sailed to the Caroline Islands.

Upon her arrival at Ulithi on 16 May, *Anacostia* joined Task Group (TG) 50.8 and proceeded with that group to Okinawa. Early in June, the oiler arrived in a designated fueling area off Okinawa and replenished the bunkers of various ships. After completing this task, she sailed to Saipan to take on a cargo of gasoline to be distributed among forces there at Okinawa. Dur-

ing August and September, *Anacostia* made two more round-trips between Ulithi and Okinawa, taking on fuel at the former port and discharging it at the latter.

At the time of the Japanese capitulation on 15 August, *Anacostia* was in port in Ulithi. She moved on to Okinawa six days later and remained there through 25 October. The oiler then sailed to the Japanese home islands and touched at Kanoya on the 30th. She also visited the Japanese port of Kagoshima, Kyushu. At each point, she acted as station tanker at Army air bases.

Anacostia got underway for the Philippines early in December and arrived at Manila shortly thereafter. She operated in Philippine waters for approximately two months before commencing another trip to Okinawa on 2 February 1946. From that island, she sailed for Pearl Harbor and reached Hawaiian waters on 7 March. The next day, she weighed anchor and shaped a course for the gulf coast via the Panama Canal. She transited the canal late in March and arrived at New Orleans, La., on 29 March.

Anacostia moved to Mobile, Ala., on the 30th and began inactivation preparations there. She was decommissioned at Mobile on 16 April 1946 and was transferred by the Maritime Commission that same day. Her name was struck from the Navy list on 8 May 1946.

The vessel was reacquired on 28 February 1948 by the United States Naval Transport Service. During the next two years, *Anacostia* operated along the east coast of the United States; made numerous voyages through the Suez Canal to Ras Tanura, Saudi Arabia, and Bahrain to take on petroleum; visited ports in England and northern Germany; carried out several trips to Aruba to load up with petroleum; and paid calls to Japanese ports of Yokohama, Yokosuka, and Sasebo.

She was assigned to the Military Sea Transportation Service (MSTS) on 18 July 1950 and reported to Tankers Co. Inc., for operation under an MSTS contract, was redesignated T-AO-94, and was run as a noncommissioned vessel manned by a civil service crew.

During the next seven years, *Anacostia* continued her service as an oiler. She made frequent trips to ports along the Texas gulf coast as well as to the Persian Gulf ports of Ras Tanura, Saudi Arabia, and Bahrain to take on petroleum. Her cargoes were then delivered to facilities at ports in Japan, England, the Netherlands, and Germany. The oiler remained active until December 1957, when she reported to Norfolk, Va. She was then turned over to the Maritime Administration and laid up with the National Defense Reserve Fleet in the James River. Her name was struck from the Navy list on 17 December 1957.

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

Anacot

(YTB–253: dp. 410; l. 110′; b. 27′; dr. 11′4″; s. 12 k.; cpl. 14; cl. *Cahto*)

Anacot (YTB–253) was laid down on 18 April 1944 by the Greenport Basin & Construction Co., Long Island, N.Y.; launched on 24 March 1945; and placed in service by the Navy on 15 June 1945 at the New York Navy Yard, Brooklyn, N.Y.

Anacot was then assigned to Service Force, Pacific Fleet and soon got underway for Hawaii. She transited the Panama Canal on 6 August, touched briefly at San Diego and San Francisco, and arrived at Pearl Harbor on 28 September. In late October or early November, the tug was ordered to report to Commander,

Anacot (YTB–253) (center) and two other tugs escort the battleship *Iowa* (BB–61) into Pearl Harbor, 28 October 1952. (NH 44539)

Service Squadron 7, for duty in the Philippines and reached Manila on 23 November She provided services in Philippine waters for the next eight months. In June 1946, she was declared to be in excess and scheduled for disposal. However, the vessel was found suitable for use as a fire boat and was transferred to the custody of the Commandant, 14th Naval District. *Anacot* arrived back at Pearl Harbor on 6 January 1947 and assumed her new duties there.

Anacot remained active at that port through October 1958, when she was placed in reserve, out of service *The Naval Vessel Register* of 1 January 1961 listed her status as of June 1960 "to be disposed of, type of disposal not known."

Anado

(MB: t. 33; l. 70′; b. 13′; dr. 3′ (aft); s. 20 mph.; cpl. 10)

Anado (SP–455)—a motorboat constructed in 1917 at Morris Heights, N Y., by the Gas Engine & Power Co. & Charles L. Seabury Co.—was acquired by the Navy under free lease from Mr. J. A. Mollenhauser of Brooklyn, N.Y., on 8 July 1917; and commissioned on 17 August 1917. Assigned to the 3d Naval District section patrol, *Anado* patrolled the waters of New York and Long Island through the end of World War I. She was returned to her owner on 26 February 1919, and her name was stricken from the Navy list that same day.

Anamosa

One of several variations or transcriptions of the name of a Sauk Indian lady who distinguished herself in the Black Hawk War. The term itself refers to a litter of newly born puppies A town in Jones County, Iowa, bears the name Anamosa

(YTB–409: dp. 260; l. 100′0″; b. 25′0″; dr. 9′7″ (f.); s. 12 k ; cl. *Sassaba*)

Anamosa (YTB–409) was laid down on 18 March 1944 at Brooklyn, N.Y., by Ira S. Bushey & Sons; launched on 24 July 1944; delivered to the Navy on 28 March 1945; and placed in service with the 1st Fleet on the west coast. By the beginning of 1948, the tug had been reassigned to the forward area of the Pacific Ocean. For the next 30 years, *Anamosa* operated at various locations in the central and western Pacific. Her naval career came to an end in 1978. Her name was struck from the Navy list in May 1978 No records of her subsequent fate have been found, but she may have been sold for scrap.

Anaqua

A fruit bearing tree or shrub native to Mexico and southwestern Texas.

(AN–40: dp 1,460; l. 194′6″; b 37′; dr 13′6″; s. 12.1 k.; cpl. 56; a. 1 3″, 2 20mm.; cl. *Ailanthus*)

YN–59 was laid down on 16 December 1942 at Everett, Wash., by the Everett-Pacific Shipbuilding & Drydock Co.; launched on 16 August 1943; sponsored by Miss Marian Swalwell; redesignated AN–40 and named *Anaqua* on 20 January 1944; and placed in commission on 21 February 1944.

After conducting shakedown training in Puget Sound, the net laying ship got underway for Alaska and reached Dutch Harbor on 20 May. She then began her assignment of tending nets in waters off Alaska and the Aleutian Islands. On 16 October, while the ship was hauling net gear from Cold Bay to Dutch Harbor, she encountered a severe storm with high winds. The damage *Anaqua* sustained was so extensive that she was ordered to return to the United States for availability.

The battered vessel arrived at Seattle on 20 December and entered drydock at the Lake Washington Shipyard, Kirkland, Wash. Upon completion of the repairs, she got underway on 5 February 1945 for the Naval Net Depot, Tiburon, Calif. While en route to that port, she encountered a storm off the coast of Oregon. The ship sprung numerous leaks through the main deck and the boat deck. Moreover, several electrical fires broke out and caused considerable damage. Upon her arrival at Tiburon, the ship was sent to the Martinolich Shipyard in San Francisco for repairs to her new damage.

On 11 March, *Anaqua* again stood out to sea and arrived back at Tiburon safely and took on a load of amphibious gear before sailing for Pearl Harbor, Hawaii. During her voyage across the eastern Pacific, the ship experienced several steering engine failures. She reached Pearl Harbor on 26 March, unloaded her net gear, and entered a drydock at the Pearl Harbor Navy Yard where, in addition to repair of her steering system, her hull was recaulked to eliminate persistent leaks.

Anaqua resumed operations late in May, took on a cargo, and, on 25 May, sailed for the Marianas. After a brief stop en route at Eniwetok, the net tender reached Guam on 16 June, discharged her cargo, and then proceeded to Tinian to lay gasoline tanker moorings. She completed this job on 22 June and sailed on to Ulithi. She arrived there on the 26th and spent the next four months in the lagoon of that atoll maintaining antitorpedo nets in conjunction with five other net tenders. This duty was interrupted briefly by a trip to Yap Island following the Japanese surrender to load Japanese ordnance gear for transportation back to Ulithi.

Following her return to the atoll, *Anaqua* assisted in closing down the large fleet anchorage at Ulithi. The vessel helped remove 20 miles of antitorpedo net. This salvage work was completed by 17 October, when she headed home with a barge in tow. The ship paused at Saipan to unload nets being transported by the barge and then proceeded to Hawaii. During this passage, rough seas and inclement weather slowed her progress, and *Anaqua* headed for Midway to refuel. The vessel finally reached Pearl Harbor on 12 November.

The net tender left Hawaii on the 16th and reached San Diego, Calif., on 25 November. Shortly thereafter, she sailed to San Pedro, Calif., where preparations to deactivate the ship began. *Anaqua* was decommissioned at San Pedro on 7 February 1946, and her name was struck from the Navy list on 26 February 1946. The ship was sold on 6 March 1946 to Mr. Robert J. Heffner, Santa Ana, Calif.

Anchor

(ARS–13: dp. 1,615; l 183′3″; b. 37′; dr. 14′8″; s. 12 k.; cpl. 65; a 1 3″, 4 20mm; cl. *Anchor*)

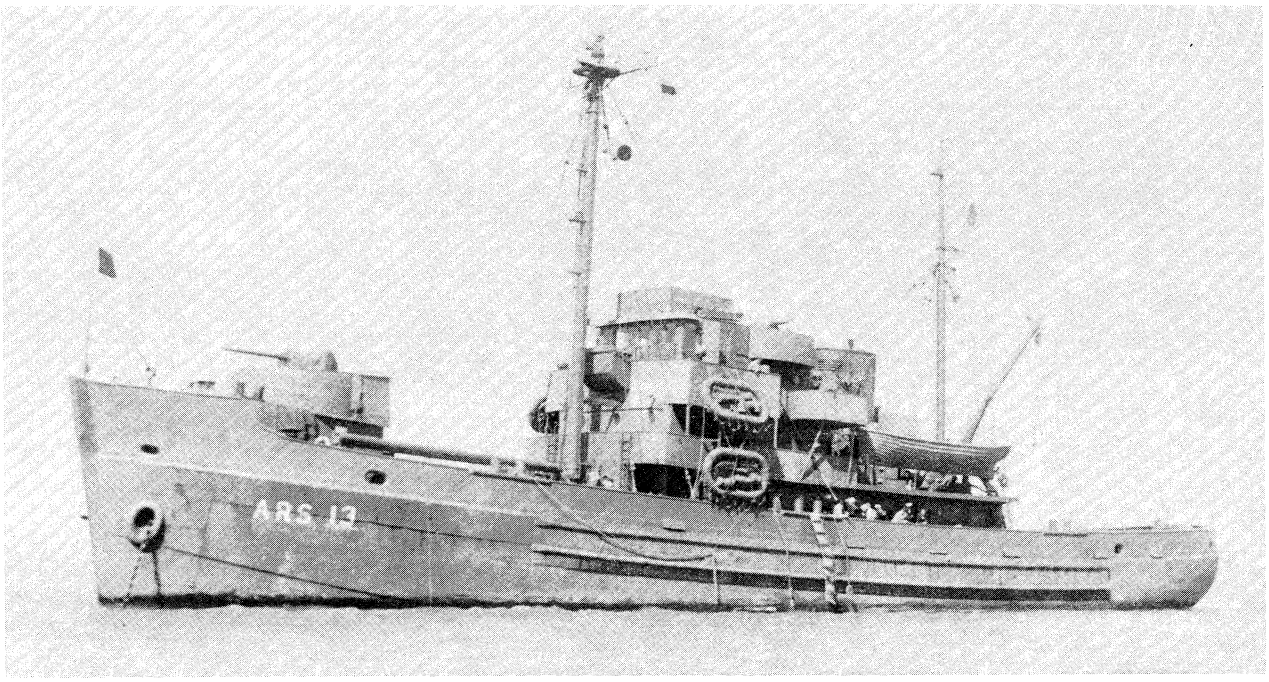
Anchor (ARS–13) was laid down on 30 April 1942 at Stockton, Calif., by the Colberg Boat Works; launched on 13 March 1943; sponsored by Mrs. Hattie M. Stevenson; and placed in commission at Stockton on 23 October 1943, Lt. R. M. Brunner in command.

During November, the salvage ship was fitted out at Stockton and at San Francisco, Calif. Early in December, she sailed to San Diego for shakedown training and salvage operations. *Anchor* left the west coast soon after the beginning of 1944, bound for Hawaii. Upon her arrival at Pearl Harbor on the 11th, she underwent a month of repair work and then was assigned to "ready duty," which involved standing by the entrance buoys to the Pearl Harbor channel and giving assistance when necessary to passing vessels The ship also conducted torpedo recovery duty.

On 16 July, *Anchor* departed Pearl Harbor and sailed for Eniwetok She operated there during August, carrying out various duties such as recovering barges, delivering mail, transporting freight and passengers, and performing salvage operations. The ship steamed to Saipan in early September and assumed duty as blasting control vessel in addition to her salvage work. On 4 November, she left Saipan and sailed via Eniwetok back to Hawaii.

She reached Pearl Harbor on 21 November and entered a shipyard for repairs and alterations. *Anchor* left the yard on 7 February 1945 and shortly thereafter sailed for Eniwetok. She arrived there on 15 March and resumed salvage and towing operations. During that stint at Eniwetok, the ship conducted salvage operations on the merchant ship *Esso Washington*. She moved to Guam in early May and, after a brief availability, began torpedo recovery service. Later that month, the vessel got underway for Okinawa and arrived there on 9 June.

During the next seven months, the ship conducted salvage operations on sunken Japanese shipping and served as a blasting control and air raid control ship for the Okinawa area. On 11



Anchor (ARS–13), *circa* 1945–1946. (NH 83809)

June, she was among several ships that opened fire on four enemy planes attacking Allied ships in the anchorage. The combined fire shot down one raider.

The war in the Pacific ended when the Japanese capitulated on 15 August, but *Anchor* continued to operate at Okinawa until 23 February 1946, when she shaped a course for Hawaii. She paused briefly at Pearl Harbor before setting out on 23 March for a cruise that would take her to Guam, Peleliu, and Eniwetok. The salvage vessel left the latter port with *PC–1170* in tow and delivered her charge at Pearl Harbor on 18 June. She remained in port for four days and then got underway for the west coast of the United States.

Anchor reached Seattle, Wash., in early July. Shortly thereafter, she reversed her course and proceeded back to Pearl Harbor. After a brief stay there, the ship sailed back to the west coast. She touched at San Francisco on 26 July before sailing on to Seattle. There, preparations were begun to deactivate the ship. *Anchor* was decommissioned at Seattle on 16 September 1946, and her name was struck from the Navy list on 13 November 1946. The vessel was then transferred to the Maritime Administration. She was sold on 23 May 1947 to L. E. Castell, Seattle, Wash.

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

Anchorage

The largest city in Alaska. Anchorage was founded in 1914 at the head of Cook Inlet, which is a bay of the Pacific Ocean.

(LSD–36: dp. 13,700; l. 553′; b. 84′; dr. 19′; s. 20 k.; cpl. 397; a. 6 3″; cl. *Anchorage*)

Anchorage (LSD–36) was laid down on 13 March 1967 at Pascagoula, Miss., by the Ingalls Shipbuilding Corp.; launched on 5 May 1968; sponsored by Mrs. Alexander S. Heyward, Jr., the wife of Vice Admiral Heyward; and commissioned at the Norfolk Naval Shipyard, Portsmouth, Va., on 15 March 1969, Capt. Percy Stuart Beaman in command.

After a brief, round-trip cruise to Andros Island, Bahamas, the dock landing ship left Norfolk on 24 June, bound for the west coast. She paused at Mayport and Fort Lauderdale, Fla.; transited the Panama Canal on 16 July; and arrived at her home port, San Diego, Calif., on 26 July. At the end of shakedown training off the California coast, she entered the Mare Island Naval Shipyard, Vallejo, Calif., on 1 November, for post-shakedown availability.

Anchorage returned to San Diego on 9 January 1970. She set sail on the 31st for the western Pacific (WestPac) to transport Marine Corps personnel back to the United States as part of Operation "Keystone Bluejay," a planned withdrawal of American troops from Vietnam. On 19 February, the ship arrived at Danang, Republic of Vietnam; took on board the personnel and equipment of the 7th Motor Battalion; and sailed for the United States. She reached Delmar, Calif., on 12 March and debarked her passengers.

Following a month and one-half in port at San Diego for training and upkeep, *Anchorage* got underway on 1 May with other units of Amphibious Squadron (PhibRon) 5 for the Far East. She stopped at Pearl Harbor and then sailed to Johnston Atoll to deliver several landing craft. The ship next proceeded to Yokosuka, Japan, and arrived there on 19 May for voyage repairs. Her next port call was at Buckner Bay, Okinawa, where marines came on board for transportation to Subic Bay, Philippines. Upon the completion of that embarkation, PhibRon 5 units assumed duty as Amphibious Ready Group (ARG) Alfa.

From 6 to 18 June, *Anchorage* carried small craft between ports along the coast of Vietnam. Her ports of call included Vung Tau, Camranh Bay, Qui Nhon, Danang, and An Thoi. She anchored near An Thoi from 11 to 14 June to provide drydock services for the ships at the naval activity there. On 22 June, the ship participated in the first of several amphibious exercises conducted by ARG Alfa at Green Beach, near Subic Bay. During these operations, she acted as a primary control ship for the direction and control of landing craft while they moved to the beach.

The ship pulled into Sasebo, Japan, early in July for a period of rest and relaxation for the crew. She got underway again on 16 July for amphibious exercises off Green Beach. On the 31st, she arrived at Okinawa to take Battalion Landing Team 2/9 on board for transportation to Subic Bay. *Anchorage* arrived at Subic Bay on 18 August for upkeep. Her next port of call was Hong Kong, which she visited from 10 unitl 18 September and then returned to the Subic Bay operating area.

From 24 September through 8 October, *Anchorage* traveled among Subic Bay and Vung Tau, Camranh Bay, and Danang,