(Sch: t. 200; l. 103′; b. 27′; dph. 8′6″; dr. 10′6″; cpl. 39; a. 1 13″ M., 2 32-pdr. sb., 2 12-pdr. sb.)

Arletta—a schooner built in 1860 at Mystic, Conn.—was purchased at New York City by the Navy on 7 September 1861 and commissioned in the New York Navy Yard on 30 January 1862, Acting Master Thomas E. Smith in command.

The schooner departed New York harbor on 4 February 1861 as a part of the Mortar Flotilla assembled to become a part of Flag Officer David Glasgow Farragut's newly established West Gulf Blockading Squadron. Besides sealing off the Confederate coast between Pensacola and the mouth of the Rio Grande, Farragut was charged with leading a Union task force from the Gulf of Mexico up the Mississippi to capture New Orleans. Once he had taken the "Crescent City," the flag officer was to continue on upstream until he met the warships of the Western Flotilla which were fighting their way down from the Ohio and upper Mississippi. The Lincoln Administration hoped that, if all went well, this strategy would cut the Confederacy in two and thus hasten the end of the rebellion.

However, two formidable defensive works, Forts Jackson and St. Philip, were located on opposite sides of the Mississippi below New Orleans, protecting the Southern metropolis from seaborne enemies. The Mortar Flotilla—commanded by Comdr. David Dixon Porter—had been set up to neutralize the batteries within these Confederate fortresses while Farragut's deep-draft, salt-water warships dashed past them to take New Orleans.

Following a stop at Key West, Fla., from 18 February to 6 March, *Arletta* performed blockade duty off Mobile Bay, Ala., from 11 to 15 March and then proceeded to Ship Island, Miss., whence she was towed by revenue cutter *Harriett Lane* to the Mississippi Delta. She crossed over the bar at Pass a l'Outre on the 18th and entered the river.

Much was yet to be done before Farragut could launch his attack. His deep-draft steamers had to be laboriously worked over a bar that was far too shoal for them to cross under normal circumstances; surveying parties had to work almost within the shadows of the forts to locate and mark the positions of each schooner during the impending action; and the mortar boats had to be stripped for action and camouflaged with local underbrush and foliage to reduce their vulnerability to Southern artillery.

Everything was finally ready by mid-afternoon of 16 April when Porter embarked in *Arletta* and took her—accompanied by two of her sister schooners—upriver to anchor at predetermined sites to test the mortars and their mounts and to determine the ranges of their targets. Confederate cannon fired intermittently upon the small Northern sailing ships, but the Southern rounds all fell short. Meanwhile, *Arletta*'s mortar answered with five shells, three of which exploded inside Fort Jackson. After an hour's action, Porter—highly satisfied with the performance of his mortars, gunners, and ships—ordered his captains to retire downstream.

The next day, hoping that it would collide with and set fire to one or more of the Union warships, Southerners put the torch to an incendiary-laden fire raft and cast it adrift. When Union lookouts spotted the blazing barge, *Arletta* launched boats which took the menacing raft in tow, pulled it ashore, and put out the fire.

On the morning of the 18th, the steamers of the flotilla towed the schooners into position to begin a steady and prolonged bombardment of the forts. *Arletta*—assigned to the first division of schooners, commanded by Lt. Watson Smith—got off 96 shells during the first day, but lost one man who was killed by an 8-inch solid shot from Fort Jackson which also briefly put her mortar out of action. For the next few days, the schooners kept up the shelling. Then, during the wee hours of the 24th; they greatly increased the tempo of their cannonade to give Farragut's steam warships the maximum possible support during their run by the forts.

That evening, after the flag officer's force had reached safety beyond range of Southern shot and shell, *Arletta* and her division mates dropped downriver to Southwest Pass where they anchored to prepare for a return to sea. During ensuing weeks, they operated in the gulf, helping to enforce the blockade while awaiting the return of Farragut and his deep-draft warships to join them in operations against Mobile.

The most notable event in *Arletta*'s service during this period was her chase on 21 May of a cotton-laden steamer which apparently had slipped out of Mobile Bay. The schooner ". . . put a shot into . . ." the blockade runner and forced her to jettison cargo in order to escape to windward.

Meanwhile, Farragut—perplexed by ambiguous, conflicting, and unrealistic orders—had postponed his attack on Mobile and, instead, had ascended the Mississippi to Vicksburg. There, he found Confederate cliffside fortifications far too strong to be captured without the help of a cooperating ground force many times larger than that which accompanied him. As a result, Farragut dropped downstream with the intention of next striking Mobile. However, upon reaching New Orleans, he found messages from Washington rebuking him for not remaining near Vicksburg and stating that Northern strategy demanded that he immediately return upstream, clearing the Mississippi as he went, until meeting the Union's Western Flotilla.

At the suggestion of the Army commander in the area, Maj. Gen. Benjamin F. Butler, Farragut called 10 of his schooners back to the Mississippi to support an attack on Vicksburg. Porter complied by bringing, not just 10, but the whole flotilla.

The schooners departed Pensacola on 3 June and crossed the bar at Pass a l'Outre three days later. However, once they were in the river, their ascent was delayed until steamers could be obtained from the Army to tow them upstream against the current. When this indispensable support finally became available about a fortnight later, *Arletta* departed New Orleans and headed up the Mississippi under tow. Southern shore batteries fired upon her as she was passing Grand Gulf, Miss.; but her return fire and that of sister ships silenced the Confederate cannon before they did any damage.

She arrived on station just below Vicksburg late in the month and first opened fire on the 27th. Before dawn the following morning, the entire flotilla began shelling the Southern batteries; and the schooners kept up their fire until most of Farragut's ships had reached safety well out of range of the Vicksburg guns.

Over the ensuing days, while they awaited news of events above Vicksburg and further orders from Farragut, *Arletta* and her sister schooners from time to time bombarded the cliffside forts. In the meantime, events had recently occurred in Virginia which would soon deprive the flag officer of most of these mortar boats.

Lee's Seven Days Campaign in late June and early July had turned back a Union drive toward Richmond and had penned up the Federal army in a small area at Harrison's Landing on the northern bank of the James. Support fire from Federal gunboats already operating on the river had helped to save the Union force from destruction; and, on 8 July, Washington—recognizing the value of naval firepower—wired Farragut to send 12 of these schooners to Hampton Roads to reinforce the James River Flotilla.

Arletta headed downstream with the largest division of the flotilla on the 11th, stood out to sea on the 17th, and entered Hampton Roads on the 30th. Following repairs at the Norfolk Navy Yard, she was towed up the James by the side-wheeler *Satellite* on 9 August and, the next day, took station off Claremont Plantation. For most of the rest of the month, she operated in the James to protect McClellan's troops as they withdrew from the peninsula to return to Northern Virginia to strengthen the defenses of Washington.

On 29 August, while the Second Battle of Bull Run was beginning, she headed down the James under tow in preparation for transfer to the Potomac to bolster Union naval power there against possible attacks on the National capital. She left Hampton Roads on the last day of the month and arrived at Washington on 5 September. The schooner remained in that vicinity, ready to help to defend the seat of the Federal Government in the event that Lee's army—which had crossed the Potomac into Maryland—attack. After the Union stand at Antietam had repelled this invasion of the North, *Arletta* left Washington on 18 September to begin operations downstream with the Potomac Flotilla. She continued this duty until returning to the Washington Navy Yard at the end of October to have her mortar removed and to be fitted out as an ordnance vessel.

Reassigned to the North Atlantic Blockading Squadron, the schooner departed Washington on 28 November and arrived at Fort Monroe, Va., on 2 December. There she took on a cargo of ammunition and stores and stood to sea on 23 December 1862. She reached the vicinity of Wilmington, N.C., on 4 January and began delivering ammunition to Union warships on blockade duty, a task she continued into the spring.

On 19 April 1863, she headed for Beaufort, N.C., her station for the last two years of the Civil War.

On 17 September 1865, *Arletta* departed the North Carolina Sounds and headed north. She reached the Philadelphia Navy Yard on the 25th and was decommissioned there on 28 September 1865. The schooner was sold on 30 November 1865.

Arlington

A county in northeastern Virginia on the western bank of the Potomac River opposite Washington, D.C. The county takes its name from the estate confiscated from Robert E. Lee and his wife, Mary Custis Lee, during the Civil War and which is now the site of Arlington National Cemetery. The county also contains the Pentagon, seat of administration for the Department of Defense, and Fort Myer, home of the Army's ceremonial 3d Infantry.

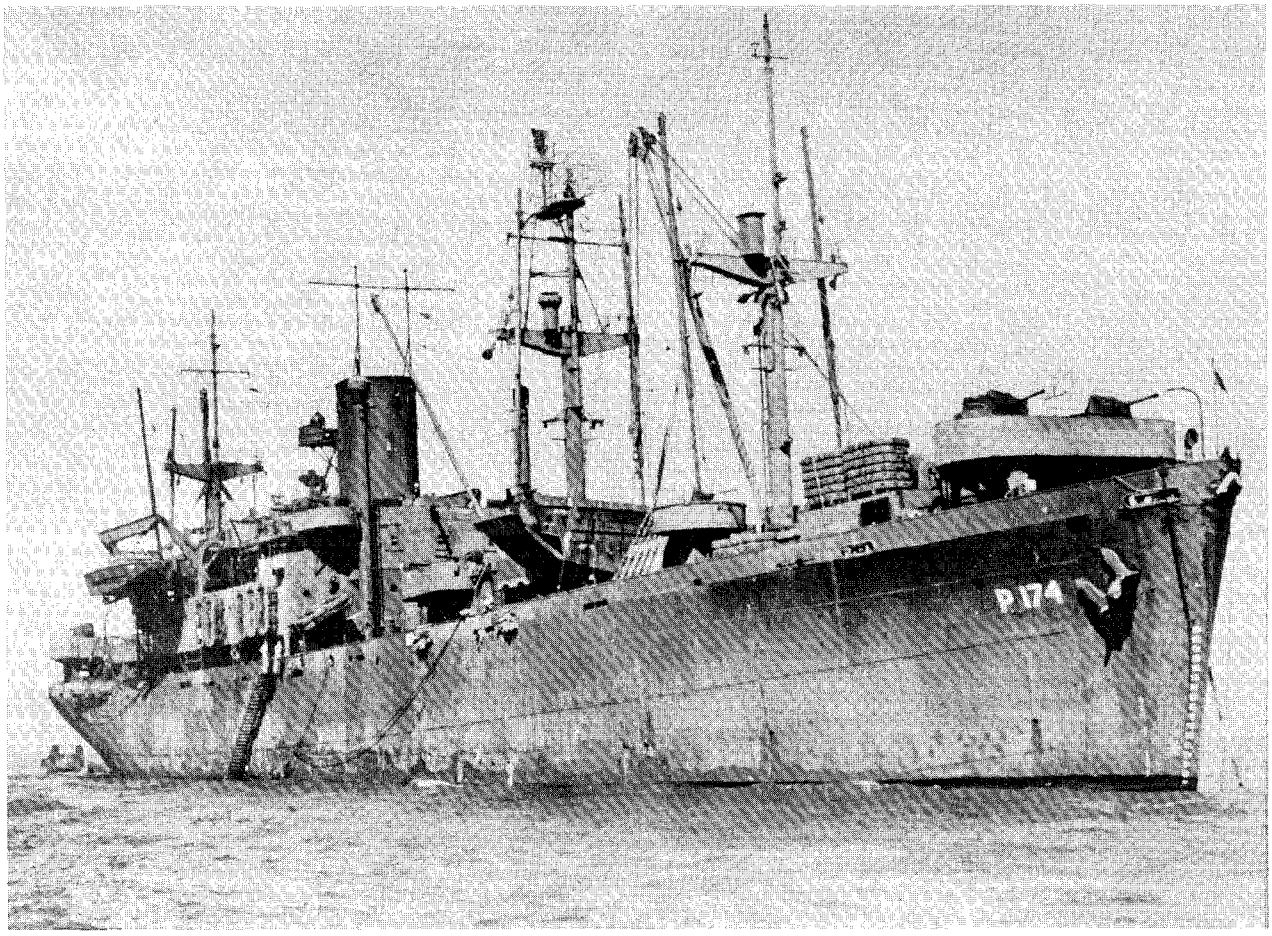
I

(AP–174: dp. 10,120; l. 417′9″; b. 60′; dr. 22′3″; s. 14.7 k.; cpl. 359; tr. 1,400; a. 1 5″, 4 3″, 4 40mm., 12 20mm.; cl. *Cape Johnson*; T. C1B)

The first *Arlington* (AP–174) was originally laid down as the steel-hulled C1B type cargo ship *Fred Morris* on 11 May 1942 at Wilmington, Calif., by the Consolidated Shipbuilding Corp., under a Maritime Commission contract (MC hull 490); launched on 10 August 1942; sponsored by Mrs. Clarence J. Coberly; and delivered to the Lykes Brothers Steamship Co., Inc., on 6 February 1943. Built to operate on the South American cargo trade and named for an employee of the Lykes Brothers' lines, *Fred Morris* operated under civil auspices until taken in hand by the War Shipping Administration (WSA) for conversion to a Navy transport. On 31 January 1944, the ship was renamed *Arlington* and classified as AP–174. Converted at the Todd Shipbuilding and Drydock Co., Hoboken, N.J., the ship was acquired by the Navy from the WSA on 17 April 1944, and was commissioned at the New York Navy Yard on 18 April 1944, Comdr. Louis G. McGlone in command.

Following shakedown training in Chesapeake Bay, *Arlington* loaded cargo and embarked passengers (sailors and marines), and departed Norfolk on 22 May, in company with the destroyer escort *Eversole* (DE–404), bound for the Panama Canal. Transiting the Canal Zone on 28-29 May, the transport reached Pearl Harbor on 13 June. Embarking a capacity lift of casualties and troops, the ship set course to return to the west coast on 17 June, arriving at San Francisco on 23 June.

Following a brief availability for work not completed at Hoboken during the initial conversion, *Arlington* sailed for Seattle on 3 July, arriving there three days later. Assigned duty with the Fleet Operational Training Command, Pacific, *Arlington*—the flagship for Capt. M. L. Eaton—was attached to the Pre-Commissioning Training Center until 18 December. During this time—the latter part of which saw the ship operating with the attack transport (APA) precommissioning detail—she trained 40 Navy auxiliary ships' complements on board. Each received nine days of intensive instruction afloat in amphibious operations, gunnery, damage control, seamanship, communications, engi-



Arlington (AP–174) at anchor in San Francisco Bay, probably during her service as a training ship at the precommissioning training center there, between December 1944 and September 1945. Her color scheme is probably Measure 21 (sea blue). (NH 78544)

neering, first aid, handling of casualties, and navigation. Upon termination of the program in Seattle, *Arlington* headed for San Francisco, where she arrived on 21 December. She served as a training ship at the Pre-Commissioning Center for auxiliary ships at Treasure Island through the end of the war, her last trainee crew leaving the ship on 15 September 1945.

During her second stint as a training ship, *Arlington* served as the platform for the instruction of 53 additional crews, each receiving from six to 12 days of training afloat. They spent the first part of their instruction at anchor; the last two underway at sea. Besides antiaircraft and surface gunnery drills, other evolutions included underway replenishment, streaming and recovering paravanes, correcting magnetic compasses for deviation, shiphandling, and all phases of seamanship, damage control, engineering and handling casualties. All told, the ship trained approximately 25,000 men at Seattle and Treasure Island.

Relieved of duty as a training ship on 16 September, *Arlington* was assigned to Service Force, Pacific, for duty in "Magic Carpet" —the return of servicemen to the United States. She sailed on 18 September for Okinawa, Tokyo, and Yokosuka, Japan, with 1,400 troops embarked, ultimately returning to Seattle on 14 November for repairs and upkeep. She conducted a second voyage to Japan, proceeding via Adak and Attu in the Aleutian Islands, and touched briefly at Tokyo before returning to Seattle the day after Christmas of 1945. Scheduled to be decommissioned, she headed for New York on 13 February 1946, proceeding via San Diego and the Panama Canal. Decommissioned at the New York Naval Shipyard on 20 March 1946, *Arlington* was transferred to the WSA on the same day. Her name was struck from the Naval Vessel Register on 28 March 1946.

Renamed *Fred Morris*, the ship remained under government ownership into the 1960's. Laid up around 1950, she remained inactive until scrapped in Baltimore, Md., in February, 1965.

II

Saipan (CVL–48) (*q.v.*) was renamed *Arlington* (AGMR–2) on 8 April 1965.

Armada

(AM–145: dp. 650; l. 184′6″; b. 33′0″; dr. 9′9″; s. 14.8 k.; cpl. 104; a. 1 3″, 4 40mm.; cl. *Admirable*)

Armada (AM–145) was laid down on 18 October 1942 at Tampa, Fla., by the Tampa Shipbuilding Co.; launched on 7 December 1942; sponsored by Mrs. B. C. Crawford; and completed on 16 September 1943. She was turned over to the USSR on the day of her completion and was commissioned in the Soviet Navy as *T–118*. The Soviets never returned her to the United States Navy. *Armada* was carried on the American Navy list—as MSF–145 after 7 February 1955—until 1 January 1983 when her name was struck.

Armadillo

An insect-eating mammal which has an armorlike shell encasing its back and head. Its natural habitat ranges from southern Oklahoma and southern Arkansas into Mexico and Central America. Armadillo is a Spanish word meaning little armored thing and was given to the mammal by early Spanish explorers of North America.

(IX–111: dp. 14,500; l. 441′6″; b. 56′11″; dr. 28′4″; s. 11.0 k.; cpl. 79; a. 1 5″, 1 3″, 8 20mm.; cl. *Armadillo*; T. Z–ET1–S–C3)

Sidney Howard was a tanker laid down under a Maritime Commission contract (MCE hull 1900) on 24 September 1943 at Wilmington, Calif., by the California Shipbuilding Co.; launched on 26 October 1943; sponsored by Mrs. S. Howard; renamed *Armadillo* and designated IX–111; and acquired by the Navy on a bareboat basis and simultaneously placed in commission at San Pedro, Calif., on 18 November 1943, Lt. Michael R. Meyer in command.

Following her commissioning, the vessel began a period of final fitting out and shakedown training off the southern California coast. In January 1944, *Armadillo* was assigned to Service Force, Pacific Fleet, and sailed for Pearl Harbor, Hawaii. From early February through early April 1944, the vessel carried personnel and petroleum products between Pearl Harbor and Tarawa, Gilbert Islands. On 22 April, she reported to Majuro Atoll, Marshall Islands, where she served as a station tanker through late August. *Armadillo* then shifted to Ulithi, Caroline Islands, to perform the same duty. This service was broken by trips to Gaum and Saipan in the Mariana Islands and to Peleliu in the Palaus.

Armadillo left Ulithi on 10 April 1945 and shaped a course for Okinawa. She arrived there on 18 April and began providing services to various ships of the Pacific Fleet. On 1 February 1946, the tanker departed Buckner Bay, Okinawa, and headed for the east coast of the United States. She transited the Panama Canal on 13 March and continued on to Norfolk, Va. The vessel reached that port on 23 March and began preparations for her inactivation. *Armadillo* was decommissioned on 29 May 1946 and, on the same day, was delivered to the Maritime Commission's War Shipping Administration at Lee Hall, Va. Her name was struck from the Navy list on 19 June 1946. The ship was sold later that same year and was converted for merchant service.

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

Armeria

Any of a group of small, stemless, perennial herbs with narrow evergreen leaves. A former name retained.

(Lht: t. 1,600; l. 212′; b. 34′; dr. 12′6″; a. 2 guns)

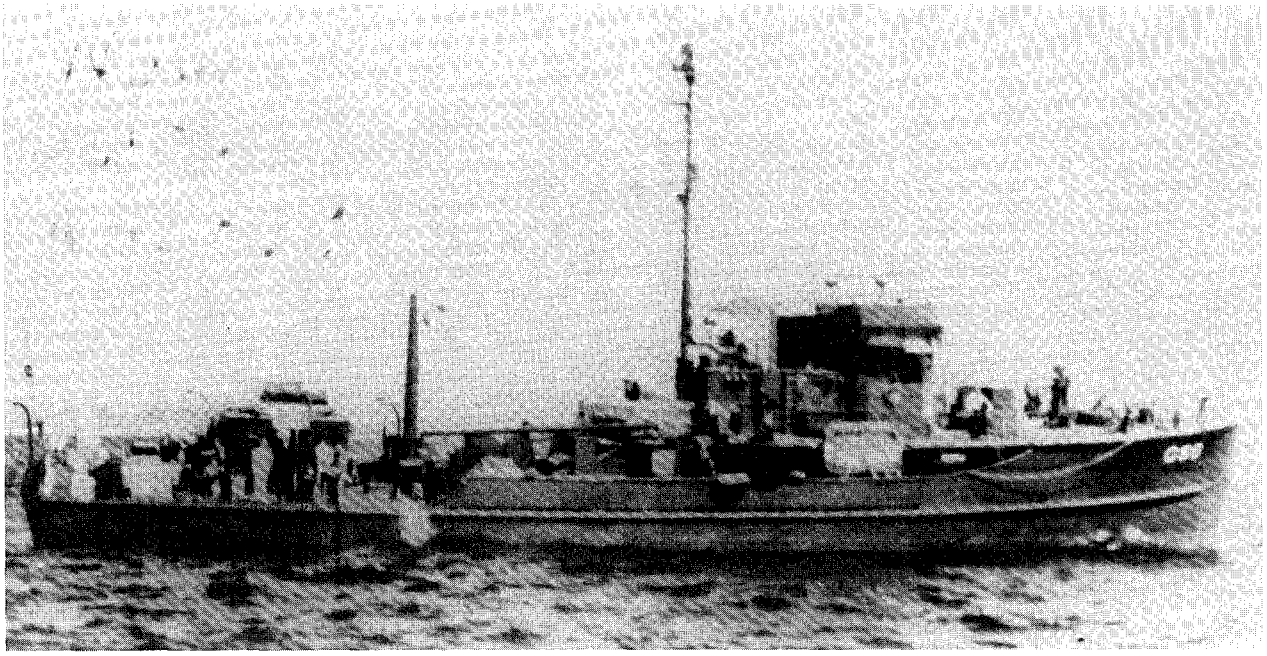
Armeria—a lighthouse tender built in 1890 at Camden, N.J. —was transferred to the Navy from the Lighthouse Service on 24 March 1898 and was converted for naval service at the Norfolk Navy Yard. *Armeria*'s commissioning date is unknown, but her commanding officer was Lt. Comdr. Leavitt Curtis Logan. Assigned to the North Atlantic Squadron for the duration of hostilities in the Spanish-American War, she made two voyages from the United States to Cuba carrying ammunition. She entered Key West, Fla., on 9 August 1898 and, two days later, she was returned to the Lighthouse Service.

Armistead Rust

Armistead Rust—born in Campbell County, Va., on 12 July 1862—was appointed a cadet engineer at the Naval Academy on 1 October 1881. After completing the course of instruction, he was detached from the Naval Academy on 1 June 1885 to await orders for the two years of sea duty that preceded graduation at that time. Following service in *Tennessee* and *Richmond*, he returned to Annapolis in the spring of 1887 for graduation, received his diploma on 15 June 1887, and was commissioned an ensign on 1 July 1887.

During the next three years, Rust served successively in the Bureau of Navigation and the sloops of war *Saratoga*, *Constellation*, and *Jamestown*. In December 1890, he began an assignment ashore. Following four months of ordnance duty at the Washington Navy Yard, he reported to the Proving Ground at Indian Head, Md., on 7 April 1892 for similar service. In September 1892, Rust went home for a year's leave of absence. Upon his return to active service at the end of August 1893, Ens. Rust went to sea in *Pinta*. Following duty in connection with the recommissioning of the armored cruiser *Boston* in September and October of 1895 and a brief assignment to *Ranger* from late October to early December, he was transferred to *Monterey* and served in her until September of 1896 when he went home on three months of leave. At the end of November 1896, Ens. Rust commenced another ordnance assignment at Indian Head.

Newly promoted Lt. (jg.) Rust was detached from the Proving Ground on 11 November 1897 and reported on board the gunboat *Newport* a week later. During the Spanish-American War, he served successively in *Newport*, *Hist*, and *Princeton*. On 10 June 1899, Rust was promoted to lieutenant while still serving in *Princeton*. Between January 1900 and March 1901, Lt. Rust served in *Don Juan de Austria* and *Scindia*. After a tour of duty ashore at Bath, Maine, as inspector of equipment and ordnance, he returned to sea in *Montgomery* in July 1902 and served in her until September 1904. Following an assignment to *Minneapolis* between November 1904 and January 1906, Lt. Comdr. Rust



Armistead Rust (AGS–9), *circa* 1945. Her patrol boat lines are readily apparent. (NH 84645)

moved ashore once again as a gunnery instructor at the Washington Navy Yard.

In November 1907, he reported to the Bureau of Equipment in Washington in conjunction with preparations for a hydrographic survey of the southern coast of Cuba between Cape Cruz and Casilda. Lt. Comdr. Rust directed that mission during the first five months of 1908 and reported back to Washington in June. Late in October, he returned to Cuba to resume direction of the hydrographic survey and to assume command of *Hist.* He was promoted to commander on 4 November 1908. Comdr. Rust completed his tour of hydrographic duty in October 1910 and went to *Louisiana* (Battleship No. 19). He was detached from that warship in August 1911 and soon began two months of temporary duty at the Bureau of Ordnance. On 26 October 1911, Comdr. Rust assumed command of *Baltimore* (Cruiser No. 3) with additional duty as captain of the yard at the Charleston Navy Yard.

On 2 July 1912, he was placed on the retired list in the rank of captain, to date from 30 June 1912. Capt. Rust was called back to active duty on 4 April 1917, two days before the United States entered World War I. For the remainder of 1917 and the first five months of 1918, he served as an inspector of ordnance—first at Philadelphia and, later, at Hagerstown, Md. Early in June 1918, he was transferred back to Philadelphia where he served on the staff of the Commandant, 4th Naval District, chairing boards investigating maritime mishaps. Capt. Rust resumed his retirement on 23 July 1919 and took office as the superintendent of the Massachusetts Nautical Academy. He served in that post until 29 April 1932 when he moved to Annapolis. Capt. Rust died on 29 December 1941 at the Naval Hospital, Annapolis, Md. Capt. Rust, an expert on navigation, wrote several books on the subject.

(PCS–1404: dp. 338 (f.); l. 136′0″; b. 24′6″; dr. 8′7″; s. 14.1 k. (tl.); cpl. 57; a. 1 3″, 1 40mm., 2 20mm., 1 dcp. (mousetrap), 2 dct.; cl. *PCS–1376*)

PCS–1404 was laid down on 15 May 1943 at Stockton, Calif., by the Colberg Boat Works; launched on 12 November 1943; sponsored by Mrs. Frank J. Castiglione; and commissioned on 30 March 1944, Lt. W. H. Beatty, Jr., in command.

After completing outfitting and shadedown training, the submarine chaser departed San Diego on 4 May. Steaming by way of Pearl Harbor and the Marshall Islands, she arrived at Saipan in the Mariana Islands on 17 June. There, she supported the occupation of that island and Guam by providing antisubmarine protection for ships bringing in supplies to the troops ashore. Between 26 July and 15 August, the warship made a round-trip voyage from the Marianas to Eniwetok for repairs. Upon her return, *PCS–1404* resumed her patrol duties among the islands of the Marianas. She sailed for Oahu on 27 September and reached Pearl Harbor on 15 October. The vessel then operated in the Hawaiian Islands until 24 January 1945.

On that day, *PCS–1404* headed back to the Central Pacific. Sailing via the Marshall Islands, she arrived at Guam on 13 February but stayed only three days. On the 16th, she put to sea in the screen of a convoy bound for Iwo Jima. Arriving there on the 20th, the warship patrolled the vicinity of the Volcano Islands until the 26th when she shaped a course back to the Marianas. The ship arrived at Saipan on 2 March only to put to sea the next day under tow of *LST–808* and *ATR–94*. Her little convoy reached Leyte in the Philippines on 9 March.

Ten days later, under her own power once again, *PCS–1404* departed Leyte on her way to Okinawa. On the following day, 20 March 1945, she was named *Armistead Rust*, reclassified a surveying ship, and redesignated AGS–9. The ship spent the period 26 March to 30 June engaged in hydrographic surveying operations around Kerama Retto. In July, she returned to the Philippines. *Armistead Rust* conducted surveys of Philippine waters for the next 11 months. On 9 June 1946, she was decommissioned at Subic Bay, Luzon. Her name was struck from the Navy list on 21 October 1948, and she was sold to Mr. James N. Pierce on 28 October 1948.

Armistead Rust earned three battle stars during World War II, two as *PCS–1404* and one as *Armistead Rust* (AGS–9).

Armstrong County

Counties in Pennsylvania, South Dakota, and Texas.

(LST–57: dp. 4,080; l. 328′0″; b. 40′0″; dr. 11′2″ (lim.); s. 11.6 k.; cpl. 119; trp. 147; a. 8 40mm.; cl. *LST–1*)

The tank landing ship *LST–57* was laid down on 24 October 1943 at Neville Island, Pa., by the Dravo Corp. and launched on 4 December 1943, sponsored by Mrs. Edward Mays. Placed in "reduced commission" on 1 January 1944 at her builder's yard,

she went to New Orleans, La., where she was commissioned on 15 January 1944.

Following her fitting out at Pensacola and shakedown training out of Panama City, Fla., *LST–57* returned to New Orleans where she took on board *LCT–855* and a cargo of diesel fuel. Clearing the "Crescent City" on 25 February 1944, *LST–57* proceeded independently to New York City. Spending five days there—during which time she embarked two Navy doctors and 40 corpsmen—the tank landing ship proceeded to Davisville, R.I., where the tank deck was loaded with 358 tons of pontoons: "no better a cargo for the sub-infested Atlantic," observed the ship's historian wryly. After an overnight stay at Boston, *LST–57* joined a convoy bound for Halifax, Nova Scotia.

Reaching her destination on 21 March, the tank landing ship remained there until the 29th. Sailing thence with "slow convoy" SC–156, *LST–57* began her voyage to the Old World—although for a time her crew wondered if they would ever get away from the New. Three events occurred before she even left Halifax harbor that presaged an eventful crossing. The wait for a frozen boat davit to thaw delayed recovery of one of the ship's landing craft, a tug ripped a hole in her port bow several feet above the waterline, and a steering casualty stopped her a few hundred feet from the antisubmarine nets causing the ship to block the convoy sortie until it could be corrected.

Once at sea, *LST–57* and the convoy encountered dense fog that rendered visibility difficult for more than 48 hours, and another LST nearly collided with the ship. The fact that the other ship was known to be carrying ammunition "didn't quiet anyone's nerves," as *LST–57*'s chronicler recounts. No sooner had the fog cleared but an ice field was encountered. Two emergency changes of course to avoid the ice caused the convoy "to lose all semblance of order . . . for several hours."

Preoccupied by accidents and natural hazards, *LST–57*'s crewmen almost forgot the war until *U–302* rudely reminded them. At 0228 on 6 April the U-boat torpedoed two merchantmen on *LST–57*'s portside. The tank landing ship went to general quarters but did not engage the enemy or participate in the rescue operation. One of the escorts, HMS *Swale*, sank *U–302*, and ships closer to the two victims picked up survivors.

LST–57 reached Milford Haven, Wales, on 14 April, only to be directed to proceed to Southampton immediately. She overtook a slow coastal convoy to that port and reached her destination on the 16th, mooring at the Fawley oil dock, downstream from Southampton, to discharge the diesel oil cargo. Later, at Southampton the tank deck was unloaded and the LCT launched.

Over the next few weeks, *LST–57* visited Plymouth, Falmouth, Dartmouth, Salcombe and Brixham, as planning for the invasion of the continent of Europe proceeded apace. On 2 June, at Brixham, *LST–57* took on board six tanks, several "Long Toms" (155-millimeter guns), and "a handful of Army quartermasters and a reserve . . . company of airborne infantry. It was a conglomeration," noted the tank landing ship's chronicler, "but the Army was careful in its loading and did not want to lose an LST full of one type of soldier."

After bad weather forced the invasion force to postpone its scheduled departure on 4 June, *LST–57* started toward France the following day as part of a slow convoy. *LST–57* discharged her initial cargo and passengers at Utah Beach in the American sector of the Normandy beachhead. Over the ensuing months, she visited all five of the Allied beaches—"Utah," "Omaha," "Juno," "Gold," and "Sword"—delivering vital supplies and reinforcements from a variety of ports in southern England. After the Allied breakout at St. Lô late in July, the ship also carried supplies to the beach at St. Michael-en-Grieve on the Brittany peninsula. After November, *LST–57* transported men and equipment from England to the French ports of Cherbourg, Rouen, and Le Havre and returned to England with Allied casualties and German prisoners of war.

On 16 April 1945, *LST–57* stood out of Plymouth, England, on her way back to the United States. Steaming by way of Hampton Roads, Va., the tank landing ship reached Houston, Tex., in mid-May. She carried out substantial repairs at the Brown Shipbuilding Co. at Houston before proceeding to Gulfport, Miss., to load cargo. Then, following a brief repair period at Mobile Ala., *LST–57* set sail for the Panama Canal on 2 July. After transiting the canal, she departed the west coast of Panama on 13 July. The tank landing ship touched briefly at Manzanillo, Mexico, before heading out across the Pacific Ocean.

LST–57 arrived in Pearl Harbor on 2 August but resumed her voyage west on the 9th. While en route from Hawaii to the Marshall Islands, she received word of the Japanese capitulation. The tank landing ship arrived at Eniwetok on 21 August but tarried there only three days before getting underway on the 24th. She discharged cargo at Guam and then returned to sea on her way to the Philippines. In September and October, *LST–57* visited Leyte and San Fernando in the Philippines before setting out for Japan to support the postwar occupation. In November and December, she made a circuitous voyage from Hiro Wan, Japan, to Saipan and Peleliu, returning to Tokyo on 27 December 1945.

Decommissioned on 24 January 1946, *LST–57* was turned over to the Shipping Control Administrator, Japan (SCAJAP), for operation by a Japanese crew, under the designator *Q–028*. Returned to the Navy in November 1950, *LST–57* was assigned to the Pacific Reserve Fleet at Tacoma, Wash., on 9 November 1950. She remained in reserve into the mid-1950's. Though named *Armstrong County* (LST–57) on 1 July 1955, she never performed any active service under that name. Her name was struck from the Navy list on 21 September 1955, and she was sunk as a target the following year.

LST–57 was awarded one battle star for her World War II service.

Arneb

The brightest star in the southern constellation Lepus with a magnitude of 2.7 and a diameter nine times that of the Sun. It is 900 light years from the Earth.

(AKA–56: dp. 14,200; l. 459′2″; b. 63′; dr. 26′4″; s. 16.5 k.; cpl. 429; a. 1 5″, 8 40mm., 12 20 mm.; cl. *Andromeda*; T. C2–S–B1)

Arneb (AKA–56) was laid down under a Maritime Commission contract (MC hull 1159) as *Mischief* by the Moore Drydock Co., at Oakland, Calif.; launched on 6 July 1943; sponsored by Mrs. Carol J. Palmer, the daughter of a plant engineer; acquired by the Navy on 16 November and towed to Portland, Oreg., where she was converted to an attack cargo ship by the Willamette Iron and Steel Co.; and commissioned on 28 April 1944, Comdr. Howard R. Shaw in command.

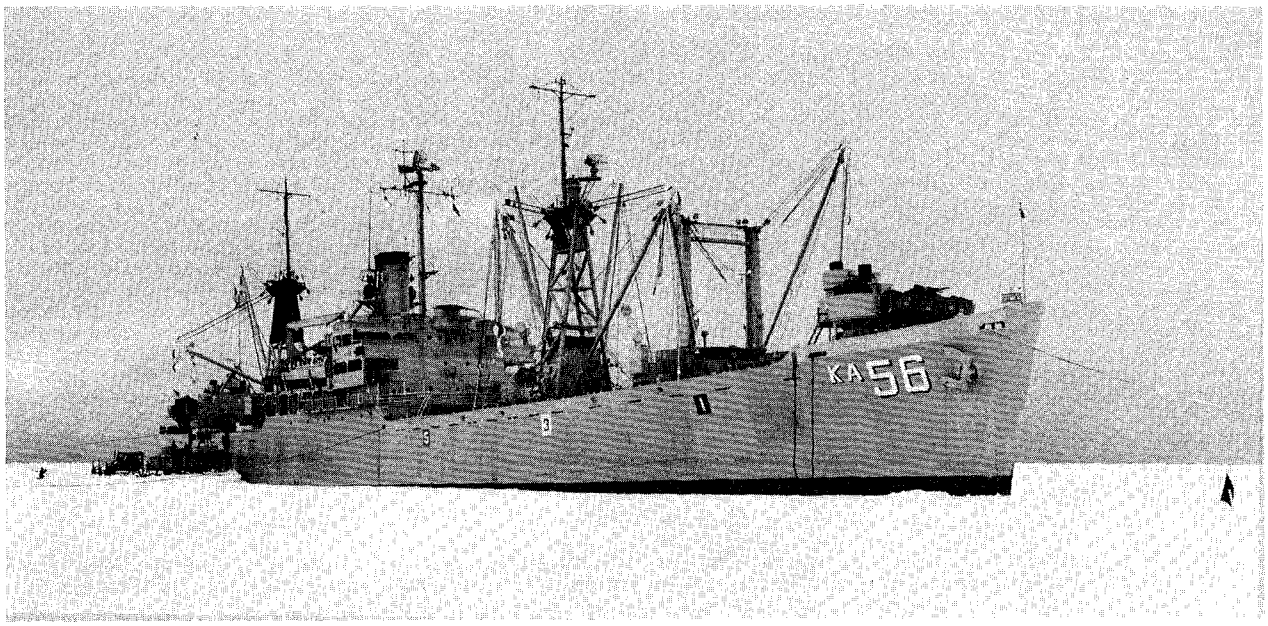
Outfitted and loaded with stores for her first cruise by 10 May 1944, the attack cargo ship steamed to San Diego for shakedown training which was made unexpectedly interesting by her rescue of the three-man crew of a Navy Grumman TBF that had had to "ditch". During June and July, the ship practiced amphibious maneuvers using Army troops to make landings on San Clemente Island.

On 22 July, *Arneb* sailed for the Hawaiian Islands, and arrived at Pearl Harbor on 30 July. After debarking passengers, the ship continued on to Guadalcanal for training. On 29 August, the ship got underway with three transport divisions to rehearse landings for the invasion of the Palau Islands. On 8 September, she sortied with Transport Division (TransDiv) 32, and headed for Angaur Island.

The cargo ship arrived on 17 September and lowered all of her boats off the west side of the island to feign landings in that quarter in an effort to divert Japanese defensive forces. The next day, she actually landed troops and equipment of the 306th Engineers. *Arneb* remained in the Palaus until 23 September when she began carrying cargo and troops to Ulithi, Hollandia, and the Admiralty Islands.

At Manus, she fueled and loaded supplies for training and rehearsal exercises for her next operation, the liberation of the Philippines. She got underway on 12 October, arrived off Leyte on the 20th, and, despite enemy shelling, immediately began discharging her cargo and troops. *Arneb* next steamed to Guam to take on more cargo and troops for delivery at Leyte on 23 and 24 November.

Following her second voyage to Leyte, the ship steamed to Hollandia to onload provisions, cargo, and personnel as well as to receive minor repairs. *Arneb* departed Hollandia on 27 December to participate in the invasion of Luzon, anchoring in Lingayen Gulf on 9 January 1945. Since she was not carrying high priority cargo, her boats helped transports in landing troops and cargo on D-day before they began unloading her own cargo on the following day. Although enemy air and small craft activity was intense, *Arneb* only lost one LCVP. She returned to Leyte on 15 January and ferried troops and supplies to Luzon for the assault



Arneb (AKA–56) unloads stores and equipment at Little America, 16 December 1959. The prominent numbers on the hull sides (odd on the starboard side, even on the port) denote debarkation stations. Starboard side stations are a white 1 on a red background, a black 3 on a white background, a white 5 on a blue background, a black 7 on a yellow background, and (not visible) a white 9 on a green background. (USN 1046469)

on the area around La Paz on the 29th. During the next few weeks, the vessel took on fuel, cargo, and other supplies in Leyte Gulf in preparation for her next major task, the invasion of the Ryukyus.

On 27 March, *Arneb* left Leyte Gulf, arrived off Okinawa on 1 April, and unloaded supplies despite enemy air attacks. She retired to Guam and was ordered to proceed on 10 April via Pearl Harbor to the United States. The ship arrived in San Pedro on 3 May and was given a 15-day availability. Then, after loading ammunition and other supplies, she sailed for Pearl Harbor on 8 June. She returned to the west coast before the end of the month and moved into drydock at the Moore Dry Dock Co. On 20 July, the cargo ship was once again headed for the Hawaiian Islands on the first of two voyages made before the end of August. During the ship's second run to Oahu, Japan capitulated, ending the fighting in the Pacific.

While in Pearl Harbor on 28 August, *Arneb* received orders to load cargo and sail for the China coast to support the occupation forces. She ferried cargo and troops between Okinawa and China until 26 October, when she headed for San Francisco. Diverted to Seattle en route, she arrived there on 13 November 1945. The ship was then assigned to the Naval Transport Service and made cargo runs between the west coast and the Far East until December 1947.

Placed in reserve at the Philadelphia Naval Shipyard on 16 March 1948, *Arneb* was modified to prepare her for polar operations. Equipped to become Rear Admiral Richard E. Byrd's flagship for a planned Antarctic cruise, she was recommissioned on 19 March 1949. Following shakedown training out of Guantanamo Bay in April and May, *Arneb* cruised in the North Atlantic from June to October to test the effectiveness of the cold weather equipment installed. After her return to Norfolk on 1 November, the ship trained in Chesapeake Bay.

Arneb, needed to supplement the 6th Fleet in the Mediterranean in early 1950, returned to the east coast in May, and underwent a three-month availability. She resumed normal training and support services for the Atlantic Fleet when the Korean War compelled postponement of the Antarctic expedition. Nevertheless, the ship utilized her cold weather gear from March to December 1951 when she rendered logistic support to naval activities in England and North Africa, including an amphibious training operation in Greenland.

Until March 1955, *Arneb* cruised primarily in the warm waters of the West Indies. From January to April 1952, the transport ferried cargo between islands in the West Indies. After a yard overhaul, she participated in the lengthy, large-scale NATO Operation "Mainbrace" in the North Atlantic and Mediterranean. After her return to the east coast in February 1953, *Arneb* made six cruises to the West Indies, before beginning preparations for an extended operation at Antarctica.

As a preliminary trial before her cruise southward, *Arneb* participated in an operation in waters north of the Arctic Circle along the east coast of Baffin Island in August and September and then returned to Norfolk for final outfitting. On 14 November, *Arneb* got underway as flagship of Operation "Deep Freeze I" that would allow her to claim the distinction of crossing both the Arctic and Antarctic Circles in the course of one year. She transited the Panama Canal on 20 November, stopped at New Zealand and Franklin Island before arriving at Kainan Bay and McMurdo Sound, where she stayed from 27 December 1955 to 30 January 1956. She returned to the United States via the Indian Ocean, the Mediterranean Sea, and the Atlantic Ocean, completing her circumnavigation of the globe upon her arrival at Norfolk on 5 May 1956.

After undergoing an overhaul from May to August and refresher training at Guantanamo Bay, *Arneb* was prepared for Operation "Deep Freeze II." She departed Norfolk in November; stopped at Wellington, New Zealand; entered the ice field on 16 December; and rendezvoused with the Coast Guard icebreaker *Northwind* (WAGB–282). *Arneb* experienced no difficulty in following the icebreaker during the first day of movement through the frozen sea; but, on the 18th, a quarter-inch crack—apparently caused by contact with ice during the previous two days—appeared in her hull running some 31 inches above and below the waterline. *Arneb*'s men repaired the damage, enabling the ship to make slow but steady progress toward McMurdo Sound, where the ships arrived on Christmas Eve.

Upon completion of their work there, the two ships returned to Cape Hallett, where *Arneb* moored to the ice while *Northwind* proceeded into Moubray Bay to clear an unloading site. On the last day of 1956, the ice pack into which *Arneb* was nosed began to move and soon surrounded the ship with solid ice pressing against her hull. The framing on both sides of the ship began to buckle, rivets popped, seams split, and beams ripped. Frigid water and ice began flooding into several cargo holds at a combined rate of 1200 gallons per minute. Damage control parties

worked doggedly to contain the inrush of water, but the men were only able to stay in the water for a few minutes at a time. Nevertheless, by using mattresses, steel plates, and shoring timbers, they managed to reduce the flow of water until the pumps could lower the water level.

On 3 January 1957, the ice pack had loosened; and enabled *Northwind* to lead the battered *Arneb* into port. After unloading the cargo, the crew repaired the cracks and split seams by listing the ship alternately to port and to starboard. Although having suffered a bent rudder post and a broken propeller blade, *Arneb* was able to continue the operation.

No further mishaps occurred until 30 January when *Arneb*, the icebreaker *Glacier* (AGB–4), and USNS *Greenville Victory* (T–AK–237) attempted to push through the icepack off Knox Coast. A large chunk of ice broke off and brushed *Arneb*'s port side, ripping a gash 12 feet long and one-half inch wide and once again flooding the holds as well as buckling plates, popping rivets, and opening seams. The experienced damage control parties used the same techniques to patch the new wounds in her hull. The ships then got underway again, with *Glacier* towing *Arneb*. Early the next morning, they arrived at Knox Coast and once again, the damage was repaired.

Arneb left the ice fields on 17 February and steamed to Sydney, Australia, without incident. There, she went into drydock and, after minimum repairs, got underway on 28 February 1957 for the continental United States.

In spite of her troubles with ice damage, *Arneb* made five more cruises to Antarctica to resupply the research stations and to transport hundreds of scientists involved in research on the frozen continent. During "Deep Freeze 61" she even delivered the foundation of a nuclear power plant to McMurdo Sound. Following "Deep Freeze 63," *Arneb* was modified to enable her to return to normal duty with the Amphibious Force of the Atlantic Fleet. She underwent intensive training in amphibious operations through participation in major Caribbean exercises. In 1965, she transported much-needed supplies to American forces operating in the Caribbean during the crisis in the Dominican Republic.

Arneb began a routine of operations in Atlantic and Caribbean waters and practiced with Navy and Marine Corps personnel in actual landings at Onslow Beach, N.C., and Vieques Island, Puerto Rico. During one such exercise, "LANTFLEX 66," 94 Atlantic Fleet ships took part in a three-week opposed approach, landing, and departure from Vieques under the surveillance of a Soviet intelligence-gathering trawler.

Between 8 and 22 February 1967, *Arneb* was in drydock at the Bethlehem Steel Corp., in Baltimore. She then moved to the Berkeley yards of the Norfolk Shipbuilding and Drydock Corp. for the remainder of her overhaul. With the overhaul completed and following refresher training during the summer of 1967, *Arneb* resumed her standard operating schedule of local Atlantic coast operations.

Arneb deployed to the Mediterranean in January 1968 and spent five months there as part of the 6th Fleet's Amphibious Ready Force. In August 1968, the cargo ship became the first amphibious ship and the first AKA qualified for spacecraft recovery duty, and she was on station as the secondary recovery vehicle for the *Apollo 7* flight in October. On 1 January 1969, *Arneb* was reclassified LKA–56.

Arneb made three more Mediterranean cruises in 1969 and 1970 and participated in numerous Caribbean exercises before the Navy decided to end her naval service. Rather than inactivate and preserve the worn old ship, the Board of Inspection and Survey for the Atlantic Fleet recommended that *Arneb* be disposed of by sale. She was decommissioned at Norfolk on 12 August 1971, and her name was struck from the Navy list the following day. She was sold on 1 March 1973 to Andy International Inc. of Houston, Texas, and scrapped.

Arneb received four battle stars for her World War II service and a Meritorious Unit Commendation for the recovery mission for *Apollo 7*.

Arnillo

The name *Arnillo* was assigned SS–312 on 23 August 1942, but this *Balao*-class fleet submarine was renamed *Burrfish* (*q.v.*) on 24 September 1942, prior to the laying of her keel.

Arnold, General, see *General Arnold.*

Arnold, General H.H., see *General H.H. Arnold* (AP–139).

Arnold J. Isbell

Arnold J. Isbell—born on 22 September 1899 in Quimby, Iowa—entered the Naval Academy on 24 July 1917 and graduated on 3 June 1920 (a year ahead of schedule due to acceleration of midshipman training during World War I) with class 21A of the Class of 1921. Isbell then served successive tours of duty in *Melville* (AD–2), *Bath* (AK–4), and the fast minelayers *Ingraham* (DM–9) and *Burns* (DM–11) before beginning flight instruction at the Naval Air Station, Pensacola, Fla., on 30 June 1923. He then briefly served as an instructor there before reporting to Observation Squadron 1, based in the minelayer *Aroostook* (CM–3) which was then serving as an aircraft tender in November 1924. In March of the following year, he was transferred to the aviation unit of the battleship *Tennessee* (BB–43). Following two years of postgraduate work in ordnance back at the Naval Academy between the summers of 1926 and 1928, he received further flight instruction at Washington, D.C., under the supervision of the post graduate school, before going to sea with Torpedo Squadron 1B in aircraft carrier *Lexington* (CV–2).

Isbell then served in the Aviation Ordnance Section of the Bureau of Ordnance (BuOrd) in Washington before reporting to Newport News, Va., on 16 September 1933 to participate in the fitting out of the Navy's first aircraft carrier to be built as such from the keel up, *Ranger* (CV–4). Following a brief tour of duty in that ship, he served from 6 June 1934 to 9 June 1936 in carrier *Saratoga* (CV–3) as gunnery officer on the staff of Rear Admiral (later Vice Admiral) Henry V. Butler, Commander, Aircraft, Battle Force.

Isbell subsequently flew as executive officer of Patrol Squadron (VP) 7F based in aircraft tender *Wright* (AV–1) from 9 June 1936 to 1 June 1937 before commanding one of the five squadrons of the Aviation Training Department at NAS Pensacola, VN–4D8. While at Pensacola, he won the coveted Schiff Trophy, "emblematic of maximum safety in aircraft operation."

In the early summer of 1939, Lt. Comdr. Isbell assumed command of VP–11 (later redesignated VP–54). The German invasion of Poland on 1 September 1939 found VP–54 based at Norfolk, Va.; engaged in biennial maintenance of its dozen PBY–2 flying boats. Eight days later, a detachment of six planes departed Norfolk and arrived at Newport, R.I., their assigned base, that same day. The entire squadron resumed operations on Norfolk on 14 November 1939, relieving VP–53 on the Middle Atlantic Patrol.

During one of the flights his squadron conducted in the initial selection and survey of Army and Navy base sites in Newfoundland in the autumn of 1940—sites obtained in the "destroyers-for-bases" deal of the summer before—Isbell found himself in the path of a hurricane. In an attempt to evade the storm, Isbell skillfully maneuvered his aircraft in the murk until exceptionally strong headwinds forced him to make an emergency night landing on Prince Edward Island. Isbell took off before daybreak, despite fog and violent winds, and reached his destination without mishap. After completing his inspection over uninhabited regions and seacoast areas, Isbell returned to Newfoundland to carry out an aerial survey of Argentia, a place soon to become famous as the site of the "Atlantic Charter" conference. Isbell's expert airmanship and tenacious devotion to completing his mission resulted in his receiving the air medal.

Relieved of command of VP–54 on 15 April 1941, Isbell then served successive tours of duty in a staff capacity—first for Commander, Patrol Wing, Support Force (16 April-2 October 1941) as that command's planes escorted North Atlantic convoys; then as chief of staff and aide for Rear Admirals E. D. McWhorter and A. D. Bernhard, Commander, Patrol Wings, Atlantic Fleet (3 October 1941-11 June 1942)—before assuming command of NAS, Sitka, Alaska, on 5 June 1942. Promoted to captain during his time in the Aleutians, Isbell then served briefly in BuOrd before assuming command of the escort carrier *Card* (CVE–11) on 17 April 1943.

For the next year, *Card* ranged the essential lifeline across the Atlantic to North Africa, earning together with her escorting destroyers, a Presidential Unit Citation under the resource-

ful "Buster" Isbell, who believed firmly in the potential of the CVE, maintaining that such a ship, together with her escorts, "could most effectively whip the submarine menace—as an independent offensive group rather than as a mere tag-along protector of a single convoy." Isbell used the year he commanded *Card* wisely to vindicate his belief. As antisubmarine task group commander between 27 July and 9 November 1943, Isbell developed his escort carrier-destroyer unit into a powerful combat force, refining tactics to meet the operational demands imposed by a wily and tenacious foe and wresting the initiative from his hands. *Card* sought out the enemy undersea craft with relentless determination in a vigorous offensive and struck with a devastating coordinated action that destroyed eight U-boats between 7 August and 31 October 1943.

Detached from *Card* on 9 March 1944, Isbell—who had been awarded a Legion of Merit for his important work in *Card*—took his intimate knowledge of combatting U-boats to Washington, where he served in the 10th Fleet—a shipless "fleet" set up to research and develop tactics for antisubmarine warfare. Following this tour of shore duty—which lasted into 1945—Isbell was slated to receive command of a fast carrier. On 26 February 1945, he was ordered to the Pacific for temporary duty in *Franklin* (CV–13). On 13 March 1945, further orders directed him to relieve Capt. Thomas S. Combs as commanding officer of *Yorktown* (CV–10). However, Capt. Isbell perished when a Japanese plane scored two bomb hits that touched off a conflagration in *Franklin*—the carrier in which he was embarked as a passenger—off Kyushu on 19 March 1945.

(DD–869: dp. 2,425; l. 390′6″; b. 40′10″; dr. 18′6″; s. 34.6 k.; cpl. 345; a. 3 5″, 12 40mm., 8 20mm., 2 dct., 6 dcp., 10 21″ tt.; cl. *Gearing*)

Arnold J. Isbell (DD–869) was laid down on 14 March 1945 at Staten Island N.Y., by the Bethlehem Steel Co.; launched on 6 August 1945; sponsored by Mrs. Arnold J. Isbell, the widow of Capt. Isbel; and commissioned on 5 January 1946, Comdr. Carlton B. Jones in command.

Following a shakedown cruise to Guantanamo Bay, Cuba, the destroyer joined the Atlantic Fleet and operated off the east coast through the end of the year. In January 1947, she was transferred to the Pacific Fleet and homeported at San Diego, Calif. In May, *Arnold J. Isbell* departed California on her first western Pacific (WestPac) cruise. She visited Tsingtao and Shanghai, China; Hong Kong; Tokyo and Yokosuka, Japan; Okinawa; and Apra Harbor, Guam, before returning to San Diego in December.

During 1948, the warship engaged in hunter/killer training and served as a training ship for Naval Reserve personnel. In February 1949, she sailed to Bremerton, Wash., for two months of upkeep. Following this work, she departed San Diego in April, bound for the Far East. The destroyer was in port at Shanghai and at Tsingtao, China, when each of these cities fell to communist forces. She evacuated the American consul and his family from Tsingtao. She returned to San Diego in December.

Arnold J. Isbell was operating out of San Diego when communist forces invaded South Korea on 27 June 1950 and promptly began preparations for an active role in the conflict. She joined Destroyer Division (DesDiv) 52 and sailed for Korean waters on 6 November. Some of her duties in the combat zone included acting in the screen of Task Force (TF) 77, visiting Taiwan as part of the 7th Fleet display of strength, and escorting the troop transports that brought the 45th Army Division to Hokkaido, Japan. In May 1951, the destroyer was reassigned to TF 95 and participated in the bombardment of enemy troop concentrations, highways, and railroads at Songjin, Chongjin, and Wonsan before returning to San Diego in August for repairs and training exercises along the west coast.

In January 1952, the ship again got underway for Korean action. Between 19 February and 10 August, she acted as a unit of TF 77, the 7th Fleet striking force. *Arnold J. Isbell* also operated with TF 95 and took part in hunter/killer operations. For a short time, she was a member of the Taiwan Strait patrol and joined *St. Paul* (CA–73) in bombarding Songjin before she returned to the United States in August. *Arnold J. Isbell* then began a three-month overhaul at Bremerton, Wash., in the Puget Sound Naval Shipyard.

The destroyer sailed on 21 July 1953 for more operations off the embattled Korean peninsula. Upon her arrival there, she joined TF 95 for patrols along the Korean coast. A highlight of the cruise was her escorting *New Jersey* (BB–62) into Pusan harbor, where President Syngman Rhee presented the 7th Fleet with a unit citation from the Republic of Korea. *Arnold J. Isbell* also served a brief stint as a training ship for the Nationalist Chinese Navy at Kaohsiung, Taiwan. Returning to the Korean coast, she acted as a rescue and communications ship at Pusan during a major fire. In January 1954, the ship and her sister members of DesDiv 112 escorted released Nationalist Chinese prisoners of war to Keelung, Taiwan.

February found *Arnold J. Isbell* back in the United States and being overhauled by the Mare Island Naval Shipyard, Mare Island, Calif. Her next six and one-half months were devoted to yard work and refresher training. In September, *Arnold J. Isbell* returned to the Orient. She again served as a training ship for Nationalist Chinese naval forces and then steamed with the fast carrier task force in Philippine waters. The destroyer played a key role in the evacuation of the Tachen Islands in January 1955, as Nationalist forces shortened their lines of defense. She sailed from the area on 25 February for San Diego, arriving in her home port on 13 March.

Following repairs and training, *Arnold J. Isbell* sailed on 27 September for the Far East. The destroyer visited various ports in Japan and Taiwan, and served on the Taiwan Strait patrol. During this tour, she also participated in successful search and rescue operations for a downed Navy patrol plane. *Arnold J. Isbell* concluded her duties and arrived back in San Diego on 11 March 1956.

After completing repairs at Mare Island in July, *Arnold J. Isbell* resumed operations with DesDiv 112 off the coast of California. On 25 September, she sailed, via Pearl Harbor, for her eighth WestPac deployment. Heading south from Hawaii, the destroyer crossed the equator on 3 October, bound for Samoa. Upon leaving Pago Pago, her next stop was Wellington, New Zealand, en route to Manus in the Admiralty Islands. Following a brief visit to Guam, she finally reached Yokosuka, Japan. There, the ship joined TF 77 for operations in the area between Hong Kong and Japan. She stopped in the Philippines before returning, via Midway and Pearl Harbor, to San Diego where she arrived in March 1957.

The warship had a brief availability period and then took part in a fleet training exercise. She later operated with the Navy's first nuclear powered submarine, *Nautilus* (SSN–571). *Arnold J. Isbell* also visited Portland, Oreg., for that city's Rose Festival celebration. An 18-day nonstop voyage from San Diego to Brisbane, Australia, initiated the destroyer's ninth Far Eastern cruise. She made stops at the Admiralty Islands, Guam, the Philippines, Hong Kong, Taiwan, Okinawa, and Japan before returning to California in June 1958. The destroyer received an overhaul at Mare Island from June until September and then conducted refresher training and prepared for her 10th WestPac cruise.

Arnold J. Isbell got underway on 18 December for WestPac. She operated with the Taiwan Strait patrol and took part in training exercises off Guam, Taiwan, Japan, and Okinawa before returning to San Diego on 29 May 1959 for operations in the southern California area. The vessel participated in numerous fleet exercises and, from 27 June to 15 August, held a midshipman training cruise.

The ship once again sailed for the Orient on 6 February 1960 and made stops at Pearl Harbor, Yokosuka, Kaohsiung, Hong Kong, and Subic Bay. At midnight on 20 April, she received orders to steam toward a sinking merchant vessel in the South China Sea. After reaching the scene of the disaster, *Arnold J. Isbell* was able to rescue 104 people. After delivering the survivors to Subic Bay, she proceeded to Hong Kong for three weeks as station ship at that port. A final stop at Yokosuka preceded her sailing for San Diego, where she arrived in June. The destroyer spent the next 12 months in local operations. In June 1961, her home port was changed to Bremerton, Wash. Later that month, she entered the Puget Sound Naval Shipyard for a fleet rehabilitation and modernization overhaul.

Arnold J. Isbell emerged from the yard with her new configuration on 4 May 1962. On 7 June, she reported to her new home port of Long Beach, Calif., and commenced refresher training. In October, the ship sailed with Destroyer Squadron 11 for the Far East. During this deployment, she took part in Operations "Red Wheel," "Glass Door," and "Sea Serpent." The destroyer also served as a unit of the 7th Fleet hunter/killer

groups. Upon returning to Long Beach in June 1963, she participated in another fleet exercise, Operation "Saddle Soap."

In January 1964, the warship left Long Beach for her 12th tour in Oriental waters. During this deployment, she operated with a carrier force and later joined the Taiwan Strait patrol. *Arnold J. Isbell* visited Pearl Harbor; Subic Bay, Philippines; Hong Kong; and Sasebo, Japan, before returning to Long Beach in May. She began a regular overhaul at the Long Beach Naval Shipyard in August. Upon completing her yard work in November, the destroyer proceeded to San Diego for six weeks of extensive underway training.

Shortly after finishing her underway training, the ship took part in Operation "Silverlance." In March 1965, she received a drone antisubmarine helicopter (DASH) system and held trials of her new equipment off San Clemente Island. A midshipman training cruise occupied a large part of her summer. The destroyer sailed on 19 October for the Western Pacific. Following stops at Pearl Harbor and Subic Bay, *Arnold J. Isbell* relieved *Brinkley Bass* (DD–887) on 30 December on the northern search and rescue (SAR) station in the Gulf of Tonkin and began her first duty in the combat zone off the coast of Vietnam. The warship then became a unit of TF 77.

Search and rescue duties occupied the vessel until she was relieved on 31 March 1966 and sailed to Hong Kong for four days of rest and relaxation. On 12 April, she got underway to return to the United States. After fuel stops at Midway and Pearl Harbor, *Arnold J. Isbell* reached Long Beach on the 28th and commenced a leave and upkeep period. She returned to sea on 11 June with a midshipman training cruise to Hawaii and several fleet exercises. The destroyer unloaded her ammunition at Seal Beach, Calif., on 29 July and entered the Mare Island Naval Shipyard on the 31st for overhaul. Refurbished, the ship began a training period on 16 September and spent the remainder of the year in exercises along the southern California coast and in upkeep during the Christmas holidays.

Arnold J. Isbell held refresher training out of San Diego in March 1968 and then conducted local operations until getting underway for the western Pacific on 15 July. She arrived on station off the Vietnamese coast on 12 August and carried out duties as a gunfire support ship. Her routine was broken only by brief periods in port for repairs and liberty for the crew. The destroyer spent the Christmas holidays patrolling off Vietnam and then visited Subic Bay, and Yokosuka.

On 20 January, *Arnold J. Isbell* headed home. Upon her arrival at Long Beach on 31 January, she commenced a three-month period of leave and availability. She got underway again on 21 April for brief cruise to Acapulco and Manzanillo, Mexico, but was back in home port on 5 May. The vessel joined Task Group 10.1 on 9 June for a midshipman training cruise. Ports visited during this assignment included San Francisco, Seattle, and Pearl Harbor. This cruise terminated on 31 July, and she returned to Long Beach. A tender availability alongside *Isle Royal* (AD–29) ensued, and the destroyer then took part in Exercise "Bell Express" from 16 to 22 September. Her next underway period lasted from 17 to 21 November while she took part in Computex 31-69. She was also involved in gunfire support, antisubmarine warfare, and electronic warfare exercises before ending the year 1969 in port at Long Beach.

The destoryer sailed on 13 February 1970 for the Far East. While in the combat zone, she performed SAR duty on Yankee Station in the Gulf of Tonkin, provided gunfire support, and served as escort for five aircraft carriers. She made four port calls to Subic Bay, visited Hong Kong for two weeks, and spent four days in Singapore. En route back to the United States, the ship paid goodwill visits to Sydney, Australia, and Auckland, New Zealand. A one-day stopover at Pago Pago was also included in the voyage to Pearl Harbor. *Arnold J Isbell* finally arrived in home port on 29 August and spent the rest of 1970 in local operations out of Long Beach.

From February to May 1971, *Arnold J. Isbell* went through an extensive yard period in the Long Beach Naval Shipyard. Six weeks of rigorous refresher training followed; and, on 9 September, she began what proved to be her final WestPac deployment. During this deployment, the vessel acted as a carrier escort and a naval gunfire support ship in Vietnamese waters. The destroyer also paid a visit to Devonport, Tasmania. On 7 April 1972, she dropped anchor at San Diego.

Then preparations to place the destroyer in the reserve training fleet were carried out. *Arnold J. Isbell* began her training duties on 16 June by sailing for Hawaii. She returned to California on 17 July and began operations off the west coast. A trip to Mazatlan, Mexico, varied her routine in early November.

Arnold J. Isbell remained in her role as a reserve training ship until 1 February 1974, when she was decommissioned and struck from the Navy list. The destroyer was then transferred to the government of Greece and entered the Greek Navy as *Sachtouris* (No. 214). She continued serving Greece into the 1980's.

Arnold J. Isbell earned six battle stars for Korean service and two for Vietnamese action.

Aroostook

A river which rises in Piscataquis County, Maine, and meanders in a generally northeasterly direction through much of the northern tip of the state before entering the Canadian province of New Brunswick and joining the Saint John River. Aroostook is an Algonquian word meaning a bountiful and unobstructed river.

I

(ScGbt: t. 507; l. 158′; b. 28′; dph. 12′; dr. 10′6″; s. 11 k.; cpl. 94; a. 1 11″ D. sb., 2 24-pdr. sb., 1 20-pdr. P. r.; cl. *Unadilla*)

The first *Aroostook*—a wooden-hulled, steam-propelled, screw gunboat—was laid down by Nathaniel Lord Thompson sometime soon after 6 July 1861, at Kennebunk, Maine; launched on or around 19 October 1861; and commissioned at the Boston Navy Yard on 20 February 1862, Lt. John C. Beaumont in command.

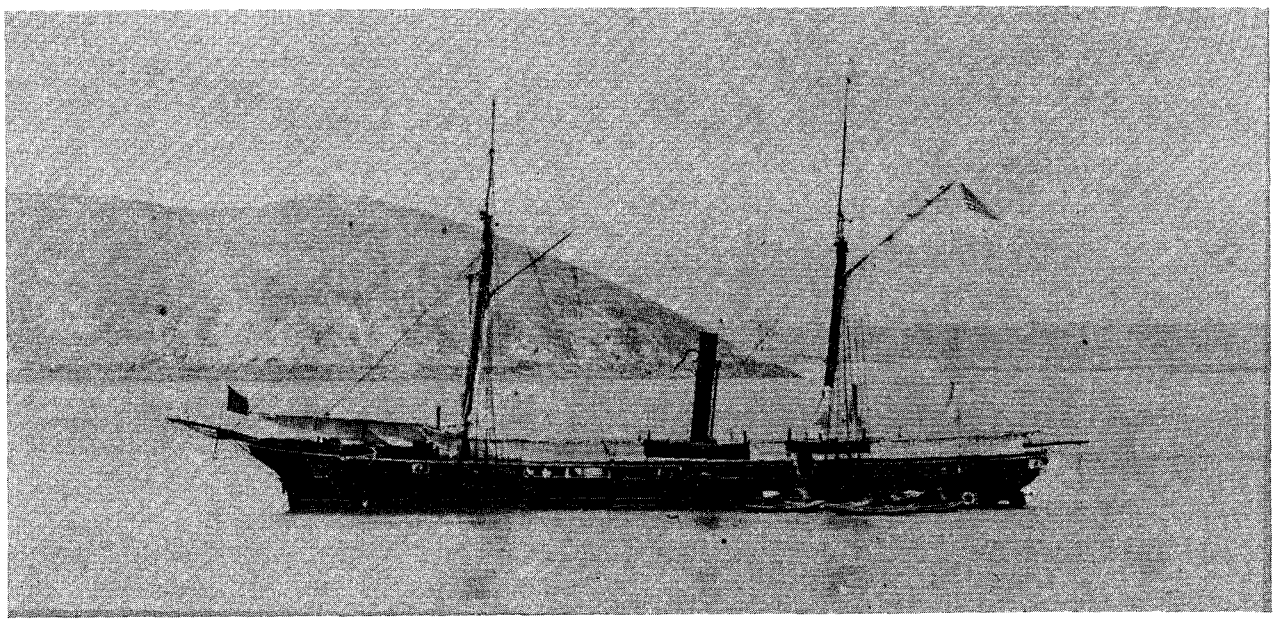
On 1 March 1862, toward the end of the gunboat's fitting out process, word reached the yard that, during a fierce storm, *Vermont* had lost her rudder, her bower anchors, all of her rigging, and four of her boats and was drifting helplessly amid raging seas some 95 miles south-southeast of Cape Cod Light. Capt. William L. Hudson, the commandant of the yard, ordered Beaumont to proceed in *Aroostook* to the vicinity where the disabled ship of the line had last been seen and, upon finding *Vermont*, to stand by her until other aid arrived. After getting underway on 2 March, *Aroostook* located the distressed vessel on the 7th and then lay to, shielding *Vermont* from the wind. During the ensuing week, *Aroostook* lost her smokestack and suffered other damage. On the 15th, after the steamer *Saxon* arrived on the scene and relieved her, *Aroostook* headed for the Delaware capes.

The gunboat entered the Philadelphia Navy Yard on the 23d and, following repair of her storm damage and the installation of a new smoke stack, she headed for the Virginia capes on the last day of March and entered Hampton Roads on 2 April.

The preceding month had been the most dramatic in the history of that busy anchorage. CSS *Virginia*—the scuttled and burnt screw frigate *Merrimack*, raised and rebuilt as a Southern ironclad ram—had made her deadly foray into that roadstead and destroyed the frigate *Congress* and *Cumberland*, originally a frigate but cut down to a razee sloop of war. The next day, the novel and plucky Union ironclad *Monitor* had challenged and checked *Virginia* when the dreaded Confederate warship reentered Hampton Roads to finish off the remaining Union blockading squadron.

Their fierce fight to a draw on the historic afternoon of 9 March began some two months of an uneasy naval stalemate in Hampton Roads while Union Army transports brought the troops of General McClellan's Army of the Potomac to the area to launch a drive toward Richmond up the peninsula formed by the York and James Rivers. Strict Confederate secrecy covered *Virginia* during the weeks following the epic, but inconclusive, battle. The Southern ironclad had reentered the Norfolk Navy Yard to get a new ram to replace that which had broken off in *Cumberland*'s hull as *Virginia* backed free of her first victim. She also received new armor plates to replace those cracked in battle as well as an armored belt just below her vulnerable casemate eves.

Meanwhile, the Union Navy withdrew its sailing warships and some of its deep-draft steamers from Hampton Roads and replaced them with light-draft steam gunboats which were able to maneuver freely in the trick shoal waters inside the Virginia capes. *Aroostook* was one of these gunboats, and, after entering Hampton Roads, remained constantly ready for action. During



Aroostook in Chinese waters, *circa* 1868. Note the extensive use of awnings and side curtains, and "bumboats" alongside, aft. (NH 57274)

this period, the leaders of the Union Navy showed great imagination in devising innovative tactics for combating the ironclad. Lt. Beaumont decided that he might bring *Virginia* to bay by ensnaring her propeller in a long heavy net and seine that *Aroostook*'s crew had made of "rattling" stuff. Such a procedure, he reasoned, would ". . . neutralize her motive power." When his fellow commanding officers had learned of Beaumont's plan, they seemed to fear *Aroostook* even more than they dreaded *Virginia* lest the gunboat's now notorious net might foul their own screws. For instance, Comdr. James P. McKinstry, the captain of the screw steamer *Dacotah*, would constantly warn his officers, "Keep out of Beaumont's way. Don't let Beaumont get near you. Keep your eye on the *Aroostook*."

Virginia rounded Sewell's Point on 11 April; but, since strategic considerations prevented her from challenging *Monitor* or the other nearby Union warships, *Aroostook*'s dreaded net never entered the water. Nevertheless, forces were then at work which would enable the Union gunboat to play a highly significant role in one of the more dramatic scenes of the Civil War.

On 24 April, the new and lightly armored gunboat *Galena* joined the Union flotilla serving in Hampton Roads. Her captain, Comdr. John Rodgers, was one of the Navy's most imaginative strategists and most skillful tacticians; and he immediately began studying the situation facing Union forces in the area.

When President Lincoln arrived there about a fortnight later, Rodgers visited him and suggested that ". . . there was a great opening for a Naval movement up James River . . . ." Prompt action was necessary since *Virginia* was then at Norfolk undergoing yard work but was expected to emerge the following afternoon. Should she reach the mouth of the James before the Union task force began its ascent, the Confederate ironclad could bring the whole plan to naught. After conferring with Flag Officer Goldsborough, the commander of the North Altantic Blockading Squadron, Lincoln approved the plan, and Rodgers received command of the little task force—consisting of *Galena*, *Aroostook*, and *Port Royal*— which got underway shortly after dawn on 8 May. By mid-morning, they were taken under fire by a Confederate battery at Rock Wharf which their counter fire silenced. A second group of Southern guns at Mother Tyne's Bluff offered more resistance, forcing *Galena* to pass and repass that point seven times before Rodgers had *Galena* lie still abreast the battery which her own cannon engaged while her unarmored consorts slipped by unscathed.

Soon thereafter, another danger became apparent. The channel marks had been moved causing *Galena* to run aground off Hog Island. *Aroostook* and *Port Royal* labored incessantly for 36 hours before they managed to refloat their stranded flagship which then led them farther upstream.

The Confederate gunboats *Patrick Henry* and *Yorktown*—which had been in sight during the action at Mother Tyne's Bluff—had retired upstream ahead of the northern flotilla where Rodgers believed they had joined three other Southern warships. Feeling that he was badly outmatched, Rodgers dropped down to Jamestown Island and sent a messenger to Goldsborough asking for reenforcements. This appeal reached the flag officer at a most propitious moment, for the South had just evacuated Norfolk and, since *Virginia* had lost her base, had destroyed the dreaded ironclad ram—lest she fall into Union hands—Goldsborough for the first time, was able to deploy elsewhere the forces he had held in Hampton Roads to check the rebuilt *Merrimack*. He promptly ordered *Monitor* and *Naugatuck* to ascend the James to reinforce Rodgers. The two ships joined Rodgers off Jamestown Island on the 12th, and the combined force moved up to City Point the next day. As they continued on upriver on the 14th, *Galena* ran aground as the tide was falling, and *Aroostook* and her consorts labored four hours before they refloated the flotilla flagship.

Only one obstacle stood between the Union warships and Richmond, the Confederate capital which they hoped to capture, just as a Federal force commanded by Flag Officer Farragut had taken New Orleans a few weeks before. This was a battery on Drewry's Bluff above a bend in the river some eight miles below the threatened city.

Before dawn on the 15th, Rodgers ships weighed anchor to resume their ascent of the James and came ". . . under a sharp fire of musketry from both banks, to which . . . [they] replied occasionally with howitzers and small arms." At 7:35 A.M., they sighted puffs of smoke blossom on Drewry's Bluff as the Southern batteries opened fire. Shortly thereafter, lookouts spotted obstructions in the channel that would soon halt their progress. *Galena* anchored some 600 yards from the Confederate cannon, and *Monitor* stopped immediately below the flagship. At 8:00 A.M., *Aroostook*, *Port Royal*, and *Naugatuck* moored about 400 yards farther downstream, and *Aroostook* began firing with her 11-inch Dahlgren. She kept up the bombardment until the cliffside gunners found her range at 9:45. The gunboat then dropped 100 yards farther downstream and resumed her shelling. By 11:00, *Galena* and *Monitor* had almost emptied their magazines, prompting Rodgers to break off the action and then to retire downstream. *Aroostook*—which had ". . . received a shot at the