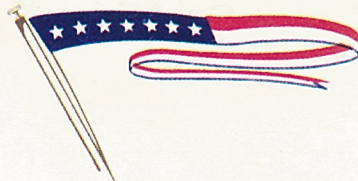




**DECOMMISSIONING
UNITED STATES SHIP
ANCHORAGE
(LSD 36)**



**01 OCTOBER 2003
PIER 9
NAVAL STATION
SAN DIEGO, CALIFORNIA**

THE DECOMMISSIONING CEREMONY

Continuing in Navy Tradition USS ANCHORAGE (LSD 36) Lowers Her Steaming Ensign



Naval ceremonies originate as far back as the ancient Phoenicians. Common dangers, shared experiences, and victories contributed to a sense of camaraderie that binds sailors together with common traditions, proven practices, and ancient customs. These tried and tested customs also had a profound influence on the formulation of today's Regulations.

The decommissioning ceremony is designed to mark the completion of the ship's active duty in the fleet. The decommissioning ceremony reenacts a tradition dating back to the seventeenth century. A naval vessel normally flies a commissioning pennant, when a flag officer is not embarked, from the first day it is commissioned. This custom originated during wars between Holland and England, when a Dutch admiral hoisted a broom to his masthead to indicate he would sweep the English from the sea. The gesture was soon answered when his British opponent hoisted a horsewhip, indicating his intention to chastise the Dutch. Ever since that time, the coach whip pennant has been the distinctive mark of a warship, and has been adopted by almost every nation. When the ship is decommissioned, the pennant is hauled down and the ship is inactivated from the operating forces of the United States Navy.

It is not prescribed specifically by naval regulations, but is instead a product of naval tradition. Custom has established that this ceremony be formal and impressive. It's a solemn occasion on which we pause to reflect on the rich heritage of USS ANCHORAGE and commemorate the achievements of her past and present crews. At the moment her commission pennant is struck, USS ANCHORAGE will be retired after 34 years of service to the U.S. Navy and to our Nation. She has been constantly ready for the service demanded by our Country in peace and in war.



This ship is the first to be named after Alaska's largest city, USS ANCHORAGE. Her keel was laid on 13 March 1967 and she was launched at Pascagoula, Mississippi on May 5, 1968. Mrs. Alexander Hayward, wife of Vice Admiral Hayward performed the christening. USS ANCHORAGE was commissioned on March 15, 1969 at the Norfolk Naval Shipyard in Portsmouth, VA with Captain Percy Stuart Beaman in command.

During service that has spanned three decades, ANCHORAGE has patrolled in three of the world's oceans and countless trouble spots. She reported for duty on 26 July 1969 and has deployed 19 times. Her deployments have included the evacuation of Vietnam in April, 1975 (Operation Frequent Wind), the Gulf War in 1990-1991 during Operation Desert Storm, assisting the USS COLE (DDG 67) after her devastating attack in Aden Yemen, and most recently ending a successful surge deployment to the Northern Arabian Gulf, in support of Operation Enduring Freedom (OIF) and Operation Iraqi Freedom (OEF).

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, CA., on 26 July 1969. At the end of shakedown training off the California coast, she entered the Mare Island Naval Shipyard, Vallejo, CA., 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 Del Mar, CA, 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 dry dock 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 until 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, Vietnam, carrying various small craft. Late in October, she carried out relief operations in the

Lagonoy Gulf on the eastern coast of the Philippines for victims of Typhoons Joan and Kate. After touching at Keelung, Taiwan, on 29 October, the ship proceeded to Okinawa to pick up a landing craft for transportation to Subic Bay. She took part in amphibious exercises at Green Beach on 7 November, then put into port at Subic Bay. From the 20th to the 23rd, ANCHORAGE was at Okinawa to disembark Marines and to unload their equipment. During this time, PHIBRON 5 was relieved of duties as ARG Alfa. The ship then paid a short visit to Yokosuka, Japan, for liberty and the loading of equipment for transportation to the United States. Sailing from Japan on 30 November, the vessel arrived in San Diego on 10 December 1970.

ANCHORAGE remained in availability until 20 February 1971 when she got underway for Port Hueneme, CA. There, she loaded construction materials for a communications center on the island in the Indian Ocean, Diego Garcia, to be built as a part of Operation "Reindeer Station." She left the California coast on 22 February bound for Australia. The vessel made port calls at Sydney and Perth, Australia, late in March and then pushed on into the Indian Ocean. Upon arriving at Diego Garcia on 4 April she unloaded the construction materials and sailed the next day for Subic Bay to obtain minor repairs and replenishment.

Following a visit to Hong Kong from 17 to 22 April, the ship sailed to Danang where she embarked Marine Corps personnel and equipment for return to the United States as part of Operation "Keystone Robin." On 23 April, she shaped a course for San Diego, CA.

ANCHORAGE arrived in her home port on 11 May and, on 28 June, resumed operations as a training ship for landing exercises off Seal Beach, CA. This study was followed by refresher training and a period inport at San Diego. From 2 to 6 August, the vessel was again involved in exercises off Seal Beach. She left San Diego on 16 August to sail to her namesake city, Anchorage, Alaska, where she remained from 22 to 26 August. After pausing at Alameda, CA., to unload aircraft, she arrived back at San Diego on 1 September and entered upkeep.

The ship sailed for Hawaii on 1 October and, en route, participated in Convoy Exercise 3-71. She spent two days at Pearl Harbor before continuing on to Buckner Bay, Okinawa. There she rejoined ARG Alfa and embarked Marines for transportation to Subic Bay. Early in November, the ship visited Kaohsiung, Taiwan. From 13 to 20 November, she shuttled landing craft between Vung Tau and Subic Bay. During the last few weeks of 1971, the ship visited Sasebo, Japan, and Hong Kong for liberty calls and also carried Marines and equipment from Okinawa to Subic Bay.

After a period of repair work, ANCHORAGE sailed for Buckner Bay on 17 January 1972 to embark Marines for transportation back to Subic Bay. Late in January, she carried out wet-well operations at Danang, Qui Nhon, and Vung Tau and, in mid-February, traveled to Singapore for a visit before returning to Subic Bay. After a brief trip to Kure, Japan, in early March, the ship was involved in amphibious exercises. On 31 March, she got underway to rendezvous with Task Group 76.5, which she met on 2 April for operations off the coast of Vietnam through 6 May 1972.

The ship was at Subic Bay from 9 to 18 May and then sailed back to Vietnamese waters for wet-well lifts to Vung Tau, Hoi An, and Danang. On 24 May, she took part in Exercise "Song Thanh 6-72." She reached Okinawa on 14 June to embark troops bound for the Philippines and arrived at Subic Bay on the 20th. After a series of amphibious landing exercises, ANCHORAGE resumed wet-well operations between Vung Tau and Subic Bay.

The vessel visited Kaohsiung in early July, then arrived back at Subic Bay on the 8th. She left the Philippines, bound for home on 9 July and made San Diego on 24 July. She remained in port through 4 December, when the vessel got underway for independent type exercises off the southern California coast. She returned to San Diego on the 7th and entered a holiday leave and upkeep status.

After local operations, ANCHORAGE traveled to Seal Beach late in January 1973 to unload her ammunition. She returned to San Diego on 1 February and began overhaul there on the 19th. During this yard work, a fire broke out on board and prolonged her stay in overhaul. The ship finally got underway on 23 September for sea trials and started refresher amphibious training late in October. On 8 December, the vessel commenced another WESTPAC deployment.

During the cruise, the ship visited Subic Bay, Buckner Bay, Sasebo and Iwakuni, Japan, Diego Garcia, and Singapore. While off Korea, ANCHORAGE joined ARG Bravo for Operation "Fly Away." Leaving Subic Bay on 28 March 1974, she made stops at Guam and Pearl Harbor before arriving back in San Diego on 18 April and entering a standdown period, which lasted through 29 July. On that day, the ship sailed northward to carry out a survey mission of potential amphibious training areas in Alaska. During her cruise, embarked scientists surveyed 10 possible landing sites and the vessel visited in Seattle, Wash., Nanaimo, British Columbia; and Sitka and Anchorage,

Alaska, before reaching San Diego again on 5 September. ANCHORAGE began a restricted availability at Long Beach, CA on 17 October and after the work was completed on 16 December 1974, she returned to homeport for the holidays.

On 6 January 1975, the ship began two weeks of amphibious refresher training off the southern California coast. She then participated in Operation "BEDSTREAM" with other ships of PHIBRON 5. After a period of upkeep in San Diego, ANCHORAGE again sailed for the Orient on 28 March. She carried Marines and their equipment for participation in Operation "Frequent Wind" off the South Vietnamese coast. The ship reached Vietnamese waters on 30 April and provided material support to ships evacuating Vietnamese refugees. On 2 May, she left the Vung Tau holding area with the other ships involved in Operation "Frequent Wind."

On 13 May, her scheduled operations were interrupted by the Mayaguez incident. ANCHORAGE was ordered to proceed south to provide support as needed for the rescue of Mayaguez. Following the ship's rescue, ANCHORAGE resumed her original schedule, which included upkeep in Sasebo, Japan, a visit to Keelung, Taiwan, and a port call to Inchon, Republic of Korea. Early September brought her a liberty call at Hong Kong. She then proceeded to Yokosuka for upkeep. Following stops at Keelung and Buckner Bay, ANCHORAGE sailed from Okinawa on 28 October to return to her homeport. En route, she participated in Operation "Polymode" before arriving at San Diego on 16 November 1975 for upkeep and local operations through the end of the year.

During the first three and one-half months of 1976, the dock landing ship continued local operations off the southern California coast. From 26 April through 17 June, she was in restricted availability in preparation for a bicentennial visit to Alaska. However, that trip was cancelled, and the ship was in port at San Diego from mid-August through December undergoing repairs.

Tests and inspections occupied ANCHORAGE during the first two and one-half months of 1977 before another WESTPAC deployment began on 28 March. She stopped briefly at Pearl Harbor, then pushed on to Eniwetok to unload cargo and vehicles. During her cruise, the ship served as a member of ARG Alfa. She also visited Guam; Subic Bay and Iloilo, Philippines; Singapore; Hong Kong; Keelung, and Yokosuka. Among the amphibious exercises in which she participated was Operation "Fortress Lightning," held in the Philippines, in waters near Santa Cruz, Mindanao Island, from 10 to 23 October. Upon the conclusion of this exercise, the vessel made her way back to the West Coast of the United States via Okinawa, Guam, and Hawaii. On 17 November, she pulled into San Diego and spent the rest of the year in upkeep.

The ship was involved in training operations along the California coast in January 1978. On 20 February, she got underway for Bremerton, WA, to carry Army troops to their home base. The ship arrived at San Diego on 3 March and began preparations for overhaul. She got underway, in tow of Abnali (ATF-96), for the Long Beach Naval Shipyard on 14 April, and commenced a regular overhaul there the next day. Upon completion of this work, the ship resumed operations on 13 December when she began sea trials.

ANCHORAGE returned to San Diego on 15 January 1979. During the next eight months she was involved in post-overhaul maintenance and training. She operated along the southern California coast and held refresher training and amphibious refresher training. On 24 September, the ship got underway to take part in Exercise "Kernel Potlatch II," a joint American-Canadian fleet exercise. Having concluded a successful amphibious landing on the northern coast of Vancouver Island, she made a port call at Esquimalt, British Columbia. After debarking Marines at Camp Pendleton, ANCHORAGE returned to San Diego on 13 October. She participated in local operations and training exercises through the end of the year in preparation for an upcoming deployment in 1980.

Four days into the New Year, ANCHORAGE slipped her moorings and left San Diego bound for the exotic Orient. Along the way the dock landing ship visited Pearl Harbor, Eniwetok Atoll in the Marshall Islands, and Guam in the Mariana Islands before arriving at Subic Bay in the Philippines on 6 February 1980. Upon arrival, she loaded a refurbished utility landing craft (LCU) for transportation to the Republic of Djibouti (former French Somaliland) located on the northeast coast of Africa near the Horn of Africa. The LCU — dubbed *Le Bac de la Paix* (tr. the boat of peace) — was a gift from the United States to Djibouti to enhance the country's inadequate commercial transportation system. ANCHORAGE stood out of Subic Bay on 15 February to begin her goodwill mission. Steaming by way of Singapore, she crossed the Indian Ocean and arrived in Djibouti on 3 March. The dock landing ship spent two days in Djibouti, delivering America's gift and helping to cement relations between the two governments and peoples. From Djibouti, she headed for Diego Garcia Island to deliver barges to that isolated American outpost in the middle of the Indian Ocean. The ship stopped at Diego Garcia from 12 to 15 March and then resumed her voyage back to the Philippines. She made a stop at Penang, Malaysia, along the way and reentered Subic Bay on 24 March.

During the three months that remained of her 1980 deployment ANCHORAGE carried out operations in surroundings more familiar to 7th Fleet ships than the Horn of Africa and the Indian Ocean. Early in April, she visited Hong Kong before voyaging to Okinawa to embark Marine Corps units on the 17th and 18th. From Okinawa, the dock landing ship sailed via Subic Bay and Singapore to Thailand where she joined elements of the Royal Thai Navy and the Royal Thai Marine Corps in amphibious training exercises. She concluded the interlude in Thai waters with a visit to Pattaya between 5 and 10 May. ANCHORAGE returned to Subic Bay on 19 May and remained in port until near the end of the first week in June. On 6 June, she got underway to return the embarked Marines to their base on Okinawa. She stopped at Naha, Okinawa, from 10 to 12 June and then returned to sea for the voyage back to the United States. The trip home included a two-day stop at Pearl Harbor and ended back at San Diego on 3 July 1980.

After the usual month of relative inactivity following an overseas deployment, ANCHORAGE began West Coast operations early in August with a courtesy visit to Seattle, WA, for the city's annual sea fair. Normal duties continued until late September when she returned to San Diego for a two-month availability. The dock landing ship completed repairs on 20 November and resumed operations out of her homeport.

Various training evolutions occupied her time through May and into June of 1981. On 23 June, ANCHORAGE stood out of San Diego on her way to duty with the 7th Fleet in the Far East. She stopped at Pearl Harbor at the beginning of July and remained in the Hawaiian Islands for the first three weeks of the month completing an oft-delayed propulsion plant certification. On the 22d, she resumed her voyage west. The dock landing ship entered her first western Pacific port at Buckner Bay, Okinawa, on 3 August and embarked Marine Corps units for transportation to Yokosuka, Japan. Throughout, her assignment with the 7th Fleet, ANCHORAGE spent much of her time carrying Marines between their bases and training exercises. In some cases, the dock landing ship herself participated in the exercises; in others, she simply provided transportation to the location of the exercise. Consequently, she called at a number of ports in the Orient — most frequently at ports in Okinawa, Japan and Korea but also at Thai ports occasionally. ANCHORAGE completed her last 7th Fleet mission at Naha, Okinawa, late in November and, on the 21st got underway for the voyage back to California. En route, she made an 11-day visit to Guam and a brief, one-day pause at Pearl Harbor. She pulled into San Diego two days before Christmas.

Post-deployment leave and upkeep carried her well into January of 1982. After a brief period underway in the southern California operating area, ANCHORAGE began preparations at the end of January for regular overhaul at San Diego. The actual repair and modification work began on 1 March. Over the ensuing seven months, the ship received general repairs and upgrading throughout as well as work on her propulsion plant, modernization of her communications spaces, and an enhancement of her defense capability against antiship missiles. ANCHORAGE conducted sea trials in the local operating area during the first half of November and then spent the remainder of the year in port.

The dock landing ship resumed operations out of San Diego early in 1983. In May, she paid a courtesy visit to her namesake city, Anchorage, Alaska. Upon her return to San Diego in the middle of June, Anchorage began a three-month availability in preparation for a deployment to the western Pacific scheduled to start in the middle of September. Except for a period underway between 22 and 31 August, the dock landing ship was in San Diego continuously from 11 June to 12 September. On the latter day, she slipped her moorings and stood out to sea on her way back to the Far East. The usual stop at Pearl Harbor lasted from 20 September to 2 October, and then ANCHORAGE resumed the voyage west. The dock landing ship arrived in Yokosuka, Japan on 14 October. She spent the rest of October at Yokosuka, then got underway for Okinawa on 1 November to begin conveying Marine Corps units between their bases and the sites of training exercises.

As in the past, the dock landing ship participated in some, but not all, of the exercises to which she provided transportation for the Marines. The deployment lasted through the end of 1983 and into the early months of 1984. She disembarked her last Marine Corps passengers at Yokosuka at the end of January 1984 and remained there until the beginning of the second week in February. On the 8th, ANCHORAGE set out upon the first leg of the voyage back to the United States. On her way, she made stops at Guam and at Pearl Harbor before ending the deployment at San Diego on 6 March 1984. Except for a brief period underway inside the port on 17 April, ANCHORAGE remained moored at San Diego for almost five months performing repairs and modifications. Near the end of July, she began sea trials out of San Diego that lasted to the fourth week in August. On 23 August the dock landing ship made the brief passage from San Diego to her new homeport, Long Beach. ANCHORAGE took about two weeks to get settled into her new base of operations and then embarked upon a series of training evolutions in the local operating area.

Those drills and exercises — punctuated by periods in port for upkeep and repairs — occupied her time during the remaining months of 1984 and for most of the first quarter of 1985. On 27 March 1985, she left Long Beach on

a course for the Orient. The dock landing ship interrupted her long voyage briefly at Sasebo, Japan, on 16 April to pick up mail and then arrived at Pohang, Korea, on the 17th. At Pohang, ANCHORAGE embarked a Marine Corps contingent and set sail for Okinawa on 18 April. For the next four months, she crisscrossed the distant reaches of the Pacific delivering Marines to various points for combat training and returning them to their bases. On occasion, she joined in the exercises herself to practice her role as an amphibious warship. Her final group of passengers came on board at Yokohama, Japan, between 9 and 11 August and disembarked at Buckner Bay, Okinawa, on the 14th.

On the 15th ANCHORAGE began the passage home. She stopped at Pearl Harbor from the 26th to the 28th and arrived in Del Mar, CA., on 3 September 1985. The following day, the dock landing ship moved to Long Beach where she began a five-week post-deployment standdown. With her return to active operations on 10 October, ANCHORAGE embarked upon an extended period of local operations that occupied her not only during the balance of 1985 but for the whole of 1986 as well. As of the beginning of 1987, ANCHORAGE was moored at Long Beach, CA.

In 1991, ANCHORAGE participated in the Bangladesh cyclone relief effort (Operation Sea Angel) delivering over 1500 tons of relief supplies. Her actions earned her the Meritorious Unit Commendation and Humanitarian Service Medal. ANCHORAGE'S next two long voyages were from November 1995 until May 1996. During ANCHORAGE'S December 1998 deployment, where she sailed in the Western Pacific, Indian Ocean, and the Arabian Gulf in support of Operations Southern Watch and Desert Fox. During this time, ANCHORAGE offloaded Marines to Kuwait for extended operations ashore.

While on deployment in 2000, ANCHORAGE earned her second Humanitarian Service Medal while supporting humanitarian efforts in East Timor. Also, before entering the Arabian Gulf, she was diverted to support the USS COLE and her crew. While in the Gulf she conducted MIO in support of United Nations Resolutions. She was the first amphibious ship to do so in nearly two years.

During Operation Desert Storm, ANCHORAGE controlled the largest LCAC offload of amphibious ships in history and participated in the only amphibious offload in support of combat operations. These actions earned ANCHORAGE the Navy Unit Citation and the South West Asia Service Medal (2 stars). During Operation Iraqi Freedom ANCHORAGE was a part of a total seven ship Amphibious Task Force West, carrying Marines and equipment to Iraq.

In February 2001 ANCHORAGE returned to San Diego after earning her second Humanitarian Service Medal supporting humanitarian efforts in East Timor. Also, before entering the Arabian Gulf, she was diverted to Aden, Yemen to support the USS COLE and her crew. While in the Gulf, she conducted MIO Operations in support of United Nations Resolutions. She was the first Amphibious Ship to do so in nearly two years.

After returning from an extremely productive Southeast Asian Carat Deployment in 2002, ANCHORAGE was called upon to answer her Country's Call for a final time. In January of 2003 ANCHORAGE left San Diego for her final voyage. She provided logistical support of the Gulf Oil Platforms (GOPLAT'S) of Mina Al Bakr Offshore Terminal (MABOT) and Khawr Abd Allah Offshore Terminal (KAAOT) in the Northern Arabian Gulf to assist U.S. Coast Guard personnel assigned to protect the platforms. In addition to supporting the GOPLATS Mission, ANCHORAGE'S crew conducted a "Desert Tortoise" run for all of the ships in ATF West. This tasking involved loading-up with mail, supplies and Sailors in Bahrain (100,000 lbs. of mail, 232 pallets of cargo, and 71 Sailors) then delivering this cargo and personnel to the Amphibious ships patrolling the Northern Arabian Gulf. ANCHORAGE'S last commitment was concluded on July 3rd, 2003.

ANCHORAGE is the oldest active duty LSD in the Navy. She continues to build on her excellent reputation in the new millennium. During Kernel Blitz '01, ANCHORAGE was the LCAC Control Ship during the MEB level amphibious assault exercise. After completing a Multi-Million dollar Planned Maintenance Availability in June 2001, she successfully completed a compressed Inter-Deployment Training cycle in preparation for the CARAT 2002 deployment in South East Asia.

Currently, USS ANCHORAGE is the oldest active LSD in the United States Fleet and by far the most decorated warship on the waterfront. After 34 years of faithful and dedicated Naval Service ANCHORAGE will decommission on October 1st, 2003. She is truly worthy of the motto "**First in Class, Second to None**".





Rear Admiral W. Clyde Marsh
Commander, Amphibious Group Three
United States Navy

Rear Admiral Marsh, a native of Wedowee, Ala., was raised in Alabama and Georgia. He received his commission following graduation from Alabama A&M University in 1973. He later earned an MS Degree in International Relations from Troy State University in 1988 and is a graduate of the Armed Forces Staff College. RADM Marsh is also a graduate of the National Defense University Capstone Course and the Regional Security Senior Executive Program at Harvard University's John F. Kennedy School of Government.

RADM Marsh's operational sea tours include duty as Gunnery Officer in *USS Ozbourn* (DD 846); Missile Officer in *USS Parsons* (DDG 33) forward deployed to Yokosuka Japan; Operations Officer & Navigator in *USS Prairie* (AD 15); Weapons Officer in *USS Manley* (DD 940); First Lieutenant in *USS Pensacola* (LSD 38) in support of the amphibious landing at Beirut, Lebanon; Executive Officer in *USS St. Louis* (LKA 116) (3 Battle "E" Awards) forward deployed to Sasebo, Japan; and as Executive Officer of *USS Essex* (LHD 2) in support of *Operation United Shield*, the amphibious assault and withdrawal of United Nations Forces from Somalia.

RADM Marsh's command tours include two Mediterranean deployments in support of *Operation Sharp Edge* and *Operation Silver Pines* as Commanding Officer, *USS Sumter* (LST 1181) (3 Battle "E" Awards); an Arabian Gulf deployment in support of *Operation Southern Watch* as Commanding Officer, *USS Cleveland* (LPD 7) (3 Battle "E" Awards); Commander, Amphibious Squadron FIVE and Commander, *USS Essex Amphibious Ready Group*. He earned Battle Efficiency "E" Awards on every ship he was assigned since joining the Amphibious Expeditionary Force in 1981.

RADM Marsh's shore assignments include duty as Simulation Support Officer at Fleet Combat Training Center Atlantic; Surface Engineering Branch Head at Chief of Naval Education and Training; Conventional War Plans and Japan Desk Officer, Strategic Planning and Policy Directorate (J5), U.S. Pacific Command. In July 1995, RADM Marsh was selected by Adm. J.M. Boorda, Chief of Naval Operations (CNO) as Special Assistant for Equal Opportunity (NOOE). In this capacity he was the advisor to the Navy's top leadership and the CNO's personal representative at military as well as civilian equal opportunity forums nation wide.

RADM Marsh was promoted to Flag Rank on 1 September 2000 and his most recent assignment was as Deputy Director, Expeditionary Warfare Division (N75) in the Office of the Chief of Naval Operations. RADM Marsh assumed command of Amphibious Group THREE in San Diego, Calif., on November 20, 2001.

RADM Marsh's personal awards include the Legion of Merit (three awards), Defense Meritorious Service Medal, Meritorious Service Medal (three awards), Navy and Marine Corps Commendation Medal, Joint Service Achievement Medal, Navy and Marine Corps Achievement Medal and various campaign and unit awards.



U.S. Navy Lieutenant Commander [Name] in uniform.

John F. Kennedy Memorial

Commander Mark E. Cedrun
Commanding Officer
United States Navy

Commander Cedrun enlisted in the United States Army in 1979 and graduated from the United States Military Academy Preparatory School, Fort Monmouth, NJ in 1980. He received his commission from the United States Naval Academy in 1984. Following Surface Warfare Division Officer training, he served aboard USS RANGER (CV 61) where he received his Surface Warfare Officer qualification. Upon completion of Department Head School in 1988, Commander Cedrun served as Chief Engineer aboard USS SAGINAW (LST 1188). He served a subsequent department head tour as Chief Engineer aboard USS BUTTE (AE 27) homeported at Naval Weapons Station Earle, NJ. While assigned to BUTTE, he completed a North Atlantic Cruise, Mediterranean Deployment in support of Operation PROVIDE COMFORT, and received his qualification for Command at Sea.

Commander Cedrun graduated in 1994 with a Masters of Science Degree in Aeronautical Engineering from the Naval Postgraduate School, Monterey, CA. Returning to New Jersey, he served as Operations Officer on the staff of Commander, Combat Logistics Squadron TWO until the squadron was disestablished in 1995. He was then assigned as Officer-In-Charge, Combat Logistics Group TWO Detachment Earle, NJ until 1996.

Commander Cedrun then reported to USS SAIPAN (LHA 2) as the ship's Damage Control Assistant. During this period, SAIPAN deployed to the Mediterranean Sea, participated in Bosnian peacekeeping operations and was awarded the Atlantic Fleet Battle "E".

In 1998, he reported aboard USS CLEVELAND (LPD 7) where he served as Executive Officer. While assigned to CLEVELAND, he participated in a highly successful Western Pacific/Arabian Gulf deployment for Operation SOUTHERN WATCH and won two consecutive Pacific Fleet Battle "E's".

Prior to taking command of USS ANCHORAGE (LSD 36) in May 2002, Commander Cedrun served as Chief Staff Officer, Amphibious Squadron SEVEN. In 2000, he deployed with the BOXER ARG in support of humanitarian operations in East Timor and Operation SOUTHERN WATCH. During the deployment, he served as Executive Officer, USS BOXER (LHD 4).

While under his command, ANCHORAGE participated in CARAT 2002, Operation ENDURING FREEDOM and Operation IRAQI FREEDOM.

Commander Cedrun's personal awards include the Bronze Star, Meritorious Service Medal, Navy and Marine Corps Commendation Medal and the Navy and Marine Corps Achievement Medal.



Commander Nicolas Rangel
Executive Officer
United States Navy

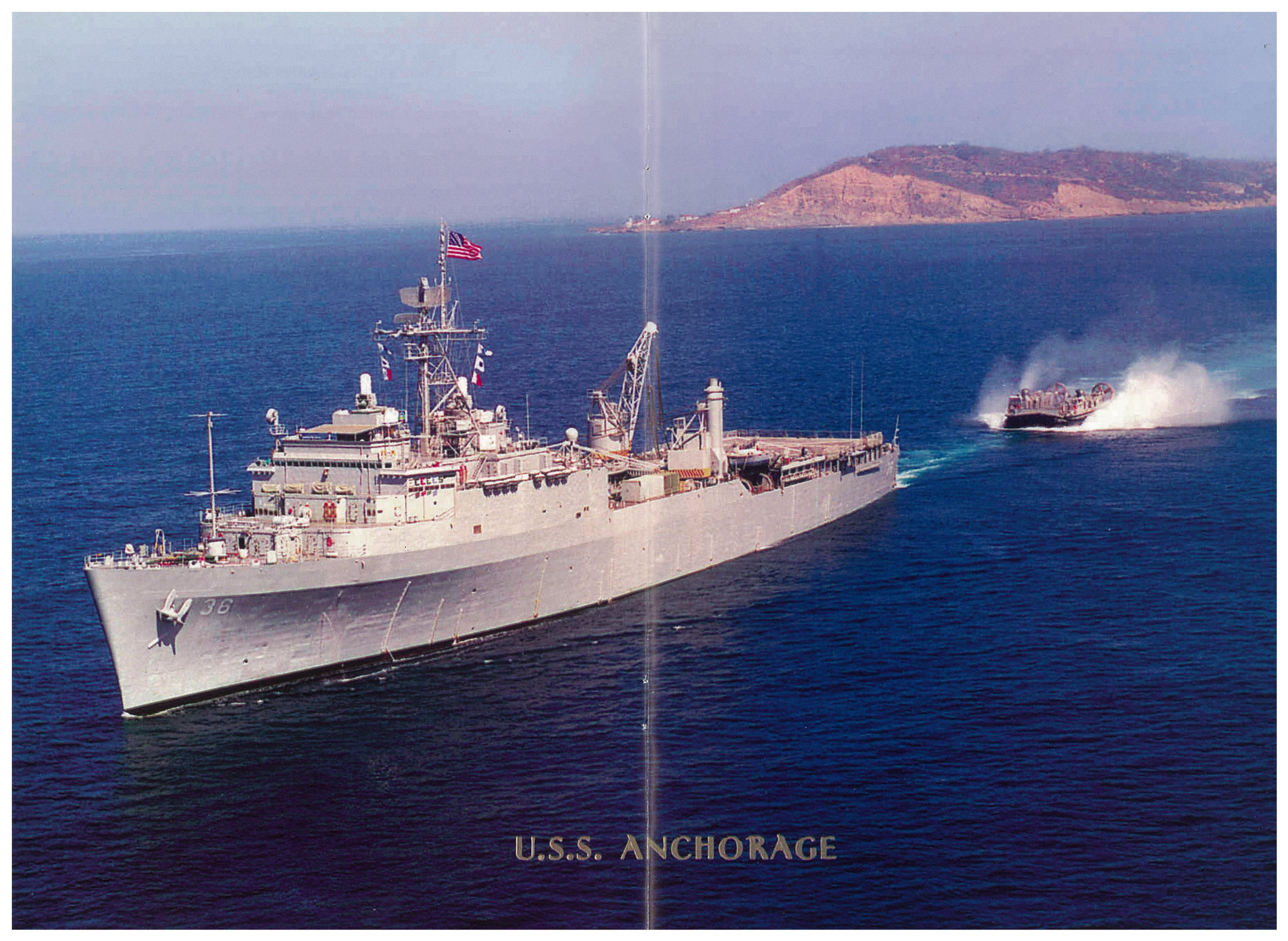
Commander Rangel is a native of El Paso, Texas. He enlisted in the Navy in May 1982 and completed the Broadened Opportunity for Officer Selection and Training (BOOST) Program in August 1983. He attended the University of New Mexico in Albuquerque, New Mexico and was commissioned an Ensign through the NROTC program.

His first tour was in USS PLUCK (MSO 464) in San Diego, California as Mine Countermeasures Officer. He was forward deployed to the Persian Gulf in support of Operation Earnest Will on USS ESTEEM (MSO 438) and USS ENHANCE (MSO 437). In March 1990 he reported to USS JUNEAU (LPD 10) in San Diego, California as Main Propulsion Assistant and deployed in support of Operations Desert Shield and Desert Storm.

In October 1991, he was assigned to Navy Recruiting District Albuquerque in El Paso, Texas until May 1994. After completion of Department Head school, he reported in January 1995 to MCM Rotational Crew Echo as Chief Engineer. He was assigned to USS CHAMPION (MCM 4) and USS SCOUT (MCM 8) in Ingleside, Texas and was forward deployed TO USS PATRIOT (MCM 7) in Sasebo, Japan. In January 1997 he was assigned to USS TORTUGA (LSD 46) as Chief Engineer.

He was assigned to Commander, United Nations Command and United States-Republic of Korea Combined Forces Command in Seoul, Korea in June 1999 as the Combined Interoperability Communications Staff Officer. Commander Rangel returned to sea as Executive Officer USS ANCHORAGE (LSD 36) in San Diego, California in September 2001. Commander Rangel's next assignment is with Commander Third Fleet.

Commander Rangel's personal decorations include the Defense Meritorious Service Medal, five awards of the Navy and Marine Corps Commendation Medal, Joint Service Achievement Medal, five awards of the Navy and Marine Corps Achievement Medal, and various unit and campaign awards.



U.S.S. ANCHORAGE

SCHEDULE OF EVENTS
DECOMMISSIONING CEREMONY
USS ANCHORAGE (LSD 36)
01 OCT 2003

★★★★★

MUSICAL SELECTIONS

San Diego Navy Band

ARRIVAL OF THE OFFICIAL PARTY

PARADING OF THE COLORS

USS ANCHORAGE Color Guard

NATIONAL ANTHEM

San Diego Navy Band

POST THE COLORS

INVOCATION

LCDR Kevin Sweeney, U.S. Navy

Chaplain

**WELCOMING REMARKS AND INTRODUCTION
OF GUEST SPEAKER**

CDR Mark E. Cedrun, USN, Commanding Officer

GUEST SPEAKER'S REMARKS

RADM W. Clyde Marsh, USN
Commander, Amphibious Group Three

COMMANDING OFFICER'S REMARKS

AND READING OF ORDERS

CDR Mark E. Cedrun, USN, Commanding Officer

**DECOMMISSIONING OF
USS ANCHORAGE (LSD 36)**

1969-2003

DISEMBARK THE CREW OF USS ANCHORAGE

RETIRE THE COLORS

USS ANCHORAGE Color Guard

STRIKE THE COMMISSIONING PENNANT

PRESENTATION OF THE COMMISSIONING PENNANT

CMDCM (SW) Michael S. Kamps, U.S. NAVY

Command Master Chief

FINAL SALUTE

BENEDICTION

LCDR Kevin Sweeney, U.S. Navy

Chaplain

DEPARTURE OF THE OFFICIAL PARTY

RECEPTION ON PIER 9

★★★★★

U.S.S. ANCHORAGE



I am a United States Sailor.

I will support and defend the Constitution of the United States of America and

I will obey the orders of those appointed over me.

I represent the fighting spirit of the Navy and those who have gone before me to defend freedom and democracy around the world.

I proudly serve my country's Navy combat team with Honor, Courage and Commitment.

I am committed to excellence and the fair treatment of all.

Decommissioning Crew Members



Commanding Officer
CDR Mark E. Cedrun



Executive Officer
CDR Nicolas Rangel



Command Master Chief
CMDRCM(SW) Michael S. Kamps

Department Heads

LT Brian K. Rottnek
Engineering Officer

LT Casey J. Kimma
Navigation Officer

LT Victor Espinoza
Operations Officer

LT Troy D. Carr
Supply Officer

LTJG Mariacristina Gomez
Admin Dept Head, TRAINO

LTJG Dwayne E. Williams
First Lieutenant



Wardroom

LT Larry B. Coleman
Communications Officer

LTJG Alexander Singleton
Main Propulsion Assistant

LTJG Aaron J. Piazza
Disbursing Officer

LTJG Timothy J. Reiswig
MP-1 Division Officer

LTJG Yvonne D. Perez
Administration Officer

LTJG Milagros N. Rivera
CIC Officer

LTJG Jocelyn M. Butcher
1st & 2nd Division Officer

LTJG Shawn W. Fischer
Electronics Maintenance

LTJG Robert T. Wilkinson
Officer Weapons Officer

ENS Erica M. Kellner
Electrical Officer

ENS Russell L. Bryant
Auxiliaries Officer

ENS Christopher D. Larsen
MP-2 Division Officer

ENS Kristina M. Chenery
Repair Division Officer

CWO3 Roy C. Inmiss
Ship's Boatswain

CWO2 James E. Gallagher
Damage Control Assistant

CWO2 Torrence L. Morgan
Ship Material Officer



Chief Petty Officers

BMCM(SW) Ronald J. Roark
MSCS(SW) Jose L. Ramirez
ENC(SW) James B. Benko
HMC(SW) Ugochukwu O. Anosike
SKC(SW) Jeffrey B. Padayao
ENC(SW) Samuel J. Lacy
ITC(SW) William J. Egan
DCC(SW) David R. Kessler
DCC(SW) Brian P. Ruddick

MMCM(SW) Apolonio Flores
OSCS(SW/AW) Calvin Brown
ETC(SW) Frank Sambol
MMC(SW) Lee Holmes
EMC(SW) James E. Ramirez
MAC(SW) Gregory Medders
MMC(SW) John Welch
QMC(SW) William R. Laver



Decommissioning Crew By Department

ADMINISTRATION DEPARTMENT

LTJG Gomez
CMDM(SW) Kamps
MAC(SW) Medders
MA1(SW) Catlow
YN2(SW) Haughton
PN3 Valete

LTJG Perez
ENC(SW) Lacy
PN1(SW) Tabalon
GM1(SW) Bergman
PN3 James
YN3 Gulley

DECK DEPARTMENT

LT Lara	LTJG Williams	LTJG Wilkinson	LTJG Butcher
BMCM(SW) Roark	BMC(SW) Terry	BM1(SW) Jones	BM1(SW) Radoc
BM1(SW) Schoenhofen	BM1(SW) Gonzales	BM2 Brown	BM2(SW) Buetow
BM2 Flores-Carrillo	BM2 Miller	BM2(SW) Collings	BM2(SW) Perry
BM2(SW) Podolak	BM2(SW) Tisby	FC1(SW) Hovermale	FC2(SW) Gift
FC2 Day	FC2 Curtis	GM1 Gross	GM2 Daugherty
BM3 Barnett	BM3 Hawkins	BM3 Lomeli	BM3 Yrabien
BM3 Payne	FC3 Miller	FC3 Schultz	SN Agbeja
SN Beal	SN Bliss	SN Cucacub	SN Guerra
SN Landress	SN Ledesma	SN McFadden	SN Mowder
SN Oakley	SN Trojan	SN Alvarez	SN Beckford
SN Cuellar	SN Dupree	SN Esker	SN Gary
SN Hoyt	SN Martineau	SN Mejiaorellana	SN Myers
SN Salamanca	SN Virden	SN Zoller	GMSN Manning



ENGINEERING DEPARTMENT

LT Rottnek	LTJG Singleton	LTJG Reiswig	ENS Kellner
ENS Chenery	ENS Larsen	CWO2 Morgan	CWO2 Gallagher
ENC(SW) Benko	EMC(SW) Ramirez	DCC(SW) Ruddick	DCC(SW) Kessler
MMC(SW) Holmes	MMC(SW) Welch	MM1(SW) Crum	MM1(SW) Blossom
MM1(SW) Schultz	MM1(SW) John	MM1(SW) Stewart	MM1(SW) Quiroz
EN2(SW) Anguiano	MM2 Belda	EM1(SW) Miller	IC2 Beran
IC2(SW) Hurtado	IC2(SW) Johnson	EN2(SW) Casey	EM2(SW) Nocum
HT2 Manire	HT2 Talache	HT2(SW) Nafarrate	MM2 Butler
MM2(SW) Calixto	MM2 Holman	MM2(SW) Kane	YN2(SW) Zenno
EM2 Mahmood	MM2(SW) Augustine	MM2 Aranda	MM2(SW) Cornelius
MM2(SW) Everett	MM2(SW) Fillippo	MM2 Flores	MM2 Galvin
MM3 Zaczkwicz	EN3 Cima	EN3 Fernandezvillanes	EN3 Thompson
MM3 Tiqui	EN3 Waggerman	EN3 Wiley	EM3(SW) Ashby
EM3 Barnes	EM3 Canonizado	EM3 Dupre	EM3 Falley
EM3(SW) Fermin	EM3(SW) Middleton	IC3 Petit	EM3 Shyer
DC3 Arredondodiaz	DC3 Canate	DC3 Croft	HT3(SW) Donovan
HT3 Kubat	DC3 Martin	HT3 Swenson	MM3 Christensen
MM3 Diaz	MM3 Faleafaga	MM3 Hendrickson	MM3 Ingram
MM3 Martinezjuarez	MM3 Mercado	MM3 Tran	MM3 Vandermaas
MM3 Abram	MM3 Allen	MM3 Beere	MM3 Gay
MM3 Matyszczak	MM3 Schade	MM3 Vanbuskirk	MM3 Vargasmiranda
MM3 Weber	MM3 Yohanes	FN McKinley	FN Romano
ENFN Rudon	FN Stoudt	EMFN Josue	EMFN Miller
ICFN Murillo	ICFN Wilson	FN Mosser	MRFA Rios
HTFA Sanchez	MRFN Sison	FN Borlagdan	FR Dugger
FN Huante	MMFR Palmquist	MMFA Ramirez-Portillo	FA Spence
MMFA Wolding	FN Brecht	YNSN Dawiczuk	FA Fisher
FA Grabowy	FN Harris	FN Johnson	MMFA Linares
FN McCarty	MMFN Mena	FA Ray	MMFN Rodgers
FN Smith			

NAVIGATION DEPARTMENT

LTJG Kimma	QMC(SW) Laver	HMC(SW) Anosike	HM1(SW) Rosario
SM1(SW) McWhorter	SM1(SW) Paul	QM2 Corbin	SM3(SW) Booker
QM3 Robinson	SM3 Staley	SM3 Gaunky	QM3 Dulaney
QM3 Girdner	SM3 Greene	HM3 Applegate	HM3 Zigelhofer
HN Jacobs			



OPERATIONS DEPARTMENT

LT Espinoza	LTJG Coleman	LTJG Rivera	LTJG Fischer
OSCS(SW) Brown	ETC(SW) Sambol	ITC(SW) Egan	IT1 Manning
ET1(SW) Shouse	OS1(SW) Rodriguez	IT2 Bocanegra	IT2 Douglas
IT2(SW) Stevens	IT2 Thomas	IT2 Woods	ET2(SW) Watson
OS2 Garcia	OS2(SW) Casteel	OS2 Cardenas	EW2 Lobanov
OS2 Marshall	OS2 Perez	EW2(SW) Rufner	EW2(SW) Smith
OS2 Taggart	IT3 Morales	IT3(SW) Nunez	IT3 Ruiz
ET3 Baird	ET3 McLain	ET3 Pierce	ET3 Stuart
ET3 Wood	OS3 Alongi	OS3(SW) Craven	EW3 Densley
OS3 Todd	OSSA Howard	OSSN Rodgers	OSSN West
EWSA Alflen			

SUPPLY DEPARTMENT

LT Carr	LTJG Piazza	MSCS(SW) Ramirez	SKC(SW) Padayao
SK1(SW) Ferido	SK1(SW) Letargo	SK1(SW) Soriano	MS1(SW) Alvar
MS1(AW) Taylor	MS1(SW) Taylor	MS1 Jakel	MS1(SW) Ganac
SH1(SW) Goren	DK1(SW) Trinkle	SK2 Bowens	IT2 Kuester
MS2 Ramirez	MS2 Valenciano	OS2(SW) Wilson	SH2(SW) Carter
SH2 Leon	DK2(SW) Gomez	SK3 Douglas	IT3 Bloxham
MS3 Feister	MM3 Ketzbeau	MS3 Moreliaper	MS3 Reyes
ET3 Salinas	MS3 Vilcara	MM3 White	SM3 Wiggins
MS3 Woodard	SH3 Howard	SH3 Thompson	PC3 Aguilar
DK3 Goulet	SKSN Smith	SN Smith	EMFN(SW) Bates
EN1(SW) Brace	FA Brooks	FN Carrington	MSSA Ellis
EWSA Farrens	MMFA Ford	MMFA Garcia	FA Hamilton
SN Russell	SR Sullivan	MSSN Young	SHSR Castillo

OMBUDSMAN

Mrs. Teresa A. Rodriguez

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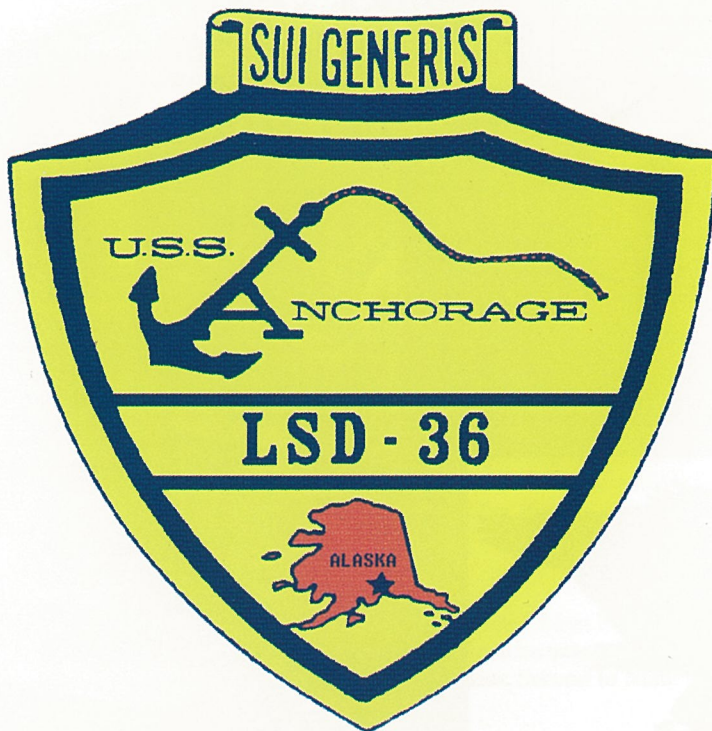
**“Let every nation know, whether it wishes us well or ill,
that we shall pay any price, bear any burden,
meet any hardship, support any friend,
oppose any foe to assure the survival
and success of liberty. “**

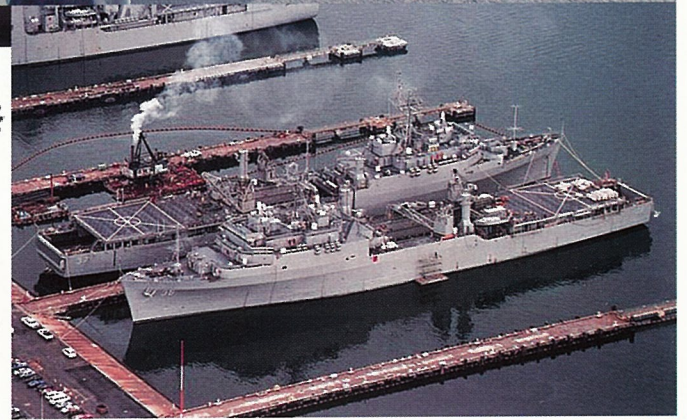
HISTORY OF THE INSIGNIA OF USS ANCHORAGE (LSD 36)

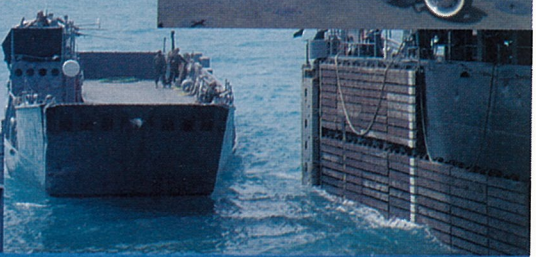
The ANCHORAGE insignia portrays both the origin and meaning of her name, including the reason for her existence and depicting that she is the first of her type in a new class of Dock Landing Ships.

Symbolized in the anchor and lines are stability and security, which this ship will provide for the United States Navy on the high seas.

The Latin term “Sui Generis” is literally translated to mean “of particular kind or first of a class.” This ship is the first to be named after the largest city in Alaska, ANCHORAGE, which is represented by the star on the map.







Anchorage Class Ships



USS ANCHORAGE (LSD 36)
USS PORTLAND (LSD 37)
USS PENSACOLA (LSD 38)
USS MOUNT VERNON (LSD 39)
USS FORT FISHER (LSD 40)



USS ANCHORAGE is the first in its Class and the last to be decommissioned.



Anchorage (LSD-36) Class

The Anchorage class ships were designed to support amphibious operations on any of the world's shores. The primary mission of these ships is to transport and launch amphibious craft, assault vehicles and embarked combat personnel in amphibious assault operations.

The Landing Ship Dock (LSD) operates as an integral part of a balanced, mobile and modern amphibious strike force. The ship couples a well deck with a flight deck to give greater dimension to the Navy's troop and vehicle lifting capability. Primarily designed to transport pre-loaded heavy landing craft to the shore and discharge them rapidly, the ship is also equipped with machine shops and facilities to provide dry docking and repairs to small boats.

Intrinsic in the well deck operation is a ballasting system that fills the deck with seawater to a depth necessary for loading landing craft such as the LCU and Landing Craft Air Cushion (LCAC). The LCAC is used for high-speed transport of personnel and equipment for amphibious operations. USS MOUNT VERNON was the first West Coast ship to be modified for LCAC operations. Wet well evolutions are facilitated through the use of complex, electro-hydraulically controlled ballasting and deballasting systems. The helicopter landing platform can be used in support of helicopter assaults and logistic operations. The ships' habitability features provide for the berthing, messing and cargo transportation of approximately 300 fully equipped combat troops of the landing force in addition to the 360 crew complement. Installed electronic equipment includes air, navigation, and surface search radars, a complete communications suite and an Electronic Emitter Detection System to support the ship's amphibious mission.

USS ANCHORAGE (LSD 36)

SHIP'S CHARACTERISTICS

Built by: Ingalls Shipbuilding Corporation
Pascagoula, Mississippi

Keel Laid: 13 March 1967

Launched: 05 May 1968

Commissioned: 15 March 1969

Gross Tonnage: 12,709

Overall Length: 562 feet

Beam: 84 feet

Complement: 26 Officers
16 CPO
263 Enlisted

Landing Force: 15 Officers
10 NCO
210 Enlisted

Speed: 20+ knots

Propulsion: Two Combustion Engineering, Oil Fired, D-Type, 600 psi Boilers, Two Shafts rated at 24,000-shaft horsepower

Generators: Four Ship's Service Turbine Generators (1000 kW, 1602 Amps, 450 Volt, 3 Phase)

Armament: Two MK-15 Block 1 CIWS
Two 25mm Chain Guns
Six 50 Caliber Machine Guns
MK 36 Mod 6 SRBOC

Combat Systems: AN/SPS-40 Air Search Radar
AN/SPS-10 Surface Search Radar
AN/SPS-64 Surface Search Radar
AN/SLQ-32 Electronic Countermeasure
AN/SLQ-25 Torpedo Countermeasure
WRN-6 Global Positioning System

Ship's Boats: Two MK-12 36 foot LCPL's

Ship's Cranes: Two 50 ton B & A Cranes



USS ANCHORAGE PAST COMMANDING OFFICERS

Captain P.S. Beaman, U.S. Navy
15 March 1969 – 25 March 1971

Captain C.A. Rank, U.S. Navy
25 March 1971 – 10 August 1972

Captain R.A. Congdan, U.S. Navy
10 August 1972 – 23 September 1973

Commander L.P. Aldana, U.S. Navy
23 September 1973 – 28 June 1975

Commander A.C. Wright, U.S. Navy
28 June 1975 – 01 September 1975

Commander J.R. Lund, U.S. Navy
01 September 1975 – 24 November 1976

Commander P.I. Bledsoe, U.S. Navy
24 November 1976 – 29 August 1978

Commander R.D. Foster, U.S. Navy
29 August 1978 – 01 October 1980

Commander W.R. McCann, U.S. Navy
01 October 1980 – 25 September 1982

Commander R.R. Kruszona, U.S. Navy
25 September 1982 – 01 December 1984

Commander M.D. Quigley, U.S. Navy
01 December 1984 – 11 December 1986

Commander M.C. Wein, U.S. Navy
11 December 1986 – 15 December 1988

Commander G.C. Butler, U.S. Navy
15 December 1988 – 29 December 1990

Commander T.P. Labrecque, U.S. Navy
29 December 1990 – 11 September 1992

Commander T.J. Brown, U.S. Navy
11 September 1992 – 24 March 1994

Commander P.C. Cassani, U.S. Navy
24 March 1994 – 22 January 1996

Commander J.A. Read, U.S. Navy
22 January 1996 – 22 August 1997

Commander R.L. Thomas, U.S. Navy
22 August 1997 – 30 March 1999

Commander D.S. Angood, U.S. Navy
30 March 1999 – 10 November 2000

Commander K.V. Flowers, U.S. Navy
10 November 2000 – 03 May 2002

Commander M.E. Cedrun, U.S. Navy
03 May 2002 – 01 October 2003

**“In forty hours I shall be in battle; with little information; and
On the spur of the moment I will have to make the most momentous decisions;
But I believe that one’s spirit enlarges with responsibility and that;
With God’s help; I shall make them; and make them right.”**

~ General George S. Patton



MISSION OF THE SHIP: To embark, deploy and land elements of a Marine Landing Force in an assault by helos, landing craft, amphibious vehicles or by a combination of these methods.