

GATOR GAZETTE

'editio prima'



ALL THINGS ANCHORAGE



P.O. Box 191013 San Diego, California 92159-1013 newsletter@lsd36.com

2023 April



CORRECTION - In January's newsletter, under 'Current Amphibious Ships', I only had two ship types listed, LPD and LSD. I received an email from Bob Kopas (OS 3/90-11/91) reminding me of two other ship types still active, LHA and LHD. "Thank you Bob." **I have also made changes to the amphibious ship information found at lsd36.com*

Current Amphibious Ship Types **CORRECTED**

- Blue Ridge Class Amphibious Command Ships (LCC) - 2 active
- America Class Landing Helicopter Assault (LHA) - 2 active, 1 under construction, 2 have been awarded with 1 named
- Wasp Class Landing Helicopter Dock (LHD) - 7 active
- San Antonio Class Landing Platform Dock (LPD) - 12 active, 3 under construction, 1 contract has been awarded, and 1 has been authorized
- Whidbey Island and Harpers Ferry Class Dock Landing Ship (LSD) - 10 active

Inactive Amphibious Ship Types

- Amphibious Cargo Ship (AKA)
- Auxiliary Personnel Attack (APA)
- High Speed Transport (APD)

- Inshore Fire Support Ship (LFR)
- Amphibious Cargo Ship (LKA)
- Landing Platform, Amphibious (LPA)
- Landing Platform Helicopter (LPH)
- Amphibious Transport Small (LPR)
- Amphibious Transport Submarine (LPSS)
- Landing Ship, Medium (LSM)
- Landing Ship, Tank (LST)

Tomorrows Amphibious Ships

The U.S. Navy and Marine Corps are in the process of developing another amphibious type of ship referred to as Landing Ship Medium (LSM), previously known as Light Amphibious Warship (LAW). Acquisition of the first LSM has been delayed from 2023 to 2025 in order to reevaluate the program requirements. In question, are the ships slow speed (14-16 knots), troop capacity (only 75), limited weapons (25mm or 30mm gun system and a .50 caliber machine gun), and an inability to carry the Ship to Shore Connector (SSC), which is the replacement for existing Landing Craft Air Cushion (LCAC).

March 8: The Marine Corps will begin a four-phase experiment with a leased offshore support vessel referred to as a Stern Landing Vessel (SLV) from Hornbeck Offshore Services. After undergoing some modifications (reinforced deck, landing legs, propeller and rudder protection, etc.), the vessel will be tested in real-life situations while the warfighting lab starts writing and updating the ships operating manuals. Additional ships will be leased with the second or third ship adding a flight deck.

Memorial? **UPDATE**

After speaking with USS Midway (CV 41), I have come to the realization that an LSD ship museum is an unrealistic project. #1 San Diego Bay space is limited, #2 their approval process took 12 years, and #3 the document for approval is over 100 pages. Oh, and because of silt from the bay settling under the stern and placing too much stress on the hull, they just spent \$3,000,000 to remove rudders and propellers.

I am now focusing on a more realistic project; an LSD 36 memorial on the waterfront. I have an idea of what it would look like and a fellow shipmate is transferring my rough drawing to a presentable sketch. Stay tuned.

What are your thoughts? [EMail](#) me.

LSD36 Association?

Mission Statement: "To keep our ship's memory alive for future generations, provide assistance to our crew, and support those still serving" No, we're not a non-profit yet. Your thoughts?



[For more information ...](#)

SHIP'S HISTORY

APRIL

1969 - On April 4, the captain conducted an inspection of mess decks, galley, CPO galley, wardroom, and CO pantry. On April 12, a fire main supply line from the dock ruptured and was repaired. All hull openings were inspected on April 14, before the dry dock flooding started at 0915. The ship cleared her keel blocks at 1320 and with the assistance from Navy tugs YT 536, YT 347, YT 365, and YT 768, was moved back to starboard side Berth 2.

2002 - April started off with the semi-annual Command Physical Fitness Test. Final pre-deployment preparations took place April 4, followed by a Family Day Cruise on April 5.

USS Anchorage departed for WESTPAC/CARAT (Cooperation Afloat Readiness And Training) 2002 on April 8 enroute to Okinawa, Japan, to load Marines. On April 30, the ship left Okinawa, and headed for Southeast Asia along with USS Vincennes (CG 49), USS George Philip (FFG 12), and the U.S. Coast Guard high endurance cutter USCGC Morgenthau (WHEC 722). USS Anchorage was one of five ships, along with 1400 military personnel, to represent the U.S. in CARAT 2002.

MAY

1968 - On May 5, Mrs. Virginia Nicholson Heyward, wife of Vice Admiral Alexander S. Heyward, Jr., sponsored ship's christening.

1983 - The ship paid a courtesy visit to her namesake city, Anchorage, Alaska. A few days after leaving Alaska, a ship's roving patrol found a stowaway in a troop berthing mop closet. A crew member had brought a girl onboard for the return trip home and a Coast Guard helicopter was used to remove her.

2002 - On May 3, CDR Mark E. Cedrun relieved CDR Kent V. Flowers as Commanding Officer.

JUNE

1969 - USS Anchorage got underway with assistance from Navy tug YT 527 on June 2, enroute to Andros Island, Bahama Islands. Once the ship departed Charleston, it would begin standardization tests which evaluate every facet of an amphibious warship. On June 4, the ship was steaming independently near the Bahama Islands. On June 5, the LCPL (Landing Craft Personnel Large) was transferred from the well deck to the port side Welin Davit. Standardization tests continued while steaming off Andros Island on June 6, when Atlantic Underseas Test and Evaluation Center (AUTEC) personnel boarded from AUTEC 58. AUTEC offers underwater testing, in-air test facilities, and support to U.S., Canadian, British, NATO, and other military and civilian organizations. On June 7, the ship moored port side of Pier 4, Port Everglades, Fort Lauderdale, Florida. On June 8, the ship got underway enroute back to Andros Island. USS Anchorage proceeded to Site 1, AUTEC, Andros Island on June 9. The ship started its journey back to Norfolk, Virginia on June 10. The ship expended 36 rounds 3"/50 caliber blind loaded and tracer (BL&T) ammunition while at general quarters. On June 12, Navy tug YT 765 pulled alongside, and the ship moored port side Pier 5, Berth 52, Naval Station, Norfolk. The ship took on fuel from the pier June 17. More fuel was loaded, and cars were loaded on June 18. Navy tug YT 758 came alongside, and the ship got underway for Annapolis, Maryland on June 24, anchoring at Anchorage Delta at the Severn River entrance. Floating derrick YD 150 pulled alongside to load three 44' yawls on June 25. On June 26, steaming independently, the ship got underway for Norfolk, anchoring at Anchorage North Delta, Hampton Roads a little over nine hours later. Shortly after anchorage, floating derrick YD 214 and Navy tug YT 758 tied up starboard side to load a Ryan FR Fireball airplane. Once the airplane was loaded, the ship got underway for

Mayport, Florida. With assistance from Navy tugs YT 404 and YT 523, USS Anchorage moored starboard side to Berth C3, Mayport on June 28. A few hours later, USS Luce (DLG 7) tied up portside. On June 30, the ship moved and tied-up to the port side of USS Kaskaskia (AO 23).

1987 - USS Anchorage crossed the equator and International Dateline simultaneously on June 23. After the crossing, the USS Belleau Wood (LHA 3) lost power to both engines and one of two generators, and after drifting for five days, USS Anchorage was asked to help.

"We were bobbing like a cork." FC1 Terry Davenport USS Belleau Wood (LHA 3)

1992 - The ship headed north to Alaska for a week-long port visit in Anchorage. On this trip, an anchor removed during overhaul, was transported, then presented to the City of Anchorage on June 16. This anchor is now located at the end of Ship Creek Small Boat Launch in Anchorage. The ship took part in Summer Solstice ceremonies on June 21.

"The trip to Alaska was the first long haul after months of dry dock and removing the anchor. I remember the captain playing the song "North to Alaska" on the intercom as we were leaving. They had this program called adopt a sailor where families in Alaska would take one of us into their home for the duration of our liberty. I don't know how many participated, but I did, and it was fun." BMSN Carl Spell (3/92-5/95)

[More History ...](#)

Visit LSD36.COM

