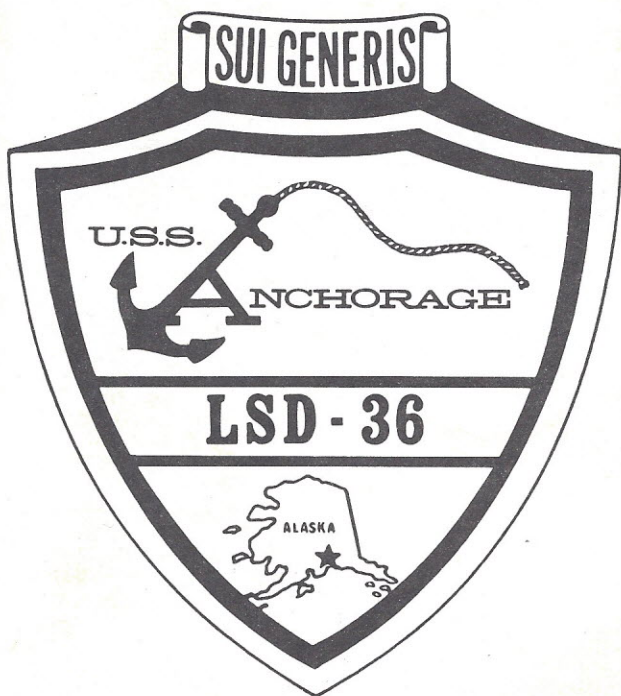


WELCOME ABOARD



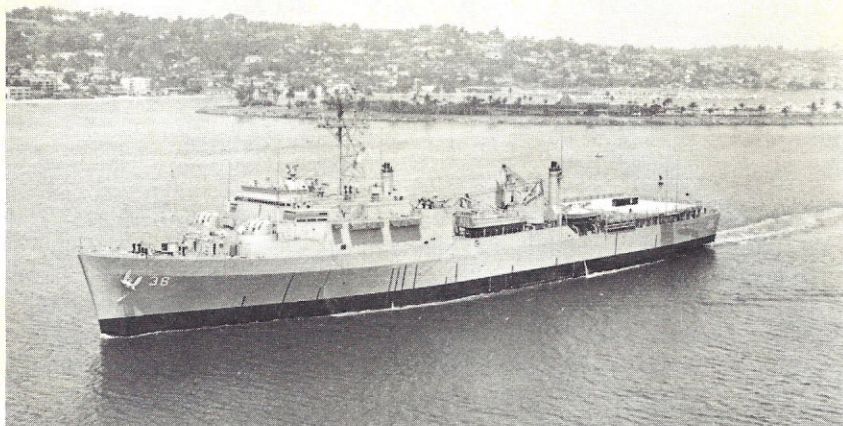
**USS ANCHORAGE
(LSD-36)**



CAPTAIN ROBERT N. CONGDON

Captain Robert N. Congdon attended the U.S. Naval Academy and graduated the Class of 1949, whereupon he reported for duty aboard the USS R.B. ANDERSON (DD-786) until 1952. He served on staff, Commander Amphibious Group THREE, then was assigned to staff, Commander Training Command from 1954 to 1956 before attending the General Line School, graduating in 1957. Two successive tours as Executive Officer of the USS NEWELL (DER-322) and the USS SPROSTON (DDE-577) preceded his attendance at the Naval War College in 1961, where he then served on the faculty until 1963. Captain Congdon then reported to the USS SPRINGFIELD (CLG-7), flagship of the U.S. SIXTH Fleet, as the operations officer. From 1965-1967 he then served on the staff of Commander in Chief, Pacific before taking his first Command at Sea, the USS BUCHANAN (DDG-14) until 1969. Then he was assigned to the staff of the Assistant Secretary of Defense for International Security Affairs from 1969-1972 during which time he was a member of the U.S. delegation for the first U.S.-Soviet talks for Preventing Incidents at Sea held in Moscow 19 October 1971.

Captain Congdon is married to the former Colleen Mitchell of Los Angeles, California. They have two sons, Scott and Craig.



THE ANCHORAGE

The USS ANCHORAGE (LSD-36) was launched at Pascagoula, Mississippi on 5 May 1968 and was officially commissioned on 15 March 1969 at Norfolk Naval Shipyard at Portsmouth, Virginia.

Following Class Standardization Trails near Andros Island in the Bahamas, the ship departed Norfolk enroute to her homeport, San Diego, California where she arrived on 26 July. After completing Shakedown Training and various amphibious exercises, the ship underwent two months of Post Shakedown corrections at Naval Shipyard in Vallejo, California.

From 31 January to 12 March 1970, the ship assisted in the redeployment of USMC units from RVN to the United States. On 1 May, the ANCHORAGE departed her homeport as a unit of Amphibious Squadron FIVE to begin her first extended deployment in the Western Pacific and Far East area. During the cruise the ship participated in various amphibious exercises and a typhoon relief operation in the Philippines, provided wet-well services along the coast of RVN and visited ports in Japan, Okinawa, Taiwan and Hong Kong, BBC. The ANCHORAGE returned to San Diego on 10 December completing a 7½ month and 42,000 mile cruise. After loading construction materials, on 22 February 1971, the ANCHORAGE departed Port Hueneme, enroute to Diego Garcia, the future site of an austere communications station. This "mini-deployment" included visits to Sydney and Perth, Australia, Hong Kong, and Danang, RVN. On March 25, 1971, at Perth, Australia, Captain Cyrus A. Rank, USN relieved Captain Percy S. Beaman as Commanding Officer.

From July 19 to July 29, ANCHORAGE underwent Refresher Training off the coast of San Diego, upon completion of which ANCHORAGE served as Primary Control Ship (PCS) for a Reserve Marine Amphibious Landing exercise at Camp Pendleton. In August the ANCHORAGE visited its home city in Alaska, and enjoyed the beautiful area and warm hospitality of the 50th state.

ANCHORAGE again joined Amphibious Squadron FIVE for its second extended deployment beginning 1 October 1971 to the Western Pacific. She finally returned to her home port of San Diego on 24 July 1972. On 10 August 1972 Captain Robert N. Congdon relieved Captain Cyrus A. Rank as Commanding Officer.

The ANCHORAGE is 562 feet long, 84 feet wide at the beam and is armed with four twin 3 inch/50 cal. gun mounts. Maximum speed is 21.5 knots. Her personnel allowance consists of 21 officers and 286 enlisted. Utilizing ANCHORAGE's troop capacity, the ship can accommodate 51 officers and 742 enlisted.

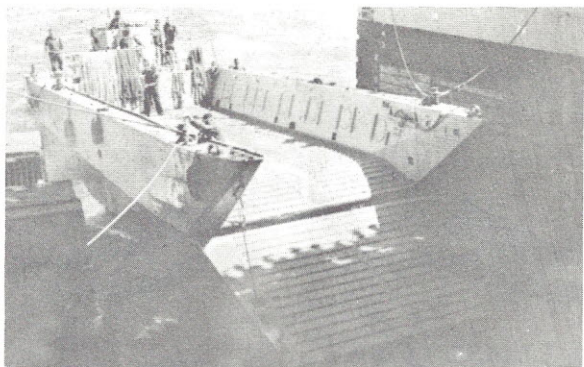


INSIGNIA OF USS ANCHORAGE (LSD-36)

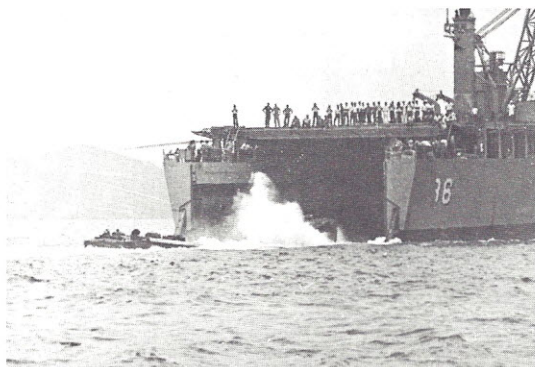
The ANCHORAGE insignia portrays both the origin and meaning of her name, including the reason for her existence and depicting that she is the first of her type in a new class of Dock Landing ships.

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

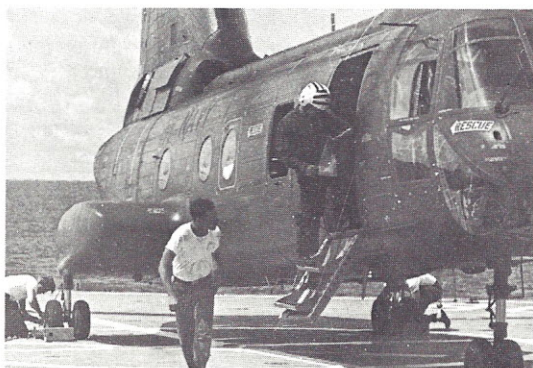
The Latin term "Sui Generis" is literally translated to mean "of a particular kind or first of a class." This ship is unique in two respects; first, it is the largest LSD ever constructed and second, it is the first ship to be named after the largest city of Alaska, ANCHORAGE, which is represented by the star on the map.



A Navy LCM-8 prepared for loading in well deck.



An underway
launch of
USMC LVTs.



A CH-46 helicopter preparing to load troops.

THE LSD

The LSD is designed to operate as an integral part of a balanced, mobile and modern amphibious striking force giving greater dimensions to the Navy's troop and vehicle lifting ability.

Designated a Dock Landing Ship, the ship couples a well deck, mezzanine deck and a flight deck for added versatility. A system of joining ramps allows vehicles to be loaded by boat, crane or helicopter, stored on any of the three decks and unloaded by the same or any of the other means. Primarily designed to transport pre-loaded landing craft to an objective area and discharge them rapidly, the ship is also equipped with machine shops and repair facilities to provide drydock repair services to small ships up to the size of harbor tugs. This class of LSD has the capability to berth, feed and transport over 400 fully equipped combat troops and equipment and to unload them in pre-loaded landing craft or to other boats in the landing force. Intrinsicly a part of the well deck operation is a ballasting system which allows the well deck to be flooded with sea water to a depth necessary for loading such landing craft as the LCU or the smaller LCM-8.

Although not specifically designed for helicopter operations in great volume, the flight deck is large enough to service and stow one medium-sized helo. Aviation features include limited repair and maintenance facilities, helicopter refueling stations, aviation fuel stowage tanks and troop debarkation stations for helicopter assaults.

We sincerely hope that you will enjoy your visit aboard the USS ANCHORAGE (LSD-36) and will be able to more fully realize the role of this ship in today's modern amphibious Navy.

If at any time during your visit, you wish to know more about the operation or implementation of any specific system or piece of equipment aboard the ship, the officers and crewmembers will be pleased to answer your inquiries within the limits of security restrictions.

We wish to make your visit with us as pleasant and informative as possible, so feel free to ask questions and again WELCOME ABOARD.