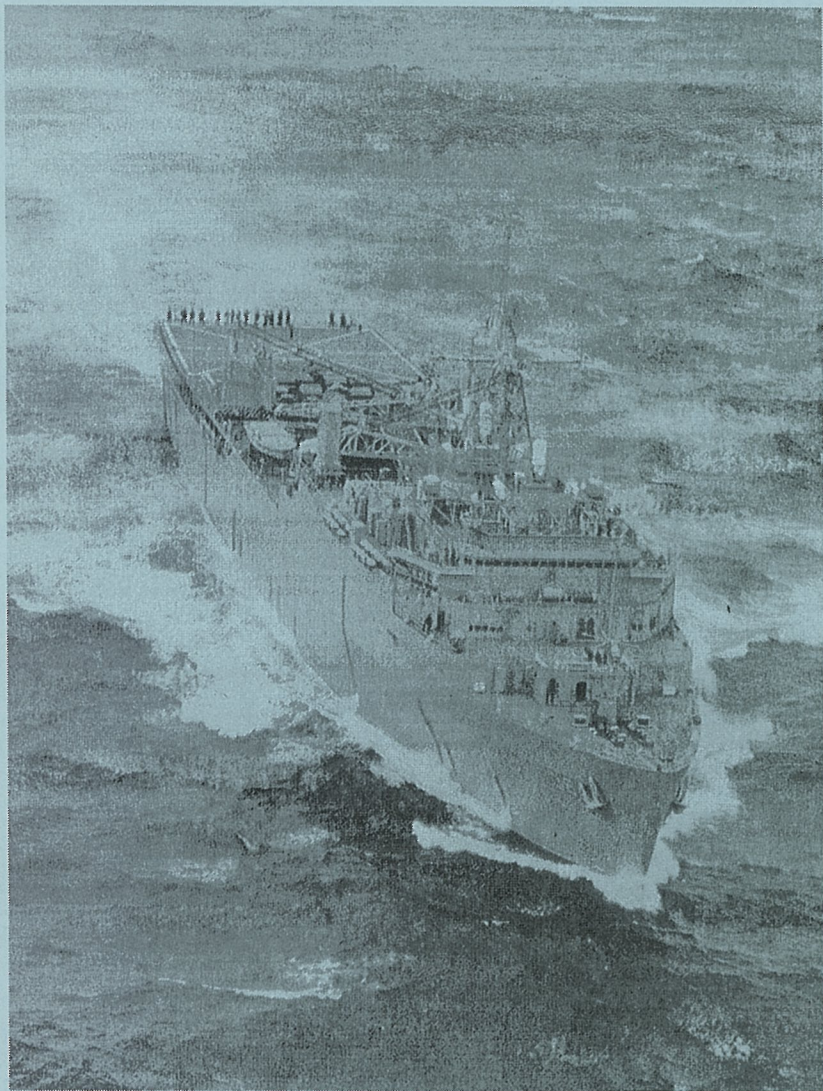


# WELCOME ABOARD



USS ANCHORAGE (LSD-36)



COMMANDING OFFICER  
USS ANCHORAGE (LSD 36)

Greetings Friends of ANCHORAGE.

On behalf of the officers and crew, I would like to welcome you aboard the finest Gator in the Navy. As you tour our ship, take time to talk to the sailors and Marines of ANCHORAGE and experience their esprit and professionalism firsthand

We are privileged to serve our country in ANCHORAGE and we are proud of this fine ship. We are honored to host you onboard and I hope that your visit today is a memorable one. If you have any questions, please ask.

Once again, WELCOME ABOARD!

Sincerely,

M. E. Cedrun

CDR USN

## MISSION OF THE SHIP

**To embark, deploy and land elements of a Marine Landing Force in an assault by helicopter, landing craft, amphibious vehicles or by a combination of these methods.**



**COMMANDER  
MARK E. CEDRUN  
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 II 8 8). 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.

Commander Cedrun just completed his most recent assignment as Chief Staff Officer, Amphibious Squadron SEVEN. Commander Cedrun's personal awards include the Meritorious Service Medal, Navy and Marine Corps Commendation Medal and the Navy and Marine Corps Achievement Medal.





**EXECUTIVE OFFICER  
LIEUTENANT COMMANDER  
NICOLAS RANGEL  
UNITED STATES NAVY**

Lieutenant 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 in the United States Navy 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. Lieutenant Commander Rangel returned to sea as Executive Officer USS ANCHORAGE (LSD 36) in San Diego, California in September 2001.

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



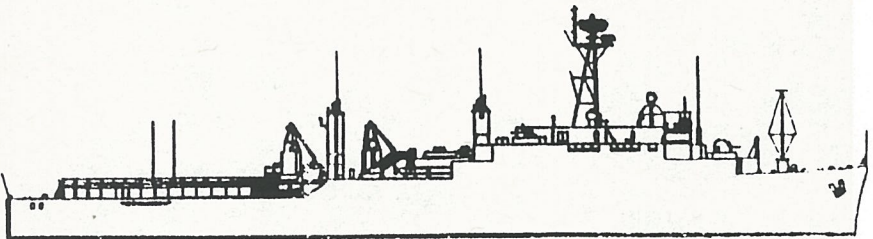


# LSD DESIGN

The *Landing Ship, Dock* or 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. By operating Air Cushion Landing Craft (LCAC) vehicles during the ship to shore movement, the LSD is able to participate in high speed, over-the-horizon amphibious operations. 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, LCAC, crane, or helicopter, stored on any of the three decks and unloaded by the same or any other means. The ship is also equipped with machine shops and repair facilities to provide dry-dock 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 three hundred fully equipped troops and to unload them in pre-loaded landing craft or to other ships in the landing force.

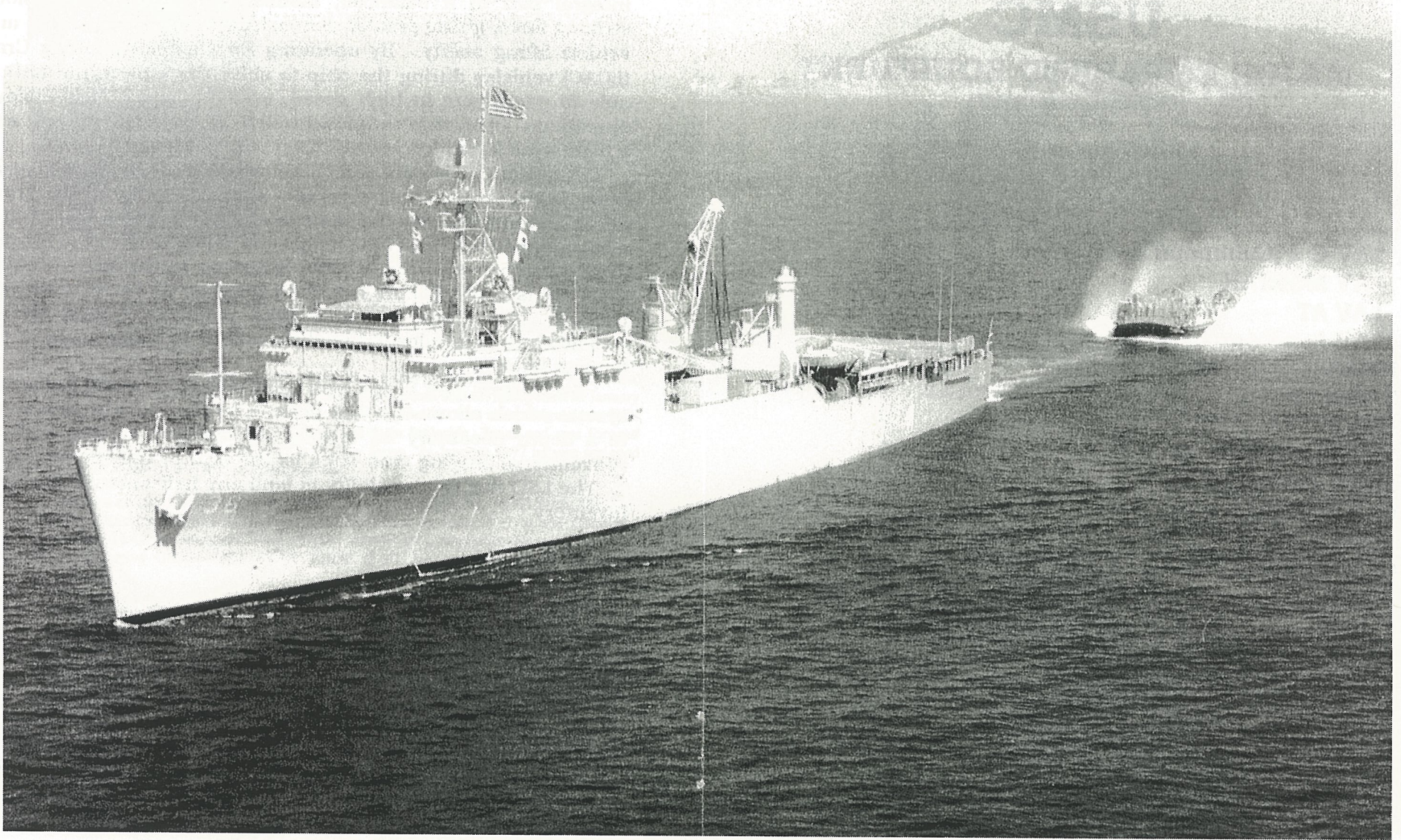
An integral part of the well deck operation is the ballasting system which allows the well deck to be flooded with sea water to a depth necessary for loading air cushion landing craft or conventional landing craft such as the LCU or the smaller LCM-8. The LSD has the capability to land any helicopter in the Navy inventory.





# USS ANCHORAGE (LSD-36)

FIRST IN CLASS, SECOND TO NONE



USS ANCHORAGE (LSD-36) launches an LCAC off Point Loma.



# USMC

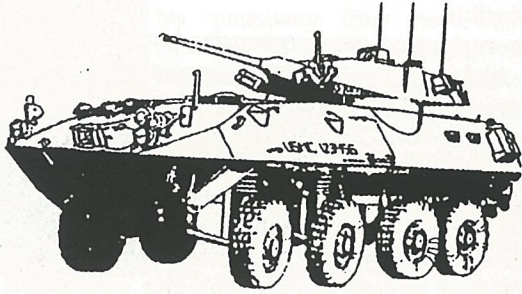
## MAJOR EMBARKED EQUIPMENT (TYPICAL LOADOUT)

155mm HOWITZERS	6
LIGHT ARMORED VEHICLES	
LAV 25 (25mm Gun)	9
LAV C 2 (Command &Control)	1
LAV MORTAR	2
LAV AT	2
LAV-L	2
HMMWV'S (HUMVEE'S)	23
5 TON TRUCKS	12
N1105 TRAILERS	4
M101A1 TRAILERS	4
M116 TRAILERS	1
GENERATORS	2
FORKLIFT	1
C149 WATERBULL	1



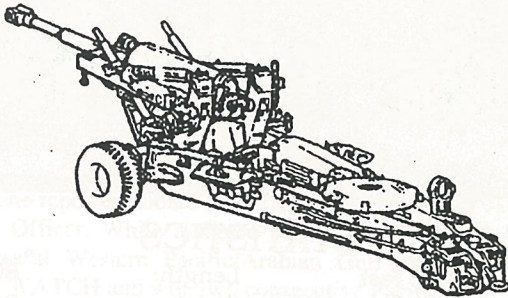
COMMANDER  
LANDING CRAFT, AMPHIBIOUS  
UNITED STATES NAVY

## USMC EQUIPMENT



### LIGHT ARMORED VEHICLE (LAV 25)

SPEED	62 MPH
ARMAMENT	25MM CANNON 7.62MM MACHINE GUN
RANGE	400 MILES
WEIGHT	28,800 LB



### M198 155MM TOWED HOWITZER

RANGE	32,820 YARDS
RATE OF FIRE :	4 ROUNDS PER MINUTE
WEIGHT	15,750 LB



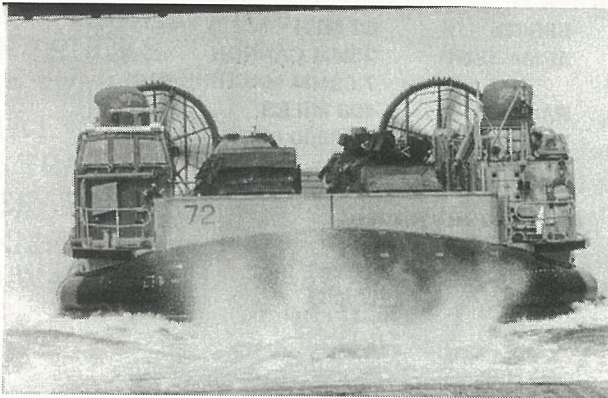
# LANDING CRAFT, AIR CUSHION

The Landing Craft Air Cushion (LCAC) is a high-speed, ship-to-shore, and over-the-beach landing craft that can transport equipment, personnel and weapons systems from ships located beyond the horizon, through the surf zone and across the beach to hard landing points beyond the waterline.

The LCAC is supported on a pressurized cushion of air and travels at speeds much higher than that of conventional landing craft. The controllable pitch propellers, rudders and bow thrusters make the LCAC highly maneuverable. Four TEXTRON Lycoming TF40B marine gas turbine engines drive the propellers and centrifugal fans which provide air for the air cushion.

Port and starboard superstructures house equipment, machinery, and crew stations. The cargo deck accommodates palletized and non-palletized items, and roll-on, roll-off vehicular equipment up to the size of an M1A1 tank. Troops are carried in designated seating in the cabin modules to avoid exposure to wind and spray during craft operation.

The LCAC is compatible with the following six classes of support ship: LHA-1, LPD-4, LSD-36, LSD-41, and LHD-1.



## CRAFT STATISTICS

Height:	27.3 feet	Length:	80 feet
Width:	50 feet	Weight:	210,000 lb
Payload:	60 tons	Range:	200 nm
Passenger:	24	Speed:	50+ kts

# USS ANCHORAGE (LSD-36)

## SHIP'S CHARACTERISTICS

<b>Built by:</b>	Ingalls Shipbuilding Corporation Pascagoula Mississippi
<b>Keel Laid:</b>	13 March 1967
<b>Launched:</b>	5 May 1968
<b>Commissioned:</b>	15 March 1969
<b>Gross Tonnage:</b>	12,709
<b>Overall Length:</b>	562 feet
<b>Beam:</b>	84 feet
<b>Complement:</b>	19 Officer 22 CPO 328 Enlisted
<b>Landing Force:</b>	25 Officer 12 NCO 300 Enlisted
<b>Speed:</b>	20+ knots
<b>Propulsion:</b>	Two Combusion Engineering, Oil Fired, D-Type, 600 psi Boilers Two Shafts rated at 24,000 shaft horse power
<b>Generators:</b>	Four Ship's Service Turbine Generators (1000 kw, 1602 Amps, 450 Volt, 3 phase)
<b>Armament:</b>	Two MK-15 Block 1 CIWS Two 25mm chain guns Six 50 Caliber machine guns Mk 36 Mod 6 SRBOC
<b>Combat Systems:</b>	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
<b>Ship's Boats:</b>	Two Mk-12 36 foot LCPL's
<b>Ship's Cranes:</b>	Two 50 ton B & A Cranes



## HISTORY OF USS ANCHORAGE (LSD 36)

The first ship to be named after Alaska's largest city, USS ANCHORAGE was launched at Pascagoula, Mississippi on May 5, 1968 and commissioned on March 15, 1969 at the Norfolk Naval Shipyard.

During service that has spanned three decades, ANCHORAGE has patrolled in three of the world's oceans and countless trouble spots. Her deployments have included the evacuation of Vietnam in April 1975 (Operation Frequent Wind), the Gulf War in 1990-1991 during Operation Desert Storm and most recently supporting the USS COLE (DDG 67) after her devastating attack in Aden Yemen. 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).

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.

During ANCHORAGE's December 1998 deployment, where she sailed in the Western Pacific, Indian Ocean and Arabian Gulf in support of operations Southern Watch and Desert Fox. During this time, ANCHORAGE offloaded Marines to Kuwait for extended operations ashore.

ANCHORAGE returned from her most recent deployment in February 2001. She earned 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 in support of United Nations Resolutions. She was the first Amphibious Ship to do so in nearly two years.

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 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.

ANCHORAGE has earned the following awards; Combat Action Ribbon, Joint Meritorious Unit Award, Navy Unit Commendation, Meritorious Unit Commendation (3 Awards), Battle "E" Ribbon, Navy Expeditionary Medal, National Defense Service Medal (2 Awards), Armed Forces Expeditionary Medal (3 Awards), Vietnam Service Medal (4 Awards), Southwest Asia Service Medal (3 Awards), Humanitarian Service Medal (2 Awards), Sea Service Deployment Ribbon, Philippine Presidential Unit Citation, Republic of Vietnam Campaign Medal, Kuwait Liberation Medal (Kingdom of Saudi Arabia), and Kuwait Liberation Medal (Kuwait). She is the most decorated ship on the waterfront. ANCHORAGE is truly worthy of the motto First in Class, Second to None.

