

USS Albany



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Albany, New York

USS ALBANY CA123-CG10

Two Mann Drive
Castleton, New York 12033

DEDICATION

*This manual is dedicated to all the USS ALBANY'S
living and departed shipmates and their families*

*This manual was comprised of articles, newspaper clippings and
other documents, with the hopes of keeping the USS ALBANY'S memory
everlasting.*

*Without the help of local dedicated naval veterans and personal
friends this piece of memorabilia could not have been possible.*

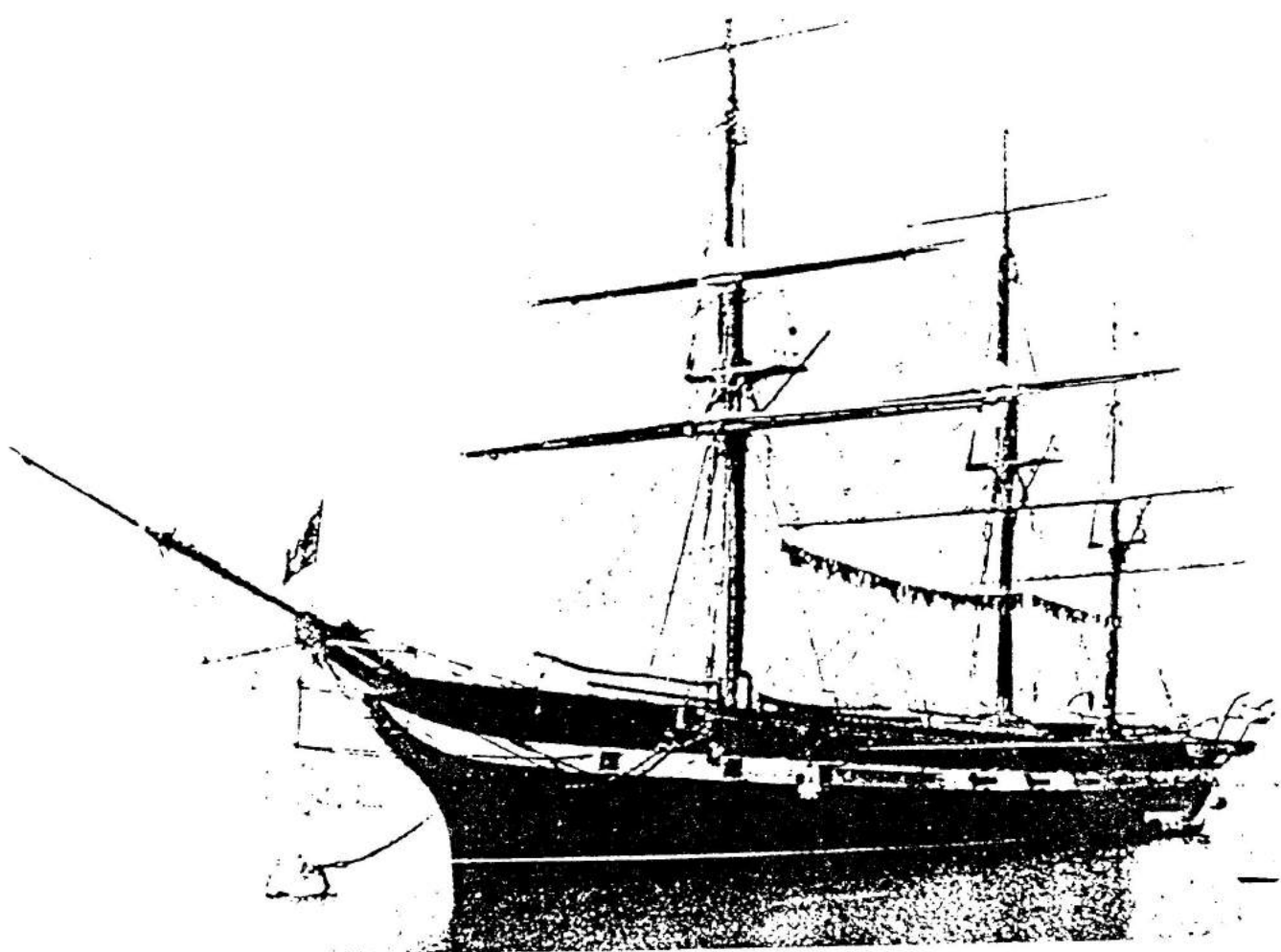
*Enclosed you will go from the Sailing Ship of 1846 thru the
decommissioning of the Cruiser in 1980. The final document shows
the bid package used for the sale of the CG-10 on 21 August 1990.*

*In putting this manual together, it has brought back alot of
old memories and has been a pleasure to do. As you read the
articles it is my hope you experience the same pleasures.*

Sincerely,

Wayne Van Ambungh

Wayne Van Ambungh
1990 Reunion Chairman



HISTORY

USS ALBANY 1846 — 1971

In the past 125 years, four ships of the United States Navy have been named for Albany, the capital city of the state of New York.

The keel of the first ALBANY, a sloop-of-war, was laid in 1843 at the New York Navy Yard. She was launched three years later on June 27, 1846. Displacing 1064 tons, her overall length was 163 feet, 6 inches; breadth, 32 feet, 2 inches; and depth of hold, 17 feet, 3 inches. She was armed with four 8-inch smoothbore rifles and eighteen 32-pounder rifles, and had a complement of 120 officers and men.

ALBANY was placed in commission on November 6, 1846, and on November 26, under the command of Captain S. L. Breese, she sailed to join the United States Home Squadron in the Gulf of Mexico. Shortly after the beginning of the Mexican war, the Navy received orders from the United States government to maintain a vigorous blockade of all Mexican ports on the gulf. In accordance with these instructions, ALBANY was one of several vessels scattered along the entire Mexican coast from the Rio Grande to the Tabasco River.

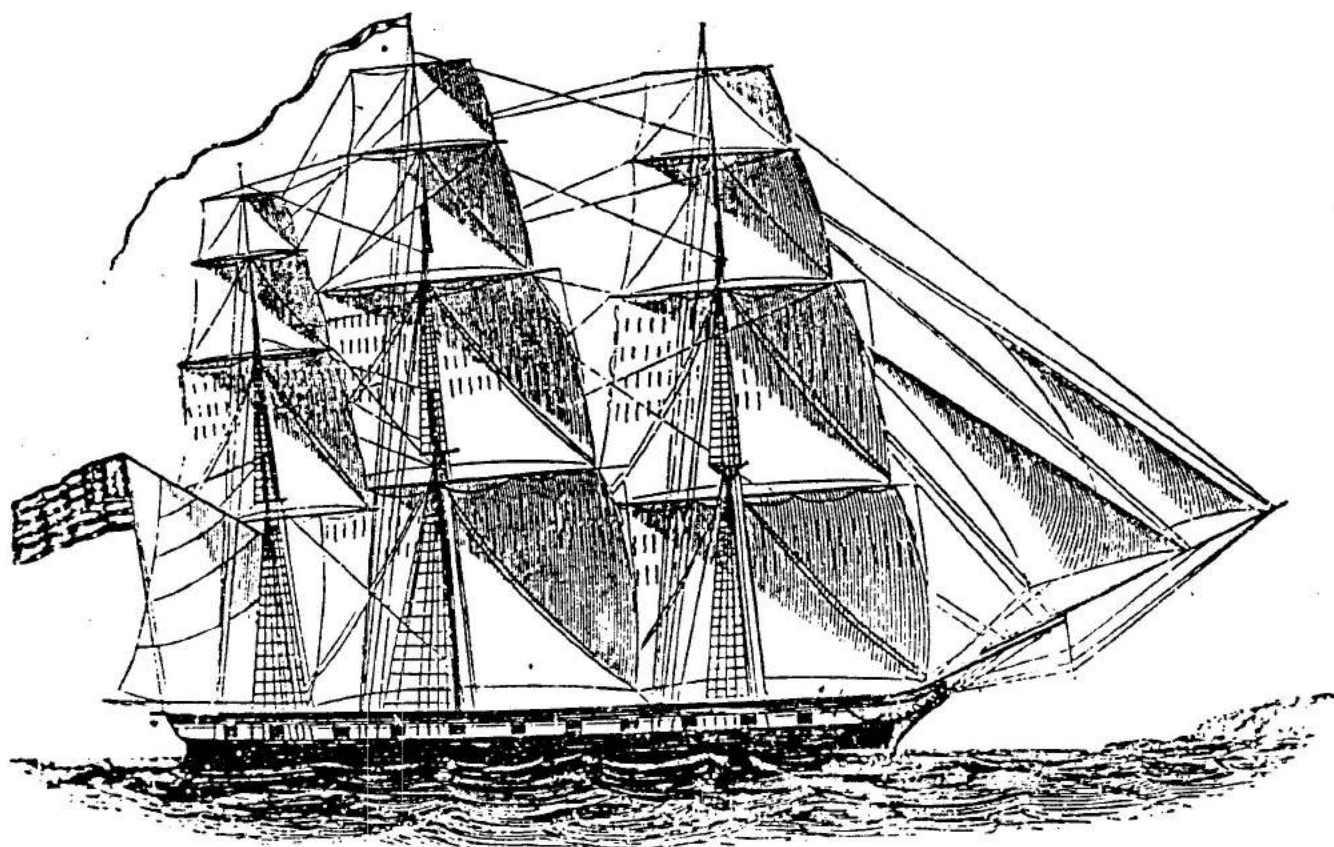
On March 8, 1847, ALBANY took part in the debarkation of troops at Vera Cruz. In response to a request from General Winfield Scott during the attack on the town, the ship also sent ashore a 68-pound Paixhan gun as well as seamen to man it. One

of several landed by the fleet, ALBANY's gun crew helped in the destruction of Mexican forts; the town of Vera Cruz surrendered shortly thereafter.

On June 14, 1847, ALBANY participated in another major operation of the war as she was part of a large expedition which crossed the bar of the Tabasco River and advanced upstream several miles, supporting Commodore Oliver Hazard Perry in his attack on the town of Tabasco. The ships drove the Mexicans from their entrenchments with accurate gun fire and the town was taken without further fighting.

ALBANY sailed for Hampton Roads on July 11, 1847, and after being sent on to Boston for repairs, she departed that city on October 10 for the West Indies and cruised with the Home Squadron until her return home in September of 1848. She made two additional cruises with the Home Squadron, returning to Boston from the second on July 21, 1852. ALBANY's capabilities were summed up by her Commanding Officer at the end of this cruise:

"Steers and lies-to well, and works as well as the average of ships. Stands up well under sails, rolls deep without straining her hull or rigging. She has logged 10 knots on a wind and 13 free. Beat the Decatur in a trial on the wind. I do not regard the ALBANY as very weatherly, but under all circumstances in which I have seen her (236 days at



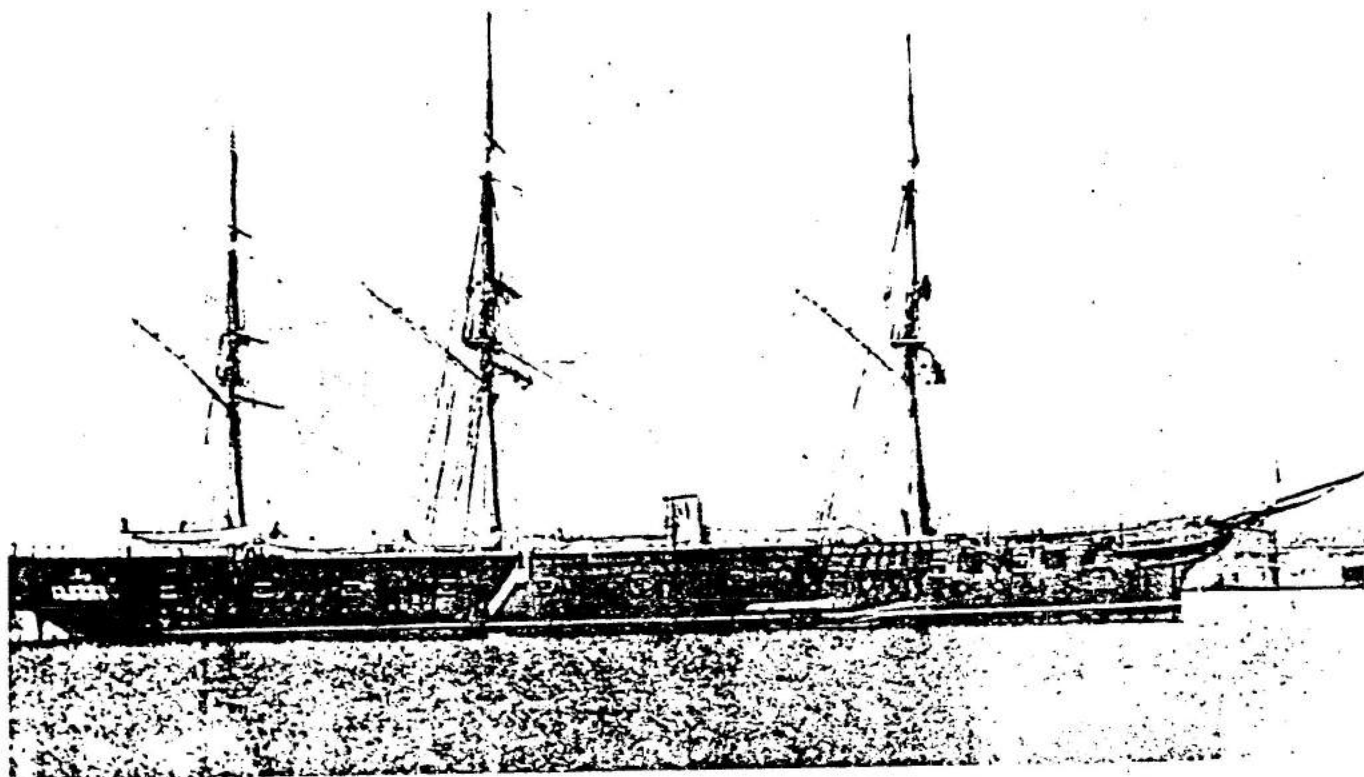
United States Sloop-of-War Albany: 1846 — 1854

sea in the West Indies), as superior to most ships."

On November 29, 1852, ALBANY, under the command of Commander J. T. Gerry, again sailed from Boston to join the Home Squadron in the West Indies. After cruising for several months, she returned to New York, where she was refitted and put to sea on December 12, 1853, bound again for the West Indies. Upon arrival, she resumed operations among the numerous ports of the Caribbean and along the coast of Central America. On September 28, 1854, Commander Gerry wrote from Aspinwall (Colon), Panama, informing the Navy Department that ALBANY would sail under his command the next day for New York. When several weeks had passed without further word being received, the steamer PRINCETON left Pensacola in search of ALBANY on November 21, running down the coast of Cuba, off the islands of Little Cayman and Cayman's Brac, then by way of Kingston, Jamaica and Aspinwall to Key West. The steamer FULTON also made a rapid searching cruise for ALBANY, departing Norfolk on December 30, 1854 and steam-

ing through the Bahama and Caribbean islands, along the Spanish Main to Aspinwall, off Nicaragua and Jamaica, along the coast of Honduras and the Yucatan to Havana, before returning to Norfolk on April 5, 1855. Not the slightest information could be obtained on the missing ship and ALBANY was never heard from again. Pensions to the dependents of the officers and seamen lost in ALBANY were awarded by Act of Congress, effective April 18, 1855.

The second ALBANY, a screw sloop-of-war, was built by the Portsmouth Navy Yard, Portsmouth, New Hampshire, and launched as USS CONTOOCOOK on December 3, 1854. Built according to plans drawn up by the Bureau of Construction for the Navy Department in 1863, CONTOOCOOK was one of a number of large wooden frigates and sloops-of-war in which much green material had to be used, since the supply of seasoned timber had been so drawn upon by the unusual amount of ship building during the war years. Being long and narrow, the ships were strengthened with diagonal iron bracing amounting almost to an enormous iron



United States Screw Sloop-of-War ALBANY: 1868 — 1879

basket woven over the hull. Although this held the ships together long after the decay of the timbers would have caused them to fall in pieces, those that were finished were short-lived.

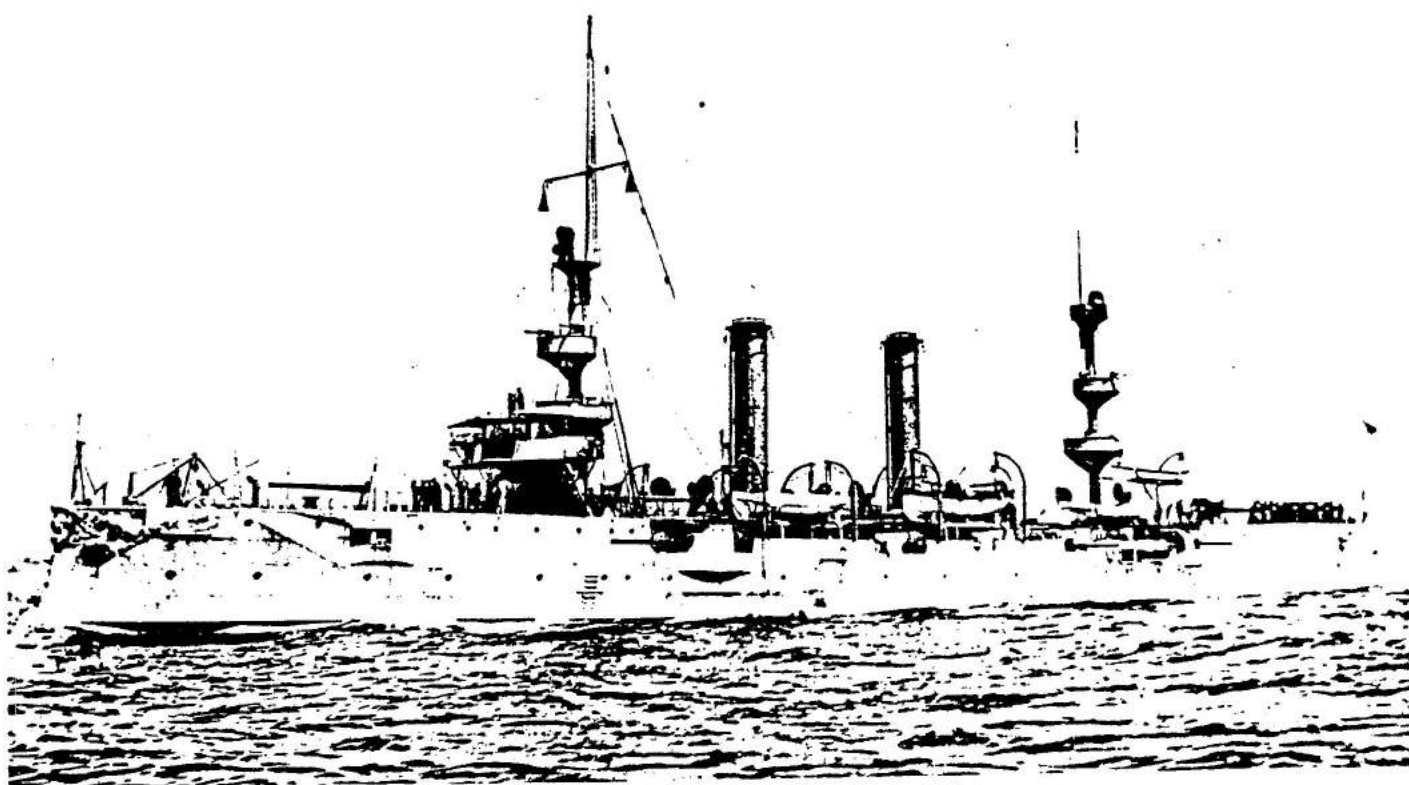
CONTOOCOOK's overall length was 296 feet; breadth, 41 feet; depth of hold, 7 feet, 8 inches; and she displaced 2348 tons. Costing \$630,538.75, exclusive of machinery, she was designed for a top speed of 13 knots, and was armed with eight 9-inch guns, one 60-pounder rifle, four 24-pound bronze howitzers and one 12-pound bronze howitzer. The ship was placed in commission on March 14, 1868.

CONTOOCOOK made her first cruise as flagship of Rear Admiral Hoff, Commander of the North Atlantic Squadron; her first two cruises were in the

West Indies for the protection of American interests during 1868 and 1869. Her name was changed to ALBANY effective May 15, 1869, and in the fall of that year, she made a third cruise to the West Indies.

ALBANY was placed out of commission on January 7, 1870 and served as a quarantine ship at New York until sold for \$4,800 on December 12, 1872.

The third ALBANY, a protected cruiser, was built by Armstrong, Whitworth and Company, Newcastle on Tyne, England. Originally the Brazilian cruiser ALMIRANTE ABREU, she was purchased from the government of Brazil while on the ways on March 16, 1898. Renamed ALBANY, she was



United States Protected Cruiser ALBANY: 1899 — 1922

launched in February of 1899 under the sponsorship of Mrs. John C. Colwell, wife of Captain Colwell, USN, Naval Attache in London.

ALBANY had an overall length of 254 feet, 5 inches, an extreme beam of 43 feet, 9 inches, and a normal displacement of 2789 tons. Designed for a top speed of 20 knots, she was protected by armor four inches thick and was armed with six 6-inch/50 caliber guns, four 4.7-inch/50 caliber guns, ten 6-pounders, eight 1-pounders, two 38 caliber guns and three 18-inch surfaced torpedo tubes. Her designed complement was 24 officers and 342 men.

ALBANY was placed in commission on March 29, 1900, Captain Joseph E. Craig, USN, in command. She departed Southampton, England on June 26 and, sailing by way of Gibraltar and the Suez Canal, arrived at Cavite, Philippine Islands on November 22. She served with the Asiatic Squadron in Philippine waters until July 3, 1901. Returning to the Mediterranean by way of the Suez Canal on September 22, 1901, she operated with the Mediterranean Squadron and along the French coast until July 4, 1902 when she reached England. She then sailed to the Baltic Sea and returned by way of England on September 7 to resume duty in the Mediterranean. On November 5, 1902, she departed to steam by way of Puerto Rico and Venezuela to Boston, where she arrived on January 12, 1903.

ALBANY was presented with a \$10,000 silver service by the city of Albany, New York during her stay in Boston on February 2. Two hundred years of the history of the city are depicted in etchings on the various pieces of the service, which today

are permanently on display in special cases in ALBANY's wardroom.

On February 3, 1903, ALBANY got underway from Boston to return to the Mediterranean, visiting the ports of Ponta Delgada, Azores, Algiers, Palermo, Naples, Leghorn and Marseilles, and then passing through the Suez Canal and on to the Far East to rejoin the Asiatic Fleet at Chefoo, China on August 26, 1903. She cruised in the western Pacific, visiting the principal ports of China, Japan, Korea and the Philippines until May 8, 1904, when she sailed from there to arrive at the Puget Sound Navy Yard, Bremerton, Washington on June 16, 1904, where she was placed out of commission.

ALBANY was recommissioned at the Puget Sound Navy Yard on June 10, 1907 and then steamed along the Pacific coast where she served to protect American interests in Honduras in July 1908. In 1909, she acted as parent ship for the Pacific Torpedo Fleet and on December 13, 1909, she became the flagship of Rear Admiral W. W. Kimball, Commander of the Nicaraguan Expeditionary Squadron, serving in waters off Central America to insure the safety of American citizens and property until April 14, 1910.

For the next few years, ALBANY served in the Pacific with both the Asiatic and Pacific Fleets. With the outbreak of World War I, she became the flagship of Squadron Six, Patrol Force, U. S. Atlantic Fleet. She was engaged in patrol off the Virginia coast until July 5, 1917 when she received orders to proceed to New York for convoy duty. She sailed from New York on July 13, escorting the



The heavy cruiser USS ALBANY is launched: June 10, 1945

first mercantile convoy of the war under a United States command. From this time until the signing of the armistice, she gave protection to 224 merchant vessels during eleven convoy escort voyages across the Atlantic, operating as a unit of the cruiser Force, U. S. Atlantic Fleet during the latter period of this service. In 1919, she steamed to join the Asiatic Fleet, spending much of her time in the region of Vladivostok, Siberia, where she sent landing forces ashore and gave other important support to the Allied Expeditionary Forces in Siberia.

On August 6, 1922, ALBANY returned to the Mare Island Navy Yard, California, where she was decommissioned on October 10 the same year. Her name was stricken from the Navy list on November 3, 1929, and she was sold on February 11, 1930.

The fourth ALBANY, now a guided missile cruiser, was built as a heavy cruiser, CA 123, by the Bethlehem Steel Company of Quincy, Massachusetts. Her keel was laid on March 6, 1944 and she was launched on June 10, 1945 under the sponsorship of Mrs. Elizabeth F. Pinckney of Albany, New

York, whose son was a prisoner-of-war in Germany. The ship was "bought" by the citizens of Albany through their subscriptions of over \$40,000,000 in United States War Bonds.

ALBANY was placed in commission at the Boston Navy Yard on June 15, 1946 under the command of Captain H. A. Carlisle, USN. After conducting trial runs off Provincetown, Massachusetts, shake-down training operations while based at Casco Bay, Maine, and returning to Boston for alterations, she arrived in her home port of Norfolk on January 21, 1947. During the next year and a half, she made several Midshipman training cruises and engaged in routine exercises which took her to ports along the Atlantic coast from Newfoundland to Argentina.

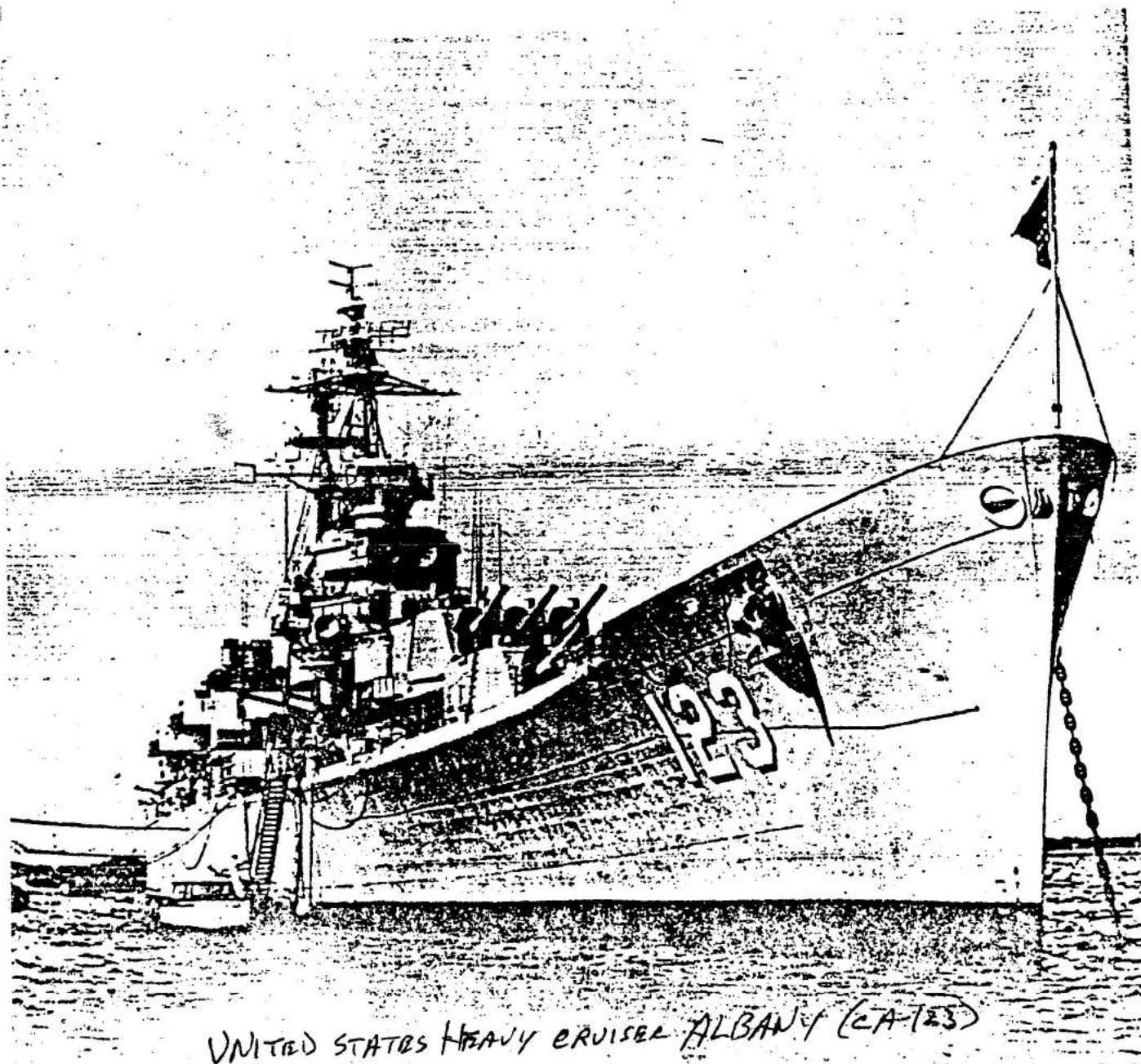
On September 11, 1948, ALBANY sailed from Norfolk for a seven month tour of duty in the Mediterranean area as flagship of Vice Admiral Forrest P. Sherman, Commander Sixth Fleet. In Vice Admiral Sherman's farewell speech to the crew of ALBANY prior to transferring his flag to USS FARGO, he commended the crew on the excellent

work they had done and named ALBANY the smartest ship in the Mediterranean. Returning to Norfolk on April 2, 1949 for overhaul in the Norfolk Shipyard and maneuvers at Guantanamo Bay, she became the flagship of Cruiser Division Two on June 6 when Rear Admiral Richard H. Cruzen broke his flag. Several training cruises along the east coast, Second Fleet Arctic operations in the Davis Straits, and refresher training at Guantanamo Bay during which the ship served as flagship of Rear Admiral James L. Holloway, Jr., Commander Cruisers, U. S. Atlantic Fleet, took place in the following months.

On September 9, 1950, ALBANY left Norfolk for her second tour with the Sixth Fleet in the Mediterranean, still flying the flag of Rear Admiral Holloway. After maneuvers and visits to the principal ports of Italy, Sicily, France, Greece and Tur-

key, she departed Gibraltar on January 10, 1951, returning to Norfolk on February 16 by way of Rio de Janeiro where Admiral Holloway participated in the inauguration of the new president of Brazil.

Vice Admiral Felix B. Stump, Commander Second Fleet, shifted his flag to ALBANY on August 27, 1951 after the ship returned from a short cruise in northern European waters and calls at Copenhagen and Rotterdam. The ship departed for her third cruise in the Mediterranean in September; after returning to Norfolk in late December of 1951, ALBANY again became the flagship of Commander Cruisers, U. S. Atlantic Fleet, and made several short cruises along the east coast. Rear Admiral E. T. Wooldridge relieved Rear Admiral Holloway as Commander, Battleship-Cruiser Force on board ALBANY on January 27, 1953. Still flying the flag of Rear Admiral Wooldridge, the ship departed Nor-

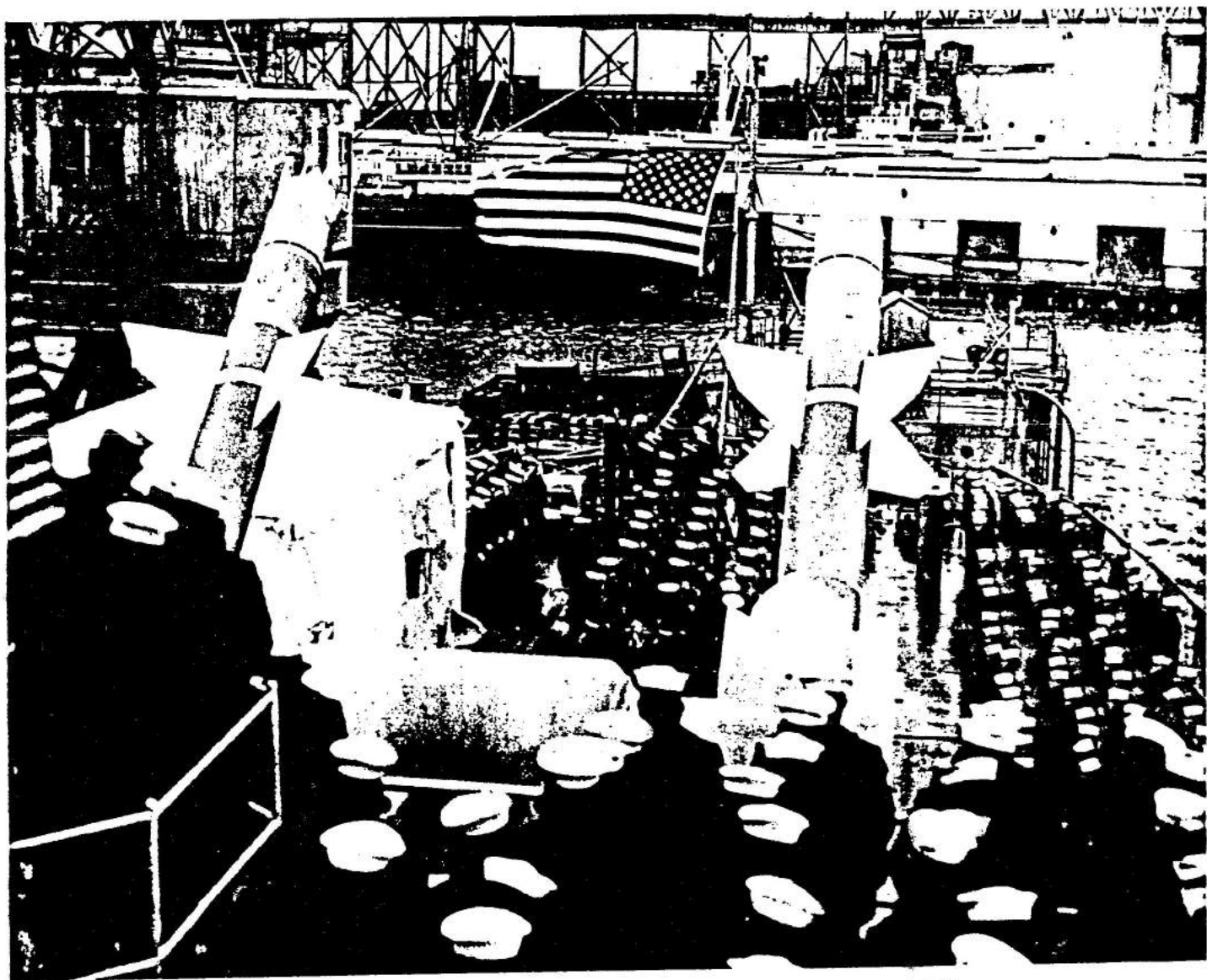


folk on January 5, 1954 for her fourth tour in the Mediterranean. She returned to her home port on April 16, and after a six-month overhaul in the Norfolk shipyard, left for her fifth deployment with the Sixth Fleet on January 5, 1955, during which she made port calls as far east as Beirut, Lebanon. Arriving back in Norfolk on May 27, the ship's subsequent operations included Midshipman Cruise Baker to Northern Europe. The ship departed from Norfolk on July 10, visited Stockholm, Sweden and Oslo, Norway, and returned to Norfolk via Guantanamo Bay, where she engaged in gunnery exercises. The three hundred thirty midshipmen disembarked on September 2 upon arrival in Norfolk.

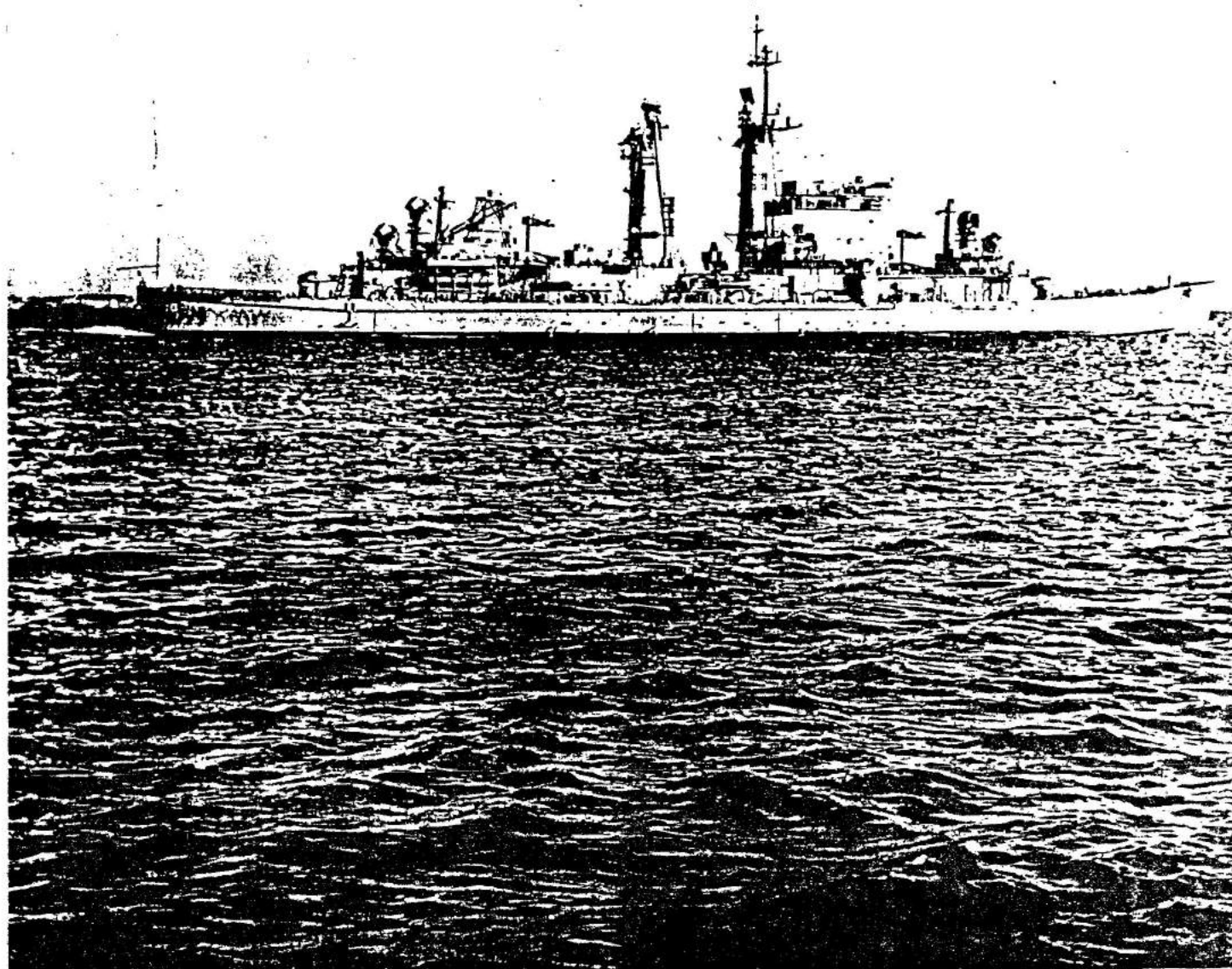
The flagship of Rear Admiral E. R. McLean, Commander Cruiser Division Two, ALBANY departed Norfolk again on January 4, 1956 for her sixth deployment to the Mediterranean. Port calls on this tour included Barcelona, Spain, Haifa, Israel, and Rhodes, Greece, from which the ship departed on May 16, returning home on May 29. A Midshipmen's cruise to Valencia, Spain and Dublin, Ireland, a five-month overhaul at the Boston Navy Yard, a Reserve Midshipmen's cruise to Valparaiso, Chile, the North Atlantic Treaty Organization's 'Operation Strikeback' off the coast of Scot-

land, and the ship's seventh Mediterranean cruise occupied the next eighteen months. Upon her return from the Mediterranean on February 28, 1958 ALBANY entered the Boston Naval Shipyard for inactivation. She was placed out of commission on June 30 and transferred to the custody of Commander, Boston Naval Shipyard, for conversion to a guided missile cruiser. Her hull classification and number were changed to CG 10, effective November 1, 1958.

Over four years, 66 million man-hours, and \$175,000,000 resulted in a new ALBANY, the first of three ships of her class and the first ship in the world to undergo complete conversion from conventional gunnery to guided missiles. Her gun cruiser armament of nine 8-inch/55 caliber guns, twelve 5 inch/38 caliber guns, and thirty-three smaller anti-aircraft weapons were removed as she was stripped to the main deck and rebuilt. The results included two distinctive mast/stacks towering 193 feet above the sea, a 90-foot high superstructure, and her extremely powerful new armament: TALOS anti-aircraft missiles, with a range in excess of 65 miles, forward and aft; TARTAR anti-aircraft missiles with a range in excess of ten miles, port and starboard; and ASROC, an anti-



The guided missile cruiser USS ALBANY (CG-10) is commissioned: November 3, 1962



Sea trials: December 1962

submarine rocket with the fastest surface to sub-surface delivery time of any such weapon. While her hull dimensions remained the same — 674 feet in length and a beam of 70 feet — ALBANY's displacement increased from 13,700 tons to 18,400 tons.

After fitting out in Boston in early January of

1963, ALBANY proceeded on her maiden voyage off the Virginia capes on January 30. Blast tests and initial missile firings were conducted for two months, the final test involving the simultaneous firing of two TALOS, one TARTAR and one ASROC. This marked the first time that three

different types of missiles were launched at the same time.

During the summer of 1963, changes and additions were made, including the installation of two 5-inch guns, providing for close-range surface defense. In addition, there were more sea trials and missile firing exercises. In November, ALBANY departed her homeport, Norfolk, Virginia, for a tour with the Sixth Fleet in the Mediterranean. There, she relieved USS LONG BEACH as flagship of Commander, Cruiser-Destroyer Flotilla Eight. She returned to Norfolk in late May for leave and upkeep, and participated in two major NATO exercises with other units of the Second Fleet during the fall, during which she crossed the Arctic Circle.

After yardwork at Norfolk, ALBANY returned to sea in January of 1965 for general training exercises. She began her second cruise to the Mediterranean in May and there took part in four major exercises. During one of these in the Ionian Sea off the coast of Greece, she tracked an unidentified sonar contact for more than eight hours. The contact proved to be a Soviet submarine, the first such submarine tracked to exhaustion and finally surfaced by a United States cruiser.

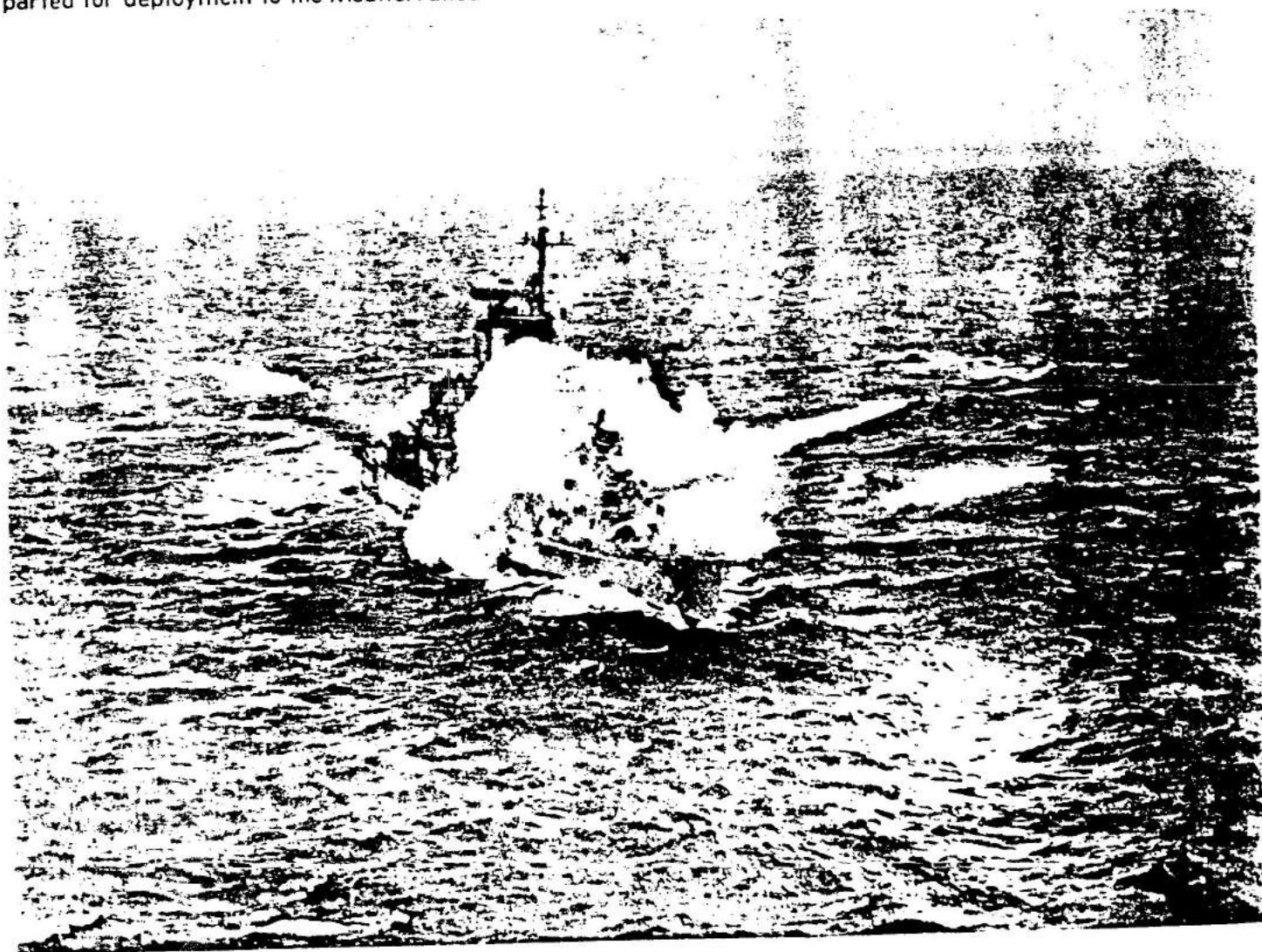
Returning to Norfolk on October 11, ALBANY went through a leave and upkeep period and then completed several training cruises off the Virginia Capes and participated in missile exercises in the Caribbean. In February 1966, she again departed for deployment to the Mediterranean.

ALBANY's first task in the Sixth Fleet during this cruise found her engaged in the recovery of a nuclear bomb, missing after a mid-air collision of a United States Air Force bomber and an in-flight refueling tanker off the coast of Palomares, Spain, as flagship of Rear Admiral William P. Guest, who commanded the recovery task force. On April 7, the bomb was successfully recovered and the following day was passed in review on board USS PETREL while 150 members of the world press watched from ALBANY. In addition to major NATO and Sixth Fleet operations, ALBANY concluded several highly successful missile firings during the cruise.

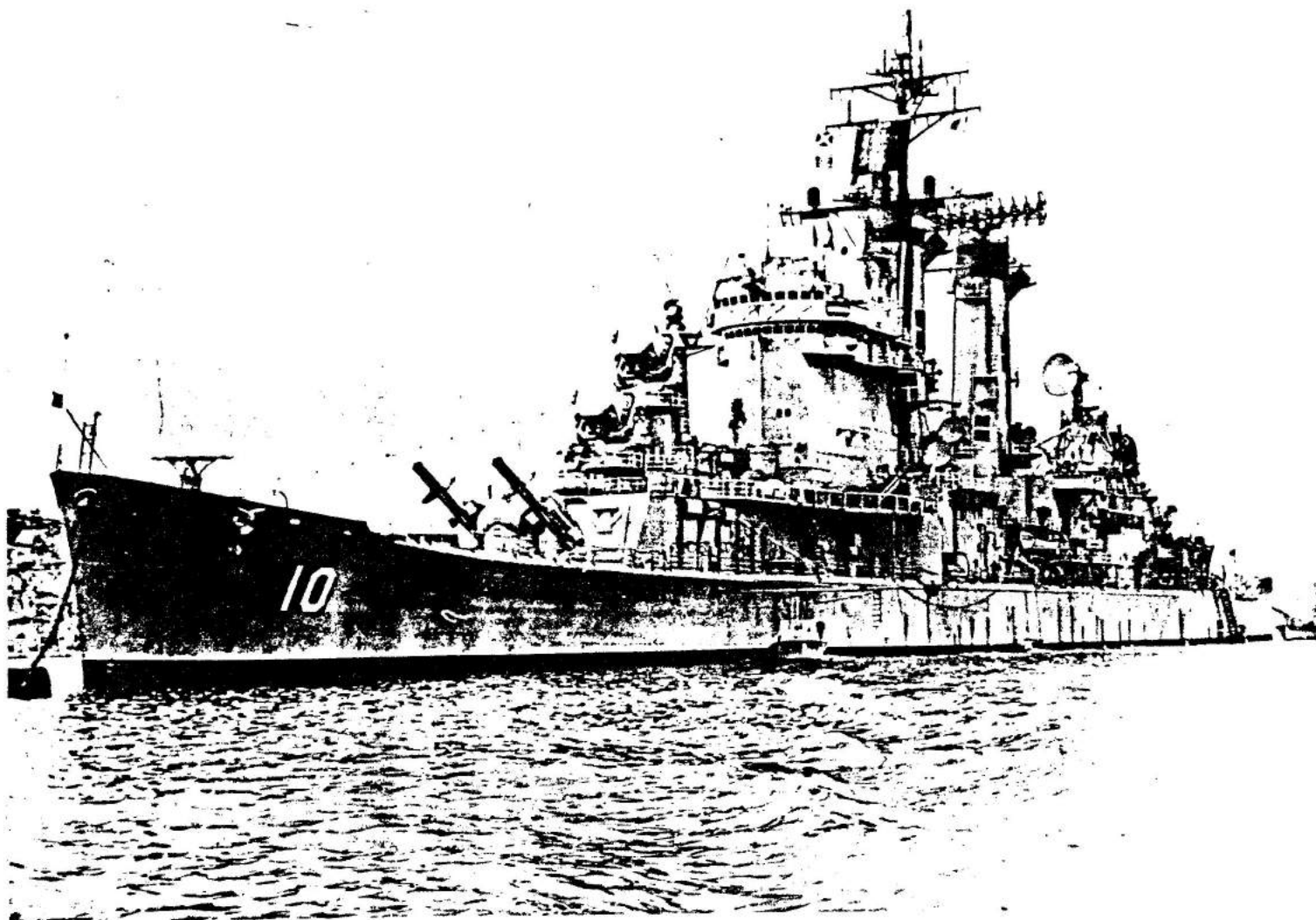
Arriving in Norfolk on October 25, ALBANY conducted exercises with other Atlantic Fleet ships and participated in missile exercises in the Caribbean. She entered Boston Naval Shipyard on February 1, 1967 to prepare for a major anti-aircraft warfare systems modernization and was again decommissioned on March 1.

The eighteen-month anti-aircraft warfare over-haul embraced work on ALBANY's ordnance equipment and included modernization and rehabilitation. This conversion required stripping down various topside areas and modifying anti-aircraft and other equipment and increasing the ship's capabilities.

Recommissioning on November 9, 1968 marked the culmination of one of the largest industrial efforts ever undertaken by the Boston Naval Shipyard, an effort which started with a heavy cruiser in 1958 and ended with the most modern guided missile



Simultaneous multi-missile firing: January 30, 1963



ALBANY in Grand Harbor, Valletta, Malta: April 10, 1971

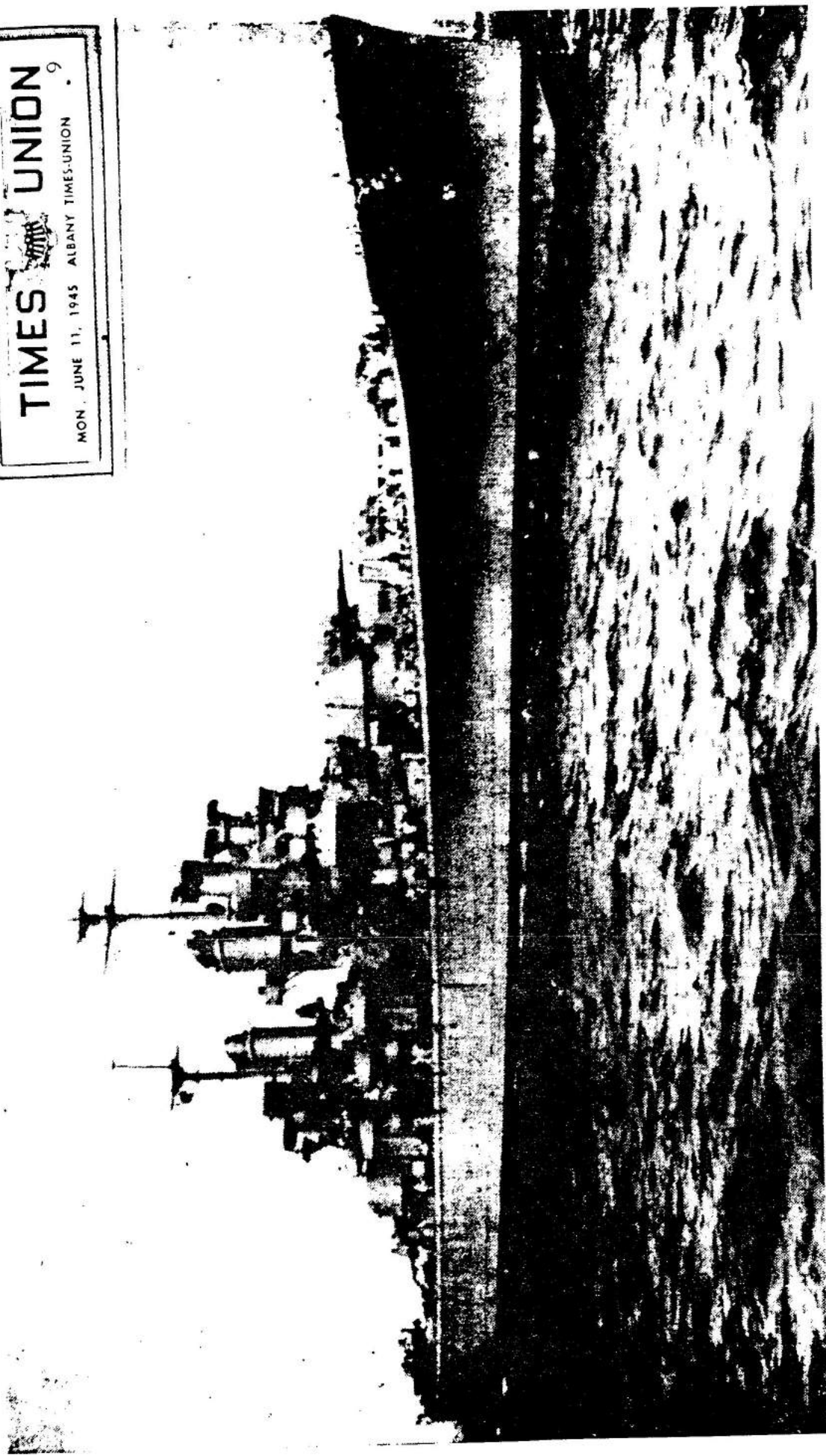
cruiser in 1968. This most recent overhaul added \$10,000,000 to the total conversion cost. ALBANY's new weapons systems utilized the latest in technology, combining the detection and tracking capabilities of the Naval Tactical Data Systems' digital computers with the fully digitalized fire control computers of the weapons systems, and resulted in the most modern and sophisticated system in the United States Navy. ALBANY's anti-aircraft kill capability is unsurpassed by any ship in the world.

Following recommissioning on November 9, ALBANY spent several months completing sea trials and weapons systems tests, and on July 14, 1969, arrived in Mayport, Florida, her new homeport. Training cruises in the Caribbean, refresher training at Guantanamo Bay, Cuba, and missile exercises followed in preparation for her first Mediterranean deployment since her second recommissioning.

Acting as flagship for Commander, Cruiser-Destroyer Flotilla Six, ALBANY left Mayport on February 24, 1970 for Gibraltar. Seven months of exercises with units of the Sixth Fleet and with ships of allied nations followed and ALBANY returned to Mayport in September to commence a well-earned four-month in-port period, broken only by five days of exercises off the Florida Coast. Her second post-commissioning Mediterranean deployment was preceded by Operation Lantflex/Rimex 71 in early February 1971, during which ALBANY again proved the superiority and excel-

lence of her weapons systems during several successful missile firings. Finally reaching the Mediterranean on February 24, over the five-month period that followed, ALBANY spent several underway periods operating with other units of the United States Sixth Fleet as well as participating in exercises with naval vessels of other NATO countries. She also made port calls at Palma, Mallorca; Barcelona, Spain; Naples and Trieste, Italy; Valletta, Malta; and Athens, Rhodes, and Corfu, Greece. On June 15, during the visit to the latter port, the ship celebrated the 25th anniversary of her commissioning as a heavy cruiser in 1946 with appropriate ceremonies.

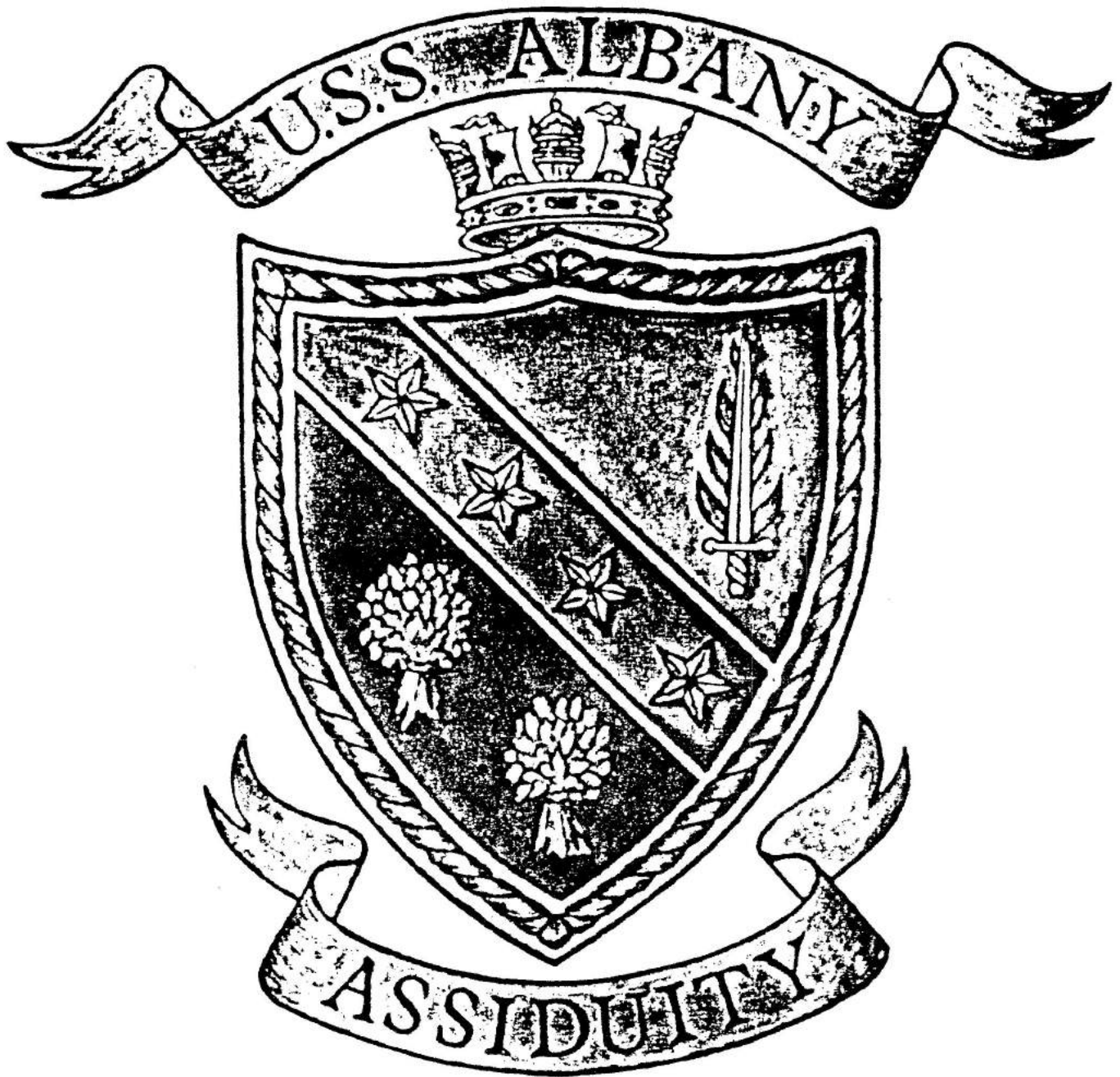
ALBANY's return to Mayport on July 24 marked the end of her twelfth deployment with the Sixth Fleet in the Mediterranean, the end of her 25th anniversary cruise. It has been a quarter of a century of service which has seen ALBANY, originally a heavy gun cruiser, converted to a guided missile cruiser with detection, tracking and weapons systems which are the most modern, the most sophisticated, and the most powerful in the fleet. It has been a quarter of a century which has seen the ship live up to its motto, 'assiduity': attention to detail. It is such attention that has made ALBANY the great ship that she is. It is a motto which is highly appropriate for the ship and her crew as ALBANY enters her second quarter of a century of service to her country in the United States Navy.



CRUISER ALBANY MATE—The battle cruiser shown above is of the same class as the warship named for Albany, soon to be launched at Quincy, Mass. Another sister ship, the Oregon City, launched Saturday at Quincy, is now on its way to join the American armada bringing the war closer to the shores of Japan.

INP Soundphoto. Official U. S. Navy Photo.

THE COMMAND



ALBANY's plaque bears the flaming sword, signifying protection, strength and sacrifice. The millets, or stars, are, in heraldry, the knight's spur rowels, symbols of military power. There are four stars because the present ship is the fourth ALBANY. The garbs, or wheat sheaves, are from the arms of the ship's namesake city, Albany, New York. The rope border and naval coronet, traditional in naval heraldry, symbolize sea power.

CRUISER ALBANY JOINS U.S. FLEET TRUMAN LISTS MERGER PROPOSAL

Admiral Deyo Praises Crew Of New Vessel

**Mayor Corning in Delegation of Albanians to Attend Ceremony In Boston,
Carlisle Is Captain**

**By RICHARD J. LEWIS
Times-Union Staff Reporter**

BOSTON, June 15—The eyes of the United States Navy focused on the USS Albany here today as she was officially welcomed as a member of its mighty fighting fleet.

In a colorful ceremony at the Navy shipyard in South Boston the cruiser, made possible by the Third War Loan dollars of the people of Albany county, was commissioned and placed under the command of Capt. H.A. Carlisle.

"I sincerely hope that the Albany may never be called upon to fire a gun in the defense of our country," Capt. Carlisle declared in taking command of the cruiser. "And when I make that wish I am confident that I express the hopes of every true citizen of our country."

MANY ALBANIANS ATTEND

The elaborate ceremonies, which took place on the deck of the USS Albany, were attended by an unexpectedly large Albany delegation.

The delegation included Mayor Corning, who arrived by automobile at 9:30 a.m. Precisely at 11 o'clock Capt. Carlisle, then prospective commanding officer, indicated that he was ready to proceed with the commissioning, and Rear Admiral Morton L. Deyo, commandant, First Naval district stepped forward.

"The contribution of Albany to the nation from its earliest time down to the present day," Admiral Deyo said, "is something of which every Albanian can be justly proud. I congratulate Capt. Carlisle for having such a fine crew and I congratulate the crew for having such a fine ship and such fine officers. I wish you all good luck."

SHIP IN COMMISSION

At that point in the ceremonies Capt. Carlisle read his orders and the Albany passed into the hands of the U.S. Navy.

"By order of the secretary of the Navy," Capt. Carlisle said, "the USS Albany is now ready to be placed in commission."

Over the public address system came the command: "Right, left and about face." Then, as the ship band played the national anthem, the flag, the union jack and commission pennant were hoisted together.

Anyone attending even that part of the ceremonies well knew the meaning of being an American, if for no other reason than the quickening beat in his breast.

After the watch of the ship was set Capt. Carlisle brought Mrs. Elizabeth F. Pinckney, the Albany's sponsor, to the microphone.

With tears of pride in her eyes she declared:

"We of Albany are very proud of our magnificent cruiser, and we shall give the ship our prayers."

Capt. Carlisle, on behalf of himself, the officers and the crew, turned over to Mrs. Pinckney the bosun's pipe which was used to set the first watch on the USS Albany.

Mayor Corning was then introduced by the commanding officer.

"It is my privilege and pleasure today," the Mayor said, "to present to Capt. Carlisle and those of the USS Albany a silver service which was first presented over 40 years ago to another Cruiser Albany."

He noted that after investigation and consideration it was discovered that the silver service set diction by Lt. Albert D. Prickett, ship's chaplain.

CARRIES 4 PLANES

The latest USS Albany, fourth to carry the name, is a 13,000-ton cruiser. Her main battery has nine eight-inch guns in triple turrets, plus secondary batteries of 12 five-inch guns in pairs. She carries four planes, launched from two catapults.

Following the official ceremonies the Albany delegation as well as high ranking officers of both Army and Navy were entertained in the ward room of the ship. There Capt. Carlisle said:

"We extend our regrets that we had

insufficient space to invite the general public. But the ship will be open to all people of Albany for inspection at any time or place we might be."

LOCAL MEN ABOARD

Among the personnel of the ship are Ensign Donald L. Campbell, 360 Livingston avenue; Ensign C. R. Fuller, husband of the former Agnes V. Geary, 50 Eagle street, and Seaman 2c Stanley C. Knapak, 801 Madison avenue. Also Electricians Mate 2c F. Janes, of Troy and Lt. Clayton W. Smith, Photographers Mate 2c M. N. Scully, and Fireman 1c Earle B. Warner, Jr., all of Schenectady.

As the commissioning ceremonies ended the ship's bulletin, first issue, was distributed. The name of the paper "Albany Aegis" was explained thus:

"We named our paper for the shield carried by Zeus, peace-loving but all-powerful god of the ancient Greeks.

"In our minds and hearts this beautiful ship is like a great shield, always staunch and ready for the defense of our native land. But, like a shield, our ship cannot be used for aggression."

That clearly demonstrates the ideals of the men into whose hands the people of Albany county have entrusted their daughter, the USS Albany.

Albany

2 GUIDED MISSILE CRUISERS: "ALBANY" CLASS

Number	Name	Builder	Laid down	Launched	CA Comm	CG Comm.	Status
CG 10	ALBANY *	Bethlehem Steel Co (Quincy)	6 Mar 1944	30 June 1945	15 June 1946	3 Nov 1962	AA
CG 11	CHICAGO *	Philadelphia Navy Yard	28 July 1943	20 Aug 1944	1 Jan 1945	2 May 1964	PA

Displacement: 13,700 tons standard
 17,500 tons full load
 Length: 664 feet (202.4 m) wl
 673 feet (205.3 m) oa
 Beam: 70 feet (21.6 m)
 Draft: 27 feet (8.2 m)
 Propulsion: steam turbines (GE); 120,000 shp; 4 shafts
 Boilers: 4 565-psi (Babcock & Wilcox)
 Speed: 32.5 knots
 Complement: ~ 1,000 (60 O - 940 EM)
 Flag: 68 (10 O + 58 EM)

Helicopters: utility helicopter in CG 11
 Missiles: 2 twin Mk 12 Mod 1 launchers for Talos SAM (92)
 2 twin Mk 11 Mod 1/2 launchers for Tartar SAM (80)
 Guns: 2 5-inch (127-mm) 38 cal DP Mk 24 (2 x 1)
 ASW weapons: 1 8-tube ASROC launcher Mk 16
 6 12.75-inch (324-mm) torpedo tubes Mk 32 (2 x 3)
 Radars: SPS-10C surface search
 SPS-30 height-finding in CG 11
 SPS-43A air search
 SPS-48 3-D search
 Sonars: SQS-23
 Fire control: 1 Mk 6 Mod 1/2/3 weapon FCS
 2 Mk 56 Mod 43 gun FCS
 4 Mk 74 Mod 1 missile FCS
 2 Mk 77 Mod 2/3 missile FCS
 1 Mk 111 Mod 9 ASW FCS
 4 SPG-49B radar
 4 SPG-51C radar
 4 SPW-2B radar

These ships were fully converted to "double-end" missile cruisers from conventional heavy cruisers; the ALBANY originally was of the OREGON CITY class (CA 122), and the CHICAGO formerly of the BALTIMORE class (CA 68). The FALL RIVER (CA 131), originally scheduled for conversion to CG 12, was replaced by the COLUMBUS, now stricken.

Aircraft: The CHICAGO retains her stern hangar and elevator; these were removed from the ALBANY during CG conversion.

Class: The COLUMBUS (CG 12, ex-CA 74), the third conversion of this class, was laid up in reserve in 1975 and stricken on 9 August 1976.

Conversion: During their missile conversion these ships were stripped down to their main deck, with all their guns and existing superstructure removed. The new superstructure is largely aluminum, with a large "mack" structure combining masts and exhaust stacks. Conversion was SCB-173.

Guns: After their conversion to missile ships these ships were not fitted with guns; they subsequently were fitted with single, open-mount 5-inch guns to provide minimal defense against low-flying subsonic aircraft and small-boat attacks.

Missiles: The original CG design provided for these ships to carry the Regulus II strategic cruise missile. After cancellation of that program in 1958 plans were developed to arm these ships with eight Polaris SLBMs; however, these weapons were not installed



The three ALBANYs were the most extensively reconstructed cruisers the dozen U.S. missile conversions. The ALBANY-class ships retain virtually nothing above the main deck during their CG conversion. T ALBANY was modernized (SCB-002) in 1967-1968, being fitted with NTC improved fire control systems, and other AAW features. (1975, Giorgio Ar

from Navy's ¹⁸⁴⁶ April 1980-struck
Albany

Albany is the capital of New York.

I

(Slp: T. 1064; l. 147'11"; b. 38'6"; dr. 17'; s. 13 k.; cpl. 210; a. 4 8" S. B., 18 32-pdr. S. B.)

The first *Albany*, a first-class sloop-of-war, was launched 27 June 1846 by New York Navy Yard and commissioned 6 November 1846, Captain S. L. Breese in command.

Albany sailed from New York 28 November 1846 to join the Home Squadron off the Mexican coast. She took part in the landings at Veracruz, Mexico, (9 March 1847) and furnished men for the landing forces in the expeditions against Tuxpan (18 April 1847) and Tabasco (16 June 1847). Except for short periods in 1847, 1848, and 1852, *Albany* remained in the West Indies until 1854. She sailed from Aspinwall, Panama, 29 September 1854 enroute to New York and was never heard from again.

The screw sloop-of-war *Contoocock* (q. v.) was renamed *Albany* 15 May 1869.

II

(CL-23: dp. 3769; l. 354'5"; b. 43'9"; dr. 16'10"; s. 20 k.; cpl. 365; a. 6 8", 4 4.7", 3 18" TT.; cl. *New Orleans*)

The second *Albany*, a protected cruiser, was the former *Almirante Abreu* purchased from Brazil 16 March 1898 while still on the ways. She was launched 14 January 1899 by Armstrong, Mitchell and Co., Ltd., Newcastle-on-Tyne, England; sponsored by Mrs. J. C. Colwell, wife of Captain Colwell; and commissioned 29 May 1900, Captain J. E. Craig in command.

Albany arrived at Cavite, Philippine Islands, 22 November 1900 and joined the Asiatic Squadron. She cruised in Philippine waters until 3 July 1901 when she departed via the Suez Canal to join the squadron in the Mediterranean. After cruising in Mediterranean and western European waters (22 September 1901-5 November 1902), she returned to Boston by way of the West Indies, arriving 12 January 1903. Leaving Boston 1 February 1903 she steamed via the Suez Canal to rejoin the Asiatic Fleet, arriving at Chefoo, China, 26 August. The cruiser operated in Far Eastern waters until departing Cavite 8 May 1904 for Puget Sound Navy Yard. She arrived 16 June and went into reserve.

Recommissioned 10 June 1907, *Albany* joined the Pacific Fleet and cruised along the west coast and in Central American waters until 19 May 1910. During 13 December 1909-14 April 1910 she served as flagship of the Nicaraguan Expeditionary Squadron. Departing Puget Sound 4 August 1910, *Albany* arrived at Yokohama, Japan, 1 September to join the Asiatic Station. She cruised in the Far East until 20 October 1913. Arriving at Puget Sound 16 November, she underwent repairs until 21 April 1914 and then joined the Pacific Fleet units in Mexican waters (1 May-23 November 1914).

She returned to Bremerton, Wash., 4 December and again went into reserve. During 30 June 1915-12 May 1916 she trained Oregon and Washington Naval Militia. Recommissioned 12 May 1916, she returned to Mexican waters for patrol duty along the Pacific coast (25 May-23 July), and along the Atlantic coast (25 November-2 December), as flagship of Squadron 6, Patrol Force, Atlantic Fleet.

With America's entrance into World War I *Albany* joined the Cruiser Force, Atlantic Fleet, and escorted convoys between the United States and Europe (14 July 1917-4 November 1918). She then joined the Asiatic Squadron and supported the occupation of Vladivostok, Siberia, by Allied troops (19 June-26 July 1919, 19 December 1919-30 March 1920). She was reclassified PG-36 in 1920 but reverted to CL-23, 8 August 1921.

Returning to Mare Island Navy Yard in 1922 the cruiser was decommissioned 10 October 1922 and sold there 11 February 1930.

CA-72, originally to have been named *Albany*, was renamed *Pittsburgh* (q. v.) during construction.

III

(CA-123: dp. 13,260; l. 673'5"; b. 70'10"; dr. 26'4"; s. 32.6 k.; cpl. 1969; a. 9 8", 12 5"; cl. *Oregon City*)

The third *Albany* (CA-123) was launched 30 June 1943 by Bethlehem Steel Co., Quincy, Mass.; sponsored by Mrs. Elizabeth F. Pinckney; commissioned 15 June 1946, Captain H. A. Carlisle in command; and reported to the Atlantic Fleet.

Since her commissioning *Albany* has carried out a normal rotation of duty with the 2d and 6th Fleets. During 1949-56 she made five Mediterranean tours, several trips to the Caribbean, three to South America, and one to Northern Europe. In January 1951 *Albany* visited Rio de Janeiro, Brazil, with the official U. S. representative to the inauguration of the new President of Brazil. In November 1957 *Albany* commenced conversion to CG-10.

USS Albany Joins Fleet Saturday

NOV 8 1966

The USS Albany, a cruiser named after New York's capital city, will rejoin the Navy at 3 p.m. Saturday in ceremonies at Pier 11 at Boston Naval Shipyard, Charlestown, Mass. Mayor Corning will be principal speaker.

Rear Admiral Roy S. Benson, USN, commandant of the First Naval District, will place the ship in commission and Capt.

Allan P. Slaff, USN, a 1944 graduate of the U.S. Naval Academy and holder of the Bronze Star medal, will assume command.

Saturday's ceremony will be the third commissioning of the cruiser and will mark the culmination of one of the largest industrial efforts ever undertaken at the Boston Shipyard. The Albany's weapons system, utilizing the latest solid state technology in a high speed digital computer system, is termed the "most modern and most sophisticated" of the missile cruiser systems in the Atlantic and Pacific Fleets.

Built in Quincy, Mass., by Bethlehem Steel Co., the ship was first commissioned on June 25, 1946, in Boston as a heavy cruiser. After 12 years of service, she was decommissioned there on June 30, 1962. Her conversion to a guided missile cruiser was completed in Boston and she was recommissioned on Nov. 3, 1962.

Following duty with the Sixth

Fleet, the Albany was decommissioned on March 1, 1967, for a major anti-aircraft warship overhaul.

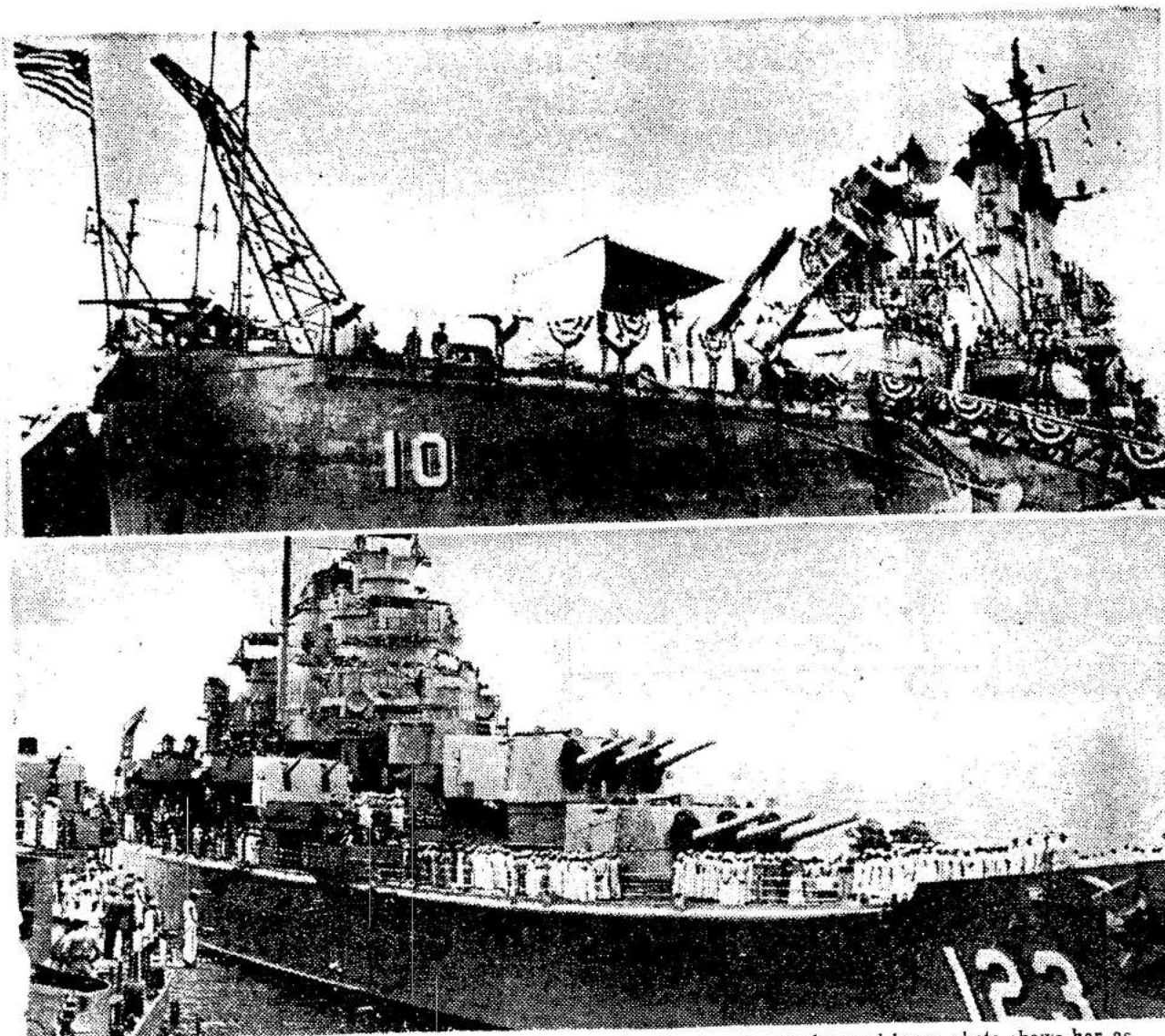
Navy officials say the Albany's anti-aircraft kill capacity is now unsurpassed by any ship in the world. She boasts such advanced weapons as the TALOS long range anti-aircraft missile; the highly maneuverable solid fueled TARTAR missile, developed for close anti-aircraft support, and ASROC (anti-submarine rocket), the fastest surface to undersea weapon ever built. She is also equipped with conventional five-inch, 33-caliber guns and the most advanced homing torpedoes.

Unique in Integration

The unique aspect of Albany's tactical defense and information system is the integration of the Naval Technical Data System (NTDS) digital computer with the fully digitalized fire control computers of the weapons sys-

tems. The NTDS complex puts the components of the tactical situation—planes, ships, land masses and undersea craft—at the fingertips of the on-the-scene commander in an instant.

Only the high speed memory banks and digital computing circuitry of the NTDS computers and the missile weapons systems computers can keep abreast of the fast moving pace of modern warfare, and thus enable commanders to make accurate evaluations of the tactical situation, the Navy explained.



USS ALBANY—The heavy cruiser USS Albany rides the seas again after several months of reconditioning to convert her into a missile cruiser. Top photo shows

the ship as she is today and lower photo shows her as she was 20 years ago. (AP Wirephotos)

Recommissioned as Missile Cruiser

NOV 10 1968

The USS Albany Rides the Seas Again

By CHUCK MALLEY
Times-Union Staff Writer

BOSTON—The USS Albany, guided missile cruiser, was sent back to the fleet in colorful ceremonies Saturday, undiminished by a cold gray afternoon at Boston Naval Shipyard.

Named after the capitol of New York State, the huge ship has just completed a 21-month conversion period and is now viewed as the most modern, sophisticated missile cruiser in the fleet.

Speaking before a crowd of 1,000 at Pier 7, Albany Mayor Corning said from the stern of the ship that Albanians are proud of their long relationship with the ship Albany. He said the cruiser is "the most powerful ship of its kind in the world."

Placing the 17,000-ton vessel back into service was

Rear Admiral Roy S. Benson, commandant, First Naval District, with the words, "by the power invested in me, I hereby place the USS Albany in commission." The words were followed by the roll of drums and the playing of the national anthem.

The admiral then presented the Legion of Merit to the ship's new commanding officer, Capt. Allan P. Slaff, for service as senior Naval advisor with the Vietnamese Navy. The award was a surprise.

Captain Slaff, turning to the admiral, saluted and said, "I accept command of this ship." He then ordered the boatswain's mate to "set the watch." At that point, two huge blue and white Tartar missiles rolled out from their housing and pointed to the sky. There were oohs and aahs from the pier.

See USS ALBANY, Page B-4

Continued next page

USS Albany At Sea Again as Missile Ship

Continued from Page B-1

Then the ship's company emerged from inside the superstructure to man the ship's rail. A gun salute sounded and swarms of frightened seagulls burst into flight around the old Naval shipyard.

Captain Slaff said his being named skipper of the ship was a "dream come true" for him. "That the Navy has chosen me to command this great and complex warship is an honor that I cannot express." He said the Albany will become a bastion of excellence.

Mayor Corning said the warship is a force for peace and a symbol of the progress of science.

Red, white and blue bunting decorated the Albany for the ceremonies. The speakers spoke from the fantail to the audience on the pier, most of whom sat under a huge canvas held up by a shipyard crane. The temperature hovered around 40 degrees and most people shivered while the speakers held forth.

The first Albany was commissioned in 1846, the second 1864, and the third 1879. The 24-year-old present Albany is the fourth.

Principal speaker Mayor

Corning sat on the podium with some of the Navy's top brass, including besides Admiral Benson, Admiral Richard G. Colbert, president of the Naval War College and former executive officer on the Albany.

Others included Rear Admiral Clyde J. VanArsdale Jr., Commander Cruiser - Destroyer Force, Atlantic Fleet, and Captain Robert C. Rooding, Boston Naval Shipyard.

Following the ceremonies, civilians were allowed to board the vessel for an open house and buffet dinner. On the menu was fried chicken, cold roast beef, potato salad, sliced tomatoes, cookies, coffee and milk.

The Knickerbocker News
Albany, Mon. Nov. 11, 1968 7A

Albany Again Slips Into Ocean

Albany has slipped into the Atlantic Ocean, but it's an occasion for celebration rather than distress.

The USS Albany, billed as the nation's most modern and sophisticated missile cruiser, was returned to the fleet over the weekend in ceremonies at Boston Naval Shipyard.

On hand for festivities marking completion of a 21-month conversion effort was Mayor Corning. He told a crowd of about 1,000 under bleak skies that Albany is proud of its link with "the most powerful ship of its kind in the world."

Officially commissioning the 17,000-ton vessel was Rear Adm. Roy S. Benson, commandant of the 1st Naval District. He then presented the Legion of Merit to the ship's new commanding officer, Capt. Allan P. Slaff, for his work as senior naval advisor to the Vietnamese Navy.

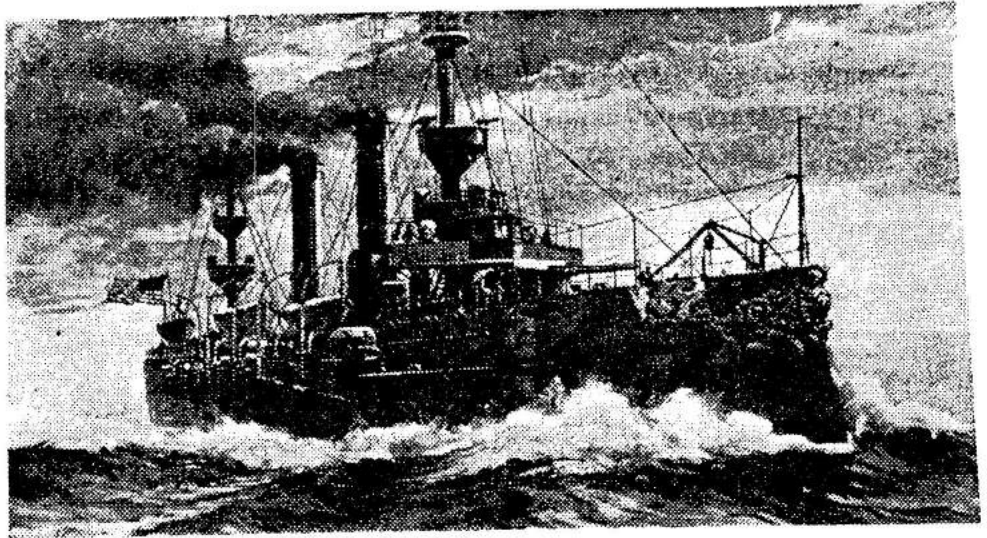
Captain Slaff ordered the boatswain's mate to "set the watch," and large blue-and-white Tartar missiles rolled into view from beneath their hous-

ings. The ship's crew assembled at the rail and a gun salute sounded.

The ship is the fourth to bear the designation Albany. The first vessel with that name was commissioned in 1846. The present titleholder is a youthful 24 years old.

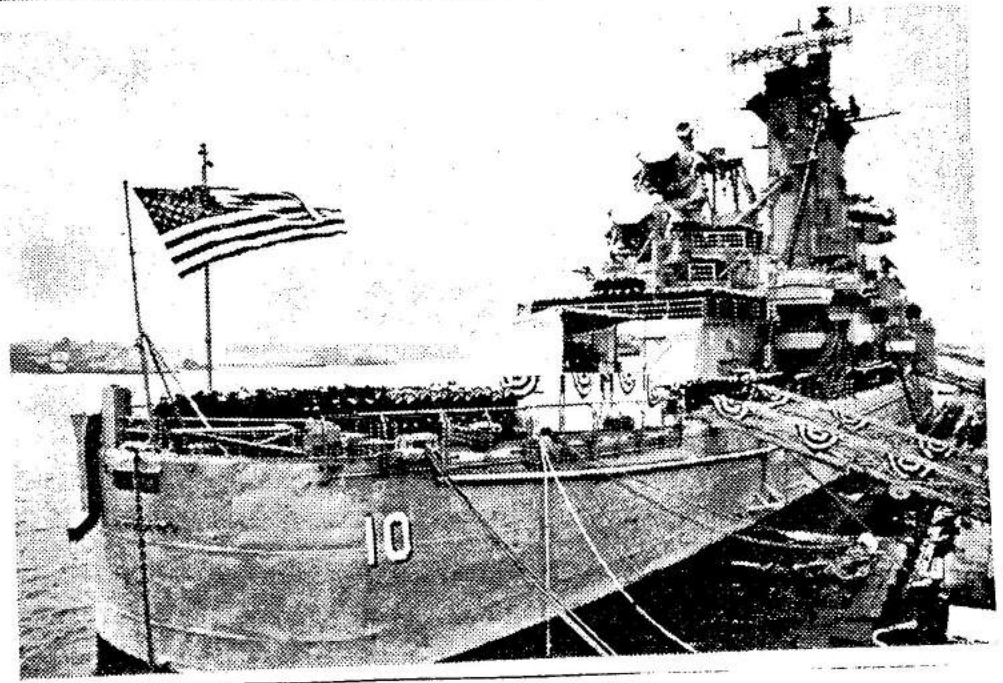
The Mayor shared the podium with such military dignitaries as Adm. Richard G. Colbert, president of the Naval War College and former executive officer of the ship; Rear Adm. Clyde J. VanArsdale Jr., commander of the Atlantic Fleet cruiser - destroyer force, and Capt. Robert C. Rooding of the Boston Naval Shipyard.

After ceremonies civilians were invited on board for an open house and buffet.

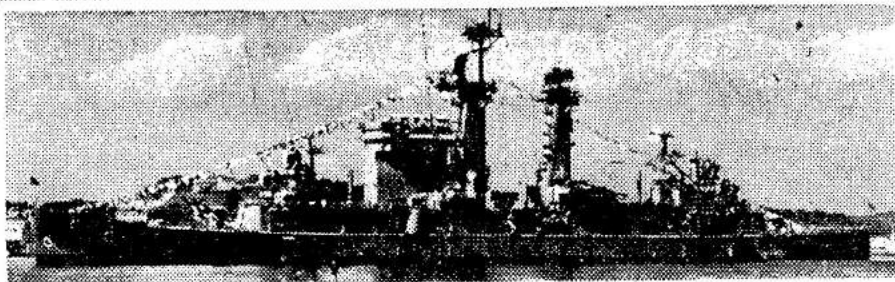


The Name's The Same

Above right is the Albany of 1946 which flew the colors at Atlantic, Caribbean and Mediterranean ports and maneuvered for NATO before being converted in 1958 for use as the world's most heavily armed warship. At bottom right is today's Albany.



USS Albany 2



Cruiser Sends Greetings

The commanding office and crew of the guided missile cruiser — the USS Albany — have sent their best wishes for a happy holiday season to the people of Albany, the city for which the ship was named.

First commissioned in June, 1946, in Boston as a heavy cruiser, the USS Albany served 12 years in that capacity.

Between 1958 and 1963 the ship was

taken out of commission to be converted to a guided missile cruiser. Once again, in 1967, the USS Albany was modernized and recommissioned in November, 1968.

Her first cruise since being recommissioned began in February this year, and lasted for seven months in the Mediterranean. The ship is now in its new home port in Mayport, Fla. preparing for another Mediterranean trip, beginning in late January, 1971.



NEW CREW MEMBER—David Eisenhower, son-in-law of President Nixon, left, has been assigned to the guided missile cruiser, USS Albany, at the right. Young Eisenhower will get special training as a navigator. Navy orders, announced at the White House yesterday, revealed.

AP Wirephoto

General Ike's Sailor Grandson Will Ship Out on USS Albany

WASHINGTON (AP) — President Nixon's son-in-law David Eisenhower has been assigned to a guided missile cruiser and will get special training as a navigator, it was disclosed Monday in Navy orders announced at the White House.

Young Eisenhower, who will be 23 March 31, will graduate from Naval Officer Candidate School at Newport, R.I., March 12, and will be commissioned then as an ensign in the Naval Reserve. He is committed to three years of active duty. He has been ordered to report March 22 to the fleet anti-air warfare training center at Dam Neck, Virginia Beach, Va., for

eight weeks of specialized schooling to qualify for duty in the navigational department of his ship — the USS Albany, a guided missile cruiser whose home port is Mayport, Fla.

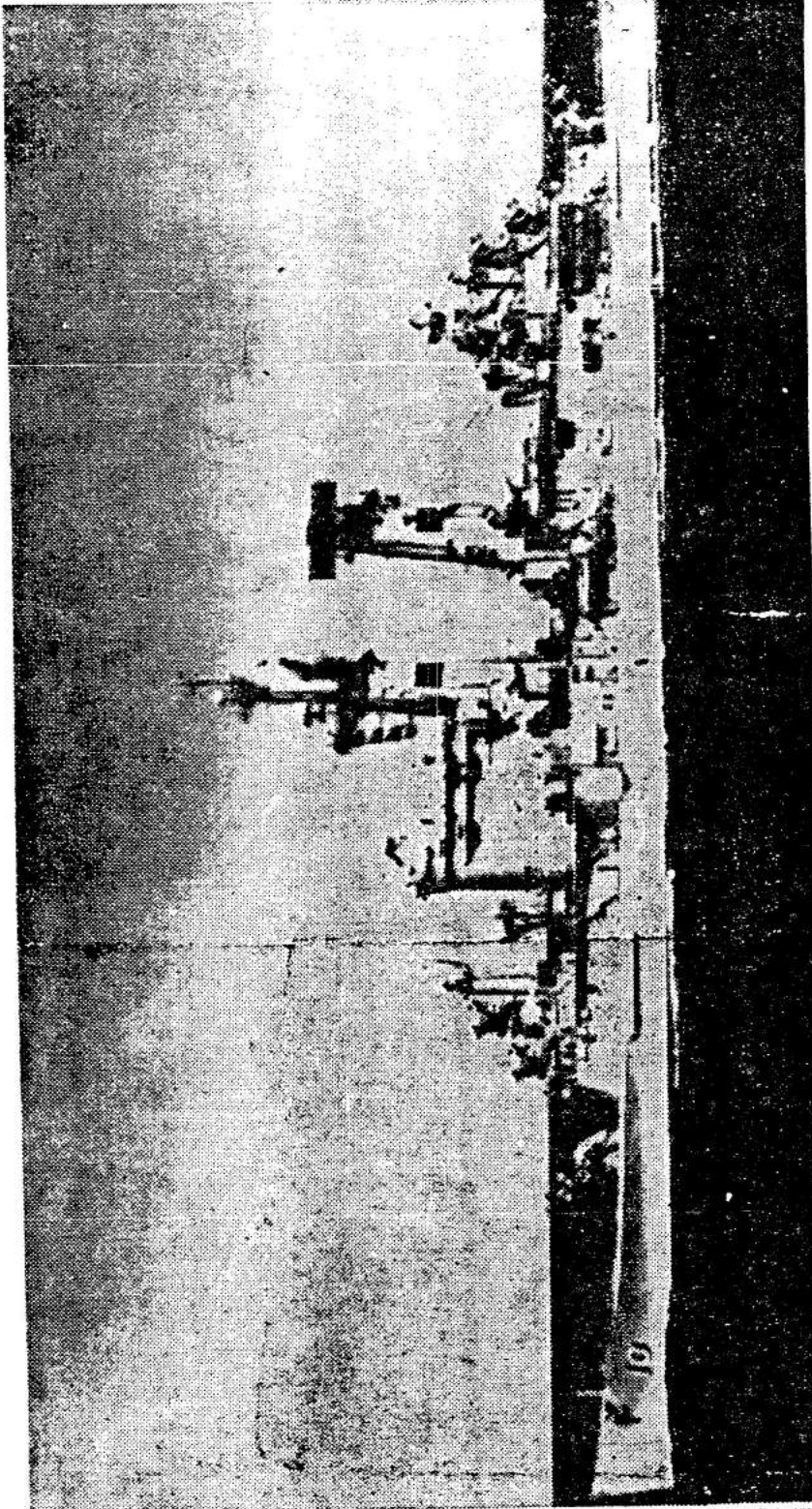
A White House spokesman said his wife, Julie Nixon, probably will move to the Virginia Beach and later Florida areas, where he is assigned.

Julie, who has been taking courses at Catholic University to qualify as an elementary teacher, is winding up her term papers now and is expected to be finished with her courses by the time David is required to report to Virginia Beach.

David joined the Naval Reserve at the end of January 1970, taking his oath at an informal White House ceremony

and went to Newport October 4 for an 18-week officer training course there.

In joining the Navy, he broke tradition in the Eisenhower family, as his father was an army officer and his grandfather, the late President Dwight D. Eisenhower, was an Army general.



Mayor sees silver, vessel return if 'Albany' retired

JAN 25 1979
The USS Albany is being deactivated by the Navy, and Mayor Erastus Corning II has expressed interest in her future for two reasons: Where she will be berthed in retirement and what will be done with the silver service presented to her officers by the city of Albany.

"That magnificent silver service is craftsmanship that you could not produce today," Mayor Corning said. "It should be worth maybe \$100,000, or even more. It was used by the Albany's captain and officers ceremonially on special occasions."

The mayor said he is confident that the valuable silver service will be returned to the city, in which event it will be put on display at the Albany Institute of History & Art. It carries the seals of the Navy and the city.

Each piece features two symbols of the City of Albany — the pinkster flower and the sturgeon once common to local fishermen. Corning added that should the Navy come forth with another vessel carrying the city's name the silver service could grace that ship.

The second point that concerns the mayor is whether the USS Albany could cruise the Hudson to the state's capital city. If so, it could prove an attraction for tourists.

The Albany is a guided missile cruiser that owns a glowing history. It once was termed the most powerful warship in the world. It is now flagship of the U.S. 6th Fleet in the Mediterranean.

The Albany is the fourth naval ship to carry that name. The first was a 22-gun sloop in the war with Mexico. The second, another sloop, was active from 1854, through the Civil War and until 1870. The third, a cruiser, escorted the first convoy across the Atlantic in World War I and later joined the Asiatic Fleet. The present USS Albany was commissioned in 1946. After being equipped with sophisticated electronic equipment, it was recommissioned in 1968.

USS Albany drops her anchor for keeps

United Press International
NORFOLK, Va. — The last of the World War II-era heavy cruisers has made its final voyage. Since 1976, the vessel had been in the Mediterranean, where it served as the flagship for the Navy's 6th Fleet.

The USS Albany, which was paid for in part by the purchase of war bonds by the citizens of Albany, N.Y., steamed Thursday from the Navy's Yorktown, Va., weapons station to the Norfolk Naval Base.

The 675-foot warship was brought to Norfolk in preparation for decom-

missioning, scheduled for Aug. 29. It carried 40 officers and 600 enlisted men, and was stationed in Gaeta, Italy, a small seaport 100 miles south of Rome.

During its tour, the Albany sailed 111,000 miles, participated in 32 major fleet exercises and made 59 port visits to 11 countries.

June 27, 1980

Albany WWII naval namesake to be decommissioned

United Press International

AUG 27 1980

NORFOLK, Va. — The *USS Albany*, named for the city of Albany, N.Y., and the last of the Navy's World War II-vintage heavy cruisers, will be decommissioned Friday, the Navy announced Tuesday.

Adm. Harry Train II, commander of the Navy's Norfolk-based Atlantic Fleet, will preside at the de-

commissioning ceremonies for the 34-year-old, 18,400-ton ship.

The *Albany* returned to Norfolk June 26 following four years in the Mediterranean where it was based in Gaeta, Italy, and served as the flagship for the 6th Fleet.

Officials said the *Albany* will temporarily join the Navy's mothball fleet in Portsmouth, Va.

Navy will keep Albany's gift of silver set

Associated Press

AUG 30 1980

WASHINGTON — A priceless sterling silver service donated by the City of Albany to its nautical namesake, the guided missile cruiser *USS Albany*, will not be returned to Albany, an official said Friday.

Instead, the 80-piece service is being given to another ship, the *USS Mount Whitney*, a command and control ship that is the flagship of the 2nd Fleet. The *USS Albany* was being decommissioned Friday in Norfolk, Va.

The service, bearing the seal of the City of Albany and decorated with two local symbols, the pinkster flower and the sturgeon, was made in 1903 as a gift of the citizens of Albany to the heavy cruiser *Albany*, the third ship to bear the city's name.

The latest *USS Albany* was commissioned in 1946, after Albany residents raised \$40 million in war bonds to finance its construction.

It has been in active service most of the time since 1946, except for two periods, in 1958 and 1967, when it was removed from duty for refitting with modern armaments and sophisticated electronic equipment.

For the last four years it has been the flagship of the 6th Fleet, based in the Mediterranean.

The original silver set was made up of 89 pieces — including six vases, two four-branch candelabras and a large punch bowl with 24 cups — but nine pieces have since been lost.

The service cost \$10,000 in 1903, but Navy records show it was appraised for \$5,849. Its value today is estimated at perhaps 20 times that.

The service stayed on the third *USS Albany* until the ship was retired in 1924, at which time the silver set was returned to Albany and housed in the Albany Institute of History and Art until 1946, when the fourth

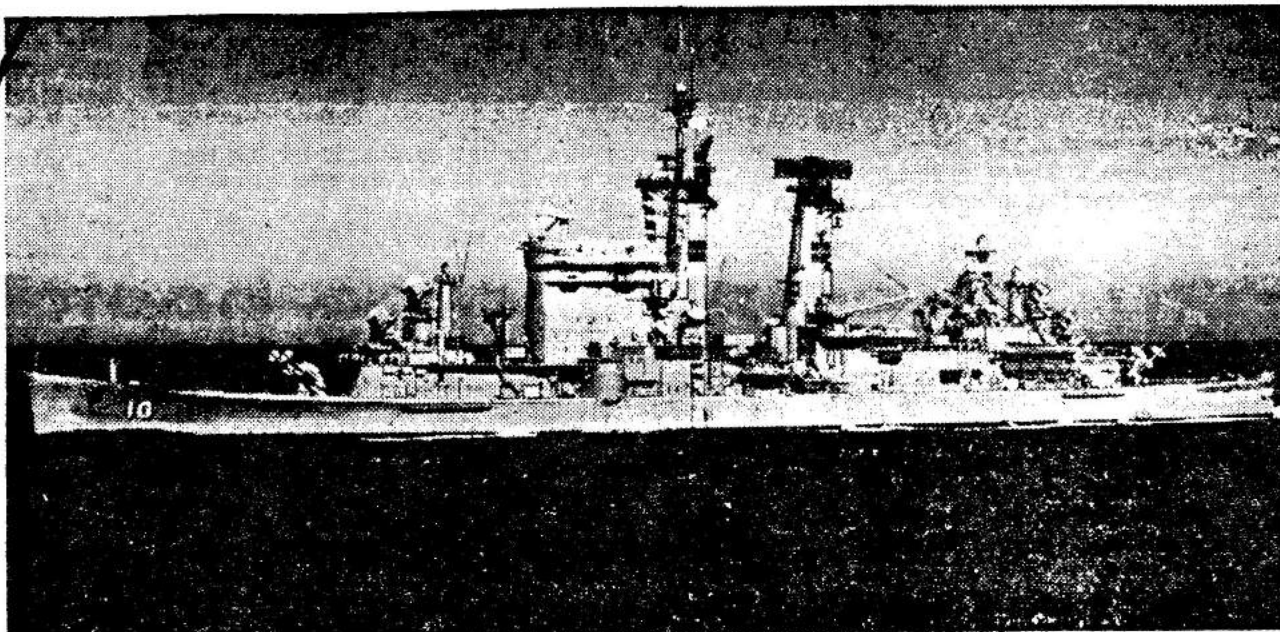
USS Albany went into service.

Albany Mayor Erastus Corning II last year tried to have the service returned to the city for display in the Albany Institute when he learned the ship was to be decommissioned.

But Lt. Cmdr. Pat Beamer, the inventory manager of presentation silver services for the Naval Supply Systems Command here, said the Navy's policy is not to return silver sets to their donors, but to keep them in use on other ships until a new namesake ship is commissioned.

The Navy has about 215 silver services on its ships and bases for use in entertaining high-ranking dignitaries, Beamer said.

After Friday's ceremonies, the *USS Albany* was to be handed over to the Inactive Ships Facility in Portsmouth, Va., where it will be kept in "safe storage" with spare parts, fuel and ammunition removed, the Navy said.

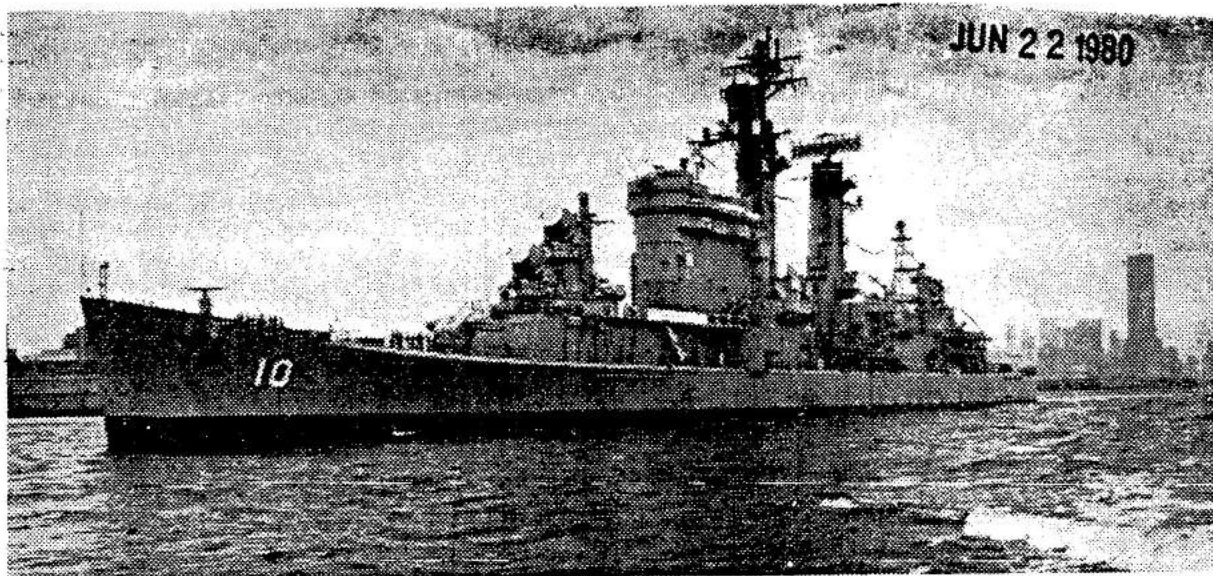


File photo

RETIRING

JUN 17 1980

The USS Albany will be decommissioned in August in Norfolk, Va., after 34 years of service, first as a heavy cruiser and later, after conversion in the Boston Naval Shipyard, as a guided missile cruiser.



PUTTING ALBANY TO REST — The USS Albany makes her last official port call today in New York City before being decommissioned in August at Norfolk, Va.

The 34-year-old guided missile cruiser is the fourth ship to carry the state capital's name. She was built with \$40 million in war bonds purchased by city residents.

USS Albany:

An 'old salt' to retire

JAN 24 1979

By ERIC FREEDMAN

The USS Albany, once described as "the world's most powerful warship," is being taken off active duty by the Navy and forced into retirement.

The ship is a guided missile cruiser that serves as flagship of the U.S. 6th Fleet in the Mediterranean.

The Albany is among 37 ships that have "reached the end of their service life and their operational capabilities are limited," according to the Navy. The Albany was commissioned 33 years ago.

The Navy has not decided whether the retired ships will be put in mothballs, broken up for scrap or sold to a foreign nation.

Albany Mayor Erastus Corning II said he is "most anxious" to have the valuable silver service donated by the city returned and put on display at the Albany Institute of History and Art. The silver is worth \$50,000 to \$70,000, Corning said, and the almost 70 pieces commissioned by the city carry the seals of the U.S. Navy and the city of Albany.

Each piece, including platters, dishes, a punchbowl and goblets, also bears two symbols of Albany — the pinkster flower and the once-common local fish, the sturgeon. The silver was used only to entertain high-ranking dignitaries.

Corning said the silver could be donated to the Navy again if another ship carries the city's name.

Corning said he has not given any consideration to the possibility of acquiring the ship from the Navy. The retired battleship Massachusetts and the retired destroyer Joseph P. Kennedy Jr. are anchored in Fall River, Mass., where they are tourist attractions.

Corning said he is uncertain whether the ship is too big to sail up the Hudson.

The Albany is the fourth ship of its name in U.S. naval history. The first, a 22-gun sloop of war, saw service in the Mexican-American War and disappeared in 1854 on a voyage from Panama to New York City.

The second Albany, also a sloop of war, was assigned primarily to the North Atlantic and the West Indies from 1854 until it was decommissioned in 1870. The third Albany, a cruiser, escorted the first Atlantic convoy to Europe at the start of World War I, and later joined the Asiatic Fleet, mainly cruising near Siberia.

The present USS Albany was commissioned in 1946, converted and recommissioned in 1958 and recommissioned a second time in 1968 after being equipped with sophisticated electronic equipment.

3 students \$100 richer

Three Albany students have received \$100 U.S. savings bonds from the crew and officers of the USS cruiser Albany.

The awards were created in 1952 by the staff of Albany's namesake ship, and have been given annually to a public, a parochial and a private high school student in the city.

The bonds are awarded to students on the basis of good citizenship, leadership and scholarship.

Gregory J. Reynders, 131 Woodlawn Ave., received the award in the public school sector. An Albany High School senior, he was president of his class and a member of the National Honor Society and the school's human relations council. He was also co-captain of the school's track team.

Theresa Ann Keenan, of Mercy High School, was the winner in the parochial school class. She lives at 490 Defawn Ave. A senior, she was president of the student council and was active in public speaking.

Lisa Ann Rubin, 156 Chestnut St., was the winner in the private school sector. The Albany Academy for Girls senior was editor of the school year book and was active in music and sports.

Apparently the award came as a surprise to at least one of the students, who was totally unaware that she was to receive it and had no idea what it was for when the bond arrived in the mail.

Missile cruiser Albany in Israel

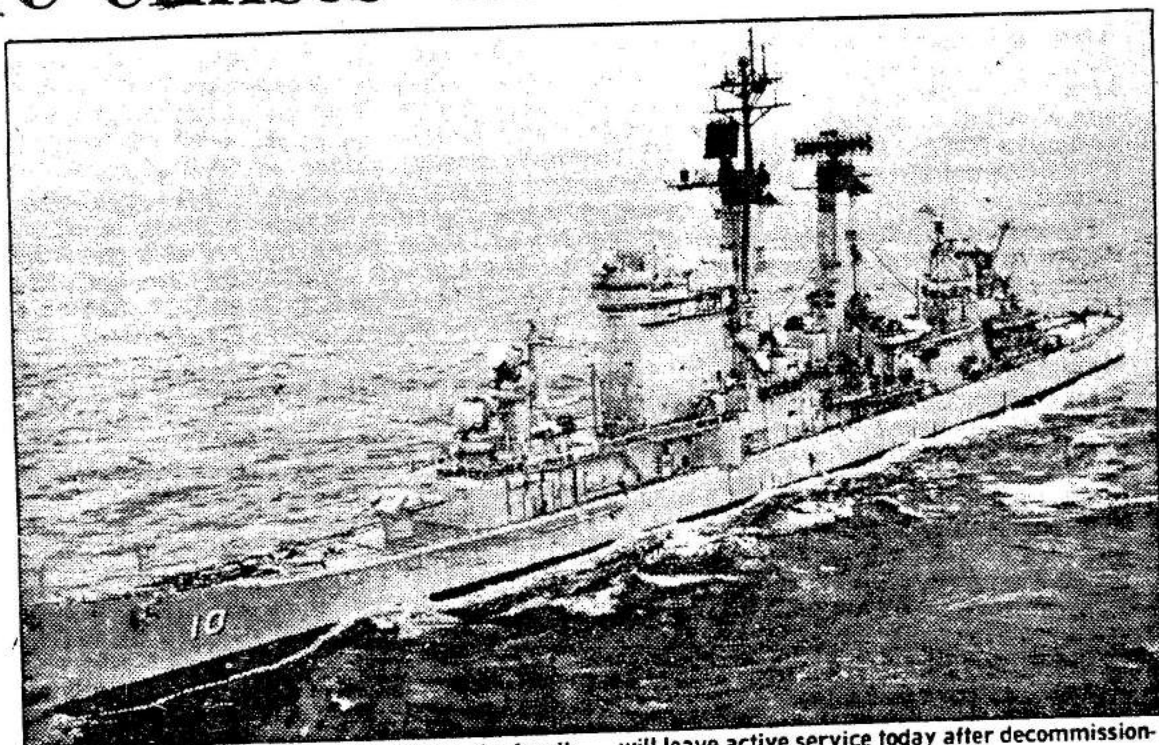
HAIFA, Israel (UPI) — The flagship of the U.S. 6th Fleet, the guided missile cruiser *Albany*, steamed into Haifa, Israel's biggest port today for a six-day routine visit.

The 18,000-ton *Albany* was the sixth American navy vessel to call at Israel in 1978.

The commander of the 6th Fleet, Vice Adm. James D. Watkins, was aboard the 675-foot *Albany*.

OCT 18 1978

USS Albany silver service 're-enlists' as cruiser is idled



OUT OF SERVICE — The USS Albany, the fourth ship to bear the name of New York's capital city,

will leave active service today after decommissioning ceremonies in Norfolk, Va.

AUG 29 1980
By **FREDERICK P. SZYDLIK**
Staff Writer

The priceless sterling silver service donated by the city of Albany to its nautical namesake, the guided missile cruiser USS Albany, will not be coming home after the ship is decommissioned today.

Instead, the 80-piece service — bearing the seal of the city of Albany and decorated with two local symbols, the pinkster flower and the sturgeon — has been given by the Navy to another ship, the USS Mount Whitney. The Whitney, a command and control ship, is the flagship of the 2nd Fleet.

Albany Mayor Erastus Corning II tried last year to have the silver service returned to the city for display in the Albany Institute of History and Art when he learned the USS Albany was to be decommissioned. But the Navy asked Corning to reconsider his request. The mayor did reconsider and told the Navy he hoped the silver would be transferred to any future ship to bear the name Albany.

The present Albany is the fourth ship named after New York's capital city. It leaves service today after decommissioning ceremonies in Norfolk, Va.

The ship was commissioned in 1946, after Albany residents raised \$40 million in war bonds to finance its construction. It has been in active service most of the time since 1946, except for two periods, in 1958 and 1967, when it was removed from duty for refitting with modern armaments and sophisticated electronic equipment. For the last four years it has been the flagship of the 6th Fleet, based in the Mediterranean.

The ship's silver service was made in 1903, as a gift of the citizens of Albany to the heavy cruiser Albany, the third ship to bear the city's name. The original set consisted of 89 pieces, including 24 glass punch cup liners, but since then nine pieces have been lost.

The original set was made up of six vases, six bonbon dishes, two four-branch candelabras, one large punch bowl, one silver tray for the punch bowl, one ladle, 24 punch cups and liners, two vegetable dishes with covers, two entree dishes with covers, one game platter, one roast platter, six salt dishes, six pepper shakers and six salt spoons.

The service cost \$10,000 in 1903, but Navy records show it was appraised for \$5,848.50. Its cost today? "Inestimable," according to one silver expert. "Probably 20 times its original value," according to another, which would place the cost of the setting in the \$100,000 to \$200,000 range.

The service stayed on board the third USS Albany until the ship was retired in 1924. At that time, the silver set was returned to Albany and housed in the Albany Institute of History and Art until 1946, when the fourth USS Albany went into service. The silver left the ship on July 25, a month after the Albany arrived in Norfolk from its final deployment.

According to Lt. Cmdr. Pat Beamer, the inventory manager of presentation silver services for the Naval Supply Systems Command in Washington, D.C., the Navy's policy is not to return silver sets to their donors, but to keep them in use on other ships until a new namesake ship is commissioned. The Navy has about 215 silver services on its ships and

Continued next page

USS Albany silver service 're-enlists'

Continued from previous page

bases for use in entertaining high-ranking dignitaries.

"They enhance our prestige at official functions around the world," Beamer said.

The Navy originally planned to transfer the Albany's silver service to the USS Puget Sound, a destroyer tender that took the place of the Albany as 6th Fleet flagship. But the Puget Sound said it already had three silver services and didn't want the Albany's. So 2nd Fleet flagship Mount Whitney was given the silver.

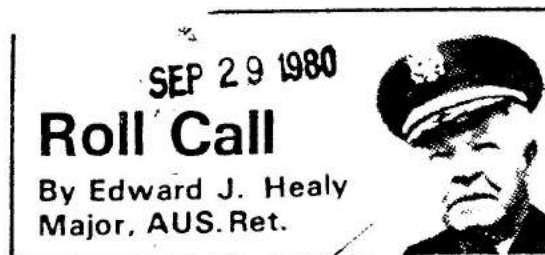
Beamer said his office did not advise Corning or anyone else in Albany that the silver was being given to the Mount Whitney "because we felt it (the Mount Whitney) was the same class of ship as the Puget Sound. It's not some small dink boat that nobody knows about." He said the silver service will get good use on the Whitney and will be put on display for visitors to see.

At decommissioning ceremonies today, the last man to leave the Albany when the order is given to "de-man the ship" will be its commanding officer, Capt. Gerard J. Flannery.

"It's not a very happy occasion, because the Albany has served the Navy well," Flannery said Thursday in a telephone interview. "It is a class ship and is retiring while it's at the top. It's like (heavyweight boxing champion) Rocky Marciano ... retiring undefeated."

Flannery said the ship will be handed over to the Inactive Ship Facility in Portsmouth, Va., where it will be kept in "safe storage." That means the ship's missile launchers, gun mounts and engines will remain on the ship but spare parts, fuel and ammunition will be removed.

A ship is put in "safestorage" instead of "mothballs" so it can be returned to duty more rapidly in case of emergency.



USS Albany retires, but future in doubt

With the retirement of the USS Albany, the fourth Navy ship to be named in honor of the city of Albany, the name goes off the list of warships in service.

The ship now is in the mothball fleet at Portsmouth, Va., its future in doubt. It could be made into a memorial, be sold to a foreign government, or possibly sold for scrap.

These prospects, particularly the possibility of scrapping the vessel, or using it as a target ship, disturb Engineman 2nd Class David D. Duffy, the son of Mr. and Mrs. D.L. Duffy, 151 Consaul Road, Colonie.

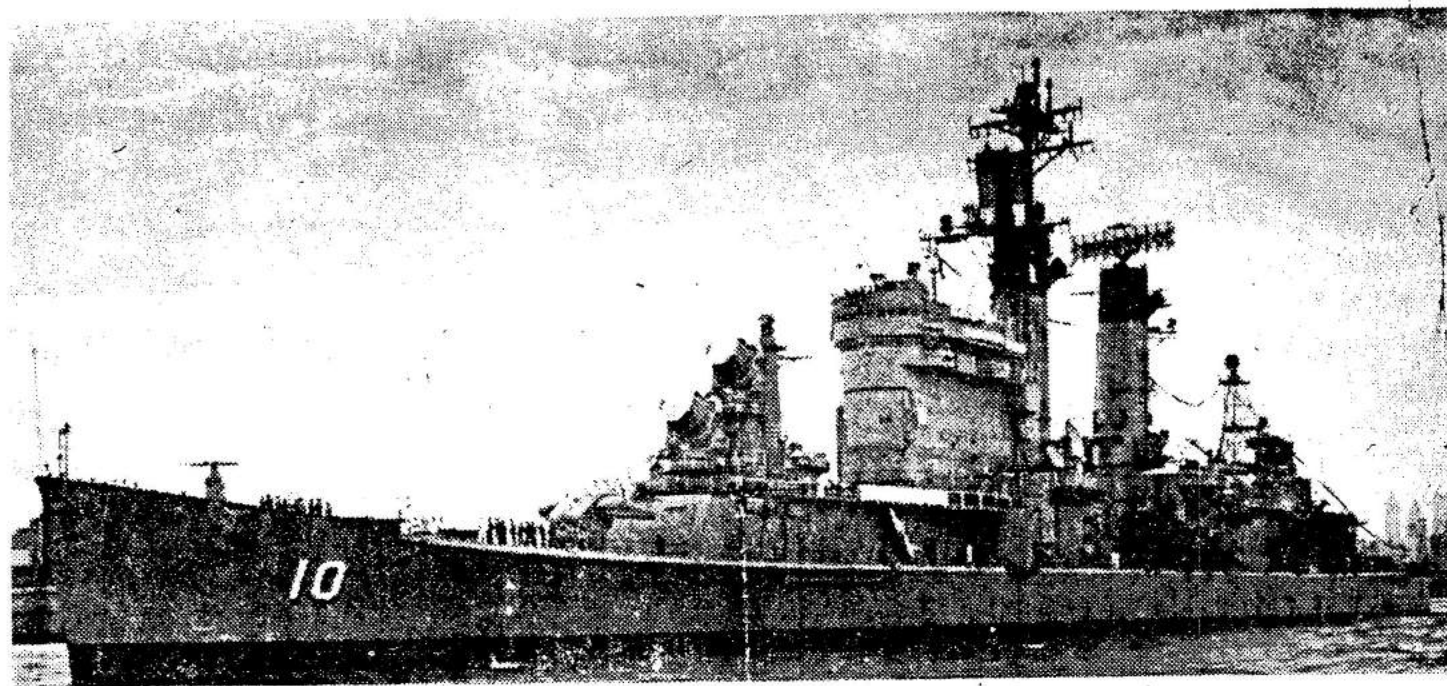
Duffy, now stationed in Norfolk, Va., and serving with the naval station's dockmaster's port services department, wrote to *The Knickerbocker News*:

"I am a native of Albany, born and raised, and my family still lives there. I have been in the

service for nine years now. I was stationed on the USS Forrestal, El Paso, and Fulton, and it always gave me great pride to see the USS Albany in open waters or in the Mediterranean Sea. I feel that it would be a great shame if this great ship was sold to a foreign government, sold for scrap or used as a target.

"The ship was built and named Albany for all the people who bought war bonds during World War II in Albany. I have seen other ships which are memorials, such as the USS Massachusetts in Fall River, Mass., and I know of others throughout the United States. This is only my opinion, but if the people of Albany are like I remember them to be when I grew up there, they will feel as I do that the USS Albany should be in Albany."

USS Albany — Proud ship. But a symbol of the past?



USS Albany arrives in New York City harbor before decommissioning in August 1980. She was the last large World War II cruiser in the service.

By Robert C. Peniston OCT 5 1980

On August 29 I witnessed the demise of an old friend. She was not in a hospital or nursing home. USS *Albany*, the last true guided missile cruiser, save one, was moored at the Destroyer-Submarine Piers, U.S. Naval Station, Norfolk awaiting the last rites — decommissioning.

To the untrained eye there was little hint of the fate about to befall her. But for those of us who had the privilege of serving aboard her during her illustrious 34-year career, she was but a shell awaiting the final order which would relegate her to the inactive fleet and the inevitable final voyage to the ship breakers. Until that order was given, she was a regal lady and a symbol of the power of the Navy.

The commander-in-chief of the U.S. Atlantic Fleet spoke of the power of this great ship and of his chagrin at her loss, without replacement, to a dwindling Navy. The commanding officer had a more difficult task. He had to decommission a ship which had just completed four years as the flagship of the U.S. Sixth Fleet in the Mediterranean. During this period she had won about every award for excellence that the Navy bestows. In 1979 she won the coveted Battenburg Cup given to the best ship in the fleet. Admiral

Capt. Peniston (Ret) commanded the USS Albany during 1970-71.

Lord Louis Mountbatten, after whose father the cup is named, made the presentation. It was one of his last official acts before his grisly death at the hands of assassins.

As good captains are wont to do, the last commanding officer of USS *Albany* paid tribute to the crew because without them the ship was nothing. It was obvious that the crew had great pride in their ship. They looked sharp as did the ship lending credence to the axiom that sharp looking ships are indeed the ones which operate smoothly and efficiently. As the national ensign, the union jack, the commission pennant and the newly awarded Navy Unit Commendation pennant were hauled down; the watch secured and the ship demanned, there were lumps in many throats and many moist eyes. I confess to both because I had the honor to serve as the nineteenth commanding officer of twenty-five during the ship's service on the active rolls.

During this stirring ceremony, too lightly attended for so prestigious a ship, I kept wondering if this is the same Navy which has come under so much criticism for low morale and incompetent personnel associated with the All Volunteer Force? I went to the ceremony expecting to see what so many columnists have written in an adverse manner about today's Navy. One could not draw this conclusion from what took place. Winners of so many battle efficiency awards and the Battenburg Cup are professionals in every sense of the word and

Continued next page

USS Albany — Proud ship. But a symbol of the past?

OCT 5 1980

Continued from previous page

refute, in part at least, the charges leveled at the Navy.

Regrettably, this is not enough. Problems abound. Some can be attributed to the ills of society. Drug addiction, alcoholism, and lethargy contribute to the lowering of combat readiness, but equally serious is the shortage of ships and hard-core professionals to man them. The number of ships is dwindling, and will continue to do so until a realistic shipbuilding program is in place. The prospects for such a program are not bright, so the fleet can expect more and longer deployments to the forward areas with the concomitant erosion of morale. It is little wonder that the Navy is short approximately 20,000 petty officers.

As a result, ships are being forced to pool their personnel in order that a few may operate. A fleet oiler could not sail to the Mediterranean in July because of a shortage of key engineering personnel. The aircraft carrier USS *John F. Kennedy* had to get about 50 skilled ratings from elsewhere before she could sail this past month for distant duty.

Obviously we are witnessing a decline in our military strength and capability. But this should be of no surprise in knowledgeable circles. The All Volunteer Force has not worked as expected for various reasons. The quantity and quality of personnel are grim reminders that the armed forces cannot maintain the defense posture required in today's world.

To maintain our standard of living and the industrial capacity that it makes it possible, the United States must have access to the oil of the Middle East and other raw materials available only outside the country. The ominous shadow cast by the Russian bear over these areas should make it abundantly clear that there will be times when a firm stand by this country is absolutely necessary. It should also be clear by now that turning the other cheek will not bring forth a reciprocal response from the Soviet Union.

What will get Ivan's attention?

Military power!

How do we take up the slack for the long haul? There will have to be, as painful as it may be, a return to the draft. It is quite possible that if there is a draft law on the books it will provide the stent persuasion resulting, at times, in a

zero draft. But of utmost importance the machinery will be in place to ensure that adequate manpower is available when needed. For the short haul, an increase in pay for the military services is absolutely essential. Perhaps this will help staunch the outward flow of trained personnel into civilian life. There is little help from other quarters because diminishing force levels and a high tempo of operations ensure a decrease in time at home.

If proposed, the draft will be an issue which will make the uproar over registration pale by comparison. But it is an issue that must be squarely faced if this country wishes to maintain the standard of living that many have come to accept as a right. This is well and good, but it is time to realize that for every right conferred upon the citizens of this great land there is a duty to perform.

It is time to face up to the matter. Manpower accessions and retention have to improve. This lies squarely with the Congress and the President.

But probably most critical of all there has to be a reordering of priorities in this country. To enjoy the benefits of freedom, individuals have to be willing to serve in its defense. Without this element, we will not survive as a nation dedicated to life, liberty, and the pursuit of happiness.

As I left the pier and looked back on "my" USS *Albany*, I muttered a silent 'well done' to this gallant lady, which, in helping to maintain the peace, had never fired a shot or missile in anger. Will those ships following in her wake be as fortunate?

FINAL ANCHOR

Stratton asked:

Is Albany berth-right of namesake ship? No

By Grace O'Connor

Staff Writer

ROTTERDAM — Aldo Bursi says the USS *Albany* — the flagship of the Sixth Fleet and the fourth vessel to be named for the state's capital — should not be scrapped, as the Navy apparently plans.

He believes the 36-year-old vessel, which Albany County residents paid for with \$40 million in war bonds, should be used as a floating museum or restaurant.

"Veterans organizations, political groups and others could start a fund drive or we could try to get some business to invest in it," he said. "Then, when the Navy does retire it, we would be ready, I'm strictly interested in saving something good for the area."

Money invested in locally anchoring the ship "could be recovered by charging to tour it," Bursi said. In Fall River, Mass., the retired battleship *Massachusetts* and the retired destroyer *Joseph P. Kennedy* have been anchored to become tourist attractions.

Last week, Bursi, a Rotterdam resident, received a little encouragement from Albany Mayor Erastus Corning II, who said he would consider the idea. But, the mayor added: "It is probably one of the most expensive things you could handle. It is a mammoth structure and there are a lot of places for our money which are more vital to people."

The cost of towing the ship, which is 60 feet too tall to pass under the 132-foot high Kingston bridge without trimming her height, from its berth in Portsmouth, Va., to the Port of Albany has been estimated at hundreds of thousands of dollars.

Bursi hopes, he said, that those with the power to carry out the plan will be motivated enough to bring the cruiser home to the people who financed it in the first place. Therefore he has called the Navy and has written to Rep. Samuel Stratton, D-Amsterdam, to ask about the *Albany* and its availability for access.

But their replies last week were not encouraging. The best estimate from the Navy is that the vessel will be placed for scrap bids in about three years.

Roger Mott, an administrative aide to Stratton, said that the congressman's office was told by Vice Admiral J.W. Cowhill, U.S. Navy deputy chief of naval operations (logistics), that the *Albany* was being "retained as a contingency asset" with no plans for scrapping it at this time.

"Should the Navy decide the *Albany* is defined excess to its needs at some date in the future, the designation of the ship as a museum or memorial could certainly be considered," Cowhill wrote.

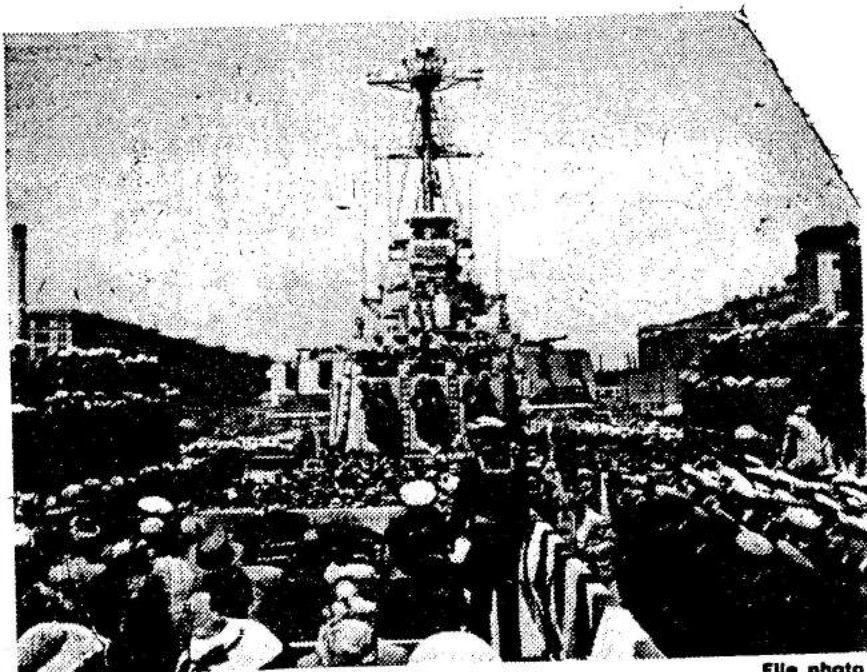
But, Stratton wrote to Bursi, "the way things are, we might need this ship."

The ship has had other potential brushes with scrap dealers. In 1979 the Navy announced the ship was to be retired with 36 others. The plan was to sell the ship

for scrap in 1980, Lt. Thomas Miller, a Naval information officer in Washington, said Friday. But "international tensions" caused the Navy to reconsider and to retain the vessel.

The ship was originally a heavy cruiser, commissioned in 1946 in the Boston Navy Yard under the sponsorship of Mrs. Elizabeth F. Pinckney of Albany. She was decommissioned in June 1958 but, four years later, was reconditioned and converted to a guided-missile cruiser.

In 1979 the ship was again decommissioned in ceremonies at Norfolk, Va., and moved to the Navy's Inactive Ship Facility in Portsmouth. Unlike the mothball fleet, the inactive classification means that the *Albany* is in safe storage with its missile launchers, gun mounts and engines still intact



File photo

LAUNCHING — *Albany* at Boston commissioning June 15, 1946.

enabling it to return to duty quickly in the event of an emergency.

Her predecessors date from 100 years before her christening. The first USS *Albany* was a 22-gun sloop-of-war, commissioned in 1846, which saw service in the Mexican War.

The second *Albany*, a 14-gun, power-driven sloop-of-war, was constructed in

1864. Christened the USS *Coontocook*, it became the *Albany* in 1869.

The third *Albany*, a protected cruiser, was purchased from the Brazilian government in 1889 and commissioned two years later. She sailed as escort for the first Atlantic convoy to Europe at the onset of World War I and, in 1891, joined the Asiatic Fleet. She was retired at 50 years later.

The other USS 'Albany'

Castleton, Florida men plan reunion for veterans of cruiser

By Jay Jochnowitz

Staff writer

ALBANY — A Castleton man and his counterparts in Florida have begun a search for an estimated 10,000 to 20,000 former sailors who served on the USS *Albany* guided-missile cruiser, with an eye toward drawing some of them here for a late-summer reunion.

The reunion is scheduled for Thursday, Aug. 30, to Sunday, Sept. 2, and organizers said it will feature a host of activities, including a memorial service in Colonie and a horse race named in honor of the ship.

Castleton resident Wayne Van Amburgh, a former storekeeper on the vessel, said he and co-organizer Hilton Dana of Cocoa Beach, Fla., have taken out advertisements in veterans magazines and have netted several hundred inquiries so far.

They also have succeeded in tracking down some memorabilia from the ship, including a complete set of signal flags from the 1960s, Van Amburgh said. Organizers hope that the reunion can help them collect enough items to create a small exhibit somewhere in the city or the Capital District.

Although unconnected to an earlier drive to bring the entire ship here as a floating museum and state veterans memorial, the idea of having a reunion evolved partly from the nostalgia the drive stirred, Van Amburgh said.

Van Amburgh joined the Navy at 17 and was a "plank owner" of the missile cruiser, a title given to the crew of its maiden voyage. Van Amburgh served from 1962 to 1964, immediately after the

Friday morning tour of the city is planned, including a look at the scale model of the *Albany* on display in the Leo O'Brien Federal Building in Albany and the Watervliet Arsenal; a clubhouse party that night at Saratoga Raceway, where a race will be held in the *Albany's* honor; a Saturday banquet; and a memorial service Sunday.

Invited to the event, Van Amburgh said, are Mayor Thomas M. Whalen III; Cmdr. Darl Anderson, commander of the newly commissioned USS *Albany* nuclear submarine; and several former commanders of the USS *Albany* cruiser, including at least one who since has been promoted to rear admiral. The Navy, he said, is expected to send an honor guard for the service. Reservations are being taken by Hilton Dana, 3799 S. Banana River Blvd., Cocoa Beach, Fla. 32931.

Organizers hope that the reunion and the publicity it generates also will help locate items taken from the ship that could form a local exhibit. The ship was stripped after decommissioning, and the Navy will open bids for it in late July. Few, if any, collector items are left, according to Robert Wooldridge of the Defense Logistics Agency, a Defense Department division handling the sale.

Some memorabilia has been secured from the Navy, said William Windover, another one-time supporter of the idea of bringing the USS *Albany* here. Windover, a retired Navy captain now on the state Senate Majority Task Force on Defense, said the items are held by the Navy and presumably are en route to Washington. He was uncertain whether they would arrive before the reunion.

***She was a great ship.
It was home***

— Wayne Van Amburgh,
former USS *Albany* storekeeper

ship was converted from a cruiser to a guided-missile cruiser, and during that time he was the only Albany resident aboard.

"She was a great ship," he said. "It was home."

The *Albany*, commissioned in 1946, was a \$40 million cruiser built with the help of \$300,000 in locally sold war bonds. Operating in the Atlantic and Mediterranean, it served as the 6th Fleet's flagship before its 1980 decommissioning.

Van Amburgh estimates that with a crew of 1,100 turning over repeatedly in the ship's 35-year history, between 10,000 and 20,000 men served on the *Albany*. But because some are dead, unreachable or uninterested, he is uncertain how many people the reunion will draw.

He said notices in nearly 20 veterans magazines have prompted about 250 inquiries, including responses from California, Kentucky, Virginia and Minnesota, and he has received approximately 40 commitments so far. A first reunion, he said, averages about 100 people, but he hopes to draw at least double that number.

The reunion is scheduled to be held at the Holiday Inn Turf on Wolf Road in Colonie. A