



The Fourth Albany

CG-10 Guided Missile Cruiser

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USS Albany Association
September 1, 2010

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On 30 June 1958, the *USS Albany CA-123* was placed out of commission at the Boston Naval Shipyard to begin conversion to a guided missile cruiser. On 1 November 1958, she was redesignated CG-10. The warship spent the next four years at Boston undergoing very extensive modifications as part of the conversion. The ship was re-commissioned at Boston on 3 November 1962, Capt. Ben B. Pickett in command.

Conversion from CA-123 to CG-10

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 10 miles, port and starboard; and ASROC, an anti-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.

SHIP CHARACTERISTICS

LAUNCHED	1 NOVEMBER 1958
COMMISSIONED	3 NOVEMBER 1962
DECOMMISSIONED	29 AUGUST 1980
DISPLACEMENT	18,950 TONS
LENGTH	673.5 FT
BEAM	70 FT
DRAFT	33 FT 6 IN
SPEED	33 KNOTS
CREW	75 OFFICERS 1,187 ENLISTED



The superstructure, towering 90 feet high, and two “Macks” (Mast and Stack), accenting a new type of naval architecture, housed TALOS, TARTAR and ASROC missile systems providing the 18,000 ton vessel with more firepower than any other ship in the world. The *Albany* was one of three guided missile ships dubbed “Tall Ladies” due to the two tall Macks. Originally *Albany* would not have had any surface to surface capability but President Kennedy insisted that ships of this size should have this capability; President John F. Kennedy said, “Put guns on the Long Beach and the *Albany*’s”. As a result the class was fitted with two 5 inch/38 cal open mounts. (See photo on left) In the meantime, sister ships, *USS Chicago* (CG-11) and *USS Columbus* (CG-12) were being constructed on the West Coast.



5”-38 MOUNT ON PORT SIDE

1st person account: Dale W. Wester, FTM2 USS Albany CG-10 (1962-64)



“When the CG-10 was under construction in Boston, we the crew, slept in a barracks on the base.

We FT's and GM's stood various odd watches like manning the telephone switchboard. For whatever the reason, it was decided that we must be identified as part of the Albany crew and were each issued a clip-on pin to wear when aboard the ship. I was not able to find that pin until just recently and so I am sending a picture of it to you. The clip had broken off, but as an FT, I had a soldering iron and so I soldered it back on.”



THE CONVERSION FROM A HEAVY CRUISER TO A GUIDED MISSILE CRUISER—VISUALLY, EVERYTHING FROM THE MAIN DECK UP IS NEW. FROM THE MAIN DECK DOWN, THE HULL IS THE SAME AS THE OLD HEAVY CRUISER.



E DIVISION

First row, l to r: Rivera, A., EM2; Westfall, S., EM1; Hutchens, K. R., IC3; ENS. B. C. Brown; LTJG C. C. Gauthier; Ruth, R. C., EMC; Cortez, I. B., EMC; Vinyard, D. P., EM2; Pekkala, R. J., IC2; Holmes, J. W., IC2. Second row: Ashlock, G. L., EM2; Mineau, J. L., ICFN; Carney, T. W., EMFN; Fallon, R. W., EM3; Sanders, J. E., EMFA; Cougevan, J. M., FN; Disken, A. M., ICFN; Cherwinski, R. F., EMFN; Corn, D. E., IC2; Risch, D. W., EM3; Fuller, C. T., IC3; Karcagi, J. L., EMS; Chitty, R. A., ICFN; Smith, H. N., EMFN; Dickson, L. V., EMFN. Third row: Wheaton, D. D., ICFA; Delesky, D. J., FA; Bruhn, A. M., ICFN; Heldman, E. J., EM2-SS; Allen, E. F., EMFN; Speece, T. V., FN; Felde, R. R., FN; Frahm, D. E., EMFN; Parsell, R. D., EMFN; Dimock, F. L., EM2; Skarbek, T. F., EM3; Weeks, K. E., EM3; Lizak, T. M., EM3; Fravel, L. R., IC3; Silsby, D. R., EMFA. Absentees: Bulger, W. T., EM2; Schleicher, D. O., EM3; Cordero, M. R., EMFN; Coon, R. D., EMFN; Lucas, R. E., EMFN; Dubin, K., IC3; Shurlow, R. J., ICFN; Holloman, J. K., ICFA.

Plankowners – 1962 E-Div

Members of the Albany Association in this photo include Chief Stanley Westfall, James Cougevan, Don Risch, Charlie Fuller, Ed Heldman, Donald Frahm, and Kenneth Weeks

1963 – Maiden Voyage, Shakedown Cruise, First Med Cruise

In November 1962 on a brisk and windy afternoon, ship's company at-the-rail heard the Executive Officer, then Commander Garett Ertel Lockee, deliver the order, "Set the watch!" *Albany* was again ready to take her place in the fleet.



On her maiden voyage off the Virginia Capes on 30 January 1963, *Albany* fired two Talos and a Tartar, marking the first time three missiles were launched simultaneously. Albany's second Tartar missile burned on the rail; it should have been four missiles fired simultaneously. The cruise, which began on 18 January and ended when she returned to Boston on 30 March, proved to be a successful test of the ship's missiles and crew.

In another event, occurring on 13 March 1963 during her maiden voyage, the *Albany* and aircraft from Navy Airborne Early Warning Squadron 4 from Roosevelt Roads, Puerto Rico, assisted five ill crew members of Norwegian freighter *Jotunfjell*.

Departing Boston on 1 August 1963 for her shakedown cruise at Guantanamo Bay, Cuba, *Albany* completed an arduous schedule of missile firings and underway training. Hurricane Flora, which caused considerable damage to Cuba and other islands, caused the exercises to be cut short. *Albany* headed north.... outrunning the fury of Flora's winds.



Freighter Jotunfjell

1963 – ALBANYGRAMS

Captain Ben Pickett wrote a series of letters to "Families of Albanians". To quote from a few of these:

ALBANYGRAM #1-63, Yorktown, Virginia, 24 JAN 1963:

"We are reaching another milestone in making Albany fully ready for fleet operations. We have Albany at sea for more than two months to test and evaluate her missile systems."

ALBANYGRAM #2-63, Mayport, Florida, 27 FEB 1963

"USS Albany Makes History... In these words, the news of the first simultaneous three-missile shot by any warship in the world was announced to the nation."

ALBANYGRAM #5-63, Boston, Massachusetts, 15 JUL 1963

"The ship will sail from Boston on 1 August. After a brief stop in Newport, our next stop will be Yorktown Virginia to load our missiles and test equipment. Present plans call for visits to Mayport, Florida and Roosevelt Roads, Puerto Rico, again."

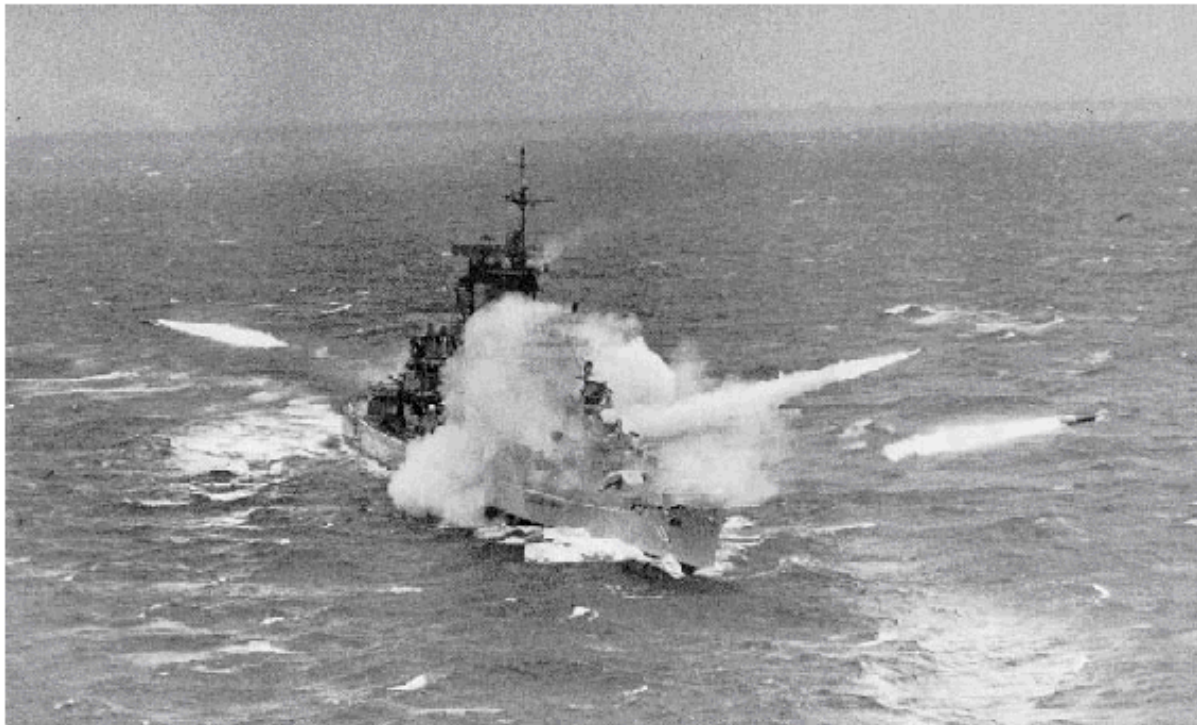
A document titled *Albany Class* written in 1994 by Jim Conti, USS Albany Association, provides a comprehensive discussion on the conversion of the Albany(CG-10), Chicago(CG-11), and Columbus(CG-12), collectively known as the "Tall Ladies", to Guided Missile Cruisers. Jim Conti passed away in 2010.

1st person account: Excerpt from "USS Albany CG10 – The Kamikaze Killer" by Edward Heldman

"Initial test firing of Tartar missiles with dummy warheads began on the Albany shortly after its shakedown cruise. The initial test firings caused a few chuckles and many frustrations as some of the "birds" thought they were torpedoes and dove into the sea, while others did loop-t-loops and corkscrews before being remotely detonated. Eventually the test firings of the dummy warhead missiles became successful and routine. It was time for the real test: the firing of a Tartar missile carrying a live warhead. Well, let's just say it didn't go as planned. Less than 30 seconds after the missile was launched, it did a 180 degree turn and headed right back towards the admiral's bridge! "ABANDON THE BRIDGE" hollered the Boatswain's Mate over the loudspeaker. But all's well that ends well and the missile went past the bridge and was remotely detonated. No one was injured, the ship was not damaged and just a whole lot of embarrassed fire control techies. Try again another day."

To gain some favorable publicity, it was decided to have a firing of four missiles simultaneously, two Tartar and two Talos, one from each launcher -- with aerial photographs for publications. This simultaneous firing would require the near perfect coordination of all missile launching systems and fire control personnel. The date was set for January 10, 1963. Since the 'live warhead incident' the ship's crew was not as freely permitted to go to topside decks and observe the firings and wait for the announcement of "birds away!" Being an Electrician's Mate, I was able to go topside to the Battery Locker and sneak outside to be an observer of this historic event. It went perfectly --- well almost. Three missiles launched simultaneously (two Talos and one Tartar) and that was historic. One of the Tartar missiles failed to launch. Three of four was close enough for government work! So the pronouncements and aerial photographs went out and soon made their way into publications. The Albany was first to launch a trio of SAM's simultaneously!

The Talos missile was 30 feet long, weighed 7,000 pounds, was powered by 4,000 pounds of solid-state and ramjet propulsion and guided by radar. It was capable of carrying either a conventional high explosive or nuclear warhead and, also had surface-to surface capability. The Tartar missile was 15 feet long, weighed a mere 1300 pounds, carried an expanding-ring anti-aircraft warhead, was powered by solid-state rocket propulsion and radar guided. (The Tartar, subsequently, proved to be an unreliable weapon.). The Talos, Tartar and Terrier missiles were known as the "3-T's" resulting from Operation Bumblebee which was started in 1945."



ALBANY SUCCESSFULLY FIRED THREE SAMs SIMULTANEOUSLY ON 30 JANUARY 1963 OFF THE VIRGINIA CAPES. THE TWO TALOS MISSILES AND ONE TARTAR WERE FIRED AT 1450 HOURS, MAKING POSSIBLE THIS FAMOUS PHOTOGRAPH.

After arriving safely in Norfolk, *Albany* began preparations for a tour with the U. S. Sixth Fleet in the Mediterranean.

1st person account: The following article was written by Jack Hix, Operations Officer aboard the USS Henley 1962-1964 and published in the Henley Steamer Newsletter.

“Former Henley Association President Jerry Douglas, EM3 1963-1966, gave a memorable account in the Henley Steamer, December 2003, of the recovery of a sailor overboard from USS Albany CG-10 in 1963. I vividly recall the incident but I had help reconstructing the details from the original Henley Deck Logs at the National Archives, College Park, MD.

The USS Henley was enroute to the Med along with eight other Destroyers escorting the USS Albany. Henley, along with some of the other Destroyers, was scheduled to refuel from Albany that afternoon. But weather and sea conditions caused a cancellation until conditions improved. The deck force aboard the Albany was unrigging the refueling station when a freakish wave caught Seaman R A Patters, working amidships, and washed him overboard. He was fully clothed in foul weather gear, but without a lifejacket. He began swimming away from the ship as soon as he hit the water to avoid the screws, shedding his clothes as he went.

Prior to the event, the base course of the formation was 095 degrees, speed 15 knots. The Albany was the guide with a nine-ship circular screen employed. The USS Henley was almost directly astern of Albany in station 4, with Albany bearing 100 degrees, range 5000 yards. At 1400 hours, the wind was from 290 degrees at 25 knots. The sea was running from 290 degrees at a height of 4 feet. Visibility was 6 miles, the clouds were broken with cloud cover at 9/10, and the cloud bottoms were at 1800 feet. The air temperature was 62 degrees and the water temperature 71 degrees.

The Albany radioed, “man overboard” at 1406 and commenced maneuvering to recover. They must have thought they had the best chance of recovery themselves since the nearest Destroyer was 5000 yards distant. Their attempt to find and recover the sailor in the water was unsuccessful due to extreme sea conditions. Two Destroyers were ordered in but also came up short. It was not looking good for a successful recovery.

When the voice radio message from Albany was first received in Henley’s CIC, a DRT plot was initiated and CIC routinely passed ranges and bearings of the last known position of the man overboard to the bridge. As the search by Albany and the two Destroyers continued, the plot in Henley’s CIC indicated they were getting farther from the primary search area. At this point Henley skipper Captain A E White decided we should work our way to the vicinity to see if we would have better luck.

At 1437 the after lookout, Seaman J E Jones, sighted the man in the water several hundred yards off the starboard quarter. Captain White took the Conn and backed down to keep from getting farther from the swimmer. The state of the sea and the distance of hundreds of yards limited the lookouts to being able to see only the swimmer’s head bob up occasionally. The skipper twisted the Henley almost in her tracks and closed on the swimmer. At approximately 1455 we were close enough for our swimmer, SOG3 C L Blonder, to enter the water and assist in the recovery. Seaman Patters was hauled aboard at 1458 weary and wearing only his skivvies and a big smile. He had been in 71-degree water for 52 minutes. He was treated by LT B J Jackson, MC, USNR, for exposure and returned to the Albany the next day. The successful recovery can be attributed to Seaman Patters being a strong swimmer, the CIC team’s timely initiation of the DRT plot, Seaman Jones’ sharp eyesight, and Captain White’s ship handling skills under difficult conditions of the sea.”

During the Mediterranean cruise, which began on 29 November 1963, *Albany* was the flagship for Rear Admiral J. V. Smith, Commander, Cruiser-Destroyer Flotilla Eight. *Albany* participated in numerous exercises during this cruise.

1964 – 1965 Change of Command and Back to the Med

In mid-April, 1964, *Albany* was host to the Honorable Paul Nitze, Secretary of the Navy and Vice Admiral William E. Gentner, Commander, Sixth Fleet, for an antisubmarine warfare demonstration.

The ship returned to Norfolk in late May for leave and upkeep. On 5 June, Capt. Ben B. Pickett was relieved as Commanding Officer by Capt. Ernest F. Schreiter. *Albany* then embarked on a two-week Caribbean cruise following a short stay in the yards. After the cruise, *Albany* participated in NATO operations.

On 24 May 1965, *Albany* left Norfolk to join the U. S. Sixth Fleet. During her tour of duty with the Sixth Fleet, *Albany* participated in four major exercises. While exercising in the Ionian Sea, *Albany* tracked an unidentified sonar contact for more than eight hours. When the contact was identified, *Albany* chalked up a “first” as the contact was a Soviet submarine.... the first Soviet submarine tracked to exhaustion and finally surfaced by a U. S. cruiser. During August, the deck department of the ship broke existing records by rigging a conventional Robb refueling rig in 58 seconds.... the first time the feat had been accomplished in less than one minute. A week later on 12 August, they broke their own record by rigging a conventional Robb rig in 45 seconds.

On 8 September 1965, while *Albany* was visiting Istanbul, Turkey, Capt. Jack L. Wohler relieved Capt. Schreiter. *Albany* returned to Norfolk on 11 October 1965 and after a short period of leave and upkeep, scored a 94 percent grade on her Naval Technical Proficiency Inspection from the Nuclear Weapons Training Center, Atlantic Fleet.

Albany returned to sea on 1 December 1965 for a two week cruise in the Atlantic Fleet Weapons Range. The year’s operations ended on 16 December when *Albany* returned to Norfolk.

1966 – Albany Returns to the Med; Joins in Search for a Nuclear Bomb

In late January 1966 *Albany* again returned to the Caribbean area to fire missiles on the missile range and participated in operation HIGH TIME, the largest fleet exercise since World War II.

On 4 March, *Albany* left Norfolk for duty with the Sixth Fleet and the cruise which would add many varieties of duty and much glory to the crew of the “Big A”.

Albany’s first task in the Sixth Fleet during this cruise actually began before *Albany* entered Gibraltar as five officers reported to the staff of CTF 65 commanded by Rear Admiral William R. Guest. CTF 65 was at Palomares, Spain engaged in recovery operations where a land search failed to locate any trace of a nuclear bomb missing in the mid-air collision of a U. S. Air Force bomber and flight refueling tanker. On 15 March 1966, as *Albany* came alongside the *USS Boston* for turnover, the deep submersible ALVIN spotted what appeared to be the bomb at a depth of 2,550 feet. During lift efforts a few days later the line broke and the bomb disappeared into a cloud of silt as it slid further down toward an even deeper trench.

After nine days of anxious searching, the bomb was again located and lift operations began anew. Using CURV, an unmanned, cable controlled underwater recovery vehicle, lines were attached to the parachute. The *USS Petrel* began the lift at 0700 and at 0845 the bomb saw the light of day for the first time in 79 days. On 8 April the bomb was passed in review aboard the *USS Petrel* as 150 newsmen from throughout the world stood on the deck of the *Albany*. Mission accomplished. *Albany* returned home to Norfolk on 25 October 1966.

1967 – 1969 Rehabilitation and Modernization

On 1 March 1967, *Albany* was decommissioned at the Boston Naval Shipyard once again to undergo extensive modifications.

Albany's entire guided missile installation was brought up to date. She underwent an extensive anti-air warfare modernization. There were changes to the upper part of the forward Mack. The SPS-39 detection radar just aft of the yard was replaced by the SPS-48 installed in front of the yard. The SPS-30 radar antenna was removed from the bridge superstructure. The SPS-48 took over many of the 'height-finding' functions of the SPS-30. The height of the bridge superstructure was dictated first by the lateral positioning of the Mk11 Tartar launcher, together with both SPG-51 radar antennas. The IFF antenna was located on the upper edge of the SPS-43A on the after Mack.

During *Albany's* anti-air warfare modernization, she received an SPS-48, a digital fire control computer, and a Navy Tactical Data System (NTDS) as well as the improved SPG-51B guidance radar for her Tartar secondary batteries. A new SPG-61 fire control radar was proposed to replace the unreliable SPG-49, and the new weapon control system would be an NTDS Mk11 scaled to Talos requirements.

Now, 20 months later, on 9 November 1968, the guided missile cruiser was placed back in commission at Boston with Capt Allan P Slaff in command. *Albany*, however, did not complete her rehabilitation and modernization overhaul until the summer of 1969. On 1 July, she stood out of Boston on her way - via New York City, Yorktown, VA, and Norfolk, VA - to Mayport, FL, her new home port.

1st person account: Gary Gattuso, BM3 USS Albany CG-10 Plankowner

"July 4th, 1969 The USS Albany CG10 was in New York City Harbor for Independence Day since The USS Albany was named after New York's state capital. I was boatswain mate of the watch on the quarterdeck around 10am. The OOD had to go aft to instruct a seaman for an open house we were going to have in the afternoon. I was along the OOD's telescope (sign of authority on the quarterdeck) when a civilian came up the officer's gangway by the quarterdeck. He saluted and requested permission to come aboard. I granted it. The older man asked if he could see his son, Ensign Glenn. I went into the quarterdeck shack and called around and found Ensign Glenn down in ICC and then told his father that he would be right up.

So there we were Ensign Glenn's father and I leaning against the safety lines by the quarterdeck looking over the New York Skyline. He asked me about the ship and we talked for about five minutes.

Then Ensign Glenn came through the weather-door by the quarterdeck and he and his father hugged and shook hands. They talked for a minute and then Ensign Glenn invited his father

down to ICC. I then interrupted them. "Sir, excuse me, but ICC is a secure area. I don't know if your father has clearance to go down there".

Ensign Glenn smiled at me. "I'll vouch for my father."

Of course I wasn't going to argue with an officer so I let them pass.

Just as they were going through the weather-deck door, the OOD came around the corner and stopped in his tracks. He then ran up to me and asked, "Do you KNOW who that was?"

Innocently I replied. "Yes sir. That's Ensign Glenn and his father."

"Do you know WHO Ensign Glenn's father is?"

"No sir, I replied."

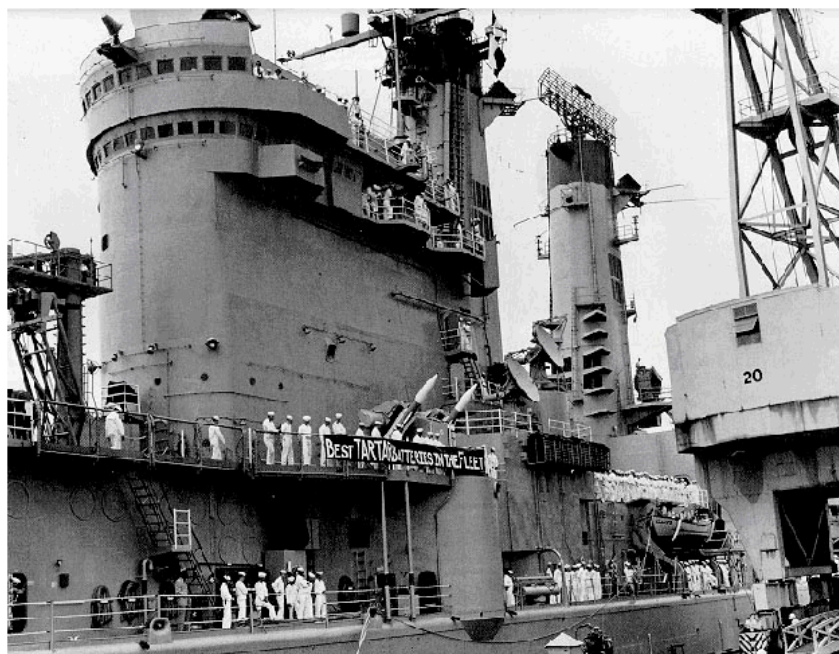
"Have you ever heard of COL. JOHN GLENN -The ASTRONAUT?"

"Yes sir, I said."

"That's him!!!"

The OOD ran into the quarterdeck shack to phone our Captain, and told him who was aboard. Needless to say, Col. Glenn and his son had lunch with our captain."

On Monday 14 July 1969, *Albany* arrived at her new homeport of Mayport, Florida. After several weeks of preparations, she embarked upon her shakedown cruise to the West Indies on 15 September. For the next couple of months, she was engaged in extensive operations designed to test her weapons systems capabilities as well as to provide at-sea training for her entire crew. On 31 October 1969, she returned to Mayport to begin operations with the Atlantic Fleet.

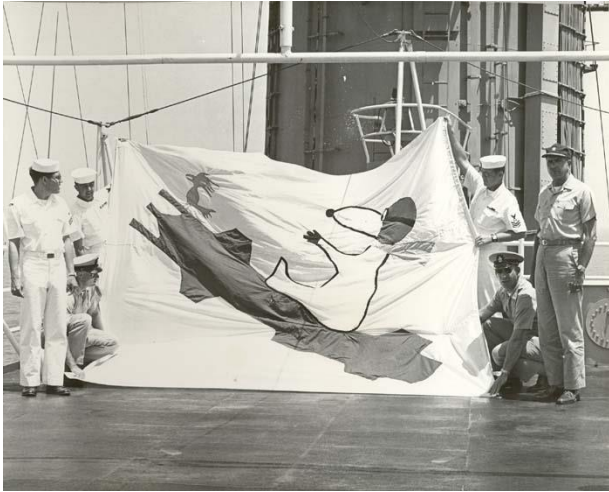


ALBANY CG-10 AT BOSTON NAVAL SHIPYARD DURING MODERNIZATION OVERHAUL

1970s – Flagship to the Sixth Fleet

Late in February 1970, *Albany* embarked upon her first deployment to European waters since her modernization overhaul. During the next six years, she made three cruises to the Mediterranean and completed one assignment to northern European waters. Captain Robert Peniston was in command on both the 1970 and 1971 deployments to the Mediterranean.

1970 Snoopy Now Flies over Albany – Reprinted from a copy of Sea Breeze (1970)



“Since re-commissioning in late 1968 and throughout the present Mediterranean deployment, the guided missile cruiser *Albany* has shown herself to be one of the Navy’s most powerful men-of-war.

While alongside other ships during her numerous replenishments and refueling, it was noted that *Albany* did not possess a house flag. And only the crew can provide a ship with her house flag.

Capt. Robert C. Peniston brought this noticeable lack of a house flag to the attention of the *Albany*’s crew and requested that suggestions and designs be submitted for consideration. There was great response to this appeal. Forty-five designs were submitted for the Commanding Officer’s consideration.

RMSN Joe Gasca’s design was chosen by Capt. Peniston as the *Albany* house flag. Incorporated in Gasca’s design is *Albany*’s primary mission, anti-air warfare, as well as the humor often found in house flags.

Placed on a yellow background, Snoopy, of Charlie Brown fame, rides as a passenger on a blue TALOS missile in his never-ending search for the Red Baron.

Helping guide the missile to its target is Snoopy’s feathered friend Woodstock, so often found with him in the Peanuts comic strip. Snoopy has remained his familiar white color, but his companion has taken on a bright pink hue.

Under the direction of SMCS James R. Ephlin, *Albany*’s signalmen undertook the construction of the flag. Being a large ship, it seemed only natural the house flag should also be on a large scale. The flag constructed of nylon and signal bunting, measures 12 ft. x 10 ½ ft.

Since the first time it flew, during breakaway from a recent refueling, the *Albany*’s new house flag has popped open to startle those alongside with its size and amuse them with its design.”

Contributed by Rose and Rich Zeimet CG-10 1968-71. Rich passed away in 2010. Rose is an Honorary member of the Albany Association. Capt. Robert Peniston, USN(Ret) is a member of the Albany Association

1st person account: Capt Robert C. Peniston USN(Ret)

*"And then there was another time in USS Albany (CG-10). Surprisingly, the very worst weather incident I experienced was aboard USS ALBANY in the Med during July of 1970. After 18 months as captain in ALBANY, I believe I am qualified to comment on a common phrase used by sailors in closing out a message. Namely, **"Wishing you fair winds and following seas."** Well, this may apply for most ships but I can say that it absolutely does **not apply** for the ALBANY. An Oregon City-Class Guided Missile cruiser, it just "ain't" so! With even a moderate sea from astern, the ship rides terribly, and likes to dig in her bow most of the time. I once told Admiral Bill Crowe when he made that same "Fair Winds" remark at the end of a speech. I mentioned that his remark was one that would be ill placed for the ALBANY (CG-10). I do not know if he believed me or not but many others have since heard it from me.*

In this particular weather instance, we left Naples on July 15, 1970 enroute to Barcelona, one of the best liberty ports in the Med. The route took us through the Strait of Bonafacio. We cleared the strait late in the evening and it was then that the fun began. The winds got up to about 80 knots at times. They calmed down a bit as we got clear of Corsica and Sardinia when we started to feel the effects of the Mistral that was starting to blow. Bad news! What ensued was the worst weather I experienced during my entire time in command of CG-10. I had to slow the ship to 11 knots and even then she was taking a pounding as the bottom seemed to drop out and the ship slammed into the void. I never got used to this punishment that the sea could inflict almost at will, or so it seemed. There was heavy spray as high as the bridge level, about 150 feet, and green water about half-way up. One huge wave almost tore the starboard whaleboat from the davits, but a quick thinking boatswain's mate saved it from damage. As we sailed further west and got under the lee of the Pyrenees, the winds abated and the rest of the voyage was made in decent weather conditions."

In late 1971 and early 1972 the *Albany* operated along the east coast. On 1 September, her homeport was changed back to Boston. On 5 September, she took part in the Arctic exercise "Strong Express". From 2-5 October, *Albany* made a port visit to Rotterdam, Holland. And on 9 October, she arrived in the Mediterranean for operations with the Sixth Fleet, returning to Boston in February.

On 19 February 1973, Naval Station Mayport Florida hit the front pages of nearly every newspaper in the United States as all hands turned out to greet the Spirit of "76 and its passengers, President and Mrs. Richard M. Nixon and their daughter Julie Nixon Eisenhower. During their short stay, the First Family visited the *Albany* to greet the President's son-in-law, Ltjg David Eisenhower, an *Albany* crew member.

On 30 May, *Albany* changed home port to Philadelphia as she entered Philadelphia Naval Shipyard for refit and modernization of Talos and Tartar Missile systems.

On 31 May 1974 she completed her refit in Philadelphia and changed homeport to Norfolk.

In May 1975, *Albany* was flagship of the Commandant Second Fleet. While in Boston, she acted as guest ship for the visit of two Soviet guided missile Destroyers. The Soviet ambassador Dobrynin came onboard the *Albany* for a visit.

1st person account: "A Cruise in the Life of USS Albany CG-10" article by Charlie Bashore, QMCM (Ret)

"It was September 1975 and Albany departed Norfolk bound for the North Atlantic and NATO exercise "Ocean Safari". Aboard was Commander Striking Fleet Atlantic/Commander Second Fleet. It was a grand cruise with visits to many great northern Atlantic ports: Brest, France; Portsmouth, England; Rotterdam, Hamburg, Oslo, Edinburg, and the Arctic Circle to become a "Blue Nose".

Sadly, the glitter of the cruise was tarnished by the misfortunes that followed. Three days out of Norfolk, Albany experienced a fire in the Number 2 Fire room. The results of that fire left one shipmate dead and Albany in peril of having to turn back to Norfolk. The decision was made to continue with the exercise in spite of the fire. A second misfortune occurred when departing Portsmouth, England in a fog. Albany hit a channel buoy knocking off the dunce cap on one of the screws. Recovering from that incident, Albany steamed on to its next destination.

The cruise continued on uneventful until, when in transit back to Norfolk, salt water residue was discovered in the forward missile room. As any missile sailor knows, salt water and missiles do not mix. Incident number three, investigation number three.

Upon returning back to Norfolk, the surprise for the day occurred when custom agents boarded the ship with a warrant to inspect the ship for contraband. It seems that when sweaters were bought in Oslo, Norway, they were bought tax free. However not all the sweaters purchased were available for delivery before leaving Oslo. The surprise occurred when customs agents in New York discovered a crate marked "Spare Parts" for Albany, consigned to the CO, actually contained sweaters on which no tax had been paid. Strike Four!

The grand finale happened a few days later when the ship was transiting upriver to off-load its missiles at Yorktown depot. There is a swing bridge crossing the York river allowing road traffic to cross the river south to Norfolk. In 1975, that bridge was the only road north-to-south to Norfolk for a hundred miles. Through a mistake in whistle signals and too much speed, instead of the bridge operator opening the bridge, the Albany opened it. When hitting the bridge in mid-swing, the massive gears needed to operate the bridge were damaged. Since that is a rural area, traffic backed up for over ten miles before authorities could turn them around and send them back in the opposite direction. That made five major incidents with five attending investigations in less than three months.

And then there was the problem of holes in the CHT tanks leaking into the holes in the fresh water tanks. But that's another story for another day. In spite of the misfortunes, Albany was still a great ship and the "75 cruise was an adventure to cherish."

1st person account: Wallace B. Cardwell, MM2 USS Albany CG-10 (1974-78)

"The unfortunate death of actress Farrah Fawcett brought back an old memory from my days on the Albany. On the bulkhead going in or out of # 2 fireroom was the famous poster Farrah in her red swim suit. I don't remember if it made it through the fire of 1975."



**PETE HOMA (CG-10 1976-79)
ADVANCES TO MASTER CHIEF**

In mid-1976, *Albany's* second SPS-30 was removed and replaced with a satellite communications antenna. On 10 August, *Albany* put to sea from Norfolk, bound for an extended tour of duty with the Sixth Fleet in the Mediterranean Sea. Operating from her overseas home port at Gaeta, Italy, she served as flagship for the Commander, Sixth Fleet, for almost four years.

Ports of call included (in 1976) Malaga, Spain; Naples, Italy; Izmir, Turkey; Athens, Greece; Palma De Mallorca, Spain; Barcelona, Spain; (in 1977) LaMaddelena, LaSpezia, Palermo, Taranto, Taormina, Venice, Triesta, Ancona, and Rapallo, all in Italy; Valencia, Port Mahon-Menorca, Palma de Mallorca, and Malaga, all in Spain; Tunis, Tunisia; and Toulon, France; (in 1978) Athens, Greece; Taormina, Italy; Rota, Spain; Barcelona, Spain; Palma de Mallorca, Spain; Cannes, France; Palermo, Italy; and Rapallo, Italy.

1980 – Albany Decommissioned; The final chapter

Relieved of that duty at Gaeta by Puget Sound (AD-38) on 28 May 1980, *Albany* embarked upon the voyage back to the United States on 2 June. After stops at Mallorca Spain, and Lisbon, Portugal, she arrived in New York City on 20 June. From there, *Albany* moved south to Norfolk where she was placed out of commission on 29 August 1980. She was berthed with the Norfolk Group, Atlantic Reserve Fleet. Her name was struck from the Navy list on 30 June 1985. The *Albany* was sold for scrap on 12 August 1990 for \$1,366,999.



JUNE 1980 USS ALBANY CG-10 NEW YORK CITY HARBOR PASSING THE STATUE OF LIBERTY

The following is an excerpt from an article titled "USS Albany-Proud ship. But a symbol of the past?" written by Capt Robert C. Peniston, USN(Ret), October 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, US 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 US Atlantic Fleet spoke of the power of this great ship and of his chagrin at her loss, without replacement, in 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 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 the 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 that operate smoothly and efficiently. As the national ensign, the union jack, the commissioning pennant, and the newly awarded Navy Unit Commendation pennant were hauled down; the watch secured and the ship de-manned, 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.

As I was leaving the pier after the ceremony, I looked back on 'my' Albany. I said a silent 'well done' to this gallant lady, which in helping to maintain the peace, had never fired a shot in anger. I could not help but wonder if those ships following her would be as fortunate."

1990 - EPILOGUE

On 26 July 1990, the Jacobson Metal Company won the job of converting the *Albany* into 13,000 tons of scrap metal. Turning the ship into scrap starts at the top and works on down. Torches, including one that fires a high-intensity electronic beam, slice the metal into chunks that weigh anywhere from 1 to 15 tons. Then a crane takes a mouthful of the stuff and lowers it to the docks. Then, it's torched and machined into what are called "mill-sized" pieces. The *Albany* cost \$40M to build, a decent amount even in 1946.

"An unsentimental end for a once sleek man-o-war".

USS Albany CG-10 Commanding Officers

Name/Rank	Final Rank	Dates
Capt Ben Brown Pickett	RADM	11/03/62 – 06/64
Capt Earl F. Schreiter		06/64 – 09/65
Capt Jack Lions Wohler		09/65 – 03/01/67
Capt Allan Paul Slaff		11/09/68 – 02/20/70
Capt Robert Charles Peniston		02/20/70 – 08/20/71
Capt James Donald Elliott		08/20/71 – 08/73
Capt John Joseph Ekelund		08/73 – 06/14/75
Capt Richard Dennis Heenan		06/14/75 – 08/76
Capt James G. Storms III	RADM	08/76 – 11/17/78
Capt Gerard Joseph Flannery	RADM	11/17/78 – 08/29/80

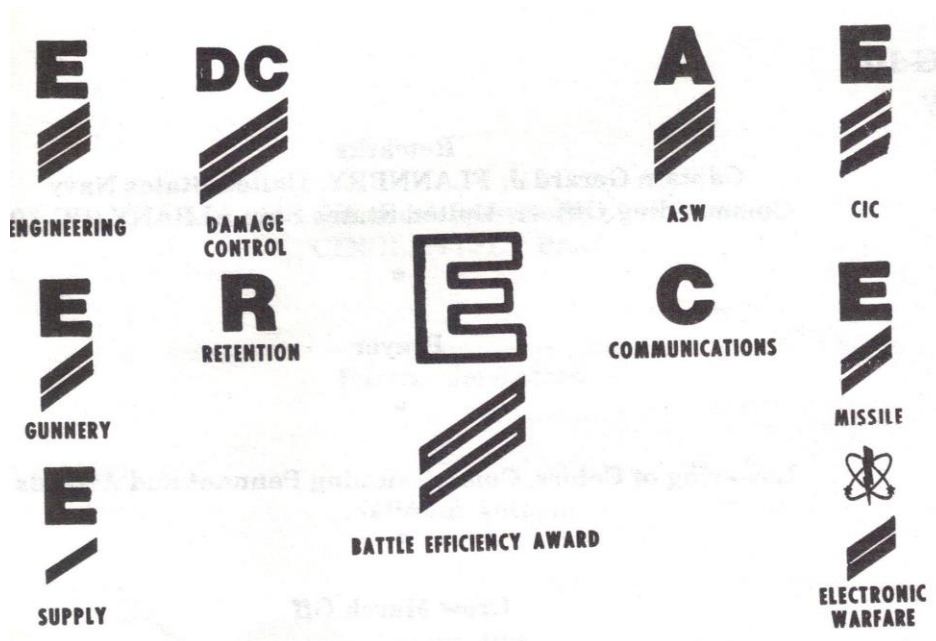


Capt Ben Brown Pickett



Capt Robert Charles Peniston

AWARDS



IN ADDITION TO THE AWARDS SHOWN ABOVE, ALBANY ALSO WON THE BATTENBERG AWARD IN 1979. IT WAS PRESENTED BY LORD MOUNTBATTEN IN GAETA AND ACCEPTED BY CAPT GERARD J. FLANNERY, JR. ALBANY ALSO RECEIVED THE NAVY UNIT COMMENDATION IN RECOGNITION FOR OUTSTANDING SERVICE AS SIXTH FLEET FLAGSHIP FROM 1976 TO 1979



THE SECRET
YVA-3817
COMMANDER Naval Surface Force
United States Atlantic Fleet
The Commander Naval Surface Force, U. S. Atlantic Fleet


takes pleasure in commending

USS ALBANY (CG 10)

for service as set forth in the following

CITATION:

"During the fiscal year ending 30 June 1980, USS ALBANY (CG 10) attained the highest degree of Battle Readiness in Naval Surface Force United States Atlantic Fleet Single Ships Competition and was selected to receive the Battle Efficiency "E" Award and Departmental Awards in Combat Information Center, Communications, Gunnery Systems, Surface-to-Air Missile Systems, Engineering, Damage Control, Supply, Antisubmarine Weapons and Operations and Electronic Warfare. This distinction was achieved through a high degree of teamwork and professionalism. The outstanding performance of duty by the officers and men in USS ALBANY is in keeping with the finest traditions of the United States Naval Service."

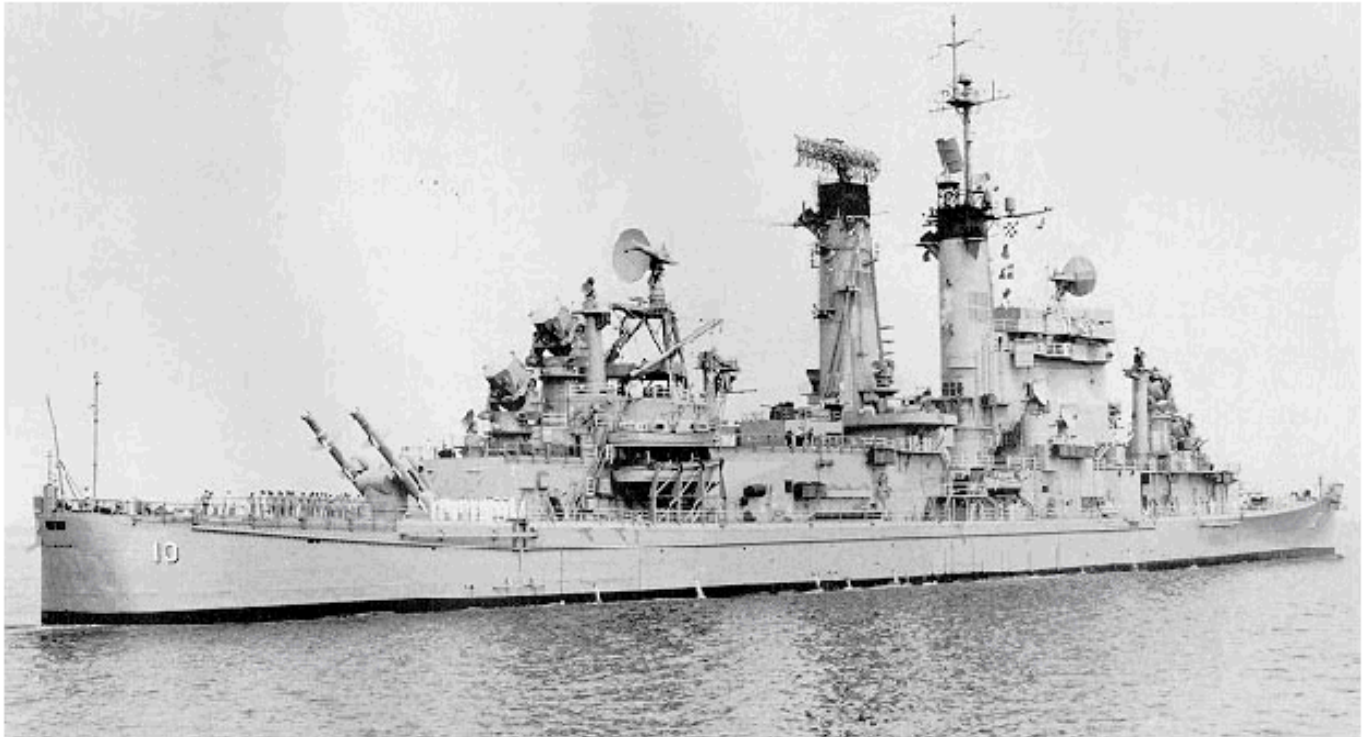

J. D. JOHNSON

Vice Admiral, U. S. Navy

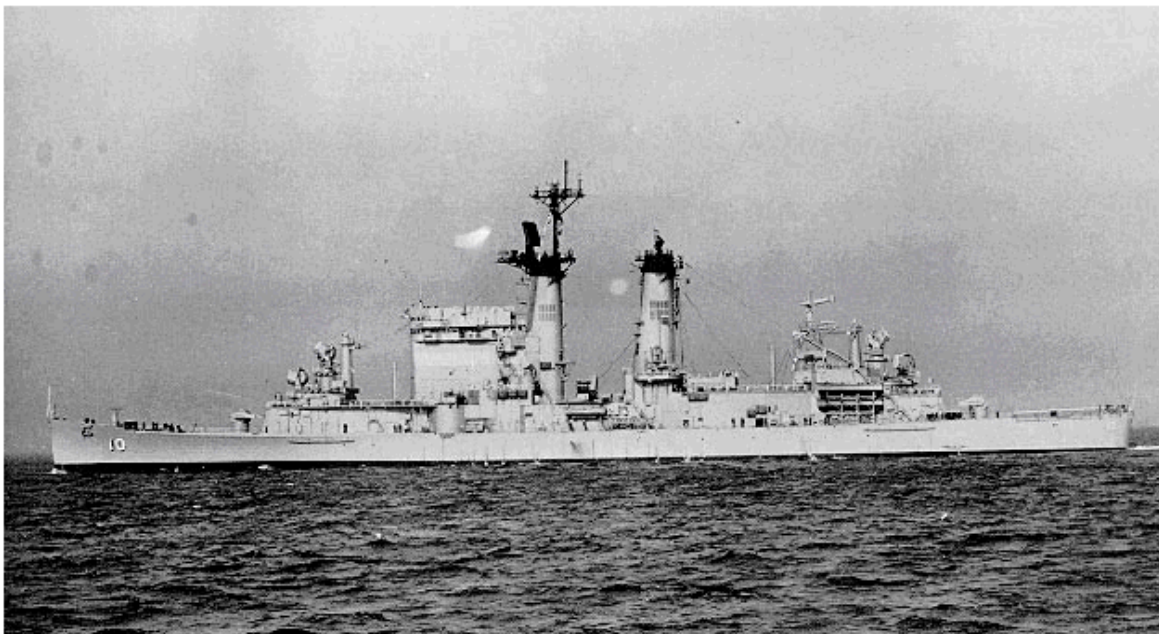
Commander Naval Surface Force, U. S. Atlantic Fleet



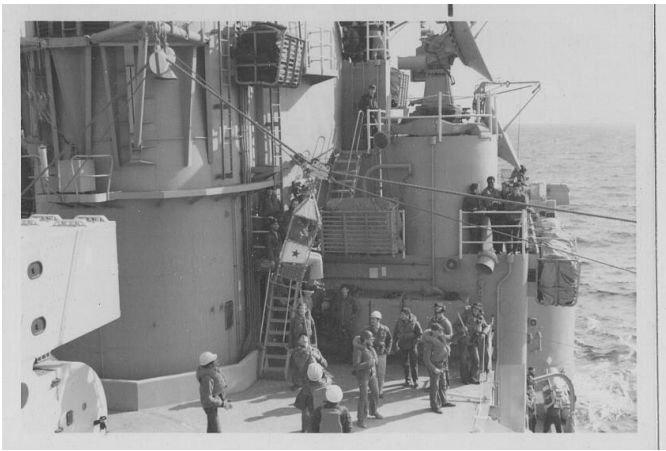
PHOTO GALLERY



ANOTHER VIEW OF THE ALBANY. THE SPS-30 CAN BE SEEN CLEARLY HERE, WITH THE LARGE FEED HORN SET TO THE SIDE OF THE CIRCULAR DISH ANTENNA.



ALBANY IN BOSTON HARBOR, SOON AFTER RE-COMMISSIONING FOLLOWING HER AAW MODERNIZATION. THE FORWARD SPS-30 HAS BEEN REMOVED AND THE SPS-39 REPLACED BY THE MUCH MORE CAPABLE SPS-48. NOTE THAT THE ONE TWIN CELL OF THE ASROC BATTERY IS ELEVATED IN FIRING POSITION.



Highline transfer to the USS Barry DD-933



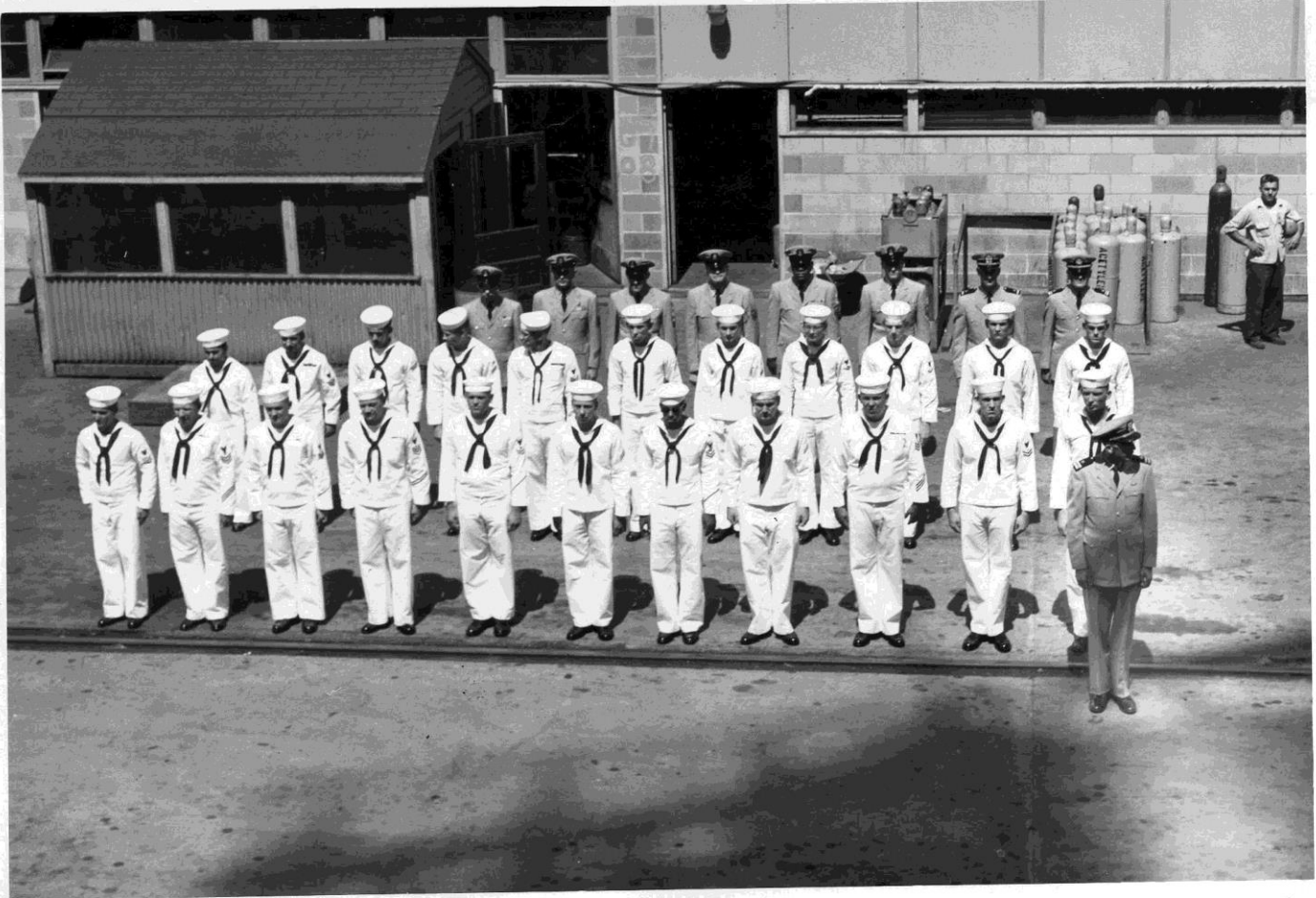
Variety show on the fantail



USS Albany CG-10 docked in Genoa Italy



All of the photos on this page were submitted by Dave Hart, ETC (USNR)Ret. They were taken on the Med cruise in 1972-73. The two sailors on scooters on liberty in Corfu Greece are J.W. Guptill (GMG2) on the left, and Dave J. Hart (FTGSN). We were in Weapons Dept (Weapons Officer - CDR E. H. Cahill, 4th Division Officer - ENS R. W. Cannan).



1ST ALBANY CREW (OPERATIONS) – SUBMITTED BY WILLIAM VINGLAS CG-10 (1962-63)

1st Row Left to Right:

Martell, RM2, Cooper, ET1, Kielhorn, RD2, Norris, ET1, Konrad, QM2, Sieze, SN, Russell, SM2, **Gasch, SA (USS Albany Association member)**, Pearson, RD1, Ridgeway, ET2, Hensley, SA

2nd Row:

Codella, SA, Guindon, RM2, **Vinglas, YNSN (USS Albany Association member)**, Jobe, RMSN, Beatty, ET1, Babcock, SN, **Deaton, RMSN (USS Albany Association member)**, Horton, QM3, Jackson, ET3, Freeman, SN, Moberg, RMSN.

3rd Row:

Harvey, ETC, Kaiser, ETC, Ingersoll, RDCM, Dent, SMC, Vales, RMC, O'Fier, RDC, ENS P. F. TAGUE, LTJG M. L. BANKS.

Officer in Charge: LT W. D. FOLWICK, USN (COMM Officer)



Fifteen members of the USS Albany CG-10 pre-commissioning crew being promoted to Third Class Petty Officer by Capt Ben B. Pickett on 15 November 1962 – submitted by Bill Vinglas.

Four members of the USS Albany Association are in this picture:

YN3 Sam Triassi – front row, 2nd from right

RM3 James Deaton - front row; 3rd from right

PC3 Pete Rhinesmith - pretty sure top row; 3rd from left

YN3 William Vinglas - top row; 4th from left and next to CAPT Pickett.

Other names identified in the photo are:

RD3 Schultz - left side of CAPT Pickett

EN3 Chumita - top row right back of Schultz

SM3 Cole - 1st person, front row, left

PN3 Korteweg - 2nd person, front row, left

RM3 Smith - 1st person, front row, right

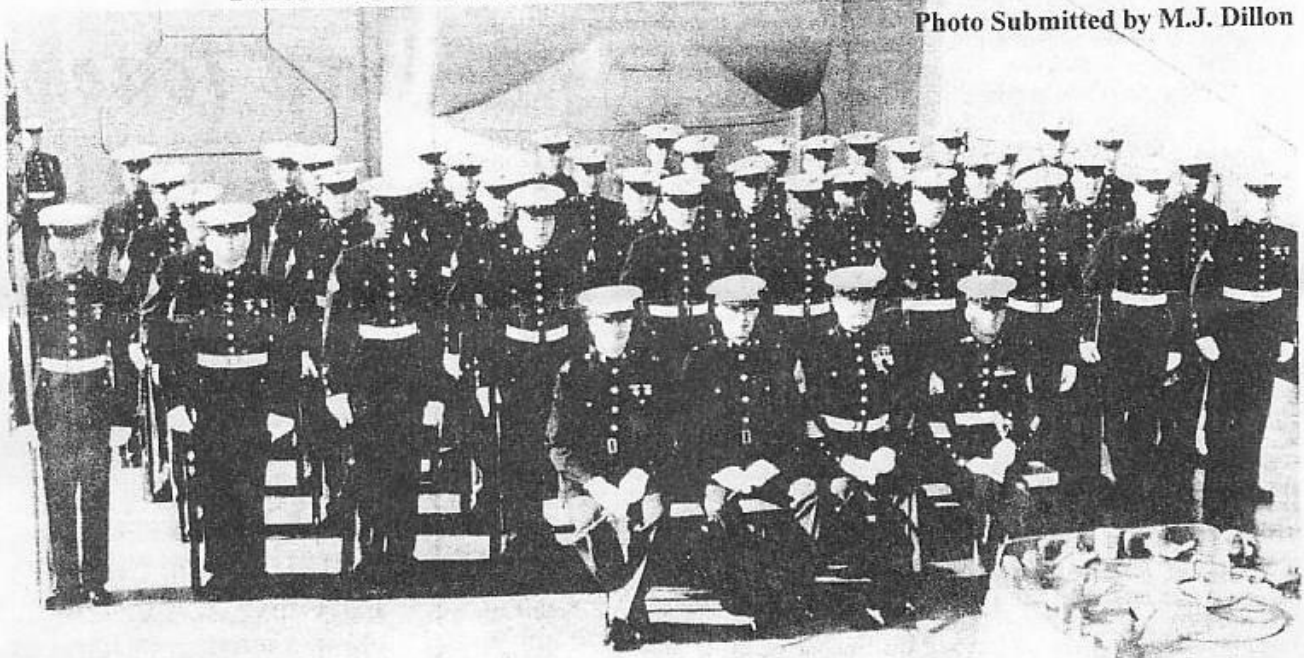


USS ALBANY CG-10 WORKING PARTY



MarDet USS ALBANY CG-10 1963

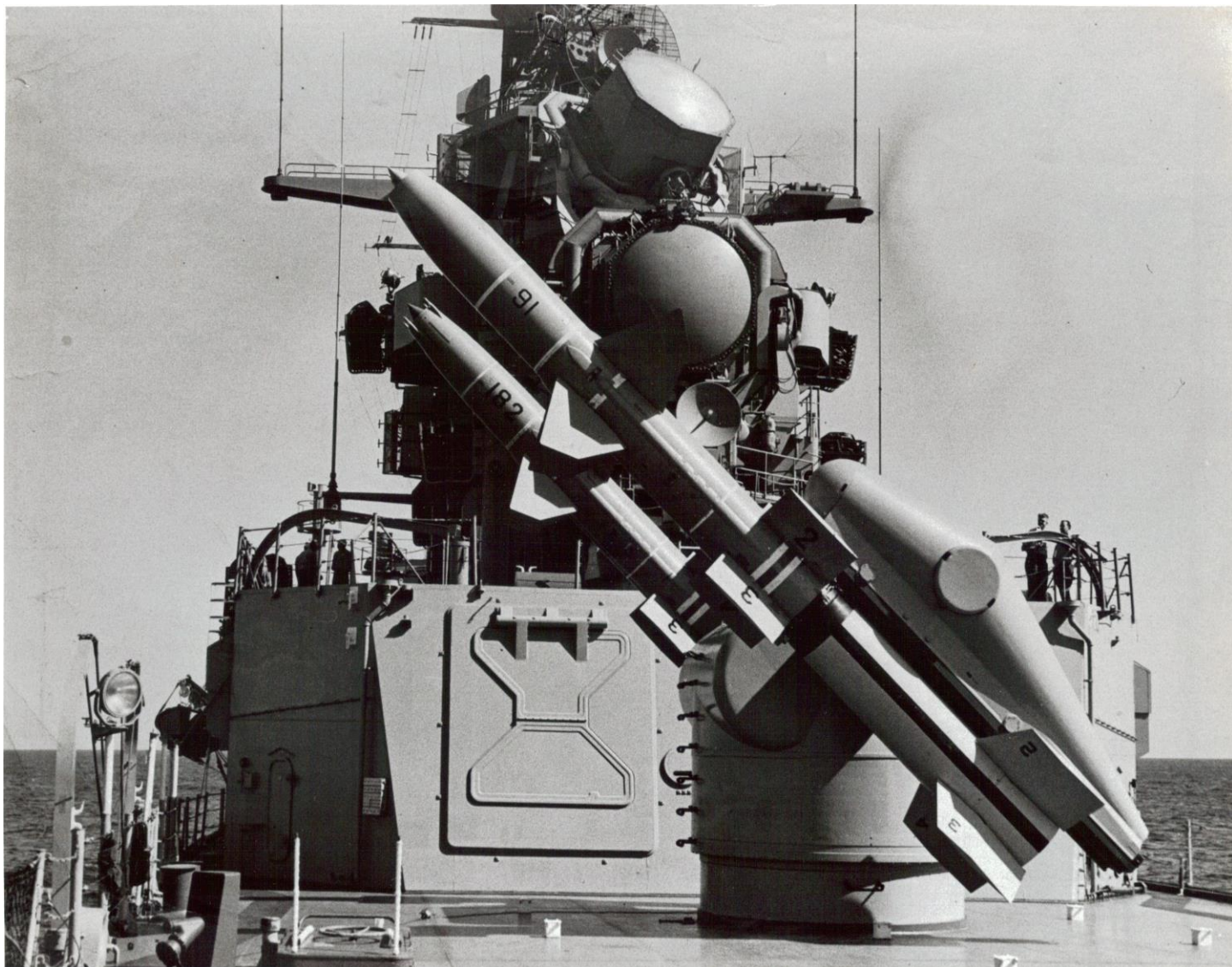
Photo Submitted by M.J. Dillon



MARINES

First row, L to R: Houston, T.C., CAPT; Bryan, C.G., 1st LT.; Lister, L.J., 1st Sgt.; Farmer, C.T., Sgt.
 Second Row: Hogan III, W.L., Pfc; Tremblay, W.P., Cpl; Alexander, C.R., LCpl; Rosenbach, T.A., Pvt;
 Strouse, G.D., Pfc; Kyle, J.R., Pfc. Third Row: Dove, W.W., Cpl; White, W.W., LCpl; DeBree, R.W.,
 LCpl; Scrader, G.E., LCpl; Swaringim, K.V., Pfc; Vance, J.H., LCpl; Champagne, P.P., Pfc; Kepler, J.R.,
 Pfc; Smith, W.G., Pfc. Fourth row: Goldsborough, L.A., Cpl; Keagle, T.T., LCpl; Bradley, R.A., Pfc;
 Farrell, T.L., LCpl; Waller, J.H., Pfc; Hyde, Jr., D.B., Pfc; Lindsey, R.P., LCpl; Plyler, C.G., LCpl;
 Dillon, M.J., Pfc. Fifth row: Murphy, J.T., Cpl; Blickensdefer, D.E., Cpl; Grace, C.A., LCpl; Arborn,
 B.J., Pfc; Goodman, E.W., LCpl; Lynn, E. Pfc; Barnett, A.B., Pfc; Ruhf, L.C., Pfc; Maynes, E.J., Pfc.





USS ALBANY CG-10 TALOS MISSILE SYSTEM



USS ALBANY CG-10 (1979) FINAL CONFIGURATION



USS ALBANY CG-10 TALOS MISSILE FIRING



USS COLUMBUS CG-12 TARTAR MISSILE FIRING



USS ALBANY CG-10 IN TOULON, FRANCE



USS ALBANY CG-10 AT THE END OF A VERY LONG JOURNEY WAITING TO BE SCRAPPED





USS ALBANY CG-10 IN MOTHBALLS