

HISTORY OF THE USS RICHARD B. ANDERSON (DD 786)

The USS RICHARD B. ANDERSON (DD 786) was built by the Todd-Pacific Shipyards of Seattle, Washington, and commissioned on 26 October 1945. She is named after PFC Richard Beatty ANDERSON, USMC, of Tacoma, Washington who was posthumously awarded the Medal of Honor for heroism during the battle of Roi Island, Kwajalein Atoll in February 1944.

The ANDERSON's first Commanding Officer was CDR Hugh Q. MURRY, USN and her first executive officer was LCDR John F. COLLINGWOOD who later returned in 1961 as her division commander.

Underway, for the first time, from Seattle, ANDERSON proceeded to her home port, San Diego, for shake down operations. In January of 1946, she returned to Bremerton Naval Shipyard for post-shakedown availability.

Following the availability at Bremerton, ANDERSON returned to San Diego area where her primary operations were plane guarding for ESSEX class carriers.

During the summer of 1946, she continued to operate out of San Diego but was limited in the length of time she spent at sea by the personnel shortages. By the fall of that year, the personnel situation had become serious enough so that ANDERSON was no longer capable of going to sea and she remained moored to the buoy in San Diego, Harbor.

By January of 1947 sufficient new personnel had been assigned so that the ship was once again capable of operating at sea. In February of that year, ANDERSON, in company with DesDiv 12, joined Task Force 51 for a month long fleet exercise in the area south of Hawaii. Upon completion of the exercise, she made her first appearance in Pearl Harbor where she stayed for a week.

While returning to San Diego from Pearl Harbor in company with Destroyer Flotilla ONE, ANDERSON assisted in an unsuccessful search for survivors of the S.S. FORT DEARBORN which had broken in two about a thousand miles north of Pearl Harbor.

After her return to San Diego, ANDERSON continued to operate for short periods in that area. In April she visited San Francisco after completing a two-week period of type training exercises. She returned to San Diego in April and continued local operations before preparing for her departure for Hawaii and three months of Anti-submarine and type training exercises. After finishing her Hawaiian operations, ANDERSON returned to the States and Bremerton Naval Shipyard for her second yard period.

In late November of 1947, CDR MURRAY was relieved by CDR Delmer F. QUACKENBUSH, USN, as Commanding Officer of ANDERSON.

By mid-January of 1948, ANDERSON's scheduled overhaul was complete and she returned to San Diego with DesDiv 12 for a five week period of refresher training. After this training has been completed and with practically a complete new crew aboard, ANDERSON began preparations for her first tour of duty in the Western Pacific.

ANDERSON sailed on the morning of 9 March 1948 in company with DesDiv 12 for Pearl Harbor where two weeks were spent conducting ASW exercises. From there, she proceeded via Kwajalein and Guam to Tsingtee, China where she arrived on 15 April 1948.

After two weeks of voyage repairs, ANDERSON left for Buckner Bay, Okinawa and two weeks of ASW training. Returning to Tsingtee in the middle of May she continued to operate at a heavy pace with more inter-division, inter-ship, and type training exercises.

Departing Tsingtee for a second time, the ship proceeded to Shanghai, Hong Kong, and Manila. Returning in mid-August ANDERSON remained in the area conducting various exercises until September when she sailed for Shanghai and Kirun, Taiwan.

By 12 November, ANDERSON's tour of duty in WestPac was completed and she sailed for home, arriving in San Diego on 26 November.

After almost two months of upkeep and tender availability, ANDERSON put to sea again in late January of 1949 for two weeks of ASW and gunnery exercises. Then she proceeded to Long Beach where she prepared to take part in Aerobee guided missile tracking tests with the USS AGNEW and the USS NORTON SOUND.

In company with these two ships, ANDERSON left Long Beach on 24 February 1949 and headed south. On March 7th the three ships stopped for two days to replenish and take on provisions at Balboa, C.Z. From Balboa, the ships got underway for the magnetic equator where the missile tests were scheduled to be conducted. Upon completion of the tests the ships headed for port of Callao, Peru arriving there 25 March for a three day good will visit.

On 9 April ANDERSON returned to San Diego once again but by the 25th of that month she was underway for Puget Sound Naval Shipyard for a two month overhaul to be completed 30 June 1949 and during which CDR QUACKENBUSH was relieved by CDR William P. MACK, USN.

On the fourth of July 1949, ANDERSON was honored by an invitation to take part in the festivities at Tacoma, Washington, the home town of her namesake. On that occasion, the parents of PFC Richard B. ANDERSON visited the ship for the first time since her commissioning.

In August of that year, ANDERSON sailed for the Far East and her second tour in Western Pacific waters. During this cruise, ANDERSON operated primarily in the Philippines area, visiting Hong Kong on several occasions and making one cruise to Saigon, Indo China during which she had the dubious distinction of being fired on by communist guerillas who were then engaged in sporadic fighting with French troops.

Early in the spring of 1950, ANDERSON proceeded to Yokosuka, Japan and continued to operate from that port until her return to the States in June.

Since she had just returned from WestPac when hostilities broke out in Korea, ANDERSON did not see immediate action in that area. In October of 1950, CDR MACK was relieved as Commanding Officer by CDR Charles N. SUGARMAN, USN, and in October the ship entered Mare Island Naval Shipyard at Vallejo, California for a routine yard period which was followed by the usual refresher training.

On 19 February 1951, ANDERSON sailed for Korea. On 15 March she joined Task Force 77 with which she performed such duties as sinking mines, plane-guarding, picking up downed pilots, and screening the main body. She later joined Task Force 95 on 17 April and worked with various United Nations Naval units as a part of that force. She soon returned to Task Force 77 to take part in the siege of Wonsan and on 28 May was detached to proceed to the Taiwan Straits.

On 5 August, ANDERSON rejoined Task Force 77 to complete her tour of duty with this force. After a two week stay in Yokosuka during which she replenished stores and fuel and during which CDR Frank R. WHITBY, USN, relieved CDR SUGARMAN as Commanding Officer, she returned to the States arriving in October 1951.

Following the usual leave and recreation period, ANDERSON participated in training and refresher operations including the LEX-BAKER exercise. She entered San Francisco, Naval Shipyard on 25 April 1952 for another routine yard period which was completed 10 May. She returned to San Diego where she spent ten days before departing for a second tour of combat duty in Korea.

ANDERSON arrived in Yokosuka on 10 June 1952 and remained there for voyage repairs before joining Task Force 77 off the coast of Korea in late June. Again she performed the routine duties of screening, plane-guarding and occasional shore bombardment. After a continuous thirty day period at sea, the ship returned to Yokosuka to prepare for hunter-killer ASW exercises.

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After two days of primary ADW, ANDERSON in company with Task Force 77 sortied from Yokosuka for intensive training along the southern coast of Honshu. The group consisted of various units of Task Force 77, including the ADW force. On 21 July, Destroyer 12 left the ADW force and proceeded to join Task Force 77 in the Taiwan Straits and assume patrol duties off the west coast of China.

During her patrol duties, the ship entered the port of Tamsui, Taiwan for replenishment and also had occasion to visit Hong Kong for three days. After being relieved on 20 August ANDERSON, with the rest of Destroyer 12, proceeded to Sasebo, Japan where CDR WHITET was relieved by CDR George H. DETHMERS, USN. From Sasebo, the force sailed for Formosa and Task Force 77.

Arriving in Whamp Harbor on 23 August, the ship assumed her duties with TF-77 which consisted of patrolling and boarding the coast west of Formosa until 27 August at which time she again joined Task Force 77.

After detachment from Task Force 77 ANDERSON proceeded to Yokosuka for tender availability. Upon completion of repairs she visited Hakodate, Hokkaido, Japan. The ship proceeded final hunter-killer exercises for the ship in the Far East. She sortied with Task Group 76.7 from Hakodate on 10 September to exercise course to Yokosuka. ANDERSON once again was underway for duty with Task Group 77 on 26 September.

The ship joined Task Force 77 on 30 September and assumed her duties she had performed so often before. During the period 19 to 29 October the ship was granted upkeep and tender availability in Sasebo, Japan. A period with Task Force 77 ensued to complete combat duties for ANDERSON in the Far East.

ANDERSON, in company with Destroyer Squadron ONE got underway on 1 December 1952 for her return to the United States where she arrived just four days before Christmas. The usual month of leave, liberty and recreation followed. During 1953 ANDERSON had the privilege of being selected as one of the ships to be used in the filming of *China Station*. In February the ship entered Hunter's Point Naval Shipyard at San Francisco, for a four month yard overhaul.

After leaving the yard in early July the rest of July and August were devoted to participating in the Seattle fair. On 8 September ANDERSON sailed again for the Far East, arriving in Yokosuka on 29 September 1953. In spite of the cessation of hostilities in Korea, patrol action was still carried on off the coast of Korea. The fast carrier task force which had operated during the war in that area continued to operate there except that it's activities were devoted to various training exercises in which ANDERSON joined. From there, she proceeded to Kaohsiung, Taiwan to train Chinese Nationalists and then to Hong Kong for a three day visit.

The rest of the cruise was devoted to the same sort of exercises and operations that had marked her non-combat days during the Korean War. ANDERSON sailed for the States on 16 April 1954. After the usual leave period she conducted local operations, until 26 July, when she again participated in the Seattle Seafair. In early August, CDR William R. BARNETT, USN relieved CDR RHINEHART as Commanding Officer.

On 2 November 1954 ANDERSON sailed again for WESTPAC arriving in Yokosuka on Thanksgiving Day. After which she operated around Okinawa and the PHILIPPINES. On 17 December, she returned to Yokosuka to spend the Christmas holidays in port. A scheduled departure on 2 January 1955 was cut short when trouble developed in her main reduction gear which forced ANDERSON to remain there until 11 February. At that time, the ship rejoined DesDiv 12 off Okinawa and proceeded from there to Sasebo, Japan. Early in March all four ships of the Division visited Hong Kong and then returned to Yokosuka to prepare for the forthcoming trip back to the States.

On April 10, 1955 ANDERSON returned to the States and three weeks later sailed for Mare Island, Naval Shipyard and a routine yard period. On 4 August, the ship returned to San Diego and the normal period of refresher training.

In late October of 1955, ANDERSON began preparation for her next WESTPAC Cruise. Departing San Diego on 10 November the ship proceeded to Midway Island, she arrived in Yokosuka on 10 December. A two week period of voyage repairs followed prior to departure for Taiwan and a tour with the Taiwan Patrol. Both Christmas and New Years were spent in Kaohsiung, Taiwan.

In early January ANDERSON continued to operate with Task Force 72 patrolling the Taiwan Straits.

In late January ANDERSON departed Kaohsiung by way of Kirun, for Subic Bay, P.I. and ten days of upkeep. The ship left Subic Bay in mid-February and proceeded to Hong Kong for five days of liberty and recreation. Then with DesDiv 12, she got underway to join Task Force 77 for a two week period followed by a brief period with Task Force 90 during which she participated in the NavMarLax 1-56 including a large-scale mock invasion of Iwo Jima.

Detached from Task Force 90, ANDERSON proceeded to Sasebo in late February for a two week availability. Upon completion of this period the ANDERSON participated in Hunter-Killer exercises from Yokosuka to Okinawa and then returned independently to Yokosuka for an additional ten day availability to effect satisfactory repairs to a generator. Local training exercises and a five day visit to Nagoya, Japan followed before joining Task Force 77 and DesDiv 12 for two weeks of exercises witnessed by the Under Secretary of the Navy.

Returning to Yokosuka in late April, the four ships began preparations for the return trip to the States. DesDiv 12 departed for CONUS on 3 May. Four days later, the USS KEARSARGE (CVA-33) joined the group and sailed with them to Pearl Harbor. One day spent in Pearl refueling and then DesDiv 12 proceeded to San Diego arriving there on 17 May.

The four weeks following her arrival in the states were spent in leave for the crew and repairs to the ship. On 14 June, CDR BARNETT was officially relieved of his command by CDR George A. SULLIVAN, USN.

The following week was marked by a local Hunter-Killer operation in conjunction with the USS BOXER (CVS-21) and followed with a week of plane-guard duties for the USS ESSEX (CVA-9).

After upkeep in early August 1956 while at Pyramid Cove, San Clemente Island ANDERSON received high priority orders to return to San Diego for provisions and possible deployment. At high noon of 9 November ANDERSON along with other ships of DesDiv 12 and the USS PHILIPPINE SEA weighed anchor on an emergency deployment that took the task force into the Central Pacific area and which terminated one month later.

Early January 1957 saw ANDERSON preparing for deployment again and on 14 January 1957 she deployed to WESTPAC for her 11th tour in that area. She was in company with the ships of Destroyer Squadron ONE, scheduled for a six month tour in Western Pacific waters with the U.S. Seventh Fleet. Stops were made at Pearl Harbor and Midway Island enroute.

After buffeting heavy seas, upon departing Midway Island ANDERSON arrived at Yokosuka, Japan on 31 January. A short period was assigned for voyage repairs and logistic support after which the ship was assigned to Task Force SEVENTY-SEVEN. Operations with this force carried the ship south from Japan into the Philippines by March.

During operations in Philippine waters in early March, ANDERSON found time to conduct her annual gunnery exercises in the Subic Bay area. Her gunners in the 5 inch gun mounts took good advantage of favorable weather and seas when they fired the short range battle practice. From a distance of nearly two miles gun crews demonstrated their Navy marksmanship. Each gun mount donned a white "E" for excellence award.

When all gunnery was completed ANDERSON continued its duties as plane-guard and anti-submarine screen ship for the carriers of Task Force SEVENTY-SEVEN. On 14 March she was assigned to the BEACON HILL Amphibious exercise which included a full scale landing in the Philippines. ANDERSON was selected mid-way through BEACON HILL to escort the Cruiser SAINT PAUL with Commander SEVENTH FLEET embarked, and the carrier Shangri La into Manila to pay silent tribute to the late president Magsaysay of the Republic of the Philippines.

Upon completion of BEACON HILL in April, ANDERSON set her course northward toward the land of the rising sun. A seven day upkeep period at Kobe, Japan terminated in mid-April after which the ship participated in a Convoy routing and Hunter-Killer exercise off Tokyo Bay and along the shipping lanes toward the United States. Much enthusiasm was generated when the sonar team tracked down and claimed a kill of an "enemy" submarine.

After a one day stop in Yokosuka, ANDERSON sailed for Nagoya and arrived there on 20 April for a four day visit amidst the beauty of spring in Cherry blossom time.

ANDERSON departed Nagoya in a heavy morning fog on 23 April 1957. Already the fog had claimed a victim when the SS President Johnson of the American President Lines was in collision with the SS Lennox Heights just outside Nagoya channel entrance.

After clearing Nagoya, course was again set southward to the warmer weather and calmer seas off Okinawa and Taiwan. A series of task force operations with Task Force SEVENTY-SEVEN ensued during late April and the early weeks of May.

On 18 May ANDERSON proceeded to Hong Kong and arrived there early on 20 May for a weeks visit. The standard treatment was given the ship's sides by "Mary Sue" and her girls. Despite extremely heavy rains during the stay, many crewman returned to the U.S. with half Wellington boots and tailored British woolen suits.

ANDERSON returned to the Okinawa area in late May and once again joined Task Force SEVENTY-SEVEN for a final ten day operation. Upon completion of this operation, course was set through heavy seas, whipped up by three successive gales, to Yokosuka.

While at Yokosuka ANDERSON crew engaged in a few games of basketball and softball. Two ship's dances were held. At ceremonies on the fantail the Captain (CDR George A. SULLIVAN) commended certain crew members for performance of duty; gave out high school diplomas and petty officer promotion certificates. A deserving "well done" was given to all members of the crew. There would be many new faces on board shortly after arrival in San Diego, and many familiar faces would disappear as short timers left. This was the chance to assemble the crew which had operated the ship for almost five operation packed months in the Western Pacific.

At 0600 on 20 June ANDERSON slipped her berth at Yokosuka and negotiated the channels of lower Tokyo Bay.

Upon clearing, course was set for Midway Island where a stop was made for fuel. From there a great circle course was taken to San Diego where ANDERSON arrived the afternoon of 3 July after having steamed 33,295 miles in the five months twenty-one days since 14 January.

Upon return to EASTPAC on 3 July 1957 a leave and recreation period was assigned. The West Coast Board of Inspection and Survey conducted an INSURV inspection on 8 August.

On 27 August ANDERSON conducted a day long cruise for its dependents along with its sister ships of the division. Tactics were conducted highlighted by each ship dropping two depth charges with a setting of 50 feet. Buffet lunch was served from 1200 until return to port about 1530.

In early September 1957 the ship departed San Diego and for Mare Island, California where the next three months were spent in regular overhaul. After a brief MFS period in early December, ANDERSON moved to the Naval Station at San Diego to spend the holidays along side.

January 1958 found ANDERSON working hard under the watchful but helpful eyes of the Fleet Training Group, San Diego. More than 80% of the crew had been replaced since 3 July 1957 and refresher training tied this group together into a combat team.

The first two weeks of February were spent alongside "Doc" Piedmont, for pre-deployment tender availability. The ship was once again ready and on the first watch on 17 February 1958 one long blast was the signal the RICHARD B. ANDERSON was off for the Western Pacific to join the SEVENTH FLEET this time via ports in Australia and Tasmania.

On 17 February 1958 DesDiv 12 and ANDERSON was again on the way across. Enroute to WESTPAC the ANDERSON visited Pearl Harbor, Suva, Fiji Islands, and Hobart Tasmania, arriving at Subic Bay, P.I. in late March. During May the ship participated in the SEATO Naval Exercise "Oceanlink", the largest Pacific Allied Naval Exercise to date, in which were assembled ships from the United Kingdom, Australia, New Zealand, Pakistan and the United States.

While in Yokosuka, Japan in May 1958 Commander H.A. FIMSTAD officially relieved Commander G.A. SULLIVAN as Commanding Officer of ANDERSON.

After a month spent on Taiwan Patrol and a visit to Hong Kong, the ship operated with various fast carrier task forces in the vicinity of Japan and Okinawa. Eight NROTC midshipmen from different colleges and universities were embarked during this period on Midshipmen Training Cruise "Bravo". While aboard the midshipmen performed typical duties of junior officers, gaining experience in shiphandling, administration, and shipboard life in general. This was the first trial of sending small groups of midshipman aboard to live and stand duties of junior officers. The results were commendable.

The ship returned to San Diego in September 1958, having spent almost seven months in foreign waters. Chinese Communist activity in the Formosa area during July came close to extending the cruise well past normal lengths, but the firm U.S. stand in handling the situation brought a timely end to the difficulty.

After a month of well-earned rest, ANDERSON commenced the job of training the flood of new personnel which inevitably arrives after a deployment. This task was accomplished through participation in several large scale anti-submarine and anti-air exercises along the Pacific Coast, as well as numerous individual training periods and schooling ashore. Thus by May 1959, with less than half the crew "veterans", ANDERSON was once again ready to sail for the Orient and the SEVENTH FLEET.

On 2 May 1959, DesDiv 12 and ANDERSON got underway for WESTPAC via Pearl Harbor and Midway, arriving in late May in Yokosuka, Japan.

Upon completion of voyage repairs, ANDERSON participated in a week long advance ASW exercise with the Japanese Maritime Self Defense Force. The exercise was a large scale effort and the results were gratifying. Upon completion of these exercises she departed for duty with Task Force 72 and the Formosa Patrol via Buckner Bay, Okinawa. During her month on the Patrol, visits were made to Hong Kong and Kaohsiung, Formosa. ANDERSON was relieved on the 15th of July and departed for an availability in Sasebo, Japan playing tag with a typhoon as both proceeded toward Japan.

ANDERSON was headed for an unexpected extra trip to Hong Kong when she was diverted from the division for duty with carrier Task Group 77.6. Two weeks later she rejoined DesDiv 12 with Task Group 77.4 again skirting a typhoon to make the rendezvous.

On 21 August, ANDERSON arrived in Kobe, Japan for a ten day stay and then rejoined Task Group 77.4 for three weeks of arduous operations in the Okinawa and Formosa areas.

On the 19th of September, ANDERSON arrived in Yokosuka, Japan for voyage repairs and on 28 September, departed for San Diego via Midway. She arrived on 11 October 1959 for leave and upkeep. From October until June ANDERSON participated in local training operations. The most significant task, however, was preparation for Mark I Fram program which in effect would produce a "new ship" after a year in the Bremerton Naval Shipyard.

The opening of 1960, taking in the months of January through March, saw ANDERSON, under the command of Commander Henry A. EIMSTAD, USN participating in a series of training exercises designed to increase the battle efficiency of both the officers and enlisted personnel. These exercises were held off the coast of Southern California and took up all of the ship's steaming time during the first three months of the year.

On 11 April, ANDERSON got underway to participate in special evaluation of an anti-aircraft weapons exercise with USS CANBERRA, USS ORISKANY, Beach Jumper Unit I, various shore based activities, and other destroyers from the San Diego-Long Beach area.

Toward the completion of these exercises, ANDERSON was detached from the main force to join in the search for survivors of an aircraft which crashed into the sea during the final phase of the evaluation operation. Other units of the search found two survivors and ANDERSON found evidence of the crash in the sea. However, the search was secured with two of the personnel aboard the downed aircraft listed as missing.

On 5 May, ANDERSON joined other units of the U.S. Pacific Fleet, with CANBERRA serving as Senior Officer Present Afloat, to participate in a Fleet

Review held off the coast of California near Oceanside. At the successful conclusion of this review the ship returned to home port in San Diego.

The next operation in which ANDERSON participated began on 20 June when the ship departed San Diego to take up rescue station for the flight of President Dwight D. Eisenhower from Honolulu, Hawaii, to Travis Air Force Base, California. The President's flight marked his return to the United States from a personal mission of peace and good will to nations of the Far East which was highlighted by warm receptions for Mr. Eisenhower wherever he visited.

The rescue standby mission - which saw ANDERSON stationed as the furthest ship from the mainland of the United States - was completed on 27 June and ANDERSON returned to San Diego.

On 12 July, ANDERSON received orders which officially changed its home port from San Diego, California to Bremerton, Washington, and departed for Olympia, Washington, where it participated in the festivities of that city's annual Lakefair celebration. During the course of the celebration, members of ANDERSON's honor guard participated in a parade through the streets of downtown Olympia which highlighted the Lakefair Celebration.

As a result of the smart appearance of the ship during its stay in the port of Olympia, and the outstanding friendliness and smartness of both officers and men, ANDERSON received high praise from both private citizens and civic officials of Olympia.

On 18 July, ANDERSON arrived in the Puget Sound Naval Shipyard in Bremerton, Washington, and pre-overhaul tests and conference were begun at once.

On 29 July, Commander EIMSTAD ended his tour of duty aboard ANDERSON when he officially handed his command of the ship over to Lieutenant Commander James P. McAVENIA, Jr., USN, a former enlisted man in the U.S. Navy who after

his graduation with distinction from the U.S. Maritime Academy was commissioned as an Ensign in the U.S. Navy.

Following relinquishment of his command to Lieutenant Commander McAVENIA, Commander EIMSTAD reported to his new duty station with the Office of Naval Research. Both the officers and men of ANDERSON who had the honor of serving under him remember Commander EIMSTAD as a dedicated Naval Officer and regard him as an outstanding Commanding Officer.

Under the diligent and competent guidance of Lieutenant Commander McAVENIA, work on the overhaul program moved forward rapidly and still all phases of the operation were ahead of schedule.

In connection with the overhaul work, officers and men moved ashore on 12 August, and ANDERSON was moved onto the keel blocks in Dry Dock Number Two on 28 September. Work on the FRAM I overhaul progressed rapidly, with both civilian workers and members of the ship's company joining forces diligently in the necessary work.

While to the average citizen, the cost of overhauls on ANDERSON may seem high, the total cost will be approximately \$5,284,000, the benefits gained in terms of the projected increase in the ship's serviceable life and battle efficiency make the costs seem small in comparison. Under the FRAM I Program ANDERSON is due to be equipped with both ASROC and DASH and will have approximately eight years added to its life as a potential fighting unit of the U.S. Navy. In addition to ASROC and DASH, ANDERSON is also due to be equipped with the latest issue in electronics and communications equipment.

Broken down, the cost of the overhauls will come to \$2,300,000 for rehabilitation changes and \$2,984,000 for modernization and equipment. But as noted before, these costs are small when compared to the vastly increased efficiency ANDERSON will be able to display in the fields of anti-submarine and anti-air warfare.

Perhaps the most important date in 1960 for ANDERSON came on 1 August when Lieutenant Commander McAVENIA received official notification that the ship had been awarded the Battle Efficiency "E" as a result of its ranking in Fleetwide competition. ANDERSON's grades, in all fields of operations, were oppressive and can be attributed to the high morale and hard work of both officers and men during the year.

For their achievement, the officers and men of ANDERSON received the following message of commendation and congratulations from Rear Admiral Paul H. RAMSEY: "The Commander-in-Chief of the Pacific Fleet notes with pleasure that USS Richard B. ANDERSON (DD 786) was awarded the Battle Efficiency "E" for the fiscal year 1960. Your superior readiness proven by intra-type competition during the past year is a result of teamwork and devotion to duty of all hands. Please convey on my behalf to your officers and men my sincere good wishes and a well done for this outstanding achievement."

On 15 August, the award was presented to Lieutenant Commander McAVENIA who received it on behalf of all officers and men, in formal ceremonies by Rear Admiral W.A. DOLAN, Jr., USN, Commanding Officer of the Puget Sound Naval Shipyard. As a result of the "E" Award, several members of ANDERSON's crew received appropriate letters of commendation from Commander EIMSTAD.

As 1960 moved to its close, work on the overhaul was one month ahead of schedule and both officers and men were looking forward to being returned to duty with the fleet.

For almost five months, the ship was in drydock and on 7 January 1961 she was undocked and the final stages of the overhaul were begun. In April 1961, the engineering plant was lighted off for the first time in eight months.

Among the accomplishments of the crew during the months in Bremerton were outstanding participation in the annual Navy Relief Drive, the Bremerton United Fund Drive; and a Christmas party for some 25 orphan children in the Bremerton area. Just prior to her final departure from Puget Sound Naval Shipyard, in

August 1961, the ship was cited for her good citizenship by Mayor H. O. Domstead of Bremerton.

Along with a new ship, a largely new crew, and all the latest in fighting equipment, ANDERSON was assigned a new Commanding Officer in the person of Lieutenant Commander Emmett H. TIDDE, who arrived in Bremerton and officially took command of the ship on May 3, 1961. The new captain was promoted to the rank of full commander on the day he officially took command of the ship.

On May 12, 1961, the crew moved back aboard and on May 15, 1961, the ship put out to sea for the first time to conduct informal trials. Following those trials, the ship returned to PSNS to prepare for her formal post-repair trials and an INSURV inspection. In the INSURV she received the grade of outstanding, the highest grade ever given a FRAM ship.

After her official release from the yards, the ship represented the Navy at the annual Capital Lakefair in Olympia, Washington, for the second consecutive year, and then in Vancouver, B.C., Canada, as part of that city's observance of the 75th Anniversary of its founding.

Following a month's cruising and further tests in Puget Sound, ANDERSON departed for a five day trip down the U.S. Pacific Coast for her homeport of San Diego, with stops in both Long Beach and Seal Beach, California.

Following her return to San Diego, ANDERSON spent six weeks going through underway training. Almost immediately after the underway training the ship participated in "Operation Sea Shell", a war game played under the most realistic conditions possible. This was followed by a tender upkeep period and plane guard duties with the USS HANCOCK and USS MIDWAY in the waters off San Francisco. The ship then returned to San Diego to the Naval Repair Facility for inport training and ship's force upkeep.

The first part of 1962 was spent making preparations for participation in "Operation Dominic". ANDERSON was assigned as standby firing ship in

the "Swordfish" portion of the operation.

On 1 April 1962, ANDERSON changed its stack emblem and became a member of Destroyer Squadron FIVE. The following period was spent in local sea operations.

The period 13-17 June was spent in Portland, Oregon, where ANDERSON was selected as one of the ships to represent the U.S. Navy at the annual Portland Rose Festival.

Following the Rose Festival visit, the ship received its period alongside the tender, and followed this with sea operations and an inport upkeep and training period. On 3 August 1962 ANDERSON conducted a dependents cruise, which included operations with a submarine.

The inport training period scheduled for August was spent in San Francisco, with ANDERSON taking advantage of the Treasure Island schools for the period of 10-24 August.

Upon return to San Diego, ANDERSON was selected as one of the destroyers to represent the 60th Anniversary of Destroyers celebration. The ship spent 1-3 September tied up at Broadway Pier, San Diego, for visit ship. ANDERSON was fortunate to have a DASH unit on board during this period. This marked the first visit of a DASH on board a West Coast destroyer. It was also during this period that the ship was honored by a visit from Admiral Arleigh BURKE, USN (retired).

The period 5-18 October 1962 was spent alongside the USS DIXIE (AD-14) for tender upkeep. This was followed by participation in Exercise "Firewall", a large scale exercise conducted to determine the overall effectiveness of our Naval Forces.

The remaining period was spent in preparation for WESTPAC deployment which took place on 13 November 1962. ANDERSON in company with COMDESFLOT 11 spent the 19-25 November in Pearl Harbor prior to moving on to WESTPAC where she reported for duty with the SEVENTH FLEET on 30 November 1962.

Following 21 days at sea, after departure from Pearl Harbor, ANDERSON arrived at Sasebo, Japan, her first port in WESTPAC for a four day visit.

On 20 December the ship got underway and performed plane guard duties for the USS BON HOMME RICHARD (CVA-31), enroute to Buckner Bay, Okinawa, where, in company with the BON HOMME RICHARD and USS ROBISON (DDG-12), she spent the Christmas Holidays. On Christmas day ANDERSON held a Christmas party for approximately 30 Okinawaian children, which included presents and refreshments as well as a tour of the ship.

On 26 December, ANDERSON set sail for Yokosuka, Japan for the New Years Holidays and a brief upkeep period.

The opening of 1963 saw RICHARD B. ANDERSON under the command of CDR, Emmett H. TIDD, USN, finishing her holiday period in Yokosuka, Japan as a part of her fourteenth cruise to the Western Pacific. On 3 January ANDERSON returned to sea for business as usual, acting as plane guard for the BON HOMME RICHARD, along with the other units of Destroyer Division 51. On 14 January ANDERSON entered Kure, Japan for three days of liberty and recreation. While at Kure an all day excursion tour was arranged for the crew to visit Hiroshima (The site of the first "A" bomb dropped on Japan).

After nine days of extensive plane guard duties for BON HOMME RICHARD, ANDERSON returned to Yokosuka, on 28 January, for upkeep and a change of command ceremony, held on 5 February. The twelfth Commanding Officer, CDR Chester L. PETERSEN, USN, came to ANDERSON from a staff position with Command Carrier Division Seventeen in USS HORNET (CVS-12). After relinquishing command of ANDERSON, CDR, TIDD reported to Charleston, South Carolina to assume command of the USS Charles F. ADAMS (DDG-2).

ANDERSON's next mission was the important Taiwan Patrol, Formosa. ANDERSON shared patrol station assignments with USS SHIELDS, and both ships operated out of Kaohsiung.

The patrol began on 12 February and lasted until 11 March when ANDERSON put out to sea to intercept the USS CONSTELLATION (CVA-64), enroute to WESTPAC, mid-way between Guam and Pearl Harbor. After seven days of plane guarding for the mighty carrier, ANDERSON escorted the CONSTELLATION into Subic Bay, P.I., on 23 March for four days of liberty and recreation. After twelve more days at sea for training in ASW operations, ANDERSON arrived at the long awaited liberty port of HONG KONG for seven days of liberty. The visit to HONG KONG was ended with a joyous Easter Sunday of worship. ANDERSON set out to sea again on 15 April to resume her ASW exercises with the CONSTELLATION. After twelve days of plane guarding and ASW exercises ANDERSON returned again to Yokosuka for a brief upkeep period.

On 10 May ANDERSON, with a well rested crew, again returned to sea for various tactical operations and plane guard duties.

On 21 May ANDERSON arrived at Kobe, Japan to continue her part of the people-to-people program. ANDERSON set sail again on 25 May to participate in a realistic wartime exercise, "Exercise Glass Door", which was concluded with an air-power show put on by the USS CONSTELLATION and observed by the Secretary of the Navy.

On 7 June the long awaited day arrived when ANDERSON departed Yokosuka, Japan, in a Task Group of thirteen ships, composed mainly of Cruiser-Destroyer Flotilla ELEVEN units, for the twelve day voyage back to our home ports. ANDERSON crossed the International Date line on Wednesday, 12 June and repeated the day of Wednesday 12 June. ANDERSON arrived at the U.S. Naval Station, San Diego on 21 June and received a rousing welcome from RADM VIRDEN and the Cruiser-Destroyer Flotilla ELEVEN Band, cruising by the Destroyers on the Admiral's Barge, as the ships proceeded to the piers at the Naval Station, where many families and friends of the crew were waiting.

After a month long leave and upkeep period, ANDERSON conducted local operations out of San Diego. The latter part of August ANDERSON returned to San Diego and began preparation for a major overhaul.

On 23 September ANDERSON entered Long Beach Naval Shipyard. The overhaul, designed to return ANDERSON to peak material efficiency, also saw the completion of the DASH installation, which should become fully operational in June 1964. Sea trials began on schedule in early December and shipyard work was completed on 20 December. ANDERSON returned to San Diego on 23 December two days prior to Christmas. Most of the officers and men were able to spend the holidays with their families, while looking forward to another active year on ANDERSON in 1964.