

ANCHOR LOG

1-30-62

TO

IF FOUND

RETURN TO

BOS'N LOCKER

01-G-0-A

ENTERPRISE (CVA(N)65)
c/o Supervisor of Shipbuilding, U. S. Navy
Newport News Shipbuilding and Dry Dock Co.
Newport News, Virginia

WEPSDEPTINST 4460.3
51A:PCA
1 June 1961

WEAPONS DEPARTMENT INSTRUCTION 4460.3

From: Weapons Officer
To: Distribution List

Subj: Anchor Record Log; instructions for

1. Purpose. The purpose of this Instruction is to promulgate instructions for keeping the Anchor Record Log.

2. Procedure.

a. The Anchor Record Log shall be kept by the Ship's Boatswain.

b. The Anchor Record Log shall show:

(1) Drops, time of anchoring, location, berth, depth of water, scope of chain used, type bottom, and hours spent at anchor (both anchors).

(2) Record of each time moored to a buoy.

(3) Record of each time making a Mediterranean Moor.

(4) A ground tackle history.

3. Responsibility. The Anchor Record Log is the direct responsibility of the Ship's Boatswain for neatness, accuracy and adequacy.

DISTRIBUTION: (See AIRLANT/AIRPAC CV SHIP INST 5604.1)
List G (Case A)
Captain's Office (5)

U.S.S. ENTERPRISE

(CVAN) 65

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ANCHOR RECORD LOG

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Port Anchor (A-E)

DATE	DROP TIME	DEPTH OF WATER (FEET)	CHAIN Out (Fathoms)	Type OF Bottom	LOCATION	
					Port	BERTH
1-30-62	1404	66'	75 WE	MUD	Hampton Rds. VA.	XRAY
2-10-62	0903	48'	45 WE	CLAY SAND	Gitmo Bay, Cuba	YANKE
2-13-62	1402	48	45 WE	CLAY SAND	Gitmo Bay, Cuba	YANKE
2-14-62	1819	42	45 WE	MUD	Gitmo Bay, Cuba	BRAVE
2-15-62	1724	42	45 WE	MUD	Gitmo Bay, Cuba	BRAVE
3-5-62	1720	42	45 WE	MUD	Gitmo Bay, Cuba	BRAVE
3-7-62	1645	90	90 WE	MUD	Gitmo Bay, Cuba	ECHO
3-9-62	1705	42	45 WE	MUD	Gitmo Bay, Cuba	BRAVE
3-16-62	1815	42	45 WE	MUD	Gitmo Bay, Cuba	BRAVE
6-19-62	0857	60	75 WE	MUD	Hampton Rds. VA.	XRAY
7-19-62	0704	48	60 WE	MUD	Hampton Rds. VA.	YANKE
8-18-62	0655	90	90 WE	SAND	Palmas, Sardinia	XRAY
12-17-62	0947	66	65 WE	MUD	Hampton Rds. VA.	XRAY
12-20-62	1052	66	65 WE	MUD	Hampton Rds. VA.	XRAY
3-23-63	1003	144	150 WE	Mud/Rock	PALERMO, Sicily	XRAY
4-7-63	2332	186	120 WE	MUD	NAPLES, Italy	XRAY
4-8-63	1531	186	150 WE	MUD	NAPLES, Italy	XRAY
4-17-63	0750	120	120 WE	SAND	ARRECI, Bay, Sardinia	XRAY
4-20-63	0941	240	150 WE	MUD	CANNES, FRANCE	CHARL
7-1-63	0800	150	135 WE	SAND	GENOA, Italy	XRAY
7-13-63	0659	210	105 WE	MUD	NAPLES, Italy	XRAY
7-13-63	0723	210	90 WE	MUD	NAPLES, Italy	XRAY
7-14-63	0800	240	150 WE	SAND/MUD	CANNES, FRANCE	CHARL
7-27-63	0800	78	75 WE	SAND	POLLENZA, Bay	
8-2-63	0958	186	135 WE	MUD	NAPLES, Italy	XRAY
8-2-63	1048	186	150 WE	MUD	NAPLES, Italy	
8-15-63	0959	102	105 WE	MUD	BARCELONA, SPAIN	
8-15-63	1149	102	105 WE	MUD	BARCELONA, SPAIN	
8-24-63	0740	78	75 WE	SAND	POLLENZA, Bay	
8-26-63	0700	54	45 WE	MUD	ROTA, SPAIN	
12-1-63	0932	66	60 WE	MUD	Hampton Rds. VA.	XRAY
2-22-64	0730	60	90 WE	SAND	Gulfo DE palmas	WISKEY
2-27-64	0804	150	120 WE	CLAY/ROCK	Souda Bay CRETE	
3-5-64	0815	84	120 WE	SANDY	Istanbul TURKEY	
3-28-64	1005	240	150 WE	MUD	CANNES, FRANCE	CHARL

Anchor	Hweight		Condition	REMARKS
DATE	Time	DROP No. [#]	Anchor	
2-3-62	1022	1	CLEAR	
2-11-62	0656	2	CLEAR	
2-14-62	0548	3	CLEAR	
2-15-62	1117	4	CLEAR	
2-16-62	0636	5	CLEAR	
2-6-62	0605	4	CLEAR	
3-8-62	0618	7	CLEAR	
2-12-62	0647	8	CLEAR	
3-19-62	0616	9	CLEAR	
4-22-62	0857	10	CLEAR	
7-19-62	1831	11	CLEAR	
8-20-62	0753	12	CLEAR	
12-18-62	0551	13	CLEAR	
12-20-62	1455	14	CLEAR	
4-1-63	0324	15	CLEAR	
4-8-63	0830	16	CLEAR	
4-15-63	0956	17	CLEAR	
4-17-63	1745	18	CLEAR	
4-28-63	0733	19	CLEAR	
7-8-63	1000	20	CLEAR	
7-13-63	0709	21	CLEAR	
7-13-63	1001	22	CLEAR	
7-22-63	0858	23	CLEAR	
7-29-63	0800	24	CLEAR	
8-2-63	1023	25	CLEAR	
8-10-63	1000	26	CLEAR	
8-15-63	1139	27	CLEAR	
8-23-63	1006	28	CLEAR	
8-24-63	1743	29	CLEAR	
8-26-63	1049	30	CLEAR	
12-1-63	1004	31	CLEAR	
2-22-64	1535	32	CLEAR	
2-28-64	1415	33	CLEAR	
3-11-64	0812	34	CLEAR	
4-6-64	0959	35	CLEAR	
4-13-64	0650	36	CLEAR	

DATE	Drop Time	Depth OF WATER (Feet)	Chain out (Fathoms)	Type OF Bottom	Location	
					Port	Berth
4-13-64	0705	222	135 WE	MUD	NAPLES, ITALY	XRAY 2
4-13-64	1458	222	150 WE	MUD	NAPLES, ITALY	XRAY 2
4-14-64	1212	228	135 WE	MUD	NAPLES, ITALY	XRAY 2
4-20-64	1512	228	135 WE	MUD	NAPLES, ITALY	XRAY 2
4-27-64	0815	276	150 WE	SAND	GENOA, ITALY	XRAY 1
4-27-64	0912	228	150 WE	SAND	GENOA, ITALY	XRAY 1
5-16-64	0713	42	70 WE	SAND	LES SALIN, FRANCE	
5-23-64	1008	240	150 WE	MUD	CANNES, FRANCE	
5-28-64	1658	210	150 WE	SAND	GENOA, ITALY	XRAY 1
6-13-64	0806	222	150 WE	MUD	NAPLES, ITALY	XRAY 2
7-3-64	0800	102	105 WE	MUD/ROCK	BARCELONA, SPAIN	
7-22-64	0857	228	150 WE	MUD	NAPLES, ITALY	XRAY 2
10-30-64	1557	66	60 WE	MUD	HAMPTON RDS, VA.	XRAY
6-24-65	0759	36	60 WE	MUD	HAMPTON RDS, VA.	YANKEE
7-6-65	1414	72	60 WE	MUD	HAMPTON RDS, VA.	XRAY
8-1-65	1039	60	60 WE	MUD	HAMPTON RDS, VA.	YANKEE
8-17-65	1705	48	45 WE	MUD	Gitmo Bay, Cuba	DELTA
8-19-65	1702	42	45 WE	MUD	Gitmo Bay, Cuba	DELTA
8-21-65	0725	42	45 WE	MUD	Gitmo Bay, Cuba	BRAVO
8-24-65	1347	36	45 WE	MUD	Gitmo Bay, Cuba	YANKEE
8-26-65	1725	36	45 WE	MUD	Gitmo Bay, Cuba	YANKEE 1
10-15-65	0754	66	70 WE	MUD	HAMPTON RDS, VA.	XRAY
10-18-65	1205	60	15 WE	MUD	PIER 12 NORFOLK VA.	XRAY
10-30-65	1707	60	60 WE	SAND	SAINT THOMAS	
1-26-66	0911	90	60 WE	MUD	HONG KONG	
2-2-66	1115	132	105 WE	MUD	Subic Bay, P.I.	C-17
2-25-66	0845	60	10 WE	SAND	Subic Bay, P.I.	LAYTE
4-14-66	1525	60	10 WE	SAND	Subic Bay, P.I.	LAYTE
5-15-66	1020	60	10 WE	SAND	Subic Bay, P.I.	LAYTE
5-20-66	0858	48	60 WE	MUD	MANILA Bay P.I.	
6-7-66	1520	120	45 WE	MUD	Subic Bay P.I.	29
6-7-66	1700	60	10 WE	SAND	Subic Bay P.I.	LAYTE
6-30-66	1230	38	60 WE	MUD	HUNTER'S POINT	10-11
9-1-66		48	60 WE	MUD	HUNTER'S POINT	10-11
9-1-66		48	60 WE	MUD	HUNTER'S POINT	10-11
9-1-66		48	60 WE	MUD	HUNTER'S POINT	10-11

Anchor	Aweigh		Condition	Remarks
Date	Time	Drop No.	OF Anchor	
4-13-64	0828	37	CLEAR	
4-14-64	1156	38	CLEAR	
4-20-64	0828	39	CLEAR	
4-20-64	1808	40	CLEAR	
4-27-64	0830	41	CLEAR	
5-4-64	1000	42	CLEAR	
5-16-64	1616	43	CLEAR	
5-28-64	0751	44	CLEAR	
6-3-64	1000	45	CLEAR	
6-15-64	0744	46	CLEAR	
7-8-64	0755	47	CLEAR	
7-27-64	1546	48	CLEAR	
10-31-64	0749	49	CLEAR	
6-24-65	0900	50	CLEAR	
7-9-65	1840	51	CLEAR	
8-3-65	1006	52	CLEAR	
8-18-65	0720	53	CLEAR	
8-20-65	0733	54	CLEAR	
8-23-65	0725	55	CLEAR	
8-25-65	0719	56	CLEAR	
8-26-65	1745	57	CLEAR	
10-18-65	1000	58	CLEAR	
10-26-65	1000	59	CLEAR	
10-30-65	2130	60	CLEAR	
2-1-66	0805	61	CLEAR	
2-2-66	1625	62	CLEAR	
3-12-66	0825	63	CLEAR	
4-20-66	1045	64	CLEAR	
5-17-66	1645	65	CLEAR	
5-20-66	0914	66	CLEAR	
6-7-66	1700	67	CLEAR	
6-9-66	0700	68	CLEAR	
7-7-66	1100	69	CLEAR	
_____	_____	70	_____	Test
_____	_____	71	_____	Test (A-OK)
_____	_____	72	_____	Test

DATE	DROP TIME	Depth	Chain	Type	Location	
		OF WATER (FEET)	Out (Fathoms)	OF Bottom	Port	Berth
9-1-66	—	48	—	—	Hunters Point	10-11
—	—	48	—	Mud/shell	FRISCO. BAY	
9-28-66	1831	102	60 WE	Mud/shell	FRISCO. BAY	35
9-29-66	1258	48	30 OD	MUD	Hunter's Point	10-11
11-5-66	1650	60	10 WE	MUD	NAS ALAMEDA	PIER
1-18-67	1529	120	120 WE	MUD	Cubi PT. P.I.	29
1-27-67	0800	47	65 WE	MUD	MENILA P.I.	SPECIF
3-14-67	0900	102	60 WE	MUD	Hong Kong	
4-19-67	1555	78	15 WE	MUD	Cubi PT. P.I.	LEYTE
5-29-67	0905	90	15 WE	MUD	Cubi PT. P.I.	LEYTE
6-22-67	-	90	15 WE	MUD	Cubi PT. P.I.	LEYTE
7-6-67	1425	60	15 OD	MUD	NAS ALAMEDA	PIER
7-12-67	0950	60	60 OD	Mud/shell	NAS ALAMEDA	35
8-31-67	1300	48	30 OD	MUD	Hunter's Point	PIER
10-3-67	1600	60	15 OD	MUD	NAS ALAMEDA	PIER
11-10-67	0638	60	60 WE	SAND	CORONADO Rds.	171
11-17-67	1535	60	60 WE	SAND	CORONADO Rds.	170
1-19-68	0940	90	75 WE	MUD/SAND	SASEBO, JAPAN	
5-22-68	0735	120	105 WE	MUD/CORAL	SUBIC BAY	E. 20
5-24-68	0855	45	75 WE	MUD/SHALE	HONG KONG	ANCHOR
6-28-68	1700	90	15 FATH ON DECK	SAND	SUBIC BAY	LEYTE
10-10-68	1648	50	75 FATH. ON DECK	SAND	CORONADO Rds	151
10-15-68	1606	64	75 FATH. ON DECK	SAND	CORONADO Rds	171
10-23-68	2256	64	75 FATH. ON DECK	SAND	CORONADO Rds	171
10-24-68	1128	64	75 FATH. ON DECK	SAND	CORONADO Rds	171
10-29-68	1345	58	15 FATH. ON DECK	MUD	ALAMEDA	P.I.
1-22-69	0735	—	Anchor at water	—	P.H.	8142
3-27-69	0915	45	30 FATH ON DECK	MUD	Cubi PT. P.I.	LEYTE
5-15-69	0850	—	Anchor at water	—	Cubi PT. P.I.	LEYTE
5-24-69	0912	108	90 WE	MUD/shale	Singapore	Petrol
		PORT	ANCHOR	REPEATED		NEL
21 MAR 83	0903	66'	75 on deck	MUD	SASEBO JAP	#3

ANCHOR	AWEIGH		CONDITION OF	REMARKS
DATE	TIME	DROP No#	ANCHOR	
—	—	73	CLEAR	TESTED (ROLLED)
9-17-66	1322	74	CLEAR	
9-29-66	1145	75	CLEAR	
10-31-66	0505	76	CLEAR	15 FEET UNDER FOOT
11-19-66	1000	77	CLEAR	
1-18-67	1715	78	CLEAR	
1-30-67	0800	79	CLEAR	
3-20-67	—	80	CLEAR	
4-27-67	—	81	CLEAR	
6-3-67	—	82	CLEAR	
—	—	83	CLEAR	
7-12-67	0900	84	CLEAR	
7-12-67	1645	85	CLEAR	
8-31-67	1330	86	CLEAR	
10-3-67	1550	87	CLEAR	
11-10-67	0950	88	CLEAR	
11-17-67	1745	89	CLEAR	
1-23-68	0900	90	CLEAR	
5-23-68	0013	91	CLEAR	
5-30-68	0900	92	CLEAR	
7-4-68	1100	93	CLEAR	UNDER FOOT
10-10-68	1748	94	CLEAR	
10-15-68	1750	95	CLEAR	
10-24-68	0808	96	CLEAR	
10-24-68	1254	97	CLEAR	
11-29-68	1345	98	TEST	
—	—	99	TEST	ANCHOR AT THE WATER FOR PRINTING
3-29-69	0855	100	CLEAR	UNDER FOOT
5-20-69	1930	101	TEST	ANCHOR AT THE WATER FOR PRINTING
6-29-69	0555	102	CLEAR	POWER BRAKE FAILED TO OPERATE.
ANCHOR # 60868				
25 MAR 83	1646	103	CLEAR	
		104		
		105		
		106		
		107		

Yard period commenced 14 Aug 1969

History of Starboard Anchor & Chain

Starboard Chain Makeup

Fathom Shot	Shot SERIAL NUMBER	DETACHABLE LINK SERIAL #	COLOR
15	180	6	RED
30	181	5	White
45	182	10	BLUE
60	183	9	RED
75	184	2	White
90	185	4	BLUE
105	186 186	12	RED
120	187 187	8	White
135	188 188	3	BLUE
150	189 189	1	RED
165	190 190	11	White
Starboard Swivel Shot	191	13	Black
Starboard Detachable Link		7	Black

25 Aug 1969 - COMMENCED LOWERING ANCHOR AND ANCHOR CHAIN TO DRY DOCK AT NORFOLK NAVAL SHIPYARD, Portsmouth, VA. FOR THE PURPOSE OF SANDBLASTING & OVERHAUL OF ANCHOR AND CHAIN.

26 Aug 1969 - COMPLETED ROUSING OUT ANCHOR CHAIN FROM STARBOARD CHAIN LOCKER AND DISCONNECTING THE CHAIN FROM THE CHAIN LOCKER.

29 Sept 1969 - COMMENCED TAKING ON ANCHOR ^{CHAIN} AND CONNECTING THE LAST CHAIN SHOT TO THE STARBOARD CHAIN LOCKER USING A WEAK SHACKLE SECURED TO A PAD EYE IN THE CHAIN LOCKER. PRESENT CHAIN HAS BEEN END FOR ENDED WITH SHOT #180 MADE UP TO THE SWIVEL SHOT.

25 Sept 1969 - ALL THE STARBOARD CHAIN IS ON BOARD WITH THE EXCEPTION OF THE STARBOARD ANCHOR, WHICH IS ON THE BOTTOM OF THE DRY DOCK BEING SANDBLASTED BY NORFOLK NAVAL SHIPYARD.

5 Oct - STARBOARD ANCHOR CONNECTED TO SWIVEL SHOT WITH DETACHABLE LINK #13 AND LOCK PIN INSERTED, HEAVED AROUND ON ANCHOR CHAIN AND HEAVED ANCHOR IN STARBOARD HAWSE.

20 Oct 1969 - COMMENCED TEST ON STARBOARD ANCHOR, HYDRAULIC AND MANUEL BRAKE BY SHIP'S FORCE AND NEWPORT NEWS SHIPYARD PERSONNEL. WALKED OUT ANCHOR WITH (15) FATHOMS OF ANCHOR CHAIN TO THE STARBOARD WILDCAT (18) TIMES, HEAVED AROUND ON THE ANCHOR (18) TIMES BRINGING THE CONNECTING SHACKLE OF

HISTORY OF THE STARBOARD ANCHOR AND CHAIN CONT
CROSS CONNECTED POWER UNITS USING PORT CONTROL
AND STARBOARD BRAKE, WALKING OUT AND HEAVING IN
ON THE STARBOARD ANCHOR. TEST - SAT.

FREE FAILED STARBOARD ANCHOR USING STARBOARD HYDRAULIC
BRAKE. WEIGHT USED FOR TEST 62,500 LBS. ^{plus} EQUIV. to ^{regular use} OF 60,000
USING (60) FATHOMS OF ANCHOR CHAIN. TEST - SAT.

DETERMINED ANCHOR CHAIN LINKS TO PASS ANCHOR
STOPPERS AS FOLLOWS:

#1 STOPPER FWD OF SWIVEL - 8th LINK

#2 STOPPER FWD OF SWIVEL - 9th LINK

AFT OF #1 STOPPER

#3 STOPPER FWD OF SWIVEL - 4th LINK

AFT OF #2 STOPPER

0905 15 DEC 1970 - FREE FAILED THE STARBOARD ANCHOR
WITH THE JEW'S HARP TO THE WATER'S EDGE.

0925 - HEAVED AROUND ON THE STARBOARD ANCHOR, BRINGING
THE ANCHOR IN THE HAWSE TO THE CONNECTING SHACKLE

0930 - FREE FAILED THE STARBOARD ANCHOR, ~~CROSS~~
~~CONNECTING UNITS USING THE PORT~~ WITH THE
JEW'S HARP TO THE WATER'S EDGE.

1000 HEAVED AROUND ON THE STARBOARD ANCHOR
BRINGING THE ANCHOR ~~to~~ IN THE HAWSE TO
CONNECTING SHACKLE. UNITS WERE CROSS
CONNECTED UTILIZING THE PORT UNIT
AND PORT ANCHOR CONTROL HEAVING AROUND

1015 - SECURED ANCHORING EXERCISES DUE
TO STARBOARD & PORT HYDRAULIC BRAKES HAVING
EXCESSIVE HEAT.

STBD Awahon

DATE	DROPTIME	DEPT	CHAINOUT	TYPE	BOTTOM	PORT	BERTH
2 Feb 71	0505-	60 FT 60 FT	60	MUD	HAMPTON	RPS	XRAY

STB'D ANCHOR (F-J)

DATE	DROP TIME	Depth OF WATER (Feet)	Chain Out (Fathoms)	Type OF Bottom	LOCATION	
					Port	Bert.
1-3-62	0920	42	60 WE	MUD	Hampton Rds. VA	YANKEE
1-3-62	1235	42	75 WE	MUD	Hampton Rds. VA.	YANKEE
1-5-62	1619	66	90 WE	MUD	Hampton Rds. VA.	XRAY
1-12-62	0845	66	45 WE	MUD	Hampton Rds. VA.	XRAY
1-21-62	1016	66	75 WE	MUD	Hampton Rds. VA.	XRAY
2-16-62	1633	42	45 WE	MUD	Gitmo Bay, Cuba	BRAVO
2-19-62	1829	42	45 WE	MUD	Gitmo Bay, Cuba	BRAVO
2-20-62	1722	42	45 WE	MUD	Gitmo Bay, Cuba	BRAVO
2-21-62	1757	42	45 WE	MUD	Gitmo Bay, Cuba	BRAVO
2-23-62	1759	42	45 WE	MUD	Gitmo Bay, Cuba	BRAVO
2-26-62	1815	42	45 WE	MUD	Gitmo Bay, Cuba	BRAVO
3-2-62	1759	42	45 WE	MUD	Gitmo Bay, Cuba	BRAVO
3-14-62	1717	90	90 OD	MUD	Gitmo Bay, Cuba	ECHO
3-19-62	1744	66	45 WE	MUD	Gitmo Bay, Cuba	YANKEE
3-20-62	1528	66	45 WE	MUD	Gitmo Bay, Cuba	YANKEE
3-24-62	0714	42	45 WE	MUD	Gitmo Bay, Cuba	BRAVO
3-29-62	0825	42	45 WE	MUD	Gitmo Bay, Cuba	BRAVO
3-30-62	1336	66	75 WE	MUD	Gitmo Bay, Cuba	XRAY
3-31-62	1147	42	30 WE	MUD	Gitmo Bay, Cuba	YANKEE
4-1-62	1154	42	45 WE	MUD	Gitmo Bay, Cuba	YANKEE
4-3-62	1700	42	45 WE	MUD	Gitmo Bay, Cuba	BRAVO
4-6-62	0853	42	45 OD	MUD	Gitmo Bay, Cuba	YANKEE
4-8-62	1451	66	60 WE	MUD	Hampton Rds. V.A.	XRAY
4-10-62	1356	66	60 WE	MUD	Hampton Rds. V.A.	XRAY
4-13-62	1222	66	60 WE	MUD	Hampton Rds. VA.	XRAY
4-15-62	0841	66	60 WE	MUD	Hampton Rds. VA.	XRAY
4-18-62	0927	66	60 WE	MUD	Hampton Rds. VA.	XRAY
6-24-62	1455	66	60 WE	MUD	Hampton Rds. VA.	XRAY
7-2-62	1225	60	60 WE	SAND/CLAY	President Rds. Boston	#2
7-12-62	1630	60	60 WE	MUD	Hampton Rds. VA.	YANKEE
7-12-62	1722	60	45 WE	MUD	Hampton Rds. VA.	YANKEE
8-21-62	0743	66	60 WE	SAND	Golfo dis. Palmas Sardinia	XRAY 7
8-27-62	0759	180	150 WE	SANDY MUD	Golfe Juan, FRANCE	A/FA
9-10-62	0758	210	150 WE	MUD	Naples, Italy	XRAY 2
9-28-62	0702	150	120 WE	CLAY/ROCK	Suda Bay CRETE	
9-30-62	0654	210	150 WE	MUD	Naples, Italy	XRAY 2

Anchor	Aweigh		Condition of Anchor	Remarks
	Date	Time Drop No.		
1-3-62	1222	1	CLEAR	
1-4-62	1303	2	CLEAR	
1-12-62	0748	3	CLEAR	
1-12-62	1316	4	CLEAR	
1-21-62	1640	5	CLEAR	
2-18-62	0650	6	CLEAR	
2-20-62	0647	7	CLEAR	
2-21-62	0655	8	CLEAR	
2-23-62	0625	9	CLEAR	
2-26-62	0651	10	CLEAR	
2-27-62	0619	11	CLEAR	
3-5-62	0602	12	CLEAR	
3-15-62	0727	13	CLEAR	
3-20-62	0545	14	CLEAR	
3-21-62	0715	15	CLEAR	
3-26-62	0645	16	CLEAR	
3-30-62	0615	17	CLEAR	
3-30-62	1646	18	CLEAR	
3-31-62	1437	19	CLEAR	
4-2-62	0619	20	CLEAR	
4-5-62	0609	21	CLEAR	
4-6-62	1004	22	CLEAR	
4-9-62	0808	23	CLEAR	
4-10-62	1804	24	CLEAR	
4-13-62	1758	25	CLEAR	
4-16-62	0704	26	CLEAR	
4-23-62	1051	27	CLEAR	
6-25-62	0912	28	CLEAR	
7-5-62	1259	29	CLEAR	
7-12-62	1706	30	CLEAR	
7-12-62	1737	31	CLEAR	
7-22-62	1343	32	CLEAR	
9-4-62	0824	33	CLEAR	
9-18-62	0824	34	CLEAR	
9-28-62	1417	35	CLEAR	
10-30-62	1439	36	CLEAR	

DATE	Drop Time	Depth of Water (Feet)	Chain out (Fathoms)	Type of Bottom	Location	
					Port	Berth
10-18-62	1319 ✓	66	65 WE	MUD	Hampton Rds. VA.	XRAY
12-6-62	1222 ✓	60	65 WE	MUD	Hampton Rds. VA.	XRAY
2-18-63	0645 ✓	78	75 WE	MUD	Pollensa Bay, Spain	
2-22-63	0921 ✓	108	120 WE	SAND/MUD	Asinara Bay, Sardinia	
2-23-63	0912 ✓	210	150 WE	MUD	Naples, Italy	XRAY 2
2-25-63	0752 ✓	240	150 WE	MUD	CANNES, FRANCE	CHARLIE
3-11-63	0954 ✓	60	60 WE	MUD	Athens, Greece	CHARLIE 2
5-5-63	0758 ✓	78	75 WE	MUD	Salins D'Hyeres	
5-11-63	0800 ✓	240	150 WE	MUD	CANNES, FRANCE	CHARLIE
5-27-63	1000 ✓	90	90 WE	MUD	CORFU, GREECE	
5-31-63	0959 ✓	102	90 WE	MUD	Taranto, Italy	YANKEE 7
6-8-63	1014 ✓	222	150 WE	SAND/MUD	Rhodes, Greece	
6-19-63	0754 ✓	72	105 WE	SAND/MUD	BEIRUT, LEBANON	
10-10-63	1110 ✓	66	60 WE	MUD	Hampton Rds. VA.	XRAY
10-12-63	0824 ✓	66	60 WE	MUD	Hampton Rds. VA.	
10-26-63	1049 ✓	66	75 WE	MUD	Hampton Rds. VA.	YANKEE
10-30-63	2146 ✓	66	60 WE	MUD	Hampton Rds. VA.	YANKEE
10-31-63	1723 ✓	66	60 WE	MUD	Hampton Rds. VA.	YANKEE
11-1-63	1733 ✓	66	60 WE	MUD	Hampton Rds. VA.	YANKEE
12-1-63	0900 ✓	66	60 WE	MUD	Hampton Rds. VA.	XRAY
12-1-63	1016 ✓	66	60 WE	MUD	Hampton Rds. VA.	XRAY
12-7-63	0920 ✓	66	60 WE	MUD	Hampton Rds. VA.	YANKEE?
1-11-64	0745 ✓	66	90 WE	MUD	Hampton Rds. VA.	XRAY
1-19-64	1032 ✓	66	90 WE	MUD	Hampton Rds. VA.	XRAY
1-23-64	1220 ✓	66	60 WE	MUD	Hampton Rds. VA.	YANKEE
5-9-64	0956 ✓	240	150 WE	SAND/MUD	CANNES, FRANCE	CHARLIE
6-15-64	1840 ✓	18	150 WE	MUD	PALERMO, Sicily	
6-16-64	1128 ✓	144	150 WE	MUD	PALERMO, Sicily	XRAY 1
6-19-64	0810 ✓	132	105 WE	MUD	TARANTO, Italy	YANKEE?
7-10-64	1000 ✓	78	75 WE	SAND/MUD	PALMA, MALLOCA	
7-29-64	0733 ✓	78	60 WE	SAND	POLLensa, Bay	
8-20-64	1514 ✓	48	60 WE	MUD	KARACHI, PAKISTAN	
8-20-64	1526 ✓	48	60 WE	MUD	KARACHI, PAKISTAN	
8-21-64	0903 ✓	54	60 WE	MUD	KARACHI, PAKISTAN	
9-4-64	1407 ✓	60	75 WE	MUD	Sydney, Australia	
9-23-64	1322 ✓	84	75 WE	MUD	Rio De Janeiro, Brazil	

Anchor	Aweigh		Condition	Remarks
Date	Time	Drop No.	Anchor	
10-19-62	0803	37	CLEAR	
12-8-62	0545	38	CLEAR	
2-18-63	1230	39	CLEAR	
2-22-63	1810	40	CLEAR	
2-24-63	0802	41	CLEAR	
3-4-63	0953	42	CLEAR	
3-18-63	0256	43	CLEAR	
5-6-63	0726	44	CLEAR	
5-20-63	0750	45	CLEAR	
5-30-63	1340	46	CLEAR	
6-3-63	0947	47	CLEAR	
6-11-63	1001	48	CLEAR	
6-25-63	1003	49	CLEAR	
10-11-63	0802	50	CLEAR	
10-14-63	1432	51	CLEAR	
10-28-63	0749	52	CLEAR	
10-31-63	0652	53	CLEAR	
11-1-63	0825	54	CLEAR	
11-1-63	1829	55	CLEAR	
12-1-63	0925	56	CLEAR	
12-2-63	0759	57	CLEAR	
12-10-63	1251	58	CLEAR	
1-14-64	0712	59	CLEAR	
1-20-64	0927	60	CLEAR	
1-23-64	1442	61	CLEAR	
5-13-64	0603	62	5-13-64/0603 DISCOVERED ANCHOR WAS BROKEN - RETRIEVED ONLY PART OF SHANK.	
6-16-64	1045	63	CLEAR	
6-18-64	0740	64	CLEAR	
6-24-64	0940	65	CLEAR	
7-15-64	1000	66	CLEAR	
7-29-64	1616	67	CLEAR	
8-20-64	1520	68	CLEAR	
8-21-64	0844	69	CLEAR	
8-22-64	0929	70	CLEAR	
9-7-64	0526	71	CLEAR	
9-25-64	0701	72	CLEAR	

Anchor	Aweigh		Condition	REMARKS
Date	Time	Drop No.	OF Anchor	
10-28-64	0832	73	CLEAR	
11-2-64	0830	74	CLEAR	
		75	CLEAR	
		76	CLEAR	
6-24-65	1302	77	CLEAR	
7-26-65	0900	78	CLEAR	
8-16-65	0658	79	CLEAR	
8-27-65	0725	80	CLEAR	
8-27-65	1840	81	CLEAR	
8-30-65	0716	82	CLEAR	
9-1-65	0739	83	CLEAR	
9-2-65	1932	84	CLEAR	
9-3-65	1500	85	CLEAR	
10-4-65	1245	86	CLEAR	
11-2-65	2000	87	CLEAR	
5-21-66	0645	88	CLEAR	
8-30-66	1130	89	CLEAR	
9-1-66		90	Test	(TESTED OK)
9-1-66	1000	91	Test	(TESTED OK)
10-31-66	0530	92	CLEAR	
10-31-66	0550	93	ATTEMPTED to REMOVE Twist in Chain	
9-20-67	0730	94	CLEAR	
9-20-67	1712	95	CLEAR	
9-29-67	0738	96	CLEAR	
9-29-67	1309	97	CLEAR	
10-3-67	1450	98	CLEAR	
11-11-67	1115	99	CLEAR	
10-21-68	0610	100	CLEAR	
10-29-68	1322	101	TEST	
		102	TEST	ANCHOR AT THE WATER FOR PAINTING
5-20-69	1940	103	TEST	ANCHOR AT THE WATER FOR PAINTING
8-2-69	0753	104	CLEAR	EXCESSIVE STRAIN ON ANCHOR CHAIN. (STRD) W.A.
		105	CLEAR	Anchor Really Stuck in Mud took EXCESSIVE STRAIN And time to get it clear CAH
8-12-69	1005	106	CLEAR	
		107	NO STRAIN	
		108		

History of Port Anchor & chain

Port Chain MAKE UP			
Chain Fathom	CHAIN Shot SERIAL #	DETACHABLE LINK #	COLOR
15	#152	#20	RED
30	#149	#23	White
45	#192	#14	BLUE
60	#193	#16	RED
75	#194	#18	White
90	#195	#22	BLUE
105	#196	#19	RED
120	#197	#15	White
135	#198	#21	BLUE
150	#199	#25	RED
165	#200	#24	White
180	#201	SECURED BITTER END TO CHAIN LOCKER BIL.	
IN BOARD SWIVEL SHOT		#17	BLACK
OUT BOARD ON SWIVEL SHOT		#26	BLACK

27 AUG. 1969 - COMMENCED LOWERING Anchor & chain to Dry Dock at NORFOLK, NAVAL SHIPYARD, PORTSMOUTH, VA. FOR THE PURPOSE OF SAND BLASTING & OVERHAUL OF Anchor & chain.

28 AUG 1969 - COMPLETED ROUSING OUT Port Anchor chain FROM Port Chain Locker. DIFFICULTY EXPERIENCED WITH OUTBOARD SWIVEL DETACHABLE LINK #26, LOCK PIN BROKE INSIDE OF DETACHABLE LINK, SHIP'S FORCE UNABLE TO CORRECT MATTER.

1 OCT 1969 - COMMENCED TAKING ON Port Anchor chain AND CONNECTING BITTER END OF THE chain to the Port chain Locker USING A STANDRED WEAK SHACKLE. PRESENT chain HAS BEEN END FOR ENDED, USING chain SHOT #152 MADE UP TO SWIVEL SHOT.

1400 - SECURED FROM BRINGING Port Anchor chain ONBOARD WITH THE EXCEPTION OF THE Port Anchor & SWIVEL SHOT WHICH IS BEING LEFT IN DRY DOCK FOR THE PURPOSE OF SAND BLASTING. PRIMING AND APPLYING FINISH COAT OF PAINT BY THE YARD.

2 OCT. 1969 - 1530 - Port Anchor & SWIVEL SHOT HAULED FROM DRY DOCK TO SHOP #23 DUE TO SHIP'S FORCE UNABLE TO REMOVE REMAINING PORTION OF LOCK PIN FROM OUTBOARD SWIVEL SHOT DETACHABLE LINK.

CON'T ON NEXT PAGE

CONTINUATION OF History Port Anchor + chain

5 Oct 1969 - Port Anchor + SWIVEL SHOT RETURNED FROM SHOP #23, Anchor connected to SWIVEL SHOT USING DETACHABLE LINK #26 AND INSERTING LOCK PIN. Port Anchor is NOT HOUSED AS SHIPYARD WILL APPLY FINISH COATS TO SWIVEL SHOT (BLACK PLASTIC) AND HAZE GRAY ON ANCHOR.

7 Oct 1969 - Port Anchor HOUSED.

20 22 Oct 1969 - COMMENCED TEST ON Port Anchor, HYDRAULIC + MANUAL BRAKE. RAW^{OUT} WALKED OUT ANCHOR WITH 15 FATHOMS TO THE PORT WINDCAT. ^{EIGHT} SIX TIMES ALTERNATING WITH HEAVING AROUND ON THE ANCHOR BRINGING ^{UP} THE ANCHOR CONNECTING SHACKLE JUST BELOW THE HAWSE ^{EIGHT} SIX TIMES. CROSS CONNECTED POWER UNITS USING STARBOARD CONTROL AND PORT BRAKE, WALKING OUT + HEAVING AROUND Port Anchor TEST - SAT. FREE FAILED ANCHOR USING HYDRAULIC BRAKE, WEIGHT USED FOR TEST 62,500 LBS ^{plus 1000 lb. machine OR 60000 lbs} EQV. TO USING 60 FATHOMS OF ANCHOR CHAIN TEST - SAT. SHIP'S PERSONAL ASSISTED NEWPORT NEWS SHIPYARD INSPECTOR IN ABOVE TEST.

DETERMINED ANCHOR CHAIN LINKS TO PASS ANCHOR CHAIN STOPPERS AS FOLLOWS:

- #1 Stopper FWD OF SWIVEL - 8th LINK
- #2 Stopper FWD OF SWIVEL - 9th LINK AFT OF #1 Stopper.
- #3 Stopper FWD OF SWIVEL 4th LINK AFT OF #2 Stopper

12/JUNE/70 ANCHOR TESTS NEWPORT NEWS VA.
Commenced Tests on port Anchor + wireless 1030 12/JUNE. WALKED OUT ANCHOR TO ATTACH AN ADDITIONAL 62,500 LBS FOR THE TEST. RAW 18 CYCLES BRINGING THE BENDING SHACKLE TO THE HOUSE, AND WALKING IT OUT UNTIL THE 15 FATHOM MARKER WAS IN THE SPILL PIPE. WOO CEASED TESTS DUE TO LEAK IN HYDRAULIC SYSTEM. SET BOTH MANUAL + HYDRAULIC BRAKES, PASSED TWO STOPPERS WITH THE ANCHOR + ADDITIONAL WEIGHTS IN THE WATER.

15/JUNE/70 0900 ADDED ADDITIONAL 62,500 LBS TO ANCHOR FOR TESTS ON HYDRAULIC BRAKE. HYDRAULIC BRAKE STOPPED FREE FALL WITHIN 14 INCHES OF MARK. CUT POWER WHILE ANCHOR WAS BEING WALKED OUT AT FULL STROKE STOPPED WITHIN 12 INCHES OF MARK. CROSS CONNECTED USING SEED CONTROL AND PORT BRAKE. RAW TWO CYCLES AND RETURNED TO PORT CONTROLS

1015 CRASED Testing, Lowered Anchor To Remove weights. 1030 anchor
housed, Two Stoppers passed, powered down disengaged. powered up and
engaged stbd unit. Housed stbd anchor + passed Two stoppers, powered
down and disengaged stbd unit. Secured *King St Bm³*

Dropped Both Port + Stbd Anchors in testing Anchor
WINDLESS + BRAKES.

10 d. Bm. 2
After to 10
No further En

log. Bm's

Anchor Date	Aweigh Time	Drop No. ²²	Condition OF Anchor	Remarks
17 Jan 71	1348	106	Clear	Attempted To Remove Twist out of
18 Feb 71	1214	107	Clear	Removed Twist out of
20 Feb 71	1141	108	Clear	Attempted to Remove twist out,
16 MAR 71	1603	109	Clear	
17 MAR 71	1252	110	Clear	
18 MARCH 71	—	—	—	LOWERED TO WATERS EDGE FOR P
12 APRIL	1340	—	—	HOUSED HAWSED AND SECURED FOR SEA
13 AUG. 85	1545	1	CLEAR	V J DAY REHEARSAL
14 AUG. 85	1545	2	CLEAR	V J DAY VICE PRESIDENT BUSH ON BOARD
20 Aug 85	—	—	CLEAR	WALKED OUT PORT ANCHOR TO BE HAWSED PORT ANCHOR AND MADE READY FOR SEA. AFTER PRINTING.
23 Aug 85	—	—	—	
29 OCT 85				
				Removed 30 oct 85
12 NOV. 85	0319		CLEAR	for divers to Check bottom
			CLEAR	
		4	CLEAR	
		5	CLEAR	

RIES

27 Nov 85

T + Stabd Anchor

ANDERS. B.

GROUND TACKLE ALLOWANCE - (U+Z)

Group 526-1, 2, 3, PART II PAGE 1, 2, 3,

ANCHOR, patent (stockless) type, steel, MK2, 60,000[#]
Stb'd 920808-1, Port 60922BMS17

CABLE, Chain, Anchor, die-lock or high strength, $4\frac{3}{4}$ " dia. 180
fathoms long, Port, Starboard or other, complete, each
consisting of:

11 - SHACKLE, detachable, LINK

Outboard swivel shot 48', $8\frac{1}{2}$ " long consisting of:

2 - detachable LINK $4\frac{3}{4}$ " (386[#] complete each)

24 - die-locked LINK $4\frac{3}{4}$ "

1 - Swivel $4\frac{3}{4}$ "

1 - END LINK $4\frac{3}{4}$ "

1 - BENDING SHACKLE $4\frac{3}{4}$ "

SHACKLES, detachable LINK, assembled, NAVY TYPE for $4\frac{3}{4}$ "
size chain. (REPLACEMENTS)

Swivel, mooring, complete with 4 detachable link shackles,
for $4\frac{3}{4}$ " size die-lock chain.

Kit, tool, detachable chain link, for assembling and disas-
sembling NAVY type detachable chain links for $4\frac{3}{4}$ " size
anchor chain, consisting of:

1 - Box, tool

1 - HAMMER, hand, sledge, 12[#]

10 - pins, taper, steel (REPLACEMENTS)

50 - plugs, locking, antimonial lead (REPLACEMENTS)

1 - punch, assembling

1 - punch, disassembling

SPAR, anchor buoy marker, wood 8" dia X 4' long

CROWBAR, anchor

GRAPNELS, anchor, Type A, 5 prong

1 - 100[#], 1 - 50[#]

- 1 Mooring Equipment Consisting of:
 - 1- 15 fathom shot of $3\frac{1}{2}$ " heavy duty die-LOCK Chain
 - 1- $3\frac{1}{2}$ " detachable Link H.D. (REPLACEMENT)
 - 2- $3\frac{1}{2}$ " mooring shackles H.D. (415# complete each)
 - 2- $3\frac{1}{2}$ " detachable Link H.D. (195# complete each)
- 1 End Link, $4\frac{3}{4}$ " x $3\frac{1}{2}$ " H.D. PEAR SHAPED
- 1 pelican hook
- 1 shackle, (pelican hook)
- 1 Trolley for $1\frac{5}{8}$ " dia wire rope
- 1 Kit, Tool, detachable chain link, for assembling and disassembling navy type detachable chain links for $3\frac{1}{2}$ " anchor chain, Consisting of the following:
 - 1- Box, Tool
 - 1- hammer, hand, sledge 10#
 - 10- pins, TAPER, steel (REPLACEMENT)
 - 50- plugs, Locking, ATIMONIAL LEAD (REPLACEMENT)
 - 1- punch, assembling
 - 1- punch, disassembling
- 2 LINES, EASING OUT, WIRE, ROPE, 6X24 GALV. NON-PREFORMED improved plow steel thimble in one end, other whipped $1\frac{1}{2}$ " dia. 600' each.
- 16 Chain, hooks, $\frac{5}{8}$ " dia x 16" Long
- 8 Chain, hooks, $\frac{5}{8}$ " dia. x 32" Long
- 6 Stopper, Chain, Complete with pelican hook AND TURNBUCKLE for $4\frac{3}{4}$ " Chain.
- 2 WRENCHES, Chain, stopper aluminum $6\frac{3}{4}$ " jaw opening 4' Long for $4\frac{3}{4}$ " size anchor chain stoppers.

Kit, Tool, detachable chain link, for assembling and disassembling 3" detachable chain links for 4 3/4"

Chain stoppers, consisting of:

- 1- Box, Tool
- 1- HAMMER, HAND, Sledge 10#
- 10- pins, Taper, steel, (replacements)
- 50- plugs, Locking, Antimonial Lead (replacements)
- 1- punch, assembling
- 1- punch, disassembling

Stowage of making Buoy chain

1/2" dia. x 4 x 37 H.C.P.S. galv. Length to suit

Securing hooks

Turnbuckle, 3/4" jaw and jaw

Dip, rope (to suit 4 3/4" dia. anchor chain) consisting of:

1- pin assembly, galv. consisting of:

1- Nut, regular hexagon

1- pin, Bolt type

1- pin, split cotter

1- spacer, collar, pipe

1- Rope, manila 10", 150' long

1- Shackle, inner, galv.

1- Shackle, outer, galv.

1- Thimble, Type II galv.

Dip, Rope (to suit 3 1/2" dia. anchor chain) consisting of:

1- pin assembly, galv. consisting of:

1- Nut, regular hexagon

1- pin, Bolt type

1- pin, split cotter

1- spacer, collar, pipe

1- Rope manila 8", 150' long

1- Shackle, inner, galv.

1- Shackle, outer, galv.

1- Thimble, Type II, galv.

1 PENDANTS, CLEAR HAWSE (to suit $4\frac{3}{4}$ " dia. anchor chain)

Consisting of:

1- hook, pelican

4- Links

1- Shackle

1- Thimble, open

1- Thimble, solid

1- Rope, wire $1\frac{1}{2}$ " dia. 6X37 H.G.P.S. galv. 'Long

Spare $4\frac{3}{4}$ " detachable links

SERIAL #

27 BLUE / NUMBER RESTAMPED 5/31/69

28 BLUE / " " "

29 GREEN

30 "

31 MADE up in mooring swivel / RED

32 " " " " " RED

33 WHITE NUMBER RESTAMPED 6/1/69

34 "

35 RED

36 "

$3\frac{1}{2}$ " dia. mooring chain

SERIAL #

150 1- 15 fathom shot

37 detachable link (MAKE UP)

38 detachable link (MAKE UP)

39 detachable link (REPLACEMENT)

20,000 POUNDS PER 15 fathom's

30ft. PER MINUTE DESINGAGED

History of Port Anchor & Chain (K+O)

Port chain Make up

shot	shot serial	detachable Link Serial and Color	
15	191	25	Black
30	190	✓ 24	Red
45	189	✓ 23	White
60	188	22	Blue
75	187	21	Red
90	186	20	White
105	185	✓ 19	Blue
120	184	✓ 18	Red
135	183	✓ 17	White
150	182	16	Blue
165	181	✓ 15	Yellow
180	180	14	Yellow
Outboard Swivel		26	Black
Shot (clip)			

K

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(1253) CONDUCTED EVENT #604 PRELIMINARY ANCHOR WINDLASS TEST IN 30 FATHOMS OF WATER, LOCATION 370.5° Lnt. 7448° Log. FREE DROP FROM WATERS EDGE TO 15 FATHOMS MARK OUTBOARD SIDE PORT WINDLASS WILDCAT, 15 TO 30 FATHOM DROP TO 30 FATHOM MARK OUTBOARD SIDE PORT WINDLASS WILDCAT. CHAIN STOPPED WITH THE HYDRAULIC BRAKE EACH DROP BACKED UP BY THE MANUAL HAND BRAKE. CONNECTED UP PORT UNIT, HERVED IN AT MAXIMUM SPEED UNTIL PORT ANCHOR JUST BELOW THE PORT HAWSE.

(302) PORT ANCHOR HOUSED AND SECURED FOR SEA. TEST COMPLETED, TEST WAS SATISFACTORY. COMPLETED 10-31-61

FOR FINGEROTH CWO USN
By M. L. Lee BMZ

History of Port Anchor & Chain (K+O)

Port Chain Make up

shot	shot Serial	detachable Link Serial and Color	
15	191	25	BLACK
30	190	✓ 24	RED
45	189	✓ 23	White
60	188	22	BLUE
75	187	21	RED
90	186	20	White
105	185	✓ 19	BLUE
120	184	✓ 18	RED
135	183	✓ 17	White
150	182	16	BLUE
165	181	✓ 15	Yellow
180	180	14	Yellow
Outboard Swivel		26	BLACK
Shot (clip)			

(1253) CONDUCTED EVENT #604 PRELIMINARY ANCHOR WINDLASS TEST IN 30 FATHOMS OF WATER, LOCATION 370.5° Lat. 7448° Log. FREE DROP FROM WATERS EDGE TO 15 FATHOMS MARK OUTBOARD SIDE PORT WINDLASS WILDCAT, 15 TO 30 FATHOM DROP TO 30 FATHOM MARK OUTBOARD SIDE PORT WINDLASS WILDCAT. CHAIN STOPPED WITH THE HYDRAULIC BRAKE EACH DROP BACKED UP BY THE MANUAL HAND BRAKE. CONNECTED UP PORT UNIT, HEAVED IN AT MAXIMUM SPEED UNTIL PORT ANCHOR JUST BELOW THE PORT HAWSE.

(1302) PORT ANCHOR HOUSED AND SECURED FOR SEA. TEST COMPLETED, TEST WAS SATISFACTORY. COMPLETED 10-31-61

FOR FINGEROTH CWO USN
By M. L. Lee BM2

K

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(1625) Conducted Event #605 preliminary acceptance Anchor windlass test in 65 fathoms of water, Location 3658.5^N Lat. 7430^W Log. Lowered port anchor at maximum design speed under control of port unit stopped with electric brake when 60 fathom mark was at water's edge. Applied manual hand brake disconnected unit checked holding power of manual hand brake. Connected unit hoisted port anchor to just above the water at maximum designed speed. Housed anchor closed manual and hydraulic brakes. Hoisted against stops tripped out safety. Disconnected port unit released manual and hydraulic brakes. Held free drop test stopping chain run at 15, 30, 45 and 60 fathom mark inside the port hawse, crossconnected the stbd pump unit with the port unit. Hoisted port anchor to just above the water at maximum designed speed. Housed anchor secured for sea.

(1745) Test Completed, test satisfactory 11-1-61

For Fingerhuth CWO U.S.N.

By M. L. Lee BM2

(1900) Conducted Event #605 final acceptance anchor windlass test in 68 fathoms of water, Location 3606.7^N Lat, 7448^W Log. disconnected port unit released hydraulic and manual brake held free drop test stopping chain run at 15, 30, 45 and 60 fathom mark by the hydraulic brake, using manual as backup. Connected up unit brought 60 fathom mark to outboard side of wildcat, walked out on unit full speed to maximum distance of 5 fathom stopped with electric brake. Hoisted port anchor at full speed until anchor just clear the hawse, housed anchor popped safety stops secured anchor for sea. Test Completed Satisfactory 4-17-62

For Fingerhuth CWO U.S.N.

By M. L. Lee BM2

DEC. 1964

REMOVED PORT ANCHOR CHAIN TO BE SAND BLASTED
AND OVERHALL

FOR O. R. LORETT BM¹

By M. L. Lee BM²

JAN. 1965

NEWPORT NEWS SHIP YARD RETURNED PORT ANCHOR
CHAIN, CONNECTED AND REMARKED.

FOR O. R. LORETT BM¹

By M. L. Lee BM²

12 MAY 1965

NEWPORT NEWS SHIP YARD ROUNDED THE PORT
ANCHOR SHANK SO IT WOULD HOUSE PROPERLY.

FOR O. R. LORETT BM¹

By M. L. Lee BM²

31 OCT. 1966

ON THE LAST CRUISE ON 2 SEPT. 1966 IT WAS
NOTICED THAT THE COLLAR ON THE PORT ANCHOR
SWIVEL WAS CRACKED. A JOB ORDER WAS SUBMITTED
ON THE 27 OCT. 1966. THE HUNTERS POINT YARDS STARTED
WORK ON IT. AND IT WAS REPAIRED ON THE
DATE OF 30 OCT. 1966

FOR M. J. NICKOL BM²

By M. L. Lee BM²

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History of Stb'd Anchor + Chain (P+T)

Stb'd Chain Make up

Shot	Shot Serial	detachable link SERIAL AND Color	
15	201	12	BLACK
30	200	11	RED
45	199	10	White
60	198	9	BLUE
75	197	8	RED
90	196	7	White
105	195	6	BLUE
120	194	5	RED
135	193	4	White
150	192	3	BLUE
165	199	2	Yellow
180	152	1	Yellow
Outboard Swivel Shot (clip)		13	BLACK

(1302) CONDUCTED EVENT #604 PRELIMINARY ANCHOR WINDLASS TEST IN 30 fathoms of water, Location 370.5°N Lat. 7448°W Log. FREE drop from waters edge to 15 fathom MARK OUTBOARD side stb'd WINDLASS wildcat, 15 to 30 fathom drop to 30 fathom MARK OUTBOARD side WINDLASS wildcat, chain stopped with hydraulic BRAKE, EACH drop BACKED up by the manual hand brake. Connected up stb'd unit HEAVED in at MAXIMUM SPEED UNTIL stb'd ANCHOR just below the stb'd HAWSE.

(1316) Stb'd ANCHOR HOUSED AND SECURED FOR SEA. TEST completed, TEST WAS SATISFACTORY Completed 10-31-61

For Fingerroth CWO U.S.N
By M. L. Lee BMZ

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(1800) CONDUCTED EVENT #605 FOR THE STB'D ANCHOR, TEST SAME AS HELD ON PORT ANCHOR.

(1930) TEST COMPLETED, TEST SATISFACTORY 11-1-61

FOR B.G. ANGEROTH CWO USN
BY M.L. LEE BM2

(2015) CONDUCTED EVENT #605 FOR THE STB'D ANCHOR. TEST SAME AS HELD ON PORT ANCHOR.

(2100) TEST COMPLETED, TEST SATISFACTORY 4-17-62

FOR B.G. ANGEROTH CWO USN
BY M.L. LEE BM2

15 JAN. 1964

CONDUCTED DRILL, HOOKING UP MOORING CHAIN.

BROKE DETACHABLE LINK THREE (3) TIMES

FOR G.D. WHINWRIGHT BM3
BY M.L. LEE BM2

13 MAY 1964

(0603) DISCOVERED ANCHOR WAS BROKEN. RETRIEVED ONLY PART OF SHANK. (6 FT)

FOR G.D. WHINWRIGHT BM3
BY M.L. LEE BM2

14 MAY 1964

BROKE INSPECTED AND OVERHAULED NO. #2+3 STOPPERS STB'D SIDE

FOR G.D. WHINWRIGHT BM3
BY M.L. LEE BM2

13 JUNE 1964

RECEIVED AND HOOKED UP NEW ANCHOR SERIAL
NUMBER 920.808-1, 58,700 lbs. No. 19, MR 2 STARBOARD

FOR K.K. COFFMAN

By M.L. Lee BM²

DEC. 1964

ASSIST NEWPORT NEWS SHIPYARD TO REMOVE STARBOARD
AND PORT ANCHOR CHAINS. EXCEPT #11 AND #12 SHOT OF BOTH
CHAINS TO BE SANDBLASTED AND PAINTED AND DETACHABLE
LINKS OVERHALL AND WHITE LEADED. LOWERED BOTH
ANCHORS IN DRY DOCK TO SANDBLAST AND BE TREATED.

FOR O.R. LORETT BM¹

By M.L. Lee BM²

JAN. 1965

ASSIST NEWPORT NEWS SHIPYARD BRINGING ABOARD PORT AND
STB'D ANCHOR CHAIN REMARKED AND PAINTED. (STB'D ANCHOR
CHAIN SWIVEL. REMOVED AND SENT TO THE MACHINE SHOP
FOR A NEW WASHER.) HOOKED UP BOTH ANCHORS

FOR O.R. LORETT BM¹

By M.L. Lee BM²

20 April 1965

ASSIST NEWPORT NEWS SHIPYARD CONNECT UP STARBOARD
SWIVEL TO STARBOARD CHAIN.

FOR O.R. LORETT BM¹

By M.L. Lee BM²

26 JAN. 1966

STARBOARD ANCHOR FAILED TO RUN FREE.
USED PORT ANCHOR IN HONG KONG

FOR G.L. KING BM³

By M.L. Lee BM²

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2 FEB. 1966

STARBOARD ANCHOR AGAIN FAILED TO
RUN FREE. USED PORT ANCHOR IN SUBIC.

FOR G.L. KING BM³

BY M.L. LEE BM²

26 FEB. 1966

TESTED STARBOARD AND PORT ANCHOR WHILE
IN SUBIC. TEST SHOWED BOTH TO BE SAT. RUN EACH
ANCHOR OUT TO 10 FATHOM. BE FOR BRAKING.

FOR G.L. KING BM³

BY M.L. LEE BM²

27 FEB. 1966

TESTED BOTH ANCHOR - RUN EACH ANCHOR OUT FREE
TO 10 FATHOMS AND THEN APPLIED THE BRAKE.

FOR G.L. KING BM³

BY M.L. LEE BM²

28 FEB. 1966

TESTED BOTH ANCHORS - RUN EACH OUT TO 10 FATHOMS
FREELY AND THEN APPLIED THE BRAKE. TEST SHOWED
SAT. OF BOTH. STB'D UP AND PORT OUT.

FOR G.L. KING BM³

BY M.L. LEE BM²

1 MARCH 1966

TESTED BOTH ANCHORS AT A FREE RUN TO
10 FATHOMS. TEST SHOWED SAT. BOTH ANCHORS
STB'D UP - PORT OUT.

FOR G.L. KING BM³

BY M.L. LEE BM²

3 MARCH 1966

TESTED both ANCHORS FOR A FREE RUN to 10 fathoms.
TEST showed SAT. ON both - STB'd ANCHOR up AND HOUSED
with two stoppers PASSED, Port ON bottom AT 10 fathoms
with one stopper PASSED

FOR G.L. King BM3
By M.L. Lee BM2

4 MARCH 1966

TESTED both ANCHORS FOR A FREE RUN to 10 fathoms
STB'd ANCHOR RAN FREE - Port ANCHOR STALLED A
LITTLE AND THEN RAN FREE. STB'd ANCHOR up with
two stoppers PASSED, Port ANCHOR ON bottom with
one stopper PASSED

FOR G.L. King BM3
By M.L. Lee BM2

5 MARCH 1966

TESTED both ANCHORS FOR A FREE RUN to 10 fathoms
both RAN FREE. STB'd ANCHOR up with two stopper
PASSED. Port ANCHOR ON bottom with one stopper
PASSED.

FOR G.L. King BM3
By M.L. Lee BM2

9 MARCH 1966

TESTED both ANCHORS - STB'd WALKED out 15 fathoms
ON DECK, brought it back AND HOUSED it two (2) stoppers
PASSED. - Port ANCHOR FREE RUN to 15 fathoms ON
DECK AND STOPPED. ONE ANCHOR PASSED.

FOR G.L. King BM3
By M.L. Lee BM2

4 JAN. 1968

END FOR ENDED the stoppers ON the starboard
CHAIN. STOPPERS WERE ON WRONG. CLEANED
AND PRESERVED.

M.L. Lee BM2

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