

# Honorably Representing San Diego: The Story of the *USS San Diego*

**Joey Seymour**

*San Diego is home to a large number of the Pacific Fleet's ships. For decades our nation's sailors and marines have begun their service to America at boot camps in San Diego. Thousands of military families and veterans have fallen in love with the area, and are fortunate enough to live and work in San Diego. USS San Diego will project American power to the far corners of the earth and support the cause of freedom well into the 21st century.*

*– Former United States Secretary of the Navy Gordon R. England.<sup>1</sup>*

On May 19, 2012, a stunning San Diego Saturday morning, LPD 22 was



*USS San Diego LPD 22 constructed in Pascagoula, Mississippi, and christened on June 12, 2010. Photo courtesy J. Wesley House.*

commissioned as the fourth United States Navy ship to bear the name *USS San Diego*. LPD stands for “landing platform dock,” an amphibious ship that transports and supports marine landing forces, in this case, as many as 800 men at a time. According to the ship’s public affairs officer, MCC Holly Gray, LPD 22 is “the most advanced amphibious ship in the world” and the sixth ship in the San Antonio class. Air ballast tanks are used “to raise and lower the back of the ship,”

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according to Gray, “flooding a well deck area and providing a mobile landing dock to launch and recover amphibious assault craft.”<sup>2</sup>

Beyond her sleek look, speed, and state-of-the-art technology, the *USS San Diego* is special because it is the first of the four ships representing the city that will actually call San Diego its home port. The other three, *USS San Diego* (ARC 6), *USS San Diego* (CL 53), and *USS San Diego* (AFS 6), were stationed in other ports.

### ***USS San Diego* (ARC 6) – Service Years: 1907-1918**

Florence Pardee, daughter of California governor George C. Pardee, served as the ship’s sponsor when it was christened on April 28, 1904. On August 1, 1907 with Captain V.L. Cottman in command, ARC 6 (Armored Cruiser), the *USS California* was commissioned. She was renamed *San Diego* on September 1, 1914 in a spectacular ceremony reported by *The San Diego Union*:

On Wednesday morning the United States cruiser *San Diego* will be formally rechristened in San Diego’s harbor. No city on the California coast has been so signally honored by the government, and the fact that a modern war vessel with its hundreds of men will carry the name of San Diego to all parts of the United States and the world is worthy of a celebration.<sup>3</sup>

San Diego festivities included a barbecue for the ship’s sailors in Balboa Park and a grand ball at the U.S. Grant Hotel for the officers and their ladies.<sup>4</sup>



USS San Diego ARC 6 c. 1915. ©SDHC 80:4998.

The first few years of service for ARC 6 were relatively mild. Beyond routine drills and patrolling the Pacific Coast, the only notable event in which the ship took part was the opening of the Pearl Harbor entrance channel at Pearl Harbor Naval Station in Hawaii. On December 14, 1911, still bearing its original name, the “*USS California*” became the first warship to pass through the new channel into Pearl Harbor. As she entered the harbor, the *California* and her crew were the gracious hosts to Queen Liliuokalani.”<sup>5</sup>

In the summer of 1912, ARC 6 spent time in Chinese and Japanese waters in order to showcase America’s naval power and prestige. A conflict in Nicaragua in September 1912 required the ship’s speed and ability to transport marines. Beginning with the Spanish-American War in 1898, the United States had begun to aggressively occupy and police areas within Central America and the Caribbean. These skirmishes become known as the “Banana Wars.” At the end of 1912, with civil unrest in Nicaragua and fears that European powers would become involved in canal construction, President William Howard Taft approved military protection of a vital railway between Nicaragua’s Corinto and Granada. ARC 6 delivered 500 marines and assisted in patrolling the waters in what has become known as the U.S. occupation of Nicaragua. The conflict ended on October 23, 1912, leaving behind a legation guard of 100 marines to protect American interests.<sup>6</sup>

The *USS San Diego*, having been renamed in mid-September 1914, celebrated the opening of the Panama-California Exposition on January 1, 1915. The beams from eight powerful searchlights on the *San Diego*, flagship



*Pennant from USS San Diego ARC 6, 1914. San Diego Maritime Museum, photo #It02298.*

of the Pacific fleet anchored at the foot of Market Street, were trained on the tower of the California Building while thousands of incandescent lights outlined the ship from bow to stern. Its guns sounded a proper salute.

The ship later suffered a tragedy on the morning of January 21, 1915. Ensign Robert Webster Cary, Jr. had been routinely checking the steam pressure readings in fire room No. 2. As he stepped into fire room No. 1, an explosion occurred in fire room No. 2, where he had just been. The watertight doors between the two fire rooms were beginning to close electronically from the bridge; Ensign Cary held open the doors while Fireman Second Class, Telesforo Trinidad aided in the rescue of two men who had been trapped in fire room No. 2. All four escaped, although Trinidad’s face was badly burned. Cary and Trinidad were awarded the Congressional Medal of Honor.<sup>7</sup> Unfortunately, five men died and seven were



Left to right: Lt. J.G. H.M. Lammers, USN; Capt. R.M. Cutts, USMC; Med. Inspector E.S. Bogert, USN; Adm. W.B. Caperton, USN; Pay Inspector J. Fyffe, USN; Lt. A.T. Beauregard, USN; Paymaster C.S. Baker, USN aboard USS San Diego, c. 1917. San Diego Maritime Museum, photo #P16076.

injured as a result of the blast. Through the summer of 1915, the *USS San Diego* was on limited commission and underwent necessary repairs.

On November 15, 1915, ARC 6 rushed to the aid of the schooner, *Ft. Bragg*, that was wrecked on a reef 20 miles northeast of Cabo San Lucas. They rescued 48 passengers who had been aboard. Upon entering World War I, the *San Diego* was ordered to join the Atlantic fleet in July 1917. A year later, tragedy would strike the ship once again. According to historian Richard Crawford:

On the morning of July 19, 1918, the *San Diego* was headed for New York from the Portsmouth Navy Yard in New Hampshire. Zigzagging south in calm seas, the cruiser was a few miles off Long Island when a crewman spotted a periscope above the waves. Minutes later, the crew felt a dull thud on the port side. Two explosions followed and with the port side ripped open, the ship began to list.<sup>8</sup>

It took only 28 minutes for the *San Diego* to reach its final resting place, 110 feet below the surface, 13.5 miles south of Fire Island Inlet. The ship had come across a floating mine laid by a German U-boat. Miraculously, only six men of the 1,200 serving aboard ARC 6 were killed.

Today, the wreckage has become a popular attraction for divers and is listed on the National Register of Historic Places.<sup>9</sup>

***USS San Diego (CL 53)–Service Years:  
1942-1945***

Christened in July 1941 by Grace Benbough, wife of San Diego mayor Percy J. Benbough, and commissioned just six months later, the *USS San Diego* CL 53 (Atlanta class light cruiser) proved to be one of the most accomplished and decorated ships during World War II, earning 18 battle stars and the honor of being the first allied warship to enter Tokyo Bay after the war. Most remarkable, she never lost a man even after 34 engagements with the enemy. The *USS San Diego* would become known as “The Unbeatable” ship. Gunner’s Mate second class Bill Butcher, who served on CL 53, noted:



*Mrs. Percy J. Benbough poses with christening bottle for the USS San Diego (CL 53) at the Bethlehem Steel Co. Shipyard, Quincy, Massachusetts, July 26, 1941. San Diego Maritime Museum, photo #16077.*

Nothing ever happened to us that was “headline news” until we were the first major Allied warship to enter Tokyo Bay. We were straddled by bombs, dodged torpedoes and [were] attacked by suicide planes that missed. We never lost a man in combat, never surrendered to the enemy, and earned eighteen battle stars while steaming 300,000 miles without a major overhaul.<sup>10</sup>

The commissioning of *USS San Diego* CL 53 took place on Saturday, January 10, 1942, a month after the bombings at Pearl Harbor. Captain Perry, during the brief ceremony that took place in sub-zero temperatures in Boston, stated, “This



*USS San Diego (CL 53) at sea, c. 1943. San Diego Maritime Museum, photo #16003.*



USS San Diego (CL 53) honored with a float at the Pasadena Rose Parade, January 1, 1941. San Diego Maritime Museum, photo #16033.

ship will be an honor to the city of San Diego. The time for talk is over; let's get going."<sup>11</sup> Many citizens in San Diego did not know that CL 53 had been given the name *San Diego*. An anecdote often recalled by crew members involves a fireman assigned to the engineering department who had an encounter with a San Diego policeman after the ship arrived in port on May 17, 1942. The fireman became inebriated while on shore leave and, according to a recounting of the incident, "As the hour was late the policeman asked, 'Where are you from, sailor?' The sailor stated, *San Diego*. The policeman retorted, 'What part of San Diego?' The sailor's response, 'The forward boiler room.' The policeman led the sailor off to the drying-out tank, having never heard of a ship with that name."<sup>12</sup>

After a brief stint in San Diego, it did not take long for CL 53 to become deeply entrenched in her first engagement. From August 31, 1942, to February 8, 1943, the ship earned her first battle star during the Guadalcanal Campaign, the first major allied offensive of the war. The *San Diego* provided anti-aircraft protection for the famed aircraft carrier *USS Enterprise* (CV 6) during three days of intensive fighting in November 1942.



Patch for the USS San Diego (CL 53). San Diego Maritime Museum, photo #IT13619.

Prior to the end of 1943, the *San Diego* took part in Operation Galvanic leading to allied forces capturing the Tarawa and Gilbert Islands. The ship was kept busy in 1944. CL 53 engaged in Operation Flintlock, capturing the islands of Majuro and Kwajalein, and took part in the invasion of Eniwetok in the

Marshall Islands. In June 1944, she provided protection for aircraft carriers in raids against Wake and Marcus Islands, as well as the invasion of Saipan, the Bonin Islands, and the first Battle of the Philippine Sea. The *San Diego* received a brief, one-month replenishment period before engaging in the invasion of Guam and Tinian.



*Patch for the USS San Diego (CL 53).  
San Diego Maritime Museum, photo  
#IT13618.*

On September 21, 1944, the *San Diego* aided in the strike at Manila Bay and from October 12 to 15 shot down nine Japanese aircraft as the allied forces looked to secure the Formosa airfields. One of the ship's officers noted, "When seven turrets with fourteen five-inch guns were all firing at the enemy, it looked like the ship itself was on fire."<sup>13</sup> She ended 1944 by surviving the ferocious Typhoon Cobra that



*The USS San Diego (CL 53) after docking at Yokosuka Naval Base, August 28, 1945. Admiral Chester Nimitz accepting the Japanese surrender, followed by Admiral Raymond Spruance and Admiral William "Bull" Halsey. San Diego Maritime Museum, photo #P16037.*



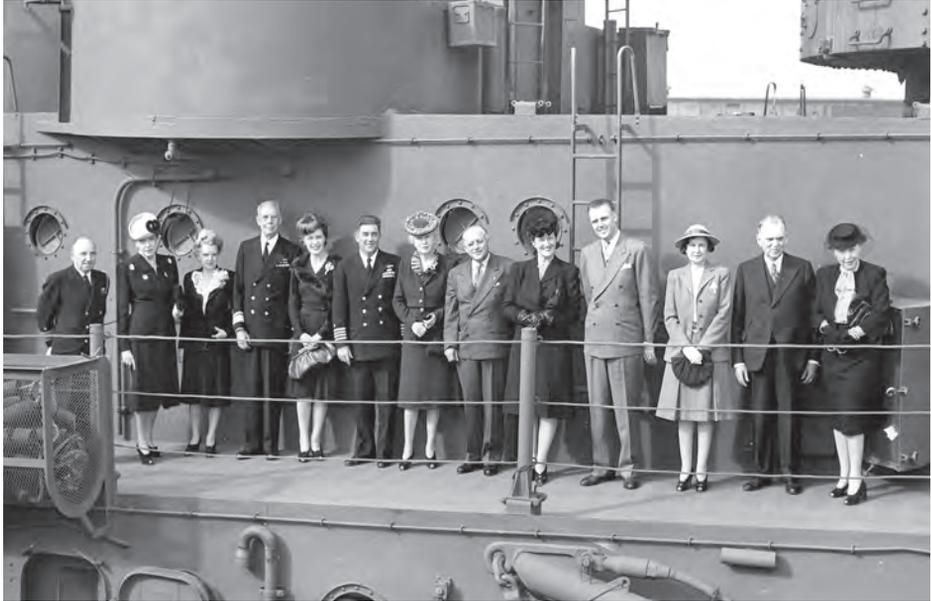
*The USS San Diego (CL 53) entering San Diego Bay on October 27, 1945. North Island Naval Air Station is in the background. San Diego Maritime Museum, photo #P16003.*

pounded the ship for two straight days. One of the ship's radiomen, Dick Sullinger, recounted sailing straight into the eye of the hurricane:

Early December 17, 1944, we had church that morning. [We] had Christmas carols that we sang. Soon the sea had started getting very rough. Our fleet was moving now South East off the Philippine Coast. We were nearly in the middle of a huge pacific typhoon with the wind approaching 100 to 150 mph or sometimes higher. We were taking 48 degree rolls [in] 50 to 60 foot waves. We went right through the eye of this hurricane.<sup>14</sup>

After the seas had calmed, the *San Diego* went back to search for survivors of the three destroyers that had capsized. The typhoon claimed the lives of 790 men.<sup>15</sup> An inquiry took place to determine if Fleet Admiral William F. Halsey had acted recklessly in his decision to sail into the typhoon. The judge advocate determined that Halsey had erred in judgment, but did not sanction him.

Through all the battles, and even a typhoon, the ship was never damaged. Author Fred Whitmore wrote of John Supino, seaman first class, "Supino was assigned to a specialized damage control party whose duties were to make repairs when the ship got hit. Supino maintains that since the ship never got hit, the damage control people virtually had a pleasure cruise."<sup>16</sup>



*Aboard the USS San Diego, left to right: Captain George Ravens Croft (Asst. Commandant, 11th Naval District), Mrs. Ira Copley, Mrs. William Mullan, Rear Admiral Wilhelm L. Friedell (Commandant, 11th Naval District), Mrs. George Scott, Captain William Mullan, Mrs. Percy Benbough, Mayor Harley Knox, Mrs. Harley Knox, George Scott, Mrs. Wilhelm Friedell, Col. Ira Copley, Mrs. George Ravenscroft. Navy Day, 1945. San Diego Maritime Museum, photo #P16093.*

In February 1945, the *San Diego* took part in strikes against Iwo Jima and, later, the Japanese islands of Okino Daijo, Kyushu, and Minami Daito Jima, all of which were essential to the landings on Okinawa.<sup>17</sup> The *San Diego* became the first allied ship to enter Tokyo Bay, docking at Yokosuka Naval Base on August 24, 1945, shortly before the end of the war on September 2, 1945. For the remainder of 1945, *San Diego* took part in Operation Magic Carpet that brought troops home. CL 53 had steamed over 300,000 miles by the end of the war. Her 18 battle stars were second only to the aircraft carrier *Enterprise*.



*Crowd welcomes the USS San Diego on Navy Day, October 27, 1945. ©SDHC OP 16827-038.*



CL 53 mascot by Walt Disney.  
Photo courtesy J. Wesley House.

Whitmore detailed the crew's excitement in being selected as the flagship to enter Tokyo Bay:

It turned out that a little delay going home via Tokyo was quite acceptable, especially when they were being honored to act as flagship as well as the first ship to dock in Japan. That would fulfill a promise made back in Boston in January 1942, 'that she wouldn't stop until she dropped her hook in Tokyo Bay.'<sup>18</sup>

Although heroic, the *USS San Diego* did not garner as much attention after World War II as other famous ships such as the battleship *USS Massachusetts* (a museum in Battleship cove, Massachusetts), the carrier *USS Intrepid* (a museum in New York), the battleship *USS Missouri* (a museum in Hawaii), or the battleship *USS Iowa* (a museum in Long Beach, CA). The *USS San Diego* was decommissioned on November 4, 1946, and released from the Naval Vessel Register on March 1, 1959. In December 1960, she was sold for scrap to Todd Shipyards in Seattle, Washington.<sup>19</sup> Ironically, the only other ship to boast more battle stars in World War II, the *USS Enterprise*, was also sold for scrap in 1958.

On April 25, 2003, a ground breaking ceremony was held for a memorial in San Diego Harbor, at Harbor Drive and G street, commemorating *USS San Diego* CL 53, those who served aboard her, and all of their accomplishments.<sup>20</sup>

### ***USS San Diego* (AFS 6) – Service Years: 1969-1993**

Nine years after CL 53 was sold for scrap, another ship received the name *San Diego*. While the new ship never saw any combat, it remained active for 24 years. *USS San Diego* (AFS 6) a Mars-class combat stores ship was known as the "floating supermarket." Her purpose was to replenish ships at sea with large quantities of frozen, chilled, and dry food as well as technical repair parts and general use consumables. Her sponsor, Florence Curran, was the wife of then San Diego mayor Francis "Frank" Curran. AFS 6 was commissioned on May 24, 1969 in San Diego with Captain John W. Wells in command. Out of the four ships named *San Diego*, it was the only one to have been built in this city. The ship was nicknamed "The Best" and would take part in 19 deployments to the Mediterranean and one to Guantanamo Bay, Cuba. Captain Len Sopera explained why the ship received this nickname:



*The USS San Diego AFS 6 at sea. San Diego Maritime Museum, photo #P16048.*

In 1981 she was named “The Best Ship in the Atlantic Fleet” for the quality of service and operational excellence provided. One day in 1981 she conducted underway replenishments to one aircraft carrier plus ten other warships ranging from cruisers to destroyers. And, we did it all in 12 hours without a break. That’s how good our crew was. The fleet, our customers, rewarded us with messages of ‘BRAVO ZULU’ (Well Done) which were greatly appreciated by our outstanding crew.<sup>21</sup>

The *USS San Diego* spent most of her time serving ships in the Mediterranean. She was stateside in February 1971 when the ship was selected to represent the United States Atlantic Fleet in Louisiana at Mardi Gras. In April 1971, the *San Diego* rescued sailors from a burning Greek freighter.

In 1981, the *San Diego* introduced a very familiar ship’s mascot. According to Walt Cox who served aboard AFS 6:



*Chicken mascot with Walt Cox representing the USS San Diego AFS 6. Photo courtesy Walt Cox.*



*The USS San Diego AFS 6 at the 32nd Street Naval Station, 1969. Editors' collection.*

One of my fondest memories of my time on board AFS 6 was our ship's mascot, *USS San Diego Chicken AFS-6*. In 1981, our Supply Officer Len Sapera came up with an idea to put a ship's mascot on deck during underway replenishments. He had a suit designed similar to the famous San Diego Chicken that performed during San Diego Padres baseball games. Our first time having the AFS 6 Chicken on station brought cheers from our replenishing ship and we found this to be a great morale booster for our ship. So every time we hooked up with another ship, out came our Chicken.<sup>22</sup>

Another occasion that Walt Cox remembered fondly was AFS 6's famous chicken's visit to an orphanage in Israel:

We received word from the 6<sup>th</sup> Fleet Chaplain asking if we would entertain the idea of having the *USS San Diego AFS-6 Chicken* perform at an orphanage in Haifa, Israel. We agreed and when we arrived, we took the suit and about 8 shipmates to the orphanage, which was run by Catholic nuns. Our Chicken was shipmate Robert Walls, and he dressed in another room waiting for his cue. Right

outside the doors where he was going to come through was a ping pong table. The Nuns had just put down a tray of glasses on the table and out came the chicken, crashing through the doors and into the ping pong table. The tray with the glasses went everywhere and shattered. The shipmates were mortified, but the hysterical laughter from all the kids approved of our chicken.<sup>23</sup>

The only time that AFS 6 was sidelined from duty during her 24 years of service was after an accidental run-in with a submarine, the *USS Norfolk* (SSN 714) on January 17, 1989. *Norfolk* delivered a glancing blow to *USS San Diego* and both were forced into dry dock for repairs. On August 11, 1993, the *San Diego* was decommissioned and eventually sold for scrap on April 9, 2006.

While AFS 6's service may not have been as glamorous as her predecessors with the same name, she did serve the longest and, to all of her crew, will forever remain, "The Best."<sup>24</sup>

### ***USS San Diego* (LPD 22) – First Year of Service**

With over 2,000 people in attendance and a ceremony full of pomp and circumstance, the *USS San Diego* (LPD 22) was commissioned on May 19, 2012. The crowd sat in awe as the ship "came to life." The ship's journey began in Pascagoula, Mississippi, where it was constructed. The ship's sponsor, Linda Winter, wife of the 74th Secretary of the Navy, Donald Winter, christened her on June 12, 2010.

The *San Diego* followed an unofficial Navy tradition by having on board memorabilia from her namesake. San Diego Street signs in the galley, Chargers lightning bolts on the floor, Padres logos on the walls, and items from Sea World, Balboa Park, and the Gaslamp District can be found all over the ship. The crew and the city went to extreme lengths to ensure that LPD 22 well represented San Diego. Even the ship's crest was designed with the assistance of University of San Diego history professor, Dr. Iris Engstrand. She discussed the design process, "I worked together with former Executive Officer of LPD 22 and USD graduate, J. Wesley House, on an

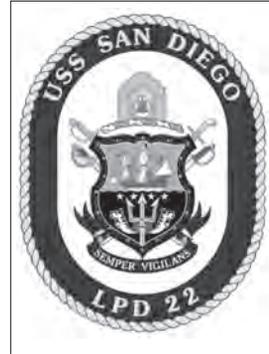


*Launching of the USS San Diego LPD 22 constructed in Pascagoula, Mississippi, and christened on June 12, 2010. Photo courtesy J. Wesley House.*

appropriate crest that would honor the history of San Diego and the US Navy. We chose the bell representing Mission San Diego—the first European settlement in the present state of California; a sketch of the *San Salvador*, the flagship of Juan Rodríguez Cabrillo—first European vessel to visit San Diego harbor (1542); and other US Navy and nautical symbols.”<sup>25</sup>

*San Diego* has now been in service for one year. *San Diego Union-Tribune* columnist Jeanette Steele noted the history that LPD 22 has to live up to sharing the name *San Diego*, “The \$1.3 billion vessel has a challenging reputation to uphold. A prior Navy craft named *San Diego* achieved fame in World War II, when it engaged the enemy 34 times and never lost a sailor.”<sup>26</sup>

LPD 22 has yet to showcase all that she has to offer in a combat or operation situation, but she has certainly brought a great sense of pride and attention to San Diego. On November 11, 2012, sports network ESPN broadcast its entire College



Logo of the USS San Diego LPD 22. Author's collection.



Cover of christening program for USS San Diego (LPD 22), May 19, 2012, San Diego California.

Game Day show from the flight deck in honor of Veterans Day.<sup>27</sup> The ship's Executive Officer, Capt. John Menoni, detailed LPD 22's first year in service:

San Diego has had an intense schedule during her first year in commission. The ship and crew successfully completed multiple inspections and certifications for everything from the flight deck, the propulsion plant, to all combat systems and the ship's well deck. Now that we've completed these inspections and sea trials, we have started our training phase in preparation for our first deployment in 2014.<sup>28</sup>



*Interior design with San Diego's sports team logos on the floor of the USS San Diego (LPD 22). Photo by author.*

With only a year into her service and an expected life span of up to 50 years, LPD 22's story is still in its infancy. There is no doubt, like the previous ships named for San Diego, she will embody her city well. The positive representation comes, as has always been the case, from the crew and all those that serve aboard her. MCC Holly Gray noted, "Like their ship, the crew of LPD 22 is the best the Navy has to offer. They are highly trained professionals with a strong sense of tradition and heritage and a love for the city."<sup>29</sup> Certainly those who served on ARC 6, CL 53, and AFS 6, felt the same sense of pride for their ships and the city for which they were named. Living *USS San Diego* crew members from CL 53, AFS 6, and LPD 22 will gather in July 2013 to celebrate having honorably represented San Diego during their time aboard.

### **ARC 6's Characteristics**

- Class & type: Pennsylvania-class cruiser
- Displacement: 13,680 long tons
- Length: 504 ft
- Beam: 69 ft 6 in
- Draft: 26 ft 1 in
- Installed power: 23,000 ihp (17,000 kW)
- Propulsion: 2 × vertical, inverted, triple expansion steam engines 2 × screws
- Speed: 22 kn (25 mph; 41 km/h)
- Complement: 830 officers and men
- Armament: 4 × 8 in (200 mm)/40 cal guns, 14 × 6 in (150 mm)/50 cal guns, 18 × 3 in (76 mm)/50 cal guns, 12 × 3-pounders 47 mm (1.9 in), 2 × 1-pounders 37 mm (1.5 in), 2 × 18 in (460 mm) torpedo tubes

### **CL 53's Characteristics**

- Class & type: Atlanta-class cruiser
- Displacement: 6,000 long tons light
- 8,200 long tons full
- Length: 541 ft 8 in
- Beam: 53 ft 3 in
- Draft: 24 ft
- Propulsion: 2 × geared steam turbines, 75,000 hp (56 MW)
- Speed: 32 kn (37 mph; 59 km/h)
- Complement: 796 officers and enlisted
- Armament: 16 × 5 in (127 mm)/38 cal guns, 16 × 1.1 in (28 mm) 75 cal guns (replaced by Bofors 40mm in late 1943), 8 × 21 in (530 mm) torpedo tubes

### **AFS 6's Characteristics**

- Type: Mars-class combat stores ship
- Tonnage: 9,200 tons
- Displacement: 15,900 tons
- Tons burthen: 18,663 tons
- Length: 581 ft
- Beam: 79 ft
- Draft: 27 ft
- Propulsion: three 580psi Babcock and Wilcox boilers; one De Laval Turbine; single shaft
- Speed: 20 knots
- Complement: As Military Sealift Command ship (1993-1997): 49 U.S. Navy personnel, 125 civilian merchant seamen
- Armament: 4 × 3"/50 dual-purpose guns (2x2)[Originally equipped with 6 × 3"/50 Dp guns], Chaff Launchers, 4 × M240G 7.62×51 mm medium machine guns or M249 5.56×45 mm light MG, and 1 M2 12.7×99 mm heavy machine gun when security detachment is embarked while in USN service. None in USNS Service
- Aircraft carried: two UH-46 helicopters

### **LPD 22's Characteristics**

- Class & type: San Antonio-class amphibious transport dock
- Displacement: 25,000 tons full
- Length: 684 ft overall, 661 ft waterline
- Beam: 105 ft extreme, 97 ft waterline
- Draft: 23 ft

- Propulsion: Four Colt-Pielstick diesel engines, two shafts, 40,000 hp (30 MW)
- Speed: 22 knots (41 km/h)
- Boats & landing craft carried: Two LCACs (air cushion) or one LCU (conventional)
- Capacity: 699 (66 officers, 633 enlisted); surge to 800 total.
- Complement: 28 officers, 333 enlisted
- Armament: Two 30 mm Bushmaster II cannons, for surface threat defense; two Rolling Airframe Missile launchers for air defense
- Aircraft carried: Four CH-46 Sea Knight helicopters or two MV-22 tilt rotor aircraft may be launched or recovered simultaneously.

## NOTES

1. Gordon R. England, 72nd and 73rd Secretary of the Navy. From the statement released upon naming LPD 22, *USS San Diego*. He also stated, "San Diego is a great Navy town and one of the world's finest harbors. For more than a century, the city has served as a vital base of operations for the U.S. Navy and the citizens of 'America's Finest City' have welcomed our sailors and marines as neighbors." <http://www.public.navy.mil/surfor/lpd22/> (accessed June 6, 2013).
2. MCC Holly Boynton Gray, "A Brief History of the *USS San Diego*" (May 2012), <http://www.lpd22.com/html/history.html> (accessed June 6, 2013).
3. *The San Diego Union*, September 14, 1914.
4. Richard Crawford, "San Diego was Flagship Cruiser of Pacific Fleet," *San Diego Union-Tribune*, August 23, 2008.
5. Joe Hartwell, "ACR-6 *USS California/USS San Diego*." This comprehensive history of ACR 6 can be found by visiting [http://freepages.military.rootsweb.ancestry.com/~cacunithistories/USS\\_San\\_Diego.html](http://freepages.military.rootsweb.ancestry.com/~cacunithistories/USS_San_Diego.html) (accessed June 6, 2013).
6. Ivan Musicant, *The Banana Wars: A History of United States Military Intervention in Latin America from the Spanish-American War to the Invasion of Panama* (New York: Macmillan Publishing Company, 1990).
7. Crawford, "San Diego was flagship cruiser of Pacific Fleet."
8. Ibid.
9. National Register of Historic Places Record Number: 427161.
10. Fred Whitmore, "*USS San Diego: The Unbeatable Ship That Nobody Ever Heard Of*," <http://www.ussandiego.org/Unbeatable.htm> (accessed June 6, 2013).
11. Ibid.
12. Ibid.
13. Ibid.
14. Dick Sullinger, Presentation to the Muleshane Rotary Club on his time aboard *USS San Diego*, June 5, 2010. The 30-minute presentation is available on YouTube and can be accessed by visiting, <http://www.youtube.com/watch?v=6CoSQOZoUpo> (accessed June 6, 2013).
15. Robert M. Citino, "Halsey in the Dock," *HistoryNet.com*, September 20, 2009.

## THE JOURNAL OF SAN DIEGO HISTORY

16. Ibid.
17. J.R. Potts provides a detailed description of each engagement in which *USS San Diego* CL 53 participated. See J.R. Potts, "The Second-Most Decorative USN Ship of World War II became the Storied *USS San Diego* Light Cruiser," May 9, 2013, [http://www.militaryfactory.com/ships/detail-page-2.asp?ship\\_id=USS-San-Diego-CL53-CLAA53](http://www.militaryfactory.com/ships/detail-page-2.asp?ship_id=USS-San-Diego-CL53-CLAA53) (accessed June 6, 2013).
18. Whitmore, "*USS San Diego*: The Unbeatable Ship That Nobody Ever Heard Of."
19. Ibid.
20. For further details on the memorial for *USS San Diego* CL-53, visit <http://www.portofsandiego.org/public-art/view-the-art-directory/827-uss-san-diego-cl-53-memorial-by-eugene-daub-a-louis-quaintance.html> (accessed June 6, 2013).
21. Len Sapera, interviewed by author, San Diego, CA, June 9, 2013.
22. Walt Cox, interviewed by author, San Diego, CA, June 9, 2013.
23. Ibid.
24. Charlie Wing Jr., "The Best," a website dedicated to honoring *USS San Diego* AFS 6 and her crew can be accessed by visiting <http://www.afs-6.org/> (accessed June 6, 2013).
25. Dr. Iris Engstrand, interviewed by author, San Diego, CA, June 1, 2013.
26. Jeanette Steele, "Navy Ship Named for San Diego Arrives Friday," *San Diego Union-Tribune*, April 5, 2012.
27. Barbara Blake, "College Game Day Visits *USS San Diego*," ESPN Front Row, November 12, 2012, <http://frontrow.espn.go.com/2012/11/college-gameday-visits-uss-san-diego/> (accessed June 6, 2013).
28. Interview with Executive Officer John Menoni, *USS San Diego* (LPD 22), by MCC Holly Boynton Gray (LPD 22 PAO) June 14, 2013.
29. Gray, "A Brief History of the *USS San Diego*."



*USS San Diego* AFS-6 patch featuring the city of San Diego's 200th anniversary. *San Diego Maritime Museum*, photo #It13621.