

**UNITED STATES SHIP
MONTICELLO (LSD-35)**



SHIP'S HISTORY

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UNITED STATES SHIP MONTICELLO (LSD-35)**

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THE HISTORY OF THE USS MONTICELLO

In its 209 year history the United States Navy has commissioned thousands of ships that have served this country with the highest honor and in the finest tradition of the sea. There have been ships named after people, states, cities, famous battles, Indian Tribes, rivers, and places. Ships named after people are generally named for former presidents, statesmen, and naval heroes.

Why did the Navy name a ship after a place, Monticello? In the case of the ships named Monticello, paying honor and tribute to a man had to have been uppermost in the thoughts of many of those decision makers. The man of course was Thomas Jefferson, one of America's Greatest Men, Third President of the United States, Principle Author of the Declaration of Independence, Political Philosopher, Statesman, Writer, Architect and Inventor. Thomas Jefferson, a man of a thousand talents, who had the vision and the daring to make the Louisiana Purchase, as well as the intellectual capacity to create and establish The University of Virginia. Thomas Jefferson loved his country and utilized his talents in service to the United States for over 50 years. He was one of the strongest proponents of Independence and freedom, a leading force in creating the new government after the Revolutionary War, and an architect of design.

Monticello was Jefferson's home near Charlottesville, Virginia, built high atop an 867 foot "Monticello", which is the Italian word for "Little Mountain". Monticello was a dream which Jefferson designed and spent 40 years building before construction was finally complete.

THE FIRST

The Navy has named not one but three ships after Monticello. The first Monticello, a screw-steamer made of wood, was built at Mystic, Conn., in 1859; chartered by the Navy at the outbreak of the Civil War in May 1861; and purchased 12 September 1861 at New York from H. P. Cromwell & Co., for service in the Atlantic Blockading Squadron, Capt Henry Eagle U.S. Navy in command. Dimensionally Monticello displaced 655 tons; measured 180 feet long, 29 feet on the beam; and had a draft of 12 feet 10 inches. Her best speed was 11.5 knots.

Monticello was renamed "Star" on 3 May 1861, but resumed her original name on 23 May 1861. Seeing immediate action, Monticello relieved USS Baltimore in blockading the James River and preventing communications with the Elizabeth River on 2 May, then relieved USS Quaker City at Cape Henry on 8 May. Monticello engaged the batteries at Sewell's Point from 10 to 14 May, then continued blockade duty until steaming up the Rappahannock River to Smith's Island on 24 June. Operating with the Army on the James River above Newport News on 5 July, Monticello dispersed a body of Conderderate Calvary. Often engaging confederate batteries through the remainder of 1861, Monticello was in the squadron that captured the batteries at Hatteras Inlet on 28 and 29 August 1861 in the first significant Union victory of the war, a victory which greatly encouraged the North. She drove off Confederates attacking Union soldiers in that area on 5 October.

Departing Baltimore MD, on 25 May 1862, Monticello headed South for the blockade of Wilmington, N. C. During this period, Monticello sent a boat party to the expedition up Little River on 26 June which destroyed two schooners. She engaged batteries at New Inlet on 12 July and took the British Schooner "Revere" off Wilmington on 21 October. On 15 November Monticello relieved USS Genesee on blockade duties at Shallow Inlet and on 24 November destroyed the British schooners "Ariel" and "Ann".

Operating around Little River through 1863, Monticello took the British schooner "Sun" on 30 March, and the steamer "Oldfellow" on 15 April. She joined the expedition to Murrell's Inlet on 25 April, and shelled a schooner there on 12 May.

Returning to the Wilmington Blockade in January 1864, Monticello joined the expedition to Smithville on 29 February, capturing Captain Kelly of General Hobart's staff. In July she joined in the chase after CSS Florida, and in August attacked the confederate batteries at Masonboro Inlet.

Monticello participated in the attacks on Fort Fisher N.C. (It is noteworthy that a later LSD has been named Fort Fisher) on Christmas Eve and Christmas Day 1864 and again on 13 and 14 January 1865. Her guns were part of the largest naval bombardment in history up to that time. The battle of Fort Fisher is considered by many to have been the most significant amphibious expedition of the war. Monticello then accepted the surrender of Fort Casswell on 18 and 19 January, and then participated in a second Little River expedition from 4 to 6 February.

Monticello was decommissioned at the end of the Civil War on 24 July 1865 in Portsmouth, N.H., and sold at public auction in Boston on 1 November 1865. Redocumented for merchant service on 25 July 1866, Monticello served American commerce until foundering off Newfoundland on 29 April 1872.

THE SECOND

The second Monticello (AP-61) was built in 1928 and commissioned as "Conte Grande" by Stabilimento Tecnico, Triestine, Trieste, Italy as an Italian flag merchant ship. She displaced 25,000 tons; was 651 feet 10 inches long; had a beam of 27 feet 6 inches, a draft of 26 feet and a top speed of 21.5 knots. Ships compliment was 494 and later troop lift capability totaled 750 men.

Interned in Brazil at the opening of World War II, Conte Grande was bought by the United States on 16 April 1942; and commissioned the same day as USS Monticello while still in Brazil.

Monticello sailed north to the Philadelphia Naval Shipyard for conversion as a troop transport which was completed on 10 September 1942. She sailed from New York on 2 November for the invasion of North Africa, carrying troops as far as Casablanca. Returning to New York, Monticello sailed again on 25 December; this time carrying men for the various commands of the China-Burma-India Theater. She made her way to Karachi, Pakistan by way of the Panama Canal, Australia and Ceylon.

After returning to New York on 24 April 1943, Monticello made two voyages to Oran carrying reinforcements. From Africa she sailed to San Francisco again by way of the Panama Canal. Through the first half of 1944 she carried men from San Francisco to California ports, Australia, Hawaii, and the burgeoning bases of the South Pacific. In June 1944 Monticello began the first of a series of transatlantic voyages carrying men to the victory in Europe. On 6 August 1945 Monticello's crew was replaced by a Coast Guard crew. She was decommissioned at Norfolk on 22 March 1946 and returned to the Italian government in June 1947.

THE PRESENT

The third and latest ship to bear the name Monticello is a Dock Landing Ship (LSD 35). Like her predecessors this Monticello is built to support amphibious operations ashore. Unlike the previous two, this Monticello was designed and built as a Naval vessel. Displacing 12,500 tons with a length of 510 feet, an 84 foot beam and a steaming draft of 18 feet 6 inches, USS Monticello (LSD 35) was commissioned on 29 March 1957 at Ingalls Shipbuilding Corp, Pascagoula, Miss. Mrs Harry R. Sheppard, the wife of Congressman Sheppard of California, then Chairman of the Naval Appropriations Sub-Committee, sponsored the ship which is the last of the eight Thomaston Class LSD built in the 1950's.

After outfitting and trials off the east coast, Monticello arrived at her homeport, San Diego, on 27 May 1957 to join the Amphibious Forces, Pacific Fleet, and immediately begin shakedown training. Continuing to operate off the West Coast, she participated in major amphibious operations which took her to Eniwetok in 1958 as well as Hawaii and Alaska in 1959, serving usually as the primary control ship (PCS) in the surface assault portion of all exercises.

Monticello sailed for her first major deployment as a U.S. Seventh Fleet asset on 14 November 1960. Deployed for 7 months, she was combat loaded with part of a U.S Marine Corps reinforced Battalion Landing Team, which was alerted four times during the Laos crisis. Returning to San Diego in July 1961, Monticello joined in a joint Army-Navy-Air Force Amphibious Exercise at San Jaun Island, Wash. in September.

Monticello sailed for Christmas Island in February 1962 as part of Joint Task Force 8 in support of "Operation Dominic". The Task Force's mission was to conduct nuclear weapons tests. Monticello then acted as the flagship during operation "Swordfish" conducting tests of various antisubmarine weapons. In June 1962 Monticello sailed again to Christmas Island to aid in closing down the test operation, and continued on to a second Seventh Fleet tour of duty. She returned to homeport San Diego in December and began a program of training and necessary overhaul.

After spending 1963 in overhaul and pre-deployment work-up, Monticello sailed again to the Orient and joined Seventh Fleet's Amphibious ready group from January to October 1964. While deployed she participated in SEATO as well as U.S. exercises.

The first half of 1965 saw Monticello make another, and this time historic deployment to the Western Pacific. Monticello was part of the Seventh Fleet Amphibious ready group which deployed the first United States Marines to Vietnam. At the young age of 8 years in commission, Monticello carried, inserted and supported elements of BLT 3/9 to Danang RVN.

She returned home in May and in August, one month ahead of schedule, she again headed back to the Western Pacific and rejoined Seventh Fleet. Early 1966 found Monticello steaming to South Vietnam for operation "Double Eagle", the longest and largest amphibious operation of the Vietnam conflict up to that time. "Double Eagle" enabled allied Forces to engage the Vietcong near Thac Tru and secure a beachhead in a key area. At the operation's end in late February, Monticello sailed for San Diego.

After a six month overhaul at San Pedro Co. and pre-deployment work-up, Monticello left San Diego on 13 January 1967 - destination Vietnam. Monticello saw a lot of action during this deployment. She served as primary command ship for "Beacon Hill I" at Quang Tri from 20 March to 2 April and again at "Operation Beacon Star" from 22 April to 12 May. In May she participated in "Operation Bell"; in July it was Operations "Beacon Torch" and "Bear Chain"; and in August she participated in an Amphibious Feint off Hue code named "Kangaroo Kick" as well as

"Operation Belt Drive" again at Quang Tri. Monticello was awarded a Meritorious Unit Citation for her excellent performance of duty during this period (18 June to 4 August 1967). Relieved of duties in September, Monticello returned home in October. She again went into overhaul until early 1968. After that it was local operations out of San Diego, and pre-deployment work-ups followed by her Seventh Deployment to the Far East in November 1968.

The year 1969 started out with USS Monticello as a participant in "Operation Bold Mariner" which lasted from 13 January to 9 February. Labeled as the largest amphibious landing since Inchon, Korea, the operation included 15 US Navy Ships and 9000 Marines. Monticello was subsequently awarded the Navy Unit Commendation for exemplary participation in this assault.

On 24 March, USS Monticello refueled the USS Waller (DD-466). This was USS Monticello's first attempt at actually refueling another ship using a close-inrefueling rig adapted to the starboard crane. 60,000 gallons of fuel were transferred to the Waller in 2½ hours. The event took place three days and 900 miles west of San Diego. After arriving back in San Diego on 27 March, Monticello again conducted local operations and made preparations for a 3 month overhaul in Bremerton, Wash. After completing the overhaul on 4 October, it was time for another round of pre-deployment tests and inspections as Monticello readied herself for a deployment to the Seventh Fleet Forces, scheduled for 1 Feb 1970.

Unfortunately while transiting to Westpac, USS Monticello collided with USNS Kawishiwi while refueling 400 miles north of Hawaii. Fortunately there were no injuries and only minor damage. After a quick transit across the Pacific Ocean and two short stops at Subic Bay (the latter only 5 hours long) as well as a stop at Danang, the Monticello headed East. On 14 March she arrived in Pearl Harbor and loaded an assortment of Marine Corps elements. On 18 March, Monticello sailed west with a destination unknown. On 25 March she plotted a course for Sasebo, Japan, arriving there on 28 March for upkeep. Leaving Sasebo in April, Monticello then conducted local operations around the Republic of the Philippines from 23 April through 10 July, and then conducted transfer operations between the Philippines, Guam and Vietnam from 10 July to 8 August. On 23 September, Monticello returned from her eighth deployment to the Western Pacific.

Monticello began and ended 1971 on the same note. In February she commenced a mini-deployment to Diego Garcia becoming the first LSD to enter the Indian Ocean where she supported the initial landing of supplies and equipment on the island being built up as a support base from scratch. After returning to San Diego in April, Monticello conducted a number of short cruises between San Diego, Bremerton and Pearl Harbor moving an assortment of yard craft and marine corps elements. In September, Monticello left on another mini-deployment to Diego Garcia. This time she deployed from Port Hueneme, Ca with an entire concrete factory which was to be used by the Seabees to construct permanent buildings, roads, and runways on Diego Garcia. Enroute to Diego Garcia, Monticello stopped at Pearl Harbor where, upon arrival, she was appointed honorary Ambassador by the State of Hawaii and was delegated to deliver a Bookmobile to the Island Kingdom of Tonga. Monticello gladly accepted the honor and became the first U.S Naval Vessel since World War II to enter the harbor of Nukualofa.

Monticello arrived at Diego Garcia on 5 November after stops in Sydney and Freemantle Australia. She left Diego Garcia on 15 November enroute San Diego with a stop at Vung Tau, Vietnam to load Marine Corps elements for return to the U.S. She arrived in San Diego on 20 December 1971.

The year 1972 began with Monticello making preparations for a 3 month overhaul in San Diego. The overhaul at National Steel and Shipbuilding Co (NASSCO) lasted from 8 March to 12 June. During that time the engineering plants were converted from NSFO to Navy Distillate; the flight deck was upgraded to handle CH-46 Sea

Knight Helicopters, a new galley and mess decks were installed, and all berthing compartments received the modern "Northhampton" style bunks. During local operations in July, USS Monticello conducted the first-ever unaided shipboard recovery of a downed aircraft. Monticello, USS O'Callahan (DE 1051), and USS Frederick (LST 1184) were in the Southern California operation area conducting Refresher Training on 13 July, when a Navy ELB went down 23 miles west of San Deigo. Monticello arrived on the scene as the O'Callahan was recovering two crewmembers. Monticello swimmers immediately attached handling lines to the aircraft. With the aircraft still intact but losing buoyancy, and 10 foot seas preventing the hoisting of the 14 ton aircraft aboard, Monticello quickly ballasted to a depth of 8 feet, and with excellent seamanship maneuvered the aircraft into the welldeck still intact. The aircraft fuselage was offloaded later that evening at NAS North Island, Coronado, Ca.

In September, Monticello set sail for her tenth full length deployment to the Western Pacific. After completing Zamex 9-72 a landing exercise in the Zambales training area in Subic Bay, R.P. Monticello and USS Ogden (LPD 5) left in late October for Kaohsiung, Taiwan for a three day port visit. During this time 35 Chinese nationalist Marine Corps Officers boarded Monticello for a 3 day informational exchange of amphibious techniques and capabilities. Monticello started 1973 with an upkeep in Subic Bay, RP, followed by a second exercise at Zambales, "Zamex 73 - 1", on 26 February. In March she sailed north to Korea to participate in operation "Golden Dragon", an exercise designed to test new concepts in Amphibious Warfare. The Secretary of the Navy awarded Monticello its second Meritorious Unit Citation for operations carried out from 10 October 72 to 15 Apr 73. After that it was time to head east; Monticello arrived in San Diego on 1 May. After a seven week in-port period, Monticello sailed north to Anchorage, Alaska for a 4 day CNO sponsored port visit. During the 4 day Holiday period, Monticello was toured by 12,500 citizens of Anchorage. After returning to San Diego in Mid-July, Monticello began preparations for "RIMPAC - 73", the largest Pacific Fleet Exercise since the Korean War. The exercise involved units from Australia, Canada, New Zealand and the U.S. and lasted from 1-28 September.

Early 1974 saw Monticello again making preparations for deployment on 24 May to the Western Pacific. She conducted a one ship exercise, "Quick Jab", at Tinian NMI from 21-26 June and participated in the joint US/RP exercise "Pagasa Three" from 21-31 August. During both exercises Monticello conducted numerous civic action programs to aid the local population. Monticello returned home on 24 November and remained inport for the remainder of 1974.

1975 opened with preparations for regular overhaul scheduled to begin in July. In the interim she went through a tough insurv inspection, and participated in "Operation Bell Buster" (PHIBLEX/MABLEX 1-75), serving as primary control ship. On 3 July Monticello entered Todd Shipbuilding Co's, San Pedro Drydock for the beginning of a 7 month overhaul that would last through years end.

The beginning of 1976 found Monticello in San Pedro, Ca., undergoing the second phase of the overhaul in the Bethlehem Steel Shipyard. Technical problems extended the overhaul for two months. After successful sea trials, Monticello began preparations for another deployment to the Western Pacific. However, the unexpected happened first. On 26 June with only 24 hours notice, Monticello was loaded and underway with Amphibious Squadron FIVE for "Operation Bearer Ice" which was conducted at Hanning and Needles Bay, Alaska. Monticello once again was the primary control ship, coordinating and directing the ship to shore movement. Returning to San Diego in late July, Monticello made final preparations for a deployment which began in 25 September. After a short port call in Pearl Harbor to load various Marine Corps elements, it was time to head south towards Shoalwater Bay, Australia, and "Operation Kangaroo II", the largest Amphibious exercise since

World War II. The exercise lasted from 21-30 October. After a six day port visit to Port Kembla and Woolongong, Australia, Monticello headed north to Buckner Bay, Okinawa for troop transfer on 20 November. From there it was an upkeep and Christmas in Subic Bay and New Years in Hong Kong, B.C.C.

After a New Years, it was time to go back into 6 weeks of upkeep in Guam and Subic Bay. The time inport was spent making final preparations for "PHIBTRAEX 1-77", a joint U.S. - Royal Thailand Navy Amphibious Assault Exercise which was conducted from 23-28 February. From there it was back to Subic Bay for "Landex 2-77" off Zambales Province on 15 March; then on to Korea for "Team Spirit 77" which followed a five day port visit in Pusan, Korea. After Team Spirit it was upkeep and transit time before the arrival date in San Diego of 21 May. The remainder of 1977 found Monticello going through training cycles, availabilities, and local operations. The year ended with an INSURV inspection which found Monticello fit for further Naval service after 20 years of active duty.

Monticello began 1978 by making preparations for another cyclic deployment to the Western Pacific. She was to sail as part of Amphibious Squadron Three, but was moved to Amphibious Squadron One, which would deploy later in September. However, Monticello deployed in March anyway during which, she conducted a one ship, 6 week mini-cruise to the Island of Eniwetok to provide supply support assistance and repair support to the Department of Interior/Department of Defense Joint Task Force in charge of the clean-up of this island in the Marshall Island chain. The island had been used 20 years previous in atomic bomb testing. Returning to San Diego in May, Monticello quickly went through the pre-deployment cycle and left again on 31 August, for a 7½ month deployment. After a stop in Guam in late September, Monticello arrived in Subic Bay on 5 October, and sortied on 6 October to evade Hurricane Nina. She pulled back in on 12 October and sortied on 26 October to evade Hurricane Rita. Monticello left Subic Bay on 3 November and headed north to Korea for "Team Spirit 78". The joint USN/USMC/ROKN/ROKMC Exercise. 1978 ended with Christmas and New Years in Hong Kong, B.C.C.

The year 1979 was ushered in with local operations around Japan, followed by an upkeep in Yokosuka, Japan. Monticello left Japan on 10 February bound for Pohang, Korea, and another joint U.S./ROKN Exercise. It would become a major event in Monticello's long career. On 16 February, while conducting amphibious operations at anchor, the calm seas became a raging turmoil which lifted Monticello's 42 ton stern gate up and down a number of times before finally breaking it away from the ship. Although still capable of carrying out her mission, Monticello returned to Yokosuka on 27 February for a month of repairs and the refitting of the recovered stern gate. After repairs were completed, Monticello steamed eastward arriving in San Diego on 11 April. On 25 July, Monticello departed San Diego for Portland, Oregon, her new homeport while undergoing overhaul from August 1979 through May 1980. While in overhaul, Monticello was witness to the most spectacular event of 1980, the eruption of Mount St. Helens. This eruption, as well as subsequent eruptions caused considerable problems onboard with ash fallout throughout the remainder of the ship's stay in Portland. Monticello's homeport was again changed back to San Diego, Ca. effective 28 May 1980 (the original overhaul completion date). Numerous contractor delays detained Monticello's departure until 17 September. She arrived in San Diego on 21 September. Insurv board discrepancies from an early November inspection, required Monticello to remain inport for the remainder of 1980 to allow for warranty repairs.

The first half of 1981 was filled with the usual pre-deployment checks such as Interim Refresher Training, Amphibious Refresher Training, Medical Readiness Examination, Combat Systems Readiness Tests, etc., and concluded with "Exercise Kernel Usher 81-2." On 24 June, Monticello left San Diego, once again, for the Western Pacific. She participated in operation "Bell Volcano" in Hawaii, in early

July, before continuing her transit. Acting as Commander of the Amphibious Separate Operations Group, comprised of USS Monticello (LSD 35) and USS Anchorage (LSD 36), Monticello arrived in Pusan, Korea and began preparations for "Operation Kernel Usher 81-7/Twin Dragon XVI," a combined United States/Republic of Korea Amphibious Exercise scheduled for 21 - 26 August. Monticello arrived in Okinawa on 28 August, sortied on 29 August to evade Typhoon Agnes and pulled into Hong Kong on 1 September for an unexpected port visit. In October, Monticello sailed to Thailand to conduct "Operation Kernel Usher 82-1", a combined United States/Royal Thailand Navy Amphibious Exercise which concluded on 16 October with a landing at Rayong Beach. After numerous stops, loads, offloads, and transits, Monticello arrived back in San Diego on 23 December 1981.

For USS Monticello, 1982 started out on high notes, but ended on a low note. January through June saw her meeting local operations commitments, going from one inspection to another, and finishing with the Portland Rose Festival, where she served as flagship for the Rose Festival Fleet Commander, VADM R. F. Schoultz. She returned to San Diego in late June and commenced preparations for refresher training in August. Her outstanding performance in all areas earned her a place on Commander Fleet Training Groups "Wall of Achievers". Monticello then completed a highly successful amphibious refresher training cycle in September, followed by a visit to San Francisco in October as part of that city's Fleet Week Festival. Emergent repairs kept her from participating in "Kernel Usher 83-1" in November, but she was fully operational by 10 December and making preparations to deploy in January 1983, when word was received that Monticello would be decommissioned.

Monticello opened 1983 by preparing to deploy on 27 January and/or decommission on 28 February. On 25 January it was decided Monticello would not deploy as scheduled. Her fate seemed certain. Then on 7 February, Monticello was informed that she would remain on active duty at least through fiscal year 84.

With the exception of a brief trip to San Francisco in April, Monticello remained in port San Diego until July. This time enabled much needed repair work to be completed on all four feed pumps and all four forced draft blowers. The time in port also enabled the crew to undertake a special project of love and learning. On 9 June, in a formal ceremony, USS Monticello became the proud "Adopted Parents" to 385 children from John A. Otis Elementary School located in National City, CA. Monticello became the fourth ship in the Pacific Fleet to undertake this project known as the "Adopt A School" Program.

Monticello then made preparations for a September Deployment, but that plan was short lived. The decommissioning standdown that had opened the year had taken many experienced personnel away. It was decided to leave Monticello in San Diego and give her new crew the benefit of the training they needed. So from October through mid-December, Monticello jumped through every "hoop" needed to deploy and by 13 December 1983 was ready to deploy.

Monticello did deploy as scheduled with Amphibious Squadron Five (the squadron she had originally joined back on 27 May 1957). The deployment started with exercise Kernel Blitz 84-2 in Hawaii in January 1984, then "Team Spirit 84" in March off the coast of Korea, "Landex Zambales 84-2" in Subic Bay, R.P. in April, and finally exercise "Balikatan 84" in May, off the West Coast of Luzon R.P. In between there were numerous loads, offloads, and port visits. The young crew took the ship that many back on the San Diego waterfront figured would not make it, and proved it could be done. Monticello returned to San Diego on 27 July having completed what was thought by many to have been her 18th and final deployment. In October Monticello sailed to Hawaii with PHIBRON ONE to augment the ships who were to participate in a Naval beach group exercise that was being done in conjunction with operation "Bell Volcano 85-1". Arriving in San Diego in mid November, rumors began to run rampant, but not of decommissioning. There was a slot in the

Seventh Fleet Schedule, and a wet well was needed. Monticello picked up the training pace and readied herself for possible deployment. It was rumored; it was even in black and white. It had not however, been completely confirmed.

As 1985 rolled in the proposal became fact. The Monticello would deploy again to fill the gap. She shifted to PHIBRON SEVEN on 1 March and on 27 March, acting as Commander Task Group 36.8, the transit unit comprised of USS Monticello and USS Anchorage (LSD 36), Monticello set sail for another deployment to the Western Pacific her nineteenth. She arrived in Subic Bay, R.P. on 25 April, sailed on 2 May as a unit of Commander Task Force 762, and participated in "Balikatan 85", a joint United States - Republic of the Philippines Amphibious Exercise, which was held from 2 - 11 May. After an upkeep in Subic Bay and a port visit to Hong Kong, she sailed back to San Diego, arriving 3 July. The next three months were devoted to preservation and on 30 September 1985, USS Monticello (LSD 35), the last of the Thomaston Class LSD, was decommissioned and transferred to the Naval Defense Reserve Force at Bremerton, Washington.

Her career has spanned more than 28 years. She has had 22 Commanding Officers and completed 19 deployments to the Western Pacific. Her track record in the Pacific Fleet has been fast-paced and outstanding. Her crew believed in doing things only one way, the best way, and every member of the crew who ever sailed MONTICELLO knows what pride in achievement can be.

FORMER COMMANDING OFFICERS

CAPT J. T. HODGSON, JR	29 MAR 1957 - 5 OCT 1957
CAPT FREDERIC D. KELLOG	5 OCT 1957 - 28 NOV 1958
CAPT WILLIAM OVERTON	28 NOV 1958 - 22 JAN 1960
CAPT I. M. KING	22 JAN 1960 - 9 NOV 1960
CAPT O. BRIAN, JR	9 NOV 1960 - 29 NOV 1961
CAPT J. B. SWEENEY, JR	29 NOV 1961 - 27 NOV 1962
CAPT J. H. ELLISON	27 NOV 1962 - 24 JAN 1964
CAPT DAVID F. LOOMIS	24 JAN 1964 - 22 JAN 1965
CAPT GEORGE W. FLOTA	22 JAN 1965 - 18 FEB 1966
CAPT V. F. KELLY	18 FEB 1966 - 20 MAR 1967
CAPT R. F. STANTON	20 MAR 1967 - 12 OCT 1968
CAPT J. A. HOMYAK	12 OCT 1968 - 13 OCT 1969
CAPT F. W. BENSON, JR	13 OCT 1969 - 16 NOV 1970
CAPT WALTER SPANGENBERG, JR	16 NOV 1970 - 21 DEC 1971
CDR BRUCE A. TAGER	21 DEC 1971 - 23 AUG 1973
CDR JOHN J. FLYNN	23 AUG 1973 - 11 AUG 1975
CDR J. R. DENNIS, JR	11 AUG 1975 - 10 JUN 1977
CAPT ANDREW J. CONKLIN	10 JUN 1977 - 27 AUG 1979
CAPT JAMES T. WORTHINGTON, II	27 AUG 1979 - 12 NOV 1981
CDR DAVID L. WETHERELL	12 NOV 1981 - 23 SEP 1983
CDR J. A. HOUGH	23 SEP 1983 - 08 JUL 1985
CDR G. W. ERTEL	08 JUL 1985 - 30 SEP 1985