

Welcome Aboard

For your own safety, please observe all caution and safety signs posted and the instructions of the ship's company. If you have questions, please do not hesitate to ask.



The first ship to carry the name U.S.S. MONTICELLO served with the Union Fleet during the civil war from 1861 - 1865. The second vessel so named, the former Italian passenger liner SS CONTE GRANDE, became the troopship U.S.S. MONTICELLO in World War II. The present Dock Landing Ship MONTICELLO was commissioned in 1957.

USS MONTICELLO LSD-35

The Captain and ship's company of the U.S.S. MONTICELLO welcome you aboard. We hope you'll find our ship interesting, and that you will enjoy your visit of And

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The U.S.S. MONTICELLO is the last of the super dock landing ships of the THOMASTON class, built by the Ingalls Shipbuilding corporation for the United States Navy.

U.S.S. MONTICELLO takes her name from the home of Thomas Jefferson the third president of United States. The name means "Little Mountain" in Italian, and is appropriate for the hilltop site near, Charlottesville, Virginia where Mr. Jefferson designed and built his home.

Our MONTICELLO is the third U.S. Navy vessel to bear this name. The first ship to carry the name, U.S.S. Steamer MONTICELLO served with the Union Fleet during the civil war from 1861 - 1865. The second vessel so named, the former Italian Passenger Liner SS CONTE GRANDE, became the troopship U.S.S. MONTICELLO in World War II. The present Dock Landing Ship MONTICELLO was commissioned in 1957.



MISSION

The primary mission of the Dock Landing Ship (LSD-35) is to transport amphibious vehicles, troop vehicles, amphibious boats, tracked landing vehicles, tanks, helicopters, guns, combat cargo, and equipment to be landed in early assault waves on enemy beaches. The ship can accommodate up to 350 troop officers and enlisted men comfortably and many more by using folding cots. In addition to carrying troops, and troop vehicles, boats and cargo, the LSD acts as a Primary Control Ship or Secondary Control Ship at the Assault beach. The former is responsible for getting troops and cargo on the enemy beach following an intricate timetable. The latter acts as a haven for amphibious boats and vehicles when the weather is inclement or when they need repairs. The Secondary Control Ship must also be prepared to assume the duties of the Primary Controller Ship at anytime.

With all her helicopter flight deck, the LSD can land and launch all but the largest of the helicopters now an operational use. Quite frequently during an amphibious operation, helicopters are landed on an LSD to transfer troops, light cargo, and combat casualties.

An LSD has a capacity for emergency hull repairs to landing craft and ships to LS M (Landing Ship Medium) size as well as large patrol seaplanes.

Its armament, electronic equipment, speed and versatility make the LSD the most sought after ship in the amphibious forces. The design concept originated with the U.S. Navy early in World War II and is now used or adapted by several other navies.

STATISTICS

Keel Laid	6 June 1955
Launched	10 August 1956
Commissioned	29 March 1957
Length Overall	510 feet
Beam	85 feet
Draft	17 - 34 feet
Load Displacement	12,100 tons
Ship's company	20 Officers
Ships company	280 Enlisted
Armament	6 Mounts Twin 3" 50 cal
Shaft Horsepower	24,000 HP
Speed	In excess of 20 knots
Dock Well	48 Ft. x 395 Ft.

Landing Craft or Vehicle Capacity:

3 LCU's
or 6 BARC's
or 20 LCM's
or 40 LCVP's
or 56 LVT's
or 59 DUKW's
or 90 2 ½ Ton Trucks

Plus 4 Helicopters and 4 ship's boats