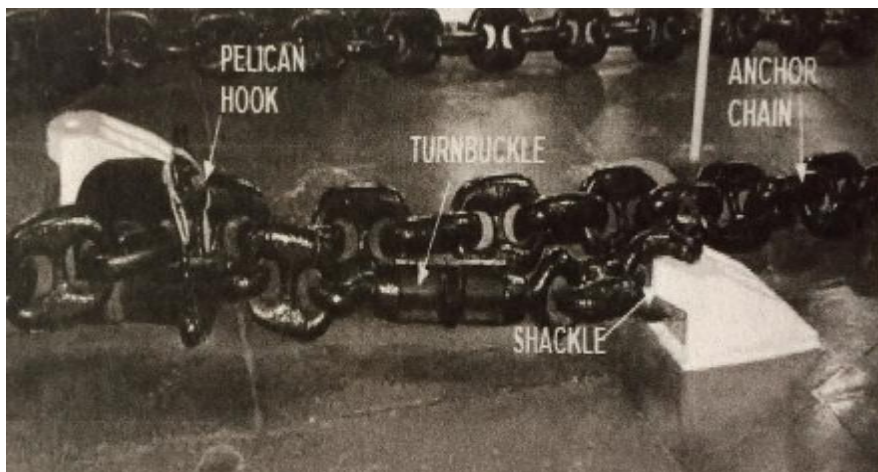


**LET GO THE ANCHOR!** – USS Frank Knox was approaching their assigned anchoring location inside the harbor of the Japanese city of Kobe in 1952. Kobe is on the south-western side of the main island of Honshu, about 19 miles west of the city Osaka. Huber recalls observing young Ensign and enlisted personnel preparing the starboard anchor for the command to “Let go”. The Frank Knox reached the ideal location and the command was given to “Let go the anchor”. The anchor proceeded to the bottom of the bay followed by a short section of the anchor chain known as the “stopper”. The anchor chain continued to follow the anchor until it ran out and down to the bottom of the bay. The bitter end of the chain was not secured causing the ship’s anchor and the short section of the anchor chain to gather at the bottom of the bay. After anchoring with the other anchor and chain you can only imagine the discussions that followed.



**FIND A DIVER** – (or Anchor part 2) – The Ensign was ordered to go ashore and locate a diver to mark the location of the anchor and chain for recovery. Soon, the Ensign returned to the ship with two Japanese men, one young and one old. The young man spoke English and was asked if he was the diver. The young man shook his head and pointed to the older man indicating he was the diver. The old man nodded in agreement. The next question was obvious “Where is his equipment?” In response the old man held up a nose clip! With only a loin cloth, nose clip and no goggles the old man dove the 40’ depth, located the chain and secured a line and marker buoy to the chain for recovery. The recovery was successful and Huber chuckles at the sight of the anchor chain disappearing into the water and the “diver” hired to assist in the recovery.

Jim Lasswell, Weapons Officer aboard the Frank Knox from 1966-1968 adds the following: “As CO of the USS SAFEGUARD we saw the same situation take place several times. Actually, we didn’t see it; but we saw the end results when they called us to recover the Anchor and Chain in a variety of depths. Once the anchor chain gained such momentum it actually pulled the chain from its’ connection to the ship’s bulkhead.”

**[Editor’s Note** – With two anchors, at least one anchor chain would approximate the length of the ship. To prevent the anchor chain from leaving the ship, there is a pad

*eye welded to the ship's bulkhead inside the anchor chain locker to secure the anchor chain end. Anchor chain lockers are wet, rusty and disagreeable places where the anchor chain is stored. Occasionally the anchor and chain are removed, brushed down and painted either on a pier or barge as a maintenance requirement. The chain locker also receives the same attention. Cleaning firesides and anchor chain lockers are dirty jobs best done and over with.] [If you were ever assigned to assist cleaning the anchor chain or firesides, I'll happily add your story to "Equipment we Love...to hate".]*



**HUBER AND JUDAN**