

*COMMISSIONING OF
UNITED STATES SHIP TUSCALOOSA
LST-1187*



Long Beach Naval Shipyard

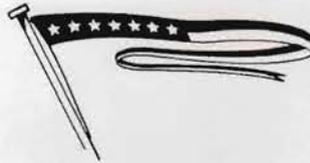
Long Beach, California

24 October 1970

Christening, Launching and Commissioning

When a ship is authorized by Congress, there are three historical and ceremonial key occasions during her construction and fitting out. These are the keel laying, the launch and christening, and finally the commissioning. A ship is launched when the sponsor or sponsors christen the ship, thereby entering a long tradition going back probably before the dawn of recorded history. Mariners facing the unknown perils of the vast and trackless sea have put their faith not only in a stout ship, but also in an unseen guiding spirit. This faith enters into the christening.

The commissioning ceremony marks the acceptance of a ship as a unit of the operating forces of the United States Navy. At the moment of breaking the commission pennant, USS TUSCALOOSA (LST-1187) becomes the responsibility of the Commanding Officer, who together with the ship's officers and men, has the duty of making her ready for any service required by our nation in peace or war.



The Commission Pennant

The commission pennant has for centuries been the symbol of a man-of-war. It is said that when the Dutch Admiral Van Tromp defeated an English fleet in 1652, he cruised with a broom at his masthead to signify that he had swept his enemies from the sea. When the positions were reversed the following year, the British admiral hoisted a long streamer from his masthead to represent that he had whipped his adversary. Thus, the narrow coachwhip pennant has become the distinctive mark of a ship of war.

Today, when the order to commission the ship is given, the commission pennant will be hoisted at the gaff, which is located high on the forward mast. It will fly day and night, and will be hauled down only to display the personal flag of another officer of higher rank than the Commanding Officer when embarked in the ship.



United States Ship TUSCALOOSA

LANDING SHIP TANK 1187

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Built by:

NATIONAL STEEL AND SHIPBUILDING COMPANY

San Diego, California

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Keel Laid 23 November 1968

Launched 6 September 1969

Commissioned 24 October 1970

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Sponsor Mrs. Thomas F. Connolly

Matron of Honor Mrs. Carlos J. Tavares



United States Ship TUSCALOOSA (LST-1187)

BASIC STATISTICAL DATA

Length (Between main deck perpendiculars)	522 feet
Beam (Width)	69 feet, 9½ inches
Displacement	8,300 tons (full load)
Mean Draft (Depth)	15 feet (full load)
Shaft Horsepower	16,000
Speed (Cruising)	20 knots
Propulsion	Twin screws, variable pitch, powered by six diesel engines
Bow Thruster	Single speed, variable pitch, located forward
Armament	Two 3-inch 50-caliber rapid fire twin mounts

USS TUSCALOOSA (LST-1187)

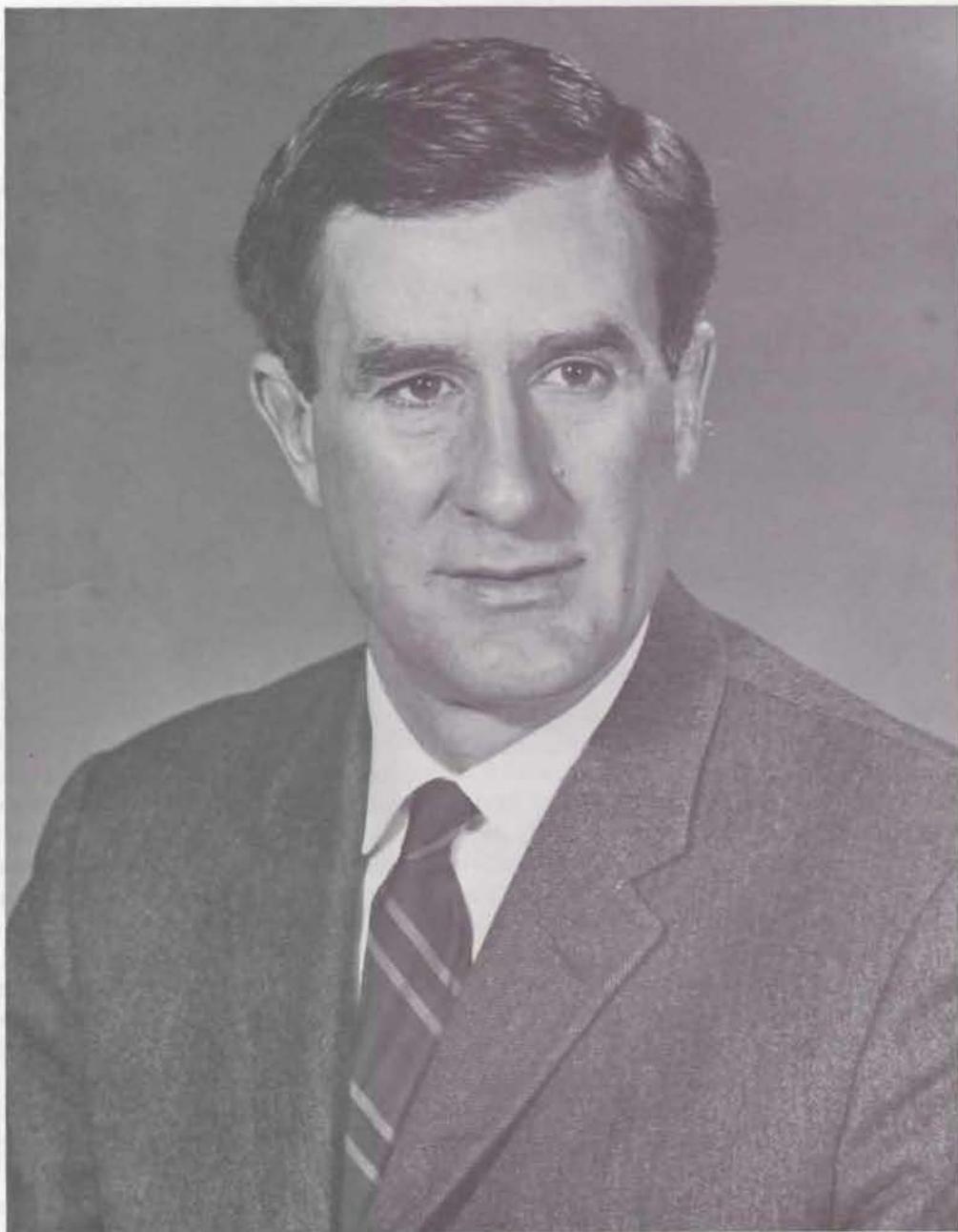
TUSCALOOSA is the sixth new design Tank Landing Ship to be delivered to the Navy by National Steel and Shipbuilding Company. This design represents a complete departure from previous concepts. The function of the traditional bow doors have been supplanted in the new ships by a huge thirty-five ton bow ramp supported by two outstretched derrick arms. The conventional flat-bottomed hull has been replaced by a "destroyer-type" bow which will enable TUSCALOOSA to maintain speeds in excess of 20 knots and to operate with modern high-speed amphibious forces.

Many innovations in ship design incorporated into TUSCALOOSA will help her crew fulfill many varied obligations to the Fleet. Predominant in the ship's design is the distinctive bow ramp/derrick system. This system enables TUSCALOOSA to marry to causeways for unloading her payload or for direct ship-to-beach unloading. TUSCALOOSA is equipped with a "bow-thruster" or transversely mounted, variable-pitch propeller in the forward part of the hull, allowing intricate maneuvering of the vessel. The ship's two stacks are offset and of unequal size, thus allowing the quickest and most direct passage of exhaust gases from the engineering spaces to the atmosphere. In the space behind the stacks a helicopter landing area is provided. For supplemental loading and offloading TUSCALOOSA can use the "tank" deck stern gate or the 10 ton booms over the cargo hatch.

Ship's speed is controlled by a new advanced arrangement; control consoles are provided in two of the engineering spaces and on the bridge for control of shaft speed from any of the three locations. The six main diesel engines and the twin variable-pitch screws are controlled by a sophisticated governor control system allowing the engines to operate efficiently at any given speed. Damage control features have been incorporated into TUSCALOOSA that are normally found only on aircraft carriers.

The latest electronic and communication systems have been installed for operations with the amphibious forces. Armament is provided by the two 3-inch 50 caliber rapidfire twin mounts. In addition to the technical features, human comfort is enhanced by such habitability facilities as the ship's barber shop, ice cream bar, laundry and dry-cleaning plant, tailor shop, and crew's recreation room. Those aspects of the ship's design are further complemented by the comfortable living quarters and full air conditioning throughout the ship.

When TUSCALOOSA joins the Amphibious Force, U. S. Pacific Fleet she will be assigned to Amphibious Squadron FIVE, homeported in San Diego, California.



To the officers and men of the
USS TUSCALOOSA (LST-1187)
with very best wishes
John H. Chafee
Secretary of the Navy



THE SECRETARY OF THE NAVY
WASHINGTON

Commander Harry W. Kinsley, USN
PCO, TUSCALOOSA (LST-1187)
Long Beach Naval Shipyard
Long Beach, California 90802

23 October 1970

Dear Captain,

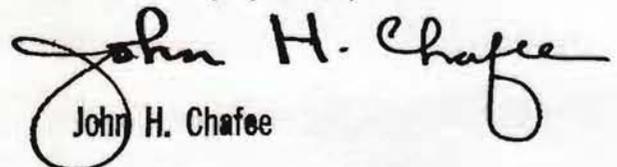
Congratulations on your new command, and best wishes to you and to your crew on the commissioning of TUSCALOOSA (LST-1187).

The amphibious warfare capability of our Navy has long been an essential element of America's power at sea. TUSCALOOSA, combining high speed with the ability to land tanks and heavy weapons wherever they may be needed, is a powerful addition to this capability. In this era of trial for our country and for the free world, the added strength and versatility provided by your fine new ship will serve to deter aggression and maintain the peace.

In designing new ships such as TUSCALOOSA we have endeavored to continue to improve living conditions for the fine men who sail them. I know that you share this interest. Although improvements have been made over earlier designs, there is always a need for new ideas in this important area. I hope that you and your crew will continue to develop innovations in habitability improvement and forward your recommendations for consideration. I would like to receive an advance copy of any such submissions. Our men constitute our most vital asset. As we seek their finest performance, their individual and collective welfare deserves our most active interest.

May you, with every man of TUSCALOOSA's company, meet with every success in carrying out the high task that has been entrusted to you.

Sincerely yours,


John H. Chafee



To officers and men of USS TUSCALOOSA (LST 1187) with best wishes for many successful cruises and joyous homecomings

G.R. Jimmy
Admiral U.S. Navy
Chief of Naval Operations



CHIEF OF NAVAL OPERATIONS

23 October 1970

Dear Captain,

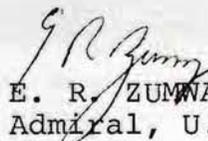
My best wishes go to you and to your ship's company on the commissioning of TUSCALOOSA (LST-1187).

Your ship honors the memory of two Confederate warships of our Civil War. One TUSCALOOSA was a veteran of Atlantic cruising operations, while a second helped to defend the port of Mobile. During our own century, heavy cruiser TUSCALOOSA (CA-37) bore her name honorably and well through Atlantic and Pacific operations of World War II. From North Africa and the "Murmansk Run" to Normandy, Iwo Jima, and Okinawa this fighting ship built a legacy of duty well done. It is now for you and for the men of your new TUSCALOOSA to add new luster to this proud heritage.

Your selection as Commanding Officer of TUSCALOOSA is a tribute to your past performance and attests to your ability to meet the challenge of Command, the most cherished experience of a Naval career. You know the truth of Admiral Arleigh Burke's remark that any ship is "good because of the people in her; without them, she is an inert mass of steel." Our need for highly motivated, experienced personnel has never been greater. I urge you to be keenly aware of the welfare of your men. There is no substitute for a crew who is well informed and whose talents are recognized. I encourage you to delegate responsibility down to the lowest level and in so doing develop a real sense of being part of, what I know will be, one of our Navy's finest fighting units.

On behalf of the Navy, I welcome TUSCALOOSA to the fleet. May every good fortune be yours.

Sincerely,


E. R. ZUMWALT, JR.
Admiral, U.S. Navy

Commander Harry W. Kinsley, USN
PCO, TUSCALOOSA (LST-1187)
Long Beach Naval Shipyard
Long Beach, California 90802



To the Officers and Men of the
USS Tuscaloosa - Welcome to the Fleet -
H. Chapman
General USMC
Commandant, U. S. Marines



TO THE OFFICERS AND MEN
OF USS TUSCALOOSA (LST-1187)

In the uncertain world of 1970, a new era of American defense has begun. USS TUSCALOOSA is a trim-lined, 20-knot part of this new era, a needed and anticipated addition to the Navy-Marine Corps Team. Marines everywhere are proud to welcome USS TUSCALOOSA to the team.

But as modern as this ship may be, the seas she will steam on are as demanding as ever. The men who will sail in this ship must continue to maintain the dedication that has kept our nation, and the oceans on our flanks, free. I know this shall be done.

May fair weather and following seas bless the new USS TUSCALOOSA and her crew as they embark upon a long and prosperous cruise.



L. F. CHAPMAN, JR.
General, U. S. Marine Corps
Commandant of the Marine Corps





COMMANDER AMPHIBIOUS FORCE
U.S. PACIFIC FLEET
SAN DIEGO, CALIFORNIA 92155

27 August 1970

TO THE OFFICERS AND MEN OF USS TUSCALOOSA

As you know, the Pacific Fleet Amphibious Force has recently lost a significant number of amphibious ships as a result of recent overall economy measures effected throughout the Department of Defense. The ships we have lost have served our country magnificently for more than twenty years, some through three wars. They have made valuable contributions to our Navy-Marine Corps striking power, but no longer can meet the needs of modern amphibious warfare and long have required replacement.

The addition of USS TUSCALOOSA to the Pacific Fleet Amphibious Force underscores the continuing effort of our nation to modernized and strengthen the capability of the Fleet to meet ever-increasing operational needs of our Navy in support of national policy.

The time of a ship's commissioning is a most important one in the life of a ship. The success with which the new crew is welded together as a unit will set the pattern and tone of TUSCALOOSA for many years. As the results of your teamwork and ability are put to the test, you will have the satisfaction of knowing that the long, hard precommissioning hours were worth the extra effort.

I bid you a hearty welcome to the Fleet. We are happy to have TUSCALOOSA aboard as a member of the PHIBPAC Family.

Sincerely,



NELS C. JOHNSON
Vice Admiral, U. S. Navy



ADMIRAL RICHARD H. JACKSON, USN RETIRED (1926)
Commander-in-Chief Battle Fleet

Admiral Richard H. Jackson is the Navy's oldest living admiral and a native of Tusculumbia, Alabama. His distinguished service includes duty as Naval Attaché, Paris; Senior Officer, U.S. Naval Forces in Bermuda; Commander Battleship Division SIX and THREE; Assistant Chief of Naval Operations; Commander Battleship Divisions, Battle Fleet; and Commander-in-Chief Battle Fleet. Admiral Jackson resides in Coronado, California.



21 September 1970

Dear Captain Kinsley:

It is a sincere pleasure for me to have the opportunity to join with all the citizens of the city of Tuscaloosa, Alabama in wishing well to the Officers and men of the USS Tuscaloosa LST-1187.

I am delighted to see that once again the proud name of Tuscaloosa will sail the seas, as one of our newest tank landing ships.

Take with you also the wish of this Admiral: that your mission shall be successful, that you shall hasten the coming of a lasting and abiding peace and that all shall have freedom.

Sincerely,

Richard H. Jackson,
Admiral, U. S. Navy retired

Commander Harry W. Kinsley, Jr. USN
Prospective Commanding Officer
USS TUSCALOOSA LST - 1187
Long Beach Naval Shipyard
Long Beach, California



**LAUNCH AND CHRISTENING AT NATIONAL STEEL AND SHIPBUILDING COMPANY
SAN DIEGO, CALIFORNIA—6 SEPTEMBER 1969**

The TUSCALOOSA (LST-1187) was launched from the ways at 5:00 p.m. on Saturday, 6 September. Principals at the launching were, left to right:

Bert L. Perkins, President and Board Chairman, Morrison-Knudsen Company, Inc., and Director of NASSCO; L. H. Oppenheim, Executive Vice-President, Kaiser Industries Corporation, Vice President and General Manager, Kaiser Engineers Division and Chairman, NASSCO's Executive Committee; Vice Admiral John V. Smith, USN, Commander, Amphibious Forces, Pacific Fleet; The Honorable Frank Curran, Mayor of San Diego; Rear Admiral Gayle T. Martin, USNR, representing Commander Naval Ship Systems Command; Mrs. Carlos J. Tavares, Matron of Honor; Vice Admiral Thomas F. Connolly, USN, Deputy Chief of Naval Operations (Air); Mrs. Thomas F. Connolly, Sponsor; The Honorable Walter Flowers, U.S. Congressman, 5th District, Alabama; John V. Banks, NASSCO Executive Vice-President; and Captain H. A. Gerdes, USN, Supervisor of Shipbuilding, Conversion and Repair.



TUSCALOOSA IS LAUNCHED

Amid the sirens and balloons TUSCALOOSA slid down the ways to her rightful home in the sea. TUSCALOOSA, the second ship in the Navy to be named after the city and county of Tuscaloosa, Alabama, was christened by Mrs. Thomas F. Connolly, wife of Vice Admiral Thomas F. Connolly.

COMMISSIONING

PRELUDE

Commander Cruiser-Destroyer Group Long Beach Band



ARRIVAL OF THE OFFICIAL PARTY



INVOCATION

Commander John A. Piirto, CHC, United States Navy
Naval Station Long Beach



INTRODUCTION OF DISTINGUISHED GUESTS AND THE PRINCIPAL SPEAKER

Commander Harry W. Kinsley, Jr., United States Navy



COMMISSIONING ADDRESS

The Honorable Armistead I. Selden, Jr.
Principal Deputy Assistant Secretary of Defense
International Security Affairs



READING OF THE COMMISSIONING ORDERS

Rear Admiral Horace V. Bird, United States Navy
Commander Naval Base Los Angeles

SHIP TUSCALOOSA

1187

ING CEREMONY

COMMISSIONING

The playing of the National Anthem, hoisting the National Ensign, Union Jack and the Commission Pennant. The ship is now in commission.



READING OF THE COMMANDING OFFICER'S ORDERS AND ASSUMPTION OF COMMAND

Commander Harry W. Kinsley, Jr., United States Navy
Commanding Officer, USS TUSCALOOSA (LST-1187)



SETTING OF THE FIRST WATCH

Lieutenant Commander Nelson R. Crews, United States Navy
Executive Officer, USS TUSCALOOSA (LST-1187)



MANNING OF THE SHIP

Officers and the Crew of the USS TUSCALOOSA (LST-1187)



RENDERING OF HONORS

The Commanding Officer orders the personal flag of the senior officer present eligible for command at sea to be broken with appropriate honors.



REMARKS OF THE COMMANDING OFFICER



BENEDICTION

Commander John A. Piirto, CHC, United States Navy



Following the ceremony all guests are invited to come aboard and tour the ship.



REAR ADMIRAL JOSEPH W. WILLIAMS, JR., USN
Commandant Eleventh Naval District



REAR ADMIRAL HORACE V. BIRD, USN
Commander Naval Base Los Angeles



CAPTAIN H. A. GERDES, USN
Supervisor of Shipbuilding Conversion and Repair, San Diego



CAPTAIN RICHARD C. FAY, USN
Commander Long Beach Naval Shipyard



CAPTAIN C. E. STASTNY, USN
Commander Long Beach Naval Station



CAPTAIN JOHN LACAVA, JR., USN
Commander Amphibious Squadron FIVE



JOHN V. BANKS
Executive Vice President
National Steel & Shipbuilding Company
San Diego, California

John V. Banks was born in Boise, Idaho, and attended the University of Idaho, where he graduated in 1938 with a degree in Civil Engineering. He worked on construction projects including those associated with Boulder Dam and Shasta Dam, and in 1940 entered on active duty with the Army Reserve. His 3½ years of active duty during World War II saw him involved in running both the Oregon Shipyard and the Vancouver Shipyard, as well as service in the Infantry and Quartermaster Corps. Joining Kaiser-Frazer after the war, he worked in the Engineering Department of that company's Willow Run plant, where he moved upwards rapidly in management ranks. In 1956 he joined Kaiser Steel Corporation and became General Manager of their Montebello Steel plant before moving on to National Steel and Shipbuilding in 1962. His successful efforts to improve the shipyard and its operations gained recognition with the presentation of the "Gold Knight of Management" award by the National Management Association in 1967. This award known as the "Oscar" of the industrial management, was in recognition of his outstanding leadership in that field.



C. SNOW HINTON
Mayor
Tuscaloosa, Alabama

Mr. C. Snow Hinton was born December 10, 1918, in Tuscaloosa, Alabama. He attended the local school system, University of Alabama and Auburn University. Entering World War II in 1941, he was commissioned a Second Lieutenant, Field Artillery, in February 1942. He served in Europe and the Pacific and was discharged in April 1946 with the rank of Major.

A retail businessman in Tuscaloosa since 1946, Mr. Hinton entered the political arena in 1961 when he was elected Finance and Water Works Commissioner. He was re-elected without opposition in 1965 and became Mayor in 1969.

Mayor Hinton is the father of two daughters, Mrs. John Hogue, a teacher at Tuscaloosa High School, and Pat Hinton, a junior at the University of Alabama. Mr. Hinton is married to the former Marilyn Morgan.

THE NAMESAKE

The city of Tuscaloosa (population 63,370) is located in west central Alabama on the Black Warrior River and is the county seat of Tuscaloosa County. It was settled on the site of an Indian village after the Creek Revolt of 1813 and was incorporated in 1819. From 1826 to 1946 the city was the state's capitol.

Tuscaloosa is a railroad and manufacturing center with industries centered around regions rich in coal, iron, timber, and cotton resources.

Many fine antebellum houses remain along the shaded streets which are planted with live oaks. Tuscaloosa was once known as the Druid City because of these fine, stately trees. Much of the city's life is centered around the University of Alabama and Stillman College, making Tuscaloosa the hub of Alabama's educational community.

PREVIOUS SHIPS NAMED TUSCALOOSA

USS TUSCALOOSA (LST-1187) is the second ship of the fleet to honor the city and county of Tuscaloosa, Alabama. Two ships of the name served the Confederate States Navy during the Civil War. The first of these Confederate ships was the Bark TUSCALOOSA, formerly Union Bark CONRAD captured by CSS ALABAMA in June, 1863. Her fighting days ended abruptly in December that year when she was seized by British authorities at Simon's Bay.

The Confederate Iron-clad Ram launched at Selma, Alabama, in February, 1863 also bore the name TUSCALOOSA. A defender of Mobile until 12 April 1865, when that city fell to the Union forces, she was scuttled to avoid capture.

The original USS TUSCALOOSA in the United States Navy was a heavy cruiser (CA-37) built by New York Shipbuilding Company, Camden, New Jersey. She was commissioned 17 August 1934 in the Philadelphia Navy Yard, Captain John N. Ferguson, USN, commanding. Designed for a length of 588 feet with a beam of 61 feet 9 inches, she displaced 9,375 tons, had a complement of 51 officers and 700 men and was armed with nine 8-inch .55 caliber guns.

After a shakedown cruise to South America, TUSCALOOSA arrived at New York Navy Yard. She stayed there until 8 April when she transited to the West Coast and a new home port in San Pedro. By early 1939, however, she was returning to the East Coast.

On 12 August 1939 and again on 15 February 1940 President Franklin D. Roosevelt embarked on TUSCALOOSA for cruises, first to the scene of salvage operations for the submarine SQUALUS off Newfoundland and later to the Carribean. Following his re-election, President Roosevelt boarded TUSCALOOSA at Miami, Florida to visit the new military sites acquired from the British. While on board, he and his confidential advisor, Harry Hopkins worked over the lend-lease for aid to Great Britain.

Later that December TUSCALOOSA began operations on the Central Atlantic Neutrality and in August of 1941 again escorted the President, this time to the secret meetings with Winston Churchill at Argentia where the Atlantic Charter was framed.

In September of 1941 TUSCALOOSA became part of the Denmark Strait Patrol and was on Station there when the United States entered World War II. During the war TUSCALOOSA (CA-37) won seven battle stars and fought in both the Atlantic and Pacific. In July of 1942 she was escorting the ill-fated convoy PQ-17 from Iceland to Russia. In spite of heroic defenses 22 of 33 merchantmen were lost before reaching Archangel. TUSCALOOSA herself had one torpedo cross 50 yards ahead of her and another cross 85 yards astern ten seconds later. Subsequent convoys were delayed three months but TUSCALOOSA and two destroyers successfully made a run to Archangel with desperately needed supplies.

After one month at New York Navy Yard she sailed 6 October 1942 with the covering force for Rear Admiral H. Kent Hewitt's Western Naval Task Force 45 preparing for the invasion of North Africa. The morning of 8 November 1942 found TUSCALOOSA engaging the Vichy French Fleet at Casablanca. By the close of the action the French Navy had lost four destroyers, 8 submarines, and four warships disabled. By 11 November Casablanca capitulated.

From August to October 1943 TUSCALOOSA was involved in various operations with the British Fleet. After a well deserved overhaul period she again sailed for Europe, this time as the flagship of Task Group 125.8 under the command of Rear Admiral Morton L. Deyo. In this capacity she participated in the bombardment for the Normandy landing on Utah Beach.

August of 1944 again saw TUSCALOOSA as a flagship for Rear Admiral Deyo, this time for the invasion of Southern France. After overhaul at Philadelphia TUSCALOOSA set sail 21 November 1944 for duty in the Pacific. There she participated in the bombardment of Iwo Jima and Okinawa.

Following the surrender of Japan TUSCALOOSA transported troops home and on 13 February 1946 entered Philadelphia Navy Yard for inactivation and decommissioning 9 July 1946. The name of TUSCALOOSA (CA-37) was struck from the Navy List 1 March 1959.



COMMANDER HARRY W. KINSLEY, JR., USN
Commanding Officer

Commander Harry W. Kinsley, Jr., was born in Norwalk, Connecticut on July 10, 1930. He was graduated from Phillips Exeter Academy in 1948, and from Yale University in 1952. After enlisting in the U.S. Naval Reserve, he was ordered to Officer Candidate School, and was commissioned Ensign in May 1953.

Since commissioning, Commander Kinsley has served about twelve years in ship assignments in destroyer-types and amphibious ships. He was assigned to Gunnery and Navigation duties in USS BROWNSON (DD-868), as Operations Officer in USS RAYMOND (DE-341) and in USS BLAIR (DER-147), as Officer-in-Charge of USS COOLBAUGH (DE-217) and then of USS GREENWOOD (DE-679), and as Operations Officer and Chief Staff Officer on the Staff of Commander Destroyer Squadron TWO. His most recent destroyer duty was as Executive Officer of USS HENRY W. TUCKER (DD-875) in 1964–1965, serving in that ship when the first shore bombardment of the Vietnam War was fired.

From 1965–1967 he commanded USS TERRELL COUNTY (LST-1157) in extensive operations in the Western Pacific, including Operation BLUE MARLIN and numerous cargo and personnel transporting assignments in and out of Vietnam. TERRELL COUNTY along with the other ships of Landing Ship Squadron NINE received the Meritorious Unit Commendation during this period, and Commander Kinsley was awarded the Bronze Star with combat V.

Shore assignments include a tour at the U.S. Naval Recruit Training Command, Great Lakes, Illinois from 1955–1957, assignment to the U.S. Naval Postgraduate School from 1963–1964 where he was awarded the MS degree in Navy Management, with distinction, and assignment to the Naval War College, where he completed the Naval Warfare Course, just prior to reporting to TUSCALOOSA. From 1967 to 1969 he served as Plans and Programs Officer on the staff on the New Construction Destroyer (DX/DXG/DXGN) Program Coordinator in the Office of the Chief of Naval Operations. He was awarded the Navy Commendation Medal after completion of that assignment.

Commander Kinsley was promoted to his present rank in March 1967. He is the son of Harry W. Kinsley of Norwalk, Connecticut and the late Alice Isbell Kinsley. His mother was a distant cousin of the late Captain Arnold J. Isbell for whom USS ARNOLD J. ISBELL (DD-869) is named. Commander Kinsley is married to the former Mary Kerr Thing, who served in the U.S. Naval Reserve Nurse Corps prior to marriage. She is the daughter of Mrs. Wilbur Thing of Tarpon Springs, Florida and the late Lieutenant Colonel Thing, U.S. Marine Corps. The Kinsleys reside in Chula Vista, California, with their children, Margaret, H.W. III (Hank), and John.



LIEUTENANT COMMANDER NELSON R. CREWS
Executive Officer

Lieutenant Commander Nelson R. Crews is the son of the late Mr. Jess R. Crews and Wilma G. Crews of Ottawa, Kansas. After receiving a Bachelor of Arts Degree from Baldwin Wallace College, Lieutenant Commander Crews attended Aviation Officer Candidate School at Pensacola, Florida and was commissioned as Ensign in March 1958.

Mr. Crews completed Flight Training in 1959 and reported to Fighter Squadron 121 at Naval Station Miramar followed by a tour with Fighter Squadron 193 at Moffett Field.

Lieutenant Commander Crews changed from Aviation to Surface Line in 1961 and served at Naval Station Adak, Alaska, then aboard the USS POCONO (LCC-19) and USS WASHINGTON COUNTY (LST-1166), and most recently at Fleet Anti-Air Warfare Training Center Dam Neck, Virginia.

Lieutenant Commander Crews is married to the former Miss Pamela L. Walz of Maple Heights, Ohio. They have two sons, Peter Chandler, 6, and Christian Phillippe, 1.

DEPARTMENT HEADS



LT P. M. MULDOON
First Lieutenant
Coronado, California



LT J. C. STUART
Engineering Officer
Elkin, North Carolina



LTJG A. C. MONTZ
Operations Officer
Meadowbrook, Pennsylvania



LTJG F. C. SPATHELF
Supply Officer
Big Rapids, Michigan



LTJG R. E. DYSON
Damage Control Assistant
Fair Oaks, California

DIVISION OFFICERS



CWO B. F. ALLEN
Main Propulsion Assistant
Baltimore, Maryland



ENS J. D. KIDD
Assistant First Lieutenant
Deerfield, Illinois



ENS H. E. BURDICK
Communications Officer
Long Beach, California



ENS R. R. GASINK
Gunnery Officer
Winona, Minnesota



ENS J. C. BOYLE
Combat Information Center Officer
Brookville, New York



ENS STEPHEN S. SCHELLHAAS
Second Division Officer
Lubbock, Texas

CHIEF PETTY OFFICERS



ENCS H. E. GALLERY
Saginaw, Michigan



QMC H. O. HILLARD
Davenport, Iowa



EMC G. G. PARAYNO
Bataan, Philippines



BMC R. G. LINDSEY
Raleigh, West Virginia



RMC R. S. CARR
Vincennes, Indiana



CSC W. E. GEE
Fort Montgomery, New York

CREW OF THE USS TUSCALOOSA

First Class Petty Officers

SH1 Joseph J. Adams Savanna, Illinois	EN1 Thomas L. Howard San Diego, California	MR1 Ralph M. Perkins Hermiston, Oregon
BT1 R. B. Ard Tucson, Arizona	RM1 Kenneth Lenoir Oakland, California	DK1 George Pickett Hartford, Illinois
BM1 William A. Bias Riverton Wyoming	RM1 John A. LeSage Bay City, Michigan	SK1 Rodney A. Pierce West Chicago, Illinois
EN1 Francis G. Collier Peoria, Illinois	BM1 Jon T. Lindsay San Diego, California	GMG1 Roy E. Price Roseville, Ohio
EN1 Robert A. Cummings Holyoke, Massachusetts	HM1 Harvey H. MacDonald Sacramento, California	SM1 Charles D. Salmons Hampano Beach, Florida
CS1 Robert L. Denny South Norwalk, Connecticut	EM1 James C. Middleton Kelso, Washington	DC1 John L. Selbe San Diego, California
SK1 Richard Dillon Orange, California	EM1 John W. Nice McMechen, West Virginia	SF1 John R. Sharpe San Jose, California
YN1 Arvis D. Foshee Lake Charles, Louisiana	BM1 James Owens Frederick, Oklahoma	EN1 Louis G. Villa Imperial Beach, Calif.
IC1 Harold S. Grant Temple City, California		GMG1 Robert P. Wingo Tallasega, Alabama

Second Class Petty Officers

QM2 J. C. Bennett Milan, Illinois	BM2 Thomas J. Kinnison San Francisco, California	ETR2 John R. McNeese, Jr. San Diego, California
SK2 Jeff T. Collings Granger, Texas	ETN2 Edward C. Konopka Schenectady, New York	DC2 Donald W. Mead Chico, California
EN2 William R. Eastman Reno, Nevada	SD2 Nemencio M. Madlangbayan Silang, Cavite, Philippines	PN2 William R. Parker, Jr. Topsham, Maine
GMG2 Othal L. Hutson Russell Ville, Arkansas		EN2 Michael J. Taylor Columbus, Ohio

Third Class Petty Officers

EM3 James A. Bagwell Plainview, Texas	ETR3 Lloyd E. Howell Searcy, Arkansas	SD3 A. V. Payuno Orion, Bataan, Philippines
CS3 Oana E. Baker Jamestown, North Dakota	FTG3 William J. Jackson Red Bluff, California	EN3 Terry K. Skinner Hinckley, Illinois
SM3 Brian S. Bolger Sioux Falls, South Dakota	SM3 Ronald L. Jordan Portland, Oregon	RD3 Steven S. Stelter Bismark, North Dakota
BM3 John R. Branz San Antonio, Texas	EN3 John J. Mabry Melbourne, Arkansas	RM3 Preciliano Trujillio Ruidoso, New Mexico
SD3 Cesar D. Ditona Botolan, Zambales, P.I.	EN3 Ronald R. Manous Central Point, Oregon	BM3 Harold S. Underwood Abilene, Texas
EN3 George H. Ellis Pearl River, New York	GMG3 Craig R. McCombs Phoenix, Arizona	SH3 Vicente G. Unpingo Barrigada, Guam
QM3 Gary G. Geller Anaheim, California	RM3 Robert E. McGee Lodi, California	SFP3 Herman G. Vondenkamp Independence, Missouri
EM3 Robbie A. Green Crossett, Arkansas	EN3 James R. Morley Fresno, California	EN3 Albert W. Wickam Kansas City, Kansas
EN3 Paul E. Haney Chula Vista, California	QM3 Delvin V. Nordquist Estacada, Oregon	EM3 William E. Woods Fort Lauderdale, Florida
	BM3 George W. Parlow, Jr. Youngstown, Ohio	

CREW OF THE USS TUSCALOOSA

Non-Rated Men

FN Michael T. Curran Orange, California	SN Denis J. Glover Dubuque, Iowa	FA Richard J. Curtis Constantine, Missouri
FN Kenneth C. Dugger Poplar Bluff, Missouri	SN Manuel N. Guarin San Francisco, California	FA Mark S. Dubois San Diego, California
FN Danny G. Duncan Knoxville, Tennessee	SN Jose S. Guerrero Orange, California	FA James A. Grimes Tacoma, Washington
FN John R. Gaenzle, Jr. Lancaster, Pennsylvania	SN Jeffery K. Holcomb Terre Haute, Indiana	FA Robert M. Kemnitzer Buffalo, New York
FN Kristoffer S. Glarum Portland, Oregon	SN Michael F. Hostettler Stockbridge, Wisconsin	FA Edward A. Stevenson Titusville, Pennsylvania
FN Michael R. Henry San Antonio, Texas	SN Leslie K. Hudgins DePauw, Indiana	SA Larry M. Armstrong Billings, Montana
FN James R. Nelson West Palm Beach, Florida	SN Arthur Jacobs III Bessemer, Alabama	SA Alvin L. Burris Klamath Falls Oregon
FN Raymond H. Nelson Sedro Wolley, Washington	SN Gastan G. Johnson Omaha, Nebraska	SA David M. Cosgrove Pittsburgh, Pennsylvania
FN Daniel L. Parker Cleveland, Tennessee	SN William H. Jordan Davison, Michigan	SA Robert J. Cunningham Albany, New York
FN Jesse E. Rosales San Antonio, Texas	SN David N. Kelly Macon, Georgia	SA Timothy A. Filbin Denver, Colorado
FN Claude M. Thompson Fort Worth, Texas	SN Sidney R. Kindler Ulysses, Nebraska	SA Ellis O. Flanagan Los Angeles, California
FN Glenn S. Trim Rehoboth, Massachusetts	SN Stanley Large Jr. Tulsa, Oklahoma	SA Donald A. Gettle Myerstown, Pennsylvania
FN Clifford J. Wagner Cincinnati, Ohio	SN David L. Martz Minneapolis, Minnesota	SA Harry W. Goddard Battle Creek, Michigan
FN Wayne C. Williams Rugh Ready, California	Thomas O. Meyer Scribner, Nebraska	SA Ralph G. Gunnoe Wichita, Texas
FN Marvin R. Wyss Florence, Kansas	SN Ronald E. Miller Oklahoma City, Oklahoma	SA Willard L. James Spokane, Washington
SN Tobie T. Anderson Dayton, Ohio	SN Rodolfo Pedregon Cliftooy, Arizona	SA Calvin A. Jones Boston, Massachusetts
SN Bruce A. Becker Phoenix Arizona	SN Carl M. Pici West Covina, California	SA Jessie W. Jones New Orleans, Louisiana
SN Gordon L. Bennett Claude, Texas	SN William W. Radke Sacramento, California	SA Michael J. Knotts Ottumwa, Iowa
SN Michael D. Bickford Des Moines, Iowa	SN Lynn L. Ray Gilmer, Texas	SA Nicholas H. Montroll Monroe, New York
SN David G. Buetow Omaha, Nebraska	SN Martin E. Scheeringa Hammond, Indiana	SA Daniel F. Naslund Orange, California
SN Donald R. Clay Indianapolis, Indiana	SN Duane R. Stadel Baker, Montana	SA Gerald L. Neubauer Cumming, Iowa
SN Thomas A. Cloninger Samoa, California	SN Carl R. Stahler Davenport Iowa	SA Paul A. Newlon Monrovia, California
SN Larry G. Condon Washcoughal, Washington	SN William R. Stewart Waco, Texas	SA Jackie F. Parrett Dewey, Oklahoma
SN Rickie J. Coombs Wyoming, Texas	SN Andrew H. Thompson Cimball, Minnesota	SA Harold C. Rodgers Orange, New Jersey
SN Robert A. Coslett Woodland Hills, California	SN Peter J. Wall Aneta, North Dakota	SA William W. Sharpe San Jose, California
SN Michael F. Curtin Tulsa, Oklahoma	SN Wayne C. Williams Glenn, California	SA Vincent Smith New Jersey City, New Jersey
SN John A. Delacruz San Antonio, Texas	TN Leonardo M. Caguyong Bago, Lavite, Philippines	SA Dennis A. Thomas Sacramento, California
SN James A. Durbin McMinnville, Oregon	TN Oscar A. Reyes Poveleta, Lavite, Philippines	SA Edward O. Valenzuela Watsonville, California
SN Roy W. Durst Kerrville, Texas	TN Danilo O. Teodoro Manila, Philippines	SA Ranoal J. Valiska San Joaquin, California
SN Michael A. Ely Fort Wayne, Indiana	FA Rodney A. Apana Honolulu, Hawaii	SA Howard R. Walker Boise, Idaho
SN Lee J. Eshelman Cleveland, Ohio	FA Raymond R. Cartwright Casa Grande, Arizona	SA Dennis D. Waltz Jamestown, North Dakota
SN Charles Flores Fort Worth, Texas	FA Ronald R. Cartwright Casa Grande, Arizona	SA Scott Young Orange, California
	FA Edwin F. Clark Brusett, Montana	



THE SHIP'S INSIGNIA

The insignia of USS TUSCALOOSA incorporates the rich heritage of the city and county for which she is named, the proud history of the previous TUSCALOOSA, and the strength of the Navy/Marine Corps amphibious team.

The black Indian figure is in honor of the city and county of Tuscaloosa which were named for the Choctaw Indian warrior, Tuscaloosa. Tuscaloosa means black warrior in Choctaw and the city is located on the Black Warrior River. The red cross of St. Andrew on a white field is taken from the state flag of Alabama.

The tusks on the sides of the emblem represent the former TUSCALOOSA (CA-37) which was affectionately known as "Tusky". The note "Extra Three Percent" is from that ship.

The blue color is selected for the blue waters which will pass under the keel of the USS TUSCALOOSA during her lifetime. The red highlights the role of the Marines in the Navy/Marine Corps amphibious team.



Program Change

Ladies and Gentlemen,

Due to commitments in his home state, Representative John H. BUCHANAN of Alabama was unavoidably forced to cancel his participation in today's ceremony. We are most pleased, however, to have the Honorable Armistead I. SELDEN, Jr. as our guest speaker.

Armistead I. SELDEN, Jr. is the Principal Deputy Assistant Secretary of Defense for International Security Affairs. Born on February 21, 1921 in Greensboro, Alabama, Mr. SELDEN holds an A.B. degree from the University of the South, Sewanne, Tennessee, and an L.L.B. degree from the University of Alabama in Tuscaloosa, Alabama.

Mr. SELDEN has practiced law both in Alabama and in Washington, D.C. and is a member of the Alabama, District of Columbia and American Bar Associations.

Following service in the Alabama State Legislature, Mr. SELDEN was elected to the 83rd Congress in 1952 and to the 7 succeeding Congresses, retiring voluntarily in January 1969. While a member of Congress, Mr. SELDEN served on the House Committee on Foreign Affairs and was Chairman of the Subcommittee on Inter-American Affairs.

Mr. SELDEN served on active duty in the U. S. Navy from 1942 to 1946. He is currently an active member of the Naval reserve, having achieved the rank of Captain. He is married to the former Mary Jane WRIGHT of Talladega, Alabama. Mr. and Mrs. SELDEN and their five children currently reside in Falls Church, Virginia.