

# Commissioning of United States Ship Schenectady

LST-1185

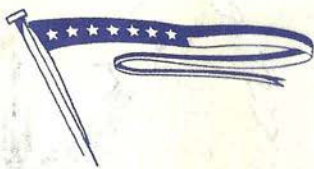


Long Beach Naval Shipyard  
Long Beach, California  
13 June 1970

## Commissioning of a Naval Vessel

*The commissioning ceremony marks the initiation of a ship into active service in the operating forces of the United States Navy. At the moment of breaking her commission pennant, USS SCHENECTADY becomes the responsibility of her Commanding Officer, who, together with the entire ship's company, then has the duty of making and keeping her constantly ready for any service demanded by our country in peace and war.*

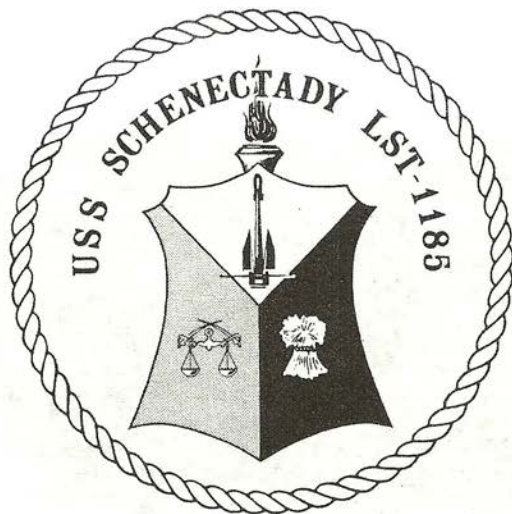
*Until now, SCHENECTADY has been merely hull and machinery. From this day forward, she will be imbued with a personality and soul, reflecting the will and spirit of all who will serve in her during her career.*



### The Commissioning 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 SCHENECTADY  
LANDING SHIP TANK 1185

Built by:  
NATIONAL STEEL AND SHIPBUILDING COMPANY  
San Diego, California

*Keel Laid* ..... 2 August 1968  
*Launched* ..... 24 May 1969  
*Commissioned* ..... 13 June 1970

*Sponsor* ..... Mrs. Charles E. Goodell  
*Matron of Honor* ..... Mrs. Richard Wheeler



## USS SCHENECTADY (LST-1185)

The SCHENECTADY is an entirely new design and represents a complete departure from previous concepts of amphibious landing ships. She is the fourth ship of its kind to be delivered to the Fleet by National Steel and Shipbuilding Company. The traditional bow doors, which have characterized LST construction since the first vessels of this type were built during World War II, have been preempted by a huge 35 ton bow ramp supported by two outstretched derrick arms. In addition the conventional blunt bow design has been replaced by a destroyer-type bow, enabling the SCHENECTADY to attain speeds in excess of 20 knots. This feature will make possible operation with high-speed amphibious forces.

Rapid and flexible loading and offloading of troops and equipment are accomplished by lowering the bow ramp from the main deck to a beach or causeway. A second ramp serves as a means of communication between the main deck and the lower, or tank deck, where vehicles and equipment may be stored. Supplementing loading and offloading is a stern gate, making this the first class of LST with this unusual capability.

Many other departures from traditional shipbuilding concepts mark the SCHENECTADY and her sister ships as unique. All ships in this class are equipped with a bow thruster, or transversely mounted variable-pitch propeller in the forward part of the hull, allowing fine 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 engineering spaces to the outside, rather than sacrificing practicality for symmetry of design as in past ships. The ship's superstructure is pierced longitudinally to provide vehicular traffic from one end of the main deck to the other, and a helicopter landing area is provided on the after part of the ship's main deck.

Ship's speed is controlled by a unique joystick arrangement; control consoles are provided in both engineering spaces and on the bridge for the control of shaft speed from either location. The six huge main propulsion engines, which are linked to twin controllable pitch screws, may also be controlled locally for added flexibility. The latest electronic navigation and communication systems are installed aboard. In addition to the technical side of the ship's features, crew comfort is enhanced by numerous habitability facilities, such as the ship's barber shop, ice cream bar, laundry and dry-cleaning plants, tailor shop, and crew's recreation room. Livability is further enhanced by unusually comfortable living quarters and air-conditioning throughout the ship.

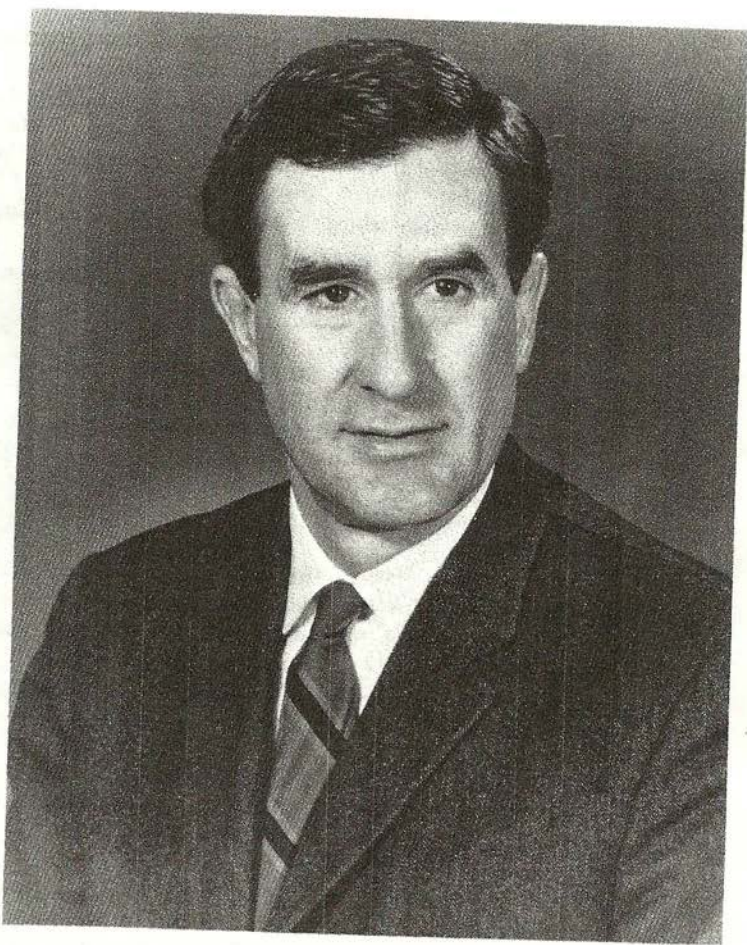
When she joins the Amphibious Force, U.S. Pacific Fleet, SCHENECTADY will be assigned to the Amphibious Squadron NINE, homeported in San Diego, California.



### BASIC STATISTICAL DATA

Length . . . . .	522 feet
Beam (Width) . . . . .	69 feet, 9½ inches
Displacement . . . . .	8300 tons (full load)
Mean Draft (Depth) . . . . .	15 feet (full load)
Shaft Horsepower . . . . .	16,000
Speed . . . . .	Over 22 knots
Propulsion . . . . .	Twin screws, controllable pitch, powered by 6 diesel engines
Bow Thruster . . . . .	Single screw, controllable pitch, located forward
Armament . . . . .	Two 3-inch 50-caliber rapid fire twin mounts





To the officers and men of the  
USS SCHENEGADY (LST-1185)  
With very best wishes  
*W. Chafee*  
Secretary of the Navy  
June 13, 1970



THE SECRETARY OF THE NAVY  
WASHINGTON

12 June 1970

Commander David E. Sigsworth, USN  
PCO, SCHENECTADY (LST-1185)  
Long Beach Naval Shipyard  
Long Beach, California 90802

Dear Captain:

Congratulations on your new command, and best wishes to you and to your crew on the commissioning of SCHENECTADY (LST-1185).

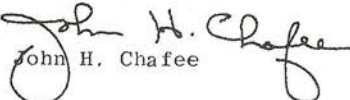
From the trying days of World War II to the equally demanding present, our amphibious forces have played an essential role in naval operations. By helping to forge victory in war and to preserve a precarious peace, our landing ships and their hardy sailors have been ready when needed. In assault landings or mercy missions, top performance has been asked of them and they have never failed to deliver.

It is your responsibility to bring your new ship to that condition of readiness that will enable her to carry proudly her share in the defense of our country's security.

In designing new ships such as SCHENECTADY 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.

I know that you will meet the challenges that lie ahead in true Navy fashion. To every member of SCHENECTADY's company I wish every success in this vital work.

Sincerely yours,

  
John H. Chafee



To: The Officers and Men of Schenectady  
On behalf of the Navy I welcome  
you to the Fleet.  
T. H. Moore, CWO





CHIEF OF NAVAL OPERATIONS

12 June 1970

Dear Captain,

My best wishes go to you and to your crew on the commissioning of SCHENECTADY (LST-1185).

It is your privilege to command one of the finest ships of our new amphibious fleet. SCHENECTADY combines the asset of greater speed with the LST's traditional ability to land tanks, guns, and heavy vehicles. Through the years, since the LST first proved its worth during World War II, ships such as SCHENECTADY have formed part of the backbone of our Navy-Marine Corps team. With her important modern capabilities, your new ship will add a significant dimension to our Navy's ability to protect our nation and our people.

"We in this country, in this generation," President John Kennedy once said, "are--by destiny rather than choice --the watchmen on the walls of world freedom." You will carry on in this same far-sighted spirit as you assume the important responsibility of welding your ship and the men who sail in her into a working, fighting team.

On behalf of the Navy, I welcome SCHENECTADY to the fleet. May you meet the best of good fortune in the voyage ahead.

Sincerely,

T. H. MOORER  
Admiral, U. S. Navy

Commander David E. Sigsworth, USN  
PCO, SCHENECTADY (LST-1185)  
Long Beach Naval Shipyard  
Long Beach, California 90802



*The staff and crew  
of the USS Sigsbee  
congratulate  
and salute  
you on your  
return home*



DEPARTMENT OF THE NAVY  
HEADQUARTERS UNITED STATES MARINE CORPS  
WASHINGTON, D. C. 20380

IN REPLY REFER TO  
AGF/l-mat  
18 MAY 1970

Commander David E. Sigsworth, USN  
Prospective Commanding Officer  
USS SCHENECTADY (LST 1185)  
Box 119 Naval Station  
San Diego, California 92136

Dear Commander Sigsworth:

Thank you for advising me of the commissioning of the USS SCHENECTADY in Long Beach on June 13, 1970.

As we move into the 1970's, the range of strategic options offered by the Amphibious Task Force will assume increased importance as a vital means to provide national security. This force has no more valuable asset than the work horse of the amphibious navy - the LST. The unique capabilities of this ship provides in large measure the flexibility in landing plans essential to a deployed ready group.

I am delighted that the SCHENECTADY is joining the fleet. Congratulations and my sincere best wishes to all hands.

Sincerely,

A handwritten signature in dark ink, appearing to read "L. F. Chapman, Jr.", written in a cursive style.

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





Welcome,  
SCHENECTADY, to  
PHIBPAC!

J. V. Smith  
VADM, USN  
COMPHIBPAC

*[Faint signature]*

*[Faint typed text]*



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

TO THE OFFICERS AND MEN OF USS SCHENECTADY

The addition of SCHENECTADY to the Pacific Fleet Amphibious Force underscores our continuing effort as a nation to modernize and enhance the capability of the Fleet to meet the ever-changing operational needs of the Navy in support of national policy.

The Pacific Fleet Amphibious Force has lost a significant number of ships in the past several months as a result of overall economy measures recently effected by the Defense Department. These ships, many of which have been retired from active service, have served our country gloriously for over twenty years, most through three wars. During those years, they made magnificent contributions to the striking power of our Navy-Marine Corps Team. However, advances in technology and development of new and improved concepts of amphibious warfare require that these fine ships be replaced with modern fleet units.

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 the SCHENECTADY 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 very happy to have the ship's company of SCHENECTADY as members of the PHIBPAC Family. "WELCOME ABOARD."

Sincerely,

*J. V. Smith*  
J. V. SMITH

Vice Admiral, U. S. Navy



**Admiral John J. Hyland, USN**  
Commander in Chief  
United States Pacific Fleet



**Vice Admiral I. C. Kidd, USN**  
Commander  
United States First Fleet



**Rear Admiral Joseph W. Williams, Jr., USN**  
Commandant  
Eleventh Naval District



**Rear Admiral Horace V. Bird, USN**  
Commander  
Naval Base Los Angeles





**Mr. John V. Banks**  
Executive Vice President  
National Steel and Shipbuilding Co.  
San Diego, California



**Captain F. W. Clift, III, USN**  
Commander  
Amphibious Squadron NINE



**Captain H. A. Gerdes, USN**  
Supervisor of Shipbuilding, Conversion,  
and Repair, San Diego



**Captain C. Monroe Hart, USN**  
Commander  
Long Beach Naval Shipyard



**Guest Speaker**  
**MALCOLM E. ELLIS**  
**Mayor, City of Schenectady**

Mayor Ellis was born in Schenectady, New York, on November 12, 1914. He graduated from Nott Terrace High School and attended Syracuse University. A graduate of the Simmons School of Embalming, he is the owner of Ellis Funeral Home, and at one time was in charge of stores of the Grand Union Company in Coblesville, Gloversville, Canajoharie and Schenectady.

He was elected to his first political post in 1953 and served a two-year term as Supervisor of the Fourth Ward. In 1959, a small group of supporters turned into a mass movement that won him the Republican Nomination for Mayor, as the "People's Choice". He then won handily in the general election and has served as Mayor since January 1, 1960, winning reelection twice. He has a reputation as a hard-working Mayor, spending most of this time in City Hall.

Mayor Ellis is a member of more than thirty civic, religious and fraternal organizations in Schenectady. He is Past President of St. David's Welsh Society, Board of Trustees of the State Street Presbyterian Church, Schenectady County Funeral Directors Association and the Schenectady Lions Club. He has served on the Executive Committee of the County Boy Scouts Council, and is a member of numerous Masonic organizations, the Mohawk Club, the Walhalla Country Club and the Advisory Board of Fidelity Bank of Colonie.

Being an accomplished pianist and organist, at one time he was a member of several name bands playing throughout New York State and the New England states.





Mrs. Charles E. Goodell, Sponsor,  
Christening The USS SCHENECTADY LST-1185



The Launching Ceremony—24 May 1969



# Commissioning Ceremony

## UNITED STATES SHIP SCHENECTADY

(LST-1185)

### PRELUDE

*Commander Cruiser-Destroyer Group Long Beach Band  
James Thumpston, MUC, United States Navy, Director*

☆

### ARRIVAL OF THE OFFICIAL PARTY

☆

### INVOCATION

*Lieutenant Commander John A. Piirto, CHC, United States Navy  
United States Naval Base, Long Beach*

☆

### INTRODUCTION OF DISTINGUISHED GUESTS AND THE PRINCIPAL SPEAKER

*Commander David E. Sigsworth, United States Navy*

☆

### COMMISSIONING ADDRESS

*Honorable Malcolm E. Ellis  
Mayor of Schenectady, New York*

☆

### READING OF THE COMMISSIONING ORDERS

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

### 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 David E. Sigsworth, United States Navy  
Commanding Officer, USS SCHENECTADY (LST-1185)*

☆

### SETTING OF THE FIRST WATCH

*Lieutenant Commander William L. Clegg, United States Navy  
Executive Officer, USS SCHENECTADY (LST-1185)*

☆

### MANNING OF THE SHIP

*Officers and the Crew of the USS SCHENECTADY (LST-1185)*

☆

### 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

☆

### REMARKS BY PLATFORM GUESTS

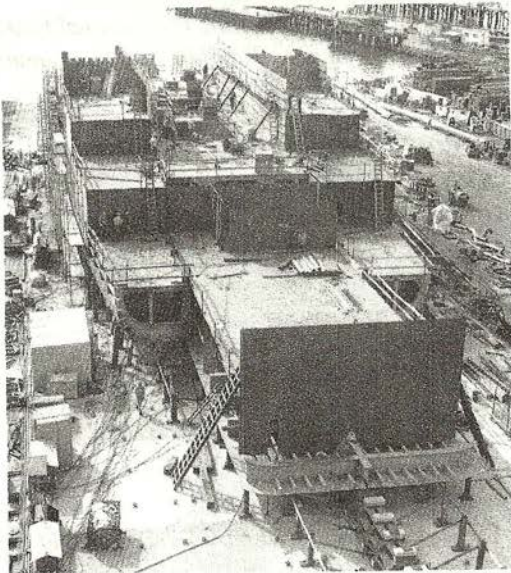
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### BENEDICTION

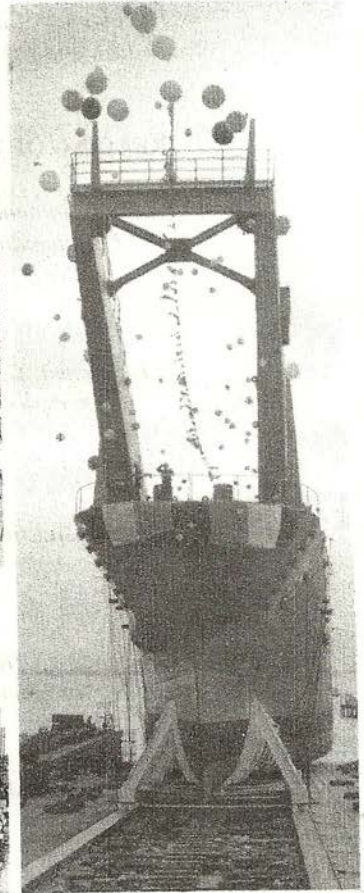
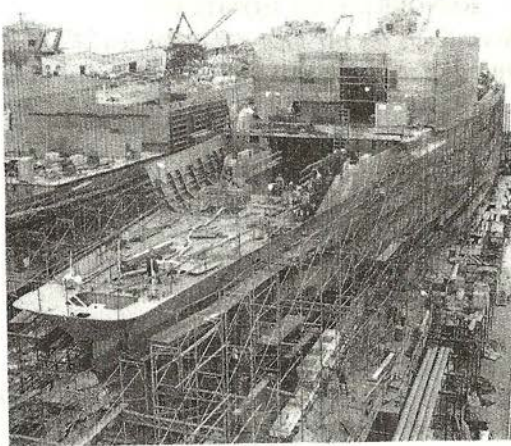
*Lieutenant Commander John A. Piirto, CHC, United States Navy  
United States Naval Base, Long Beach*



Keel Laying Ceremony  
on 2 August 1968



Under Construction



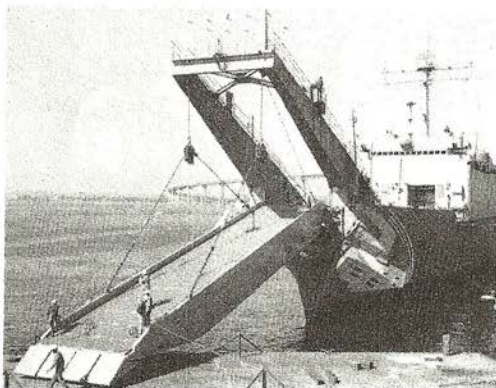
Launching—24 May 1969

Under  
Construction

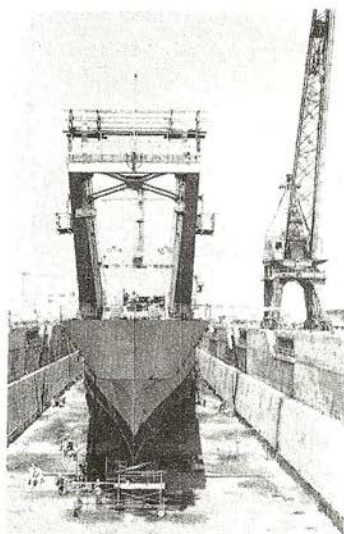




**SCHENECTADY Crew Being Inspected by Commanding Officer Fleet Training Center**



**The Bow Ramp Extended**

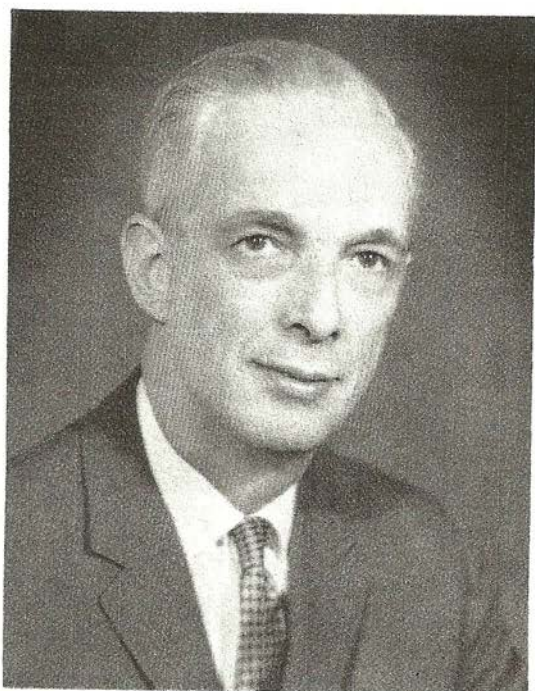


**In Dry Dock**



**Final Sea Trials**





**DONALD F. PUTNAM**

**Chairman**

**Schenectady County Board of Representatives**

A native of the general Schenectady area, Mr. Putnam was born in Amsterdam, New York, a city in the adjacent county. He has been a resident of the Village of Scotia for the past 20 years.

He is employed by the General Electric Company, Materials and Processes Laboratory, in the field of Nondestructive Testing.

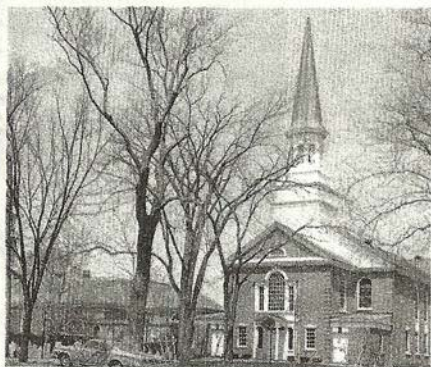
Mr. Putnam is a World War II veteran and a graduate of Officer Candidate School as a 4.2 heavy mortar officer in the old Chemical Warfare Service. Now in the Retired Reserves, he has been active in the Army Reserves as an instructor in Military intelligence and served as Secretary of the Schenectady Army Reserve School.

Active in public service over the past ten years, Mr. Putnam has been a member and subsequent chairman of the Schenectady County Planning Board. He has also been a Trustee of the Village of Scotia, Supervisor of the town of Glenville, and is currently a Representative and first Chairman of the Schenectady County Board of Representatives, under the recently adopted County Charter.

# The City and The County . . .



39 Front Street, Built 1857



First Presbyterian Church,  
Completed 1773



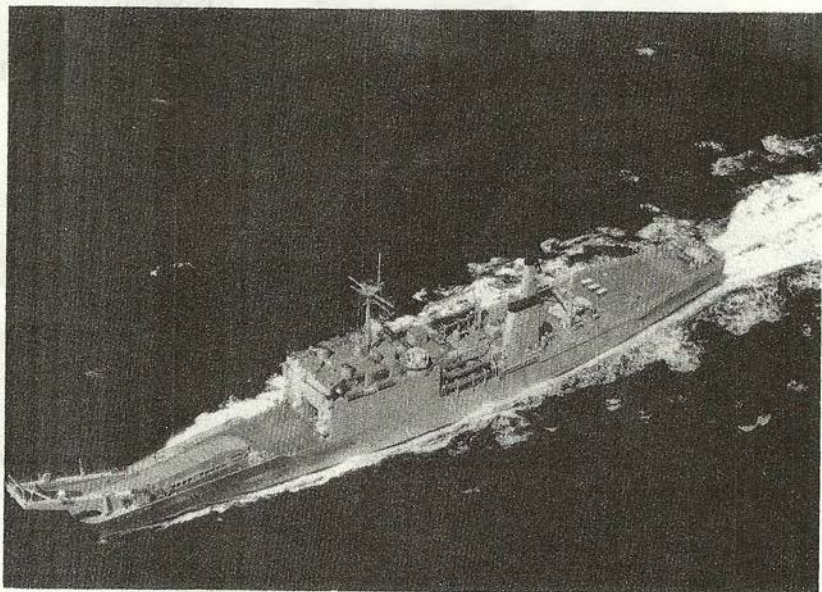
Campus Scene, Union College

Schenectady Works,  
General Electric Company

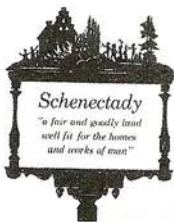




... and The Ship







## HOW THE SCHENECTADY WAS NAMED

The USS SCHENECTADY is the first ship of the fleet to be named in honor of the City and County of Schenectady, New York. The Fourth Grade Class of Franklin School in Schenectady suggested to the Secretary of the Navy that some new ship might be christened with the name of their town and county. In June of 1968 the students received a telegram from Secretary Paul R. Ignatius, informing them that the name SHCENECTADY had been assigned to the Navy's new Tank Landing Ship, LST-1185. He commended them for their interest in current events and for their role in helping to shape them.

Laying in the heart of scenic rolling countryside in upstate New York, Schenectady abounds with beautiful lakes and streams. The Mohawk Valley, like so many areas of the state, is rich in historical background. Founded in 1661 by Dutch settlers, Schenectady has a rich heritage rooted in the early struggles of the fur trading era and the French and Indian and Revolutionary Wars. In 1690, Schenectady was burned and many of its inhabitants massacred by French and Indians. Its early industries were mostly ship building (river bateaux), milling and fur trading, but with the coming of the Erie Canal and Mohawk and Hudson Railroad in the 1830's, Schenectady began turning to commercial trade.

The first steam locomotives were built in the American Locomotive Works located there. When the famed inventor Thomas A. Edison brought his machine works to Schenectady in 1886—soon to become the General Electric Company—the community earned the title, "The City that lights and hauls the world". Through the years, General Electric has attracted top industrialists and scientists to its main plant and they have pioneered the development of the fields of electricity, electronics, and research. Much of the electrical and propulsion equipment on this and all other LST's in this class has been manufactured by these two companies.

Union College was founded in Schenectady in 1795. Only recently Schenectady Community College was organized. In addition to the numerous cultural activities including their own Symphony Orchestra, Schenectady has more than 150 churches of every faith and denomination. The 150,000 people in Schenectady County represent a distinctive mixture of historic tradition, technological progress and the fine arts. The USS SCHENECTADY will be a proud ship bearing a proud name.

Many crew members consider New York as their home state. The ship is, however, fortunate to have one man from the town of Schenectady—Petty Officer Third Class Robert Hardy.



## THE COMMISSIONING OF THE SCHENECTADY

### TRADITIONS AND CEREMONIES

Construction of a ship is highlighted by many ceremonies and traditions dating back through centuries of seagoing life. The first such ceremony, commemorating the birth of the ship, takes place the day the keel is laid down on the ways at the shipyard. The next important ceremony occurs when the hull is completed and is ready to be placed in the water for completion of the construction period. It is at this ceremony that the ship receives its names when the sponsor christens it with the traditional bottle of champagne as the ship slides down the ways to the water. While this latter custom dates back to the 1840's, it is followed by the far older custom, from the time of the Romans, of "stepping the mast," or laying coins beneath the mast to insure a propitiation with the gods. The final ceremony, and the most important, is the commissioning of the ship as a United States naval vessel. This is performed upon completion of all construction and ship trials, and formally places the ship in active status with the operating forces of the Navy.

### HOW THE NAVY BUILDS ITS SHIPS

The government follows the policy of allocating contracts for shipbuilding to both private and Navy-operated shipyards. Of the twenty Newport-class LSTs being constructed, seventeen are assigned to the National Steel and Shipbuilding Company of San Diego, and three to the Naval Shipyard in Philadelphia. In both cases, the basic element of the crew manning the ship reports to the appropriate shipyard about six months prior to commissioning, thus forming the Nucleus Crew. Including as many key personnel as possible, this detachment, which is headed by the Prospective Commanding Officer, keeps a close check on the progress and quality of construction. The Navy's Supervisor of Shipbuilding has the authority to make changes in design or to require the shipyard to conform to specifications, and is aided in this endeavor by the ship's force. The Nucleus Crew also performs a second key task, that of establishing the framework of a working ship's organization in preparation for the day the ship is delivered to the Navy and becomes its operational responsibility.

Approximately two months before commissioning, the remainder of the personnel assigned to the ship, or the Balance Crew, reports to the Fleet Training Center nearest the shipyard facility. Under the supervision of the Prospective Executive Officer, the Balance Crew undergoes intensive formal school training in preparation for the manning of the ship. Upon delivery by the shipbuilder, the two crews are merged together into a single unit, trained and ready to assume the responsibilities of operating a new addition to the Navy's sea forces.





**COMMANDER DAVID E. SIGSWORTH, USN**  
Commanding Officer

Commander David E. Sigsworth, U. S. Navy, was born and brought up in the small community of Kipton, Ohio. Following Navy enlisted service at the end of World War II, he attended Oberlin College, Oberlin, Ohio, graduating in 1950. Commissioned in 1951, after graduating with Class I at Officers' Candidate School, Newport, Rhode Island; he served in destroyers, minesweepers, fleet oilers, and as Commanding Officer of the USS OUTGAMIE COUNTY (LST-1073). Other tours have included staff duty with the Chief of Naval Operations, Commander in Chief Pacific, and Commander Amphibious Group THREE.

Commander Sigsworth is a graduate of the Naval Intelligence School in Washington, D.C. and the Naval War College in Newport, Rhode Island. In addition to various campaign medals, he has been awarded the Joint Service Commendation Medal and the Navy Commendation Medal.

He and his wife, the former Janet Burdick of Corning, New York, now live in Coronado, California with their two children, Leslie and Grant.





**LIEUTENANT COMMANDER WILLIAM L. CLEGG, USN**  
**Executive Officer**

Lieutenant Commander William L. Clegg was born in Philadelphia, Pennsylvania on July 24, 1936. Upon graduation from the United States Merchant Marine Academy in 1958 he served aboard the USS PRESERVER (ARS-8) until assigned as a student in the five month CIC course at the United States Naval CIC School. He then served aboard the USS HENLEY (DD-762) until selected to attend the United States Naval Submarine School. Upon graduation, he served aboard the USS SEA LEOPARD (SS-483) where he qualified in submarines.

His next tour was aboard the USS SIRAGO (SS-485) where he qualified for command of submarines. He was then assigned as Assistant Professor of Naval Science at the NROTC Unit, Cornell University where he taught Navigation and Naval Operations. His next assignment was aboard the USS PLYMOUTH ROCK (LSD-29) before reporting to the USS SCHENECTADY.

Lieutenant Commander Clegg is married to the former Jo Ann Wallace of Bangor, Maine and Great Neck, New York. They have three sons, William Junior, John, and Andrew.

## DEPARTMENT HEADS



Lieutenant J. W. Willenborg  
First Lieutenant  
Pawnee, Illinois



Lieutenant J. H. Keyes  
Engineering Officer  
St. Charles, Missouri



Lieutenant R. L. Dooley  
Prospective Engineering Officer  
Moravia, Iowa



Lieutenant T. L. Harris  
Supply Officer  
Jacksonville, Florida



Lieutenant (jg) D. R. Liddell  
Operations Officer  
New York, New York

## DIVISION OFFICERS



Lieutenant (jg) J. E. Arant  
Damage Control Assistant  
Scarsdale, New York



Lieutenant (jg) C. H. Rossbach  
Communications Officer  
Largo, Florida



Ensign D. S. Gospodarec  
Assistant First Lieutenant  
Elmont, New York



Ensign R. L. Raines  
Weapons Assistant  
Bellevue, Washington



CWO-1 C. E. Hubbard  
Main Propulsion Assistant  
Cedar Falls, Iowa



## CHIEF PETTY OFFICERS



**R. M. Neily**  
Senior Chief Engineman  
Sunnyvale, California



**K. M. Holmes**  
Chief Electrician's Mate  
Forge Village, Massachusetts



**A. V. Barrett**  
Chief Commissaryman  
Malden, Missouri



**G. C. McLaughlan**  
Chief Boatswain's Mate  
Redmond, Washington

## CREW OF THE USS SCHENECTADY

### First Class Petty Officers

ADAIR, G. L., SF1 Ionia, Michigan	HEATH, T. W., GMG1 La Mesa, California
BONGGAT, L. L., SD1 St. Cavite City, P.I.	JONES, R. E., EM1 Paramount, California
CAMPBELL, L. L., DK1 Chinook, Montana	KELLER, R. C., SM1 Beaver Falls,, Pennsylvania
CHRISTIAN, E. G., RD1 Sioux Falls, South Dakota	LONG, H. W., RM1 Grants, New Mexico
CRAVEN, J. T., QM1 Willingboro, New Jersey	MURPHY, C. E., EN1 Etna Green, Indiana
DENTON, D. R., YN1 Pampa, Texas	PERIAS, L. B., SH1 Pensacola, Florida
DUNAGAN, T. J., FTG1 Muncie, Indiana	RUPPENTHAL, J. T., SM1 Tigerton, Wisconsin
FLEMING, D. L., EN1 Santa Monica, California	SABO, E. J., EN1 Marissa, Illinois
FLOOK, D. L., EN1 Williamsport, Pennsylvania	SCHOTT, N. E., SK1 Wichita, Kansas
GULLIKSEN, E. L., SM1 Vancouver, B.C.	STEWART, S., CS1 New York, New York
HAMRICK, R. H., BM1 Greenwood, S.C.	TALAMPAS, N. J., SH1 Cavite, P.I.
HEATH, T. L., HM1 Flint, Michigan	WOOD, T. E., RM1 El Cajon, California

### Second Class Petty Officers

AYRES, R. J., ETR2 Sarasota, Florida	MAYS, J. C., SH2 Lamarque, Texas
BRUCE, J. M., EN2 Garden City, Kansas	MEIS, M. J., DC2 Pratt, Kansas
CLOUGH, H. J., GMG2 Long Beach, California	MILLER, J. R., MR2 Sharion, Pennsylvania
FRASER, L. L., EM2 Wichita, Kansas	MYERS, R. L., BM2 Philadelphia, Pennsylvania
GUY, J., QM2 Memphis, Tennessee	RAFAEL, F. C., CS2 Cavite, P.I.
HARPER, R. H., DC2 Mathiston, Mississippi	RHODES, W. B., GMG2 Porterville, California
HEDGES, R. J., SM2 Indianapolis, Indiana	ROLLINS, E. L., RM2 Tacoma, Washington
KETTLE, C. C., ETR2 Compton, California	RUPERT, D. D., BM2 Jackson, Michigan
LODOVICE, W. H., DC2 Walton, New York	ULLMAN, J. K., SK2 Westhaven, Connecticut
LUECHT, R. P., IC2 Milladore, Wisconsin	WALDEN, M. S., QM2 Solgohachia, Arkansas

## CREW OF THE USS SCHENECTADY

### Third Class Petty Officers

BERINGHAUS, M. D., EM3  
Cincinnati, Ohio

BOSTAIN, M. O., GMG3  
Anderson, California

BUSS, P. S., SF3  
Bangon, Pennsylvania

CLARK, J. R., RD3  
Van Nuys, California

CLESS, R. G., QM3  
Lancaster, Pennsylvania

CROWN, R. A., HM3  
Lawrence, Kansas

DUNHAM, H. B., SFP3  
Springfield, Illinois

ESCHE, P. R., YN3  
Skillman, New Jersey

GARRISON, D. R., GMG3  
Slidell, Louisiana

GRISWOLD, G. D., RD3  
Phoenix Arizona

GONG, D. H., SK3  
San Rosa, California

HARDY, R. E., PN3  
Schenectady, New York

HUBBARD, S. J., EN3  
Stratton, Colorado

ICENHOWER, J. W., EM3  
Parkersburg, West Virginia

JONES, R. D., EN3  
Council Bluffs, Iowa

JOHNSON, R. W., ETN3  
Kennedy, New York

LINDSEY, E. H., EN3  
Highlands, Texas

MANN, L. W., RD3  
Taylors, South Carolina

MAYNARD, K. E., GMG3  
Ireton, Oregon

NORDBERG, D. P., EN3  
Saginaw, Minnesota

SHIREY, C. P., BT3  
Birdsboro, Pennsylvania

SILVA, M. A., BM3  
San Pablo, California

URKIEL, C. A., EM3  
Greenfield, Massachusetts

WEBSTER, R. G., EN3  
Phoenix, Arizona

WREDBERG, B. J., EN3  
Brooklyn Center, Minnesota

### Non-Rated Men

ACKERMAN, D. J., SN  
Curtiss, Wisconsin

AGBIN, V. B., SN  
Dolores, Quezon, P.I.

AHRENS, B. J., RDSA  
Ambler, Pennsylvania

APAYA, R. R., TN  
Fouisiana, Laguna, P.I.

BASHAM, S. J., SN  
Worthington, Ohio

BENNETT, C. B., SN  
Glassboro, New Jersey

BOJANSKI, K. J., PCSN  
Omaha, Nebraska

BRUEMMER, W. L., SN  
San Pablo, California

BULLIS, J. R., SN  
Beech Grove, Indiana

CANNON, R. E., SN  
St. Norco, Louisiana

CASE, C. H., RMSN  
Geneva, New York

CLEAR, S. A., SN  
Cincinnati, Ohio

CLAMOR, V. R., TN  
Cavite, P.I.

COLVIN, R. L., SN  
Sutersville, Pennsylvania

COULON, D. L., EMFN  
Memphis, Tennessee

DAVIS, D. B., FN  
Stockton, California

DAVIS, L. T., SN  
Tyler, Texas

DEBORN, G. W., SN  
Stay, Kentucky

DEGNAN, W. J., SN  
Schererville, Indiana

DESPAIN, D. A., SA  
Henderson, Kentucky

DEVER, C. M., SN  
Astoria, New York

DIVELY, S. E., SN  
Champaign, Illinois

DOWNS, J. W., SN  
Chillicothe, Ohio

DOYLE, C. J., RMSA  
Ocean Bluff, Massachusetts

DREW, R. E., SKSN  
Bremerton, Washington

DUNLOP, A. R., SA  
Los Angeles, California

EENIGENBURG, W. A., FN  
Chicago Height, Illinois

EGAN, J. S., SN  
Brosse Point Farms, Michigan

ENGSTROM, D. E., SA  
Fredonia, Kansas

FIRMAN, J. D., SN  
Morrisville, Pennsylvania

FRIEND, R. E., SN  
Philadelphia, Pennsylvania

GALLUCCI, F. A., SN  
Johnstown, Pennsylvania

GEORGE, C. S., SN  
Williamsport, Pennsylvania

GIBBONS, C. E., FA  
Dallas, Texas



## CREW OF THE USS SCHENECTADY

### Non-Rated Men (Continued)

<p>GISSI, J. N., SN Long Island, New York</p> <p>GONZALES, G. G., FN Dugway, Utah</p> <p>GONZALES, D. M., SN Mobile, Alabama</p> <p>GREEN, M. D., SA Tacoma, Washington</p> <p>GURROLA, A., SA El Paso, Texas</p> <p>HACKENBURG, E. W., SA Milray, Pennsylvania</p> <p>HEATHCOTE, W. E., SN York, Pennsylvania</p> <p>HERRERA, H., SN San Antonio, Texas</p> <p>HUGAR, W. J., SN Southburg, Connecticut</p> <p>IRWIN, L. B., RDSA Soukville, Illinois</p> <p>INSOGNA, A. P., SA Dupont, Pennsylvania</p> <p>JAK, G. S., SN Pittsburgh, Pennsylvania</p> <p>JENSEN, G. H., QMSN Tialey, Illinois</p> <p>JIMENEZ, I. D. C., TN Pampanga, P.I.</p> <p>KELLY, F. J., SN Philadelphia, Pennsylvania</p> <p>KLESKO, R. J., SN Detroit, Michigan</p> <p>LEROY, R. G., SN Bellevue, Washington</p> <p>LEVANDOSKI, J. J., FN Gary, Indiana</p> <p>MARCINKIEWICZ, C. W., SN Livonia, Michigan</p> <p>MASON, C. J., SN Tama, Iowa</p> <p>MCCARTY, G. L., SN Arnold, Maryland</p> <p>MCDOUGAL, B. R., FTGSN Kearny, Missouri</p>	<p>McNICHOL, W. J., SN Philadelphia, Pennsylvania</p> <p>MILLER, L. J., SN Johnstown, Pennsylvania</p> <p>MORIN, D. F., FN Concord, New Hampshire</p> <p>NAUSSNER, H. C., SN Philadelphia, Pennsylvania</p> <p>NICCOLI, D. J., SN Kansas City, Missouri</p> <p>NIEVE, R. A., TN Imuseville, P.I.</p> <p>OOSTMAN, D. A., FN Lansing, Illinois</p> <p>OSBORNE, R. A., SN Chillicothe, Ohio</p> <p>PACKER, R. G., FN Denver, Colorado</p> <p>PETERSON, R. G., SN Sturtevant, Wisconsin</p> <p>POST, T. L., SN Columbia, Pennsylvania</p> <p>PRIJOLE, A. M., TN Cavite, P.I.</p> <p>PUPPEL, R. A., SN Columbus, Ohio</p> <p>PUSATERI, D. C., SN Hillside, Illinois</p> <p>PINKINPAUGH, K. D., SA Omaha, Nebraska</p> <p>QUIGLEY, E. J., SN Curwensville, Pennsylvania</p> <p>RAFFERTY, M. T., SN Indianapolis, Indiana</p> <p>RAWLINGS, T. L., FN Okmulgee, Oklahoma</p> <p>REDDING, J. A., SN Newark, Delaware</p> <p>REICHELDERFER, D. K., SN Laurelville, Ohio</p> <p>RICE, M. E., SN Detroit, Michigan</p> <p>RILEY, M. K., SA Hamilton, Ohio</p>	<p>RIVARD, S. W., SN Detroit, Michigan</p> <p>ROSEWITSKI, W. C., SN Woodbury, New Jersey</p> <p>SCHNIEDERS, D. J., SN Indianapolis, Indiana</p> <p>SELL, P. R., SA San Gabriel, California</p> <p>SESSIONS, W. M., SN San Francisco, California</p> <p>SHARP, J. W., SN Englewood, Colorado</p> <p>SIMS, C. H., SN Indianapolis, Indiana</p> <p>SOPER, W. J., SN Abcecom, New Jersey</p> <p>SPENCER, C. S., FN Hillsbrough, California</p> <p>SPRAGUE, W. A., FN Metairie, Louisiana</p> <p>STAMETS, A. E., SN Easton, Pennsylvania</p> <p>STARR, K. D., SN Astoria, Oregon</p> <p>STEPANIAK, S. H., SN Wyandotte, Michigan</p> <p>STOKES, R. L., SN Moorhead, Minnesota</p> <p>TRULL, D. L., FN Greensboro, No. Carolina</p> <p>WATSON, R. L., FA Freemont, Nebraska</p> <p>WILLIAMS, R. D., SA Amarillo, Texas</p> <p>WILLIS, R. L., SN Denver, Colorado</p> <p>WILTON, J. A., SN Kerrville, Texas</p> <p>WOLFE, R. A., SN Newcastle, Delaware</p> <p>WOOLLY, L. R., FA Wasco, California</p> <p>YOUNGS, D. C., FN Poynette, Wisconsin</p>
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### Late Arrivals

<p>BARTLETT, R. M., SA Calexico, California</p> <p>BOCCHI, J. C., TA Portland, Oregon</p>	<p>BRAY, J. R., SA Canoga Park, California</p> <p>ROSS, S. E., SA Garden Grove, California</p>	<p>SANCHEZ, P. J., SA Los Angeles, California</p> <p>VESTRE, B. B., FA Great Falls, Montana</p>
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### THE SHIP'S SEAL

The Seal depicted above represents symbolically a number of themes pertinent to the ship. The composition combines symbols of both the sponsoring City and County and the Amphibious Force.

The shock of wheat is the seal of the City of Schenectady, recalling the "fair land" of the Mohawk Valley and symbolizing peace and plenty. The scales of justice beneath the crossed swords, the seal of the County of Schenectady, represent strength and justice. The Danforth Anchor has been symbolic of the LST since its origin, because of its significant use during Amphibious operations.

Above the shield is the torch of liberty and freedom. The entire emblem, through these symbols, represents liberty and freedom defended by strength through justice, peace and plenty.

This seal is based on a design originated by Petty Officer First Class Noel Talampus, USN, a member of the nucleus crew of the SCHENECTADY.



