

U.S.N. Guided Missile Frigate
STARK (FFG-31)
Folder 2 of 2

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Navy Frigate to Be Named After Wilkes-Barre Native

A new class of guided missile frigates will include a ship which will carry the name of the late Admiral Harold Stark, Wilkes-Barre native, who resided at Lake Carey and who was Chief of Naval Operations for a period of World War II.

The U.S. Navy Department, Bureau of Ships, advised U.S. Rep. Daniel J. Flood Friday of the selection of Admiral Stark's name to be inscribed on the stern of the vessel to be designated as Guided Missile Frigate 31.

Admiral Stark and his wife presented their Wilkes-Barre residence to Wilkes College, then Bucknell University

Junior College, which is named Chase Hall.

The light cruiser USS Wilkes-Barre, which had been scheduled to be taken out of mothballs and converted into one of the first guided missile frigates at the Philadelphia Naval Base, was sunk off Key West, Fla., in May, 1972, Congressman Flood who witnessed the sinking, recalled Friday.

He said he had been endeavoring to obtain a designation of one of the new class of Navy ships in honor of Admiral Stark.

The order designating one of the frigates to be named for Admiral Stark was signed in

mid-June, 1979, by the Secretary of the Navy, but no information as to the site or date for beginning of construction has been released.

Admiral Stark, former chairman of the Wilkes College Board of Trustees, was honored by the college which named one of the campus buildings, the Stark Learning Center.

In 1942, he was given an honorary degree by Bucknell University for his contributions to the Navy as well as his guidance in the formation of the Bucknell University Junior College later to become a four-year accredited Wilkes College.

CITIZENS VOICE, WILKES-BARRE

Willis-Bare Times Leader Sat Sept 17th '83

Shooting feared during sea search

U.S., Soviet warships maneuver only yards apart

WASHINGTON (AP) — Soviet and American warships searching for the wreckage of a South Korean jumbo jet in the Sea of Japan came within 550 yards of each other Friday and a Japanese admiral said he hoped the search would not spark a shooting incident.

Rear Adm. Masayoshi Kato of Japan's Marine Safety Agency said the search was proceeding peacefully, but added "I hope no shooting incident will occur between the two vessels."

He said the U.S. frigate Bad-

ger and the Soviet guided missile cruiser Petropavlovsk maneuvered close to each other about 20 miles north of Moneron, a Soviet island off Sakhalin where the plane is believed to have crashed.

A Soviet interceptor shot down the airliner Sept. 1 and all 269 people aboard were killed.

Kato, at a news conference in Wakkanai, Japan's northernmost city, said 18 Soviet boats — including nine trawlers with nets in the water — were taking part in the search.

American boats included the USS destroyer Stark, the U.S. Navy tug Narragansett, the Navy salvage ship Conserver and the U.S. Coast Guard Cutter Munro.

The American vessels hope to find flight recorders that will shed light on the why the plane flew over Soviet territory and on the final minutes of the flight.

Japanese ships and shore parties found a woman's business card, a child's sandal and a sneaker believed to be from the wreck of the South Korean

plane. The business card was the first concrete link to one of the 61 American passengers, police said.

The card bore the name Kathy Brown. There was no one of that name on the passenger list, but there was a K. Brownspier, a female from New York.

Officials said personal items collected will be put on display in Sapporo, Japan, beginning Oct. 1 and those identified as belonging to victims will be given to families. Hundreds of (See SEARCH, Page 2A)

Search

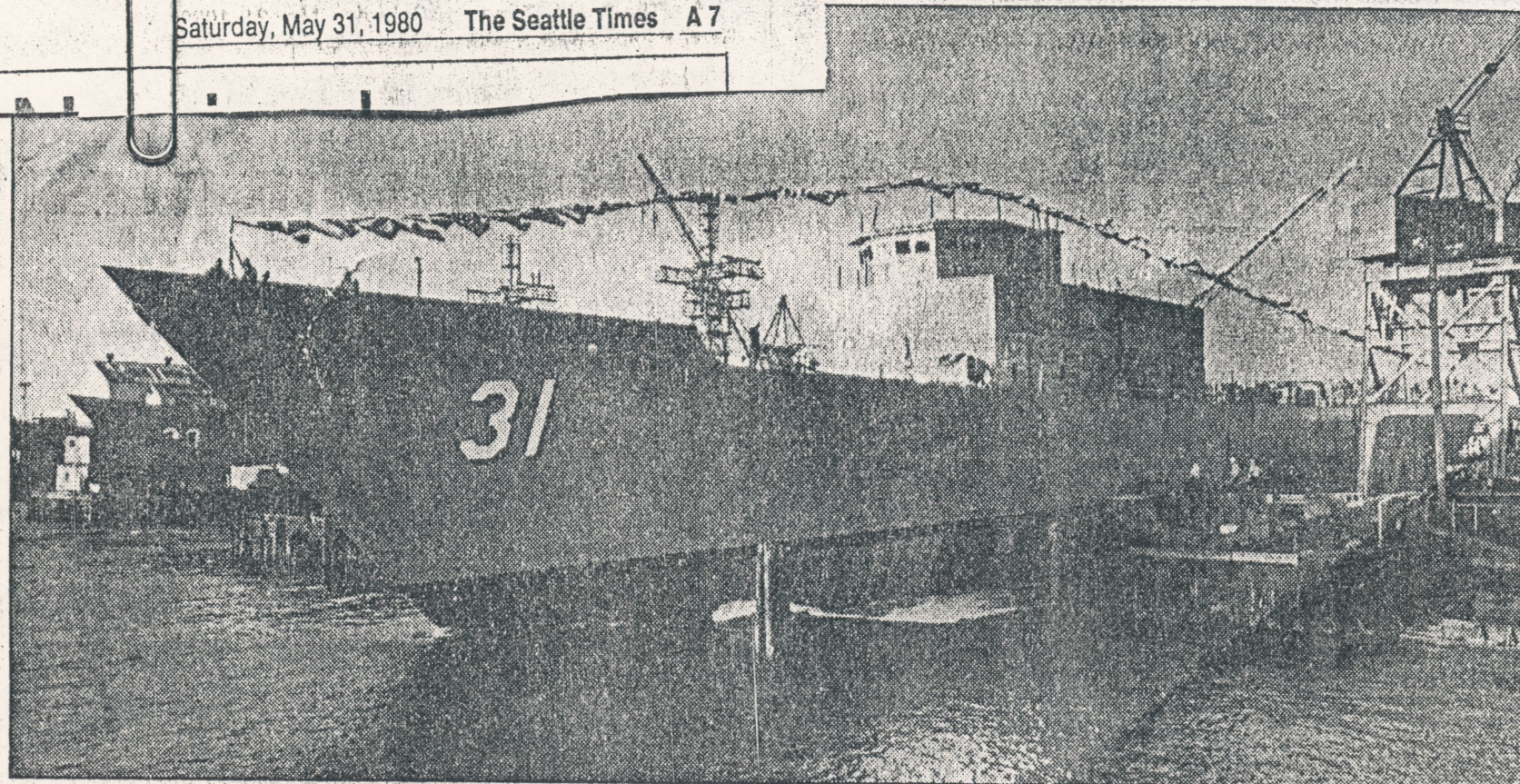
(Continued from Page 1A)

items, including shoes, blouses and a Mickey Mouse watch, have washed ashore in northern Hokkaido or been found at sea.

In Tokyo, sound experts deciphered a few more phrases on the garbled tapes of radio transmissions from the pilot of the plane to Tokyo's airport, giving the first words from the pilot describing what was wrong after the plane was hit.

The pilot reported "rapid decompression" in the plane 50 seconds after it was hit, according to Matsumi Suzuki, director of the Japan Sound Research center. The pilot's voice is agitated and highly pitched.

He then said "one-zero-one," an apparent reference to loss of pressure, and "two-del-ta." "Delta" is a word used by pilots to describe change in speed or altitude.

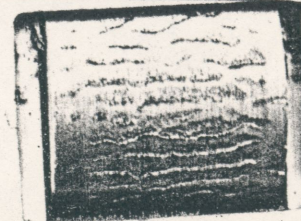
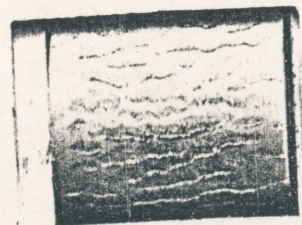


Staff photo by Peter Liddell

Missile frigate launched

The guided-missile frigate Stark slipped into the water in a ceremony at the Todd Shipyards yesterday evening. The 445-foot vessel is the seventh of 10 being built here by Todd for the Navy under a \$600 million

contract. In all, 42 of the knife-like, 30-knot ships are being built to protect convoys against attack by submarine, ships and airplanes.



ject.

Robert E. Nolan Jr. said Friday he will ask the Pennsylvania Public Utility Commission (PUC) that "no further delays" be permitted to endanger investments made in planning Montage, a proposed ski complex near the Davis Street exit of Interstate 81.

The PUC, a regulatory agency for utilities, is conducting public hearings to determine if Pennsylvania Gas and Water Co. may sell 426 acres of watershed land for the project. The acres, surrounding Stark and No. 5 reservoirs in Lackawanna County, are to be sold for \$45,000.

The PUC on Thursday ordered a retroactive 60-day continuance in the hearings to allow its trial staff more time to gather information about the proposed transfer. No hearings will be held before Sept. 17. The trial staff requested the continuance July 19.

Opponents of Montage say the land sale

Scranton Lackawanna Inc. (SLIBCo), a non-profit corporation owned by the Greater Scranton Chamber of Commerce.

Montage planners have asked for federal money to help pay for the \$30 million project.

About \$400,000 has been spent on engineering, environmental and financial studies for Montage, according to SLIBCo.

"We are disappointed at even a slight delay," said Nolan. "There should be no further excuse for any of the parties (in the hearings) not being prepared."

In a telegram to the commission, Nolan said, "The people of Lackawanna County have expressed strong approval for the proposed Montage project and its swift completion is important not only for the recreational benefit of our citizens, but for our industrial development plans as well."

Construction had been scheduled to begin in the spring of next year.

Guided missile ship will be named 'Stark'

WASHINGTON — The Secretary of the Navy has announced a new guided missile frigate will be named after a former Wilkes-Barre man.

W. Graham Claytor, announced the ship will be named after Admiral Harold R. Stark, founder of the "Two Ocean Navy", former chief of naval operations and commander of the United States naval forces in Europe from 1942 to 1945.

The ship, to be launched in Seattle in the late spring of 1980, will be known as STARK (FFG 31).

Stark was born in Wilkes-Barre in 1880 and attended Wilkes-Barre public schools and the Harry Hillman Academy before his appointment to the Naval Academy in 1899. He graduated from the academy in 1903.

As chief of naval operations, Stark is credited with founding the idea of two naval fleets. One fleet to be located in the Atlantic and one in the Pacific — a "Two Ocean Navy."

Stark's daughter, Mrs. Edwin Semans Sr. of Washington, D.C., will be invited to take part in the launching ceremonies.

Route 115 section blocked by rockslide

PLAINS — The northbound lanes of Route 115 were closed for more than an hour

Friday morning by a rockslide which covered the roadway with dirt and rock.

Police said the slide, which occurred one mile north of The Carriage Stop Inn about 7 a.m., was caused by a heavy early morning downpour.

PennDOT crews had the road open by 8 a.m., police said.

Much of the ground in the area has been displaced by road construction, police said, which probably accounted for the slide.



STARK COAT OF ARMS



Symbolism

Gold and blue are the colors associated with the Navy. The globe refers to Admiral Stark's global outlook of the U. S. Navy which began early in his Naval career when, after graduation from the Naval Academy, he sailed around the world with the U.S. "Great White Fleet". The globe further alludes to Admiral Stark's World War I experience as commander of a torpedo flotilla which he led from the Philippines to the Mediterranean Sea and Atlantic Ocean, which took an active part in the anti-submarine campaign.

The chain encircling the globe symbolizes the U.S. two ocean concept foreseen by Admiral Stark while Chief of Naval Operations. The chain also alludes to the Admiral's service as commander of U.S. Naval forces in Europe where his diplomatic and tactical abilities proved the Navy to be the vital link between the allied forces by insuring supplies from the U.S. and the transport of allied landing forces.

The anchor and the four blue stripes on the pentagon reflect Admiral Stark's forty-year Naval career culminating as Chief of Naval Operations and commander of U.S. Naval Forces in Europe during World War II. The four stars reflect his rank and the three Navy and one Army Distinguished Service Medals.

ETERNAL FATHER

Eternal Father, strong to save,
Whose arm hath bound the restless wave,
Who bidd'st the mighty ocean deep
Its own appointed limits keep;
Oh, hear us when we cry to Thee,
For those in peril on the sea!

O Christ! Whose voice the waters heard
And hushed their raging at Thy word,
Who walked'st on the foaming deep,
And calm amidst its rage didst sleep;
Oh, hear us when we cry to Thee
For those in peril on the sea.

Most Holy Spirit! Who didst brood
Upon the chaos dark and rude,
And bid its angry tumult cease,
And give, for wild confusion, peace;
Oh, hear us when we cry to Thee
For those in peril on the sea.

O Trinity of love and power!
Our brethren shield in danger's hour;
From rock and tempest, fire and foe,
Protect them wheresoe'er they go,
Thus evermore shall rise to Thee
Glad hymns of praise from land and sea.

Amen

TODD PACIFIC SHIPYARDS CORPORATION

P.O. BOX 3806, SEATTLE, WASHINGTON 98124

**USS STARK FFG 31
LAUNCH**



Barantino

Carl D. Meul

John T. Hollide, Jr.

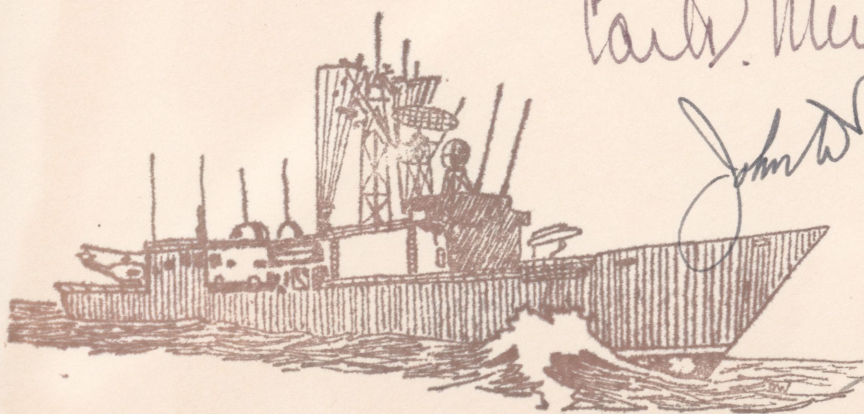
John W. Beecher

Mary Stark Semans

Katharine Stark Gillespie

Norm Deeks

Cassie Nemier



Office of the President
Robert S. Capin



Wilkes College

Wilkes-Barre, Pennsylvania 18766

October 23, 1982

Commander Terrence W. Costello, III
Naval Base Seattle
7500 Sand Point Way
Seattle, WA 98115

Dear Commander Costello:

I am honored to represent Wilkes College on the occasion of the commissioning of the U. S. S. STARK.

As you may know, Admiral Harold R. Stark, former commander-in-chief of the Allied Naval Forces during World War II, served Wilkes College most capably for many years as Chairman of the Board of Trustees. Our major classroom and laboratory facility, the Stark Learning Center, constructed in 1974 at a cost of \$7 million, serves as a reminder of his leadership. A special room in the College's library is a facsimile of his office in the Pentagon and houses personal and military memorabilia.

Your commissioning of the U. S. S. STARK today stands in further testimony to the character of a man we mutually honor and admire.

Best wishes to you and to those who will sail on the U. S. S. STARK.

Sincerely,

WILKES COLLEGE

A handwritten signature in cursive script that reads "Robert S. Capin".

Robert S. Capin
President

mc



U.S. Navy

PRESS RELEASE

FOR IMMEDIATE RELEASE

Oct. 14, 1982

THE FFG-7 STORY

The concept of the FFG-7 (or Fig Seven as it's commonly called within the U.S. Navy) began in 1971 when the U.S. Navy initiated a program to build 50 patrol frigates. The class was later redesignated as guided missile frigates and the class leader -- USS Oliver Hazard Perry (FFG-7) -- was commissioned in December 1977. Altogether, more than 50 ships have now been ordered or authorized with an additional eight planned for future fiscal year programs.

The FFG-7 program grew out of the continuing need for the United States to protect the international sea lanes and keep them open for the transport of commercial and military materials, for naval operations in times of crisis or conflict, and to enable the Navy to maintain a peacetime presence in overseas areas where the U.S. has interests.

-more-

For more information contact:

**Public Affairs Office
Naval Base Seattle
7500 Sand Point Way
Seattle, WA 98115**

Tel: (206) 527-3811

FFG-7 STORY - 2

The primary mission of the FFG-7 class is to escort amphibious and carrier battle groups, underway replenishment forces, and military and merchant convoys in an open ocean threat environment. They are more versatile than previous classes of frigates and several foreign navies have expressed interest in the design. The Royal Australian Navy has ordered four of the ships; two have already been delivered to Australia by the Seattle Division of Todd Shipyards.

Construction of the FFG-7 class has been carried out by the Los Angeles and Seattle Divisions of Todd Pacific Shipyards and by Bath Iron Works of Bath, Maine.

The FFG-7 class has threefold capabilities:

- * Underwater; to detect submarines and destroy the enemy with torpedoes.
- * On the water; to search out enemy surface ships and attack with guns and missiles.
- * In the air; to defend against enemy aircraft and missiles with missiles, guns and other countermeasures.

The large number of ships needed by the Navy led to a "design to cost" effort covering design, equipment and production planning from which the FFG-7 class evolved. Four key elements were incorporated into the FFG-7 program to ensure its cost effectiveness:

- * Inclusion in the design of only those features essential to the ship's mission.
- * Provision for lead ship construction, then series construction of follow on ships by competing shipyards.

-more-

FFG-7 STORY - 3

* A modular construction concept for hull and superstructure, adaptable to the particular facilities and characteristics of each shipyard.

* Equipment selection to minimize crew size.

Some of the characteristics of the FFG-7 class are:

Length -- 445 feet overall

Beam -- 47 feet

Draft -- 18.6 feet

Displacement -- 3,600 tons full load

Complement -- 14 officers, 160 enlisted

Maximum Speed -- More than 28 knots

Propulsion -- Two General Electric LM 2500 gas turbine engines, 40,000 total shaft horsepower; two 350 horsepower electric auxiliary propulsion units; one controllable reversible pitch propellor; four ship's service diesel generators

Armament -- MK 13 guided missile launcher with Standard Missile One and Harpoon; MK 75 76mm Melara gun mount; two triple MK 32 ASW torpedo mounts. Radar controlled anti-aircraft and homing cruise missiles plus the 76mm gun which fires automatically from an unmanned turret. Anti-submarine warfare is achieved with LAMPS helicopters, sonar detection and torpedo launchers.

Machinery Systems -- Nearly all are automated and controlled from enclosed, sound-proofed, air-conditioned stations to conserve manpower. The result is a ship outfitted with the most modern living and working spaces for an economical complement of officers and crewmen.

Aircraft -- Capability to carry two medium size helicopters.



THE SECRETARY OF THE NAVY
WASHINGTON

The Secretary of the Navy takes pleasure in presenting the
MERITORIOUS UNIT COMMENDATION to

MIDDLE EAST FORCE

for service as set forth in the following

CITATION:

For meritorious service while carrying out operations in the Persian Gulf and Red Sea from 25 June 1983 to 20 October 1984. Throughout this period, Middle East Force and participating units carried out missions of AWACS support, intelligence collection, surveillance, protection of United States flag shipping, humanitarian assistance, and representation under arduous conditions while in constant danger of attack from the belligerent forces of Iran and Iraq and from terrorist organizations both underway and inport. Middle East Force operated at a tempo in excess of eighty percent under conditions that demanded peak vigilance of all hands and maximum readiness and reliability of machinery and equipment. This high state of vigilance and readiness was maintained under harsh climatic conditions at the end of a logistic pipeline that extended over 8,000 miles from the United States. The Middle East Force carried out their missions in the midst of a hot war in close proximity to declared war and exclusion zones. The presence and operation of the Middle East Force demonstrated the commitment of the United States to the friendly nations of the area and to its resolve to maintain the free flow of oil through the Persian Gulf, Strait of Hormuz, and the other vital waterways of the area. By their continuous display of the highest standards of professionalism, courage, and loyal devotion to duty, the officers and enlisted personnel of the Middle East Force and participating units reflected credit upon themselves and upheld the highest traditions of the United States Naval Service.

John J. Leh
Secretary of the Navy

U. S. S. Stark was a Member of the Middle East Force

Feature

Navy to Commission USS Stark Oct. 23

USS Stark (FFG-31), the fifth Oliver Hazard Perry-class guided missile frigate to be built for the U.S. Navy by the Seattle Division of Todd Pacific Shipyards, is scheduled to be formally commissioned into active service on Saturday, Oct. 23.

The ceremony will be held at 10:30 a.m. at the Todd Shipyard in Seattle. Principal speaker will be Representative Joel Pritchard of Washington's First Congressional District.

The ship is named for the late Admiral Harold R. Stark, USN, of Wilkes-Barre, who was chief of Naval Operations from Aug. 1, 1939 to March 26, 1942. During World War 2 he commanded U.S. Naval forces in Europe. Admiral Stark retired from the Navy in April 1946 and died in August 1972 at the age of 91.

Latest Warship Named For Wilkes-Barre Native

Attending Saturday's ceremonies will be Mrs. Edwin W. Semans, daughter of Admiral Stark.

The Stark is the seventh ship of this class to be completed by the Seattle yard. In addition to the five U.S. Navy frigates, Todd Seattle has built two for the Australian Navy. Six others, four for the U.S. Navy and two for Australia, are still under construction.

The 445-foot frigates of 3,600 tons displacement are versatile combatants designed for defense against submarines, surface ships and aircraft. They are powered by twin gas turbines with the 40,000 horsepower transmitted through a single shaft, variable pitch propeller system.

Their design features a fully integrated combat system, equipment for two helicopters, a propulsion central control station, and a bridge control console from which one crewmember can direct both the ship's direction and speed. A modular design allows major systems and components to be repaired and replaced with minimum disruption to surrounding equipment.

Weapons include surface-to-surface and surface-to-air missiles, a new model 76mm gun, anti-submarine torpedoes and helicopters. Crew size, including a helicopter detachment, is about 185 officers and enlisted.

Following commissioning, USS Stark is scheduled to depart the Seattle area in mid-November for her new homeport of Mayport, Fla. The ship will be a unit of Destroyer Squadron Eight.

Cmdr. Terrence W. Costello, III, USN, of Eldorado Springs, Mo. is Stark's first commanding officer.

Admiral Stark served his country with distinction for four decades. Born Nov. 12, 1880 in Wilkes-Barre, he attended the public schools and Harry Hillman Academy there before receiving his appointment to the U.S. Naval Academy. Following graduation in 1903, he served on many ships including the battleship USS Minnesota when she was part of the Battle Fleet which made the famous December 1907 to February 1909 cruise around the world.

In June of 1917, he reported for shore duty at the Naval Torpedo Station, Newport, R.I. Shortly after the entry of the United States into WWI, Stark assumed command of Torpedo Flotilla, Asiatic Fleet but was transferred in November to the Staff of the Commander, U.S. Naval Forces operating in European waters for the remainder of the war.

Stark earned a Distinguished Service Medal for boldly leading a squadron of small and old destroyers through monsoons from the Philippines to Gibraltar. The ships arrived ahead of schedule and carried out an active role in the anti-submarine campaign in the Mediterranean and the Atlantic.

During the peace time years, his service included assignments as Aid to two Navy Secretaries, command of battleship West Virginia, Chief of the Bureau of Ordnance (1934-1937) and Commander of Cruiser Division 3, Battle Force. Stark attained the rank for Rear Admiral on Nov. 2, 1934 and was advanced to Admiral on Aug. 1, 1939 following his appointment as Chief of Naval Operations on Apr. 1, 1939.



Admiral Harold R. Stark

Admiral Stark's second award of the Distinguished Service Medal was for acting with resolute decision to hasten capital ship construction for the "Two Ocean Navy" which proved to be a key to victory in WWII. He instituted in cooperation with Great Britain effective trans-Atlantic convoy protection as well as the anti-submarine warfare measures which bridged the Atlantic from both North and South America.

Admiral Stark Commanded Naval Forces in Europe

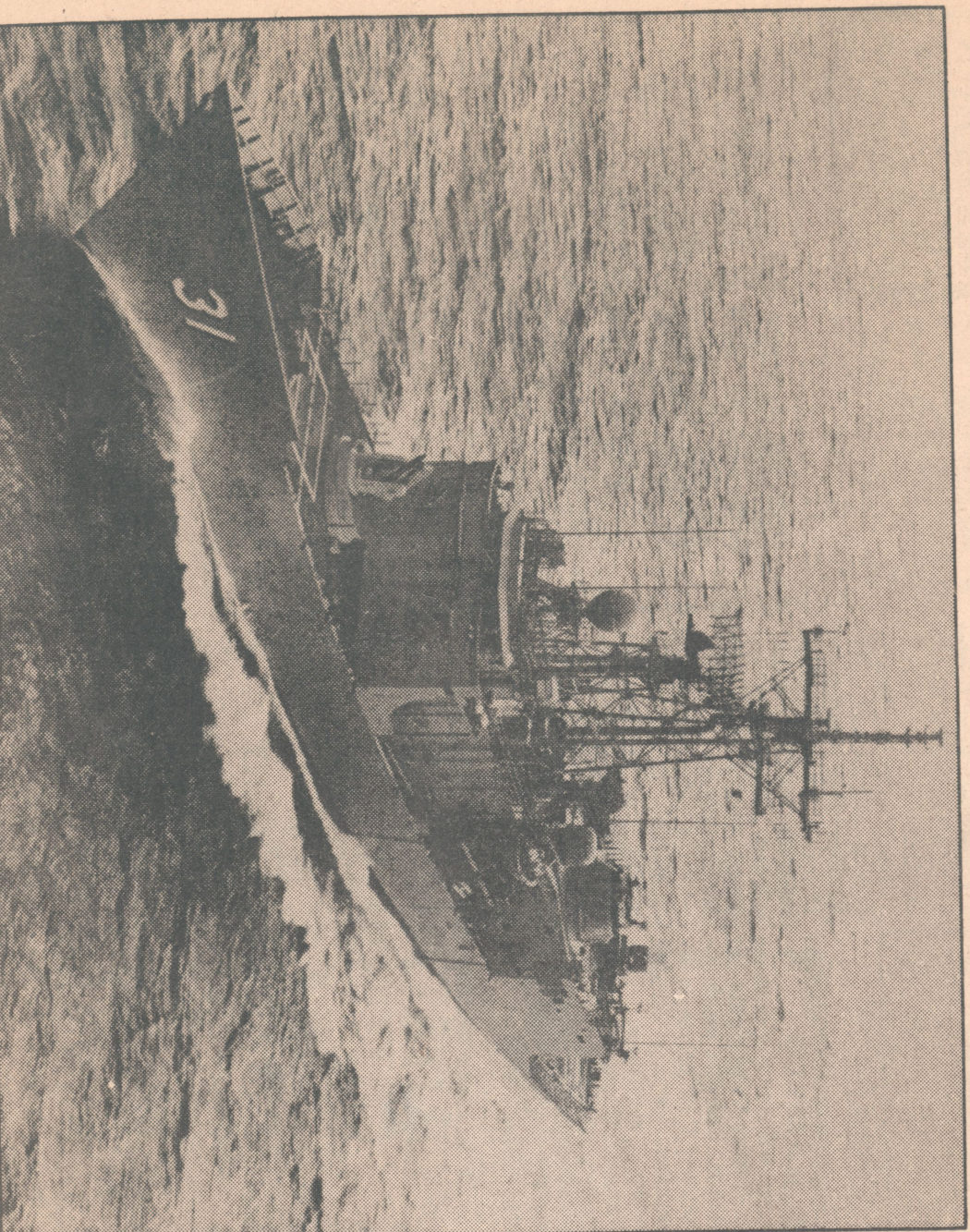
In March 1942, he took command of U.S. Naval Forces in Europe, and thereafter providing the primary liaison between the British and American navies for logistics for the British Isles, including the massive staging, training, and logistics for the 2,904 U.S. Naval ships and craft manned by 124,000 officers and men participating in the Normandy invasion.

Although he did not participate in the actual amphibious assaults on the coast of Normandy in June, 1944, his personal contributions by far exceeded his responsibilities, resulting in the award of a third Navy Distinguished Service Medal.

General Eisenhower additionally presented Admiral Stark with the Army's Distinguished Service Medal for rendering brilliant and distinguished service, not only as a naval administrator, but as a skilful diplomatic emissary in relations with Allied authorities which so greatly contributed to the liberation of Europe.

In the fall of 1945 Stark was assigned to the Office of Naval Operations, Navy Department, Washington, D.C. and served until he retired April 1, 1946. Stark's many U.S. awards and decorations were supplemented by a long list of honors from foreign governments including Britain, France, Brazil, Norway, Poland, the Netherlands and Belgium.

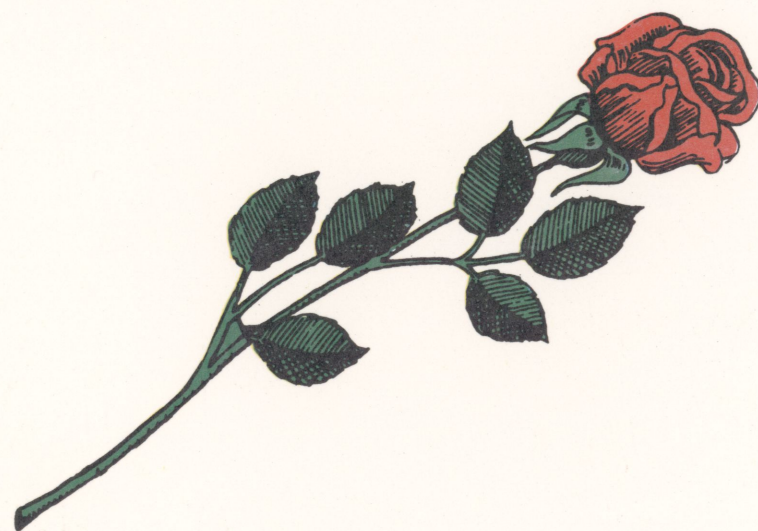
Admiral Stark continued to live in Washington, D.C., where he remained active in a variety of Navy organizations and clubs. He died Aug. 20, 1972 at the age of 91. His wife the former Katherine Rhodes also of Wilkes-Barre predeceased him.



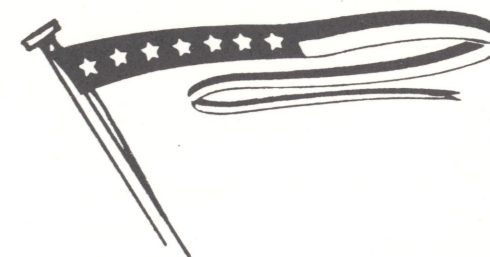
USS Stark



UNITED STATES SHIP STARK (FFG-31)
COMMISSIONING ★ ★ ★ 23 OCTOBER 1982



This book is dedicated by the officers and men of **STARK** to their wives and loved ones who have endured the hardships of the precommissioning process without complaint. Their support was as necessary to bring the ship on the line as anyone's.



THE COMMISSIONING TRADITIONS

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 commissioning pennant, **USS STARK** becomes the responsibility of the Commanding Officer who, together with the ship's officers and men, has the duty of making and keeping her ready for any service required by our nation in peace or war.

The commissioning pennant is believed to date from the 17th Century, when the Dutch were at war with the English. The Dutch Admiral Maarten Harpertszoon Tromp hoisted a broom at the masthead to indicate his intention to sweep the English from the sea. This gesture was answered by the English admiral who hoisted a horsewhip, indicating his intention to subdue the Dutch. The English were victorious and ever since the narrow "coachwhip" pennant has been adopted by all nations as the distinctive mark of a ship of war.

The modern U.S. Navy Commissioning pennant is blue at the hoist with a union of seven white stars, and a horizontal red and white stripe at the fly. In lieu of a commissioning pennant, flagstaff fly Commodore's or Admiral's personal flags, hence the name flagship.



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U.S.S. STARK

GUIDED MISSILE FRIGATE

★

STARK IS NAMED FOR ADMIRAL HAROLD R. STARK

BUILT BY TODD PACIFIC SHIPYARDS
CORPORATION'S SEATTLE DIVISION

KEEL LAID:	AUG. 24, 1979
LAUNCHED:	MAY 30, 1980
COMMISSIONED:	OCT. 23, 1982

"WHATEVER EFFORTS ARE MADE BY LAND ARMIES, THE NAVY
MUST HAVE THE CASTING VOTE IN THE PRESENT CONTEST"

-GEORGE WASHINGTON-

★

THE SHIP

"STARK" (FFG-31) is the seventh of thirteen Guided Missile Frigates (FFG-7 Class) being built by Todd Pacific Shipyards Corporation's Seattle Division. The 445-foot frigates of 3600-ton displacement are versatile combatants designed for defense against submarines, surface ships and aircraft. They are powered by twin gas turbines with the 40,000 horsepower transmitted through a single shaft and variable pitch propeller system.

The FFG-7 Class vessel design features a fully integrated combat system, equipage for two helicopters, a propulsion central control station, a bridge control console from which one crew member can direct both the ship's direction and speed, and a modular design that allows major systems and components to be repaired and replaced with minimum disruption to surrounding equipment.

Weapons include surface-to-surface and submarine antisubmarine torpedoes and helicopters. Vessel complement, including a medical detachment, will be 185 officers and men.

The vessel's mission will be open ocean escort.



ARK

FRIGATE

L HAROLD R. STARK

IC SHIPYARDS
TLE DIVISION

AUG. 24, 1979

MAY 30, 1980

OCT. 23, 1982

Y LAND ARMIES, THE NAVY
THE PRESENT CONTEST"

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Weapons include surface-to-surface and surface-to-air missiles, a new model 76mm gun, close-in weapons system, antisubmarine torpedoes and helicopters. Vessel speed will be in excess of 28 knots. Crew size, including helicopter detachment, will be 185 officers and men.

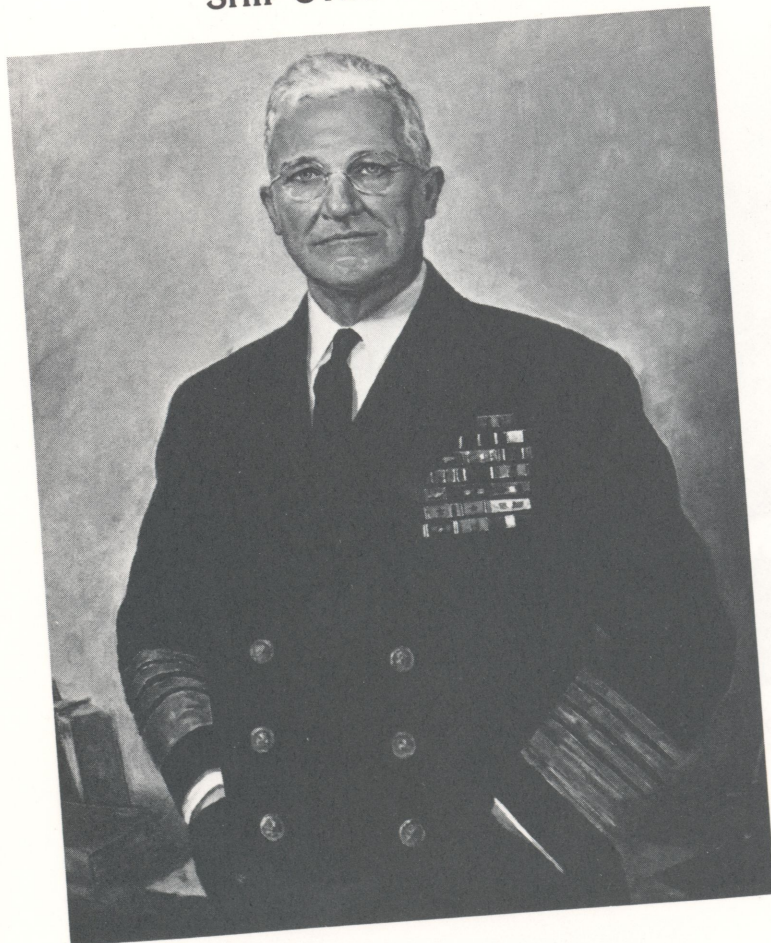
The vessel's mission will be open ocean escort of convoys, amphibious task groups and underway replenishment ships.

Some love to roam o'er the dark sea's foam
Where the shrill winds whistle free.

Charles MacKay



ADMIRAL HAROLD R. STARK SHIP'S NAMESAKE



THE SHIP'S NAME

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In June of 1917 he reported for shore duty at the Naval Torpedo Station, Newport, Rhode Island. Shortly after the entry of the United States into WW I, Stark assumed command of Torpedo Flotilla, Asiatic Fleet but was transferred in November to the Staff of the Commander, U.S. Naval Forces operating in European waters for the remainder of the war. Stark earned a Distinguished Service Medal for boldly leading a squadron of small and old destroyers through monsoons from the Philippines to Gibraltar. The ships arrived ahead of schedule and carried out an active role in the anti-submarine campaign in the Mediterranean and the Atlantic.

During the peace time years, his service included assignments as Aide to two Navy Secretaries, command of battleship **WEST VIRGINIA**, Chief of the Bureau of Ordnance (1934-37) and Commander of Cruiser Division 3, Battle Force. Stark attained the rank of Rear Admiral on 2 November 1934 and was advanced to Admiral on 1 August 1939 following his appointment as Chief of Naval Operations on 1 April 1939.

Admiral Stark's second award of the Distinguished Service Medal was for acting with resolute decision to hasten the capital ship construction for the "Two Ocean Navy" which proved to be a key to victory in WW II. He instituted in cooperation with Great Britain effective trans-Atlantic convoy protection as well as the anti-submarine warfare measures which bridged the Atlantic from both North and South America. In March 1942, he took command of U.S. Naval Forces in Europe, thereafter providing the primary liaison between the British and American navies for logistics for the British Isles, including the massive staging, training, and logistics for the 2,904 U.S. Naval ships and craft manned by 124,000 officers and men participating in the Normandy invasion. Although he did not participate in the actual amphibious assaults on the coast of Normandy in June 1944, his personal contributions by far exceeded his responsibilities, resulting in the award of a third Navy Distinguished Service Medal. General Eisenhower additionally presented Admiral Stark with the Army's Distinguished Service Medal for rendering brilliant and distinguished service, not only as a naval administrator, but as a skillful diplomatic emissary in relations with Allied authorities which so greatly contributed to the liberation of Europe. In the fall of 1945 Stark was assigned to the Office of Naval Operations, Navy Department, Washington, D.C., and served until he retired 1 April 1946. Stark's many U.S. awards and decorations were supplemented by a long list of honors from foreign governments including Britain, France, Brazil, Norway, Poland, the Netherlands and Belgium.

Admiral Stark continued to live in Washington, D.C., where he remained active in a variety of Navy organizations and clubs. He died 20 August 1972 at the age of 91. His wife, the former Katherine Rhodes also of Wilkes-Barre, predeceased him.

October 14, 1982

To all members of the crew of STARK

My sister, Katharine Stark Gillespie, joins me in sending you every good wish for a long and successful naval career, especially for your tour of duty on board the STARK.

She is named for an officer who was totally dedicated to the Navy and who would have been so very proud to have had a ship named for him. The several ships that our father commanded not only received the very highest ratings for performance, but they were also known for having crews that took pride in their work and their ship. I am certain that STARK will be no different.

My wish for all of you is that you will have a happy ship and that your tour of duty will be both professionally and personally rewarding.

Sincerely yours,

Mary Stark Semans
Mary Stark Semans
(Mrs. Edwin W. Semans)

TRADITION OF THE SPONSOR

The tradition of the christening ceremony for seagoing vessels is found back in the dawn of recorded history. The custom has survived through the ages and today is practiced in some form by all seafaring nations.

Ships of the United States Navy were originally christened by men, a custom which continued through the middle of the 19th century. However, in 1864, Mrs. Lavivia Watson Fanning became the first woman to sponsor a ship when she christened the sloop of war **GERMANTOWN** in Philadelphia. Since that time, christenings of Naval ships have been carried out by women.

According to legend, the spirit of the sponsor enters the ship at the christening and remains there forever.

Admiral Harold R. Stark who served his country with distinction from 1880 in Wilkes-Barre, Pennsylvania, he attended the Naval Academy there before receiving his appointment as a Lieutenant in 1903, he served on many ships including the USS Stark which was part of the Battle Fleet which made the first circumnavigation of the world.

After his tour of duty at the Naval Torpedo Station, Newport, Rhode Island, he was transferred in November to the Staff of the Commander, Naval Station, San Francisco. The ships arrived ahead of schedule and carried out their mission in the Mediterranean and the Atlantic.

His service included assignments as Aide to two Navy Secretaries, Chief of the Bureau of Ordnance, and as a member of the Battle Force. Stark attained the rank of Rear Admiral on 1 August 1939 following his tour of duty on 1 April 1939.

He was awarded the Distinguished Service Medal for acting with resolute leadership for the "Two Ocean Navy" which proved to be a major contribution to the cooperation with Great Britain effective trans-Atlantic marine warfare measures which bridged the Atlantic. In March 1942, he took command of U.S. Naval Forces in the Pacific, liaison between the British and American navies for the massive staging, training, and logistics for the 2,904,000 officers and men participating in the Normandy invasion. He was in the actual amphibious assaults on the coast of France and his contributions by far exceeded his responsibilities.

He was awarded the Distinguished Service Medal. General Eisenhower added to his many honors as a naval administrator, but as a skillful diplomat. His contributions which so greatly contributed to the liberation of Europe were recognized by the Office of Naval Operations, Navy Department. He retired 1 April 1946. Stark's many U.S. awards include a long list of honors from foreign governments including Poland, the Netherlands and Belgium.

He remained active in a variety of organizations in Washington, D.C., where he remained active in a variety of organizations until his death on 20 August 1972 at the age of 91. His wife, the former Mrs. Stark, preceded him.

October 14, 1982

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Mary Stark Semans
(Mrs. Edwin W. Semans)

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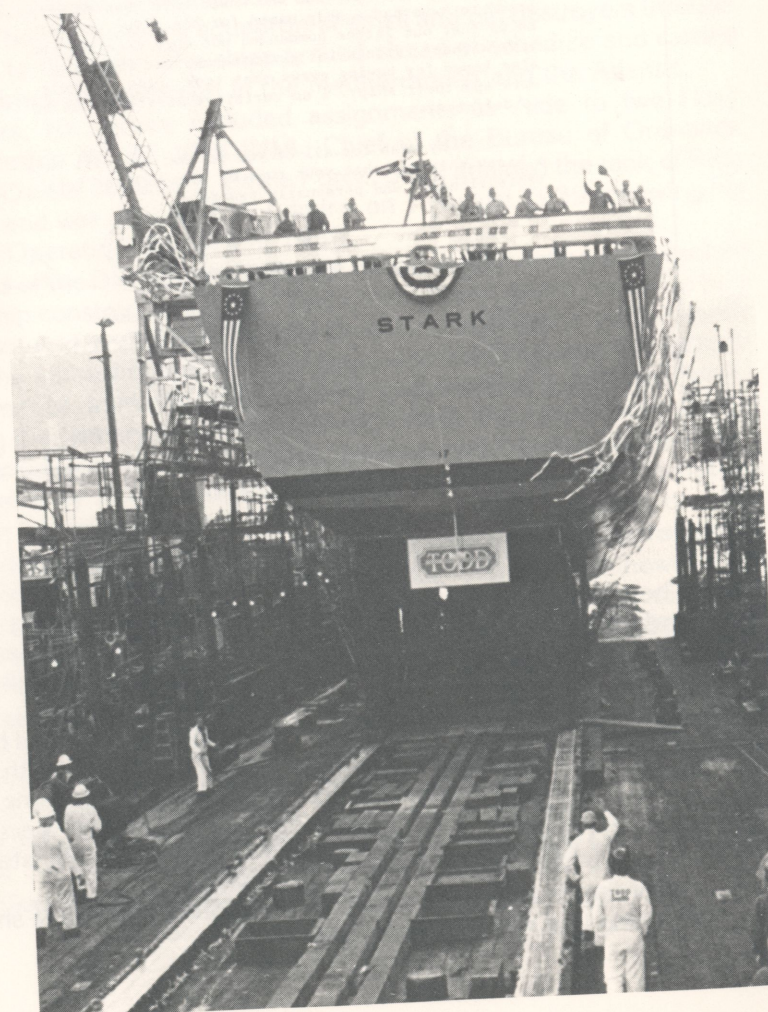
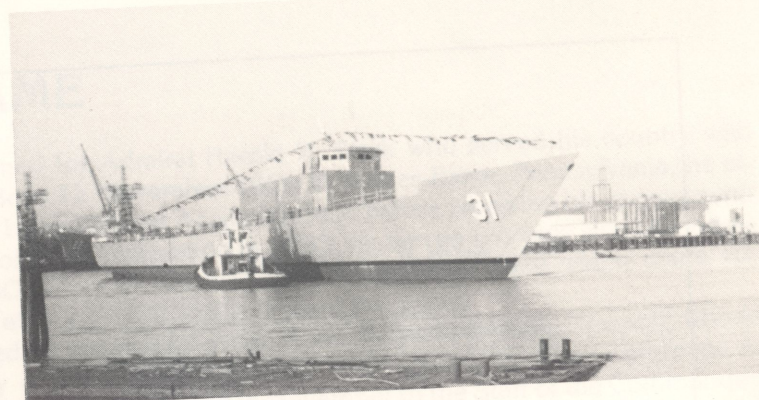


SPONSOR - MRS. EDWIN W. SEMANS

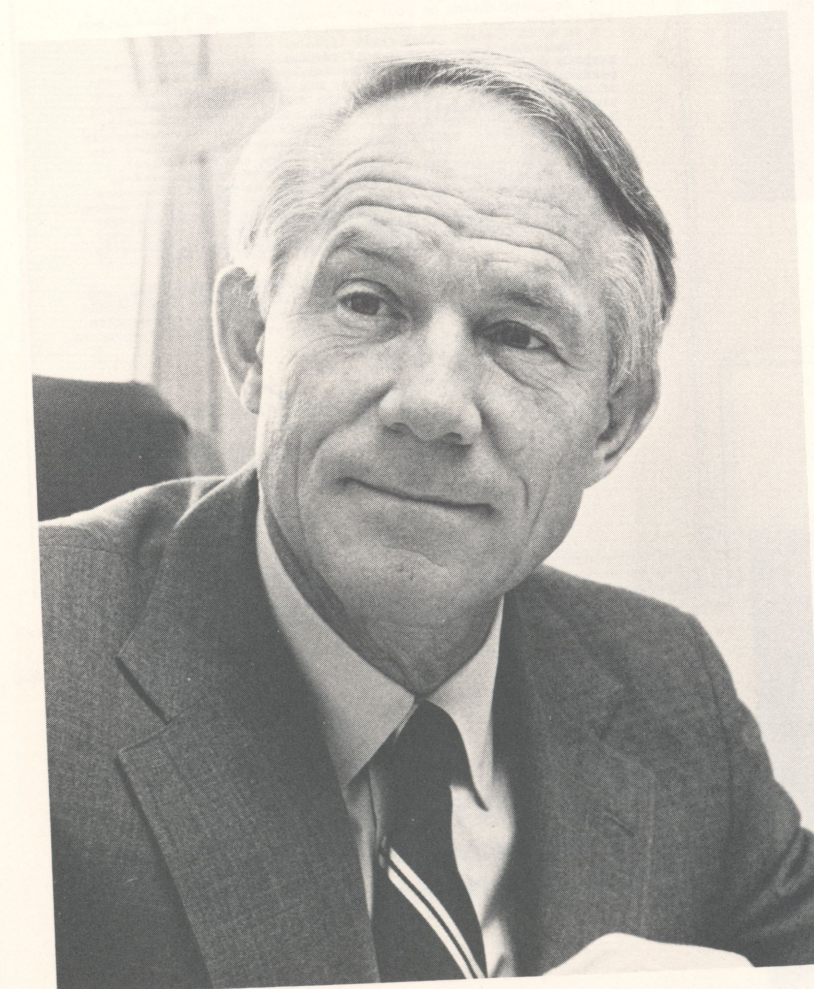
Mary Stark Semans, daughter of the late Admiral and Mrs. Harold R. Stark, was born in Wilkes-Barre, Pennsylvania. Caught in the Orient before outbreak of WW I, the family was hastily evacuated on the last transport ship to get out of the Philippines. Mrs. Semans' early education was acquired in various cities as her father's assignments moved the family every couple of years. She completed her schooling at National Cathedral, a boarding school in Washington, D.C.

In 1932 she married Edwin W. Semans, a lawyer. They established their home in Philadelphia where, in addition to raising a son, she enjoyed playing golf and doing volunteer work including serving on the United Fund Campaign every year. During WW II, Mrs. Semans served as a nurse's aide.

After being widowed in 1971, she returned to Washington, D.C. to be with her father and she continues to make her home there where her son and family and sister and family reside nearby. In addition to enjoying two grandchildren she is an active member of the Women's Board of Columbia Hospital and does volunteer work at National Cathedral School and for her church.

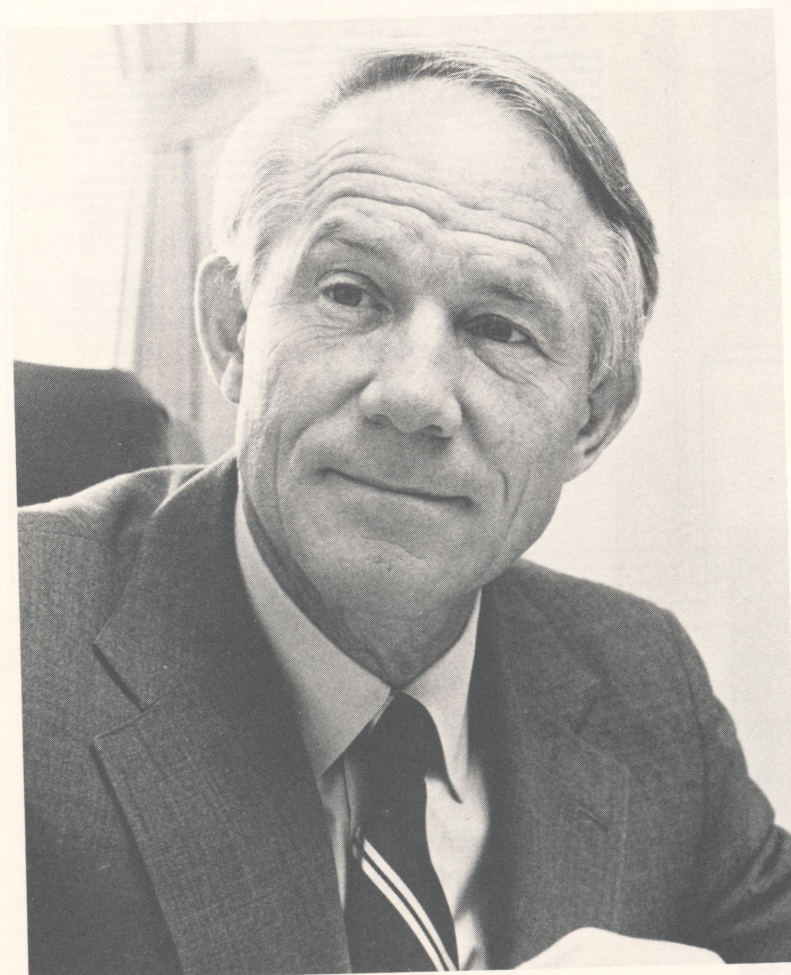


PRINCIPAL SPEAKER
CONGRESSMAN JOEL PRITCHARD
FIRST DISTRICT, WASHINGTON





**PRINCIPAL SPEAKER
CONGRESSMAN JOEL PRITCHARD
FIRST DISTRICT, WASHINGTON**



Congressman Pritchard was born May 5, 1925 in Seattle, Washington. After graduation from Queen Anne High School, he attended Marietta College in Marietta, Ohio. During World War II, Congressman Pritchard served with the U.S. Army Infantry in the South Pacific.

Upon completion of his Army service, he served as president of the Griffin Envelope Company until elected to the United States Congress in 1972. He served in the Washington State House of Representatives, 36th District, from 1958-1966, and the Washington State Senate, 36th District, from 1966-1970.

Congressman Pritchard is a member of the Magnolia Presbyterian Church in Seattle. He has four children: Peggy, Frank, Anne and Jeanie.

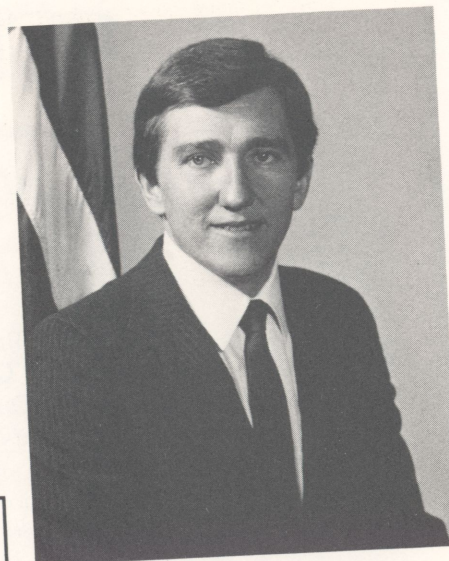
STATE ACTIVITIES

Washington State House of Representatives, 36th District, 1958-1966
Washington State Senate, 36th District, 1966-1970
Washington State Women's Rights Council, 1971
METRO Planning Council

CONGRESSIONAL ACTIVITIES

Committee on Foreign Affairs
Subcommittees: Asian and Pacific Affairs, Ranking Republican Member
International Operations
Human Rights and International Organizations
Committee on Merchant Marine and Fisheries
Subcommittees: Oceanography, Ranking Republican Member
Fisheries, Wildlife Conservation and the Environment
House Wednesday Group (Chairman, 1977-1979)
Congressional Adviser, International Law of the Sea Conference
Export Task Force

**JOHN LEHMAN
SECRETARY OF THE NAVY**



CHIEF OF NAVAL OPERATIONS

Dear Captain,

Please accept my hearty congratulations on the occasion of the commissioning of United States Ship STARK (FPG 31). An unusual distinction and a special set of responsibilities fall upon you as the first commanding officer. By your selection as the commissioning captain, your distinguished record of professional competence has been recognized, and in this assignment the full measure of your demonstrated abilities will be called upon to fulfill these responsibilities.

When she joins the fleet, STARK will be the newest ship in the United States Navy and will bring to the operating forces the most modern design and quality construction afloat on the seas today. Yet this splendid ship cannot fulfill the role for which she was authorized by our Congress--to contribute to the common defense of our nation by maintaining our maritime superiority--unless she is manned with a dedicated crew of Navy men who are capable of operating and maintaining her to the very limits of designed potential.

It is your responsibility, as commanding officer, to establish for STARK an operating capability to match her potential. As your ship and crew perform, STARK will develop a personality of her own and a reputation which will endure over her many years of service to the nation and to the Navy. STARK's excellence of character and professional reputation will largely depend upon your leadership as the first commanding officer.

I congratulate you on your selection for this most important task. Yours is a great honor. It is also a profound responsibility. I have the fullest confidence you will execute it well.

Sincerely,

James D. Watkins
JAMES D. WATKINS
Admiral, U.S. Navy

Commander Terrence W. Costello, USN
PCO, STARK (FPG 31)
Todd Shipyards Corporation
Seattle, Washington 98124



**JAMES D. WATKINS
ADMIRAL OF THE NAVY
CHIEF OF NAVAL OPERATIONS**



THE SECRETARY OF THE NAVY
WASHINGTON

Commander Terrence W. Costello, USN
PCO, STARK (FPG 31)
Todd Shipyards Corporation
Seattle, Washington 98124

Dear Captain:

Congratulations on your new command, and best wishes to you and to your crew on the commissioning of STARK (FPG 31).

Your ship represents a real advance in the Navy's peace-keeping power at sea. Fast, powerful, and versatile, STARK is particularly suited to perform the many diverse tasks required of our modern Navy. Animated by the "can do" spirit that has always been a hallmark of the American destroyerman, she will bear a proud share of responsibility for our nation's defense in a troubled world. STARK inherits an appropriate tradition. In four decades of faithful service afloat and ashore, Admiral Harold Stark compiled a record of achievement in peace and in two world wars. As Chief of Naval Operations he was instrumental in preparing the Navy for war; in command of our naval forces in Europe, he directed the American share of the naval preparations for the massive invasion of Normandy. His spirit of duty well done is now yours. I know that you will add new luster to it.

Your ship now begins an active role in the fleet. You, and those who serve with you, are charged with the heavy responsibility of making STARK a fully effective instrument of sea power in our nation's defense. May you meet with every success in assuming that responsibility.

Sincerely,

John Lehman
John Lehman



COMMANDER IN CHIEF ATLANTIC
AND
COMMANDER IN CHIEF U. S. ATLANTIC FLEET

14 October 1982

Dear Commander Costello,

On the occasion of the commissioning of USS STARK (FPG 31) I extend to you and all hands my congratulations and best wishes.

Your ship joins the Atlantic Fleet Naval Surface Force at a time when the task of protecting and maintaining the nation's maritime security is of paramount importance. We face a naval threat unequalled in history, and the demands that threat places on our Navy and your ship will be great. New construction ships such as STARK are designed to meet these challenges and will be a key part of the Navy's deterrent and war fighting capabilities through the 1980's and beyond.

As her first Commanding Officer, you have the unique opportunity to employ the dedication, professionalism and enthusiasm of all hands to ready your ship to meet all commitments. You and your crew will set her future course and establish her fleet reputation. I have every confidence STARK will serve our Navy and our country with the same distinction as her namesake, Admiral Harold R. Stark.

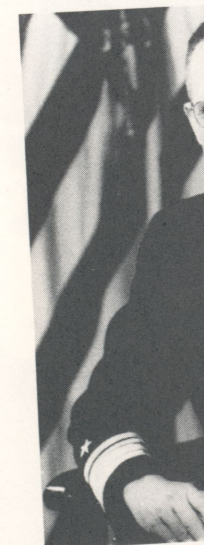
I bid you welcome to the Atlantic Fleet and wish you smooth sailing.

Sincerely,

W. L. McDonald
W. L. McDONALD
Admiral, U. S. Navy

Commander Terrence W. Costello, USN
Prospective Commanding Officer
USS STARK (FPG 31)
1102 S. W. Massachusetts Street
Seattle, Washington 98134

**J. D. JOHNSON
VICE ADMIRAL, U.S. NAVY
COMMANDER
NAVAL SURFACE FORCE**





THE SECRETARY OF THE NAVY
WASHINGTON

Commander Terrence W. Costello, USN
PCO, STARK (FFG 31)
Todd Shipyards Corporation
Seattle, Washington 98124

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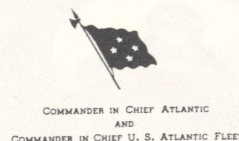
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John Lehman
John Lehman

JAMES. D. WATKINS
ADMIRAL OF THE NAVY
CHIEF OF NAVAL OPERATIONS



COMMANDER IN CHIEF ATLANTIC
AND
COMMANDER IN CHIEF U. S. ATLANTIC FLEET

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On the occasion of the commissioning of USS STARK (FFG 31) I extend to you and all hands my congratulations and best wishes.

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Admiral, U. S. Navy

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Prospective Commanding Officer
USS STARK (FFG 31)
1102 S. W. Massachusetts Street
Seattle, Washington 98134

J. D. JOHNSON
VICE ADMIRAL, U.S. NAVY
COMMANDER
NAVAL SURFACE FORCE



WESLEY L. McDONALD
VICE ADMIRAL, U.S. NAVY
COMMANDER IN CHIEF
U.S. ATLANTIC FLEET



COMMANDER NAVAL SURFACE FORCE
UNITED STATES ATLANTIC FLEET
NORFOLK, VIRGINIA 23511

24 September 1982

Dear Captain Costello,

Congratulations on your new command and best wishes to you and your crew on the commissioning of STARK (FFG 31).

The modern technology that STARK brings to the Atlantic Fleet provides a valuable asset to our warfare capability and is a most welcome addition to this Force. The responsibility of which you and your crew are charged, that of converting your fine ship into an effective instrument of seapower in our nation's defense, is a most difficult one indeed. I have complete confidence, however, that the dedicated crew which you have assembled is capable of operating and will maintain your ship to the limits of her potential.

I want to express my appreciation to you, your officers and men for the long hours of hard work and training that you have devoted in preparing STARK to join the Fleet. You and your team have performed well, and I know that same team effort and spirit will continue with you into the Fleet.

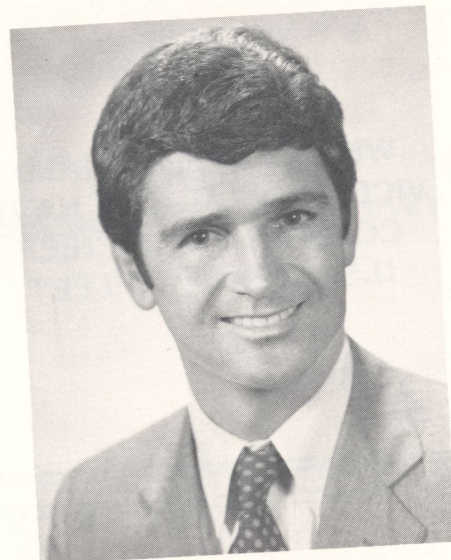
On behalf of the Naval Surface Force, U.S. Atlantic Fleet, I extend to each of you a hearty welcome. We are proud to have USS STARK as a member of our team. Welcome to the Force!

Sincerely,

J. D. Johnson
J. D. JOHNSON
Vice Admiral, U.S. Navy

Commander Terrence W. Costello, U.S. Navy
Prospective Commanding Officer
STARK (FFG 31)
1102 SW Massachusetts Street
Seattle, Washington 98134





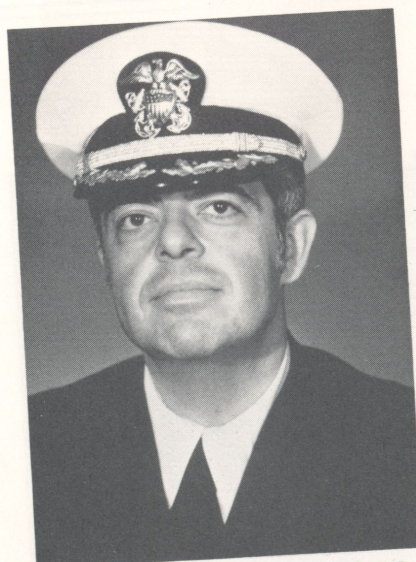
JOHN T. GILBRIDE, JR.,
Vice President & General Manager
Todd Pacific Shipyards
Corporation, Seattle, Washington



CAPTAIN P.F. CAROTHERS, JR.
Supervisor of Shipbuilding
U.S.N., Seattle



COMMODORE T. E. LEWIN
Commander,
Naval Base, Seattle



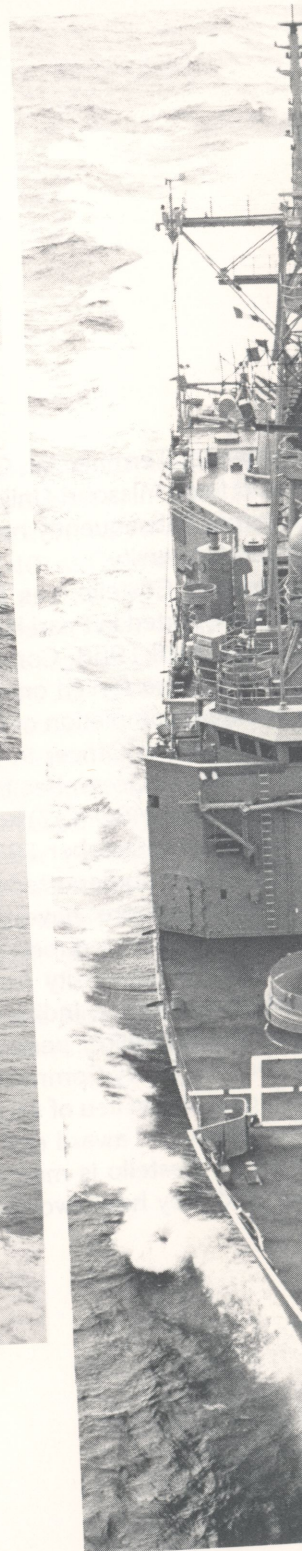
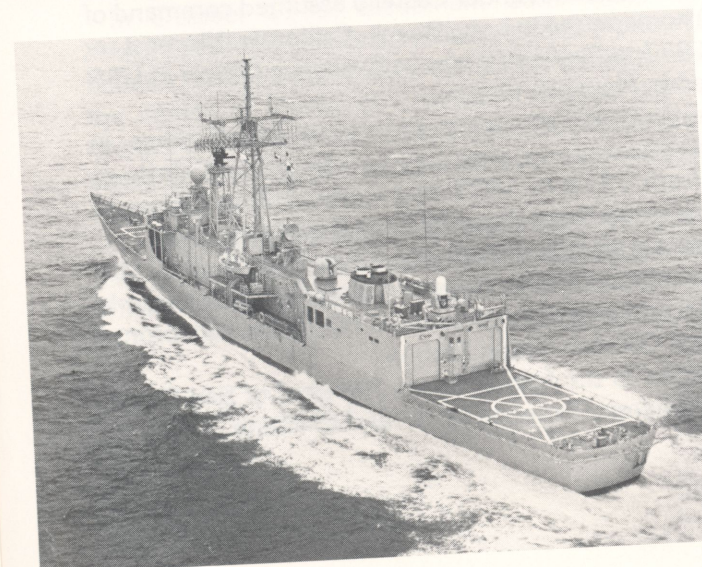
CAPTAIN M. P. KALLERES
Commander, Destroyer
Squadron Eight



**REAR ADMIRAL
PETER C. CONRAD**
Commander, Cruiser
Destroyer Group Twelve



COMMANDER HARRO H. SIEBERT
Fleet Introduction Team No. 3

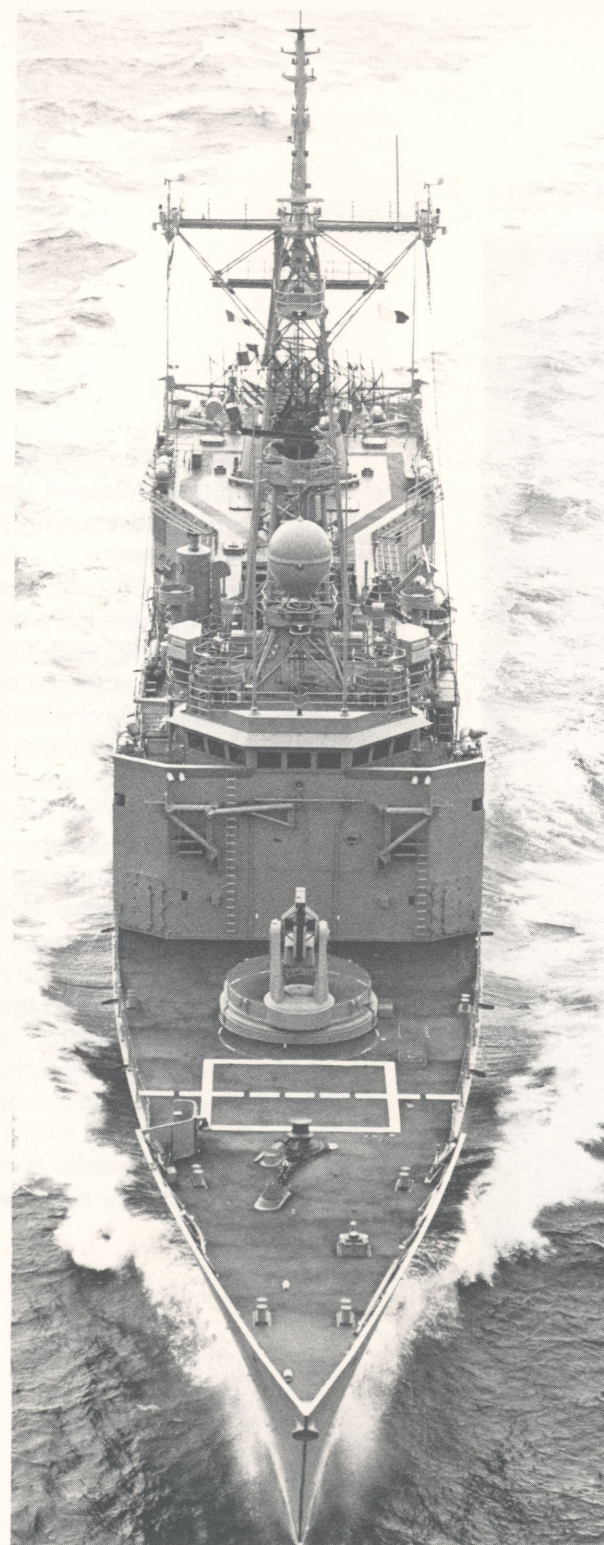
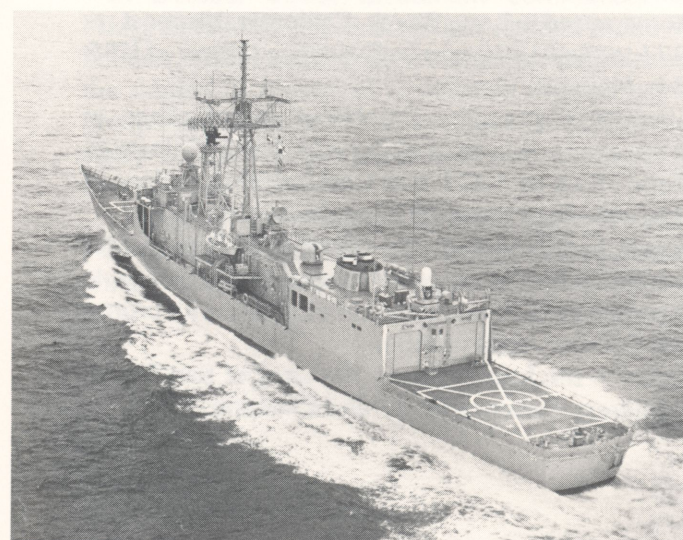




**REAR ADMIRAL
PETER C. CONRAD**
Commander, Cruiser
Destroyer Group Twelve

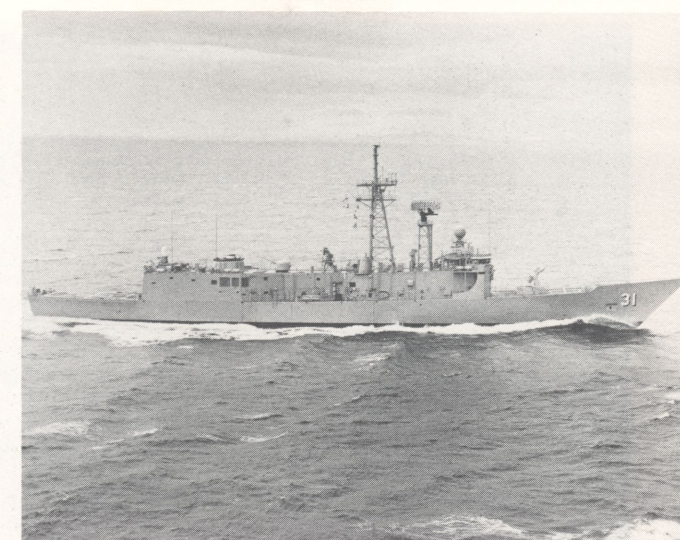


COMMANDER HARRO H. SIEBERT
Fleet Introduction Team No. 3



Only free peoples can hold their purpose and their honor steady to a common end, and prefer the interests of mankind to any narrow interest of their own.

— Woodrow Wilson



THE COMMANDING OFFICER
COMMANDER TERRENCE W. COSTELLO, III



Commander Terrence W. Costello, III, a native of Eldorado Springs, Missouri, graduated from Missouri University, NROTC Class of 1966, with a Bachelor of Arts Degree. Subsequently he earned a Masters of Arts in Political Science from Oklahoma University.

Commander Costello was initially assigned to **USS JOHN R. PERRY** (DE 1034), homeported in Pearl Harbor, Hawaii, where he served as Damage Control Assistant. In April 1968, Commander Costello reported to An Thoi, Republic of Vietnam, where he served one year as Officer-in-Charge of a riverine patrol craft -PCF 38. Upon completion of Destroyer School in December 1969, he returned to sea as Weapons Officer in **USS SAMPLE** (FF 1048), homeported in Pearl Harbor, Hawaii. In December 1971, Commander Costello assumed command of **USS ENHANCE** (MSO 437) homeported in Long Beach, California. His most recent sea tour from October 1977 to May 1979 was as Executive Officer of **USS PAUL** (FF 1080) homeported in Mayport, Florida.

Assignments ashore have included attending the Naval War College in Newport, Rhode Island, during the academic year 1973-1974, NROTC Instructor at Oklahoma University from 1974 to 1977 and Commanding Officer of Navy Recruiting District, Indianapolis, from June 1979 to December 1981.

Commander Costello's personal awards include the Silver Star, Bronze Star with Combat "V", Navy Commendation Medal, Navy Achievement Medal, Purple Heart with gold star in lieu of second award, Presidential Unit Citation with bronze star in lieu of second award and Combat Action Ribbon.

Commander Costello is married to the former Susan Hayward of San Diego, California, and they have two children, Terrence W. IV and Christine.

Lieutenant Commander Henry G. Ulrich, III, entered the United States Naval Academy from his hometown of Southampton, Pennsylvania, in June 1968. He graduated in June 1972 with a Bachelor of Science in Naval Architecture. Upon commissioning, he served in **USS COONTZ** (DDG 40) as Gunnery Assistant, then as Damage Control Assistant from July 1972 to July 1975. Following his tour of duty, he attended the Department Head Course in Newport, Rhode Island, and upon graduation in March 1976, served as Weapons Officer in **W.S. SIMS** (FF 1059) from June 1976 to July 1978. Lieutenant Ulrich's next assignment was as Flag Lieutenant and Aide to Commander Sea Systems Command from September 1978 to September 1979.

In October 1979, Lieutenant Commander Ulrich reported to the Naval Postgraduate School as an officer student in the Weapons System Science curriculum. These studies were completed in December 1981 and he was awarded the degree of Master of Science in Physics with distinction and designation as Weapons Engineering Subspecialist (XX63P). His thesis research involved the study of laser target interaction with emphasis on the unipolar arc phenomenon.

Lieutenant Commander Ulrich is married to the former Mary F. Naples, Italy, and they make their home at Jacksonville, Florida, with two children Henry G. IV and Megan.

er Terrence W. Costello, III, a native of Eldorado Springs, Missouri, from Missouri University, NROTC Class of 1966, with a Bachelor of Science. Subsequently he earned a Masters of Arts in Political Science from the University of Missouri.

er Costello was initially assigned to **USS JOHN R. PERRY** (DE 1000) homeported in Pearl Harbor, Hawaii, where he served as Damage Control Assistant. In April 1968, Commander Costello reported to An Thoi, Republic of Vietnam, where he served one year as Officer-in-Charge of a riverine patrol craft. Upon completion of Destroyer School in December 1969, he returned to the United States as Weapons Officer in **USS SAMPLE** (FF 1048), homeported in Pearl Harbor. In December 1971, Commander Costello assumed command of **USS NCE** (MSO 437) homeported in Long Beach, California. His most recent assignment from October 1977 to May 1979 was as Executive Officer of **USS** (080) homeported in Mayport, Florida.

Costello's assignments ashore have included attending the Naval War College in Newport, Rhode Island, during the academic year 1973-1974, NROTC Instructor at the University of Rhode Island from 1974 to 1977 and Commanding Officer of the 1st District, Indianapolis, from June 1979 to December 1981. Commander Costello's personal awards include the Silver Star, Bronze Star Medal, Navy Commendation Medal, Navy Achievement Medal, Purple Heart, and Gold Star in lieu of second award, Presidential Unit Citation with bronze star in lieu of second award and Combat Action Ribbon.

Commander Costello is married to the former Susan Hayward of San Diego, and they have two children, Terrence W. IV and Christine.

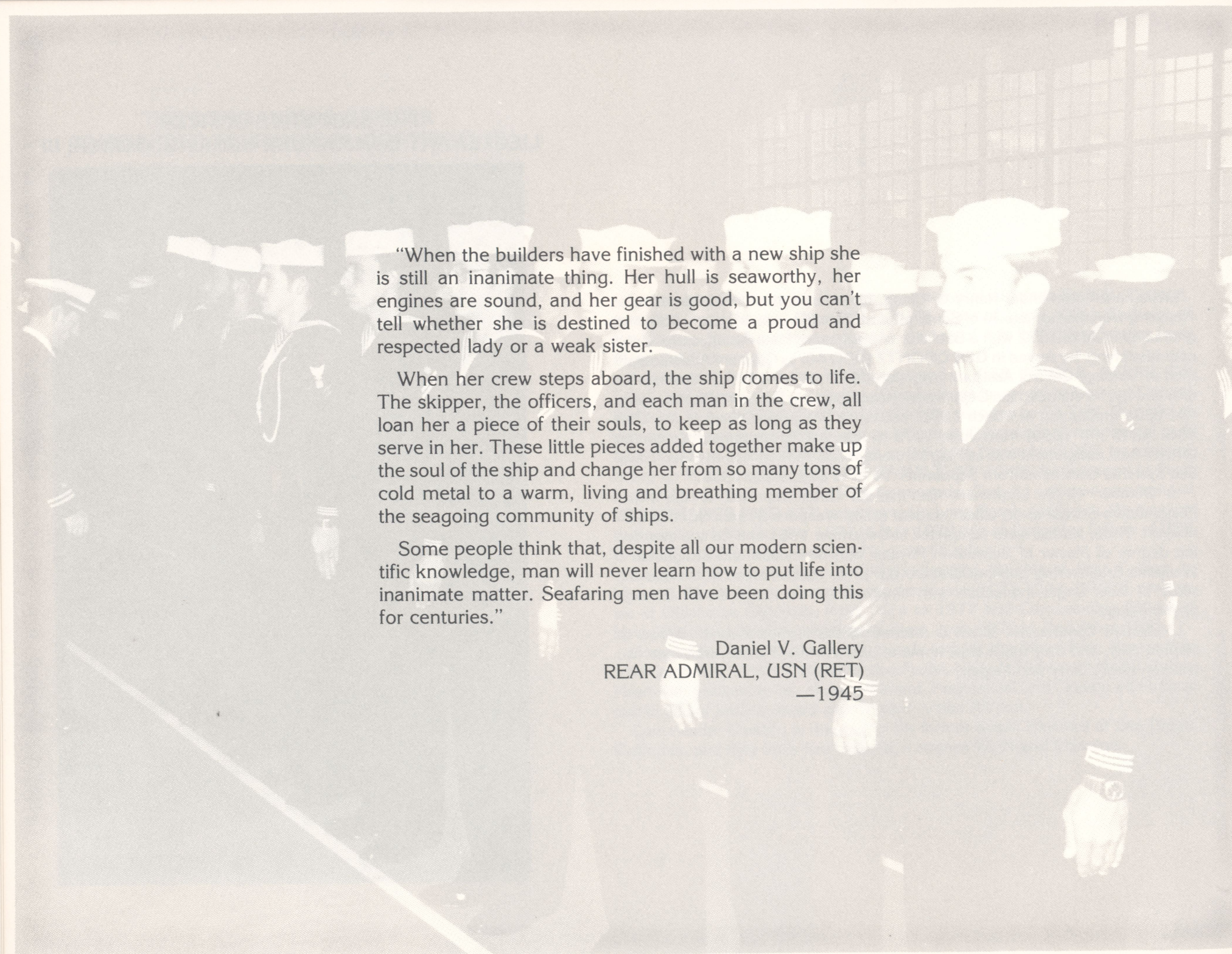
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Lieutenant Commander Ulrich is married to the former Mary F. Brown of Naples, Italy, and they make their home at Jacksonville, Florida, with their two children Henry G. IV and Megan.

THE EXECUTIVE OFFICER
LIEUTENANT COMMANDER HENRY G. ULRICH, III





"When the builders have finished with a new ship she is still an inanimate thing. Her hull is seaworthy, her engines are sound, and her gear is good, but you can't tell whether she is destined to become a proud and respected lady or a weak sister.

When her crew steps aboard, the ship comes to life. The skipper, the officers, and each man in the crew, all loan her a piece of their souls, to keep as long as they serve in her. These little pieces added together make up the soul of the ship and change her from so many tons of cold metal to a warm, living and breathing member of the seagoing community of ships.

Some people think that, despite all our modern scientific knowledge, man will never learn how to put life into inanimate matter. Seafaring men have been doing this for centuries."

Daniel V. Gallery
REAR ADMIRAL, USN (RET)
—1945

ACCOMPLISHMENTS THE PRE-CO

Advancements: 65

Reenlistments: 4

Number of individual Navy

Man days of formal navy to

Letters of commendation/a

Navy achievement medals:

Good conduct medals: 7

High school diplomas awar

Officers satisfactorily comp

What one has, one ought to
do with all his might.

finished with a new ship she
Her hull is seaworthy, her
gear is good, but you can't
ed to become a proud and
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board, the ship comes to life.
nd each man in the crew, all
uls, to keep as long as they
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nge her from so many tons of
g and breathing member of
ships.

despite all our modern scien-
ver learn how to put life into
g men have been doing this

Daniel V. Gallery
EAR ADMIRAL, USN (RET)
—1945



ACCOMPLISHMENTS OF THE CREW DURING THE PRE—COMMISSIONING PERIOD

Advancements: 65

Reenlistments: 4

Number of individual Navy Schools Attended: 1,018

Man days of formal navy team training: 4,769

Letters of commendation/appreciation: 34

Navy achievement medals: 11

Good conduct medals: 7

High school diplomas awarded: 1

Officers satisfactorily completing command qualification exam: 2

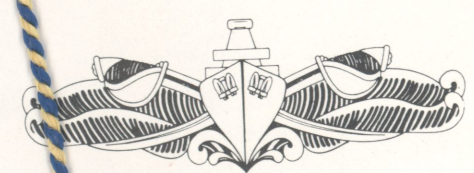
What one has, one ought to use: and whatever he does he should
do with all his might.

— CICERO



Senior Chief Roberts enlisted in the United States Navy 26 July 1961. He attended basic training at RTC, Great Lakes, Illinois. Upon completion of Training, he reported to the Mare Island Group, Pacific Reserve Fleet, Alameda, California, until transferred April 1963 to the **USS MATHEWS** (APA-33), also homeported in Long Beach, California. In April 1965, he was assigned to the **USS BARTFIELD** (APA-33), also homeported in Long Beach, and served there until April 1967 when he was transferred to the **USS DELBERT** (APA-33), also homeported in Long Beach, California. In December 1968 BM1 Roberts was assigned to River Assault Squadron FIFTEEN in Vietnam. While in Vietnam, he served as Boat Captain on three different River Assault Craft. Upon completion of his Vietnam tour, BM1 Roberts was assigned to the Long Beach based **USS OZBORN** (DD 846), serving as LPO of First Division until April 1971 when he reported to Service School Command, Great Lakes, Illinois for a one year tour of shore duty. After serving as Maintenance Control Officer at Great Lakes he was transferred to VAW 122 in Norfolk, Virginia, where he was assigned in December of 1973 as the Command Career Counselor. In October 1975 he reported to the **USS INDEPENDENCE** (LST-1092) and served as LPO of second and fifth division, LCPO of Deck Department, and Second Division Officer. In February 1979, BMC Roberts reported to the Naval Air Force, U.S. Atlantic Fleet, as Staff First Lieutenant. Upon completion of this tour, BMCS Roberts was selected to attend the Senior Enlisted Academy at Newport, Rhode Island, as a member of Class number 2. BMCS Roberts graduated from the Senior Enlisted Academy in May 1982 and was assigned to **PRECOM Unit STARK** (FFG-31) as First Lieutenant, Commanding Officer, and CPO in charge of the Enlisted Surface Warfare Program.

Senior Chief Roberts is married to the former Karren S. Jacobson of Alameda, California. They have two children, Carrie L. (age 11) and Steven C. Roberts. They reside in Hampton, Virginia.





Senior Chief Roberts enlisted in the United States Navy 26 July 1962, and attended basic training at RTC, Great Lakes, Illinois. Upon completion of Recruit Training he reported to the Mare Island Group, Pacific Reserve Fleet, Vallejo, California, until transferred April 1963 to the **USS MATHEWS** (AKA-96) homeported in Long Beach, California. In April 1965, he was assigned to the **USS BAYFIELD** (APA-33), also homeported in Long Beach, and served aboard her until April 1967 when he was transferred to the **USS DELTA** (AR-9) homeported in Alameda, California. In December 1968 BM1 Roberts was assigned to River Assault Squadron FIFTEEN in Vietnam. While in Vietnam he served as Boat Captain on three different River Assault Craft. Upon completion of his Vietnam tour, BM1 Roberts was assigned to the Long Beach based Destroyer, **USS OZBOURNE** (DD 846), serving as LPO of First Division until August 1971 when he reported to Service School Command, Great Lakes, Illinois, for a two-year tour of shore duty. After serving as Maintenance Control Coordinator at Great Lakes he was transferred to VAW 122 in Norfolk, Virginia, where he was assigned in December of 1973 as the Command Career Counselor. Transferring from VAW 122 in October 1975 he reported to **USS INDEPENDENCE** (CV 62) and served as LPO of second and fifth division, LCPO of Deck Department and Second Division Officer. In February 1979, BMC Roberts reported to Command Naval Air Force, U.S. Atlantic Fleet, as Staff First Lieutenant. Upon completion of this tour, BMCS Roberts was selected to attend the Senior Enlisted Academy at Newport, Rhode Island, as a member of Class number 2. BMCS Roberts graduated from the Senior Enlisted Academy in May 1982 and reported to **PRECOM Unit STARK** (FFG-31) as First Lieutenant, Command Senior Chief, and CPO in charge of the Enlisted Surface Warfare Program.

Senior Chief Roberts is married to the former Karen S. Jacobsen of Oakland, California. They have two children, Carrie L. (age 11) and Steven C. (age 10) and reside in Hampton, Virginia.



COMMAND SENIOR CHIEF
SENIOR CHIEF BOATSWAIN'S MATE
CARL W. ROBERTS



Commissioning
Ceremony
USS Stark (FFG-31)

Band Selections

★

Arrival of Official Party

★

Welcoming Remarks and Introduction of Distinguished Guests

Commander Terrence W. Costello, 111, U.S.N., Prospective Commanding Officer

Captain Joseph F. Brennan, CMC, U.S.N., Chaplain, Naval Base Seattle

Mr. John T. Gilbride, Jr., Vice President & General Manager, Todd Pacific Shipyards Corporation, Seattle

Mrs. Edwin W. Semans, Ship's Sponsor

Captain Michael P. Halleres, U.S.N., Commander, Destroyer Squadron Eight

Commodore T. E. Lewin, U.S.N., Commander, Naval Base Seattle

★

Arrival of Principal Speaker

The Honorable Joel Pritchard, U.S. Congressman, State of Washington

★

Invocation

Captain Joseph F. Brennan, CMC, U.S.N.

★

Introduction of Principal Speaker By

Commodore T. E. Lewin, U.S.N.

Commander, Naval Base Seattle, Washington

★

Principal Speaker

The Honorable Joel Pritchard, U.S. Congressman
State of Washington

★

Remarks

Mr. John T. Gilbride, Jr.

Vice President & General Manager, Todd Pacific Shipyards Corporation, Seattle Division

Read
Comm

National Anthem

Commander

Lieutenant Com

Ship's Compe

Introduction of
Captain

Com

Reception and
Exchange of Gifts

Commissioning
Ceremony
USS Stark (FFG-31)

Selections

★
Official Party

★
Introduction of Distinguished Guests
U.S.N., Prospective Commanding Officer
U.S.N., Chaplain, Naval Base Seattle
Manager, Todd Pacific Shipyards Corporation, Seattle
Sponsors, Ship's Sponsor
Commander, Destroyer Squadron Eight
U.S.N., Commander, Naval Base Seattle

★
Principal Speaker
U.S. Congressman, State of Washington

★
Location
Annan, CAGC, U.S.N.

★
Principal Speaker By
Lewin, U.S.N.
Base Seattle, Washington

★
Speaker
Hard, U.S. Congressman
Washington

★
Remarks
Gilbride, Jr.
Pacific Shipyards Corporation, Seattle Division

Reading of Commissioning Directive
Commodore T. E. Lewin, U.S.N.

★
Commissioning
National Anthem & Raising of Commissioning Pennant

★
Acceptance of Command
Commander Terrence W. Costello, III, U.S.N.

★
Setting the First Watch
Lieutenant Commander W. G. Ulrich, III, U.S.N.

★
Manning the Ship
Ship's Company of the United States Ship Stark
Come Alive Procedures

★
Honors
Introduction of Commander, Destroyer Squadron Eight
Captain Michael P. Halleres, U.S.N.

★
Commanding Officer's Remarks

★
Benediction

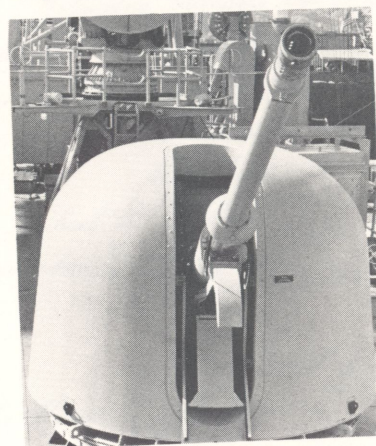
★
Reception and Refreshments - Helicopter Hangers
Exchange of Gifts - Commanding Officer and Sponsor
Tour of Ship



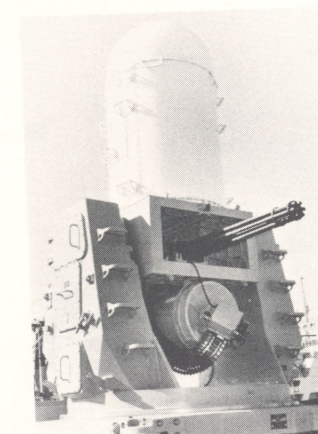
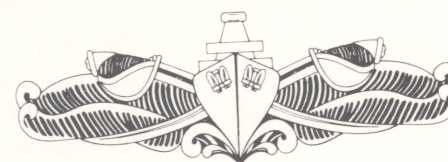
LT RALPH M. RIKARD
Combat Systems Officer

COMBAT SYSTEMS DEPARTMENT

The Combat System is a new and innovative design, integrating a computerized command and decision (C&D) system with the ship to reduce the number of crew members required. The ship is designed and equipped to simultaneously counter threats by air, surface and subsurface launched missiles and enemy warships. Should the need arise, surface-to-air, and surface-to-surface missiles, a rapid fire gun, a high speed reaction gun, ASW torpedoes and an embarked helicopter can be employed effectively in countering potential threats.



76MM



CIWS



LT JIMMY R. WINDHAM
Combat Information Center Officer



LT ROBERT K. REEVE
Antisubmarine Warfare Officer

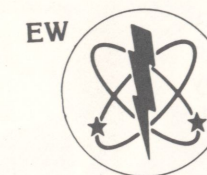


ENS ROBERT L. BRUNS, JR.
Ordnance Officer

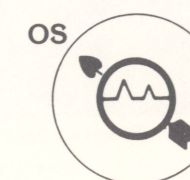


CWO2 RONALD J. TUCKER
Electronics Readiness Officer

CS-1 DIVISION



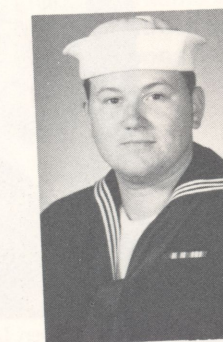
Electronic Warfare Technicians
Intercept electronic signals, intercept electronic publications, signals and intercept electronic communications and Officer of the Deck and appropriate counter-measures.



Operations Specialists
Operate radars, identify threats, control fixed weapon systems, make recommendations to the Officer and OOD concerning threats and its weapon systems.



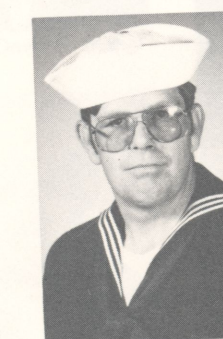
OS1 Russel E. Haxton



OS2 David A. Allvord



OS2 Ralph F. St...



OS3 Jimmy R. Hensley

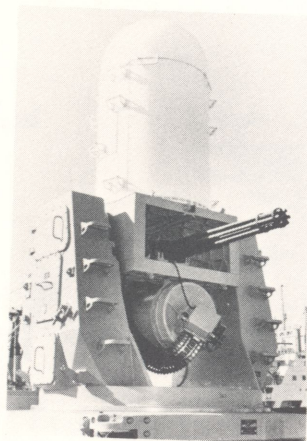


OS3 Carl Ciccarello

OS

SYSTEMS DEPARTMENT

innovative design, integrating a computerized command and decision (C&D) number of crew members required. The ship is designed and equipped to air, surface and subsurface launched missiles and enemy warships. Should the face-to-surface missiles, a rapid fire gun, a high speed reaction gun, ASW pter can be employed effectively in countering potential threats.



CIWS

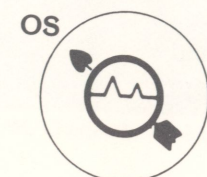


ENS ROBERT L. BRUNS, JR.
Ordnance Officer



CWO2 RONALD J. TUCKER
Electronics Readiness Officer

CS-1 DIVISION



Electronic Warfare Technicians

Intercept electronic signals, interpret data from intelligence publications, signals and reports. Inform Commanding Officer and Officer of the Deck of threat signals and recommend appropriate counter-measures.

Operations Specialists

Operate radars, identification equipment, communication equipment, control fixed wing and rotary wing aircraft. Make recommendations to the Commanding Officer, Tactical Action Officer and OOD concerning tactical employment of the ship and its weapon systems.



OSC Martin R. Ayala



OS1 Russel E. Haxton



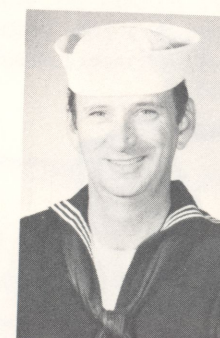
OS2 David A. Allvord



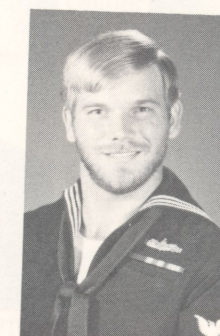
OS2 Ralph F. Stauffer



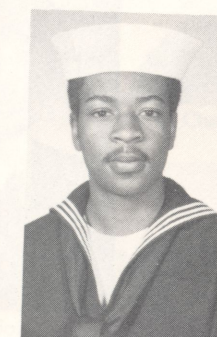
OS2 Jeffery B. Proctor



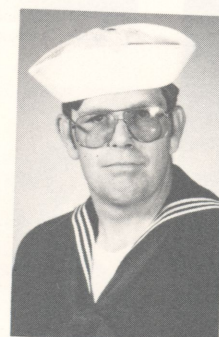
OS2 Lawrence G. Rogers



EW2(SW) Ray L. Kaspari



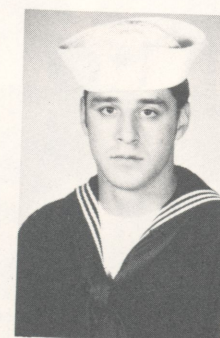
EW3 Glenn E. Lee



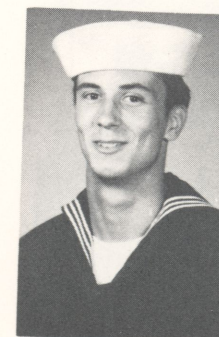
OS3 Jimmy R. Hensley



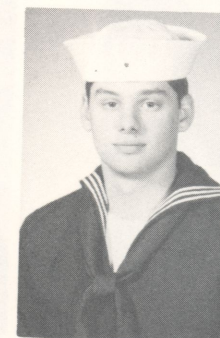
OS3 Carl Ciccarello



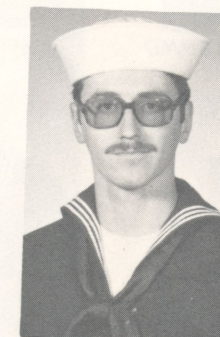
OS3 Donald J. Bettencourt



OSSN Michael Riordan



EW3 E. R. Meyer

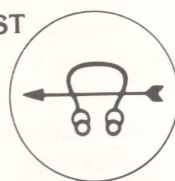


EWSN Allen E. Skinner



STGC Gary A. Brumfiel

ST

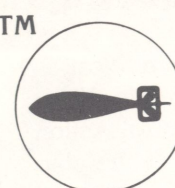


CS-2 DIVISION

Sonar Technician

Search, detect, analyze, and attack submarines. Operate and repair sonar and associated equipments. Also perform underwater navigation. Equipments include AN/SQS-56 Sonar, MK-309 Fire Control Panel, AN/SQR-17 Sonobuoy Processor, AN/WQC-2 Underwater Communications Set, AN/UQN-4 Fathometer, AN/SLQ-25 Nixie Noise Decoy, and expendable bathythermograph.

TM

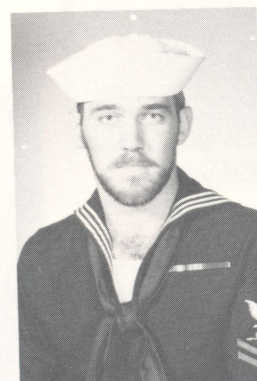


Torpedoman's Mate

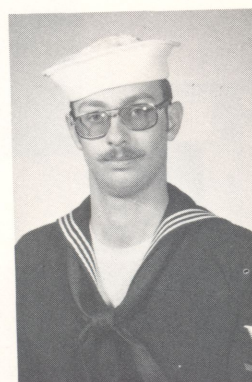
Maintains and operates the MK-32 Torpedo Tubes and associated equipments. Prepares torpedoes and loads them for launch during anti-submarine attacks.



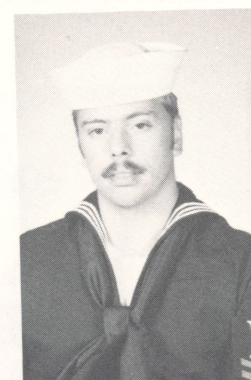
STGC Robert G. Roth



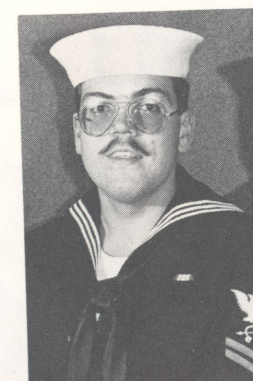
STG2 Bobby L. Terry



STG2 Jay W. Weinstock



TM2 Sydney G. Stooke



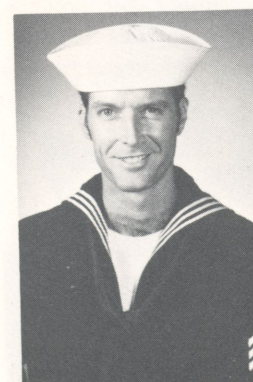
STG2 Robert L. Peronick



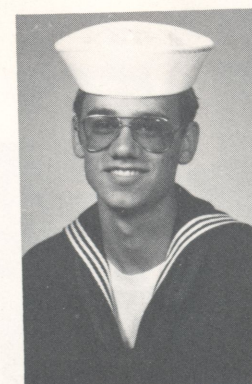
STG3 Mark E. Manning



STG3 Richard L. Keselman



STGSN James S. Howard

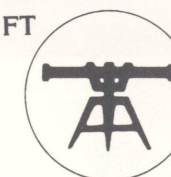


STGSA John M. Biondillilo



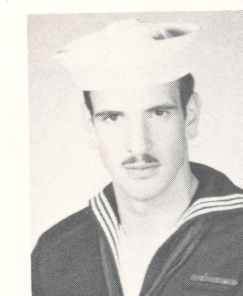
FTMC Charles B. Peebles

FT

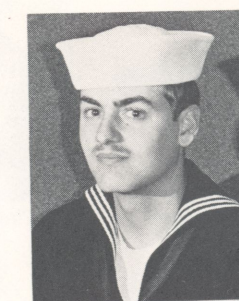


Fire Control Technician

The Fire Control Technician operates and maintains the ship's MK-92 Weapons Fire Control Equipment and MK-15 In Weapons System.



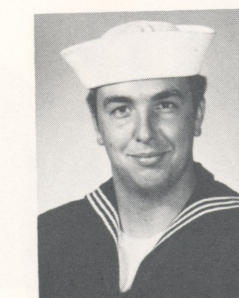
FTM2 David P. Stangl



FTM3 Gilbert G. Glover



FTG3 Clifford S. Wawiernia



FTGSN James S. Brown

CS-3 DIVISION

2 DIVISION

Technician

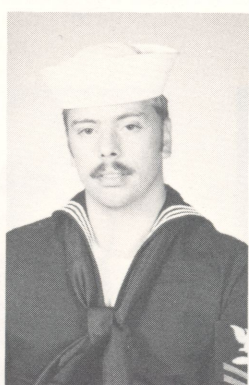
ch, detect, analyze, and attack submarines. Operate
pair sonar and associated equipments. Also perform
water navigation. Equipments include AN/SQS-56
MK-309 Fire Control Panel, AN/SQR-17 Sonobuoy
sor, AN/WQC-2 Underwater Communications Set,
QN-4 Fathometer, AN/SLQ-25 Nixie Noise Decoy,
pendable bathythermograph.

Tomman's Mate

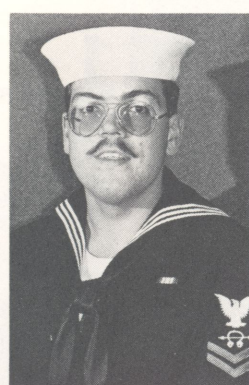
maintains and operates the MK-32 Torpedo Tubes and
ated equipments. Prepares torpedoes and loads them
nch during anti-submarine attacks.



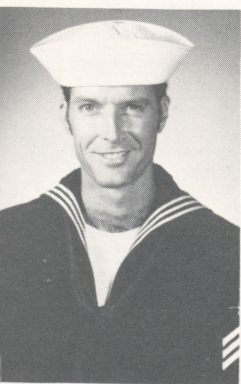
instock



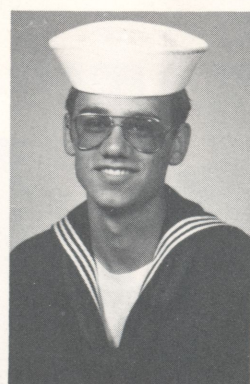
TM2 Sydney G. Stooke



STG2 Robert L. Peronick

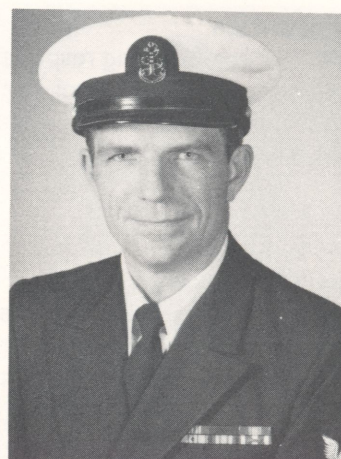


STGSN James S. Howard



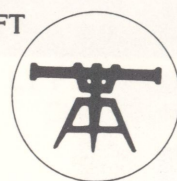
STGSA John M. Biondillio

CS-3 DIVISION



FTMC Charles B. Peebles

FT



Fire Control Technician

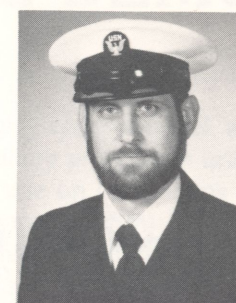
The Fire Control Technician operates
and maintains the ship's MK-92 Weapons
Fire Control Equipment and MK-15 Close
In Weapons System.

GM

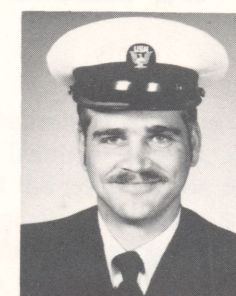


Gunner's Mate

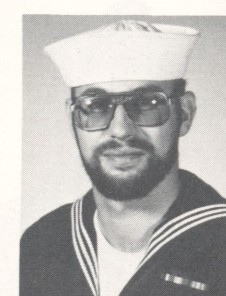
The Gunner's Mate operates and main-
tains the MK-75 76mm/62 caliber gun
mount and the MK-13 Mod 4 Guided
Missile Launching System.



FTM1 Daniel B. Scholton



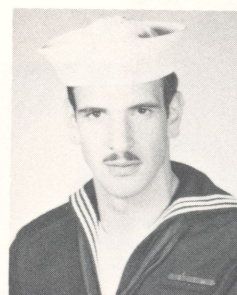
GMG1 Timothy M. Merrill



GMM1 Wayne L. Young



GMG3 Anthony G. Chandler



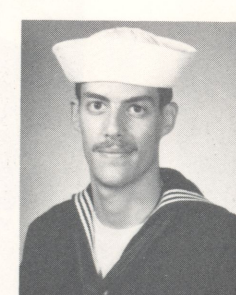
FTM2 David P. Stangl



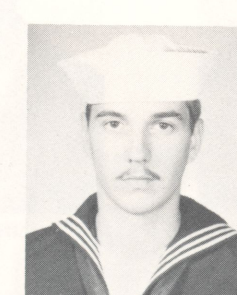
FTM3 Gilbert G. Glover



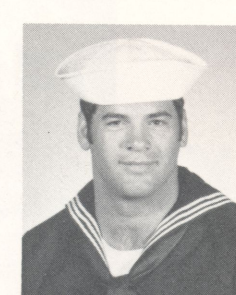
FTMSN Donald E. Hardy



FTG2 Edward J. Kersey



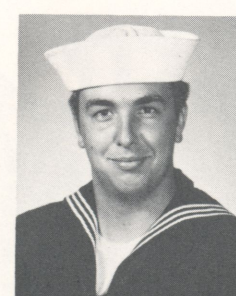
FTG3 Glenn A. Booker



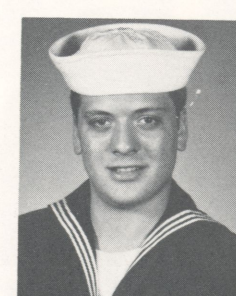
GMM3 Robert J. Marceau



FTG3 Clifford S. Wawiernia



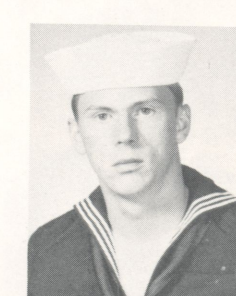
FTGSN James S. Brown



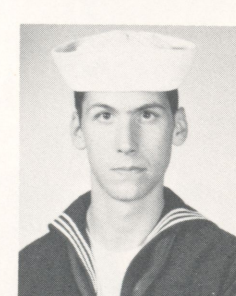
FTGSN Lawrence A. Wadford



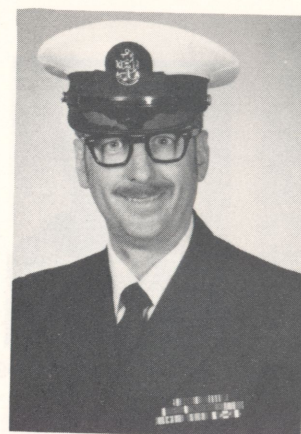
FTGSN Gregory A. Wishon



FTGSN Stephen J. Beer

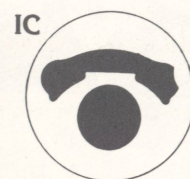


GMMSN Todd M. Vargo



ETC Lewis G. Linville

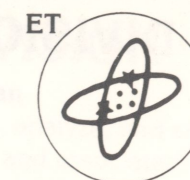
CS-4 DIVISION



IC

Interior Communications Electrician

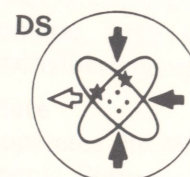
An Electro-Mechanical rating responsible for the maintenance and repair of ship-board communications equipment, alarm and warning systems, and navigation equipment.



ET

Electronics Technician

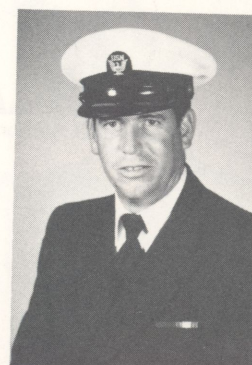
An advanced Electronics rating responsible for the maintenance and repair of ship-board radio communications, radars, computers and peripheral equipment.



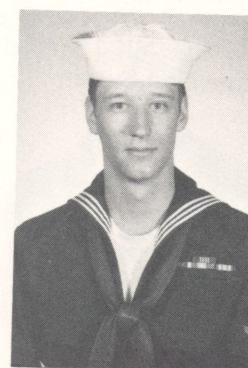
DS

Data Systems Technician

An advanced Electronics rating responsible for the maintenance and repair of ship-board computers and peripheral equipment.



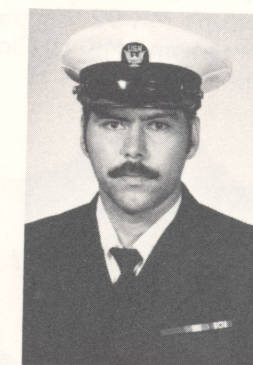
IC1 William J. Dudley



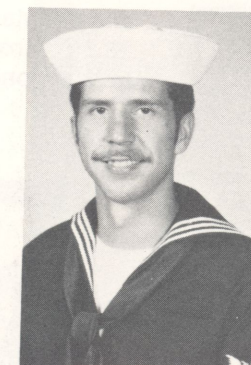
IC2 Jeffery D. Bloom



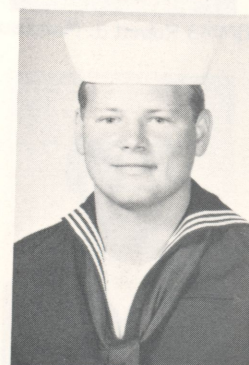
ET1 Mark W. Allen



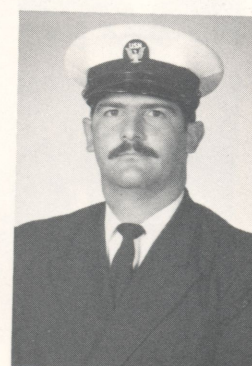
ET1 Clarence G. Rakestraw



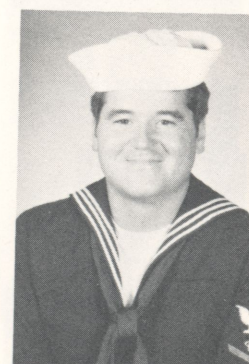
ET2 Timothy H. Tompkins



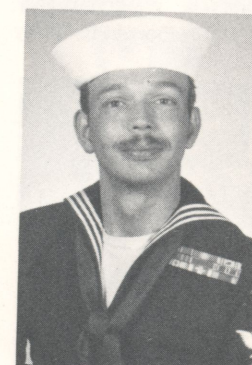
ET3 Wayne A. Dohman



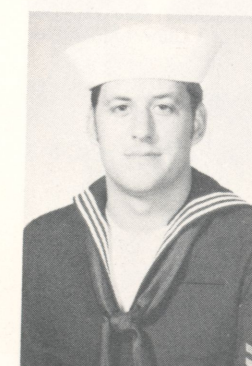
ET3 Louis J. Galgano



ET3 William K. Park



ET3 Ralph E. Wiley



DS2 Harry M. Holmes



DS3 Donald T. Schrumf



LT FRANK GRECO
Chief Engineer



LT REM SMITH
Main Propulsion Assistant

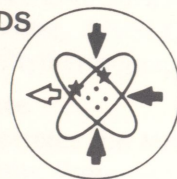
ET



Electronics Technician

An advanced Electronics rating responsible for the maintenance and repair of shipboard radio communications, radars, computers and peripheral equipment.

DS



Data Systems Technician

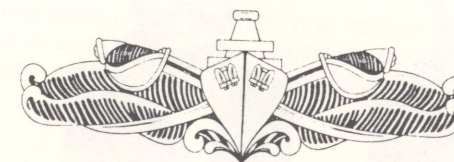
An advanced Electronics rating responsible for the maintenance and repair of shipboard computers and peripheral equipment.



LT FRANK GRECO
Chief Engineer

ENGINEERING DEPARTMENT

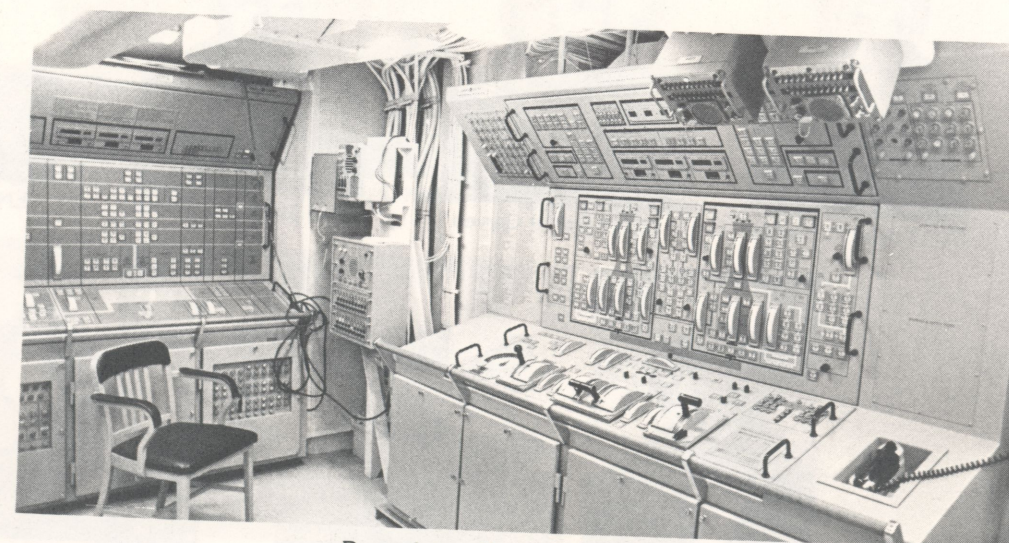
The Engineering Department is highly computerized, with systems located in the Central Control Station (CCS). CCS monitors the main engines, auxiliary propulsion units, and Damage Control. The main engines are two LM 2500 gas turbines whose increased use on Navy ships created the need for the two new rates of Gas Turbine Specialist, Electrical (GSE), and Mechanical (GSM). The main engines are linked to a reduction gear which directly turns the variable pitch propeller. This combination gives the ship high acceleration speed and maneuverability and the ability to be "on-line" in less than one tenth the time required by steam turbine ships. Two forward mounted auxiliary propulsion units give the ship excellent maneuverability in confined harbors and a secondary means of propulsion.



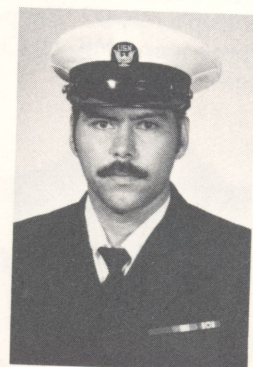
LT REM SMITH
Main Propulsion Assistant



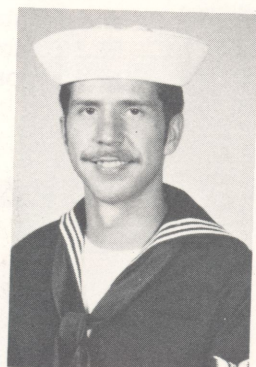
ENS BILL HOPKINS
Damage Control Assistant



Propulsion Control Console



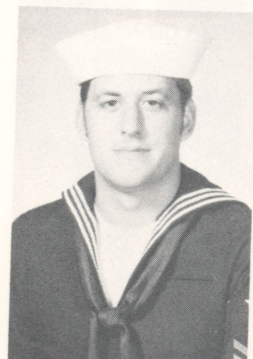
ET1 Clarence G. Rakestraw



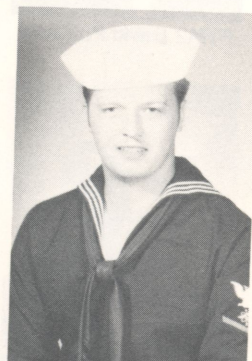
ET2 Timothy H. Tompkins



Ralph E. Wiley



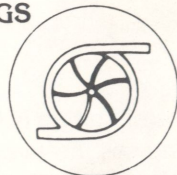
DS2 Harry M. Holmes



DS3 Donald T. Schrupf

E-1 DIVISION

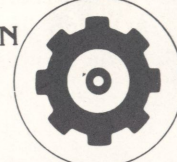
GS



Gas Turbine Specialist

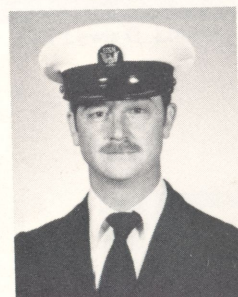
The Gas Turbine rating is responsible for the operation and maintenance of the main propulsion gas turbine engines, and their associated systems. In addition, they are responsible for the electronic control circuitry associated with the various control consoles (both main propulsion and auxiliary power).

EN

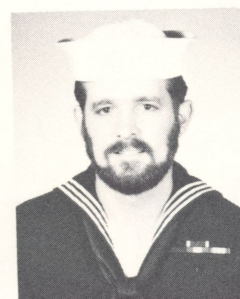


Engineman

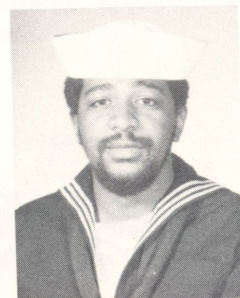
Enginemen are responsible for maintaining various systems which provide life support to ships personnel such as potable water, airconditioning/refrigeration and diesel engines for electricity.



GSM1 Roger C. Andrews



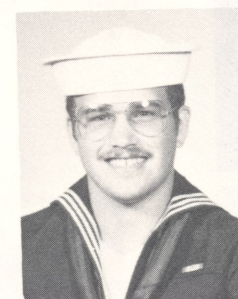
GSM1 Charles E. Carlson



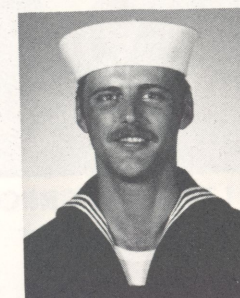
GSM2 Ronald Blake



EN2 Bruce L. Fogle



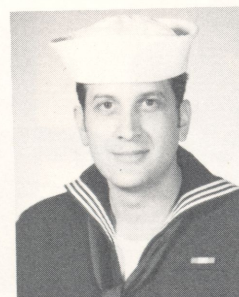
EN2 Brian J. McGrath



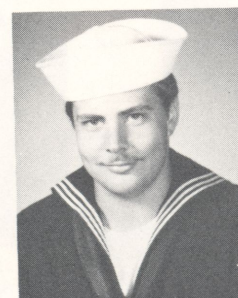
GSE2 Douglas W. Fox



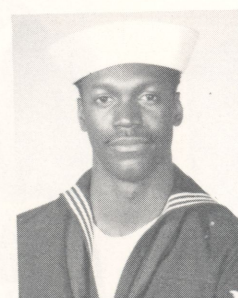
GSM3 John F. Barnes



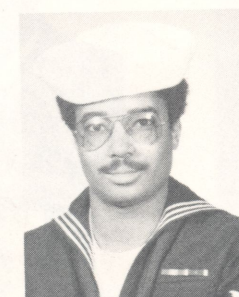
GSM3 Robert Garven



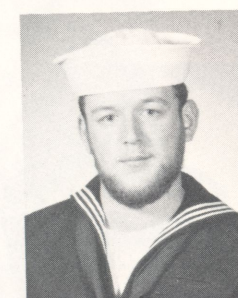
GSM3 Stanley C. Mathis



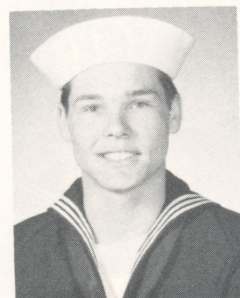
EN2 Eric E. Lewis



EN2 Kevin A. Young



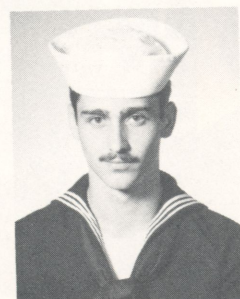
GSE3 Randal J. King



GSMFN Carlton M. LeGallo



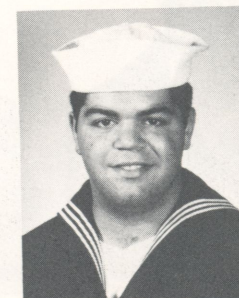
FA Paul A. Erickson



ENFN Anthony D. Long



ENFN Ronald Blevens



GSEFN Michael J. Palumbo



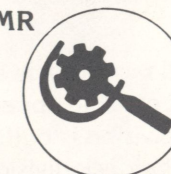
GSMC Keith W. Andersen



ENC Clayton D. Beahn

E-2 DIVISION

MR



Machinery Repairman

The Machinery Repairman is responsible for repairs to machinery. He may at times replace plain materials.

HT



Hull Maintenance Technician

Hull Maintenance Technicians are responsible for hull systems. Damage Control training and repairs are also key functions of the hull maintenance rating.

EM

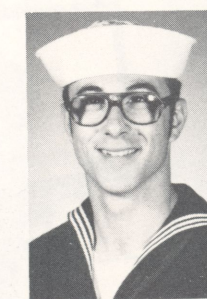


Electricians Mate

Electricians Mates are responsible for the maintenance of motors, generators and power systems. They use a variety of test equipment. Electricians Mates also maintain picture equipment.



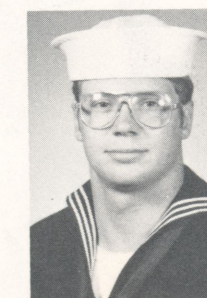
EMFN Charles P. Eckstein



EMFN Todd Barker



EMFA Jon J. S.



HT3 Robert Hollis



HTFN Robin S. Goretzki

HT



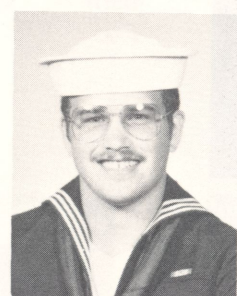
GSMC Keith W. Andersen



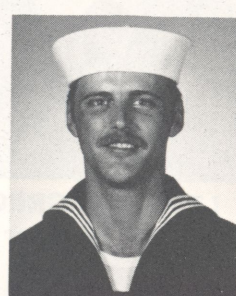
ENC Clayton D. Beahn



Eric L. Fogle



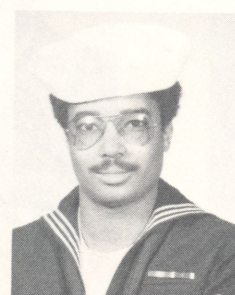
EN2 Brian J. McGrath



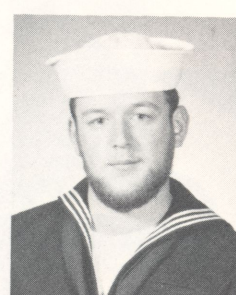
GSE2 Douglas W. Fox



Eric E. Lewis



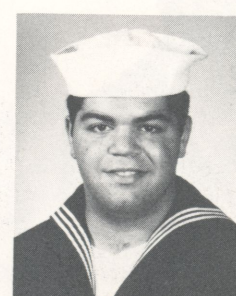
EN2 Kevin A. Young



GSE3 Randal J. King



ENFN Ronald Blevens



GSEFN Michael J. Palumbo

E-2 DIVISION

MR



Machinery Repairman

The Machinery Repairman serves as the ship's machinist. He makes precision repairs to machinery. He may at times be called upon to manufacture repair parts from plain materials.

HT



Hull Maintenance Technician

Hull Maintenance Technicians repair and maintain the ship's hull and piping systems. Damage Control training and maintenance of Damage Control Equipment are also key functions of the hull maintenance technicians.

EM



Electricians Mate

Electricians Mates are responsible for the operation, maintenance and repair of motors, generators and power and lighting distribution systems by utilizing a wide variety of test equipment. Electricians also operate and maintain movies and motion picture equipment.



GSEC Allen D. Angell



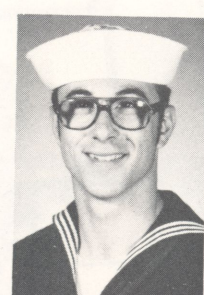
EM1 Dennis L. Bobeldyke



HT1 Michael A. Boslet



EMFN Charles P. Eckstein



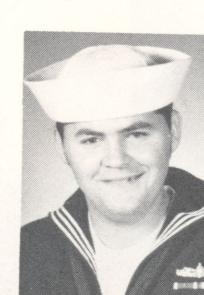
EMFN Todd Barker



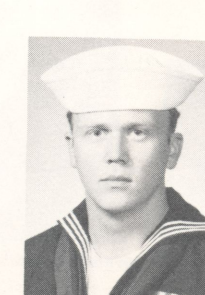
EMFA Jon J. Stark



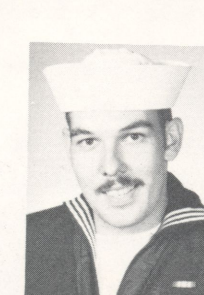
EM3 Leon B. Gilgeous



HT2 Michael J. O'Keefe



HT2 Scott B. Rankin



MR2 Thomas J. Kelley



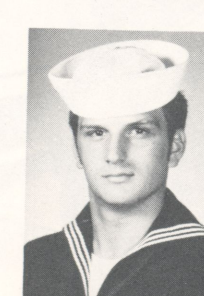
HT3 Robert Hollis



HTFN Robin S. Goretzki



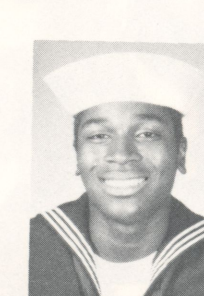
HTFA Herbert C. Chase



HTFA Robert S. Jefferson



FR Michael P. Costello



FR Napoleon Walker



LT DONALD E. NEUMANN, JR.
Ship Control Officer



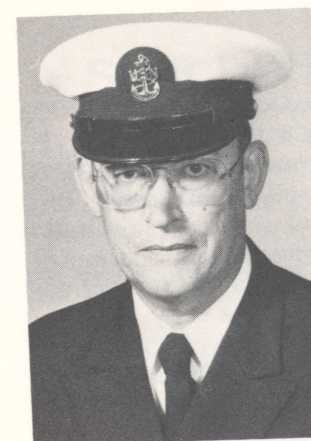
LTJG CHARLES D. BEHRLE
Communications Officer

SHIP CONTROL DEPARTMENT

The Ship Control Department includes all personnel needed to steer the ship, control all movements and landings, and control all tactical communications with other fighting units. The bridge control console appears to be out of the cockpit of an aircraft rather than the bridge of a warship. The communications division is outfitted with the latest cryptological communications equipment available for the Perry class frigates. The deck division, in addition to being responsible for normal deck and seamanship evolutions, has the responsibility for maintenance and preservation of common use spaces. Many labor saving devices are utilized so that fewer man-hours and personnel are required for maintenance and preservation.

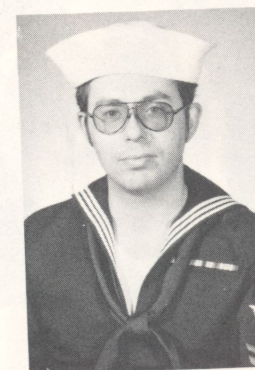
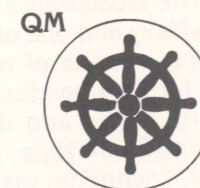


Ships Control Console

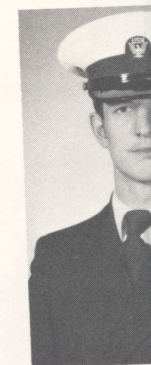


QMC Norman L. Schwab

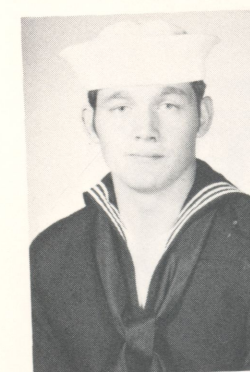
SC-1 DIV



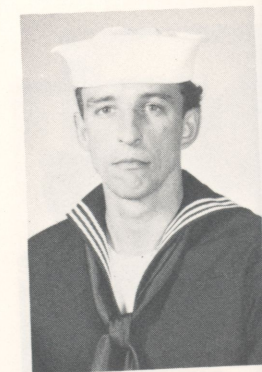
QM2 Bradley B. Johnson



QM2 Scott



QMSR James M. Huffman



QMSR Joseph J. Styczynski

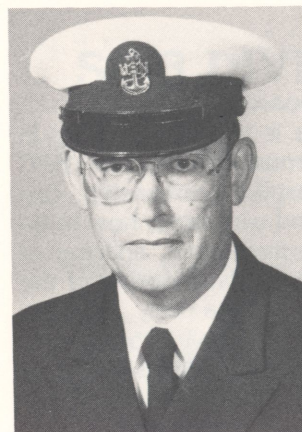
DEPARTMENT

all personnel needed to steer the ship, control all movements and land-
ons with other fighting units. The bridge control console appears to be
n the bridge of a warship. The communications division is outfitted with
quipment available for the Perry class frigates. The deck division, in ad-
ck and seamanship evolutions, has the responsibility for maintenance
Many labor saving devices are utilized so that fewer man-hours and per-
preservation.



Ships Control Console

SC-1 DIVISION



QMC Norman L. Schwab

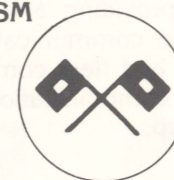
QM



Quartermaster

The Quartermaster is responsible to the navigator and commanding officer for the safe navigation of the ship in inland waters and open seas. He accomplishes this task by the use of terrestrial, celestial and electronic plotting of the ship's position.

SM

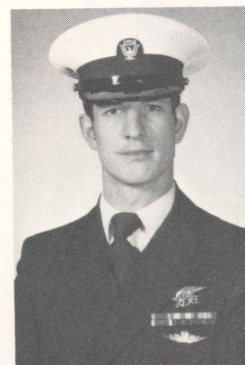


Signalmen

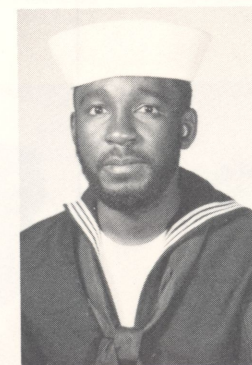
Signalmen are responsible for all visual communications including flashing light, flag hoists, semaphore, pyrotechnics, and wig-wag. When not involved in communications, they function as lookouts.



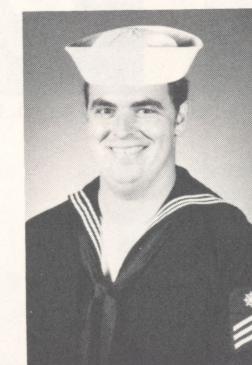
QM2 Bradley B. Johnson



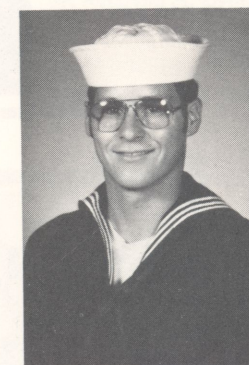
QM2 Scott W. Barber



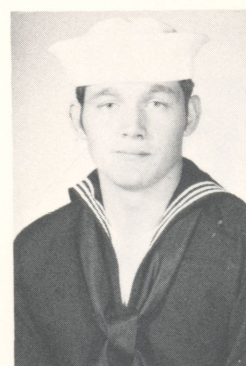
QM3 Jeffery A. Jackson



QMSN Christopher K. Conner



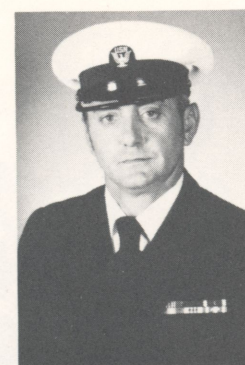
QMSA Charles F. Hill



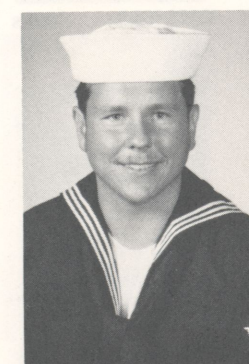
QMSR James M. Huffman



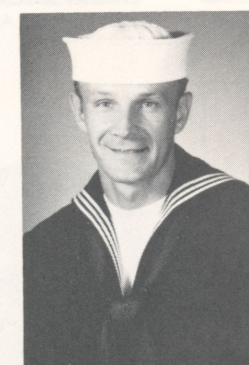
QMSR Joseph J. Styczynski



SM1 George T. Kneavel



SM3 Stephen R. Gaskill



SMSN Larry M. Johnson



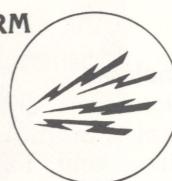
SMSN Michael L. Harrison

SC-2 DIVISION



RMC Freddie Kirkland

RM

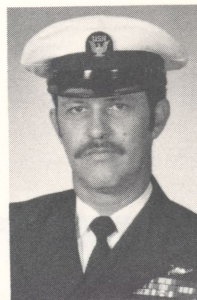


Radioman

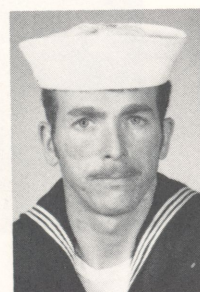
The Radioman rating is responsible for providing and maintaining long range communications between the ship and fleet commanders and tactical communications within the Task Group.



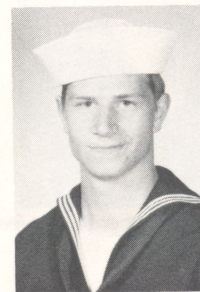
RM1(SW) Stanley E. Tabaczynski



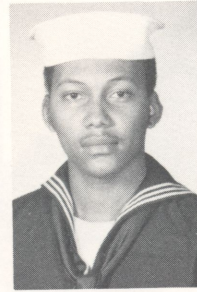
RM2 Larry J. Boffa



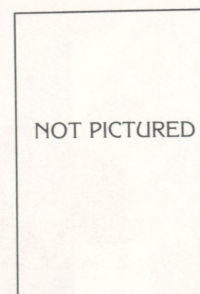
RM2 Scott C. Teel



RM3 Thomas A. Galati



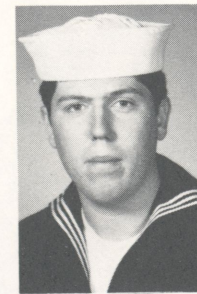
RM3 Eddie L. Starks



RM3 King



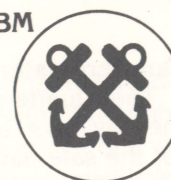
RMSN Ronald R. Torres



RMSA Donald F. Phillips, II

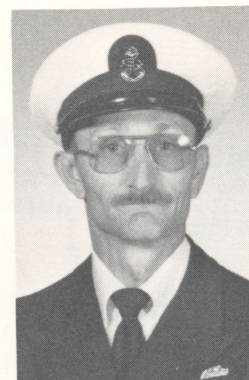
SC-3 DIVISION

BM

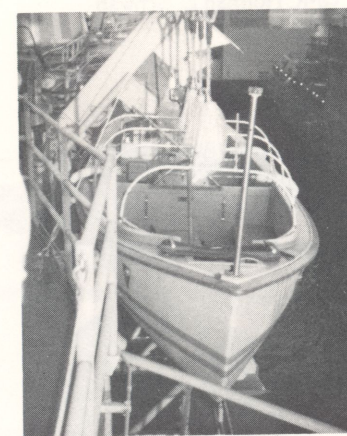


Boatswain's Mate Onboard

The Boatswain's Mate is the oldest rating in the Navy and one of the most difficult. The "BM" rating consists of marlinspike seamanship, caring for fiber, synthetic and wire rope, how to tie many useful and decorative knots, splicing of line and wire rope, ship's boats, mooring of the ship, anchoring, making fast to a buoy, mooring along side a pier or wharf, rigging for towing and replenishment at sea, handling and stowing of cargo.



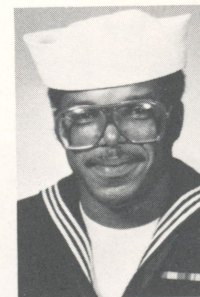
BMCS Carl W. Roberts



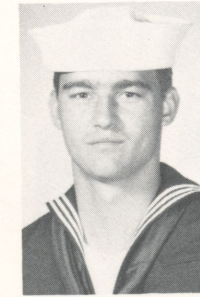
Motor Whale Boat



BM2 Mitchell Bivens

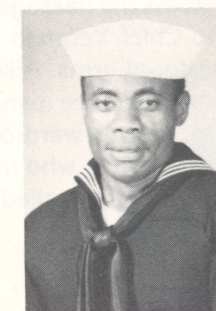


BM2 Wardell Fennell

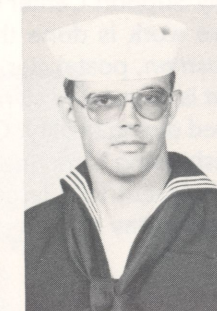


BM3 Kenneth E. Hellman

SC-3 DIVISION (Continued)



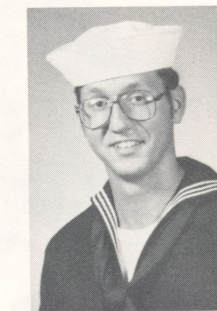
SN Tommy L. Gant



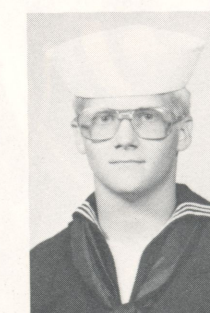
SN Brian L. Koch



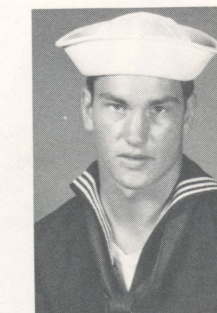
SR Devin B. Decker



SR Grant A. Gardner



SR Kevin J. Smith



SR Thane Mihacsi

C-3 DIVISION

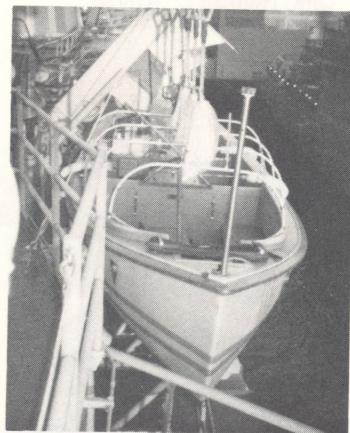


Boatswain's Mate Onboard

The Boatswain's Mate is the oldest rating in the Navy and one of the most difficult. The "BM" rating consists of marlinspike seamanship, caring for fiber, synthetic and wire rope, how to tie many useful and decorative knots, splicing of line and wire rope, ship's boats, mooring of the ship, anchoring, making fast to a buoy, mooring along side a pier or wharf, rigging for towing and replenishment at sea, handling and stowing of cargo.



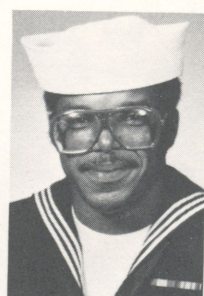
MCS Carl W. Roberts



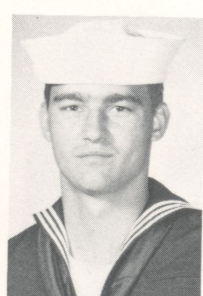
Motor Whale Boat



BM2 Mitchell Bivens

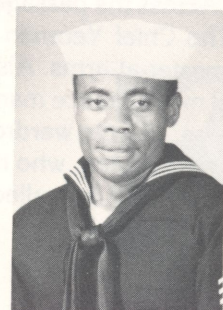


BM2 Wardell Fennell



BM3 Kenneth E. Hellman

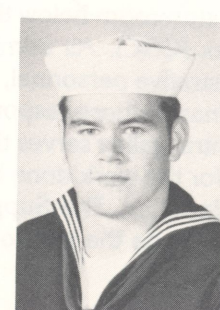
SC-3 DIVISION (Continued)



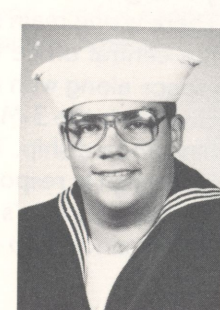
SN Tommy L. Gant



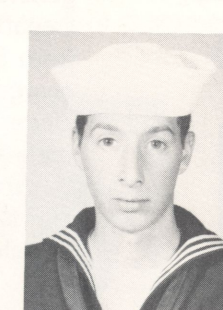
SN Brian L. Koch



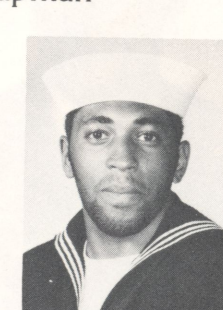
SN Jonathan D. Mathews



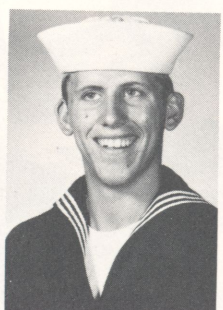
SA Edwin M. Manint



SR Micael J. Antonuccio



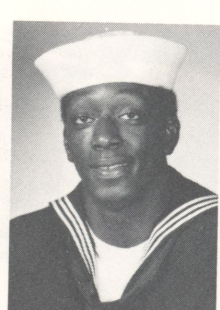
SR Reginald A. Bynes



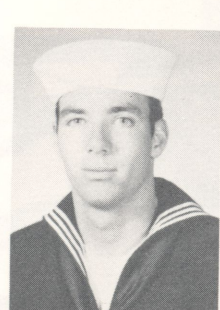
SR Devin B. Decker



SR Grant A. Gardner



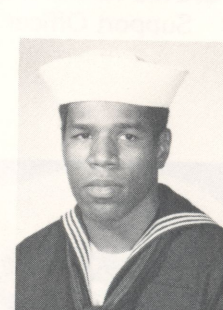
SR Morris A. Hightower



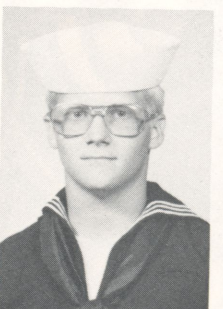
SR Brian J. Hoffsmith



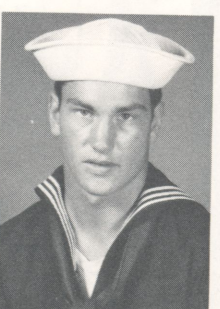
SR Joseph B. Kafer



SR Keith Latson



SR Kevin J. Smith



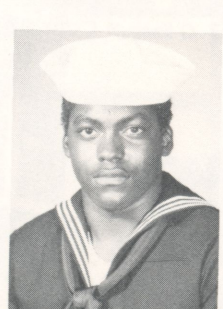
SR Thane Mihacsi



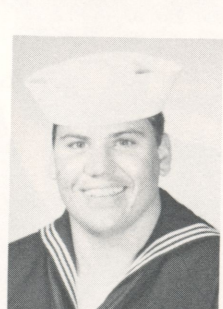
SR Gerardo Moreno



SR William P. Tigner



SR Robert L. Walton



SR Peter K. Weber

And as great seamen, using all their wealth and skills in Neptune's deep invisible paths, in tall ships richly built and ribbed with brass, to put a girdle round about the world.

Geo Chapman



LT CRAIG H. JENKS, SC
Support Officer



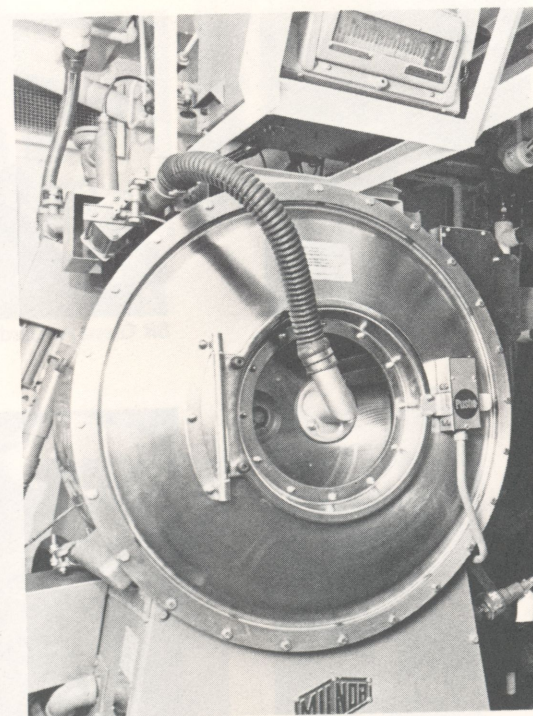
ENS CLIFFORD D. NOE, JR., SC
Assistant Support Officer

SUPPORT DEPARTMENT

The Support Department of the FFG-7 Class frigates can be defined in one word, centralized. In addition to general supply ratings, administrative and service personnel are merged with supply to complement the Support Department. There is one main supply storeroom below the Supply Support Center (SSC). Across the passageway from SSC is the central office complex (COC). All administrative work is done there. The Chief Yeoman is in charge of this space along with administrative personnel, the corpsman, postal clerk and master-at-arms. Also included in this division is the 3-M coordinator whose responsibility it is to oversee all material maintenance management and training aboard ship. The central galley serves the enlisted dining facility, CPO mess, and the wardroom. A Supply Corps Ensign is responsible for the work done by the disbursing clerk and ships servicemen, who maintain laundry, barber and ship's store facilities. The Support Department to a large extent should be called the Morale Department since it so closely affects the comfort and day-to-day effectiveness of the crew.



Crew's Galley



Ship's Laundry

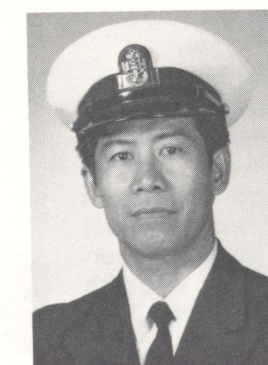
S-1 DIVISION

SK

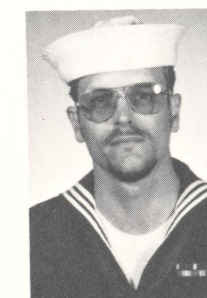


Storekeepers

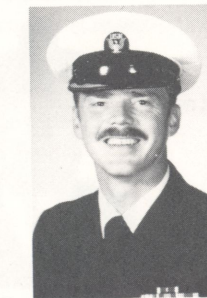
Orders, receives, issues and stows ship's operating and maintenance supplies. Maintains ship's budgets.



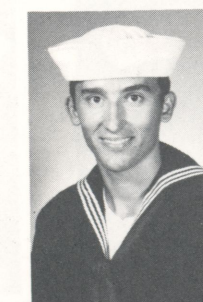
SKC Monico C. Antonio



SK1 Armand W. Pardy



SK1 Hubert W. Wood



SKSR Allen E. Decker

S-A DIVISION



Hospital Corpsman

Responsible for providing health care to crew and sanitation inspections of food service spaces, and crew living spaces.



HMC Richard F. Ernisse

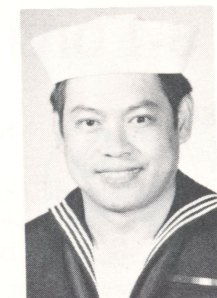


MAC Shelby L. Tague



Disbursing Clerk

Maintains crew's pay records, prepares pay-rolls. Prepares public vouchers for payments of ship's bills.



DK2 Virgilio L. Lava

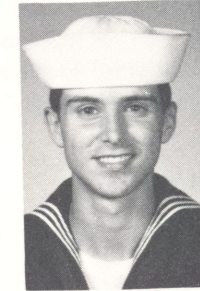


Master-at-Arms

Responsible for good order and discipline of the crew and for conducting onboard investigations of reported offenses.



YN1 Richard A. Ihde

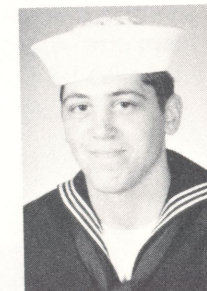


YNSR Curt D. Roper



Postal Clerk

Operate Navy post offices, perform postal counter work, process mail and maintain postal equipment; prepare and file correspondence; establish and disestablish Navy post offices.

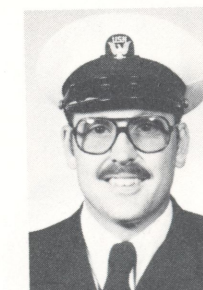


PCSA Christopher A. Jodway



Yeoman

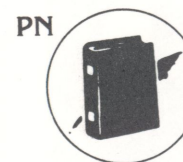
Responsibilities include Ship's files, ticklers, incoming and outgoing correspondence, recorders, maintaining up-to-date directives, maintenance of officers service records, the officer's diary and orders.



PN1 Vernon K. Back



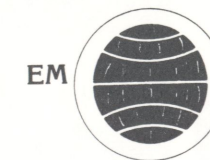
PN3 Tim Rainwater



Personnelman

Responsible for enlisted personnel placement and determining eligibility for various programs; charged with the custody and maintenance of enlisted service records; determines eligibility for various pays and allowances.

3M Coordinator



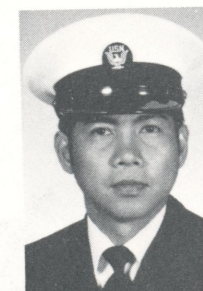
EMC James D. Pope

S-3 DIVISION



Ship's Servicemen

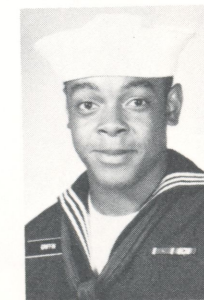
Ship's Servicemen operate the ship's store, barber shop, laundry and soda fountain. Profits generated in the ship's store go toward the ship's recreation fund and the procurement of laundry and barber supplies.



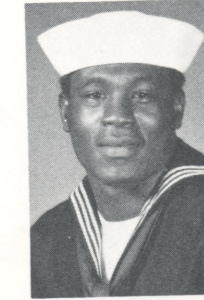
SH1 Esperidion V. Fajardo



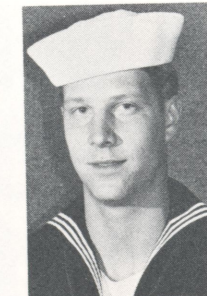
SH2 Chris D. Pemberton



SH3 Lonnie L. Griffin



SHSN Johnny Plowden, Jr.



SHSR Richard G. Novotny



C. Shelby L. Tague

DK



Disbursing Clerk

Maintains crew's pay records, prepares pay-rolls. Prepares public vouchers for payments of ship's bills.



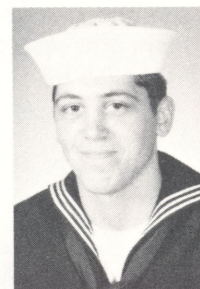
DK2 Virgilio L. Lava

PC



Postal Clerk

Operate Navy post offices, perform postal counter work, process mail and maintain postal equipment; prepare and file correspondence; establish and disestablish Navy post offices.



PCSA Christopher A. Jodway



SR Curt D. Roper

3M Coordinator

EM



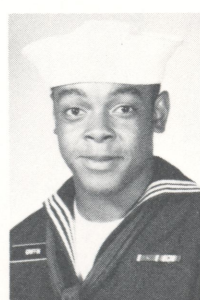
EMC James D. Pope



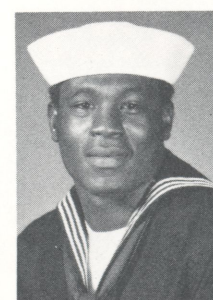
13 Tim Rainwater



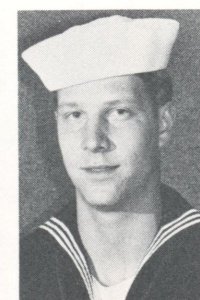
Chris D. Pemberton



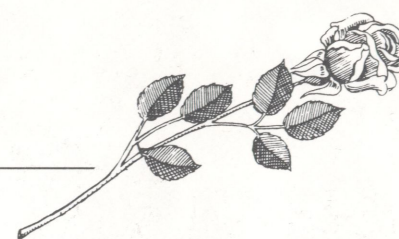
SH3 Lonnie L. Griffin



SHSN Johnny Plowden, Jr.



SHSR Richard G. Novotny



U.S.S. STARK WIVES

OFFICER:

Susan Costello
Mary Ulrich
Dorothy Greco
Patti Neumann
Sally Noe
Jean Reeve
Lee Ann Rikard
Catherine Windham
Diana Tucker

ENLISTED:

Mary Elizabeth Allen
Donna Allvord
Bonnie Anderson
Angela Andrews
John & Patrick Angell (Dependents)
Karen Anna
Arlette Ayala
Adelaida Antonio
Pam Back
Suzanne Bayot
Debbie Beahn
Deborah Blake
MaryEllen Bobeldyke
Betty Boffa
Debbie Boslet
Janice Brumfiel
Carol Carlson
Rebecca L. Chandler
Judilyn Costello
Audrey Ernisse
Buhay Fajardo
Emma Louise Fennell

Donna Fox
Julie Garven
Rosaline Gilgeous
Jameyn Goretzki
Caroline Griffin
Felicia C. Hardy
Kathrine Harrison
Elvira Haxton
Evelyn Hellman
Gail A. Holmes
Lorri Renee Howard
Catherine M. Ihde
Carmen Johnson
Michele A. Kaspari
Becky A. Kelley
Debra A. Kersey
Mary Kirkland
Teresita G. Lava
Raeleen Linville
Virginia Merrill
Lois Sue Meyer

Jeri Lynn Peebles
Elaine M. Pemberton
Marye H. Pope
Brenda Rainwater
Carla Rakestraw
Lisa Rankin
Karren Sue Roberts
Priscilla Rogers
Sharon Roth
Laura Schrumph
Ritsuko Schwab
Denise Stangl
Janine Stauffer
Kim T. Stooke
Antonionette Tabaczynski
Kenneth, Heather & Michael Tague (Dependents)
J. Kirstin Torres
Janet Wiley
Dawn Woods
Carol Young
Evelyn May Young
Luzviminda Zaporteza



STARK COAT



Syn

Gold and blue are the colors associated with the outlook of the U. S. Navy which began early in the career of Admiral Stark. While at the Naval Academy, he sailed around the world and alludes to Admiral Stark's World War I experience from the Philippines to the Mediterranean Sea in an anti-submarine campaign.

The chain encircling the globe symbolizes the Stark's role while Chief of Naval Operations. The chain also alludes to the U.S. Naval forces in Europe where his diplomatic link between the allied forces by insuring supply lines.

The anchor and the four blue stripes on the crest reflect his career culminating as Chief of Naval Operations during World War II. The four stars reflect his four Service Medals.



STARK COAT OF ARMS



Symbolism

Gold and blue are the colors associated with the Navy. The globe refers to Admiral Stark's global outlook of the U. S. Navy which began early in his Naval career when, after graduation from the Naval Academy, he sailed around the world with the U.S. "Great White Fleet". The globe further alludes to Admiral Stark's World War I experience as commander of a torpedo flotilla which he led from the Philippines to the Mediterranean Sea and Atlantic Ocean, which took an active part in the anti-submarine campaign.

The chain encircling the globe symbolizes the U.S. two ocean concept foreseen by Admiral Stark while Chief of Naval Operations. The chain also alludes to the Admiral's service as commander of U.S. Naval forces in Europe where his diplomatic and tactical abilities proved the Navy to be the vital link between the allied forces by insuring supplies from the U.S. and the transport of allied landing forces.

The anchor and the four blue stripes on the pentagon reflect Admiral Stark's forty-year Naval career culminating as Chief of Naval Operations and commander of U.S. Naval Forces in Europe during World War II. The four stars reflect his rank and the three Navy and one Army Distinguished Service Medals.

ETERNAL FATHER

Eternal Father, strong to save,
Whose arm hath bound the restless wave,
Who bidd'st the mighty ocean deep
Its own appointed limits keep;
Oh, hear us when we cry to Thee,
For those in peril on the sea!

O Christ! Whose voice the waters heard
And hushed their raging at Thy word,
Who walked'st on the foaming deep,
And calm amidst its rage didst sleep;
Oh, hear us when we cry to Thee
For those in peril on the sea.

Most Holy Spirit! Who didst brood
Upon the chaos dark and rude,
And bid its angry tumult cease,
And give, for wild confusion, peace;
Oh, hear us when we cry to Thee
For those in peril on the sea.

O Trinity of love and power!
Our brethren shield in danger's hour;
From rock and tempest, fire and foe,
Protect them wheresoe'er they go,
Thus evermore shall rise to Thee
Glad hymns of praise from land and sea.

Amen



RACHEL'S REAL ESTATE
74 E. Tioga Street
Tunkhannock, Pa. 18657



MRS. E. W. SEMANS
BOX 185
TUNKHANNOCK, PA. 18657

C. Semans

Ant.
Citations -
one rolled
Items given
to Hilbert

RED SEAL CLASP
KRAFT
NO. B3 SIZE 9 1/2 X 12 1/4



