



NAMING
CEREMONY

U.S.N.S. Comfort (TAH-20)
August 15, 1987

Principal Characteristics

Length Overall 894'-0"
Beam 105'-9"
Draft, Design 32'-9"
Displacement (S.W. at Design Draft) 69,360 Long Tons
Speed (at 80% ABS SHP, Design Draft) 17.5 knots





About the Ship

The T-AH 20 Class Ship is a floating surgical hospital with a mobile, flexible, rapidly responsive capability to provide acute medical care in support of amphibious task forces, Marine Corps, Army, and Air Force elements, forward deployed Navy elements of the fleet and fleet activities, and the Rapid Deployment Joint Task Force (RDF). In support of this mission, the Hospital Ship will accomplish the following:

- Receive patients suffering from wounds, disease, or non-battle injury;
- Provide on-site emergency and recuperative care to patients until they can be returned to duty or evacuated;
- Provide a safe, stable, mobile platform for carrying out the assigned mission;
- Provide all necessary personnel, services, and facilities required for the support of the medical facility;
- Operate the full medical facility while at sea, day and night, with minimal maintenance and refueling.

The extensive medical services of the Hospital Ship include:

- **Casualty Reception** — The area is divided into 5 modules with a total of 50 positions, each with piped oxygen, suction, and cardiac monitoring capabilities.
- **Operating Complex** — Two different operations can be performed on a patient simultaneously in each of the 12 operating rooms which are equipped for orthopedic, urological, neurological, thoracic, vascular, eye, ear, nose, throat, and general surgical procedures.
- **Recovery Room** — It contains 20 single beds, with piped oxygen, suction, and monitoring of patient's vital functions.
- **Intensive Care Unit** — There is a total of 80 single beds (20 in each of the 4 wards) with piped oxygen, suction, and constant monitoring of patient's vital functions. Each ward has sanitary facilities, nurses' station, treatment room, equipment, and general storage rooms.
- **Intermediate Care Ward** — The seven intermediate care wards provide 280 hospital berths (two high), including a number of single high berths for patients requiring multiple traction apparatus, frequent dressing changes, and additional support equipment.
- **Light Care Ward** — The two light care wards provide 120 hospital berths (two-high).
- **Limited Care Ward** — The seven limited care wards provide 500 hospital berths (two-high) for ambulatory patients.

PROGRAM

Bands

Mariachi Verdugo Band
United States Navy
Recruit Training Command
Fifty State Flag Team
Drum and Bugle Corps

Color Guard

United States Navy
Recruit Training Command

Invocation

Chaplain Alfredo S. Labaro, LCDR, U.S.N.
Naval Hospital, San Diego

Remarks

Richard H. Vortmann, President, NASSCO
Vice Admiral Walter T. Piotti, Jr.
Commander, Military Sealift Command

Speaker

General Alfred M. Gray
Commandant, United States Marine Corps

Guest of Honor

Rose Narva

Matron of Honor

Virginia McRoskey

Master of Ceremonies

Alfred W. Lutter, Jr.
Senior Vice President, Marketing & Business Affairs
NASSCO



Speaker — General Alfred M. Gray, Jr., USMC

General Gray's thirty-seven year Marine Corps Career began in 1950 when he enlisted and served overseas with the Amphibious Reconnaissance Platoon, FMF, Pacific attaining the rank of sergeant. He was commissioned a second lieutenant in April 1952.

General Gray has served in numerous capacities over the years both stateside and throughout the Pacific and Mediterranean, to include tours in Korea and Vietnam.

He completed studies at the Command and Staff College in June 1971, and was graduated from the Army War College in June 1974.

As a general, he has commanded the Landing Force Training Command, Atlantic; the 4th Marine Amphibious Brigade; and the 2d Marine Division, FMF, Atlantic. Prior to his selection as Commandant, he was Commanding General, II MAF and Commanding General, FMF Europe (Designate).

General Gray assumed duties as the 29th Commandant of the Marine Corps on July 1, 1987 at Headquarters Marine Corps, Washington, D.C.

He is married to the former Jan Goss of Burlington, Vermont.

Guest of Honor — Rose Narva

Rose Narva, born in Staten Island, N.Y., is a widely known and highly respected member of the hotel management community. She has served as General Manager of the Linden Hill Hotel in Bethesda, MD and the Sheraton Carlton and Jefferson Hotels in Washington, D.C. She also served three years as Manager of the Wardman Tower, Sheraton Park Hotel in Washington.

From 1983-1985, Mrs. Narva was President and Managing Director of the Hay-Adams Hotel. Since 1985 she has been Director of the Jefferson Hotel.

In 1980, Mrs. Narva received an award from the American Institute of Architects for her work in the historic preservation and architectural design of the Sheraton Carlton Hotel. Additionally, last year, she received the Gold Key Award from the American Hotel and Motel Association for the interior design of the Jefferson Hotel.

Mrs. Narva is currently a member of the Board of Directors of the Navy Memorial Foundation, the National Theatre, and the International Visitor Information Services, all of Washington, D.C. A founding member of Les Dames d'Escoffier, Mrs. Narva is also affiliated with Le Charne de Rotisseurs and the Waldorf-Astoria Distinguished Alumni Association.

She is married to RADM W. M. Narva, M.C., U.S.N., The Attending Physician to Congress, and has one son.



Matron of Honor — Virginia McRoskey

Virginia Waters McRoskey was born and raised in Southern California, attending Immaculate Heart High School of Los Angeles and graduating from the University of Southern California, where she joined the Alpha Chi Omega sorority.

She has been married to Leonard McRoskey, who is serving as Deputy Assistant Secretary of the Navy for Reserve Affairs, for forty-five years, and the McRoskeys have five children and thirteen grandchildren.

Dividing her time between their temporary residence in Georgetown, Washington, D.C. and the family home in Los Angeles, Mrs. McRoskey is a member of the Los Angeles Social Service Auxiliary and the Decorative Arts Committee of the Los Angeles Museum of Art.

In Washington, she is active in the Naval Officers' Wives' Club, the ARCS Foundation, and the Marine Officers' Wives' Club.

She enjoys golfing and salmon fishing with her husband, and is an avid "antiquer."





The first Comfort (ex-USAT Havana) was built in 1906 by William Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa., as the Havana. It was transferred from the War Department in July 1917 and outfitted at New York Navy Yard by John N. Robins Co. of Brooklyn, N.Y. The ship was renamed the Comfort in May 1918. After serving from July-October 1918 as a floating hospital at New York, the hospital ship joined the Cruiser and Transport Force, Atlantic Fleet, to return wounded men from Europe. In

three voyages between October 1918 and March 1919, the Comfort brought home 1,183 men from France, Britain, and the Azores. The ship sailed from Charleston in June 1920 for repairs at Mare Island Navy Yard and was decommissioned August 5, 1921. The Comfort was sold at Mare Island April 1, 1925.



The second Comfort was launched March 18, 1943 by Consolidated Steel Corp. of Wilmington, California, under a Maritime Commission contract. The ship was transferred to the Navy when it was converted to a hospital ship by Bethlehem Steel of San Pedro, California. It was commissioned May 1944. The Comfort operated throughout World War II with a Navy crew and Army medical personnel. The ship sailed from San Pedro in June 1944 for Brisbane, Australia, and Hollandia, New Guinea. Operating from

Hollandia, the hospital ship evacuated wounded from Leyte, Philippine Islands, on two voyages in October and November and then brought patients back to San Pedro in December. Returning by way of Leyte, the Comfort reached Hollandia February 1945. Following a voyage to Subic Bay and Lingayen Gulf, Luzon, for evacuees in March, the hospital ship stood by off Okinawa in early April, receiving wounded for evacuation to Guam. Returning to Okinawa April 23, six days later she was struck by a Japanese suicide plane which killed 28 persons (including six nurses) and wounded 48 others, causing considerable damage. After temporary repairs at Guam, the ship sailed for Los Angeles. Following several post-war voyages, the Comfort was decommissioned at San Francisco April 19, 1946, and was transferred to the Army the same day. The ship received two battle stars for World War II service.



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A Morrison-Knudsen Company
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