

# USS SKIPJACK SSN 585



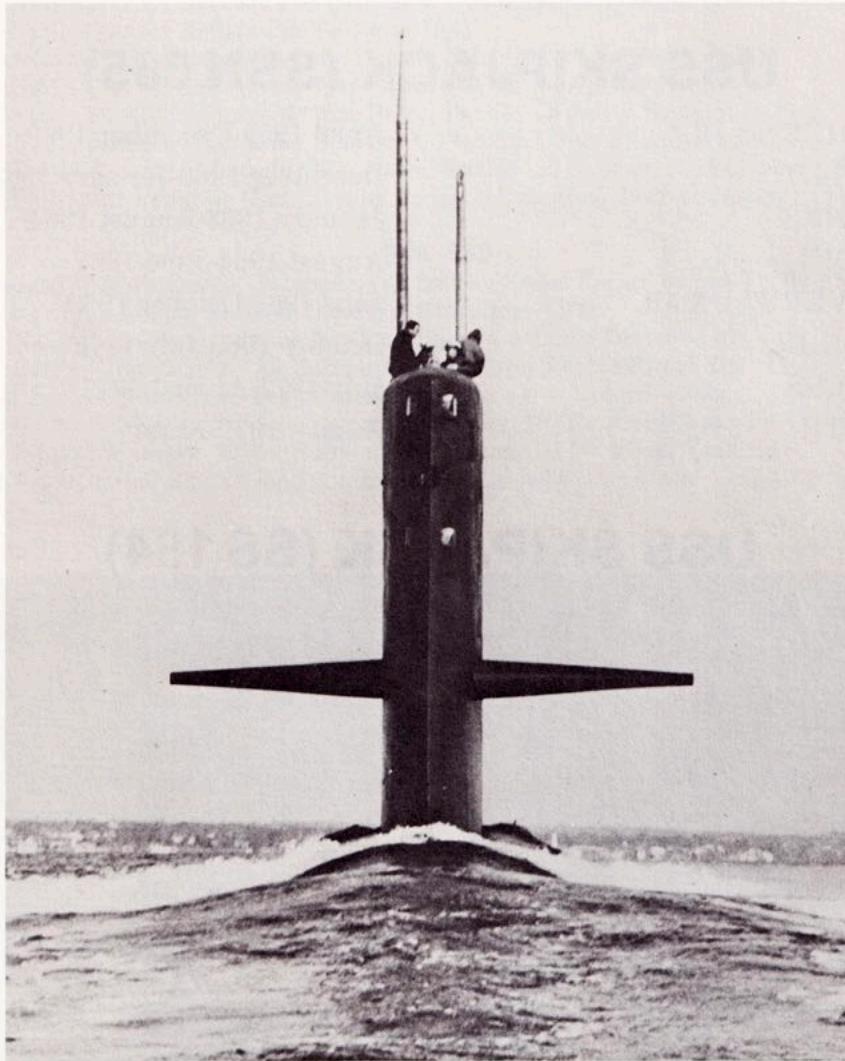
## ***20th Reunion***





# SKIPJACK

ANY OF SEVERAL KINDS OF FISHES THAT JUMP ABOVE OR PLAY AT THE SURFACE OF THE WATER.



## USS SKIPJACK

Submarines named SKIPJACK have established a long and proud heritage in the United States Submarine Force extending from 1911 to the present. This pamphlet, issued to commemorate the Twentieth Reunion of USS SKIPJACK (SSN 585) outlines this history and is in remembrance of all of the outstanding men who have sailed the oceans of the world in USS SKIPJACK's.

# COMMANDING OFFICERS

## USS SKIPJACK (SSN 585)

CDR W. W. BEHRENS JR.\*  
LCDR L. D. KELLY  
LCDR S. M. JENKS  
LCDR P. D. TOMB  
LCDR J. R. DEVEREAUX JR.  
CDR R. B. PIRIE JR.  
CDR G. R. STUBBS  
CDR R. N. PLATH

April 1959-December 1960  
December 1960-January 1963  
January 1963-August 1964  
August 1964-June 1967  
June 1967-October 1969  
October 1969-July 1972  
July 1972-August 1977  
August 1977-Present

## USS SKIPJACK (SS 184)

LT H. SALL\*  
LT F. K. LOOMIS  
LT C. L. FREEMAN  
LT J. W. COLE  
LCDR H. F. STONER  
LCDR C. G. MOLUMPHERY  
LCDR R. F. ANDREWS  
LCDR F. J. COULTER

June 1938-May 1939  
May 1939-July 1941  
July 1941-March 1942  
March 1942-January 1943  
January 1943-September 1943  
September 1943-September 1944  
September 1944-December 1944  
December 1944-August 1946

## USS SKIPJACK (E-1)

LT C. W. NIMITZ\*

February 1912

\*Commissioning Commanding Officer



# ACHIEVEMENTS

## E-1

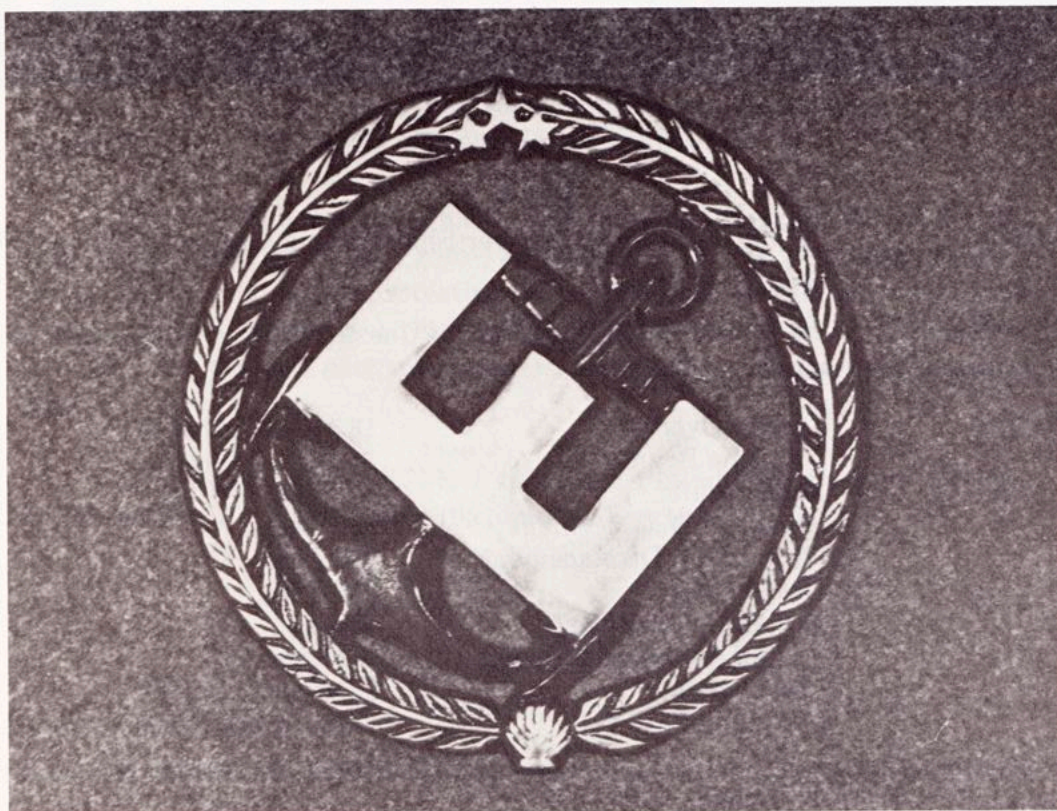
- ★ ★ First U.S. Submarine with Diesel Engines
- ★ ★ Pioneered the Submarine Installation of the Sperry Gyrocompass
- ★ ★ First U.S. Submarine to Test Submerged Radio Transmissions

## SS-184

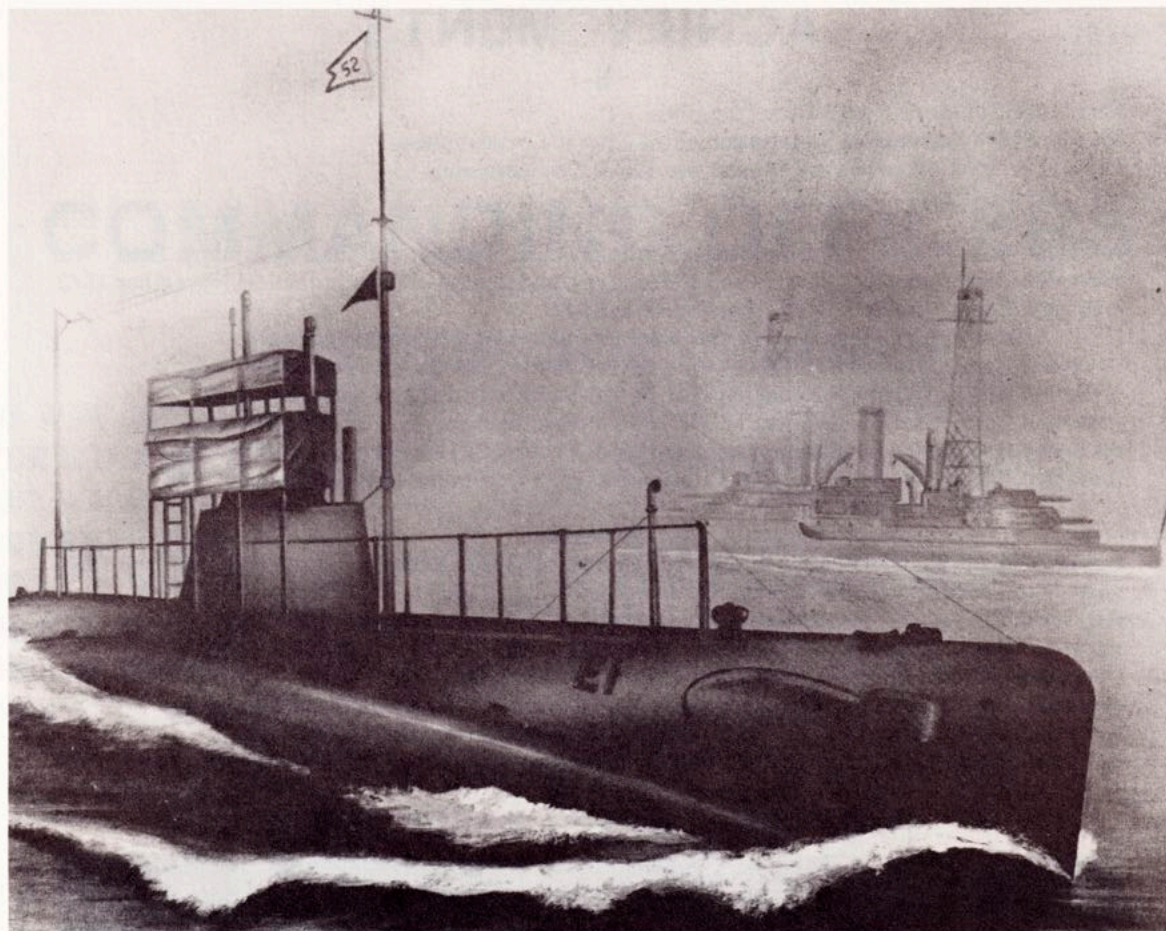
- ★ ★ Awarded Battle Star for Philippine Islands Operations. 9 December 1941-14 January 1942
- ★ ★ Awarded Battle Star for Capture and Defense of Guadalcanal. 27 September-26 November 1942
- ★ ★ Awarded Battle Star for Asiatic-Pacific Raids 1944  
(Truk Attack 16-17 February 1944 and Mariana Attack 21-22 February 1944)
- ★ ★ Awarded Battle Star for Submarine War Patrol-Pacific. 14 April-3 June 1942
- ★ ★ Awarded Battle Star for Submarine War Patrol-Pacific. 18 July-4 September 1942
- ★ ★ Awarded Battle Star for Submarine War Patrol-Pacific. 3 July-21 August 1943
- ★ ★ Awarded Battle Star for Submarine War Patrol-Pacific. 20 October-11 December 1944
- ★ ★ Awarded Philippine Republic Unit Citation Badge. 9 December 1941-14 January 1942

## SSN-585

- ★ ★ Acknowledged World's Fastest Submarine on Setting Speed Record on Sea Trials—March 1958
- ★ ★ First Nuclear Ship to Pass Through Straits of Gibraltar—1959
- ★ ★ Awarded Navy Unit Commendation for Operations in Atlantic Ocean—1960
- ★ ★ Awarded Battle Efficiency "E" for Submarine Squadron Ten for Fiscal Year 1960
- ★ ★ Conducted Fastest Submerged Transit of Atlantic Ocean on Record—1962
- ★ ★ Awarded Battle Efficiency "E" for Submarine Division 102 for Fiscal Year 1964
- ★ ★ Awarded Battle Efficiency "E" for Submarine Division 102 for Fiscal Year 1965
- ★ ★ Awarded Battle Efficiency "E" for Submarine Squadron Two for Fiscal Year 1978







## E-1

LAUNCHED:	27 May 1911 by Fore River Shipbuilding Company, Quincy, MA	
SPONSOR:	Mrs. D. R. Battles	
COMMISSIONED:	14 February 1912, Lieutenant Chester W. Nimitz in command	
DECOMMISSIONED:	20 October 1921	
STATISTICS:	Length Overall	135 Feet, 3 Inches
	Extreme Beam	14 Feet, 7 Inches
	Mean Draft	11 Feet, 8 Inches
	Standard Displacement	287 Tons
	Submerged Displacement	336 Tons
	Design Depth	200 Feet
	Design Surface Speed	14 Knots
	Design Submerged Speed	9.5 Knots
	Complement	2 Officers, 21 Men
	Armament	Four 18 Inch Torpedo Tubes

Note: Originally built as Submarine 24, reclassified as E-1 on 17 November 1911 and reclassified as SS 24 on 17 July 1920.



The first USS SKIPJACK (E-1) (Submarine No. 20) was commissioned 14 February 1921 with Lieutenant Chester W. Nimitz in command.

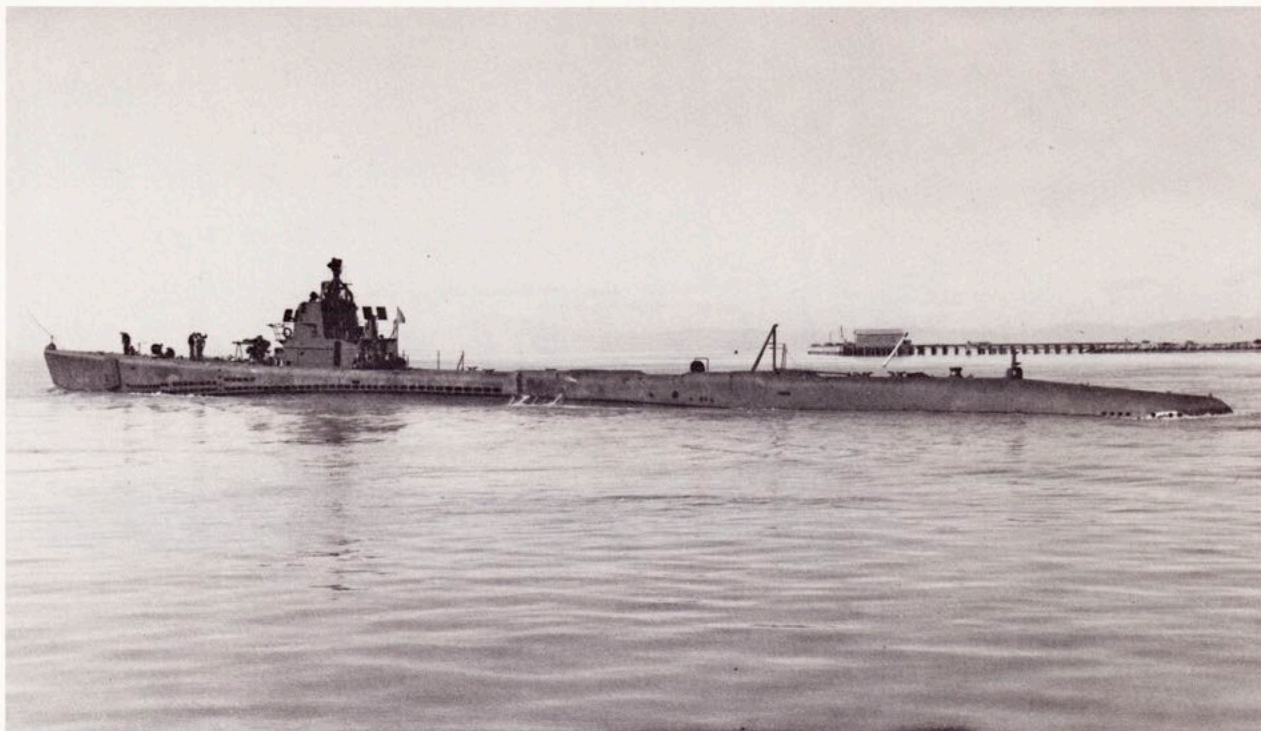
Six days after commissioning E-1 sailed from Boston for Norfolk via Newport and New York. After underway trials off the Virginia capes and operating off southern New England she arrived at the New York Shipyard for alterations, repairs, and installation of a Sperry Gyrocompass, for which she became a pioneer underwater test ship. She also experimented with submerged radio transmissions and was the first United States submarine to be powered by diesel engines. On 14 October E-1 proudly passed in review with the fleet in the North River before Secretary of the Navy George Von L. Meyer.

E-1 continued important experimental development and training with the Atlantic Fleet for the next five years under the direction of Commander, Submarine Flotilla, Atlantic Fleet, Lieutenant Chester W. Nimitz. Throughout his career, the latter played a progressive and leading role in the incorporation into the Navy of the vast scientific and technological developments of this century, many of them pioneered by the Navy.

On 4 December 1917, SKIPJACK deployed from Newport for the Azores and different duty. From 12 January 1918, she patrolled between Ponta Delgada and Horta, protecting the islands from German attack and use as a haven for U-Boats. She returned to New London, 17 September. After overhaul, E-1 trained new submariners and tested experimental listening gear.

On 17 September 1917, E-1 sailed for Philadelphia, where she was decommissioned on 20 October 1921 and sold on 19 April 1922.





On 9 December, SKIPJACK departed Manila on her first war patrol, with all unfinished repair work completed by her crew enroute to the patrol area off the east coast of Samar. The submarine conducted two torpedo attacks during this patrol. On Christmas Day, she fired three torpedoes without success at an enemy aircraft carrier and a destroyer. On 3 January 1942, three torpedos were fired at an enemy submarine resulting in two explosions, but a sinking could not be confirmed. She refueled at Balikpapan, Borneo, on 4 January and arrived at Port Darwin, Australia for refit on 14 January.

SKIPJACK's second war patrol, conducted in the Celebes Sea, was uneventful with the exception of an unsuccessful attack on a Japanese carrier. She returned to Fremantle, Western Australia, on 10 March.

On 14 April, SKIPJACK got underway for her third war patrol, conducted in the Celebes, Salu, and South China Seas. On 6 May, contact was made with a Japanese cargo ship, and the submarine moved in for the kill. Finding herself almost dead ahead, SKIPJACK fired a "down the throat" spread of three torpedoes that sank the Kanan Maru. Two days later, the submarine intercepted a three-ship convoy escorted by a destroyer; and she fired two torpedoes that severely damaged the merchant ship Taiyu Maru. Then she let go with four more that quickly sank the cargo ship Bujun Maru. On 17 May SKIPJACK sank the passenger-cargo ship Tazan Maru, off Indochina before heading back to Fremantle.

Following participating in depth performance tests for the Mark 14 torpedo, SKIPJACK sailed for her fourth war patrol on 18 July, conducted along the northwest coast of Timor which she reconnoitered and photographed. She also severely damaged an enemy oiler. The submarine returned to Fremantle for refit on 4 September.

SKIPJACK's fifth war patrol was conducted off Timor Island, Amboina, and Halmahera. On 14 October, while patrolling south of the Palau Islands, the submarine torpedoed and sank the 6,781 ton cargo ship, Shunko Maru. Following a depth charge attack by a Japanese destroyer, the submarine returned to Pearl Harbor on 26 November.



# U.S.S. SKIPJACK

## SUBMARINE

BUILT AT GROTON—CONNECTICUT

AUTHORIZED MARCH 27, 1934

KEEL LAID JULY 22, 1936

LAUNCHED OCTOBER 23, 1937

FIRST COMMISSIONED JUNE 30, 1938

SKIPJACK's sixth, seventh, and eighth war patrols were unproductive. But, during her ninth patrol conducted in the Caroline and Mariana Islands areas, she sank two enemy vessels. On 26 January 1944, she commenced a night attack on a merchant ship; but prior to firing she shifted targets when an enemy destroyer began a run on the submarine. She quickly fired her forward torpedos and was rewarded with solid hits that quickly sank Suzakaze. The submarine then fired her stern tubes at the merchant ship. One of the submarine's torpedo tube valves stuck open and her after torpedo room began to flood. The torpedomen were unable to close the emergency valves until she had taken on approximately 14 tons of water. A large upward angle developed almost immediately, forcing the submarine to surface. By the time control of the boat had been regained, the water in the torpedo room was only a few inches from the top of the water tight door; but fortunately there were no casualties, and SKIPJACK resumed the attack. The submarine then torpedoed and sank the converted seaplane tender Okitsu Maru. She returned to Pearl Harbor on 7 March.

Following repairs, SKIPJACK participated in performance tests of new torpedos in cold water off the Pribilof Islands until 17 April and then headed for the Mare Island Navy Yard and overhaul.

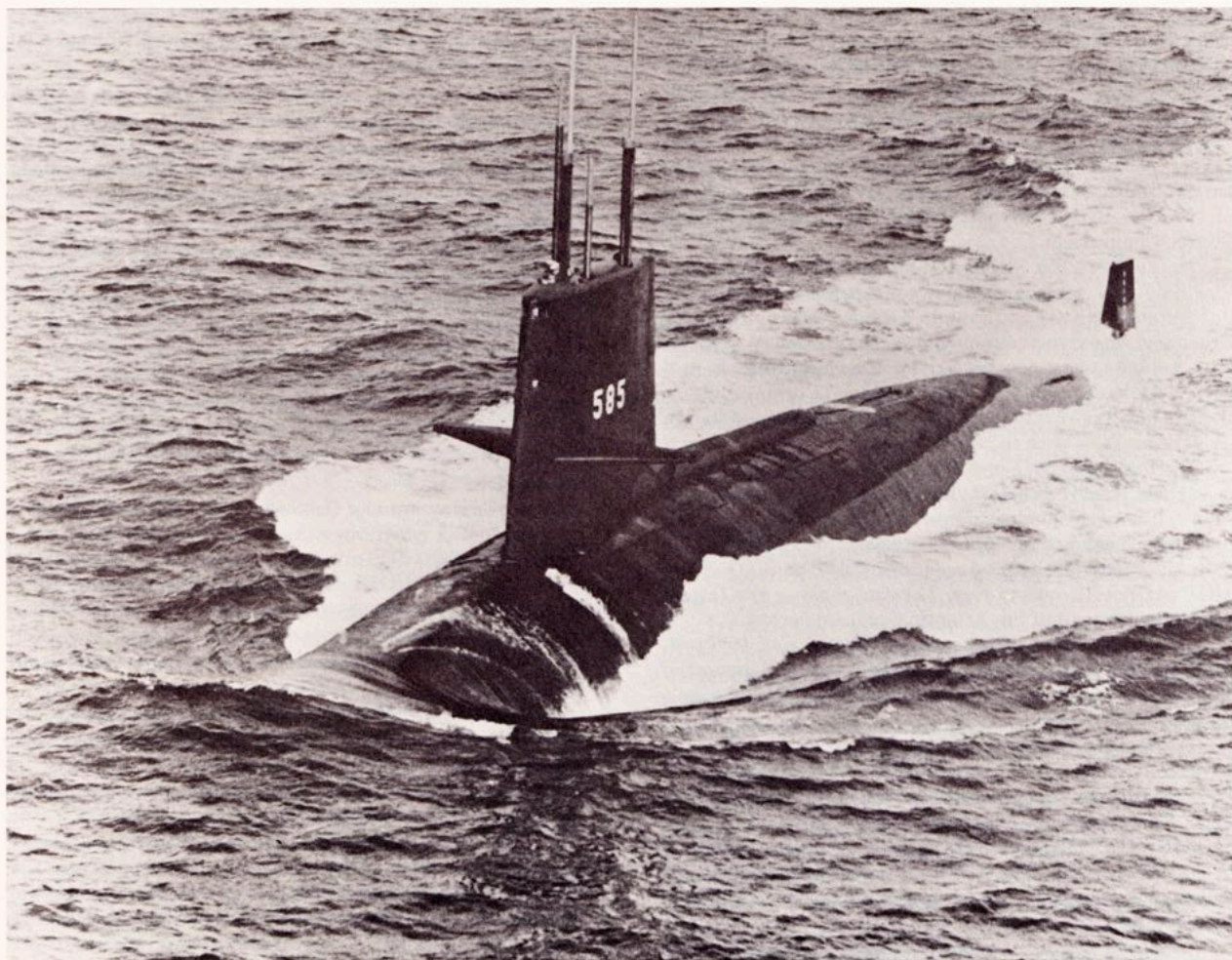
After returning to Pearl Harbor, SKIPJACK got underway for her tenth and final war patrol, conducted in the Kuril Islands area. During this patrol, she damaged an enemy auxiliary and attacked a Japanese destroyer without success. On 11 December she returned to Midway and then continued on to Ulithi. She then sailed to Pearl Harbor for refit; and got under way on 1 June 1945 for New London, Connecticut, and duty training submarine school students. SKIPJACK was later sunk as a target vessel in the second atomic bomb test at Bikini Atoll in July 1946 and was later raised and towed to Mare Island. On 11 August 1948, she was again sunk as a target off the coast of California by aircraft rockets. Her name was struck from the Navy List on 13 September 1948.





LAUNCHED:	26 May 1958 by General Dynamics Corporation, Electric Boat Division, Groton, Connecticut	
SPONSOR:	Mrs. George H. Mahon	
COMMISSIONED:	15 April 1959, Commander W. W. Behrens Jr., in command	
STATISTICS:	Length Overall	252 Feet
	Extreme Beam	31 Feet, 7 Inches
	Mean Draft	26 Feet
	Standard Displacement	3075 Tons
	Submerged Displacement	3513 Tons
	Design Depth	In Excess of 400 Feet
	Design Surface Speed	20 Knots
	Design Submerged Speed	In Excess of 20 Knots
	Complement	12 Officers, 88 Men
	Armament	Six 21 Inch Torpedo Tubes





USS SKIPJACK (SSN 585) revolutionized submarine warfare with the marriage of nuclear power to the Albacore hull shape. The adoption of this hull shape devoid of superstructure made for a hydrodynamically superior submarine and use of nuclear power provided high speed and unlimited endurance. Thus the motto "Radix Nova Tridentis" (Root of the New Sea Power). On 8 March 1959, under the command of CDR W. W. Behrens Jr., she commenced her sea trials, and upon completion, was acknowledged to be the world's fastest submarine, a record just recently broken by the new Los Angeles Class submarine.

Commissioned on 15 April 1959, she joined the Submarine Force, U.S. Atlantic Fleet and immediately started work to prove the soundness of her radical design. The results are best exemplified by the fact that most follow-on nuclear submarines including the Polaris/Poseidon SSBN's, Trident, and fast attack submarines have all retained the basic design.

During SKIPJACK's shakedown cruise in August 1959, she became the first nuclear ship to pass through the Straits of Gibraltar and operate in the Mediterranean Sea. During this cruise she visited Portland, England; La Spezia, Italy and Gibraltar.

The beginning of 1960, until late in January, was spent in the Electric Boat Division of General Dynamics Corporation, Groton, Connecticut, completing post-shakedown availability. Bureau of Ships Special Trials to evaluate SKIPJACK were then conducted until the end of February. During this test, SKIPJACK visited Bermuda, B.W.I.

Type training and services to the surface front line defense units, Task Group Alfa and Bravo demonstrated the speed, endurance, flexibility and maneuverability of SKIPJACK, and the ship was acclaimed to be one of the best fighting weapons available in the Navy. SKIPJACK participated in an advanced Atlantic submarine exercise from May through the first week in July 1960. During this time SKIPJACK visited Faslane, Scotland, for a leave and recreation period. For the Fiscal Year 1960, SKIPJACK received the Battle Efficiency "E" Award for Submarine Squadron Ten.

SKIPJACK commenced her 1961 operations by conducting two weeks of submarine type training. A submarine exercise followed, allowing SKIPJACK to evaluate nuclear submarine tactics and doctrine. During this cruise, she again visited Bermuda, B.W.I. The end of



February saw the ship working with and against surface task groups to train our surface units to combat a high speed nuclear submarine. In May 1961, SKIPJACK was awarded the Navy Unit Commendation for her outstanding ASW contribution during the period May through July of 1960. The operations of the following three months consisted of upkeep periods, type training and services to the surface anti-submarine warfare units. During this period, SKIPJACK visited Mayport, Florida and then returned to Groton, Connecticut.

In January 1962, SKIPJACK operated out of Key West, Florida for a period of two weeks before entering the Portsmouth Naval Shipyard, Kittery, Maine in early February. An extensive shipyard overhaul of seven and one-half months was completed in late September and SKIPJACK returned to New London, Connecticut to operate locally prior to departing for the Mediterranean in October for duty with the Sixth Fleet.

During the Sixth Fleet Tour, SKIPJACK participated in various NATO and U.S. Exercises, demonstrating the capabilities of the nuclear powered submarine to our allies. La Spezia, Toulon, and Naples were ports of call during this trip. Upon completion of operations with the Sixth Fleet SKIPJACK returned to New London, making the fastest submerged transit of the Atlantic Ocean on record.

In early 1963 operations demonstrated and explored SKIPJACK's capabilities as an ASW weapon. Among the exercises participated in were NUSUBEX 1-63 and SUBASWEX 1-63.

During the summer, SKIPJACK participated in an advanced Atlantic submarine exercise. The remainder of 1963 was filled with operations such as ASW freeplay with the U.S. Second Fleet, operations with Task Group Charlie, SUBASWEX 4-63 and PHIBASWEX 1-63, all designed to prove the capabilities of the nuclear powered attack submarine. Bermuda, B.W.I. was the scene of two liberty calls during the fall.

1964 was to be an extremely busy year for SKIPJACK. During SUBASWEX 1-64, she visited San Juan, Puerto Rico, and further demonstrated her advanced capabilities as an attack submarine. At sea during most of February and March, she spent April in drydock at the Submarine Base, New London. May was devoted to advanced exercises with surface forces, and June and July were devoted to an advanced submarine exercise in the Atlantic. During this exercise SKIPJACK learned she had been awarded the Battle Efficiency "E" in Submarine Division 102 for Fiscal Year 1964.

During the fall, SKIPJACK departed for two months with NATO Forces, participating in exercises such as Masterstroke and Teamwork. During this deployment, Le Havre, France and Portland, England were ports of call. During this cruise, on 10 October 1964, SKIPJACK steamed past her 200,000th mile.

In April, 1965, SKIPJACK began an extensive overhaul at Charleston, South Carolina, which included refueling her nuclear reactor. Moreover, in June SKIPJACK was awarded the Battle Efficiency "E" in Submarine Division One Hundred Two for Fiscal Year 1965, second year in succession.

The greater portion of 1966 was spent in overhaul with subsequent sea trials in late October. SKIPJACK then visited Port Everglades, Florida and New London, Connecticut before entering her new home port, Norfolk,

Virginia for the first time on 24 November. After participating in LANTFLEX-66 SKIPJACK returned to Norfolk on 16 December.

Early in February 1967, SKIPJACK departed for sonar and weapons calibration tests at the Autec Range in the Tongue of the Ocean, stopping briefly to visit Port Everglades, Florida. She returned to Norfolk for an upkeep period prior to participating in LANTSUBEX from March through June.

SKIPJACK returned to Tongue of the Ocean for extensive sound trials. Nassau, Bahamas and Port Everglades, Florida were the scenes of two liberty calls during this period. COMSUBLANT and COMSUBFLOT Six were embarked during this period to observe SKIPJACK's high speed characteristics. SKIPJACK then took part in FIXWEX G-67, an exercise designed to evaluate fix wing ASW aircraft against a submarine with SKIPJACK's characteristics. Bermuda, B.W.I. was visited during this exercise.

Late September and October were periods of upkeep in Norfolk during which time the Secretary of the Navy, The Honorable Paul R. Ignatius toured the ship. Shortly thereafter, SKIPJACK departed on an extended deployment, returning in late November. The month of December was spent in upkeep preparing for a late December departure for a third extended deployment for this busy year.

1968 started with the ship deployed in the Atlantic, the rest of the year was spent in local operations in the Norfolk area.

On 9 April 1969 SKIPJACK began a shipyard overhaul at Norfolk Naval Shipyard, Portsmouth, Virginia.

In the fall of 1970, SKIPJACK successfully completed the rigorous tests and inspections required to verify the satisfactory completion of shipyard work and to certify the crew ready to take the ship on sea trials. Sea trials were conducted between 2 and 7 December. Due to their unqualified success SKIPJACK returned to her regular duties with Submarine Squadron Six vice returning to Norfolk Naval Shipyard for the scheduled ten day discrepancy correction period. The remainder of 1970 was spent in a holiday and leave upkeep period.

Following two weeks of Refresher Training in New London, Connecticut, USS SKIPJACK (SSN 585) departed Norfolk on 25 January 1971, for shakedown operations in southern waters. SKIPJACK provided services to COMCARDIV Two, conducted sound trials at Tongue of the Ocean, weapon system accuracy tests at the Atlantic Fleet Range Support Facility, Puerto Rico and made port calls at Port Everglades, Florida; Roosevelt Roads, Puerto Rico; and Fredriksted, St. Croix.

SKIPJACK returned to Norfolk on 5 March 1971 for a period of upkeep and training. On 15 September 1971, SKIPJACK sailed for NATO Fleet Exercise Royal Knight. After a successful demonstration of nuclear submarine capability, a port call was made at Rosyth, Scotland. On 22 October, SKIPJACK transited to Norfolk where she remained for the remainder of 1971.

1972 saw USS SKIPJACK again providing valuable training services to the Atlantic Fleet units as she participated in operational test and evaluation projects, CNO projects, prospective commanding officer training, LANTREDEX 2-73 and services to various VP squadrons.



The highlight of 1973 was the six month Mediterranean deployment beginning on 2 April. The first three months of the year were spent in preparing the ship and training personnel for overseas deployment.

While deployed in the Mediterranean Sea the SKIPJACK participated in several operations with the Sixth Fleet and NATO Forces. These included MEDTACEX and Driving Force in May, Dawn Patrol in June and operations with TG 60.1 and 60.2 in August. During upkeep periods, SKIPJACK was assigned to Submarine Refit and Training Group in USS HOWARD W. GILMORE (AS 16) in La Maddalena, Sardinia, the first submarine to upkeep alongside USS GILMORE.

In September, SKIPJACK returned to Norfolk, Virginia. During November, SKIPJACK moved to her new homeport in New London, Connecticut and was transferred from the administrative control of Commander Submarine Squadron Six to Commander Submarine Squadron Two.

The major event of 1974 for the USS SKIPJACK occurred on 8 July when the ship commenced her second refueling overhaul. During this overhaul she was modernized and received a new long life core which will allow her to continue operations into the 1980's.

The major event for the USS SKIPJACK in 1975 and 1976 was the continuation of the major refueling overhaul at Electric Boat Company in Groton, Connecticut.

On 18 February 1977, the ship got underway for the Caribbean, arriving at Roosevelt Roads Naval Station, Puerto Rico on 23 February and transiting to Frederiksted, St. Croix, U.S.V.I. on 2 March 1977. Daily operations were conducted for weapons systems acceptance trials (WSAT) until 5 March, when the ship sailed to Port Everglades, Florida, arriving on 9 March 1977. On 16 March, the ship sailed for Tongue of the Ocean in the Grand Bahama Islands, and began acoustic trials at Tongue of the Ocean. The ship returned to the U.S. Submarine Base, New London, Groton, Connecticut on 29 March 1977.

On 8 April 1977, the ship entered the ARD-7 at the Submarine Base, New London, to begin a 105 day availability during which time the ship was fitted with a new sonar system and an experimental sound quieting system.

Following the drydocking period the ship successfully conducted the MK 48 torpedo certification program authorizing her to carry the latest, most up to date torpedo in the Submarine Force arsenal.

The month of September was spent actively preparing for deployment to the Mediterranean. SKIPJACK proved her effectiveness as an offensive ASW platform during her pre-overseas movement certification by successfully completing 6 MK 37 torpedo attacks.

On 8 October 1977, SKIPJACK departed New London, Connecticut for a five month deployment to the Mediterranean Sea.

On 27 October 1977, during SKIPJACK's first upkeep of the deployment, the ship was inspected by Commander, Submarine Force Atlantic, VADM Kenneth N. Carr and by Commander, Task Force Six Nine, RADM T. L. Malone Jr.

In November, SKIPJACK participated in the large multi-national ASW exercise Isle d'Or 77. The effectiveness of SKIPJACK's nuclear propulsion plant was demonstrated continually during this exercise as SKIPJACK was called upon frequently to perform tasking that other submarines in

the exercise could not accept because of propulsion limitations.

Following a port call in La Spezia, Italy, SKIPJACK participated in a special operation of great importance to the defense of the United States. Following this special operation, the ship participated in ASW exercises with units of Task Group 60.1. During this period SKIPJACK provided many services for TG 60.1 and was commended by Commander Task Force 60.

As 1978 began, SKIPJACK was conducting an upkeep alongside the USS HOWARD W. GILMORE (AS 16) in La Maddalena, Sardinia. This upkeep was completed in late January and was highlighted by the visit of R. James Woolsey, Under Secretary of the Navy. After the upkeep and a short period of ISE, SKIPJACK participated in a special operation of great importance to the defense of the United States. SKIPJACK then participated in National Week XXIV, a major semiannual exercise of the U.S. Sixth Fleet.

Following these exercises, SKIPJACK visited Naples, Italy and then transitted out of the Mediterranean, returning to New London in March.

The remainder of the year was spent providing services to VP aircraft attached to COMPATWING Five, a week long ASW exercise sponsored by COMSUBDEVCON Twelve designed to further evaluate and develop the capabilities of the 688 Class submarine; a short port visit to Bermuda; and a research project investigating acoustic anomalies associated with the Gulf Stream. For her participation in this important work, SKIPJACK received Commendatory Messages from CINCLANTFLT and COMSUBLANT.

On 22 August SKIPJACK departed New London to participate in the large multi-national NATO Exercise Northern Wedding. Enroute to the exercise area, SKIPJACK participated in Exercise Common Effort which exercised task group screen units in ASW warfare. After Exercise Northern Wedding, the ship stopped briefly in Holy Loch, Scotland and then visited Portland, England.

At the end of the Fiscal Year 1978, Commander Submarine Squadron Two announced SKIPJACK was the recipient of the Battle Efficiency "E" for the preceding year. In addition to this distinction, SKIPJACK was designated as the Commander, Submarine Force Atlantic nominee for the Arleigh Burke Fleet Trophy.

On 30 October SKIPJACK was again underway for MK 48 torpedo proficiency firings at the Navy's Autec Range at Andros Island, Bahamas. With the satisfactory completion of these firings, SKIPJACK was recertified to continue to carry and employ the MK 48 torpedo. Following these proficiency firings, SKIPJACK returned to New London with a visit to Fort Lauderdale, Florida enroute.

Upon return to New London, SKIPJACK entered a pre-overseas movement period in preparations for a January 1979 deployment to the Mediterranean.

1979 again found USS SKIPJACK deploying to the Mediterranean. This year's deployment was highlighted by three major NATO Exercises, United States/Italy Special Exercises, National Week XXIV/Sardinia 79 and port visits to Sousse, Tunisia; Naples, Italy and Tangier, Morocco; along with upkeep periods in La Maddalena, Sardinia. The ship's twentieth birthday was celebrated 15 April at sea during operations in the Tyrrhenian Sea.



# LAUNCHING PLANK OWNERS

## OFFICERS

LCDR W. W. BEHRENS JR., USN  
LCDR R. H. CARNAHAN, USN  
LT F. C. FOGARTY, USN  
LT R. E. ENGLE, USN  
LT R. T. STYLER, USN  
LT R. D. CONOLLY, USN

## CHIEF PETTY OFFICERS

Robert H. Hatfield, ENCA(SS), USN  
Calvin C. Howard, ICCA(SS), USN  
Willis M. Jones, ETC(SS), USN  
John A. Larrin, EMCA(SS), USN  
Joseph Paul Lavalee, RMC(SS), USN  
Vincent J. McHugh, ETCA(SS), USN  
Wilfred G. Nelson, ENC(SS), USN  
Benjamin N. Shafer, EMC(SS), USN  
Roy K. Wagner, ICC(SS), USN  
Jerome F. Volter, TMC(SS), USN

## ENLISTED

Douglas I. Baker, SN(SS), USN  
Thomas M. Boyd, EN1(SS), USN  
George K. Brown, EN2(SS), USN  
C. J. Cauff, END3(SS), USN  
Edward I. Childs, EM1(SS), USN  
Frank J. Cima, EN1(SS), USN  
Frank L. Clifford, HM1(SS), USN  
John E. Cody, CS1(SS), USN  
Kenneth M. Crombie, ET1(SS), USN  
James M. Delaney, IC1(SS), USN  
William J. Doyle, FT1(SS), USN  
Benjamin W. DuBois, EN2(SS), USN  
Charles M. Fletcher, ET1(SS), USN  
James P. Franks, FN(SS), USN  
Grayson M. Glaspell, EM1(SS), USN  
John K. Hargraves, ET1(SS), USN  
William M. Haynes Jr., SK1, USN  
Joseph J. Heroux, RM2(SS), USN  
Leonard H. Hewitt, EM1(SS), USN  
Jerry G. Hine, EN3(SS), USN

Harvey A. Horton Jr., USN  
Walter J. Hyde, EM1(SS), USN  
Charles T. Kerlin, FN(SS), USN  
R. A. McQuire, SO2(SS), USN  
Harry W. Medcalf, QM2(SS), USN  
Richard Everett Merrill, TM1(SS), USN  
Herbert D. Morisset, EN1(SS), USN  
Forrest B. Nichols, ET2(SS), USN  
Carl G. Olson, EM1(SS), USN  
Ronald W. Pellitier, ET2(SS), USN  
Robert W. Pinner, YN1(SS), USN  
Ottocar Raich, FN(SS), USN  
E. Roberts, FN(SS), USN  
Steven Sokolowski, HM1(SS), USN  
Richard H. Sporbett, MM2(SS), USN  
Robert L. Voss, INSA, USN  
Stephen E. Wayland, EN1(SS), USN  
Richard G. T. Welsh, ET2(SS), USN  
Jimmy B. Youngblood, MM1(SS), USN



# COMMISSIONING CREW

## OFFICERS

CDR WILLIAM W. BEHRENS JR., USN, Commanding Officer  
LCDR RALPH H. CARNAHAN, USN, Executive Officer  
LCDR FRANCIS C. FOGERTY, USN Engineer Officer  
LT ROBERT T. STYER, USN, Operations Officer  
LT RAYMOND ENGLE, USN, Main Propulsion Assistant  
LT JOHN P. CADY, USN, Assistant A Division Officer  
LT KINNAIRD R. MCKEE, USN, Communications Officer  
LT CLINTON J. MCGREW, (MC), USN, Medical Officer  
LT HUGH A. BENTON, USN, Supply Officer  
LT FREDERICK W. KELLY, USN, Gunnery Officer  
LT GEORGE M. VAHSEN, USN, Electrical Officer  
LT ROBERT D. CONOLLY, USN, Assistant M Division Officer

## CHIEF PETTY OFFICERS

Jerome F. Wolter, TMC(SS), USN, Chief of the Boat  
Benjamin N. Shafer, EMCS(SS), USN  
Calvin C. Howard, ICCA(SS), USN  
Willis M. Jones, ETC(SS), USN  
John A. Larrin, EMCA(SS), USN  
Joseph P. Lavalee, RMCA(SS), USN  
Vincent J. McHugh, ETCA(SS), USN  
John H. Morrissey, ENCA(SS), USN  
Wilfred G. Nelson, EMC(SS), USN  
William J. O'Brien, FTC(SS), USN  
Carl G. Olson, EMCA(SS), USN  
Herman E. Rosenberg, MMCA(SS), USN  
Roger H. Shelp, SOCA(SS), USN  
Roy K. Wagner, ICC(SS), USN

## ENLISTED

Norris J. Allemand, EM3, USN  
Douglas I. Baker, TM3(SS), USN  
Paul V. Bargas, CS2(SS), USN  
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William F. Briggs, ET1(SS), USN  
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James P. Franks, EN3(SS), USN  
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John K. Hargraves, ET1(SS), USN  
William M. Haynes Jr., SK1, USN

Joseph J. Heroux, RM1(SS), USN  
Leonard H. Hewitt, EM1(SS), USN  
Jerry G. Hine, EN2(SS), USN  
Donald F. Hoepfner, EM3(SS), USN  
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Daniel J. Lewis, SD3(SS), USN  
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Herbert D. Morisset, EN1(SS), USN  
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Ronald K. Muir, RM3(DD), USN

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# 20TH ANNIVERSARY CREW (SSN 585)

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LCDR W. H. McGANN III, USN, Executive Officer  
LCDR J. R. FRYINGER, USN, Engineer Officer  
LT MICHAEL KEHOE, USN, Operations Officer  
LT JOHN G. MEYER, USN, Weapons Officer  
LT WILLY N. NILSEN, USN, Electrical Officer  
LT KEVIN M. SHAW, USN, Communications Officer  
LTJG JOHN R. JOLICOUER, USN, Sonar Officer  
LTJG RICHARD L. BLOMSHIELD, USN, Reactor Control Officer  
LTJG KEVIN D. CASEY, USN, Main Propulsion Officer  
LTJG MARK A. SATORIUS, USN, Damage Control Assistant  
LTJG ALAN B. POWER, (SC), USNR, Supply Officer  
ENS JOSEPH A. WALSH, USN, M Division Officer

## CHIEF PETTY OFFICERS

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Arthur E. Forbes, HMC(SS), USN  
Howard T. Lehmann, STSC(SS), USN  
Robert T. Mangol, RMC(SS), USN  
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Gary R. Morrison, MMCS(SS), USN  
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