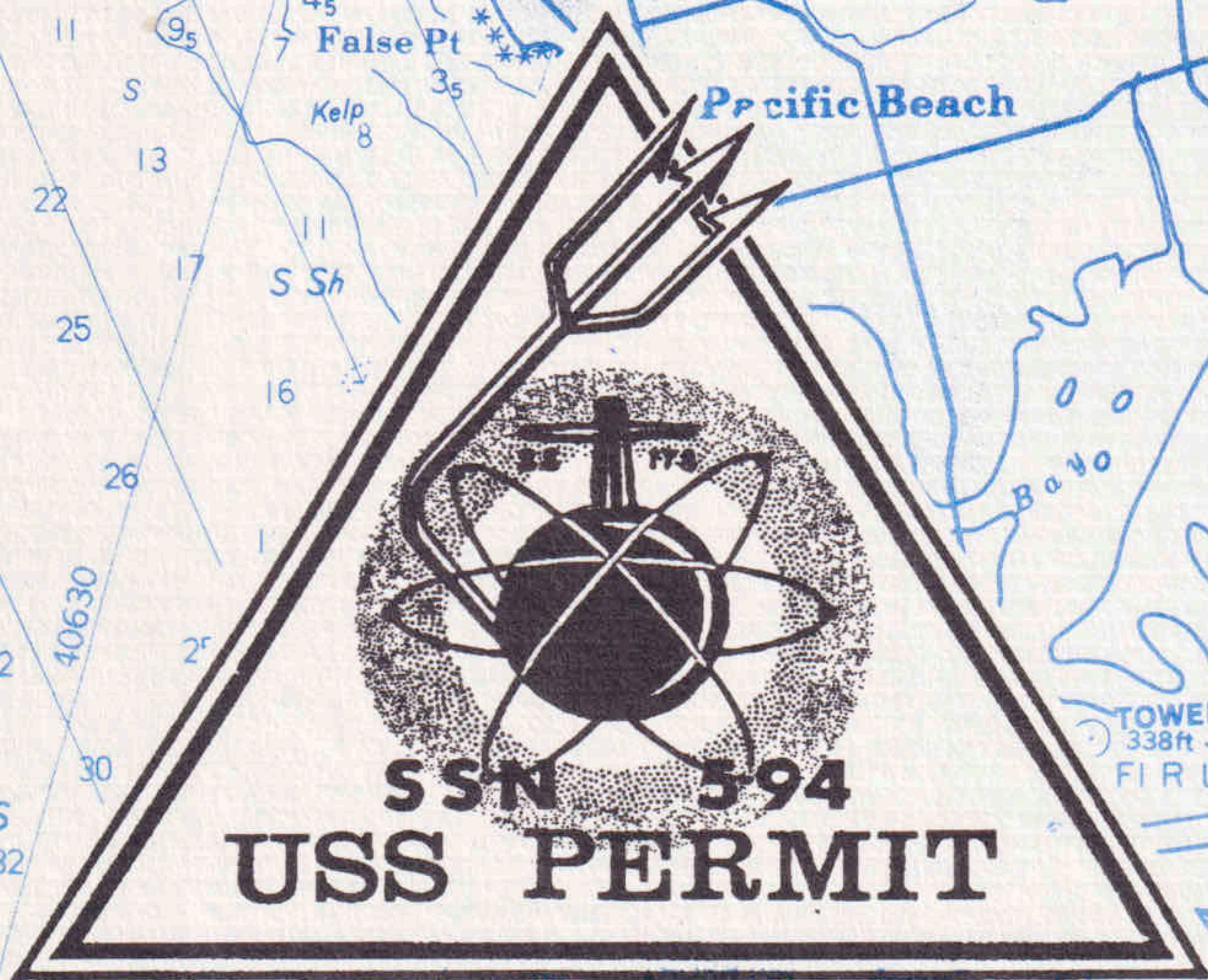
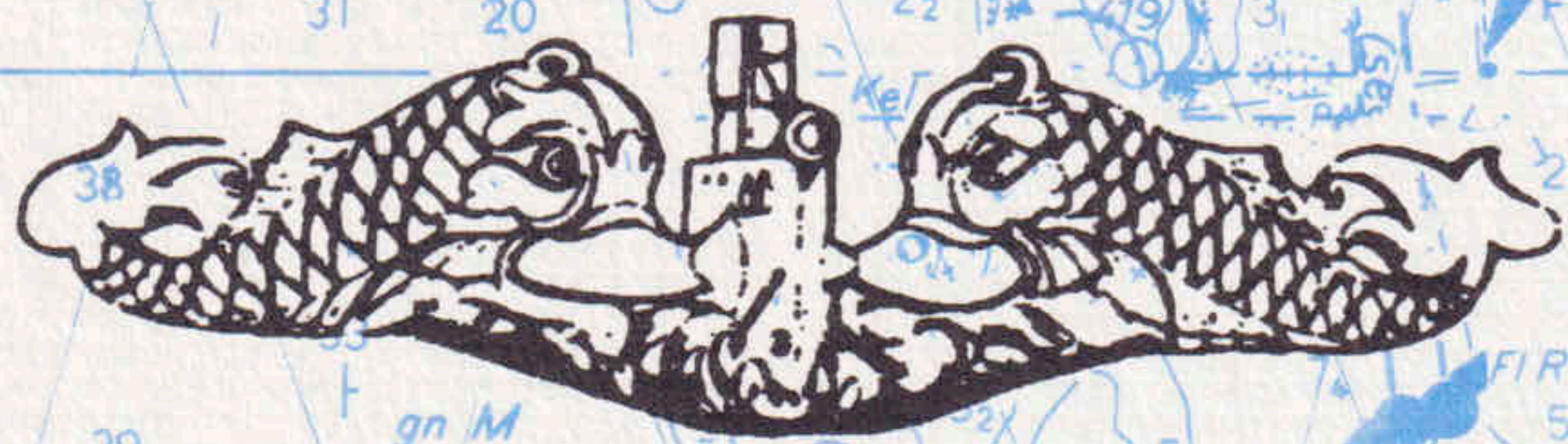




INACTIVATION CEREMONY

UNITED STATES SHIP
PERMIT (SSN 594)

31 AUGUST 1990

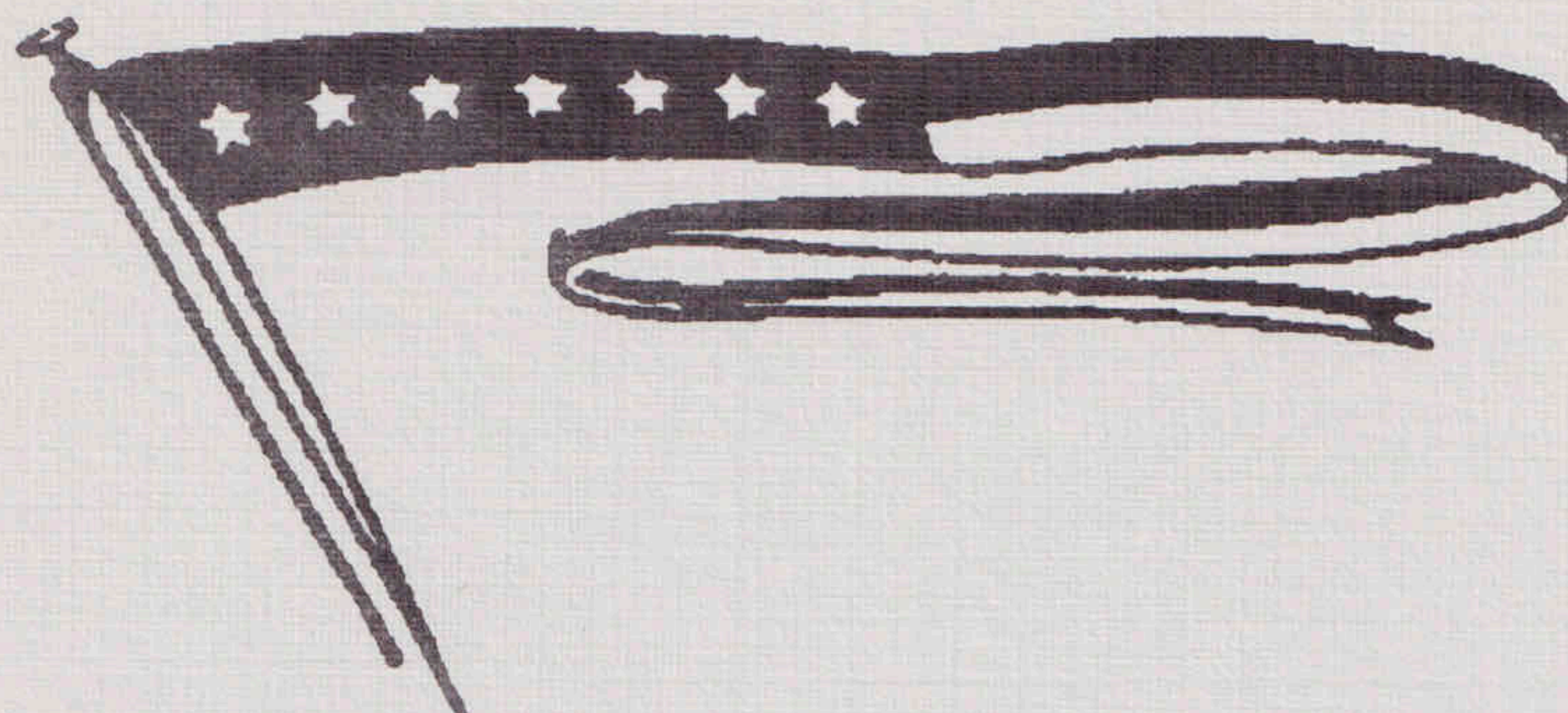


AT THE
NAVAL SUBMARINE BASE
SAN DIEGO, CALIFORNIA



USS PERMIT (SSN 594)

COMMISSIONED 29 MAY 1962



THE COMMISSIONING PENNANT

At the moment the commissioning pennant is broken, a ship becomes the responsibility of the Commanding Officer, who, together with the ship's officers and men, has the duty of making her ready for any service required by our nation, whether we be at peace or at war.

The commissioning pennant has for centuries been the symbol of a man-o-war. It is believed to date from the 17th century, when the Dutch were at war with the English. Dutch Admiral Maarten Harpertzoon Tromp hoisted a broom at the masthead to symbolize his intention to sweep the English from the sea. This gesture was answered by British Admiral William Blake, who hoisted a horsewhip indicating his intention to chastise the Dutch. The victorious British thus set the precedent for a long, narrow commissioning pennant to symbolize the original horsewhip as the distinctive symbol 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.

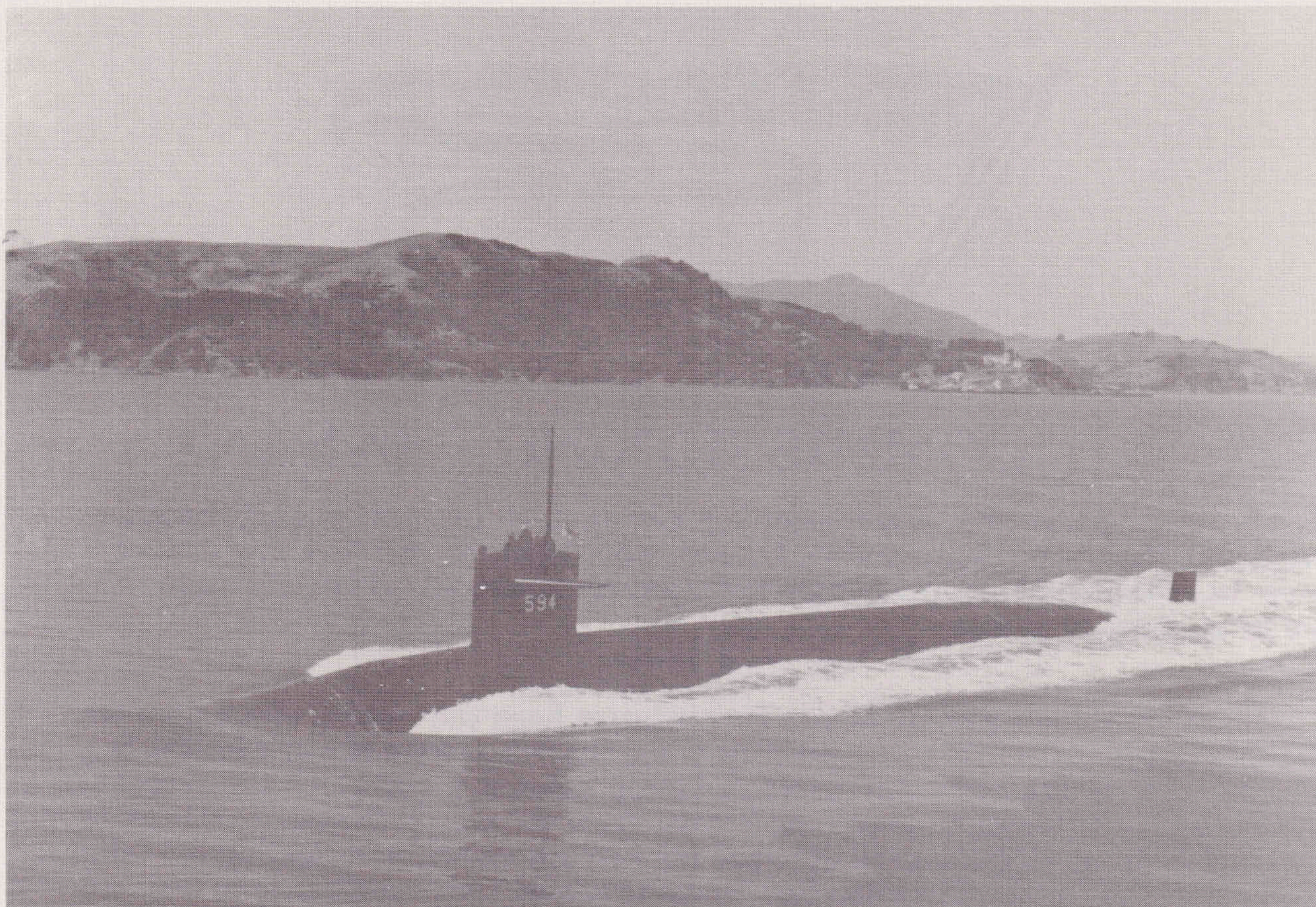
INACTIVATION CEREMONY 31 AUGUST 1990

THE INACTIVATION CEREMONY

The ceremony today symbolizes a tribute to the ship preparing for her decommissioning, the time-honored end of a ship's life. As if decommissioning, the commissioning pennant is hauled down and the watches secured. The solemn ceremony where the commissioning pennant, ensign and jack are hauled down for the last time is a dedication to the total operational success of the ship and the men who sailed her.

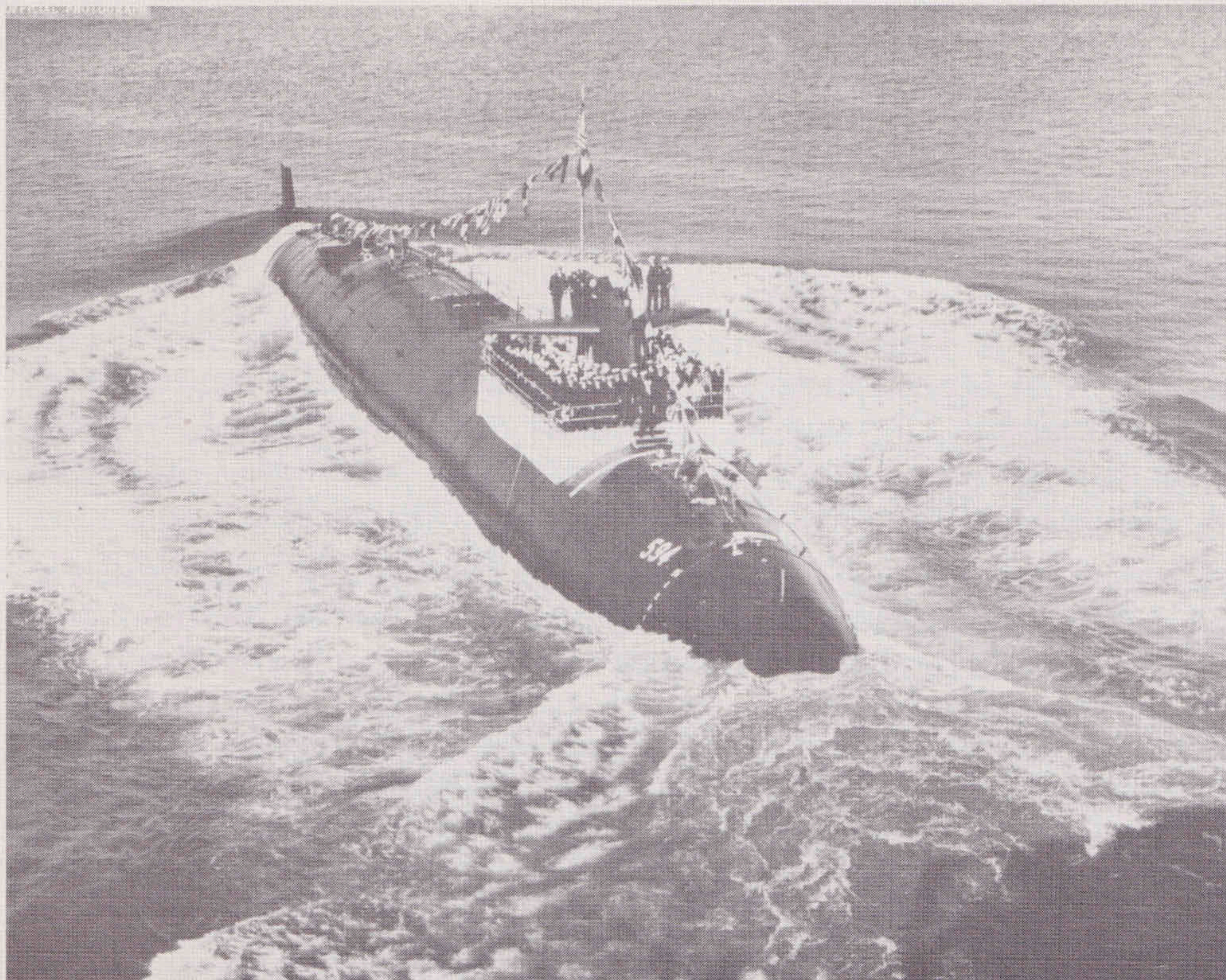
**"Give me a strong ship and the men to sail her, for I intend to go in harm's way."
John Paul Jones**

USS PERMIT (SSN 594)



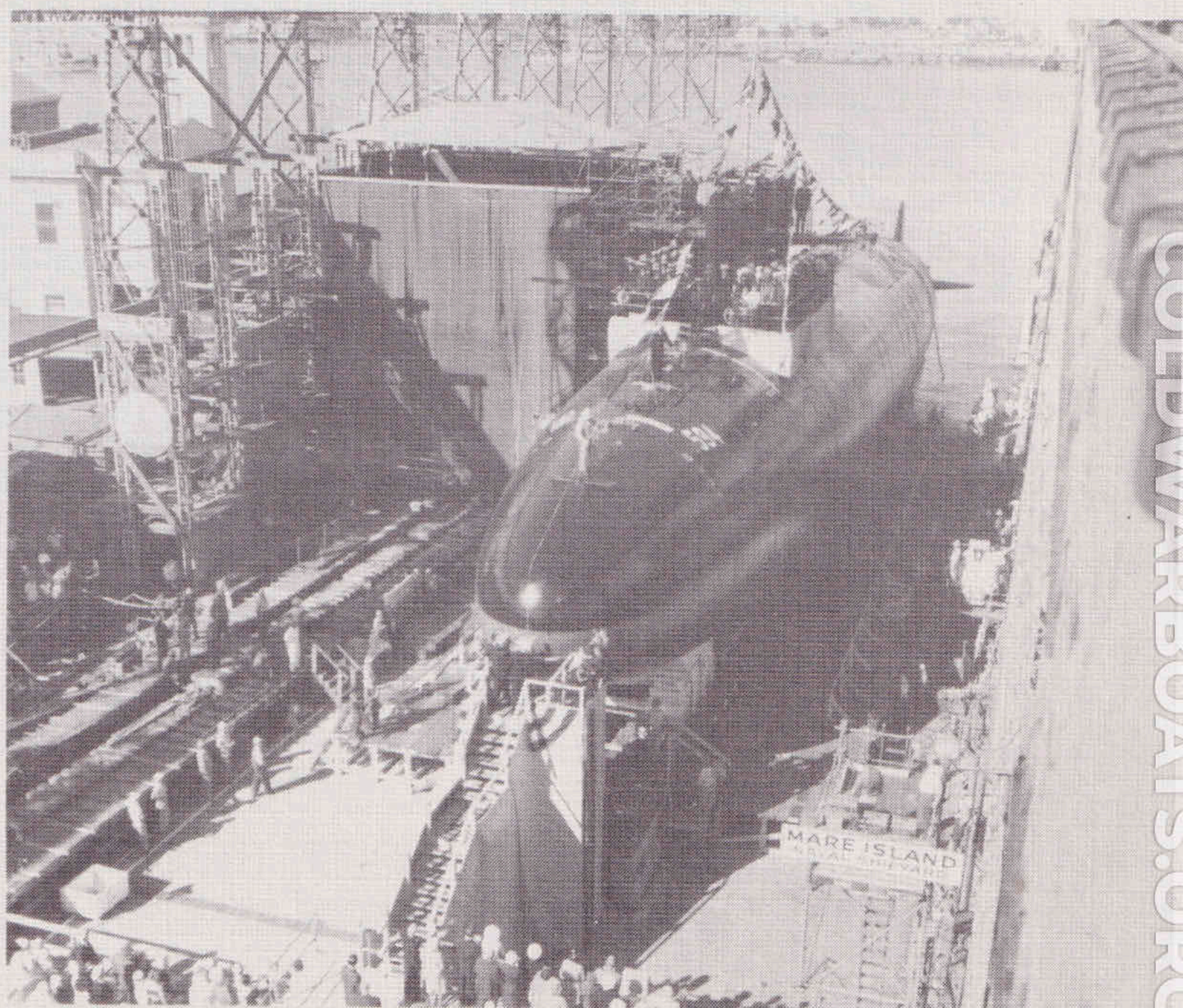
THE PERMIT

The name "PERMIT" is a distinguished one in United States submarine history, from the SS-178 with its fourteen war patrols during World War II for which it received the Navy Unit Commendation and ten Battle Stars, to the SSN-594, one of the most decorated submarines in San Diego. The common link is that each has gone "in harm's way" in their own fashion and have served their country long and well.



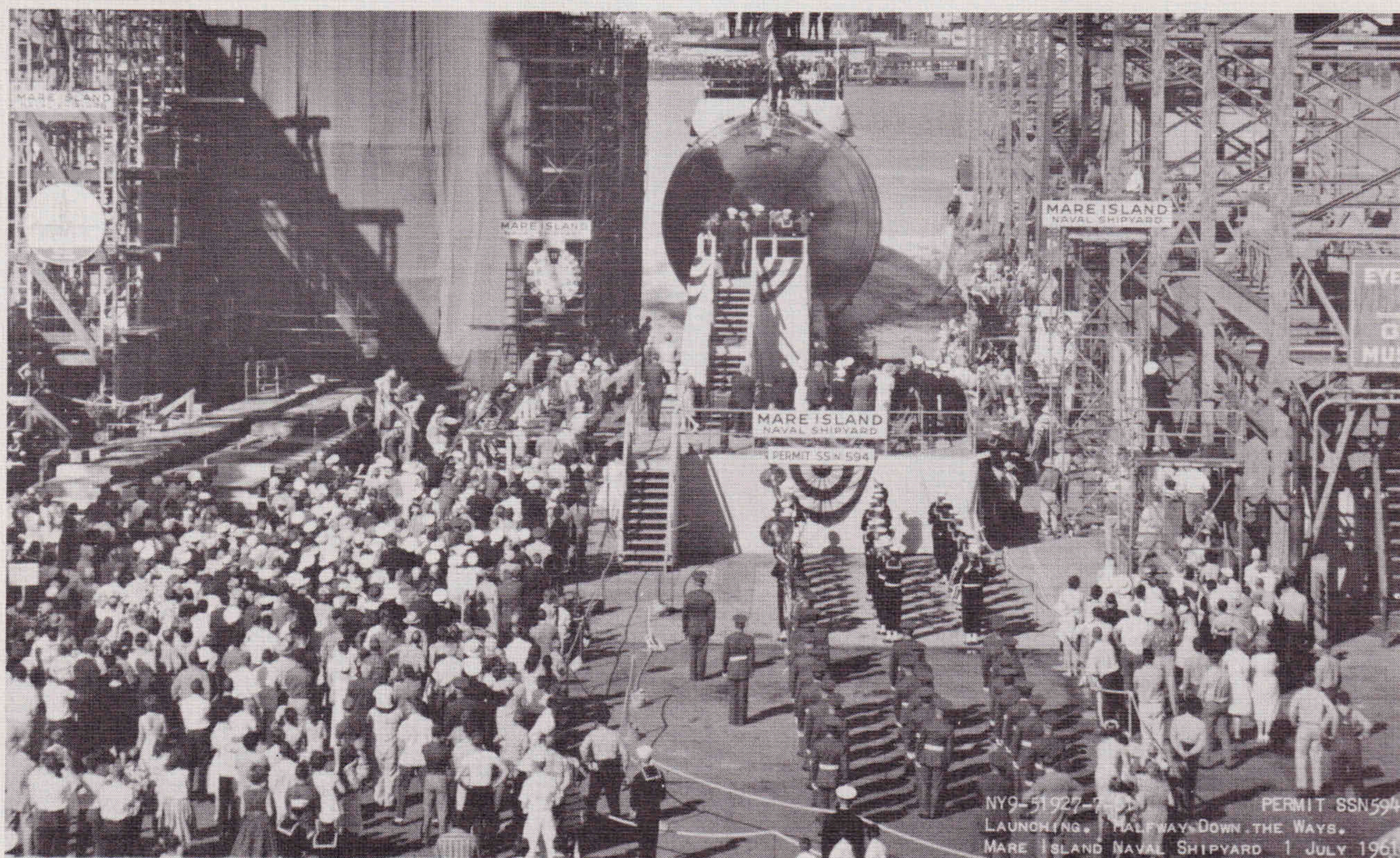
USS PERMIT
LAUNCHING
1 JULY 1961

MRS. JOHN A. MCCONE, SPONSOR,
CHRISTENS USS PERMIT



The current USS PERMIT is the SSN 594, launched on 1 July 1961 and commissioned on 29 May 1962 at Mare Island Naval Shipyard. Initially homeported in San Diego as part of Submarine Division 31, she later was transferred to Pearl Harbor, Hawaii as part of Submarine Division 71. In March 1973, PERMIT returned to San Diego as part of Submarine Squadron 3 where she has remained.

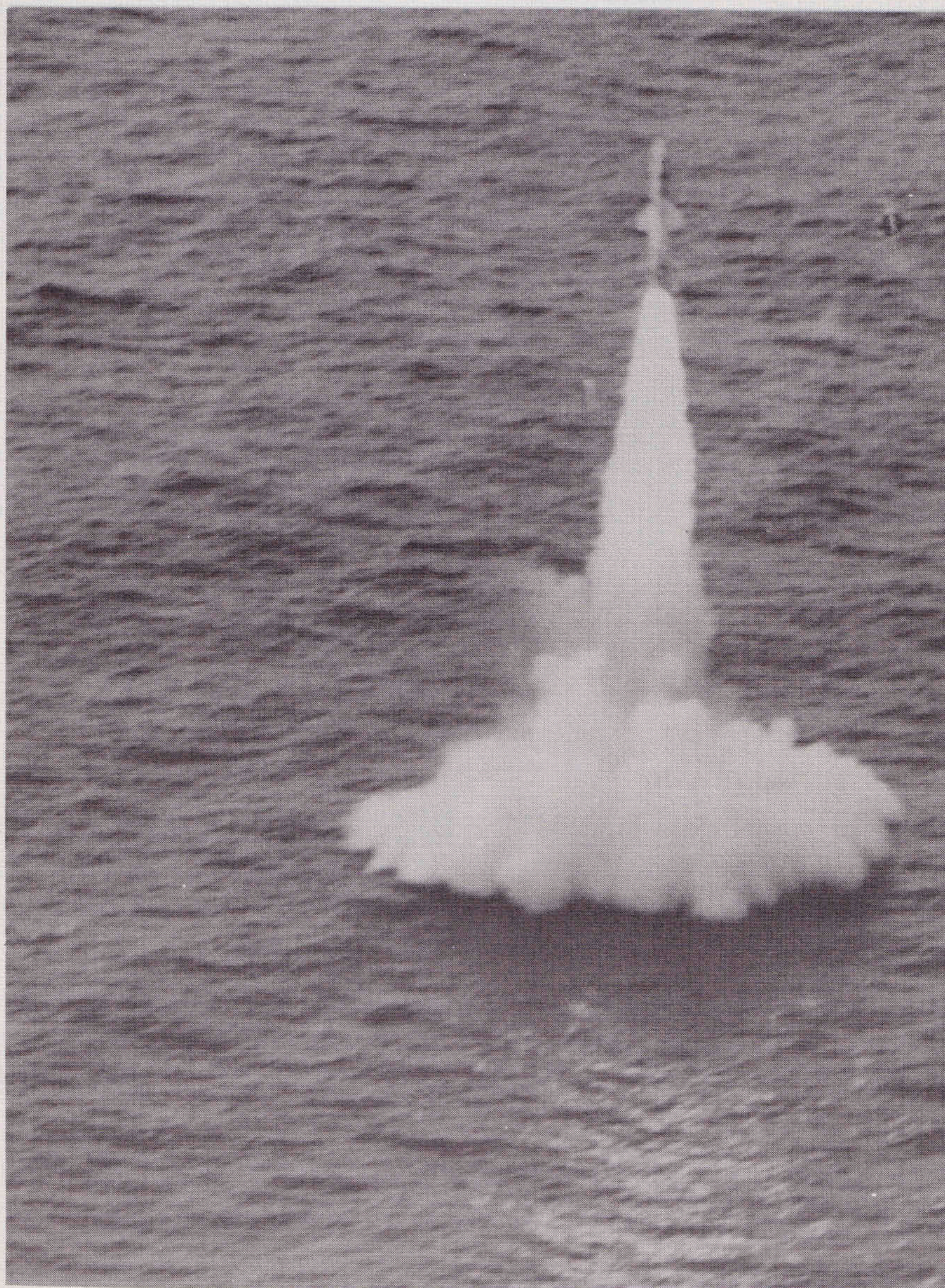
The PERMIT was the second of what came to be known as the world's "first modern, quiet, deep - diving fast attack submarines," integrating such advanced features as a hydrodynamically shaped hull, a large bow - mounted sonar array, advanced sound - silencing features, and an integrated control / attack center with the proven S5W reactor plant. Designed for prolonged submerged periods at high speed she is limited only by the amount of food that she can carry. All of these features made these ships the first truly mature nuclear submarine design in the world at that time. So revolutionary, in fact, were these changes that one exercise report concluded with the statement that "at present we still have much to learn about the effective use of nuclear submarines".



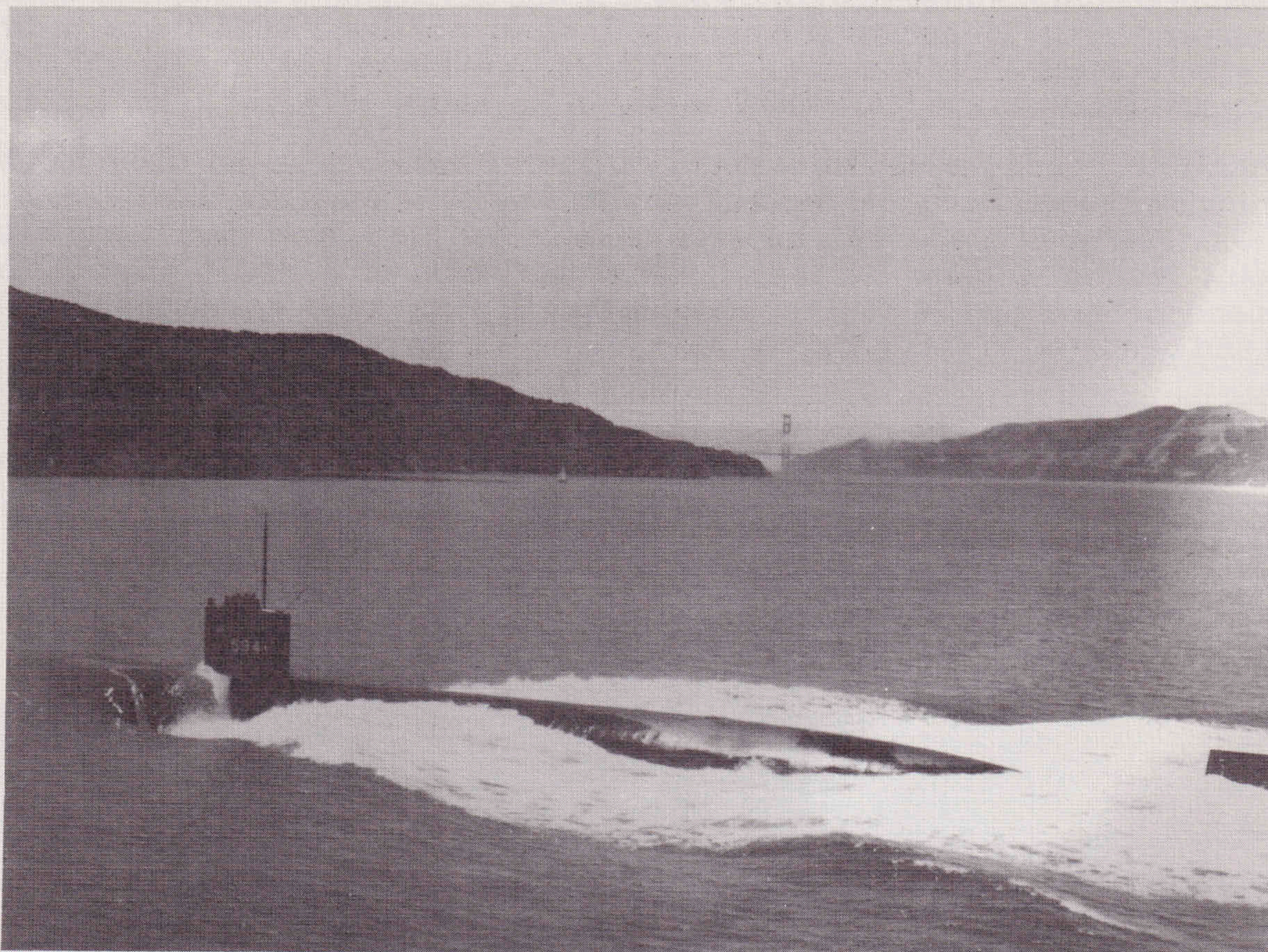
**USS PERMIT (SSN 594) LAUNCHING
MARE ISLAND NAVAL SHIPYARD 1 JULY 1961**

Much of PERMIT's first years were spent in the development and testing of new weapons and tactics for nuclear submarines. Indicative of this, PERMIT was the first submarine to successfully launch a SUBROC missile in March 1963 and later the first to successfully launch the HARPOON missile in November 1974.

PERMIT has been through three major yard periods at Mare Island, including two refueling overhauls. Each overhaul saw her fitted with the latest in sonar, fire control and electronic gear, along with improvements in her propulsion machinery. This constant renewal process led to a favorite expression of a recent Pacific Fleet commander regarding 594 class submarines that "If you take an axe and replace the head and handle often enough, pretty soon you have a new axe."



**USS PERMIT (SSN 594) CONDUCTS THE FIRST SUCCESSFUL
LAUNCH OF A HARPOON MISSILE 20 NOVEMBER 1974**



**USS PERMIT (SSN 594)
UNDERWAY IN SAN FRANCISCO BAY
JULY 1973**

In recognition of her abilities, PERMIT has won an impressive number of awards, including three Navy Commendations, two Meritorious Unit Commendations, two Vietnam Service Medals, and three Battle "E" Combat Efficiency awards, making her one of the most highly decorated submarines in San Diego.

PERMIT's final year has seen a continuation of her hard work and determination. In the past twelve months she has made her eighth six month deployment to the Western Pacific, an extended two month underway operation, and numerous shorter operations.

PERMIT makes her final underway shortly, departing San Diego for her new and last homeport of Mare Island Naval Shipyard, Vallejo, California, where she is to be inactivated.

USS PERMIT (SSN 594)

COMMANDING OFFICERS OF THE SSN 594

MAY 1962 - APRIL 1964	CDR Robert H. Blount
APRIL 1964 - AUGUST 1966	CDR David S. Boyd
AUGUST 1966 - MAY 1969	CDR Thomas L. Malone, Jr.
MAY 1969 - FEBRUARY 1970	CDR Fredrick J. Kollmorgen
FEBRUARY 1970 - APRIL 1970	CDR J. K. Nunneley
APRIL 1970 - OCTOBER 1972	CDR George W. Greene, Jr.
OCTOBER 1972 - APRIL 1976	CDR Jermiah F. Sullivan
APRIL 1976 - OCTOBER 1979	CDR George H. Dewhirst
OCTOBER 1979 - OCTOBER 1982	CDR R. E. McKenna
OCTOBER 1982 - AUGUST 1986	CDR J. M. Rushing
AUGUST 1986 - MARCH 1989	CDR Steven J. Frasher
MARCH 1989 - PRESENT	CDR David A. Schneegas



Keel Laid	16 July 1959
Launched	1 July 1961
Commissioned	29 May 1962

Length 278'
Beam 31'
Draft 26'
Complement

Test Depth greater than 400'
Speed greater than 20 knots
Displacement 4300 Tons
12 Officers, 94 Enlisted

INACTIVATION CREW

OFFICERS

CDR DAVID ALAN SCHNEEGAS
LCDR KEITH ALLAN WALLS
LCDR DAVID MUNSON BROWN, JR.
LT JAMES RICHARD LOW
LT DOUGLAS ALBERT NEVE
LT MICHAEL ROBERT MCGOWAN
LT ROBERT THOMAS MYSLINSKI
LT ERIC WAYNE MAAT
LT ROBERT JAMES VENTO
LTJG LIONEL JOSEPH SLEEPER
LTJG JEFFERY EARL ANDREWS
LTJG SCOTT RICHARD DAVIS
LTJG JAMES ALBERT PROTIN
ENS ANTHONY JOHN WILLIAMS

COMMANDING OFFICER
EXECUTIVE OFFICER
ENGINEER OFFICER
NAVIGATOR
ASSISTANT ENGINEER
COMBAT SYSTEMS OFFICER
ASSISTANT ENGINEER
COMMUNICATOR
DAMAGE CONTROL ASSISTANT
CHEMISTRY / RADCON ASSISTANT
MAIN PROPULSION ASSISTANT
REACTOR CONTROLS ASSISTANT
ELECTRICAL OFFICER
SUPPLY OFFICER

CHIEF PETTY OFFICERS

MMCM(SS) PATRICK ROY CLARK
EMC(SS) SCOTT ALLEN DIRKX

STSCS(SS) GREGORY LEE ELLIS
RMCS(SS) MICHAEL JOHN JACKSON
TMC(SS) DENNIS HENRY EVICK
MMC(SS) STANFORD WILLIAM KING
MMC(SS) ROBERT CARL WISE
EMC(SS) CLIFFORD EUGENE HAMPTON
SKC(SS) DAVID SCOTT SIMPLER
ETC(SS) RICHARD CURTIS BRABEC
ICC(SS) ALVA LEE HARMAN
MSC(SS) GENE AREOLA CORPUZ

ETC(SS) TIMOTHY ALLEN BUTLER

CHIEF OF THE BOAT
ENGINEER DEPARTMENT
ADMINISTRATIVE ASSISTANT
SONAR DIVISION
RADIO DIVISION
TORPEDO DIVISION
MACHINERY DIVISION
AUXILIARY DIVISION
ELECTRICAL DIVISION
STOREKEEPER DIVISION
REACTOR CONTROLS DIVISION
3 - M COORDINATOR
MESS MANAGEMENT SPECIALIST
DIVISION
ELECTRONICS DIVISION

INACTIVATION CREW

ADAMSON, VAUGHN LEE
 AERNE, DAVID THADDEUS
 ALMANY, GLEEN RICHARD
 APILADO, FERDINAND RIMANDO
 BARCOMB, GORDON MICHAEL
 BARRETT, ANDREW LYNN
 BEAUREGARD, STEPHEN TODD
 BELL, GEORGE WILLIAM
 BLACK, AARON JAMES
 BOCKOVICH, RYAN ROLF
 BRADLEY, MICHAEL KEVIN
 BREWER, RICHARD ANTHONY
 BROCK - JONES, RICHY DAVID
 BULLOCK, WAYNE ANTHONY
 BURKE, JEFFREY HUNT
 BURKITT, TIMOTHY LLOYD
 BURRELL, LUTHER
 BUSBY, KENNETH WAYNE
 CARMAN, THOMAS MICHAEL
 CASAS, OSCAR ZUNIGA
 CASEY, ROBERT JOSEPH
 CHAMBERS, OSCAR BERNARD, JR.
 CHESTER, WILLIAM KEITH
 CHILDERS, JASON RUSSELL
 CICCIO, BENJAMIN
 CLAMPET, "S" ALAN
 CLAYTON, RANDY SCOTT
 COLLINS, ANDREW CLINTON
 CORL, KENNETH WILLIAM
 COUGHLIN, MICHAEL JOHN
 DEVENPORT, EARL LYNN
 DONALDSON, ANTINO MARICE
 DOUGAN, WAYNE ELTON
 DOUGLAS, DONALD RAY
 DREW, DENNIS ROGER
 DUBOIS, LAURENCE JOHN
 DUNBAR, WILLIAM JAMES
 EVARTT, KENNETH SCOTT
 FERNANDEZ, SEAN MANUEL
 FLEMING, JAMES ALVIN
 FRANCE, MICHAEL ANDREW
 FRENCH, STEPHEN CARL, JR.
 FUNDERBURG, RONALD SCOTT
 GEHLHAAR, HANS DIETER
 GIFFORD, DAN RENO
 HALL, SCOTT DOUGLAS
 HARRINGTON, MARC ALAN
 HARRIS, TIMOTHY FOSTER
 HARRISON, JOSEPH NEAL
 HAUGEN, KENNETH LEE
 HIGGINS, THOMAS JOHN

STS3(SS)
 TMSN(SS)
 ET2(SS)
 ET3(SS)
 MM2(SS)
 YN3(SS)
 MM3(SS)
 EM2(SS)
 STS3(SU)
 FA(SU)
 FTG2(SS)
 HM1(SS)
 MM3(SS)
 MM1(SS)
 ET3(SS)
 STS2(SS)
 ET1(SS)
 EM3(SS)
 EM2(SS)
 MS3(SS)
 STS2(SS)
 FN(SU)
 ET2(SS)
 FN(SS)
 STS3(SS)
 ET2(SS)
 MM2(SS)
 SKSN(SS)
 MM1(SS)
 RM3(SS)
 EM1(SS)
 FTG2(SS)
 MS1(SS)
 QM3(SS)
 STS1(SS)
 ET2(SS)
 STS2(SS)
 MM1(SS)
 FA(SS)
 MM2(SS)
 RM2(SS)
 MM2(SS)
 TMSN(SS)
 EM1(SS)
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 MM3(SS)
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 FA(SU)
 ET3(SS)
 MM2(SS)

HIRSH, MICHAEL LEWIS
 HOTARD, MATTHEW WAYNE
 JOHNSON, TIMOTHY LARS
 JOHNSON, WILLIS WILLARD
 KELLER, PATRICK ANDREW
 KELLEY, JEFFERY SCOTT
 KENNEY, KEITH WILLIAM
 KINSINGER, JAMES ERROL
 KOVAC, KEITH LAWRENCE
 LARA, ADAM DANIEL
 LEBEAU, JEFFREY
 LOCKEN, DANIEL TODD
 LONG, WALLACE ANTHONY
 MILLER, DONALD GENE
 MINGUS, KEITH MILAN
 MONROE, DARIUS BRIAN
 MORRIS, GENE CHARLES
 MURPHY, EDWARD PATRICK
 NASH, DARRYL LEE
 NELSON, STEPHEN KENNETH
 NEWELL, WILLIAM GERALD
 NEWSOME, STACEY ANDREW
 ONLEY, STEVEN MARK
 PAREDES, ABRAHAN
 PEPIOT, RICK LELAND
 PHILLIPS, JOE FRANKLIN
 PICKERING, JOHN VERNON
 POCHKAR, JAMES ROBERT
 POHLOT, KENNETH GEORGE
 PULLEN, JOSEPH MONROE
 RAMOS, DAVID
 REYNOLDS, DANNIE DEAN
 SAIEVA, CARL DAVID
 SANDERS, MATTHEW FLOYD
 SCHUCHARDT, FRANK DOUGLAS
 SCHULENBERG, STEVEN GREGORY
 SEPULVEDA, JESUS
 SEVENNEY, JAMES HARRISON
 SHAW, PATRICK SOMONE
 SINCLAIR, FREDERICK LEE
 SINCLAIR, STEVEN CLYDE
 SMILEY, RUSSELL ALAN
 SMITH, CARL TIMOTHY
 SMITH, WILLIAM HENRY
 STAMPS, CRAIG AVERY
 TOBIAS, HARRY JAMES
 UNDERWOOD, RONALD JAMES
 WELCH, MICHAEL FITZGERALD
 WILCZYNSKI, SHAWN GUNTHER
 WOMACK, DREW PARKER
 ZEITZ, PAUL LEE

IC3(SS)
 MM3(SS)
 MM2(SS)
 MM1(SS)
 MSSN(SS)
 FTG1(SS)
 ET3(SS)
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 MM2(SS)
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 QM3(SS)
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MUSIC

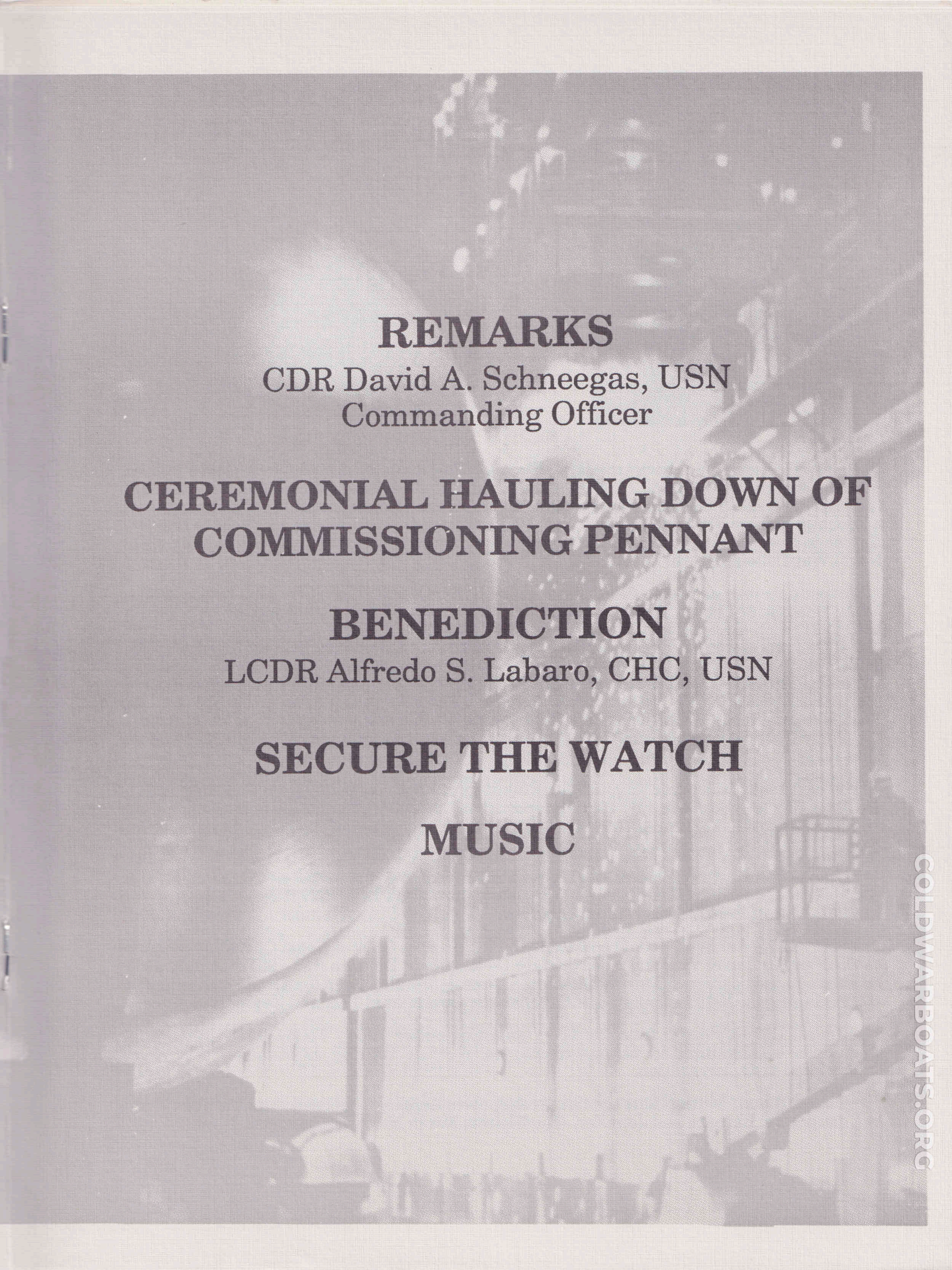
ARRIVAL HONORS

NATIONAL ANTHEM

INVOCATION
LCDR Alfredo S. Labaro, CHC, USN

WELCOMING REMARKS
Captain William L. Norris, USN
Commander Submarine Squadron THREE

PRINCIPAL ADDRESS
Rear Admiral Robert H. Blount, USN, Ret.
First Commanding Officer, USS PERMIT



REMARKS

CDR David A. Schneegas, USN
Commanding Officer

CEREMONIAL HAULING DOWN OF COMMISSIONING PENNANT

BENEDICTION

LCDR Alfredo S. Labaro, CHC, USN

SECURE THE WATCH

MUSIC



REAR ADMIRAL ROBERT H. BLOUNT

**UNITED STATES NAVY
(RETIRED)**

PRINCIPAL SPEAKER

**FIRST
COMMANDING OFFICER
USS PERMIT (SSN 594)**

Robert H. Blount was born in Miami, Florida. He graduated from high school in Deland, Florida, where he attended Stetson University. He attended Rensselaer Polytechnical Institute, Troy, New York, and was graduated from Massachusetts Institute of Technology with a Bachelor Science Electrical Engineering Degree. Rear Admiral Blount also holds a Master's Degree in Systems Engineering from George Washington University and is a graduate of the Naval War College, Newport, RI .

Following a tour as Electronics Officer in the USS ROCHESTER (CA - 124) he reported to Naval Submarine School, New London, Connecticut in June 1949. Subsequently he served in USS CUTLASS (SS - 481), USS TIRANTE (SS - 420), USS TUNNY (SSG - 282), USS CUSK (SS - 384), and assumed command of the Regulus Missile Submarine USS BARBERO (SSG - 317) in July 1959. From May 1961 to May 1962 he attended the Prospective Commanding Officer course in the Naval Reactor Branch Atomic Energy Commission. He then commissioned the USS PERMIT (SSN - 594) as Commanding Officer and was in command when the USS PERMIT conducted the first series of submarine SUBROC missile firings. After instruction at the Guided Missile School, Dam Neck, Virginia, he assumed command of the Blue Crew of the USS PATRICK HENRY (SSBN - 599) in 1964.

His next tour of duty was with the Joint Continental Defense Integration Planning Staff of the Joint Chiefs of Staff. In July 1970 he reported as Chief of Staff and Aide to the Commander Submarine Flotilla SIX and in January 1972 assumed command of the Naval Station, Naval Base, Charleston, South Carolina.

Admiral Blount was promoted to Flag rank in May 1973 and reported as Commander, U.S. Naval Forces, Southern Command and Commandant of the FIFTEENTH Naval District with headquarters at Fort Amador, Canal Zone.

In May 1975, Admiral Blount reported to the Office of the Chief of Naval Operations to serve as Director, Undersea and Strategic Warfare Development Division (OP - 981). In July 1977, he assumed the position of Deputy Director, Research, Development, Test and Evaluation (OP - 098). In August 1978 he reported as Commander Operational Test and Evaluation Force.

Admiral Blount retired from the Navy on 1 September 1982. Following retirement, he worked as a consultant to various companies, recently retiring as Manager of Virginia Operations, EDO Corporation.

Admiral Blount is married to the former Jeannette Barclay of Moberly, Missouri; they have two daughters, Barbara and Jennifer. The Blounts live in Norfolk, Virginia.



CAPTAIN WILLIAM LELAND NORRIS

UNITED STATES NAVY

**COMMANDER
SUBMARINE SQUADRON
THREE**

A native of Oskaloosa, Iowa, Captain Norris graduated from the Naval Academy in 1967 with a major in Mechanical Engineering. Selected for the Immediate Graduate Education Program, he attended the University of Illinois, graduating with a Master's Degree in Nuclear Engineering in 1968. He then commenced nuclear submarine training, attending Nuclear Power School in Bainbridge, Maryland, Nuclear Prototype in Windsor, Connecticut, and Submarine School in Groton, Connecticut.

In February 1970, he reported to USS FRANCIS SCOTT KEY (SSBN 657)(BLUE) where he served as an Engineering Division Officer until February 1972. After attending the Submarine Officer's Advanced Course, he served as Weapons Officer of USS GREENLING (SSN 614) until October 1974. He then reported to the Office of Chief of Naval Operations for a two year tour as Personal and Administrative Aide to the Deputy Chief of Naval Operations (Submarine Warfare). In December 1976, he reported as Engineer Officer of USS RICHARD B. RUSSELL (SSN 687) and served there until May 1980. Captain Norris reported as Prospective Executive Officer of the USS BALTIMORE (SSN 704) Precommissioning Unit when the crew was formed in July 1980 and was the ship's commissioning Executive Officer. Detached in December 1982, he began the Prospective Commanding Officer Course.

Captain Norris served as Commanding Officer, USS MEMPHIS (SSN 691) from July 1983 to March 1987. During his tour the ship was twice deployed overseas and conducted its first major overhaul. He then served briefly as Deputy Commander, Submarine Squadron EIGHT before reporting as Deputy Director Submarine and Nuclear Power Division, Naval Military Personnel Command, where he was from June 1987 to June 1989. Captain Norris relieved as Commander Submarine Squadron Three on 1 August 1989.

Captain Norris is authorized to wear the Legion of Merit, Meritorious Service Medal with one Gold Star, Navy Commendation Medal with one Gold Star, Navy Unit Commendation, Meritorious Unit Commendation with one Bronze Star, Navy Expeditionary Medal, National Defense Service Medal, and the Sea Service Deployment Ribbon with two Bronze Stars.

Captain Norris is married to the former Carolyn Van Houweling of Oskaloosa, Iowa. They have three sons, Christian, Scott, and Joseph.



COMMANDER DAVID A. SCHNEEGAS

**COMMANDER OFFICER
UNITED STATES SHIP
PERMIT (SSN 594)**

Commander David A. Schneegas, a native of Chicago, Illinois, graduated with distinction from the U.S. Naval Academy in 1972, after which he attended the U.S. Naval Nuclear Power School at Bainbridge, Maryland, the S3G Prototype at West Milton, New York and the U.S. Naval Submarine School at Groton, Connecticut.

In October 1973, he reported to USS SKATE (SSN 578) where he served as Reactor Control Assistant, Main Propulsion Assistant and Supply Officer. During his tour on USS SKATE (SSN 578), the command conducted a Mediterranean deployment and a UNITAS deployment to South America. While assigned to USS SKATE (SSN 578), he completed qualification in submarines and qualification for assignment as Engineering Officer of a nuclear submarine.

In June 1976, he reported to the Precommissioning Unit, USS GROTON (SSN 694), where he served as the Reactor Controls Assistant for the Propulsion Plant Test Program, then he served at the U.S. Naval Nuclear Power School at Orlando, Florida, as an instructor in Chemistry, Radiological Controls and Materials.

After completing strategic navigation training at TRIDENT Training Facility at Bangor, Washington, and propulsion plant training at the S8G prototype, he served as Precommissioning Unit, USS FLORIDA (SSBN 728), Navigator and Operations Officer from June 1980 to January 1983. During that time he also served as Executive Officer of USS THOMAS JEFFERSON (SSN 618) as that command participated in a UNITAS deployment to South America.

He then attended Naval Postgraduate School at Monterey, California, where he was awarded a Master of Arts Degree with distinction in National Security Affairs with majors in Technical Intelligence and in Strategic Planning.

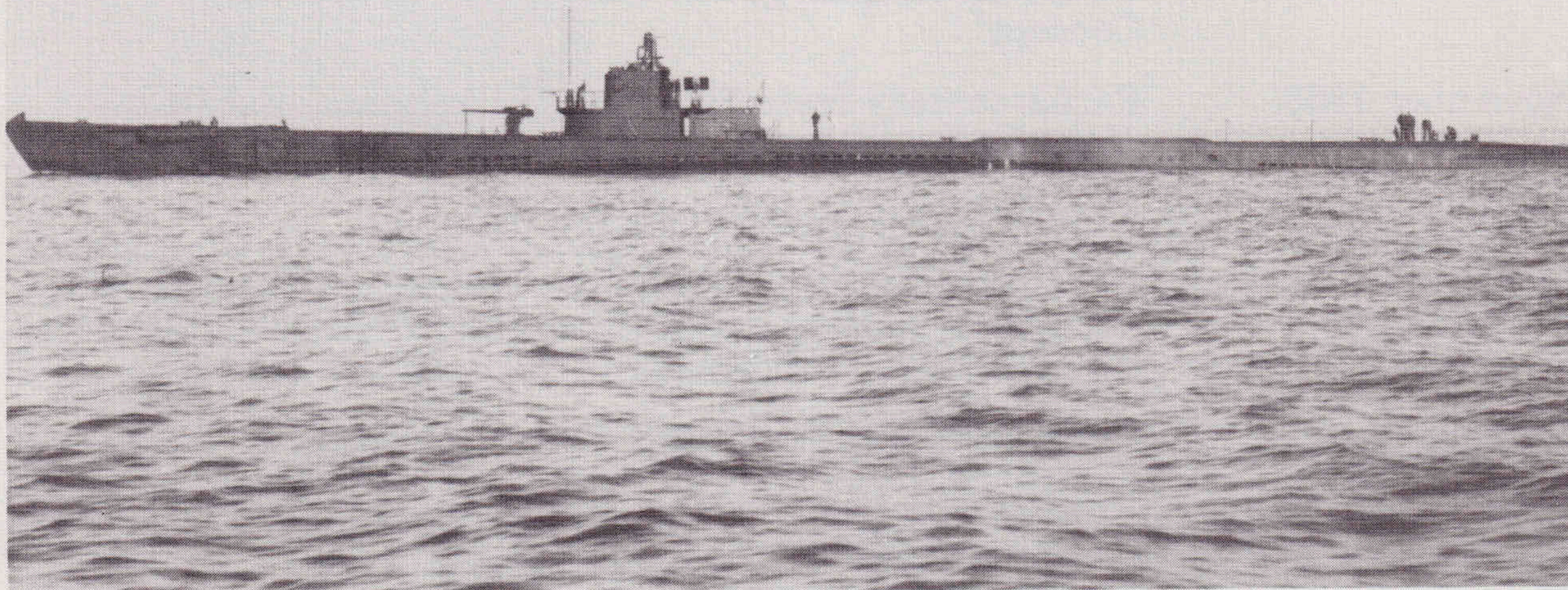
Commander Schneegas then reported to Navy Operational Intelligence Command where he served as a division head in Submarine Warfare Operations Research Department. He then reported to USS MICHIGAN (SSBN 727)(BLUE), serving as Executive Officer from October 1986 to September 1988.

He has been awarded the Meritorious Service Medal with a Gold Star and the Navy Commendation Medal with a Gold Star.

Commander Schneegas is married to the former Eileen Pamela Craddock of Cocoa Beach, Florida.

PERMIT HIGHLIGHTS

29 May 1962	PERMIT Commissioned at Mare Island Naval Shipyard, Vallejo, California
28 March 1963	First Submarine to launch a SUBROC rocket propelled depth charge
6 June 1963	Presidential Naval Demonstration
17 December 1963	Secretary of the Navy Demonstration
July 1966	Awarded Navy Unit Commendation
1 February 1967	First ship to undergo the "Submarine Short Overhaul Concept"
27 November 1968	Parliamentary State Secretary of the Minister of Defense of the Federal Republic of Germany visit
March 1969	Awarded Navy Unit Commendation
10 April 1969	Demonstration cruise for Senator Margaret Chase Smith and nine flag and general officers of the Navy and Air Force, extensive television coverage
1 July 1969	Changed homeport to Pearl Harbor, Hawaii
7 January 1971	Homeport changed to Mare Island Naval Shipyard for first refueling overhaul
16 March 1973	Homeport changed to San Diego
6 June 1974	First nuclear powered ship to visit Japan after Japan closed her ports to nuclear vessels
20 November 1974	First submarine to launch a HARPOON missile
9 July 1975	Awarded Battle Efficiency "E" for overall excellence and Engineering "E" for engineering excellence
1980	Awarded Meritorious Unit Commendation
October 1981	Awarded Battle Efficiency "E" for overall combat excellence
June 1982	Awarded Navy Unit Commendation
October 1982	Awarded Battle Efficiency "E" for overall combat excellence
January 1983	Second refueling overhaul, Mare Island Naval Shipyard
February 1986	First submarine to upkeep in Adak, Alaska since World War II
August 1987	Awarded Meritorious Unit Commendation
April 1990	Motion Picture "The Hunt For Red October" filmed using PERMIT
June 1990	First submarine to visit Ketchikan, Alaska
August 1990	Submarine Force representative to Seattle, Washington Seafair Celebration



The first PERMIT (SS 178) was built by Electric Boat Company of Groton, Connecticut. Her keel was laid 6 June 1935 and she was launched 5 October 1936. USS PERMIT was commissioned at the U.S. Navy Submarine Base, New London, Connecticut, on 17 March 1937, with Lieutenant Charles O. Humphrey, USN, in command.

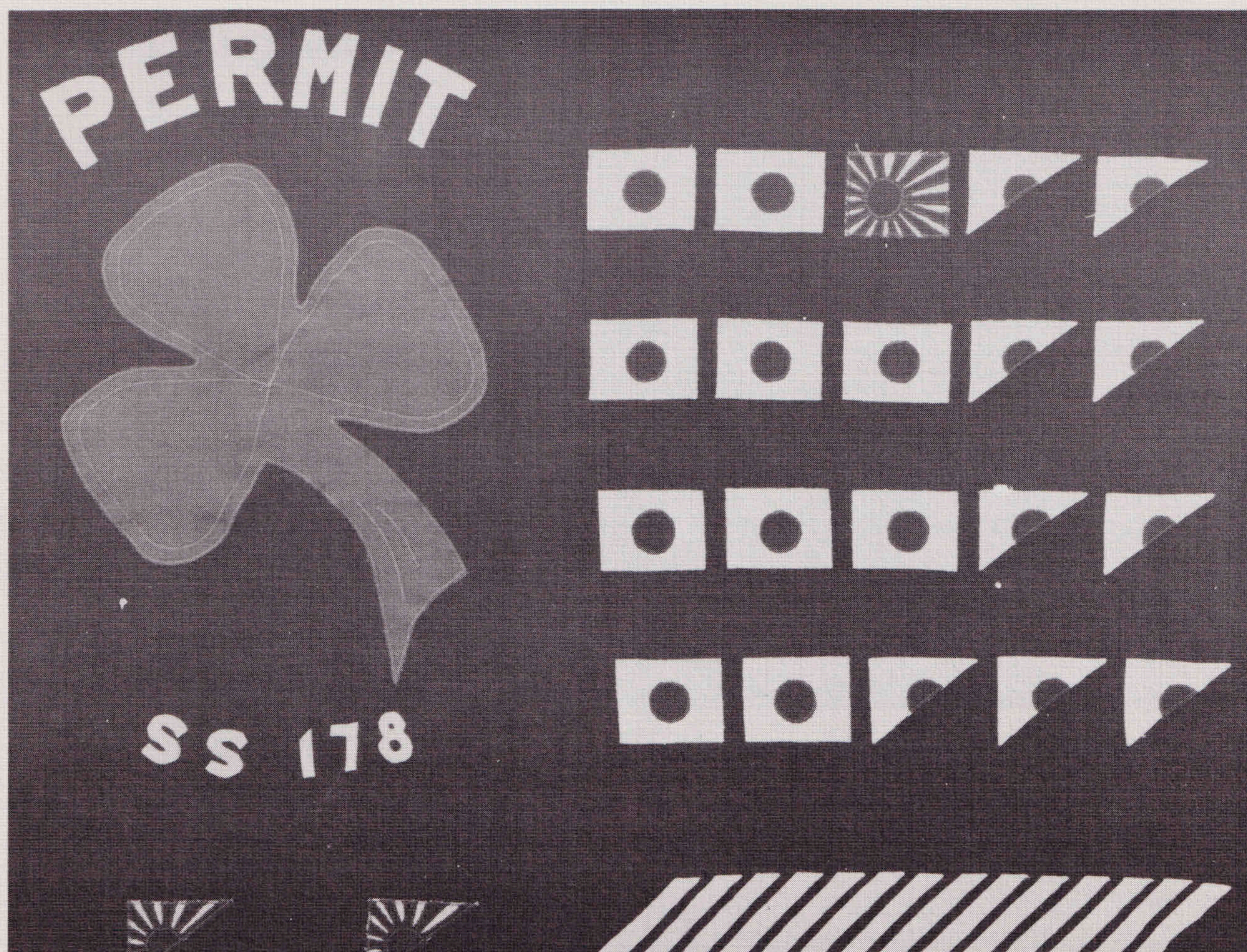
After initial fitting out and a three month shakedown training cruise which included visits to Guantanamo Bay, Cuba; Trinidad; the Canal Zone; Halifax, Nova Scotia; Quebec and Montreal, Canada, PERMIT completed a post shakedown overhaul and departed for the Pacific Ocean on 29 November 1937. PERMIT was based out of San Diego, California until assigned to the U.S. Asiatic Fleet reporting to Manila, Philippines Islands on 1 December 1939.

PERMIT was moored in Manila Harbor when the Japanese attacked Pearl Harbor on 8 December (7 December in Hawaii). Within hours, PERMIT got underway and avoided the heavy bombing of the city of Manila. PERMIT was in the war from the beginning, commencing her first war patrol within hours of the start of the war. PERMIT's 14 war patrols took her throughout the Pacific, from Dutch Harbor, Alaska to Fremantle, Australia and many of the Japanese held islands including Truk, Midway, Palau and Guam. Highlights of her patrols included evacuating members of the Commander in Chief, Asiatic Fleet staff (including 40 codebreakers) from the Philippines to Java, the rescue of a PT boat crew, the resupply of the defenders of Corregidor and the reconnaissance of several Japanese controlled islands.

In July 1943 PERMIT was one of three submarines to make the first ever penetration into the Sea of Japan. That body of water had, until then, been safe behind the land barrier of Japan and was filled with shipping traffic carrying raw materials from Manchuria and Korea to Japanese war plants. During the 96 hour raid, a large number of ships were sunk or severely damaged, proving American submarines could successfully invade the Sea of Japan.

PERMIT completed her fourteenth and last war patrol on 11 November 1944, earning Ten Battle Stars, the Navy Unit Commendation (tenth war patrol), and the Philippine Republic Presidential Unit Citation Badge. She had sunk over fourteen thousand tons of enemy shipping.

From 2 January 1945 to November 1945 PERMIT served as a training platform in Pearl Harbor, Hawaii and later at Submarine School in New London, Connecticut. PERMIT was decommissioned in the Boston Navy Yard on 15 November 1945. She remained in reserve until stricken from the Navy List on 26 July 1956.



USS PERMIT (SS - 178)

Keel Laid: 6 June 1935
Launched: 5 October 1936

Commissioned: 17 March 1937
Decommissioned: 15 November 1945

Length: 300'
Beam: 25'
Draft: 13'10"

Speed: 19 KTS (Surfaced)
9KTS (Submerged)
Test: Depth 250'

Weapons

6 Torpedo Tubes
2 .50 CAL Guns
1 3" .50 CAL Gun
4 .30 CAL Guns

Complement

5 Officers
45 Enlisted

War Patrols: 14

Battle Stars: 10

Tonnage Sunk

14101 tons of enemy shipping

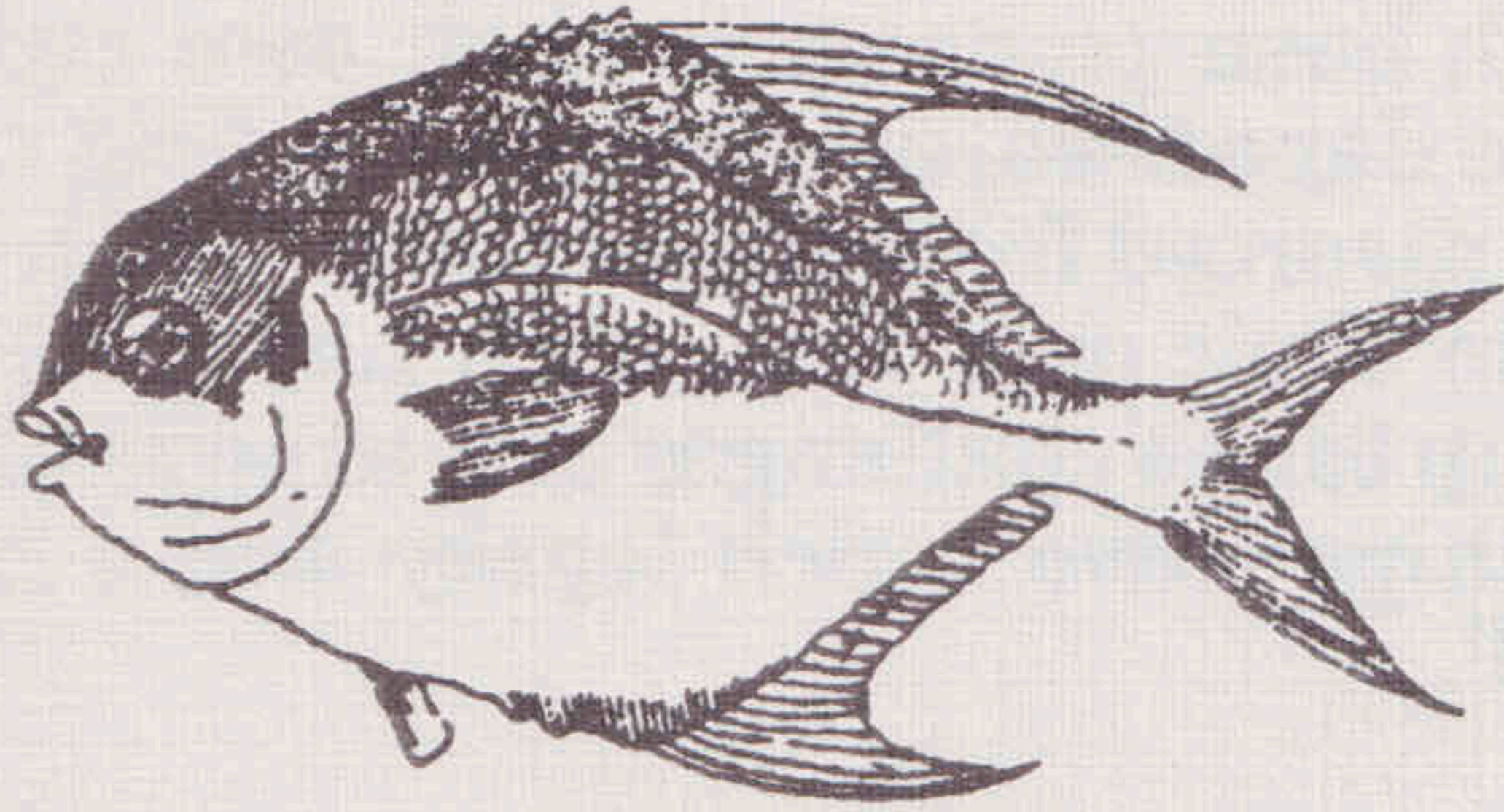
Awarded

Navy Unit Commendation
Phillipine Republic Presidential
Unit Citation

COMMANDING OFFICERS

Lieutenant Charles O. Humphreys, USN	17 Mar 1937 - 10 May 1939
Lieutenant Commander Adrian M. Hurst, USN	10 May 1939 - 14 Feb 1942
Lieutenant Commander Wreford G. Chapple, USN	14 Feb 1942 - 4 Aug 1943
Lieutenant Commander Carter L. Bennett, USN	4 Aug 1943 - 20 Mar 1944
Lieutenant Commander Donald L. Scherer, USN	20 Mar 1944 - 24 Dec 1944
Lieutenant Commander Herbert I. Mandel, USN	24 Dec 1944 - 2 Nov 1945
Lieutenant Stanley J. Bednarczyk, USNR	2 Nov 1945 - 15 Nov 1945

PERMIT'S NAME

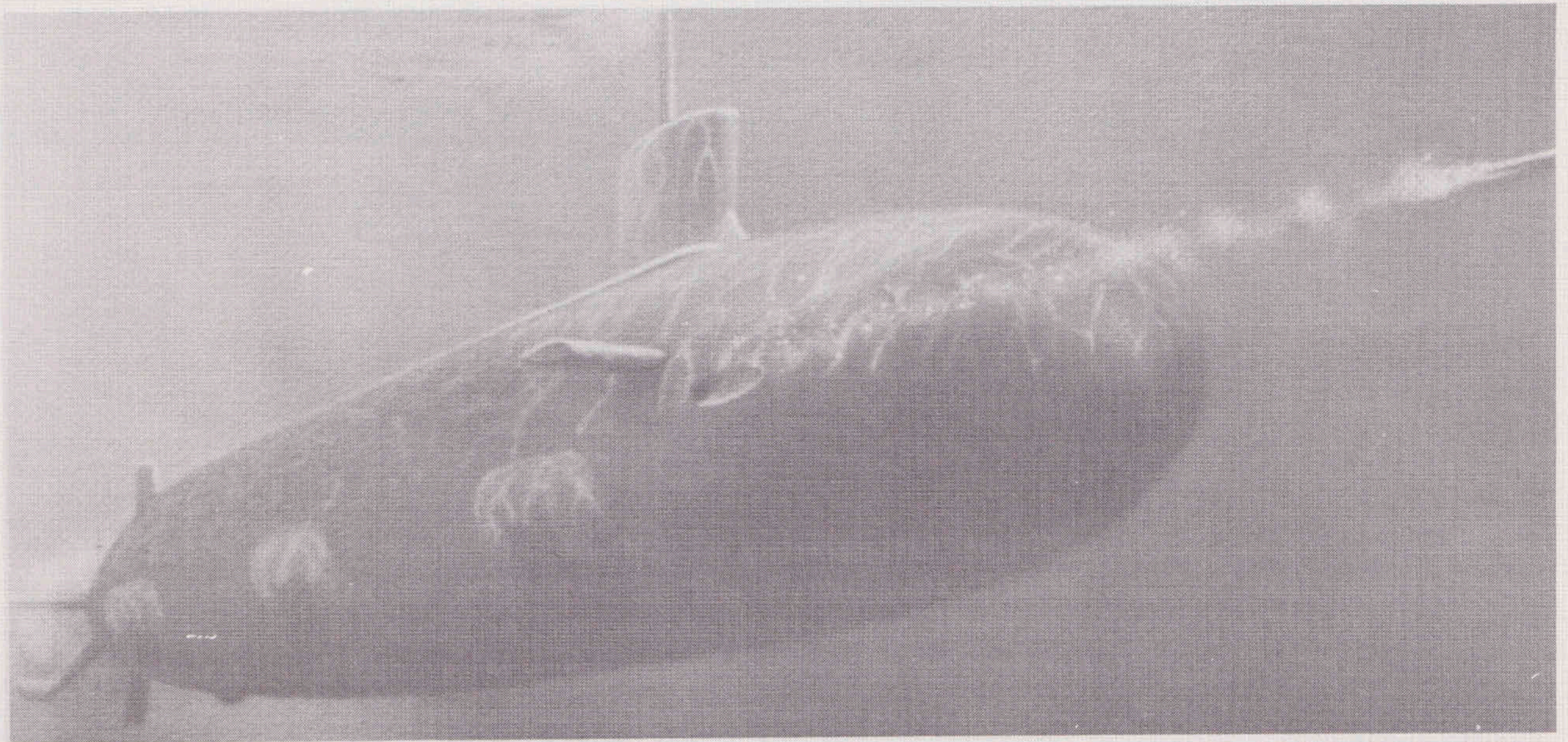


Permit (*Trachinotus Falcatus*)

The permit is a member of the Pompano family which ranges from North Carolina to Brazil. It reaches a length of about 18 inches and a weight of about 2 pounds. The permit has a small, horizontal mouth beneath a blunt, rounded snout. The pectoral fins are short, and as in the caranx, the anal fin is a little shorter than the soft dorsal above it. The very small spinous dorsal fin is reduced to isolated rudimentary spines in the adult.

The permit has a deep thin body, is toothless when adult, and is covered with small scales with a blue, silver or golden luster. It is perhaps the most delicious of the Pompanos, and one of the most costly food fishes of the United States.

THE FUTURE PERMIT ?



The tradition of naming submarines after fish returns with the United States newest attack submarine, the SSN-21 SEAWOLF class. The SSN-21 and her sister ships will be the attack submarines of the 21st century. They will be the fastest, deepest diving and most heavily armed submarines ever built by the United States. One of these new submarines could carry on the proud heritage of long and faithful service established by her predecessors SS-178 and SSN-594 and be named PERMIT.

Despite significant differences, the USS PERMIT (SSN 594) has much in common with her distinguished ancestor. They have each been pioneers in their own right - one of the first submarines to take the war to the Japanese, and one of the first true submarine warships, capable of operating totally divorced from the surface. Each has been well - constructed and well - crewed and, in their own way, each has gone "in harm's way". USS PERMIT (SSN 594) has lived up to the challenges and expectations established by her namesake, SS - 178. Both ships leave a rich legacy and a high standard for the next submarine named PERMIT.

