Decommissioning Ceremony

Puget Sound Naval Shipyard
12 June 1992
THE COMMISSION PENNANT

At the moment the commission 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 at peace or at war.

The commission pennant has for centuries been the symbol of a man-of-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 his 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 commission pennant to symbolize the original horsewhip as the distinctive symbol of a ship of war.

The modern U.S. Navy commission pennant is blue at the hoist with a union of seven white stars, and horizontal red and white stripe at the fly.

When decommissioned, the ship's colors and commission pennant are hauled down and the watches secured. The solemn ceremony where the commission pennant, ensign and jack are hauled down for the last time is a dedication to the operational success of the ship and the men who sailed her.
INACTIVATION CREW
OFFICERS

CDR SIEGFRIED L. SHALLES ........................................... COMMANING OFFICER
LCDR RONALD L. MILLER ............................................. EXECUTIVE OFFICER
LCDR GREGORY W. SCHWENK ....................................... ENGINEERING OFFICER
LT EDWARD A. DEMPSTER ........................................... SUPPLY OFFICER
LT MICHAEL E. DOYLE ................................................ FORWARD DEPARTMENT HEAD
LT MICHAEL GABBAY ................................................ COMMUNICATIONS OFFICER
LT MARCUS E. HARRINGTON ......................................... REACTOR CONTROLS ASSISTANT
LT KENNETH J. KRISTENSEN .................................. CHEM/RADCON ASSISTANT
LT JOSEPH W. MAGALOTTI ............................................. DAMAGE CONTROL ASSISTANT
LT JAY S. MILLER ......................................................... MAIN PROPULSION ASSISTANT
LT DAVIS B. REEDER .................................................... TM/FTG DIVISION OFFICER
LT BRIAN S. RUSSELL .................................................. ASST. FORWARD DEPARTMENT HEAD
LT LIONEL J. SLEEPER ................................................. ASSISTANT ENGINEER

CHIEF PETTY OFFICERS

MMC(SS) PIERRE R. MESSIER ........................................... CHIEF OF THE BOAT

EMC(SS) JAMES A. BUSSEN ....................................... SKC(SS) RAYMOND A. MILLER
HMC(SS) LEONARDO DELOSSANTOS ................................ MMC(SS) JEFFREY R. NORRIS
MMC(SS) DAVID EDWARDS ........................................... YNC(SS) STEVEN D. PAINTER
MMC(SS) DONALD J. KONZ ............................................ ETC(SS) NIGEL A. SEALY
MMCS(SS) WILLIAM P. LAMBING III ....................... FTCS(SS) ROBERT P. STIECH

ENLISTED

MM2(SS) KEVIN E. ALDERMAN ........................................ QM2(SS) RUSSELL S. MASON
MM2(SS) JEFFERY A. ATCHLEY ....................................... ET2(SS) TOBIN K. MCBRIDE
MM2(SS) FRANCIS E. BAGBY .......................................... QM3(SS) WILLIAM M. MCNEIL
SK2(SS) GREGORY A. BARKER ....................................... EM3(SS) MARK D. MILLER
TM1(SS) FREDDIE D. BINGHAM ................................... SK3(SS) MICHAEL L. MURPHY
RM2(SS) ARTHUR J. BOUDREAU .................................... IC2(SS) ERIC E. NEFFLEN
MM1(SS) KIE R. BROWN .................................................. YN3(SS) JASON P. NELSON
MM3(SS) RAYMOND C. CORDERO .................................... EM1(SS) CRAIG R. NEUMANN
MS3(SS) MARK E. DAVIS ................................................ EM1(SS) LARRY G. POWELSON
MM1(SS) PETER E. DELEON ........................................... MT3(SS) SHANE C. PUTNAM
ET2(SS) WILLIAM J. DOMPIERRE .................................. FTG1(SS) DANIEL W. REIHL
STS3(SS) PHILLIP S. ECKSTROM .................................... STS3(SS) MATTHEW A. SALO
ET3(SS) ROGER A. EVANICK .......................................... EM2(SS) WILLIAM L. SANTOS
MM2(SS) DANIEL H. FISHER ........................................... RM2(SS) CARL E. SCHLITT
YN3(SS) HECTOR GARCIA ............................................... ET1(SS) ROBERT J. SEMRAU JR
EM2(SS) BRIAN H. GARRIS ........................................... MM3(SS) LEWIS C. SIMONS
MM1(SS) RAYMOND J. GLASS ........................................ ET1(SS) JACOB R. SMITH
TM3(SS) DANIEL J. HOLZWARTH JR ................................... TM3(SS) AARON B. SMITH
MM2(SS) DARYN A. JIMISON ........................................... MM3(SS) CHRISTOPHER L. SNOW
EM1(SS) CHRISTOPHER A. JONES ..................................... MM2(SS) DAVID B. SNYDER
FTG1(SS) KENNETH M. KLAG ........................................ STS2(SS) JASON M. STACCIO
MM1(SS) DANIEL J. KRAWCZAK II ................................ MT3(SS) STEVEN K. THOMAS
MM3(SS) WILLIAM C. LAWSON ....................................... ET2(SS) BRADLEY T. VANNESTE
ET1(SS) JOHN F. LONERGAN ........................................... YN3(SS) MICHAEL D. WASILJOV
MS2(SS) DOUGLAS R. MAGUIRE ......................................
The Insigne of
USS U.S. GRANT (SSBN 631)

The insigne is composed of features representing both the ship itself and the man for whom the ship is named. The thirteen red and white stripes in the furls and the shield represent the thirteen original states, while the twenty-three stars in the border represent the additional states in the Union at the conclusion of the War between the States. The eagle is symbolic of the Nation, Presidency and Federal Government.

Four stars are located in the upper portion of the shield to commemorate General Grant's appointment to the newly created four-star rank of General of the Armies in July, 1886.

The background colors of blue and gold, normally shown, represent the two crews which will alternately man the ship. The outline of the insigné and the lettering of the ship's name are reminiscent of a style frequently associated with the era of the eighteen sixties.