

Inactivation Ceremony



*USS Narwhal
SSN 671*

*Pier eleven
United States Naval Station
Norfolk, Virginia*

1100, January 16, 1999

Following 30 years of proud naval service

“WHEN EXPERIENCE COUNTS – SSN 671”

Commanding Officer's Welcome



On behalf of the present crew of USS NARWHAL, I extend a warm and heartfelt welcome to all of NARWHAL's faithful crew, her supporters and honored guests. Today we celebrate the culmination of thirty years of distinguished service in the defense of our nation. We are proud of NARWHAL's superior reputation, her remarkable performance record, and many accomplishments.

This ceremony is a tribute to the ship and her crew, past and present, as she prepares for decommissioning. Today, the ship's colors and commissioning pennant will be lowered and the watches secured as part of this ceremony. These solemn proceedings are a salute to the success of the ship and to all the men who sailed her. We are glad you could join us to witness this historic event. Fair winds and following seas.

*Mark W. Bock
Commander, United States Navy
Commanding Officer
USS NARWHAL (SSN 671)*

USS NARWHAL Vital Statistics



The USS NARWHAL (SSN 671) was built by Electric Boat Division, General Dynamics Corporation. The keel was laid on 17 January 1966 and she was launched on 9 September 1967 at Groton, Connecticut. NARWHAL was commissioned on 12 July 1969 and is the third United States Submarine to bear the name.

Length.....	314 feet
Beam.....	33 feet
Displacement (submerged).....	5800 tons
Draft.....	27 feet
Submerged speed.....	Greater than 20 knots
Depth.....	Greater than 800 feet
Compliment.....	14 Officers
	14 Chiefs
	105 men
Armament.....	Four 21-inch torpedo tubes
	MK-48 Torpedoes
	Submarine Launched Mines

USS NARWHAL's hull number, SSN 671, is exactly 100 numbers after the first nuclear powered submarine--USS NAUTILUS (SSN 571). The keel was laid on the NAUTILUS' eleventh anniversary. Congressman Chet Holyfield of California, then Chairman of the Joint Committee on Atomic Energy, welded his initials on the keel.

NARWHAL is a prototype submarine which used new engineering technology and several new generation components. NARWHAL advanced the submarine development program, laying important groundwork for the Los Angeles Class attack submarine and the Ohio Class Trident submarines and successfully testing innovative theories. She is a one-ship class.

NARWHAL is a high speed, nuclear-powered attack submarine designed for hunting, attacking and destroying hostile submarines and surface ships at long distances from deep depths. She is designed for extremely quiet operation to maximize the SONAR surveillance and Fire Control ranging potential of the ship's integrated combat systems. The ship is capable of employing cruise missiles, anti-submarine torpedoes and other underwater weapons.

History of USS NARWHAL

NARWHAL'S HERITAGE



The first USS NARWHAL (SS-17) was built by the Fore River Shipbuilding Company of Quincy, Massachusetts. The keel was laid on 16 April 1908, and she was launched on 8 April 1909. NARWHAL was commissioned on 23 November 1909. Her second commanding Officer was LT Chester A. Nimitz, eventually the Pacific Fleet Commander during World War II. The ship was renamed D-1 on 17 November 1911. As one of the pioneer submarines, she worked extensively on operations, experiments and torpedo deployment. During World War I, NARWHAL trained submarine crews and officers. She was decommissioned at Philadelphia Navy Yard on 8 February 1922. The Hull was sold for scrap on 9 June 1922.

Length.....	134 feet
Beam.....	13 feet, 11 inches
Displacement	288 tons
Draft	11 feet, 8 inches
Submerged displacement	337 tons
Design surfaced speed	13 knots
Design submerged speed	9.5 knots
Design depths	200 feet
Complement	1 officer, 14 men
Armament	four 18-inch tubes, four torpedoes

History of USS NARWHAL



USS NARWHAL (SS-167) was built at Portsmouth Navy Shipyard, now located in Kittery, Maine. The keel was laid on 10 May 1927, and the ship was launched on 17 December 1929. Commissioned USS V-5 on 15 May 1930, she was renamed NARWHAL on 19 February 1931. The ship was in overhaul in Pearl Harbor on 7 December 1941, and was attributed with the downing of several Japanese aircraft. NARWHAL was undamaged in the Japanese attack and subsequently made fifteen war patrols, receiving fifteen battle stars and the Philippine Republic Presidential Unit Citation. Decommissioned on 23 April 1945, the hull was subsequently sold for scrap.

Length.....	371 feet
Beam	33 feet, 3 inches
Displacement	2,730 tons
Draft	15 feet, 9 inches
Submerged Displacement	3,960 tons
Design surfaced speed	17 knots
Design submerged speed.....	8 knots
Design depth.....	300 feet
Complement	8 officers, 80 men
Armament	ten 21-inch torpedo tubes
	Two 6-inch .53 caliber guns
	Two .30 caliber machine guns



History of USS NARWHAL



USS NARWHAL, SSN 671, was commissioned on July 12, 1969, under the command of Commander Willis A. Matson II, USN. The ship was initially assigned to Submarine Detachment TWO at New London, Connecticut.

The ship first deployed in July 1970, and visited Holy Loch and Faslane, Scotland. NARWHAL again deployed in March 1971, followed by a visit to Bremerhaven, Germany. The ship was awarded the Meritorious Unit Commendation for these operations.

On July 1, 1971, NARWHAL was reassigned to Submarine Squadron TWO in New London, Connecticut. Commander Edward S. Kellogg III, USN, relieved as Commanding Officer on July 9, 1971.

NARWHAL completed two extended deployments in 1972, which included visits again to Holy Loch and Faslane, Scotland. During this year, NARWHAL won her first Battle Efficiency "E" for Submarine Division TWENTY-THREE.

NARWHAL conducted two more extended deployments in 1973, and visited Rosyth, Scotland. The ship was awarded the Navy Unit Commendation for these operations. This same year, the ship was awarded the Edward F. Ney Memorial Award for Food Service Excellence as Best Small Mess (Afloat), the first time in the award's fifteen year history that it had been won by a Submarine.

A regular overhaul was completed at Electric Boat Shipyard in Groton, CT, from February 1974 to March 1975. Commander Michael A. Colley, USN, relieved as Commanding Officer on April 5, 1975.

In 1975 and 1976, NARWHAL deployed with the U. S. SIXTH FLEET in the Mediterranean Sea and included visits to Naples and Taranto, Italy. The ship was awarded the Battle Efficiency "E" and the Anti-Submarine Warfare Gold "A" award for Submarine Squadron TWO in 1976.

History of USS NARWHAL

NARWHAL deployed again in early 1977 and was awarded a second Meritorious Unit Commendation for this operation. Commander Donald M. Olsen, USN, relieved as Commanding Officer on August 27, 1977. NARWHAL earned the Battle Efficiency "E" and Anti-Submarine Warfare Gold "A" award for Submarine Squadron TWO again in 1977.

In 1978, NARWHAL deployed with the U. S. SIXTH FLEET in the Mediterranean and visited the ports of Naples, La Spezia, and LaMaddalena, Italy.

An extended deployment in early 1979 was followed by port visits to Holy Loch, Scotland, and Rotterdam, The Netherlands. NARWHAL was awarded a third Meritorious Unit Commendation for the operation. The ship also earned her fourth Battle Efficiency "E" and the Engineering Red "E" award for Submarine Squadron TWO for this year. A port visit to Bermuda came just before reporting to her new homeport in Charleston, South Carolina, having been reassigned to Submarine Squadron FOUR in November 1979.

In November 1982, NARWHAL again deployed with the U. S. SIXTH FLEET in the Mediterranean and visited the ports of Toulon, France, Naples, and LaMaddalena, Italy.

In 1984, NARWHAL won her fifth Battle Efficiency "E" and the Engineering Red "E" award for Submarine Squadron FOUR. In September 1984, NARWHAL conducted an extended deployment, returning to Charleston, South Carolina in December 1985. Commander Malcolm I. Fages, USN, relieved as the fifth Commanding Officer on January 19, 1985.

In September 1986, NARWHAL departed on yet another deployment, which included port visits to Portsmouth, England and Brest, France. The ship returned to Charleston, South Carolina in April 1987. Commander Daniel L. Whitford, USN, relieved as Commanding Officer on October 24, 1987.

During 1988, NARWHAL participated in FLEETEX 1-88 and operated with Standing Naval Forces, Atlantic, prior to conducting a two-month Selected Restricted Availability from March to May. In the summer, the ship participated in NATO exercise TEAMWORK '88 and completed port visits to Haakonsværn, Norway and Faslane, Scotland.

In early 1989, NARWHAL deployed to the Mediterranean Sea as part of the U.S. SIXTH FLEET for the fourth time, her fourteenth deployment, and returned to Charleston, South Carolina in July following highly successful operations and port visits to Naples and LaMaddalena, Italy, Toulon, France, and Gibraltar, U.K. During the year, NARWHAL won the Supply Blue "E" award for Submarine Squadron FOUR.

History of USS NARWHAL

The ship began an overhaul at Charleston Naval Shipyard in October 1989. Commander Gary H. Graupmann, USN, relieved as Commanding Officer on May 4, 1990. A thirty-six month refueling and installation of a state-of-the-art SONAR system was successfully completed. After overhaul, Commander Horatio A. Lincoln, USN, relieved as Commanding Officer on November 20, 1992.

Following post overhaul inspections and certification, NARWHAL conducted another Mediterranean Sea deployment as part of the U.S. SIXTH FLEET from February to August 1994, and visited the ports of Gibraltar, U.K, Antalys, Turkey, Toulon, France, Naples and LaMaddalena, Italy, and Haifa, Israel. During the year, NARWHAL won the CINCLANTFLT Golden Anchor Award for excellence in Quality of Life Programs, the Commander, Submarine Squadron FOUR Supply Blue "E", the Medical Yellow "M", and was a finalist for the Edward F. Ney Memorial Award for Food Service Excellence.

In October 1994, NARWHAL was reassigned to Submarine Squadron SIX, homeported in Norfolk, Virginia. In January 1995, the ship was awarded her sixth Battle Efficiency "E" and the Deck Seamanship White "D" for Submarine Squadron FOUR.

During 1995, NARWHAL conducted local operations in support of Fleet Training Exercises. On September 8, 1995, Commander Jerry S. Davidson, USN, relieved as Commanding Officer. NARWHAL then entered a Selected Restricted Availability at Norfolk Naval Shipyard in Portsmouth, Virginia, from September to December 1995.

NARWHAL participated in UNITAS 37-96 completing a four-month deployment, her sixteenth, which included circumnavigation of South America. In November 1996, NARWHAL transited the Panama Canal.

In 1998, NARWHAL was awarded her second CINCLANTFLT Golden Anchor Award for Excellence in Retention programs including Quality of Life. She also received Submarine Squadron SIX's Blue "E" for Best Supply Organization, Red and Green Navigation "N" for Navigation Excellence and the Red "DC" for Excellence in Damage Control, the White Tactical "T" for Tactical Excellence and Green Communications "C" for Communications Excellence. NARWHAL also earned an Excellent evaluation on her Tactical Readiness Evaluation (TRE) and was recognized as a TRE "Top Performer."

History of USS NARWHAL

In June 1998, NARWHAL began her seventeenth and final deployment. She reported to Commander, U.S. SIXTH Fleet, in the Mediterranean Sea, for the sixth time. This deployment included port visits to Gibraltar, U.K., Souda Bay, Crete and LaMaddalena, Italy. She was cited by Commander Submarine Group EIGHT as one of the best-prepared deployers. While on deployment, NARWHAL participated in three highly successful exercises that showcased NARWHAL's talent as a Warship and Submarine Hunter. During these exercises three Aircraft Carriers, and two Fast Attack Submarines were successfully hunted and simulated destroyed by NARWHAL and her talented warfighters. NARWHAL was also tasked with supporting two highly successful NATO operations.

In early November 1998, NARWHAL returned home from her highly successful deployment with every crew member qualified to wear submarine dolphins.

NARWHAL received the Submarine Squadron SIX Engineering "E", for engineering excellence and the Tactical "T" for warfighting excellence.



Commander Mark W. Bock
Commanding Officer, USS NARWHAL, SSN 671



Commander Bock, a native of Madison, Wisconsin, graduated from the University of Wisconsin in December 1980, where he earned a Bachelor of Science Degree in Chemical Engineering. After receiving his commission via the NROTC program, he completed nuclear power training and attended Submarine School.

In July 1982, Commander Bock reported to USS PHOENIX (SSN 702) where he served as Main Propulsion Assistant, Damage Control Assistant and Weapons Officer while deploying to the Mediterranean and Indian Ocean. In 1985, he reported as NROTC Instructor at Pennsylvania State University, where he earned a Masters Degree in Industrial Engineering.

Commander Mark W. Bock

Commanding Officer, USS NARWHAL, SSN 671

Following completion of the Submarine Officer Advanced Course, Commander Bock reported for duty as Engineer Officer aboard USS HENRY CLAY (SSBN 625) (Gold Crew) where he served from June 1988 to November 1990. During his tour, he completed two strategic deterrent patrols. He next served on the staff of the Assistant Chief of Naval Operations for Undersea Warfare as the Requirements Officer for Submarine Security.

In January 1993, Commander Bock reported as the first Executive Officer of USS TOLEDO (SSN 769), completing new construction, sea trials and shakedown operations. His most recent assignment was at the U. S. Atlantic Command in Norfolk, Virginia where he served as the Deputy Chief for Special Technical Operations under the Director for Operations.

Commander Bock completed the Prospective Commanding Officer course in November 1997 and reported directly to USS NARWHAL for duty. He relieved as the Commanding Officer on December 12, 1997.

Commander Bock's personal awards include the Meritorious Service Medal, the Joint Service Commendation Medal (two awards), the Navy Commendation Medal (two awards) and the Navy Achievement Medal (two awards).

Commander Bock is married to the former Mary Wescott of Hampton, Virginia. They have three sons, Mark, Robert and James, and a baby daughter, Annie. The Bocks live in Hampton, VA.

INACTIVATION PROGRAM

★★★★★★

Arrival of the Official Party
(guests please rise)

★★★★★★

The National Anthem

★★★★★★

Invocation

Reverend Edward S. Kellogg
Captain, United States Navy, Retired
(guests please be seated)

★★★★★★

Welcoming Remarks

Commander Mark W. Bock, United States Navy
Commanding Officer

★★★★★★

Introduction of Guest Speaker

Captain William C. Ostendorff, United States Navy
Commander, Submarine Squadron SIX

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Remarks of Guest Speaker

Vice Admiral Michael C. Colley
United States Navy, Retired

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Introduction of Principal Speaker

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INACTIVATION PROGRAM

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Remarks of Principal Speaker

Rear Admiral Malcolm I. Fages, United States Navy
Director, Submarine Warfare Division,
Office of Naval Operations

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READING OF INACTIVATION ORDER

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SECURING OF THE WATCH

★★★★★

CEREMONIAL HAULING DOWN OF THE COMMISSIONING PENNANT

★★★★★

BENEDICTION

Reverend Edward S. Kellogg
Captain, United States Navy, Retired
(guests please rise)

★★★★★

DEPARTURE OF OFFICIAL PARTY

★★★★★

Reception for Guests and Crew

To be announced

★★★★★

Rear Admiral Malcolm I. Fages

Director, Submarine Warfare Division (N87)



RADM Fages is the fourth Admiral to serve on the staff of the Chief of Naval Operations as Director, Submarine Warfare Division (N87). He is the warfare requirements and resource sponsor for the Integrated Undersea Surveillance System as well as submarines.

RADM Fages commanded the Atlantic Fleet fast attack submarines as Commander Submarine Group TWO, and served as Commander Northeast Region from August 1996 to May 1998.

RADM Fages served as the Director for International Negotiations in the J-5 Directorate of the Joint Staff from June 1995 until August 1996. His portfolio included nuclear and conventional arms control issues, weapons technology control, and policy matters involving the former Soviet Union.

Rear Admiral Malcolm I. Fages

Director, Submarine Warfare Division (N87)

RADM Fages served as the Chief of Staff for the THEODORE ROOSEVELT BATTLE GROUP from July 1993 until March 1995. The tour was highlighted by deployment in the European and Central Command theaters, service as Chief of Staff for Commander Joint Task Force 120 in the Haitian operating area, and assignment as Battle Group Commander for AGILE PROVIDER, a major Force exercise.

RADM Fages has commanded USS PENNSYLVANIA (SSBN 735)(GOLD), a Trident II ballistic missile submarine; USS NARWHAL (SSN 671), a nuclear fast attack submarine; and USS BONEFISH (SS 582). He has also served as Deputy Commander for Submarine Squadron FOUR.

RADM Fages commanded the Nuclear Field "A" School from 1988 until 1991. This command provides apprentice training to all enlisted personnel entering the Navy Nuclear Propulsion Program.

Prior to command, RADM Fages served as Executive Officer aboard USS SEA DEVIL (SSN 664); as Engineer Officer aboard USS VON STEUBEN (SSBN 632)(GOLD); and in various divisional and departmental billets aboard USS GATO (SSN 615). RADM Fages was a member of the CINCPACFLT Nuclear Propulsion Examining Board and has served on the Staff of Commander, Submarine Squadron SIXTEEN.

RADM Fages' personal awards include the Defense Superior Service Medal, Legion of Merit with two Gold Stars, Meritorious Service Medal with two Gold Stars, Navy Commendation Medal with Gold Star, and various unit Commendations and service ribbons.

RADM Fages is a native of Jacksonville, Florida. He was commissioned through the NROTC program at Auburn University in 1968, graduating with a degree in Mechanical Engineering. He was awarded a Master of Political Science in 1990, graduating with highest honors from the University of Central Florida.

Vice Admiral Michael C. Colley (Retired)



Admiral Colley, a native of Wheaton, Minnesota, attended schools in Beaverton, Oregon, and graduated from the Naval Academy in 1960. In 1970, he earned a master of science degree in computer systems management at the Naval Postgraduate School.

Admiral Colley was first assigned to the destroyer USS PRITCHETT (DD561). In December 1963, following submarine school, nuclear power training at Mare Island and Idaho Falls, and special training at Westinghouse, he reported to the commissioning crew of USS JAMES MADISON (SSBN627) where he qualified in submarines. Admiral Colley then served as Chief Engineer of the Blue crew in USS CASIMIR PULASKI (SSBN633). He was Executive Officer in USS SUNFISH (SSN649) during 1970 and 1971.

On 5 April 1975, Admiral Colley took command of USS NARWHAL (SSN671) at Groton, Connecticut. NARWHAL was awarded the Meritorious Unit

Commendation and the Battle Efficiency "E" in 1976 and 1977. He later commanded the submarine tender USS PROTEUS (AS19) homeported at Apra Harbor, Guam. PROTEUS was awarded the Battle Efficiency "E" in 1981 and 1982 and made a five month Indian Ocean deployment. Admiral Colley was Commander of Submarine Squadron TWO from 1982 to 1984.

Admiral Colley's shore tours included three years on the staff of Admiral H. G. Rickover at the Division of Naval Reactors, Atomic Energy Commission, and three years as Director of Mathematics and Science at the Naval Academy.

After selection to flag rank in 1984, he was Director, Human Resource Management Division, OPNAV. In early 1985, he was assigned as Commander, Navy Recruiting Command. In 1988, he served as Deputy Assistant Chief of Naval Operations (Undersea Warfare). He was Commander, Submarine Force, U.S. Pacific Fleet, for two years, including the period of the Gulf War. Admiral Colley was assigned as Vice Director, Joint Strategic Target Planning Staff, Offutt Air Force Base, in September 1991. In 1992, on activation of the U. S. Strategic Command, which unified all Navy and Air Force strategic forces, he became the Deputy Commander in Chief.

Admiral Colley's personal awards include the Defense Distinguished Service Medal, the Navy Distinguished Service Medal with gold star, the Legion of Merit with three gold stars, the Meritorious Service Medal and the Navy Commendation Medal with gold star.

He retired from active duty in March 1994. He and his wife Arlen live in Springfield, Virginia. They have two daughters, Allison and Kendall.

Captain William C. Ostendorff

Commander, Submarine Squadron SIX



Captain Ostendorff is a native of Shreveport Louisiana. He graduated from the U.S. Naval Academy in 1976. Following completion of initial submarine training in 1977, he was assigned to USS GEORGE BANCROFT (SSBN 643) (GOLD) until April 1980 where he completed four patrols as Reactor Controls Assistant and Main Propulsion Assistant. From May 1980 until April 1982 he served as Combat Systems Officer on USS ATLANTA (SSN 712).

After completion of the Submarine Officer's Advanced Course, Captain Ostendorff reported in June 1985 as Engineer Officer on USS JOHN MARSHALL (SSN 611). From October 1987 to February 1990, Captain Ostendorff served as Executive Officer of USS NEWPORT NEWS (SSN 750). From March to May 1990, he was temporarily assigned to USS NORFOLK (SSN 714) for operations in the North Atlantic. In June 1990, Captain Ostendorff assumed duties as Nuclear Enlisted Program Manager on the staff of the Chief of Naval Operations.

Captain Ostendorff assumed command of USS NORFOLK in November 1992. In 1993, NORFOLK conducted a six month deployment to the Mediterranean with the USS ROOSEVELT Battle Group for which the ship was awarded the Meritorious Unit Commendation. NORFOLK was the Type Commander's 1993 nominee for the Arleigh Burke Trophy, having demonstrated the greatest improvement in combat readiness in SUBLANT. From July - October 1995, NORFOLK deployed to the North Atlantic. USS NORFOLK was a Tactical Readiness Evaluation "Top Performer" for 1994-1995. Captain Ostendorff was a CINCLANTFLEET finalist for the 1995 Vice Admiral James B. Stockdale Award for leadership excellence in command. In November 1995, Captain Ostendorff reported to Commander Submarine Force Atlantic as the Submarine Prospective Commanding Officer Instructor.

Captain Ostendorff's graduate education includes a law degree from the University of Texas and a Master's Degree in International Law from Georgetown University. His personal decorations include the Legion of Merit (2 awards), Defense Meritorious Service Medal, Meritorious Service Medal and the Navy Commendation Medal (4 awards). Captain Ostendorff is married to the former Chris Miller of Annandale, Virginia. They reside in Hampton, Virginia with their children Becky, Chuck, and Jeff.

USS NARWHAL Personnel

OFFICERS

Commander Mark W. Bock Commanding Officer

LCDR R. MURRAY GERO JR.	Executive Officer
LCDR EDWARD L. HERRINGTON	Engineer Officer
LCDR RANDALL K. LEWIS	Navigator
LT RICHARD M. WAER	Combat Systems Officer
LT ROBERT D. PHILLIPS	Operation Officer
LT KEVIN J. ROWE	Communicator
LTJG CHARLES B. JOHNSTON	Sonar Officer
LTJG JASON J. SCHNEIDER	Main Propulsion Assistant
LTJG STEVEN K. SCHULTZ	Supply Officer
LTJG TERRY L. BAUER	Damage Control Assistant
LTJG ROBERT C. HICKS	Chemistry and RADCON Assistant
LTJG KENNETH A. STUBERT	Electrical Assistant
LTJG STEVEN W. ANTCLIFF	Reactor Control Assistant

CHIEF PETTY OFFICERS

STSCS(SS) RANDY S. SWANSON	Chief of the Boat
EMCM(SS) WILLIAM A. MASCH	Engineering Department Enlisted Advisor
MMCS(SS) DAVID M. BROWN	Inactivation Coordinator
ETC(SS) DAWSON L. ASHER	NAVOPS Department Enlisted Advisor
EMC(SS) MICHAEL D. GARRELTS	Electrical Division
MTC(SS) AARON C. GRANTHAM	3M Coordinator
ETC(SS) VANCE A. KINSEY	Reactor Controls Division
MMC(SS) MARK A. MCCAIN	Machinery Division
ETC(SS) ANDREW B. MOCHRIE	Navigation Division
MSC(SS) JAMES M. PEDDIGREE	Mess Specialist Division
QMC(SS) JOHN B. PEWITT	Assistant Navigator
ETC(SS) PRESTON E. TONEPAHHOTE	Operations Division
MMC(SS) BRET A. WEEKLEY	Weapons Department Enlisted Advisor

USS NARWHAL Personnel

SHIP'S CREW

MM2(SS) RYAN E. ALBERS
MM2(SS) JONATHAN W. ALLIS
ETSN(SS) CHRISTOPHER L. ANDERSON
YN3(SS) SID SIFUNJA WAKO ANDERSON
ET2(SS) JULIAN F. ARBUCKLE
MM3(SS) MICHAEL J. ARNETT
ET1(SS) DARREL K. BALL
ETSN(SS) THOMAS L. BARLOW
MMFN(SS) SPENCER N. BATTLE
SK3(SS) WILLIAM J. BENNETT
ET2(SS) KENT L. BILLMYER
ET3(SS) STEPHEN H. BOUNDS
MM1(SS) KEITH G. BOWMAN
SK1(SS) JAMES T. BRANNON
MM3(SS) MICHAEL A. BROWN
FT1(SS) WAYNE J. BURDEN
STS1(SS) LANCE E. BUTTERFUSS
ET2(SS) JAMES R. CHISM
MM2(SS) LUCAS W. CHRONISTER
FT3(SS) TERUEDUM A. COX
MM1(SS) GEORGE L. CURTIS JR.
STS1(SS) GERALD J. DALKIEWICZ
YNSN(SS) JEFFERY W. DAVIS
MMFN(SS) SHAUN L. DOUGLAS
MS2(SS) JASON R. DUFF
ET2(SS) MARK E. DUFFY
MM1(SS) WILLIAM K. EAKER JR.
STS3(SS) AARON L. EGELSTON
MMFN(SS) RUSSELL C. EVANS
MM2(SS) JEREMY W. EVERSON
MM2(SS) AARON T. FAGEN
STS3(SS) MICHAEL A. FALLAS
ET1(SS) CHRISTOPHER M. FISHER
ET1(SS) KEITH E. FORD
MM2(SS) CLEMENT C. FOSTON
SKSN(SS) COURTNEY A. FRAZIER
STSSN(SS) MATTHEW W. FUNK
ET3(SS) RONALD R. GOODWIN
EM2(SS) PAUL GREGORY
STS3(SS) RONE A. HALL
MM1(SS) SCOTT A. HANNULA
ET3(SS) TROY L. HARTMAN
ET2(SS) RONALD W. HAYWOOD JR.
STS3(SS) BRIAN D. HEIDEMAN
MM1(SS) KENNETH D. HEIGHT
EM2(SS/DV) BRIAN W. HEINBAUGH
MM3(SS) JOSHUA G. HENDERSON
STS3(SS) RUSSELL E. HODGES JR.
EM2(SS) EDWARD T. HOLMES
MS3(SS) LYNN S. HULTS
FT2(SS) RONALD L. INMON
MS1(SS) MICHAEL J. KASTELAN
MMFN(SS) JARMON C. KELLY
ET2(SS) CHRISTIAN J. LAMBERTZ
STS3(SS) JASON A. LASUNOWICZ
ET3(SS) AN K. LEE
MM2(SS) PATRICK M. LINKENHOKER
EM1(SS) MARK D. LLEWELLYN
STSSN(SS) DAVID J. MARTELL
MM1(SS) JOHN A. MARTENSEN
MM3(SS) MATTHEW W. MCBRIDE
STSSN(SS) WILLIAM J. MCCRAY
MM1(SS) JOHN A. MCLEMORE
MM1(SS) RAIMUNDO MERCADO
MMFN(SS) STEPHEN J. MEYERS
ET2(SS) KEVIN J. MOBLEY
EM3(SS) MICHAEL L. MOORE
EM3(SS) MICHAEL F. MURPHY
EM1(SS) JOHN M. PALO
ET3(SS) PETER J. PETERSON
ET3(SS) CHRISTOPHER A. PILLSBURY
MM1(SS) RONALD C. PRENDERGAST II
MMFN(SS) DANIEL J. PURL
STS3(SS) BRIAN R. PURVIS
ET2(SS) NICHOLAS PUTCH III
FT2(SS) WESLEY R. RHODES
ET2(SS) THOMAS A. RILEY
MMFN(SS) JASON M. ROACHE
MM2(SS) STEVEN M. ROCK
MM1(SS) GARY A. RONEY
STS1(SS) THOMAS S. ROSS
YN1(SS) DAVID M. SELAN
MM2(SS) BARRY O. SELLERS
MM3(SS) JEFFREY D. SEVELAND
ET3(SS) DANAL J. SHAFFER
MM1(SS) SAM SIMMONS III
FT3(SS) KEVIN H. SINK
MM2(SS) WAYNE R. SMITH JR.
ET3(SS) JOSEPH S. STOVALL
HM1(SS) MICHAEL S. TULGETSKE
MS2(SS) GEORGE VILLARONGA, JR.
EM3(SS) MICHAEL L. WAGNER
MS3(SS) BRIAN O. WALKER
STSSN(SS) MICHAEL V. WATSON
FT3(SS) PHILLIP M. WATTS
ET2(SS) MARK S. WERNER
MM1(SS) CHRISTOPHER B. WHITE
EM2(SS) VICTOR D. WILLIAMS JR.
MSSN(SS) CHRISTOPHER W. WILSON
ET2(SS) ANDREW M. ZUCHOWSKI

USS NARWHAL Commanding Officers

Commanding Officers USS NARHWAL (SSN 671)

CDR Willis A. Matson, II.....	12 JUL 69 - 09 JUL 71
CDR Edward S. Kellogg.....	09 JUL 71 - 05 APR 75
CDR Michael C. Colley.....	05 APR 75 - 27 AUG 77
CDR Donald M. Olson.....	27 AUG 77 - 30 JAN 82
CDR Jerry Sullivan.....	30 JAN 82 - 19 JAN 85
CDR Malcolm I. Fages.....	19 JAN 85 - 24 OCT 87
CDR Daniel L. Whitford.....	24 OCT 87 - 04 MAY 90
CDR Gary J. Graupmann.....	04 MAY 90 - 20 NOV 92
CDR Horatio A. Lincoln, Jr.....	20 NOV 92 - 08 SEP 95
CDR Jerry S. Davidson.....	08 SEP 95 - 12 DEC 97
CDR Mark W. Bock.....	12 DEC 97-PRESENT

Command at Sea

Only a seaman realizes to what a great extent an entire ship reflects the personality and ability of one individual, her Commanding Officer. To a landsman this is not understandable, and sometimes it is even difficult for us to comprehend, but it is so.

A ship at sea is a different world in herself, and in consideration of the protracted and distant operations of the fleet units the Navy must place great power, responsibility, and trust in the hands of those leaders chosen for command.

In each ship there is only one man who, in the hour of emergency or peril at sea, can turn to no other man. There is one who alone is ultimately responsible for the safe navigation, engineering performance, accurate gunfire, and morale of his ship. He is the Commanding Officer. He is the ship!

This is the most difficult and demanding assignment in the Navy. There is not an instant during his tour as Commanding Officer that he can escape the grasp of responsibility. His privileges in view of his obligations are almost ludicrously small, nevertheless it is the spur which has given the Navy its great leaders.

It is the duty which most richly deserves the highest, time-honored title of the seafaring words...CAPTAIN!

Joseph Conrad

The Commissioning Pennant



It is a time honored traditional ceremony that decommissions a ship of the United States Navy. The decommissioning ceremony signifies the ship's retirement from active service. The symbols used in today's ceremony have their origins in antiquity.

During the Middle Ages the mark of knights and other nobles was a "coach whip pennant" called a pennon. The size of these pennons, as well as their diverse splendor, usually signified the relative rank and importance of the noble it heralded. During the infancy of modern naval seapower these nobles rarely embarked upon seagoing vessels. But when they did, they flew their pennons from the most visible place on the ship, usually the forecandle or the main mast.

Perhaps the first time the commissioning pennant was used independent of feudal heraldry dates back to the 17th century during a conflict between the Dutch and English. Admiral Martin Harpertoon Tromp of the Dutch fleet hoisted a broom at his masthead to indicate his intention to "sweep the English Navy from the sea."

The gesture was soon answered by British Admiral William Blade who hoisted a horse whip, to indicate his intentions to chastise the Dutch. The British carried out their boast and ever since a narrow coach whip pennant, symbolizing the original horse whip, has been the distinctive mark of a vessel of war adopted by all nations.

The commissioning pennant, as it is called today, is blue at the hoist, with a union of seven stars; it is red and white at the fly, in two horizontal stripes. The number of stars is arbitrary. The pennant is flown at the main by vessels not carrying flag officers. In lieu of a commissioning pennant, a vessel with a high ranking officer or official embarked flies his own personal flag or command pennant.

Today's ceremony and its participants are enacting an age old tradition handed down from century to century. When the commissioning pennant is finally lowered from the main and handed over to the Commanding Officer, the ship is officially retired.

The Whale Narwhal



THE WHALE NARWHAL

The Narwhal is a cetacean, scientifically known as *Monodon Monoceras*, which is characterized by the presence in the male of a long, hornlike tusk. In the adult jaw of both sexes there are only two teeth, both in the upper jaw, which lie horizontally side by side. The teeth of the female remain throughout life concealed in cavities of the bone, as the left tooth of the male usually does. The male's right tooth is immensely developed, however, and attains a length of several feet, projecting forward from the head in the form of a slightly tapered pointed tusk. The tusk is composed of good quality ivory, with a surface marked by spiral grooves and ridges. Its commercial value is limited to small ivory objects because a central cavity runs almost to the tip of the tusk. The Narwhal is an arctic whale rarely seen south of 65° latitude, and like most cetaceans is usually encountered in schools of 15 to 20. It grows to a length of 11 to 16 feet, plus the tusk, and is usually playful and inquisitive. The Narwhal is usually dark marbled and mottled gray in color.

Submarine Dolphins



The origin of the U. S. Navy Submarine Insignia dates back to 1923. On 13 June of that year, Captain Ernest J. King, USN, later to become Fleet Admiral and Chief of Naval Operations during World War II, and at that time Commander Submarine Division Three, suggested to the Secretary of the Navy, via the Bureau of Navigation (now Bureau of Naval Personnel), that a distinguished device for qualified submariners be adopted.

He submitted a pen-and-ink sketch of his own, showing a shield mounted on the beam end of a submarine, with dolphins forward of, and abaft, the conning tower. The suggestion was strongly endorsed by Commander Submarine Division, Atlantic.

During the next several months the Bureau of Navigation solicited additional designs from several sources. Among the designs were a submarine and shark motif, a submarine and shield, and a submarine and dolphins.

A Philadelphia firm, which had done work for the Navy previously, was approached with the request that it undertake to design a suitable badge. Two designs were submitted by the firm, and these were combined into a single design. It is the design in use today; a bow view of a submarine, proceeding on the surface, with bow planes rigged for diving, flanked by dolphins in a horizontal position with their heads resting on the upper edge of the bow planes.

On 20 March 1924, the Chief of Navigation recommended to the Secretary of the Navy that the design be adopted. The recommendation was accepted by Theodore Roosevelt, Jr., acting Secretary of the Navy.

The submarine insignia was directed to be worn at all times by officers and men qualified in submarine duty attached to submarine units or organizations, ashore and afloat, and not to be worn when not attached.

In 1941 the Uniform Regulations were modified to permit qualified officers and men who were eligible to wear the submarine insignia after they had been assigned to other duties in the naval service, unless such right had been revoked.

The officer's insignia was a bronze, gold plated metal pin, worn centered above the left breast pocket and above the ribbons and medals. Enlisted men wore the insignia, embroidered in silk, white silk for blue clothing and blue silk for white clothing. This was sewn on the outside of the right sleeve, midway between the wrist and elbow. The device was two and three-quarters inches long.

In 1943 the Uniform Regulations were modified to provide that enlisted men, who are qualified and subsequently promoted to commissioned or warrant ranks, may wear enlisted submarine insignia on the left breast until they qualify as submarine officers, at which time this insignia would be replaced by the officer's submarine pin.

In mid-1947 the embroidered device shifted from the sleeve of the enlisted men's jumper to above the left breast pocket.

A change to the Uniform Regulations dated 21 September 1950 authorized the embroidered insignia for officers (in addition to the pin-on insignia) and a bronze, silver-plated, pin-on insignia for enlisted men (in addition to the embroidered device).



Only a submariner realizes to what great extent an entire ship depends on him as an individual. To a landsman this is not understandable, and sometimes it is even difficult for us to comprehend but it is so!

A submarine at sea is a different world in herself, and in consideration of the protracted and distant operations of submarines, the Navy must place the responsibility and trust in the hands of those who take such ships to sea.

In each submarine there are men who, in the hour of emergency or peril at sea, can turn to each other. These men are ultimately responsible to each other for all aspects of operation of their Submarine. They are the crew. They are the ship.

This is perhaps the most difficult and demanding assignment in the Navy. There is not an instant during his tour as a submariner that he can escape the grasp of responsibility. His privileges in view of his obligations are almost ludicrously small, nevertheless, it is the spur which has given the Navy its greatest mariners - the men of the Submarine Service.

It is a duty which most richly deserves the proud and time-honored title of Submariner.