

USS PENNSYLVANIA (SSBN 735)



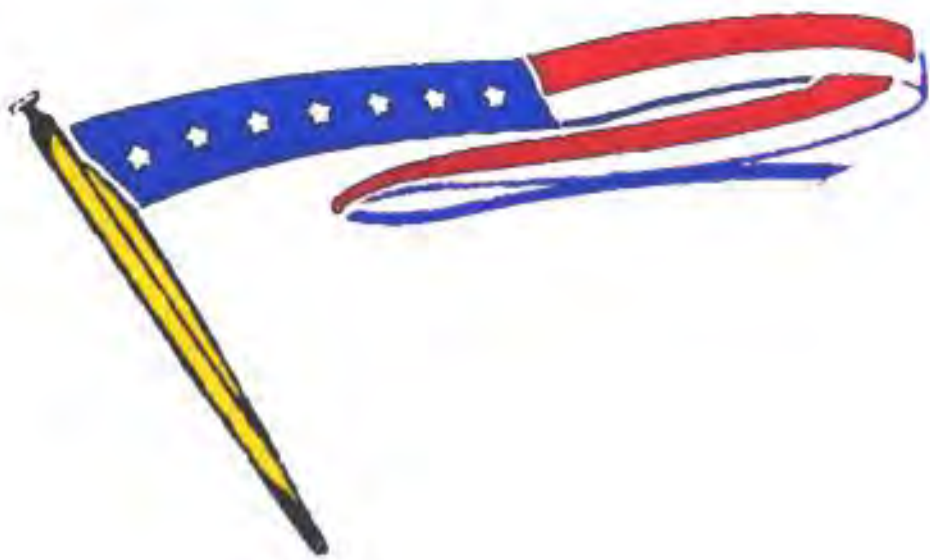
Change of Command
25 June 1998



Change of Command Ceremony

On the sea there is a tradition older than even the tradition of the country itself and wise in its age. It is the tradition that with responsibility goes authority and with them goes accountability. The captain of a ship, like a head of state, is given honor, privilege, trust and responsibility beyond other persons.

The Change of Command Ceremony is a time-honored tradition which formally restates to the members of the command the continuity of the authority of command. It is a formal ritual conducted before the assembled company of the command. The Change of Command of a naval ship or organization is nearly unique in the world today. It is a transfer of total responsibility, authority and accountability from one individual to another.



Change of Command
Ceremony

at which

Commander Patrick C. Hopfinger,
U.S. Navy

will be relieved by

Commander Michael D. Budney,
U.S. Navy

as

Commanding Officer
USS PENNSYLVANIA
(SSBN 735) (BLUE)



RADM Thomas J. Robertson
United States Navy

Rear Admiral Thomas J. Robertson spent his Northwestern youth in Bellingham, Washington and graduated from the U. S. Naval Academy at Annapolis in 1963. He served in the commissioning crew of USS JAMES K. POLK (SSBN 645) including initial operations out of Rota, Spain; then in 1968 served as Engineer Officer in USS THEODORE ROOSEVELT (SSBN 699) deploying out of Holy Loch, Scotland. Next he was Squadron Engineer in Submarine Squadron TEN at New London and La Maddalena, Italy.

He served as Executive Officer and Navigator in USS PARGO (SSN 650) in 1973, which deployed out of New London, and was twice awarded the Navy Unit Commendation. His next assignment was to the U. S. Atlantic Fleet Nuclear Propulsion Examining Board in Norfolk.

RADM Robertson commanded USS LIPSCOMB (SSN 685) from 1978 through 1982, which earned three consecutive Battle Efficiency Excellence and Engineering Excellence awards as well as the Navy Unit Commendation. He subsequently served as the Prospective Commanding Officer Instructor for Commander Submarine Force Atlantic and on the Navy Staff in Washington, DC as program coordinator for the SEAWOLF Class Attack Submarine.

His next assignment was Commander Submarine Squadron EIGHT in Norfolk during the period from 1986 to 1988 when the squadron was awarded the Meritorious Unit Commendation. He returned to Navy Staff in Washington as the Director Attack Submarine Division. He next served on Joint Staff, first as Chief Maritime/UN Negotiations where he was selected for Flag rank in 1989; then served as Deputy Director for Operations during the Persian Gulf War.

RADM Robertson established Navy Flag presence in Kings Bay, Georgia in 1992, commanding both Submarine Groups TEN and SIX. He was subsequently assigned as Commander Naval Base Charleston to start the base closing process and to decommission Submarine Group SIX in 1994.

Since completion of active duty, Rear Admiral Robertson has remained active in South Carolina business matters as well as local government in Amelia Island, Florida where he and his wife Julie now reside. Their son John is a physician in New Bern, North Carolina and daughter Diana is employed in Fairfax, Virginia.



Commander Patrick C. Hopfinger
United States Navy

Commander Patrick C. Hopfinger, a native of Rapid City, Michigan, earned his bachelor of science degree in mathematics at Northern Michigan University. He was commissioned as an ensign following completion of Officer Candidate School in 1978.

Following commissioning and completion of nuclear power and basic submarine training, Commander Hopfinger reported to the USS GLENARD P. LIPSCOMB (SSN 685) in February 1980. He served in various division officer billets while completing one North Atlantic deployment and a regular overhaul. He subsequently served as Radiological Controls Officer on board USS L. Y. SPEAR (AS 36) from June 1983 to June 1985.

After completing Submarine Officer Advanced Course, Commander Hopfinger served as Navigator and Operations officer on board USS PHOENIX (SSN 702) from December 1985 to January 1988, completing two North Atlantic deployments. He then served for two years as Submarine Liaison Officer on the staff of Commander Carrier Group FOUR.

Commander Hopfinger was then assigned to USS OKLAHOMA CITY (SSN 723) as Executive Officer until June 1992. During this time, OKLAHOMA CITY completed two Mediterranean deployments, earned two consecutive Battle Efficiency "E" awards and was awarded the Marjorie Sterrett Battleship Award for the Atlantic Fleet. Commander Hopfinger then assumed duties, in February 1993, as the first Officer-In-Charge of the Navy's second Moored Training Ship (MTS 626) in Charleston, South Carolina, until June 1995.

Commander Hopfinger's awards and decorations include the Meritorious Service Medal (2 awards), Navy Commendation Medal (5 awards), and the Navy Achievement Medal (3 awards).

He is married to the former Cathleen Girucky of White Pine, Michigan. They make their home in Woodbine, Georgia with their two sons, Erick and Robert.



Commander Michael D. Budney
United States Navy

Commander Michael D. Budney, a native of Horseheads, New York, received his commission from the United States Naval Academy in 1980, earning a Bachelor of Science degree in Physics.

Following nuclear power and basic submarine training, Commander Budney reported to USS FRANCIS SCOTT KEY (SSBN 657) (GOLD) in May 1982, where he served as Chemistry and Radiological Controls Assistant, Main Propulsion Assistant, and Damage Control Assistant. FRANCIS SCOTT KEY conducted two strategic deterrent patrols and a refueling overhaul during his tour. In August 1985 he transferred to the Naval Postgraduate School in Monterey, California where he earned a Master of Science in Electrical Engineering, specializing in Communications Engineering.

After completion of the Submarine Officer Advanced Course, Commander Budney returned to sea duty in June 1988 as Navigation/Operations Officer aboard USS MEMPHIS (SSN 691). During his tour MEMPHIS conducted two Northern Atlantic deployments. In April 1991 he transferred to USS SIMON LAKE (AS 33) in Holy Loch, Scotland, for assignment as Radiological Controls Officer. He also served as SIMON LAKE's Navigation/Operations Officer, from February to May 1992.

Commander Budney was next assigned as Executive Officer aboard USS MONTPELIER (SSN 765), from May 1993 to July 1995. During his tour MONTPELIER conducted a Mediterranean deployment with the THEODORE ROOSEVELT battlegroup, and won the 1994 and 1995 CINCLANTFLT Golden Anchor Awards. Commander Budney most recently served as the Special Assistant for Undersea Warfare on the CNO Executive Panel, from August 1995 to August 1997.

Commander Budney's awards include the Meritorious Service Medal (two awards), the Navy Commendation Medal (three awards), and the Navy Achievement Medal.

Commander Budney is married to the former Susan Marie Bauer of Horseheads, New York. They have two daughters, Christa and Kaitlyn.

MUSICAL SELECTION

ARRIVAL OF OFFICIAL PARTY

PARADING THE COLORS

NATIONAL ANTHEM

INVOCATION

RETIRE THE COLORS

MUSICAL SELECTION

WELCOMING REMARKS

GUEST SPEAKER

RADM Thomas J. Robertson

REMARKS AND READING OF ORDERS

CDR Patrick C. Hopfinger

READING OF ORDERS AND REMARKS

CDR Michael D. Budney

BENEDICTION

OFFICIAL PARTY DEPARTS

PROGRAM



The Officers

LCDR Robert K. Zaring
Executive Officer

LCDR Kelly J. Cormican
Engineer

LT James R. Worthy
Supply Officer

LT David J. Burdick
Navigator

LT Kenneth B. Wilson
Torpedo/Fire Control Officer

LT Patrick W. Hardin
Assistant Weapons Officer

LTJG Richard K. Burkhardt
Communications Officer

LT Jonathan A. Siegler
Reactor Controls Assistant

LTJG Gell L. Pittman III
Chem/Radcon Assistant
Main Propulsion Assistant

LT Burchard C. Jackson
Weapons Officer

LTJG Patrick B. Clark
Electrical Assistant

LTJG Ethan R. Proper
Damage Control Assistant

LTJG Michael L. Stephens
Main Propulsion Assistant

ENS Forrest S. Yount
Sonar Officer



The Chief Petty Officers

ETCM(SS) John G. Vincent
Chief of the Boat

MMCM(SS) Fred C. Loughmiller
Engineering Department Enlisted Advisor

ETC(SS) Dave E. Crawford
Reactor Controls Division LCPO

STSC(SS) Stephen L. Trantham
Strategic Weapons Dept. LCPO

MMC(SS) Stanley B. Singer
3M Coordinator

MMC(SS) Ewald H. Ging
Auxiliary Division LCPO

EMC(SS) David F. Saul
Electrical Division LCPO

MSC(SS) Kenneth B. Tudor
Food Service Division LCPO

ETC(SS) Richard Garza
Assistant Navigator

ETCS(SS) Phillip D. Busse
Communications Division LCPO

HMC(SS) Richard A. Winters
Medical Department Representative

MMC(SS) Billy A. Cole
Machinery Division LCPO

MTC(SS) Ivan Scott Jr.
Strategic Fire Control Division LCPO

FT(SS) Craig S. Ferrell
Fire Control Division LCPO

MTC(SS) Mark T. George
Strategic Missile Division LCPO

MMC(SS) Morgan "G" Miller
Command Excellence LCPO

ETC(SS) Anthony Q. Turley
Navigation Division LCPO



The Crew

AUXILIARY DIVISION

MM1(SS) Randall W. Melbye
MM1(SS) Daniel J. McClain, Jr
MM1(SS) Kenneth D. Hobbs
MM2(SS) Kevin A. Huguley
MM3(SS) Douglas A. Wells
MM3(SS) Andrew J. Dick
MM3(SS) David N. McNair
MM3(SS) Shawn C. Hagist
MMFN(SS) Jeremy T. Miller
MMFN(SS) Steven D. Spear
MMFN(SS) Paul W. Banuat

ELECTRICAL DIVISION

EM1(SS) Christopher M. Ladd
EM1(SS) Kevin W. Wilson
EM1(SS) Shawn P. Kratzer
EM2(SS) Brandon W. Borowski
EM2(SS) "H" C. Stong
EM2(SS) Todd A. Zaenglein
EM2(SS) Walter C. Pickett
EM2(SS) Michael J. Webb
EM3(SS) Tristan A. Kinder
EM3(SS) Aaron D. Reifsteck
EM3(SS) Jeremy C. Medlin

COMMUNICATIONS DIVISION

ET1(SS) Steven M. Wild
ET1(SS) Mathew W. Field
ET2(SS) Gerald L. Kennedy
ET2(SS) Samuel L. Wells
ET2(SS) Todd H. Trahan
ET3(SS) Daniel J. Gibbons
ET3(SS) Joshua C. Lee
ETSN(SS) Spencer Montgomery

FIRE CONTROL DIVISION

FT1(SS) Leo P. Funari Jr.
FT1(SS) Martin Ledesma III
FT2(SS) Jonathan R. Consford
FT3(SS) Laurence C. Maddy

DECK DIVISION

SN(SS) Henry C. Meynier IV
SN(SS) Ty J. Weaver
SN(SS) Daniel J. Brown
SA(SU) Joseph S. Barrett
SA(SS) Jason E. Hoffman
SA(SU) Lee A. Brooks

FOOD SERVICE DIVISION

MS1(SS) Joseph W. Corbin
MS1(SS) Benjamin F. Jones
MS2(SS) Dong C. Halliwell
MS3(SS) Sean R. McCollum
MSSN(SS) Aaron S. Agee

EXECUTIVE DEPARTMENT

YN1(SS) Matthew T. Brundidge
YN2(SS) Nathaniel Drummond
YN2(SS) David Mendoza
YN3(SS) David J. Gourley

MACHINERY DIVISION

MM1(SS) Mark A. Cook
MM1(SS) David P. McGunigale
MM1(SS) Jeffrey Muniz
MM1(SS) Scott A. Miles
MM2(SS) Jason C. Austin
MM2(SS) Derek J. Dunaway
MM2(SS) Michael E. Kassay
MM2(SS) Troy A. Vetting
MM2(SS) Brian W. Law
MM2(SS) Theodore R. King
MM3(SS) Chris A. Carpenter

MEDICAL DEPARTMENT

HMCS(SS) Richard A. Winters

REACTOR LABORATORY DIVISION

MM1(SS) Robert W. Kulbacki
MM1(SS) Jeffery A. Delzer
MM2(SS) Joshua Langness
MM2(SS) Brett W. Turley
MM2(SS) Perry L. Branch

SONAR DIVISION

STS1(SS) Antonio J. Grilli
STS1(SS) Ronald L. Adams
STS1(SS) Anthony D. Woltz
STS2(SS) David M. Cleary
STS2(SS) Arthur D. Pistorio
STS2(SS) James D. Irvine
STS2(SS) Anthony M. Bembry
STS2(SS) Stephen A. Wernecker
STS2(SS) Joseph C. Groover
STS3(SS) Collin P. Cutler
STS3(SS) Richard T. Butzbach
STS3(SS) John W. Wright
STS3(SS) James M. Coker
STSA(SS) Steven M. Borden

STOREKEEPER DIVISION

SK1(SS) Frank E. Smyth
SK2(SS) Edward P. Evans
SK3(SS) Keith J. Pasenow

STRATEGIC MISSILE DIVISION

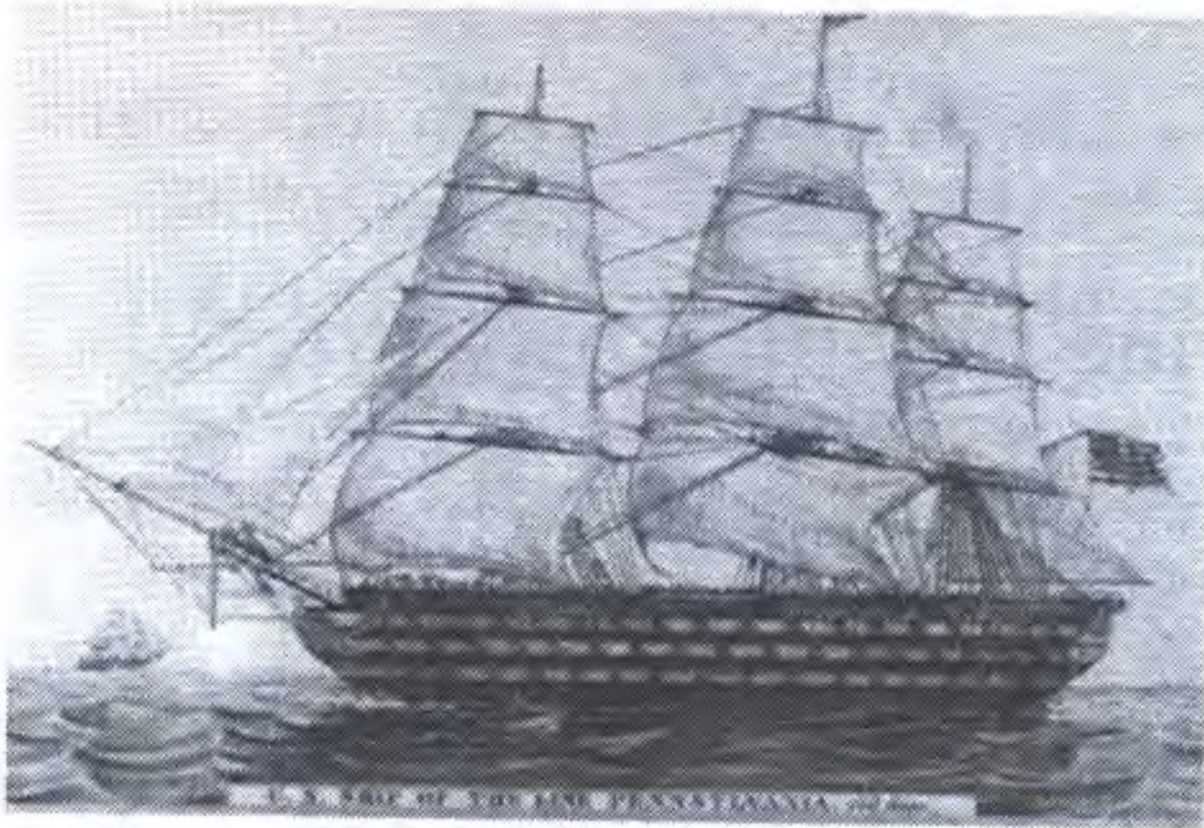
MT1(SS) Troy D. Burki
MT1(SS) Bruce E. Hines
MT1(SS) Calvin L. Jones
MT1(SS) James G. Scalzo
MT1(SS) John A. Rhodes
MT1(SS) John C. Underwood
MT2(SS) Ronald L. Anderson, Jr.
MT2(SS) David Garcia
MT2(SS) Mark L. Leakway
MT2(SS) Eric J. Schmick
MT2(SS) David A. Chorniak
MT2(SS) Michael F. O'Reilly
MT2(SS) John D. McCall
MT2(SS) Jason W. Hall
MT3(SS) William A. Abrahamson
MT3(SS) Willie R. Barksdale
MTSN(SU) Roger W. Hull

TORPEDO DIVISION

MM1(SS) James L. Worley
MM2(SS) David R. Deubner
MM2(SS) Alan A. Wallis
MM3(SS) James A. Knotts
SN(SS) John A. Johnston

HISTORY OF SHIPS NAMED PENNSYLVANIA

From warship to cruiser, and into the modern era of the submarine...the call has long gone out for "Good Men" to serve on ships named PENNSYLVANIA.



There have been three commissioned Navy vessels named *Pennsylvania* before the present Ohio-class submarine. The first *Pennsylvania* was the largest sailing warship built for the United States Navy. It was launched in July of 1837 from the Philadelphia Navy Yard. After 24 years of service, it was burned to the waterline in 1861 to prevent it from falling into Confederate hands during the Civil War.



Another vessel called *Pennsylvania* was a cruiser (Armored Cruiser 4), built in Philadelphia in 1901, which opened a new era of naval aviation when a plane landed and took off from a platform on its afterdeck in the winter of 1910-1911. In order to clear the use of its name for another vessel, the cruiser was renamed *Pittsburgh* in 1912.



The most enduring ship to bear the name Pennsylvania was a battleship (BB 38), commissioned in 1916. It was one of the most successful ships of the Dreadnought design, known for its simplicity and high standard of excellence. This Pennsylvania originally joined the Atlantic fleet, carrying such important dignitaries as President Woodrow Wilson, Vice-President Thomas Marshall, and various cabinet members. In 1920, it joined the Pacific fleet and became the flagship of the combined fleets.

The battleship *Pennsylvania* was in drydock in Pearl Harbor on December 7, 1941, when the Japanese torpedo planes and dive bombers attacked. It was one of the first ships to start retaliation; nevertheless, it was damaged and had to undergo repairs in San Francisco. Involved in the Aleutian campaign in 1943, Pennsylvania also formed forces of battleships for assaults and occupations of various islands in the Pacific.

In the end, a Japanese torpedo plane caused Pennsylvania to be taken out of active service, whereupon it served as a target ship for atomic bomb tests at Bikini, until being decommissioned in 1946. It received eight battle stars for its service during World War II.

USS PENNSYLVANIA (SSBN 735)



CHARACTERISTICS

LENGTH:	560.0 FEET
HULL DIAMETER	42.0 FEET
DRAFT	36.2 FEET
DISPLACEMENT (SUBMERGED)	18,750 TONS
TORPEDO TUBES	4
COMPLEMENT	
OFFICERS	16
ENLISTED	<u>142</u>
TOTAL	158



TRIDENT MISSION

Deterrence of war has been the sole mission and fundamental reason for the existence of the Fleet Ballistic Missile submarine program since its inception in 1960. SSBN submarines are widely acknowledged as the most survivable leg of the strategic deterrent triad and as such are the cornerstone of national security policy.

With unlimited cruising range and endurance limited only by the crew, the Fleet Ballistic Missile submarine is capable of extended submerged operations. Because the ship's nuclear propulsion plant does not require outside air, the ship can operate continuously without the need to surface or extend a snorkel. Fleet Ballistic Missile submarines remain hidden by the ocean, their locations unknown to any potential enemy. The Trident II D-5 missile can be launched within minutes of receiving orders from the National Command Authority. Thus the SSBN Fleet provides America a powerful and survivable deterrent force.



Command at Sea

Only a seaman realizes to what 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 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 the ship. He is the Commanding Officer. He is the ship!

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

It is a duty which most richly deserves the highest, time honored title of the seafaring world... "CAPTAIN".

U.S.S. PENNSYLVANIA

THE FOURTH SHIP TO BEAR THE NAME

THE FIRST PENNSYLVANIA WAS THE LARGEST SAILING WARSHIP EVER BUILT FOR THE UNITED STATES NAVY. LAUNCHED FROM THE PHILADELPHIA NAVY YARD IN 1837, THE 105 GUN VESSEL REMAINED IN SERVICE FOR 24 YEARS

THE SECOND AN ARMORED CRUISER, WAS BUILT IN PHILADELPHIA IN 1901. THIS VESSEL OPENED A NEW ERA IN NAVAL AVIATION WHEN IN THE WINTER OF 1910 1911 A PLANE LANDED AND TOOK OFF FROM A PLATFORM ON HER AFTERDECK. SHE WAS RENAMED PITTSBURGH IN 1912 TO CLEAR THE NAME FOR THE BATTLESHIP BB-38

THE THIRD WAS A BATTLESHIP COMMISSIONED IN 1916. BB-38 SERVED IN BOTH WORLD WARS AND WAS IN PEARL HARBOR ON DECEMBER 7, 1941. SUFFERING REPEATED DAMAGE FROM ATTACKING JAPANESE TORPEDO PLANES AND DIVE BOMBERS. SHE WAS ONE OF THE FIRST SHIPS TO RETURN FIRE AFTER REPAIRS. THE BATTLESHIP WENT ON TO PARTICIPATE IN A NUMBER OF MAJOR PACIFIC OPERATIONS AND EARNED EIGHT BATTLE STARS FOR WORLD WAR II SERVICE. ON AUGUST 12, 1945, SHE WAS SEVERELY DAMAGED BY A JAPANESE TORPEDO BOMBER IN BUCKNER BAY, OKINAWA. PENNSYLVANIA, AFTER TEMPORARY REPAIRS, CONTINUED TO SERVE UNTIL AUGUST 1946 WHEN SHE WAS DECOMMISSIONED.

USS PENNSYLVANIA (SSBN 735) IS THE TENTH OHIO CLASS NUCLEAR POWERED BALLISTIC MISSILE SUBMARINE.



USS PENNSYLVANIA

NUCLEAR POWERED FLEET BALLISTIC MISSILE SUBMARINE
NAMED IN HONOR OF THE STATE OF
PENNSYLVANIA

BUILT BY
GENERAL DYNAMICS
Electric Boat Division
GROTON, CONNECTICUT

KEEL LAID MARCH 2, 1987
LAUNCHED APRIL 23, 1988
COMMISSIONED SEPTEMBER 9, 1989

CHRISTENED APRIL 23, 1988 BY
MARILYN K. GARRETT



USS PENNSYLVANIA is based on extensive considerations of all aspects of survivability and capability required in a sea-based deterrent system designed for operations through the next century.

USS PENNSYLVANIA incorporates the new, more quiet machinery that could not be installed in older fleet ballistic missile submarines because of space and weight constraints.

It has an advanced sonar system, comparable to that developed for the United States Navy's newest attack submarines, capable of providing long range detection and a more effective tracking technique.

Key features of USS PENNSYLVANIA include: improved maintainability, reliability, and availability resulting from modular replacement concepts of major equipment, improvement in design, and incorporation of integrated logistics support.

USS PENNSYLVANIA has additional growth potential to accommodate future technology as it becomes available.

High patrol speeds greatly increase ocean operating area, providing the ability to avoid potential enemies, thus enhancing survivability.