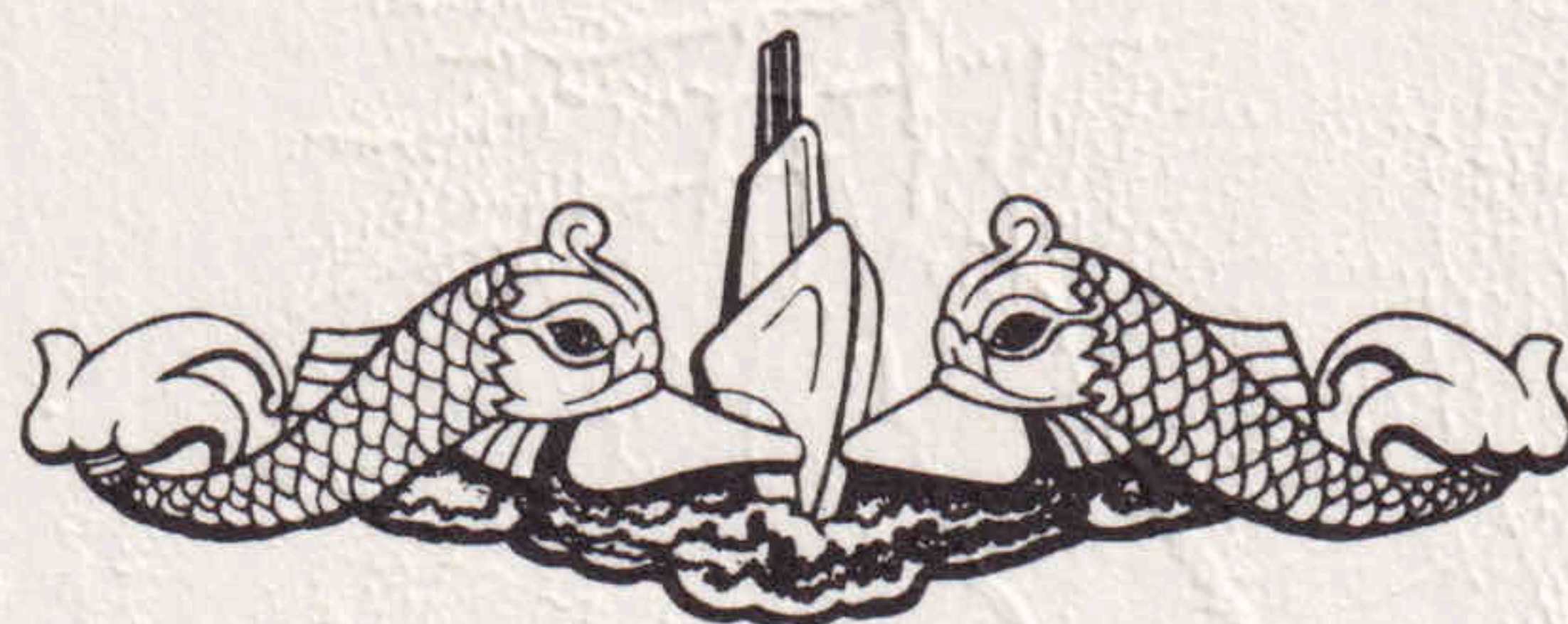


DECOMMISSIONING CEREMONY

FOR

**UNITED STATES SHIP
GEORGE WASHINGTON
SSN 598**



AND

**UNITED STATES SHIP
THOMAS JEFFERSON
SSN 618**

PUGET SOUND NAVAL SHIPYARD

24 JANUARY 1985

COMMANDER WILLIAM W. SCHMIDT, USN

COMMANDING OFFICER

Commander William SCHMIDT, son of Burt and Swanie Schmidt, attended school in Lewston, Idaho, and Spokane, Washington. He attended the University of Idaho, graduating in June 1967, with a commission from the NROTC program.

Following commissioning, he attended Nuclear Power and Submarine training schools and then joined the USS PARGO (SSN 650), where he qualified in submarines. He returned to the Naval Submarine School as an instructor, and went to the Precommissioning Unit for the USS GLENARD P. LIPSCOMB (SSN 685).

Commander SCHMIDT was transferred to Pearl Harbor as the Engineer Officer on the USS SWORDFISH (SSN 579) and then to Commander Submarine Force, U.S. Pacific Fleet Staff. He then served as Executive Officer on the USS SKATE (SSN 578).

Following Prospective Commanding Officer training, he reported to duty as Commanding Officer, USS THOMAS JEFFERSON (SSN 618).

On 30 October 1984, Commander SCHMIDT relieved Commander William F. Grimm as Commanding Officer, USS GEORGE WASHINGTON (SSN 598).

Commander SCHMIDT is married to the former Alberta Garcia of Honolulu, Hawaii. They reside with their four children, Heidi, Jennifer, Heather and Derek in Bremerton, Washington.



REAR ADMIRAL AUSTIN B. SCOTT, JR.
UNITED STATES NAVY
COMMANDER SUBMARINE FORCE, U.S. PACIFIC FLEET

Rear Admiral Austin B. Scott, Jr. was graduated from Rice University in Houston, Texas and commissioned as an Ensign in 1955. His initial duty assignment was a three year tour aboard the USS CHARLES S. SPERRY (DD 697) where he served as Main Propulsion Assistant and as Chief Engineer.

Following a subsequent tour as Assistant Combat Information Center Officer in the cruiser USS NORTHHAMPTON (CLC 1), he entered submarine training in 1960. While at Submarine School, he was among the first group of fleet officers selected to go directly into nuclear power training without first qualifying in diesel submarines. Upon completion of nuclear training, he reported to USS SHARK (SSN 591) where he qualified in submarines and later served as Engineer Officer.

In 1964, as a Lieutenant Commander, he was assigned to the Staff of the Commander Submarine Force, U.S. Atlantic Fleet after which he served as Executive Officer of the Blue Crew of the USS LEWIS AND CLARK (SSBN 644). While in LEWIS AND CLARK, he participated in four Polaris deterrent patrols.

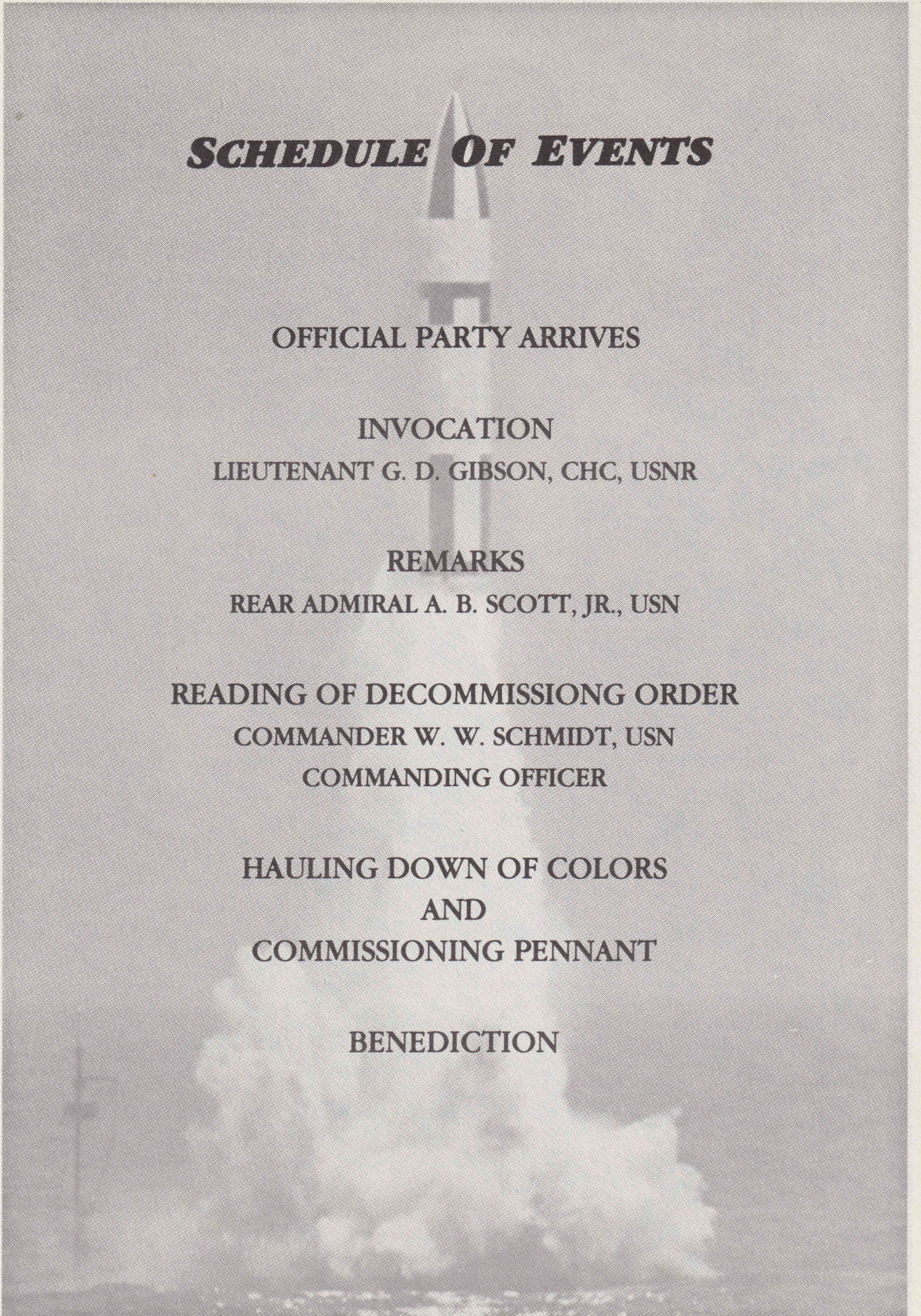
As a Commander in 1969, he assumed command of USS GREENLING (SSN 614) homeported in New London, Connecticut. following his command tour in GREENLING, he served on the Staff of Admiral H. G. Rickover, Director of the Division of Naval Reactors, U.S. Atomic Energy Commission (now Department of Energy) in Washington, DC. He then commanded Submarine Squadron SIX in Norfolk, Virginia from 1975 to 1977 after being promoted to the rank of Captain in 1973.

He reported to the Staff of Commander Submarine Force, U.S. Atlantic Fleet for the second time in July 1977, as Deputy Chief of Staff for Logistics and Management. In 1978 he assumed duties as Chief of Staff and he was selected for promotion to Rear Admiral a year later in 1979. In June of 1979 he assumed command of Submarine Group TWO at the Naval Submarine Base, New London, Groton, Connecticut.

In July 1981, he again reported to Washington where he served as the Assistant Deputy Chief of Naval Operations for Submarine Warfare on the Staff of the Chief of Naval Operations. He assumed command of the Submarine Force, U.S. Pacific fleet in June 1983.

Rear Admiral Scott has received the Legion of Merit (four), Meritorious Service Medal (two), Navy Unit Commendation (two), Meritorious Unit commendation (two), Navy Expeditionary Medal and the National Defense Service Medal. He is married to the former Susan Miller of Houston, Texas. they have three sons, Michael, Charles and Douglas.





SCHEDULE OF EVENTS

OFFICIAL PARTY ARRIVES

INVOCATION

LIEUTENANT G. D. GIBSON, CHC, USNR

REMARKS

REAR ADMIRAL A. B. SCOTT, JR., USN

READING OF DECOMMISSIONING ORDER

COMMANDER W. W. SCHMIDT, USN

COMMANDING OFFICER

HAULING DOWN OF COLORS

AND

COMMISSIONING PENNANT

BENEDICTION



DECOMMISSIONING OF A NAVY SHIP

The decommissioning ceremony marks the retirement of a ship as a unit of the operating forces of the United States Navy. When the order to commission these ships was given, commissioning pennants were hoisted on the sails. They have flown there continuously since. Today, when the commissioning pennant is hauled down for the final time, these two ships will no longer be the responsibility of the commanding officer. Until this moment, he, along with the ship's officers and men, have the responsibility of making and keeping them constantly ready for any service demanded by our country in peace or war.

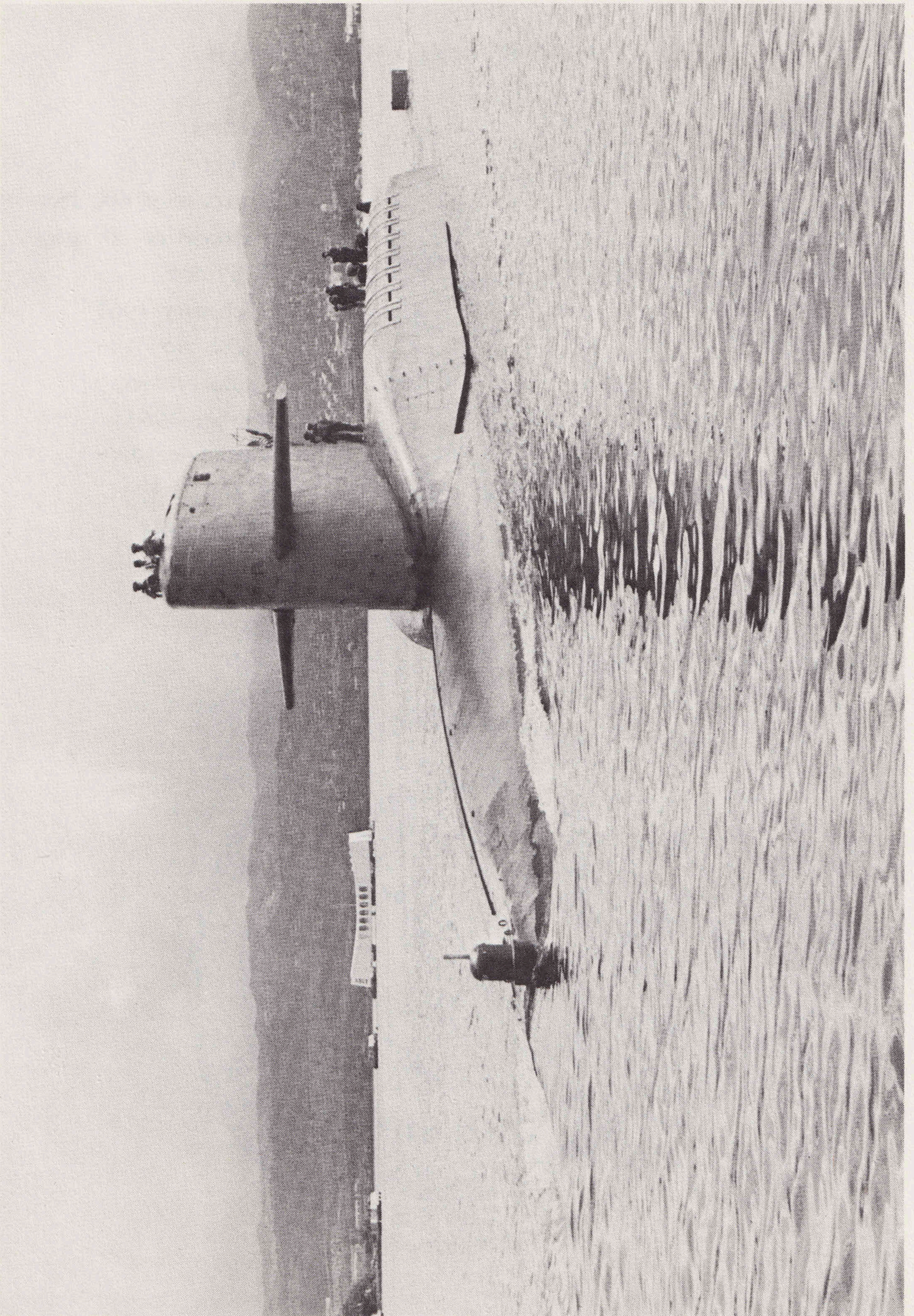
The commissioning pennant is said to date from the 17th century, stemming from an incident between the warring Dutch and English navies. In one particular engagement, Maarten Harpertszoon Tromp, the Dutch Admiral, hoisted a broom at his masthead to indicate his intention to sweep the English from the sea. The English Admiral then hoisted a horsewhip, indicating his intention to chastise the insolent Dutchman. Ever since that time, the narrow "coachwhip" pennant, symbolizing the original horsewhip, has been the distinctive mark of a man-of-war. This tradition of so designating ships of war has been adopted by all nations.

The modern United States Navy commissioning pennant is blue at the hoist with a horizontal red and white stripe at the fly and varies in length with the size of the ship. At one time, there were thirteen white stars in the blue field representing the original states but in 1933, seven white stars became standard. It is a naval custom that when the commissioning pennant is hauled down for the last time, it be presented to the commanding officer.

USS GEORGE WASHINGTON SSN 598

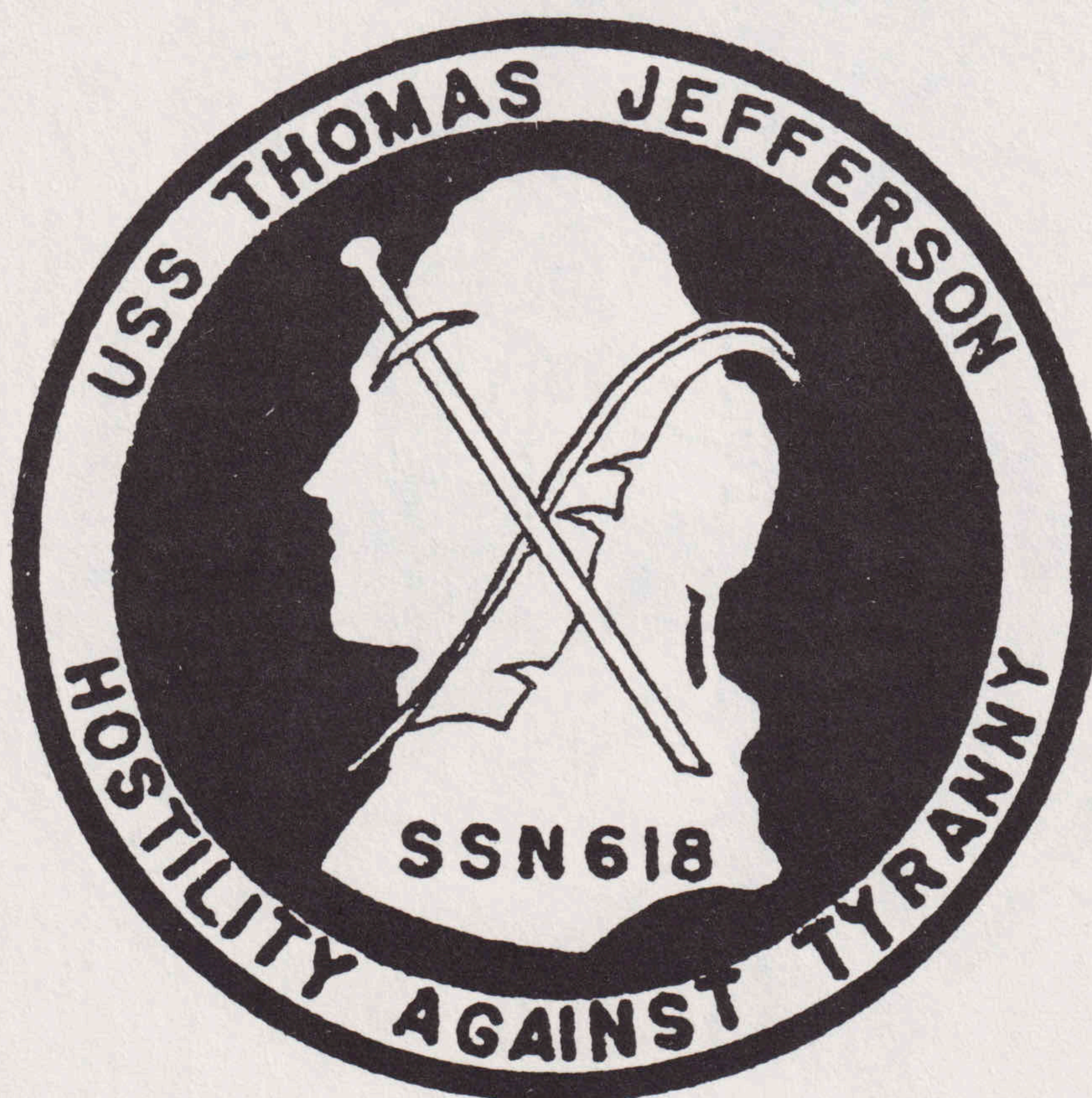
Length overall381 feet
Breadth33 feet
Depth Capabiltiy.....In excess of 400 feet
Speed Capabiltiy.....In excess of 20 knots
Displacement approximate6150 tons
Keel laid1 November 1957
Launched9 June 1959
Commissioned30 December 1959
First PatrolNovember 1960
Last PatrolSeptember 1981
Conversion to SSN21 November 1981
Inactivation Start1 June 1984

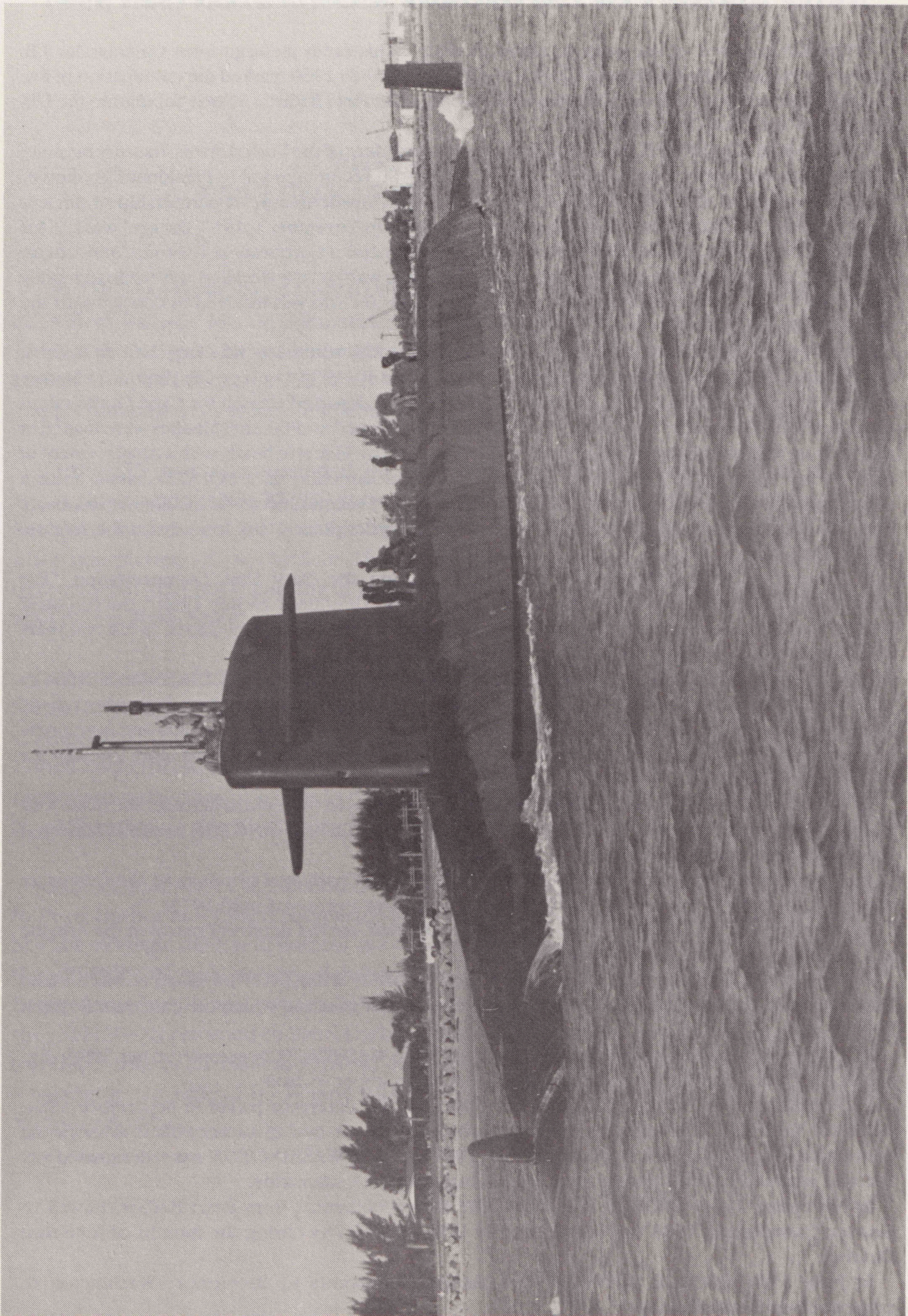




USS THOMAS JEFFERSON SSN 618

Length overall410 feet
Breadth33 feet
Depth Capability.....In excess of 400 feet
Speed Capability.....In excess of 20 knots
Displacement approximate7874 tons
Keel laid3 February 1961
Launched24 February 1962
Commissioned4 January 1963
First PatrolOctober 1963
Last PatrolNovember 1980
Conversion to SSN15 March 1981
Inactivation Start1 June 1984





BRIEF HISTORY OF USS GEORGE WASHINGTON (SSN 598)

"POLARIS-from out of the deep to target. Perfect". This radio message from Commander J.B. Osborn to President Eisenhower at 12:39 P.M. (EST) on 20 July 1960 marked the culmination of five years of intensive study and work leading to the world's first Fleet Ballistic Missile Submarine-the USS GEORGE WASHINGTON (SSBN 598).

USS GEORGE WASHINGTON is named for the first President of the United States. Its story began in 1955 when a committee headed by Dr. James R. Killian, Jr., recommended to President Eisenhower the development of a self-sufficient undersea shipbased ballistic missile. A partnership of nuclear power, missile, and submarine was in the formative stage. On November 1, 1957, the keel was laid for the USS SCORPION at Electric Boat Division of General Dynamics Corporation, Groton, Connecticut. In order to accomodate the formulation of this concept in warfare, the decision was made to modify SCORPION. The hull was servered and a 130 foot missile section was inserted to convert it to the GEORGE WASHINGTON.

The ship began her waterborne career on June 9, 1959 when she was launched at Groton, Connecticut. She was placed in commission on December 30, 1959. On June 28, 1960, after further equipment installation and trials, GEORGE WAHSINGTON departed Groton for Cape Canaveral, to meet the POLARIS missile. Two 28 feet long, 15 ton, solid propellant POLARIS Missiles were loaded in a submarine roughly the size of a light cruiser (381 feet long by 33 feet in beam, with a displacement of 6150 tons). Then on July 20, 1960 the first successful launching of a POLARIS missile from a submerged submarine occurred. Less than three hours later a second successful missile was launched. Both missiles raced straight and true to the intended impact point 1100 miles down the Atlantic Missile Test Range.

In November 1960, following ceremonies presenting the Navy Unit Commendation "For outstanding achievement for operating at sea from 9 June 1959 until 20 July 1960", the GEORGE WASHINGTON proceeded to sea with 16 Polaris missiles for the first Polaris patrol - a full two years ahead of the initial program schedule.

In June 1964, after completing 15 successful nuclear deterrent patrols, the GEORGE WASHINGTON returned to Electric Boat Division of General Dynamcis Corporation for her first shipyard overhaul. While at Electric Boat, GEORGE WASHINGTON received the Polaris A-3 capability and much new equipment. Many changes and improvements were added to make living aboard more pleasant for both officers and crew.

In 1966, the GEORGE WASHINGTON resumed her vital role in the nations defense. She made four Polaris deterrent patrols every year until July 1970 when GEORGE WASHINGTON entered Charleston Naval Shipyard for her second overhaul and modernization.

In November 1971 GEORGE WASHINGTON sailed from Charleston to return to the fleet as an operational submarine, making four Polaris deterrent patorls every year until 1973.

In January 1973, the GEORGE WASHINGTON completed her last deterrent patrol in the Atlantic and shifted homeports to Pearl Harbor, Hawaii.

In January 1976, after her 45th deterrent patrol, GEORGE WASHINGTON sailed to Mare Island Naval Shipyard, Vallejo, California to conduct her third major overhaul which continued until March 1978.

In 1978, eighteen years after commissioning, GEORGE WASHINGTON completed her 598th dive and became the first FBM submarine to achieve its hull number in dives.

In November 1981, after completing her 55th and last deterrent patrol in September 1981, GEORGE WASHINGTON sailed to Bangor, Washington for removal of all her Polaris missiles and conversion from SSBN to SSN. On November 21, 1981 GEORGE WASHINGTON was redesignated SSN 598 and returned to Pearl Harbor as an operational fast attack submarine.

In November 1982, GEORGE WASHINGTON shifted homeport from Pearl Harbor, Hawaii to Groton, Connecticut. 1983 was highlighted by UNITAS XXIV/83 during the months of June thru October.

In June 1984 GEORGE WASHINGTON changed homeports to Bremerton, Washington to commence decommissioning.

SHIP'S HISTORY

USS THOMAS JEFFERSON (SSN 618)

USS THOMAS JEFFERSON (SSN 618) was the last of the five ETHAN ALLEN (SSBN 608) class Fleet Ballistic Missile Submarines. The keel for JEFFERSON was laid on 3 February 1961, at the Newport News Shipbuilding and Drydock Co., Newport News, Virginia. She was launched on 24 February 1962, with Mrs. Robert S. McNamara as sponsor. Builder's trials and preliminary trials were completed during November and December of 1962.

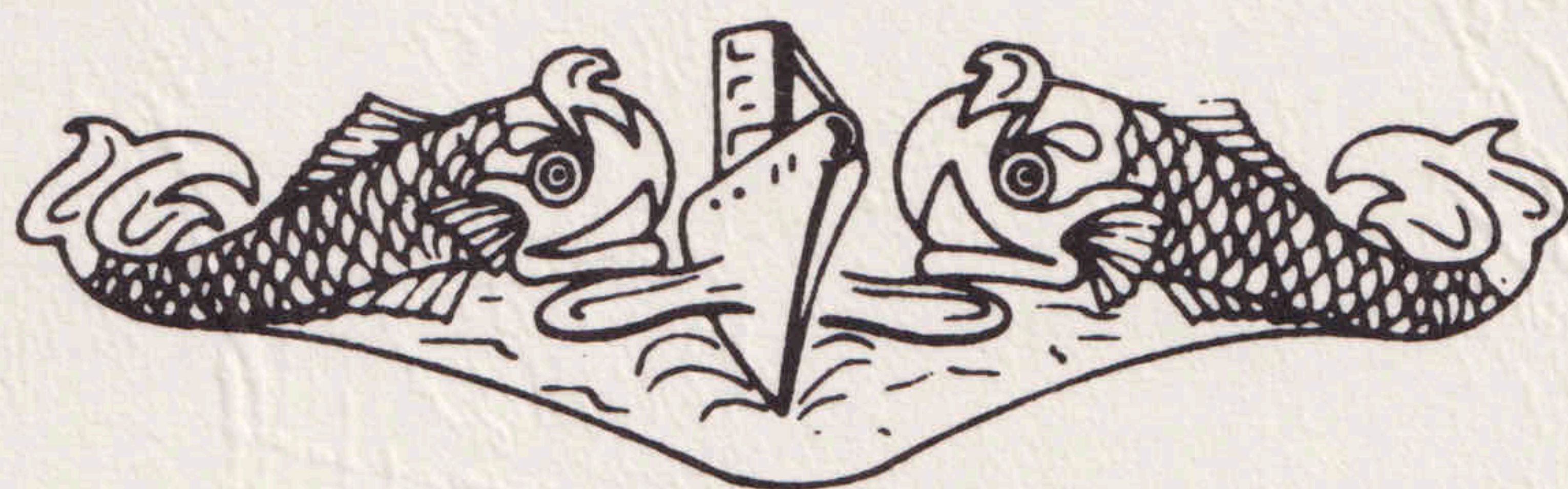
JEFFERSON was commissioned on 4 January 1963, and joined her sister ships in Submarine Squadron FOURTEEN during October of that year. After fifteen patrols from Holy Loch, Scotland, the ship returned to Newport News, in April 1967, for a shipyard overhaul. After completion of overhaul in 1968, JEFFERSON returned to Holy Loch to resume deterrent patrols until the spring of 1970, when she was transferred to Submarine Squadron SIXTEEN at Rota, Spain.

In the summer of 1973, JEFFERSON returned to the United States to conduct Midshipman Summer Training Operations from New London, Connecticut. On 14 December 1973, JEFFERSON received the Providence Plantations Concil Award presented annually to that SSBN in the Atlantic Fleet which demonstrated the most outstanding performance in carrying out her mission. Prior to entering Mare Island Naval Shipyard on the West coast, JEFFERSON completed thirty six deterrent patrols.

At the completion of the second overhaul in 1975, the JEFFERSON shifted her homeport to Pearl Harbor and joined Submarine Squadron FIFTEEN in Guam, where she performed her last strategic deterrent patrols as a two-crew FBM submarine. In both 1979 and 1980, the JEFFERSON was presented Submarine Squadron FIFTEEN's Battle Efficiency and Engineering Excellence Awards. In November 1980, upon completion of her 52nd patrol, the JEFFERSON returned to Pearl Harbor where the two crews consolidated into one and the ship's role as an SSBN submarine neared its end. JEFFERSON then moved to Bangor, Washington, to offload its Polaris missiles and the supporting material for the Polaris Weapons Systems.

In March 1981, after the offload, the ship's designation changed from SSBN 618 to SSN 618 and the ship moved to her new homeport in Charleston, South Carolina, to join Submarine Squadron FOUR. Here, the JEFFERSON has assumed her new role as one of the Atlantic's largest fast attack-type submarines. Later in 1981, JEFFERSON took part in a highly successful UNITAS Deployment to South America. Early in 1982, JEFFERSON was the first ship to complete a Depot Refit Period (DRP) in Charleston Naval Shipyard. The JEFFERSON was at sea most of 1983 with a Mediterranean Deployment the first half of the year and testing a prototype sonar system the second half. During January-February 1984, JEFFERSON made a WESTLANT ASW Patrol of high national importance. In June 1984 THOMAS JEFFERSON changed homeports to Bremerton, Washington to commence decommissioning.

USS THOMAS JEFFERSON was the tenth unit to join the deterrent force of forty-one Fleet Ballistic Missile submarines and is named for the third President of the United States and author of the Declaration of Independence. Our ship's insignia, contains the ship's motto, "Hostility against Tyranny," which is an excerpt from the Jefferson credo, "I have sworn hostility against every form of tyranny over the mind of man." The silhouette depicts our namesake, whose "reputation of masterly pen" won for him the historic assignment to draft the Declaration of Independence. The sword represents this ship's military power to defend his ideas of freedom and self-government.



A Submariner's Prayer

Eternal God, whose creative hand turned primeval seas into oceans wide, and whose omnipresent love can be as keenly felt beneath as above their undulating surfaces,

'Descend with us now into the silent depths as our Unfailing Guide.

We men of the silent service are grateful to be among the few ever to thrill with the excitement of a dive, and the sheer ecstasy of each surfacing. May we never look upon these maneuvers as mere routine, for each is an experience fresh with challenge and no little danger. May we be ever alert to our individual duties, realizing that so much depends on our doing our duty without error.

May we remember the new member of our crew, who is to make his first descent, and breathe a prayer that he shall become a good submariner.

May we, who know what it is to follow a course, also know Him who said, "I am the Way."

May we, who gulp in hastily the first few breaths of fresh air as it rushes down the hatchway, following every dive, know also Thy Refreshing Spirit.

May we, who know the necessity for companionship, feel our partnership with Thee.

When the hatches are dogged, and we are rigged for diving, and all else of the surface-world has been closed out, may we feel Thee in every compartment, as near to us as throbbing engines, pinging sonar, and the hissing of compressed air.

And when as aging submariners, our souls have descended into the depths of eternity, may Thy final call to us be, "Surface, Surface, Surface!"

In the name of Him, who rides as the Unseen Crewman in every ship at sea. Amen.

Reverend Earl S. Christofferson

