

USS Simon Bolivar

SSBN-641

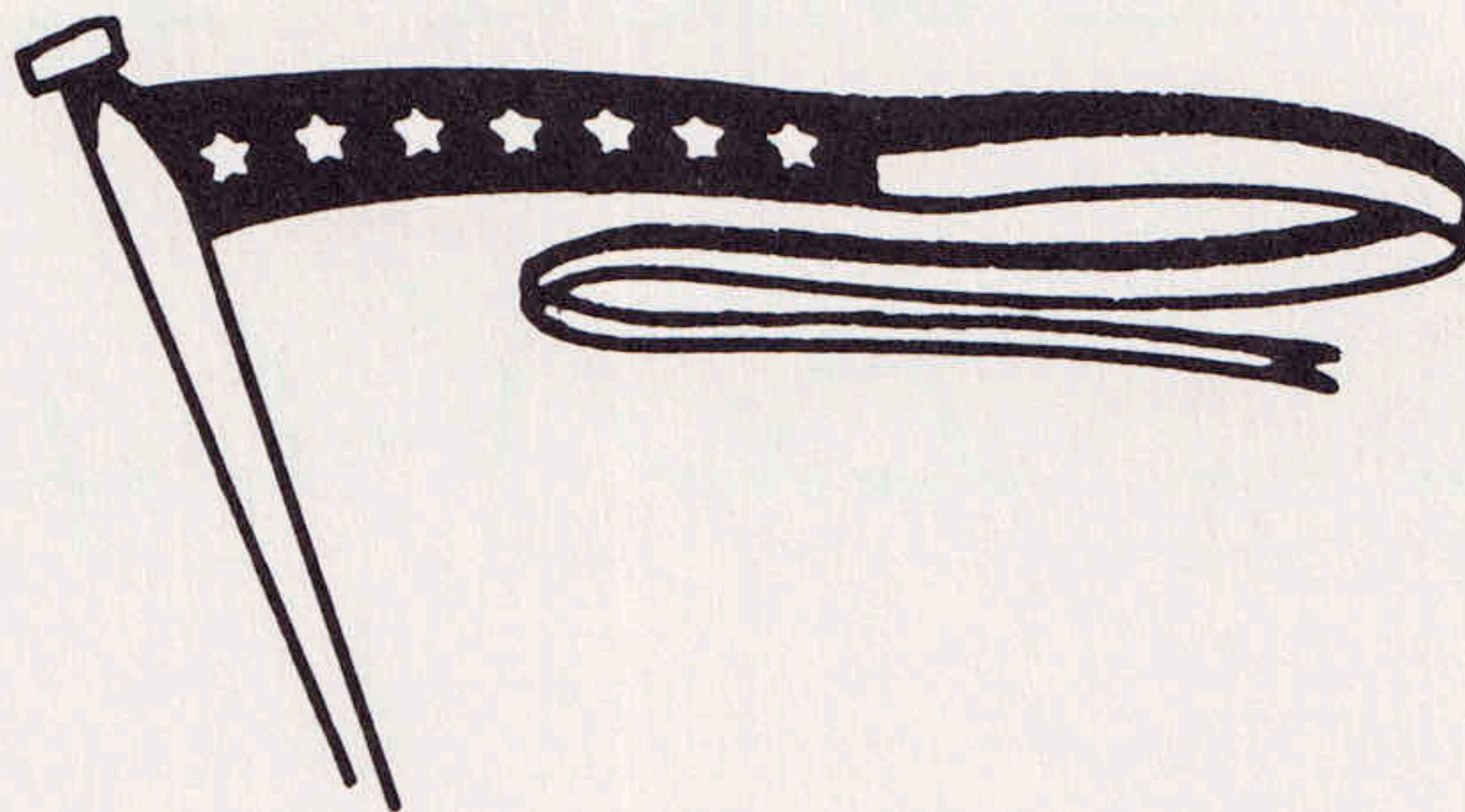


Decommissioning Ceremony

24 February 1995
Bremerton, Washington

USS SIMON BOLIVAR (SSBN 641)

Commissioned 29 October 1965



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 has 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 a horizontal red and white stripe at the fly. It is flown from the masthead, except when displaced by the personal flag of an admiral or commodore aboard a flagship.



DECOMMISSIONING CEREMONY

24 February 1995

The decommissioning ceremony signifies the end of an era, honoring all the men who have given their time and their energy to fulfill and surpass the aspirations held by those who stood in the commissioning ceremony. The decommissioning ceremony is not prescribed by Navy regulations, but rather is a honored product of Naval tradition where the commissioning pennant, ensign, and jack are hauled down for the last time, and the watch is secured. Custom has established that this ceremony be formal and impressive, a solemn occasion in which we pause to reflect upon the rich heritage of this ship and the United States Navy.

HISTORY OF USS SIMON BOLIVAR (SSBN 641)

USS SIMON BOLIVAR (SSBN 641) is named for Simon Bolivar (1783-1830), the hero of South American independence. BOLIVAR's keel was laid on 17 April 1963 at the Newport News Shipbuilding and Dry Dock Company of Newport News, Virginia. She was the thirty-first ballistic missile submarine and the fifty-fifth nuclear submarine to join the fleet. BOLIVAR was launched on 22 August 1964. The ship's sponsor was Mrs. Thomas C. Mann.

BOLIVAR's commissioning took place on 29 October 1965. The principal speaker was Admiral Thomas H. Moorer, Commander in Chief, Atlantic Forces. This was followed by a shakedown cruise and operations on the Atlantic Missile Range.

In March 1966, BOLIVAR shifted homeport to Charleston, South Carolina, as a unit of Submarine Squadron EIGHTEEN, and began making Polaris deterrent patrols. Between February 1971, and May 1972, BOLIVAR underwent conversion to the C-3 Poseidon Missile at the Newport News Shipbuilding and Dry Dock Company. Upon completion of the conversion, the ship made regular patrols from Rota, Spain, as a unit of Submarine Squadron SIXTEEN. In October 1974, the ship returned to her homeport in Charleston, South Carolina, as a unit of Submarine Squadron EIGHTEEN. There in 1975, the ship was awarded the Battle Efficiency "E" and the Providence Plantation Award as the outstanding Fleet Ballistic Missile Submarine in the Atlantic Fleet. Continuing to display tenacity and excellence in Poseidon operations, BOLIVAR went on to earn two more consecutive Battle "E"'s. In February 1979, SIMON BOLIVAR entered Portsmouth Naval Shipyard, Portsmouth, New Hampshire, to undergo overhaul and conversion to the C-4 Trident Missile.

Upon completion of overhaul in December 1980, BOLIVAR conducted Demonstration and Shakedown Operations (DASO) and then reported to Kings Bay, Georgia, as a unit of Submarine Squadron SIXTEEN. Continuing the tradition set before overhaul, BOLIVAR again earned a Battle "E" in 1982. In February 1985, BOLIVAR again entered Portsmouth Naval Shipyard for refueling overhaul. In December 1987, BOLIVAR completed overhaul and returned to Kings Bay, Georgia, as a unit of Submarine Squadron SIXTEEN.

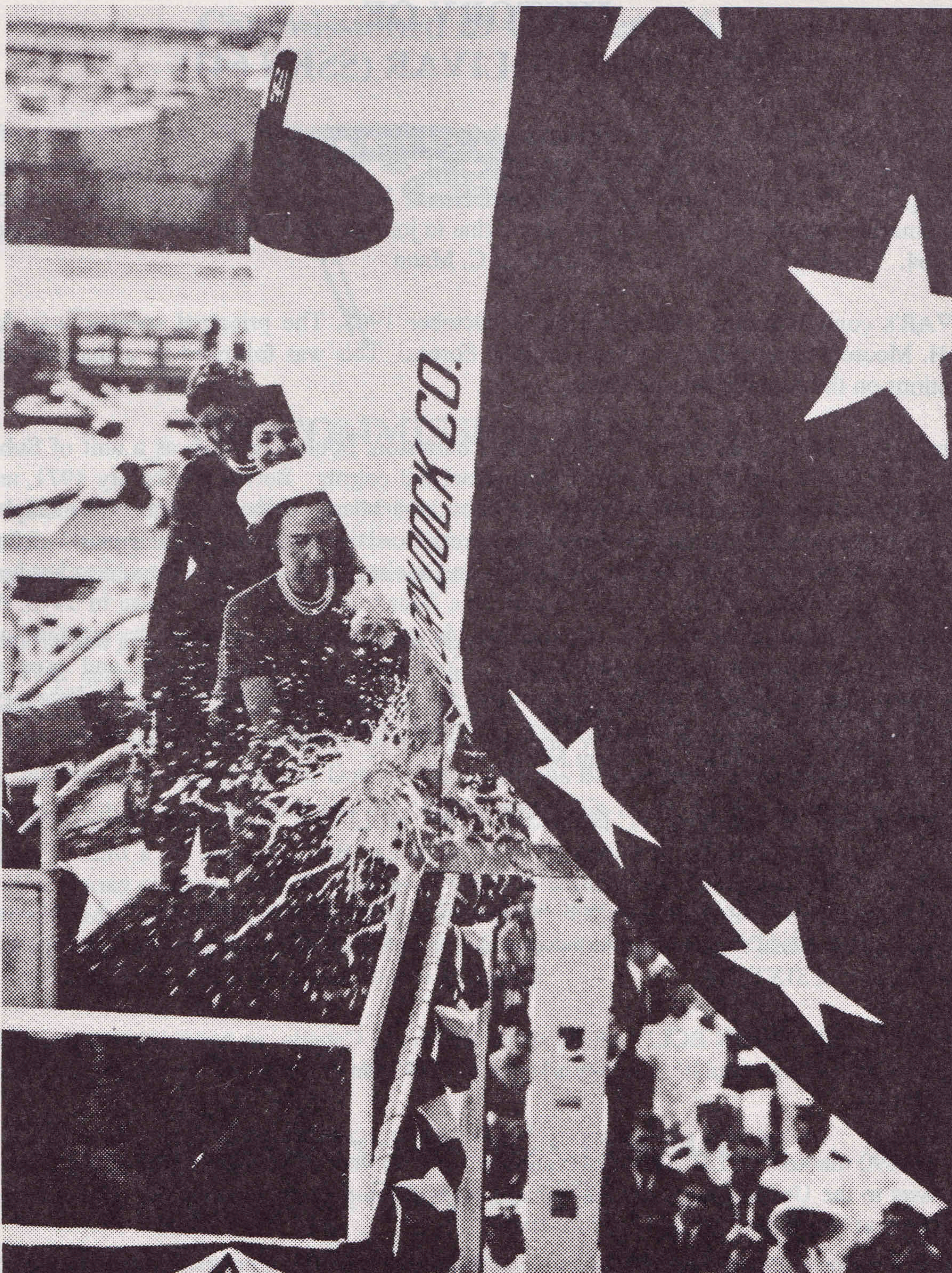
In July 1989, USS SIMON BOLIVAR departed for Puerto Cabello, in her namesake's homeland of Venezuela, to help commemorate the 206th birthday of Simon Bolivar and participate in Venezuela's annual Navy Day.

The year 1990 marked BOLIVAR's observance of her 25th year of faithful commissioned service as a strategic asset to the United States, and culminated with the ship being awarded her second consecutive ASW and Operations White "A" and her fifth Battle "E".

In her final year of service the Gold Crew was awarded the Squadron SIXTEEN Strategic White "S", and the Blue Crew received the Squadron SIXTEEN Communication Green "C", the Damage Control Red "DC", and the Tactical Operations White "T".

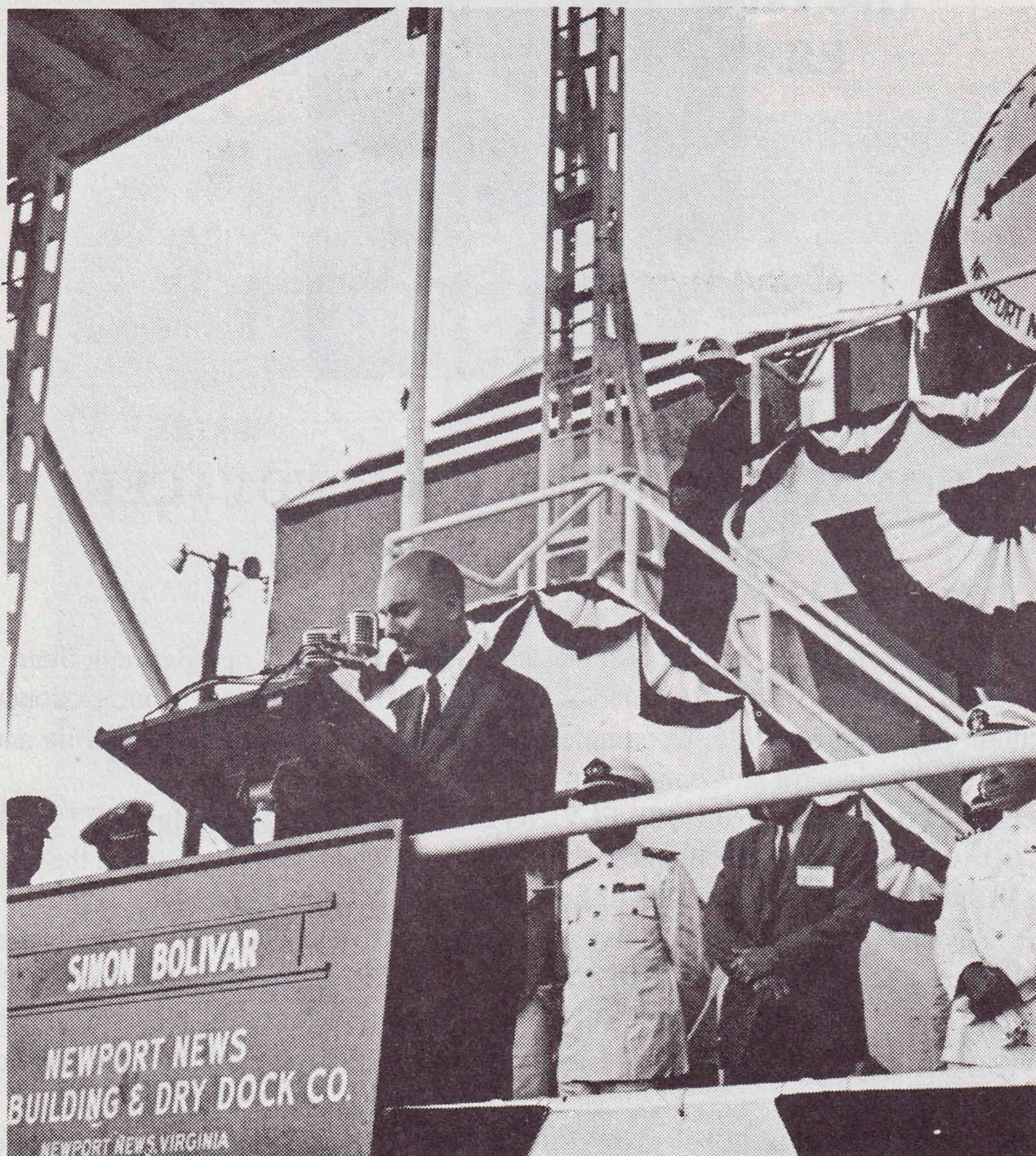
On March 28, 1994, USS SIMON BOLIVAR returned from her 73rd and final Strategic Deterrent Patrol. USS SIMON BOLIVAR is the last SSBN of the original "41 for Freedom" and takes great pride in knowing that her final patrol was made due to disarmament treaties and not due to material condition.

USS SIMON BOLIVAR (SSBN 641)



USS SIMON BOLIVAR Christening Ceremony, 22 August 1964. Mrs. Thomas C. Mann christening the ship.

POLARIS SUBMARINE NAMED AFTER BOLIVAR



Newport News Shipbuilding Photo

Ambassador Tejera-Paris of Venezuele delivers an address at the launching of the Polaris submarine Simón Bolívar in Newport News, Va., last August 22.

USS SIMON BOLIVAR at the Newport News Building & Drydock Co.



COMMANDER FORREST E. NOVACEK UNITED STATES NAVY

Commander Novacek is from Roseau, Minnesota. He graduated from Bemidji State University, Bemidji, Minnesota, in 1975 with a Bachelor of Arts degree in Chemistry. Commissioned at Officer Candidate School, in December 1975, he completed nuclear power training in California and Idaho and initial submarine training in Groton, Connecticut.

Commander Novacek served aboard USS FLYING FISH (SSN 673) from May 1977 to May 1980, as the Reactor Controls Officer and Communicator. He was assigned as an instructor at the Nuclear Power Training Unit Idaho Falls, Idaho, from 1980 to June 1982.

Commander Novacek graduated from Submarine Officer Advanced Course in December 1982 and served as the Engineer Officer, USS DANIEL WEBSTER (SSBN 626) from December 1982 to August 1985, completing five strategic patrols. In August 1985, he transferred to Naval Submarine School, Groton, Connecticut, where he was assigned as the senior tactics instructor of the Tactical Training Department until June 1987.

After completion of Submarine Executive Officers Course in August 1987, Commander Novacek served as Executive Officer, USS BLUEFISH (SSN 675) until December 1989. In January 1990, he attended the Armed Forces Staff College with a final assignment to the Joint Strategic Target Planning Staff and the United States Strategic Command from August 1990 to September 1992. After attending several months of Submarine Commanding Officers Course, he assumed command of USS SIMON BOLIVAR (SSBN 641) (BLUE) in June 1993 and combined Blue and Gold crews since July 1994.

Commander Novacek is entitled to wear the Defense Meritorious Service Medal, the Navy Commendation Medal (four awards), the Joint Service Achievement Medal, and various other unit and personal awards.

Commander Novacek and his wife, the former Linda Sheffer of Fredericksburg, Virginia, have two sons, Matthew, 16, and Michael, 14.

USS SIMON BOLIVAR (SSBN 641)

COMMANDING OFFICERS

COMMISSIONING

CDR C.H. Griffiths

BLUE

CDR C.H. Griffiths

CDR J.T. Bush

CDR E.H. Browder

CDR J.W. Koenig

CDR M.J. Dehaemer

CDR L.F. King

CDR M.P. McGahan

CDR A.D. Habermeyer

CDR F.E. Novacek

GOLD

CDR C.S. Orem

CDR J.J. Badgett

CDR C.C. Cross

CDR D.K. Bishop

CDR J.B. Johnston

CDR C.W. Mayer

CDR W.J. Elliott

CDR C.J. Donahue

CDR R.L. Cox

DECOMMISSIONING

CDR F.E. Novacek

USS SIMON BOLIVAR (SSBN)

OFFICER

CDR FORREST E. NOVACEK

LCDR CURTIS A. RIDEOUT, Executive Officer
LCDR ANTHONY M. GALLETTA, Engineer Officer
LCDR ROBERT H. HEADRICK JR., Navigation/Operations Officer
LCDR ARTHUR D. GLOVER, Weapons Officer
LT JEFFREY R. KALMANEK, Assistant Engineer
LT ROBERT J. KELLER JR., Chemical/Radiological Controls Assistant
LT DAVID M. SLIGER
LT GARY W. KIRKPATRICK

CHIEF PETTY

MTCS(SS) KENNETH L. HOGAN

ETC(SS) DAVID H. AUBREY
MTC(SS) DENNIS J. BARTO
MMCS(SS) ROBERT S. BUCHANAN
EMC(SS) LOUIS I. DIAZ
MMC(SS) FLOYD A. DYAL
MMC(SS) LAWRENCE A. EDWARDS

HMC(SS) FRED C. EWALT
MMC(S) DANNY R. GROOVES
RMC(SS/SW) EDWARD W. HARRIS
TMC(SS) BILLY E. HIMES
STSC(SS) WARREN W.A. MURPHY
ETC(SS) RAMON A. MENA

CREW

SK3(SS) ROBERT D. ADAIR JR.
RM3(SS) ERIC V. ADKINS
MM1(SS) GERALD G. ALFORD
MM1(SS) MICHAEL A. ALLEGRETTO
FT2(SS) BRYAN W. ALLEN
MM1(SS) ROBERT W. ARSEGO
ET3(SS) WILFRED M.S. BIHIS
MS1(SS) JOHN J. BRAISTED
QM3(SS) ROBERT C. BRINSTER III
SA(SS) DENNIS V. CAMPBELL
MT2(SS) JAMES A. CASH II
ET1(SS) HAROLD J. COLE
MM1(SS) MARVIN E. COX JR.
TM2(SS) MICHAEL R. DAVENPORT II
MM2(SS) MICHAEL A. DAVIS
MM3(SS) TIMOTHY S. DAVIS
MT1(SS) LAWRENCE R. DIMAS
MM2(SS) CHRISTOPHER J. DOMINICK
MT1(SS) MATTHEW DOUGLAS
EM2(SS) DEAN J. DREES
EM2(SS) CHRISTOPHER C. DUKE
MS2(SS) KEVIN J. EARLE
SN(SS) JACOB M. ELDER
ET1(SS) TIMOTHY J. EUMAN JR.
ET2(SS) CHRISTOPHER L. FAILING
ET2(SS) LAWRENCE B. FARR II
EM2(SS) THOMAS E. FECHHELM
ET3(SS) FERNANDO FERRER
MM2(SS) ROBERT A. GEORGE

MM1(SS) ROBERT C. GIBBS
STS3(SS) LARRY J. GRAYSON
ET3(SS) DAVID M. GUSS
STS2(SS) WILLIAM C. HAIRSTON
STS3(SS) JOSEPH M. HAKES
MT2(SS) MARK D. HARRIS
QM1(SS) MICHAEL R. HARTLEY
QM3(SS) ROBERT J. HAUPTMANN
MT2(SS) DENNIS L. HEADLEY
SA(SS) SCOTT S. HOPPER
RM2(SS) FREDERICK M. JACKSON
MT2(SS) MICHAEL A. JAEGER
STS2(SS) MICHAEL JAMES
STS3(SS) ANTHONY F. JOHNSON
FT3(SS) ANDREW J. KAZA
MM2(SS) TODD R. KEYSER
MM2(SS) GERED M. LAMBERT
MM2(SS) STACY P. LANE
RM3(SS) TRISTAN J. LAWSON
MM3(SS) LARRY D. LEE II
MM2(SS) TIMOTHY W. LEGG
TMSN(SS) MICHAEL T. LINT
MM1(SS) STEPHEN L. LOESBERG
IC2(SS) HECTOR L. LOPEZ
IC1(SS) JOHN L. MANGOSING
ET1(SS) ANDREW C. MAYERCHAK
MM2(SS) CHRISTOPHER R. MCBRIDE
EM2(SS) RICHARD S. MCCALL
MT1(SS) JON W. MCCLELLAN

641) Decommissioning Crew

ERS

K, Commanding Officer

LT ERIC E. FORSTER, Reactor Controls Assistant
LT GARY W. SMITH, Supply Officer
LT DOUGLAS H. HEDRICK, Main Propulsion Assistant
LT DAVID J. DERR, Damage Control Assistant
LT WILLIAM F. TROUSDALE, Communicator
LT TIMOTHY M. HENDERSON, Assistant Weapons Officer
LT MICHAEL WILKERSON, Electrical Officer
LT WARD C. HOOTER

OFFICERS

GUE, Chief of the Boat

ER

HITCHINGS II

ANN

V

MSC(SS) PAUL L. PETROSKI
MTC(SS) RANDELL L. POWERS
SKC(SS) NOE J. PRESLAR
ETCS(SS) LEONARD D. SCHUNEMEYER
STSC(SS) GEORGE R. SHREFFLER
MMC(SS) RICHARDO P. VIDAL

MT2(SS) WILLIAM MCINERNEY
EM2(SS) BILLY J. MILLER
MT3(SS) TROY A. NORMAN
FT2(SS) ERIC R. ODELL
STS2(SS) MICHAEL L. OLSSON
MT2(SS) ANDY S. OSTERMAN
STS3(SS) NICHOLAS L. PARCHER
STS3(SS) STEVEN J. PECK
MS1(SS) HARROLD PETZOLT
ET3(SS) JEFFREY T. PILLING
SA(SS) DEREK E. PINKLEY
QM2(SS) JOEL E. PRICE
MM1(SS) JEFFREY L. RAIFORD
MM2(SS) TODD R. REASCH
MT1(SS) RAYMOND P. REES
ET2(SS) STEVEN W. ROBERTS
EM2(SS) JONATHON W. ROBINSON
MM2(SS) MAC C. ROBINSON JR.
RM2(SS) MICHAEL S. ROSS
YN3(SS) MAURICE A. RUDOLPH
MM2(SS) JAMES P. RUPP III
EM2(SS) PATRICK A. RUSSELL
FT1(SS) HARRY B. SAMPSON JR.
MS2(SS) ELIBERTO SANDOVAL
MT2(SS) ERNET P. SARABIA
YN3(SU) STEPHEN D. SAUER
TM2(SS) JOSEPH A. SAVOCA
MM2(SS) JEREMY Y. SCHALLACK
MT1(SS) STEVE A. SCHULTZ

EM3(SS) JASON E. SERENO
ET2(SS) RICHARD E. SHARP
IC2(SS) DAVID T. SCHULTZ
ET1(SS) JON R. SIMMONS
MS2(SS) JASON A. SIRMON
ET2(SS) ERIK H. SKLBA
MT3(SS) JEREMY M. SMITH
ET1(SS) ROBERT L. SMITH
QM1(SS) DAVID A. SNODGRASS
MT3(S) BENJAMIN A. STEELE
ET3(SS) FRANK R. SWINDELL
MM2(SS) JOHN K. TAYLOR
FT2(SS) RICHARD THOMPSON
ET3(SS) RICHARD J. TORREZ
TM3(SS) JEFFERY S. TROIANO
SK1(SS) PHILLIP N. TRULL
MT2(SS) MARK A. TURNEY
SK2(SS) JAN C. UITERWYK
STS3(SS) ROBERT S. VANOVER
MS3(SS) OSCAR D. VENESZEE
MT2(SS) ARDEAN D. VILLIARD
STS3(SS) DAVID M. VIRGINIA
MM2(SS) JAMES W. WEBBS JR.
MM3(SS) WILLIAM C. WHITE
MM1(SS) ORVAL R. WILBUR
STS2(SS) KEITH M. WILDS
YN1(SS) JOHN M. WILLIAMS
EM1(SS) JAMES W. WOOD
MM2(SS) RAYMOND V. YOUNG

Command At Sea

THE PRESTIGE, PRIVILEGE AND BURDEN OF COMMAND

by Joseph Conrad

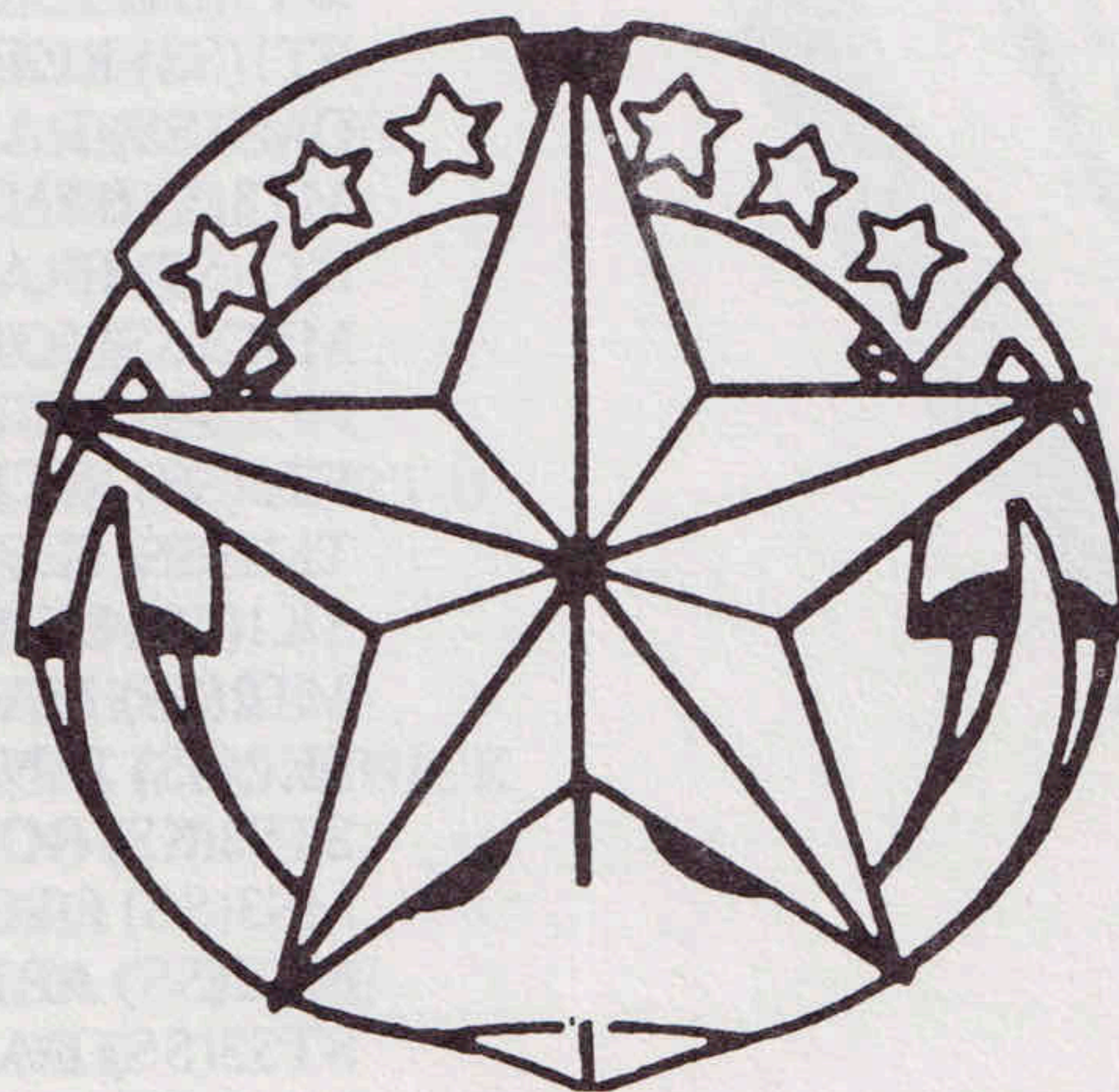
Only a seaman realizes to what an extent an entire ship reflects the personality and ability of one individual, her Commanding Officer. To a landsman, this is not understandable, and sometimes it is even difficult for us to comprehend-but it is so.

A ship at sea is a distant 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 gunfiring 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 command responsibility. His privileges in view of his obligations are almost ludicrously small; nevertheless, command is the spur which has given the Navy its great leaders.

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





The insignia of the submarine service is a submarine flanked by two dolphins. Dolphins, traditional attendants to Poseidon, Greek god of the sea and patron deity of sailors, are symbolic of a calm sea and are sometimes called the "sailor's friend."

The origin of the insignia dates back to 1912. On June 13, CAPT Ernest J. King Commander Submarine Division 3, later a World War II fleet admiral and Chief of Naval Operations, suggested to then-Secretary of the Navy (SecNav) George von L. Meyer, via the Bureau of Navigation (now the Bureau of Naval Personnel), that a distinguishing device for qualified submariners be adopted.

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

A Philadelphia firm, previously contracted by the Navy, was also asked to design a suitable badge. The firm submitted two designs which were combined into the single design used today. It consisted of a bow view of a submarine cruising on the surface, with bow planes rigged for diving, flanked by dolphins in a horizontal position with their heads resting on the upper edges of the bow planes.

By March 29, 1924, the Chief of Navigation recommended to SecNav that the design be adopted. Theodore Roosevelt Jr., then acting SecNav, approved the recommendation.

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

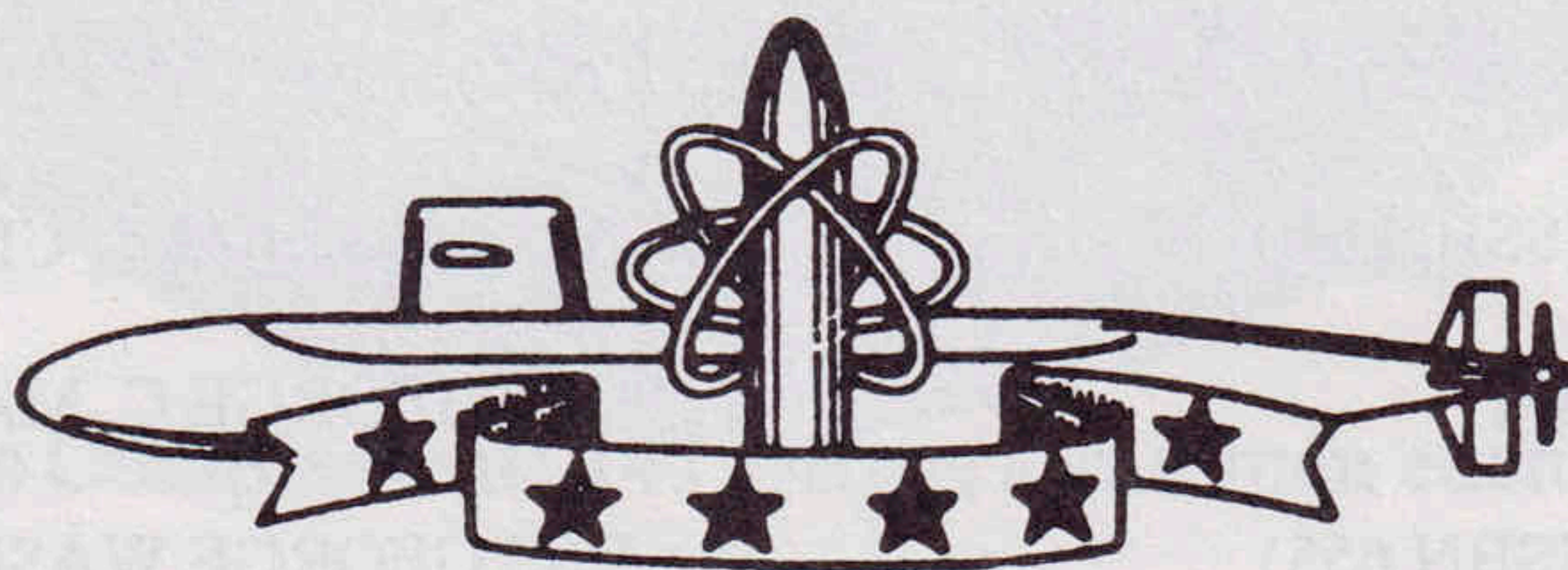
The officers' insignia was a bronze, gold-plated pin, worn centered above the left breast pocket and above ribbons or medals. Enlisted men wore the insignia embroidered on silk, in white on blue for blue clothing, and blue on white for white clothing. This was sewn on the outside of the right sleeve, midway between the wrist and the elbow. The device was 2.75 inches long.

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 uniform regulations dated September 21, 1950, authorized the embroidered insignia for officers and a bronze, silver-plated pin-on insignia for enlisted men.

In more recent times, insignias for specialist officers in the Submarine Force have been developed. These include the Engineering Duty dolphins, Medical Officer dolphins, and Supply Corps dolphins. Regardless of the pin or the insignia at the center, dolphins are worn with pride by members of the Submarine Force.

The wearing of embroidered or pin-on devices by officers and enlisted men, on the coat of service dress blue, full dress white, dinner dress blue and dinner dress white jackets was authorized in the 1981 Uniform Regulations.

The devices are also worn on the khaki shirt, and the long sleeve blue and summer white shirts. The embroidered device's background material also must match the color of the uniform on which it is worn.



Following the tradition of the "World War II" patrol pin, the Polaris Patrol pin is worn by SSBN crews. It recognizes their sacrifice and hard work in completing strategic patrols. One gold star marks each patrol completed. A silver star marks five patrols.

FAREWELL

Today this mighty vessel of Peace, Honor and Strength prepares to leave the Navy. In her nearly thirty years from birth at keel laying to transition at deactivation, she has never once failed to carry out her mission.

As we look upon her today, scarred and showing the lines of a mature and valiant Warrior for Peace, we remember that the visible hull is not the USS SIMON BOLIVAR. The heart that pumps the blood that courses through her veins, the breathing and living entity that is USS SIMON BOLIVAR, is of course the officers and men who serve and have served aboard her. These dedicated members of the Silent Service breathed life into her hull. They made her one of the finest vessels the world has ever known.

As a member of a very exclusive club, "The Forty-One For Freedom", the USS SIMON BOLIVAR helped to win the Cold War without ever having fired a shot in anger. These stalwart boats ensured Peace through Strength, and we are forever grateful. Thank-you and farewell.

USS GEORGE WASHINGTON (SSBN 598)

USS THEODORE ROOSEVELT (SSBN 600)

USS ABRAHAM LINCOLN (SSBN 602)

USS SAM HOUSTON (SSBN 609)

USS JOHN MARSHALL (SSBN 611)

USS ALEXANDER HAMILTON (SSBN 617)

USS ANDREW JACKSON (SSBN 619)

USS JAMES MONROE (SSBN 622)

USS WOODROW WILSON (SSBN 624)

USS DANIEL WEBSTER (SSBN 626)

USS TECUMSEH (SSBN 628)

USS JOHN C. CALHOUN (SSBN 630)

USS VON STEUBEN (SSBN 632)

USS STONEWALL JACKSON (SSBN 634)

USS NATHANAEL GREENE (SSBN 636)

USS SIMON BOLIVAR (SSBN 641)

USS GEORGE BANCROFT (SSBN 643)

USS JAMES POLK (SSBN 645)

USS HENRY L. STIMSON (SSBN 655)

USS FRANCIS SCOTT KEY (SSBN 657)

USS WILL ROGERS (SSBN 659)

USS PATRICK HENRY (SSBN 599)

USS ROBERT E. LEE (SSBN 601)

USS ETHAN ALLEN (SSBN 608)

USS THOMAS A. EDISON (SSBN 610)

USS LAFAYETTE (SSBN 616)

USS THOMAS JEFFERSON (SSBN 618)

USS JOHN ADAMS (SSBN 620)

USS NATHAN HALE (SSBN 623)

USS HENRY CLAY (SSBN 625)

USS JAMES MADISON (SSBN 627)

USS DANIEL BOONE (SSBN 629)

USS ULYSSES S. GRANT (SSBN 631)

USS CASIMIR PULASKI (SSBN 633)

USS SAM RAYBURN (SSBN 635)

USS BENJAMIN FRANKLIN (SSBN 640)

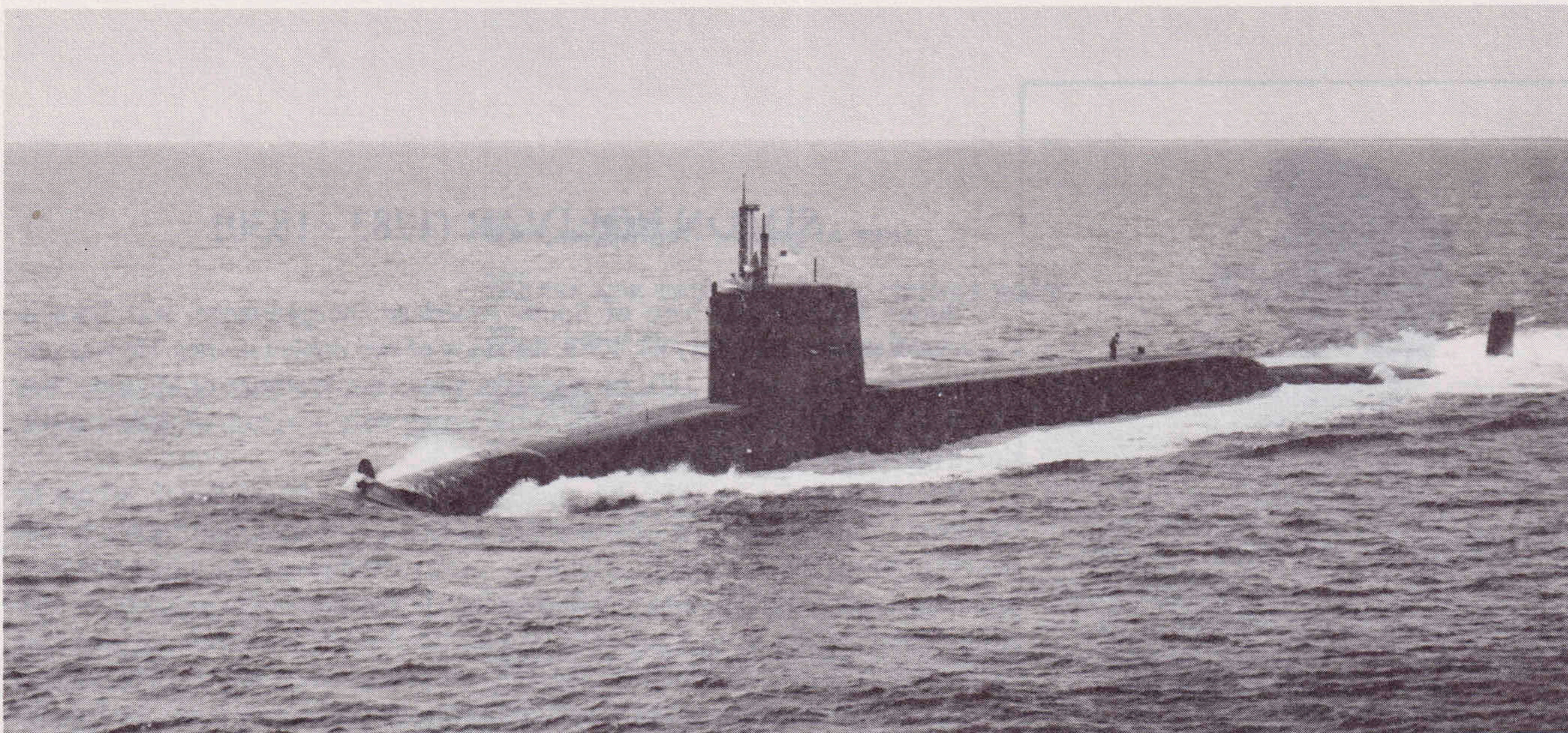
USS KAMEHAMEHA (SSBN 642)

USS LEWIS AND CLARK (SSBN 644)

USS GEORGE C. MARSHALL (SSBN 654)

USS GEORGE WASHINGTON CARVER (SSBN 656)

USS MARIANO G. VALLEJO (SSBN 658)



USS SIMON BOLIVAR ON SEA TRIALS SEPTEMBER 1965

Keel Laid: 17 April 1963

Launched: 22 August 1964

Commissioned: 29 October 1965

First Patrol Commenced: 27 April 1966

Final Patrol Ended: 28 March 1994

Builder: Newport News Shipbuilding and Dry Dock Company

Sponsor: Mrs. Thomas C. Mann

Length: 425 feet

Beam: 33 feet

Maximum Depth: In excess of 400 feet

Maximum speed: In excess of 20 knots

Submerged Displacement: 8,500 tons

Ship's Complement: 141 Officers and men each crew

Number of missile Tubes: 16

Number of Torpedo Tubes: 4



SIMON BOLIVAR (1783 - 1830)

Simon Bolivar, the hero of South American independence, was born in Caracas, Venezuela, on July 24, 1783, the scion of two noble families. He was sent to Europe to study, and in 1801 he married a young noblewoman of Madrid. They returned to Venezuela, but the death of his young wife, a victim of yellow fever, drove him to Europe again.

Returning home in 1809, he passed through the United States, where he observed - for the first time - the working of free institutions, and soon after his arrival in Venezuela, he identified with the cause for independence which had been agitating the Spanish colonies for some years. He was one of the promoters of the insurrection at Caracas in April 1810, and received a colonel's commission in the revolutionary junta. Venezuela declared its independence on July 5, 1811, and the war commenced in earnest in 1812 with the advance of Monteverde and the Spanish troops. Bolivar led a successful expedition in New Granada that same year, driving the Spaniards from post to post, until, arriving at the confines of Venezuela, he boldly decided to enter that province and face Monteverde himself. Bolivar's

troops did not number more than 500 men, but he forced his way through the western part of Venezuela, raised the people to his support and pushed on for Caracas, issuing his decree of "war to the death." The decisive battle which followed brought a crushing defeat to the Spanish and the first major victory in what was to be the revolutionaries' long struggle for freedom.

During the many years of fighting, Bolivar, the recognized head of the revolution, won and lost many great battles, narrowly missed assassination and at the same time had to cope with disagreements among the leaders of the revolution, many of whom were opposed to his leadership.

In June 1821 Bolivar led his troops in the famed Battle of Carabobo, where he completely routed the Spaniards, virtually ending the war in Colombia, which now included Venezuela, Colombia and New Granada. (The confederation of these three countries had been effected by Bolivar in 1819.)

the next step was to secure the independence which had been so dearly purchased. Accordingly, on August 30, 1821, the Constitution of Colombia was adopted and Bolivar was named President.

There was more to do, however. The Spaniards still held Ecuador and Peru, so bolivar set forth once again. He routed the Spaniards from Ecuador in June 1822, and then he marched upon Lima, which the royalists evacuated at his approach. Entering the capital in triumph, he was invested with absolute power as dictator. Bolivar finally overcame all the Spanish forces in August 1824.

In 1825 Upper Peru detached itself and formed a separate state called Bolivia, in honor of the liberator. Its first congress assembled in August and Bolivar was declared perpetual protector.

He now directed the affairs of the freed provinces, but he did not always meet with encouragement. In December 1824 Bolivar called a constituent congress in Colombia, but this body, because of the unsettled state of the country, invested him with dictatorial powers for another year. His constitution for Bolivia was presented to its congress in May 1826 with an address setting forth his opinions on the form of government he considered best for the newly established republics. Its most extraordinary feature was the provision for lodging executive authority in the hands of a president for life, with power to nominate his successor, a proposal which alarmed the friends of liberty. He was accused of trying to unite Colombia, Peru and Bolivia into one state and making himself dictator of the confederacy.

An insurrection in Venezuela brought Bolivar back to Colombia. Arriving in Bogota, he used the extraordinary powers of the president and stopped the rebellion.

But, tired of the accusations of ambition and in an effort to refute them, Bolivar resigned the presidency. But his supporters urged him to return, stating his own conviction that the troubles of the country could be appeased only by the authority and influence of the liberator himself. So bolivar returned to assume the supreme power of the presidency, which he continued to exercise until his death on December 17, 1830.

Bolivar spent nine-tenths of his large patrimony in the service of his country, and, although he had control of the revenues of three countries for a long time, he died without a penny of public money in his possession. He achieved the independence of three states and called forth a new spirit in the southern portion of the New World. He purified the administration of justice; he encouraged the arts and sciences; he fostered national interests, and he induced other countries to recognize that independence which was in great measure the fruit of his own efforts. Since his death, the ring of Simon Bolivar's name has come to mean "Freedom!" throughout the world.

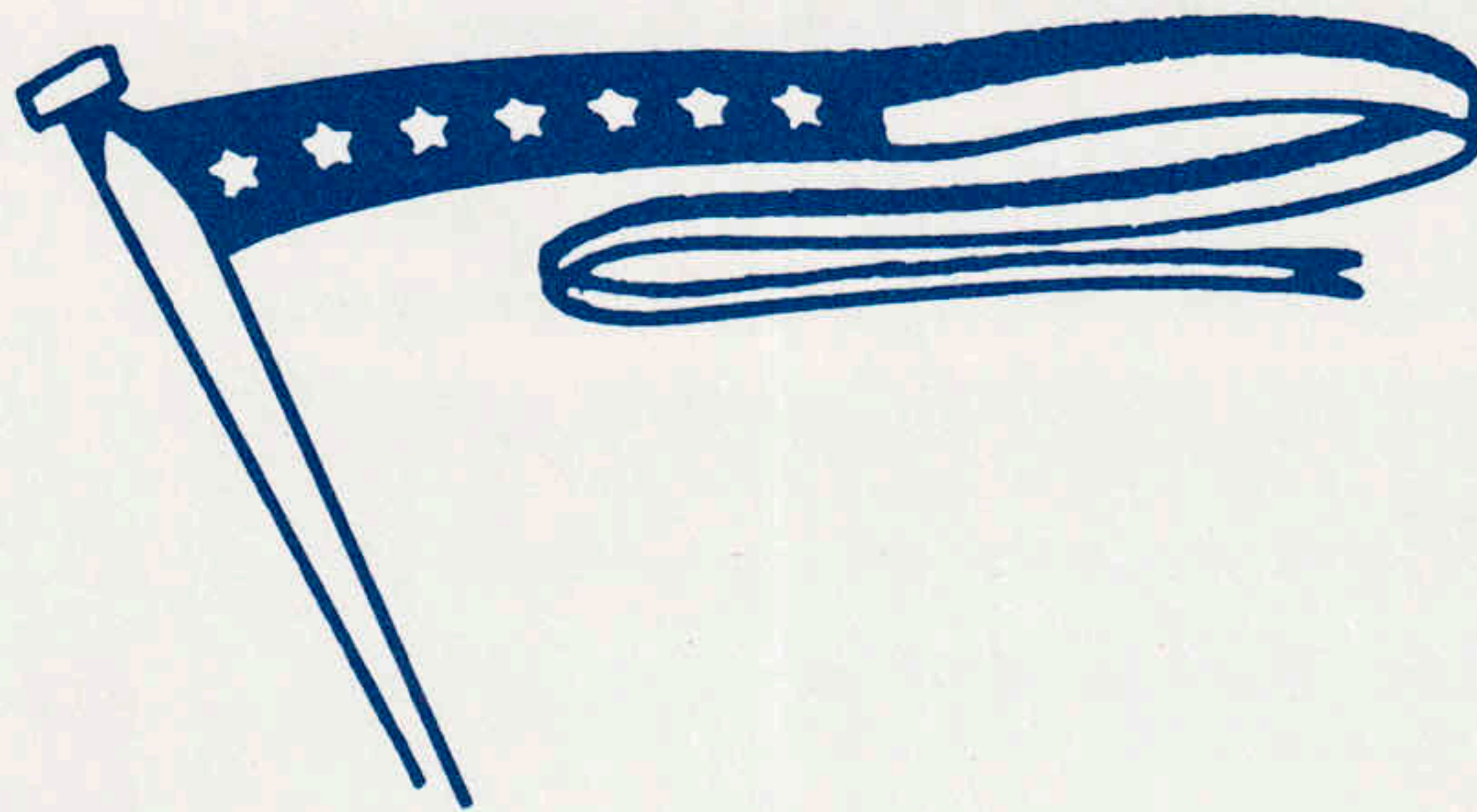
Eternal Father, strong to save,
Whose arm hath bound the restless wave,
Who bidst the mighty ocean deep
Its own appointed limits keep,
O hear us when we cry to thee
For those in peril on the sea!

Lord God, our power evermore,
Whose arm doth reach the ocean floor,
Dive with our men beneath the sea;
Traverse the depths protectively.
O hear us when we pray, and keep
Them safe from peril in the deep.

God, who dost still the restless foam,
Protect the ones we love at home.
Provide that they should always be
By thine own grace both safe and free.
O Father, hear us when we pray
For those we love so far away.

O Father, King of earth and sea,
We dedicate this ship to thee.
In faith we send her on her way;
In faith to thee we humbly pray:
O hear from heaven our sailor's cry
And watch and guard her from on high!

And when at length her course is run,
Her work for home and country done,
Of all the souls that in her sailed
Let not one life in thee have failed;
But hear from heaven our sailor's cry,
And grant eternal life on high!



***"MEN MEAN MORE THAN GUNS
IN THE RATING OF A SHIP"***

JOHN PAUL JONES

