



**USS
WILL
ROGERS**

SSBN 659

INACTIVATION CEREMONY

OCTOBER 23rd, 1992

**U. S. NAVAL SUBMARINE BASE, BANGOR
SILVERDALE, WASHINGTON**

USS WILL ROGERS

SSBN 659

COMMISSIONED APRIL 1st, 1967



THE COMMISSIONING PENNANT

At the moment the commissioning 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.



The commissioning pennant has for centuries been the symbol of a man-of-war. It is believed to date from the 17th century, when the Dutch were at war with the English. Dutch Admiral Maarten Harpertszoon Tromp hoisted a broom at his masthead to symbolize his intention to sweep the English from the sea. British Admiral William Blake answered this gesture by hoisting a horsewhip, indicating his intention to chastise the Dutch. The victorious British thus set the precedent for a long narrow commissioning pennant, symbolizing the original horsewhip as the distinctive symbol of a ship of war.



The modern U.S. Navy commissioning pennant is blue at the hoist with a union of seven white stars, and a horizontal red and white stripe at the fly. In lieu of a commissioning pennant, flagships fly Admiral's personal flags, hence the name flagship.



THE INACTIVATION CEREMONY

The ceremony today is a tribute to the ship and its crew as it is decommissioned, the honorable end of a ship's service to its country. The ship's colors and commissioning pennant are hauled down and the watches secured. The solemn ceremony where the commissioning pennant, ensign, and jack are hauled down for the last time is a dedication to the success of the ship and the men who sailed it.

INACTIVATION CEREMONY

PROGRAM

MUSIC

Naval Base Seattle Band

ARRIVAL HONORS

NATIONAL ANTHEM

INVOCATION

Lieutenant Commander Robert F. Burt, CHC, USN

GUEST SPEAKER

*Vice Admiral Robert Y. "Yogi" Kaufman, USN (Ret.)
First Commanding Officer, USS WILL ROGERS SSBN 659*

REMARKS

*Commander William A. McIsaac, USN
Commanding Officer, USS WILL ROGERS SSBN 659*

CEREMONIAL HAULING DOWN OF COMMISSIONING PENNANT

SECURE THE WATCH

BENEDICTION

Lieutenant Commander Robert F. Burt, CHC, USN

MUSIC

Naval Base Seattle Band

USS WILL ROGERS (SSBN 659)

SHIP'S HISTORY

The USS WILL ROGERS (SSBN 659) is the Navy's 68th nuclear powered submarine and the 41st of its Fleet Ballistic Missile submarine fleet. The ship is 425 feet long with a beam of 33 feet and displaces approximately 8,000 tons submerged.

WILL ROGERS began her waterborne career on 21 July 1966 when she was launched at General Dynamics Corporation's Electric Boat Division at Groton, Connecticut. About seven months later she set out on her first series of sea trials under the direction of Vice Adm. H. G. RICKOVER, acting for the U.S. Atomic Energy Commission and the U.S. Navy, to test operation of the nuclear power plant and handling characteristics of the ship. Immediately after successful completion of first sea trials, further sea trials were undertaken to test the complex weapon system and other intricate pieces of equipment installed on the ship. The WILL ROGERS was placed in commission on 1 April, 1967, with Captain R. Y. Kaufman as Commanding Officer.

During April through July, 1967, the WILL ROGERS underwent further testing and training, including sound trials and torpedo weapons system testing. This period culminated in the successful firing of a Polaris Missile on 31 July, 1967 in the Atlantic Test Range off Cape Kennedy. On 22 September, 1967, WILL ROGERS departed New London, Connecticut, for Charleston, South Carolina for her final load out. In October, 1967, she departed on her first Polaris Deterrent Patrol.

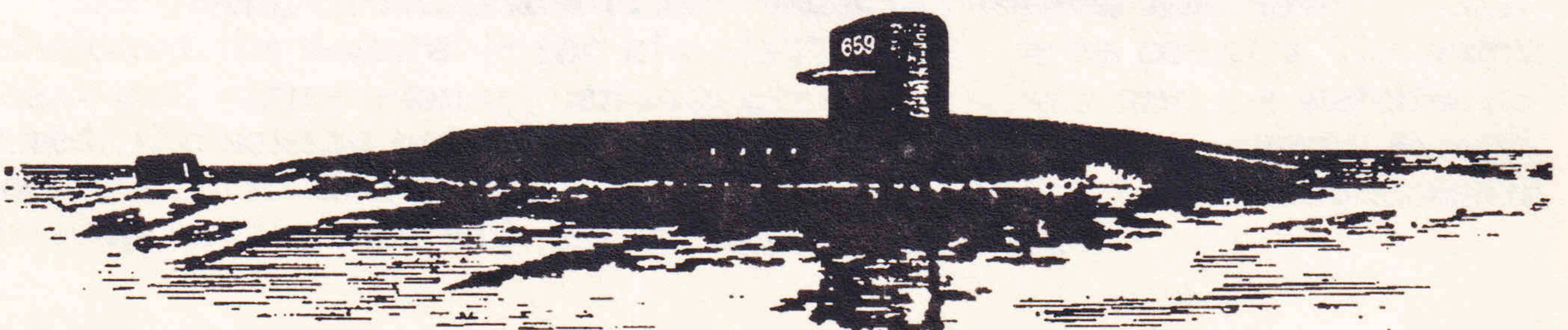
Since that first patrol, the USS WILL ROGERS has successfully completed over SEVENTY-TWO Fleet Ballistic Missile Deterrent Patrols and has also completed 1,002 dives (more than any other SSBN) in her long and distinguished career.

THE FLEET BALLISTIC MISSILE SUBMARINE

Fast, silent and virtually immune to surprise attack, the WILL ROGERS combines the almost unlimited endurance of nuclear power with the deterrent might of 16 C-3 POSEIDON missiles having an explosive capability greater than all the bombs of World War II. These missiles have a range of about 2,500 nautical miles and are housed in 16 launching tubes located just aft of the sail.

Manned by alternate crews (Blue and Gold – while one is at sea the other will be ashore training) the ship will be on duty almost constantly with address unknown, an underwater mobile missile launching platform hidden and virtually indestructible. Under U.S. control at all times the FBM (Fleet Ballistic Missile) system provides the United States with a powerful deterrent force to those who might start a global war.

In order to provide for maximum crew comfort during the 60 day patrols, the ship is equipped with over 600 tons of air conditioning equipment. Special atmospheric purification equipment removes irritants from the air and maintains the proper balance of oxygen, carbon dioxide and other atmospheric elements, and electrolytic oxygen generators permit the submarine to manufacture all of its oxygen from sea water.



USS WILL ROGERS (SSBN 659)

STATISTICAL DATA

Keel Laid 29 March 1965

Launched..... 21 July 1966

Commissioned 1 April 1967

Sponsored By Mrs. Hubert H. Humphrey

Built By General Dynamics
Electric Boat Division

POSEIDON Conversion February 1974 at the
Completed Portsmouth Naval Shipyard

Length 425 Feet

Hull Diameter 33 Feet

Displacement 8,000 tons (submerged)

Missile Tubes 16

COMMANDING OFFICERS

BLUE CREW

CAPT. R.Y. Kaufman

CDR. W. A. Williams

CDR. R. L. Kelsey

CDR. J. W. Ailes

CDR. R. T. Meloy

CDR. D. F. Sears

CDR. M. S. Wright

CDR. B. L. Hied

CDR. P. J. Dolan

CDR. A. B. Chaloupka

CDR. R. W. Dennis

GOLD CREW

CDR. W. J. Cowhill

CDR. M. S. Greer

CDR. J. A. Schmidt

CDR. L. R. Marsh

CDR. P. J. Dolan

CDR. G. L. Wolverton

CDR. L. G. Dominique

CDR. W. A. McIsaac



USS WILL ROGERS

SSBN 659

WARDEN

CDR William A. ...
Commander

LCDR Michael ...
Executive Officer

LCDR Thomas Aidan Bothwell
Engineer

LCDR Herbert Russell Elkin
Navigator

LT John Joseph Keeling
Weapons Officer

LTJG James Emerson Hassett
Electrical Officer

LT Arun K. Khaitan
Reactor Controls Assistant

LT Joseph Daniel Mauser
Main Propulsion Assistant

CHIEF PETTY OFFICERS

MSC(SS) Jeffrey Alan Bolduc
FTBC(SS) George William Bruch
EMC(SS) Anthony David Clark
STSCS(SS) Richard Joseph Domonkos
ETC(SS) Gerald Lee Hammond

MMCS(SS) George ...
RMCS(SS) Richard ...
FTCS(SS) Elmer A ...
QMC(SS) Gary Ste ...
YNC(SS) John For ...

ENLISTED PERSONNEL

MM2(SS) Jonathan Stuart Abel
MS2(SS) Dexter "D" Alford
MM2(SS) Kevin Lee Anderson
MM3(SS) Samuel Dean Anderson
STS2(SS) John Edgar Artz
STS3(SS) Jerome Brian Baker
MM2(SS) David Lee Baldridge
YNSA(SS) Scott Ballard
ET2(SS) Herbert James Bangert
FTB3(SS) Michael Roy Barras
MM3(SS) James Christopher Beene
MM1(SS) David Allan Berndt
RM3(SS) Jaison Best
FTG2(SS) Kenneth Michael Beyea
STS2(SS) John Douglas Bissell
MT1(SS) Lawrence Allen Bittenbender
ET2(SS) David Gerald Boyer
MM1(SS) James Arthur Breen
STS2(SS) Robert Dean Calvert
ET2(SS) Brice Eugene Carden
ET2(SS) Thomas Myles Chadwick
MT2(SS) Robert Jerome Collins
MM2(SS) Robert William Cornwell
STS1(SS) Gerald Paul Courtney
IC3(SS) Keith Allen Crisman
IC3(SS) Stephen Ray Alan Crochet
MM1(SS) Windfred Durtanta Dawson

MM2(SS) Daniel Richard Demarsh
ET2(SS) Mark Lee Doucett
IC3(SS) John Andrew Dudgeon
MM3(SS) Robert Leon Echols
TM3(SS) Michael Angello Edmonston
HM1(SS) Frank Delano Ellman
IC2(SS) Jesse Cruz Fercho
MM2(SS) James William Filiatreault
EM1(SS) Stephen Michael Fortin
IC2(SS) Mark Joseph Fortin
ET2(SS) Brian Eugene Frysinger
ET2(SS) Robert Michael Gaydosh
MS3(SS) William Shawn Gerrich
ET1(SS) Wayne Lynn Green
ET2(SS) Richard John Grevelding
MM2(SS) Monte Gene Grubaugh
ET2(SS) Randy Lee Guinther
EM2(SS) Kevin George Haas
MM3(SS) Paul Edwin Hamm
SK1(SS) Gary W Hammonds
MT3(SS) Daniel Christopher Hart
SN(SS) Darrel Duane Hartley
STS2(SS) Paul Andrew Hulahan
YN3(SS) Lee O'Brien Hutchinson
STS3(SS) John Matthew Jaworski
EM2(SS) Daniel Owen Johnson

ROOM

Anthony McIsaac
ing Officer

Patrick Leary
e Officer

LTJG Tyler Lewis Meador
Chemistry/Radiological Controls Officer

LT Todd Ragan Motley
Assistant Engineer

LT Timothy Stewart Rennick
Damage Control Assistant

Y OFFICERS

e Robert Henry
d Frederick Lenz
lvarez Padua
even Pease
rest Robertson

INACTIVATION CREW

LT Michael Scott Rosen
Communicator

LTJG Jeffrey Edward Schreiner
Supply Officer

LT Wayne Edward Velzis
Sonar Officer

ICC(SS) Kenneth Andrew Skorupa
ETCS(SS) Ralph Michael Stelmazsek
MMC(SS) Sidney Mark Veal
MMC(SS) Richard Allen Walker
ETCM(SS) Donald Scott Warren

PERSONNEL

QM3(SS) Kevin Leroy Jones
ET2(SS) Deryl Keith Jones
STS2(SS) Thomas James Kelly
MS2(SS) Marvin Kinnel
MM2(SS) Erik Stanley Knappman
MS2(SS) Craig Raymond Knutson
ET3(SS) William Conrad Kokal
MM3(SS) Mark Allen Kroll
FTG3(SS) Stephen Kent Leon
EM2(SS) John Patrick Lindsey
MS2(SS) Adamearl Joseph Mainville
STS2(SS) Andrew Phillips Mallory
FTG2(SS) Anthony James Masters
ET3(SS) Scott Michael Maynard
RM2(SS) William Christopher McBride
MM1(SS) Russell Wayne Miller
MT3(SS) Maurice James Mitchell
MT2(SS) John Foster Montgomery
ET2(SS) Anil Thankappan Nair
RM1(SS) Robert Allan Ney
MM2(SS) Daniel Ray O'Dell
QM3(SS) Jorge Louis Perez
EM1(SS) Larry Gene Powelson
ET3(SS) Eldon Gray Price
EM1(SS) Austin Douglas Putnam
MM2(SS) Ezell Reed

STS2(SS) Ronald Phillip Reed
MM2(SS) Scott Douglas Reid
MM1(SS) Robert Charles Rudkin
SN(SS) Stephen Christopher Sampica
FTG1(SS) Lawrence Gene Sanlin
QM2(SS) Donny Gene Scroggins
STS2(SS) Joseph Allen Sewell
EM2(SS) Warren Hamilton Shipley
EM2(SS) Joseph Robert Shisler
ET1(SS) Donald Leigh Shockley
EM2(SS) Erik Roland Shott
RM2(SS) Jerry Dan Smith
TM2(SS) Roger Dale Svendsen
MM1(SS) John Richard Sweet
RM3(SS) Joseph Frederick Thomas
MS2(SS) Ryan Paul Tipple
MM2(SS) Stephen David Tye
MM1(SS) Diego Louis Vega
QM3(SU) Eddie Watson
TM1(SS) Dennis Francis Wilkinson
MM3(SS) Melvin Andrew Williams
ET2(SS) John David Willoughby
MT2(SS) Bernard Wilson, III
EM3(SS) Matthew Aaron Winder
RM3(SS) Ronald Dean Woodward
TM3(SS) John Charles Zellers



**Commander
William A. McIsaac,
United States Navy**

**Commanding Officer,
USS WILL ROGERS (SSBN 659)**

Commander William A. McIsaac was born in Long Beach, California on January 19th, 1949. He attended the University of California at Los Angeles, graduating in 1974 and was commissioned through the NUPOC program. He completed Nuclear Power Training prior to reporting to USS ABRAHAM LINCOLN (SSBN 602) (BLUE) where he served as Reactor Controls Assistant, Electrical Officer, Main Propulsion Assistant, and Chemistry Radiological Controls Assistant, and qualified as Engineer Officer.

He then transferred to USS SHARK (SSN 591) where he served as Communicator and Weapons Officer. After attending Submarine Officer's Advanced Course, CDR McIsaac reported to USS BREMERTON (SSN 698) where he served as Engineer Officer for 3 years. He then transferred to USS GEORGE WASHINGTON CARVER (SSBN 656) (BLUE) where he served as Executive Officer. The CARVER was completing overhaul and CDR McIsaac subsequently completed a firing DASO and four strategic deterrent patrols. He next transferred to Naval Sea Systems Command and served in the Heavyweight Torpedo Program Office as the Advanced Capability (ADCAP) Torpedo Fleet Introduction Officer.

CDR McIsaac is married to the former Katherine Sue Robinson of San Diego, California. They have one daughter, Mary.





**Commander
William A. McIsaac,
United States Navy**

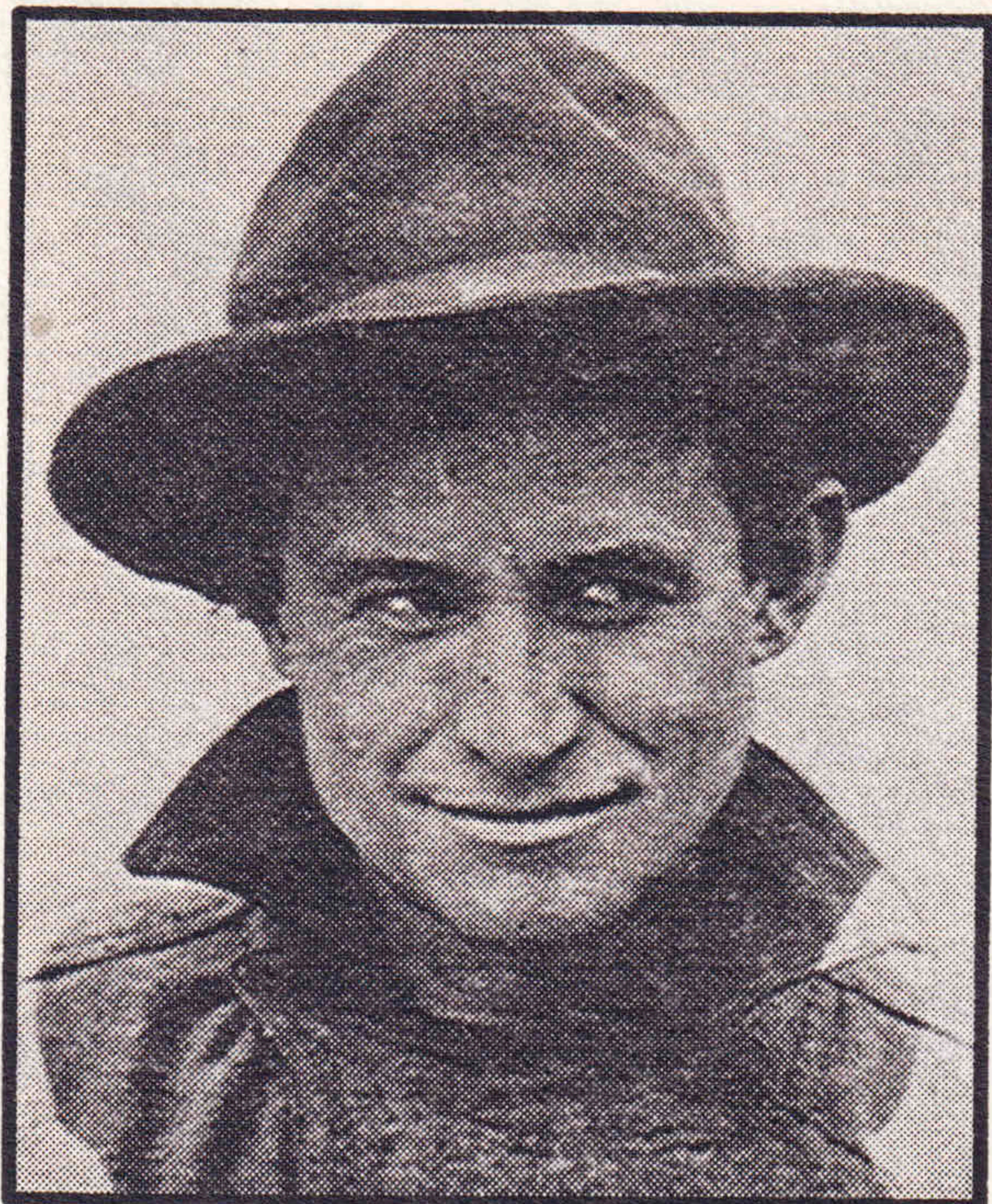
**Commanding Officer,
USS WILL ROGERS (SSBN 659)**

Commander William A. McIsaac was born in Long Beach, California on January 19th, 1949. He attended the University of California at Los Angeles, graduating in 1974 and was commissioned through the NUPOC program. He completed Nuclear Power Training prior to reporting to USS ABRAHAM LINCOLN (SSBN 602) (BLUE) where he served as Reactor Controls Assistant, Electrical Officer, Main Propulsion Assistant, and Chemistry Radiological Controls Assistant, and qualified as Engineer Officer.

He then transferred to USS SHARK (SSN 591) where he served as Communicator and Weapons Officer. After attending Submarine Officer's Advanced Course, CDR McIsaac reported to USS BREMERTON (SSN 698) where he served as Engineer Officer for 3 years. He then transferred to USS GEORGE WASHINGTON CARVER (SSBN 656) (BLUE) where he served as Executive Officer. The CARVER was completing overhaul and CDR McIsaac subsequently completed a firing DASO and four strategic deterrent patrols. He next transferred to Naval Sea Systems Command and served in the Heavyweight Torpedo Program Office as the Advanced Capability (ADCAP) Torpedo Fleet Introduction Officer.

CDR McIsaac is married to the former Katherine Sue Robinson of San Diego, California. They have one daughter, Mary.





Will Rogers

(1879 – 1935)

American Actor and Humorist

Will Rogers was a man of distinct character, humor, wit, philosophy, generosity, always a happy man, and always his "natchel" self.

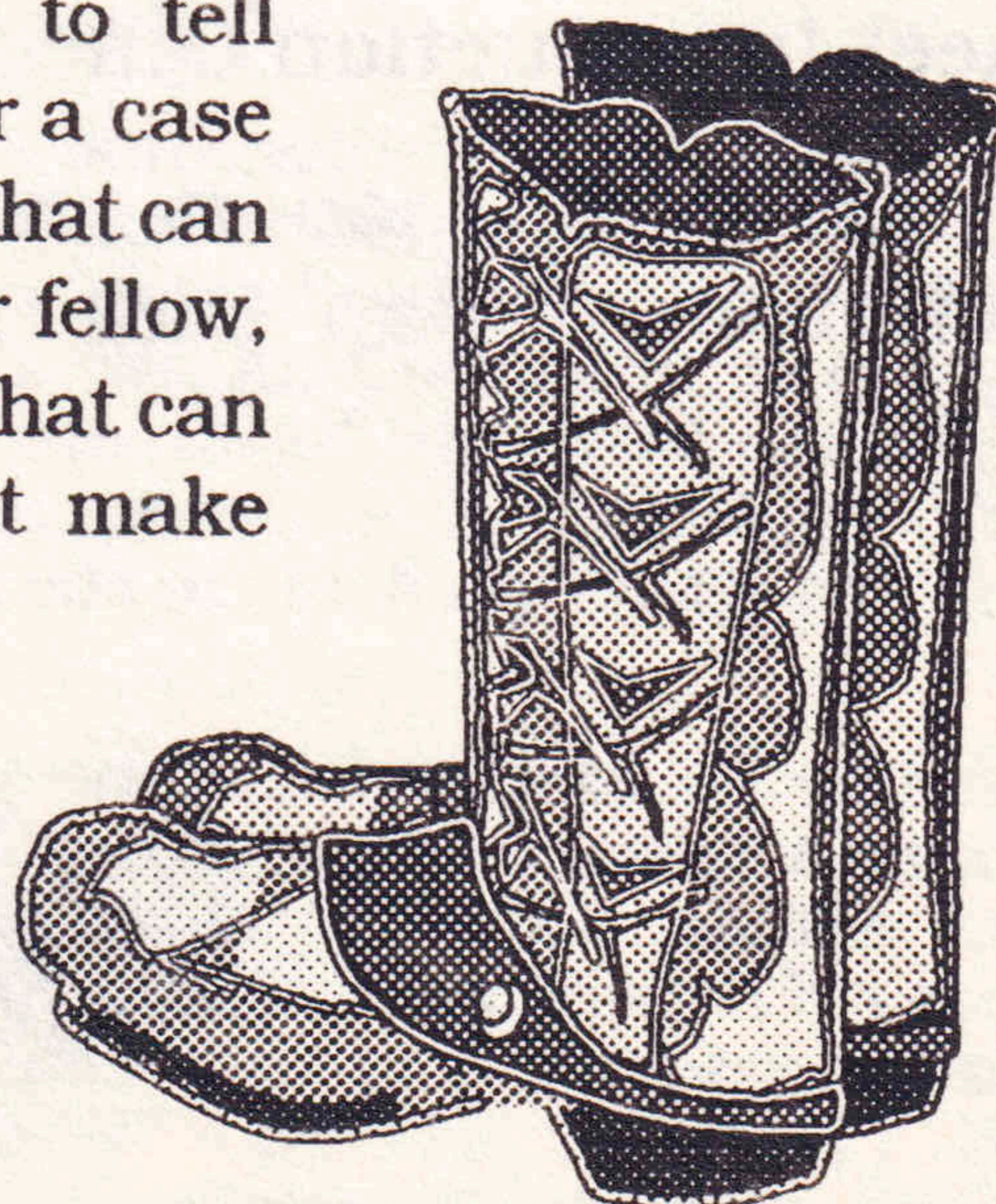
He was born in 1879 of ranching parents near Oologah Indian Territory, Oklahoma. His boyhood home started

him off toward an acting career and world wide fame, as he became an expert roper and rider. He traveled to Argentina, South Africa, and Australia where he worked as a rope artist and rough rider with a wild west show, finally returning home in 1904. Enjoying his travel, Will didn't stay home long, and in 1905 he made his New York debut at Madison Square Garden with the Colonel Zach Mulhall show. His act was one of roping and joking, all the time maintaining a relaxed, homespun atmosphere...

"Ladies and gentlemen, I want to call your sho nuff attention to this next little stunt I am going to pull on you ... I don't have any idea I'll get it, but here goes..."; and there he went, his country bumpkin style leading him directly to the hearts of his audience. Will rose to stardom in "Hands Up" in 1905, and was a star in the Ziegfeld Follies for several years of the early twenties.

Will Rogers was not only an actor but also a philosopher and writer. In 1926, he began writing a syndicated column which consisted of a daily paragraph which dealt mainly with politics. Will's foresight and acuteness of mind is borne out in a statement made on November 17, 1929, that was applicable to his love for aviation or for progress in general...; "It takes years in this country to tell whether anybody's right or wrong. It's kinder a case of just how far ahead you can see. The fellow that can see only a week ahead is always the popular fellow, for he is looking with the crowd. But the one that can see years, he has a telescope but he can't make anybody believe he has it."

However, Will Rogers is perhaps best remembered, and his overall philosophy best expressed, in his words of June 15, 1930 when he said – *"I never met a man I didn't like."*



Closing

One ship leaves the Navy
today

One ship of hundreds

Will feel the ocean one last
time.

Yet she takes with her the
knowledge

That she has served her
nation and her men

As well as any ship could.

This one submarine which
carries her name

The history of all such craft

That have ever flown our
nation's flag.

The Will Rogers is before us
now,

Twenty-six years serving with
pride.

What was once a smooth hull
and pristine lines,

The newest and the best of all

Now shows scars from
welder's torch;

From repairs and patches
made of necessity.

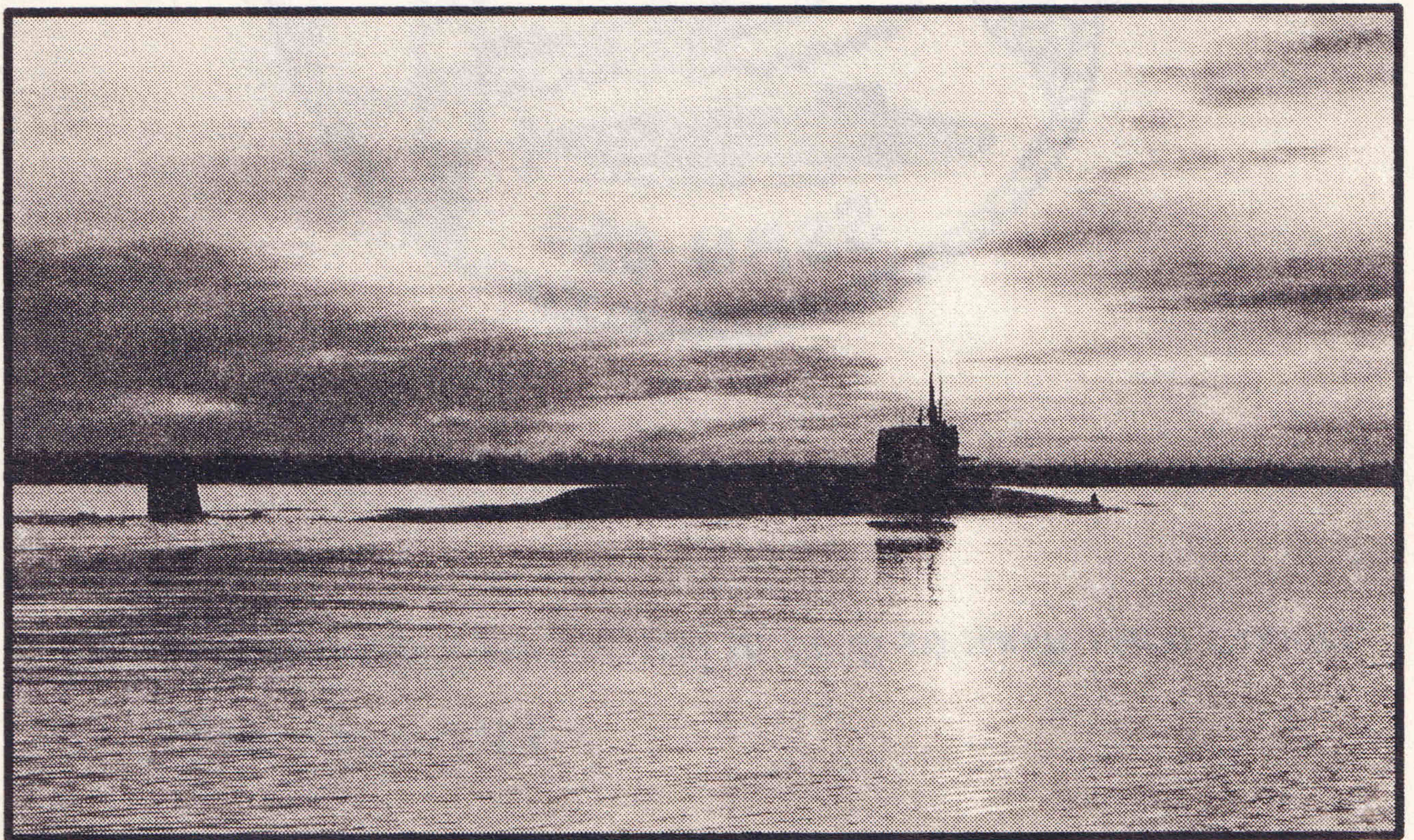
No innocent youth, this ship,

She wears her age well, with
pride,

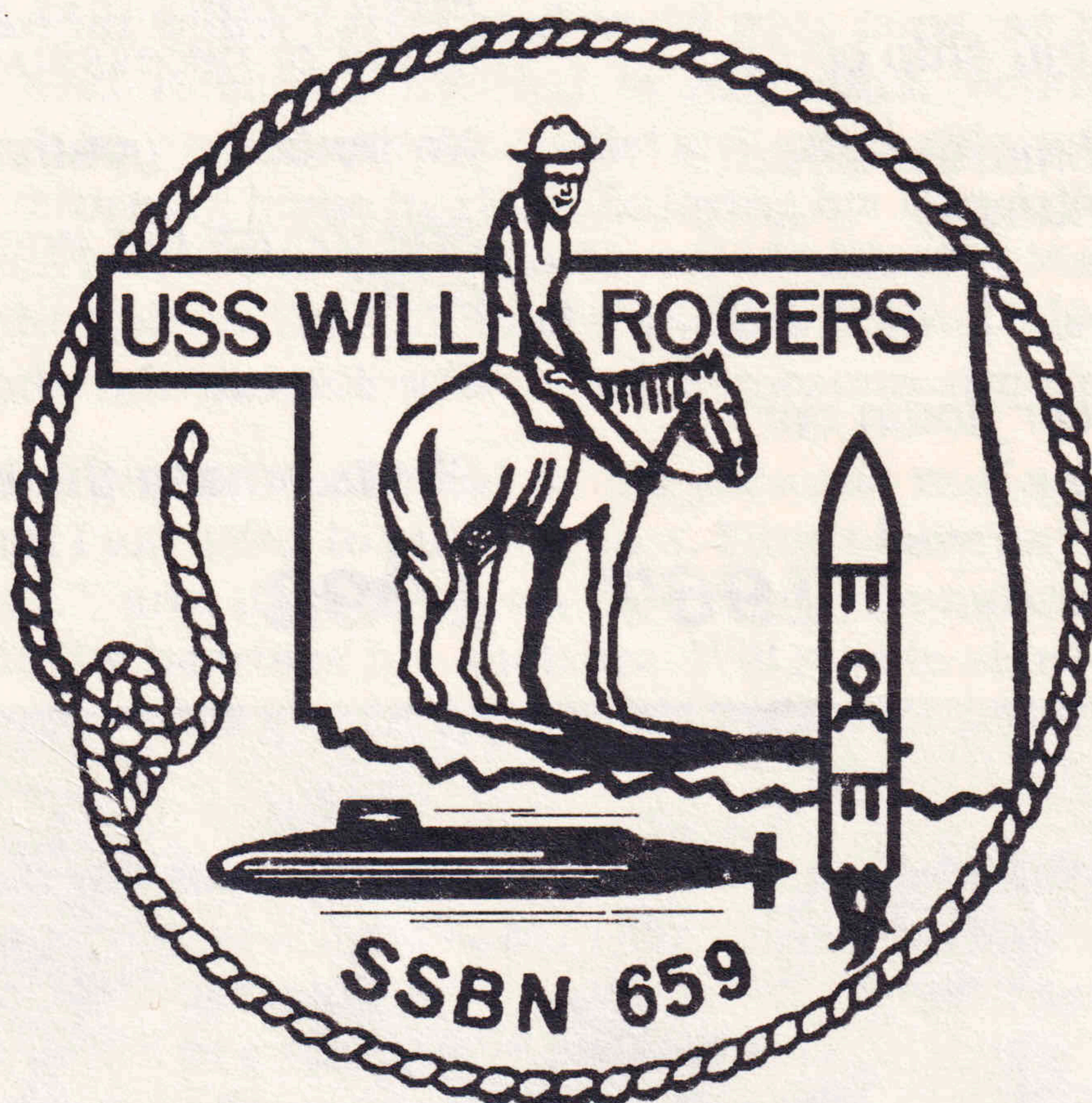
For even at the end,

She is among the best.

1967 – 1992



“Fair winds and following seas”



"Liberty don't work as good in practice as it does in speeches."

Will Rogers – 1927