



DECOMMISSIONING
STATION
NORFOLK, VA 23511

DECOMMISSIONING CEREMONY

Following 31 years of proud service



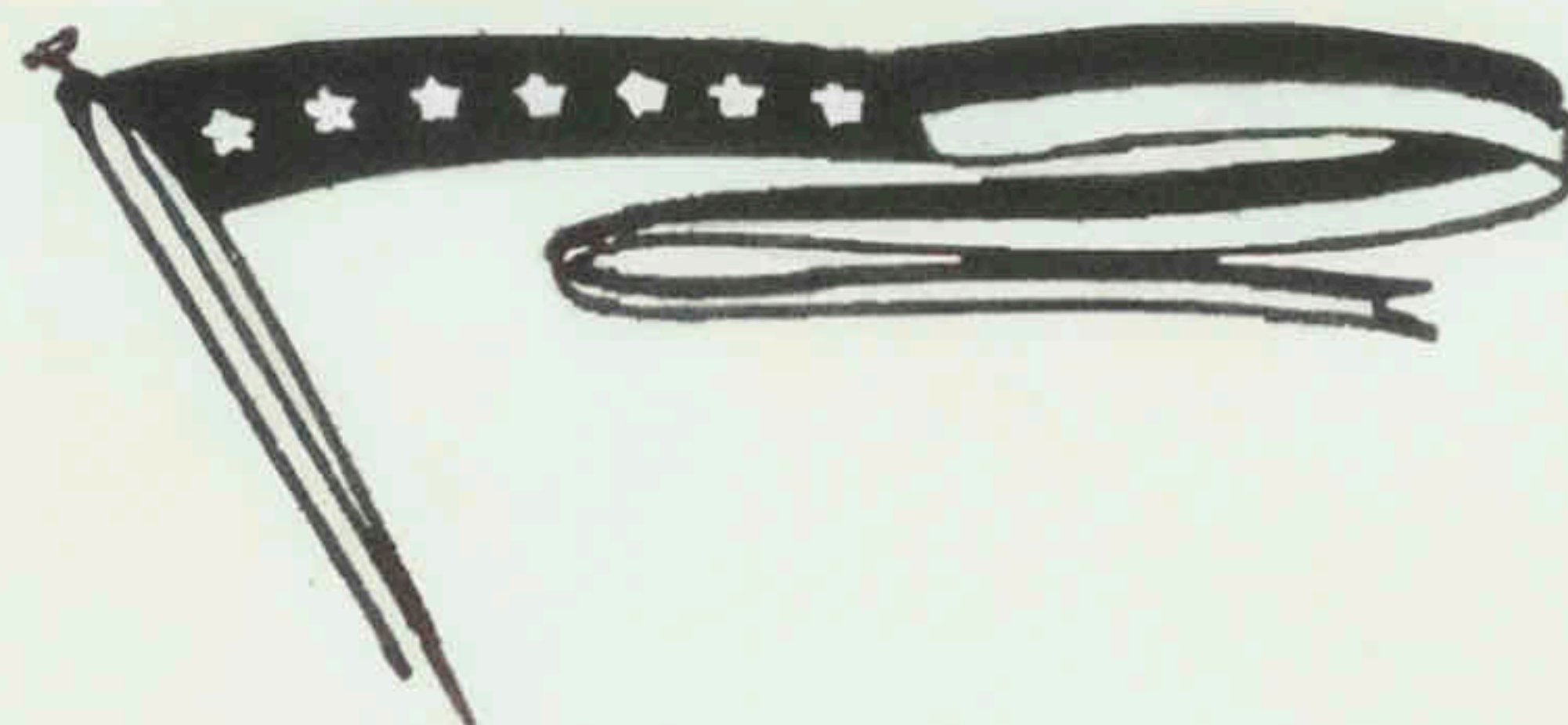
19 April 1990

Norfolk Naval Base
Norfolk, Virginia

USS SKIPJACK



COMMISSIONED 15 APRIL 1959



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 horse whip as the distinctive symbol of a ship of war.



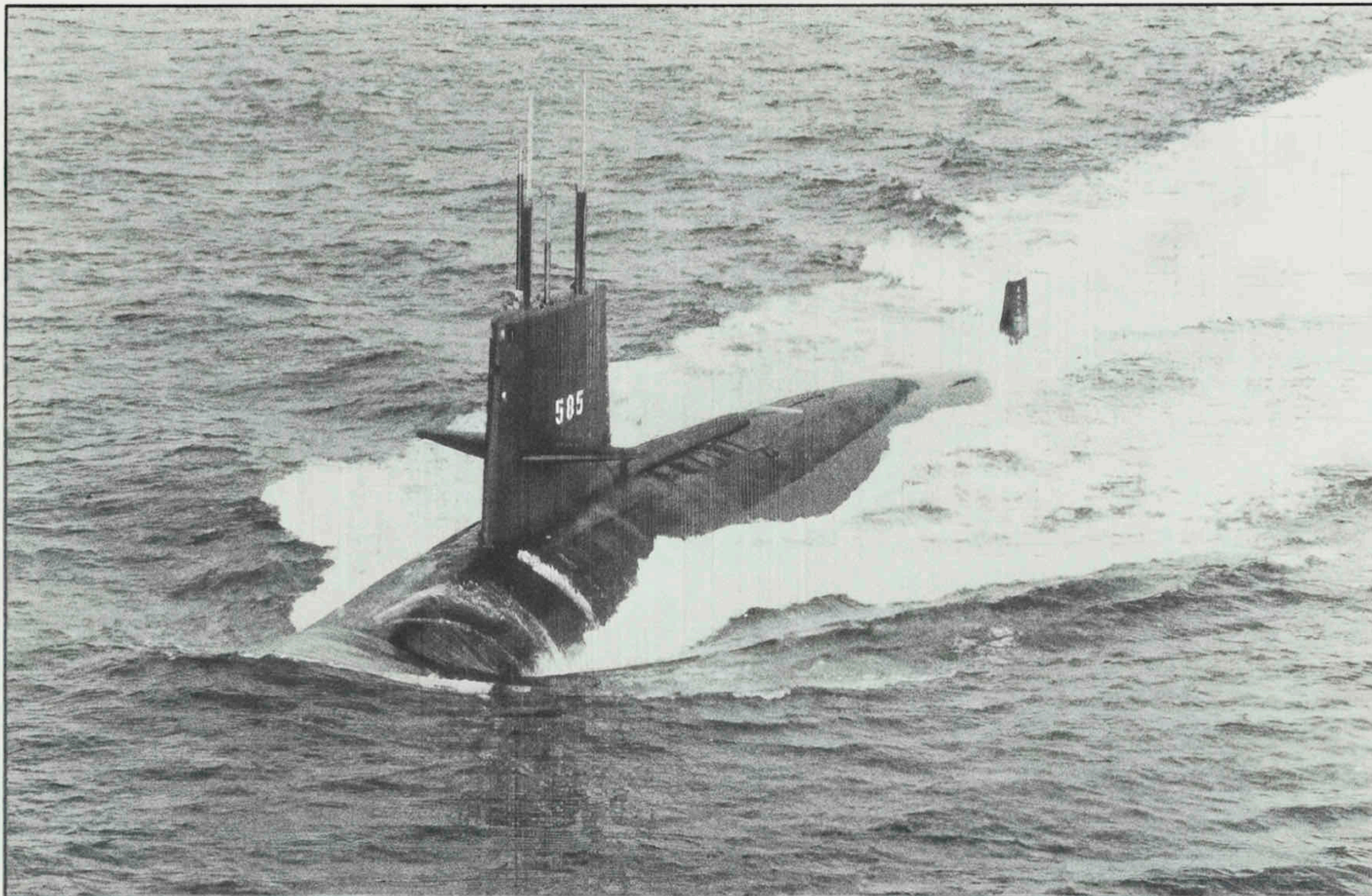
The modern U.S. Navy commissioning pennant is blue at the hoist with a union of seven white stars, and a horizontal red and white stripe at the fly. In lieu of a commissioning pennant, flagships fly Admiral's personal flags, hence the name flagship.

DECOMMISSIONED 19 April 1990



THE DECOMMISSIONING 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.



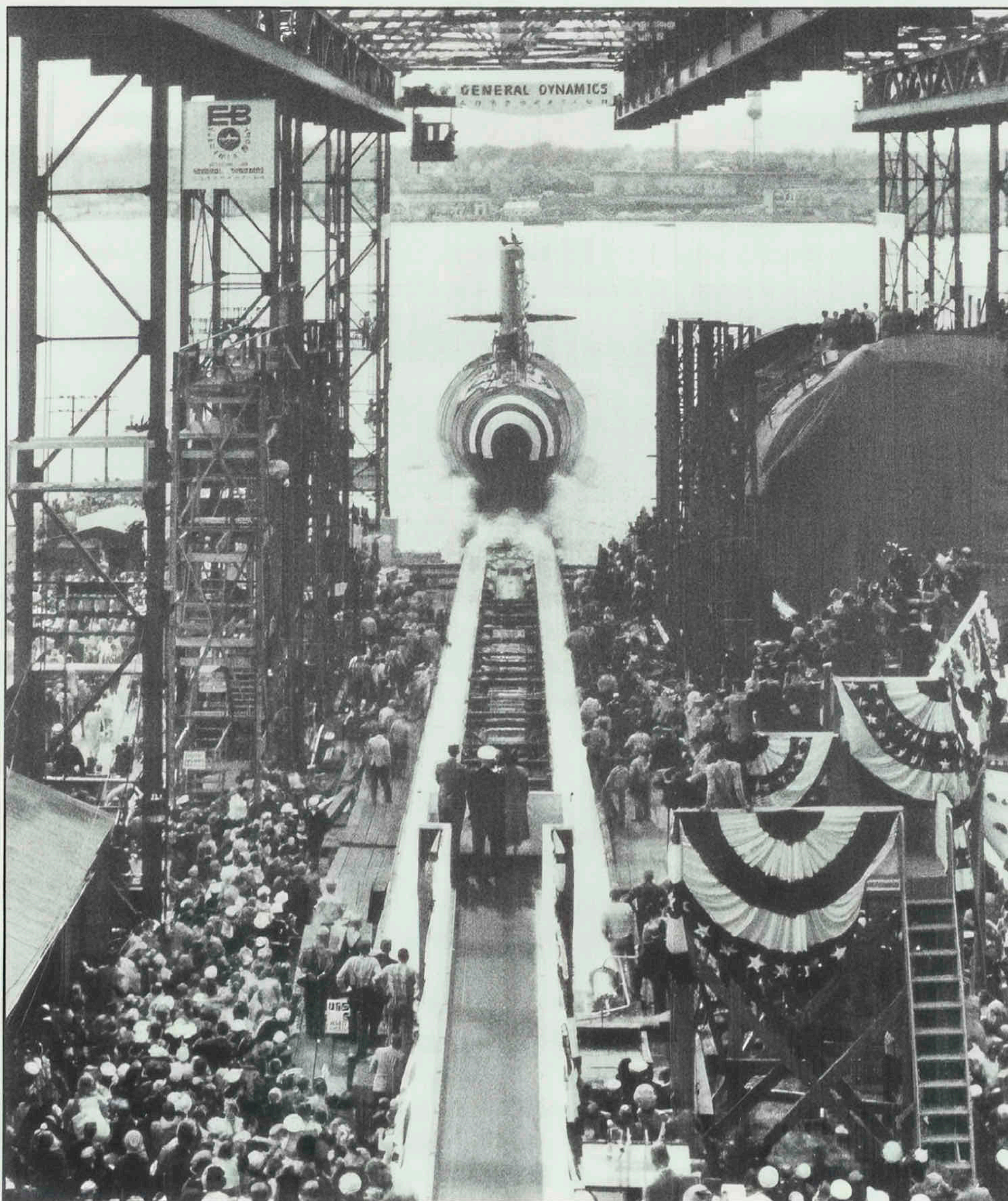
SKIPJACK

Any of several kinds of fishes that jump above or play at the surface of the water.

Submarines named SKIPJACK have established a long and proud heritage in the United States Submarine Force extending from 1911 to the present. USS SKIPJACK (SSN 585) was the third submarine to bear the name and represented it well, deploying to all corners of the globe. This pamphlet issued to commemorate the Decommissioning and the Thirty-first anniversary of the USS SKIPJACK (SSN 585) outlines the history and is in remembrance of all the outstanding men who have sailed the oceans of the world in USS SKIPJACK.

USS SKIPJACK (SSN 585) revolutionized submarine warfare with the marriage of nuclear power to the Albacore hull shape. The adoption of this hull shape devoid of superstructure provided a hydrodynamically superior submarine. The use of nuclear power provided high speed and unlimited endurance. The motto "RADIX NOVA TRIDENTIS" (Root of the New Sea Power) announces the importance of the SKIPJACK design. On 8 March 1959, SKIPJACK was acknowledged to be the world's fastest submarine, a record which stood for eighteen years until broken by the Los Angeles Class Submarine.

Commissioned on 15 April 1959, SKIPJACK joined the Submarine Force and immediately started proving the soundness of her radical design. Follow-on nuclear submarines have all retained the basic design, a strong indication of SKIPJACK's success.



The launching of the USS SKIPJACK

LAUNCHED	26 May 1958 by General Dynamics Corporation, Electric Boat Company, Groton, Connecticut	
SPONSOR:	Mrs. George H. Mahon	
COMMISSIONED:	15 April 1959, Commander W. W. Behrens Jr., in command	
STATISTICS:		
	Length Overall	252 Feet
	Extreme Beam	31 Feet, 7 Inches
	Mean Draft	26 Feet
	Standard Displacement	3075 Tons
	Submerged Displacement	3513 Tons
	Design Depth	In excess of 400 Feet
	Design Surface Speed	20 Knots
	Design Submerged Speed	In excess of 20 knots
	Complement	12 Officers, 88 Men
	Armament	Six 21 Inch Torpedo Tubes,



Vice Admiral
Ronald M. EYTCHISON
 United States Navy
Principal Speaker

Vice Admiral Ronald M. Eytchison is the Vice Director, Joint Strategic Target Planning Staff, Offutt Air Force Base, Nebraska.

Vice Admiral Eytchison was born November 13, 1936, in Boise, Idaho. He graduated with distinction from the U.S. Naval Academy in June 1958, earning a bachelor of science degree in Naval Science. In December 1961 he graduated from Naval Nuclear Power School in Vallejo, Calif. From December 1965 until December 1967, he studied as an Olmsted Scholar at the University of Sao Paulo, Brazil. The admiral earned his master's degree in International Relations from the American University in 1968. He also attended the Defense Language Institute, Washington D.C. and is qualified in the Brazilian Portuguese and Italian languages.

Following graduation from Annapolis, he served aboard the destroyer USS Leonard F. Mason (DD 852) as engineer officer until December 1960. After nuclear power training and completion of the Naval Submarine School in June 1962, he served in USS SKIPJACK (SSN 585) as navigation/operations officer. In August 1964 he served aboard USS Sam Houston (SSBN 609) as engineer officer.

Upon completing his master's degree, Vice Admiral Eytchison participated in five Polaris deterrent patrols as executive officer of USS Abraham Lincoln (SSBN 602) beginning in July 1968. He assumed command of USS Skate (SSN 578) in June 1971, and served in that position for 45 months. In May 1976, after 14 months as Deputy Commander (Training) Submarine Squadron TWO, he was assigned as Deputy Senior Member and then as Senior Member of the Atlantic Fleet Nuclear Propulsion Examining Board.

In 1979, Vice Admiral Eytchison served on the staff of the President's Commission on the Accident at Three Mile Island. Subsequently he assumed command of Submarine Squadron SIX in Norfolk, Va. In June 1980 he became Head, Submarine/Nuclear Power Distribution Division, Naval Military Personnel Command and Director, Nuclear Power Personnel Programs, Office of the Chief of Naval Operations.

After promotion to flag rank in July 1982, he became the Director, Attack Submarine Division and SSN Program Coordinator, Office of the Chief of Naval Operations. In January 1985 he assumed duties as Commander, Submarine Group EIGHT; Commander Submarines Mediterranean; Commander, Submarine Force Sixth Fleet; and Commander, Area ASW Forces Sixth Fleet.

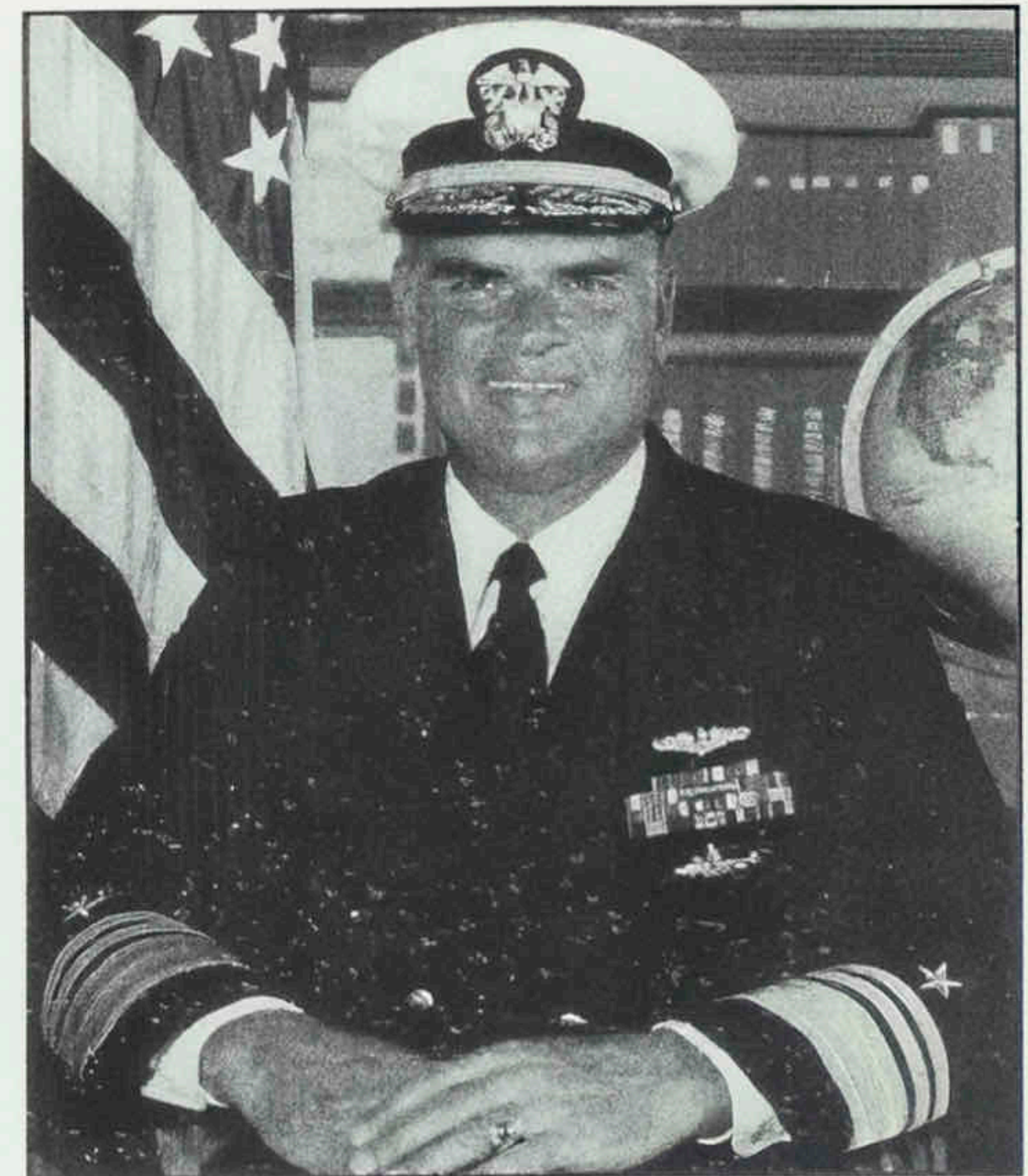
In January 1987 Vice Admiral Eytchison was assigned as the Director, Strategy, Plans and Policy Division, Office of the Chief of Naval Operations. He assumed his present position in November 1988.

Vice Admiral Eytchison's awards and decorations include the Legion of Merit with four Gold Stars, Commendator of the Naval Merit Order of the Republic of Brazil, Meritorious Service Medal with one Gold Star, Navy Commendation Medal with one Gold Star, Navy Unit Commendation, Meritorious Unit Commendation, Navy Expeditionary Medal, National Defense Service medal with one Bronze Star and Armed Forces Expeditionary Medal.

He was promoted to vice admiral on October 1, 1989.

Vice Admiral Eytchison is married to the former Patricia L. Brewer of Boise, Idaho. They have three sons, Brian, Randall and Gregory. Gregory is a midshipman at the U.S. Naval Academy.

Vice Admiral
 Roger F. BACON
 United States Navy
*Commander Submarine Force
 United States Atlantic Fleet*



Vice Admiral Roger F. Bacon was born in San Diego, California and raised in the Bremerton, Washington area. He graduated from the United States Naval Academy in 1959 and holds a master's degree in Computer Science from the U. S. Naval Postgraduate School. He also attended the National Defense University Flag and General Officer CAPSTONE course and the Harvard University National and International Security course.

Vice Admiral Bacon served in USS ISHERWOOD (DD 520), his first sea tour, until 1960. Following Submarine School and Nuclear Prototype training at Idaho Falls, he reported to USS HALIBUT (SSGN 587) in 1961. While on board HALIBUT, Vice Admiral Bacon participated in five REGULUS missile deterrent patrols. His next assignments were in USS KAMEHAMEHA (SSBN 642) as Engineer Officer during construction and two POLARIS patrols and then as Executive Officer of the USS HALIBUT (SSN 587). Vice Admiral Bacon commanded USS FLASHER (SSN 613) and USS PATRICK HENRY (SSBN 599) and then served as COMSUBPAC Prospective Commanding Officer Instructor until 1979 when he assumed command of USS HUNLEY (AS 31) at the deployed site in Apra Harbor, Guam.

From 1980 to 1982, Vice Admiral Bacon served as Commander Submarine Squadron ONE, Pearl Harbor, Hawaii. Vice Admiral Bacon served as the Chief of Staff to Commander Submarine Force, U. S. Pacific Fleet during 1982 and 1983. He was selected for Flag rank in January 1983. From June 1983 through July 1986, he served on the staff of the Chief of Naval Operations (Plans, Policy, and Operations). He served as Commander Submarine Group EIGHT, Commander Submarines Mediterranean, Commander Submarine Force Sixth Fleet, and Commander Area ASW Forces Sixth Fleet from December 1986 to July 1988. In August 1988, he assumed duties as Commander Submarine Force, U. S. Atlantic Fleet. He also serves as Commander, Submarines Allied Command Atlantic, a NATO post.

Vice Admiral Bacon is married to the former Joan D. Darby of Walnut Creek, California. They have two children, Roger and Jennifer. His father, the late Rear Admiral Barton E. Bacon, USN Retired, commanded USS PICKEREL in the Pacific during World War II. His younger brother, Commander Daniel K. Bacon, USN Retired, commanded USS HADDOCK (SSN 621), and his twin brother, Captain Barton E. Bacon, USN, commanded USS TROUT (SS 566) and USS CLEVELAND (LPD 7).

Captain
James W. DAVIS Jr.
United States Navy
Commander
Submarine Squadron Eight



Captain James Willard Davis, Jr., was born in Richmond, Virginia in 1940. He attended high school in Fairfax, Virginia, and entered the University of Virginia through the NROTC Program in 1959. He graduated and was commissioned in 1964, having earned a Bachelor of Science degree in Chemical Engineering.

After completion of Naval Nuclear Propulsion Training in Maryland and Connecticut, he reported to Naval Submarine School for Submarine Officer Training. Captain Davis was ordered to USS JOHN C. CALHOUN (SSBN 630) in March 1966, on which he completed four POLARIS deterrent patrols. During his tour on CALHOUN, he qualified in submarines and served as Main Propulsion Assistant, Supply Officer, Communications Officer, and Sonar Officer.

From May 1968 until May 1970, Captain Davis served as an instructor at Naval Nuclear Propulsion Prototype (S5G) in Idaho. Following this tour, he served as Engineer Officer of USS HADDO (SSN 604) until 1973. He then reported to USS L. MENDEL RIVERS (SSN 686) where he served as Operations Officer and Navigator until September 1976. From December 1976 until July 1979, Captain Davis served as Executive Officer of USS BATFISH (SSN 681).

Captain Davis commanded USS MEMPHIS (SSN 691) from March 1980 to July 1983. He was stationed in Pearl Harbor, Hawaii, serving as Deputy Commander for Readiness in Submarine Squadron One, Deputy Senior Member of the Nuclear Propulsion Examining Board Pacific, and Assistant Chief of Staff of Personnel and Training on Commander, Submarine Force U.S. Pacific Fleet until taking command of Submarine Squadron Eight in February 1988.

Captain Davis is married to the former Sarah Christine Ellis of Richmond, Virginia. They and their daughters, Cynthia and Kimberly, reside in Virginia Beach, Virginia.



USS SKIPJACK (SSN 585)

CDR W. W. BEHRENS JR.*
LCDR L. D. KELLY
LCDR S. M. JENKS
LCDR P. D. TOMB
LCDR P. D. DEVEREAUX JR.
CDR R. B. PIRIE JR.
CDR G. R. STUBBS
CDR R. N. PLATH
CDR R. J. PETERSEN
CDR D. L. WITZENBURG
CDR C. E. ELLIS
CDR L. D. MEIER
CDR B. C. GREENE

April 1959 – December 1960
December 1960 – January 1963
January 1963 – August 1964
August 1964 – June 1967
June 1967 – October 1969
October 1969 – July 1972
July 1972 – August 1977
August 1977 – July 1980
July 1980 – March 1982
March 1982 – April 1982
April 1982 – July 1985
July 1985 – July 1988
July 1988 – April 1990

USS SKIPJACK (SSN 184)

LT H. SALL*
LT F. K. LOOMIS
LT C. L. FREEMAN
LT J. W. COE
LCDR H. F. STONER
LCDR G. G. MOLUMPY
LCDR R. F. ANDREWS
LCDR F. J. COULTER

June 1938 – May 1939
May 1939 – July 1941
July 1941 – March 1942
March 1942 – January 1943
January 1943 – September 1943
September 1943 – September 1944
September 1944 – December 1944
December 1944 – August 1946

USS SKIPJACK (E-1)

LT C. W. NIMITZ*

February 1912

*Commissioning Commanding Officer

DECOMMISSIONING PROGRAM

MUSIC

CINCLANTFLT BAND

ARRIVAL HONORS

NATIONAL ANTHEM

CINCLANTFLT BAND

INVOCATION

Captain John M. Wright, CHC, USN

WELCOMING REMARKS

*Captain James W. Davis Jr., USN
Commander Submarine Squadron Eight*

INTRODUCTION OF PRINCIPAL SPEAKER

*Vice Admiral Roger F. Bacon, USN
Commander Submarine Force, U.S. Atlantic Fleet*

PRINCIPAL SPEAKER

*Vice Admiral Ronald M. Eyichison, USN
Vice Director, Joint Strategic Target Planning Staff*

REMARKS

*Commander Brenton C. Greene, USN
Commanding Officer*

CEREMONIAL HAULING DOWN OF COMMISSIONING PENNANT

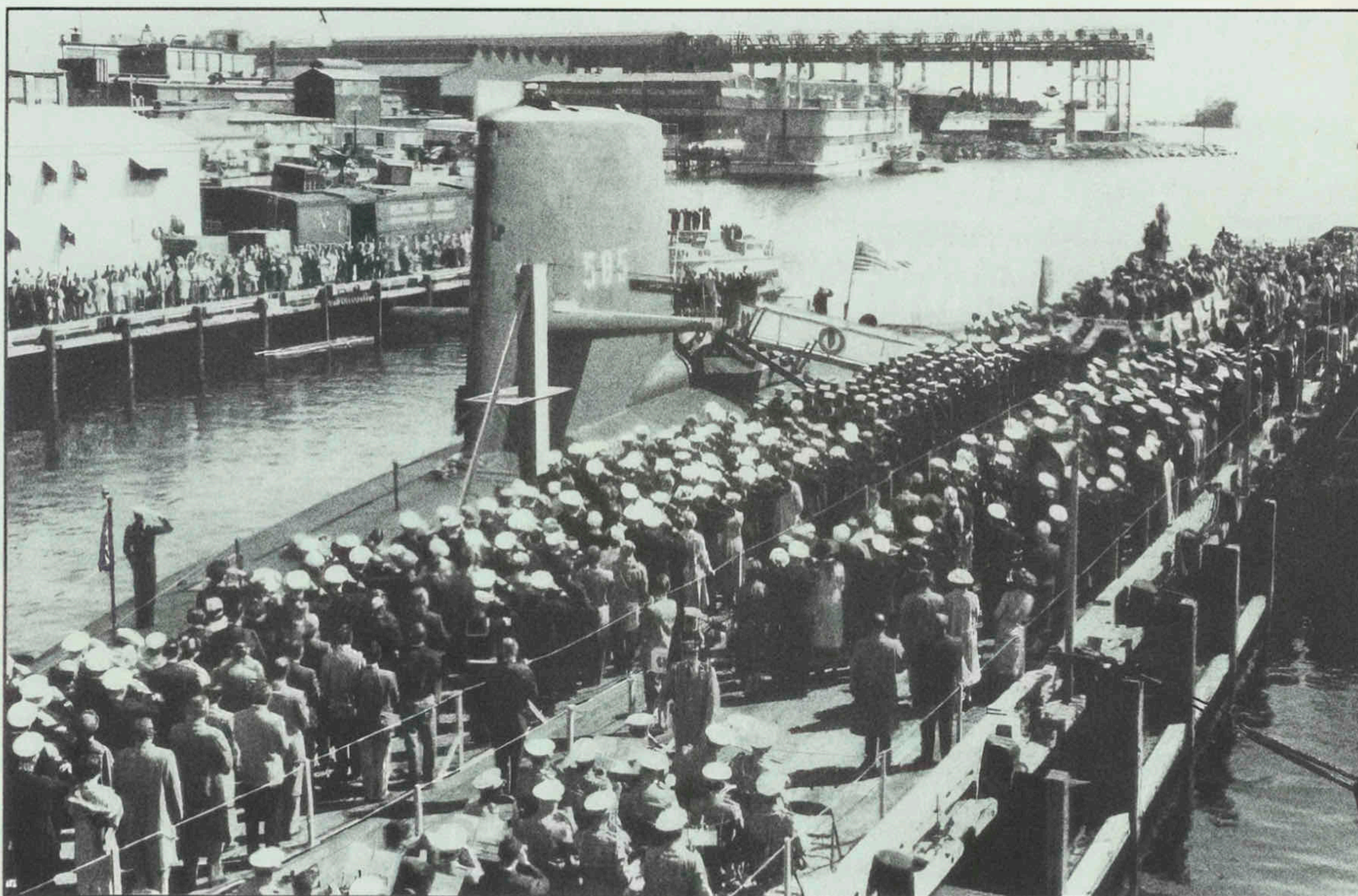
SECURE THE WATCH

BENEDICTION

Captain John M. Wright, CHC, USN

MUSIC

CINCLANTFLT BAND



COMMISSIONING DAY, 15 April 1959

USS SKIPJACK (SSN 585)

- ★ Acknowledged World's Fastest Submarine, setting speed record in Sea Trials March 1958.
- ★ Commissioned on 15 April 1959.
- ★ First nuclear ship to pass through the Straits of Gibraltar – 1959.
- ★ Awarded the Battle Efficiency "E" four times – 1960, 1964, 1965, and 1978.
- ★ Conducted the fastest submerged transit of the Atlantic Ocean on record – 1962.
- ★ Received a Navy Unit Commendation in 1960 for operations in the Atlantic Ocean.
- ★ Participated in many Fleet Exercises most recently 1-88, 1-89, and 2-89.
- ★ Participated in four South American UNITAS Deployments: XXI, XXIV, XXVII, and XXIX.
- ★ Deployed to the Mediterranean Sea eight times.
- ★ Conducted seven North Atlantic NATO deployments.
- ★ Completed five overhauls at Mare Island, Electric Boat, Charleston, and Norfolk Naval Shipyard.
- ★ Visited twenty-two different countries and territories.

COMMISSIONING CREW

OFFICERS

CDR WILLIAM W. BEHRENS JR., USN, Commanding Officer
LCDR RALPH H. CARNAHAN, USN, Executive Officer
LCDR FRANCIS C. FOGERTY, USN, Engineer Officer
LT ROBERT T. STYER, USN, Operations Officer
LT RAYMOND ENGLE, USN, Main Propulsion Assistant
LT JOHN P. CADY, USN, Assistant A Division Officer
LT KINNAIRD R. MCKEE, USN, Communications Officer
LT CLINTON J. MCGREW, (MC), USN, Medical Officer
LT HIGH A. BENTON, USN, Supply Officer
LT FREDERICK W. KELLY, USN, Gunnery Officer
LT GEORGE M. VAHSEN, USN, Electrical Officer
LT ROBERT D. CONOLLY, USN, Assistant M Division Officer

CHIEF PETTY OFFICERS

Jerome F. Wolter, TMC(SS), USN, Chief of the Boat
Benjamin N. Shafer, EMCS(SS), USN
Calvin C. Howard, ICCA(SS), USN
Willis M. Jones, ETC(SS), USN
John A. Larrin, EMCA(SS), USN
Joseph P. Lavalee, RMCA(SS), USN
Vincent J. McHugh, ETCA(SS), USN
John H. Morrissey, ENCA(SS), USN
Wilfred G. Nelson, EMC(SS), USN
William J. O'Brien, FTC(SS), USN
Carl G. Olson, EMCA(SS), USN
Herman E. Rosenberg, MMCA(SS), USN
Roger H. Shelp, SOCA(SS), USN
Roy K. Wagner, ICC(SS), USN

ENLISTED

Norris J. Allemand, EM3, USN
Douglas I. Bakers, TM3(SS), USN
Paul V. Bargas, CS2(SS), USN
Silverio A. Basilio, SD3(SS), USN
James M. Bishop, EM3(SS), USN
Thomas M. Boyd, EN1(SS), USN
William F. Briggs, ET1(SS), USN
George K. Brown, EN2(SS), USN
Edward C. Carbullido, SD3(SS), USN
Charles C. Cauff, END3(SS), USN
Edward I. Childs, EM1(SS), USN
Frank J. Cima, EN1(SS), USN
Frank L. Clifford, HM1(SS), USN
Miles E. Cochran, Jr., EM1(SS), USN
John E. Cody, CS1(SS), USN
James M. Delaney, IC1(SS), USN
Lawrence J. Derleth, TM3(SS), USN
Robert D. Derochemont, SN(SS), USN
Michael H. Devita, ETR3(SS), USN
William J. Doyle, FT1(SS), USN
Benjamin W. DuBois, EN2(SS), USN
Gerald V. Easty, TM2(SS), USN
Elmer F. Flanagan, Jr., SN(SS), USN
Charles M. Fletcher, ET1(SS), USN
James P. Franks, EN3(SS), USN
Grayson M. Glaspell, EM1(SS), USN
John K. Hargraves, ET1(SS), USN
William M. Haynes, Jr., SK1, USN

Joseph J. Heroux, RM1(SS), USN
Leonard H. Hewitt, EM1(SS), USN
Jerry G. Hine, EN2(SS), USN
Donald F. Hoepfner, EM3(SS), USN
Ronald N. Hoffman, HM1(SS), USN
Larrie S. Hooper, SN(SS), USN
Harvey A. Horton, Jr., EN2(SS), USN
Peter B. Howell, Jr., TM2(SS), USN
Walter J. Hyde, EM1(SS), USN
Isaac Johnson, ET1(SS), USN
Charles T. Kerlin, FN(SS), USN
Robert L. Klinefelter, SO3(SS), USN
Vincent B. Klosterman, ETR3(SS), USN
Robert "F" Lenartz, EM1(SS), USN
William J. Leonard, EN2(SS), USN
Daniel J. Lewis, SD3(SS), USN
Raymond G. Lundberg, QM1(SS), USN
Alfonso T. Maes, QM3(SS), USN
Denver T. Maxfield, CS3(SS), USN
Richard A. McQuire, SO1(SS), USN
Harry W. Medcalf, QM2(SS), USN
Peter E. Medley, RM1(SS), USN
William H. Meiners, Jr., ET2(SS), USN
Richard E. Merrill, TM1(SS), USN
Charles W. Moffett, EN1(SS), USN
Herbert D. Morisset, EN1(SS), USN
James M. Mosley, HM1(SS), USN

Ronald K. Muir, RM3(DD), USN
Forrest B. Nichols, Jr., ET2(SS), USN
William H. O'Dell, ICFN, USN
Blake L. O'Neil, QM2(SS), USN
Merle J. Parise, EM1(SS), USN
Ronald W. Pellitier, ETS2(SS), USN
Robert W. Pinner, YN1(SS), USN
Robert C. Robbins, Jr., EN1(SS), USN
Earl Roberts, FN(SS), USN
Edward P. Sanderson, FTU3(SS), USN
Richard O. Scharf, END3(SS), USN
William H. Schermerhorn, EN1(SS), USN
Robert E. Small, TM2(SS), USN
Peter W. U. Sococo, SD1(SS), USN
Steven Sokolowski, HM1(SS), USN
Richard H. Sporbert, MM2(SS), USN
Wayne W. Sockow, MM1(SS), USN
Jim B. Thomas, EN2(SS), USN
Robert L. Voss, YNSN, USN
Theodore S. Waites, YN3, USN
Stephen E. Wayland, EN1(SS), USN
Frederick J. Weber, TM2(SS), USN
Richard G. T. Welsh, ET2, USN
Donald E. Welton, IC1(SS), USN
Frank C. Woodruff, EN1(SS), USN
Jimmy B. Youngblood, MM1(SS), USN
Dennis A. Yure, ICFN, USN



Commander
Brenton C. GREENE
United States Navy
Commanding Officer
United States Ship
SKIPJACK (SSN 585)

Commander Greene is from Geneva, New York and a 1971 graduate of the United States Naval Academy. He completed nuclear power training in 1972, then proceeded to Pearl Harbor, Hawaii for duty aboard USS ASPRO (SSN-648), serving in various engineering billets and as Weapons Officer. He left USS ASPRO in March 1976 following a deployment to the Western Pacific.

After serving as the Nuclear Programs Officer, Navy Recruiting Area One in Scotia, NY, from May 1976 through June 1978, Commander Greene attended the Submarine Officers Advanced Course at Naval Submarine School, New London, Ct. He then served as Engineer Officer in USS WHALE (SSN-638) from December 1978 through February 1982, a period including two extended deployments. Following study on Trident submarine systems, he reported as the Executive Officer of the USS HENRY M. JACKSON (SSBN-730) pre-commissioning unit in August 1982, serving throughout the new construction period and then as the Blue Crew Executive Officer during subsequent shakedown operations, departing in August 1985.

Commander Greene reported to the Office of the Secretary of Defense in September 1985, and served as the Submarine Warfare Analyst for the Assistant Secretary of Defense (Program Analysis and Evaluation) until December 1987. He relieved as Commanding Officer of the USS SKIPJACK (SSN-585) in July 1988, serving there throughout a UNITAS deployment and subsequent fleet exercises prior to decommissioning USS SKIPJACK in April 1990.

Commander Greene has been awarded the Defense Meritorious Service Medal, the Navy Commendation Medal (three awards) and the Navy Achievement Medal. He is authorized to wear the Battle Efficiency "E" Ribbon, the Navy Expeditionary Medal, the National Defense Service Medal, the Vietnam Service Medal, and the Sea Service Deployment Ribbon.

Commander Greene is married to the former Debra Lynn Rogers of Annapolis, Maryland. They reside in Norfolk, Virginia.

DECOMMISSIONING CREW

OFFICERS

CDR BRENTON C. GREENE, Commanding Officer
LCDR VINCENT C. STONE, Executive Officer
LCDR DALE S. SIHRER, Navigator and Operations Officer
LT JAMES E. LINDSEY, Engineer Officer
LT GLENN E. THOMAS, Weapons Officer
LT FRANKLIN J. VERBOS Jr., Defueling Officer
LT WILLIAM J. DARNEY III, Supply Officer
LT JOHN D. MOODY, Chemistry and Radiological Controls Assistant
LT DOUGLAS W. MIKATARIAN, Damage Control Assistant
LT KELLY J. HANSON, Main Propulsion Assistant
LTJG TROY F. BOREMA, Reactor Controls Assistant
LTJG MATTHEW D. SORENSON, Electrical Assistant

CHIEF PETTY OFFICERS

James L. Herdt, MMCM(SS/SW), Chief of the Boat (1989)
John M. Reynolds, MMCS(SS), Chief of the Boat (1990)
William A. Bigelow, EMCS(SS)
Michael J. Allen, STSC(SS)
Charles L. Gates, MMC(SS)
Benjamin C. Greenwood, TMC(SS)
Robert A. Kanning, MMC(SS)
Anthony F. Purcell, EMC(SS)
Jeffrey T. Riley, ETC(SS)
David P. Roberts, FTGC(SS)
Julcs G. Ryckebusch, ETC(SS)
Joseph S. Shea, ETC(SS)
Melvin C. Butts, HMC(SU)

ENLISTED

Christian Abreu, SR(SU)
Robert L. Adams, STS2(SS)
Gale A. Aldrich, FA(SS)
Kevin R. Arnold, YN3(SS)
Daniel E. Bake, STS3(SS)
James R. Barajas, IC2(SS)
Scott R. Bellows, ET2(SS)
Eric R. Benson, MS1(SS)
Fredrick W. Blimegger, ET3(SS)
Warren J. Bridgewater Jr, TM3(SS)
Clifford B. Britt, STS3(SS)
George R. Brown, EM2(SS)
Randall S. Burr, MM3(SS)
John J. Cater, STS1(SS)
Michael J. Chambers, SK3(SS)
Michael W. Cooley, FR(SU)
Robert E. Dailey, ET1(SS)
Lyle F. Decker, MM3(SS)
Michael Desellier, ET3(SS)
Charles J. Dobbe, ET3(SS)
Timothy D. Dossett, SK2(SS)
Daniel N. Ferguson, MM2(SS)
John W. Flaherty, EM3(SS)
Edward R. Flynn, ET2(SS)
Michael D. Gandsy, MS3(SS)
Donald J. Griffin, MM2(SU)
Richard J. Hamilton, FTG2(SS)
David M. Hannah, YN3(SS,DV)

James R. Hartman, RM2(SS,DV)
James B. Heister, EM2(SS)
Thomas C. Hoffman, QMSN(SS)
Michael D. Hook, QMSN(SS)
Patrick M. Howes Jr., ET2(SS)
Dion A. Inch, MM3(SS)
Darron K. Jennings, MM2(SU)
Eric J. Johnson, FA(SS)
Steven D. Jones, MM2(SS)
Karl M. Keith, MM2(SS)
Gregory L. Kelso, EM1(SS)
John P. Kinard, QM2(SS)
Rodney J. Kolb, STS1(SS)
Douglas G. Kramer, FTG1(SS)
Michael J. Lee, TMSN(SS)
Rizal A. Lopez, MM2(SS)
Kenneth A. Lorentzen, EM3(SS)
Christopher E. Mahoney, MM2(SS)
David Marks, FTG2(SS)
Brad N. Mathiowetz, MM1(SS)
Michael S. McCravey, EM2(SS)
David J. Miller Jr., EM2(SS)
Jeffery S. Moody, TM3(SS)
Eaton F. Morrison, EM2(SS)
Charles R. Nash, MM2(SS)
Gregory L. Nichols, EM2(SS)
Nathan N. Nord, ET1(SS)
Herbert H. Nowell, MM2(SS)

Patrick J. O'Connor, RM3(SS)
Walter L. Orf, MM1(SS)
Michael W. O'Shaughnessy, ET2(SS)
Charles G. Overfield, MM1(SS)
Joseph A. Palmer, MM2(SS)
Xuaco Pascual, ET2(SS)
Daniel H. Platt, MM3(SS)
Kevin B. Polt, MM3(SS)
Donovan T. Powell, EM2(SS)
Gary J. Richard, ET1(SS)
Horace N. Roberts, MSSN (SS)
Andrew J. Sabol, TM1(SS)
Darren L. Sanders, STS2(SS)
Timothy L. Schneider, RM2(SS)
John D. Stoner Jr., MM2(SS)
John J. Syron, ET2(SS)
Gregg A. Tenney, IC2(SS)
Ethan C. Thomason, MM1(SS)
Christopher C. Tiffie, MM2(SS)
Daniel D. Travers, MM1(SS)
Gary T. Tynes, STS3(SS)
Manuel Valderrama III, MM2(SS)
William J. Van Hook, MM2(SS)
Thomas L. Vanwassenhove, FN(SS)
Derald A. Vogt, EM1(SS)
Carl A. Wilberg Jr., YN1(SS)
Dave Wyngaarden, EM1(SS)

E-1

LAUNCHED:	27 May 1911 by Fore River Shipbuilding Company, Quincy, MA	
SPONSOR:	Mrs. D. R. Battles	
COMMISSIONED:	14 February 1912, Lieutenant Chester W. Nimitz in command	
DECOMMISSIONED:	20 OCTOBER 1921	
STATISTICS:	Length Overall	135 Feet, 3 Inches
	Extreme Beam	14 Feet, 7 Inches
	Mean Draft	11 Feet, 8 Inches
	Standard Displacement	287 Tons
	Submerged Displacement	336 Tons
	Design Depth	200 Feet
	Design Surface Speed	14 Knots
	Design Submerged Speed	9.5 Knots
	Complement	2 Officers, 21 Men
	Armament	Four 18 Inch Torpedo Tubes

NOTE: Originally built as Submarine 24, reclassified as E-1 on 17 November 1911 and reclassified as SS 24 on 17 July 1920.

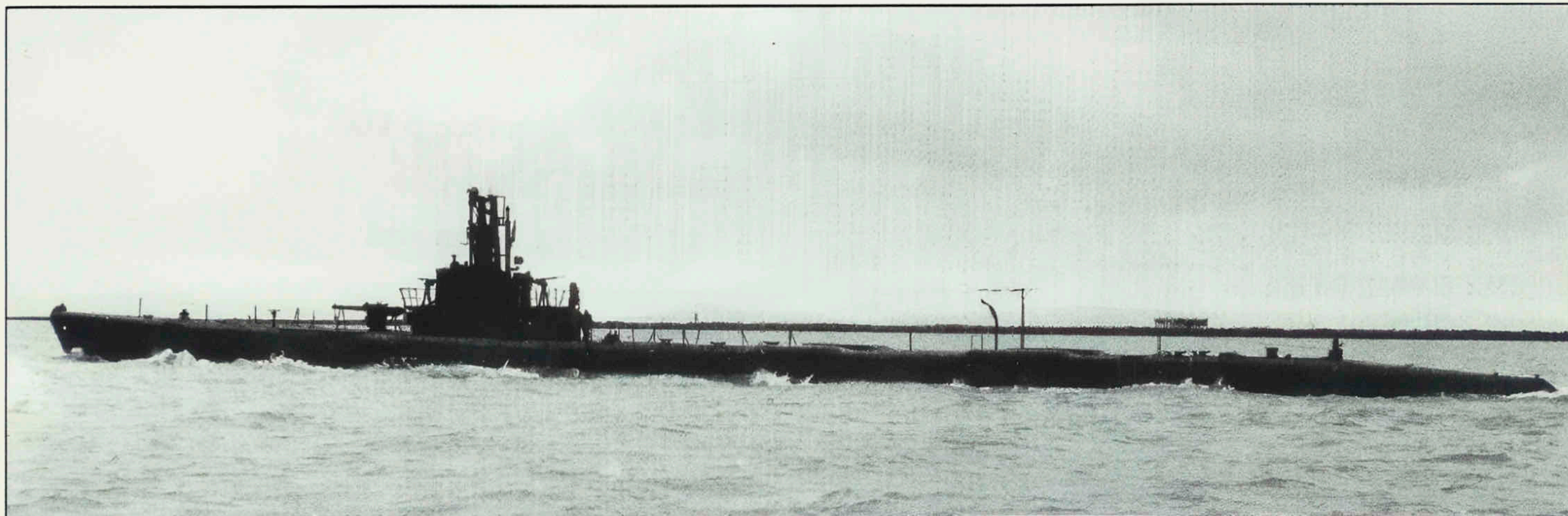
The first USS SKIPJACK (E-1) (Submarine No. 20) was commissioned 14 February 1912 with Lieutenant Chester W. Nimitz in command.

Six days after commissioning E-1 sailed from Boston for Norfolk via Newport and New York. After underway trials off the Virginia capes and operating off southern New England she arrived at the New York Shipyard for alterations, repairs, and installation of a Sperry Gyrocompass, for which she became a pioneer underwater test ship. She also experimented with submerged radio transmissions and was the first United States submarine to be powered by diesel engines. On 14 October E-1 proudly passed in review with the fleet in the North River before Secretary of the Navy George Von L. Meyer.

E-1 continued important experimental development and training with the Atlantic Fleet for the next five years under the direction of Commander, Submarine Flotilla, Atlantic Fleet, Lieutenant Chester W. Nimitz. Throughout his career, the latter played a progressive and leading role in the incorporation into the Navy of the vast scientific and technological developments of the century, many of them pioneered by the Navy.

On 4 December 1917, SKIPJACK deployed from Newport for the Azores and different duty. From 12 January 1918, she patrolled between Ponta Delgada and Horta, protecting the islands from German attack and use as a haven for U-Boats. She returned to New London, 17 September. After overhaul, E-1 trained new submariners and tested experimental listening gear.

On 17 September 1917, E-1 sailed for Philadelphia, where she was decommissioned on 20 October 1921 and sold on 19 April 1922.



USS SKIPJACK (SS-184) off Mare Island Navy Yard, 19 July 1944.

SS 184

LAUNCHED	23 October 1937 by Electric Boat Company, Groton, Connecticut	
SPONSOR:	Miss Frances Cuthbert Van Keuren	
COMMISSIONED:	30 June 1938, Lieutenant Herman Sall in command	
STRUCK:	13 September 1948	
STATISTICS:	Length Overall	308 Feet
	Extreme Beam	26 Feet, 1 Inch
	Mean Draft	14 Feet, 2 Inches
	Standard Displacement	1449 Tons
	Submerged Displacement	2198 Tons
	Design Depth	300 Feet
	Design Surface Speed	21 Knots
	Design Submerged Speed	9 Knots
	Complement	5 Officers, 50 Men
	Armament	Eight 21 Inch Torpedo Tubes, One Inch .50 Caliber Gun, Two .50 Caliber Machine Guns, Two .30 Caliber Machine Guns

Following shakedown in the Atlantic and Caribbean, and post-shakedown repairs at New London, Connecticut, SKIPJACK was assigned to Submarine Squadron Six and departed for fleet maneuvers in the Caribbean and South Atlantic. Following her return to New London on 10 April 1939, she sailed with SNAPPER (SS 185) and SALMON (SS 192), for the Pacific; transited the Panama Canal on 25 May; and arrived at San Diego on 2 June. During July, she cruised to Pearl Harbor as part of Submarine Squadron 2, returned to San Diego on 16 August and remained on the west coast engaged in fleet tactics and training operations until 1 April 1940, when she again got underway for the Hawaiian area for training exercises there. Following her return to San Diego, SKIPJACK underwent overhaul in the Mare Island Navy Yard, Vallejo, California; and then proceeded back to Pearl Harbor, operating in that area until again undergoing overhaul at Mare Island in July and August 1941. SKIPJACK arrived back at Pearl Harbor on 16 August and commenced patrols in areas off Midway, Wake, and the Gilbert and Marshall Islands. When the Japanese attacked Pearl Harbor on 7 December, SKIPJACK was in the Philippines undergoing repairs at the Cairte Navy Yard.

On 9 December, SKIPJACK departed Manila on her first war patrol, with all unfinished repair work completed by her crew enroute to the patrol area off the east coast of Samar. The submarine conducted two torpedo attacks during this patrol. On Christmas Day, she fired three torpedoes without success at an enemy aircraft carrier and a destroyer. On 3 January 1942, three torpedoes were fired at an enemy submarine resulting in two explosions, but a sinking could not be confirmed. She refueled at Balikpapan, Borneo, on 4 January and arrived at Port Darwin, Australia for refit on 14 January.

SKIPJACK's second war patrol, conducted in the Celebes Sea, was uneventful with the exception of an unsuccessful attack on a Japanese carrier. She returned to Fremantle, Western Australia, on 10 March.

On 14 April, SKIPJACK got underway for her third war patrol, conducted in the Celebes, Salu, and South China Seas. On 6 May, contact was made with a Japanese cargo ship, and the submarine moved in for the kill. Finding herself almost dead ahead, SKIPJACK fired a "down the throat" spread of three torpedoes that sank the Kanan Maru. Two days later, the submarine intercepted a three-ship convoy escorted by a destroyer; and she fired two torpedoes that severely damaged the merchant ship Taiyu Maru. Then she let go with four more that quickly sank the cargo ship Bujun Maru. On 17 May SKIPJACK sank the passenger-cargo ship Tazan Maru, off Indochina before heading back to Fremantle.

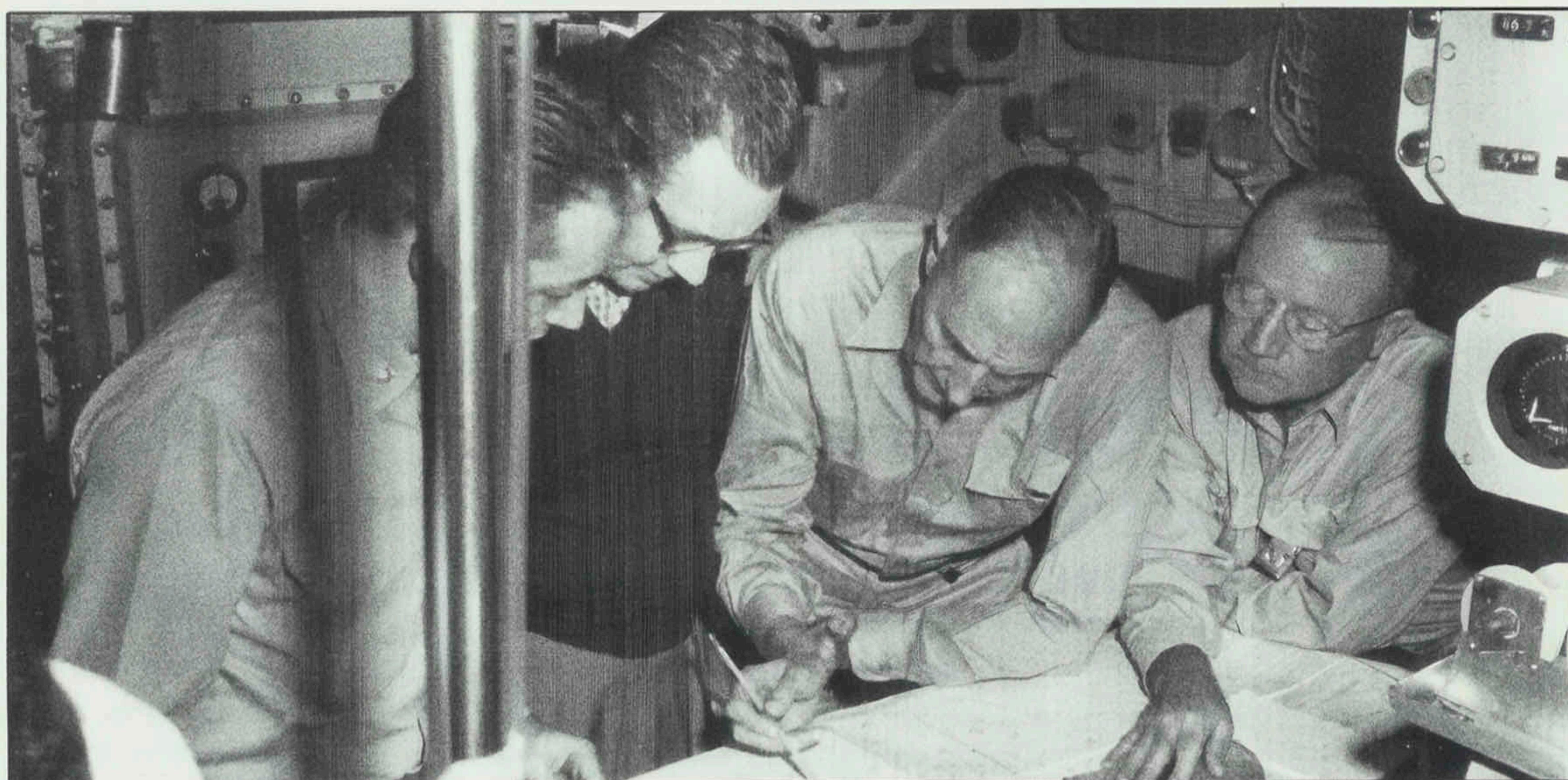
Following participation in depth performance tests for the Mark 14 torpedo, SKIPJACK sailed for her fourth war patrol on 18 July, conducted along the northwest coast of Timor which she reconnoitered and photographed. She also severely damaged an enemy oiler. The submarine returned to Fremantle for refit on 4 September.

SKIPJACK's fifth war patrol was conducted off Timor Island, Amboina, and Halmahera. On 14 October, while patrolling south of the Palau Islands, the submarine torpedoed and sank the 6,781 ton cargo ship, Shunko Maru. Following a depth charge attack by a Japanese destroyer, the submarine returned to Pearl Harbor on 26 November.

SKIPJACK's sixth, seventh, and eighth war patrols were unproductive. But, during her ninth patrol conducted in the Caroline and Mariana Islands areas, she sank two enemy vessels. On 26 January 1944, she commenced a night attack on a merchant ship; but prior to firing she shifted targets when an enemy destroyer began a run on the submarine. She quickly fired her forward torpedoes and was rewarded with solid hits that quickly sank Suzakaze. The submarine then fired her stern tubes at the merchant ship. One of the submarine's torpedo tube valves stuck open and her after torpedo room began to flood. The torpedomen were unable to close the emergency valves until she had taken on approximately 14 tons of water. A large upward angle developed almost immediately, forcing the submarine to surface. By the time control of the boat had been regained, the water in the torpedo room was only a few inches from the top of the water tight door; but fortunately there were no casualties, and SKIPJACK resumed the attack. The submarine then torpedoed and sank the converted sea-plane tender Okitsu Maru. She returned to Pearl Harbor on 7 March.

Following repairs, SKIPJACK participated in performance tests of new torpedoes in cold water off the Pribilof islands until 17 April and then headed for the Mare Island Navy Yard and overhaul.

After returning to Pearl Harbor, SKIPJACK got underway for her tenth and final war patrol, conducted in the Kuril Islands area. During this patrol, she damaged an enemy auxiliary and attacked a Japanese destroyer without success. On 11 December she returned to Midway and then continued on to Ulithi. She then sailed to Pearl Harbor for refit and got underway on 1 June 1945 for New London, Connecticut, and duty training submarine school students. SKIPJACK was later sunk as a target vessel in the second atomic bomb test at Bikini Atoll in July 1946 and was later raised and towed to Mare Island. On 11 August, 1948, she was again sunk as a target off the coast of California by aircraft rockets. Her name was struck from the Navy List on 13 September 1948.



Underway on SSN-585, Secretary of the Navy William B. Franke, second from right, is briefed by RADM F. W. Warder, COMSUBLANT as CDR W. W. Behrens, the CO, and Assistant Secretary of Defense Perkins McGuire look on.

USS SKIPJACK SSN-585

SHIP'S HISTORY

Commissioned on 15 April 1959, she joined the Submarine Force, U.S. Atlantic Fleet and immediately started work to prove the soundness of her radical design.

The beginning of 1960, until late in January, was spent in the Electric Boat Division of General Dynamics Corporation, Groton, Connecticut, completing post-shakedown availability. Bureau of Ships Special Trials to evaluate SKIPJACK were then conducted until the end of February. During this test, SKIPJACK visited Bermuda, B.W.I.

Type training and services to the surface front line defense units, Task Group Alpha and Bravo, demonstrated the speed, endurance, flexibility and maneuverability of SKIPJACK, and the ship was acclaimed to be one of the best fighting weapons available in the Navy. SKIPJACK participated in an advanced Atlantic submarine exercise from May through the first week in July 1960. During this time SKIPJACK visited Faslane, Scotland, for a leave and recreation period. For the Fiscal Year 1960, SKIPJACK received the Battle Efficiency "E" award for Submarine Squadron Ten.

SKIPJACK commenced her 1961 operations by conducting two weeks of submarine type training. A submarine exercise followed, allowing SKIPJACK to evaluate nuclear submarine tactics and doctrine. During this cruise, she again visited Bermuda, B.W.I. The end of February saw the ship working with and against surface task groups to train our surface units to combat a high speed nuclear submarine. In May 1961, SKIPJACK was awarded the Navy Unit Commendation for her outstanding ASW contribution during the period May through July of 1960. The operations of the following three months consisted of upkeep periods, type training, and services to the surface anti-submarine warfare units. During this period SKIPJACK visited Mayport, Florida and then returned to Groton, Connecticut.

In January 1962, SKIPJACK operated out of Key West, Florida for a period of two weeks before entering the Portsmouth Naval Shipyard, Kittery, Maine in early February. An extensive shipyard overhaul of seven and one-half months was completed in late September and SKIPJACK returned to New London, Connecticut to operate locally prior to departing for the Mediterranean in October for duty with the Sixth Fleet.

During the Sixth Fleet Tour, SKIPJACK participated in various NATO and U.S. Exercises, demonstrating the capabilities of the nuclear powered submarine to our allies. La Spezia, Toulon, and Naples were ports of call during this trip. Upon completion of operations with the Sixth Fleet SKIPJACK returned to New London, making the fastest submerged transit of the Atlantic Ocean on record.

In early 1963 operations demonstrated and explored SKIPJACK's capabilities as an ASW weapon. Among the exercises participated in were NUSUBEX 1-63 and SUBASWEX 1-63.

During the summer, SKIPJACK participated in an advanced Atlantic submarine exercise. The remainder of 1963 was filled with operations such as ASW freeplay with the U.S. Second Fleet, operations with Task Group Charlie, SUBASWEX 4-63 and PHIBASWEX 1-63, all designed to prove the capabilities of the nuclear powered attack submarine. Bermuda, B.W.I. was the scene of two liberty calls during the fall.

1964 was to be an extremely busy year for SKIPJACK. During SUBASWEX 1-64, she visited San Juan, Puerto Rico, and further demonstrated her advanced capabilities as an attack submarine. At sea during most of February and March, she spent April in drydock at the Submarine Base, New London. May was devoted to advanced exercises with surface forces, and June and July were devoted to an advanced submarine exercise in the Atlantic. During this exercise SKIPJACK learned she had been awarded the Battle Efficiency "E" in Submarine Division 102 for Fiscal Year 1964.

During the fall, SKIPJACK departed for two months with NATO Forces, participating in exercises such as Masterstroke and Teamwork. During this deployment. Le Havre, France and Portland, England were ports of call. During this cruise, on 10 October 1964, SKIPJACK steamed past her 200,000th mile.

In April 1965, SKIPJACK began an extensive overhaul at Charleston, South Carolina, which included refueling her nuclear reactor. Moreover, in June SKIPJACK was awarded the Battle Efficiency "E" in Submarine Division One Hundred Two for Fiscal Year 1965, the second year in succession.

The greater portion of 1966 was spent in overhaul with subsequent sea trials in late October, SKIPJACK then visited Port Everglades, Florida and New London, Connecticut before entering her new home port, Norfolk, Virginia for the first time on 24 November. After participating in LANTFLEX-66 SKIPJACK returned to Norfolk on 16 December.

Early in February 1967, SKIPJACK departed for sonar and weapons calibration tests at the Autec Range in the Tongue of the Ocean, stopping briefly to visit Port Everglades, Florida. She returned to Norfolk for an upkeep period prior to participating in LANTSUBEX from March through June.

SKIPJACK returned to Tongue of the Ocean for extensive sound trials. Nassau, Bahamas and Port Everglades, Florida were scenes of two Liberty calls during this period. COMSUBLANT and COMSUBFLOT Six were embarked during this period to observe SKIPJACK's high speed characteristics. SKIPJACK then took part in FIXWEX G-67, an exercise designed to evaluate fix wing ASW aircraft against a submarine with SKIPJACK's characteristics. Bermuda, B.W.I. was visited during this exercise.

Late September and October were periods of upkeep in Norfolk during which time the Secretary of the Navy, The Honorable Paul R. Ignatius toured the ship. Shortly thereafter, SKIPJACK departed on an extended deployment, returning in late November. The month of December was spent in upkeep preparing for a late December departure for a third extended deployment for this busy year.

1968 started with the ship deployed in the Atlantic. The rest of the year was spent in local operations in the Norfolk area.

On 9 April 1969 SKIPJACK began a shipyard overhaul at Norfolk Naval Shipyard, Portsmouth, Virginia.

In the fall of 1970, SKIPJACK successfully completed the rigorous tests and inspections required to verify the satisfactory completion of shipyard work and to certify the crew ready to take the ship on sea trials. Sea trials were conducted between 2 and 7 December. Due to their unqualified success SKIPJACK returned to her regular duties with Submarine Squadron Six vice returning to Norfolk Naval Shipyard for the scheduled ten day discrepancy correction period. The remainder of 1970 was spent in a holiday and leave upkeep period.

Following two weeks of Refresher Training in New London, Connecticut. USS SKIPJACK (SSN 585) departed Norfolk on 25 January 1971, for shakedown operations in southern waters. SKIPJACK provided services to COMCARDIV Two, conducted sound trials at Tongue

of the Ocean, weapon system accuracy tests at the Atlantic Fleet Range Support Facility, Puerto Rico and made port calls at Port Everglades, Florida; Roosevelt Roads, Puerto Rico; and Fredriksted, St. Croix.

SKIPJACK returned to Norfolk on 5 March 1971 for a period of upkeep and training. On 15 September 1971, SKIPJACK sailed for NATO Fleet Exercise Royal Knight. After a successful demonstration of nuclear submarine capability, a port call was made to Rosyth, Scotland. On 22 October, SKIPJACK transited to Norfolk where she remained for the remainder of 1971.

1972 saw USS SKIPJACK again providing valuable training services to the Atlantic Fleet units as she participated in operational tests and evaluation projects, CNO projects, prospective commanding officer training, LANTREDEX 2-73 and services to various VP squadrons.

The highlight of 1973 was the six month Mediterranean deployment beginning on 2 April. The first three months of the year were spent in preparing the ship and training personnel for overseas deployment.

While deployed in the Mediterranean Sea, SKIPJACK participated in several operations with the Sixth Fleet and NATO Forces. These included MEDTACEX and Driving Force in May. Dawn Patrol in June and operations with TG.60.1 and 60.2 in August. During upkeep periods, SKIPJACK was assigned to Submarine Refit and Training Group in USS HOWARD W. GILMORE (AS 16) in La Maddalena, Sardinia, the first submarine to upkeep alongside USS GILMORE.

The major event of 1974 for the USS SKIPJACK occurred on 8 July when the ship commenced her second refueling overhaul. During this overhaul she was modernized and received a new long life core which allowed her to continue operations into the 1980's.

The major event for the USS SKIPJACK in 1975 and 1976 was the continuation of the major refueling overhaul at Electric Boat Company in Groton, Connecticut.

On 18 February 1977, the ship got underway for the Caribbean, arriving at Roosevelt Roads Naval Station, Puerto Rico on 23 February and transiting to Frederiksted, St. Croix, U.S.V.I. on 2 March 1977. On 16 March, the ship sailed to Port Everglades, Florida, arriving on 9 March 1977. On 16 March, the ship sailed for Tongue of the Ocean in the Grand Bahama Islands, and began acoustic trials at Tongue of the Ocean. The ship returned to the U.S. Submarine Base, New London, Groton, Connecticut on 29 March 1977.

On 8 April 1977, the ship entered the ARD-7 at the Submarine Base, New London, to begin a 105 day availability during which time the ship was fitted with a new sonar system and an experimental sound quieting system.

Following the drydocking period the ship successfully conducted the MK 48 torpedo certification program authorizing her to carry the latest, most up to date torpedo in the Submarine Force arsenal.

The month of September was spent actively preparing for deployment to the Mediterranean. SKIPJACK proved her effectiveness as an offensive ASW platform during her pre-overseas movement certification by successfully completing 6 MK 37 torpedo attacks.

On 8 October 1977, SKIPJACK departed New London, Connecticut for a five month deployment to the Mediterranean Sea.

On 27 October 1977, during SKIPJACK's first upkeep of the deployment, the ship was inspected by Commander, Submarine Force Atlantic, VADM Kenneth N. Carr and by Commander, Task Force Six Nine, RADM T.L. Malone Jr.

In November, SKIPJACK participated in the large multi-national ASW exercise Isle d'Or 77. The effectiveness of SKIPJACK's nuclear propulsion plant was demonstrated continually during this exercise as SKIPJACK was called upon frequently to perform tasking that other submarines in the exercise could not accept because of propulsion limitations.

Following a port call in La Spezia, Italy, SKIPJACK participated in a special operation of great importance to the defense of the United States. Following this special operation, the ship participated in ASW exercises with units of Task Group 60.1. During this period SKIPJACK provided many services for TG 60.1 and was commended by Commander Task Force 60.

As 1978 began, SKIPJACK was conducting an upkeep alongside the USS HOWARD W. GILMORE (AS 16) in La Maddalena, Sardinia. This upkeep was completed in late January and was highlighted by the visit of R. James Woosley, Under Secretary of the Navy. After the upkeep and a short period of ISE, SKIPJACK participated in a special operation of great importance to the defense of the United States. SKIPJACK then participated in National Week XXIV, a major semianual exercise of the U.S. Fleet.

Following these exercises, SKIPJACK visited Naples, Italy and then transited out of the Mediterranean, returning to New London in March.

The remainder of the year was spent providing services to VP aircraft attached to COMPATWING Five, a week long ASW exercise sponsored by COMSUBDEVRON Twelve designed to further evaluate the capabilities of the 688 Class Submarine, a short port visit to Bermuda; and a research project investigating acoustic anomalies associated with the Gulf Stream. For her participation in this important work, SKIPJACK received Commendatory Messages from CINCLANTFLT and COMSUBLANT.

On 22 August SKIPJACK departed New London to participate in the large multi-national NATO exercise Northern Wedding. Enroute to the exercise area, SKIPJACK participated in Exercise Common Effort which exercised task group screen units in ASW warfare. After Exercise Northern Wedding, the ship stopped briefly in Holy Loch, Scotland and then visited Portland, England.

At the end of the Fiscal Year 1978. Commander Submarine Squadron Two announced SKIPJACK was the recipient of the Battle Efficiency "E" for the preceding year. In addition to this distinction, SKIPJACK was designated as the Commander, Submarine Force Atlantic nominee for the Arleigh Burke Fleet Trophy.

On 30 October SKIPJACK was again underway for MK 48 torpedo proficiency firings at the Navy's Autec Range at Andros island, Bahamas. With the satisfactory completion of these firings, SKIPJACK was recertified to continue to carry and employ the MK 48 torpedo. Following these proficiency firings, SKIPJACK returned to New London with a visit to Fort Lauderdale, Florida enroute.

Upon return to New London, SKIPJACK entered a pre-overseas movement period in preparations for a January 1979 deployment to the Mediterranean.

1979 again found USS SKIPJACK deploying to the Mediterranean. This year's deployment was highlighted by three major NATO Exercises. United States/Italy Special Exercises, National Week XXIV/Sardinia 79 and port visits to Sousse, Tunisia; Naples, Italy and Tangier, Morocco; along with upkeep periods in La Maddalena, Sardinia. The ship's twentieth birthday was celebrated 15 April at sea during operations in the Tyrrhenian Sea.

1980's opening months were spent preparing for upcoming MK 48 proficiency and engineering examination. At sea training was conducted while enroute to a port visit in Port Canaveral which was followed by participation in an advanced fleet ASW exercise involving a task

group and interaction with Maritime Patrol Aircraft, ASWEX 1-80. USS SKIPJACK then had a brief stop in Port Canaveral again followed by another exercise, SAFEPASS 80. March brought a welcome return to homeport in New London. Following an upkeep, SKIPJACK completed satisfactory MK 48 proficiency firings, was successful in another ASW exercise, SOLID SHIELD, and successfully passed an Operational Reactor Safeguards Examination. Most of the summer and fall quarters were spent participating in UNITAS XXI, which involved operations with the navies of Argentina, Brazil, Ecuador, Columbia, Peru, Uruguay, and Venezuela in the Atlantic, the Caribbean, the Pacific and two transits of the Panama Canal. The remainder of the year was spent in preparations for an upcoming overhaul in Mare Island Naval Shipyard, Vallejo, California.

In early 1981, USS SKIPJACK commenced the transit from Groton, Connecticut to Mare Island, California. The transit included a port visit in Port Everglades, Florida, passage of the Panama Canal with a port visit in Rodman, Panama Canal Zone, and a port visit in San Diego. During the visit in San Diego, RADM Kelly, COMSUBGRU Five and a plank owner of USS SKIPJACK, toured the ship and addressed all hands. Following arrival in Vallejo, regular overhaul commenced and progressed satisfactorily for the remainder of the year. Highlights were visits by RADM Kelly, COMSUBGRU FIVE; RADM Kauderer, COMSUBPAC; and VADM White, COMSUBLANT.

USS SKIPJACK continued regular overhaul during 1982. The month of December was spent preparing for sea trials. The following senior officials visited the ship: RADM Burkhardt, COMSUBGRU FIVE; ADM McKee, NAVSEA (08) and Department of Energy Deputy Secretary for Naval Nuclear Propulsion, RADM Kauderer, COMSUBPAC; CAPT Lewin, COMSUBRON TWO, and CAPT Colley, COMSUBRON TWO. ADM McKee was a USS SKIPJACK plank owner.

USS SKIPJACK had a busy 1983. By the middle of January sea trials were complete and by the end of January the transit back to Groton had begun. A port visit was made en route in San Diego where SKIPJACK participated in PCO exercises, an ASW freeplay exercise, and successfully fired MK 48 torpedoes against a surface target. After transiting the Panama Canal SKIPJACK stopped in Port Everglades, Florida for a port stop and arrived back in Groton in March. In April and May SKIPJACK conducted Weapons Systems Accuracy Trials at Roosevelt Roads, Puerto Rico and St. Croix, VI. In July came successful completion of MK 48 torpedo certification at Autec and August had an Underway Material Inspection/INSURV at the beginning and an Operational Reactor Safeguards Examination at its end. USS SKIPJACK passed both successfully and, after an upkeep, departed on UNITAS XXIV at the end of September. After operations with the Brazilian Navy and Caribbean forces, SKIPJACK arrived back in home port in December for a stand down and refit period. The UNITAS deployment included port visits in Santos, Rio de Janeiro, and Salvador in Brazil, Bridgetown, Barbados; and Roosevelt Roads, Puerto Rico.

In February 1984, SKIPJACK left Groton to participate in the large multinational NATO exercise TEAMWORK. Enroute, the boat took part in UNITED EFFORT, an ASW exercise comprised of U.S., British, and Canadian units. SKIPJACK visited Faslane, Scotland after TEAMWORK was completed, and celebrated her 25th anniversary on return to Groton in April.

In late spring 1984, SKIPJACK conducted a Tactical Readiness Evaluation followed by a Port Canaveral port visit, Midshipman training, and Pre-Overseas Movement Workup and certification. On 17 July the ship departed Groton for a WESTLANT training cruise, returning 25 August. November and December were upkeep and workup months preparing for a 1985 Mediterranean deployment.

The 1985 Mediterranean deployment began 14 January 1985. The ship was away for 5 months and successfully participated in exercises National Week, Dogfish, and Distant Hammer and made port visits in La Maddalena, Italy and Toulon, France. COMSUBGRU EIGHT, RADM Eytchison, rode SKIPJACK twice during the deployment. The next several months were spent in a change of command, Midshipmen training, MK 48 proficiency firings, and a Tactical Readiness Evaluation followed by training and an upkeep.

In December SKIPJACK departed for North Atlantic operations that lasted into January 1986, and ended with a port visit to Faslane, Scotland. February through June were spent in underway services and extensive maintenance procedures.

July 1986 saw SKIPJACK conduct midshipman training and then get underway for UNITAS XXVII. UNITAS operations resulted in considerable multinational interplay as well as port visits in Roosevelt Roads, Puerto Rico; La Guaira, Venezuela; Cartagena, Colombia; Rodman, Panama; Manta, Ecuador; Piata and Callao, Peru; and Valparaiso and Talcahuano, Chile. SKIPJACK returned to Groton 20 October 1986 and conducted an upkeep and standown period. Early 1987 consisted of upkeep and training periods, as well as a workup prior to a 5 month Mediterranean deployment. The ship departed Groton for the Mediterranean 16 April 1987 and participated in exercise DRAGON HAMMER 87. Additionally, the ship visited La Maddalena, Sardinia; Toulon, France; and Ashdod, Israel. RADM Bacon (COMSUBGRU EIGHT) rode SKIPJACK twice during the deployment, which ended in the beginning of September. SKIPJACK commenced a Selected Restricted Availability (SRA) period shortly thereafter, which lasted the remainder of the year.

Another successful Fleet Exercise started in 1988 for SKIPJACK. This one included Standing Naval Forces, Atlantic, and ended with a Mine Warfare Readiness Certification Inspection (MRCI). Following a short training period, SKIPJACK embarked on SAFEPASS 88, working with units of the U.S., British, and Canadian navies. A visit to Halifax, Nova Scotia followed SAFEPASS where the U.S. Ambassador of Canada called on the ship. A May SKIPJACK visit to Port Canaveral, Florida after at sea exercises was followed by an upkeep and Pre-Overseas Movement workup period.

On 20 July 1988, SKIPJACK departed Groton for her final UNITAS deployment, UNITAS XXIX, during which SKIPJACK paid visits to Roosevelt Roads, Puerto Rico; La Guaira, Venezuela, Cartagena, Colombia and Rodman, Panama. SKIPJACK then returned to Groton for a maintenance period. After a month long drydocking, SKIPJACK returned to sea for engineering training and then participated in another extensive Fleet Exercise, concluding with a port visit in Bermuda. The remainder of 1988 involved Canadian Fleet operational support, local operations and an upkeep/holiday period.

1989 began with local operations and a large, multi-national Fleet Exercise for which SKIPJACK was again commended. Upon conclusion of FLEETEX 2-89, SKIPJACK stopped in Bridgetown, Barbados where the ship was visited by L. Erskine Sandiford, Prime Minister of Barbados. Upon departure, SKIPJACK embarked RADM Houley (COMSUBGRU TWO) who rode the ship to St. Croix and witnessed, along with CAPT Olson (COMSUBRON TWO), the ship's final exercise MK 48 Torpedo Firings. Following the exercise shoot, SKIPJACK made a port call in St. Croix, U.S.V.I. then conducted fleet operations near Guantanamo Bay, Cuba. Upon return to Groton, SKIPJACK commenced a period of upkeeps and local operations.

During the months of April through August SKIPJACK provided a valuable service to the Submarine Force by training students of the Submarine Officer's Advanced Course in shiphandling skills. In July 1989 SKIPJACK changed homeport to Norfolk, Virginia in preparation for decommissioning. In September SKIPJACK entered Newport News Shipyard, Newport News, Virginia and commenced the inactivation process. In Mid-April SKIPJACK finished the inactivation process and on 19 April 1990 the USS SKIPJACK (SSN 585) was officially decommissioned at Norfolk Naval Base in Norfolk, Virginia.

