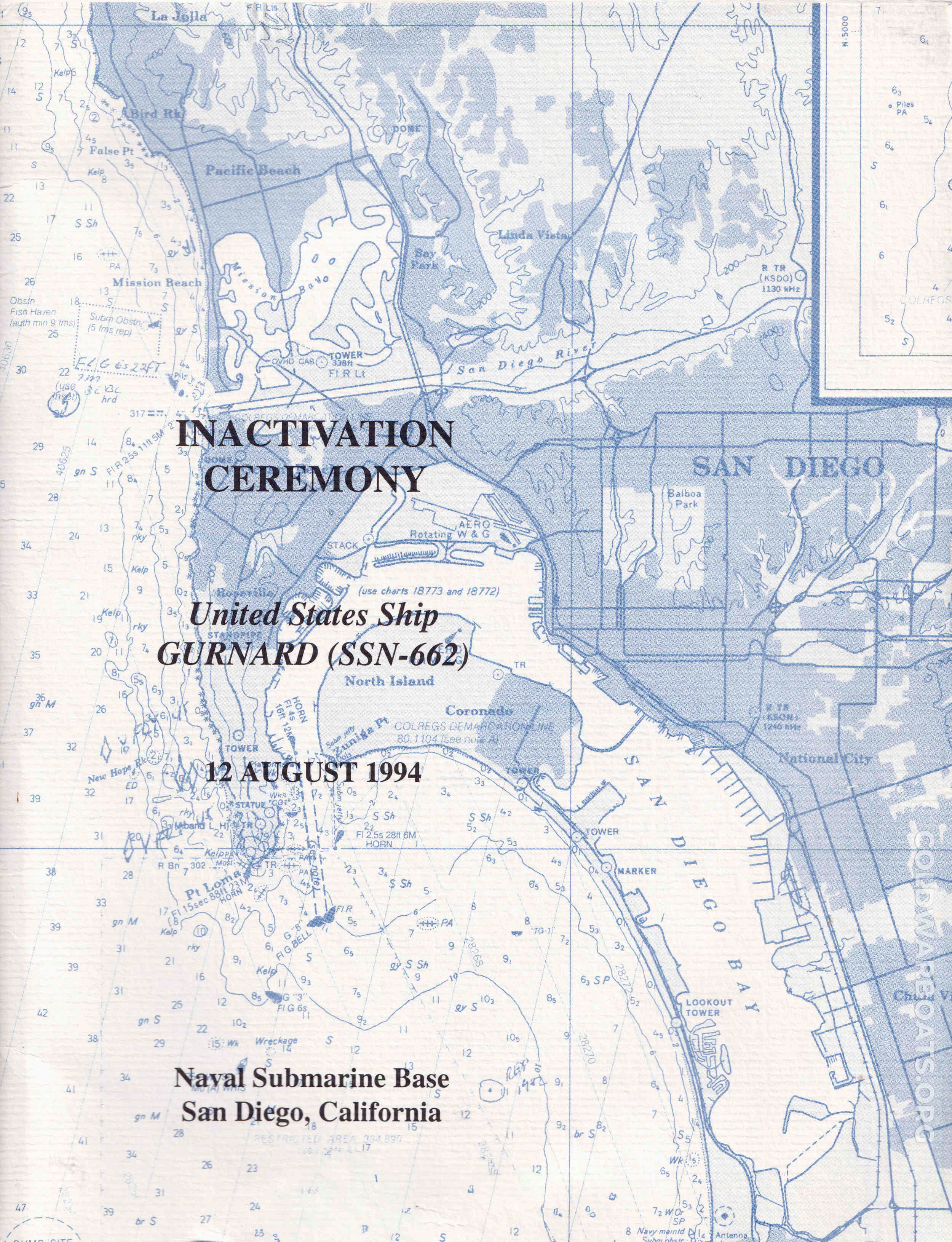




INACTIVATION CEREMONY

United States Ship
GURNARD (SSN-662)

12 AUGUST 1994

**Naval Submarine Base
San Diego, California**

COLDWARBOATS.OPO

USS GURNARD (SSN-662)



COMMISSIONED 6 DECEMBER 1968



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 crew, has the duty of making the ship ready for any service required by our nation, whether at peace or war.



For centuries the commissioning pennant has been the symbol of a man-o-war. It is believed to date to the 17th century, when the Dutch were at war with the English. Dutch Admiral Maarten Harpertzoon Tromp hoisted a broom at the 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 commissioning pennant to symbolize the original horsewhip as the distinctive symbol of a ship at 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.



THE INACTIVATION CEREMONY

The ceremony today symbolizes a tribute to the ship preparing for its decommissioning, the time-honored end of a ship's life. As if decommissioning, the commissioning pennant is 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 total operational success of the ship and the crew who sailed it.



HENRY G. CHILES, Jr.

**ADMIRAL
UNITED STATES NAVY**

**COMMANDER IN CHIEF
U.S. STRATEGIC COMMAND**

Admiral Henry G. Chiles, Jr., is Commander in Chief, United States Strategic Command, Offutt Air Force Base, Nebraska. The command has responsibility for all U.S. Air Force and U.S. Navy strategic nuclear forces supporting the national security objective of strategic deterrence.

Admiral Chiles, of Baltimore, Md., and Richmond, Va., graduated from the United States Naval Academy in the class of 1960 with a Bachelor of Science degree. Following commissioning, he served aboard USS BORIE (DD 704). In September 1961, he began submarine training at the Naval Submarine School, Groton, Conn., followed by nuclear propulsion training.

In April 1963, he reported aboard his first nuclear powered submarine, USS TRITON (SSN 586). He then served for two years aboard USS TECUMSEH (SSBN 628)(BLUE) as Engineer. Between March 1968 and June 1970 he was Material Officer on the staff of Commander, Submarine Squadron FIFTEEN, Guam.

In 1970 he reported aboard Pre-Commissioning Unit DRUM (SSN 677) as the Executive Officer and remained with DRUM after commissioning until August 1973. He studied at Oxford University in England as a CNO Scholar in politics, philosophy, and economics, receiving a Master of Arts degree.

Admiral Chiles reported aboard USS GURNARD (SSN 662) in February 1976 and, after an under ice Arctic Ocean deployment, assumed command in May 1976. He served aboard USS GURNARD until March 1980 conducting a refueling overhaul in record time and a WESTPAC deployment. From April 1980 until July 1983, Admiral Chiles was Special Assistant to the Director of the Naval Nuclear Propulsion Program, U.S. Department of Energy, conducting fleet liaison and directing the Prospective Commanding Officer's Course.

From August 1983 to July 1985 he served as Commander, Submarine Squadron THREE, and from July 1985 to June 1986 as Commander, Naval Training Center, San Diego. He then served as Director, Strategic Submarine Division, and Deputy Assistant Chief of Naval Operations (Undersea Warfare) until reporting in July 1988 as Commander, Submarine Group EIGHT (CTF 64, 66 and 69) and Commander Submarines Mediterranean in Naples, Italy. In December 1990, he assumed duties as Commander Submarine Force, U.S. Atlantic Fleet and also served as Commander, Submarines Allied Command Atlantic, a NATO post.

Admiral Chiles became the Deputy Commander in Chief and Chief of Staff, United States Strategic Command, in September 1993. He assumed his present position on February 14, 1994.

Admiral Chiles is married to the former Katherine (Katy) Pearson of Newton, Pa. They have three sons, John, Peter, and Hank.

FRED P. GUSTAVSON
REAR ADMIRAL
UNITED STATES NAVY
COMMANDER
SUBMARINE GROUP FIVE



Rear Admiral Fred P. Gustavson is a native of Richland, Washington. He attended the U.S. Naval Academy, graduating and receiving his commission in June 1965. Following nuclear power and submarine training, he reported to USS SAILFISH (SS 572) where he served as Supply Officer and Weapons Officer and qualified in submarines.

From 1968 to 1971 Admiral Gustavson was assigned to USS JAMES MONROE (SSBN 622) (BLUE) as the Damage Control Assistant and Main Propulsion Assistant. Following this tour, he reported as Navigator and Operations Officer aboard USS HENRY L. STIMSON (SSBN 655) (BLUE) where he conducted a shipyard overhaul, shakedown period and three deterrent patrols.

From 1975 to 1977 Admiral Gustavson served in the Office of the Deputy Chief of Naval Operations (Submarine Warfare) as the SSBN Programs Officer. He then reported to USS PINTADO (SSN 672) and served as Executive Officer from May 1977 to April 1980.

Admiral Gustavson commanded USS ASPRO (SSN 648) from November 1980 until November 1983. During his tour, the ship conducted two deployments to the Western Pacific and Indian Oceans, and a deployment under ice in the Arctic.

Following his command tour, Admiral Gustavson served as the Prospective Commanding Officer Instructor on the staff of the Commander Submarine Force, U.S. Pacific Fleet for three years. In January 1987 he reported to the staff of the Assistant Chief of Naval Operations (Undersea Warfare) as the Head of the Combat Systems Branch (OP224), and later, as Deputy Director of the Attack Submarine Division (OP-22B).

Admiral Gustavson served as Commander Submarine Squadron 14 in Holy Loch, Scotland from April 1989 to May 1991. He reported to the staff of the Assistant Chief of Naval Operations (Resources, Warfare Requirements, and Assessments) where he served as the Director, Attack Submarine Branch (N872) from June 1991 through May 1993. Rear Admiral Gustavson reported to San Diego in July 1993 where he presently serves as Commander, Submarine Group FIVE.

Admiral Gustavson has been awarded the Legion of Merit (with three gold stars), Meritorious Service Medal (with gold star), Navy Commendation Medal (with three gold stars), and the Navy Achievement Medal (with gold star).

Admiral Gustavson is married to the former Lynne Pierson of Havertown, Pennsylvania. They have one daughter, Christina.



MICHAEL E. FEELEY

**CAPTAIN
UNITED STATES NAVY**

**COMMANDER
SUBMARINE SQUADRON THREE**

Captain Feeley, a native of Oradell, New Jersey, graduated with distinction from the U.S. Naval Academy in June 1971 with majors in Operations Analysis and Analytical Management. Upon commissioning, he underwent nuclear propulsion training and initial submarine training at the Naval Submarine School.

Captain Feeley reported to USS JOHN MARSHALL (SSBN 611) in October 1972 where he earned his gold dolphins while serving as Main Propulsion Assistant during three Polaris Strategic Deterrent Patrols and the at sea testing for the AN/BQR-21 sonar.

In May 1975 he was assigned as Weapons Officer on USS DRUM (SSN 677) serving in this capacity through two Western Pacific deployments until July 1977. He reported to USS BENJAMIN FRANKLIN (SSBN 640) in February 1978 where he served as Engineer Officer until September 1981. During this period BENJAMIN FRANKLIN completed three Poseidon Strategic Deterrent patrols and a shipyard overhaul converting her to TRIDENT C-3 missile capability.

In May 1984 he reported as the Executive Officer on USS MEMPHIS (SSN 691) and completed a North Atlantic deployment and shipyard overhaul. Captain Feeley served as Commanding Officer USS PHOENIX (SSN 702) from January 1988 to August 1990. During his tour the ship completed a North Atlantic patrol and a Depot Modernization Period.

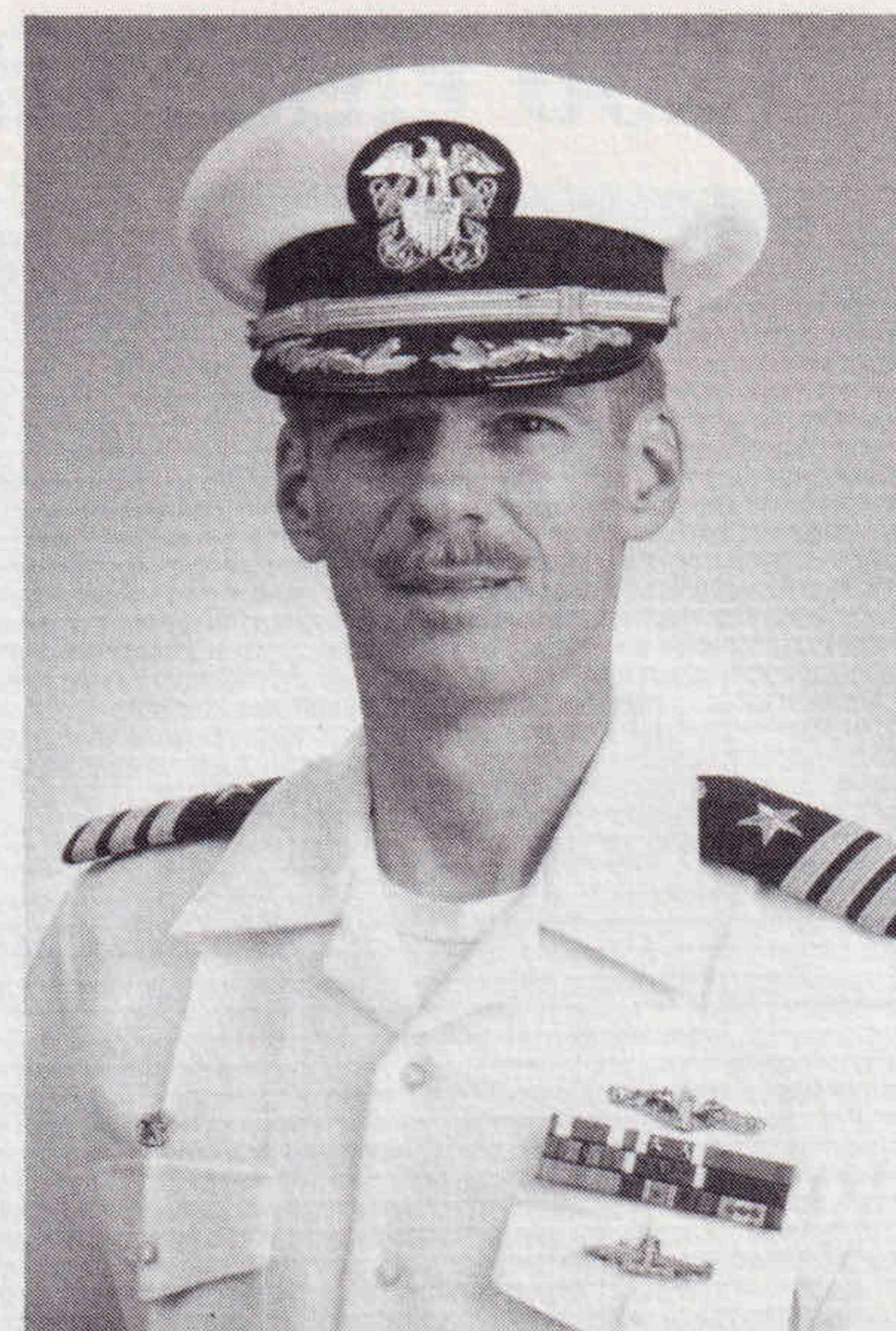
From August 1990 to April 1991 he served as the Deputy Commander for Readiness on the staff of Commander Submarine Squadron EIGHT.

Shore assignments have included duty as a member of the Atlantic Fleet Nuclear Propulsion Examination Board, Naval Submarine School Instructor, Force Training Officer on the staff of Commander Submarine Force U. S. Atlantic Fleet, and Deputy Director for Nuclear Propulsion Distribution and Commanding Officer detailee on the staff of the Chief of Naval Personnel.

Captain Feeley's most recent assignment was Head Research, Development and Acquisition Branch, Attack Submarine Division, Assistant Chief of Naval Operations for Undersea Warfare (OP-222/N-872C). In this assignment he was responsible for developing requirements that guide future submarine procurement including the SEAWOLF and CENTURION acquisition programs. He served in this capacity from July 1991 to June 1993.

Captain Feeley's personal awards include the Legion of Merit, Meritorious Service Medal with two gold stars, and the Navy Commendation Medal with two gold stars. He resides with his wife Gail and two children Laura and Brian in quarters at Ballast Point. A daughter, Megan, is attending Mary Washington College in Fredericksburgh, Virginia.

CHESTER J. MALINS
COMMANDER
UNITED STATES NAVY
COMMANDING OFFICER
USS GURNARD (SSN 662)



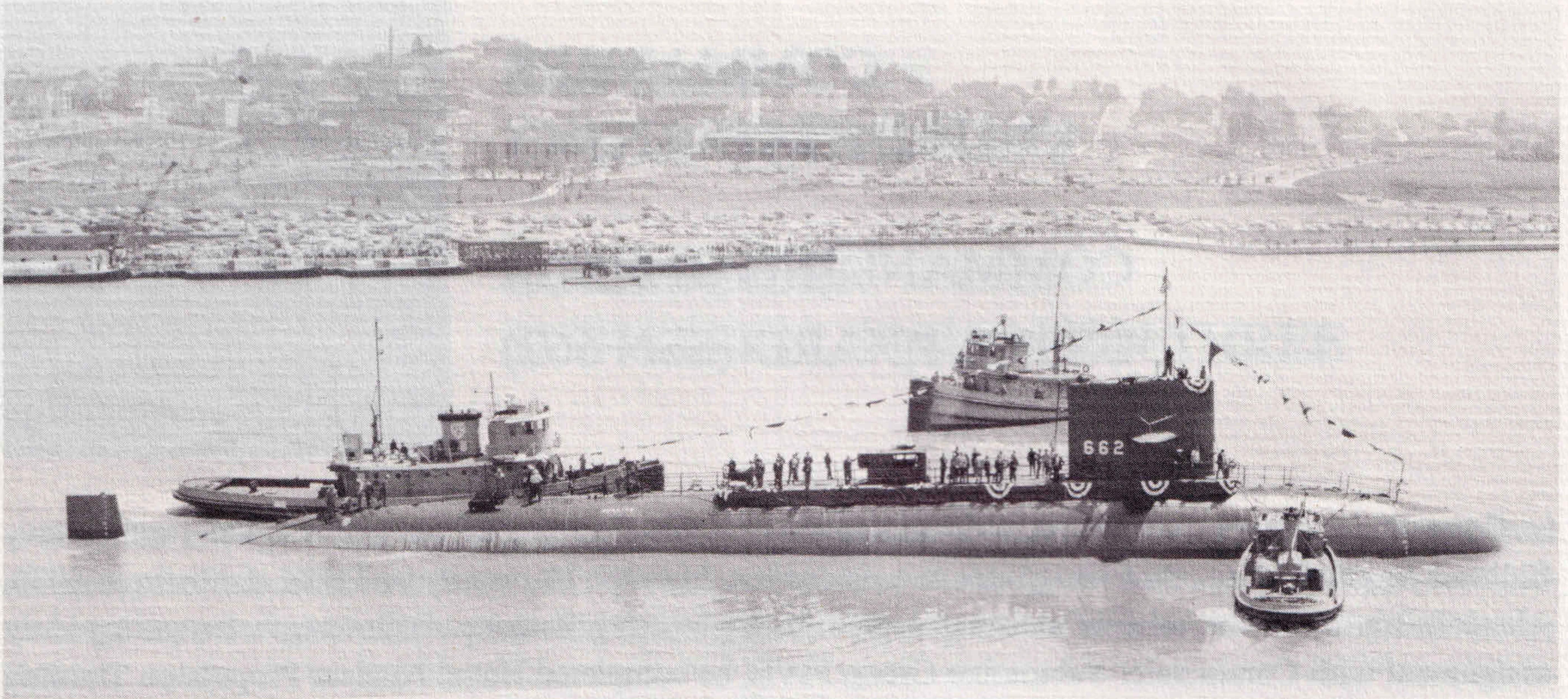
Commander Malins is a native of Corpus Christi, Texas. He received his commission via the Navy Enlisted Scientific Education Program upon graduation from the University of Texas at Austin in 1976, where he earned a Bachelor of Science degree in Engineering Science. Following a temporary duty assignment with Commander Submarine Group FIVE, he completed Naval Nuclear Propulsion Training at Mare Island, California and Idaho Falls, Idaho. His initial shipboard assignment was on board USS BENJAMIN FRANKLIN (SSBN 640) where he qualified in submarines and served as Electrical Officer and Damage Control Assistant. While aboard the FRANKLIN, he completed four patrols and a regular overhaul at Portsmouth Naval Shipyard.

In 1981, Commander Malins was transferred to Washington, D.C. for duty at Naval Reactors where he coordinated a major revision to the existing S5W Reactor Plant Manuals. He completed Submarine Officers Advanced Course in 1984 and reported to USS SUNFISH (SSN 649) for a two year tour as Engineer Officer and a seventeen month tour as Navigator. During this time, the SUNFISH completed two Atlantic deployments and two extended maintenance periods.

Commander Malins relieved as Executive Officer of the USS MARIANO G. VALLEJO (SSBN 658) (BLUE) in 1987 and participated in five patrols and one Extended Refit Period. In 1990, he was again assigned to duty in Washington, D.C. as the Non-acoustic ASW Security Officer within the Office of the Chief of Naval Operations for Undersea Warfare. In this capacity, he coordinated activities and provided liaison among various government agencies involved in submarine security issues. While assigned to OPNAV, he completed his Masters of Science Degree in Management.

Commander Malins is entitled to wear the Meritorious Service Medal, the Navy Commendation Medal with two stars, the Navy Achievement Medal, the Good Conduct Medal, the Battle Efficiency Ribbon, the Navy Expeditionary Medal, the National Defense Service Medal with Bronze Star, and the Navy Sea Service Ribbon.

Commander Malins is married to the former Christina Ann Sullivan of Corpus Christi, Texas. They and their four children, Jeff, Rick, James, and Lara, reside in San Diego, California.



VITAL STATISTICS

Built By

San Francisco Bay Naval Shipyard, Mare Island

Keel Laid	3 August 1964
Launched	20 May 1967
Commissioned	6 December 1968
Ship's Sponsor	Mrs. George P. Miller
Length	289 Feet
Beam	32 Feet
Displacement Surfaced	4050 Tons
Speed	Greater than 20 Knots
Diving Depth	Deeper than 400 Feet
Crew Complement	15 Officers and 131 Enlisted

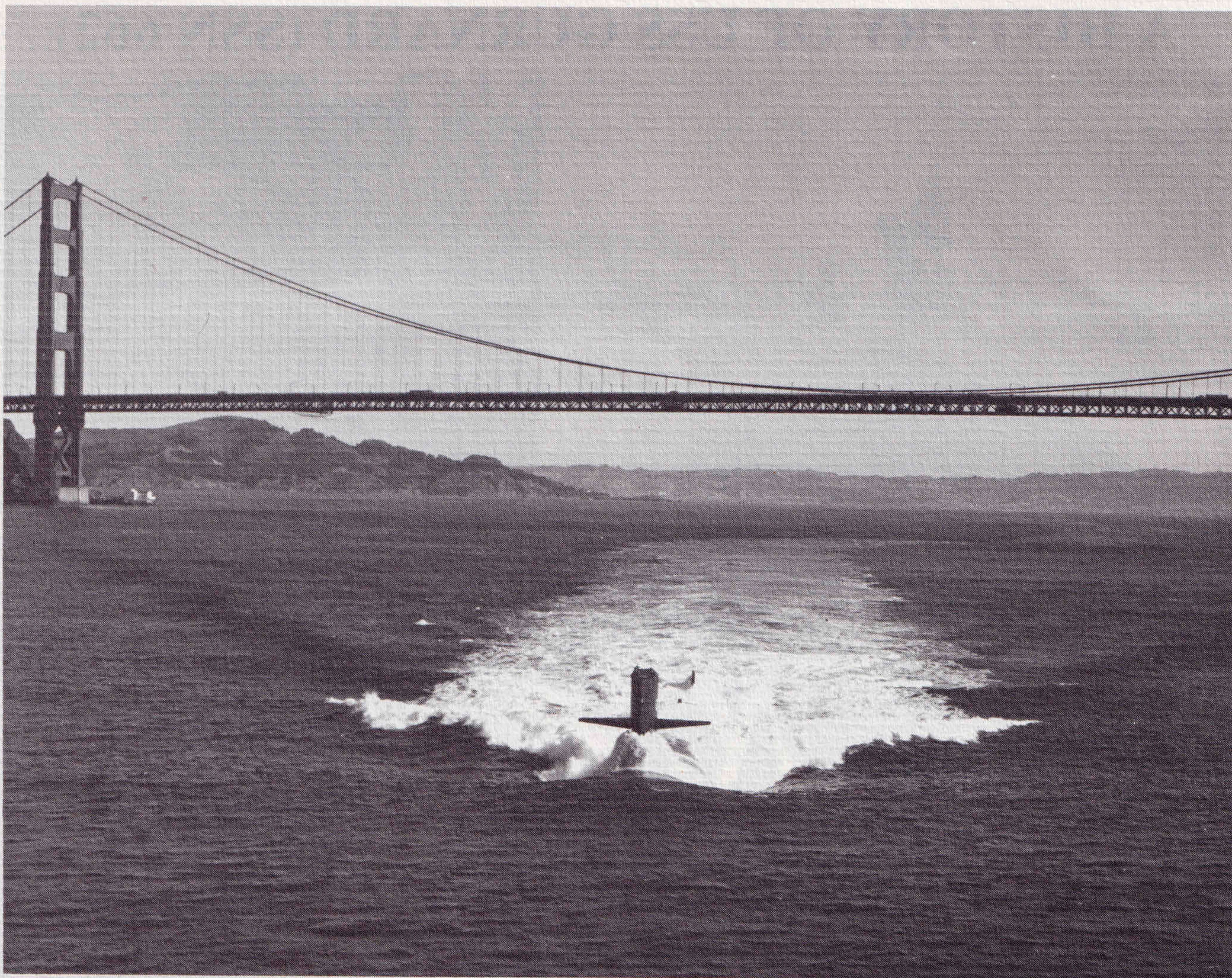
A HISTORY OF USS GURNARD (SSN 662)



The keel for USS GURNARD (SSN 662) was laid on 22 December 1964, at the Mare Island Naval Shipyard. She was the fourteenth of thirty-seven Sturgeon class fast attack submarines, and the second naval ship to bear the name. After being christened by Mrs. George P. Miller, wife of representative George P. Miller of California, GURNARD was launched on 20 May 1967. The first contingent of the commissioning crew arrived in Vallejo in July 1967, and completed construction, training and testing. With many long hours and hard work behind them, the crew, commanded by Commander William S. Cole, Jr., commissioned GURNARD on 6 December 1968 at the San Francisco Bay Naval Shipyard.

The next six months were spent in local operating areas under Commander Submarine Flotilla ONE and Commander Submarine Squadron FIVE control while conducting shakedown, extensive crew training, and participating in an Anti-Submarine Warfare exercise with other Navy assets.

GURNARD departed Vallejo in September 1969 and transited to her new home, the Submarine Support Facility at Ballast Point in San Diego, California. After two months of preparations, GURNARD departed San Diego on 31 October for her first Western Pacific Deployment (WESTPAC). Enroute, a stop in Pearl Harbor to fire two near-perfect trajectory SUBROC missiles earned her certification as a SUBROC launch platform. While deployed, the crew enjoyed liberty in Japan, Hong Kong, the Philippines, Guam and Hawaii. GURNARD returned to San Diego in May 1970.



On 22 September 1970, GURNARD sailed to Pearl Harbor for two months. While underway to Pearl, GURNARD participated in a first ever fleet exercise to evaluate fleet operational readiness. In January 1971 GURNARD conducted a two month deployment, and upon completion of her mission, she returned directly to San Diego. This marked the first port-to-port deployment of a San Diego-based submarine.

During June 1971, GURNARD was involved with testing new concepts in passive sonar classification and efforts to expand the capabilities of the Navy's satellite navigation system. In addition to these tasks, the ship replaced its main storage battery, the first ever attempted at Ballast Point. GURNARD deployed in July 1971 to WESTPAC, earning the Vietnam Service Medal, and returned home in December, in time for the holidays.

GURNARD returned to the western pacific in May 1972. Upon approaching Guam, GURNARD was diverted to conduct a search and rescue mission to recover a downed B-52 bomber crew. Arriving at the scene in the midst of Typhoon Rita, GURNARD and BARB (another nuclear submarine) heroically pulled five of the ill-fated crewmembers from the rolling seas. One of the crewmen survived, and the GURNARD received a Meritorious Unit Commendation as a result of the daring rescue.

In November 1973, GURNARD returned to San Diego following an eight month overhaul in Bremerton, Washington. She deployed once again to the western pacific in July 1974. Over the next year, she participated in fleet exercises, independent operations, and operations with a Deep Submergence Rescue Vessel (DSRV). GURNARD deployed in March 1976 to the Arctic region, where she set a new record of 42 days of underice operations during SUBICEX 1-76. All hands were given the

opportunity to stand on the “top of the world” after GURNARD surfaced at the North Pole on 14 April 1976.

GURNARD completed a fourteen month refueling overhaul in February 1978 at Puget Sound Naval Shipyard, the fastest refueling overhaul by a 637 class submarine to date, at a savings of \$4,000,000.00. The ship was outfitted with the new AN/BQQ-5 Sonar system and MK-117 Fire Control system. She completed two more WESTPAC deployments over the course of the next two years, along with several independent ship's operations.

As tensions grew in Iran in 1981, GURNARD was tasked with operations in the Indian Ocean during the height of the Iranian Hostage Crisis. As a result of her efforts, the ship earned the Navy Expeditionary Medal. In September of that year, GURNARD responded to special high priority tasking, loading out and deploying in less than 36 hours, bound for the mid-pacific.

April 1982 found GURNARD showing her warfare might during RIMPAC, where she was credited with sinking over 300,000 tons of “opposing forces” shipping. WESTPAC soon followed that year, affording the crew the opportunity to explore the cultures of the Far East during several port visits.

GURNARD stalked the seas once again during RIMPAC-84. Later that year, she spent 44 days under the Arctic ice along with PINTADO during PACSUBICEX. The two submarines rendezvoused and then surfaced together at the North Pole. In May 1985, GURNARD entered an 18 month overhaul in Bremerton, Washington. She was updated with the new Electrostatically Suspended Gyro Navigation (ESGN) system, MK 1 Fire Control system, and was made capable of launching Tomahawk missiles. GURNARD came out of overhaul in February 1987, ready for further operational assignments.



BAND SELECTIONS
San Diego Navy Band



ARRIVAL OF OFFICIAL PARTY



NATIONAL ANTHEM



INVOCATION

Commander Robert H. Feagle, CHC, USN



WELCOME REMARKS

Captain Michael E. Feeley, USN
Commander, Submarine Squadron Three



INTRODUCTION OF THE PRINCIPAL SPEAKER

Rear Admiral F.P. Gustavson, USN
Commander, Submarine Group Five



PRINCIPAL SPEAKER

Admiral Henry G. Chiles, USN
Commander in Chief, United States Strategic Command
Fourth Commanding Officer, USS GURNARD

REMARKS

*Commander Chester J. Malins, USN
Commanding Officer, USS GURNARD*



**CEREMONIAL HAULING DOWN OF THE
COMMISSIONING PENNNANT**



SECURING OF THE WATCH



BENEDICTION

Commander Robert H. Feagle, CHC, USN



DEPARTURE OF OFFICIAL PARTY



BAND SELECTIONS

San Diego Navy Band

She departed in March 1988 for WESTPAC, returning in the fall. Following extensive repairs to her sonar dome which was damaged in a grounding mishap in May 1989, GURNARD put to sea in August 1989 for sea trials, and continued the year with local operations and MK-48 Advanced Capability (ADCAP) torpedo certification.

In March of 1990, GURNARD deployed to the Arctic region. While deployed, she completed only the fourth winter submerged transit of the Bering and Chuckchi Seas. She once again surfaced at the North Pole, this time in the company of the USS SEAHORSE (SSN 669). On her way back to San Diego, GURNARD passed through the Panama Canal, and upon her return to homeport, became the third U. S. submarine to circumnavigate the North American continent.

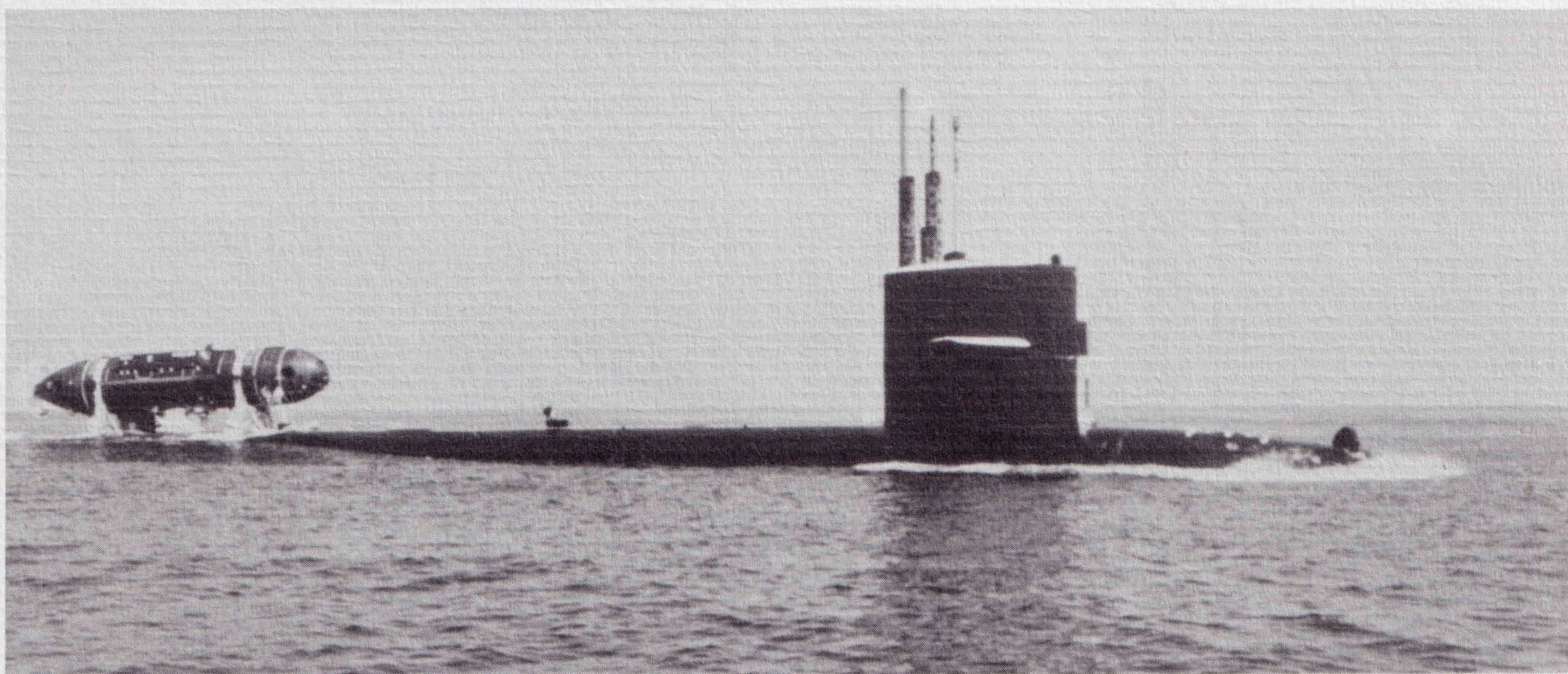
GURNARD departed in January 1991 for WESTPAC, participating in joint exercises with the Japanese Maritime Self Defense Force. She also conducted operations with the Republic of Korea Navy. GURNARD participated in Prospective Commanding Officer's operations in Hawaii during January and February of 1992. This was followed by a three month maintenance period, finishing out 1992 with local operations and fleet exercises.

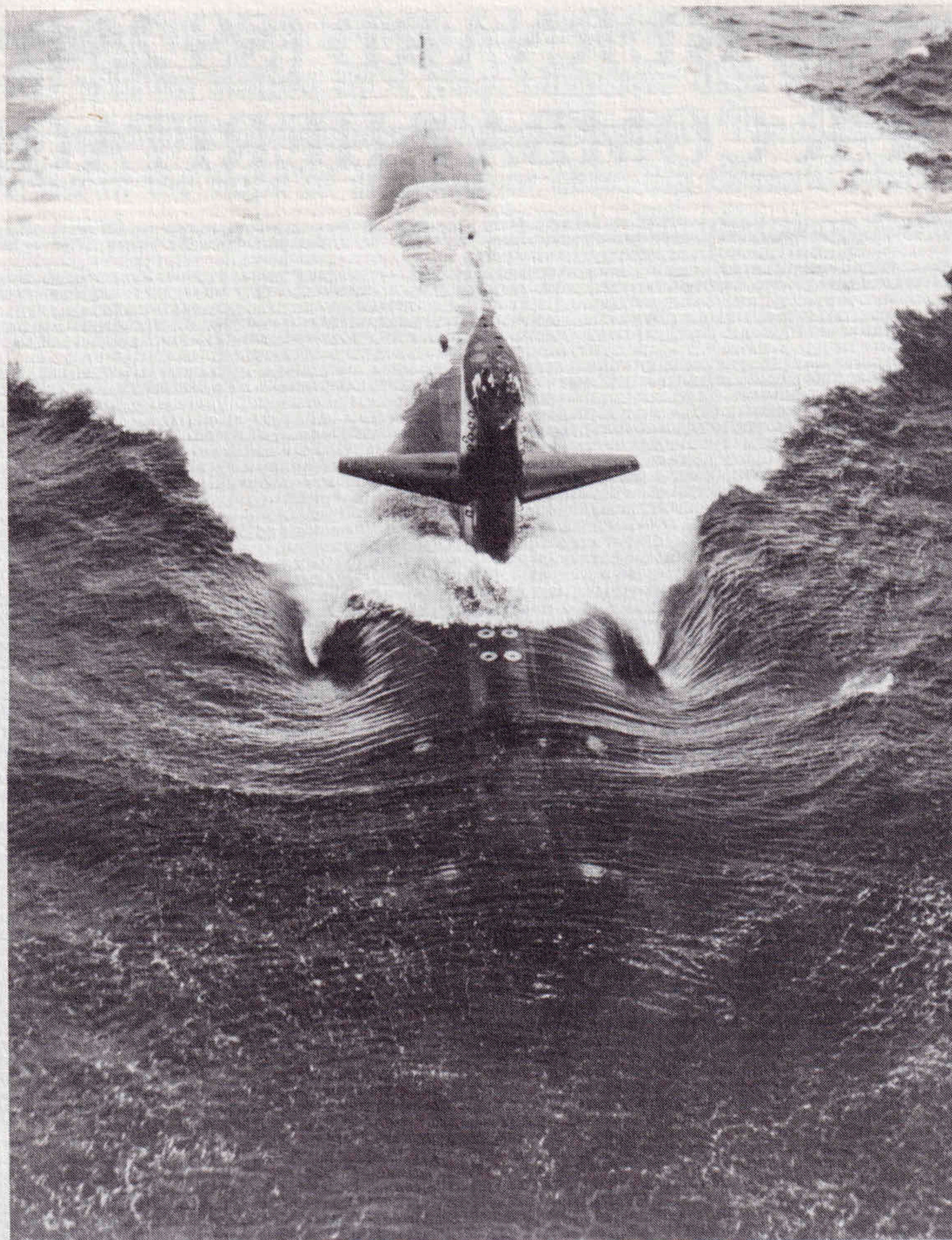
In January of 1993, GURNARD deployed to WESTPAC for the final extended deployment returning to San Diego in July 1993. Over the course of her six months abroad, she participated in multiple joint exercises with the Korean, Japanese, Thai and United States Naval Forces. GURNARD made significant contributions in the areas of joint operations and anti-diesel ASW tactics.

Upon return from WESTPAC GURNARD participated in exercise KERNEL RAIDER, operating in conjunction with forces from the U.S. Army, Air Force, Marines and Navy.

GURNARD's final year has been a continuation of her previous operational success. She has completed several challenging maintenance periods and inspections. In June, Mother Submarine operations with Deep Submergence Rescue Vehicle AVALON provided a unique training opportunity for both GURNARD and AVALON crews in submarine rescue.

GURNARD will soon make her final underway leaving her Ballast Point homeport of 25 years for Bremerton, Washington to be decommissioned at Puget Sound Naval Shipyard.



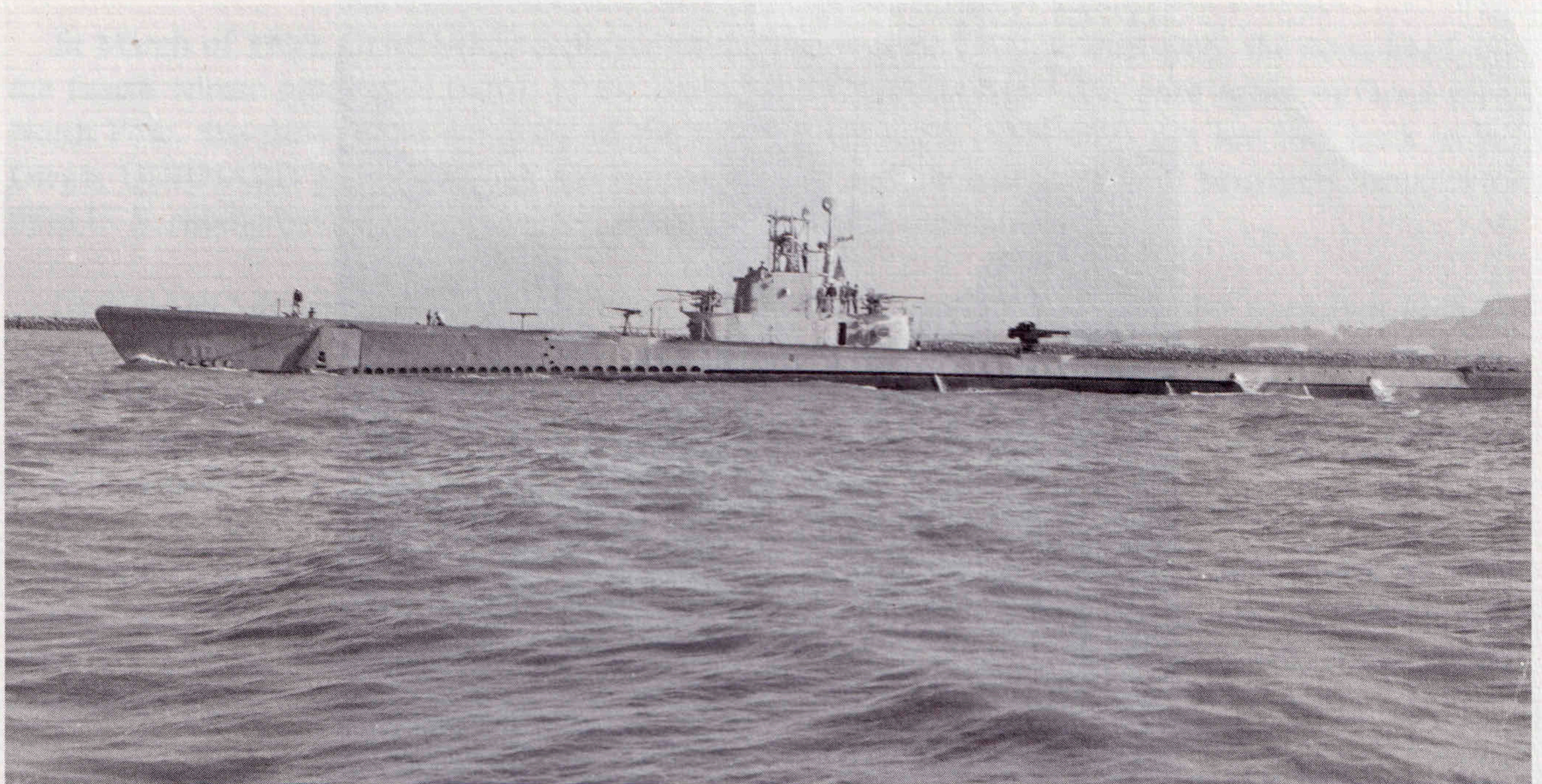


UNIT AWARDS

Fire Control 'E'	1969
Battle 'E' for SUBDIV 51	1970
Fire Control 'E'	1970
Battle 'E' for SUBDIV 51	1971
MERITORIOUS UNIT COMMENDATION	1972
Battle 'E' for SUBDIV 51	1972
MERITORIOUS UNIT COMMENDATION	1975
Battle 'E' for SUBDIV 51	1975
NAVY UNIT COMMENDATION	1976
Engineering 'E'	1976
Battle 'E' for SUBDIV 51	1976
Battle 'E' for SUBDIV 51	1978
NAVY EXPEDITIONARY MEDAL	1981
MERITORIOUS UNIT COMMENDATION	1982
COMMANDER SUBMARINE SQUADRON THREE ASW 'A'	1991
SUBMARINE SQUADRON THREE TACTICAL EXCELLENCE MISSILES	1993

USS GURNARD (SS 254)

OUR COMBAT HERITAGE



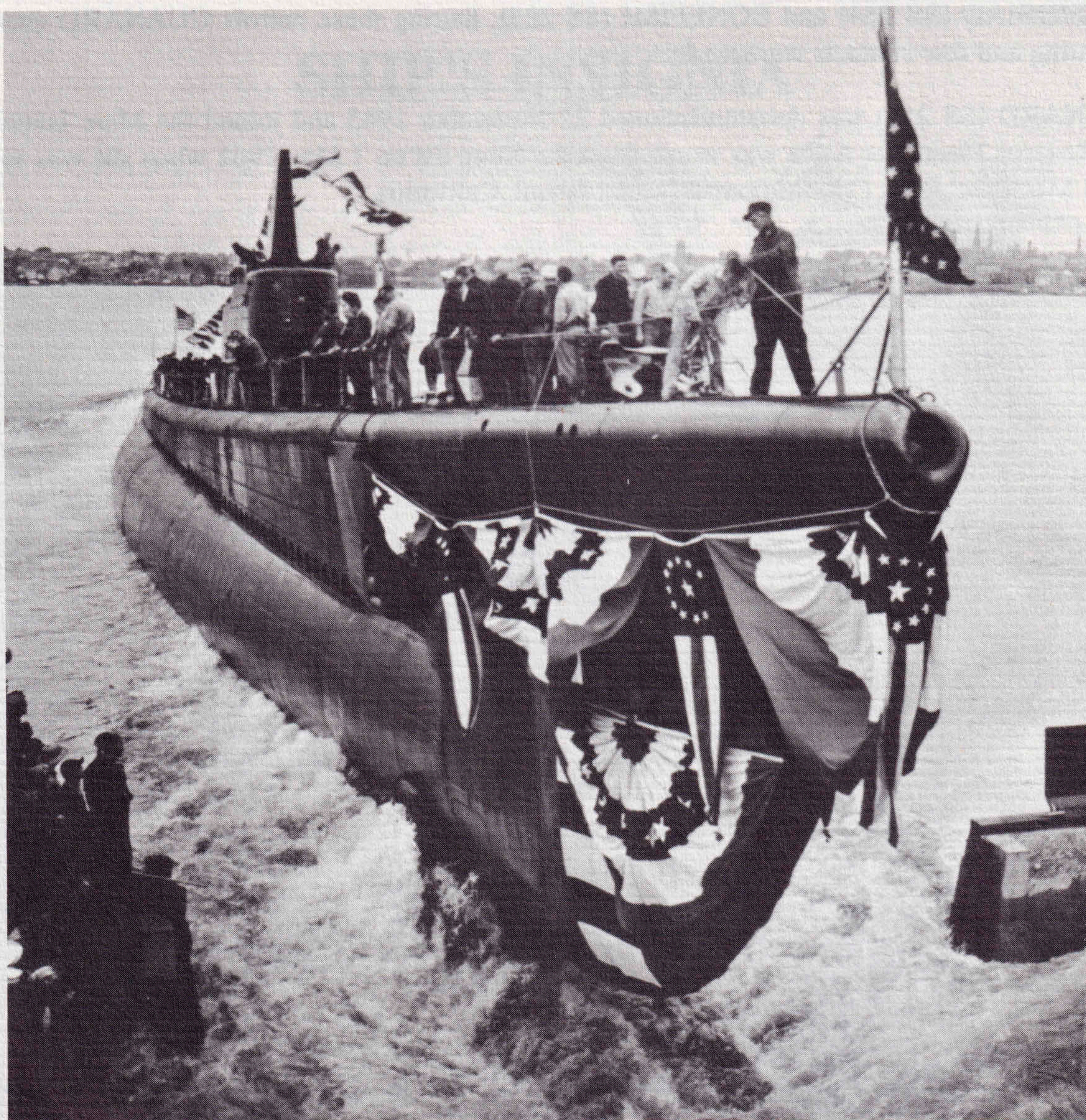
The first GURNARD (SS 254) was built at the Electric Boat Company, Groton, Connecticut. Her keel was laid on 2 September 1941. The submarine commissioned 18 September 1942, Lieutenant Commander Charles H. Andrews, U.S. Navy, commanding. After training out of New London, Connecticut, GURNARD departed 2 November 1942 for Rosneath, Scotland, arriving the 15th. She got under way from Rosneath 28 November for her first war patrol in the Bay of Biscay. After 24 days on station without sighting an enemy ship, Gurnard returned to Rosneath 27 December. GURNARD departed Rosneath 25 January 1943 for refit in New London in preparation for Pacific duty.

She departed Pearl Harbor 12 June 1943 on her second war patrol. The highlight of GURNARD's second war patrol was scoring at least two hits on a Japanese aircraft carrier. She returned to Pearl Harbor on 26 July, until underway again on 26 September for the South China Sea on her third war patrol. During the patrol GURNARD accounted for sinking over 10,000 tons of enemy shipping. She returned to Pearl Harbor on 28 October 1943.

Underway for her fourth war patrol 28 November, GURNARD paused at Midway for engine repairs. A radar contact at 0400, 24 December 1943, led to an attack on three enemy cargo ships convoyed by three escorts. At 0710 GURNARD fired two torpedoes at Cargo Ship SEIZAN MARU No.2 (1,198 tons). Both were hits and the SEIZAN MARU sank in two minutes. GURNARD had to take evasive action to avoid being rammed as the two surviving merchantmen began maneuvering radically to avoid attack. Lining her stern tubes up on another cargo ship, the submarine fired two more torpedoes which sent TOFUKU MARU to the bottom. Heavily attacked by the angry escorts, GURNARD went deep to withstand an 88 depth charge barrage.

Standing out of Pearl Harbor 16 April 1944 for her fifth war patrol in the eastern Celebes Sea south of Mindanao, GURNARD was on station by 4 May. Only two days later she encountered a Japanese troop convoy carrying an infantry division south from Shanghai. These troops were intended as reinforcements for New Guinea in the hope of stopping or delaying General MacArthur's expected offensive. Sighting the convoy on the morning of 6 May, GURNARD closed on the transports. In position at 1300, she fired two three-torpedo salvos which hit four of the Japanese transports. As one of the escorting destroyers headed for her, GURNARD went to deep submergence and rigged for depth charge attack. During the heavy depth-charge attack which followed, breaking-up noises were heard, indicating that GURNARD's torpedoes had struck home. After the submarine had evaded 98 depth charges the escorts broke off their attack. GURNARD came to the surface shortly after to discover one of the torpedoed transports still afloat and burning.

Shortly after midnight she shelled the stricken ship without result. Another torpedo finally sank the transport. GURNARD was credited with sinking transports ADEN MARU, TAIJIMA MARU, and TENSINZAN MARU, with the loss of thousands of Japanese soldiers who would otherwise have been a formidable reinforcement for the New Guinea garrison. This blow is considered to have had "a material influence" on Japanese strategy in the New Guinea area.



Patrolling off the approaches to Davao Gulf on 18 May 1944, GURNARD sighted what proved to be "either a large cruiser or a battleship", zigzagging at high speed and escorted by two destroyers. Poor visibility made this fast target a difficult one; as GURNARD was about to fire, an escort passed close across her bow and forced her to delay shooting. Taking advantage of the last advantage to fire, she discharged a spread of six torpedoes. One of the poppet valves, designed to automatically flood to compensate for the sudden loss of weight when the torpedoes were fired, failed to function. To keep herself from broaching in full view of the Japanese warships, GURNARD "flooded negative" and went deep before she could observe the result of her shots. Two torpedo explosions were heard; the destroyers then unloaded a barrage of 32 depth charges, "some....too nicely placed for comfort."

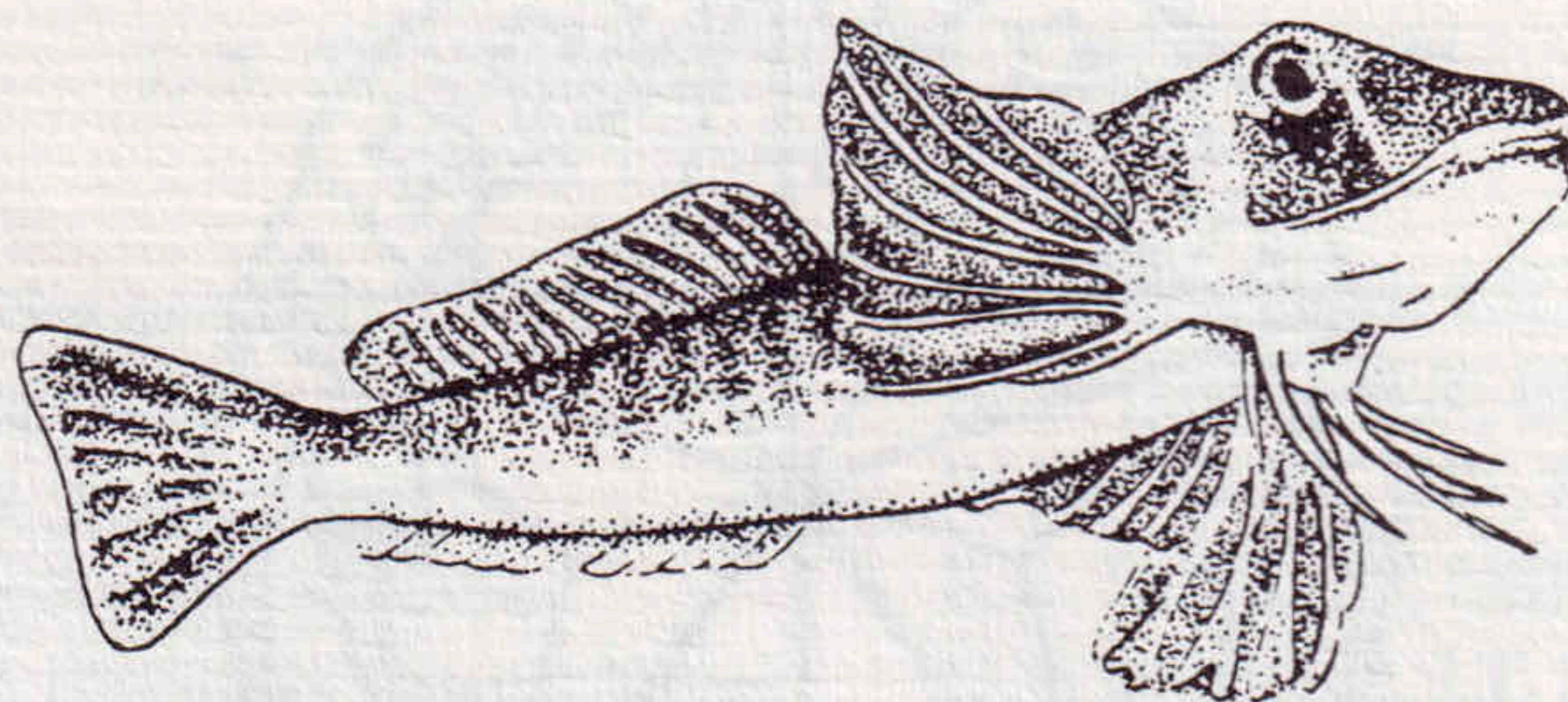
Refueling at Darwin GURNARD ended her fifth war patrol on 11 June 1944. At this time GURNARD was awarded the presidential Navy Unit commendation for her second, third, fourth, and fifth war patrols. The sixth war patrol was made in the waters around eastern Indonesia and the southern Philippines. Much of this patrol was spent boarding and searching Japanese fishing craft looking for enemy spotters.

The seventh GURNARD war patrol was spent in support of "King Two", the massive amphibious assault of Leyte. Her eighth and ninth patrols were spent in wolf pack operations in company with HAMMERHEAD (SS 364) and BONEFISH (SS 223). During these patrols GURNARD encountered poor hunting and few contacts were made.

GURNARD (SS 254) was decommissioned 27 November 1945 and joined the Mare Island Group, Pacific Reserve Fleet. Her name was struck from the Navy list on 1 May 1961 when she was sold to the National Metal and Steel Corporation, Terminal Island, California.

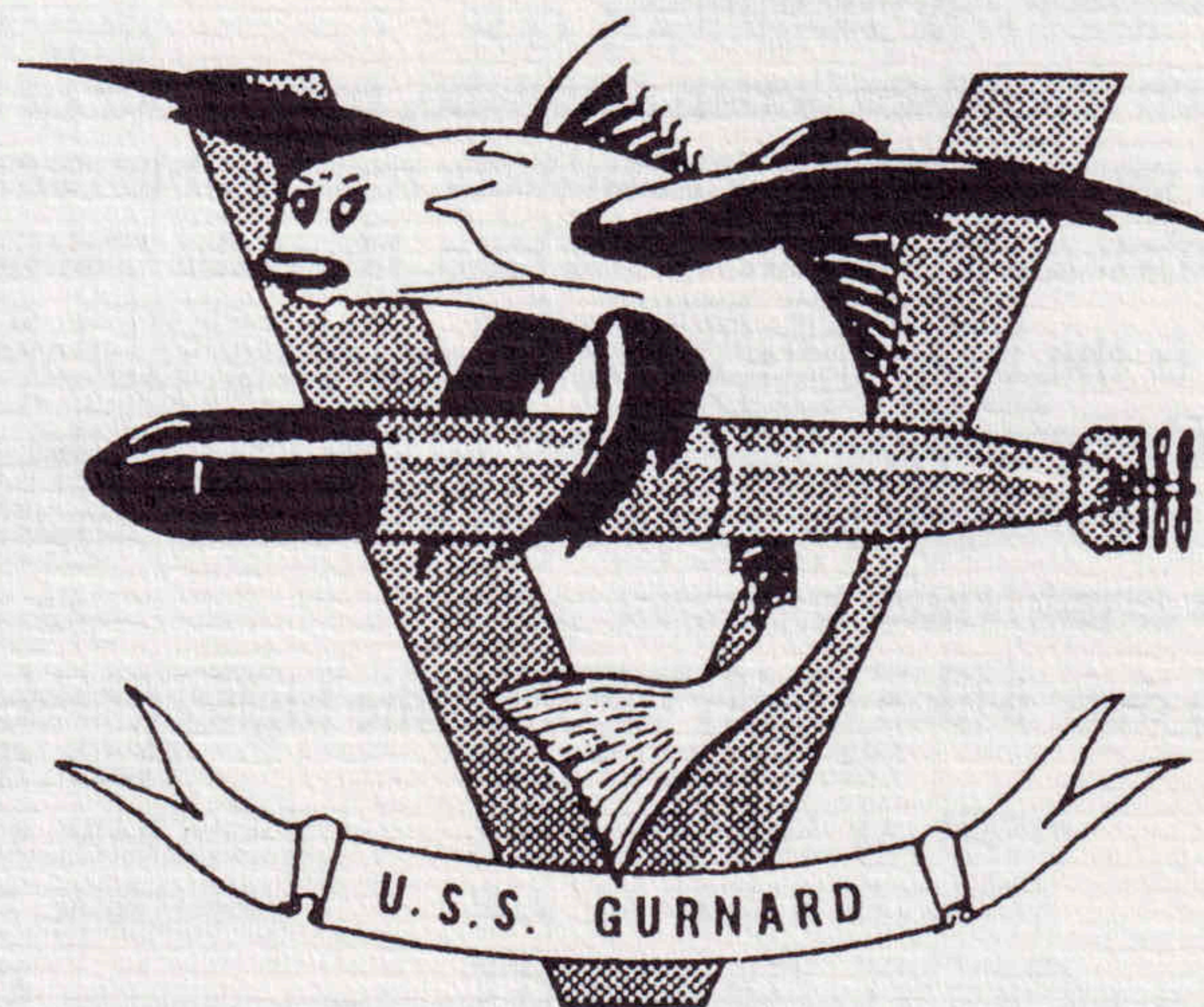
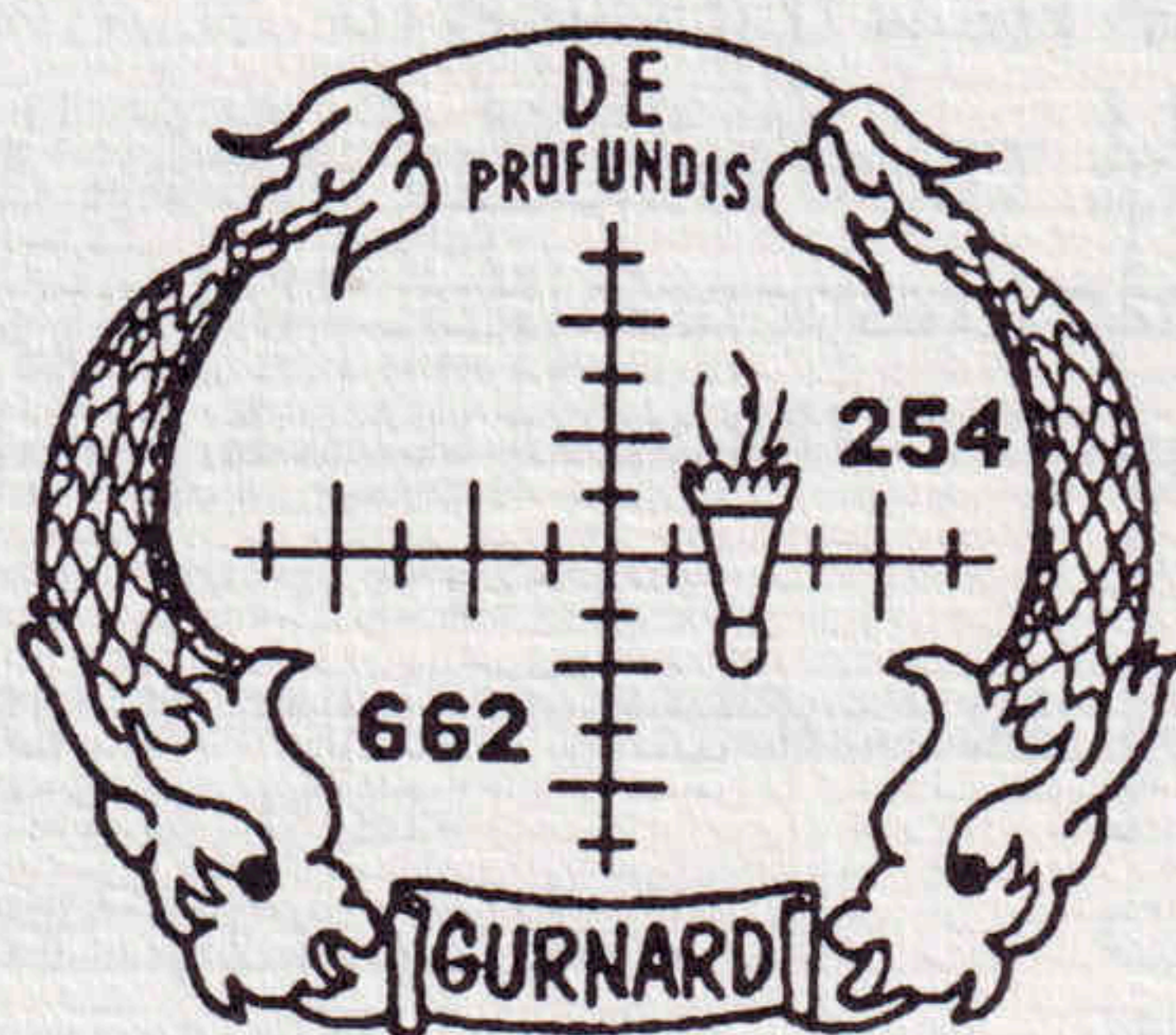


THE FISH GURNARD



The GURNARD is a spiny-finned marine fish with its head protected by bony armor and with three pairs of finger-like ventral feelers. Seven species of American Gurnard can be found in the South Atlantic Ocean. The American forms are sometimes referred to as sea robins, as they can glide up to thirty feet above the water, much like the flying fish. In addition, several European species exist.

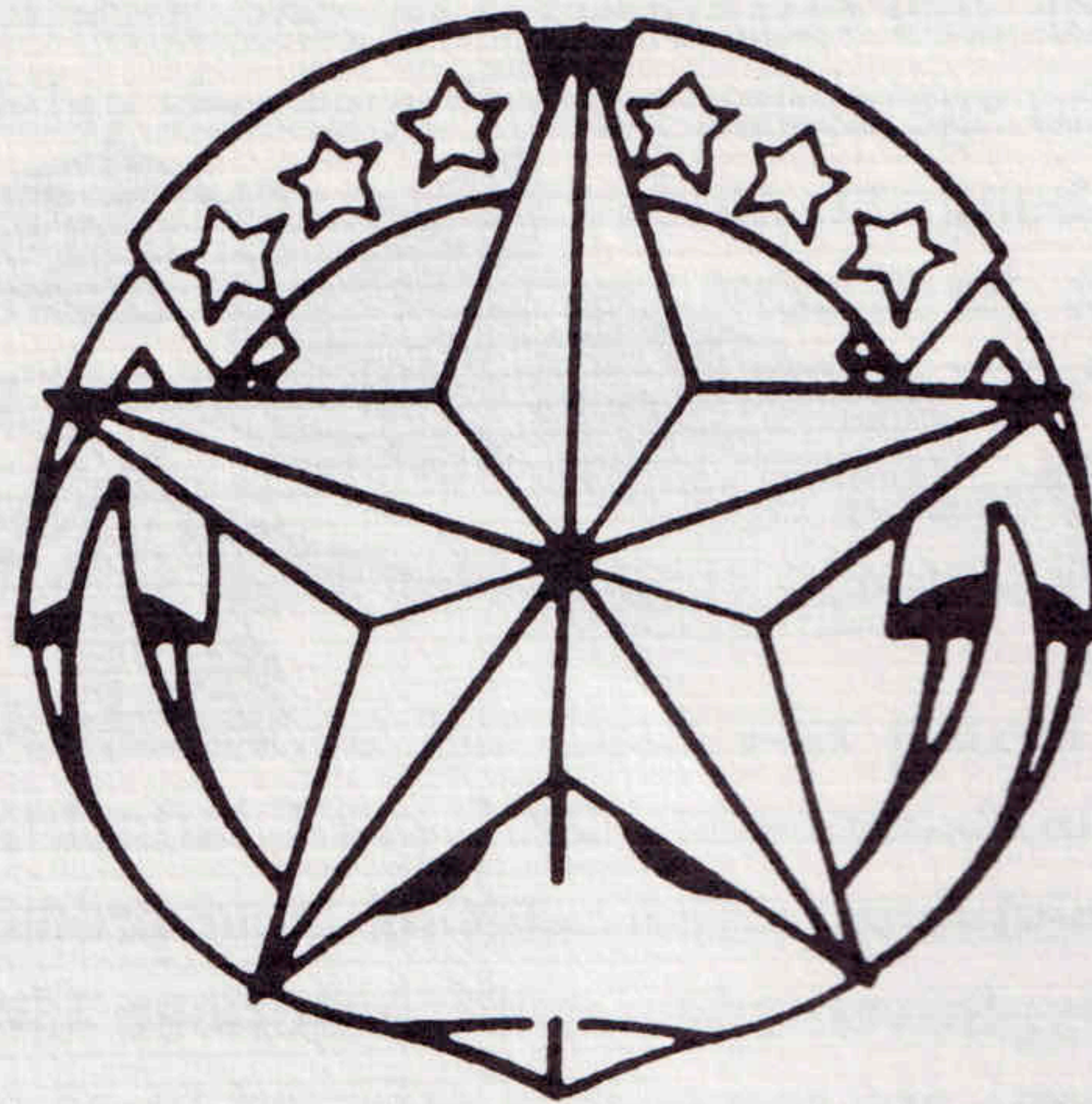
SHIP'S INSIGNIA



On the official insignia, the pair of dolphins represent the proud heritage of the submarine force which the GURNARD strives to maintain while conducting assigned operations throughout the world. The periscope crosshairs are symbolic of the submarines unique view of events and her historical role as a silent but powerful implementor of national policies. The numbers "254" represent the first GURNARD and the lighted torch assures her proud heritage will carry on. The numbers "662" represent the hull numbers of the present USS GURNARD. The ship's motto, "DE PROFUNDIS", means, "from the deep", which describes GURNARD's capability to operate world wide, undetected, ever vigilant and ready, during any conflict, to astound and attack the enemy with stealth and agility.

The World War II Flying "V" depicts a GURNARD fish, armed and at the ready with a torpedo, which is backdropped by a large "V", symbolizing victory at sea.

COMMAND AT SEA



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

A ship at sea is a different world in herself, and in consideration of the protracted and distant operations of the fleet units, the Navy must place great power, responsibility and trust in the hands of those leaders chosen for command.

In each ship there is one man who, in the hour of emergency or peril at sea, can turn to no other man. There is one who alone is ultimately responsible for the safe navigation, engineering performance, accurate 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, this is the spur which has given the Navy its great leaders.

It is a duty which highly deserves the highest, time-honored title of the seafaring world – CAPTAIN.”

–Joseph Conrad

COMMANDING OFFICERS OF USS GURNARD (SSN 662)

Commander W.S. Cole, Jr., USN	December 1968 - June 1970
Commander C.R. Bell, USN	June 1970 - May 1973
Commander R.W. West, Jr., USN	May 1973 - May 1976
Commander H.G. Chiles, USN	May 1976 - February 1980
Commander E.L. Morgan, USN	February 1980 - April 1983
Commander C.A. Wiese, USN	April 1983 - March 1987
Commander J.C. Bickford, USN	March 1987 - June 1989
Commander R.C. Westcott, USN	June 1989 - June 1989
Commander W.M. Espinosa, USN	June 1989 - March 1992
Commander B.L. Smith III, USN	March 1992 - April 1993
Commander N.E. Rondorf, USN	April 1993 - July 1993
Commander C.J. Malins, USN	July 1993 - Present

PLANKOWNERS

W.S. COLE, CDR, USN
COMMANDING OFFICER

L.S. SEVERANCE, JR., LCDR, USN
EXECUTIVE OFFICER

C.D. VINCENT, LCDR, USN, Navigator	A.S. HOOKER LT, USN, Weapons Officer
T.H. ANDERSON, LT, USN, Engineer Officer	M.S. DAVIS, LT, USN, Electrical Officer
M.H. KIRKPATRICK, LT, USN, Sonar Officer	W.L. STAHL, JR., LT, USN, Damage Control Assistant
E.M. STEUDEL, LT, USN, Main Propulsion Assistant	E.R. LINZ, LT, USN, Communication Officer
D.L. WITZENBURG, LT, USN, Electronics Material Officer	D.T. MUNRO, LT, SC, USNR, Supply Officer

CHIEF PETTY OFFICERS

S. L. SIEVEKING, TMCS(SS)

Chief of the Boat

W.E. KIRBY, MMCS(SS)	K.W. GENN, YNC(SS)	R.G. SHUCK, MMC(SS)
D. WEAKLEY, STC(SS)	R.M. WOLZ, ETC(SS)	D.A. DANIELS, EMC(SS)
D.A. HARNISH, QMC(SS)	J.R. FOOTE, RMC(SS)	T.E. YOUNG, ETC(SS)
R.E. BINNS, MMC(SS)	R.C. BUTTERS, STC(SS)	C.R. FLOOD, SKC(SS)

ENLISTED PERSONNEL

L.J. ADLER, Jr., MM1(SS)	J.P. BACON, MM1(SS)	R.D. BANNING, MM2(SS)
A.A. BAYUNGAN, SD3(SS)	R.W. BIBIK, MM1(SS)	R.E. BLEVIN, MM1(SS)
M.J. BODINE, EM2(SS)	F.H. BOWEN, Jr., ETN2	R.W. BRISTOL, SN(SS)
F.J. BROWN, Jr., ETN2(SS)	H.J. COFFEE, SK3(SS)	W.C. CROW, STS1(SS)
C.H. DAVIDSON, Jr., MM1(SS)	I.J. DICKHERBER, ET1(SS)	L.C. DIKIS, FTG1(SS)
G.A. DUSEK, Jr., MM3	T.D. EDWARDS, IC1(SS)	J.E. ENTREKIN, MM2
R.L. FISCHER, ET1(SS)	L.R. FITZSIMMONS, EM2	J.N. GALLIS, HM1
M.C. GEPHART, QM3	W.H. GIBSON, ETR2	R.S. GIPSON, FTG3
J.O. HANSFORD, ET1(SS)	C.S. HART, MM1(SS)	W.A. HEPNER, RM1(SS)
K.J. HORNSTEIN, ETR2(SS)	T.H. HUFFMAN, MM2(SS)	J.M. KAVALSKY, IC2
R.L. KEMPER, ICFN	T.A. KENSINGER, EM3	T.A. KLAUS, SN
R.P. KUSTELSKI, YNSN	C.F. LOPICCOLO, MM2(SS)	J.Z. LUCASH, Jr., STS3
T.A. MARION, STS2	W.F. MARLETTE, RM2(SS)	S.A. MATEO, SD2(SS)
J.W. MINNICH, Jr., EM1(SS)	J.B. MORRIS, IC3	T.E. MORRIS, YN2(SS)
D.L. NELSON, STS3(SS)	B.E. NEWELL, SD1(SS)	T.L. PATRICK, CSI(SS)
J.R. PEARMAN, QM1(SS)	J.M. PEERCY, TM1(SS)	F.L. PLEGER, EM2
R.A. PEFLEY, II, TM2(SS)	G. PORTILLO, MM3	L.E. POSS, MMFN
S.M. PRIVITT, STSSN	R.M. POTTS, SN(SS)	D.M. QUINN, SN
J.E. RASMUSSEN, MM2	E.E. REILLY, Jr., ETN2(SS)	L.G. REINEKE, QMSN
G.S. ROBERTS, ICFN	G.E. RUSSELL, TM2(SS)	G.W. SANDERS, SN
D.K. SANDS, QM2(SS)	J.R. SCHILDA, MM3(SS)	M.T. SCHILDROTH, EM1(SS)
L.P. SCHMIDT, MM2	M.A. SHEARER, STS3(SS)	M.G. STIEFVATER, CS3(SS)
R.D. STODDARD, IC1(SS)	R.C. STUTEY, STS2	R.L. SWETNAM, MM1(SS)
H.W. THOMAS, TM2(SS)	R. THORLEY, FTG2(SS)	J.M. TRACEY, ETN3
E.T. VALENZUELA, Jr., SN	L.C. VAN HORN, ICFN(SS)	R.N. VAN VOLTENBURG, CS2(SS)
C."E" WALDEN, RM1(SS)	O.R. WESTLAKE, SN	J.A. WILDRICK, ET1(SS)
J.A. WILGUS, ET1(SS)	J.E. WILLIAMS, QM1(SS)	L.A. WILLIS, MM1(SS)
D.S. WILSON, MM2(SS)	W.H. WOOD, MM1(SS)	J.E. YOCUM, IC2(SS)
R.S. YUDINSKY, IC1(SS)		

DECOMMISSIONING CREW

12 AUGUST 1994

C.J. MALINS, CDR, USN
COMMANDING OFFICER

M.C. TOMB, LCDR, USN
EXECUTIVE OFFICER

T.R. ANDERSON, LT, USN
T.M. DEANE, LT, USN
D.W. EGGE, LTJG, USN
C.A. HILL, LT, USN
C.B. MEADORS, LTJG, USN
J.J. SHRIVER, LT, USN

P.G. PATTEE, LCDR, USN
K.W. ECHARD, LT, USN,
S.W. GERHART, LTJG, USN
P.R. LEMESTRE, LT, USN
J.R. SCOTT, Jr., LT, USN
J.J. WHITE, LT, USN

CHIEF PETTY OFFICERS

M.A. WOHLGAMUTH, Jr., RMCM(SS), USN
Chief of the Boat

L.L. ALONSO, SKCS(SS)
B.W. CHISHOLM, MMCS(SS)
M.B. HUNT, QMC(SS)
D.T. NIX, EMC(SS)
J.C. TRAVERS, TMCS(SS)

R.M. ANDERSON, FTC(SS)
S.J. DUDLEY, MMC(SS)
R.W. MOHEDANO, FTC(SS)
J.C. SMITH, ETC(SS)
R.E. VANDENBURGH, MMC(SS)

R.M. BOOTH, ETC(SS)
A. HOLST, STSCS(SS)
R.C. MOORE, YNC(SS)
A.B. TODD, MMC(SS)

ENLISTED PERSONNEL

C.W. ACOR, ET3(SS)
C.P. ALFORD, MM2(SS)
J.W. BILLINGS, FT1(SS)
F.W. BORDO, TM1(SS)
S.E. BROWN, MM2(SS)
H.I. CAMPBELL, YN2(SS)
J.S. COOPER, RM3(SS)
M.A. DAVISSON, MM1(SS)
L.E. DUTCHER, STS2(SS)
L.D. FLOREN, YNSN(SS)
C.A. GIBBS, IC3(SS)
K.S. HANNIGAN, STS3(SS/DV)
R.A. HILL, EM2(SU)
J.D. HOSEA, QM3(SS)
M.J. JEFFERS, STS3(SS)
R.D. JONES, MSSA(SU)
T. LABRADO, MM1(SS)
M.A. LEVINE, MM2(SS)
C.S. MASON, RM3(SS)
L.C. MCCLELLAND, MM3(SS)
W.E. MONK, MS2(SS)
D.D. NEAR, EM1(SS)
M.A. ORTEGA, ET3(SU)
E.S. PETERSON, MM3(SS)
J.R. RAVEN, QM3(SS)
J.A. REUTER, RM3(SS)
J.A. RODRIGUEZ, MS2(SS)
C.S. SALAS, MSSN(SS)
D.P. SIMPSON, RM2(SS)
M.B. SMITH, STS1(SS)
E.L. TAITT, QM1(SS)
J.A. VANNOY, ET1(SS)
D.L. WILLIAMS, MS3(SS)
D.W. YURIK, ET2(SS)
G.D. ORRIS, MS1(SS)

N.C. ALANO, EM3(SS)
F.A. ALVARADO, FT3(SS)
A. J. BLACK, STS2(SS)
K.R. BOSSE, RM1(SS)
R.J. BURLILE, MM3(SS)
R.C. CASHELL, MM3(SS)
W.E. CROSS, STS3(SS)
B.A. DEAN, EM2(SU)
J.P. ESTESS, MM3(SU)
S.A. GANSHERT, ET2(SS)
G.E. GOODRICH, MM2(SS)
N.D. HEINTZ, ET1(SS)
E.R. HILLIARD, MM3(SS)
B.L. HUETT, ET3(SS)
J.L. JENSON, MM2(SS)
S.W. KATSAROS, MM3(SS)
J.S. LARA, MM1(SS)
D.D. LORELLO, MM2(SS)
L.A. MATTHEWS, FT3(SS)
L.W. MCMAHON, EM2(SS)
J.B. MORDARSKI, MM2(SS)
D.A. NEWMAN, ET2(SS)
M.C. PAULSON, MM2(SS)
J.B. POINDEXTER, EM1(SS)
F.H. REDELL, MM1(SS/DV)
P.D. RINEY, ET2(SS)
G.S. RUMINER, SA(SS)
J.C. SEIFRIED, EM2(SS)
J.S. SMITH, FT3(SS)
V.C. STAMPER, MM1(SS/DV)
A.B. VALDEZ, Jr., MS1(SS)
R.R. VARNER, Jr., MM2(SS)
M. WYATT, ET2(SS)
C.C. BLUMBERG, SK1(SS)

K.C. ALEXANDER, RM1(SS)
M.D. BECKER, EM2(SS)
M.D. BONDURANT, MM2(SS)
W.S. BOWEN, ET3(SS)
J. BURSEY, FN(SS/DV)
Z.W. CLOUSE, MM3(SS)
D.W. DENHAM, SK3(SS)
S.F. DUNKER, FT1(SS)
R.B. EVANS, STS2(SS)
J.C. GEHLSSEN, TMSN(SS)
H.F. GRANT, III, MM1(SS)
D.E. HILL, SK3(SS)
B.K. HIPPLE, IC3(SS)
T.L. HULBERT, MM2(SS)
B.N. JOHNSON, MM2(SS)
D.L. KELLY, TM3(SS)
C.C. LAW, MM3(SU)
E.D. MARSHALL, EM1(SS)
R.D. MILLER, ET1(SS)
W.H. MUNSTERMAN, STS2(SS)
M.C. NORD, ET2(SS)
W.M. PERRY, IC1(SS)
J.P. RADKE, MM3(SS)
C.R. RENANDO, STS3(SS)
M.G. ROBERTS, MM1(SS)
W.J. RYLANT, MM2(SS)
P.H. SEYMOUR, STS2(SS)
L.J. SWEETHEIMER, HM1(SS)
J.M. VANLNGEN, RM3(SS)
D.D. WARD, STS1(SS)
J. WOFFORD, EM3(SU)
M.J. WILCUT, EM3(SS)
R.A. YOUNGBLOOD, QM3(SS)
F.L. SPELLMAN, MM1(SS)



116,182 TONS DAMAGED

76,479 TONS SUNK

COLDWARBOATS.ORG