

COMMISSIONING

USS PHILADELPHIA SSN690

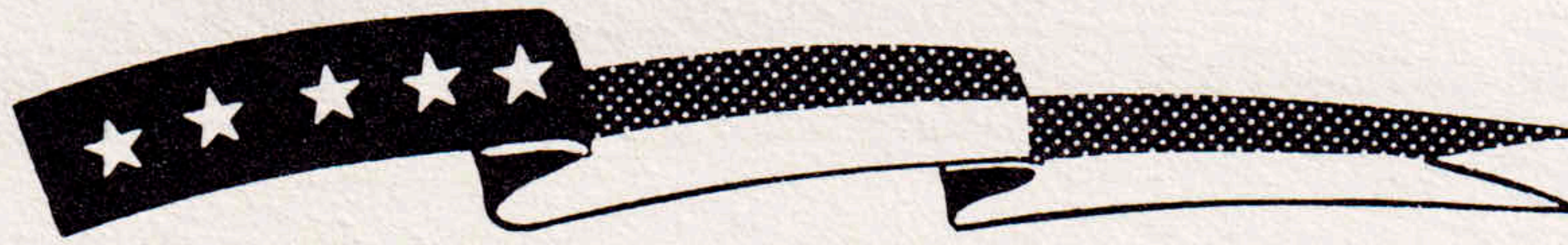


U. S. NAVAL SUBMARINE BASE NEW LONDON,
GROTON, CONNECTICUT

25 JUNE 1977



**THE ATTACK SUBMARINE
USS PHILADELPHIA SSN690**

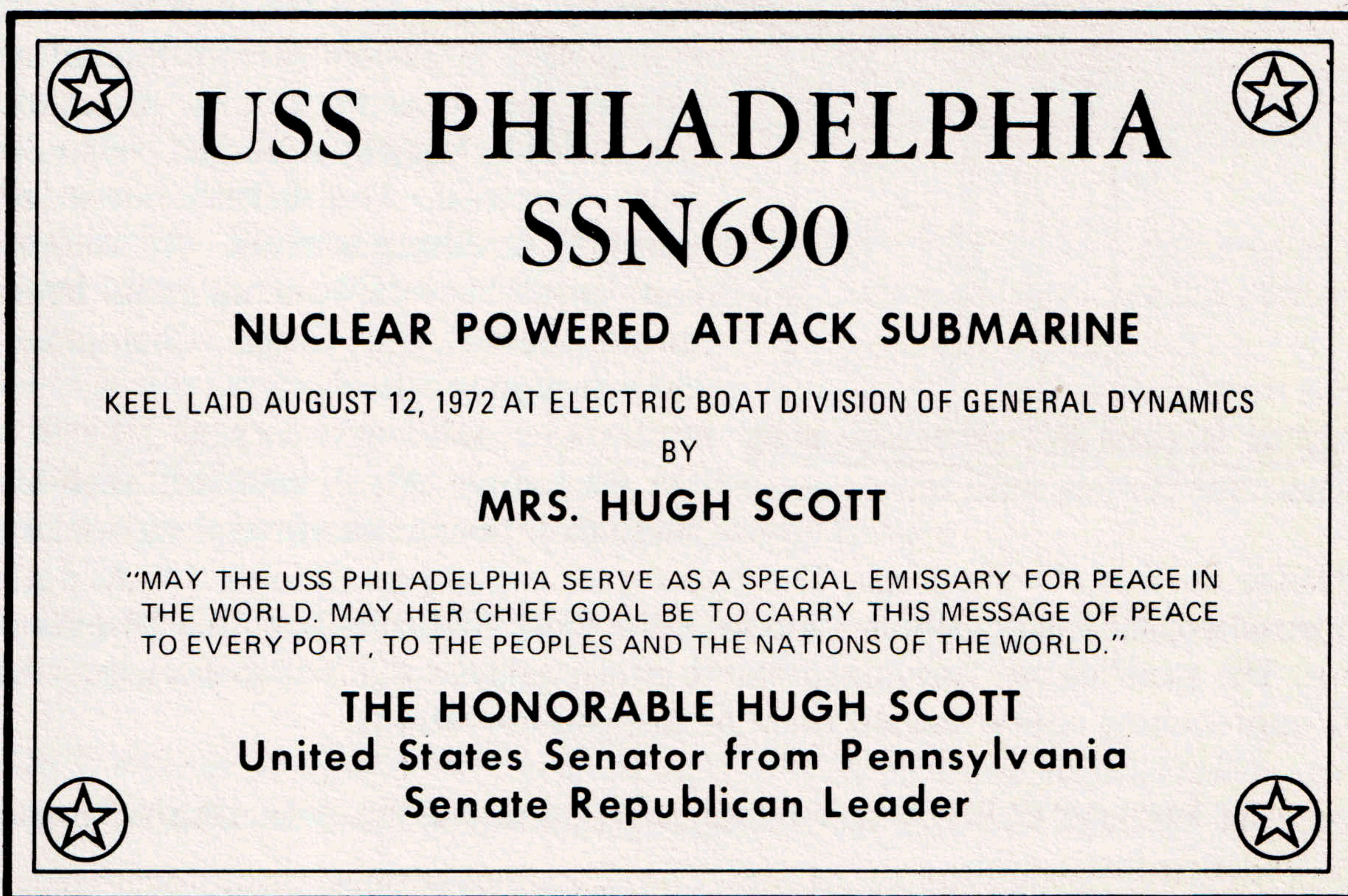


THE COMMISSIONING CEREMONY & PENNANT

The commissioning ceremony marks the acceptance of a ship as a unit of the operating forces of the United States Navy. At the moment the commissioning pennant is broken, USS PHILADELPHIA (SSN690) becomes the responsibility of the Commanding Officer who, together with his crew, has the duty of making and keeping her ready for any service required by our nation, whether we be at peace or at war.



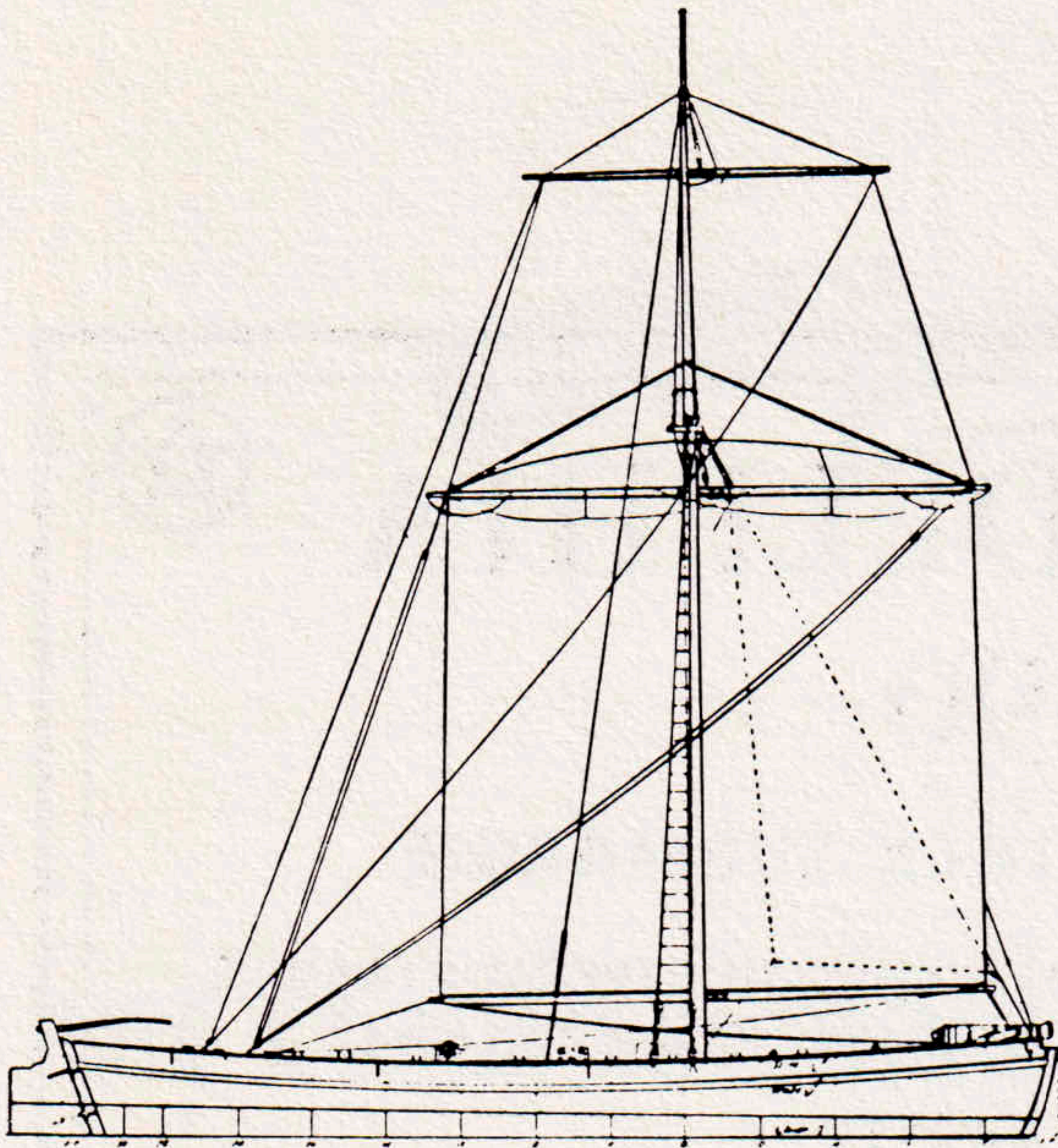
The commissioning pennant is believed to date from the 17th century, when the Dutch were at war with the English. Dutch Admiral Maartin Tromp hoisted a broom at his masthead to symbolize that he had swept the British from the sea at Dungeness. The following year British Admiral William Blake hoisted a horsewhip to his masthead, 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 mark of a ship of war.



VITAL STATISTICS

KEEL LAID	12 AUGUST 1972
LAUNCHED	19 OCTOBER 1974
LENGTH	360 FEET
WIDTH	33 FEET
DISPLACEMENT	6900 TONS
COMPLEMENT	115 ENLISTED 12 OFFICERS

PAST PHILADELPHIA'S



The first PHILADELPHIA was a gondola constructed on Lake Champlain by General Benedict Arnold. It was laid down in early July 1776, and launched and placed in service shortly thereafter as part of Arnold's flotilla to check the British Navy's expected invasion from Montreal. The British hoped to sever New England from the middle and southern American colonies by a thrust down the Lake Champlain-Hudson Valley corridor.

On September 23, Arnold stationed his ships to intercept the British squadron's advance on Fort Ticonderoga. The two forces clashed on October 11. As dusk approached, British guns holed and sank the PHILADELPHIA with a 24-pound shot. The sacrifice was not in vain — the battle delayed the British advance, and the approaching winter caused them to suspend operations.

The first PHILADELPHIA was raised in 1935 and is now on display at the Smithsonian Institution.

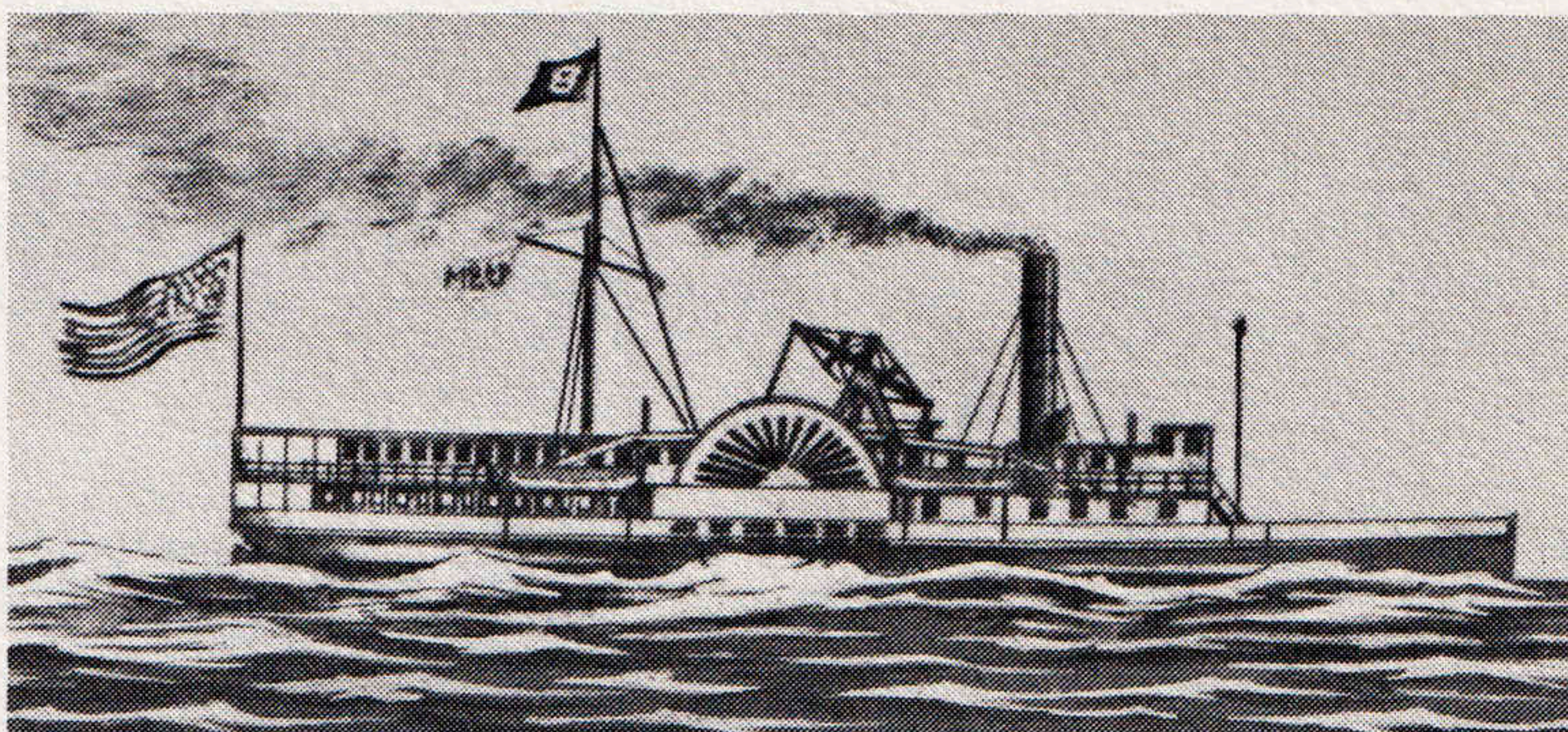
The second PHILADELPHIA, a frigate originally named CITY OF PHILADELPHIA, was commissioned April 5, 1800 with Captain Stephen Decatur Sr. in command. During her first cruise she captured five French armed vessels and recaptured six merchant ships that had fallen into French hands.



While cruising off Gibraltar in the fall of 1802, she recaptured the American brig CELIA from the Moroccan ship-of-war MIRBOKA — and brought them both into Gibraltar. She cruised off Tripoli until October 31, 1803 when she ran aground on an uncharted reef off Tripoli Harbor. Under fire from shore batteries and gunboats, she was surrendered to the enemy and her officers and men were made captives.

On February 16, 1804, a volunteer party led by Lt. Stephen Decatur Jr. boarded the PHILADELPHIA and burned her where she lay in Tripoli harbor.

The third PHILADELPHIA, a side-wheel, iron-hulled steamer, was operating as a trading vessel at the outbreak of the Civil War. By Presidential order, she was taken to the Washington Navy Yard where she was fitted out for naval service.

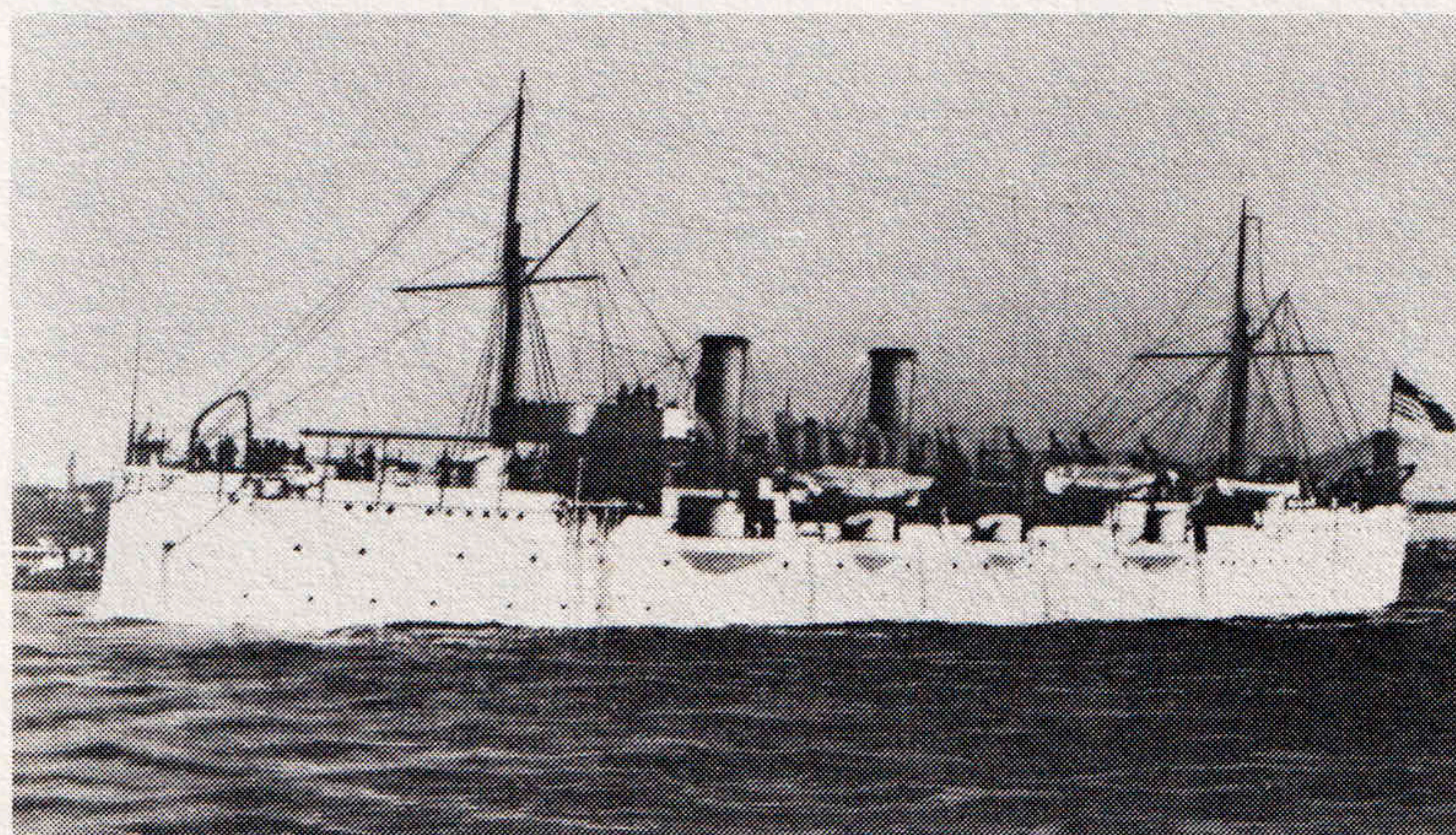


For the next year and a half, the PHILADELPHIA operated as a patrol vessel on the Potomac River, an ordnance transport, and a troop carrier.

She was then assigned duties with the North Atlantic Blockading Squadron and took part in the expedition to Hatteras Inlet, served as flag-steamer at the battle of Roanoke Island, took part in the capture of New Berne, and participated in the expedition to the Dismal Swamp Canal.

Reassigned as flagship of the South Atlantic Blockading Squadron, she took part in the operation against Charleston, South Carolina.

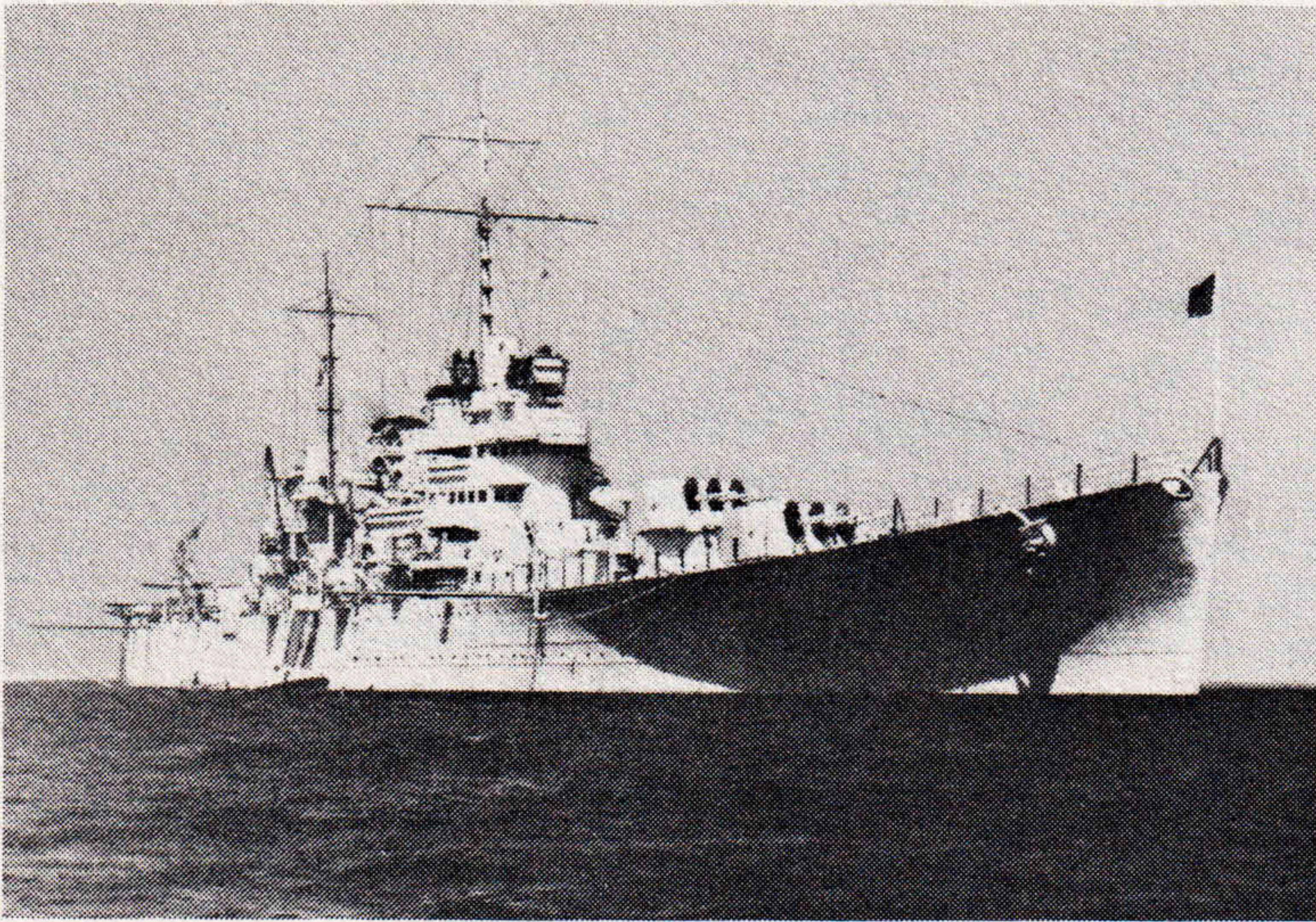
With the close of hostilities, the PHILADELPHIA returned to the Washington Navy Yard, was decommissioned August 31, 1865, and sold at public auction.



The fourth PHILADELPHIA, cruiser number 4, was commissioned July 28, 1890. She served along the eastern seaboard until the fall of 1893 when she was sent to San Francisco and became the flagship of the Commander-in-Chief, Pacific Station.

Steaming to Honolulu (a one-month trip), the PHILADELPHIA and the steam sloop-of-war MOHICAN represented the United States Navy at ceremonies that transferred the Hawaiian Islands to the United States.

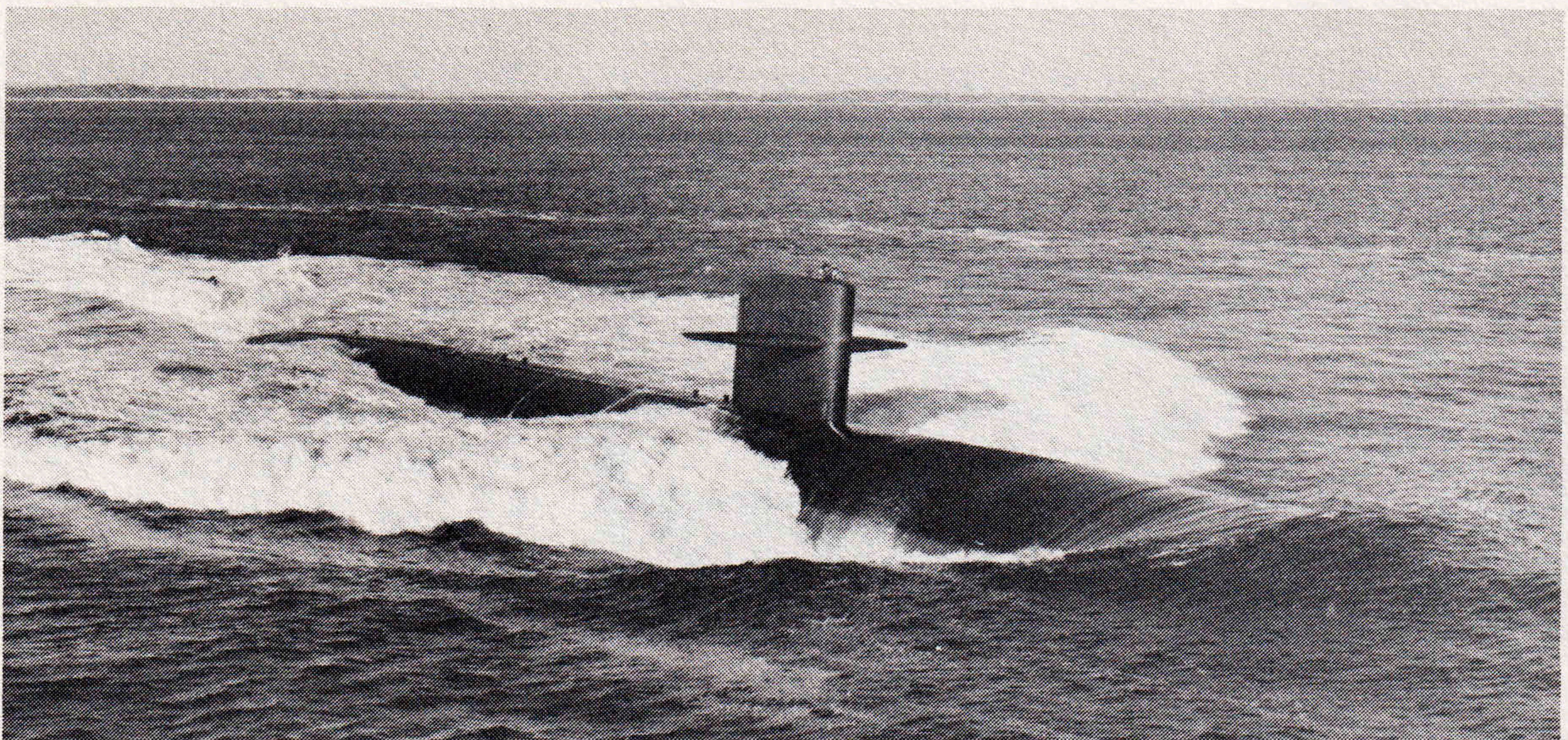
She continued as flagship of the Pacific Station until February, 1900 when she was relieved of that duty by USS IOWA (BB4). The PHILADELPHIA continued Pacific operations until 1902 when she was ordered to Puget Sound Navy Yard for decommissioning. She then served both as a receiving ship and a prison ship until she was struck from the Navy list on November 24, 1926. She was sold at public auction the next year.



The fifth PHILADELPHIA, a light cruiser (CL-41), was commissioned September 23, 1937. She conducted operations off the east and west coasts of the United States until she entered Boston Navy Yard on November 25, 1941 for upkeep. She was in repair status there when the Japanese attacked Pearl Harbor.

During World War II, the PHILADELPHIA provided gunfire support during landings on French Morocco, Sicily, Salerno, and Anzio. Her Commanding Officer accepted the surrender of the fortress islands within the Bay of Marseilles. She received five battle stars for her World War II operations. At the conclusion of the war, she participated in several "Magic Carpet" runs between Europe and the United States to bring the troops home.

She was decommissioned February 3, 1947 and subsequently sold to the government of Brazil under terms of the Mutual Defense Assistance Program. She now serves in the Brazilian Navy under the name BARROSO (C-11).

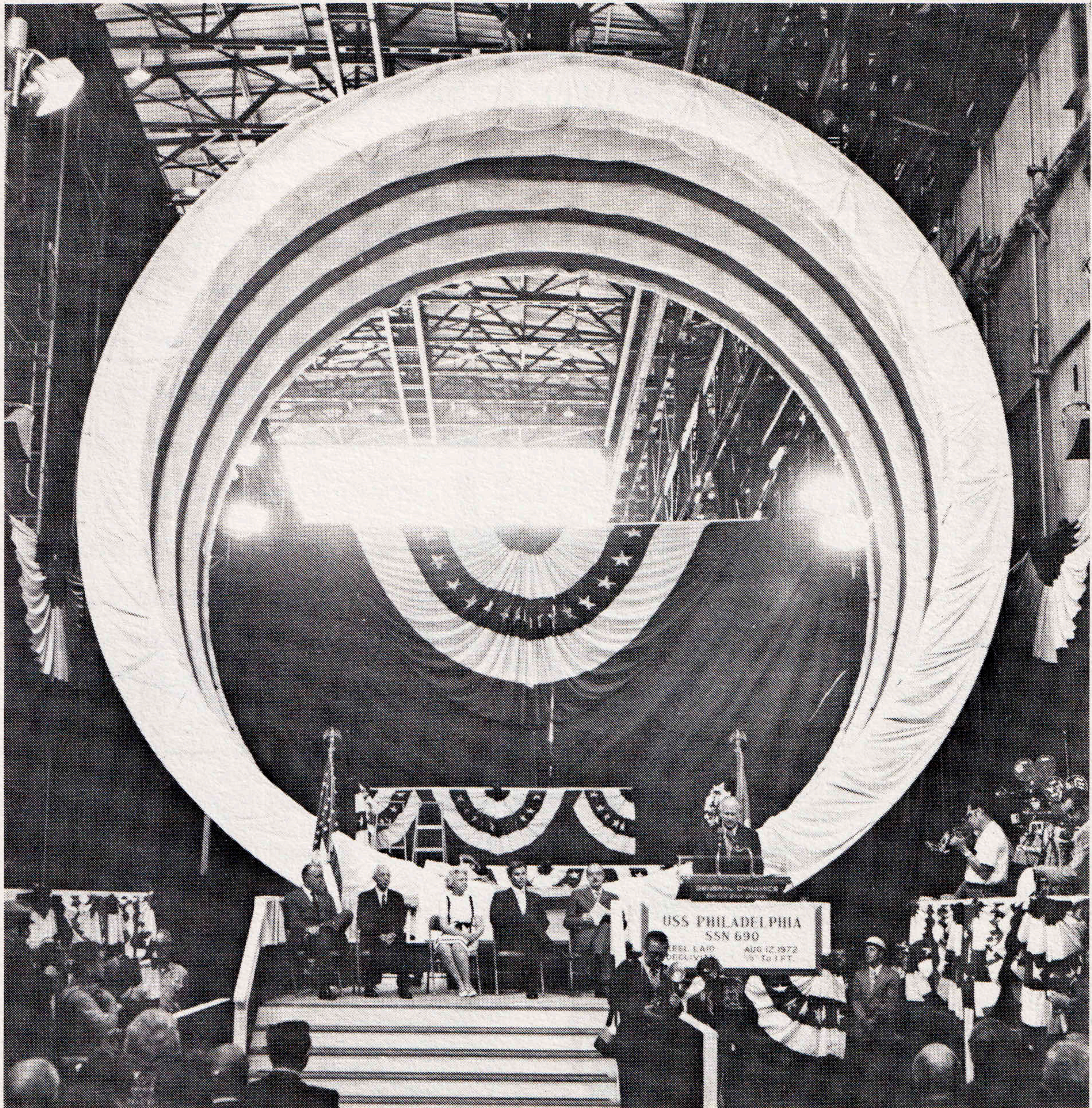


The sixth PHILADELPHIA is part of the Navy's newest class of nuclear-powered attack submarines. Her keel was laid August 12, 1972 and she was launched October 19, 1974.

The PHILADELPHIA and her sister ships of the LOS ANGELES Class have a higher speed capability than their predecessors; they also have the most advanced antisubmarine warfare capabilities. Their underwater stealth, together with powerful weapon systems and sensors, make them a deadly force against enemy submarines and surface ships.

KEEL LAID

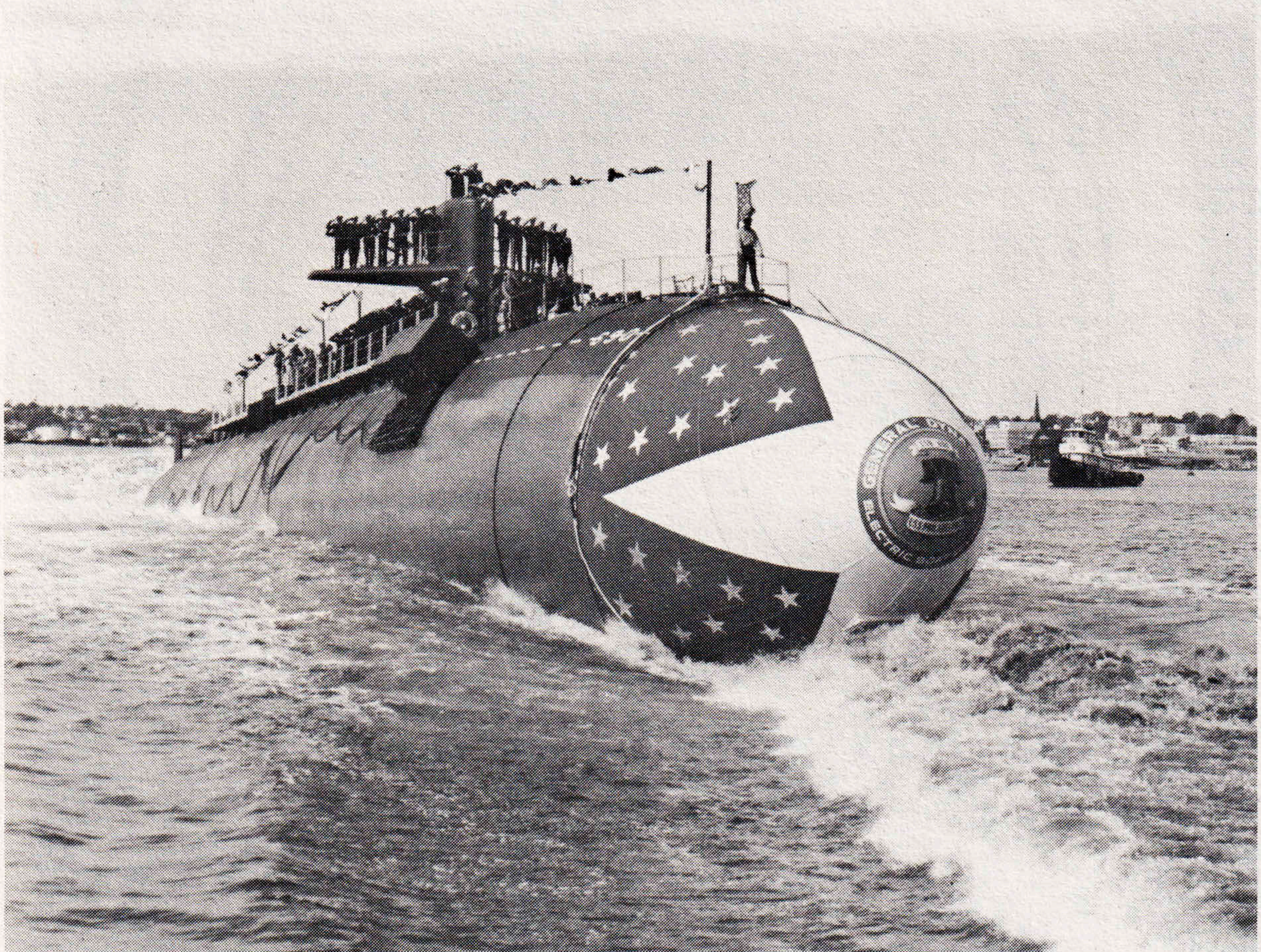
12 AUGUST 1972



The initialing of the keel of the sixth PHILADELPHIA on August 12, 1972 by Mrs. Hugh Scott marked the start of construction for the latest ship of the Navy's newest class of nuclear-powered attack submarines. Principals for the keel laying ceremony were the Honorable Hugh Scott, former United States Senator from Pennsylvania and Senate Republican Leader, who delivered the keel laying address; Mrs. Hugh Scott, who welded her initials to the keel; the Honorable John W. Warner, former Secretary of the Navy; and Admiral H. G. Rickover, Director, Naval Nuclear Propulsion Program.

LAUNCHING

19 OCTOBER 1974



The PHILADELPHIA was christened by Mrs. Hugh Scott and launched on October 19, 1974 into the Thames River at the Electric Boat Division of General Dynamics. Principals present included the Honorable J. William Middendorf, former Secretary of the Navy; the Honorable Hugh Scott; and Admiral H. G. Rickover. The nucleus of the Navy Precommissioning Crew, which had formed four days earlier under the command of Commander Robert B. Osborne, was onboard to ride the ship down the ways.

THE CITY OF PHILADELPHIA

– CITY OF BROTHERLY LOVE –

Philadelphia, originally settled by the Dutch and the Swedes in the early part of the 17th century, is the largest city in Pennsylvania and the fourth largest city in the nation. It first gained prominence when William Penn founded a settlement where people would have religious and racial freedom – a settlement named Philadelphia, from the Greek phrase for “brotherly love.” The city attracted great numbers of settlers from many countries because of its reputation for justice and religious freedom. It became an important center of the abolition movement and a major station of the Underground Railroad.

During the colonial period, Philadelphia was the largest and wealthiest city in the 13 colonies. It was the geographic center of the New World and developed as the center of government, finance, shipping, trade, culture, and the arts. Its leadership in science, industry, and the arts is apparent in the many firsts in America that it achieved – the first paper mill, botanical garden, waterworks, hospital, medical school, law library, theaters, corporate bank, stock exchange, U. S. mint, art museum, and naval academy.

From 1777 to 1788 – the period when the Articles of Confederation were adopted and the Constitution was drafted – Philadelphia served as the capital of the 13 colonies. From 1790 to 1800 it was the capital of the United States.

The city has continued to grow. Its diversified economy includes printing and publishing, shipbuilding, and the manufacture of machinery, chemicals, and textiles. Its 50 miles of waterfront makes it the largest fresh water port in the world. Several naval installations are located in the area. This city of Benjamin Franklin, however, is still the seat of many societies devoted to philosophy, the arts, and science.



THE SPONSOR

MARIAN C. SCOTT

Marian Huntington Chase Scott was born in Wilkes-Barre, Pennsylvania and moved to Germantown as a young child. She graduated from Germantown Friends School and attended the Philadelphia College of Art. She has served on the Board of the Visiting Nurse Society (Germantown and Chestnut Hill Branch), the National Board of the Philadelphia Medical College, Woodmere Art Gallery, and the Women's Auxiliary of Chestnut Hill Hospital. She has held office in the Congressional Club, the Ladies of the Senate, and the Republican Congressional Wives Club.

During the second World War when her husband was on active duty with the Navy, she worked as a volunteer in the Civil Defense Office.

Her interests include travel, volunteer work, and classes in art and creative writing. She enjoys reading, particularly biographies of the founders of this nation.

She and her husband Hugh Scott, former United States Senator from Pennsylvania and Senate Republican Leader, have been married for fifty-three years. They have one daughter and eight grandchildren.

PRINCIPAL SPEAKER

THACHER LONGSTRETH



Thacher Longstreth is president of the Greater Philadelphia Chamber of Commerce and of the PENJERDEL Corporation. He is active with various charitable organizations, is a member of numerous business and civic boards, and is moderator of "World of Work" on WHYY-TV.

Born in Haverford, Pennsylvania, he is the son of William Collins Longstreth and Nella Thacher Longstreth. He worked his way through the Haverford School, graduating with high honors. At Haverford, he was named All Scholastic football player and was the State High Hurdles record holder. He also worked his way through Princeton University, graduating with honors in 1941. He was president of the senior class and chairman of the undergraduate council, played end on Princeton's championship football team -- receiving honorable mention for All American -- and was a hurdler and javelin thrower on the track team.

Mr. Longstreth served four years in the United States Navy and was a Lieutenant Commander (USNR) when he separated in 1946. Three years of his Navy service were in the Pacific Fleet. He participated in eight major engagements, and received two bronze stars and a commendation ribbon from Fleet Admiral Halsey.

COMMISSIONING PROGRAM

ARRIVAL OF OFFICIAL PARTY

INVOCATION

Reverend R.E. Mc Nulty
Director of Catholic Charities, Diocese of Norwich

INTRODUCTION OF BUILDER'S REPRESENTATIVE

Captain William L. Martin, III, USN
Supervisor of Shipbuilding, Conversion and Repair, USN

REMARKS

Gorden E. MacDonald
General Manager, Electric Boat Division, General Dynamics Corporation

READING OF COMMISSIONING DIRECTIVE

Rear Admiral Wycliffe D. Toole, Jr., USN
Commandant, Third Naval District

COMMISSIONING AND ASSUMPTION OF COMMAND

Commander Robert B. Osborne, USN
Commanding Officer, USS Philadelphia (SSN690)

INTRODUCTION OF CITY OF PHILADELPHIA REPRESENTATIVE

Rear Admiral Wycliffe D. Toole, Jr., USN
Commandant, Third Naval District

REMARKS

Albert V. Gaudiosi
City Representative, Director of Commerce, City of Philadelphia

INTRODUCTION OF PRINCIPAL SPEAKER

Dr. David Mann
Assistant Secretary of the Navy (Research and Development)

PRINCIPAL ADDRESS

Thacher Longstreth
President, Greater Philadelphia Chamber of Commerce

REMARKS

Commander Robert B. Osborne, USN

BENEDICTION

Reverend R.E. McNulty

DEPARTURE OF OFFICIAL PARTY

MUSIC

United States Coast Guard Band
Lieutenant junior grade Lewis J. Buckley, USCG, Director

**ASSISTANT SECRETARY
OF THE NAVY**
DAVID E. MANN



David E. Mann was nominated by President Carter to be Assistant Secretary of the Navy for Research & Development on March 21, 1977 and was sworn in by Secretary of the Navy W. Graham Claytor, Jr. on April 14, 1977. Dr. Mann, who holds a Ph.D. in chemistry, had been Special Assistant to the Chief of Naval Operations for Navy Advanced Systems Projects since 1973.

After receiving his doctorate from the University of Chicago in 1948, Dr. Mann was engaged in postdoctoral research in molecular spectroscopy at the University of Minnesota and at Harvard. He gained international recognition for his research in the application of cryo-spectroscopy of the determination of molecular structures of high temperature and unstable molecules. He was awarded Guggenheim and Fulbright fellowships for study abroad.

He joined the Advanced Research Project Agency in 1966, and was appointed Deputy Director of the Ballistic Missile Defense Office in 1967. In 1968 he became the first Director of the newly established Strategic Technology Office, where he initiated major development programs in high energy lasers, long range infrared and radar sensors, special communication techniques, and a wide range of undersea and ASW sensor technology.



COMMANDING OFFICER
CDR ROBERT B. OSBORNE

Commander Robert B. Osborne reported as prospective commanding officer of PHILADELPHIA in September, 1974. He is a native of Alhambra, California, and a graduate of the University of Southern California, where he received his degree in Electrical Engineering. He was commissioned an Ensign in the U.S. Navy under the NROTC program in 1958.

His first active duty assignment was aboard USS SAINT PAUL (CA73). Upon detachment he attended Submarine School and was then assigned to USS CAIMAN (SS323). After completing his tour on CAIMAN, Commander Osborne reported for nuclear power training at Mare Island, California, and the Nautilus Prototype Reactor at Arco, Idaho.

Commander Osborne served aboard the Polaris Submarines, USS THOMAS A. EDISON (SSBN610) and USS PATRICK HENRY (SSBN599). Orders followed as prospective engineer officer of USS GREENLING (SSN614), under construction at Quincy, Massachusetts. Upon completion of this tour in 1968, he was ordered to the Naval War College where he graduated with distinction and concurrently earned a Master of Science degree in International Affairs from the George Washington University.

In 1969 he reported aboard USS TAUTOG (SSN639) as executive officer and received the Navy Commendation Medal. Following his tour in TAUTOG he was ordered to the Bureau of Naval Personnel where he served as officer detailer in the Submarine/Nuclear Power Department. He was awarded a gold star in lieu of a second Navy Commendation for his tour at BUPERS.

Commander Osborne is married to the former Aldine June Harvey of San Diego, California. They presently reside in Gales Ferry with their two children, Robin and Robert.

EXECUTIVE OFFICER

LCDR W.L. HICKS



LCDR William Lloyd Hicks reported as prospective executive officer of the PHILADELPHIA in September, 1974. He was commissioned an Ensign in the U.S. Navy under the NROTC program in 1962. A native of Tyrone, Pennsylvania, he graduated summa cum laude from Pennsylvania State University with a bachelor of science degree in agricultural engineering.

His first active duty assignment was assistant weapons officer aboard the USS TRUTTA (SS420). He then attended the Nuclear Power School in Bainbridge, Maryland; the Nuclear Power Training Unit at Windsor, Connecticut; and the Submarine School, New London. In May, 1964 he was assigned as weapons officer aboard the USS SARGO (SSN583).

From July, 1965 until June, 1967, he served as an instructor at the Nuclear Power School, Mare Island. He then reported as main propulsion assistant during construction of the SUNFISH (SSN649) at Quincy, Massachusetts. In December, 1968 he became engineer officer of the USS DACE (SSN607). He became squadron engineer for Submarine Squadron Two in October, 1971 and remained in that position until his assignment to the PHILADELPHIA.

LCDR Hicks is married to the former Mary Louise Pfister of Appleton, Wisconsin. They presently reside in Gales Ferry with their two sons, Michael and Patrick.

THE WARDROOM



LCDR S.V. GRAY
Navigation/Operations



LCDR R.K. ROOSA
Engineer



LT R.A. GOODWIN
Weapons Officer



LT R.C. WAGONER
Sonar Officer



LT L.A. SHATZER
Damage Control Assistant



LT R.G. SPEER
Diving Officer



LT D.L. HOLESINGER
Main Propulsion Assistant



LTJG G.W. HIZA
Supply Officer



LTJG B.C. BAUER
Reactor Controls Assistant



LTJG S. FULMER
Communications Officer



LTJG R.B. BEAN
Commissary Officer



LTJG J.F. ROGGE
Electrical Officer



LTJG P.R. SUNDERLAND
Electronic Material Officer

CHIEF PETTY OFFICERS



CHIEF OF THE BOAT
ETCM (SS) R. ZUJUS



EMCM (SS) GLENN HANSON
MMCS (SS) DONALD GROSSE
DSC (SS) JERALD BENZEL
TMC (SS) DAVID BOE
EMC (SS) RODGER BUTLER
ETC (SS) BARRY DOYNE
MMC (SS) OWEN GIBSON

MMC (SS) WILLIAM HARRING
SKC (SS) GEORGE HYLAND
QMC (SS) TIMOTHY MELANSON
STSC (SS) ROBERT RUSHTON
ICC (SS) KENNETH VALLEY
RMC (SS) JAMES WHALEN
HMC (SS) THOMAS WILLIAMSON



**CREW OF
USS PHILADELPHIA SSN690**



CREW ROSTER

EXECUTIVE DEPARTMENT

LCDR WILLIAM HICKS/ETM (SS) RAYMOND ZUJUS

MEDICAL

HMC (SS/PJ) THOMAS WILLIAMSON

SHIPS OFFICE

YN1 (SS) DANIEL VAN AMBERG

YNSN EARL ANDERSON

YN2 (SS) FRANK SMITH

SA JEFFREY CHARTER

SUPPLY /FOOD SERVICE

LTJG GEOGRE HIZA

SUPPLY

LTJG GEORGE HIZA

SK2 (SS) DONALD BENNETT III

SKC (SS) GEORGE HYLAND JR.

SK3 KIETH GRINDSTAFF

FOOD SERVICE

LTJG ROCKWELL BEAN

MS3 JOHN REDSHAW

MS1 RICHARD SALVINO

MS3 ALAN ST. ARNAULD

MS1 (SS) WINFRED ROWELL

MSSA RICHARD FELLONE

MS3 JOSEPH COLLARD

MSSA ROBERT CLARK

WEAPONS

LT ROBERT GOODWIN

FIRE CONTROL

LT ROBERT GOODWIN

FTG1 (SS/DV) G. JOSEPH PACK

FTG1 (SS) FRANK PROCTOR

FTG2 (SS) KENT BENANDER

FTG2 (SS) GARY DEAN

TORPEDO

LT ROBERT GOODWIN

TMC (SS) DAVID BOE

TM1 (SS/DV) FRANK WELTON

TM2 (SS) BOB PETERS

TM2 (SS) CHARLES TABOR

SN MARK FALLWELL

SONAR

LT ROBERT WAGONER

STSC (SS) ROBERT RUSHTON

STS1 (SS) TERRY BIRD

STS1 (SS) CHESTER HAYES JR.

STS1 (SS) GARY MYERS

STS1 (SS) JOHN SEERY

STS1 (SS) WILLIAM STEWART

STS2 (SS) WILLIAM DOWNEN

STS2 (SS) WILLIAM FINNAN

STS2 FRANK METTLER

SONAR (continued)

STS2 (SS) THOMAS ZIMMERMAN

STS3 JERRY DALE

STS3 CHARLES ANDERSON JR.

STS3 JAYMES SCHOOLER

NAVIGATION/OPERATIONS

LCDR STEPHEN GRAY

ELECTRONIC MATERIAL

LTJG PAUL SUNDERLAND

DS1 JOHN FOURNIER

ETC (SS) BARRY DOYNE

ET1 (SS) RICHARD MARTIN

DSC (SS) JERALD BENZEL

ETR2 (SS) MICHAEL COOPER

ET1 BRIAN AUSTIN

DS2 JOHN KING

ET1 (SS) GREGORY BELL III

ETN2 JACK STELL JR.

COMMUNICATION

LTJG SCOTT FULMER

RM2 GARY GARCIA

RMC (SS) JAMES WHALEN

RM3 RICHARD EBERT

RM1 (SS) EUGENE FREANER

RM3 (SS) DOUGLAS MACFARLANE

RM2 TODD BJORNBERG

NAVIGATION

LCDR STEPHEN GRAY

QM3 (SS) LARRY THIGPEN

QMC (SS) TIMOTHY MELANSON

SN GEORGE JONES

QM2 (SS) THOMAS CALLAHAN

SN JAY SANDBERG

QM3 JERRY RUSS

ENGINEERING

LCDR ROGER ROOSA/EMCM (SS) GLENN HANSON

MACHINERY

LT DANIEL HOLESINGER

MM1 DANNY MORRIS

MMCS (SS) DONALD GROSSE

MM1 DONALD MORRIS JR.

MMC (SS) WILLIAM HARRING III

MM1 DAVID ROBILLARD

MM1 (SS) JOHNNY BILAHORKA

MM1 (SS) JAMES STONESTREET

MM1 WILLIAM BROMLEY

MM1 MICHAEL VALLIERE

MM1 (SS) STANLEY KARWOSKI

MM1 (SS/DV) DENNIS ZACHARY

MM1 MATTHEW KERNS

MM2 KEVIN BURNS

MM1 (SS) OTTO LEINHAUSER III

MM2 (SS) BRIAN DETROYE

MM1 ROBERT MCKINNEY

MM2 (SS) WAYNE GATES

MM2 GREGORY WITHAM

ENGINEERING (continued)

ELECTRICAL

LTJG JOHN ROGGE	EM1 (SS) STEVEN MILLER
EMC (SS) RODGER BUTLER	EM1 JAMES RAMSETT
EM1 DAVID BISHOP	IC1 ROBERT SCOTT JR.
EM1 (SS) RONALD CAMMERS	EM1 GARY VANGILDER
EM1 MICHAEL GODKNECHT	EM2 MARK ABEAR
EM1 DANIEL HARRIS	EM2 MARK FRENCH
EM1 JACK HEISLER	IC2 JAMES SHANNON JR.
EM1 (SS) ROBERT MAYHEW	

REACTOR CONTROLS

LTJG BRUCE BAUER	ET1 JEFFREY WILCOSKY
ET1 (SS) LARRY WARNER	ET2 MICHAEL DAMPF
ET1 STEPHEN GIBBENS	ET2 WILLIAM DAVIDSON
ET1 JAMES GOODWIN JR.	ET2 MARK PUDLO
ET1 JAMES REICHEL	ET2 CHARMLYN VERELLE

INTERIOR COMMUNICATIONS

LT LEWIS SHATZER	IC2 MICHAEL LICATA
ICC (SS) KENNETH VALLEY	FN VINCENT COBB
IC1 (SS) LARRY MYER	SN FREDERICK NEHRING
IC1 (SS) BRUCE SMITH	FN LORENZO PAZ

AUXILIARY

LT LEWIS SHATZER	MM3 JAMES PHILLIP
MMC (SS) OWEN GIBSON	MM3 BENJAMIN TARVER III
MM1 (SS) HARVEY RUDECK	MM3 (SS) GARY VUYLSTEKE
MM1 (SS) JERRY WEBB	MMFN STEVEN MILLER
MM3 JOSEPH BRADLEY	FN VERNON VINSON

WITH SPECIAL RECOGNITION

Many people labored long and hard as members of PHILADELPHIA's pre-commissioning crew, but have since been transferred for duty elsewhere and are not part of the commissioning crew. This page recognizes those individuals for the significant contributions that they have made in the construction of this fine ship. We consider them shipmates.

LT WILLIAM REED
CWO2 CISCERO CARPENTER JR.
WO1 HOLLIS SIMS
MMCM (SS) JAMES ROEDIGER
MMCS (SS) IRA GOLDMAN
MMC (SS) ROBERT GORDON
YNC (SS) EVERETT KLINE
EMC (SS) DONALD SIMPSON
MM1 WILLIAM BIRD
RM1 (SS) KARLE BUTLER
MM1 DALLAS CLINES
ET1 ROGER DORSEY
MM1 (SS) WILLARD DURNALL
MM1 JOHN ELLARD
MM1 (SS) GEORGE FORDYCE
MM1 PARKER GRAVES
STSI (SS) JERRY LENTNER
MS1 (SS) MELCHOR MARINAS
MM1 (SS) JAMES MARR
ET1 CHARLES MARTIN JR.
TM1 (SS) CHARLES NELMS
STS1 (SS) JOSEPH SANDERS

ET1 (SS) JOHN SCHMADEKE
STS1 (SS) STEVEN SCHULTZ
ET1 (SS) WILLIAM SHORT
MM2 (SS) MICHAEL BEAUDET
ETR2 MICHAEL BREWER
ETR2 RONALD CERAVOLO
STS2 STEVEN ESTES
MM2 (SS) MARK GILLIS
MS2 (SS) RONALD HUTCHINS
MM2 RICHARD NOLDE
ETR2 (SS) ALAN PAGE
STS2 JAMES PARKER
EM2 (SS) PATRICK REID
QM2 HENRY SNOW
MM2 GEORGE VINSON
MM2 (SS) CLIFFORD WELLER
IC3 GLENN MEYER
STS3 RICHARD SCHULTZ
FN VICTOR DAVIS
SN (SS) ROBERT GRIGG
SN RONALD HUGLE
YNSN MARK MARQUARDSEN

