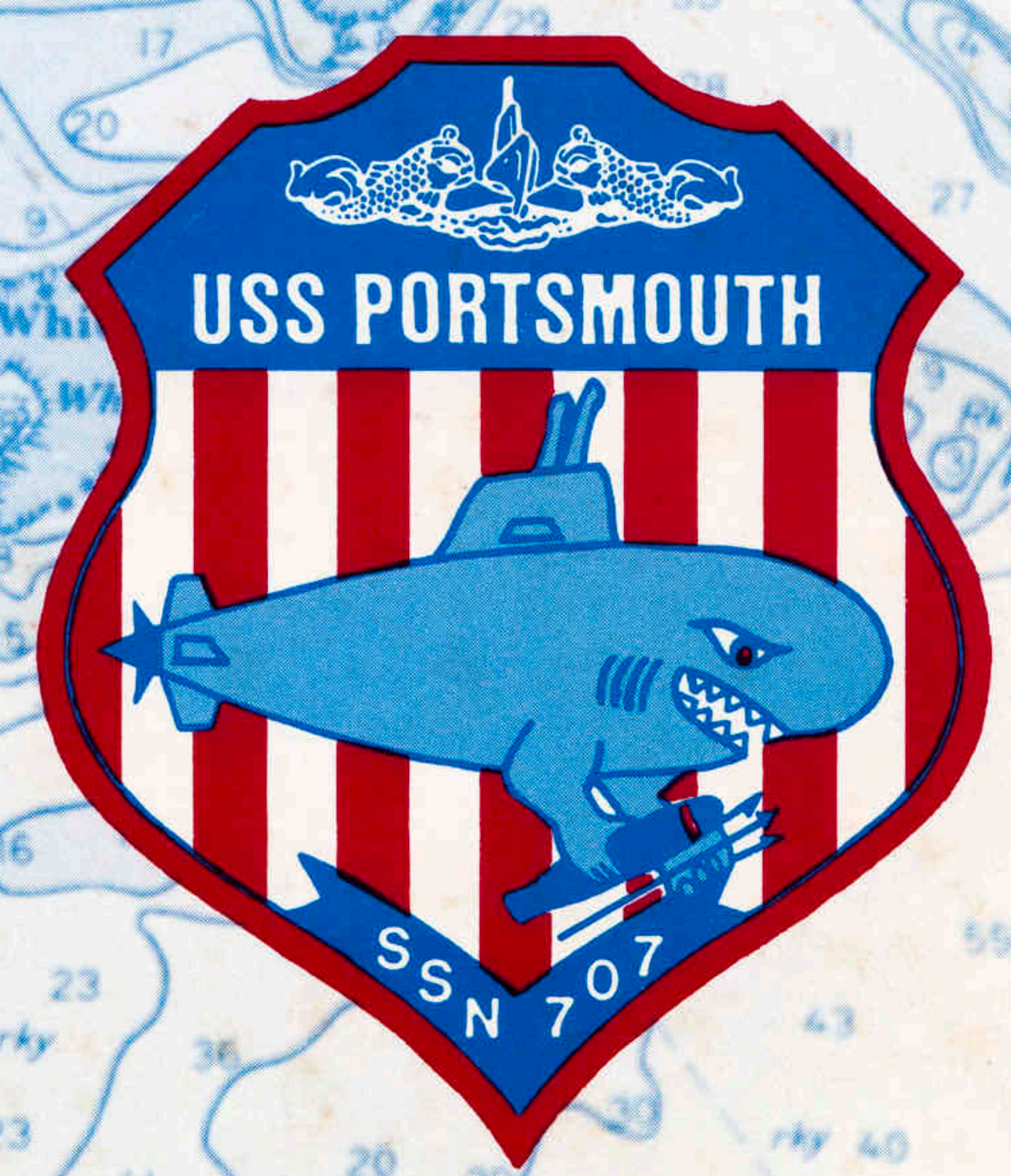
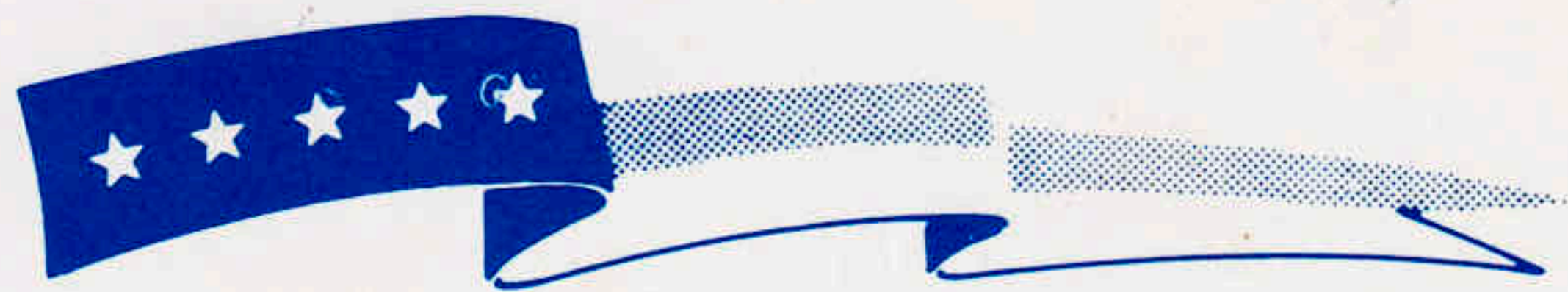


USS PORTSMOUTH SSN 707

Commissioning
1 October 1983



COLDWARBOATS.ORG



THE COMMISSIONING CEREMONY AND 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 PORTSMOUTH (SSN707) becomes the responsibility of the Commanding Officer, who, together with the ship's officers and men, 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 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. This gesture was answered by British Admiral William Blake, who hoisted a horsewhip indicating his intention to chastize 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 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.



COMMISSIONING PROGRAM

ARRIVAL OF OFFICIAL PARTY

INVOCATION

CDR Edwin D. Condon, Jr., CHC, USN

WELCOMING REMARKS

CAPT Donald M. Olson, USN
Prospective Commanding Officer

CAPT Joseph F. Yurso, USN
Commander, Portsmouth Naval Shipyard

INTRODUCTION OF SHIPBUILDER'S REPRESENTATIVE

CAPT Robert F. Fox, USN
Supervisor of Shipbuilding, Conversion and Repair, Groton, CT

SHIPBUILDER'S REMARKS

Mr. Fritz G. Tovar
General Manager
Electric Boat Division of General Dynamics

CITY REMARKS

The Honorable Julian E. Johansen
Mayor of Portsmouth, Virginia

The Honorable Peter G. Weeks
Mayor of Portsmouth, New Hampshire

COMMISSIONING

VADM Bernard M. Kauderer, USN
Commander Submarine Force
U.S. Atlantic Fleet

ASSUMPTION OF COMMAND

CAPT Donald M. Olson, USN
Commanding Officer
USS PORTSMOUTH (SSN707)

COMMANDING OFFICER'S REMARKS

CAPT Donald M. Olson, USN

INTRODUCTION OF SHIP'S SPONSOR

CAPT Donald M. Olson, USN

SPONSOR'S REMARKS

Mrs. James F. Goodrich

INTRODUCTION OF THE UNDER SECRETARY OF THE NAVY

VADM Bernard M. Kauderer, USN

REMARKS AND INTRODUCTION OF THE PRINCIPAL SPEAKER

The Honorable James F. Goodrich
Under Secretary of the Navy

PRINCIPAL ADDRESS

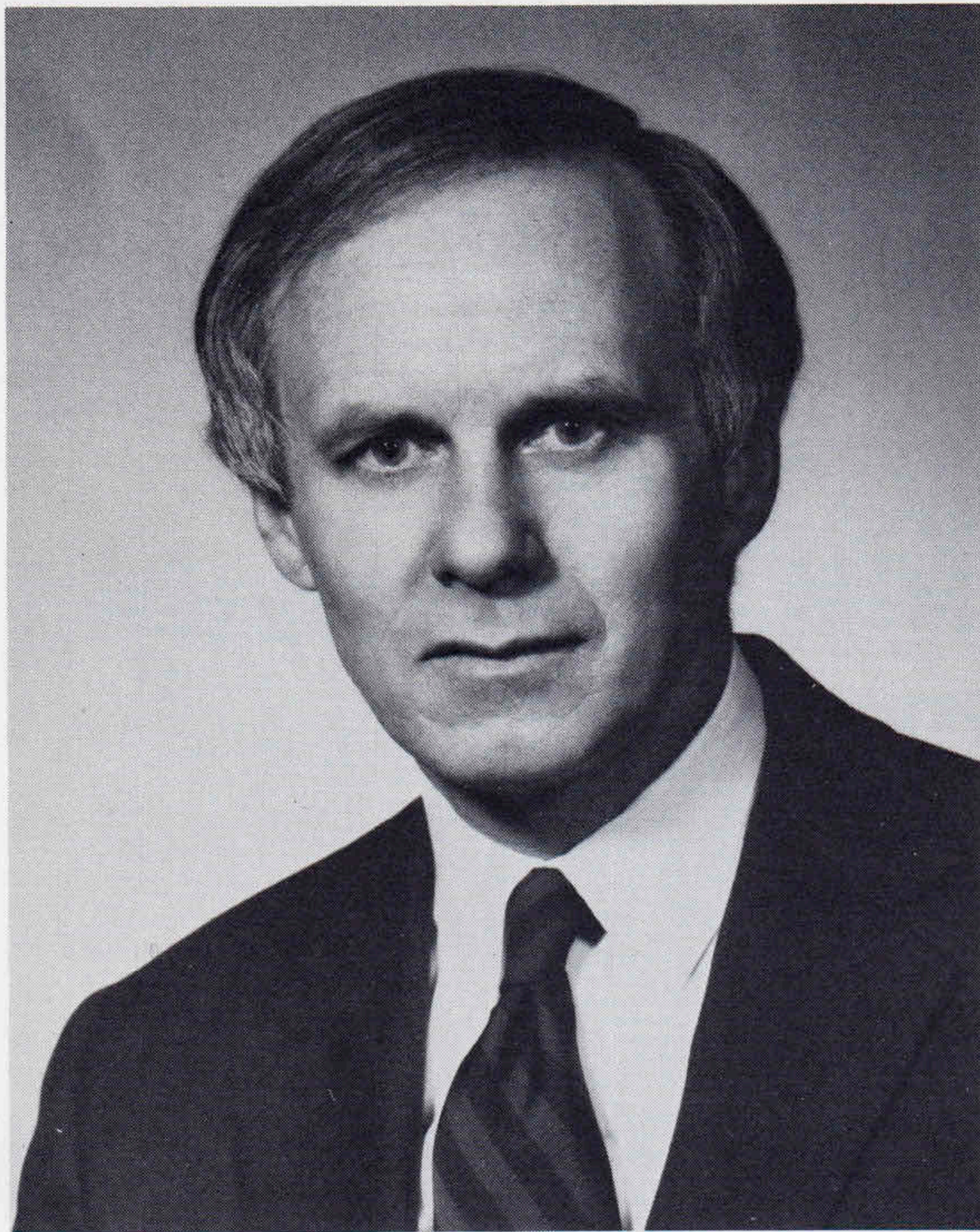
The Honorable Gordon J. Humphrey
United States Senator - New Hampshire

BENEDICTION

CDR Edwin D. Condon, Jr., CHC, USN

MUSIC

The Air Force Band of New England
The Portsmouth High School Clipper Band



THE HONORABLE GORDON J. HUMPHREY

**U.S. SENATOR FROM
NEW HAMPSHIRE**

**PRINCIPAL
SPEAKER**

U.S. Senator Gordon J. Humphrey, R-NH, was born October 9, 1940. He enlisted in the U.S. Air Force in 1958, served four years, and was honorably discharged in 1962. Senator Humphrey attended the University of Maryland and George Washington University in Washington, DC, before taking up a career as a pilot.

During 1965 and 1966 he delivered light aircraft throughout the continental United States and South America. From 1966 to 1967 he flew transports out of Detroit, Michigan, for Universal Air Transport Company. He flew for Allegheny Airlines until 1978, when he took leave to run for the United States Senate from New Hampshire.

In 1977 Senator Humphrey helped to reorganize and served as director of the Conservative Caucus in New Hampshire. In the 1978 New Hampshire primary, he was the underdog against two well-known candidates. Humphrey compiled a vote total greater than that of his combined opposition. Then, defying all the pundits and pollsters, he defeated 16-year incumbent Thomas McIntyre in the November 1978 election. As New Hampshire's senior Senator, Humphrey is the State's highest ranking Republican in elected office.

Senator Humphrey serves on the following Senate committees:

Armed Services Committee

Subcommittees: Preparedness, Chairman
Military Construction
Manpower and Personnel

Environment and Public Works Committee

Subcommittees: Regional and Community
Development, Chairman
Water Resources
Toxic Substances and
Environmental Oversight

Labor and Human Resources Committee

Subcommittees: Alcoholism and Drug Abuse,
Chairman
Aging, Family and Human Services
Investigations and General Oversight

Gordon J. Humphrey has been an outspoken advocate of a strong national defense and of improved living and working conditions for military personnel and their families. In the Senate, he has consistently supported legislation to reduce federal spending, to limit the federal tax burden, and to balance the federal budget.

Humphrey has sponsored legislation to control alcohol and drug abuse including a bill to prohibit companies from issuing fake identification to minors; several measures to prohibit the manufacture, sale, and interstate movement of lookalike drugs; legislation that would allow federal seizure of land knowingly used to grow illegal drugs; and a bill authorizing federal efforts to stimulate the development of new and more effective alcohol and drug abuse prevention and treatment programs.

Senator Humphrey and his wife, Patricia, make their home in Chichester, New Hampshire.

**BERNARD M.
KAUDERER**
**VICE ADMIRAL,
U.S. NAVY**

**COMMISSIONING
OFFICER**



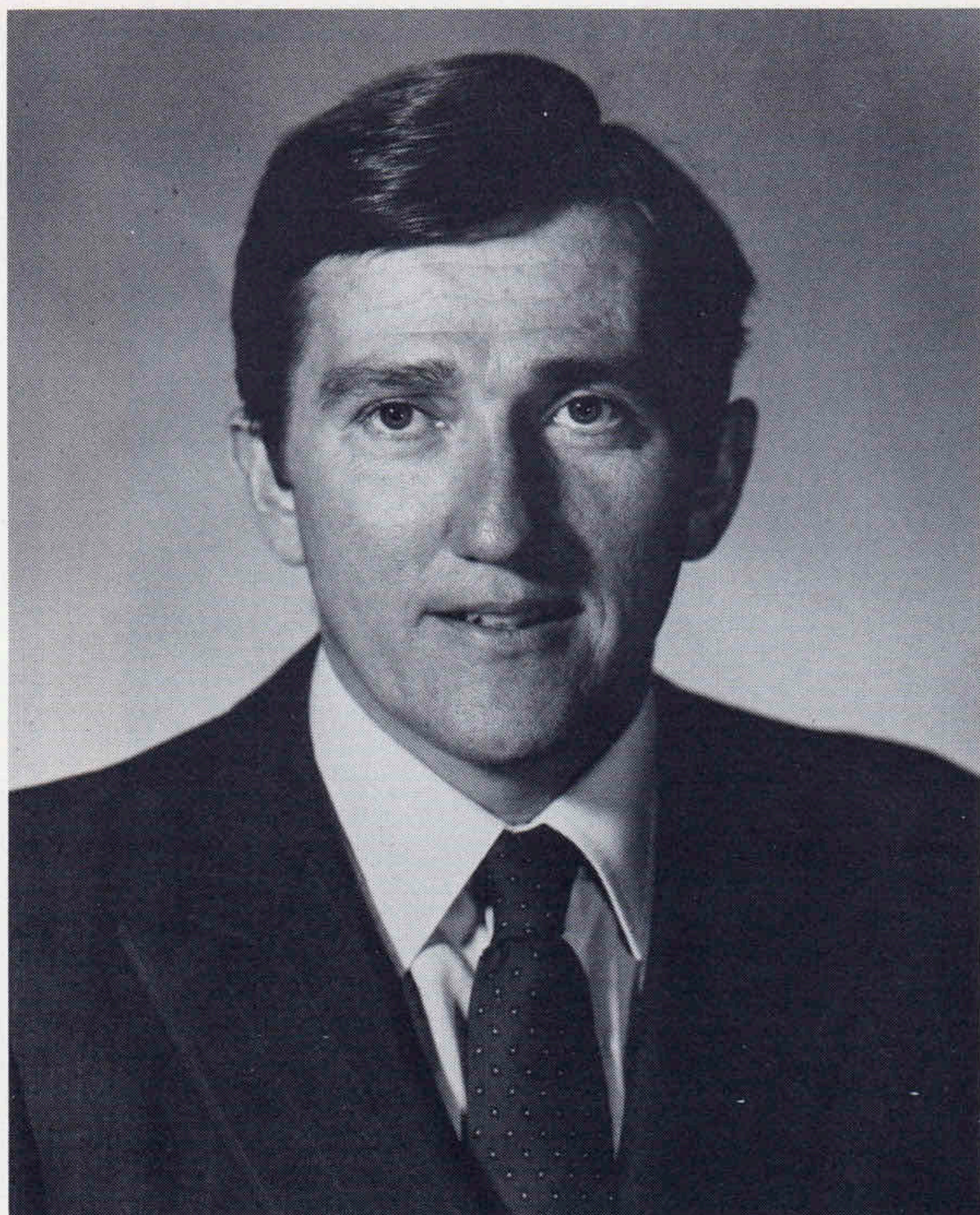
Vice Admiral Bernard M. Kauderer, U.S. Navy, a 1953 graduate of the U.S. Naval Academy, first served in USS THE SULLIVANS (DD-537), and then as Executive Officer, USS HUMMINGBIRD (MSC-192), before attending Submarine School, New London, Connecticut.

After service in USS RATON (SSR-270), he attended a year of nuclear power training in New London and Idaho Falls, Idaho. He then served in USS ROBERT E. LEE (SSBN601), in USS SKIPJACK (SSN585) as Engineer Officer, and in USS ULYSSES S. GRANT (SSBN631) as Executive Officer.

Command of the nuclear attack submarine USS BARB (SSN596) was followed by command of the Nuclear Power Training Unit, Idaho Falls, and then of the submarine tender USS DIXON (AS-37). On the staff of Commander Submarine Force, U.S. Atlantic Fleet, Vice Admiral Kauderer served as Deputy Chief of Staff for Logistics and Management, and then as Chief of Staff. Following selection to flag rank in 1977, he served as Commander Submarine Group FIVE and then as Deputy Director, Research, Development, Test and Evaluation, in the Office of the Chief of Naval Operations. He then served as Commander Submarine Force, U.S. Pacific Fleet, from June 1981 to June 1983. Vice Admiral Kauderer assumed duties as Commander Submarine Force, U.S. Atlantic Fleet in June 1983.

In addition to the Legion of Merit, a Gold Star in lieu of a second Legion of Merit, the Meritorious Service Medal, and the Navy Commendation Medal, the Admiral holds the Navy Expeditionary Medal, the Navy Occupation Service Medal, National Defense Service Medal with Star, and the Vietnam Service Medal with Star.

A native of Philadelphia, Vice Admiral Kauderer is married to the former Myra F. Weissman of Brooklyn, New York. They have three children: a son, Lieutenant H. Todd Kauderer, a Naval Intelligence Officer who is married to Nancy; a daughter, Heidi, married to Lieutenant Lawrence C. Becker, a Naval Aviator; and a daughter, Robin, a recent graduate of Pennsylvania State University.



JOHN LEHMAN
SECRETARY OF
THE NAVY



THE SECRETARY OF THE NAVY
WASHINGTON

Captain Donald M. Olson, USN
PCO, PORTSMOUTH (SSN 707)
Electric Boat Division
General Dynamics Corporation
Groton, Connecticut 06340

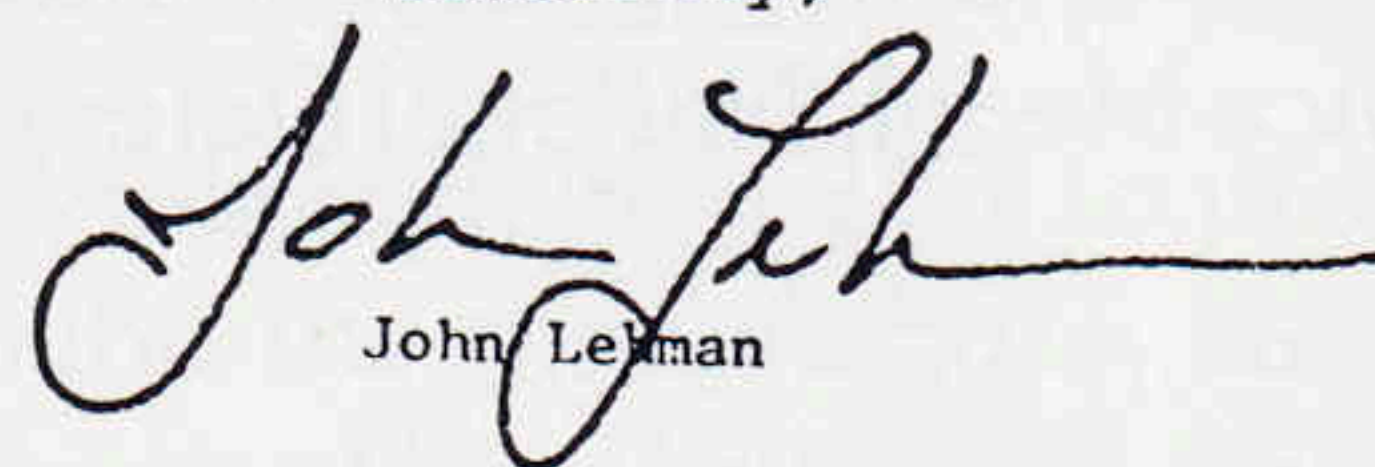
Dear Captain:

Congratulations on your new command, and best wishes to you and to your crew on the commissioning of PORTSMOUTH (SSN 707).

Your new ship is a powerful and versatile addition to America's peacekeeping power at sea. Fast, silent, and armed with the latest underwater weapons and sensors, PORTSMOUTH will assume a proud share of the work of our submarine forces. From the early days of the republic to the years following World War II, three previous ships have borne the name PORTSMOUTH with honor and have done their share to keep our country safe and free. I know that you will combine the spirit of the true submariner with the legacy of duty well done which you inherit with your name. In these times of crisis and danger, America places great reliance on her under-sea Navy. This is your pride; it is also your challenge. I am sure that you will be worthy of it.

Your ship now begins an active role in the fleet. You, and those who serve with you, are charged with the heavy responsibility of making PORTSMOUTH a fully effective instrument of sea power in our nation's defense. May you meet with every success in assuming that responsibility.

Sincerely,


John Lehman

**ADMIRAL
JAMES D. WATKINS
CHIEF OF NAVAL
OPERATIONS**



CHIEF OF NAVAL OPERATIONS

Dear Captain,

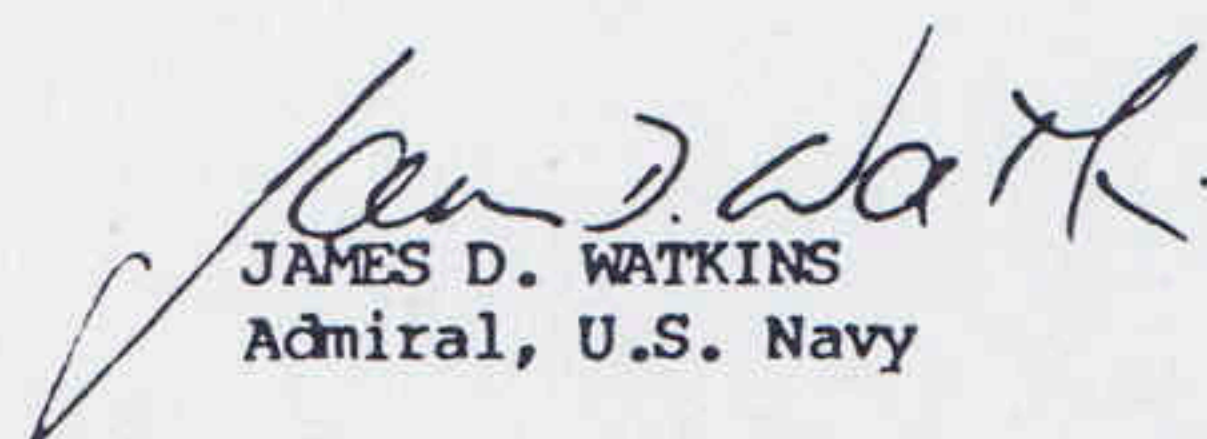
Please accept my hearty congratulations on the commissioning of United States Ship PORTSMOUTH (SSN 707). An unusual distinction and a special responsibility fall upon you as the first commanding officer. By your selection as the commissioning captain, your distinguished record of professional competence has been recognized, and in this assignment the full measure of your demonstrated abilities will be called upon.

When she joins the fleet, PORTSMOUTH will be the newest ship in the United States Navy and will bring to the operating forces the most modern design and quality construction afloat on the seas today. Yet this splendid ship cannot fulfill the role for which she was authorized by our Congress—to contribute to the common defense of our nation by maintaining our maritime superiority—unless she is manned by a dedicated crew of Navy men who are capable of operating and maintaining her to the very limits of designed potential.

It is your responsibility to establish for PORTSMOUTH an operating capability to match her potential. As your ship and crew perform, PORTSMOUTH will develop a personality and a reputation which will endure over her many years of service to the nation and to the Navy. PORTSMOUTH's character and professional reputation will largely depend upon your leadership as the first commanding officer.

I congratulate you on your selection for this most important task. Yours is a great honor. It is also a profound responsibility. I have the fullest confidence you will execute it well.

Sincerely,

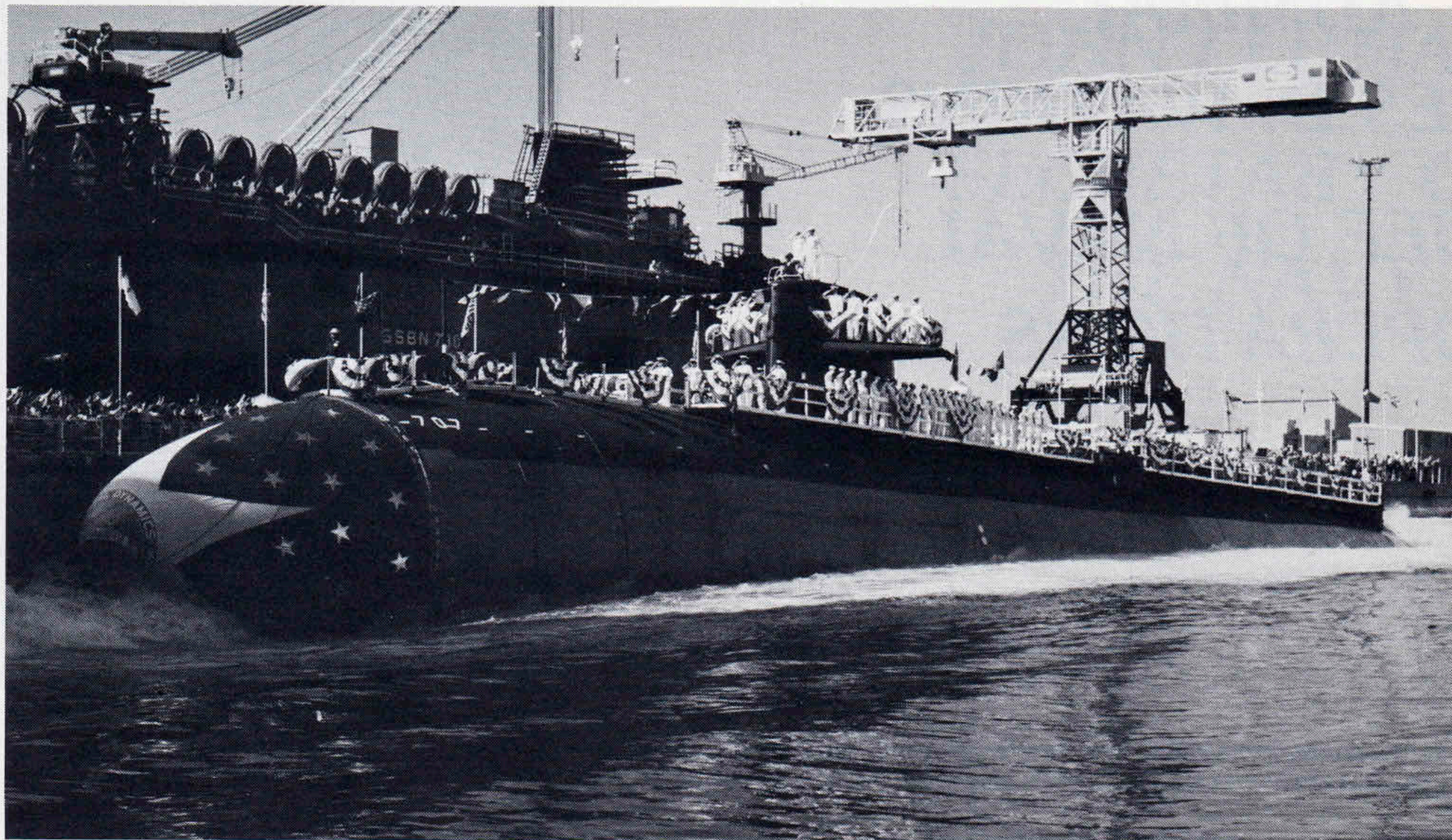

JAMES D. WATKINS
Admiral, U.S. Navy

Captain Donald M. Olson, USN
PCO, PORTSMOUTH (SSN 707)
Electric Boat Division
General Dynamics Corporation
Groton, Connecticut 06340



LAUNCHING

18 SEPTEMBER 1982



*"In the name of the United States,
I christen thee PORTSMOUTH. May God
bless her and all who sail in her."*

- HELEN POE GOODRICH



**USS PORTSMOUTH
SHIP OF PEACE**

*How proud she sits upon the ways
Her bow dressed in freedoms' hues,
With statues of white gracing her decks
and a sea in anxious wait.*

*Eloquence and blessings are bestowed
as a prayer is laid upon her form,
Her christening soon begets her life,
a soul in quest of Peace.*

*Born of Earth and love of man
she hurries from her womb,
in foamy wake she bids farewell
and slips into the sea.*

*Through tearful joy all about her gaze
prayerful silence fills the air.
Bathed in blue and morning light
in homage she lies to dreams of Peace.*

*Let her sail and take our hopes
of generations yet to be,
let her sail and take our hearts
as we all are ships of Peace.*

Joseph B. Geraci



HELEN POE GOODRICH

SPONSOR

Helen Poe Goodrich, wife of the Under Secretary of the Navy, was born in Tacoma, Washington, and is a graduate of the University of Washington.

Mrs. Goodrich has done volunteer work with a number of community groups on both the east and west coasts. She is a member of the Women's Board of the Maine Medical Center and a sustaining member of the Junior League of Portland there. She is also a member of the Peninsula Committee of the Children's Hospital in Los Angeles. A girl scout leader for many years, she is a former board member of Children's Programs in Seattle and former co-chairman of Children's Theater for the Junior League of Seattle.

The Goodriches have three children - James, John, and Nancy - and eight grandchildren. In her spare time, Mrs. Goodrich enjoys gardening, golf, and sailing.

THE HONORABLE JAMES F. GOODRICH

UNDER SECRETARY OF THE NAVY

James F. Goodrich was nominated as Under Secretary of the Navy by President Reagan and took the oath of office on September 29, 1981.

For nearly 45 years, Mr. Goodrich has had a professional commitment to the development of the nation's maritime posture. His long career in the maritime industry began soon after he was graduated from the University of Michigan in 1937 with a Bachelor of Science degree in Naval Architecture and Marine Engineering.

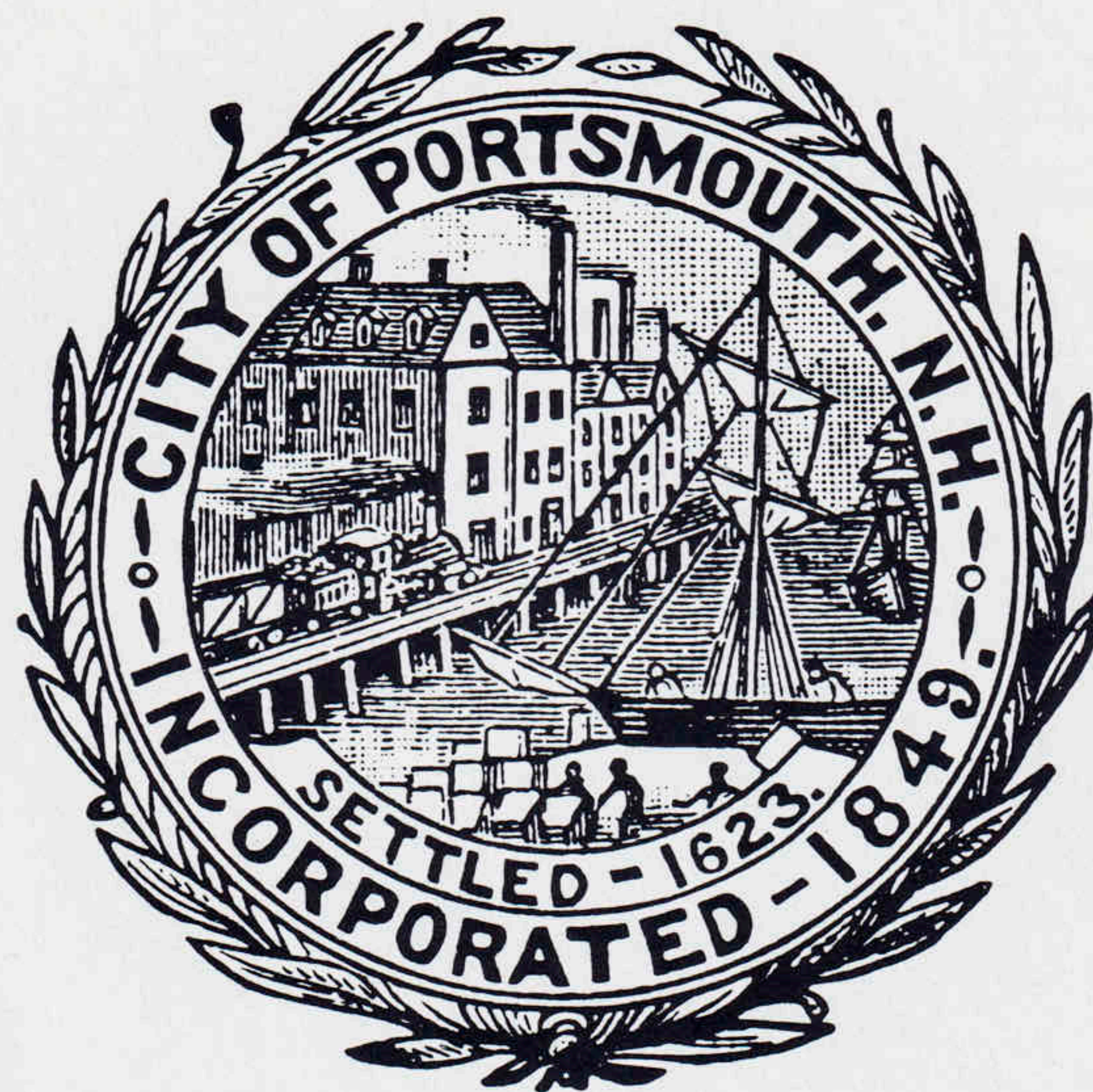
Following two years in the Merchant Marine as an officer, he joined Bethlehem Steel Company at its Sparrows Point, Maryland, shipyard as a marine engineer and machinist. He then moved to the Todd Pacific Shipbuilding Company in Tacoma, Washington, as Chief Naval Architect and Marine Engineer and remained there through World War II.

In 1946, he left Todd to co-found Deep Sea Trawlers, Inc., a company that pioneered the Alaskan king crab industry.

In 1948, Mr. Goodrich returned to Todd Shipyards where he was assistant general manager of the company's Seattle, Washington, shipyard, then general manager of its Los Angeles shipyard.

In 1964, he joined Bath Iron Works. He later became president and chief executive officer, then chairman of the board. He retired from Bath in 1978.

Mr. Goodrich is a member or former member of the Department of Defense Advisory Council, the Maritime Transportation Research Board of the National Academy of Sciences, the U.S. Naval Institute, the Propeller Club of the U.S., the Navy League of the U.S., and the American Society of Naval Engineers. He has held several top posts with the Society of Naval Architects and Marine Engineers and is a former vice president and director of the Shipbuilding Council of America. In 1973, Bowdoin College awarded him an honorary L.L.D.



Portsmouth, New Hampshire, the commercial center of the state, is located 57 miles north of Boston, Massachusetts, on the east coast.

The city grew out of an English colonial settlement set up in the 1620's at the mouth of the Piscataqua River. In 1653, the settlement, then known as Strawberry Banke, was incorporated as a township. It became a city in 1849.

Portsmouth, with a population of 26,000, is steeped in colonial history. Perhaps the most notable figure to reside there was Daniel Webster, who practiced law in Portsmouth from 1807-1816.

The Portsmouth Naval Shipyard, now the area's largest employer (9,000 employees) also dates from colonial times. The British government built ships there prior to the revolution. The yard also was

busy during the revolution, then again during the War of 1812.

Portsmouth was in the international spotlight in 1905, when the Treaty of Portsmouth, ending the Russo-Japanese War, was signed there.

Fishing remains a major commercial industry in Portsmouth. In recent years, the city has become a center for high technology firms which produce such products as computers, wire and cable, and machinery.

Despite such modernity, however, the city has preserved its colonial heritage. Visitors and residents alike can amble through Strawberry Bank, 10 acres of restored colonial waterfront. Olde Harbour offers colorful shops in a former warehouse area. From June-September each year, thousands flock to the city's Theatre-By-The-Sea, which also features a six-week art festival.



Portsmouth, Virginia, halfway between Maine and Miami on the nation's east coast, lies in the geographic center of the Virginia Tidewater area, midpoint on the inland waterway between New York and Florida.

Settled in 1752, Portsmouth has been tied to the sea since then. The Norfolk Naval Shipyard, the nation's largest and oldest, lies within its boundaries and employs 12,000 people. The Fifth Coast Guard District also maintains its headquarters in the city in addition to a 187-acre support center.

The city's 19 miles of waterfront boast a major transportation terminal. The Portsmouth Marine Terminal, with 1,400 feet of marginal pier, handles both containerized and general cargo from all over the world.

Private enterprise in the city ranges from the manufacture of television sets to food processing and from chemicals to clothing.

In 1976, the National Municipal League designated Portsmouth an All American City. Still pushing ahead, Portsmouth is planning a civic project that will include a seawall, parks, museums, a civic center, federal and office buildings, and luxury high-rise apartments.

Colleges and universities in the area include Norfolk State University, Old Dominion University, Virginia Wesleyan College, and Eastern Virginia Medical School. Leisure pursuits are also available for the 104,600-person population. The city boasts a large park, an arts center, and has a concert association.

HISTORY OF SHIPS NAMED PORTSMOUTH

The first PORTSMOUTH was a small warship built for the new United States Navy in 1798 by James K. Hackett, Portsmouth, New Hampshire, with funds contributed by the citizens of Portsmouth.

Commanded by Captain Daniel McNeil, PORTSMOUTH operated in the West Indies during the naval war with France in the squadron commanded by Commodore John Barry.

In 1800, she sailed to France to bring back the United States envoys who had concluded peace negotiations with France.

After a second cruise in the Caribbean, PORTSMOUTH was sold at Baltimore in 1801.

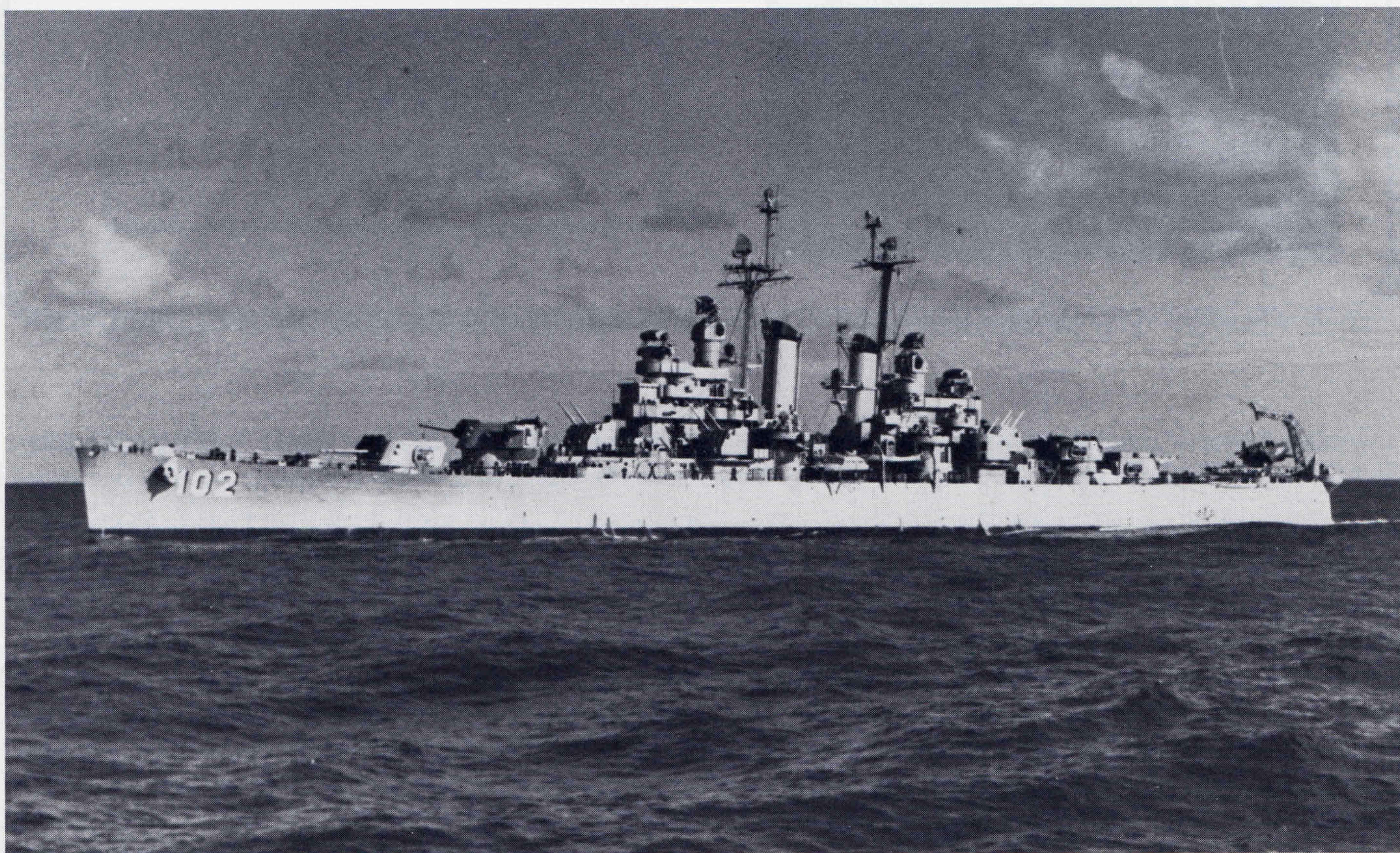
The second PORTSMOUTH, a wooden sloop-of-war, was launched at the Portsmouth, New Hampshire, Navy yard on 23 October 1843 and commissioned on 10 November 1844. Commander John B. Montgomery was in command.



PORTSMOUTH sailed on 25 January 1845 for the Mexican coast, where she was engaged in monitoring the movements of British vessels. After the declaration of war with Mexico on 26 April 1846, she shifted to the Pacific and into 1848 cruised off the coasts of California and Mexico. Returning to Boston in May 1848, she departed again on 29 August and sailed east to the African coast. There until 1 February 1849 she patrolled with Royal Navy ships to suppress the slave trade. Between September 1849 and May 1851, she again cruised off the West African coast, returning to Boston on 26 June.

The next three years saw PORTSMOUTH in the Pacific where she participated in the engagement with the Barrier Forts. In 1878, PORTSMOUTH was decommissioned as a cruiser and was assigned as a training ship. She was struck from the Navy list on 17 April 1915 and was subsequently sold.

The third PORTSMOUTH (CL-102) was laid down by the Newport News Shipbuilding and Drydock Company, Newport News, Virginia, on 28 June 1943; launched 20 September 1944; sponsored by Mrs. Marian M. Dale and Mrs. Sarah B. Leigh; and commissioned 25 June 1945 with Captain Herbert B. Brumbaugh in command.



During a shakedown cruise in July of 1945, the capitulation of Japan was announced, thereby ending PORTSMOUTH's prospect of taking her place as a fighting unit of the Pacific Fleet. The celebration onboard was so enthusiastic that the ship's bell cracked under the strain.

Later that year the ship participated in the Navy Day celebration in Portsmouth, New Hampshire. During her ten-day stay, some 22,000 persons streamed onboard to inspect the ship and witness the many phases of work and life onboard. The ship found there a welcome of rare enthusiasm which symbolized the warm interest of the American people in their Navy.

On 9 March 1949 she entered the Philadelphia Naval Shipyard for inactivation overhaul. Decommissioned 15 June 1949, she joined the Atlantic Reserve Fleet and into 1970 remained a unit of that fleet, berthed at Philadelphia.



**DONALD M.
OLSON
CAPTAIN,
U.S. NAVY**

**COMMANDING
OFFICER**

Captain Olson is a native of Tacoma, Washington. He obtained his commission in the U.S. Navy in October 1963 through the Naval Reserve Officer Training Program at the University of Washington.

After commissioning, Captain Olson served in USS SABLEFISH (SS303). In February 1964 he reported to the Naval Submarine School, New London, as a student. In August 1965, following one year of nuclear power training, Captain Olson reported to USS SARGO (SSN583). From October 1968 to July 1971 he served as Engineer Officer of USS ANDREW JACKSON (SSBN619) (Gold). Following this tour, Captain Olson was assigned to the staff of the Commander-in-Chief, U.S. Atlantic Fleet, for duty as a member of the Nuclear Propulsion Examining Board. While attached to the staff, he earned his Master of Science in Administration degree from George Washington University.

Captain Olson was next assigned as Executive Officer of USS CAVALLA (SSN684), where he served from February 1974 until December 1976. Captain Olson assumed command of USS NARWHAL (SSN671) on 27 August 1977. During his command, the ship was twice awarded the Battle Efficiency "E" for Submarine Squadron TWO and was awarded a Meritorious Unit Commendation. Captain Olson was relieved on 30 January 1982 following NARWHAL's 25-month overhaul in Charleston, South Carolina. He assumed command of the PORTSMOUTH (SSN707) Precommissioning Unit on 23 March 1982.

In addition to the unit awards mentioned above, Captain Olson has earned a Legion of Merit, a Meritorious Service Medal, the Navy Commendation Medal (2 awards), and the Navy Achievement Medal (3 awards).

Captain Olson is married to the former Sharon Louise Nyere of Winchester, Massachusetts. They reside in Gales Ferry, Connecticut with their two sons, Christopher and Jeffrey.

**RICHARD W.
TALIPSKY
LIEUTENANT
COMMANDER,
U.S. NAVY**

**EXECUTIVE
OFFICER**



Lieutenant Commander Richard W. Talipsky was born in Passaic, New Jersey in 1947 and resided in Bristol, Pennsylvania most of his life prior to entering the naval service.

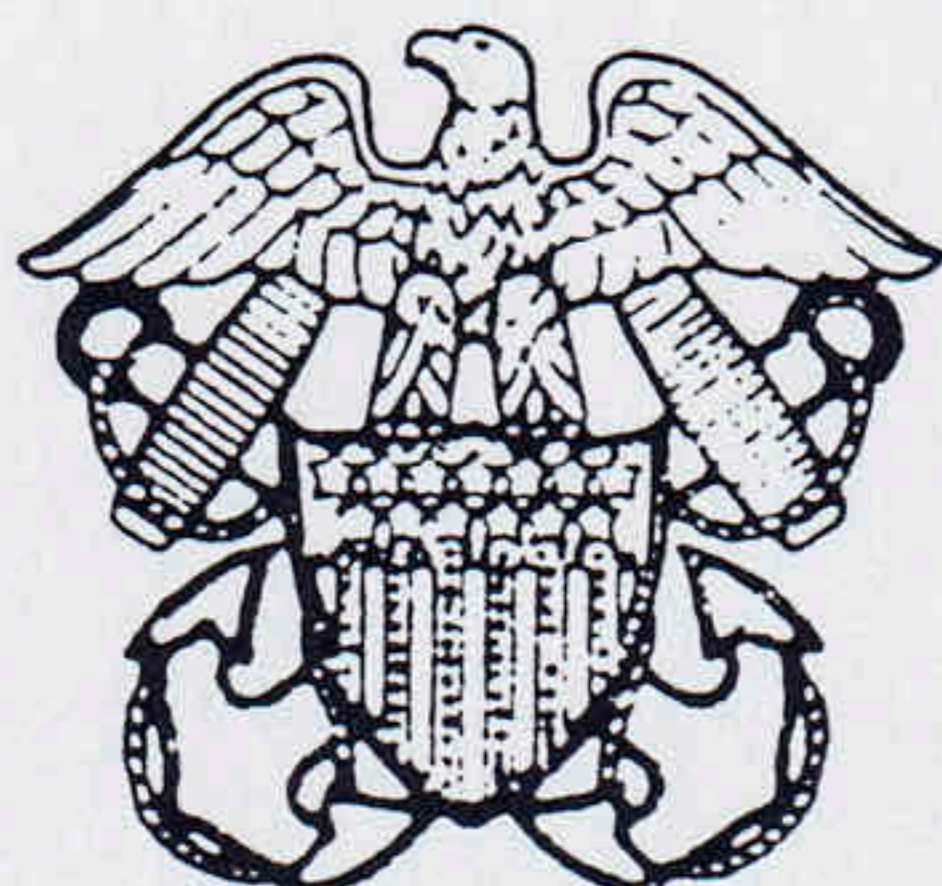
He attended the University of Louisville under the Naval Reserve Officer Training Program. He received a Bachelor of Electrical Engineering degree and was commissioned as Ensign, U.S. Navy in December 1970. He received a Master of Electrical Engineering degree from the University of Louisville in 1970.

LCDR Talipsky served in USS BILLFISH (SSN676) prior to commencing nuclear power training in March 1971. He attended nuclear power training at the Naval Nuclear Power School in Bainbridge, Maryland and the SIC reactor prototype in Windsor, Connecticut. In April 1972, following Submarine Officer Basic Training at the Naval Submarine School, he reported to USS SARGO (SSN583) in Pearl Harbor, Hawaii. While on SARGO, he deployed to the Western Pacific and took the ship through a refueling overhaul. He held positions as Damage Control Assistant, Reactor Controls Assistant, Main Propulsion Assistant, and Weapons Officer before leaving for the Submarine Officer's Advanced Course at the Naval Submarine School in October 1975. He reported to USS BILLFISH (SSBN676) in May 1976, where he served as Engineer Officer until August 1979. While he was attached to BILLFISH, the ship made two deployments to the Mediterranean, several submarine special operations, and was the United States representative submarine at the 1978 Queen Elizabeth Silver Jubilee Fleet Review in Portsmouth, England. The ship also held the Red "E" for Engineering Excellence for the entire time he was Engineer Officer. In September 1979, Lcdr Talipsky returned to Pearl Harbor and reported to the Commander Submarine Force, U.S. Pacific Fleet as his assistant for radiological controls and chemistry. He assumed duties as Executive Officer of the PORTSMOUTH (SSN707) Precommissioning Unit in March 1982 when the crew was initially manned.

LCDR Talipsky has been awarded the Sea Service Deployment Ribbon, the National Defense Service Medal, the Navy Expeditionary Medal, two Battle Efficiency "E" Ribbons, the Navy Achievement Medal with two gold stars, the Navy Commendation Medal, and is qualified for command in submarines.

LCDR Talipsky is married to the former Donna Maria LeBous of Binghamton, New York. They reside in Groton, Connecticut.

OFFICERS



LCDR CRAIG A. RANKIN
Metuchen, NJ
ENGINEER
OFFICER



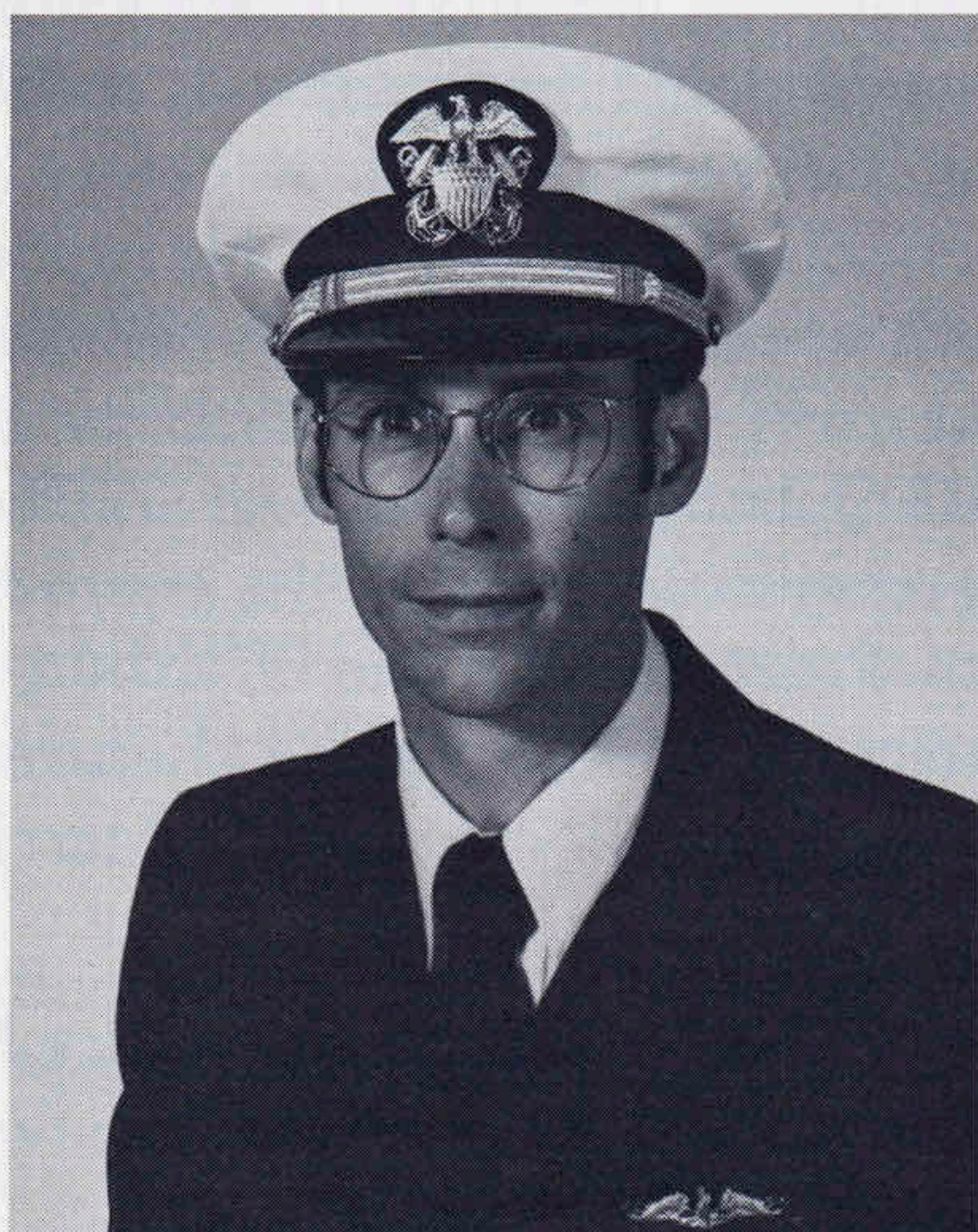
LCDR STEVEN ROMANO
Brooklyn, NY
NAVIGATOR



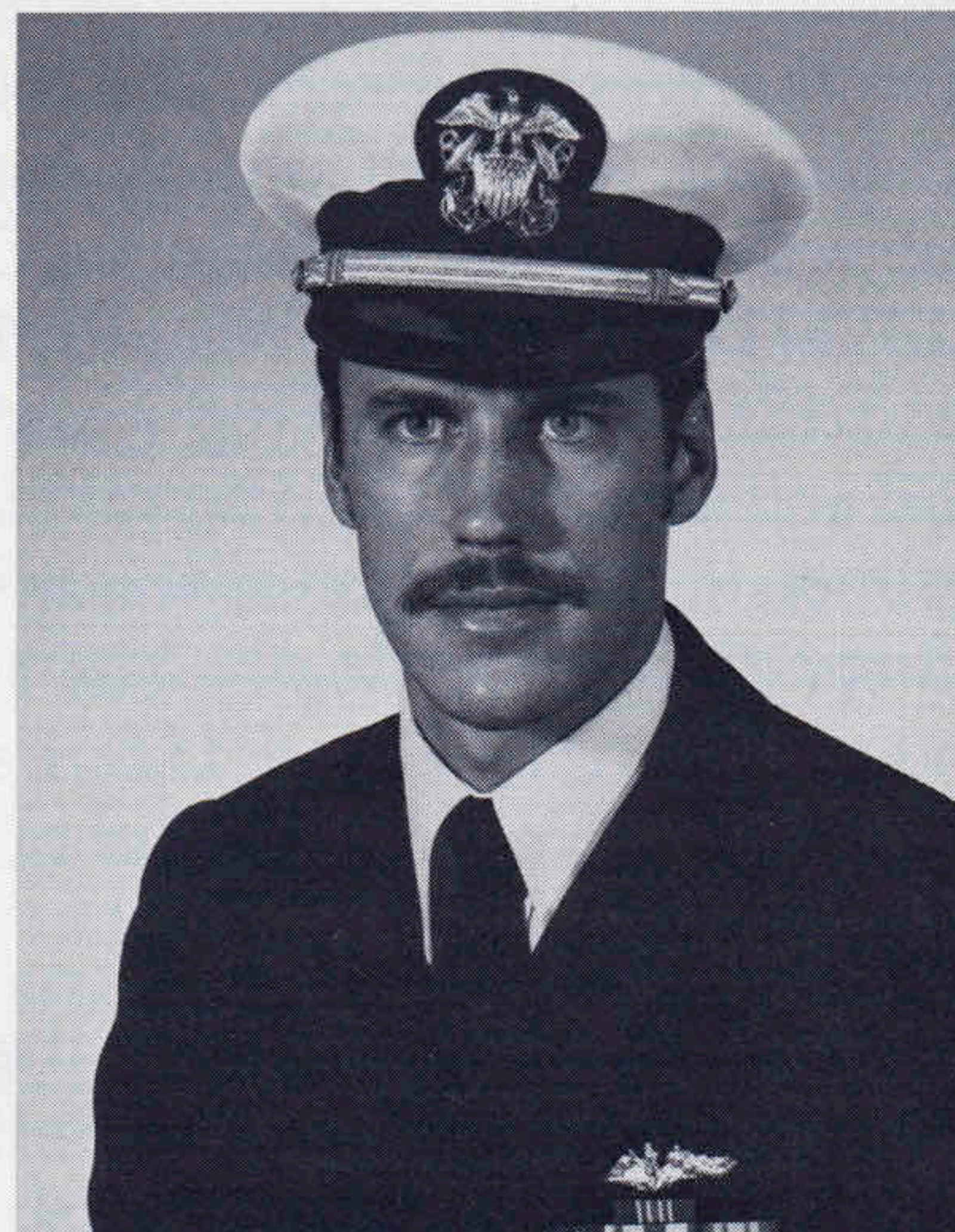
LT JAMES H. GAGNON
Berlin, NH
OPERATIONS
OFFICER



LT KENNETH B. GUTCHER
Joplin, MT
WEAPONS
OFFICER

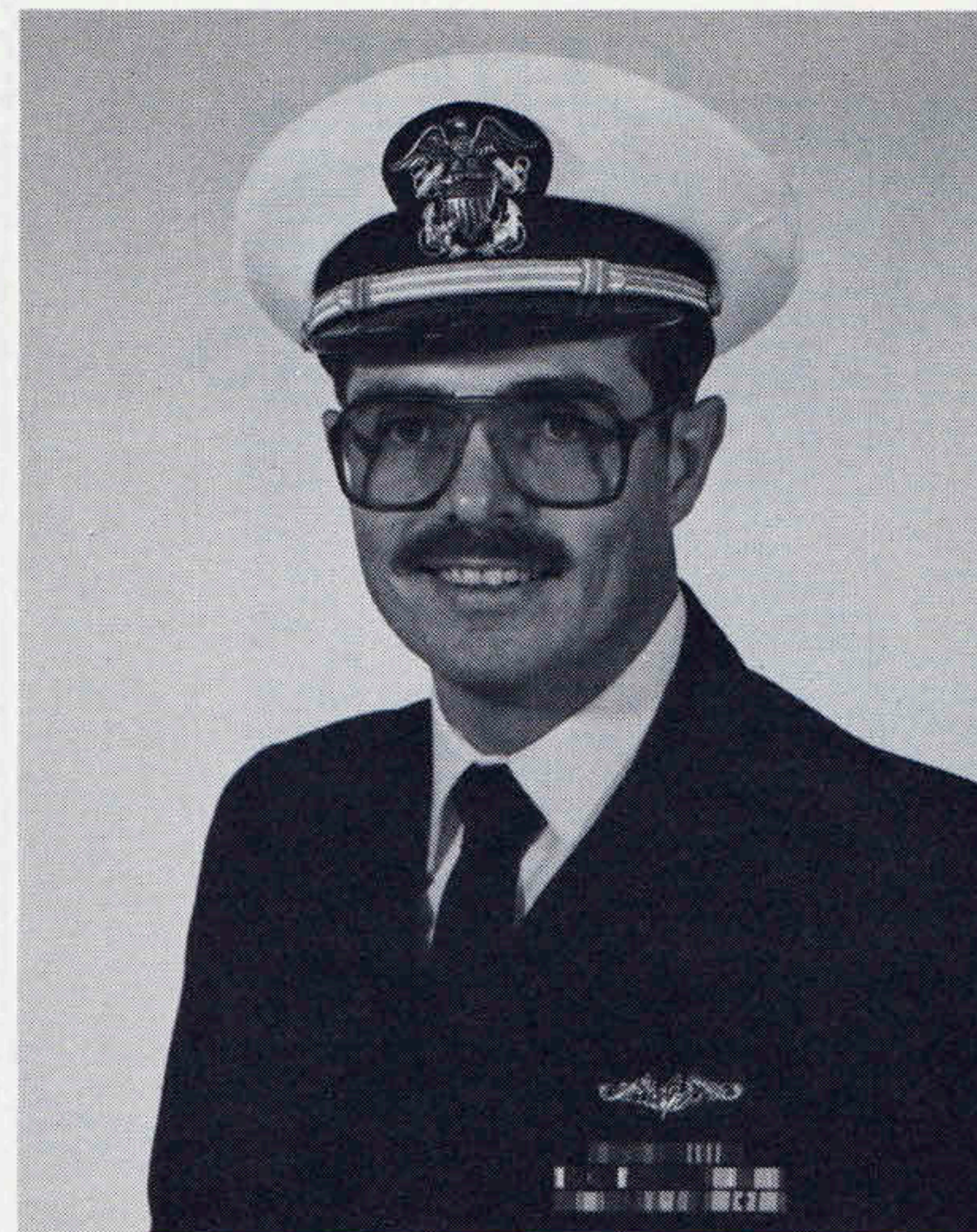


LT MICHAEL J. BRENNER
Sunnyvale, CA
MAIN
PROPULSION
ASSISTANT





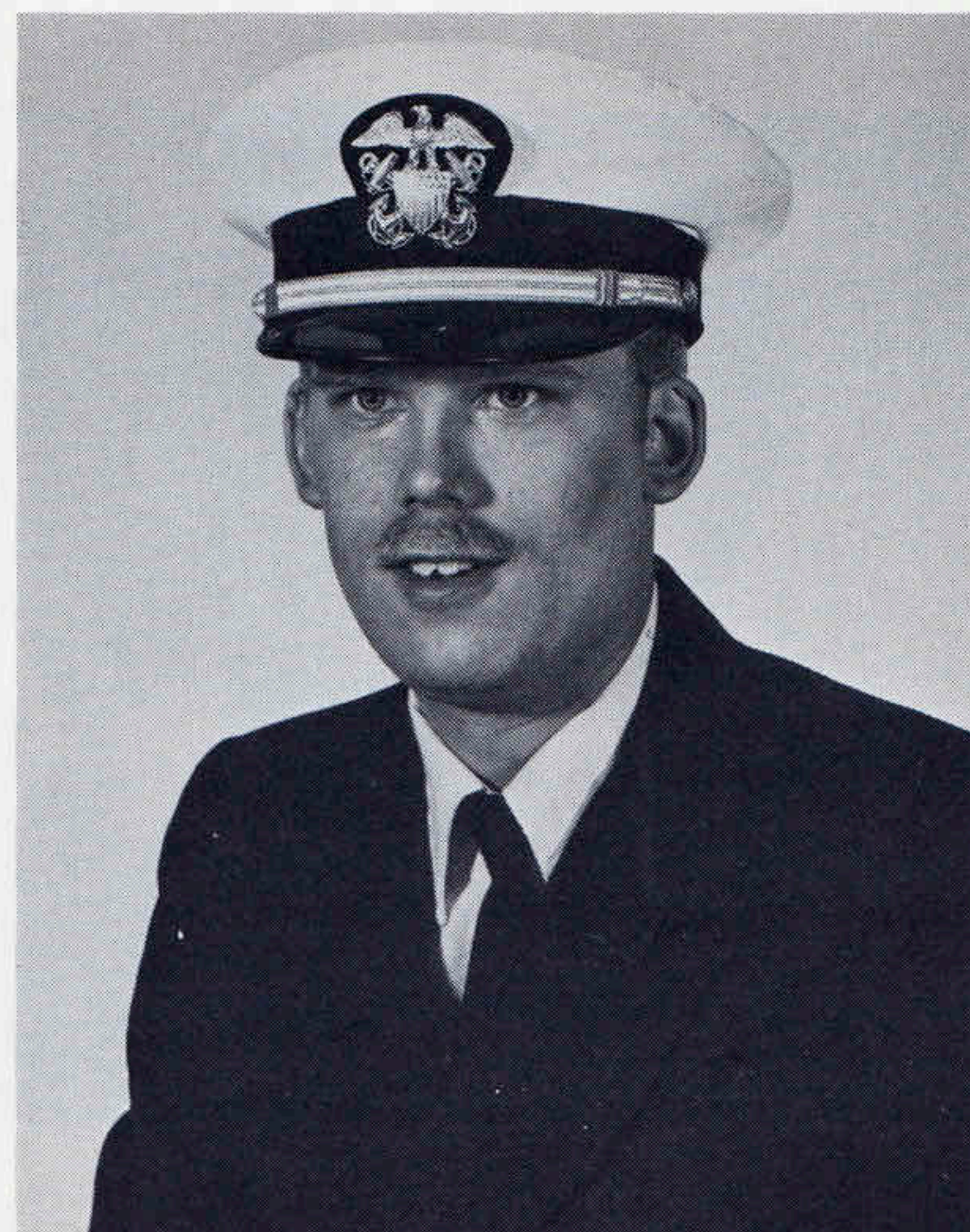
LT HAROLD D. GRETZKY
Norton Shores, MI
SONAR
OFFICER



LT WALTER W. HARSCH, II
Denver, CO
SUPPLY
OFFICER



LT LEE V. ROSSETTI
Bay Shore, NY
ELECTRICAL
OFFICER/CHEM AND
RADCON ASSISTANT



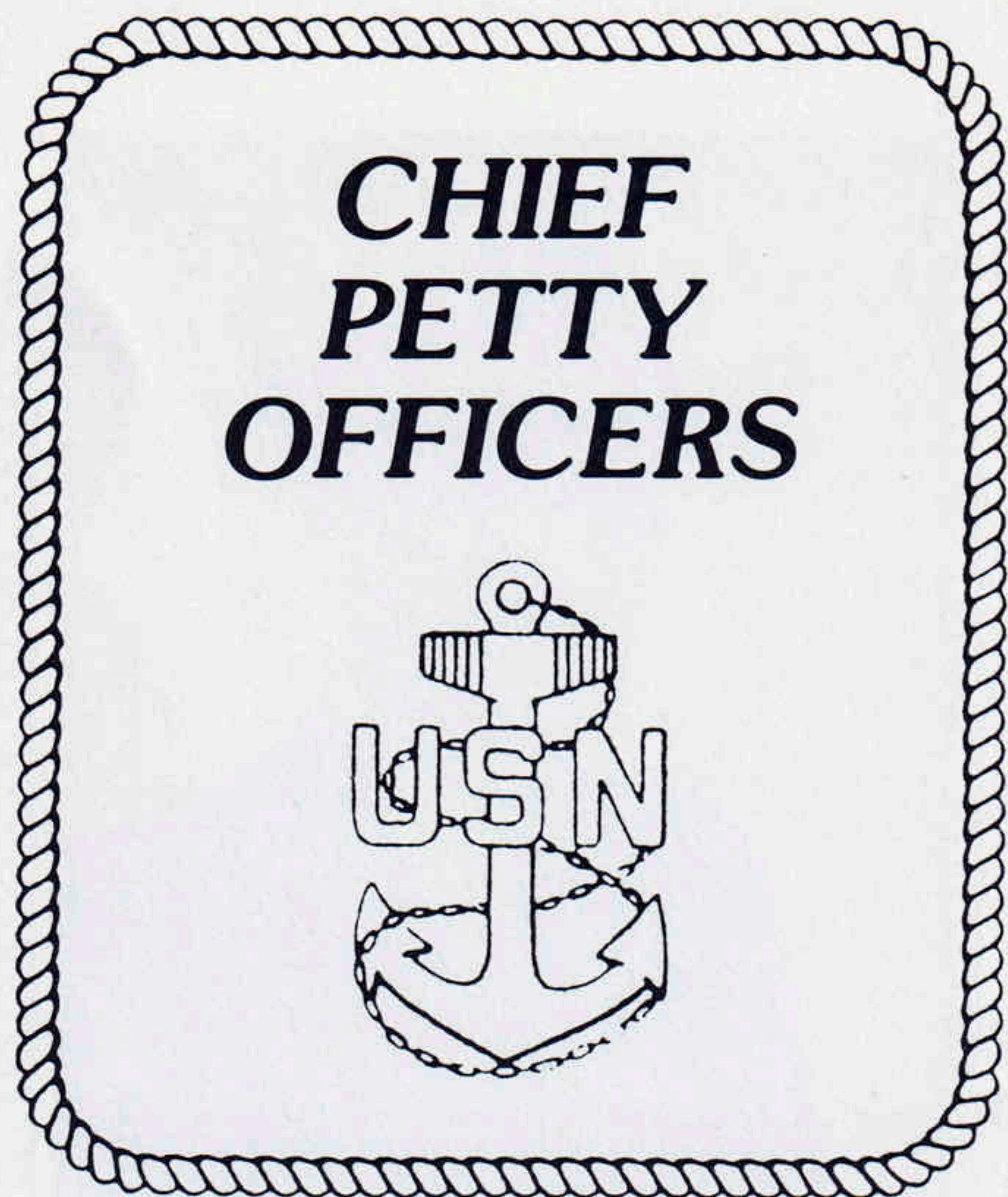
LT MARCO P. FAUST
Litchville, ND
COMMUNICATIONS
OFFICER



LTJG MARTIN S. COHEN
Los Angeles, CA
DAMAGE CONTROL
ASSISTANT



LTJG HARRY BALIAN
Mantua, NJ
REACTOR CONTROLS
ASSISTANT



**CHIEF
OF THE
BOAT**

**MMCM EDWARD A.
VAN FRACHEN, JR.**
Green Bay, WI



EMCS TIMOTHY J. KROHA
Brewster, NY



YNC JOHN P. TOTELS
Terryville, CT



TMC JAMES F. MALONEY
Mystic, CT



MMC RICHARD A. KUHR
Otego, NY



MMC GARY L. SWITZER
Sebring, OH



ETC ANTHONY J. GIZZARELLI, JR.
Broadalbin, NY



ICC GARY L. STEWART
Gallatin, TN



FTGC RONALD KOVACIK
Donora, PA



HMC ROBERT L. DUNLAP, JR.
Wayne, NJ



MMC ROBERT W. TRACHSLER
Berwyn, IL



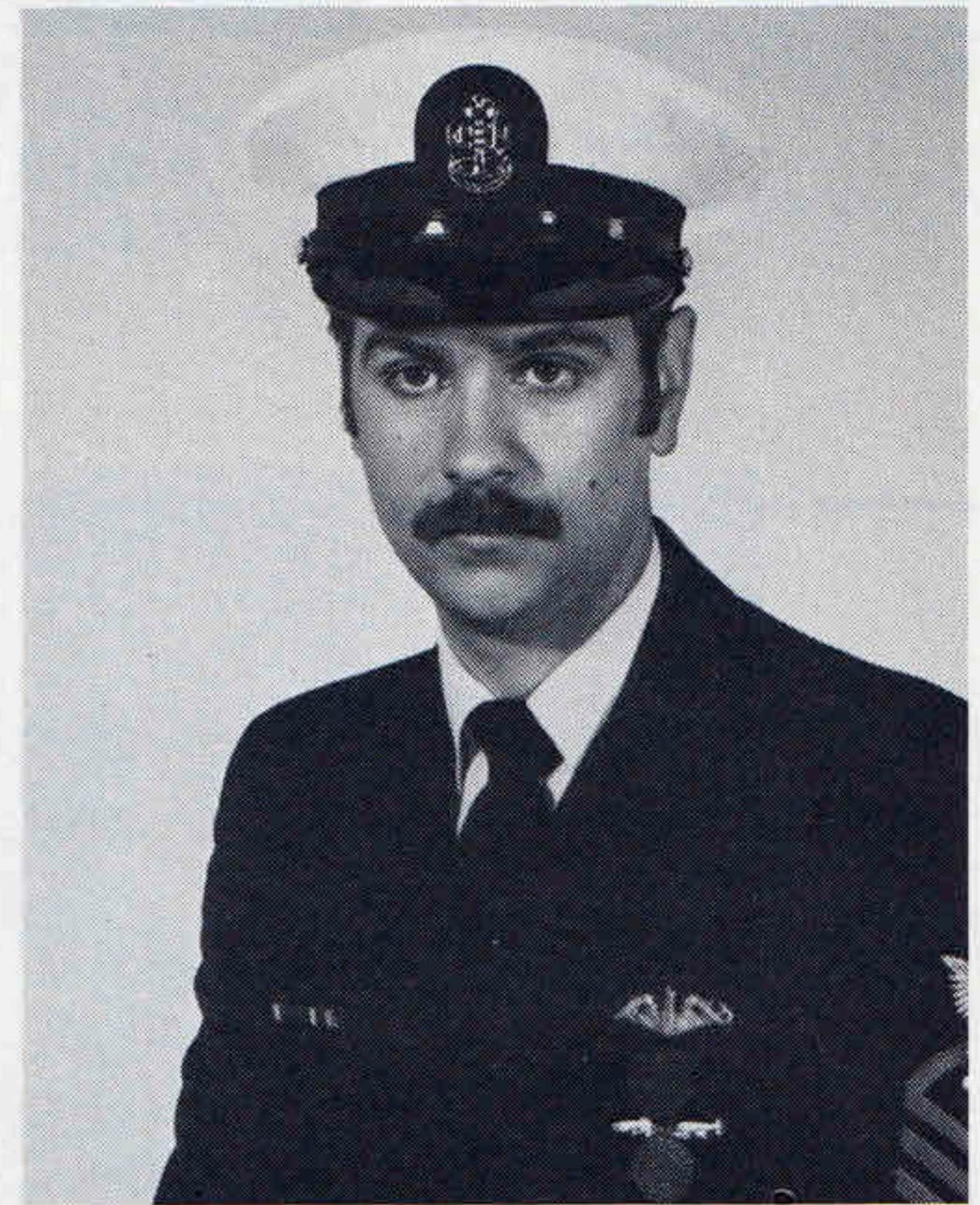
ETC CURTIS H. OHALLORAN
Rapid City, SD



STSC DOUGLAS P. COLLINS
Oneonta, NY

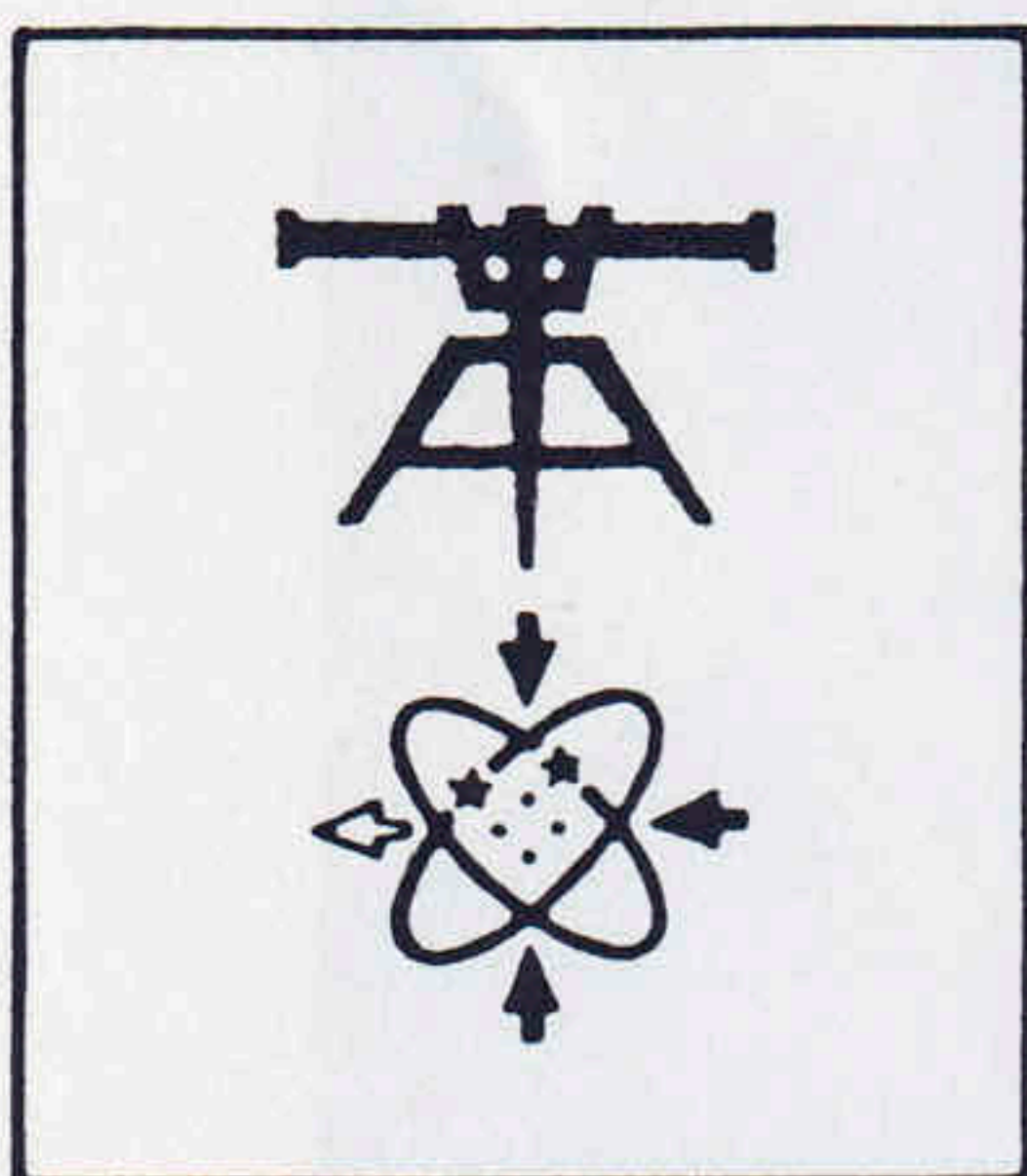


RMC GERALD C. WILLIAMS
Boston, MA

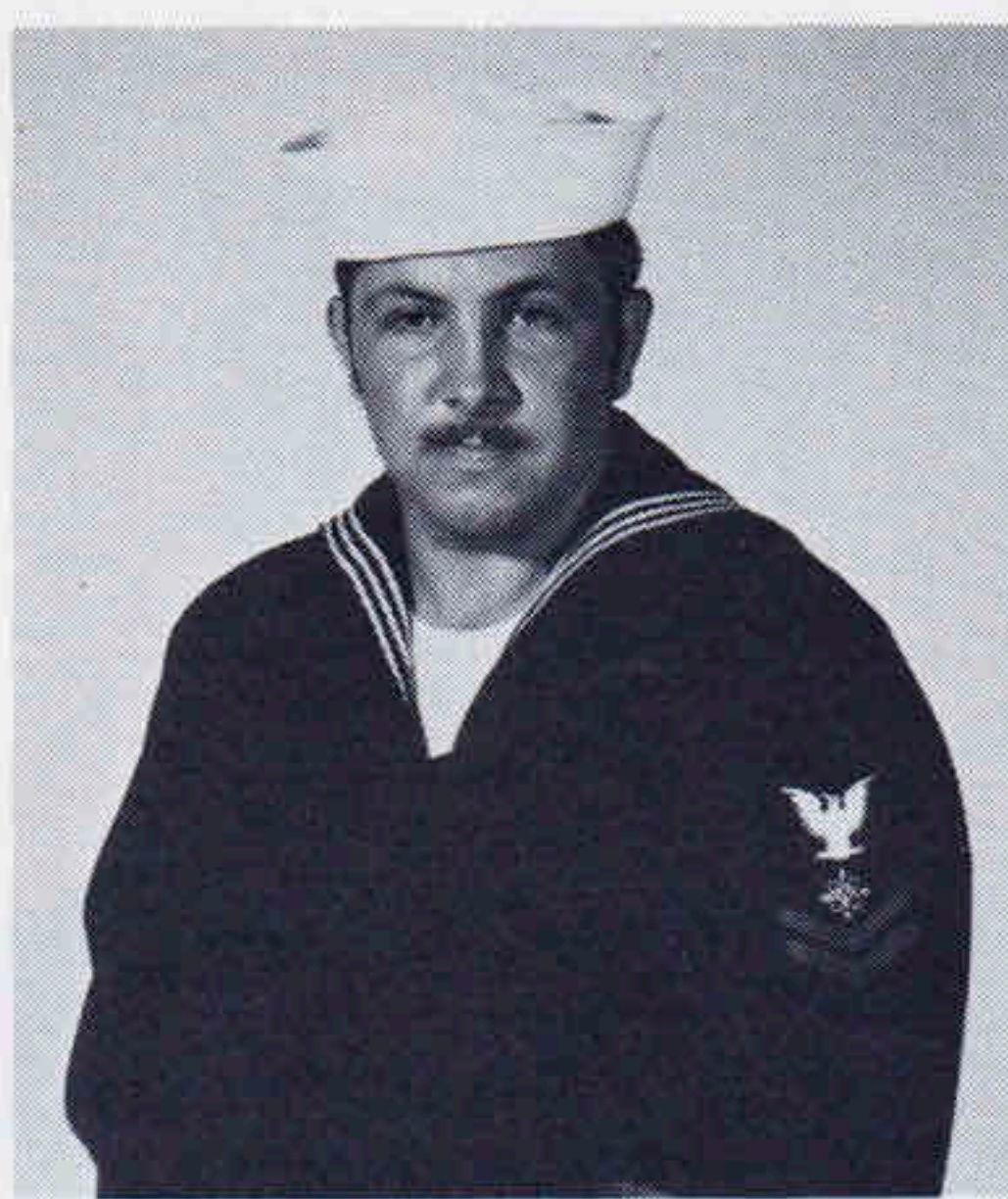


MMC MICHAEL D. KOPYCIENSKI, JR.
Ledyard, CT

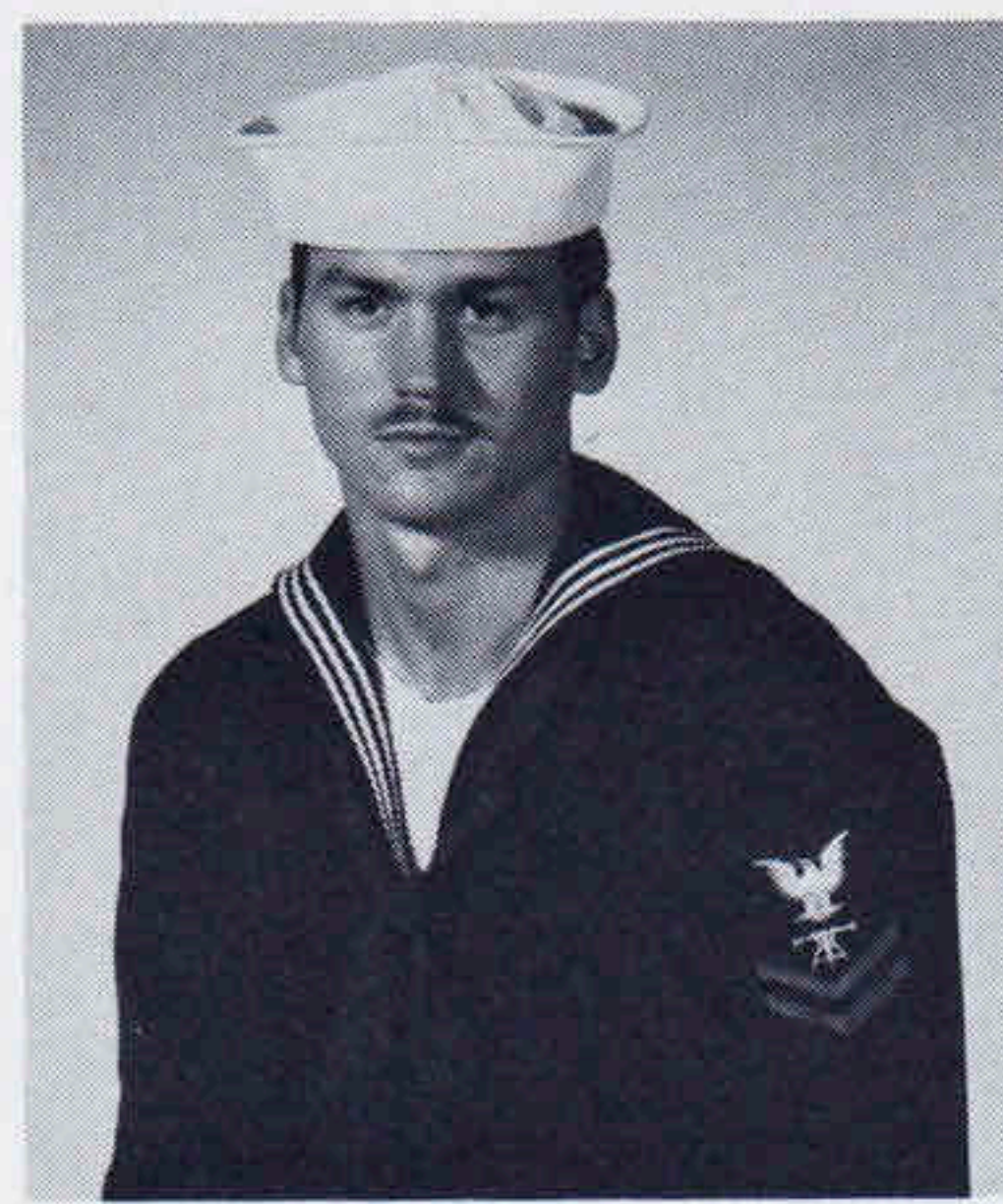
SHIP'S CREW



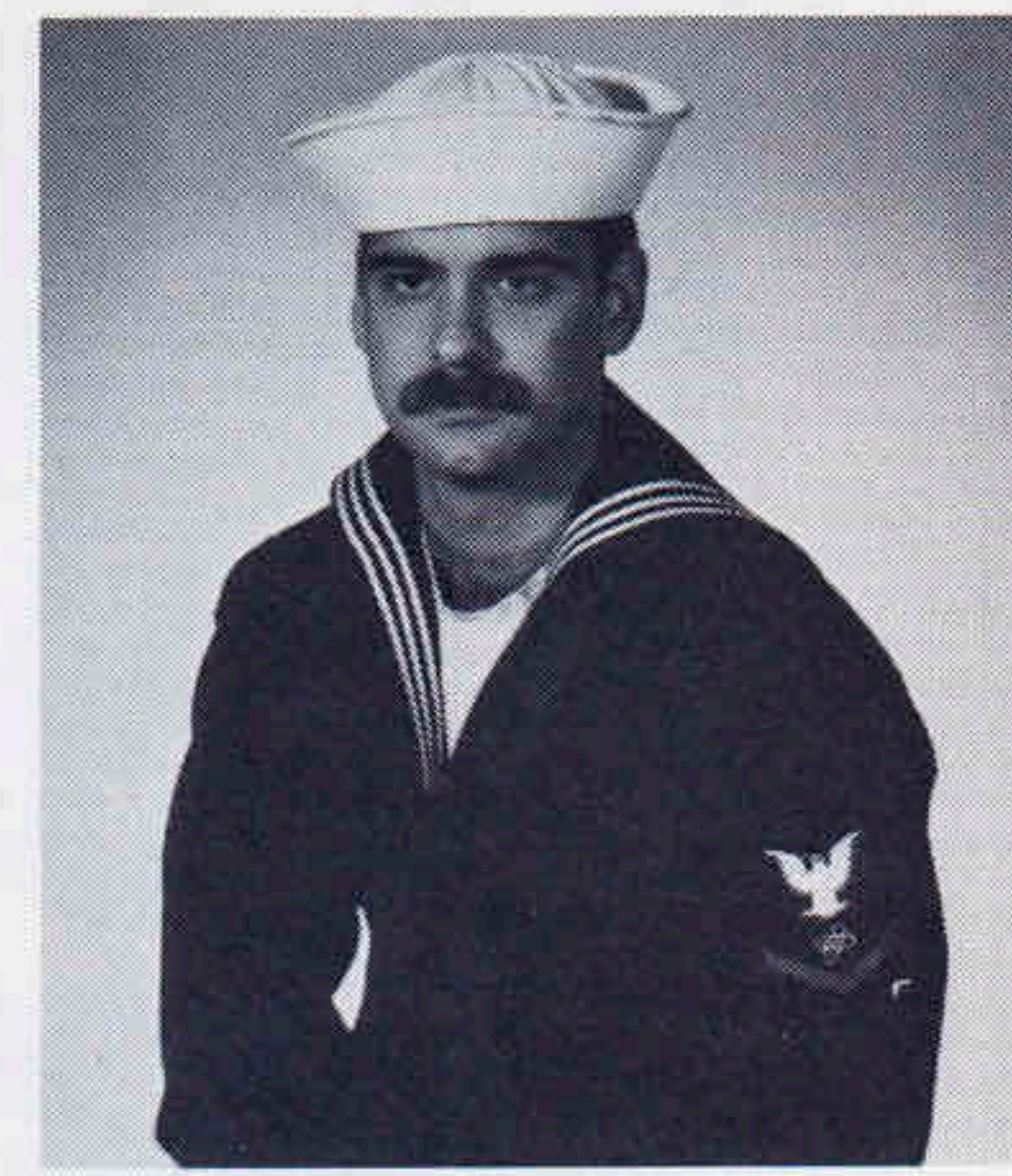
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GROVER
Clovis, NM



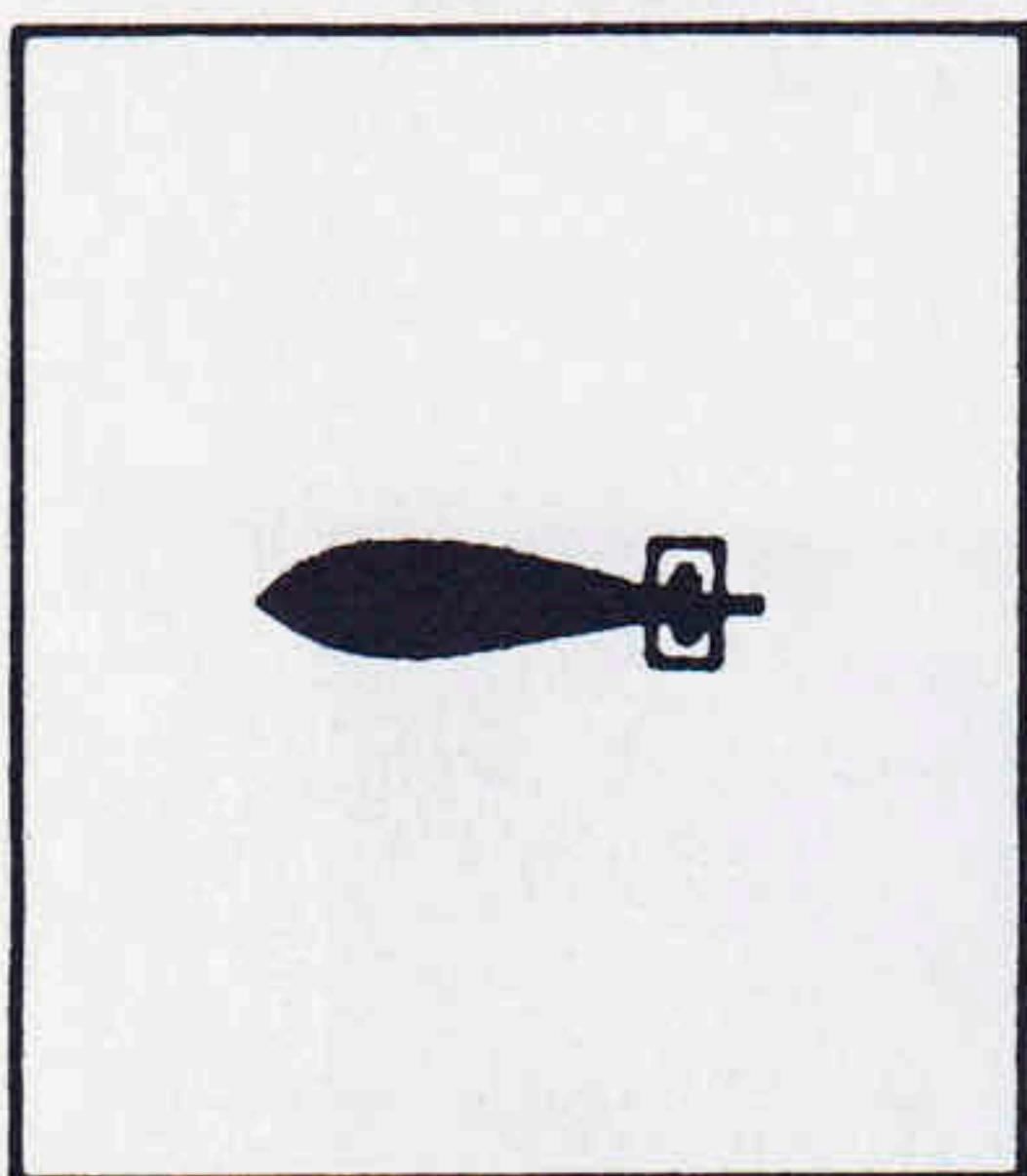
DS2 JOSEPH B.
GOSLA
Monroe, MI



FTG2 RICHARD J.
HALCISAK
Taylor, MI



DS3 FERNANDO A.
CUEVAS
San Juan, Puerto Rico



TM1 CRAIG C.
HOLMES
Quaker Hill, CT



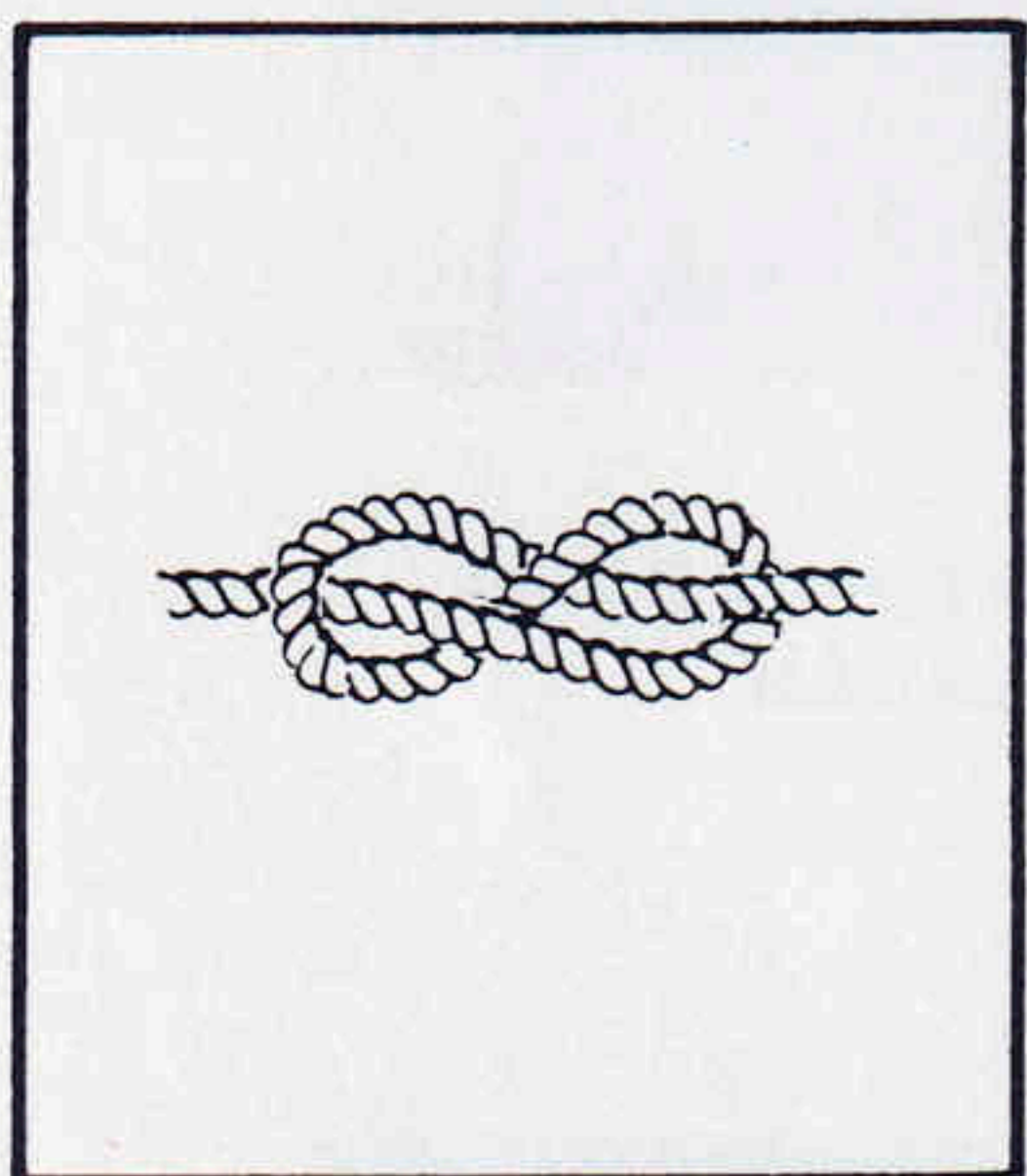
TM1 RODNEY D.
PITTMAN
Hesperia, CA



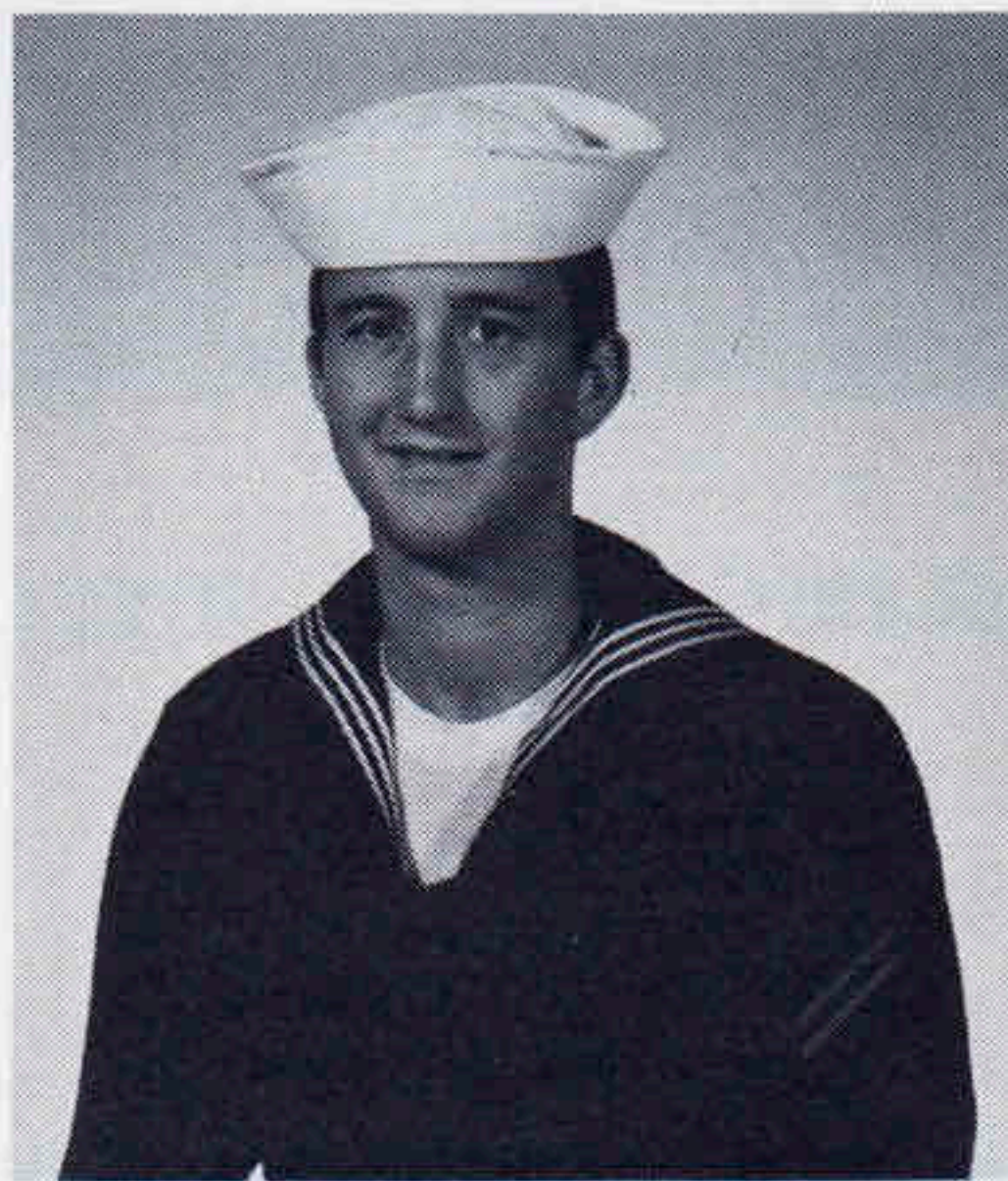
TMSN GORDON J.
KERR
Elmont, NY



TMSA DUKE D.
ELLIS
Bristol, FL



SA JAMES K.
BAKER
Trenton, MI



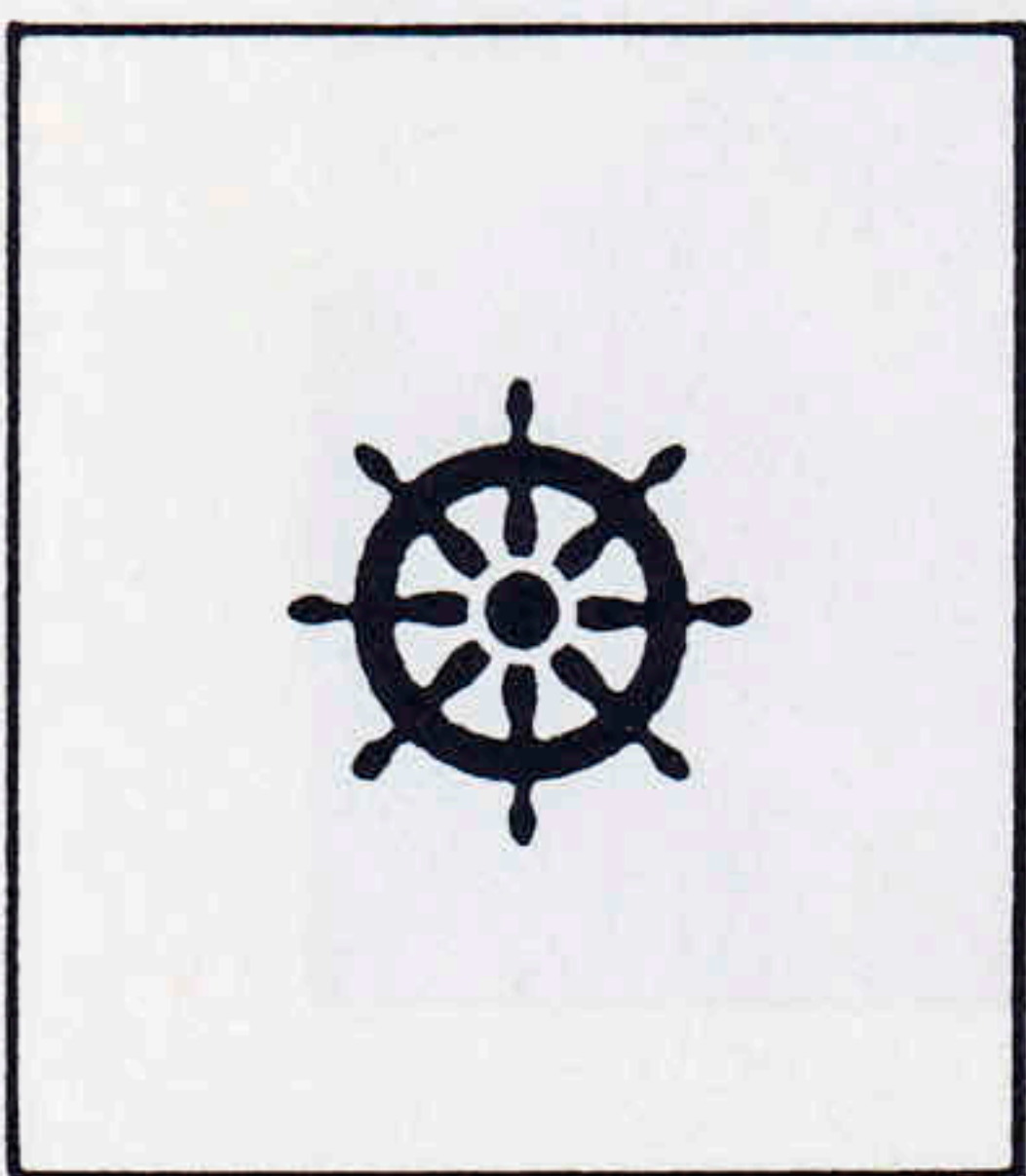
FN LAWRENCE H.
BEUCHS, JR.
Boston, MA



SA MARK E.
LEINO
Pennsville, NJ



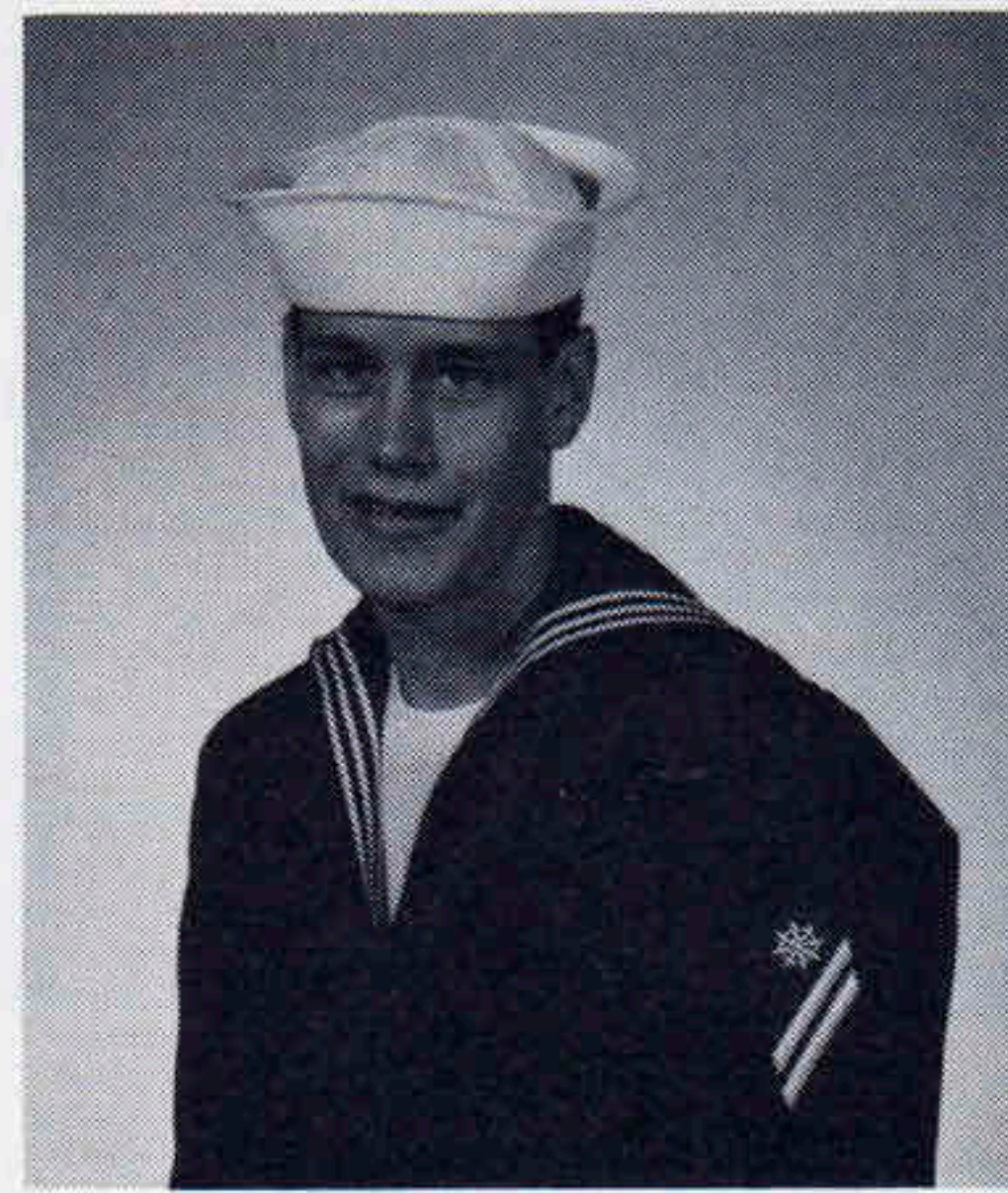
SA JAMES R.
SHEEDER
Todd, PA



QM1 WAYNE A.
WENTZ
Westminster, MD



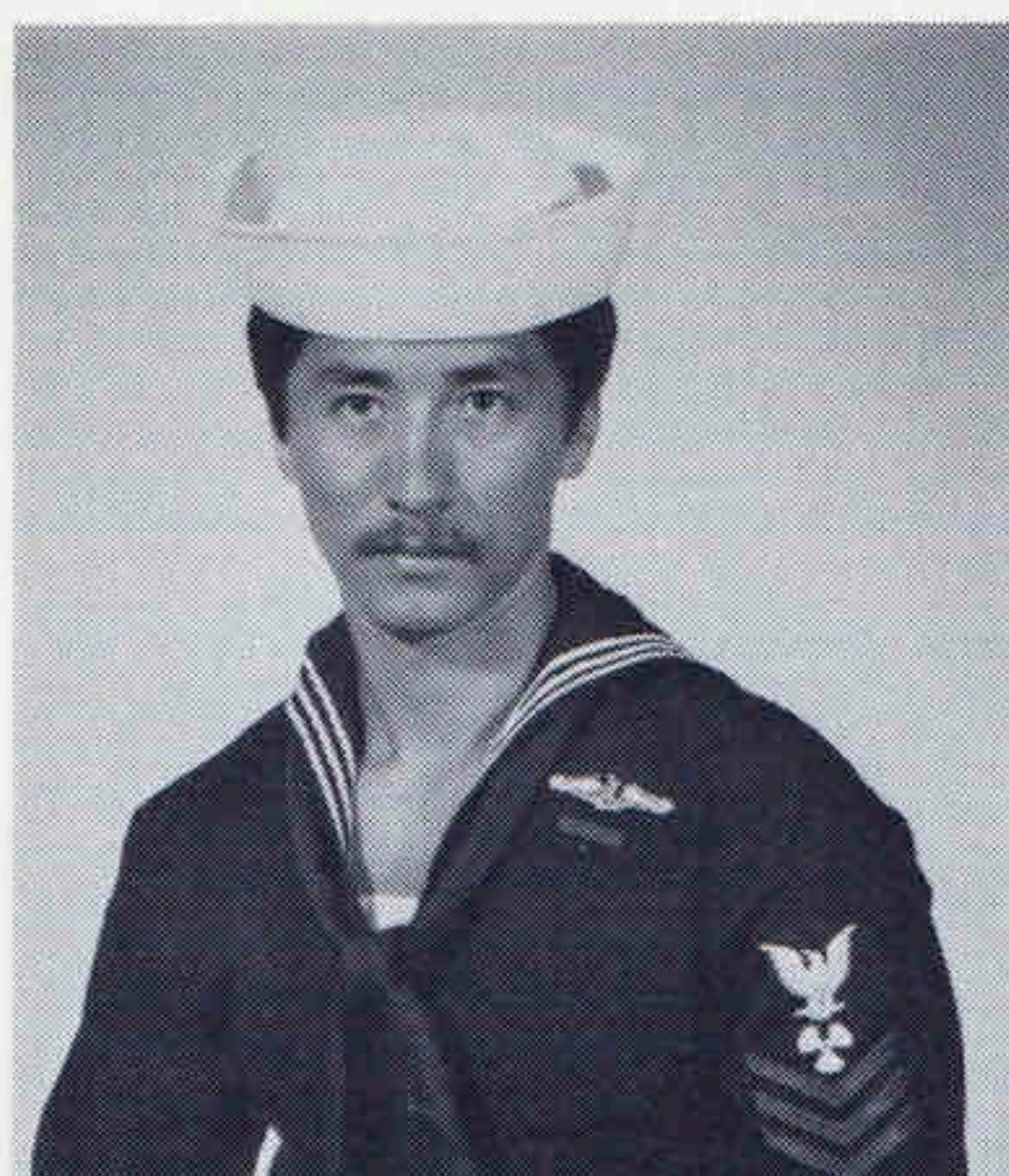
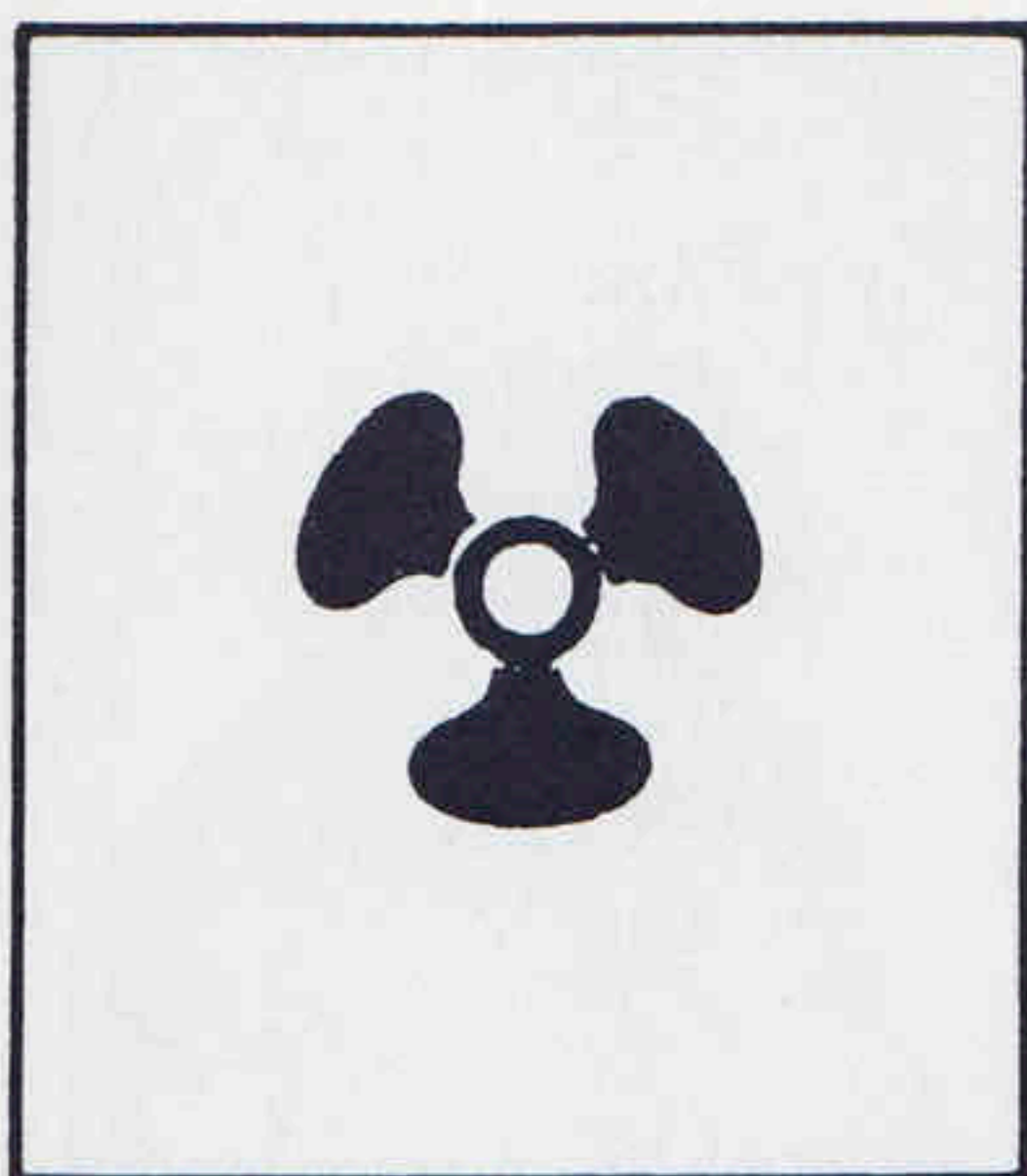
QM2 ANTHONY W.
BERRY
Prescott, AR



QMSA SCOTT L.
EAGER
Mercer Island, WA



QMSA CHARLES J.
BAKER
Trenton, MI



**MM1 WILLIAM A.
BUTLER, II**
Wyandotte, MI



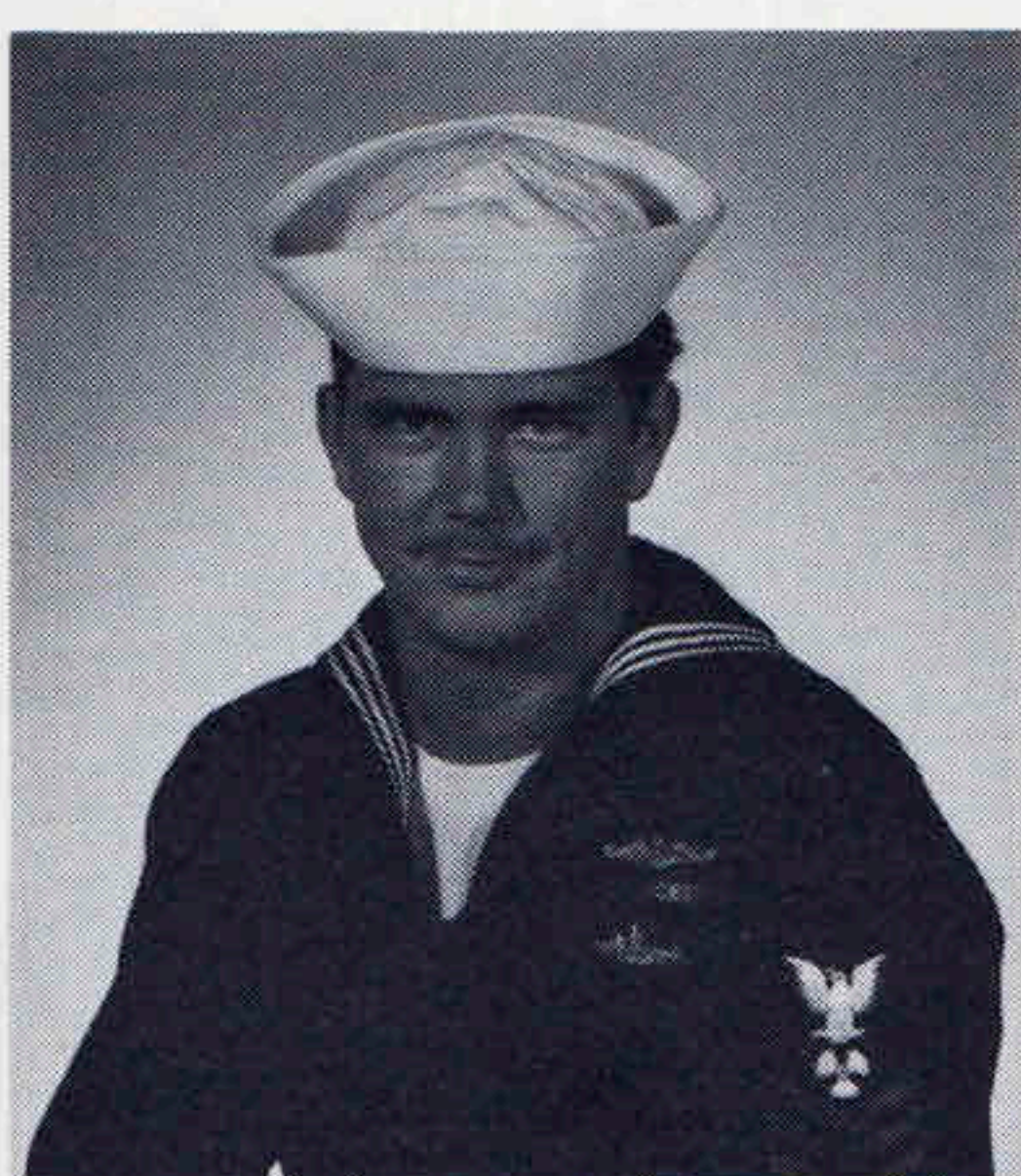
**MM1 PAUL F.
CASSIDY**
Pittsburgh, PA



**MM1 JAMES A.
DAVIS, JR.**
Springfield, MO



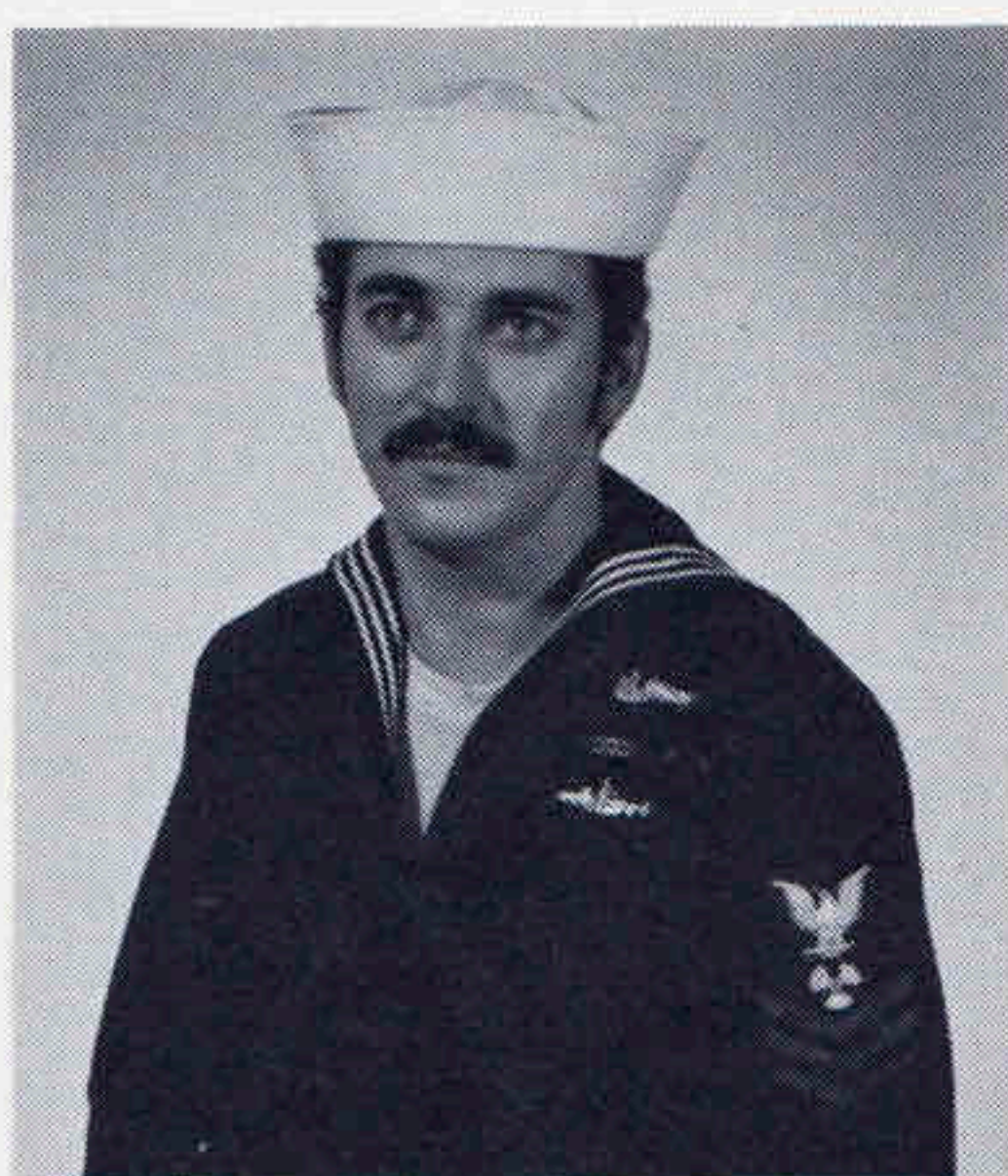
**MM1 CRAIG
HARWOOD**
Concord, CA



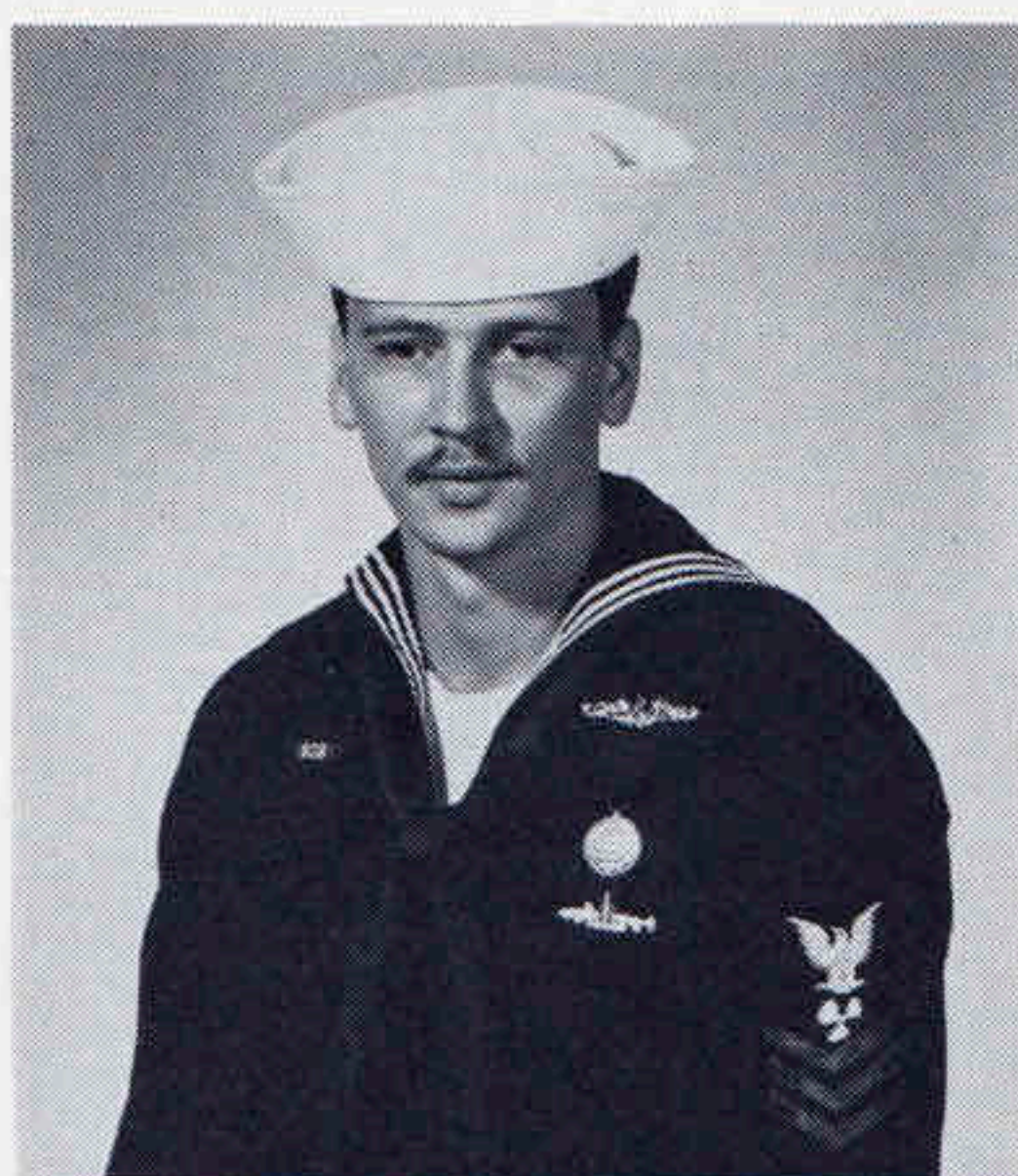
**MM1 DEMAIN O.
HUGGINS**
Meridian, MS



**MM1 JOHN C.
KARGAS**
Anaheim, CA



**MM1 CARL D.
PHILLMON**
Sneads, FL



**MM1 ROBERT T.
WALLACE**
Philadelphia, PA



**MM2 DARREN M. L.
BAKER**
Pleasant View, VA



**MM2 JAMES A.
BEDARD**
Mapleville, RI



**MM2 JOEL B.
BIGGS**
Glenwood, IA



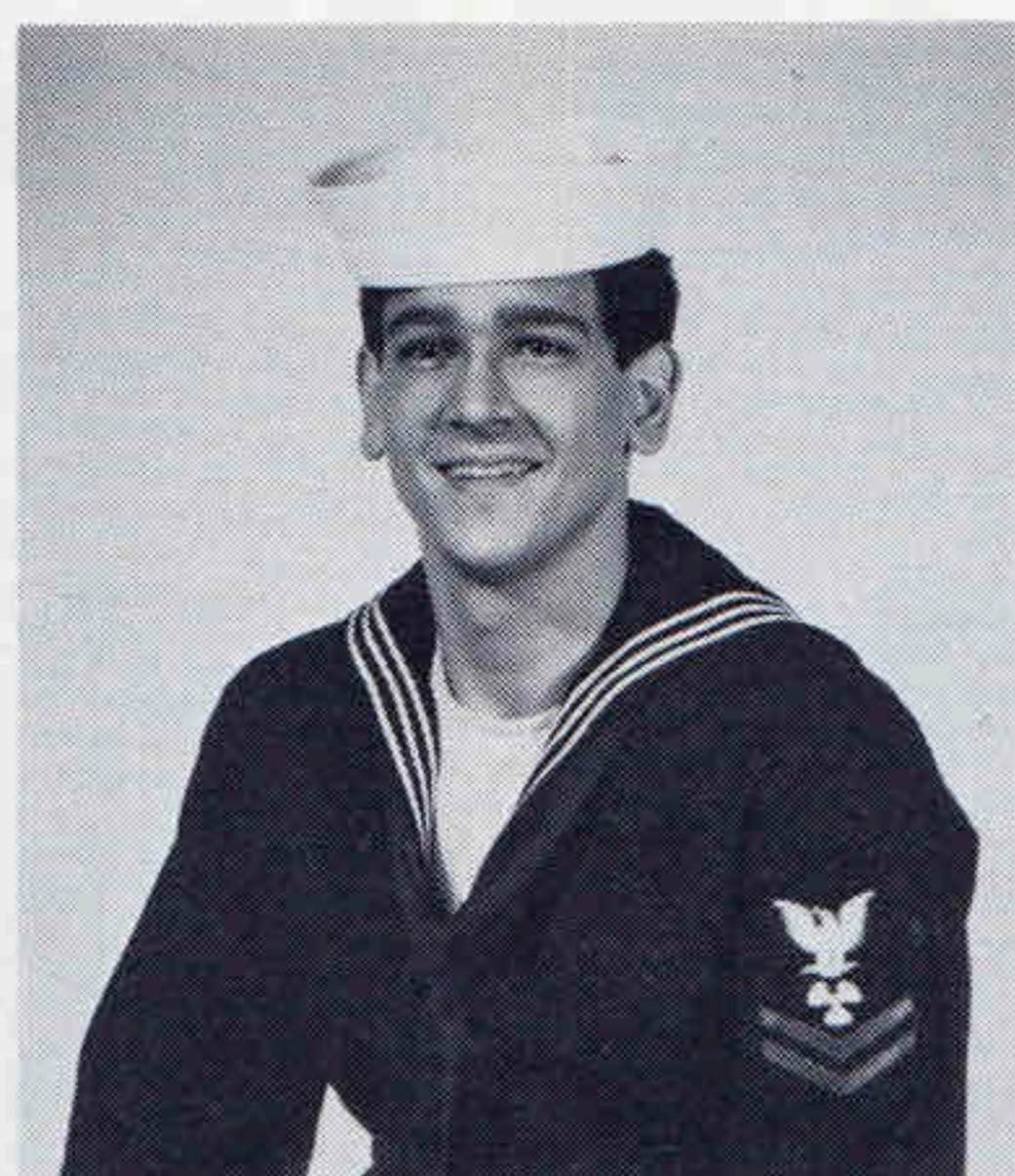
**MM2 KELLY L.
EPPERSON**
Salt Lake City, UT



**MM2 JOHN W.
FREDERICKSON**
Lake Charles, LA



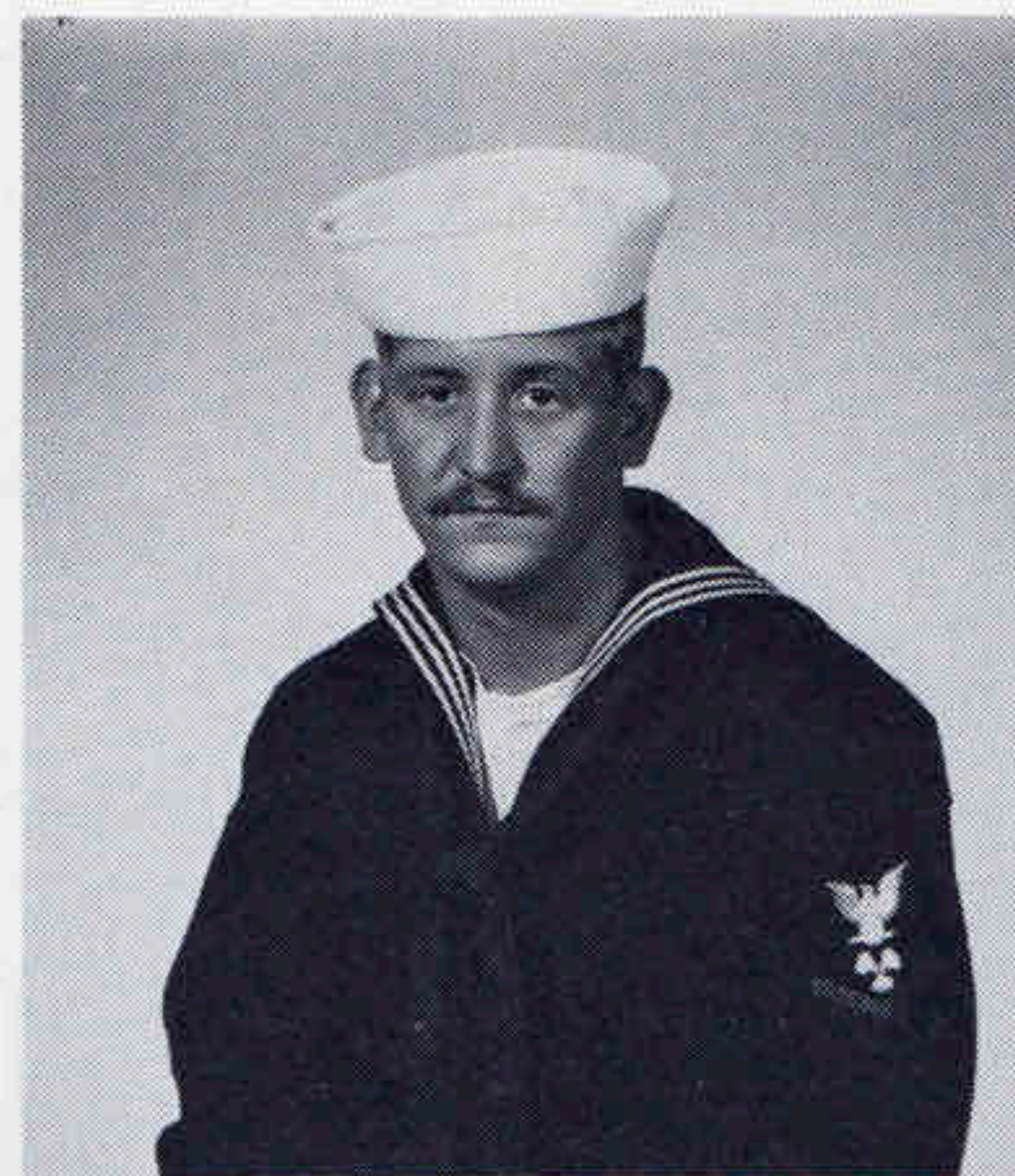
**MM2 WILLIAM S.
GREY**
San Ramon, CA



**MM2 MARK A.
KATONA**
Oak Ridge, TN



**MM2 ROBERT B.
YAMNICKY**
Shelton, CT



**MM3 PAUL A.
NURRENBERN**
Mt. Vernon, IN



**MM3 MICHAEL E.
TROUPE**
Tifton, GA

SHIP'S CREW



**EM1 TIMOTHY J.
FORMOLO**
Ashland, OR



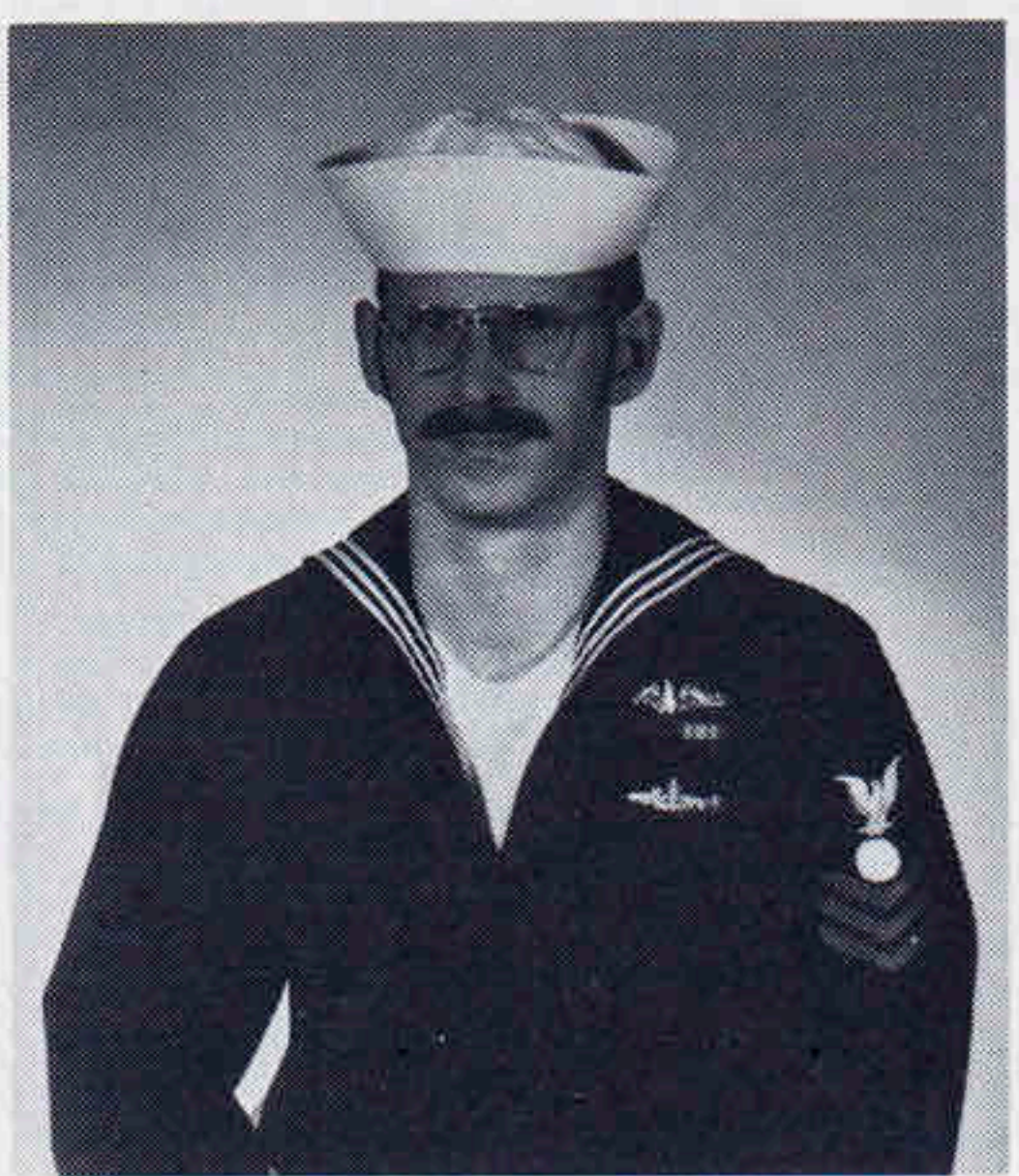
**EM1 STEPHEN M.
FORTIN**
Burnsville, MN



**IC1 KENNETH L.
FOETHER**
Mt. Morris, MI



**IC1 JOHN W.
HART**
Hoffman Estates, IL



**EM1 ROBERT J.
PLANT**
Eugene, OR



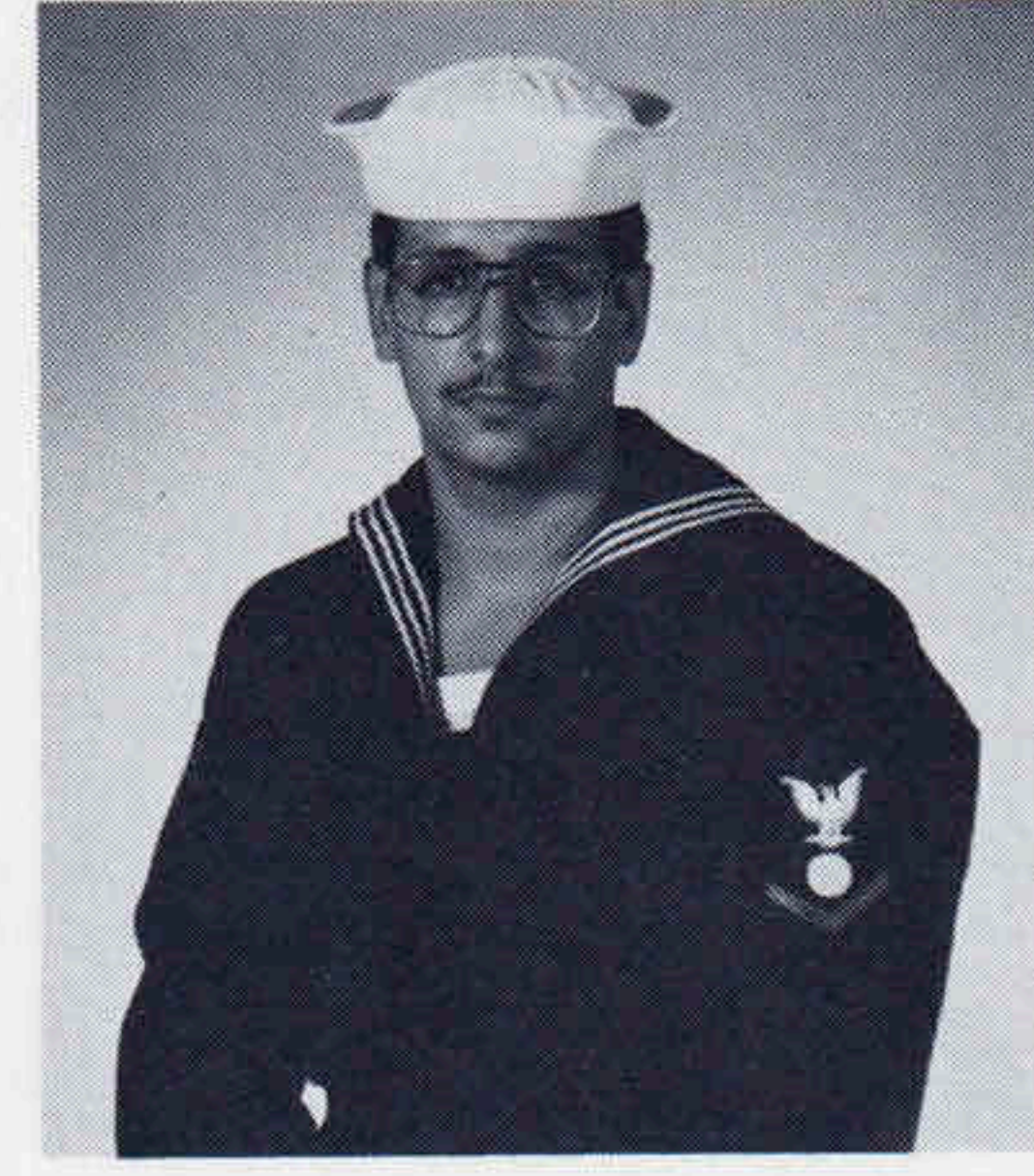
**EM2 GALVIN M.
DAUGHTREY**
Suffolk, VA



**EM2 SCOTT P.
GOLDMAN**
Baldwin, L.I., NY



**EM2 RANDALL C.
PUHLMAN**
Hampton, VA



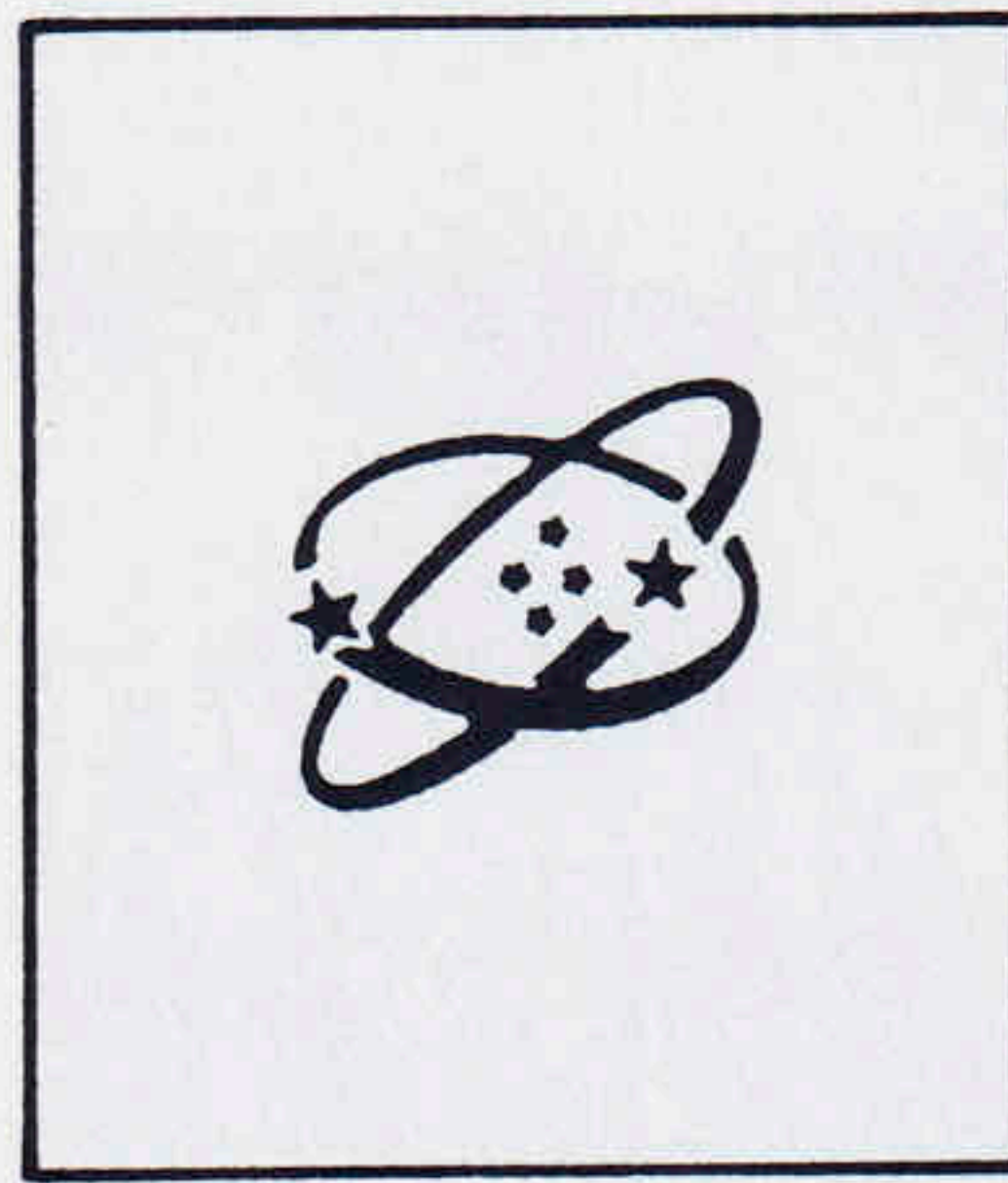
**EM2 GARY M.
RUDIO**
Morristown, NJ



**EM3 MARK A.
BURCH**
Flagstaff, AZ



**EM3 RANDY G.
POST**
Addison, MI



**ET1 PAUL T.
HALL**
Wyoming, MI



**ET1 DALE E.
PARKER**
Pontiac, MI



**ET2 ROBERT J.
AVERY, JR.**
Enfield, CT



**ET2 CARL W.
PETERSON**
Bellingham, MA



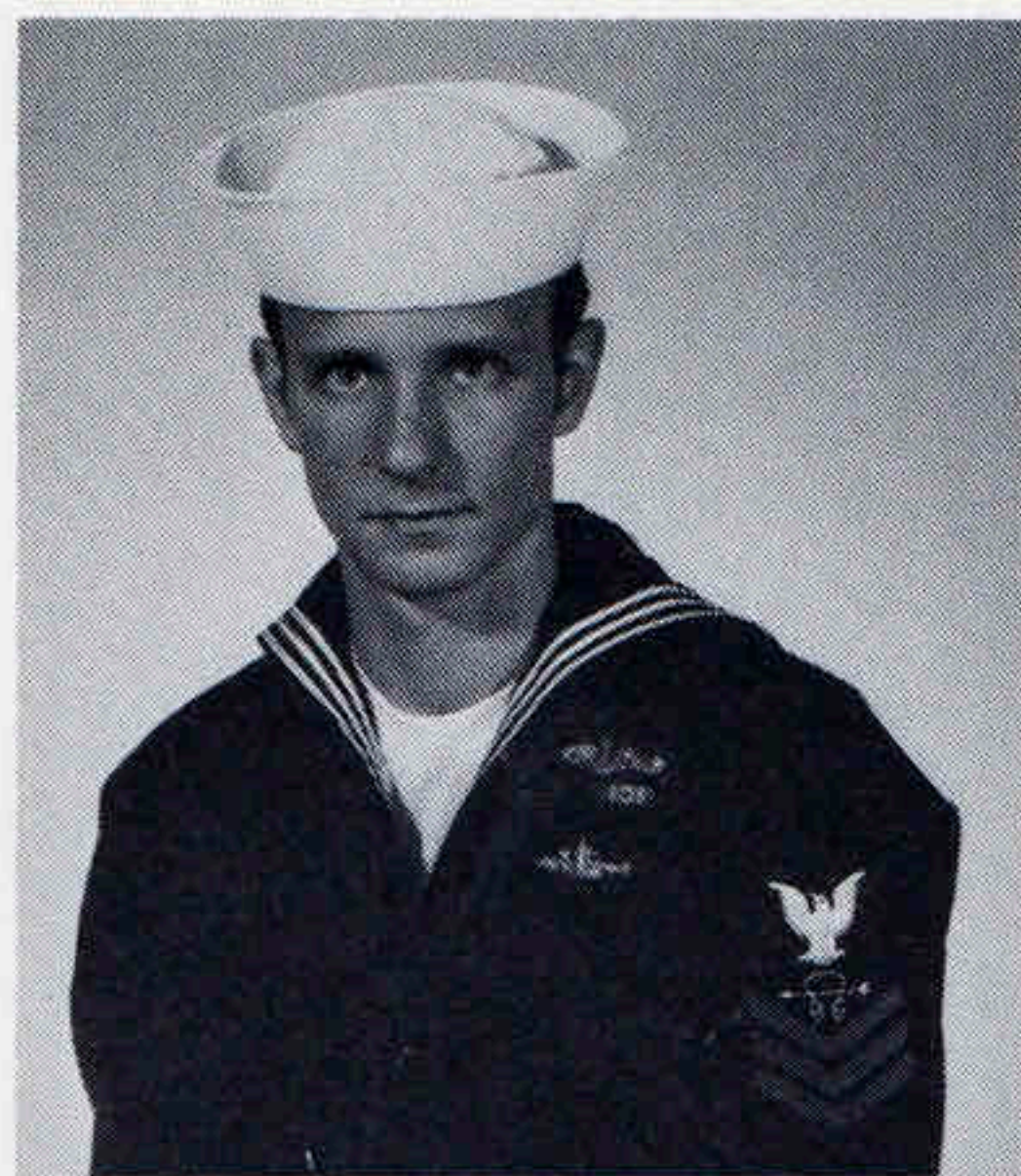
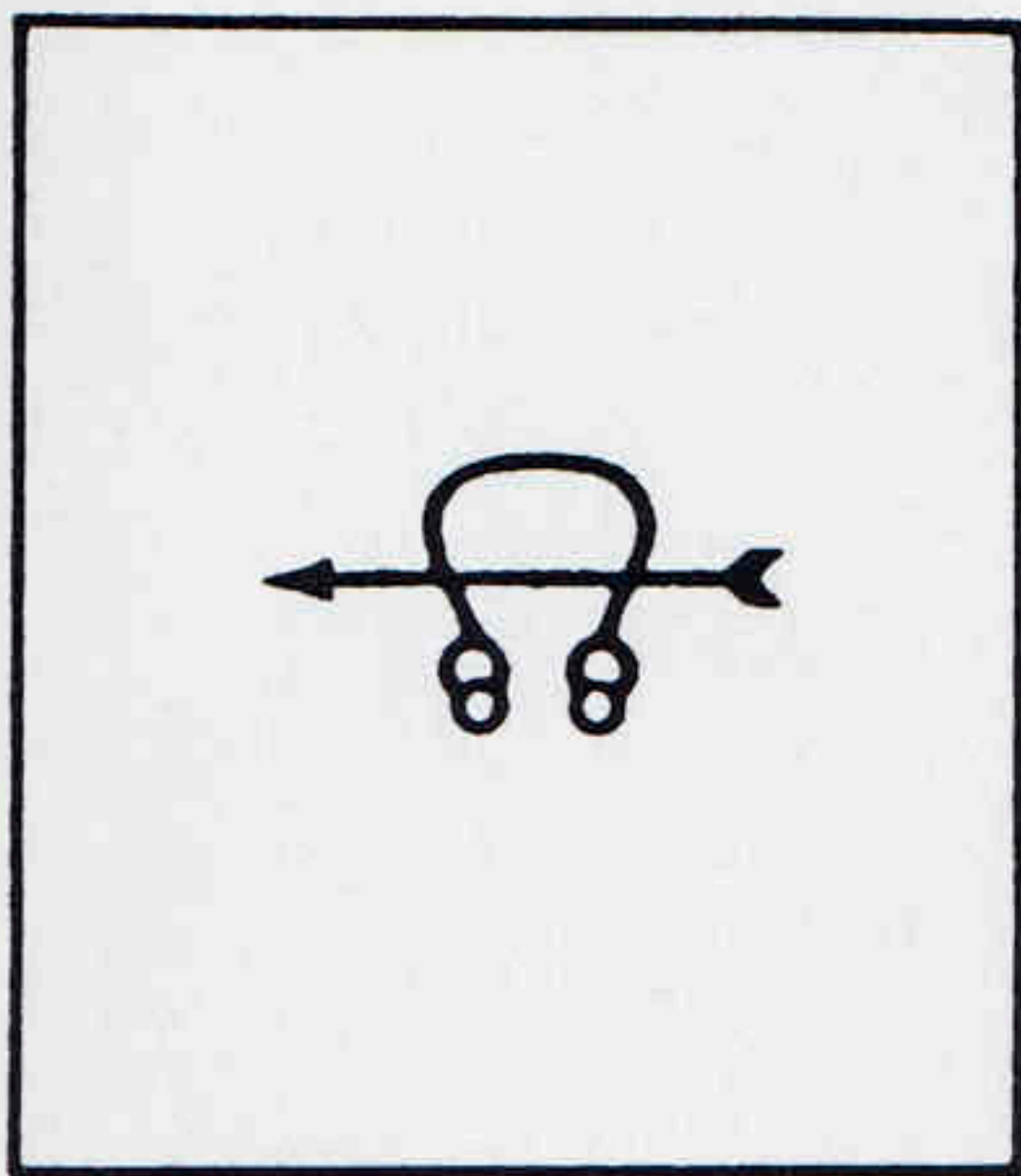
**ET2 MICHAEL G.
STANDING**
Ventura, CA



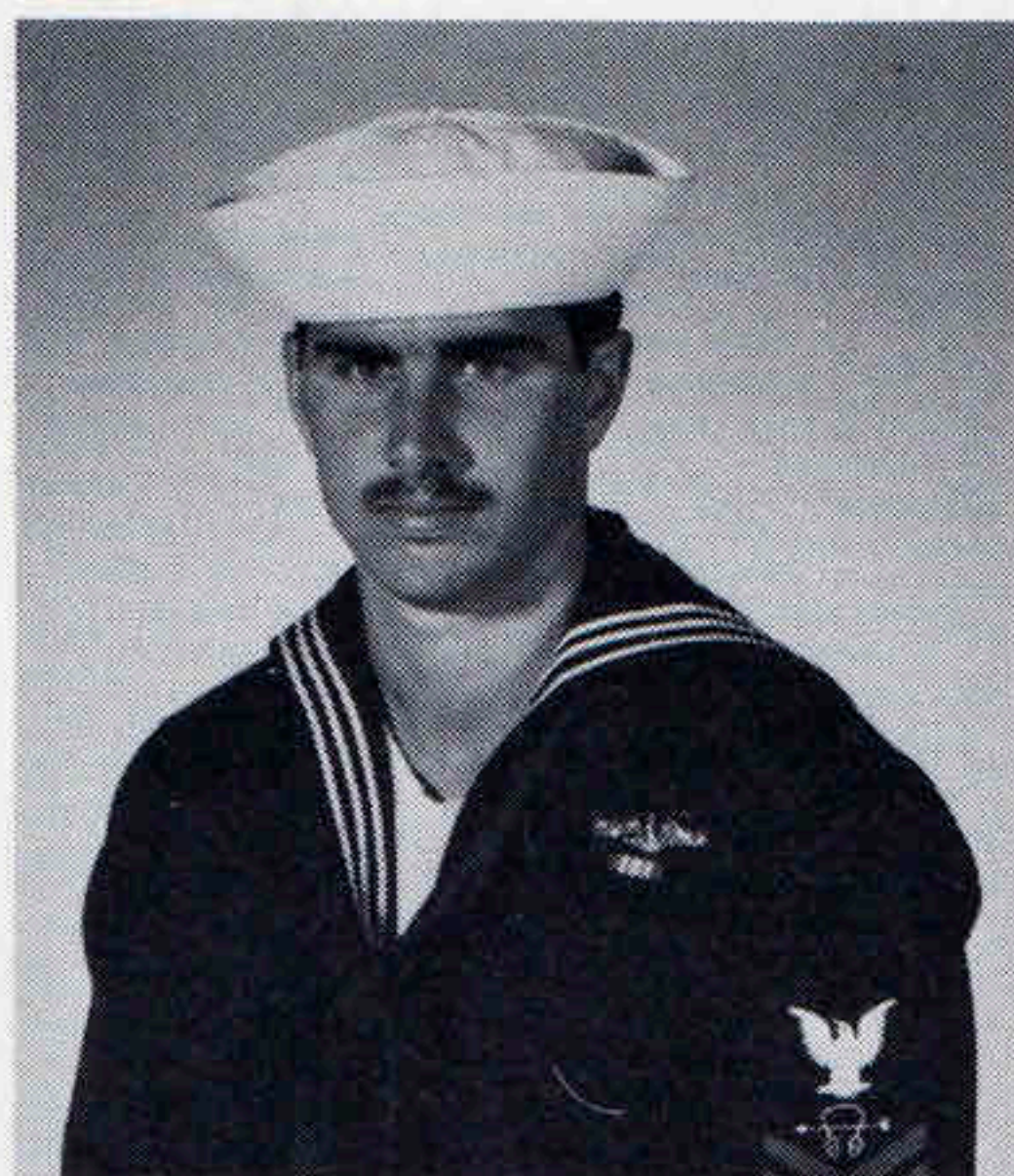
**ET3 KENRIC W.
READ**
Guntersville, AL



**ET3 MARK E.
TERNES**
Westland, MI



STS1 JAMES A.
BURNS, JR.
Amsterdam, NY



STS2 DOUGLAS J.
CAMPBELL
Lompoc, CA



STS2 JEFFREY D.
HOPKINS
Lexington, NC



STS2 RICHARD A.
PANSA
Steger, IL



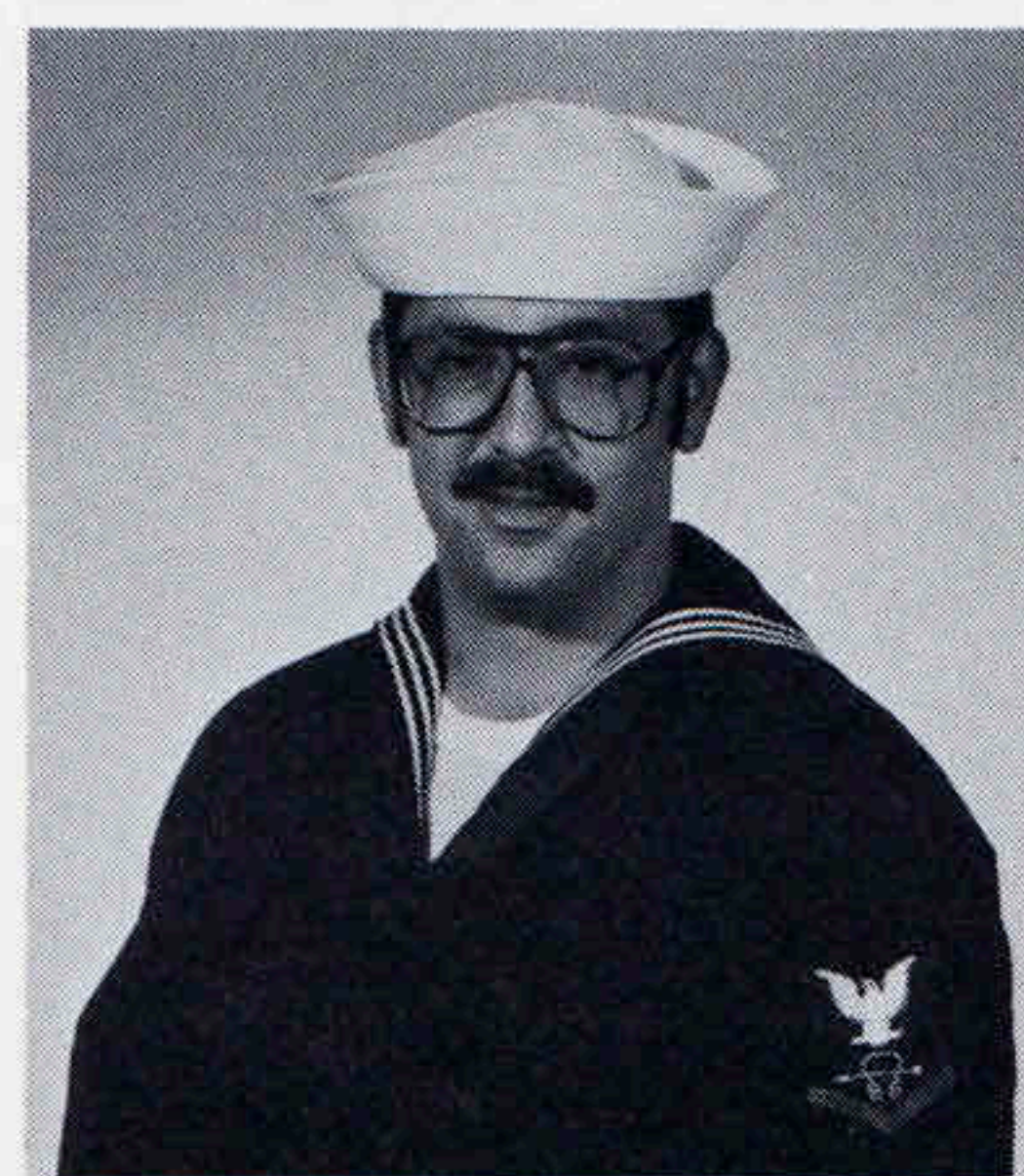
STS3 EDWARD J.
BRIDGMAN
Nashua, NH



STS3 FRANCIS J.
DONAHUE, III
Portsmouth, NH



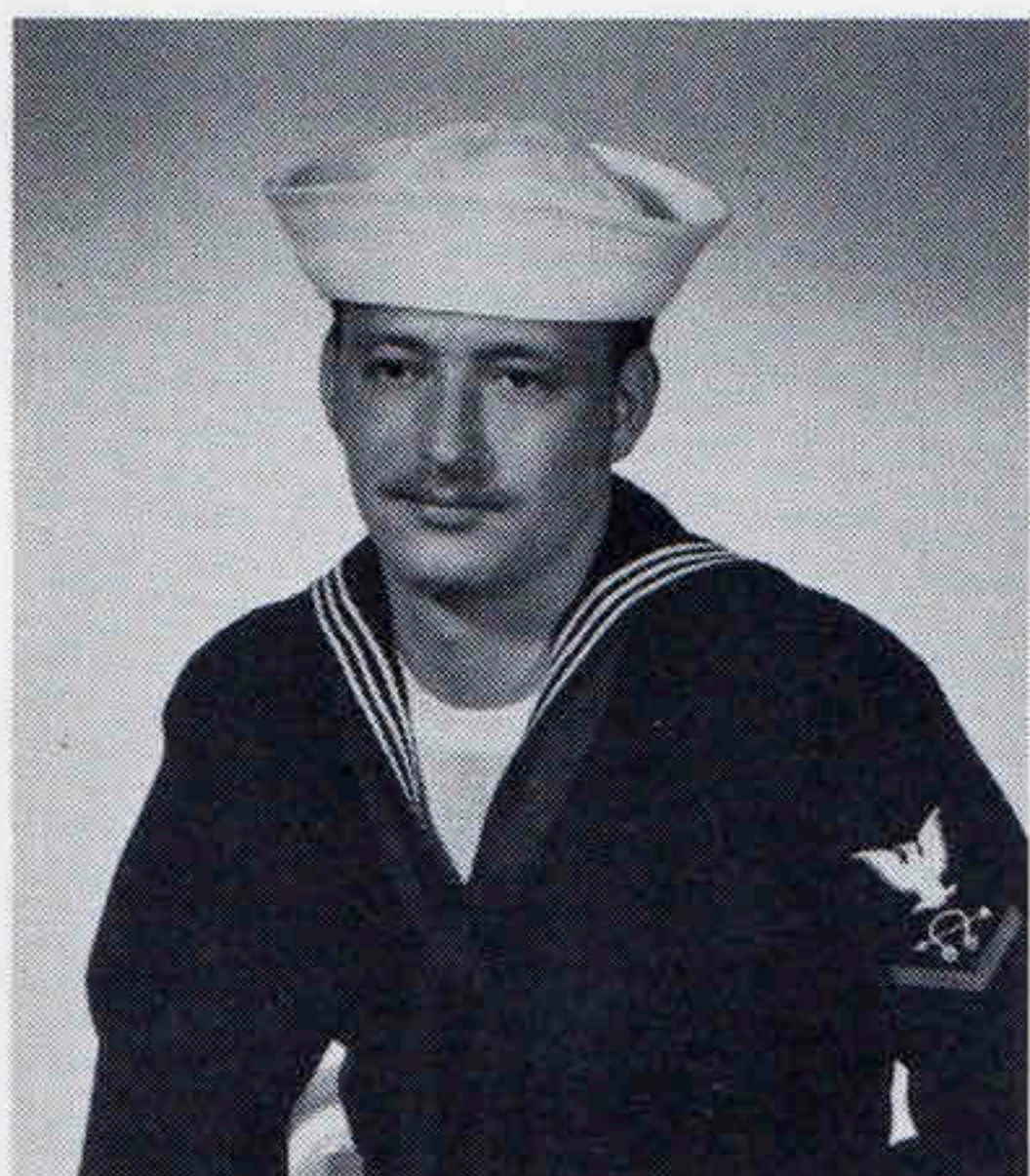
STS3 VANESS
GERALD
Bronx, NY



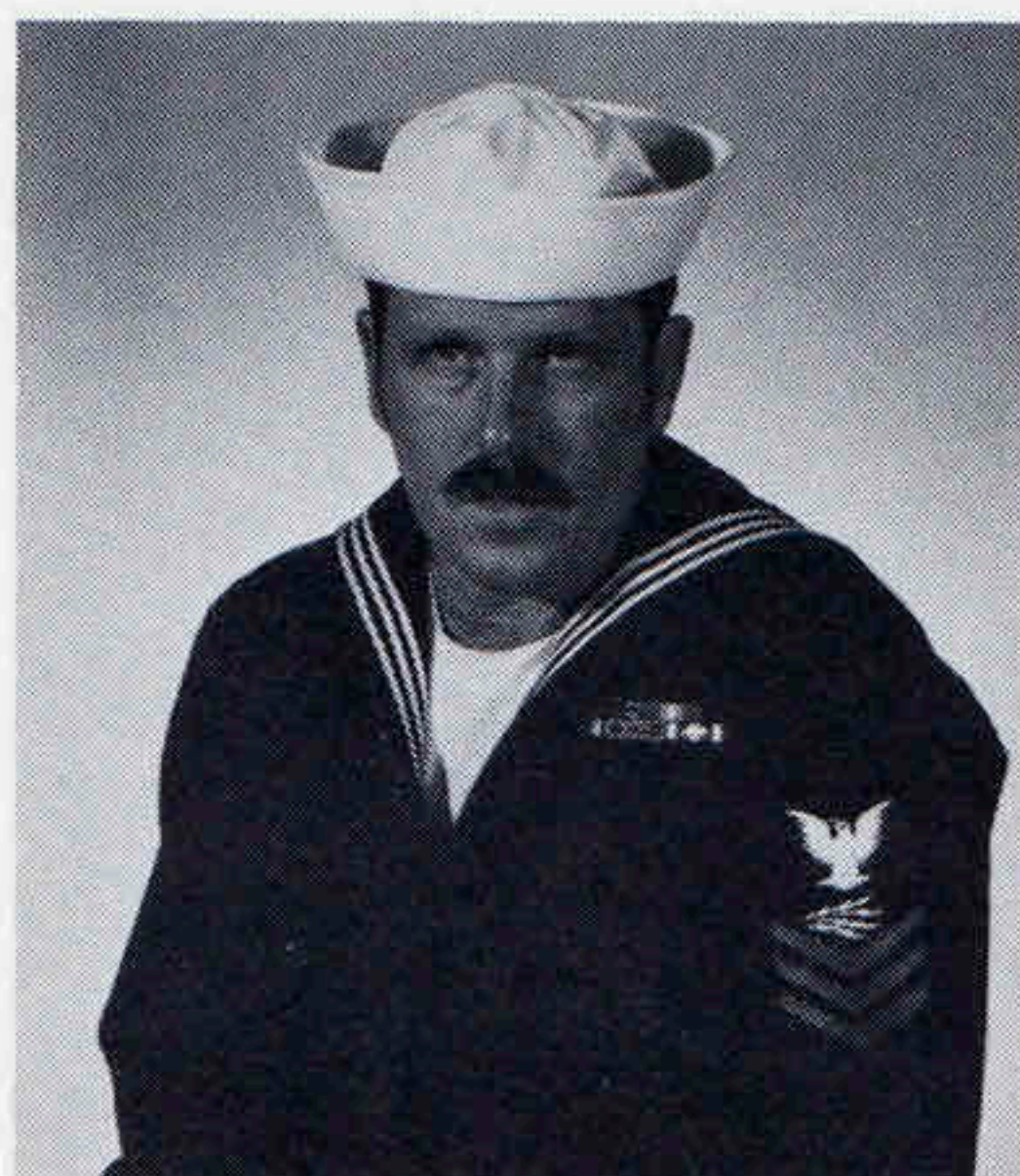
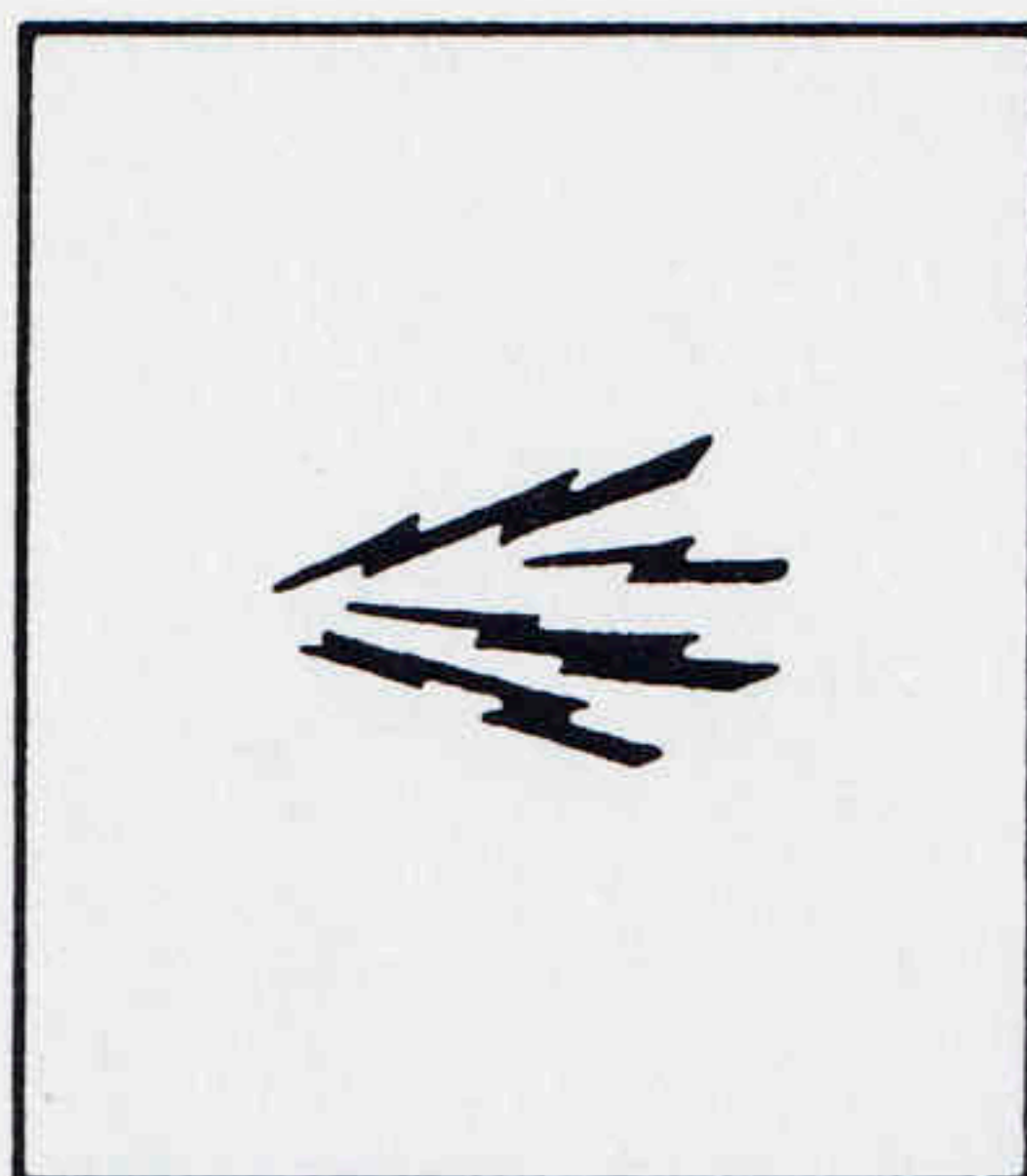
STS3 MICHAL G.
LAWSON
St. Louis, MO



STS3 MANUEL A.
MENDEZ, JR.
Queens, NY



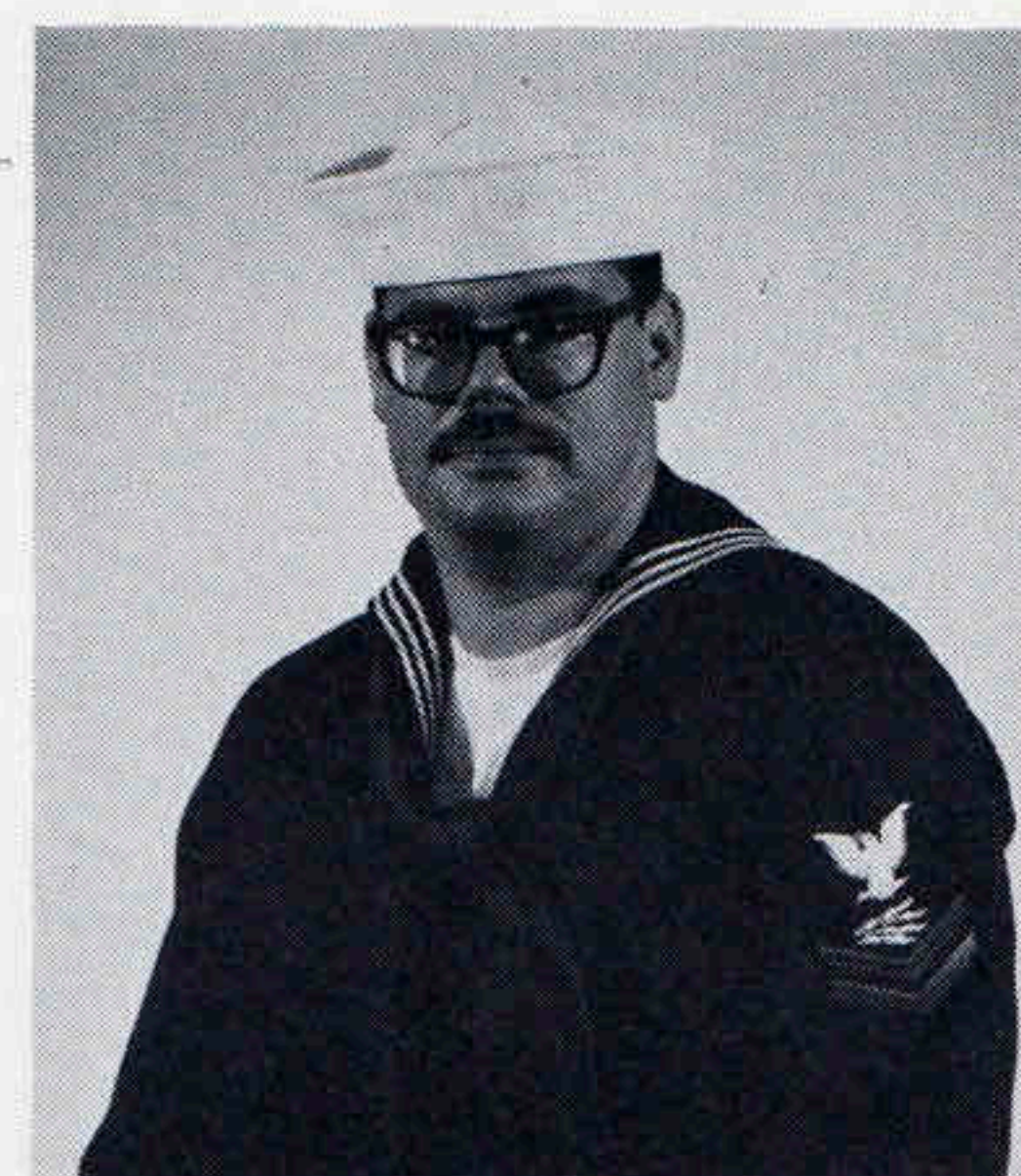
STS3 BRYAN D.
WINCHESTER
Sandy, OR



RM1 RONALD W.
ANDERSON
Melrose, MN



RM1 JESSE L.
SPARKS
Gastonia, NC



RM2 JAMES C.
SMAYDA
Herminie, PA



RM3 CLARENCE A.
BURKETT, JR.
Elmont, VA



RM3 ROBERT D.
HUNTER
Beaver Falls, PA



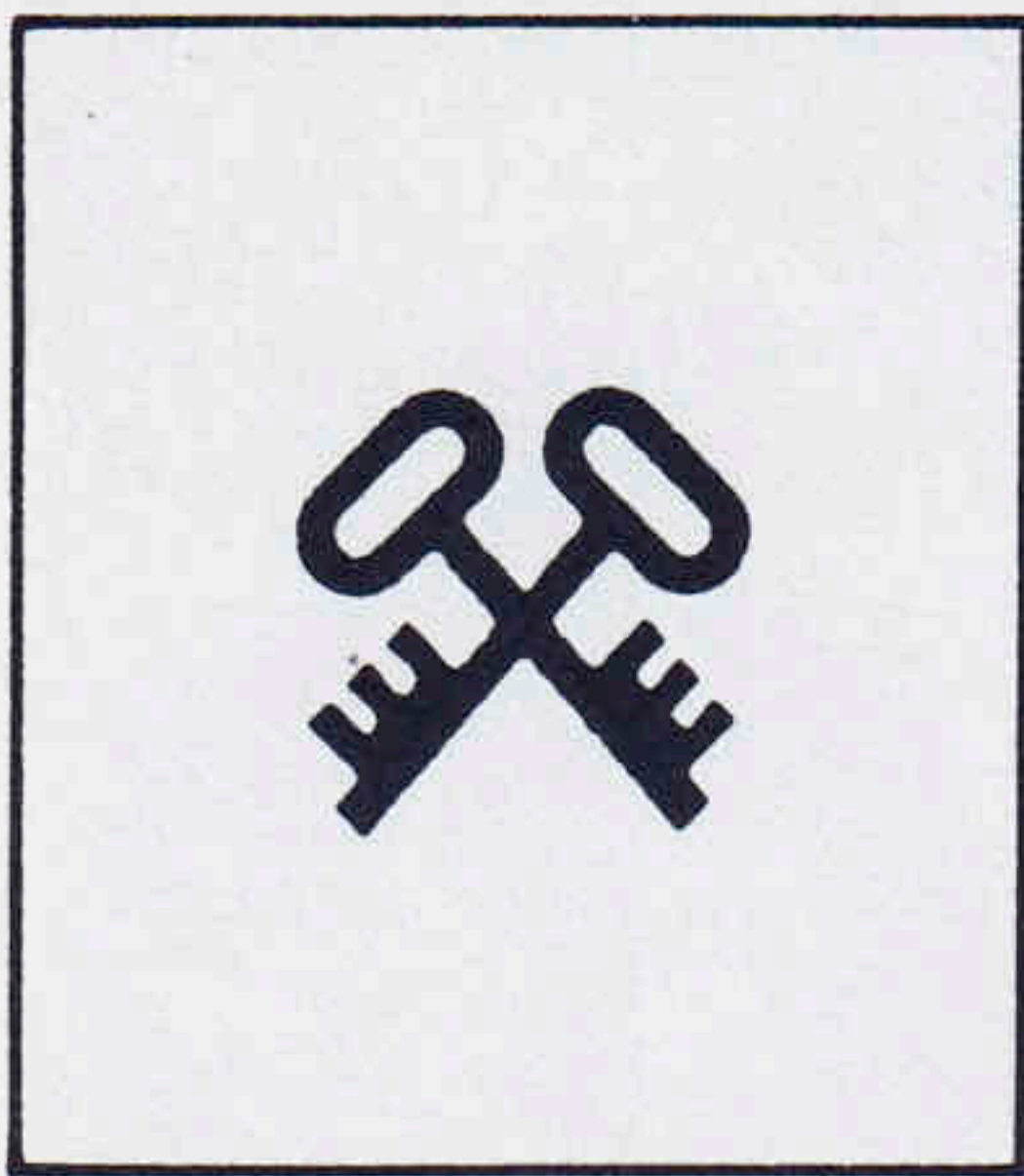
IC2 LEMAR M.
BOONE
Philadelphia, PA



IC2 RAOUL W.
WEHRLEY
Richmond, ID



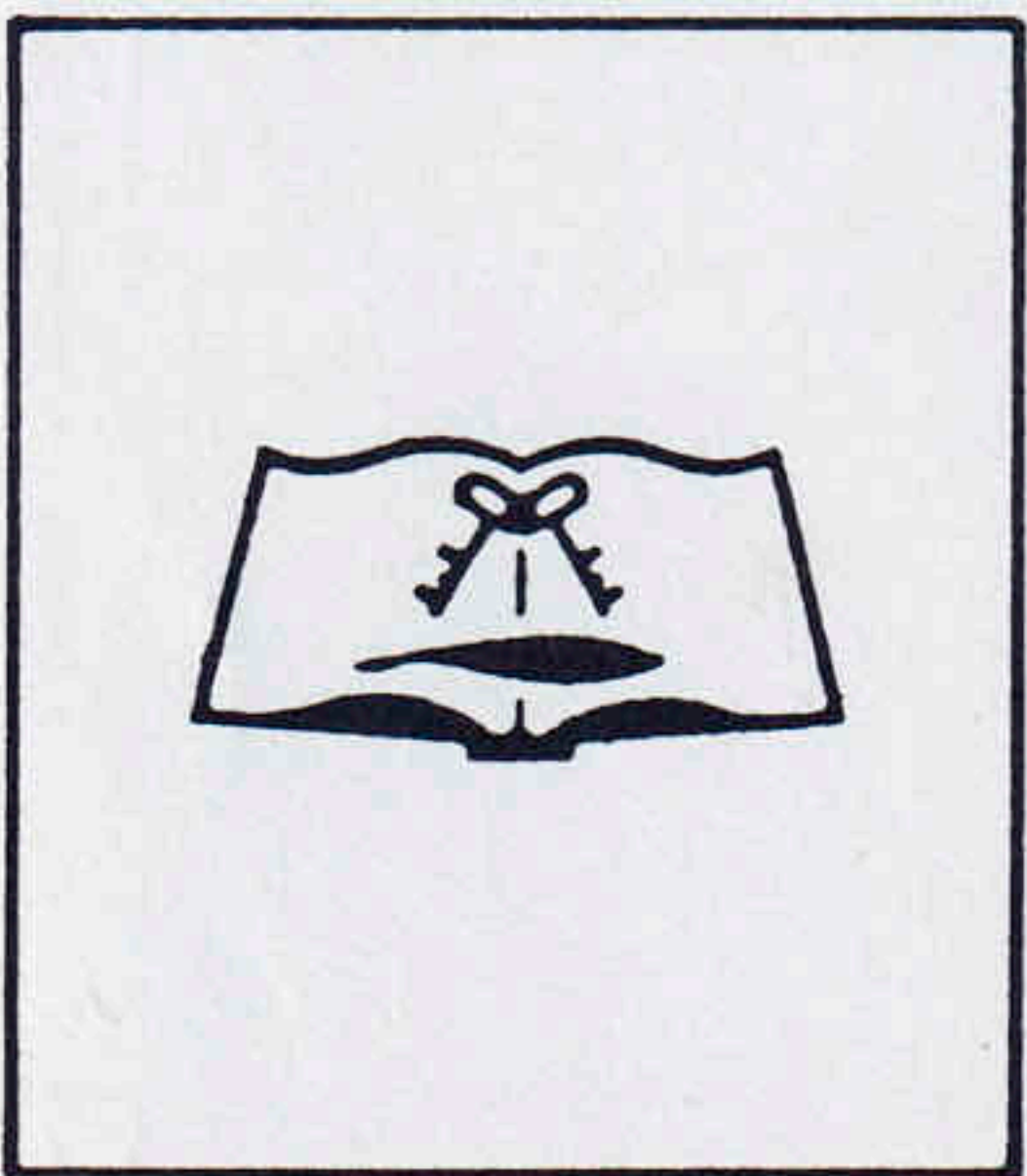
YN3 BRIAN N.
CHAVANNES, JR.
Mobile, AL



SK1 JERALD L.
BOVAIR
Fort Edward, NY



SK3 MAURICE
DELGADO
Patterson, NJ



MS1 ROMEO E.
LUCAS
New London, CT



MS1 WILLIAM J.
MCDONALD
Warwick, RI



MS2 WILLIAM T.
WILSON, IV
Garden Grove, CA



MS3 DAVID M.
QUINN, JR.
Pecham, NH



MSSA GARY L.
GAMER
Glastonbury, CT



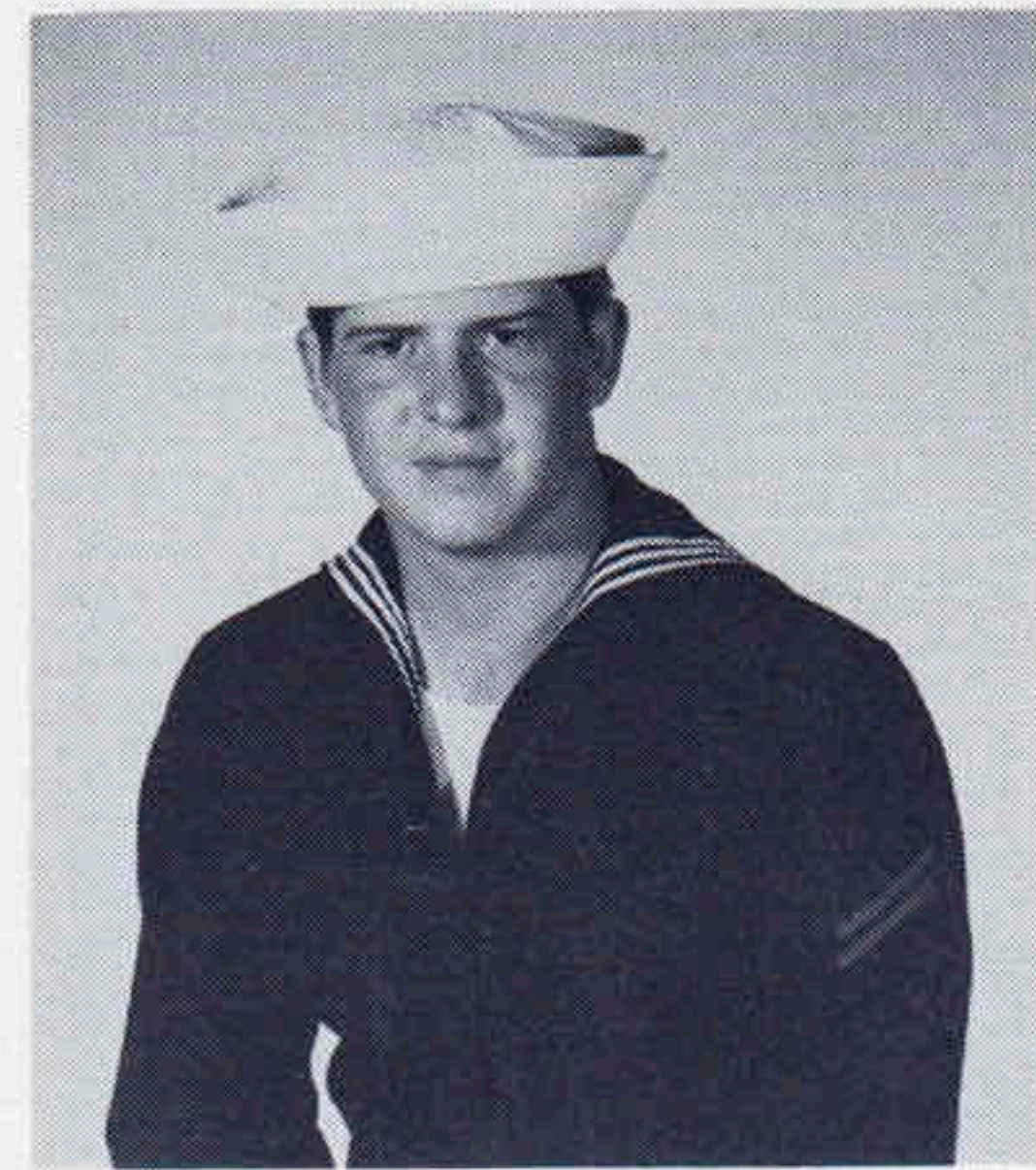
MSSA MICHAEL W.
MILLIGAN
Linden, TX



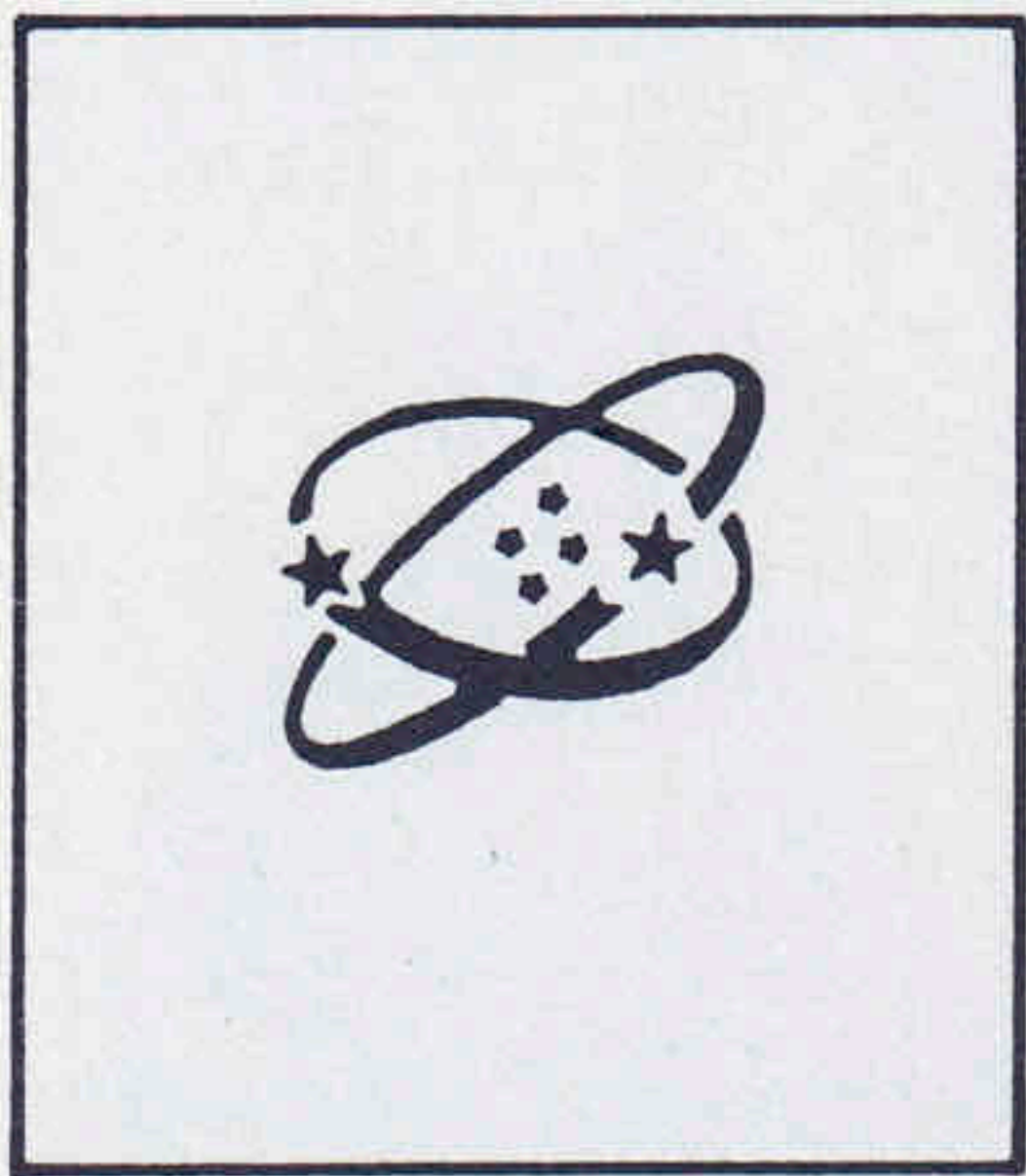
MSSN JARRETT M.
MUSHABEN
Ledyard, CT



SA JOHN W.
SELTZER
Candle Park, NJ



FA GREGGORY D.
LANNING
Stockbridge, GA



ET1 GARY K.
JOHNSON
Springfield, TN



ET1 DANIEL D.
STARK
Grants Pass, OR



ET2 WIGBERTO
SANTIAGO
Orocovis, Puerto Rico



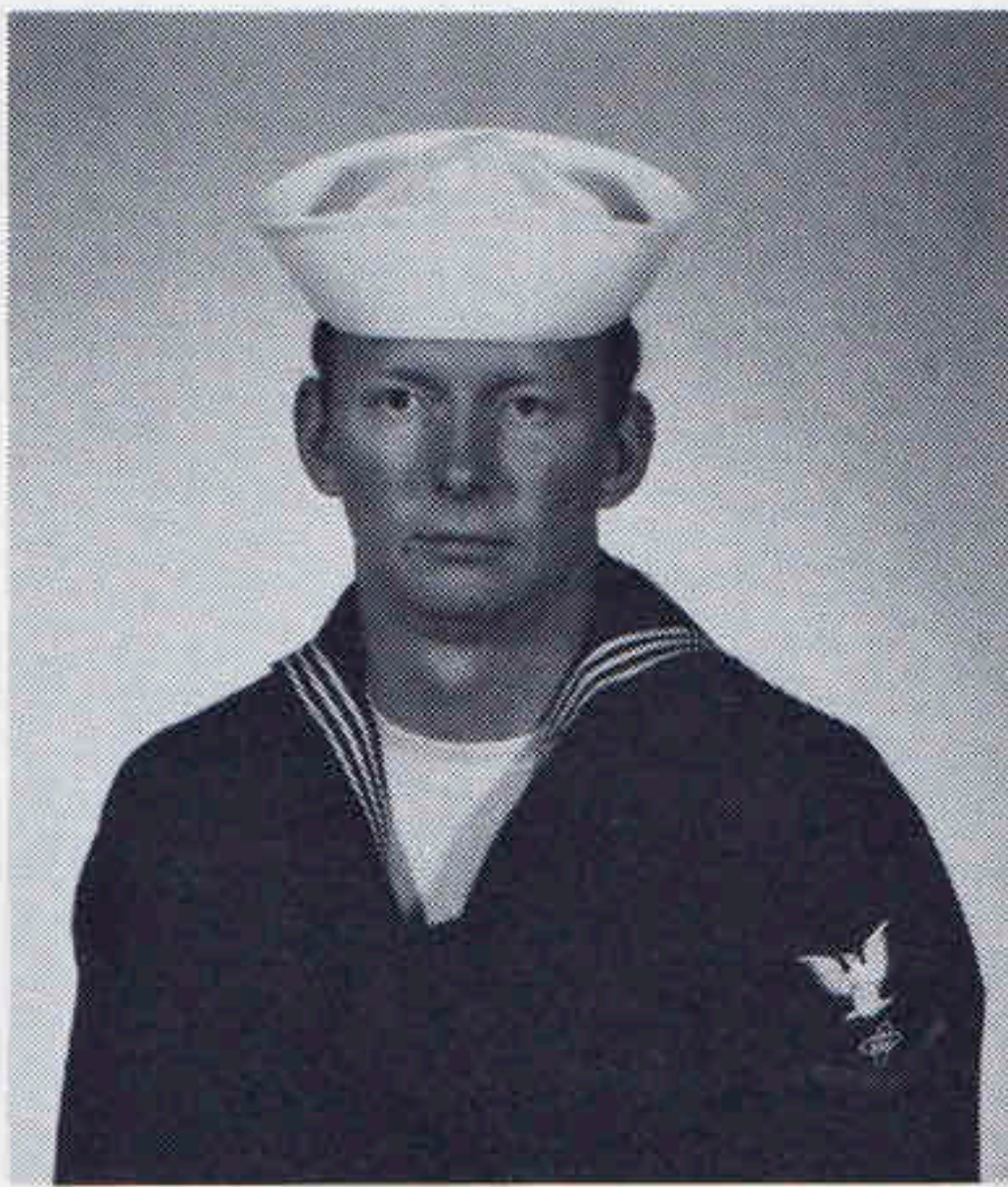
ET2 HERSCHEL E.
SHELTON
Miami, OK



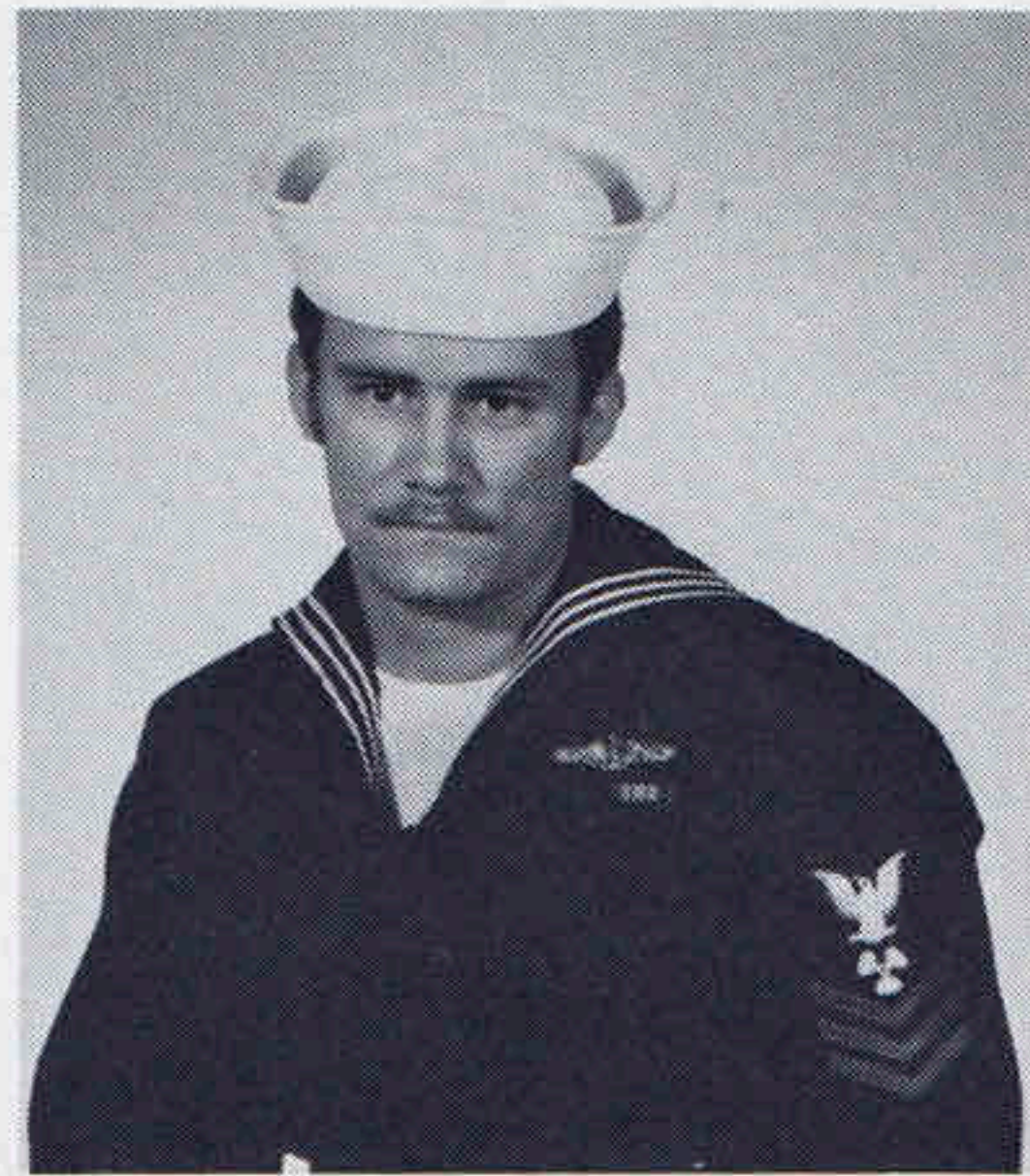
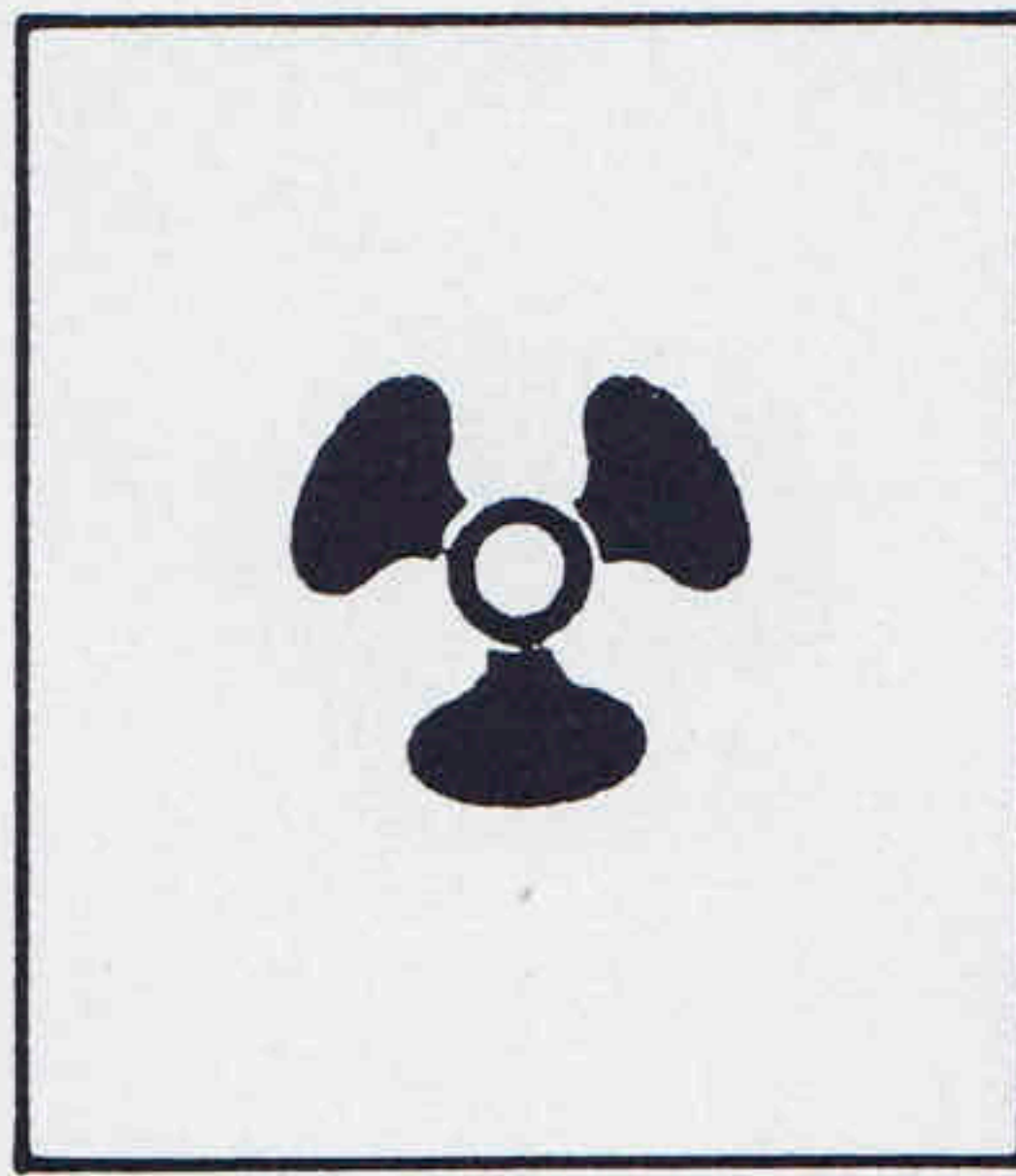
ET2 JON A.
VANWERT
Worcester, MA



ET2 MICHAEL H.
LINCH
Corpus Christi, TX



ET3 GARY C.
BAILEY
Penn Yan, NY



MM1 JERRY E.
KLAUS
Alton, IL



MM2 ROY A.
BAUERS
Pinellas Park, FL



MM2 EDWARD A.
GRANT, JR.
Seebeck, WA



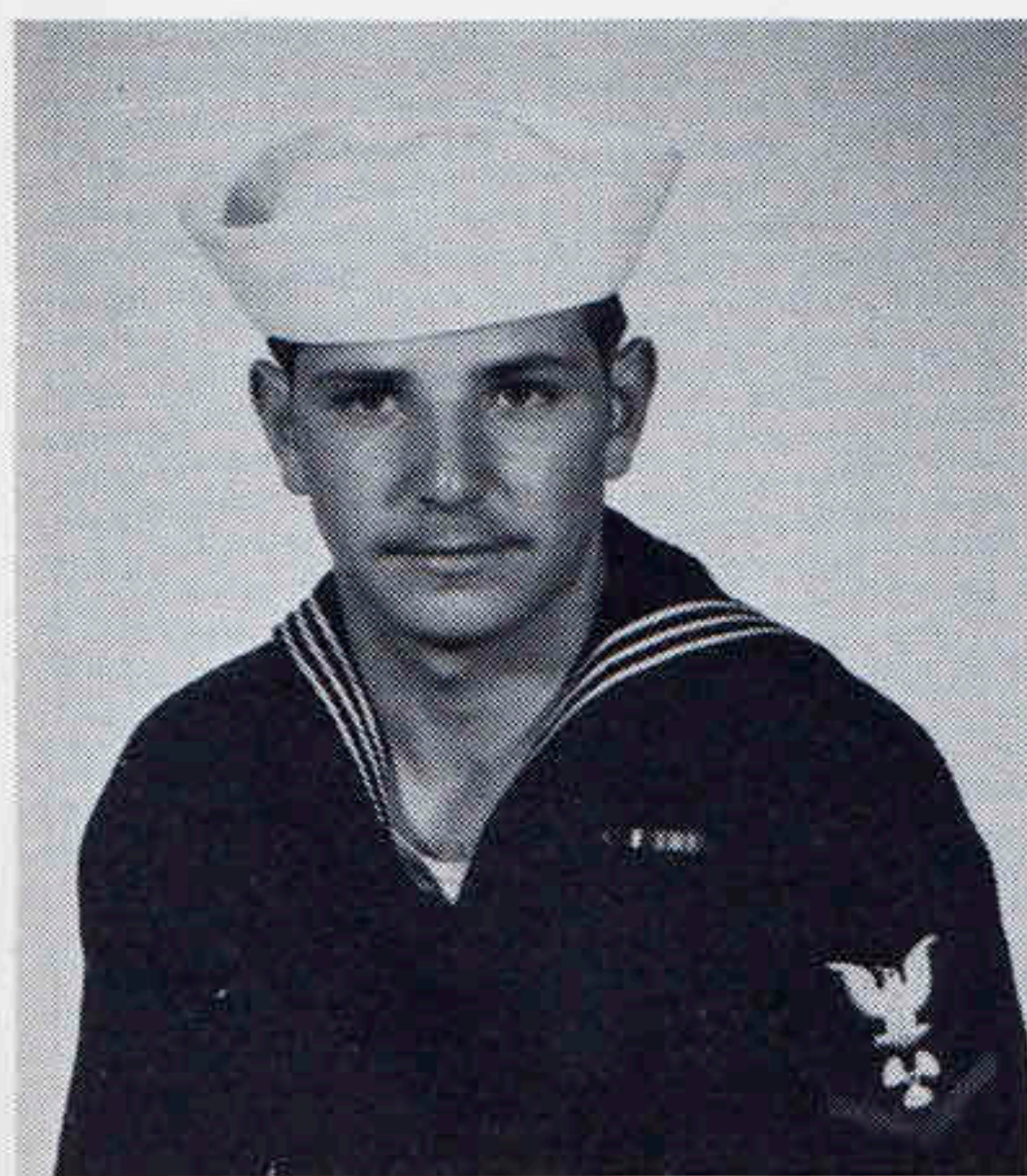
MM2 SCOTT J.
IRWIN
Albuquerque, NM



MM3 KARL S.
CARTER
Cleveland, OH



MM3 KURT J.
HARRIS
Novato, CA



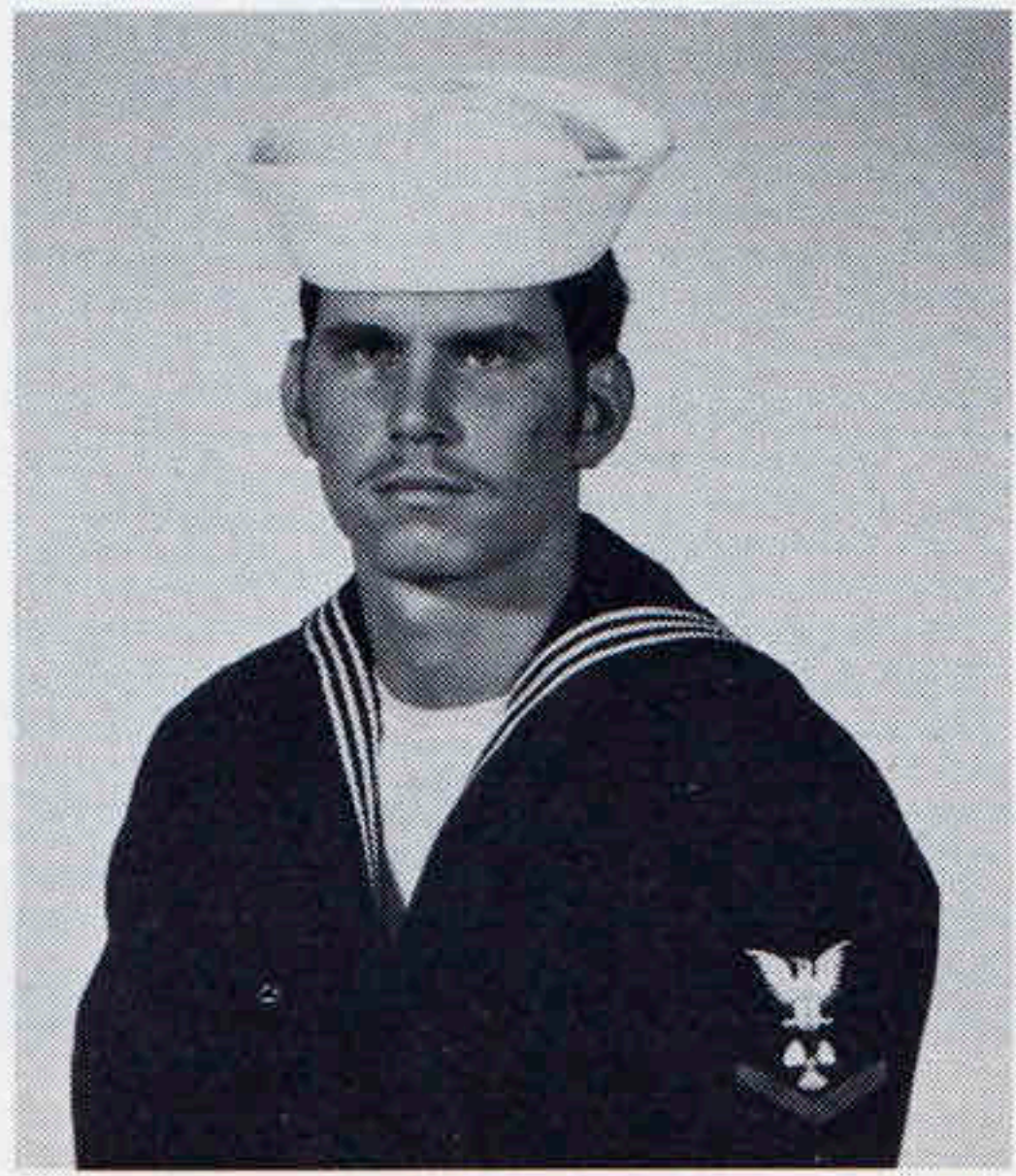
MM3 HENRY G.
SCHWIND
Brandon, WI



MM3 ARTHUR R.
SIMPSON
Waverly, FL



MM3 WILLIAM T.
TODD
Los Alamos, NM



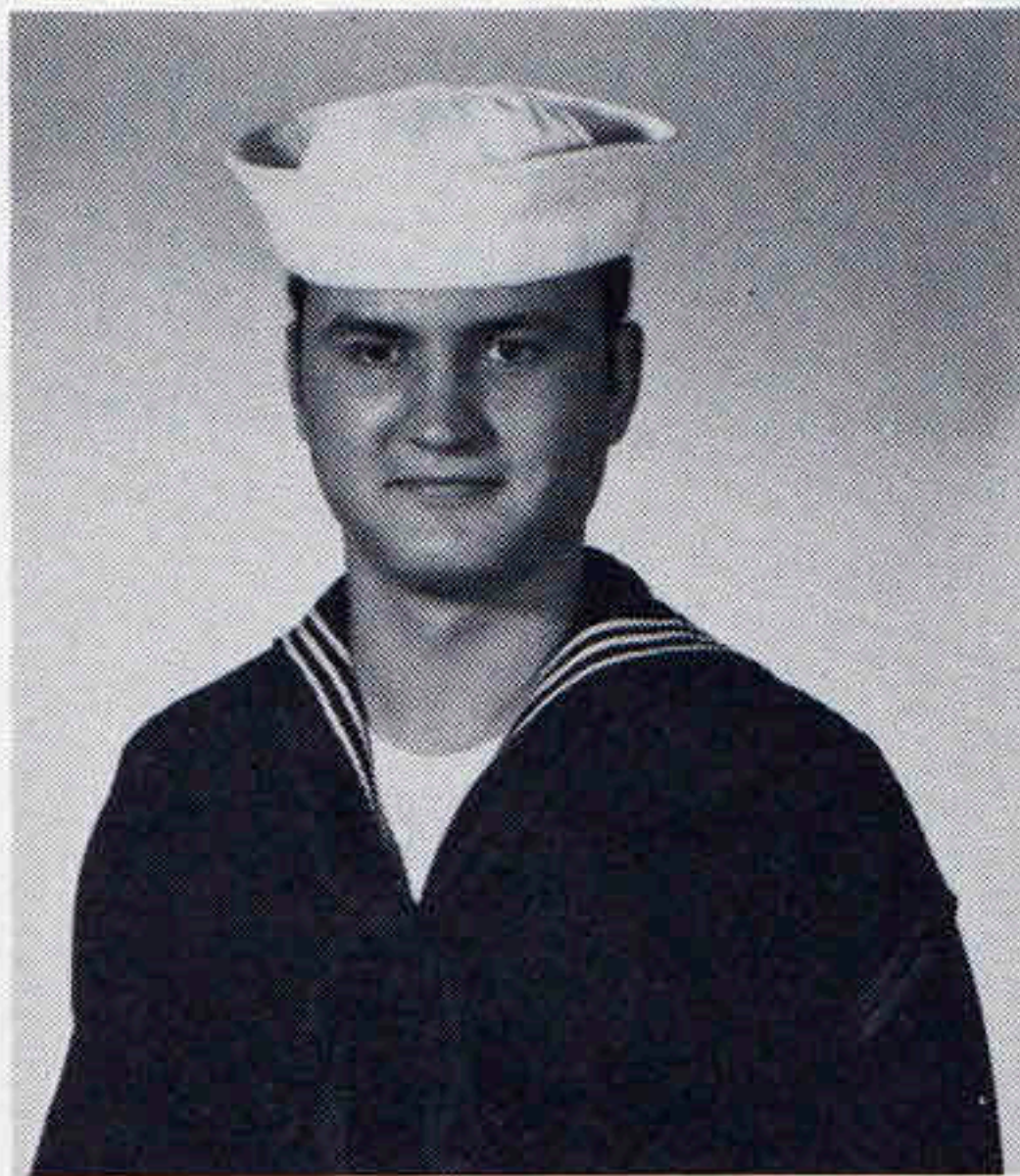
MM3 WALLACE D.
JONES, JR.
Hooks, TX



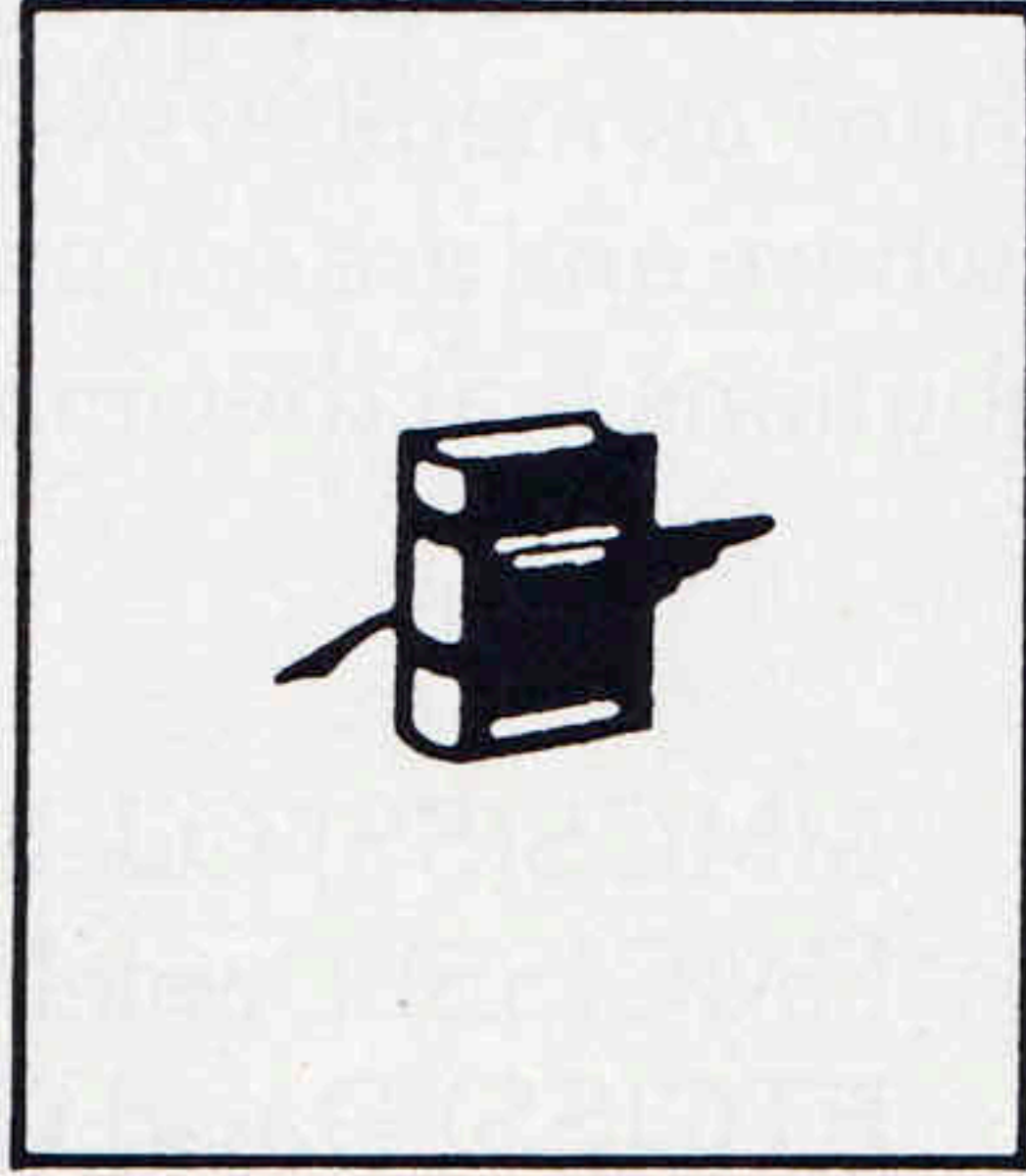
FA DAVID
JORSEY, II
E. Berlin, CT



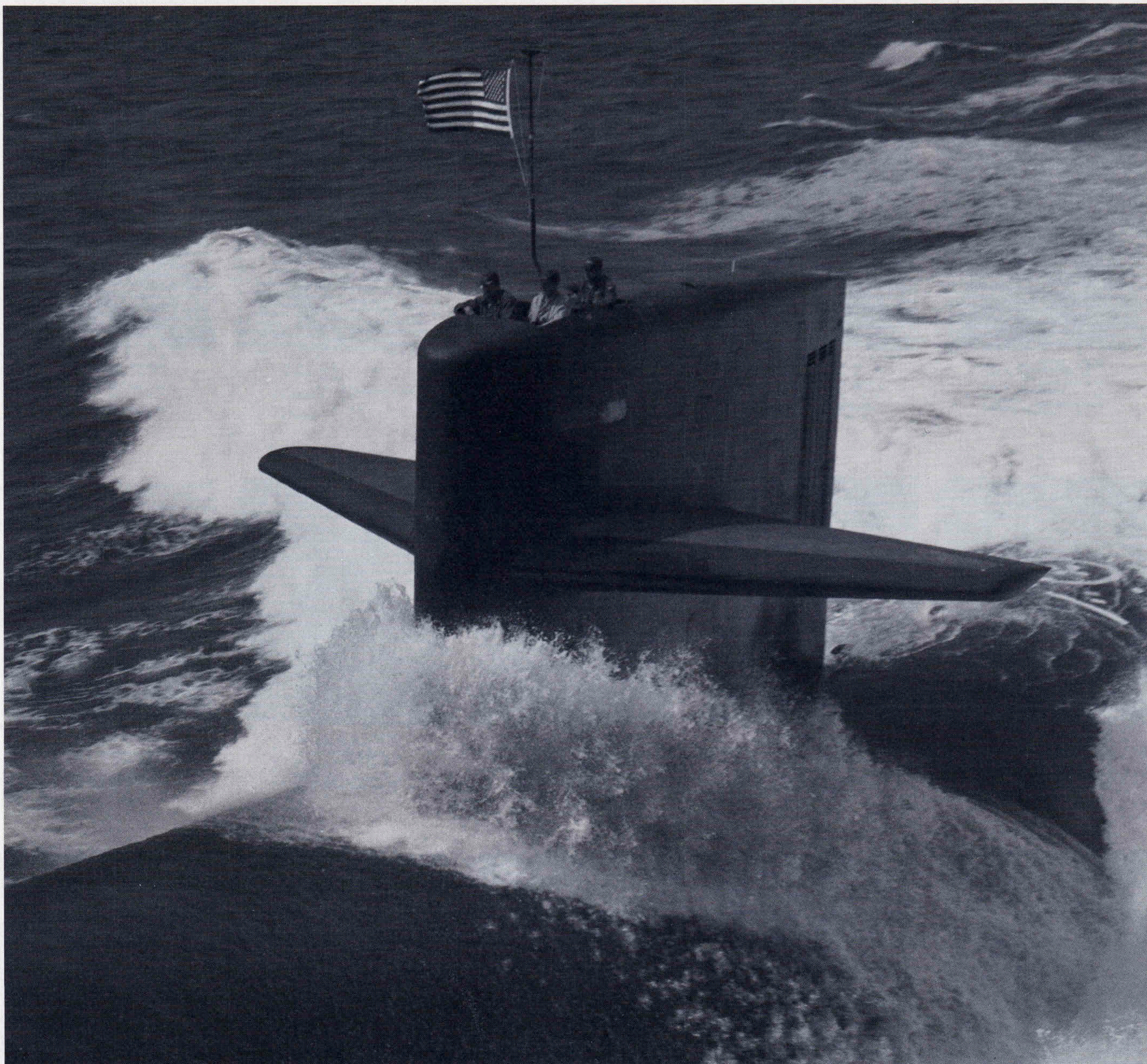
FN ROBERT M.
HARDY
Meriden, CT



FA JAMES R.
ONEIL, JR.
Mansfield, OH



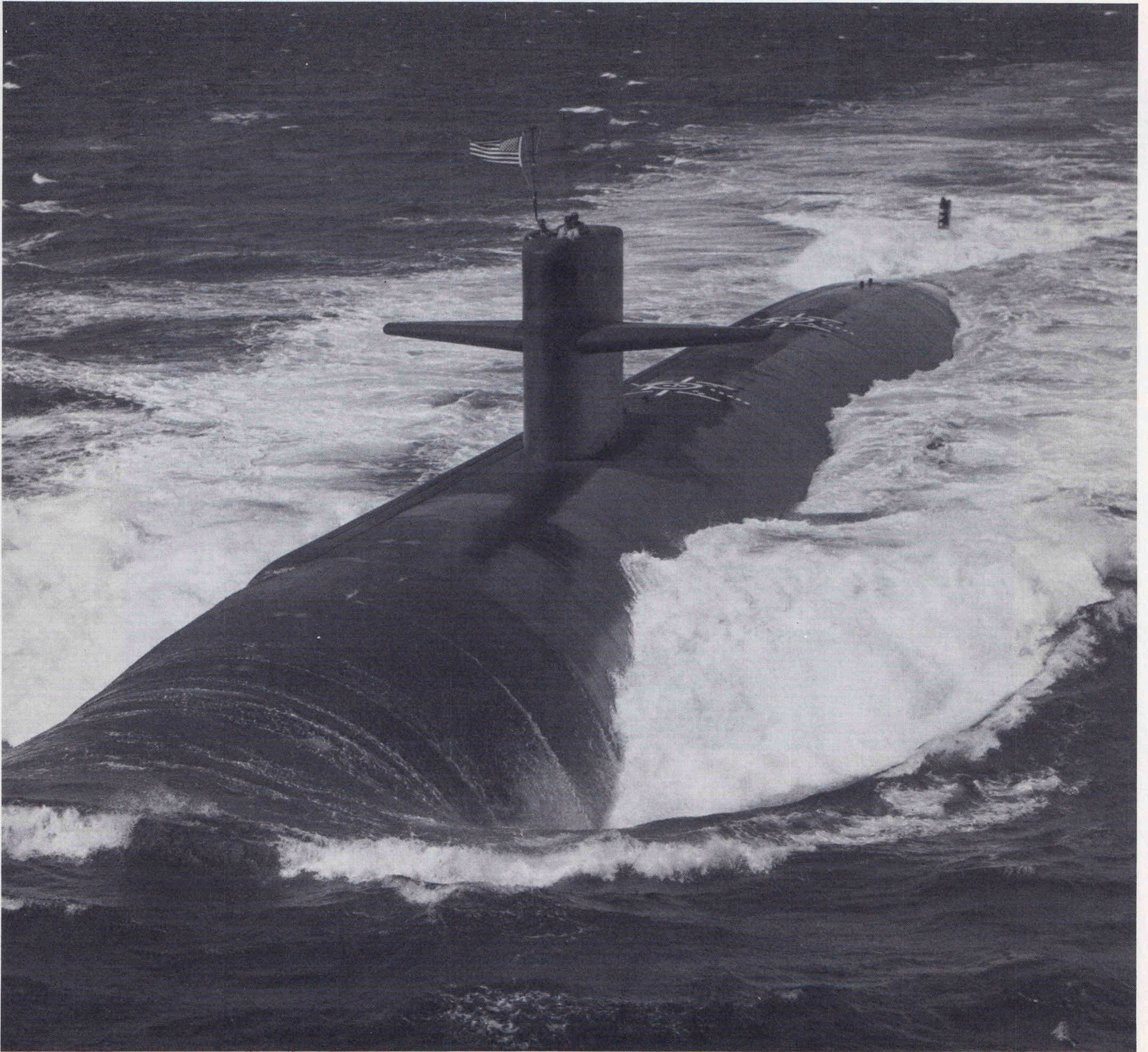
PN1 STEVEN D.
PAINTER
Pittsburg, KS



★ **WITH SPECIAL RECOGNITION** ★

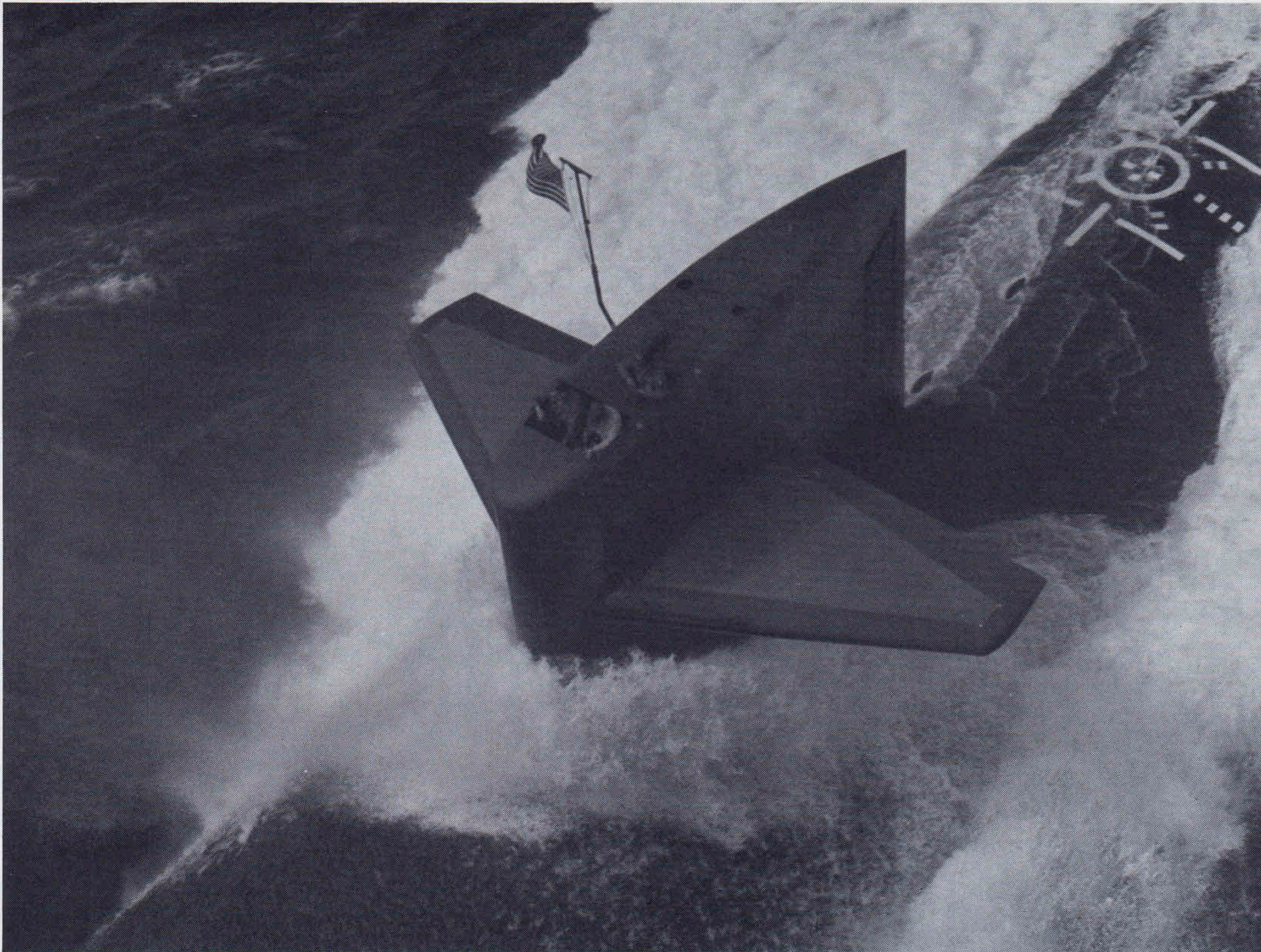
Many people labored long and hard as members of the PORTSMOUTH Precommissioning Unit, but have since been transferred for duty elsewhere and are not part of the commissioning crew. This page recognizes those individuals for the significant contributions that they made in the construction of this fine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

MMCS(SS) Odell L. Olsen, Jr., USN
HMC(SS) Daniel L. Moffat, USN
ETC(SS) David C. Rediger, USN
ET2 Robert C. Chiroux, USN
STS2 William A. Desmond, USN
STSSA Bruce H. Gagnon, USN



USS PORTSMOUTH SSN707

USS PORTSMOUTH (SSN707)



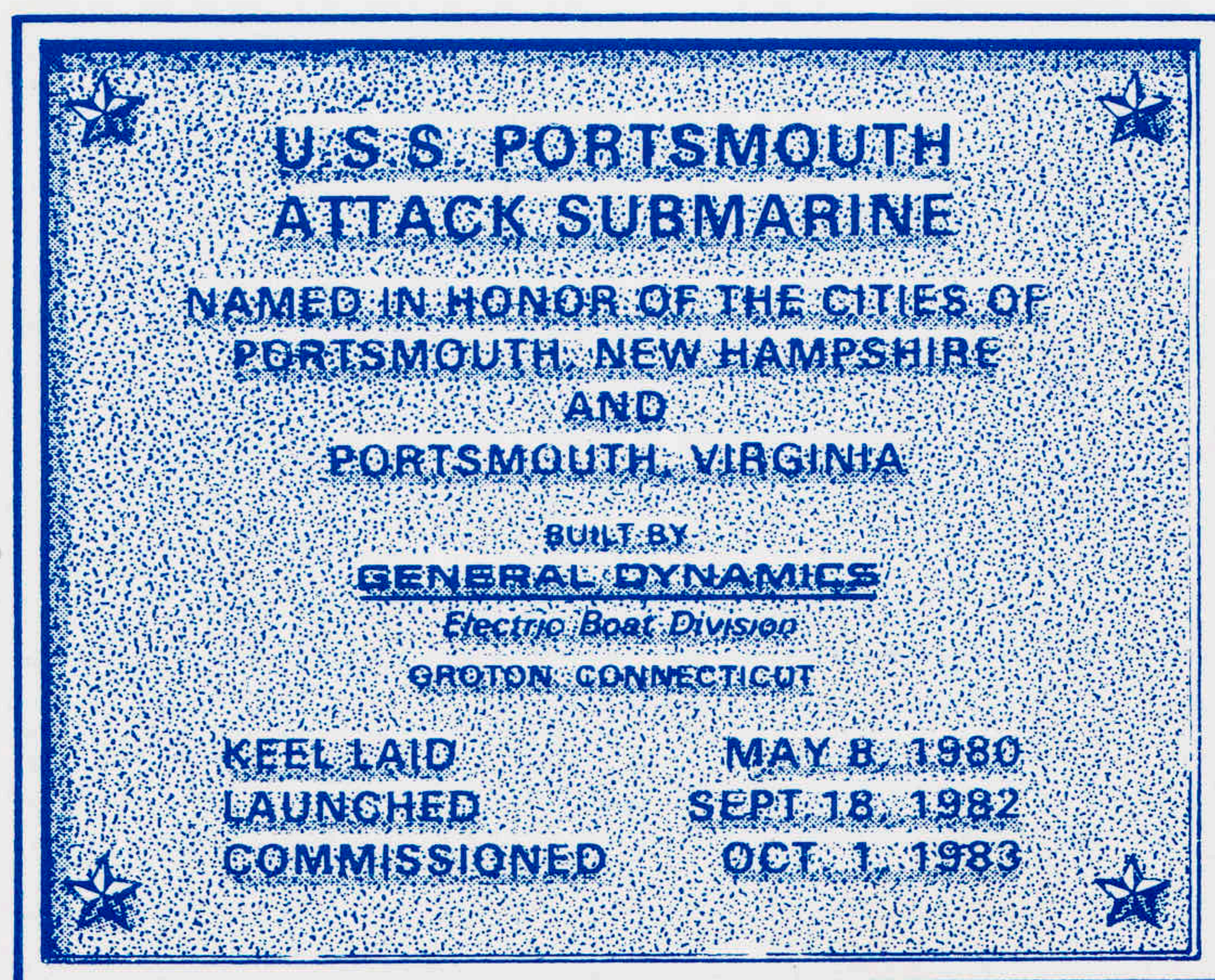
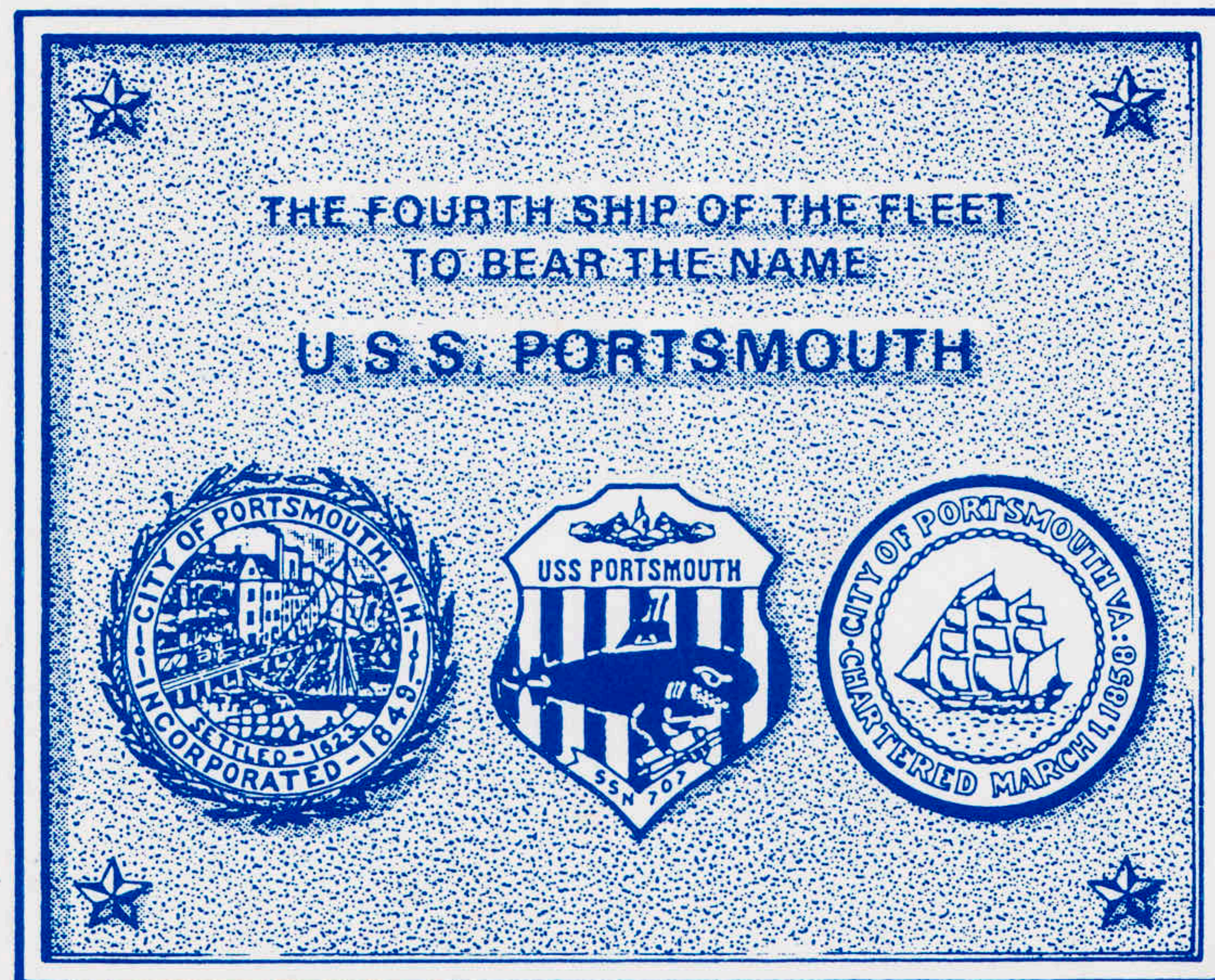
LENGTH:	360 FEET
DISPLACEMENT (SURFACED):	6090 TONS
(SUBMERGED):	6927 TONS
HULL DIAMETER:	33 FEET
DRAFT:	32 FEET
COMPLEMENT:	OFFICERS: 13
	ENLISTED: 114
	TOTAL: 127

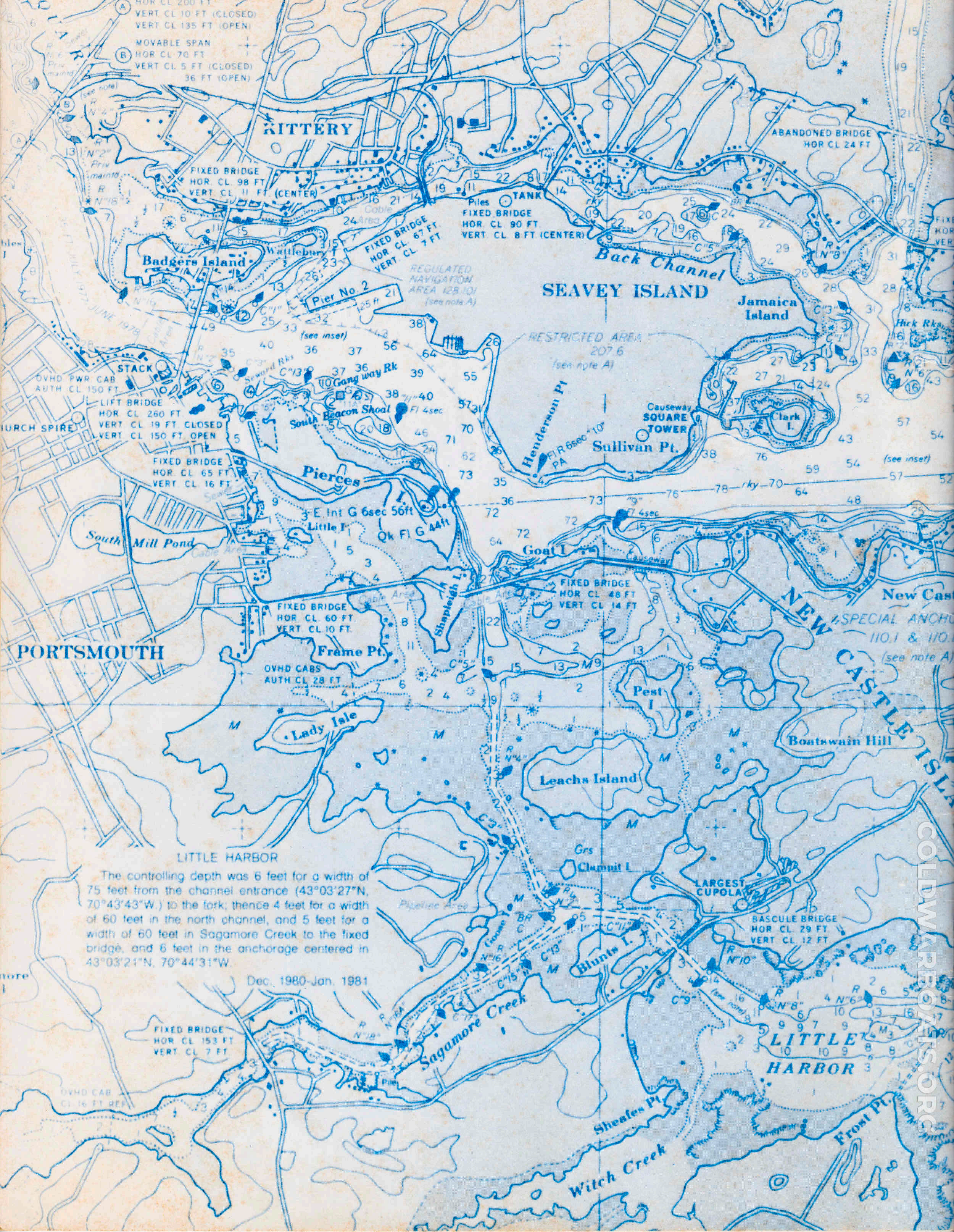
USS PORTSMOUTH is the latest addition to the LOS ANGELES Class, the Navy's newest class of nuclear-powered attack submarines. They are the most advanced undersea vessels of their type in the world. Their mission: to hunt down and destroy enemy surface ships and submarines.

The 360-foot, 6,900-ton ships are well equipped to accomplish that task. Faster than their predecessors and equipped with highly accurate sensors and weapon control systems, they are armed with sophisticated Mark 48 anti-submarine torpedoes and the Harpoon guided missile. Each vessel carries a crew of 127, 13 officers and 114 enlisted men, all specialists in their respective fields.

Approval to proceed with this class resulted from a review of the U.S. Submarine Program conducted nine years ago by the House and Senate Armed Services and Appropriations Committees and the Joint Committee on Atomic Energy. USS LOS ANGELES (SSN688), for which the class is named, was commissioned on 13 November 1976.

COMMISSIONING PLAQUES





HOR CL 200 FT
VERT CL 10 FT (CLOSED)
VERT CL 135 FT (OPEN)
MOVABLE SPAN
HOR CL 70 FT
VERT CL 5 FT (CLOSED)
36 FT (OPEN)

KITTERY

Badgers Island

SEAVEY ISLAND

Jamaica Island

STACK

LIFT BRIDGE
HOR CL 260 FT
VERT CL 19 FT CLOSED
VERT CL 150 FT OPEN

Pierces

PORTSMOUTH

LITTLE HARBOR

The controlling depth was 6 feet for a width of 75 feet from the channel entrance (43°03'27"N, 70°43'43"W.) to the fork; thence 4 feet for a width of 60 feet in the north channel, and 5 feet for a width of 60 feet in Sagamore Creek to the fixed bridge, and 6 feet in the anchorage centered in 43°03'21"N, 70°44'31"W.

Dec. 1980-Jan. 1981

FIXED BRIDGE
HOR CL 153 FT
VERT CL 7 FT

Sagamore Creek

LITTLE HARBOR

COLDWATERBOATS.ORG