

COMMISSIONING
OF THE
USS NORFOLK
(SSN-714)
21 MAY 1983
NORFOLK, VA.



GOLDMAN BOATS ORG

THE COMMISSIONING CEREMONY: A TRADITION

The Commissioning Ceremony signifies the acceptance for service and the entry of a ship into the active fleet of the United States Navy. At the moment of the breaking of the commissioning pennant, NORFOLK becomes a proud ship of the line, USS NORFOLK (SSN-714). The Commanding Officer, together with the ship's officers and crew, then accepts the duties and responsibilities of making and keeping her ready for any service required by our nation, whether we be at peace or at war. The naval Commissioning Ceremony has been a tradition in all navies for centuries and in the United States Navy since its beginning; it marks the formal entrance of a man-of-war into the naval forces of her nation. It is the final and perhaps most significant event of the triad that brings a ship to life; keel laying, launching and christening, and commissioning.

In the early periods of our Navy's history, no exact procedure for the commissioning ceremony was prescribed. Thus, a ship's date of commissioning was recorded as any one of a number of days-when the colors were first raised, when the officers and crew reported onboard, when the first log entry was made, or when the ship first put out to sea. Throughout the years, however, one visible and significant manifestation of the commissioned ship has remained constant: active ships of the United States Navy, from days of the handsome frigates under sail to the era of nuclear powered ships, have proudly worn a commissioning pennant and the "Stars and Stripes".

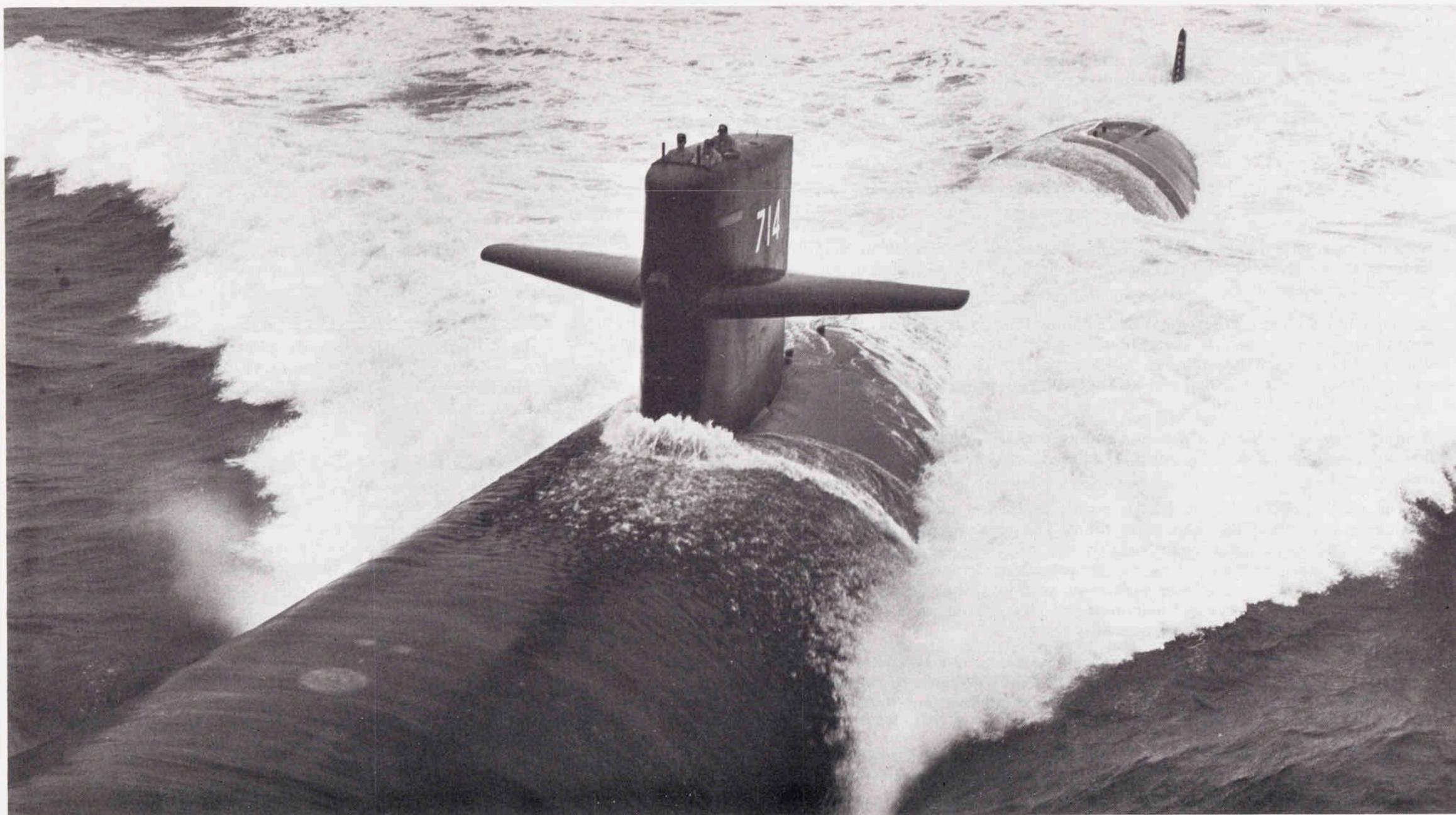
The commissioning pennant has for centuries been the unique symbol of the man-of-war. Today, as the distinctive mark of a ship in commission, it is flown, except when displaced by the personal flag of an Admiral or Commodore aboard the ship. The origin of the commissioning pennant, like many of our traditions, can be traced to the British Navy. When the Dutch Admiral Maarten Harbertszoon Van Tromp defeated an English fleet at Dungeness in 1692, he cruised with a broom at his mast head to signify that he had swept his enemies from the sea. When fortune was reversed the following year, the British Admiral, William Blake, hoisted a long streamer from his masthead to represent the lash of a whip, indicating that he had whipped his adversary off the water. In doing so, the victorious British set the precedent for a long narrow commissioning pennant to be flown from every man-of-war to symbolize the original horsewhip as the distinctive symbol of a ship at war.

As technology increased the number of guns and other equipment topside, the length of the pennant had to be shortened. For many years the pennant had thirteen stars, symbolic of the thirteen original colonies. In 1933 the seven star pennant became standard. It continues to fly as the proud symbol of a ship serving in the cause of freedom.

Today, at the moment of breaking the commissioning pennant, you witness the USS NORFOLK come to life. At that moment, she becomes the responsibility of her Captain and crew. From this day forward, she will assume a unique personality and become infused with the will, the spirit, and the dedication of those who serve in her. USS NORFOLK also acquires a special international distinction today: wherever she sails, she will project the character and perseverance of her parent city, state, and nation in providing for their security and well being.

The modern commissioning ceremony is devoid of the ancient pagan rituals which were instituted to ward off evil spirits and seafaring denizens. We have outgrown these primitive superstitions; yet, even today, the experienced sailor senses a certain mystery about the sea. We firmly believe that your presence here today will ensure us "fair winds and a following sea" in all that lies ahead. Thank you for coming.

COVER: TOP-LEFT-CLOCKWISE: ST. PAULS CHURCH, THE HAGUE, THE BOTANICAL GARDENS, THE CHAMBER OF COMMERCE, SCOPE-CHYSLER HALL COMPLEX, THE HERMITAGE.



COMMISSIONING OF THE NUCLEAR POWERED ATTACK SUBMARINE
UNITED STATES SHIP NORFOLK (SSN-714)
BUILT BY
NEWPORT NEWS SHIPBUILDING AND DRYDOCK COMPANY
NEWPORT NEWS, VIRGINIA
SATURDAY THE TWENTY-FIRST OF MAY NINETEEN-HUNDRED AND EIGHTY-THREE
NORFOLK, VIRGINIA
SPONSOR
MRS. JANE D. WEINBERGER

THE CITY

Norfolk began as an Indian Village. English settlers, who arrived on Norfolk's shore in the early 1500's, found Chesapeake Indians living at what is now the downtown waterfront.

Later, Nicholas Wise, a Tidewater planter, claimed the land as his own. When the British king commanded the creation of towns in the Virginia colony in 1680, Wise's land was one of the sites selected for settlement. He sold the property to the colonial government in Williamsburg for \$400 worth of tobacco in 1682 and the town of Norfolk was founded.

Another Tidewater planter, Adam Thoroughgood, is credited with naming Norfolk. His house-one of the oldest brick houses in America-still stands today, restored and open to visitors.

By the early 1700's Norfolk had a steady maritime trade and flourishing commerce with the Tidewater plantations. This growing business brought prosperity and a population of nearly 1000 to the town. The residents decided that they wanted to govern themselves, so they asked the British king for a charter making Norfolk a borough. A charter was granted in 1736 establishing a local government consisting of eight aldermen and 16 councilmen. Boush Street is named after Samuel Boush, the first mayor.

At this time relations were good with England. So it came as no surprise when, in 1753, Lt. Governor Dinwiddie presented Norfolk with a token of high esteem for the prospering borough. He gave Norfolk a silver mace, the symbol of the king's authority.

The finely crafted Mace has been preserved through the wars and fires of Norfolk's past. Today it is one of the city's most unusual and prized possessions and an official symbol of Norfolk. The Mace is now displayed in the vault of Virginia National Bank Building, and a replica can be found in the mayor's office in City Hall.

By the time of the American Revolution in 1775, the situation was quite different. Norfolk, along with the rest of the Virginia colony had fallen out of favor with the king and his royal governor, Lord Dunmore. Dunmore attempted to take over Norfolk from his ships in the Chesapeake Bay off the Norfolk coast. On January 1, 1776, Dunmore bombarded Norfolk and sent his men ashore to burn the borough's warehouses. The residents burned the rest of the borough so that it wouldn't fall into the hands of the British, and within three days, more than two-thirds of Norfolk was in ashes.

The only structure left standing in the smoking ruins of Norfolk was St. Paul's Episcopal Church, with a cannonball embedded in its wall. The reminder of that unhappy New Year's day can be seen high in the brick wall today at St. Paul's Church.

Norfolk recovered slowly from the destruction of the Revolutionary War, but as its maritime trade increased, the borough was rebuilt. (Evidence of the prosperity achieved by some of Norfolk's 6,000 residents at the turn of the 19th century can be seen in the restored residence of millionaire shipping merchant Moses Myers.)

Norfolk again had problems during the War of 1812 - a trade war with England. The war and a series of restrictive tariffs strangled Norfolk's commerce. Her warehouses were locked, her wharves empty, her shipyards idle, and her merchants ruined. Norfolk's hard times were eased, however, by the federal government's decision to locate one of its Navy yards at what is today the Norfolk Naval Shipyard. The shipyard gave employment to scores of residents.

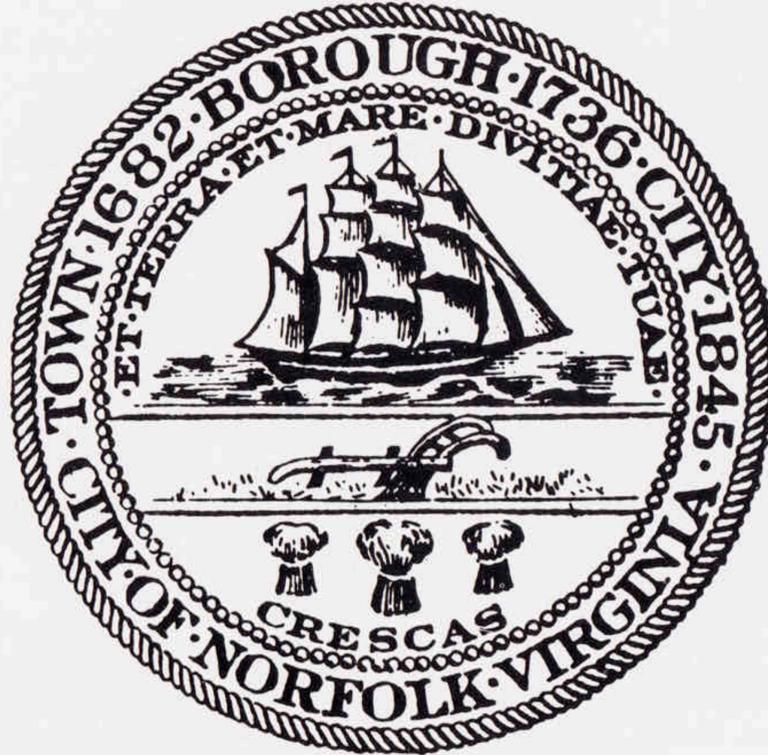
After the War of 1812, Norfolk began to thrive. And after surviving a history of burning, bombing, and financial ruin Norfolk rose up again and again - this time to become a city. In 1845 Norfolk's residents requested and received a city charter.

As a city, Norfolk has seen several episodes:

- The Yellow Fever epidemic 1855, when two-thirds of the city's 15,000 inhabitants were evacuated for several months, and two out of every three who remained died.
- The Civil War, when the occupation of Norfolk by Union forces in 1862 and the postwar reconstruction period brought harsh rule and hard times to the city.
- World War I, when both tremendous war activity and a drastic increase in population, stretched the city's growth capacity.
- World War II, when Norfolk took on the look of an armed camp as the city became the departure port for many Europe-bound convoys of men and machinery.

Each time Norfolk encountered change it sought a way to make things better, and succeeded. Today, the city that started as an Indian Village on the banks of the Elizabeth River has become a model city of rebirth. It is a resilient city that has proven its ability to grow and rebuild in the face of change and adversity.

THE CITY SEAL



The City Seal of the City of Norfolk, Virginia was officially adopted in the year 1913. While the City Seal had been around in various forms for many years prior to that, the history of its development and subsequent acceptance is somewhat sketchy. In 1913, a City Ordinance providing a seal for the City of Norfolk, Virginia was accepted by the Board of Aldermen and approved by the Mayor, Wyndham R. Mayo. City records today reveal the following:

“AN ORDINANCE PROVIDING A SEAL FOR THE CITY OF NORFOLK, VIRGINIA.

“Be it ordained by the Council of the City of Norfolk:

Sec. 1. That from and after the first day of July, nineteen hundred and thirteen, the Seal of the City of Norfolk shall be represented by a design, formed within two concentric circles, the outer circle having a diameter of two and one-eighth inches. Between the circles shall be a legend:

“City of Norfolk, Virginia;
Town: 1682 Borough: 1736 City: 1845”

in Roman characters. Within the inner circle, the design shall consist of a ship under full sail, typifying maritime commerce, beneath this shall be a field with plow and wheat sheaves, typifying agriculture. In the inner circle, in small roman characters, there shall appear the Latin Motto, “Crescas”, and the legend, “Et terra et mare divitiae tuae.”

Sec. 2. That from and after the date named in section one, no other design or seal, other than the seal of the Mayoralty, shall be used for the City of Norfolk, and no paper issued with municipal authority which requires the seal of the City, shall be valid, unless the seal described in the foregoing section shall be affixed to the same.

Sec. 3. The City Clerk shall be the keeper of the City Seal.

Sec. 4. The City Clerk is authorized to have the proper size sealpress made for the above described seal, payment for same to be made from general expense account by warrant of the city Comptroller, until further reference to the Council.

Sec. 5. This ordinance shall be in force from and after its passage, and all ordinances or parts of ordinances in conflict with this are hereby repealed.”

This Ordinance passed by a vote of 15 to 0 on March 11, 1913 and was approved by the Mayor on April 10, 1913. The Special Committee on the Change of City Seal was chaired by Mr. J.M. Bunting and Mr. J.A. Baecher. In their report, the Chairmen “stated that the Committee was ably assisted by Architect R.E. Lee Taylor in preparing the new seal, and moved that the thanks of the Board of Aldermen be extended to him for his services.”

Oddly, the English translation of the Latin phrases on the City Seal was never explained in the Ordinance that adopted the Seal. In December 1952, a letter was drafted that stated:

“December 22, 1952

“Miss Granberry, teacher of Latin at Maury High School, today made the following literal translation of the Norfolk City Motto: “Et terra Et mare Divitiae Tuae Crescas” -

“The land and the sea your wealth (or riches) may you
increase (or grows)”

A proper regrouping of these words into English usage would result in:

“May you increase your wealth on land and sea”

(or some similar construction)

SPH”

We, the officers and crew, of USS NORFOLK (SSN-714) are proud to sail with the name Norfolk and share in the city’s heritage and history.



MAYOR CITY OF NORFOLK
THE HONORABLE VINCENT J. THOMAS

Dear Captain Karr:

The commissioning of USS NORFOLK is a very important occasion for the United States Navy and the City of Norfolk. It represents yet another milestone in the advancement of our magnificent Navy, whose international presence is so vital to the maintenance of freedom and whose local presence means so much to the economic, cultural and social lives of the communities of Hampton Roads.

USS NORFOLK is the third naval vessel to be so named, symbolizing the strong ties our city has enjoyed with the Navy, dating back to the Civil War. In fact, Norfolk and the Navy have been so closely intertwined that it is difficult to talk about the history of one without the other.

It is a signal honor for the citizens of Norfolk to participate in the commissioning of their city's namesake, and our thanks go to those at the highest levels of our national government and our Navy for this most appropriate tribute to our city and its people.

Captain Karr, you and your crew and your families are very special to the citizens of our city, and we wish you Godspeed as you sail to the far corners of the earth this powerful symbol of America's determination to be forever free. As you do, the hearts of the people of Norfolk go with you.

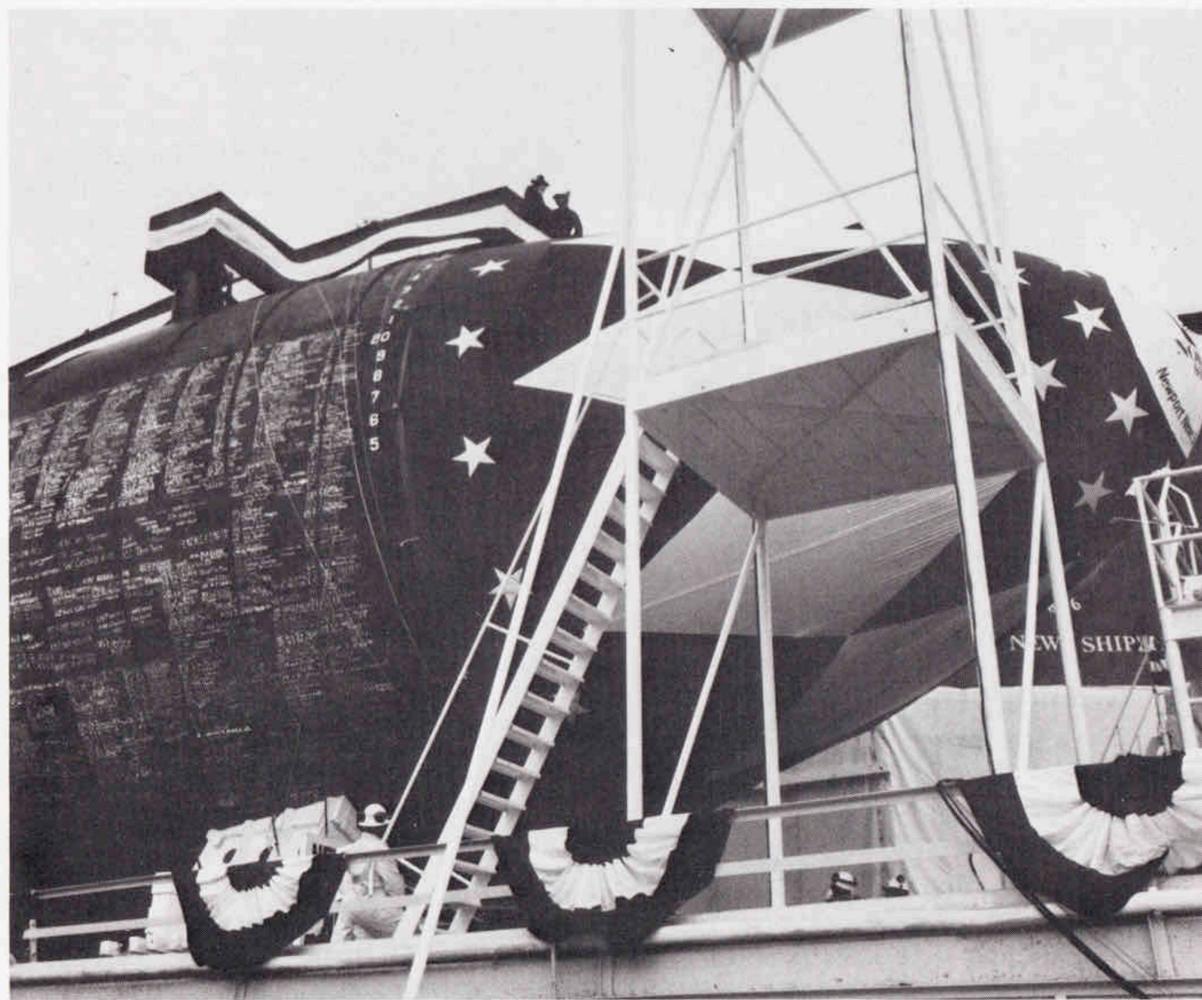
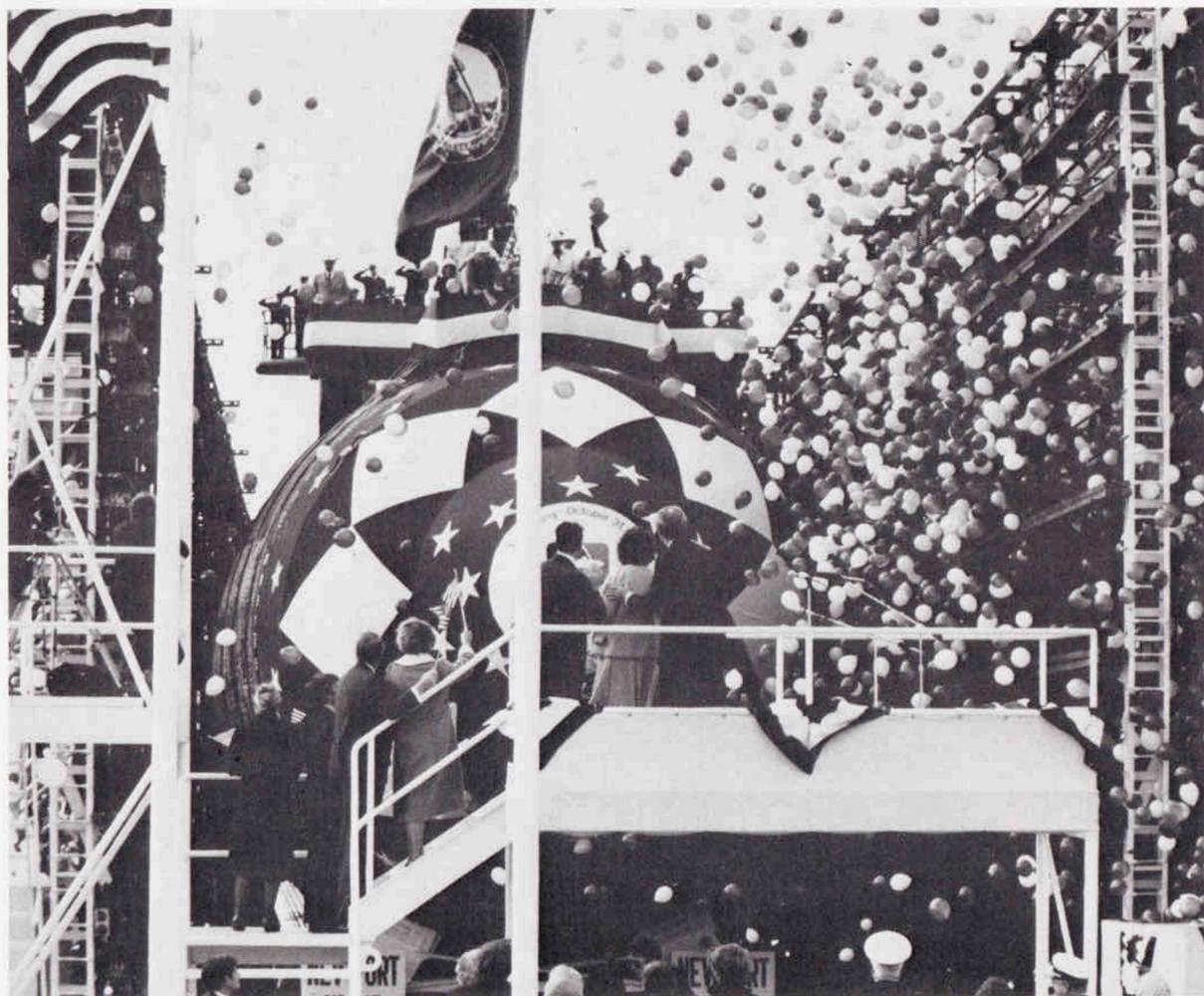
I feel as though we are honoring an old friend at this commissioning. Norfolk is proud to play a part in this ceremony, and as Mayor of Norfolk, I extend our city's heartfelt congratulations and best wishes.

Sincerely yours,

A handwritten signature in cursive script that reads "Vincent J. Thomas". The signature is written in dark ink and is positioned above the printed name.

Vincent J. Thomas
Mayor

THE SHIP



LAUNCHING STORY

Launch Day! That special day in the life of a ship when it slides down the shipway to become waterborne for the first time. It took place for NORFOLK (SSN-714) on 31 October 1981, a cold, blustery day at Newport News Shipbuilding and Dry Dock Company in Newport News, Virginia. A crowd of over 7,000 watched as the ship's sponsor, Mrs. Jane Dalton Weinberger, the wife of the Secretary of Defense, Caspar W. Weinberger, cracked the traditional bottle of champagne across the ship's bow and christened the ship "NORFOLK". Thousands of balloons were released, horns blared, bands played, and the crowds cheered as the NORFOLK gracefully slid into the chilly waters of the James River. NORFOLK became the ninth Los Angeles class nuclear powered fast attack submarine launched at Newport News, but its launching held special significance for the Navy, for Newport News Shipbuilding, and for the City of Norfolk, home of the world's largest naval base. For Newport News Shipbuilding, the men and women who had worked so hard on NORFOLK from her keel laying to her launch had the opportunity to demonstrate their pride and quality of workmanship by signing their names to the side of the hull. For the Navy, the ceremony represented the continuing commitment to world peace through a strong naval presence. The principal speaker, Caspar W. Weinberger, called for an increased commitment to the Navy shipbuilding program to counter the growing threat of the Soviet military. Calling a strong Navy essential in protecting the American way of life, Mr. Weinberger said the surest guarantee of peace is to protect the world that we know today. Among the dignitaries present were presidential counselor Edwin W. Meese, II, former Lieutenant Governor Marshall Coleman, Mayor Vincent J. Thomas of Norfolk, Senator Paul S. Trible of Virginia, Navy Secretary John F. Lehman, and Vice Admiral Steven A. White, Commander, Submarine Force, U.S. Atlantic Fleet.



**MRS. JANE D. WEINBERGER
SHIPS SPONSOR**

Served in United States Army Nurse Corps during Second World War

Volunteer Worker and Board Member of numerous organizations including:

Thirty years with St. Luke's Hospital, San Francisco, California

Associated with Folger Shakespeare Library since 1970 - Chairman of Folger Board, Member Friends of the Folger, Member International Council of Friends. Trustee Amherst College.

Served actively at D.C. General Hospital, Member of their Board of Volunteers, 1970-1975 Now Honorary Member

Member of Board of Governors of the Jackson Laboratory (Cancer Research Institute) Member International Council of Jackson Laboratory

Sponsor of T.H.I.S., Washington, D.C.

Member of the Board of Trustees Capital Children's Museum

Secretary of the Board of The Wolf Trap Foundation

Patroness of the Armed Forces Hostess Association

Honorary Member Junior Army Navy Guild

Member Society of Sponsors - U.S. Navy

Hobbies: Cooking, gardening, swimming, boating, collecting glass paperweights and miniature porcelain boxes

SECRETARY OF DEFENSE
THE HONORABLE CASPAR W. WEINBERGER

Caspar Willard Weinberger was nominated by President Reagan to be Secretary of Defense on December 11, 1980, was confirmed by the United States Senate on January 20, 1981, and took the oath of office on January 21, 1981.

Born in San Francisco, California, on August 18, 1918, Mr. Weinberger graduated from public schools and earned his A.B. Degree, Magna Cum Laude, at Harvard College in 1938. He received an LL.B. Degree from Harvard Law School in 1941 and is a member of Phi Beta Kappa. He has also received degrees from the University of the Pacific, University of San Francisco, Rensselaer Polytechnic Institute and Elmira College.

Following law school, he joined the Army as a Private in the Infantry and was released from active duty four years later with the rank of Captain. During that time, he served with the 41st Infantry Division in the Pacific Theater of Operations and as a member of General Douglas MacArthur's intelligence staff.

After World War II, Secretary Weinberger served as a Law Clerk to U.S. Court of Appeals Judge William E. Orr for two years until 1947, when he joined the law firm of Heller, Ehrman, White and McAuliffe in San Francisco. He was a partner in the firm from 1959 to 1969.

In November 1952, he was elected to the Assembly of the California State Legislature and was re-elected in 1954 and 1956 without opposition. In 1956 Secretary Weinberger was selected in a poll of California newspaper correspondents as the most effective member of the Legislature.

While continuing his law practice, Secretary Weinberger wrote a semi-weekly column for a number of California newspapers, moderated a weekly local public affairs television program in San Francisco, and was a staff book reviewer for a San Francisco newspaper and magazine from 1959 to 1968.

In 1967, he was named Chairman of the California State Government Organization and Economy Commission (called Little Hoover Commission) and he was appointed by President Richard M. Nixon as Chairman of the Federal Trade Commission. Six months later he was named Deputy Director of the Office of Management and Budget and became Director of that office in June 1972.

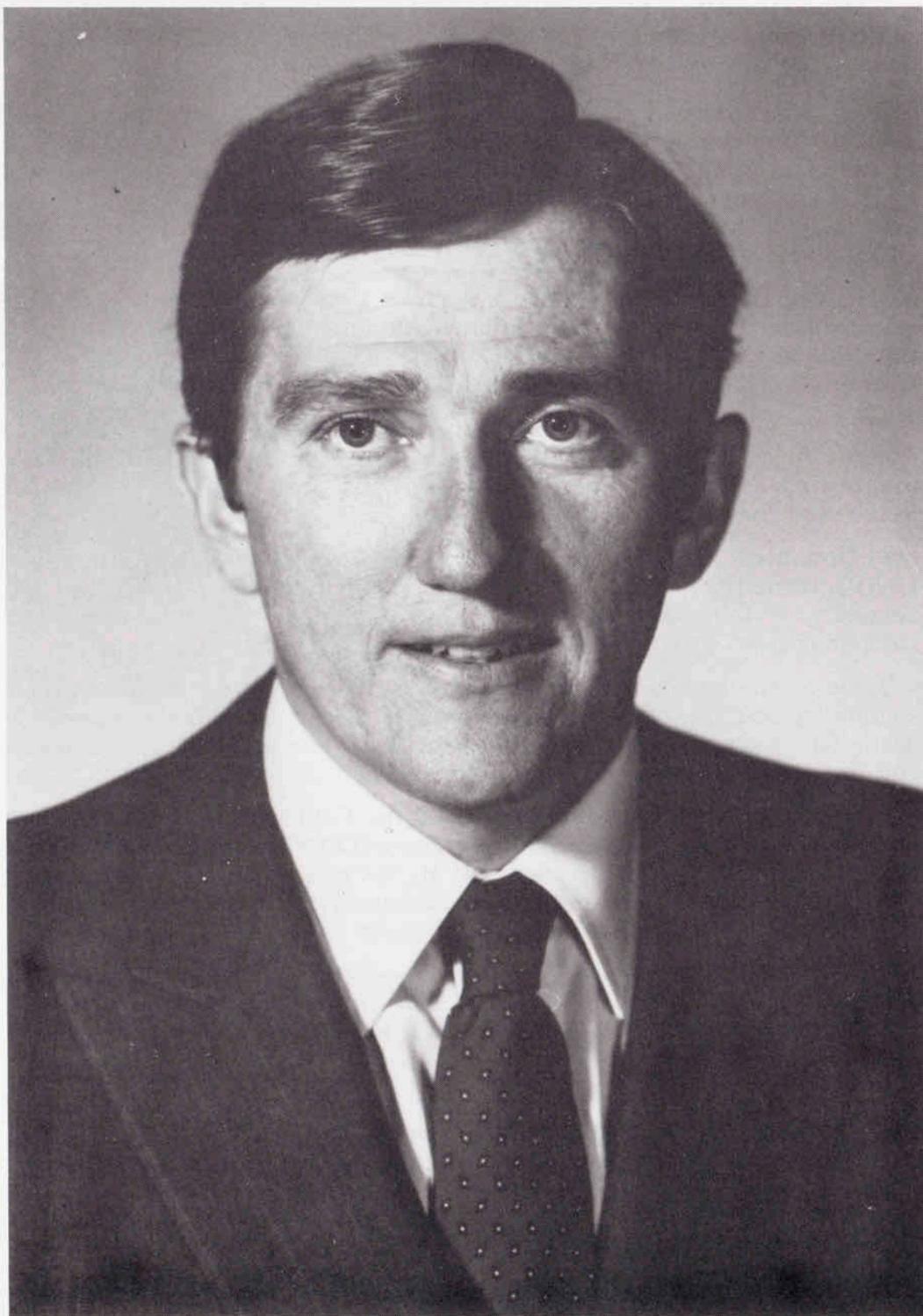
President Nixon appointed Secretary Weinberger, in February 1973, as Secretary of Health, Education and Welfare and he continued to head that Department under President Gerald Ford. He resigned to enter private business in August 1975.

Until resigning to accept his present office he was Director of Pepsi Co., New York; Director of Quaker Oats, Chicago; a member of the Trilateral Commission; a member of the Advisory Council of the American Ditchley Foundation; Treasurer of the Episcopal Diocese of California; member of the Board of Trustees of St. Luke's Hospital in San Francisco; and Chairman of the National Trustees of The National Symphony Orchestra, Washington.

Secretary Weinberger is married to the former Jane Dalton of Maine and they have two children, a son, Caspar Willard Weinberger, Jr., and a daughter, Arlin Weinberger.

Before being nominated by President Ronald Reagan to be Secretary of Defense, Mr. Weinberger was Vice President, Director, and General Counsel of the Bechtel Group of Companies.





SECRETARY OF THE NAVY
THE HONORABLE JOHN F. LEHMAN, JR.

Dear Captain:

Congratulations on your new command, and best wishes to you and to your crew on the commissioning of NORFOLK (SSN 714).

Your new ship is a powerful addition to the peacekeeping strength of our submarine Navy. Able to operate quietly over long distances, her speed and agility combine with the most advanced undersea weapons and sensors to make NORFOLK a formidable addition to America's defenses. You inherit the name of a city which, since our nation's birth, has been a major center of naval operations and fleet support; yours, also, is the spirit of an earlier NORFOLK which had a worthy share in protecting American shipping in the early days of our sailing Navy. A second NORFOLK served with distinction in the Atlantic and the Mediterranean and helped to develop new antisubmarine weapons and tactics. To you is now entrusted a tradition of duty well done. I know that you will blend the submariner's qualities of mind and heart with NORFOLK's fine capabilities to make this ship worthy of her name.

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 NORFOLK a fully effective instrument of sea power in our nation's defense. May you meet with every success in assuming that responsibility.

Sincerely,

A handwritten signature in cursive script, which appears to be "John F. Lehman, Jr.".

Captain Kenneth R. Karr, USN
PCO, NORFOLK (SSN 714)
Newport News Shipbuilding and Dry Dock Company
Newport News, Virginia 23607

UNITED STATES SENATOR
COMMONWEALTH OF VIRGINIA
THE HONORABLE JOHN W. WARNER

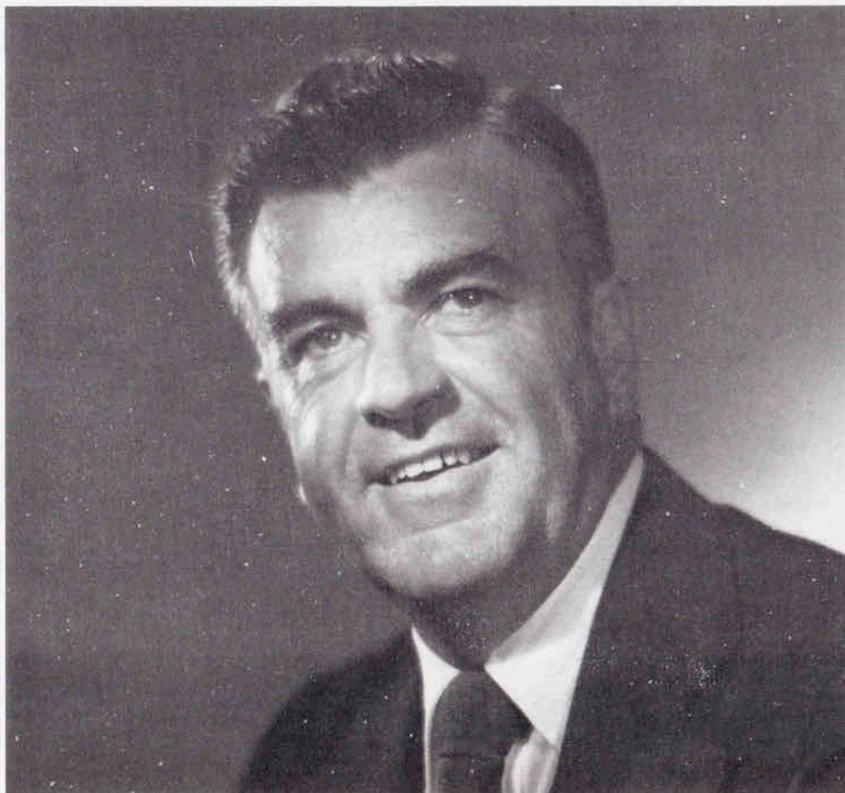


UNITED STATES SENATOR
COMMONWEALTH OF VIRGINIA
THE HONORABLE PAUL S. TRIBLE





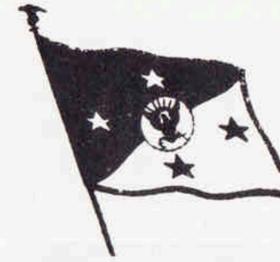
THE HONORABLE G. WILLIAM WHITEHURST
CONGRESSMAN, 2ND CONGRESSIONAL DISTRICT



THE HONORABLE HERBERT W. BATEMAN
CONGRESSMAN, 1st CONGRESSIONAL DISTRICT



THE HONORABLE NORMAN W. SISISKY
CONGRESSMAN, 4th CONGRESSIONAL DISTRICT



CHIEF OF NAVAL OPERATIONS
JAMES D. WATKINS
ADMIRAL UNITED STATES NAVY



Dear Captain,

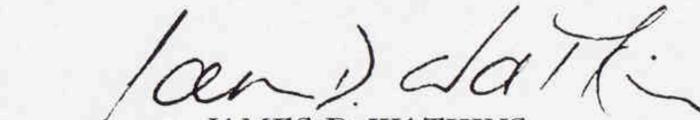
Please accept my hearty congratulations on the commissioning of United States Ship NORFOLK (SSN 714). An unusual distinction and a special responsibility fall upon you as the first commanding officer. By your selection as the commissioning captain, your distinguished record of professional competence has been recognized, and in this assignment the full measure of your demonstrated abilities will be called upon.

When she joins the fleet, NORFOLK 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 NORFOLK an operating capability to match her potential. As your ship and crew perform, NORFOLK will develop a personality and a reputation which will endure over her many years of service to the nation and to the Navy. NORFOLK'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 Kenneth R. Karr, USN
PCO, NORFOLK (SSN 714)
Newport News Shipbuilding and Dry
Dock Company
Newport News, Virginia 23607

SUPREME ALLIED COMMANDER ATLANTIC
UNITED STATES ATLANTIC COMMAND
UNITED STATES ATLANTIC FLEET

WESLEY L. McDONALD
ADMIRAL UNITED STATES NAVY



Admiral Wesley L. McDonald, of Arlington, Virginia, is a carrier aviator who has served in various staff and command positions since he graduated from the U.S. Naval Academy in 1946. His formal education includes Randall's Preparatory School (Washington, D.C.), U.S. Naval Academy (BS), and George Washington University (MS).

After graduation and prior to entering flight training in 1948, Ensign McDonald was a member of Admiral Richard E. Byrd's South Pole Expedition "HIGH JUMP". After receiving his wings, he served in several carrier fighter and attack squadrons.

Command tours of duty include Attack Squadron FIFTY-SIX, where he led the first retaliatory strike into North Vietnam following the Gulf of Tonkin incident in 1964, Carrier Air Wing FIFTEEN, amphibious landing ship dock USS HERMITAGE (LSD 34), and the aircraft carrier USS CORAL SEA (CV 43). While in command of CORAL SEA, he was selected for promotion to Rear Admiral and assigned duty as Commandant THIRTEENTH Naval District. In 1972 he assumed command of Carrier Group THREE and deployed to the Western Pacific, participating as a Task Group Commander in the final stages of the Vietnam War. This assignment in the Western Pacific was continued when Rear Admiral McDonald was assigned as Commander Naval Air Force Pacific representative embarked in USS MIDWAY (CV 41), homeported in Yokosuka, Japan. He then served as the Chief of Naval Air Training for one year before being reassigned to Washington in August 1975 for duty as the Deputy Chief of Naval Personnel.

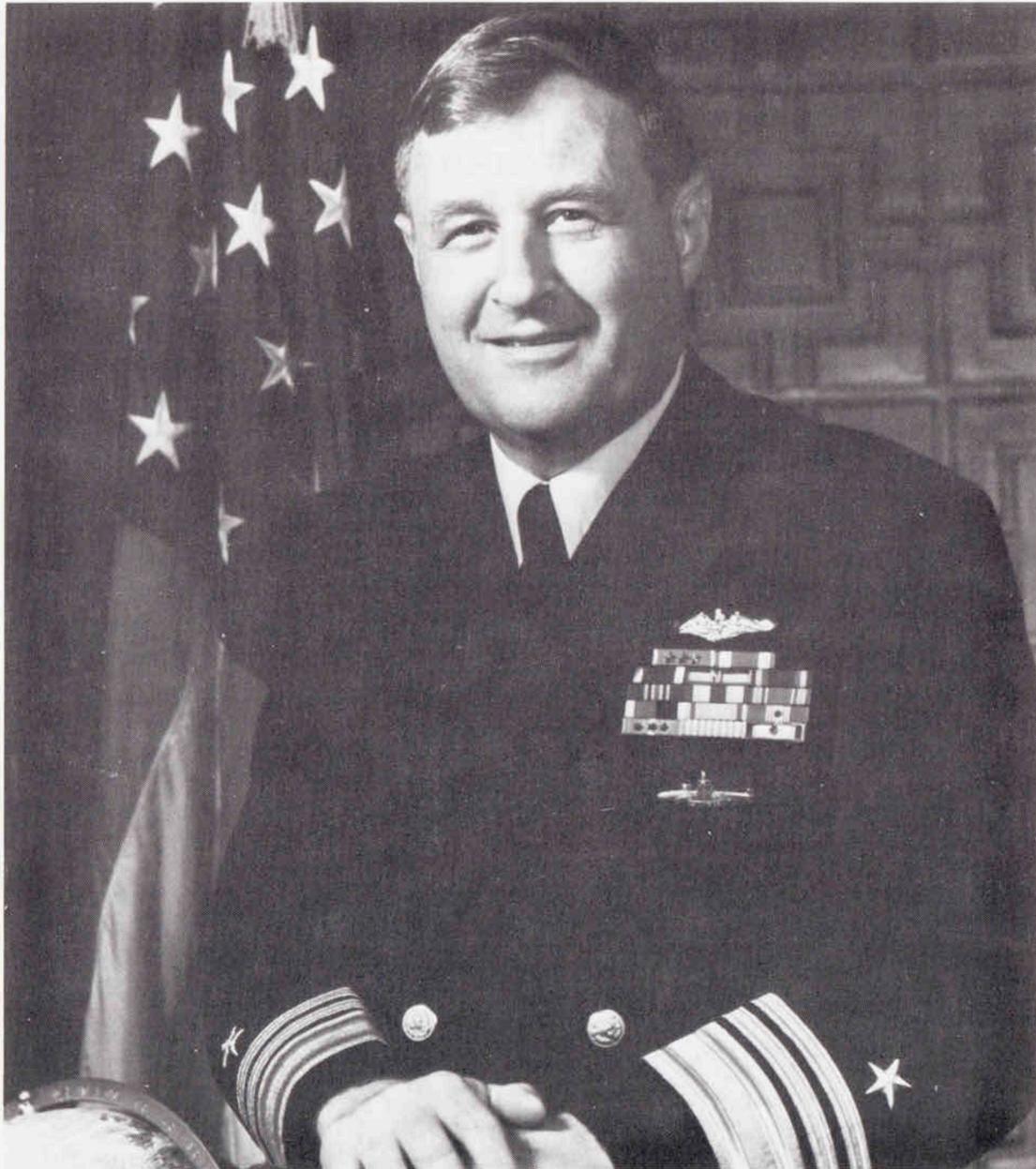
In July 1977, Admiral McDonald was promoted to the rank of Vice Admiral and assumed command of the SECOND Fleet, one of the Navy's four numbered Fleets. Additionally, he commanded the NATO Striking Fleet Atlantic during this tenure. Responsibilities accompanying these roles included planning and directing operations to gain and maintain control of the Atlantic Sea areas as required to defend the United States, U.S. possessions and island bases.

Following his tour as Commander SECOND Fleet, Vice Admiral McDonald was named Deputy Chief of Naval Operations (Air Warfare) in July 1979. In that position he established policy for the conduct of naval air warfare and served as the principal advisor to the Chief of Naval Operations for all matters involving naval aviation.

Promoted to the rank of Admiral, he assumed the duties of Supreme Allied Commander Atlantic, Commander in Chief Atlantic Command, and U.S. Atlantic Fleet, on September 30, 1982.

Personal decorations include the Distinguished Service Medal (2); Legion of Merit (2); Distinguished Flying Cross (2); Bronze Star; Defense Meritorious Service Medal; Meritorious Service Medal; Air Medal (4); Joint Service Commendation Medal, and the Navy Commendation Medal.

Married to the former Norma Joy of Arlington, Virginia, the McDonald's have four children; Major T.O. McDonald, USMC, Mrs. Kathryn Overman, Ms. Joy McDonald, and Mrs. Toni Sutherland.



COMMANDER SUBMARINE FORCE, U.S. ATLANTIC FLEET

STEVEN A. WHITE
VICE ADMIRAL UNITED STATES NAVY

VADM Steven Angelo WHITE, USN, was born on 18 September 1928, in Los Angeles, California. He attended Occidental College from 1946 to 1948. In 1948 he transferred to the University of Southern California under the NROTC program and received a BA in Political Science from that university. Continuing his studies at USC, he received an MA in International Law and attended the USC School of Law.

After commissioning in 1952, he served for 1½ years on the light cruiser USS MANCHESTER (CL 83), during the Korean conflict. Subsequent to graduation from Submarine School in 1954, he served two years as Engineer of USS TANG (SS 563).

In early 1957 after Nuclear Power Training, VADM WHITE reported to USS NAUTILUS (SSN 571). He served in the ship during its 1957 Arctic exploratory operations for which NAUTILUS received a Secretary of the Navy Commendation. He was also on board during the historic transpolar crossing by NAUTILUS in 1958 - the first time a ship ever had reached the North Pole. A Presidential Unit Citation was awarded for that operation, the first such award to be made during peacetime. In September 1969, he reported to USS ETHAN ALLEN (SSBN 608), and placed the ship in commission as Engineer, served as its Executive Officer for six patrols and was on board during the only fully operational test ever made of a submarine launched strategic missile with warhead, during the Christmas Island test of 1962.

From September 1964 to May 1966, VADM WHITE served as the Force Nuclear Power Training Officer for the Deputy Commander Submarine Force and later for the Commander Submarine Force, U.S. Atlantic Fleet. From September 1966 to July 1969, he served as Commanding Officer of the USS PARGO (SSN 650). VADM WHITE was awarded the Legion of Merit for performance during PARGO's extensive exploratory operations in the Arctic in March-May 1969, during which time the ship surfaced at the North Pole. He also was awarded the Navy Commendation Medal, the Meritorious Unit Citation and Navy Unit Commendation while in command of the PARGO.

From August 1969 to October 1970, VADM WHITE had command of Submarine Division One Hundred Two, and from February to May 1970 he assumed additional duty as Commander Submarine Division One Hundred One. He was awarded the Meritorious Service Medal for service during that period.

From November 1970 to May 1972, VADM WHITE served in the Office of Manager, Naval Reactors, Atomic Energy Commission as Assistant for Training and Personnel Matters connected with Navy Nuclear Power Program.

During the period of June 1972 to July 1974, he commanded Submarine Squadron SIXTEEN in Rota, Spain. He earned his second Legion of Merit for service during that period.

After selection to the grade of Rear Admiral in January 1974, he was assigned as Commander Submarine Group TWO at New London, Connecticut in September 1974, and served in that capacity until June 1976.

From June 1976 to September 1978, VADM WHITE served as Deputy Chief of Naval Material (Operations and Logistics) and received his third Legion of Merit for that assignment.

In September 1978, VADM WHITE assumed duties as Assistant Deputy Chief of Naval Operations (Submarine Warfare). He completed that tour in May 1980 and was awarded his fourth Legion of Merit.

In April 1980, he was nominated for promotion to Vice Admiral and assumed his sixth sea command as Commander Submarine Force, U.S. Atlantic Fleet on 30 May 1980.

VADM WHITE is married to the former Mary Ann Landreau of Tugunga, California and they have seven children: Valerie Jeanne, Ensign, USNR; Steven Angelo III, LTJG, USN and a Naval Aviator; Kenneth Raymond, Ensign, USN who is attending Nuclear Power Submarine Training; Brice Landreau, Midshipman Second Class, USNR who has been selected for Nuclear Power Submarine Training under the NROTC Exceptional Student Program, and Mary Elizabeth. His other daughters, Denise Marie (Walker) and Lori Anne (Donlon), are married to naval officers.

COMMANDER U.S. NAVAL BASE, NORFOLK VIRGINIA

JOSEPH F. FRICK
REAR ADMIRAL, UNITED STATES NAVY



Rear Admiral Joseph F. Frick, a native of Painted Post, New York, attended Union College in Schenectady, New York before entering the Naval Academy in 1949. Following graduation and commissioning on June 5, 1953, he was assigned to USS LOWERY (DD 770). Rear Admiral FRICK entered flight training January 1954, and upon completion, reported to Attack Squadron SIXTEEN where he flew the A1H Skyraider from 1955 to 1958.

Following duty as a flight instructor with Training Squadron SEVEN in 1960, Rear Admiral FRICK entered the Naval Postgraduate School and earned a Bachelor of Science Degree in Electrical Engineering in 1962. He next reported to Attack Squadron EIGHTY-FIVE, and later THIRTY-FIVE where he served as acting Commanding Officer from February to July of 1965 while deployed to the Mediterranean.

Rear Admiral FRICK was assigned to the Naval Academy as Chairman of the Chemistry Committee in 1965. During this tour, he earned a Master of Science Degree in Personnel Management from George Washington University.

Upon returning to sea duty in July of 1967, Rear Admiral FRICK was assigned to Attack Squadron FORTY-TWO flying the A6A Intruder. He then reported to Attack Squadron THIRTY-FIVE for a second tour of duty where he served as Executive Officer and Commanding Officer, embarked in USS CORAL SEA (CV 43). Following an assignment in June 1970 as Operations Officer of USS RANGER (CV61), he assumed command of Attack Carrier Air Wing FOURTEEN in May 1972 embarked in USS ENTERPRISE (CVN 65), and served in that billet until May 1975. In July 1975, Rear Admiral FRICK assumed command of USS CORAL SEA (CV 43) and remained her Commanding Officer until March 1977 when he was relieved to report for duty as Chief of Staff, Commander Naval Air Force, U.S. Pacific Fleet. In June 1978, he reported as Assistant Chief of Staff Logistics, Commander in Chief Southern Naval Base, Norfolk, Virginia.

In addition to his various campaign medals, Rear Admiral FRICK has been awarded the Silver Star, Legion of Merit with Combat "V", four Distinguished Flying Crosses, twenty-five Air Medals, three Bronze Stars, and the Navy Commendation Medal.

Rear Admiral FRICK is married to the former Marjorie Ruth Weeden of Kohler, Wisconsin. They have one married daughter, Leslee Jo, age 23.

COMMANDER SUBMARINE SQUADRON EIGHT

LARRY GENE VOGT
CAPTAIN UNITED STATES NAVY



Captain Larry G. VOGT was born in Ada, Oklahoma in 1936. He attended high school in Fresno, California and attended Fresno State College prior to entering the U.S. Naval Academy in 1955. He graduated and was commissioned in 1959, having earned a Bachelor of Science degree.

Following service in USS RICH (DDE 820), Captain VOGT attended Naval Submarine School and reported to USS VOLADOR (SS 490) in San Diego. After a three year tour he served jointly on the staffs of Commander Submarine Flotilla ONE and Commander Submarine Squadron THREE. He then was selected for the Naval Nuclear Propulsion Program and completed courses of instruction in California and Idaho. He reported to USS SCAMP (SSN 588) in 1965. In 1967 Captain VOGT reported to the Staff of Commander Submarine Force, U.S. Pacific Fleet and served as Force Training Officer and Assistant for Nuclear Power Training.

In 1969, Captain VOGT reported to USS GUARDFISH (SSN 612) and served as Executive Officer for three years. He then reported to Naval Submarine School as Director, Advanced Training Department.

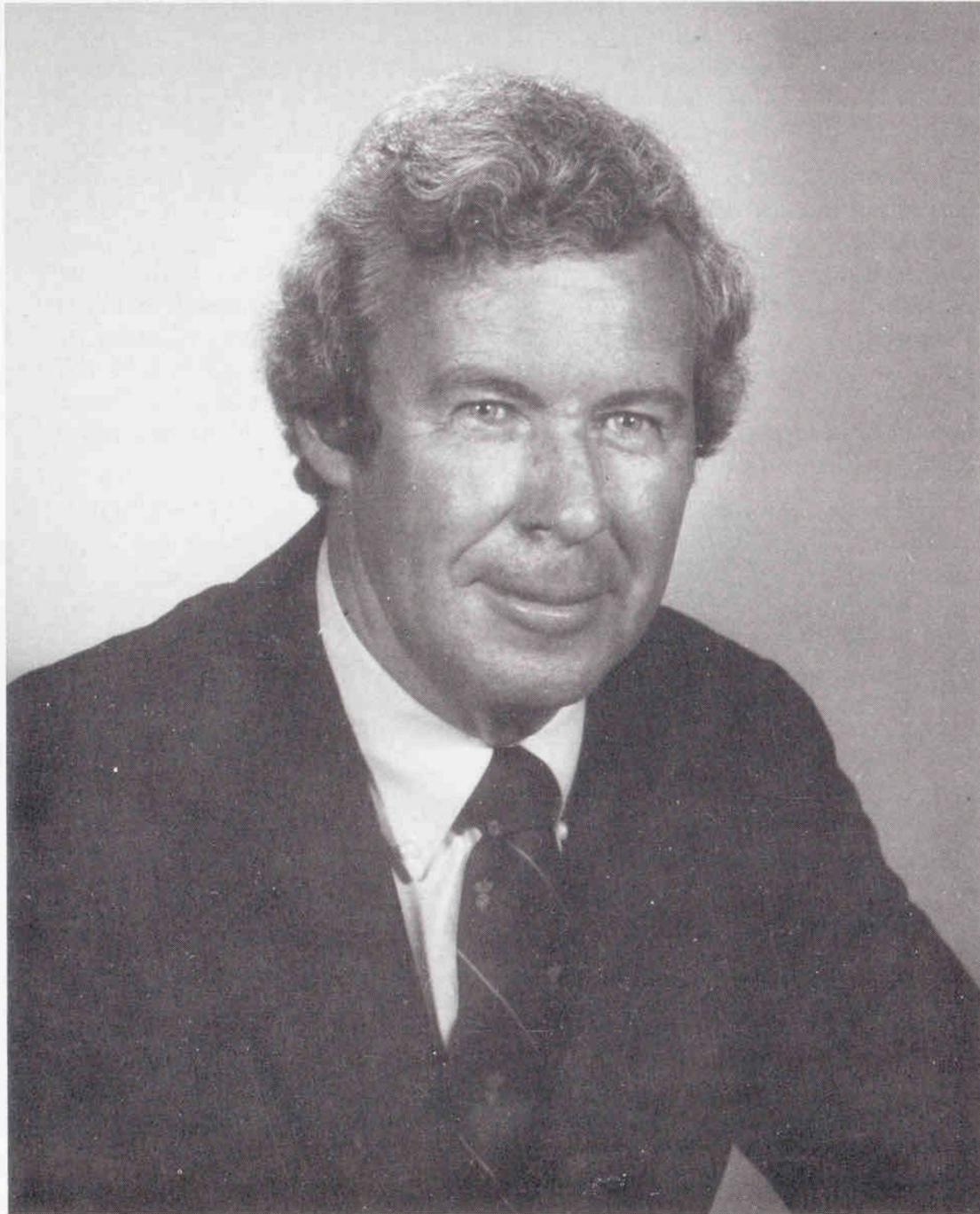
Captain VOGT served as Commanding Officer, USS TECUMSEH (SSBN 628) GOLD from January 1975 to May 1977 and as Commanding Officer, USS JAMES MADISON (SSBN 627) BLUE from May 1977 to May 1979.

In May 1979 Captain VOGT reported to the Staff of Commander Submarine Force, U.S. Atlantic Fleet as Command and Advanced Tactics Officer and Assistant Director, Prospective Commanding Officer School. In June 1980 he assumed duties as Deputy Chief of Staff for Training and Readiness and Director, Prospective Commanding Officer School.

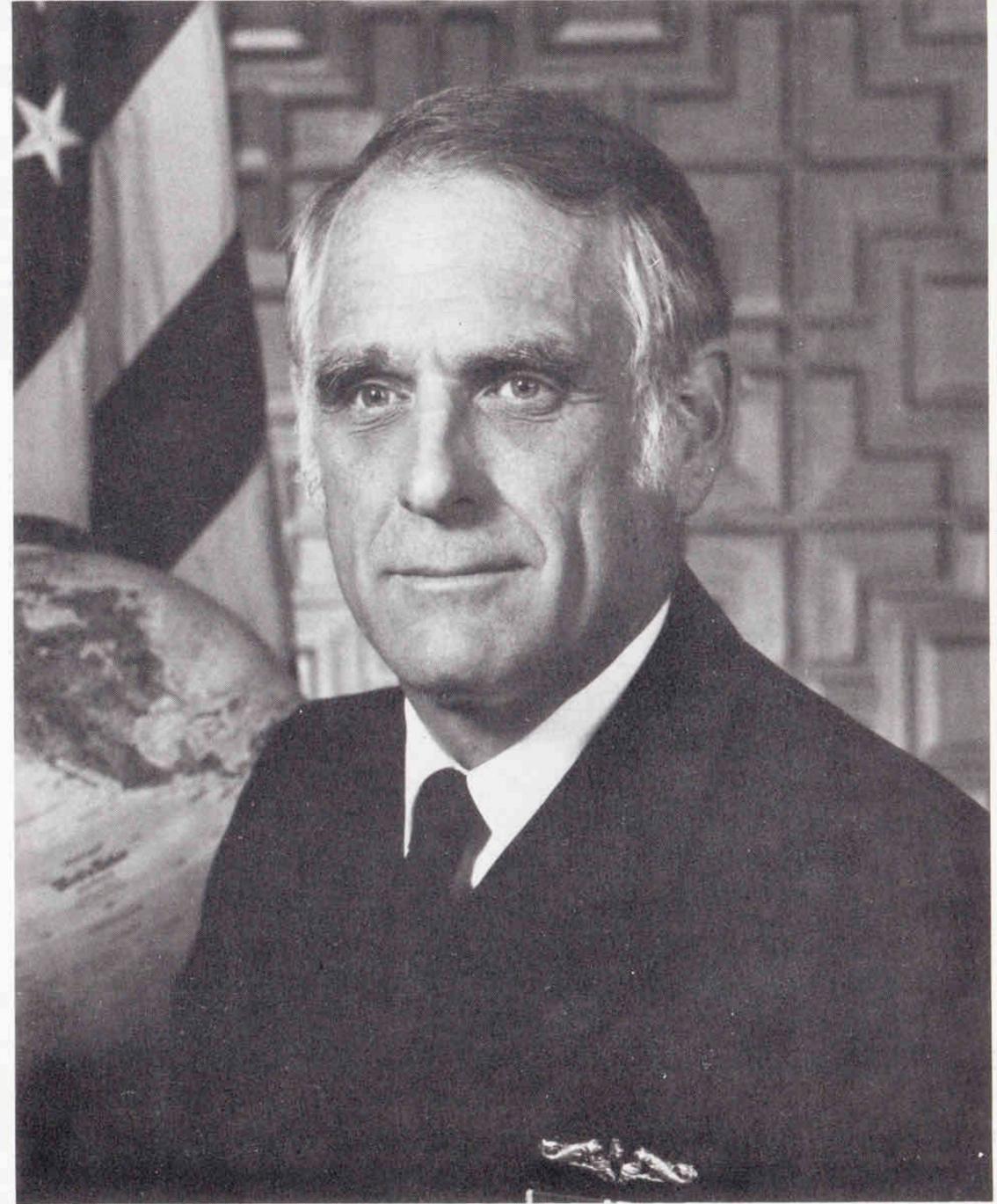
Captain VOGT is entitled to wear the Legion of Merit with Gold Star in lieu of second award, the Meritorious Service Medal with Gold Star, the Navy Commendation Medal with Gold Star, the Navy Achievement Medal, and various sea service awards.

Captain VOGT is married to the former Marion (Rusty) Louise Seay of Bradenton, Florida. They and their three children, Kari, Tim and Scott reside in Virginia Beach, Virginia.

EDWARD J. CAMPBELL
PRESIDENT
NEWPORT NEWS SHIPBUILDING & DRYDOCK CO.



COMMODORE MALCOLM MACKINNON, III
SUPERVISOR OF SHIPBUILDING
NEWPORT NEWS, VIRGINIA



THE CREW

COMMANDING OFFICER: CAPT. K.R. KARR

EXECUTIVE OFFICER: CDR D.G. McDERMOTT CHIEF OF THE BOAT: DSCS(SS) K.M. JACOBS

PERSONNEL OFFICER: YNCS(SS) F.R. BOUND MEDICAL DEPT. REPRESENTATIVE: HMC(SS) R.F. COBURN

EXECUTIVE DEPARTMENT

YN2(SS) C.L. RANDALL III
PNSN(SU) J.A. GOLDEN
SN(SU) J.A. STONE

SUPPLY DEPARTMENT

LT. E.E. DOVE JR.

STORES

SKC(SS) J.R. MUMFORD
SKSN(SU) R.E. LEE
SR(SU) C.L. HUTCHINSON

FOOD SERVICES

MSCS(SS) R.J. KUCHENBROD
MS1(SS) D.G. CHETELAT
MS1(SS) P.G. FUGERE
MS2(SS) K.E. PEDERSON
MSSN(SU) J.A. COCHRAN
MSSN(SU) D.L. DRUM
MSSA(SU) C.E. BRYANT
MSSA(SU) W.J. SPRATT

NAVIGATIONS & OPERATIONS
DEPARTMENT

LCDR T.K. COLE

RADIO DIVISION

LT. W.D. McCAIN
RMC(SS) S.E. SIMMERMAN
RM1(SS) G.M. HARPER
RM1(SS) L.W. HALL
RM2(SU) H.I. ENOKIDA
RM3(SU) J.D. HAYCRAFT

QUARTERMASTERS

QM1(SS) J.N. WOODWARD
QM2(SS) D.L. CLIFTON
QM3(SU) Y.W. BYNOE
QMSA(SU) B.R. SPEARS

ELECTRONICS TECHNICIANS

ETC(SS) G.B. BROWN
ET1(SS) R.A. LAVIGNE
ET2(SS) E.S. CRICK
ET2(SS) G.D. ZAKARIAN
ET2(SU) J.M. BORDERS
ET3(SU) R.W. MILLER
ET3(SU) M.M. MORRISON

WEAPONS DEPARTMENT

LT. G.B. COFIELD

SONAR DIVISION

LT. D.B. VAN OTEGHEM

STS1(SS) J.E. FAIRCHILD
STS1(SS) M.M. SHELTON
STS1(SS) D.C. ROBERTS
STS2(SS) M.E. BURGER
STS2(SU) R.A. SUTHERLAND
STS2(SS) F.W. WALKER
STS3(SU) T.D. HAZEN
STS3(SU) W.C. WILLIAMS
STS3(SU) J.T. BARTLETT
STS3(SU) M.R. JOHNSON
STSSN(SU) R.W. PALMATER
STSSN(SU) D.A. SCHMIDT
SN(SU) R.J. DUFFANY
SN(SU) S.P. TONEY

FIRE CONTROL TECHNICIANS

FTGC(SS) M.D. MURCHISON
FTG2(SU) J.R. GLENN
FTG2(SU) R.C. HEYSE, JR.
SN(SU) J.E. HICKS

TORPEDO DIVISION

TM1(SS) M.D. PLUE
TM1(SS) R.W. HARGRAVE
TM2(SS) K.G. ODOM
TM2(SS) J.S. RANDALL
TM3(SU) A.A. HAND
TM3(SU) A. KOBASHAR

ENGINEERING DEPARTMENT

LCDR E.R. JABLONSKI

ELECTRICAL DIVISION

LTJG. J.K. FOOTE
EMC(SS) J.H. HALL
EM1(SS) R.D. MINISTER
EM1(SS) G.L. TAYLOR
EM1(SS) D. STEVENS
EM1(SS) T.E. BARNES
IC1(SS) S.W. MEIKLEJOHN
EM2(SU) S.K. BURLESON
EM2(SU) M.A. GOLDSMITH
EM2(SU) J.M. HARTER
EM2(SU) T.V. ROGERS
EM2(SU) G.A. WIBLE

MACHINERY DIVISION

LT. R.S. BENNETT
LTJG. J.C. BOUMA
MMC(SS) J.M. QUICK
MMC(SS) R.G. EICH
MMC(SS) A.L. NOYES JR.
MM1(SS) C.E. ARBOGAST

MM1(SS) D.L. ASKREN
MM1(SS) S.E. BISHOP
MM1(SS) T. GRAINGER
MM1(SS) G.E. LEAGUE
MM1(SS) D. E. MASSEY
MM1(SS) G.A. NEWSOME
MM1(SS) J.E. STEINKE
MM2(SU) R.G. BURKETT
MM2(SU) S.G. COFFIN
MM2(SU) A.W.P. DAVIDSON
MM2(SU) J.L. HUBERT
MM2(SU) J.R. PULVERMACHER
MM2(SU) J.A. SUTCLIFFE
MM2(SU) P.J. WEIDNER
MM2(SU) R.W. WESLEY
MM3(SU) J.R. BRANDON
MM3(SU) D.B. CHARLES

REACTOR CONTROLS DIVISION

LTJG. J.M. GANT
ETC(SS) G.R. BARKER
ET1(SS) M.D. CORMAN
ET1(SS) E.R. KNOWLES
ET2(SS) M.B. DUFFEY
ET2(SU) L.T. DONAWAY
ET2(SU) S.F. ROWE
ET3(SU) A.D. TATE

AUXILIARY DIVISION

LT. R.A. McHUGH
MMCS(SS) W.E. NICHOLS
MMC(SS) D.E. CROCKER
MM1(SS) M.W. BLAKE
MM1(SS) G.R. CALDWELL
MM2(SS) M.S. BELL
MM2(SS) D.G. STOPHEL
MM3(SU) D.J. DONKERS
MM3(SU) B.E. NOYCE
MM3(SU) C.G. TOWNSEND
MM3(SU) M.D. TREADWELL
FN(SU) J.G. PUGH

INTERIOR COMMUNICATIONS
DIVISION

ICC(SS) G.C. INGRAM
IC2(SS) R.A. GARDINER
IC2(SS) J.D. CROW
IC3(SU) M.T. LOVELL
SA(SU) C.J. SMITH

COMMANDING OFFICER
CAPT. KENNETH R. KARR

Captain KARR was born in Buffalo, NY, January 5, 1941, the son of Mr. and Mrs. Norman W. KARR. Raised in Hamburg, New York, Captain KARR was graduated from Hamburg High School in 1958. Upon graduation he received NROTC and Music Scholarships at the University of Louisville, Louisville, Kentucky, and was graduated with a Bachelor's Degree in Chemical Engineering and Master's of Engineering (Chemical). Captain KARR was elected to Sigma Tau (Engineering Honorary Society), Omicron Delta Kappa (Honorary Service Society), and Triangle (Social Fraternity of Engineers and Architects) while at the University of Louisville.

Upon graduation in 1963, Captain KARR was commissioned an Ensign in the United States Navy and entered Submarine and Nuclear Power Training. In March 1965, he reported to the USS SALMON (SS-573) serving as Supply Officer and Communicator. In October 1966 he reported to the USS SAM RAYBURN (SSBN-635) (GOLD) where he served as Torpedo Officer, Fire Control Officer, Electrical Officer, Reactor Control Assistant, Damage Control Assistant, and Main Propulsion Assistant. In January 1969 he reported to the USS TINOSA (SSN-606) as Engineer.

From August 1972 to June 1975 Captain KARR served as Assistant Professor of Naval Science at the University of Washington where he taught Navigation, Naval Operations, and Naval Operations Analysis. Captain KARR was awarded the American Defense Preparedness Association "Colonel Leo A. Codd Memorial Award for Excellence in ROTC Instruction" during his tour at the University of Washington.

Captain KARR also studied Nuclear Engineering and Oceanography at the University of Washington and was awarded a Master of Nuclear Engineering and a Master of Science (Oceanography) in 1975. Captain KARR was then assigned as Executive Officer on board USS L. MENDEL RIVERS (SSN-686) homeported in Charleston, South Carolina.

In October 1978 Captain KARR assumed command of the USS BATON ROUGE (SSN-689) where he served until June 1981. During this tour BATON ROUGE was awarded the Navy Unit Commendation, Battle Efficiency "E" and was the COMSUBLANT nominee for the Battenberg Award. In July 1981, Captain KARR assumed the duties of Commanding Officer, Pre-Commissioning Unit, NORFOLK (SSN714).

Captain KARR is authorized to wear the legion of Merit, Meritorious Service Medal, Navy Commendation Medal with one star, Navy Achievement Medal with one star, Navy Expeditionary Medal, National Defense Medal, Republic of Vietnam Campaign Medal, and Vietnam Service Medal with a bronze star. In addition, Captain KARR is authorized to wear the Navy Unit Commendation Ribbon and the Battle "E" Ribbon.

Captain KARR is married to the former Cheryl Ann ZULAGER of Lexington, Kentucky. Captain and Mrs. KARR reside in Virginia Beach, Virginia with their children Scott and Shannon.





EXECUTIVE OFFICER
CDR. DONALD G. McDERMOTT

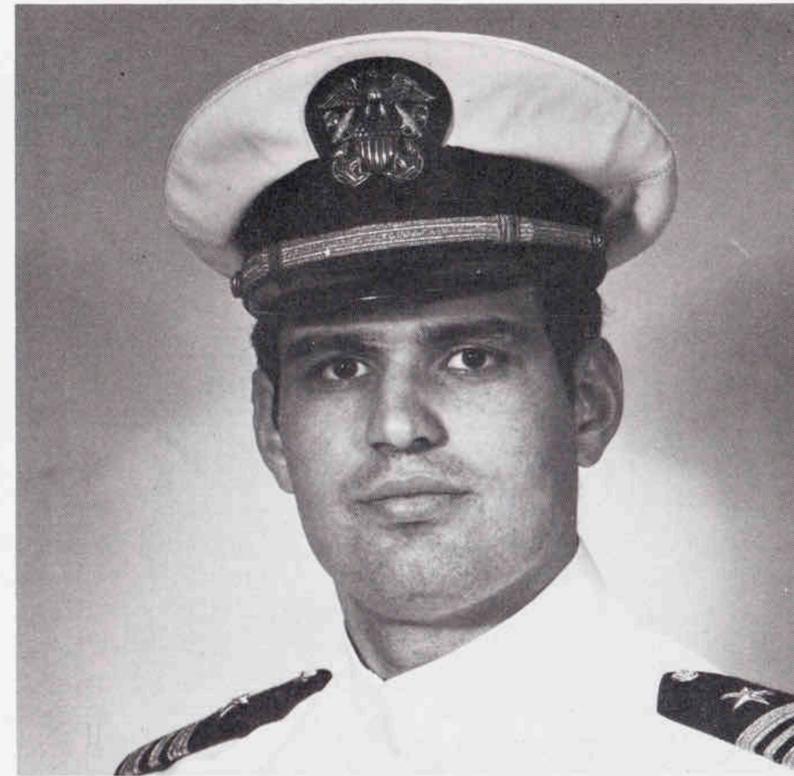
Commander McDERMOTT is the son of Mr. and Mrs. John J. McDermott of Greenville, SC. Upon graduation from Georgia Institute of Technology in 1968 with a Bachelor's Degree in Mechanical Engineering, he was commissioned and entered Submarine and Nuclear Power Training. In November 1969 Commander McDERMOTT reported to USS GURNARD (SSN662) serving as Reactor Controls Assistant, Damage Control Assistant and Sonar Officer until March 1972. Following training at the Submarine Officer's Advanced Course and Poseidon Weapons Officer Course, Commander McDERMOTT was assigned to the USS SIMON BOLIVAR (SSBN641) (BLUE) in December 1972 serving as Weapons Officer for two patrols. In May 1974, he reported to the Navy Recruiting Command in Richmond, VA serving as the Nuclear Power Recruiting Officer until July 1975. In July 1975, Commander McDERMOTT was assigned as the Engineer Officer on USS JOHN C. CALHOUN (SSBN630) (BLUE) for two patrols and a two year overhaul. Following his tour as Engineer Officer, he served on the Nuclear Propulsion Examining Board, U.S. Atlantic Fleet until March 1981.

Commander McDERMOTT is authorized to wear the Navy Commendation Medal with Gold Star, Navy Achievement Medal, Meritorious Unit Commendation Medal, Battle Efficiency "E" Ribbon, Navy Expeditionary Medal, National Defense Medal, Armed Forces Expeditionary Medal, Viet Nam Service Medal, Republic of Viet Nam Campaign Medal, and the Sea Service Ribbon.

Commander McDERMOTT is married to the former Judi MARTIN of Hamden, CT. Commander and Mrs. McDERMOTT reside in Hampton, VA with their children Michael and Kristine.



NAVIGATOR: LCDR T.K. COLE



ENGINEER: LCDR E.R. JABLONSKI



WEAPONS: LT. G.B. COFIELD



SUPPLY: LT. E.E. DOVE JR.

SSN-688
LOS ANGELES CLASS
DESCRIPTION

The USS NORFOLK (SSN-714) is the United States Navy's 133rd nuclear powered submarine and the 89th of the attack submarine fleet. She is the 23rd of the Los Angeles nuclear powered fast attack submarine class to be delivered to the Navy. NORFOLK began her waterborne career on 31 October 1981 when she was launched at Newport News Shipbuilding and Dry Dock Company in Newport News, Virginia. NORFOLK was christened by Mrs. Jane Dalton Weinberger, the wife of Caspar W. Weinberger, the Secretary of Defense.

Almost sixteen months after her launching, NORFOLK set out on her initial builders sea trials in March 1983 to test the operation of the nuclear propulsion plant under the direction of Admiral Kinnard R. McKee, USN, the Deputy Commander for Nuclear Propulsion of the Naval Sea Systems Command and the head of the Naval Reactors Branch of the Department of Energy. Immediately after the completion of her

first sea trials, further sea trials were conducted to test the complex, highly technical sonar, navigation, and weapons systems.

NORFOLK brings to the fleet the virtually unlimited endurance of her nuclear propulsion plant, the most advanced sonar and fire control systems on board submarines today, and an impressive underwater weapons launch system capable of firing torpedoes and missiles. The NORFOLK is capable of sustained high speed operations in direct support of the carrier task forces of the United States Navy as well as independent operations of critical importance to national security.

NORFOLK's crew of 13 officers and 117 enlisted men have been with her for over twenty months. This time has been spent in extensive training on the new and complex subsystems of the ship, in monitoring the quality of construction of the ship, and in testing virtually every system onboard.

Keel Laid: 1 August 1979
Delivered: 7 May 1983
Length: 360 feet
Surfaced Displacement: 6200 tons
Maximum Depth: in excess of 400 feet
Armament: 4 21" torpedo tubes

Launched: 31 October 1981
Commissioned: 21 May 1983
Beam: 33 feet
Submerged Displacement: 6900 tons
Maximum Speed: in excess of 20 kts
Fire Control System: MK-117 FCS

Weapons: MK-48 torpedoes, Harpoon, Tomahawk cruise missiles
Propulsion: Twin steam turbines powered by one pressurized water reactor

* * *

BAND SELECTIONS
COMMANDER IN CHIEF, U.S. ATLANTIC FLEET BAND

* * *

ARRIVAL OF THE OFFICIAL PARTY

* * *

INVOCATION
THE REVEREND JOSEPH N. GREEN
VICE MAYOR, CITY OF NORFOLK

* * *

WELCOME
CAPTAIN KENNETH R. KARR USN
PROSPECTIVE COMMANDING OFFICER

* * *

SHIPBUILDERS REMARKS
MR. EDWARD J. CAMPBELL
PRESIDENT, NEWPORT NEWS SHIPBUILDING

* * *

CITY REMARKS
THE HONORABLE VINCENT J. THOMAS
MAYOR, CITY OF NORFOLK, VIRGINIA

* * *

REMARKS
ADMIRAL WESLEY L. McDONALD USN
COMMANDER IN CHIEF, U.S. ATLANTIC FLEET

* * *

PROGRAM

* * *

ADDRESS

THE HONORABLE CASPAR W. WEINBERGER
SECRETARY OF DEFENSE

* * *

READING OF COMMISSIONING DIRECTIVE
VICE ADMIRAL STEVEN A. WHITE USN
COMMANDER, SUBMARINE FORCE, U.S. ATLANTIC FLEET

* * *

COMMANDING OFFICERS ORDERS
CAPTAIN KENNETH R. KARR USN

* * *

COMMISSIONING

SETTING OF THE WATCH
CDR DONALD G. McDERMOTT USN
EXECUTIVE OFFICER

* * *

RENDERING OF HONORS FOR
THE HONORABLE CASPAR W. WEINBERGER
SECRETARY OF DEFENSE

* * *

COMMANDING OFFICERS REMARKS
CAPTAIN KENNETH R. KARR USN

* * *

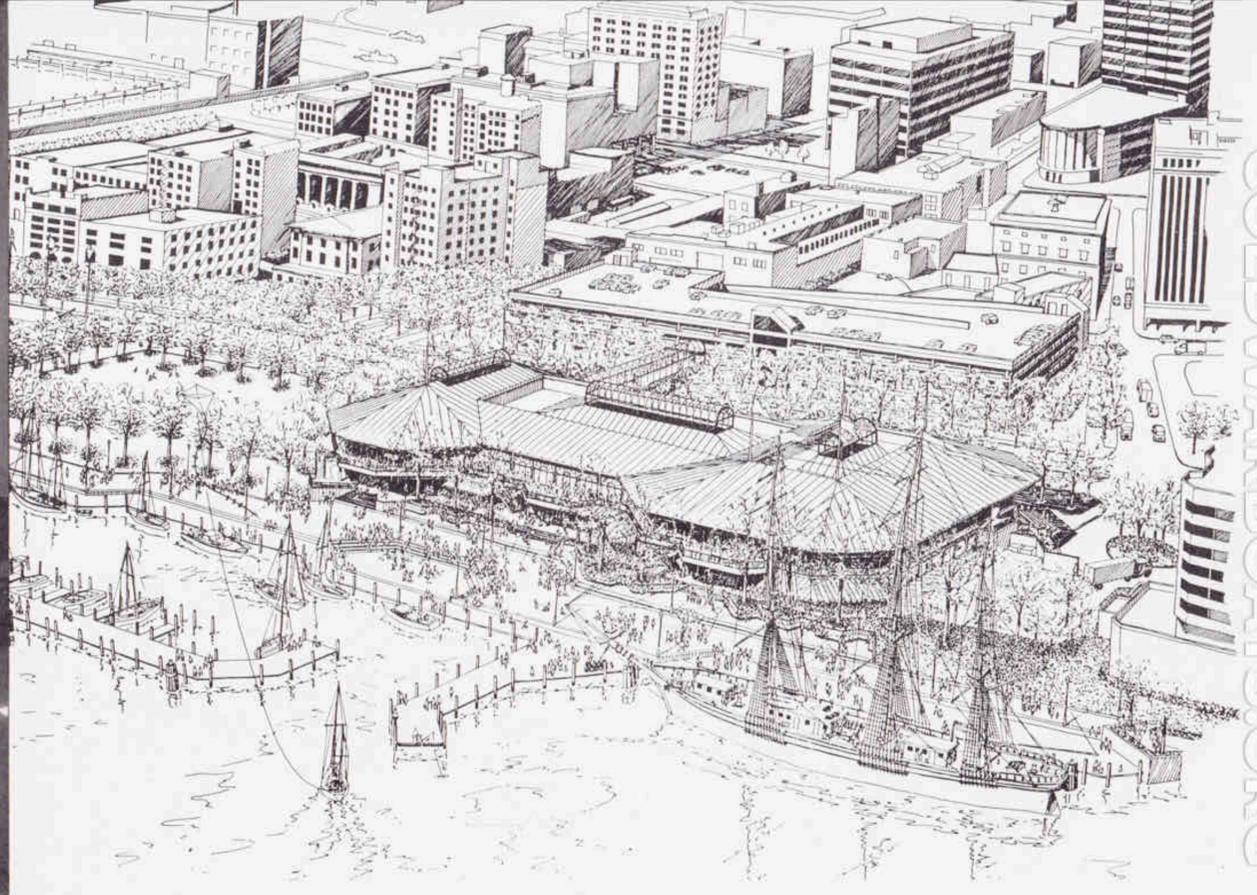
BENEDICTION

LT. GEORGE M. JONES, CHC, USN

* * *

DEPARTURE OF OFFICIAL PARTY

* * *



COLDWARBOATS.ORG



MPA: LT. R.S. BENNETT



DCA: LT. R.A. McHUGH



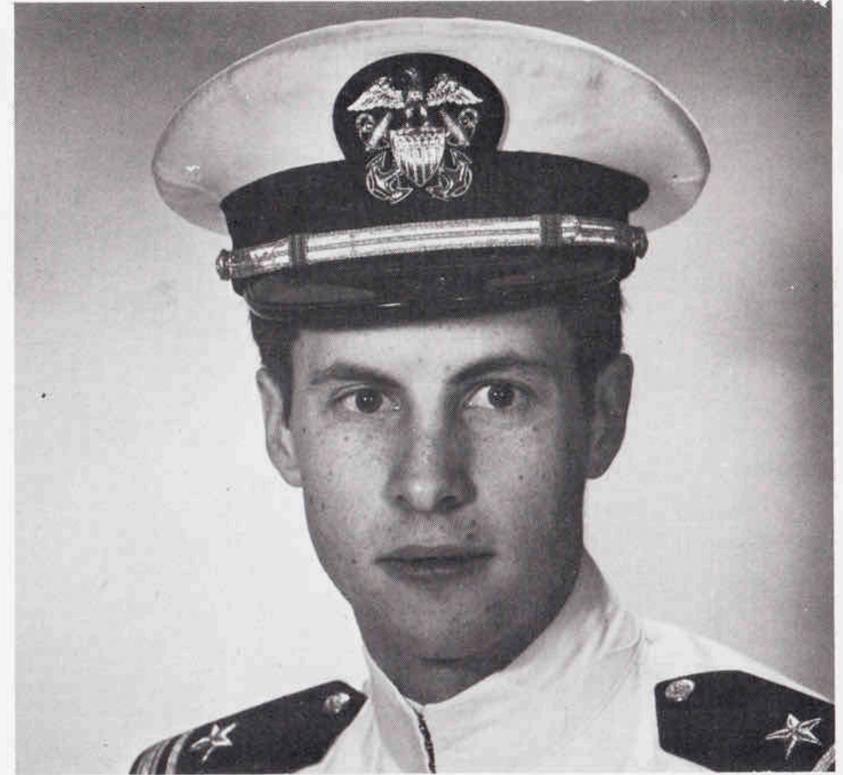
COMM/EMO: LT. W.D. McCAIN



SONAR: LT. D.B. VAN OTEGHEM



RCA: LTJG J.M. GANT

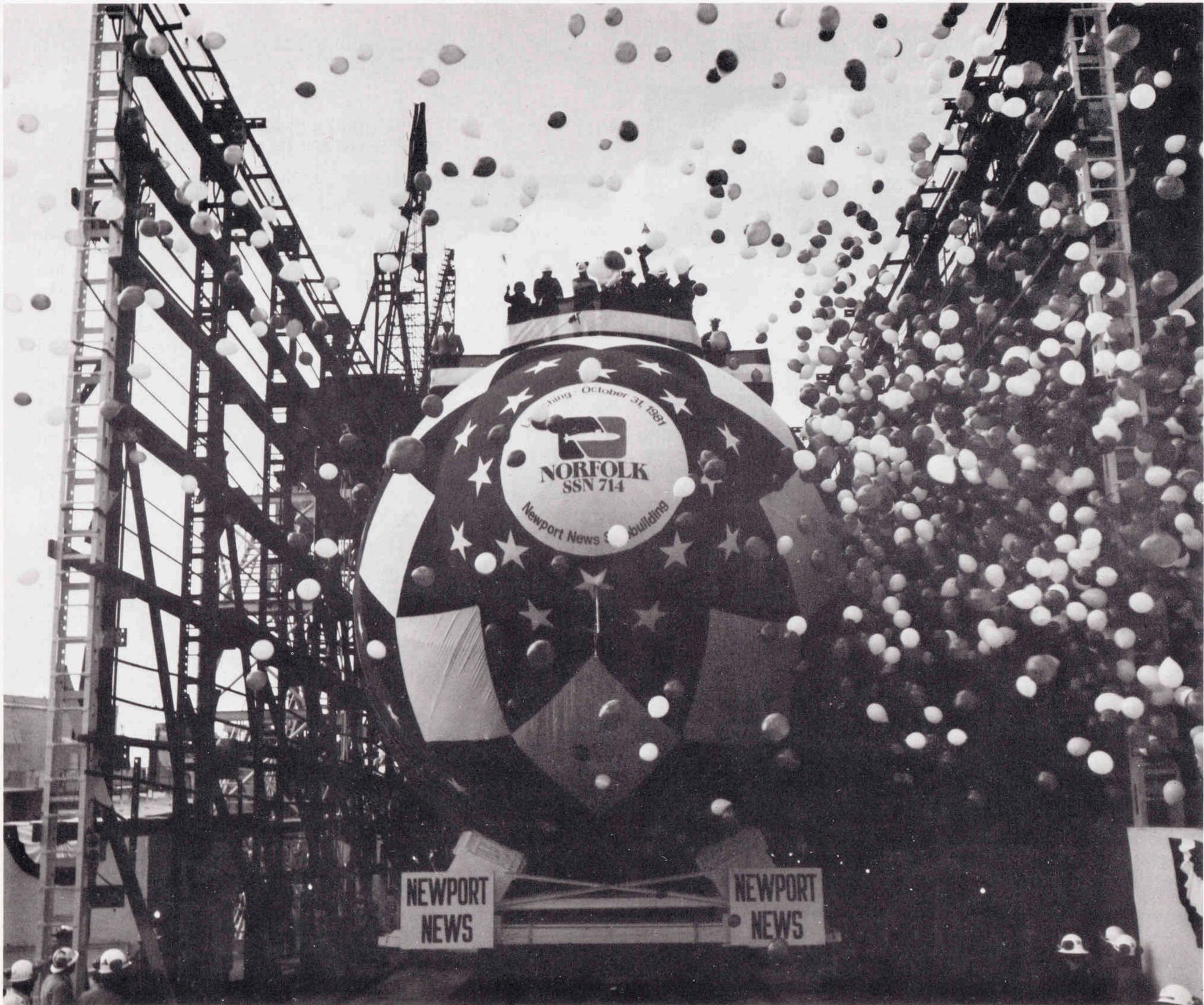


E: LTJG J.K. FOOTE



M: LTJG J.C. BOUMA







CHIEF OF THE BOAT
DSCS(SS) KENNETH M. JACOBS

DATA SYSTEMS SENIOR CHIEF KENNETH M. JACOBS

Senior Chief JACOBS was born on 26 March 1944 in Lakewood, New Jersey the son of Mr. & Mrs. Roland A. Jacobs. Following graduation from Lakewood High School in May of 1962, he entered the Navy in July 1962. After graduation from Electronics and Data Systems schools he reported to the USS WRIGHT (CC 2) at Norfolk, Virginia where he served as a technician on the Navy's first world wide Computer Control Communications Systems. In October 1964, he reported to the USS LONG BEACH (CGN 9) where he operated and maintained the Naval Tactical Data System until June 1965. DSCS JACOBS' next tour of duty was on the USS NORTON SOUND (AVM 1) where the Typhoon and Sea Sparrow Missile Systems were first tested for naval deployment. From April 1966 to March 1967, he was assigned to the Operations Command and Control School in Washington, D.C. for duties as computer programmer and analyst. He then served at the OPCON Center in Kunia, Hawaii where he was assigned as Senior Program Analyst. In May of 1970 Senior Chief JACOBS was assigned to Allied Forces, Southern Europe, Naples, Italy. His duties consisted of supervising the computer controlled message switching system. Upon transfer in September 1972, DSCS JACOBS was assigned as a student at Combat Systems School, Mare Island, California. In training for the first digital computer system to be deployed on board a submarine, he received orders to the USS LOS ANGELES (SSN 688). From August 1973 to August 1978 he served onboard this first of the class nuclear submarine from new construction through commissioning at Newport News Shipyard to deployment to Pearl Harbor, Hawaii. Upon transfer he reported to the Naval Underwater Systems Center, Newport, Rhode Island, where he served as Head, Military Staff, Operations Division. Senior Chief JACOBS reported to NORFOLK (SSN 714) in December 1981.

Senior Chief JACOBS is authorized to wear the Meritorious Service Medal, Good Conduct (Fifth Award), Meritorious Unit Commendation, National Defense Medal and Sea Service Deployment Ribbon.

Senior Chief JACOBS and his wife the former Judith WESTLE reside in Hampton, Virginia with their two children Francine and Saul.

PERSONNEL OFFICER
YNCS(SS) FREDERICK R. BOUND



MEDICAL DEPARTMENT REPRESENTATIVE
HMC(SS) RICHARD F. COBURN





ETC(SS) GERALD R. BARKER



ETC(SS) GARY B. BROWN



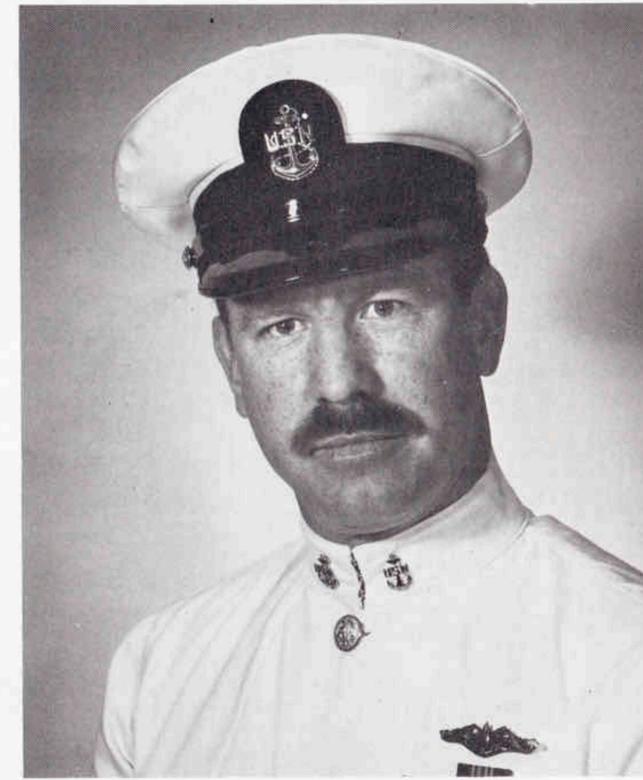
MMC(SS) DALE E. CROCKER



MMC(SS) RALPH G. EICH



EMC(SS) JAY H. HALL



ICC(SS) GROVER C. INGRAM



SKC(SS) JACKIE R. MUMFORD



FTGC(SS) MICHAEL D. MURCHISON



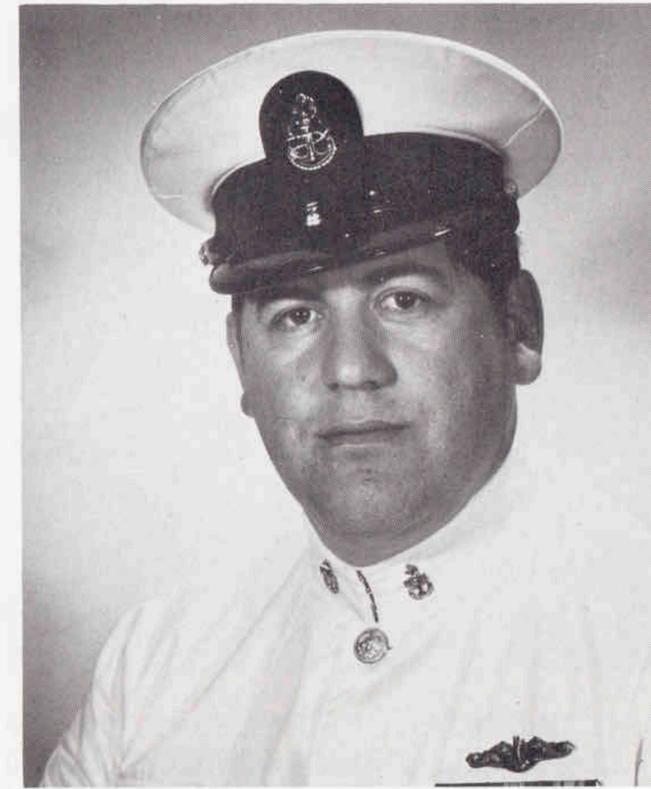
MMCS(SS) WAYNE E. NICHOLS



MMC(SS) ARTHUR L. NOYES JR.



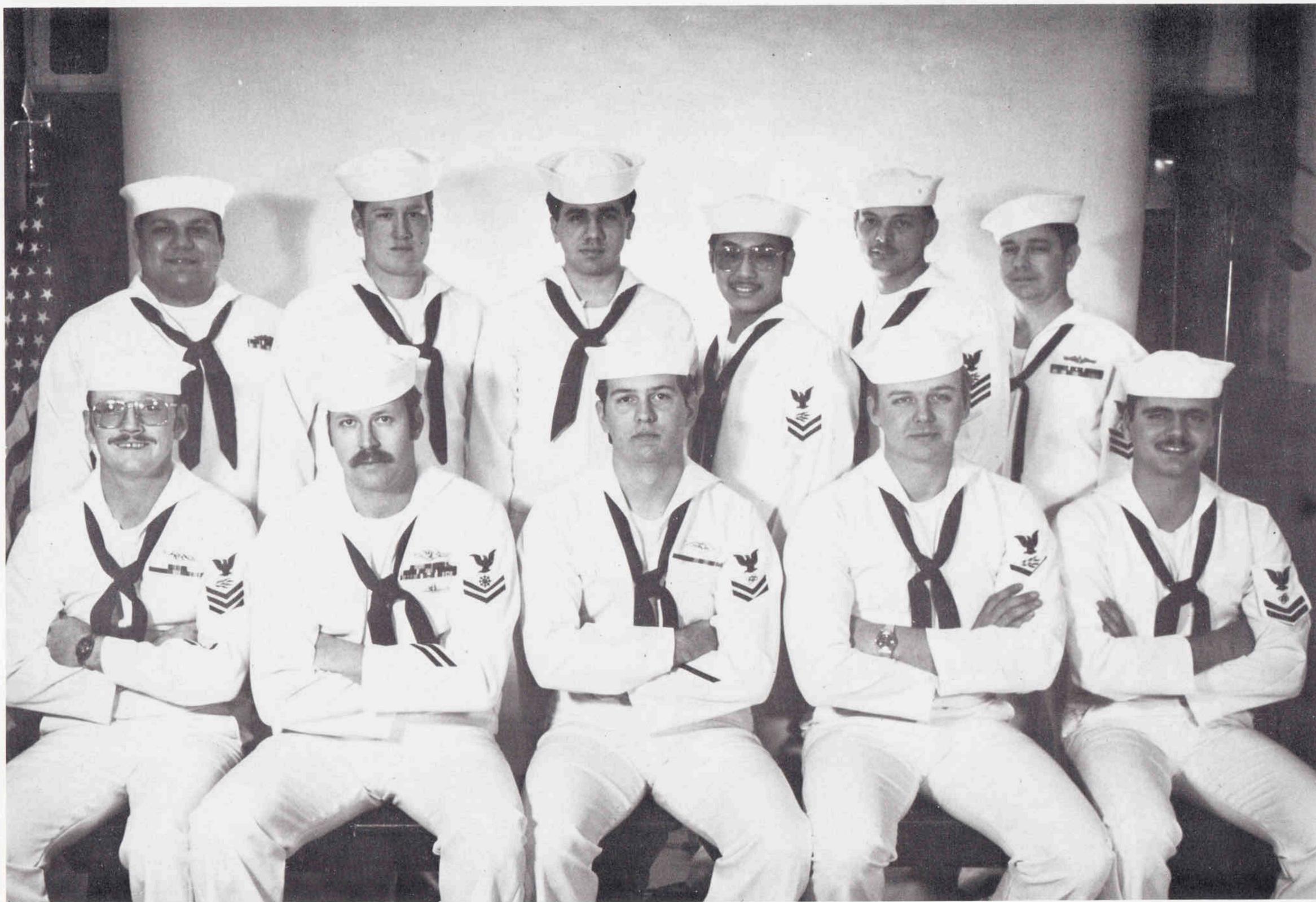
MMC(SS) JAMES M. QUICK



RMC(SS) STANLEY E. SIMMERMAN



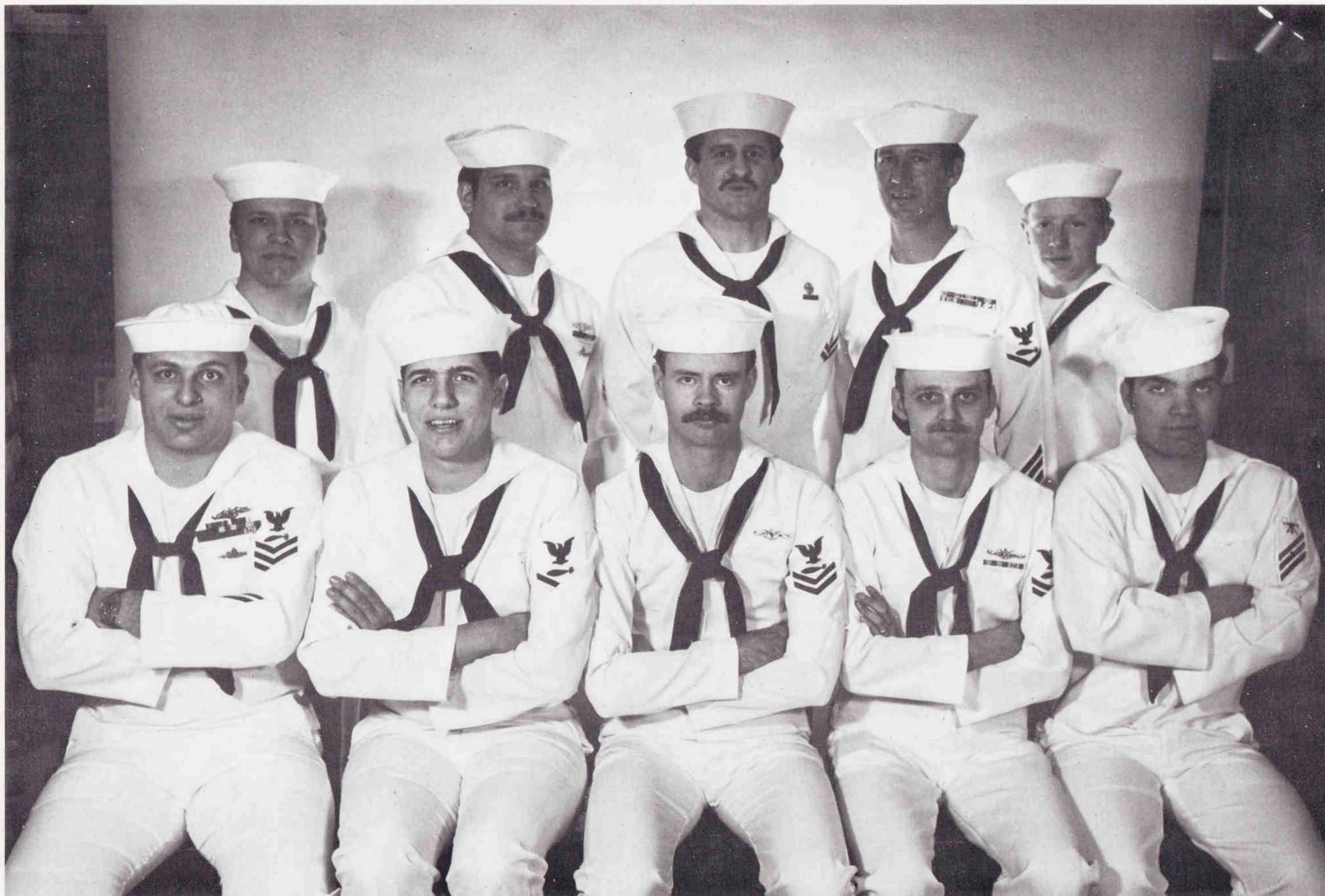
TOP LEFT-STORE KEEPERS: LtoR: SR(SU) HUTCHINSON, SKSN(SU) LEE. TOP RIGHT-ADMINISTRATIVE: LtoR: YN2(SS) RANDALL, SN(SU) STONE, PNSN(SU) GOLDEN. LOWER - MESS MANAGEMENT SPECIALISTS: LtoR: FRONT ROW: MSSN(SU) DRUM, MSSN(SU) COCHRAN, MS2(SS) PEDERSON, TOP ROW: MS1(SS) FUGERE, MS1(SS) CHETELAT, MSSA(SU) SPRATT.



OPERATIONS DEPARTMENT - FRONT ROW: LtoR: RM1(SS) HARPER, QM2(SS) CLIFTON, ET2(SS) CRICK, RM3(SU) HAYCRAFT, ET2(SU) BORDERS BACKROW: LtoR: ET1(SS) LAVIGNE, ET3(SU) MORRISON, QM3(SU) BYNOE, RM2(SU) ENOKIDA, RM1(SS) HALL, QM1(SS) WOODWARD



SONAR DIVISION: FRONT ROW - LtoR: STSSN(SU) SCHMIDT, STS1(SS) FAIRCHILD, SN(SU) DUFFANY BACK ROW - LtoR: STS2(SS) WALKER, STS2(SU) SUTHERLAND, STS2(SS) BURGER.



FIRE CONTROL TECHNICIANS AND TORPEDOMEN. FRONT ROW - LtoR: TM1(SS) PLUE, TM3(SU) KOBASHAR, TM2(SS) RANDALL, TM2(SS) ODOM, SN(SU) HICKS BACK ROW - LtoR: FTG2(SU) GLENN, TIM1(SS) HARGRAVE, DS2(SU) SOAFER, TM3(SU) HAND, FTG2(SU) HEYSE.



AUXILIARY AND INTERIOR COMMUNICATIONS DIVISION: FRONT ROW - LtoR: MM2(SS) STOPHEL, MM3(SU) TOWNSEND, ICFN(SU) GEORGE, MM2(SS) LAPALME, MM3(SU) DONKERS. BACK ROW - LtoR: FN(SU) PUGH, IC2(SS) GARDINER, MM1(SS) BLAKE, MM1(SS) CALDWELL, IC2(SU) CROW, MM3(SU) NOYCE, MM2(SS) BELL.



ELECTRICAL AND REACTOR CONTROLS: UPPER-FRONT ROW - LtoR: EM2(SU) WIBLE, EM2(SU) GOLDSMITH, IC1(SS) MEIKLEJOHN, EM1(SS) BARNES. BACK ROW - LtoR: EM1(SS) STEVENS, EM2(SU) HARTER, EM2(SU) ROGERS, EM1(SS) MINISTER, EM2(SU) BURLESON. LOWER - FRONT ROW - LtoR: ET1(SS) KNOWLES, ET2(SU) ROWE, ET2(SS) DUFFEY
BACK ROW - LtoR: ET2(SU) DONAWAY, ET1(SS) CORMAN, ET2(SU) SMITH.



MACHINERY AND ELT DIVISIONS LEFT - ELT - FRONT ROW LtoR MM1(SS) GRAINGER, MM2(SU) BURKETT BACK ROW - LtoR: MM1(SS) ASKREN, MM2(SU) PULVERMACHER. RIGHT - M - FRONT ROW LtoR: MM1(SS) STEINKE, MM3(SU) BRANDON, MM2(SU) WESLEY. MM1(SS) MASSEY, MM2(SU) DAVIDSON. BACKROW LtoR: MM2(SU) HUBERT, MM3(SU) CHARLES, MM1(SS) ARBOGAST, MM2(SU) WEIDNER, MM1(SS) NEWSOME.



THE PAST SHIPS

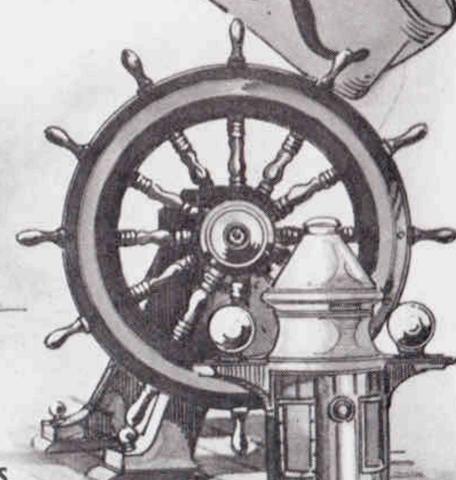
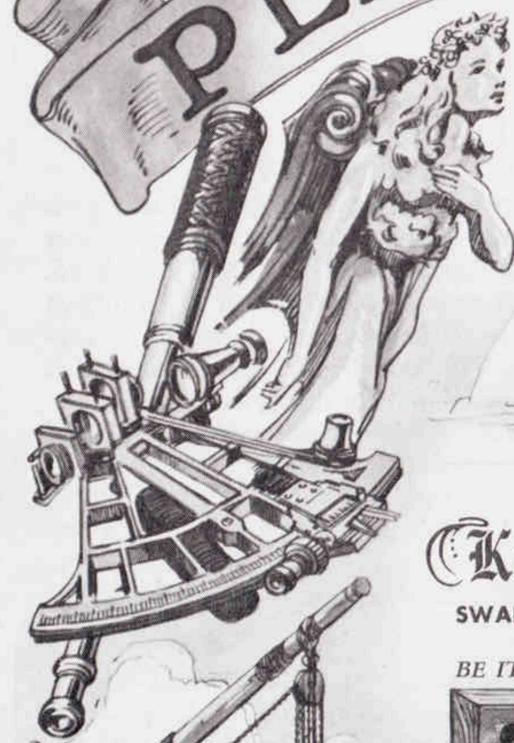
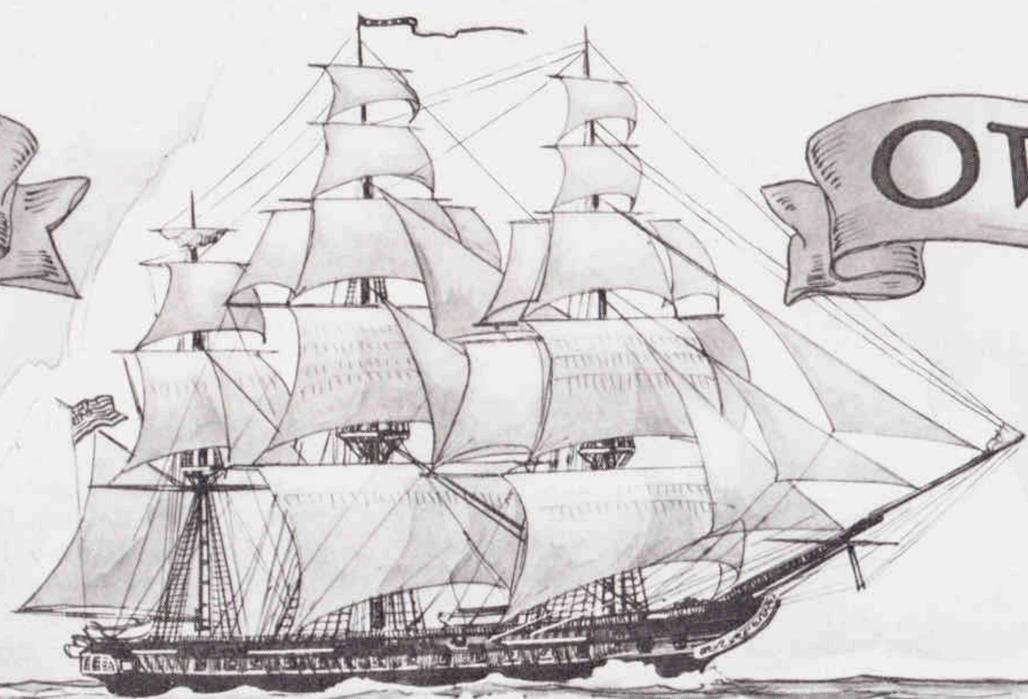
The nuclear powered fast attack submarine USS NORFOLK (SSN 714) is the third naval vessel to be named after the City of Norfolk, Virginia. The first NORFOLK was a brigantine built by the City of Norfolk during hostilities with France in 1798. Captain Thomas Williams was appointed Commanding Officer and reported NORFOLK ready for sea on 9 September 1798. On October 25, 1798, the NORFOLK and two other vessels sailed from the port of Hampton Roads for the West Indies. Their purpose was to destroy French armed vessels and protect American maritime commerce. The vessel and her crew evaded capture by the French Navy and instead managed to recapture a small American vessel. Shortly thereafter NORFOLK put in at Antigua and continued sail near St. Kitts. In 1799, NORFOLK captured the French Privateer Vainquelreoff Guadeloupe while serving under Commodore TRUXTON's squadron. On 3 April 1800 NORFOLK escorted several vessels to Philadelphia. After one last patrol on Santa Domingo station in which she captured a small sloop, NORFOLK was ordered to Baltimore, where she was decommissioned and sold in November 1800.

The second NORFOLK (DL 1) was a submarine hunter killer ship and was the first major warship built after World War II. Her keel was laid 1 September 1949, launched 29 December 1951 and commissioned 4 March 1953. She was designed to carry the latest radar, sonar, and weapons control systems. As a large destroyer designed on a light cruiser hull she could carry a greater variety of detection equipment than the true destroyer and was much better suited for operation in all weather conditions. After her Caribbean shakedown cruises, she was assigned to the Atlantic Fleet and between 1955 and 1957 served successfully as the Flagship for Destroyer Flotillas 2, 4, and 6. Between 1961 and 1967, NORFOLK served as the Flagship of Commander, South Atlantic Forces, during the *Unitas* cruises around South America where she performed ASW training exercises with Venezuela, Columbia, Ecuador, Peru, Argentina, Uruguay, and Brazil. In 1968, NORFOLK was assigned duties as Flagship for Commander, Middle East Forces. In October 1968, she returned to Norfolk where she was decommissioned on 15 January 1970.

Today, NORFOLK (SSN 714) again sails the seas, reviving the proud name and rich heritage of her predecessors.

PLANK

OWNER



Know All Men by These Presents: and to all LANDLUBBERS, SEA LAWYERS, SALTS, SWABS, SQUARE-KNOT ADMIRALS, GOLD BRICKERS AND OTHER SCAVANGERS OF THE SEVEN SEAS Greetings:

BE IT KNOWN: By all earthly mortals and others who may be honored by his distinguished presence that

MM1(SS) GORDON R. CALDWELL, USN

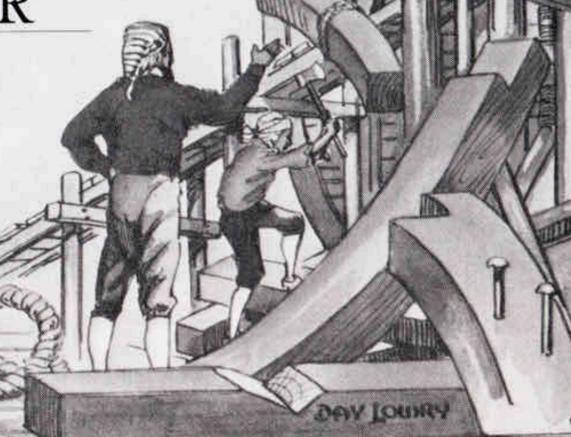
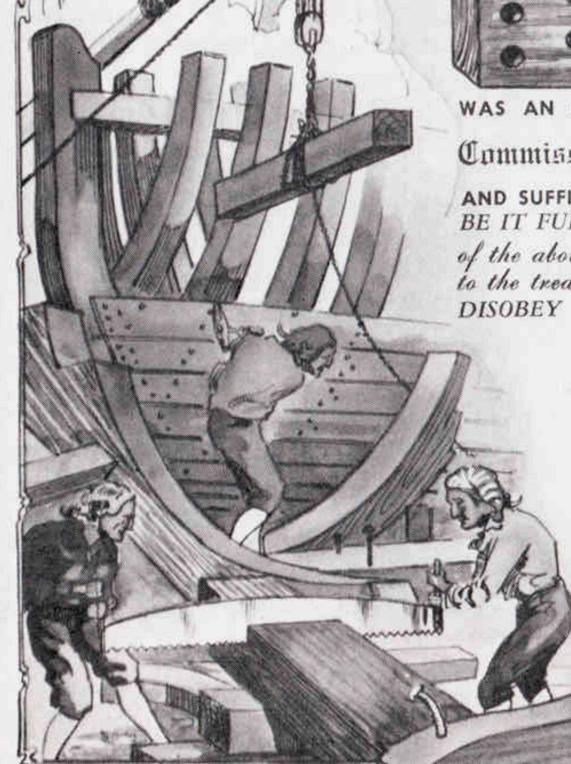
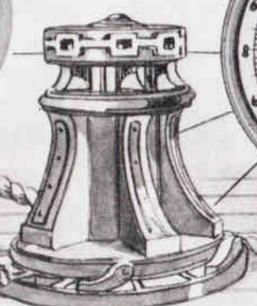
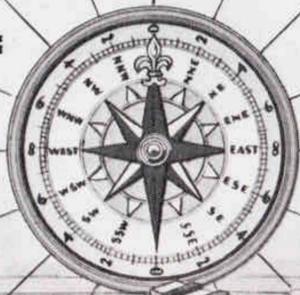
WAS AN HONORED MEMBER OF THE ORIGINAL ILLUSTRIOUS NAVY CREW WHICH FOREVER DISTINGUISHED ITSELF WHEN IT Commissioned the Good Ship USS Norfolk (SSN-714) And, therefore, for this Good AND SUFFICIENT REASON, HE IS ENTITLED BY THE LAWS OF THE SEA TO ALL THE RIGHTS AND PRIVILEGES OF A PLANK OWNER. BE IT FURTHER UNDERSTOOD: That he is entitled also to a clear, free, open and unencumbered title to one plank of the deck of the above mentioned ship. THIS FINAL ACCURATE SELECTION WILL BE MADE IN ORDER OF SENIORITY according to the treasured and honorable records contained in Davy Jones' Log. DISOBEY THIS ORDER UNDER PENALTY OF OUR ROYAL DISPLEASURE.

K.R. KARR

Commanding



Commissioned 21 May 1983



PLANKOWNER

As with the Commissioning Ceremony, the tradition of the plankowner reaches far back into history. As a member of the Navy crew serving on board the ship at the time of commissioning, the plankowner receives "a clear, free, open and unencumbered title" to a plank of the deck of the ship, thus signifying his participation in this special day. This privilege will not be given to any future member of the crew of the USS NORFOLK. More than just a title, we feel we have grown with the ship. Paralleling her construction was our training to operate the ship. When each was ready we came together as a team, the ship and crew at sea.

Some of us have watched and been a part of the ship under construction for many months, a few over two years now. Others have been aboard only a few days. Regardless of the time with the precommissioning unit, we are all proud of our ship and feel a special kinship to her this day.

We are honored by each of you, in your attendance, and hope that you feel the same pride that we do in serving aboard the United States Ship NORFOLK.



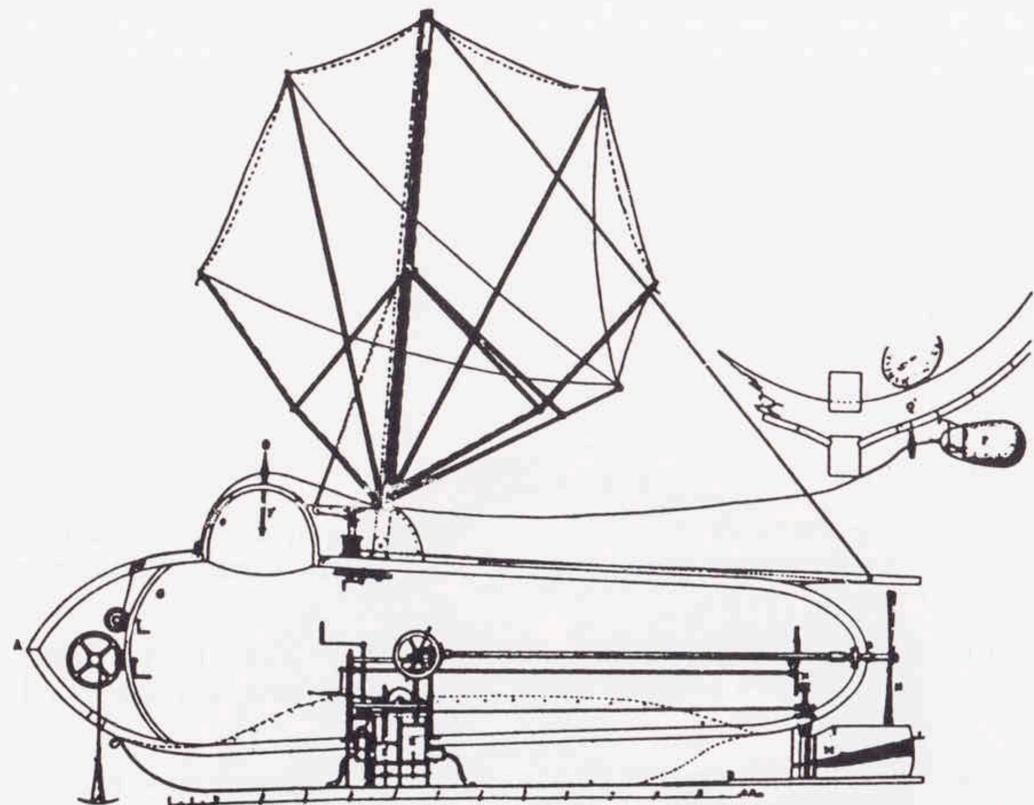
OFFICIAL EMBLEM

One of the many traditions associated with men-of-war throughout time has been the use of a unique emblem to identify the ship. During the initial phases of new construction, the NORFOLK held a competition to select the official emblem for the NORFOLK. Over 90 entries were submitted by ship's company and the young men and women of the Norfolk City School Systems. After a thorough review of all entries, the potential candidates became fewer and fewer. In August of 1982, the official emblem was selected and approved. The winning entry was submitted by John POLLOCK, a senior at Maury High School in Norfolk and was unveiled at a ceremony during the City of Norfolk's Tricentennial Celebration.

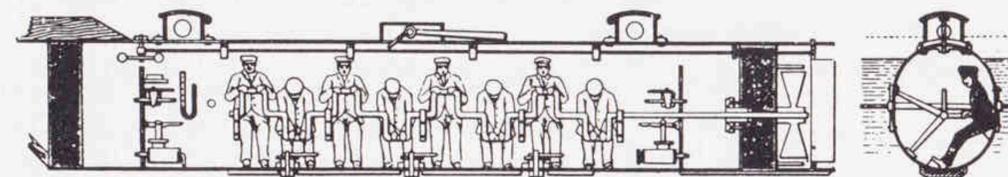
The design has a sea blue background with the national ensign and the city's mace superimposed on it along with the silhouette of the submarine and the Latin phrase - Vi Per Concordiam - Strength Through Unity. The three gold stars represent the three naval vessels that have been named after the City of Norfolk, Virginia and are oriented in a triangular form signifying strength. The ship's name and hull numbers are in gold, which with blue, are the city's colors.

Evolution of the Submarine

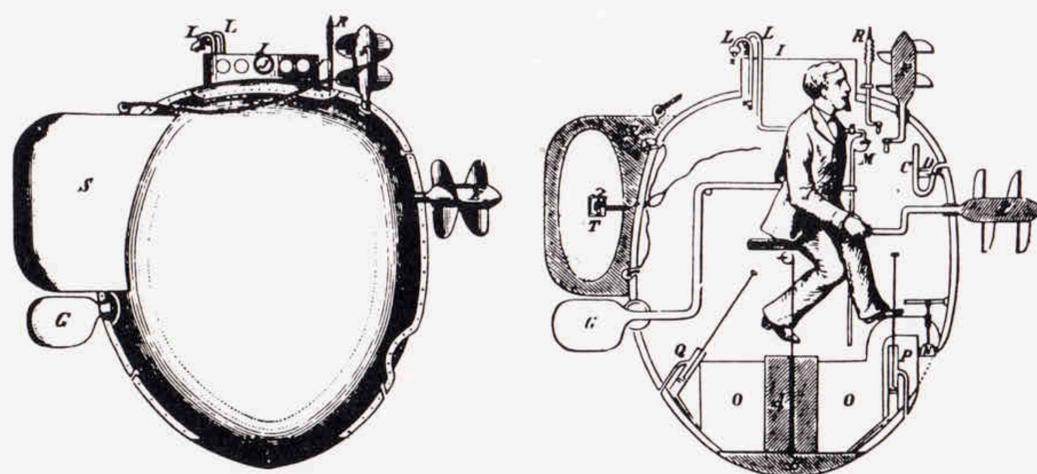
- 333 B.C. - Alexander The Great was supposedly lowered into the ocean in a diving bell during the seige of Tyre.
- 1620 - Dutchman Cornelius Van Drebbel designed and constructed a wooden craft and made it watertight with a covering of greased leather. The vessel was powered by 12 oarsmen, and was capable of being submerged for several hours. Air was supplied by tubes stretching to the surface.
- 1776 - American David Bushnell invented the hand-powered submarine Turtle which was used to attack the British Man-of-War H.M.S. Eagle in New York Harbor during the American Revolution. The Turtle's attempt to screw a 150-pound explosive charge into the Eagle's hull was foiled by a copper-sheathed bottom on the Eagle.
- 1801 - Inventor Robert Fulton launched his 21-foot submarine Nautilus in the River Seine to the delight of Napoleon Bonaparte. The ship had a hand-operated propeller for underwater movement and a sail for surface operation. Fourteen years later he developed a submarine powered by a steam engine.
- 1864 - The Confederate submarine Hunley attacked the Yankee sloop USS Housatonic off Charleston, S.C. The Hunley drove a spar torpedo into the Housatonic, and the subsequent explosion sank both ships.
- 1879 - Featuring large wheels to move about the ocean floor, the submarine Argonaut was built by Simon Lake, owner of the Lake Torpedo Boat Company. Lake later developed a periscope for use when submerged and the extended use of hydroplanes.
- 1900 - The Holland was accepted by the U.S. Navy as its first submarine. John P. Holland took the newly developed automotive gasoline engine and combined it with an electric motor and produced a power plant suitable for both underwater and long distance surface cruising. It was 54 feet long and displaced about 75 tons on the surface.
- 1954 - USS Nautilus (SSN 571), the world's first nuclear-powered submarine, was commissioned. Three years later the Nautilus sailed submerged from the Pacific to Atlantic Oceans via the North Pole.
- 1960 - U.S. Captain Edward Beach took the 450-foot nuclear-powered submarine Triton around the world submerged. In the bathyscaphe Trieste, Don Walsh and Jacques Piccard descended to a record depth of 35,800 feet.
- 1974 - Newport News Shipbuilding launched the USS Los Angeles (SSN 688), the first of the Navy's fastest, quietest and most sophisticated class of nuclear-powered attack submarines.



Inventor Robert Fulton launched his 21-foot submarine Nautilus in the River Seine to the delight of Napoleon Bonaparte in 1801. The ship featured a hand-operated propeller for underwater movement and a sail for surface operation. Fourteen years later he developed a submarine powered by a steam engine.



The Confederate submarine Hunley drove a spar torpedo into the Yankee sloop USS Housatonic off Charleston, S.C., in 1864. The subsequent explosion sank both ships. The Hunley was one of a number of hand-powered semi-submersibles used by the South during the Civil War.



- A, B—Ballast
- C, D—Depth indicating barometer
- E—Helical screw for forward thrust
- F—Helical screw for vertical axis for submersion

- G—Governor
- I—Entrance
- J—Porthole
- L—Air pipes
- M—Ventilators
- N—Valve

- O—Water reservoirs
- P, Q—Pumps to evacuate water reservoirs
- R—Screw to fix mine to enemy vessel's hull
- S—Mine
- T—Mine's clock mechanism

David Bushnell invented the hand-powered submarine Turtle which was used to attack the British H.M.S. Eagle in New York Harbor during the American Revolution. The Eagle's copper-sheathed hull foiled the Turtle's attempt to screw a 150-pound explosive charge into the ship's bottom.

THE COLORS

The National Ensign that is flown today onboard Norfolk (SSN 714) is of special significance to ships company and to the City of Norfolk. Fourteen years ago these Colors were entrusted to the City and St. Paul's Church in Downtown Norfolk for safe-keeping in a unique service to the United States Navy - "The Laying Up of the Colors." On 15 November 1969 the following story was printed in the Ledger-Star:

NORFOLK - The flag of the USS Norfolk, Norfolk's sea-going namesake which is now being deactivated, will be presented for safekeeping to St. Paul's Episcopal Church in a symbolic service at 11 a.m. Sunday for "The Laying Up of the Colors."

It is believed that this is the first time that a U.S. Navy warship has been honored by such a ceremony, which is a widespread custom for British warships and military units being deactivated. St. Paul's was chosen because it is the oldest church in Norfolk.

Forty men from the ship's company, ship's officers and various Navy, civic and church dignitaries will be present for the solemn and colorful service.

Capt. Charles D. Allen Jr., commanding officer of the frigate, will present the ship's flag to the Rev. Walton W. Davis, rector of St. Paul's for preservation and safekeeping.

In the service Sunday Rear Adm. John D. Chase, commander of Cruiser-Destroyer Flotilla 4, will read the scripture lesson; Capt. Francis L. Garrett, fleet chaplain, will deliver the sermon; and Bishop George P. Gunn will give the benediction. There will be a reception in the Parish House following the service.

The Rev. Mr. Davis said that the ship's colors will be placed in the church's museum and held for the commissioning of another USS Norfolk, when the flag will again go to sea.

The first American warship to bear the seaport city's name was an 18-gun brig, commissioned in 1798, which saw action in the undeclared naval war between France and the United States. The contemporary USS Norfolk, commissioned in 1953, served as a flagship for fleet units, performed good will missions and participated in combined-nation exercises during her 16 years in the fleet.

The "Laying Up" Service the following day in St. Paul's Church was filled to capacity. The Order of Service was simple and reverent and was highlighted by the actual transfer of the Colors:

When all have taken their places, and whilst the congregation remains standing the Rector shall say:

On this day you have assembled in this Church to commemorate with thanksgiving the years of service given to our nation by the United States Ship NORFOLK. It is right that on this day you should pay tribute to those who have served faithfully in just and noble causes, for you have come as well, to Lay Up the Colors of your Ship. No more fitting place could be found wherein to deposit these emblems of duty and service, than this ancient house of God. Bring forward the Colors that we may receive them.

After the Colours have been brought forward, Captain Charles D. Allen, Jr., Commanding Officer of NORFOLK shall say:

Reverend Sir, these hallowed Colors, formerly carried in the service of our nation, I now deliver into your hands for preservation and safekeeping within these ancient walls.

Then the Rector shall say:

We do willingly and proudly receive for laying up in this Church these Colors, as witness to faithful service and duty well performed, and having first offered them on the Altar of God, will see that they are duly placed in the position appointed for them.

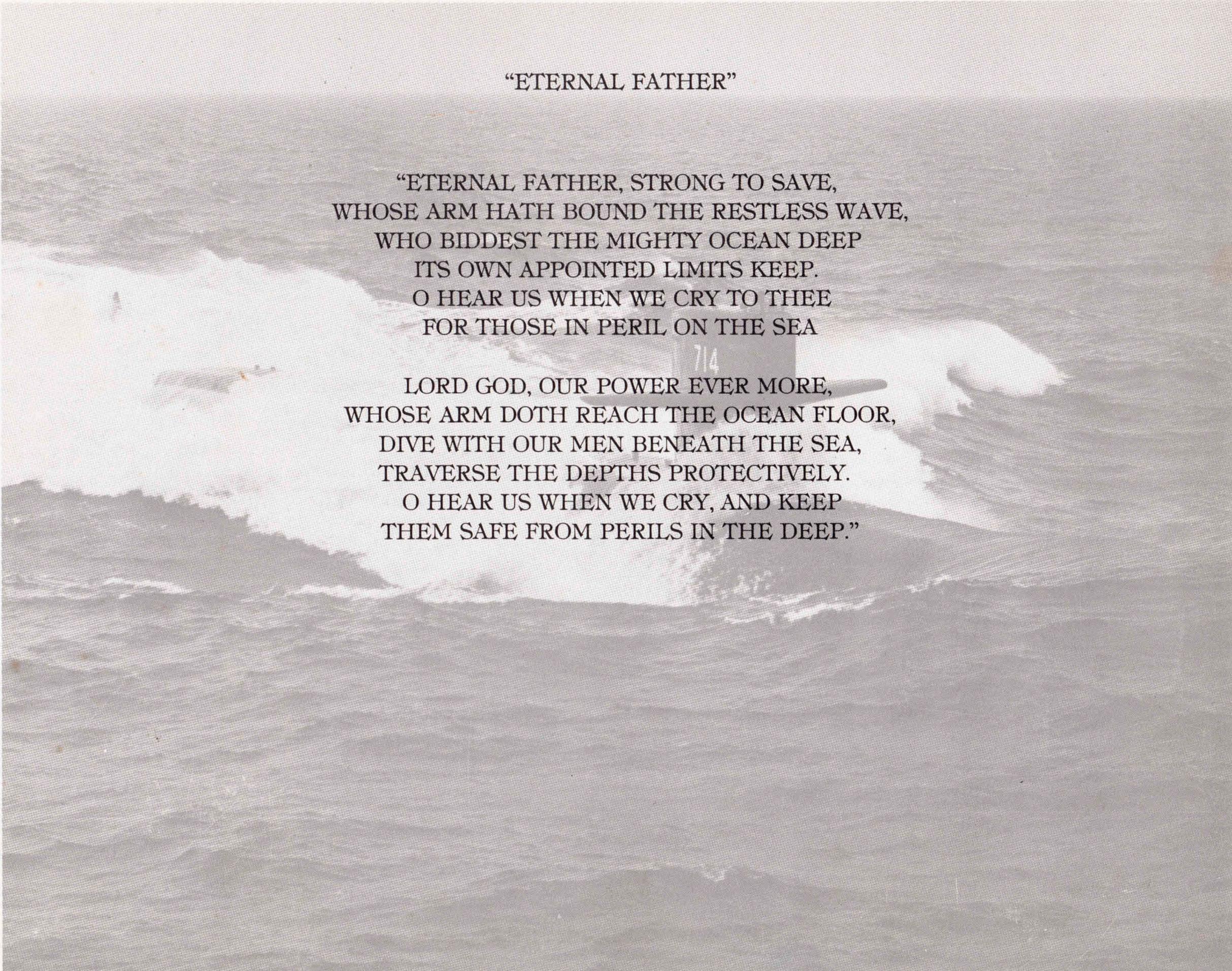
The Colours shall then be taken to the Altar and laid thereon.

The Rector shall then say:

Almighty God and Lord of Hosts, we now lay up in this house of prayer and peace, these emblems of courage and steadfastness. May all who look upon them be reminded of their duty to God and their Country, for Jesus Christ's sake. AMEN.

The Bugler shall sound TATTOO

As these Colors proudly wave again today, may we all be mindful of the sacrifices made by all the men and women of the Naval Services throughout our Nation's history. As the Commissioning company of USS Norfolk (SSN-714) we are proud to fly the Colors of our predecessor and our city.



“ETERNAL FATHER”

“ETERNAL FATHER, STRONG TO SAVE,
WHOSE ARM HATH BOUND THE RESTLESS WAVE,
WHO BIDDEST THE MIGHTY OCEAN DEEP
ITS OWN APPOINTED LIMITS KEEP.
O HEAR US WHEN WE CRY TO THEE
FOR THOSE IN PERIL ON THE SEA

LORD GOD, OUR POWER EVER MORE,
WHOSE ARM DOTH REACH THE OCEAN FLOOR,
DIVE WITH OUR MEN BENEATH THE SEA,
TRAVERSE THE DEPTHS PROTECTIVELY.
O HEAR US WHEN WE CRY, AND KEEP
THEM SAFE FROM PERILS IN THE DEEP.”