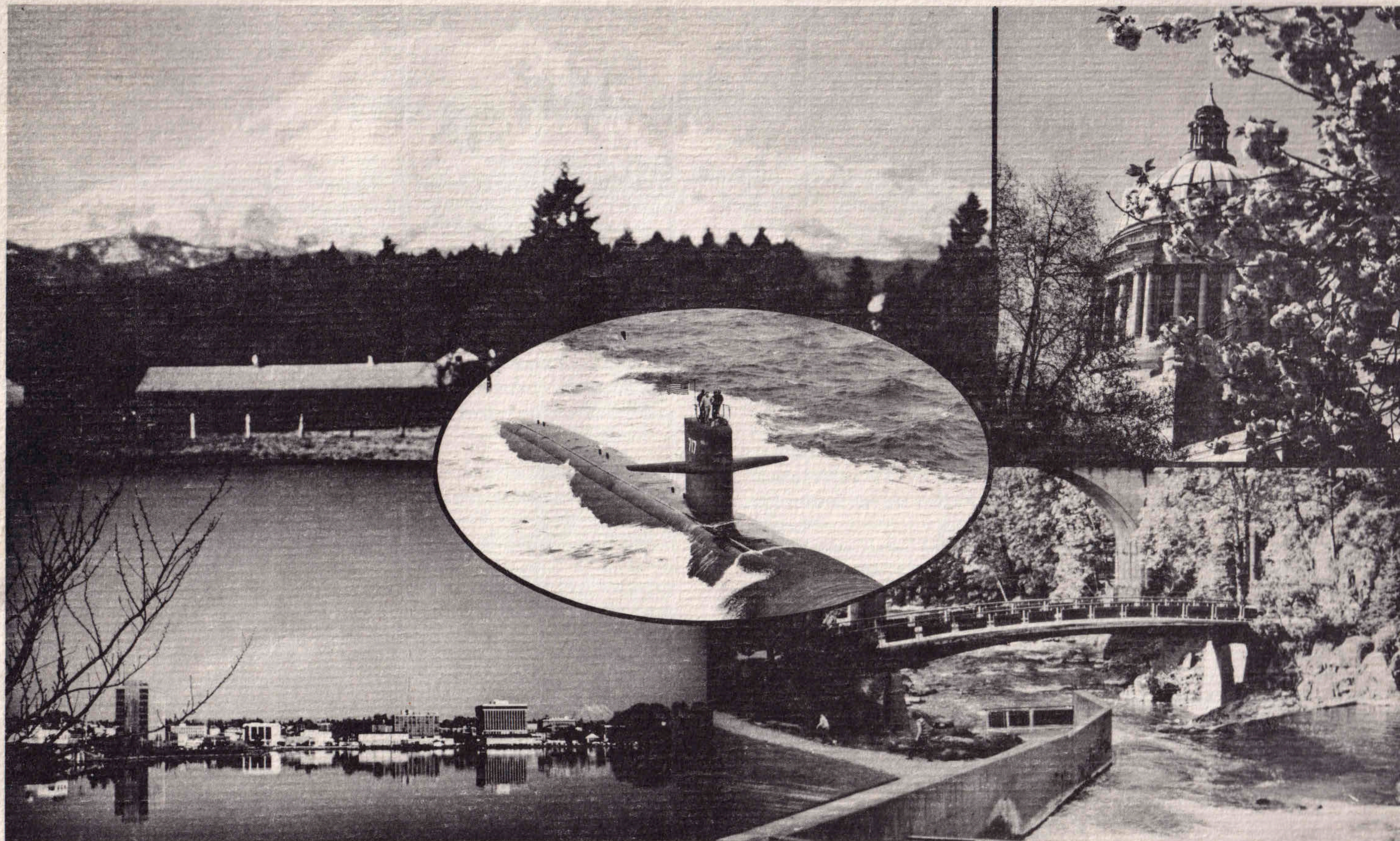


COMMISSIONING OF THE



**USS OLYMPIA
SSN 717**

**17 NOVEMBER 1984
NORFOLK, VIRGINIA**

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, OLYMPIA becomes a proud ship of the line, USS OLYMPIA (SSN 717). 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 on board, 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".

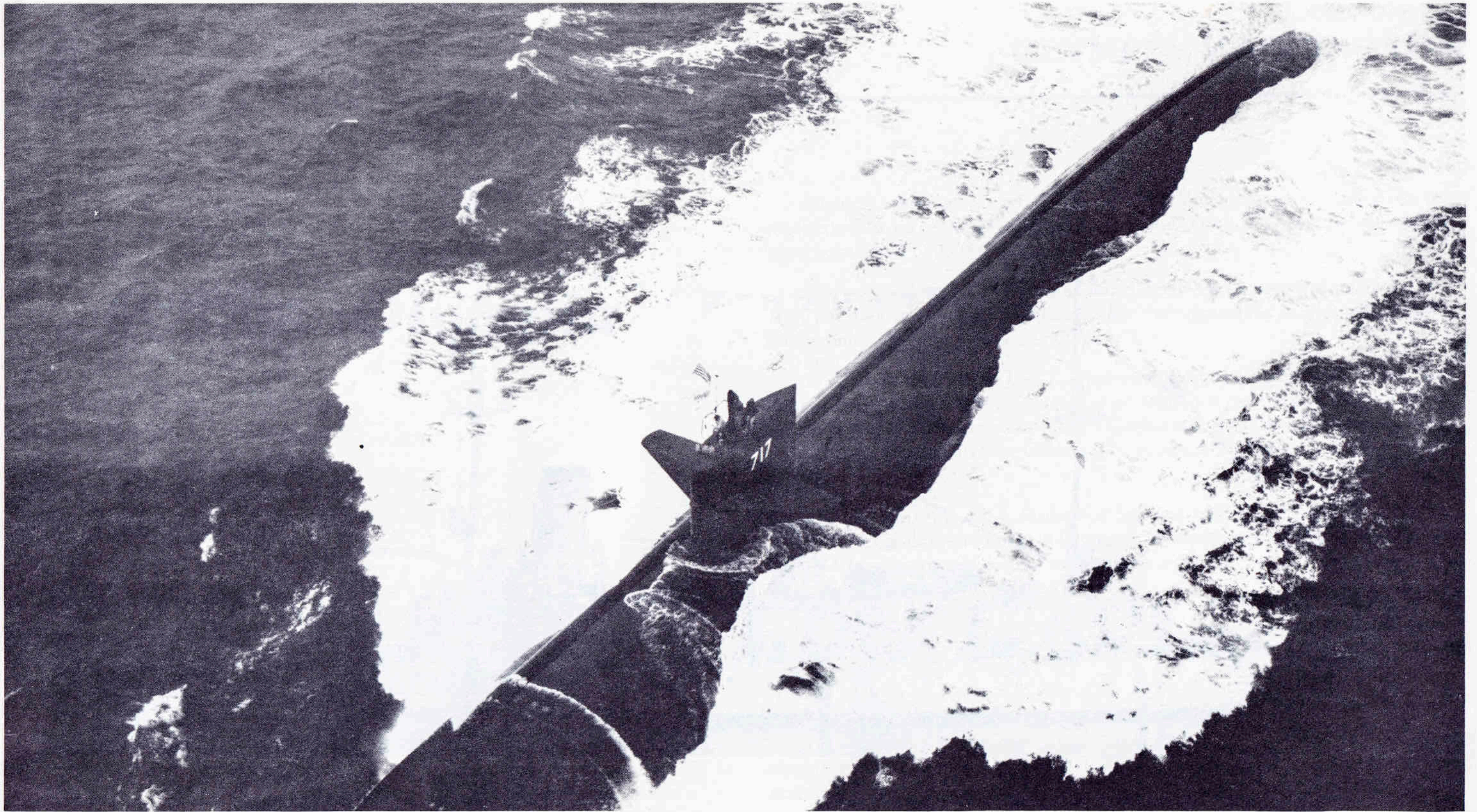
The commissioning pennant has for centuries been the unique symbol of the man-of-war. Today, as the distinctive mark of a ship in commission, it is flown, except when displaced by the personal flag of an Admiral or Commodore aboard the ship. The origin of the commissioning pennant, like many of our traditions, can be traced to the British Navy. When the Dutch Admiral Maarten Harbetszoon Van Tromp defeated an English fleet at Dungeness in 1692, he cruised with a

broom at his masthead 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 commission pennant, you witness the USS OLYMPIA 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 OLYMPIA 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.



Commissioning of the Nuclear-Powered Attack Submarine
UNITED STATES SHIP OLYMPIA (SSN 717)

built by

Newport News Shipbuilding and Dry Dock Company
Newport News, Virginia

Saturday, the seventeenth of November, Nineteen Hundred and Eighty-Four
Norfolk, Virginia

Sponsor Mrs. Dorothy Trondsen Williams



USS OLYMPIA (C-6)

The original USS OLYMPIA was commissioned February 5, 1895. Her first assignment was that of Flagship for the Asiatic Fleet. This led to the historical day at Manila Bay in the Philippines when Commodore Dewey turned to Captain Gridley and ordered "Fire when ready." OLYMPIA's guns were the first to cry out, leading to the destruction of Spain's Asian Fleet and the American victory in the Spanish-American War.

In OLYMPIA's 27 years of service, she performed a variety of duties until

perhaps her most honorable mission came in 1921 when she sailed for Le Havre, France to bring the remains of the Unknown Soldier of World War I to Arlington Cemetery.

In 1922, OLYMPIA was decommissioned in Philadelphia. Today, the Navy's oldest steel ship, still afloat, is preserved as a shrine by the Cruiser Olympia Association.

OLYMPIA, WASHINGTON



City of **Olympia**



Olympia, the capitol city of the State of Washington, is located on the southernmost tip of Puget Sound. It is the county seat of Thurston County and has a population of 27,000 people.

The earliest human inhabitants of the Olympia area were the native Indians. They left their marks in petroglyphs and in their descendents who still populate the region, although in reduced numbers.

In 1846, two pioneers, Levi L. Smith and Edmund Sylvester, took up land claims in what is now Olympia. They named their joint claims Smithfield after Levi Smith. In 1850 these claims were formally dedicated as a town and the name was changed to Olympia, after the Olympia Mountains which tower to the north of the city.

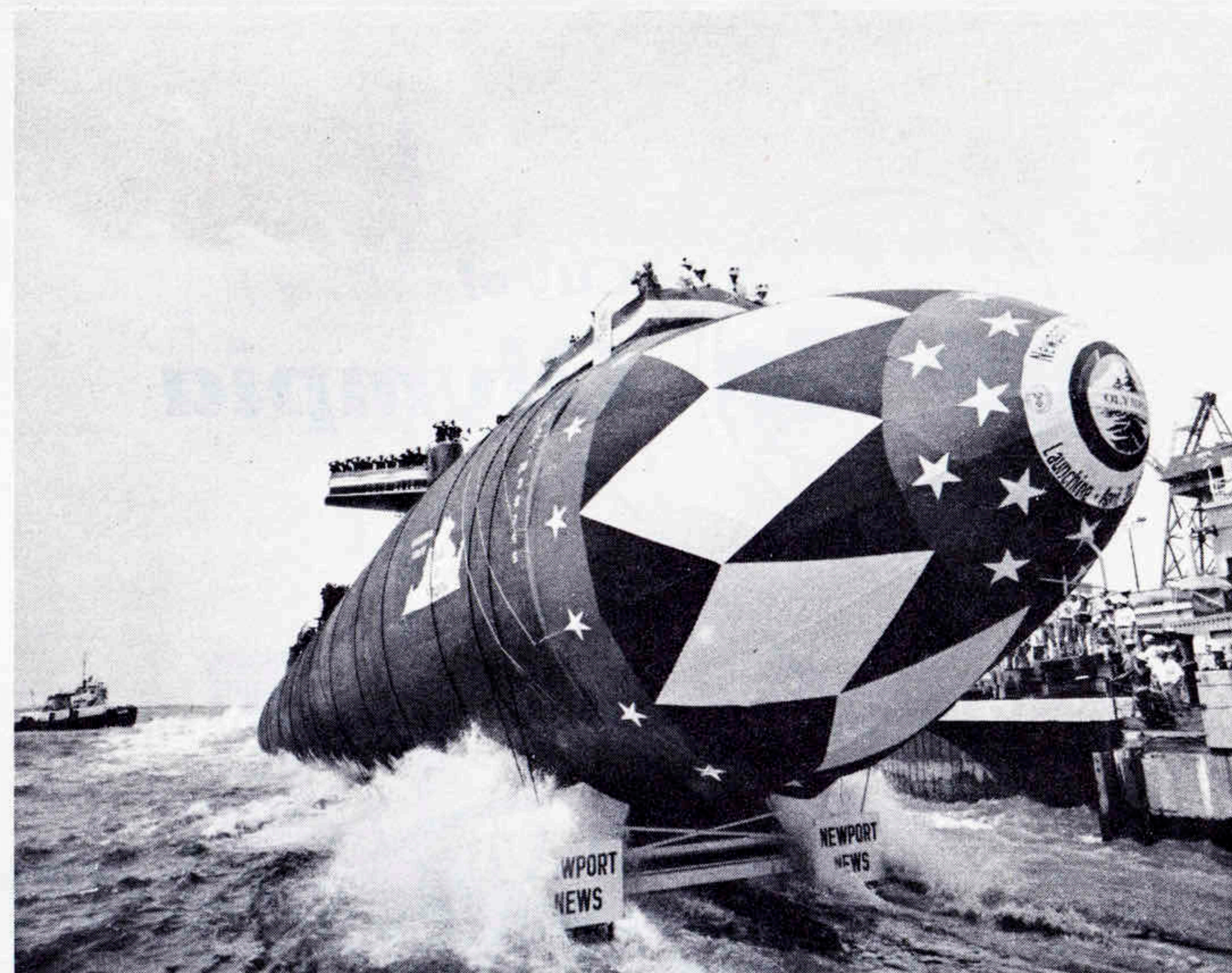
On February 27, 1854, Governor Stevens called the first session of the Territorial Legislature to order in Olympia. This body of twenty-seven members ratified the selection of Olympia as the territorial capitol city.

On March 2, 1853, a bill was passed by the Congress of the United States making Washington a formalized territory of the United States. The territory was accepted as a state in 1889 and Olympia was designated as the capitol city, as it is today.

The present Capitol Building, designed by the world famous architectural team of Wilder and White, was completed in 1928 and is one of the most beautiful structures to be found anywhere. It, together with the auxiliary buildings and the spacious Capitol Campus which surrounds them is the focal point of Olympia.

Olympia is not a large city as cities go, but it offers many of the amenities of larger cities with less of the problems incident to larger concentrations of people. It is described by its citizens as a good place to live, to work and to raise a family.

It is reported that in 1788 as Captain John Meares, the navigator of the British Frigate Merryweather, sailed his ship eastward into the Straits of Juan De Fuca, he was impressed by the grandeur of the mountain peak on the south side of the straits which is now known as Mt. Olympus. He is quoted as having said, "If that be not the home where dwells the gods, it is certainly beautiful enough to be and I therefore will call it Olympus." Thus, the mountain was named Olympus, the mountain range supporting the peak the Olympic Mountain Range, and the state capitol city OLYMPIA.



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 OLYMPIA (SSN 717) on 30 April 1983, a warm, spring day at Newport News Shipbuilding and Dry Dock Company in Newport News, Virginia. A crowd of over 6,000 watched as the ship's sponsor, Mrs. Dorothy Williams, the wife of Admiral John G. Williams, Jr., USN, Chief of Naval Material, cracked the traditional bottle of champagne across the ship's bow and christened the ship "**OLYMPIA.**" Thousands of balloons were released, horns blared, band played, and the crowds cheered as the OLYMPIA gracefully slid into the waters of the James River. The OLYMPIA became the twelfth Los Angeles class nuclear powered fast-attack submarine launched at Newport News. The launching held special significance for the Navy, for Newport News Shipbuilding, and for the City of Olympia. A tremendously capable ship of the United States Navy was again named after the City of Olympia, capital of the Evergreen State of Washington. For Newport News Shipbuilding, the men and women of the "O Team" as they named themselves, who worked so hard on OLYMPIA from keel laying to her launch, it was an opportunity to demonstrate their pride and quality of workmanship. For the Navy, the ceremony represented the continuing commitment to world peace through a strong naval presence. The principal speaker, Admiral John G. Williams Jr., called for an increased commitment to the Navy shipbuilding program to counter the growing threat of the Soviet military. Among the dignitaries present were United States Senator Slade Gorton of Washington, Assistant Secretary of the Navy George A. Sawyer, and the Mayor of Olympia David A. Skramstad.



*Edward J. Campbell, President
Newport News Shipbuilding
requests the honor of your presence
upon the occasion of the
launching of the Submarine
OLYMPIA (SSN 717)
at Newport News, Virginia
Saturday, the thirtieth of April
Nineteen hundred and eighty-three
at eleven thirty o'clock A. M., E. D. T.*

Sponsor

Mrs. J. G. Williams, Jr.

Matron of Honor

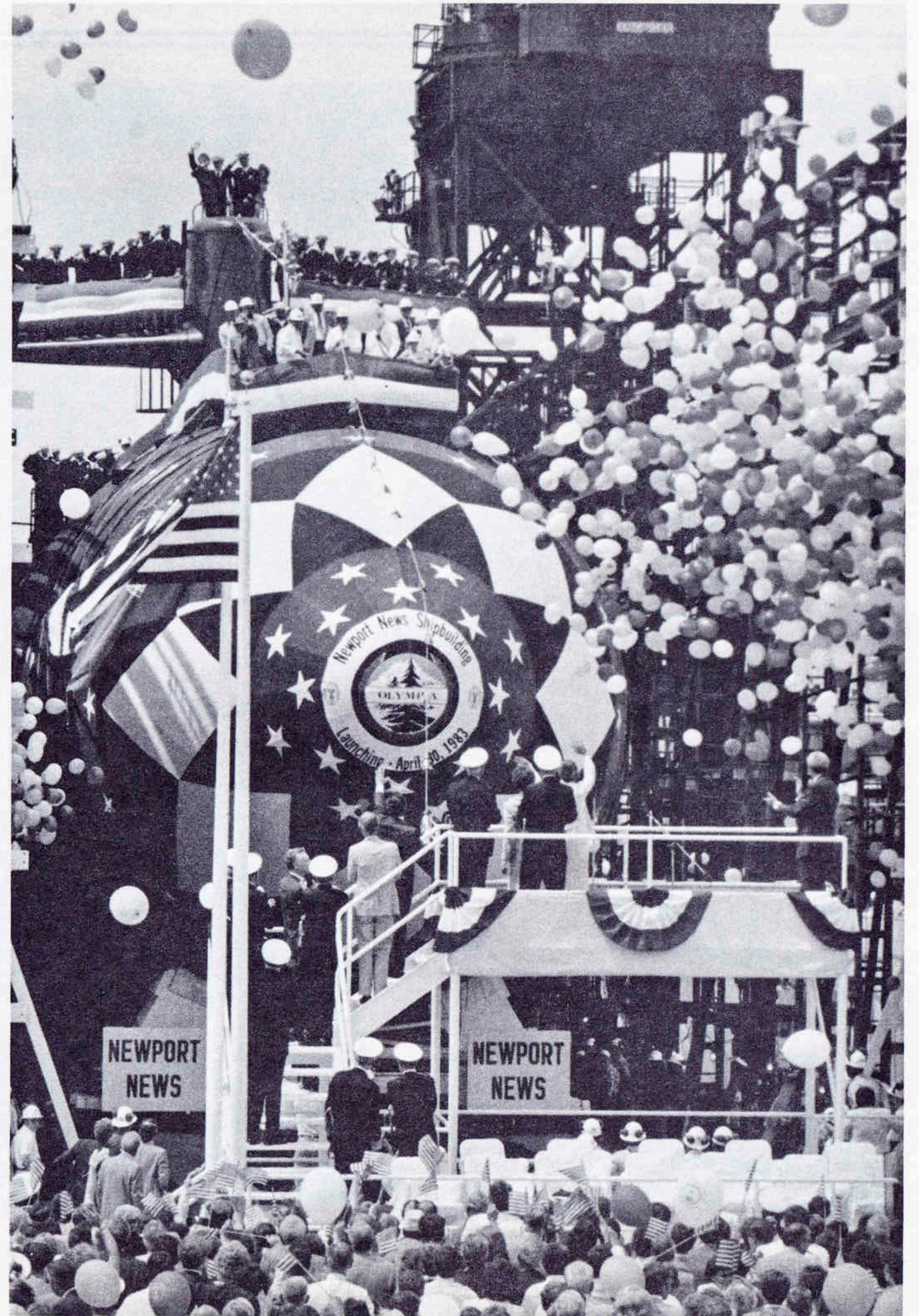
Mrs. E. P. Travers

Speaker

*Admiral J. G. Williams, Jr.
Chief of Naval Material*

*Please reply
before April 15*

*Navy Uniform will be
Service Dress Blue*



DOROTHY WILLIAMS

Ship's Sponsor



Dorothy Trondsen Williams is a native of Ocean Park, Washington. She attended Washington State College in Pullman, Washington and married Jack Williams upon his graduation from the U.S. Naval Academy.

Mrs. Williams' mother is the daughter of the early pioneer Morehead family that settled in Washington. Her father, Torvald Trondsen, was born in Norway. As a young immigrant, he worked at the Union Iron Works in San Francisco, where the first **USS OLYMPIA** was built. That famous cruiser, which was commissioned in 1895, served as the flagship of Commodore Dewey in the Spanish American War.

Dorothy Williams continues to enjoy her hobbies of knitting, gardening and sewing. The Williams' have five children, two living in Seattle, two in Portland and one at home.

THE HONORABLE JOHN SPELLMAN Governor, State of Washington



State of Washington

JOHN SPELLMAN, Governor

OFFICE OF THE GOVERNOR

Message from the Governor

I am delighted to extend congratulations to Captain Bill Hughes and the crew of the USS Olympia as your vessel is commissioned and accepted into the active U.S. Navy fleet.

I hope to join you for this momentous occasion in which our state capital's namesake officially becomes a part of our country's naval force. This message reiterates the great pride our state feels as this historic event takes place.

Please accept my thanks and my best wishes for a memorable commissioning and for success aboard the USS Olympia.

Sincerely,

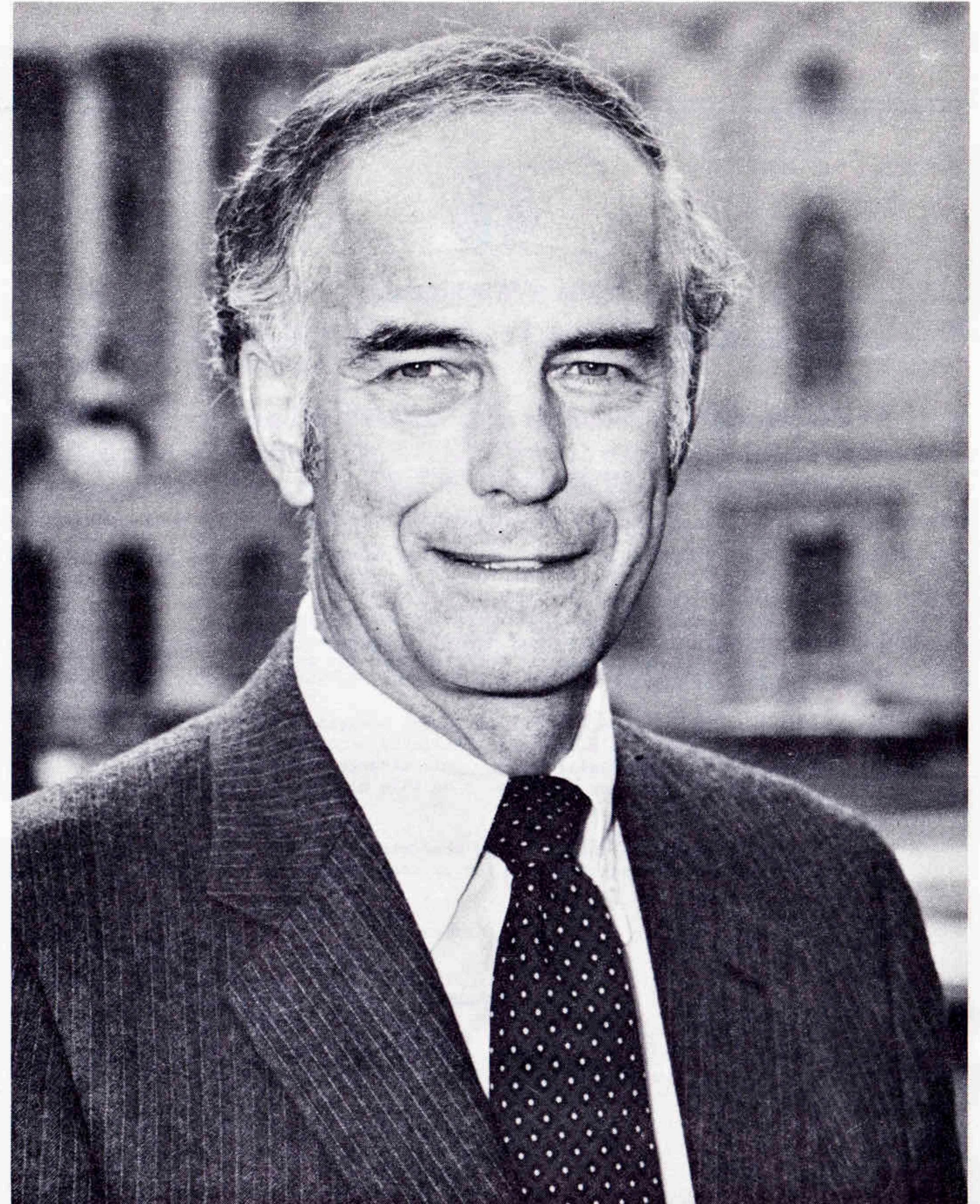
A handwritten signature in cursive script that reads "John Spellman".

John Spellman
Governor





THE HONORABLE SLADE GORTON
United States Senator
State of Washington



THE HONORABLE DANIEL J. EVANS
United States Senator
State of Washington

THE HONORABLE DAVID A. SKRAMSTAD

Mayor, City of Olympia

A three-time winner in two years at the Olympia polls, David A. Skramstad was first elected in 1981 as Commissioner of Finance. In that capacity, he promoted a seven-member council government for the City. Voters rallied behind the proposal in 1982, affirming the new government by a wide margin. In the same year, Skramstad was elected to the original Council, and then elected Mayor by fellow Councilmembers. He was re-elected to the post of Mayor in 1983.

Skramstad's Mayoral activities include leading intergovernmental groups involving cities, counties, and Washington State agencies. As a personal commitment, he also serves on the boards of directors for various civic organizations.

Since 1979 Skramstad has brought his management and public relations experience to a senior executive post at Allied Data, a computer software and services firm in Lacey, Washington. As Director of Marketing Development and Product Manager, he has established an original Market Development Program, a Client Services Division, and a Telecom Division which received worldwide recognition in the telephony industry. He managed the restructuring of Telecom into a new corporation, U.S. Intelco Newwork, a pioneer in telephony.

Skramstad came to Olympia in 1975 as Chief Executive Officer of the Olympia Chamber of Commerce. During his four-year tenure, he organized the first legislative action committee, led the drive to fund and construct the Chamber's first office building, and established programs for instructing youths about business, profits, and jobs. Under his leadership membership increased 100%, earning statewide recognition for the Chamber.

Prior to the Olympia Chamber, Skramstad headed a division of the Boise Chamber, and earlier the Missoula Chamber, for a total of eight years as Chamber Chief Executive Officer.

A 20-year military career preceded Chamber of Commerce administrative activities. As a Counterintelligence Officer with the U.S. Army, Skramstad conducted and directed operations in the U.S., Europe, and Vietnam, and coordinated security matters at nuclear test sites in Nevada and New Mexico.





THE SECRETARY OF THE NAVY
WASHINGTON

Captain William C. Hughes, Jr., USN
PCO, OLYMPIA (SSN 717)
Newport News Shipbuilding and Dry Dock Company
Newport News, Virginia 23607

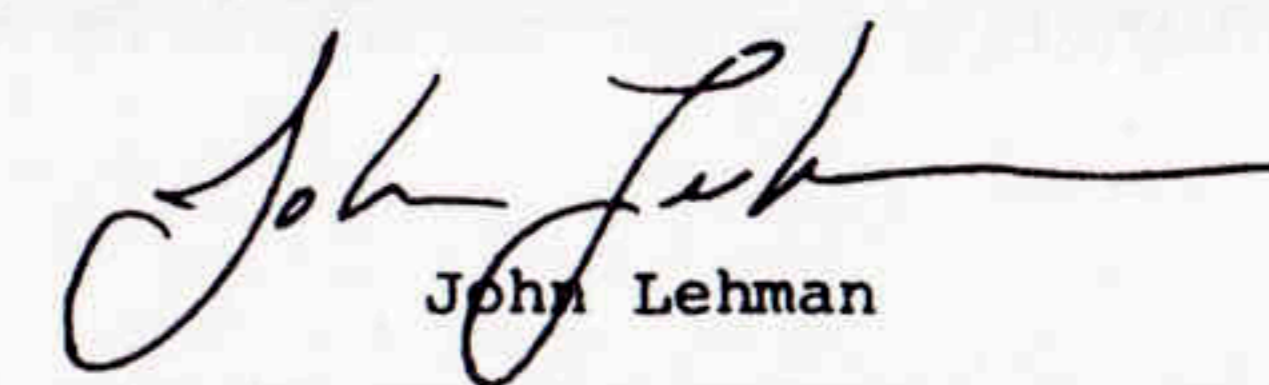
Dear Captain Hughes,

Congratulations on your new command, and best wishes to you and to your crew on the commissioning of OLYMPIA (SSN 717).

You have been entrusted with the newest ship of our under-sea Navy. Never before have American submarines been so potent a force in defense of our freedom. Able to "run silent, run deep" and armed with effective weapons and control systems, the modern attack submarine is capable of accomplishments that would amaze earlier generations. Yet, advanced as she is, OLYMPIA has one vital thing in common with every submarine that has preceded her. As she depended for her existence on the skills of the designers and craftsmen who created her, she now depends on the professionalism of her crew to bring out the promise of her fine potential. You inherit the gallant spirit of an earlier OLYMPIA, Admiral Dewey's flagship in the Battle of Manila Bay. I know that you will combine this proud legacy with the spirit of the true submariner to make your new OLYMPIA worthy of her honorable name.

Your ship now begins an active role in the fleet. You, and all who serve with you, are charged with the heavy responsibility of making OLYMPIA 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

United States Senator
State of Washington

THE HONORABLE DANIEL J. EVANS
United States Senator
State of Washington



CHIEF OF NAVAL OPERATIONS

Dear Captain Hughes,

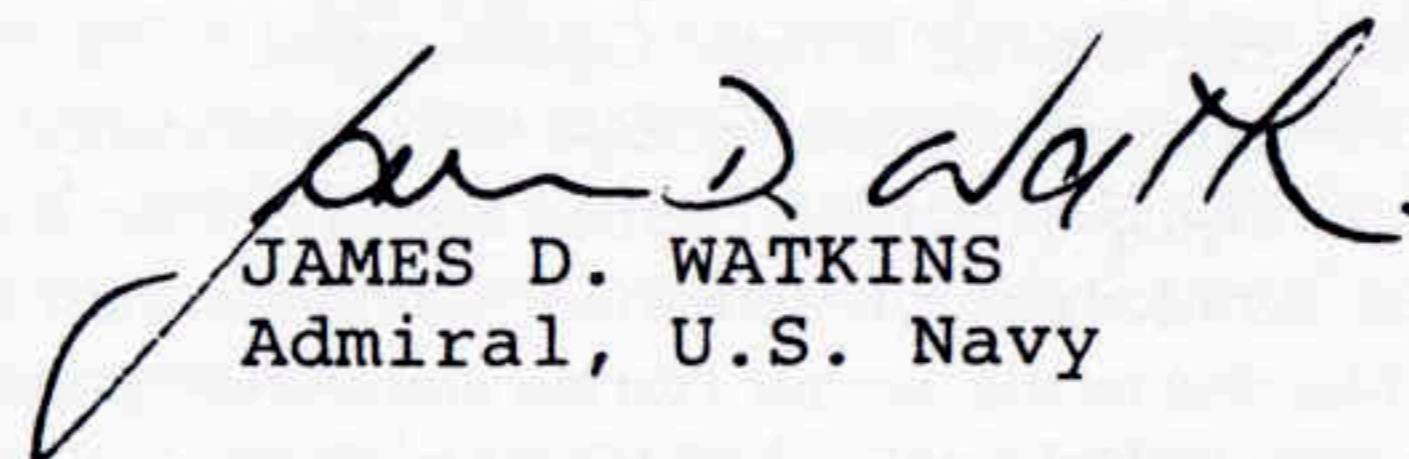
Please accept my hearty congratulations on the commissioning of United States Ship OLYMPIA (SSN 717). An unusual distinction and a special responsibility fall upon you as the first commanding officer. By your selection as the commissioning captain, your distinguished record of professional competence has been recognized, and in this assignment the full measure of your demonstrated abilities will be called upon.

When she joins the fleet, OLYMPIA 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 capable of operating and maintaining her to the very limits of designed potential.

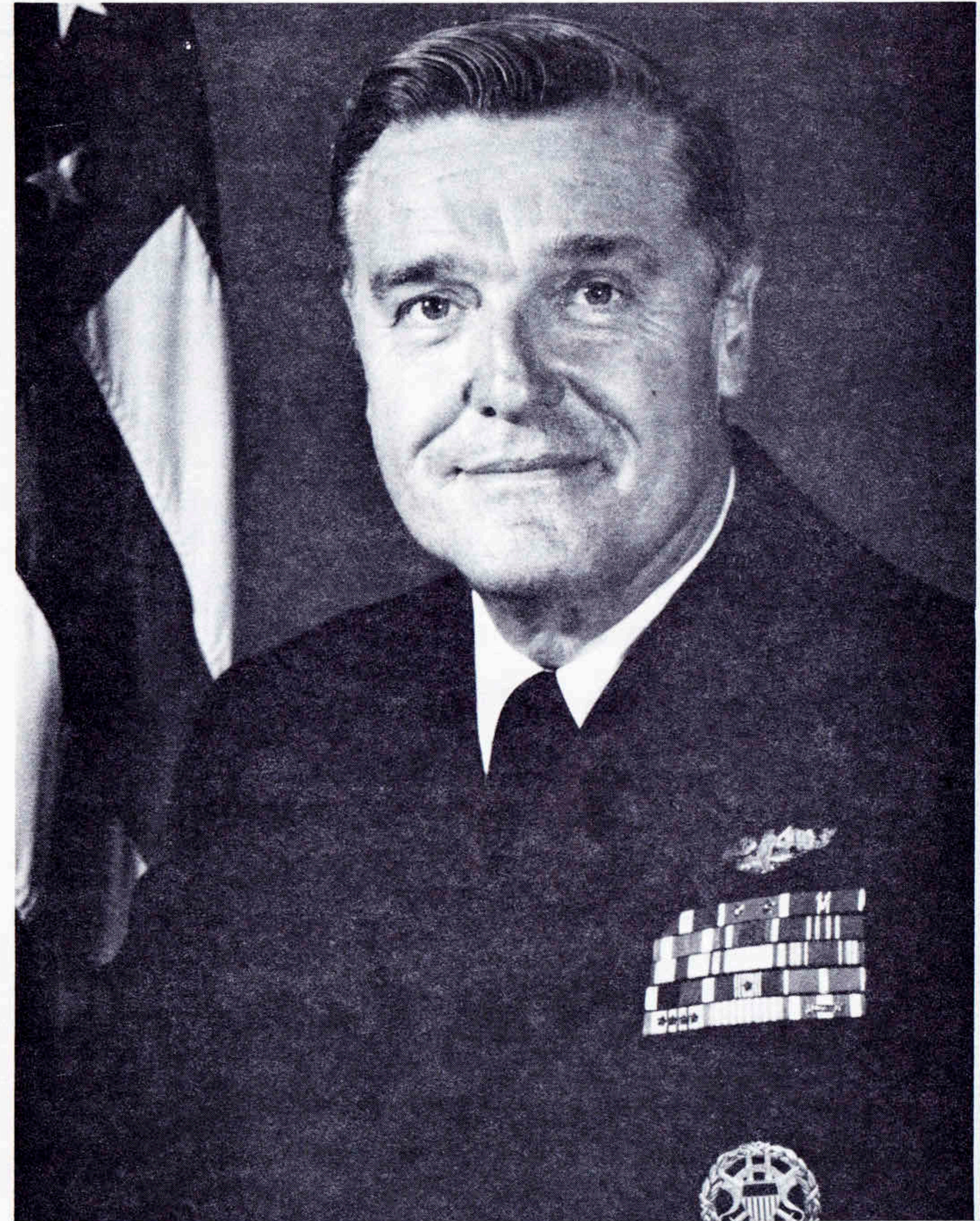
It is your responsibility to establish for OLYMPIA an operating capability to match her potential. As your ship and crew perform, OLYMPIA will develop a personality and a reputation which will endure over her years of service to the nation and to the Navy. OLYMPIA's character and professional reputation 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 William C. Hughes, Jr., USN
PCO, OLYMPIA (SSN 717)
Newport News Shipbuilding and Dry
Dock Company
Newport News, Virginia 23607



ADMIRAL WESLEY L. McDONALD

Supreme Allied Commander Atlantic



United States Atlantic Command United States Atlantic Fleet

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 McDonalds have four children: Major T.O. McDonald, USMC; Mrs. Kathryn Overman; Ms. Joy McDonald; and Mrs. Toni Sutherland.

VICE ADMIRAL NILS R. THUNMAN

Deputy Chief of Naval Operations (Submarine Warfare)

Nils Ronald Thunman was born in Cleveland, Ohio on 26 February 1932 but was raised in Springfield, IL which he calls home. He attended the University of Illinois and then entered the U.S. Naval Academy graduating in 1954. After graduation, he served for a short period as a Company Officer and then commenced his first sea tour in USS SHELTON (DD-790). In June 1957, he was assigned commanding officer of the Experimental Patrol Craft Escort USS MARYSVILLE (EPCER-857), also homeported in San Diego. After attending the Naval Submarine School, New London, CT, in early 1959, he reported to the diesel powered submarine, USS VOLADOR (SS-490), based in San Diego.

In December 1961, he completed one year of Naval Nuclear Propulsion Training which was followed by instructor duties in the U.S. Naval Nuclear Propulsion Program. In January 1963, he reported to the fleet ballistic missile submarine USS ROBERT E. LEE (SSBN-601) (BLUE Crew) operating from Holy Loch, Scotland, and in December 1963 returned to San Diego as Executive Officer of the nuclear-powered attack submarine USS SNOOK (SSN-592). He was ordered to the Bureau of Naval Personnel in Washington, D.C., in March 1966 as the Assistant Program Manager for Nuclear Power Personnel.

He relieved as Commanding Officer of USS PLUNGER (SSN-595) homeported at Pearl Harbor, Hawaii, in August 1968. During the period of August 1971 to May 1974, he served on the staffs of Commander Submarine Force, U.S. Pacific Fleet and Commander in Chief, U.S. Pacific Fleet.

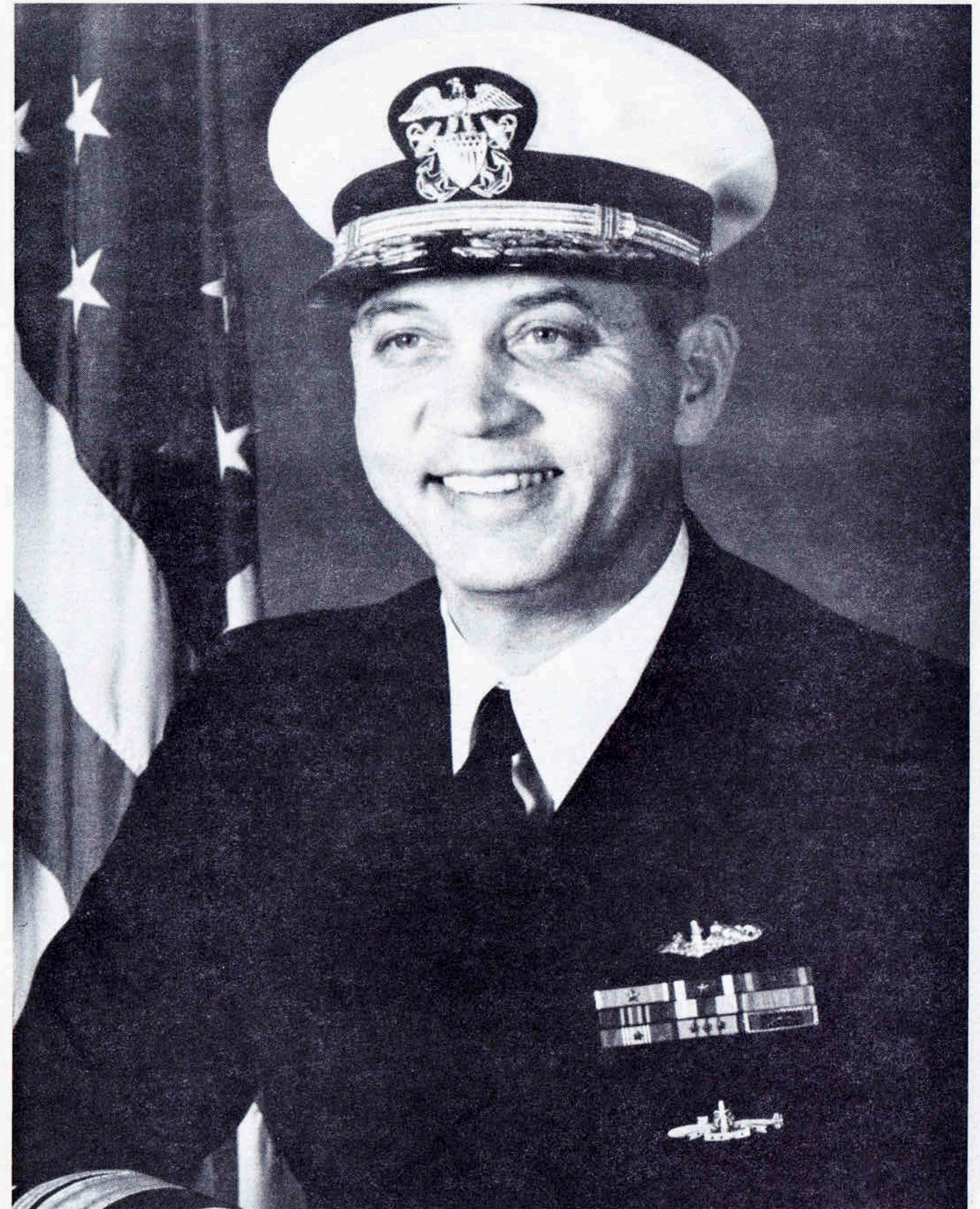
From June 1974 to May 1976, he served as Commander Submarine Squadron FIFTEEN at Guam.

Promoted to Rear Admiral in May 1976, he was assigned as Assistant Chief of Naval Personnel for Officer Development and Distribution, and subsequently was assigned as Director, Military Personnel and Training Division, in the Office of the Chief of Naval Operations.

In May 1979, he reported as Commander Submarine Force, U.S. Pacific Fleet and served in that position until promotion to Vice Admiral and assignment to his present position as Deputy Chief of Naval Operations (Submarine Warfare) on July 1, 1981.

Vice Admiral Thunman's decorations include the Legion of Merit (with three gold stars), Navy Commendation Medal (with one gold star), Navy Unit Commendation (with one bronze star), Meritorious Unit Commendation, Navy Expeditionary Medal, China Service Medal, National Defense Medal (with one bronze star), Vietnam Service Medal (with three bronze stars), Sea Service Ribbon, Humanitarian Service Medal and the Republic of Vietnam Meritorious Unit Commendation.

Vice Admiral Thunman married Elizabeth Caldwell of Annapolis, MD, in September 1954. They have two sons: Nils Ronald, Jr. and Michael Erik.



VICE ADMIRAL BERNARD M. KAUDERER

Commander Submarine Force, U.S. Atlantic Fleet



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 serving in US 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 (SSBN-601), as Engineer Officer in USS SKIPJACK (SSN-585) and as Executive Officer, USS U.S. GRANT (SSBN-631).

Command of the nuclear attack submarine USS BARB (SSN-596) 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, the 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.

REAR ADMIRAL STANLEY G. CATOLA

Commander, Submarine Group SIX

Rear Admiral Stanley G. Catola graduated from the U.S. Naval Academy in 1956 and served as First Lieutenant and Weapons Officer aboard the destroyer USS SOUTHERLAND (DDR-743). SOUTHERLAND deployed twice for 6-month tours in the Western Pacific carrying out patrols between Formosa and mainland China and participating in flood relief operations in Ceylon. After completion of Submarine School in 1958, he served on board the diesel submarine USS BLUEGILL (SS-242) completing a 7-month deployment in the Western Pacific. Following completion of Nuclear Power School in 1961, he served in Weapons and Engineering billets on board USS TRITON (SSN-586), the only submarine powered by two reactor plants and then the largest submarine in the world. TRITON was twice deployed on extended operations during this period. In 1964, Rear Admiral Catola reported to the ballistic missile firing submarine USS ANDREW JACKSON (SSGN-619) as Engineer Officer of the GOLD crew, where he served until 1967 completing five strategic deterrent patrols. His next duty was as Executive Officer of the attack submarine USS TAUTOG (SSN-639) during construction, shakedown, refresher training, and deployment. During this tour TAUTOG was awarded the Navy Unit Commendation, and Rear Admiral Catola was awarded the Navy Commendation Medal.

Rear Admiral Catola commanded USS ANDREW JACKSON (SSBN-619) (BLUE) from April 1970 until October 1972, completing five strategic deterrent patrols. During his tour, his ship won the POLARIS/POSEIDON Trophy presented by the Providence Plantation Council of the Navy League of the United States to the most outstanding SSBN for the year, and his ship was also presented the Meritorious Unit Commendation. Rear Admiral Catola was awarded a Gold Star in lieu of a second award of the Navy Commendation Medal in 1971 and the Legion of Merit in 1972. During his tour in command of ANDREW JACKSON, Rear Admiral Catola was also graduated from the Naval War College through the Interim Command and Staff Course which required a 1-month residency at the War College and completion of six extensive correspondence courses.

Rear Admiral Catola commanded USS HENRY L. STIMSON (SSBN-655) (GOLD) from March 1973 to June 1974, through post Poseidon conversion shakedown operations and one strategic deterrent patrol and was awarded the Meritorious Service Medal in 1974.

Rear Admiral Catola was next assigned to the Staff of the Commander in Chief, U.S. Atlantic Fleet, as Deputy Senior Member, Nuclear Propulsion Examining Board in June 1974 and served as the Senior Member from June 1975 to June 1976. During this tour he certified the safe operation of some 67 nuclear propulsion plants on submarines and surface ships during at-sea operations.

Rear Admiral Catola served as Commander Submarine Squadron FOURTEEN from June 1976 until October 1978. He was the 'Commodore' for ten nuclear-powered ballistic missile firing submarines, an 18,700 ton submarine tender, and a floating drydock located in the Holy Loch in Scotland. During this tour Submarine Squadron FOURTEEN was awarded the Meritorious Unit Commendation and Rear Admiral Catola was awarded a Gold Star in lieu of a second Legion of Merit award.

Rear Admiral Catola reported to the Naval Sea Systems Command, Washington, D.C., in October 1978 as Deputy Commander for Fleet Support. In April 1979, as a result of a reorganization, his title was changed to Principal Deputy Commander for Logistics. Rear Admiral Catola was awarded a Gold Star in lieu of a third Legion of Merit during this tour.

Rear Admiral Catola served in the Naval Material Command, Washington, D.C., from July 1981 until July 1983 as Project Manager for the TRIDENT System Project. During this tour, Rear Admiral Catola oversaw the introduction into the Fleet of the first TRIDENT submarines; made operational the Submarine Base at Bangor, Washington; and commenced the design and construction of the East Coast TRIDENT Submarine Base at Kings Bay, Georgia.

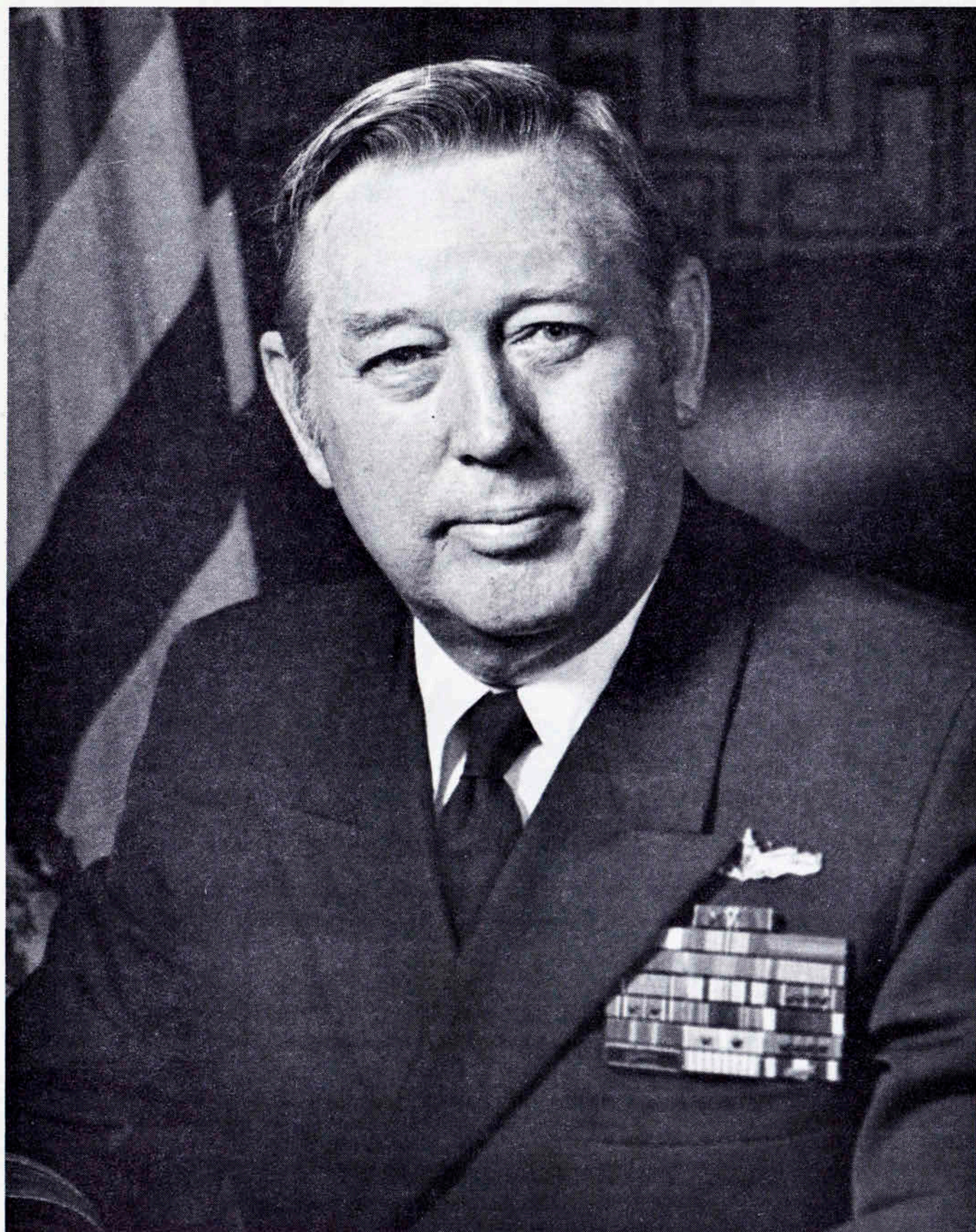
Rear Admiral Catola relieved as Commander, Submarine Group SIX in Charleston, South Carolina, in August 1983.

Rear Admiral Catola is married to the former Helen Ivancic of San Diego, California. They have one son, Steven.



REAR ADMIRAL JACKSON K. PARKER

Commander, Naval Base Norfolk



Rear Admiral Jackson K. Parker enlisted in the United States Navy in January 1942 and served in destroyers through World War II seeing action in the Atlantic and Pacific theaters. Rear Admiral Parker saw action again in destroyers during the Korean Conflict.

Commissioned in July 1958, Rear Admiral Parker's assignments have included department head tours as Engineer on USS CHARLES F. ADAMS and USS JOSEPHUS DANIELS and as Executive Officer of USS CONYNGHAM. He has commanded USS MACDONOUGH and USS RICHARD E. BYRD and was Commander Destroyer Squadron TWENTY SIX and Commander Destroyer Squadron TEN.

In addition to extensive assignment in combatants, Rear Admiral Parker served on the Staff of Commander EIGHTH Naval District, was in-country Vietnam with TF-116, and has served as Deputy/Senior Member of Propulsion Examining Boards for both the Atlantic and Pacific Fleets. He was a major Project Manager for the Steam Propulsion Improvement Program with Commander Naval Sea Systems Command from February 1976 to January 1978 with additional duty on Staff of Chief of Naval Operations as Coordinator, Steam Propulsion Improvement Project.

Selected for Flag Rank in January 1980, Rear Admiral Parker was ordered as Deputy Chief of Staff for Readiness and Resources, CINCLANT/CINCLANTFLT in August 1980. In September 1983, he assumed command of Commander Naval Base, Norfolk, Virginia.

Rear Admiral Parker wears the Legion of Merit with gold star for second award, two Bronze Stars with Combat "V", Meritorious Service Medal, Presidential Unit Citation, Navy Unit Citation, Combat Action Ribbon and various campaign and service medals which include European Theater (5 stars), Asiatic Pacific Theater (3 stars), Navy Expeditionary Medal (1 star), United Nations Korean Medal and the Vietnam Service Medal (2 stars).

Rear Admiral Parker is married to the former Jacqueline Johnson of Rocky Mount, North Carolina. They have two sons, Michael and Erich, and a daughter, Pamela.

CAPTAIN THOMAS A. MEINICKE

Commander Submarine Squadron EIGHT

Captain Thomas A. Meinicke, is from Rapid City, South Dakota, and is a 1960 graduate of the United States Naval Academy. He and Alice Almiede diZerega of Arlington, Virginia were married in June 1960.

After nuclear power training in Vallejo, California, and Idaho Falls, Idaho, and submarine training in New London, Connecticut, Captain Meinicke was assigned to USS SEADRAGON (SSN-584) at Pearl Harbor, Hawaii, in November 1961. During his time on board, SEADRAGON participated in an historic rendezvous at the North Pole with USS SKATE (SSN-578) in the summer of 1962. In January 1964 Captain Meinicke was transferred to USS SAM RAYBURN (SSBN-635) (BLUE) under construction at Newport News, Virginia.

Shortly after RAYBURN's commissioning Captain Meinicke was reassigned, in September 1965, to USS MARIANO G. VALLEJO (SSBN-658) (GOLD) which was under construction at Mare Island Naval Shipyard. He served as Engineer Officer on board VALLEJO until July 1968 making three patrols from Guam after commissioning.

In August 1968 Captain Meinicke reported to the Naval Postgraduate School, Monterey, California where he earned a Master of Science Degree in Operations Analysis. After attending the Polaris navigation and weapons course at Dam Neck, Virginia, in late 1970 Captain Meinicke was assigned as Executive Officer of USS NATHAN HALE (SSBN-623) (GOLD) in Pearl Harbor. He made five patrols in HALE and in June 1973 was transferred to the staff of Commander, Submarine Force, U.S. Atlantic Fleet.

Captain Meinicke served as the Force Nuclear Power Officer on COMSUBLANT staff until September 1975 when he entered prospective commanding officer training. In May 1976 he assumed command of USS FLYING FISH (SSN-673) in Norfolk, Virginia. Under Captain Meinicke's command FLYING FISH was awarded a Navy Unit Commendation, two Battle Efficiency "E's," the Marjorie Sterrett Battleship award, and the Atlantic Fleet Golden Anchor award for enlisted retention. Captain Meinicke completed his tour in FLYING FISH in July 1980 after 51 months in command and deployments to the North Pole, the Mediterranean Sea, the North Atlantic and a one year overhaul at Norfolk Naval Shipyard.

After several temporary duty assignments Captain Meinicke relieved as Commanding Officer, Nuclear Power Training Unit, Idaho Falls, Idaho, in June 1981. He completed his tour at NPTU in June 1984 and reported for duty as Commander Submarine Squadron EIGHT in July.

Captain Meinicke's personal awards include the Legion of Merit, the Meritorious Service Medal with two gold stars in lieu of second and third awards, and the Navy Commendation Medal with three gold stars in lieu of second, third and fourth awards.

Captain and Mrs. Meinicke have three daughters: Mrs. Almiede Jolly of Richmond, Virginia; Miss Beth Meinicke, a rising senior at the College of William and Mary; and Miss Andrea Meinicke, a prospective freshman at East Carolina University.





EDWARD J. CAMPBELL
President and Chief Executive Officer
Newport News Shipbuilding Co.



COMMODORE MALCOLM MacKINNON III
Supervisor of Shipbuilding
and Conversion and Repair

SSN-688 LOS ANGELES CLASS DESCRIPTION

The USS OLYMPIA (SSN-717) is the United States Navy's 140th nuclear-powered submarine and the 95th of the attack submarine fleet. She is the 29th of the Los Angeles nuclear-powered fast-attack submarine class to be delivered to the Navy submarine fleet. OLYMPIA began her waterborne career on 30 April 1983 when she was launched at Newport News Shipbuilding and Dry Dock Company in Newport News, Virginia. OLYMPIA was christened by Mrs. Dorothy Williams.

Almost 15 months after her launching, OLYMPIA set out on her initial builders sea trials in September 1984 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.

OLYMPIA 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 OLYMPIA 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.

OLYMPIA's crew of 14 officers and 118 enlisted men have been with her for over 20 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 on board.

Keel Laid:	31 March 1981	Maximum Depth:	In excess of 400 feet
Launched:	30 April 1983	Maximum Speed:	In excess of 20 knots
Commissioned:	17 November 1984	Surface Displacement:	6,200 tons
Sponsored by:	Mrs. Dorothy Williams	Submerged Displacement:	6,900 tons
Commanding Officer:	Captain W. C. Hughes, Jr.	Armament:	4 — 21" torpedo tubes
Ship's Complement:	12 Officers 13 Chief Petty Officers 102 Enlisted	Weapons:	MK-48 torpedoes, Harpoon, Tomahawk cruise missiles
Length:	360 feet	Fire Control System:	CCS MK-1
Beam:	33 feet	Propulsion:	Twin steam turbines powered by one pressurized water reactor

THE CREW

COMMANDING OFFICER: CAPT W. C. HUGHES, JR.

EXECUTIVE OFFICER: CDR F. W. REIFSNYDER, JR.

CHIEF OF THE BOAT: MMCM(SS) M. J. ANDRESS

EXECUTIVE DEPARTMENT

YNC(SS) J. E. MCGANNON
YNSN(SU) C.D. JACOBS
YNSN(SU) D. YOUNG
SN(SU) M. V. MOSS

MEDICAL DEPARTMENT REPRESENTATIVES

HMC(SS) W. D. BECKWITH
HMC(SW) K. J. GORAL

SUPPLY DEPARTMENT

LTJG W. R. CRAIG, JR.

STORES

SK1(SS) A. L. WEST, JR.
SK3(DV) J. L. HERMES
SK3(SU) M. A. BOWER

FOOD SERVICE

MSCM(SS) J. A. STREETER
MS1(SS) M. T. VARNER
MS2(SS) R. A. RUOFF, JR.
MS3(SU) M. R. LAFLECHE
MSSN(SU) F. EYLER
MSSN(SU) G. A. MORROW
MSSN(SU) J. W. STODDARD, JR.

DECK DIVISION

TMSN(SS) M. S. PRUSA
FN(SU) F. R. CHAMBERS
FN(SU) D. L. MCCARTHY
FN(SU) W. R. SANTOS
FA(SU) J. D. SIMON

NAVIGATION & OPERATIONS DEPARTMENT

LCDR W. F. MURPHY, III

RADIO DIVISION

LT C. J. FRENCH, JR.
RMC(SS) M. J. CAMPBELL
RM2 (SU) G. T. WASMER
RM2(SU) J. A. GILLY
RM2(SU) F. G. CAPPETTA
RM3(SS) R. W. POKORNY

QUARTERMASTERS

QMC(SS) E. M. ROBERTS
QM1(SW) P. M. IRVIN
QM2(SS) K. L. HOYER
QM3(SU) W. B. PERCELL
QMSN(SU) B. M. BOFINGER

ELECTRONICS DIVISION

ETC(SS) P. M. HALL
ET1(SS) J. R. MOYE, IV
ET2(SS) H. A. NEALE
ET2(SU) J. R. PUNZEL
ET3(SS) D. H. SIEMEN
ET3(SU) S. T. LETA
ET3(SU) S. B. WILLEY

WEAPONS DEPARTMENT

LT R. L. RUSSELL

FIRE CONTROL/DATA SYSTEMS

FTG1(SS) R. D. SCOGGINS
FTG2(SU) R. S. RODRIGUEZ
FTG2(SU) M. E. HARGRAVES

FTG3(SU) D. I. GIMPLE
DS1(SS) B. W. PRINCE
DS3(SU) M. D. ANDERSON

TORPEDO DIVISION

LT T. H. BOYCE
TMCS(SS) J. G. EARLS
TM1(SS) P. N. HENDERSON
TM2(SS) W. R. HILDITCH
TM2(SS) S. C. COLLINS
TM3(SU) J. B. CLOYD

SONAR DIVISION

LT R. J. GINSBERG
STSC(SS) L. F. OTTO
STS1(SS) W. H. CHAUNDY
STS2(SS) L. J. CARUSA
STS2(SS) P. J. AULER
STS3(SS) P. E. LARACUENTI
STS3(SU) W. J. COUNCELL, JR.
STS3(SU) E. S. CROCKER
STS3(SU) F. D. DEWALT
STS3(SU) E. A. HETER
STS3(SU) J. R. RUSHO
STS3(SU) G. M. WORTHY
STS3(SU) C. M. YATES

ENGINEERING DEPARTMENT

LCDR J. F. LOYE, III

AUXILIARY DIVISION

LT J. R. MARTINSON
MMC(SS) J. G. METZGER

MM1(SS) G. B. GARRISON
MM1(SS) R. A. PARKER
MM1(SS) P. R. REYNOLDS
→ MM2(SS) J. A. WALLACE
MM2(SU) D. F. OWEN
MM3(SU) D. L. BAKER
MM3(SU) D. E. WHITTENBERGER
MMFN(SU) D. R. WILLIAMS

INTERIOR COMMUNICATIONS

IC1(SS) J. E. ATKINSON
IC2(SS) B. A. GORDON
IC2(SU) F. T. ENYART
IC2(SU) T. B. WILSON
ICFN(SU) P. M. HAMILTON
ICFN(SU) T. E. PATTERSON

MACHINERY DIVISION

LT B. F. HAHN
MMC(SS) R. L. WOODSON
MMC(SS) E. H. BORK
MMC(SS) J. A. HUBIS
MM1(SS) A. L. ASTON
MM1(SS) S. L. MARTIN
MM1(SS) W. H. PROCTOR, JR.
MM1(SS) D. M. MACKAY
MM1(SS) K. W. PRUITT
MM1(SS) D. T. WILLSHER
MM2(SU) D. T. ANDERSON
MM2(SU) T. G. BRANNICK
MM2(DV) K. C. KATYNSKI
MM2(SU) K. G. MCMAHON
MMFN(SU) P. E. PRESCOTT

ENGINEERING LABORATORY TECHNICIANS

ENS J. P. CORETTI
MM1(SS) J. C. TUTT, II
MM1(SS) L. C. MARSHALL
MM1(SS) J. T. BURNS
MM2(SU) K. L. ARMSTRONG
MM2(SU) A. A. GRETZULA, JR.
MM2(SU) M. K. QUATTRO
MM2(SU) F. K. REYNOLDS

ELECTRICAL DIVISION

ENS J. F. SHANNON
EMC(SS) J. L. NEWHALL
EM1(SS) F. S. BOUNDS
EM1(SS) C. J. LOGAN
EM1(SS) S. M. MALONE
EM1(SS) D. T. WOLFEL
EM2(SU) J. J. ALLISON
EM2(SU) C. U. HUCKABEE
EM2(SU) L. A. LEBLANC
EM2(SU) D. W. MITCHELL
EM2(SU) K. D. SANBORN

REACTOR CONTROLS DIVISION

LT J. R. DAUGHERTY
ETC(SS) G. K. THOMAS
ET1(SS) M. MIGLIORI
ET1(SS) W. P. KERSCHNER
ET1(SS) R. F. MARTIN, JR.
ET2(SU) G. A. LOGAN
ET2(SU) M. W. BROWN
ET2(SU) M. R. BONTRAGER
ET2(SU) D. E. VICK

CAPTAIN WILLIAM C. HUGHES, JR. **Commanding Officer USS OLYMPIA**

Captain William C. Hughes, Jr., son of Rear Admiral and Mrs. William C. Hughes, is a native of Birmingham, Alabama. He attended Gonzaga High School in Washington, D.C. and graduated from the United States Naval Academy in June 1963. After commissioning he completed nuclear power and basic submarine training before reporting to USS JOHN C. CALHOUN (SSBN-630) in June 1965 to begin his submarine career. During his two and one half year tour Captain Hughes held several division officer assignments.

Captain Hughes next served a two and one half year tour as Engineer Officer in USS ALEXANDER HAMILTON (SSBN-617), followed by a three year tour as Senior Evaluation Officer at the Nuclear Power Training Unit, Idaho Falls, Idaho. After graduation from Armed Forces Staff College in January 1974, he served as Executive Officer in USS SILVERSIDES (SSN-679) until July 1976. Following that tour he served for two and one half years as the Executive Officer Detailer and Submarine Placement Officer in the Bureau of Naval Personnel. Captain Hughes commanded USS FLASHER (SSN-613) from July 1979 to November 1982. He completed three Western Pacific deployments and FLASHER was awarded two Meritorious Unit Commendations during his tour.

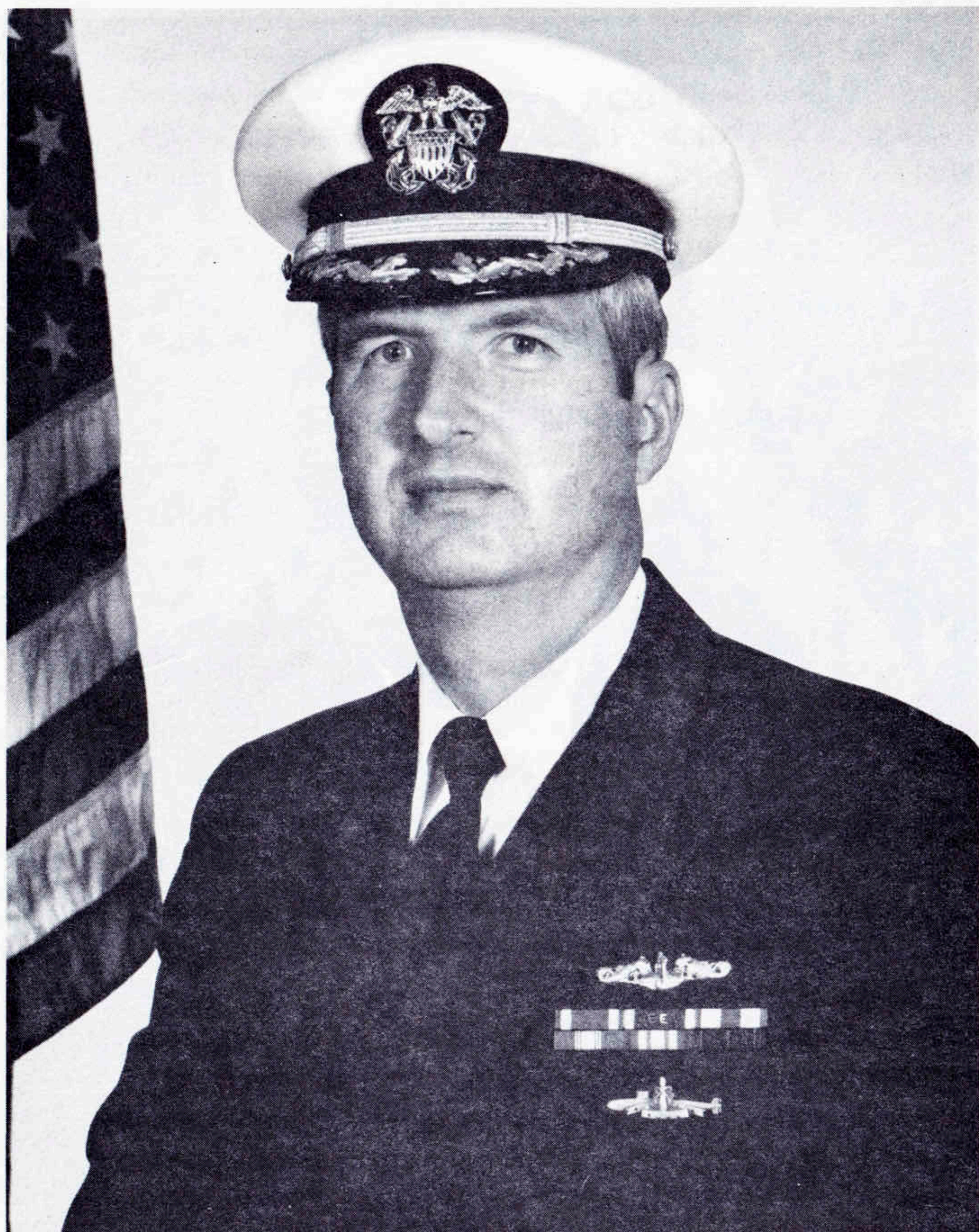
Captain Hughes is authorized to wear the Meritorious Service Medal, with gold stars in lieu of second and third awards, the Navy Commendation Medal with gold stars in lieu of second and third awards, the Navy Achievement Medal, the Navy Expeditionary Medal with bronze star and the National Defense Service Medal.

Captain Hughes is married to the former Dorothy Cecelia Boyles of Falls Church, Virginia. Captain and Mrs. Hughes have two children: William III and Paige Anne, who are both juniors at Long Beach State University.



COMMANDER FRANK W. REIFSNYDER, JR.

Executive Officer USS OLYMPIA



Commander Frank W. Reifsnyder, Jr. was born in Roswell, New Mexico. He attended Fenton High School in Bensenville, Illinois, and Northwestern University in Evanston, Illinois, prior to graduating from the United States Naval Academy in June 1970. After commissioning he attended the Naval Postgraduate School in Monterey, California, under the Navy's Immediate Graduate Education Program earning a Master of Science Degree in Operations Research. Following additional nuclear power and basic submarine training he reported to the USS GUARDFISH (SSN-612) to commence his submarine career. After serving two years in various division officer billets and completion of Submarine Officer Advanced training, Commander Reifsnyder reported for duty as Damage Control Assistant on the Gold Crew of USS SAM RAYBURN (SSBN-635) completing four POSEIDON Strategic Deterrent Patrols. He next served as Navigator and Operations Officer on USS BARB (SSBN-575) and following a three year tour was transferred to Naples, Italy, for duty as Operations Officer for Submarine Group EIGHT. Concurrent with his tour as Operations Officer, on that shore based overseas staff, was a brief period serving as Executive Officer on USS PHILADELPHIA (SSN-690) during that unit's deployment to the Mediterranean in 1982.

Commander Reifsnyder is authorized to wear the Navy Commendation Medal, the Battle Efficiency Ribbon with second award, the Navy Expeditionary Medal, the National Defense Service Medal, and the Sea Service Deployment Ribbon.

Commander Reifsnyder is married to the former Diane Robinson of Orange, California. Commander and Mrs. Reifsnyder reside with their two children: Frank III and Kristen, in Newport News, Virginia.

MASTER CHIEF M. JAY ANDRESS Chief of the Boat USS OLYMPIA

Master Chief M. Jay Andress is a native of Caro, Michigan. He enlisted in the Navy in June 1963. After completing Basic Nuclear Power School in Vallejo, California, and Naval Prototype Reactor Training in Idaho Falls, Idaho, he reported aboard the USS LONG BEACH (CVN-9) for duty. Upon completion of this tour Master Chief Andress volunteered and was accepted for submarine duty. OLYMPIA is his sixth submarine having previously served on the diesel submarine USS TIGRONE (AGSS-419), Nuclear Powered USS ABRAHAM LINCOLN (SSBN-602), USS HENRY L. STIMPSON (SSBN-655) and two previous 688 class submarines, USS BATON ROUGE (SSN-689) and USS HOUSTON (SSN-713). He has also served ashore as a member of the SSBN Shipsystems Maintenance Monitoring and Support Team.

Master Chief Andress is a recent graduate of the U.S. Navy Senior Enlisted Academy.

Master Chief Andress is entitled to wear the Navy Commendation Medal, the Navy Achievement Medal, the Navy Good Conduct Medal with two bronze stars, the Navy Expeditionary Medal, the Navy Unit Commendation Ribbon, the Battle Efficiency "E" Ribbon, the Sea Service Deployment Ribbon with one bronze star and the Polaris/Poseidon Strategic Deterrent Patrol Pin with stars for completion of 13 missile patrols.

Master Chief Andress and his wife, the former Barbara Jean Goodwin, reside in Newport News, Virginia, with their two sons: Michael and Todd.





BAND SELECTIONS

Commander in Chief U. S. Atlantic Fleet Band

ARRIVAL OF OFFICIAL PARTY

INVOCATION

The Reverend John J. Dorgan
Pastor, Saint Vincent de Paul Catholic Church

WELCOME

Captain William C. Hughes, Jr., USN
Commanding Officer

SHIPBUILDER'S REMARKS

Mr. Edward J. Campbell
President, Newport News Shipbuilding

SUPERVISOR OF SHIPBUILDING REMARKS

Commodore Malcolm MacKinnon, III, USN
Supervisor of Shipbuilding, Newport News

CITY REMARKS

The Honorable David A. Skramstad
Mayor, Olympia, Washington

READING OF COMMISSIONING DIRECTIVE

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



COMMANDING OFFICER'S ORDERS

Captain William C. Hughes, Jr., USN

COMMISSIONING

Setting of the Watch

Commander Frank W. Reifsnyder, Jr.

Executive Officer

RENDERING OF HONORS

The Honorable John Spellman

PRINCIPAL ADDRESS

The Honorable John Spellman

Governor, State of Washington

SPONSOR'S REMARKS

Mrs. Dorothy Williams

Ship's Sponsor

COMMANDING OFFICER'S REMARKS

Captain William C. Hughes, Jr., USN

BENEDICTION

Commander Robert H. Williams, CHC, USN

DEPARTURE OF OFFICIAL PARTY

MS1(SS) M. T. VARNER

Senior Olympian USS OLYMPIA



Petty Officer First Class Michael T. Varner a native of Olympia, Washington, enlisted in the United States Navy on November 23, 1971 in Olympia, Washington, and was sworn into the Navy at the induction center in Seattle. He attended Recruit Training in San Diego, California, followed by Commissaryman Class "A" School, he received orders to the U. S. Naval Hospital in Taipei, Taiwan, for four years. Petty Officer Varner returned stateside for shore duty in the Enlisted Dining Facility at U. S. Naval Air Station, Whidbey Island, Washington. Following his assignment at NAS Whidbey Island, Petty Officer Varner attended Basic Submarine School in Groton, Connecticut.

Petty Officer Varner reported to his first submarine, the USS PATRICK HENRY (SSBN-599) GOLD, in November 1977 serving on PATRICK HENRY through September 1981. Petty Officer Varner was then assigned to COM-SUBRON SEVEN Staff as Assistant Food Service Officer for two years. In October 1983, he attended Mess Management Class "C" School in San Diego, California, and reported aboard the PCU OLYMPIA (SSN-717) in January 1984.

Officers



LCDR W. F. MURPHY, III
Navigator



LCDR J. F. LOYE, III
Engineer

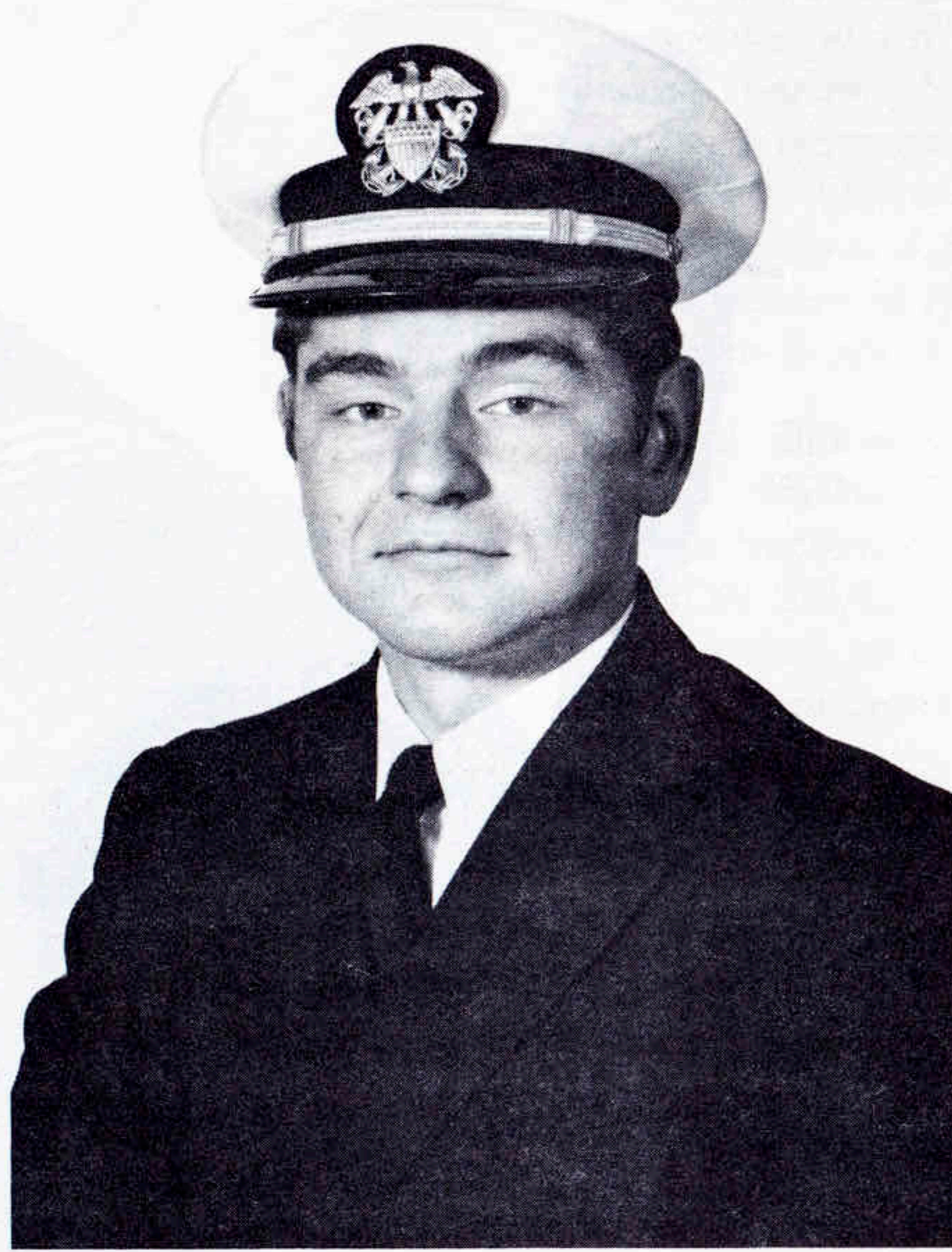


LT R. L. RUSSELL
Weapons Officer

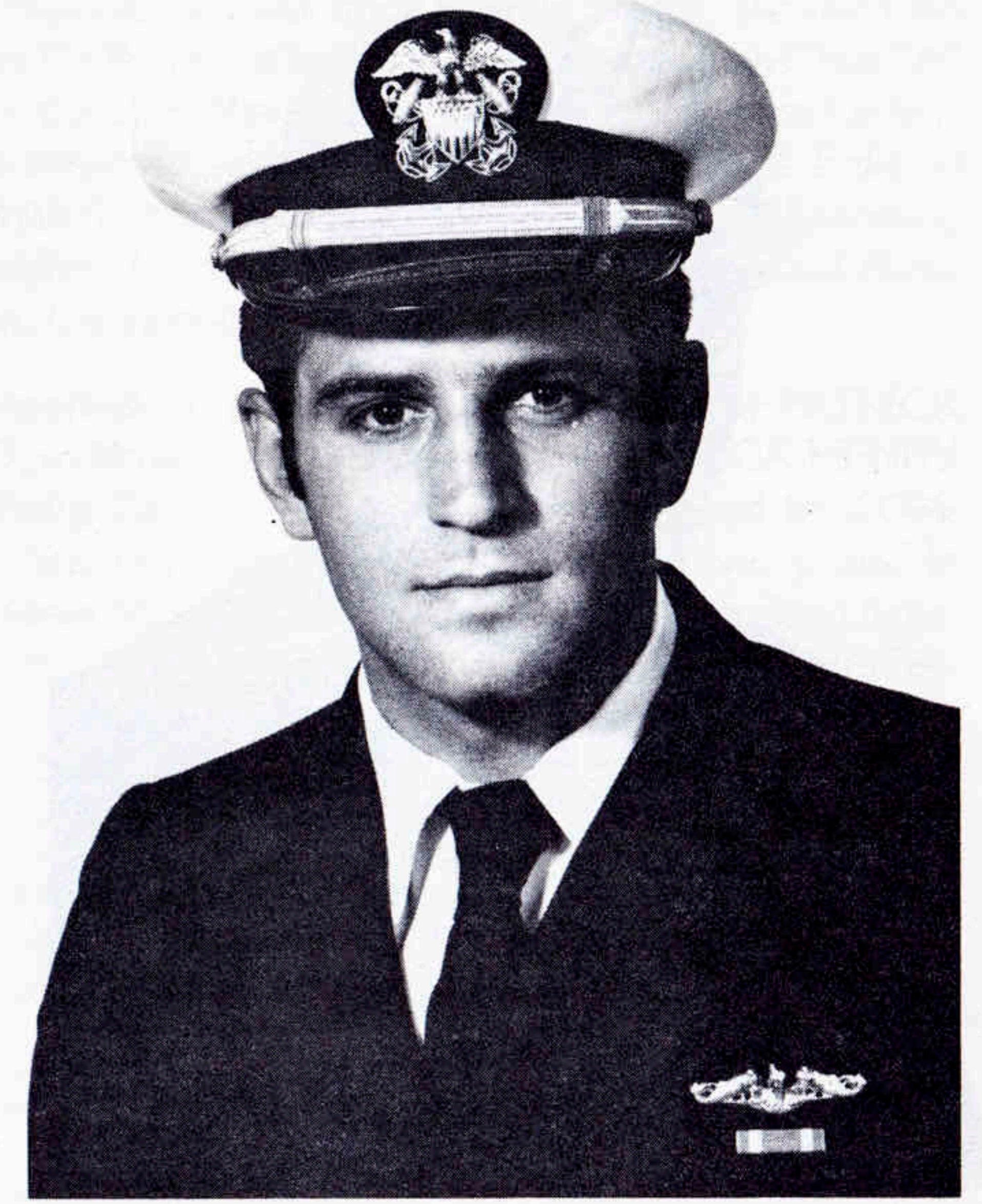
USS (SS) R. T. VAHNER
Sonar Officer USN 012440A



LT C. J. FRENCH
Communicator



LT T. H. BOYCE
Torpedo Officer



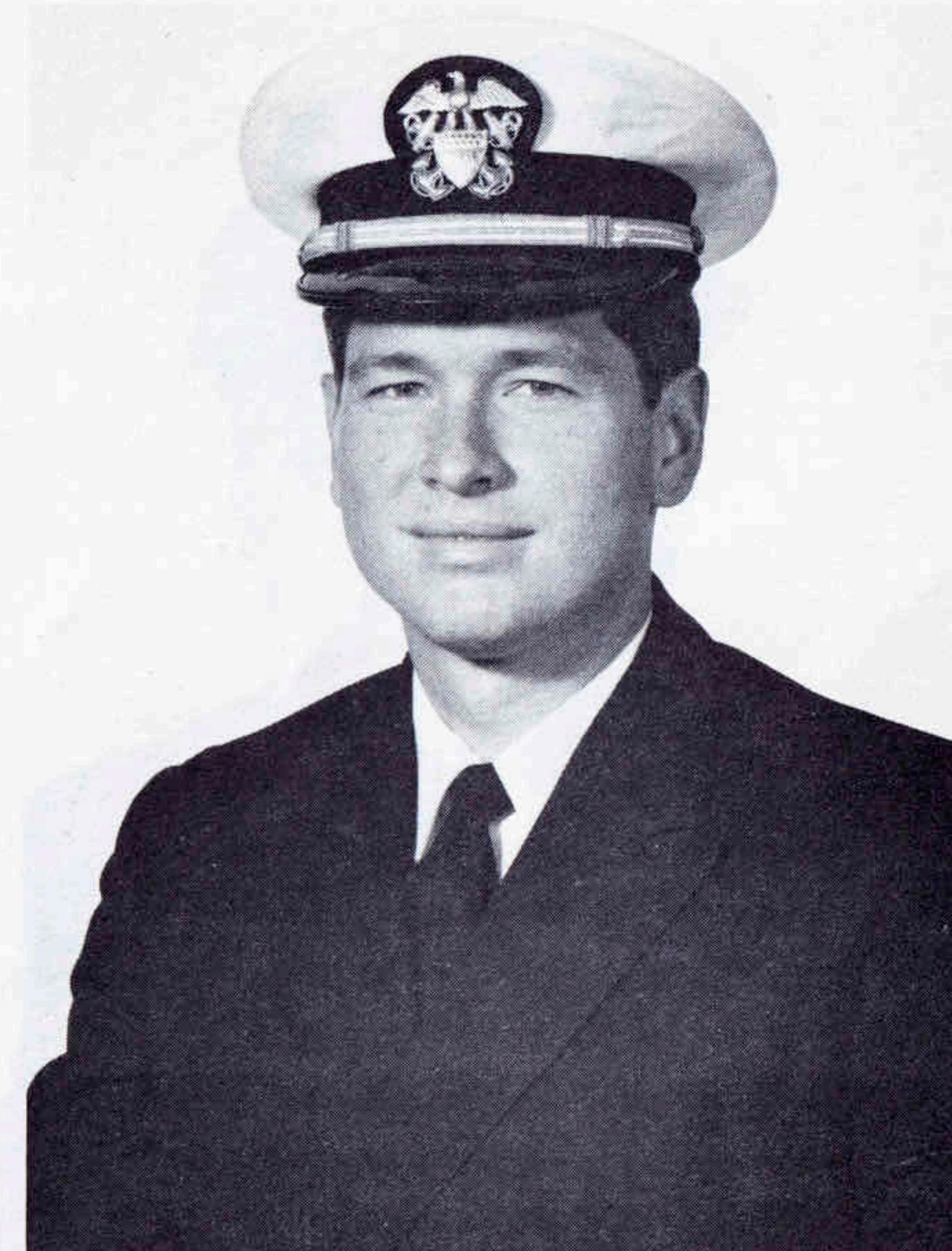
LT R. J. GINSBERG
Sonar Officer



LT J. R. MARTINSON
Damage Control Assistant



LT B. F. HAHN
Main Propulsion Assistant



LT J. R. DAUGHERTY
Reactor Controls Assistant



LTJG W. R. CRAIG, JR
Supply Officer



ENS J. F. SHANNON
Electrical Officer

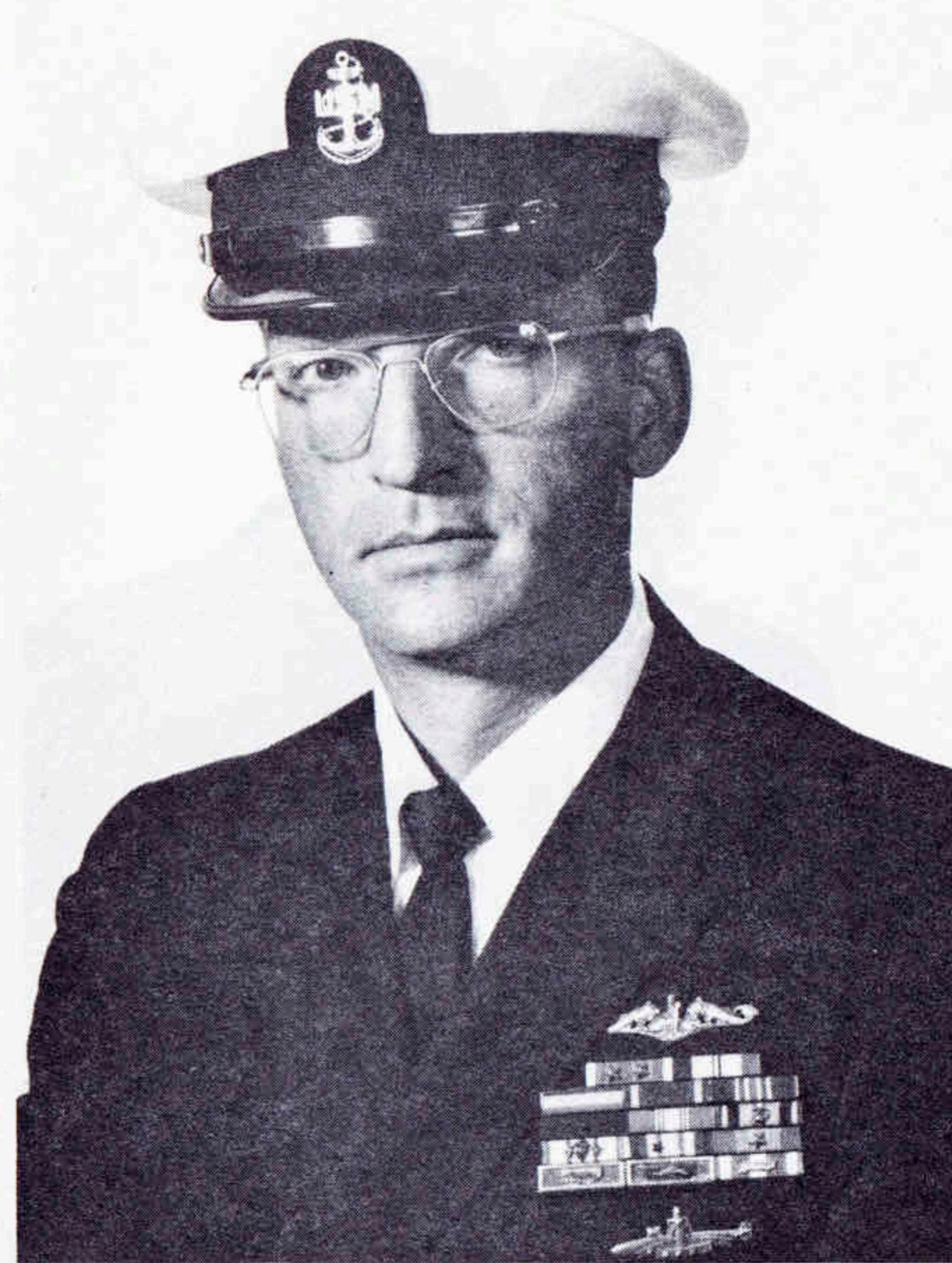


ENS J. P. CORETTI
Chemistry/Radiological Controls

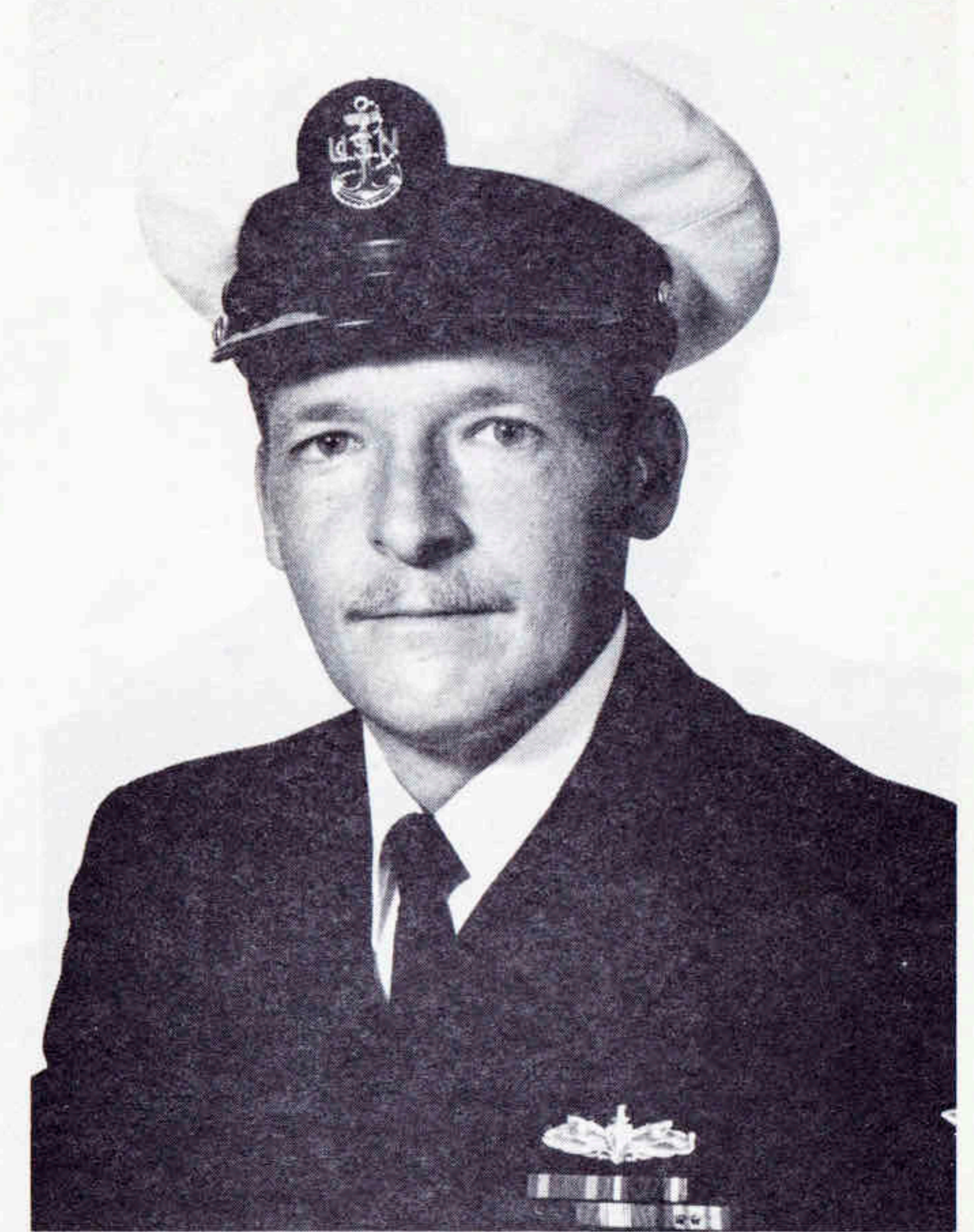
Chief Petty Officers



YNC(SS) J. E. McGANNON
Executive Department LPO



HMC(SS) W. D. BECKWITH
Medical Department



HMC(SW) K. J. GORAL
Medical Department



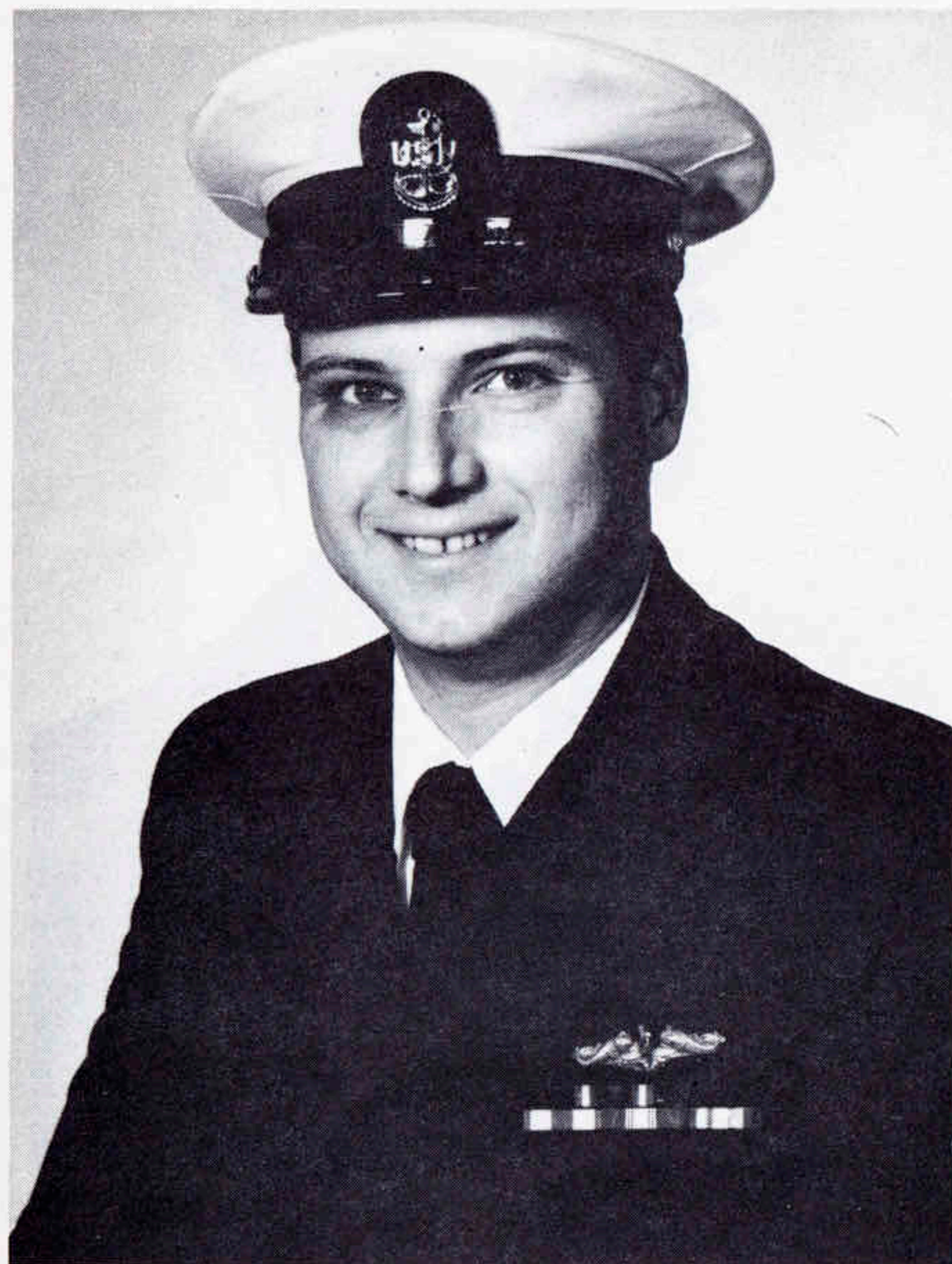
MSCM(SS) J. A. STREETER
Food Service Division LPO



RMC(SS) M. J. CAMPBELL
Radio Division LPO



QMC(SS) E. M. ROBERTS
Quartermaster Division LPO



ETC(SS) P. M. HALL
Electronics Division LPO



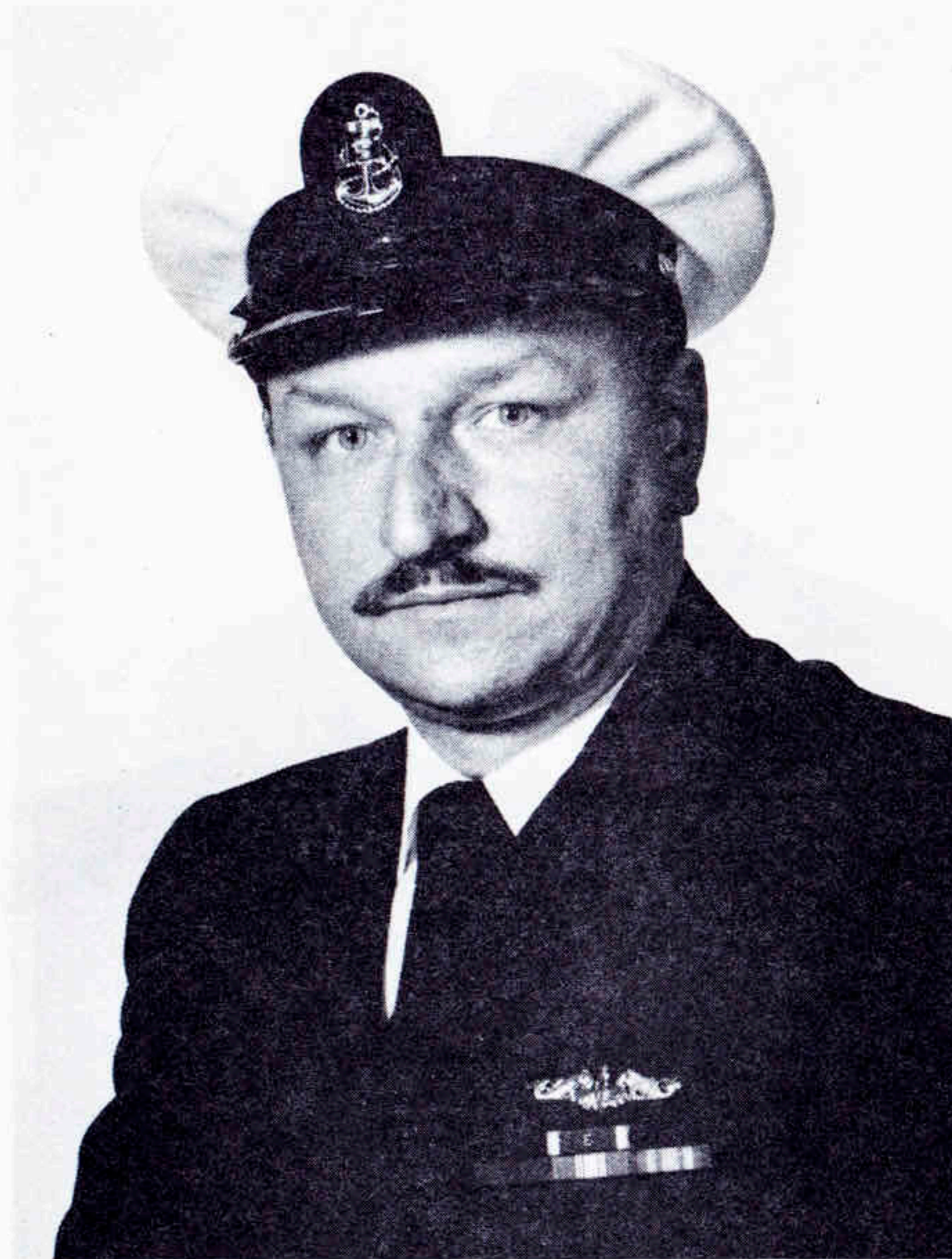
TMCS(SS) J. G. EARLS
Torpedo Division LPO



STSC(SS) L. F. OTTO
Sonar Division LPO



MMC(SS) J. G. METZGER
Auxiliary Division LPO



MMC(SS) E. H. BORK
Machinery Division



MMC(SS) R. L. WOODSON
Machinery Division LPO



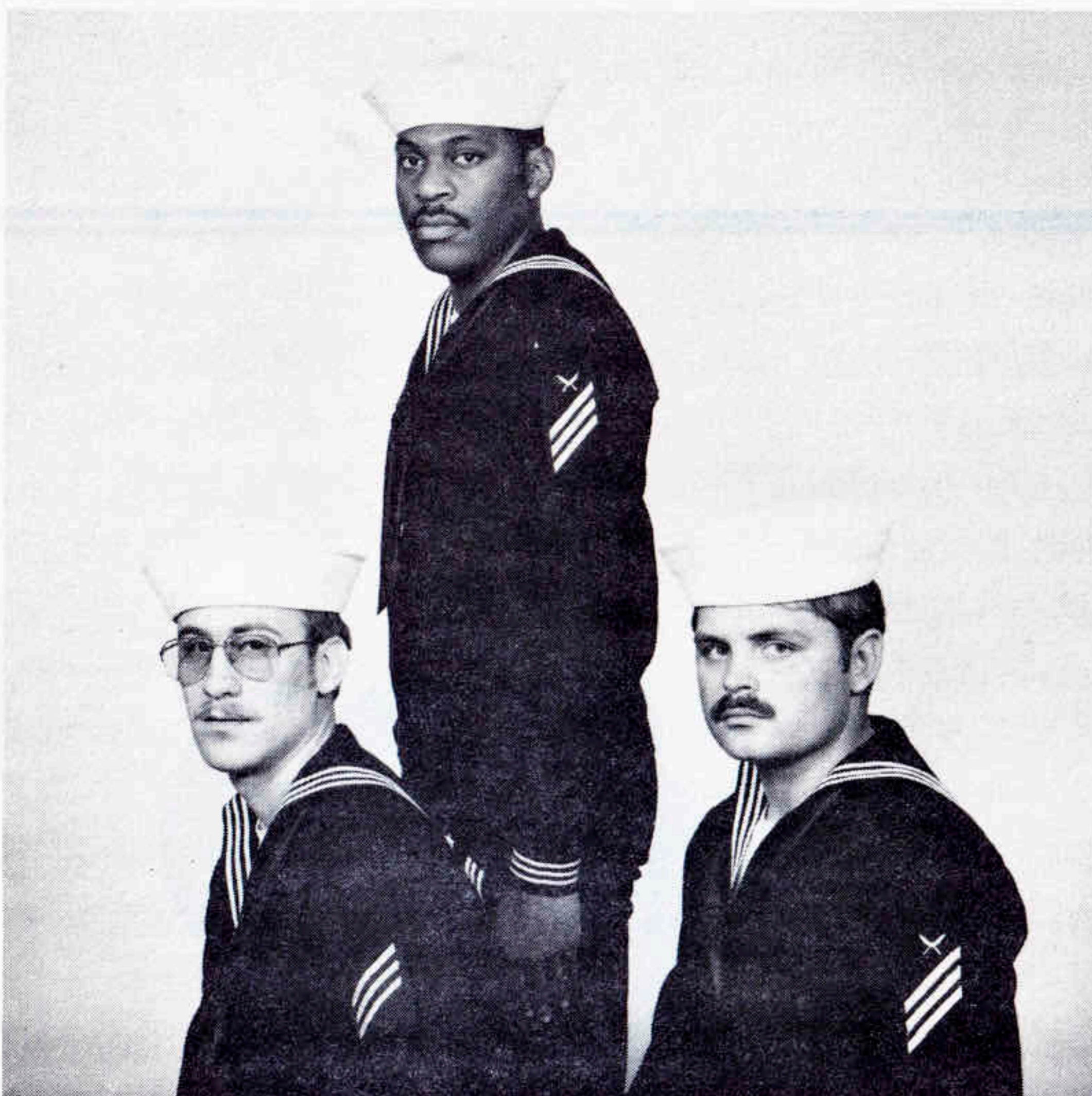
MMC(SS) J. A. HUBIS
Machinery Division



EMC(SS) J. L. NEWHALL
Electrical Division LPO



ETC(SS) G. K. THOMAS
Reactor Controls Division LPO



Executive Department:
SN M.V. MOSS,
YNSN C.D. JACOBS,
YNSN D. YOUNG



Food Service Division:
MS3 M.R. LAFLECHE,
MS2(SS) R.A. RUOFF, JR.,
MS1(SS) M.T. VARNER,
MSSN G.A. MORROW,
MSSN F. EYLER,
MSSN J.W. STODDARD, JR.



Supply/Stores Division:
SK3 M.A. BOWER,
SK1(SS) A.L. WEST, JR.,
SK3 J.L. HERMES



Deck Division:
FN W.R. SANTOS,
TM1(SS) P.N. HENDERSON,
FN. D.L. MCCARTHY,
FN F.R. CHAMBERS



Quartermaster Division:
QMSN B.M. BOFINGER,
QM2(SS) K.L. HOYER,
QM3 W.B. PERCELL



Radio Division:
RM2 F.G. CAPPETTA,
RM2 G.T. WASMER,
RM3(SS) R.W. POKORNY,
RM2 J.A. GILLY



Electronics Division:
ET2 J.R. PUNZEL,
ET2(SS) H.A. NEALE,
ET1(SS) J.R. MOYE, IV,
ET3 S.B. WILLEY,
ET3(SS) D. H. SIEMAN,
ET3 S.T. LETA



Torpedo Division:
TM3 J.B. CLOYD,
TM1(SS) P.N. HENDERSON,
TM2(SS) S.C. COLLINS,
TM2(SS) W.R. HILDITCH



Fire Control/Data Systems:
DS1(SS) B.W. PRINCE,
FTG1(SS) R.D. SCOGGINS,
DS3 M.D. ANDERSON,
FTG3 D.I. GIMPLE



Sonar Division:
STS2(SS) R.V. HARBST,
STS2(SS) L.J. CARUSA,
STS1(SS) W.H. CHAUNDY,
STS3(SS) P.E. LARACUENTI,
STS2(SS) P.J. AULER



Auxiliary Division:
MM3 D.E. WHITTENBERGER,
MM2 D.F. OWEN,
MM1(SS) R.A. PARKER,
MM1(SS) P.R. REYNOLDS,
MM2(SS) J.A. WALLACE, ←
MM3 D.L. BAKER



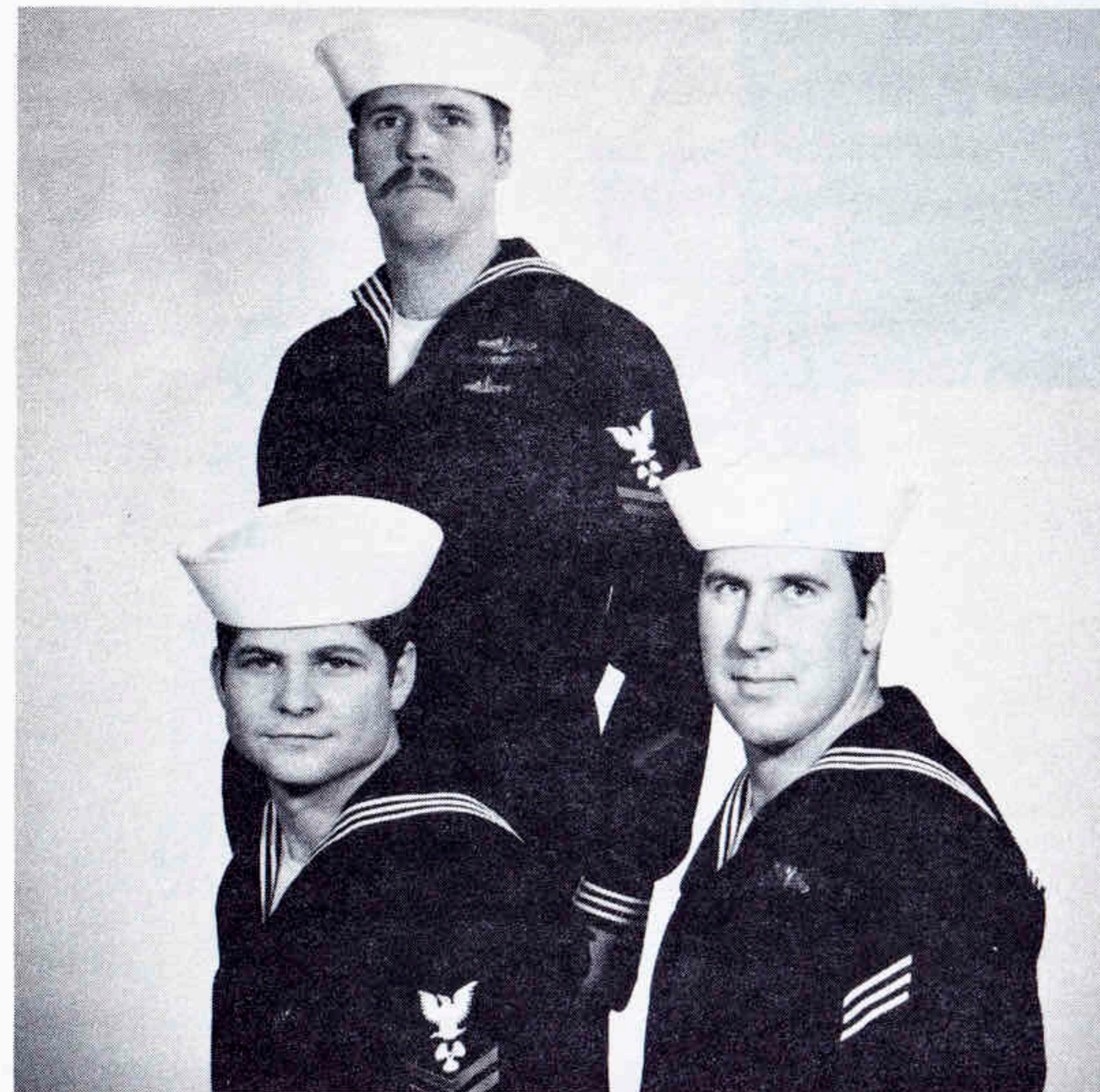
Sonar Division:
STS3 G.M. YATES,
STS3 E.S. CROCKER,
STS3 J.R. RUSHO,
STS3 F.D. DEWALT,
STS3 W.J. COUNCELL, JR.,
STS3 E.A. HETER



IC Division:
IC2(SS) B.A. GORDON,
IC1(SS) J.E. ATKINSON,
IC2 F.T. ENYART,
IC2 T.B. WILSON



**Machinery Division/
Engineering Laboratory
Technicians:**
MM2 F.K. REYNOLDS,
MM1(SS) A.L. ASTON,
MM1(SS) D.M. MACKEY



MM2 K.L. ARMSTRONG,
TMSN(SS) M.S. PRUSA,
MM1(SS) J.C. TUTT, II



Reactor Control Division:
ET2 M.W. BROWN,
ET1(SS) W.P. KERSCHNER,
ET1(SS) R.F. MARTIN, JR.,
ET2 G.A. LOGAN,
ET2 M.R. BONTRAGER,
ET2 D.E. VICK



Electrical Division:
EM1(SS) C.J. LOGAN,
EM1(SS) D.T. WOLFEL,
EM2 D.W. MITCHELL,
EM2 C.U. HUCKABEE



Electrical Division:
EM2 J.J. ALLISON,
EM1(SS) S.M. MALONE,
EM1(SS) F.S. BOUNDS,
EM2 L.A. LEBLANC,
EM2 K.D. SANBORN



**Machinery Division/
Engineering Laboratory
Technicians:
MM1(SS) L.C. MARSHALL,
MM1(SS) K.W. PRUITT,
MM1(SS) S.L. MARTIN,
MMFN P. E. PRESCOTT**

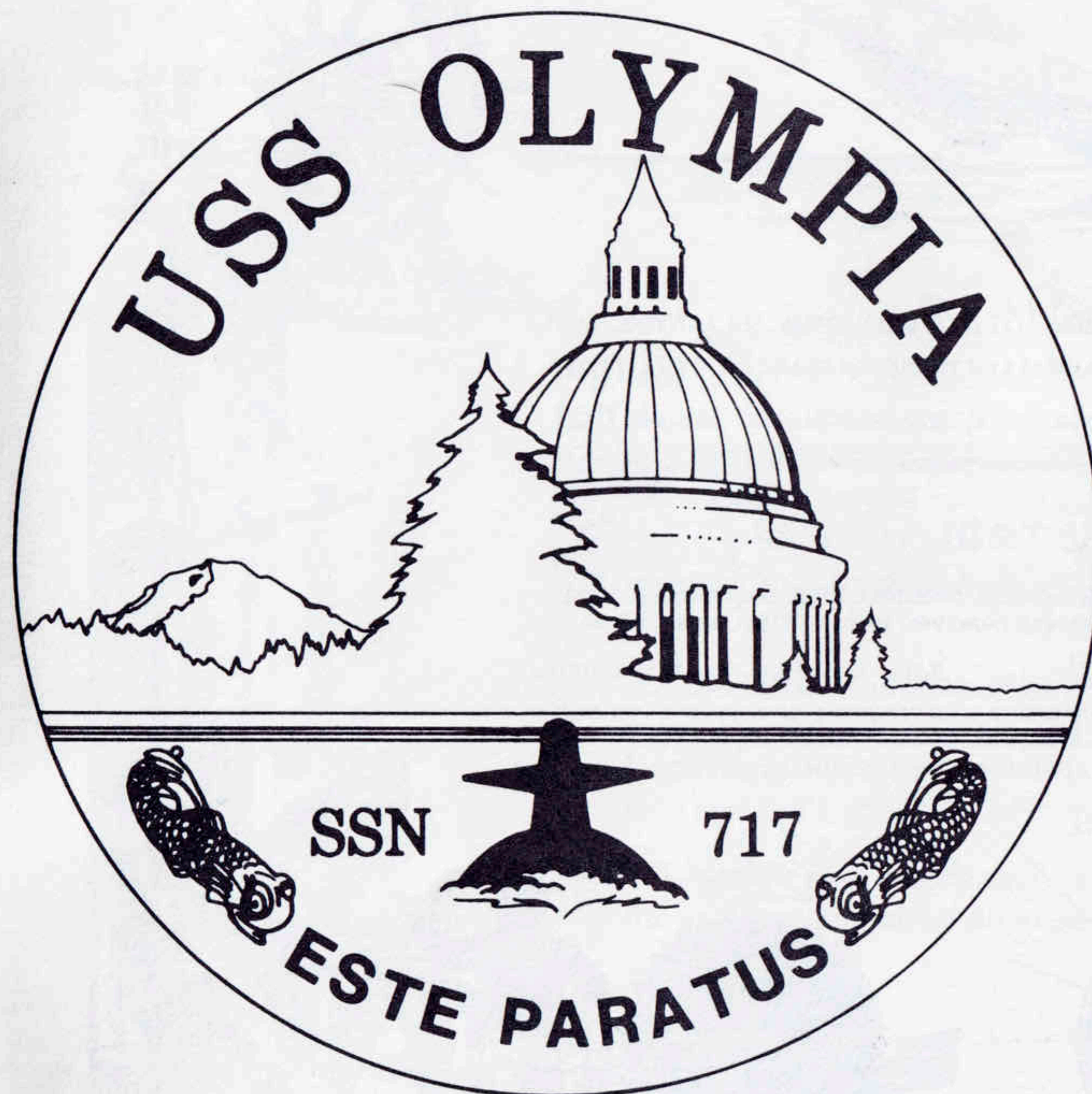


**ICFN P.M. HAMILTON,
MM1(SS) G.B. GARRISON,
FTG2 R.S. RODRIGUEZ,
MM2 K.C. KATYNSKI**



**Machinery Division/
Engineering Laboratory
Technicians:
MM1(SS) J.T. BURNS,
MM2 A.A. GRETZULA, JR.,
MM1(SS) D.T. WILLISHER,
MM2 M.K. QUATTRO,
MM2 K.G. MCMAHON**

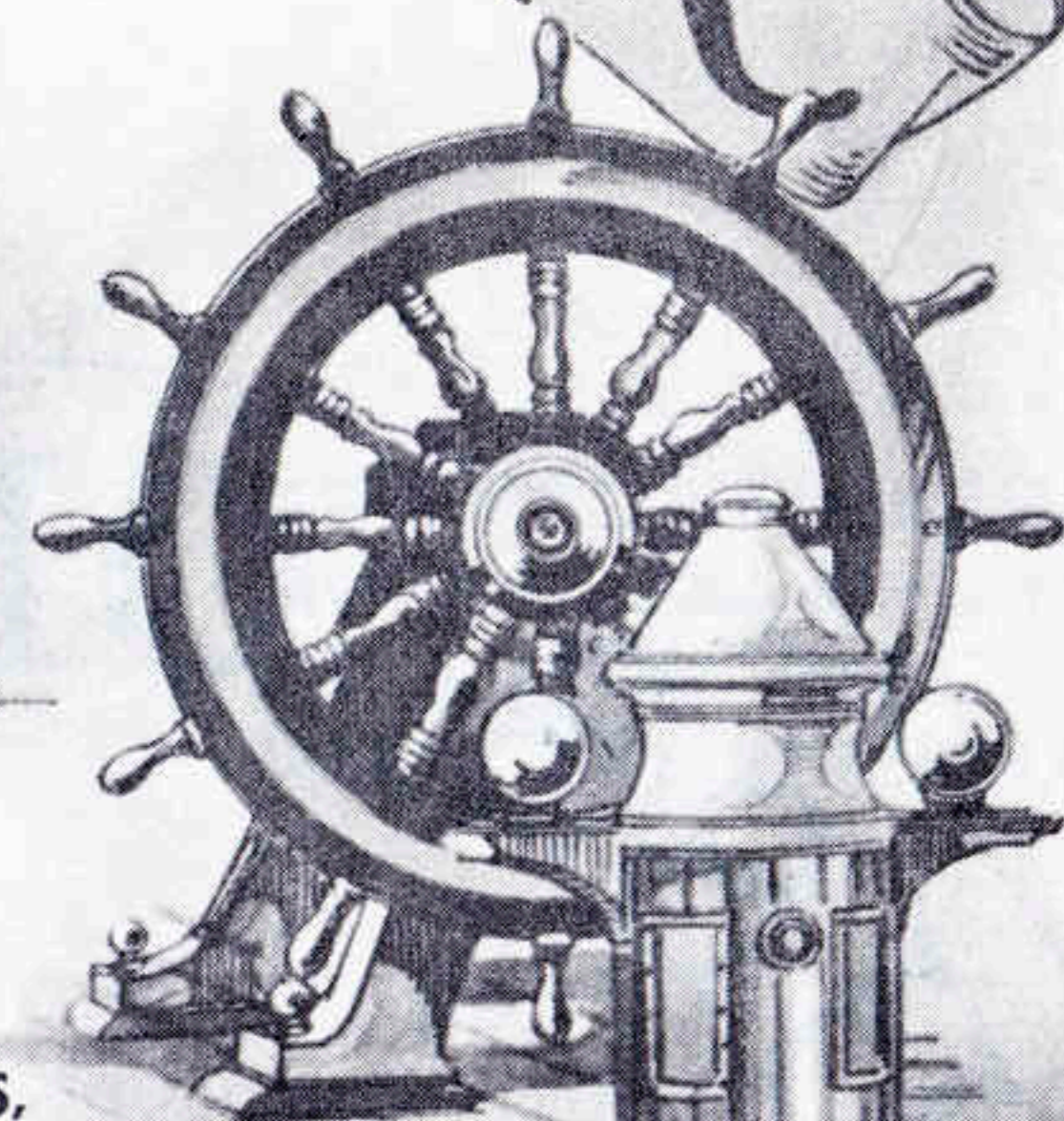
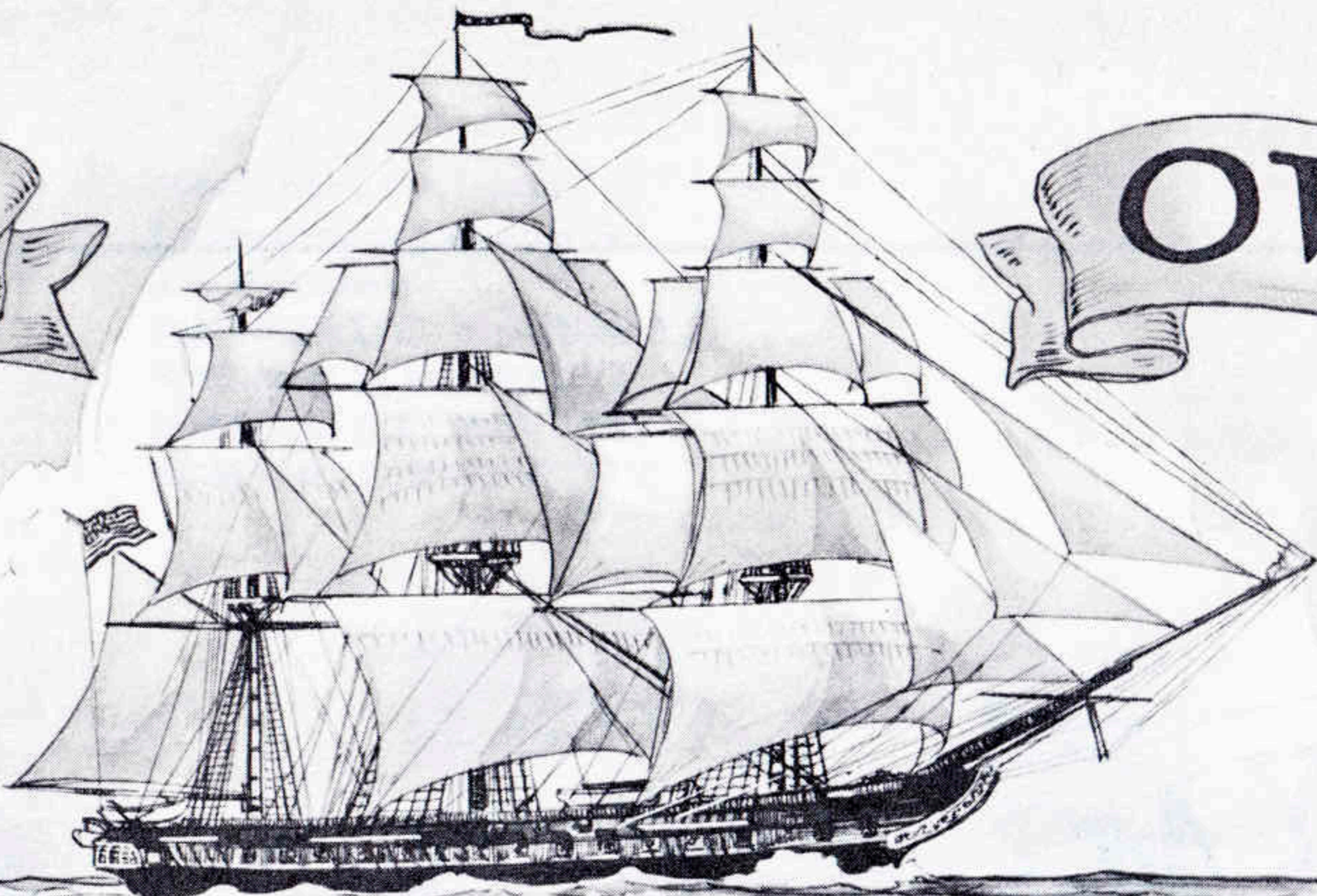
THE OLYMPIA INSIGNIA



The circle represents the globe and the United States Navy's importance the world over. Within the circle the insignia is based around the submarine OLYMPIA against a background of three prominent symbols of the ship's namesake city: the State Capitol building, a fir tree, and Mount Rainier. The State Capitol Rotunda is a major landmark in Olympia, Washington, that dominates the skyline of the city; the towering fir tree represents the numerous Evergreens found in Washington that have earned the state its nickname as "the Evergreen State;" and Mount Rainier represents the numerous mountain ranges found near Olympia. In the lower portion of the insignia is the Latin term "Este Paratus," which means "We are ready." This phrase ties the submarine OLYMPIA to the original OLYMPIA, the cruiser C-6. During the Battle of Manila Bay in the Spanish-American War, Commodore Dewey turned to Captain Gridley and said the now famous words "You may fire when you are ready, Gridley." By noon Spain's Asian Fleet had been destroyed. Este Paratus emphasizes that the submarine OLYMPIA "is always ready." Este Paratus is enclosed by dolphins, denizens of the deep, the traditional symbols of the Submarine Service. As is naval custom, one, silver — represents the enlisted men of the crew and the other, gold — represents the ship's officers. The color blue represents the sky and the sea. The gold trim and lettering represent the "Gold" of the Navy Blue and Gold.

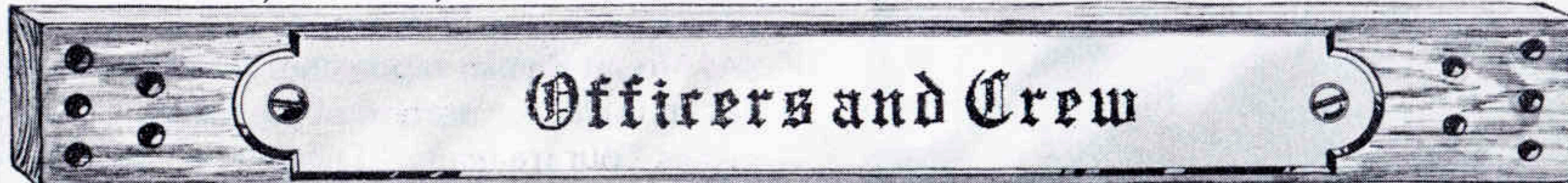
PLANK

OWNER

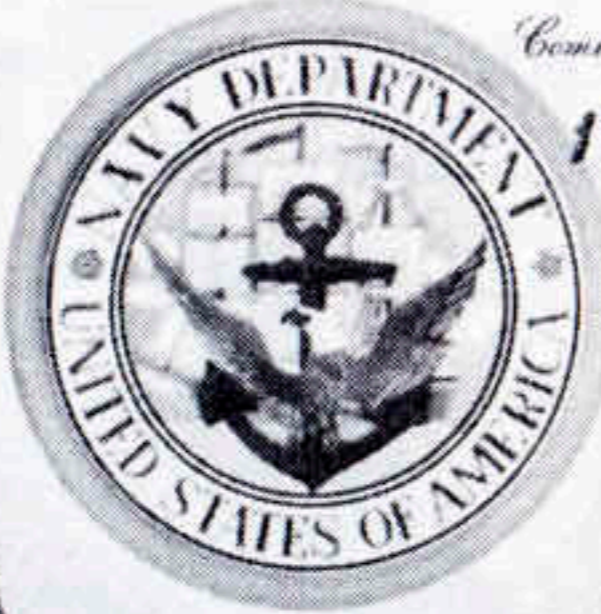


Know All Men by These Presents: and to all LANDLUBBERS, SEA LAWYERS, SALTS, SWABS, SQUARE-KNOT ADMIRALS, GOLD BRICKERS AND OTHER SCAVANGERS OF THE SEVEN SEAS Greetings:

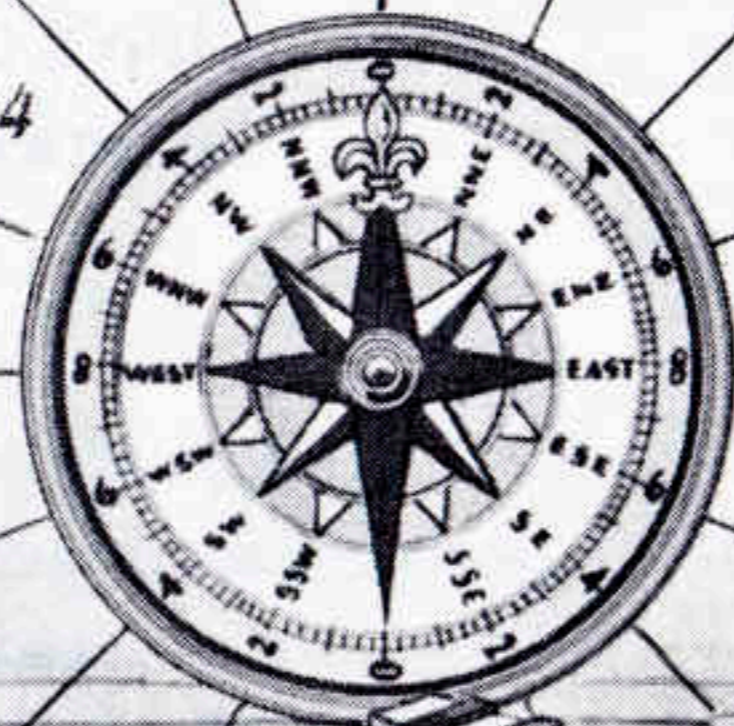
BE IT KNOWN: By all earthly mortals and others who may be honored by his distinguished presence that



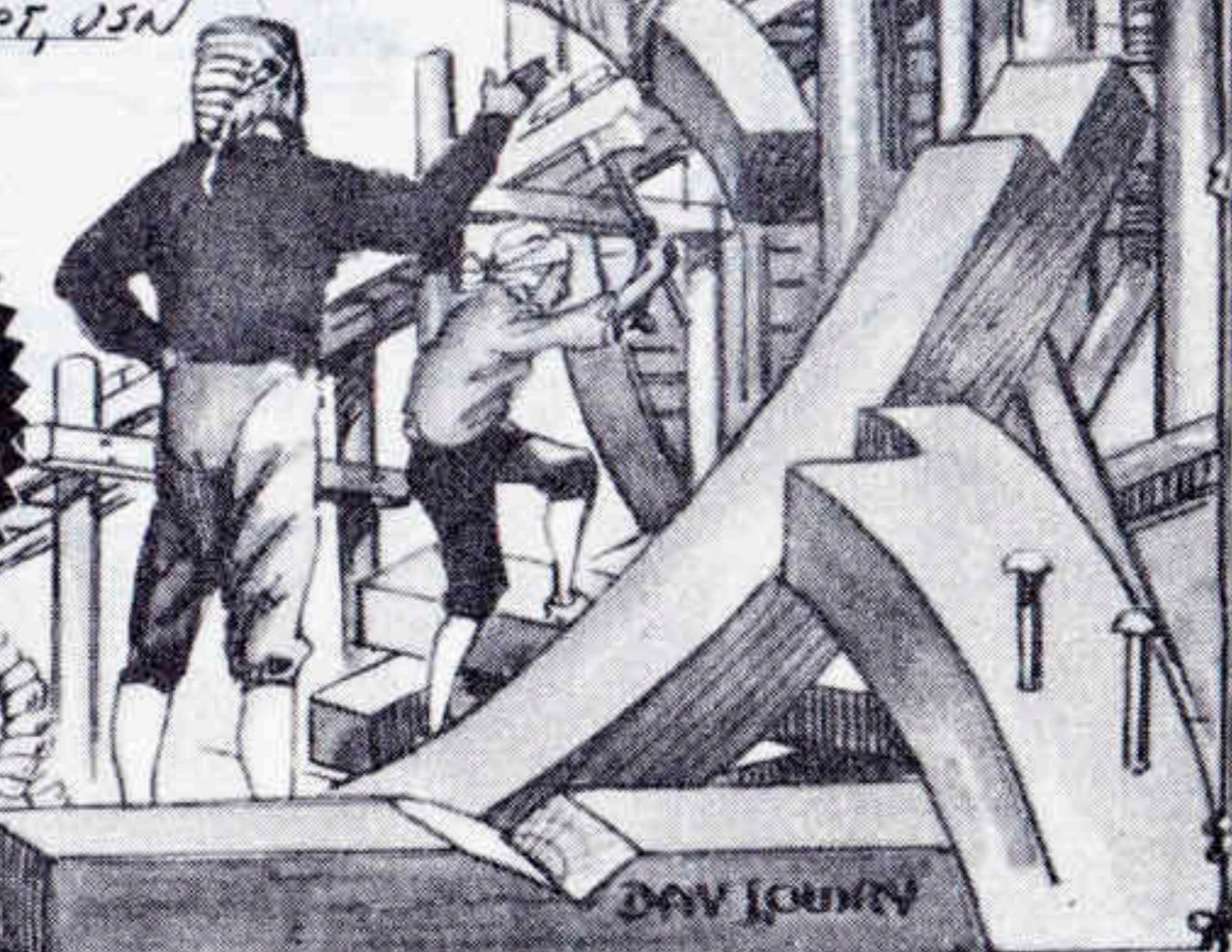
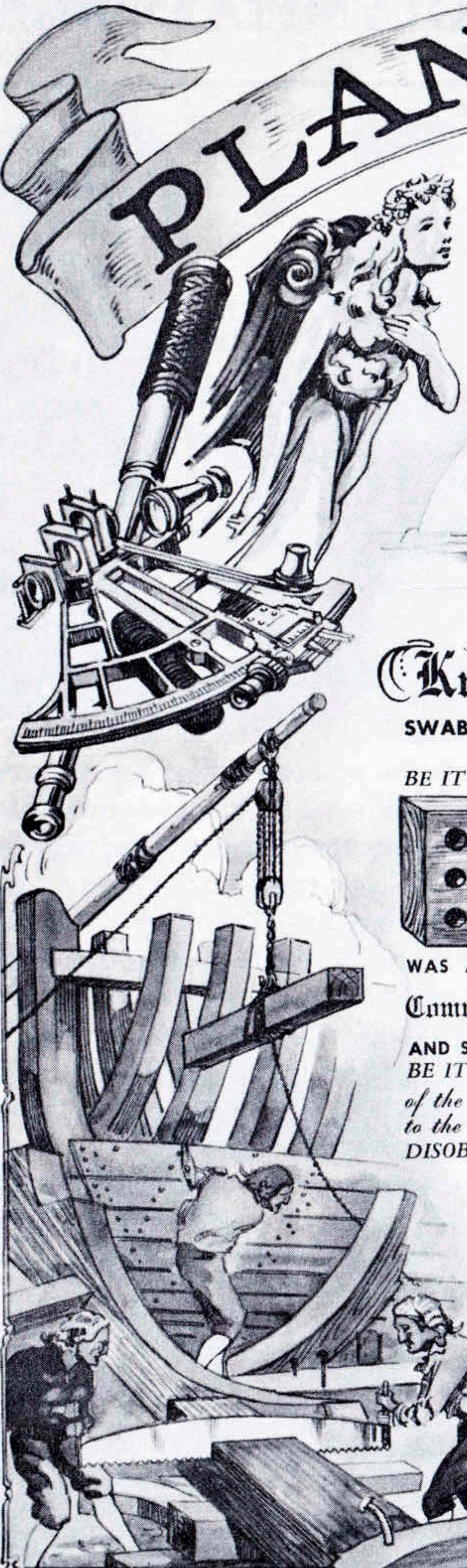
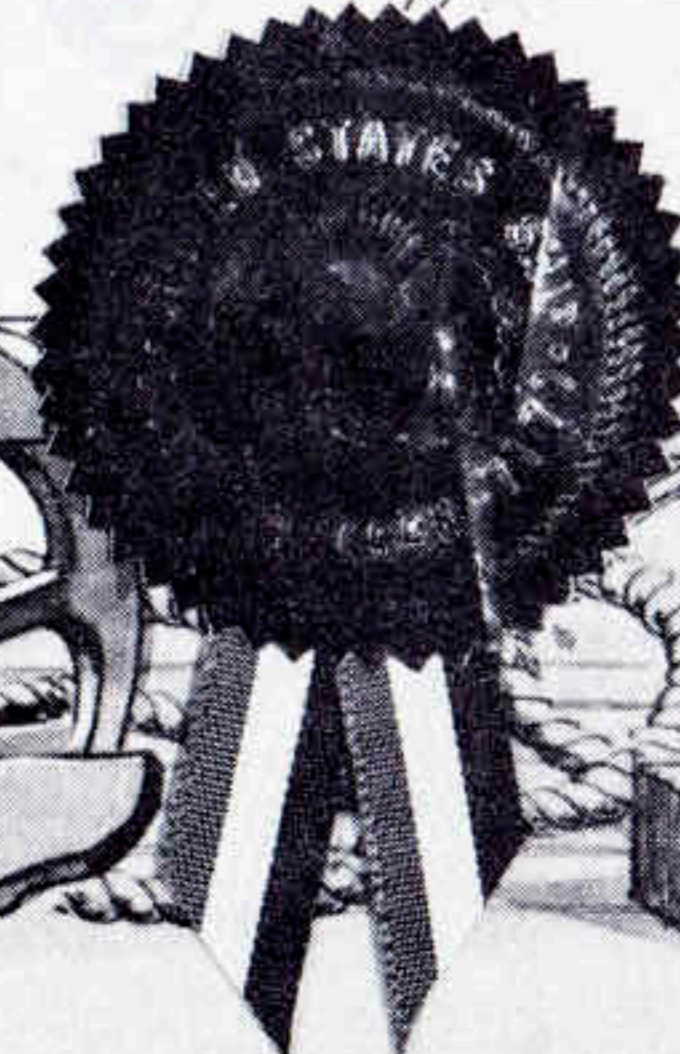
WAS AN HONORED MEMBER OF THE ORIGINAL ILLUSTRIOUS NAVY CREW WHICH FOREVER DISTINGUISHED ITSELF WHEN IT Commissioned the Good Ship *USS Olympia (SSN-717)* And, therefore, for this Good AND SUFFICIENT REASON, HE IS ENTITLED BY THE LAWS OF THE SEA TO ALL THE RIGHTS AND PRIVILEGES OF A PLANK OWNER. BE IT 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.



Commissioned 17 November 1984



W.C. Hughes, CAPT, USN
Commanding



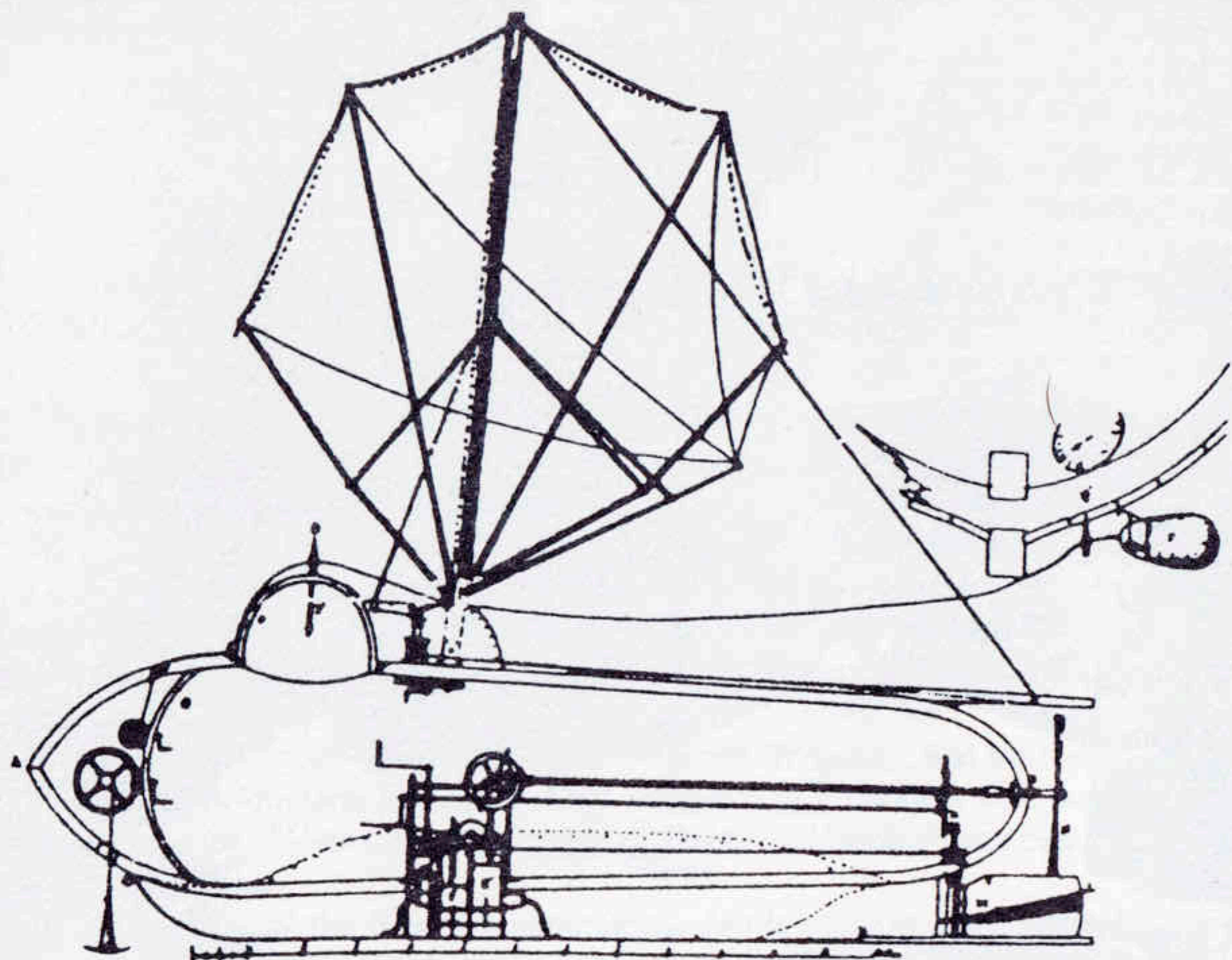
As with the Commissioning Ceremony, the tradition of the plankowner reaches far back into history. As a member of the Navy crew serving on board the ship at the time of commissioning the plankowner receives "a clear, free, open and unencumbered title" to a plank of the deck of the ship, thus signifying his participation in this special day. This privilege will not be given to any future member of the crew of the USS OLYMPIA. 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, almost two years. 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.

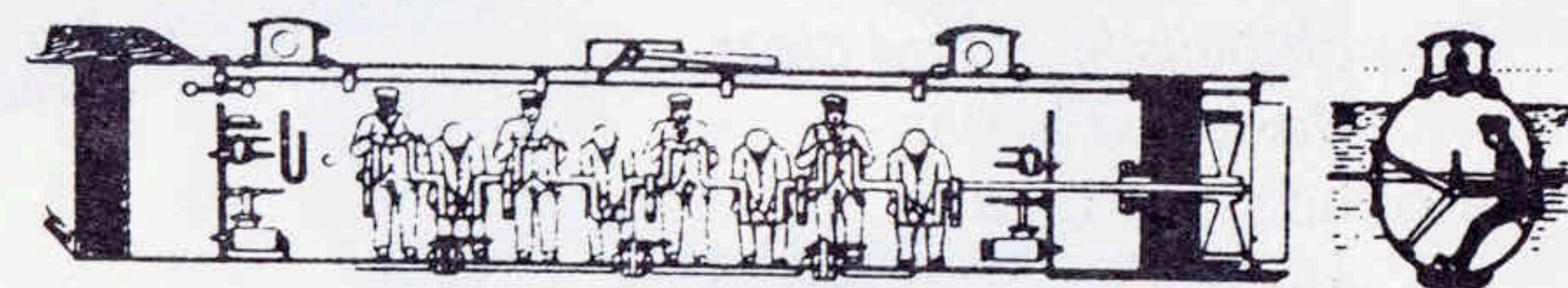
We are honored by each of you, in your attendance, and hope that you feel the same pride that we do in serving aboard the United States Ship OLYMPIA.

EVOLUTION OF THE SUBMARINE

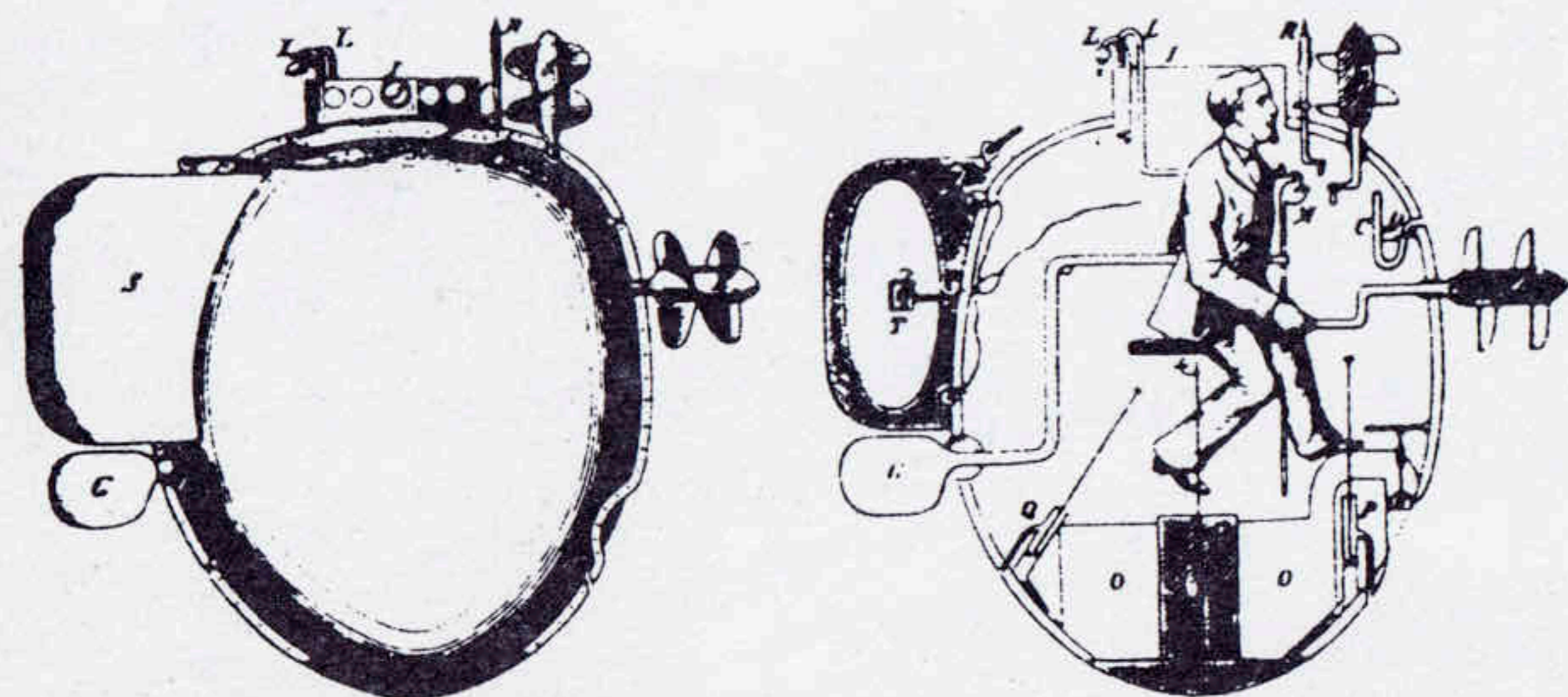
- 333 B.C. — Alexander The Great was supposedly lowered into the ocean in a diving bell during the seige of Tyre.
- 1620 — Dutchman Cornelius Van Drebbel designed and constructed a wooden craft and made it watertight with a covering of greased leather. The vessel was powered by 12 oarsmen, and was capable 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 — Captain Edward Beach, USN, 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 | L — Air pipes |
| C,D — Depth indicating barometer | M — Ventilators |
| E — Helical screw for forward thrust | N — Valve |
| F — Helical screw for vertical axis for submersion | O — Water reservoirs |
| G — Governor | P,W — Pumps to evacuate water reservoirs |
| I — Entrance | R — Screw to fix mine to enemy vessel's hull |
| J — Porthole | 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 man-of-war 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.

OLYMPIA

by Mary Skramstad

*Quietly she sits on Puget Sound,
A place for young and old
The city parks gazebo.
Seagulls atop the light post
Friendly people her hosts.
Her waterside parks,
Inspire the artist's heart.
Church bells loud and clear
Music to the ear.
Around Capital Lake
Joggers' lunch break.
Distant mountain in the sky
Clouds deceive the eye.
Capitol hill dome
A place called home.*



CHAIRMAN JAN HENRY USS OLYMPIA Commissioning Committee

Olympia/Thurston County Chamber of Commerce

Jan Henry was appointed chairman of the U.S.S. Olympia committee by the Olympia/Thurston County Chamber of Commerce Board of Trustees in September of 1983.

Formed both to promote the submarine locally and to raise funds for the commissioning receptions, the hard-working and dedicated committee members have sold U.S.S. Olympia memorabilia and city of Olympia prints, have sponsored an auction, and have held a raffle and Reno night. The committee also coordinated the activities of the crew members during their Olympia visits which included speaking engagements at service clubs and other organizations, receptions and a meeting with Governor John Spellman and the Washington State Legislature.

Jan, Program Director at Panorama City retirement community, was born and raised in Billings, Montana. She attended Eastern Montana College and has lived in San Francisco, CA., and Adak, AK. She has been a resident of Olympia for 15 years. Her two children, Debbi and Robby, have provided great support during her committee chairmanship.

Considered a pillar of the business community, Jan is a board member and chair of the Allied Events Committee of Capital Lakefair, Olympia's summer festival. She is a board of trustees member, Armed Forces chairman and program chairman of the Olympia/Thurston County Chamber of Commerce.

As a former realtor, Jan served on the board of the Olympia Homebuilders Association and the Board of Realtors.

During the first-ever U.S. Olympic Womens Marathon Trials held in Olympia, Jan's committee participation enabled the U.S.S. Olympia crew to be involved with start line activities.

In 1979, she was spotlighted by Olympia's daily newspaper, *The Olympian*, as an exceptional woman of the community. J. C. Penney Company honored her with the Golden Rule Award in 1983 for her efforts in enhancing the relationship between the military and the Olympia community.

Jan and her committee hope the crew of the U.S.S. Olympia (their adopted sons) will continue to be Olympia's ambassadors of good will in their travels throughout the world.



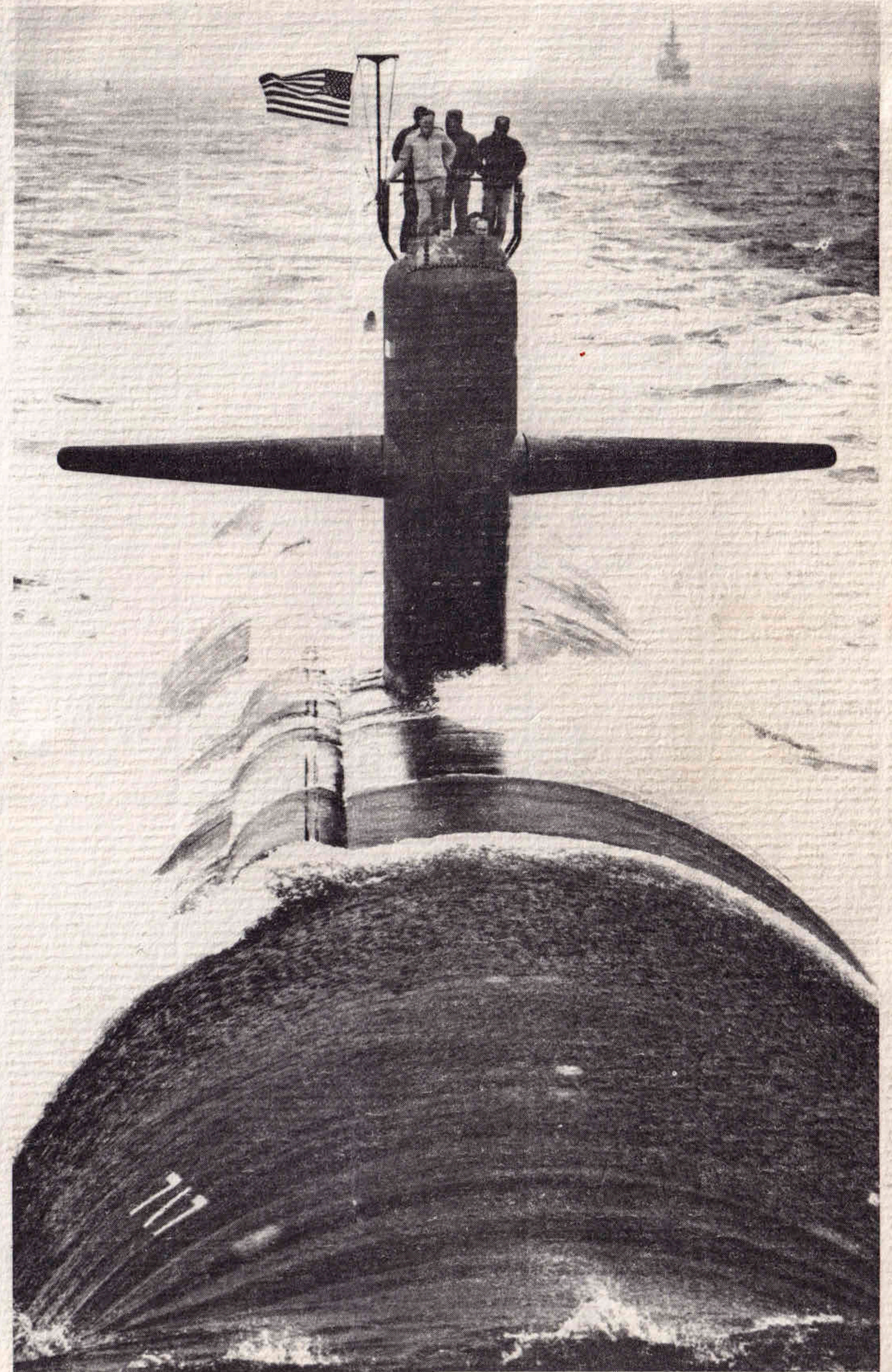
The Captain, officers and crew of the USS OLYMPIA extend our heartfelt thanks to the USS OLYMPIA Committee and to the citizens and businesses of the Olympia area for your overwhelming support.

W C Hughes Jr.

“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 DOTHTH 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.”



The Honorable Ralph Munro
Secretary of State, State of Washington

Ralph Munro is serving his first term as Secretary of State of the State of Washington. He was recently reelected to serve a second term.

Mr. Munro comes from Kitsap County in Washington state, the home of the Puget Sound Naval Shipyard and the Trident Submarine Western home port of Bangor.

Munro serves as the Chief Elections Officer of Washington state and this past year authored a new form of ballots for submariners. Called "submarine ballot" it enables Navy personnel to vote regardless of where they are stationed and what their tour of duty is.

Munro is married. He and his wife Karen have a seven year old son.