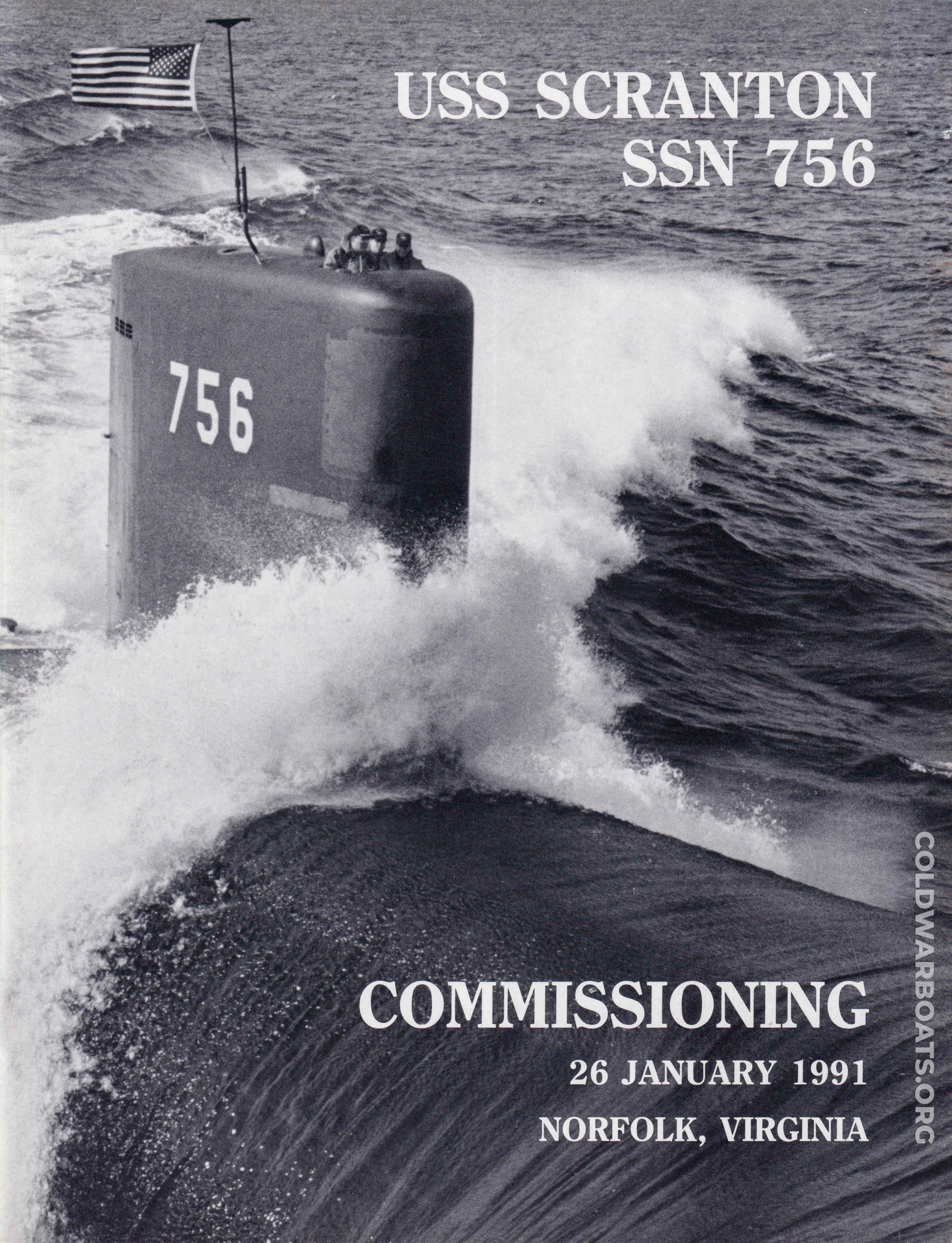


A black and white photograph of the USS Scranton (SSN 756) sailing on the ocean. The submarine's conning tower is visible, with the number 756 painted on its side. An American flag flies from a mast on the left. The ship is moving through the water, creating a large wake and white spray.

USS SCRANTON SSN 756

756

COMMISSIONING

26 JANUARY 1991

NORFOLK, VIRGINIA



DEPARTMENT OF THE NAVY

USS SCRANTON (SSN 756)

FLEET POST OFFICE

NEW YORK, N.Y. 09587-2412

26 January 1991

Dear Guests,

I am delighted that you are able to join me and my crew today for the Commissioning of the Navy's newest improved 688 class attack submarine, USS SCRANTON (SSN 756). The commissioning ceremony has been a Naval tradition for hundreds of years. The birth of this great ship will be a special occasion that I am sure you will enjoy. So that you may rightfully feel a part of this history making event, I offer the following short description of what you are about to see.

a. At the beginning of the ceremony, the ship is flying no colors. Therefore, platform guests are announced but Naval honors are not rendered.

b. To place the ship in commission, Vice Admiral Chiles, the commissioning officer, reads the commissioning directive, the national anthem is played and flags are raised. These are the national ensign on the staff aft on the ship, the jack on the forward staff and the commissioning pennant on the pigstick attached to the aft end of the sail. All uniformed guests render a hand salute during the national anthem.

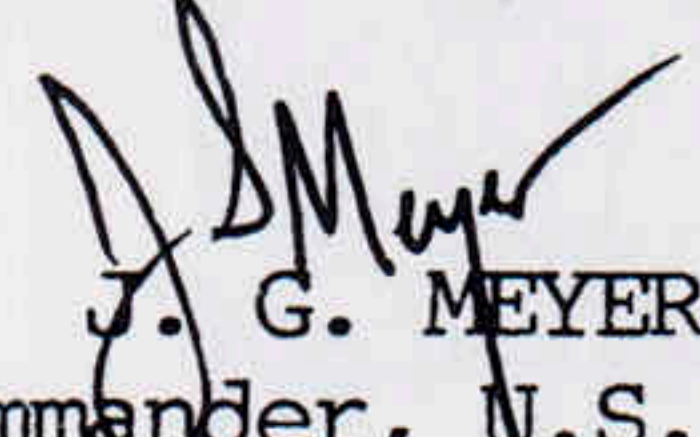
c. I will then read my orders and assume command of and responsibility for the ship. Such orders are traditionally read to the crew so that each man knows who is in command.

d. The first watch is symbolically set as crewmembers lay below decks and man the rail and ship's equipment is tested.

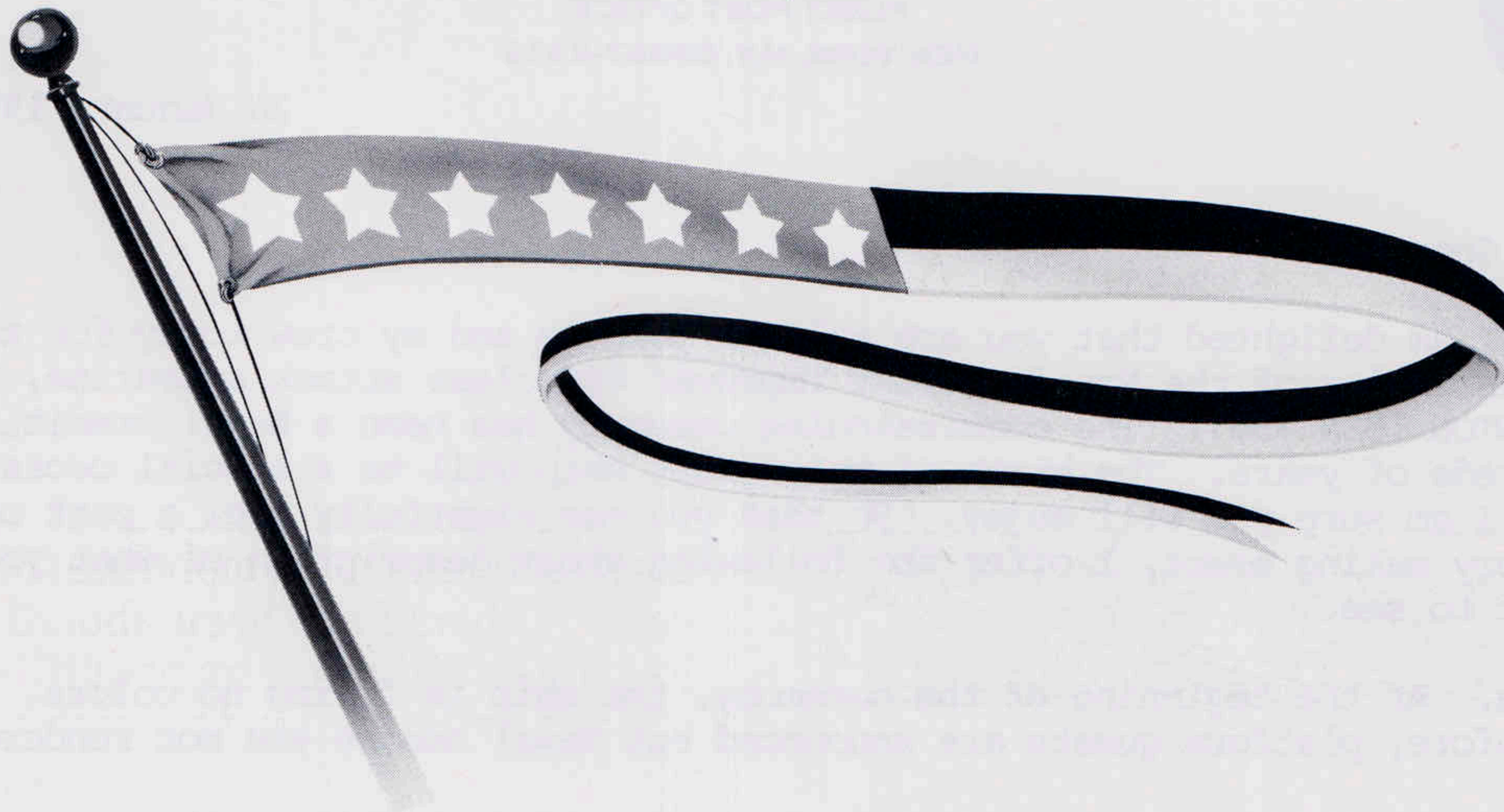
e. The newly commissioned ship then renders full honors to the civilian and military officials present. An ensign will be broken for Congressman McDade while appropriate music is played followed by a nineteen gun salute. The flag for Commander Submarine Force, U.S. Atlantic Fleet, Vice Admiral Chiles, will then be broken, appropriate music played and a fifteen gun salute will be fired. During these honors, uniformed guests will again salute.

f. At the conclusion of the ceremony, sideboys will be paraded at the shore end of the brow. Platform guests will be announced and piped over the side while those on the quarterdeck salute.

Following the ceremony and after the VIP tour for platform guests, the ship will be open for unclassified tours for all guests invited to the Commissioning. We are pleased to have you as our guests. Enjoy the ceremony, enjoy the tour and feel the pride we have in our ship.


J. G. MEYER
Commander, U.S. Navy

The Tradition of Commissioning a United States Navy Ship



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, *USS Scranton* (SSN 756) becomes a proud ship of the line. The Commanding Officer, together with the ship's officers and crew, then accepts the duties and responsibilities of 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 of 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.

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 officers and crew reported on board, when the ship's first log entry was made, or when the ship first put out to sea. Through 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 the nuclear-powered ships, have proudly worn

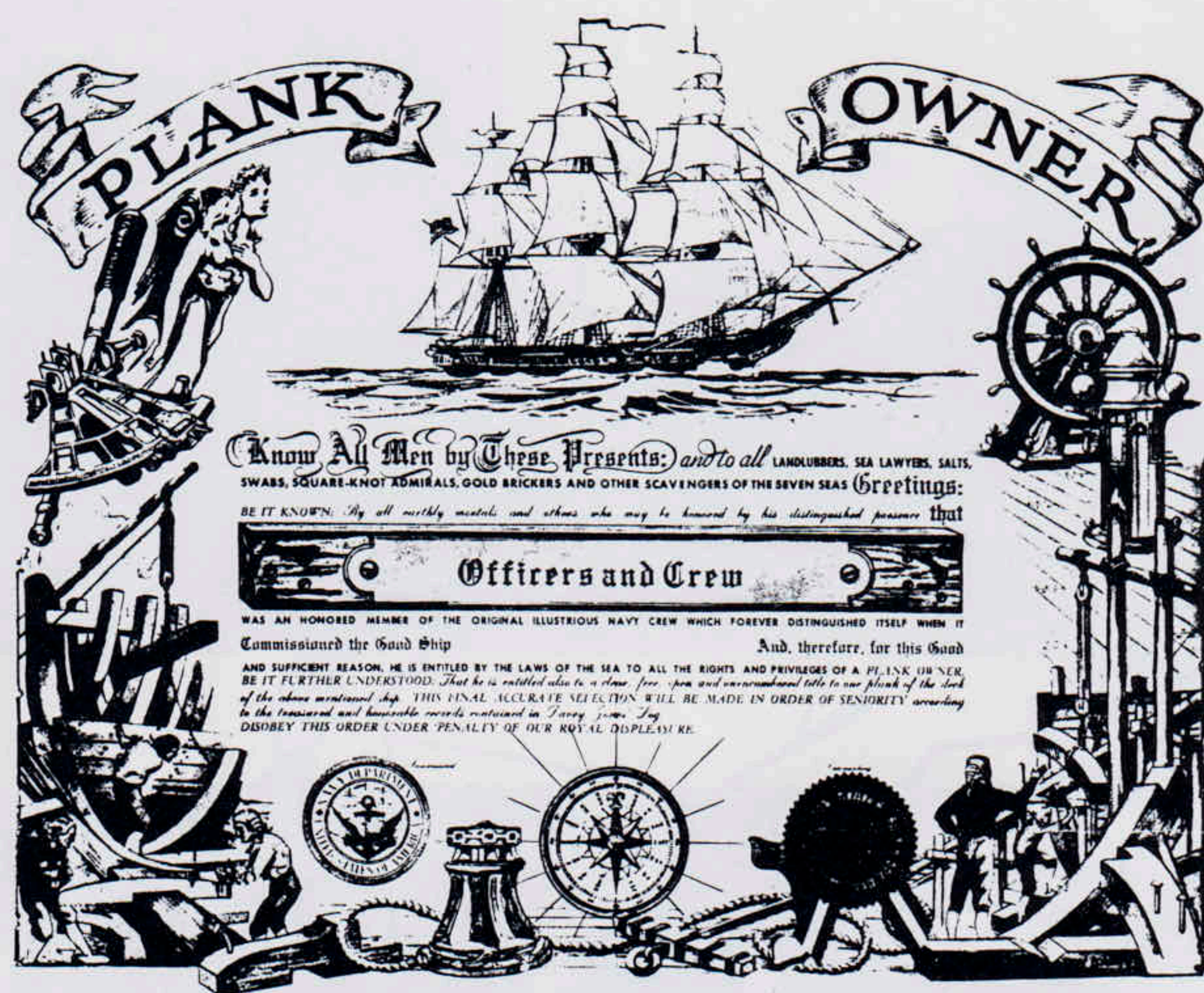
a commissioning pennant and "Stars and Stripes."

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 aboard the ship. The origin of the commissioning pennant, like many of our traditions, can be traced to the British Navy. After whipping an adversary, the British Admiral William Blake hoisted a horsewhip to the masthead to signify his victory. The British thereafter hoisted a long, narrow commissioning pennant in remembrance of the original horsewhip as its distinctive symbol of a man-of-war—a tradition adopted by many world navies.

From her commissioning day forward, *Scranton* will assume a unique personality and will become infused with the will, the spirit and the dedication of those who serve in her. The submarine also acquires a special international distinction today; wherever she sails, she will project the character and perseverance of her namesake and of our nation.

We firmly believe that your presence here today will ensure us "fair winds and following seas" in all that lies ahead.

Plank Owner's Certificate



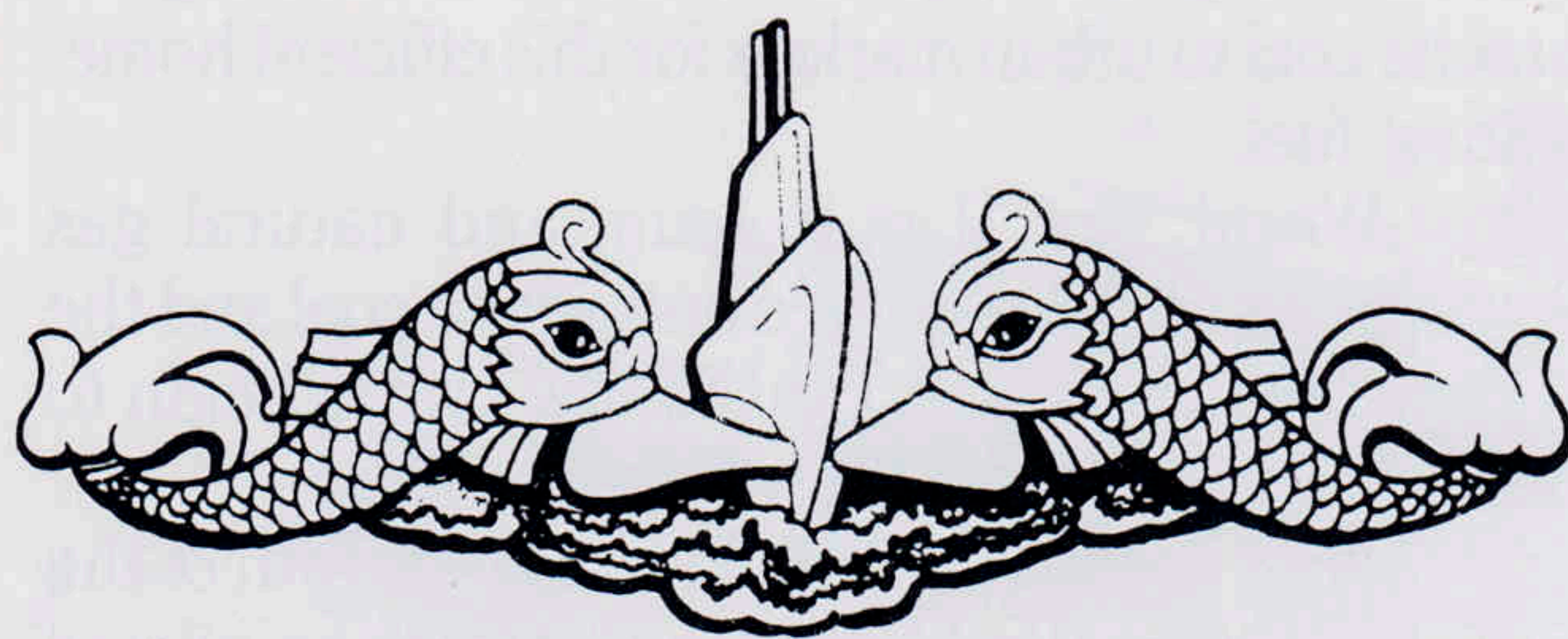
For us, the officers and crew members of USS SCRANTON (SSN 756), the tradition of "plankowner" reaches as far back into history as does the commissioning ceremony itself. As a member of the crew serving on board a ship at the time of commissioning, the Plank Owner receives a clear, free, open and unencumbered title to a piece or plank of the ship's deck, thus signifying his participation on this special day. This privilege will not be given to any future member of SCRANTON's crew.

Over and above our claim to this special title, we feel we have grown with the ship. Paralleling her construction was our training to operate the vessel.

Some of us have been a part of the boat during her construction for many months, a few for more than two years. Others have been aboard only a few days. Regardless of the time spent with the precommissioning unit, we are all proud of our ship and feel a genuine kinship to her on this special day.

We are truly honored by each of you in attendance and hope you share in the pride we feel serving aboard the United States Ship Scranton.

The Submariner



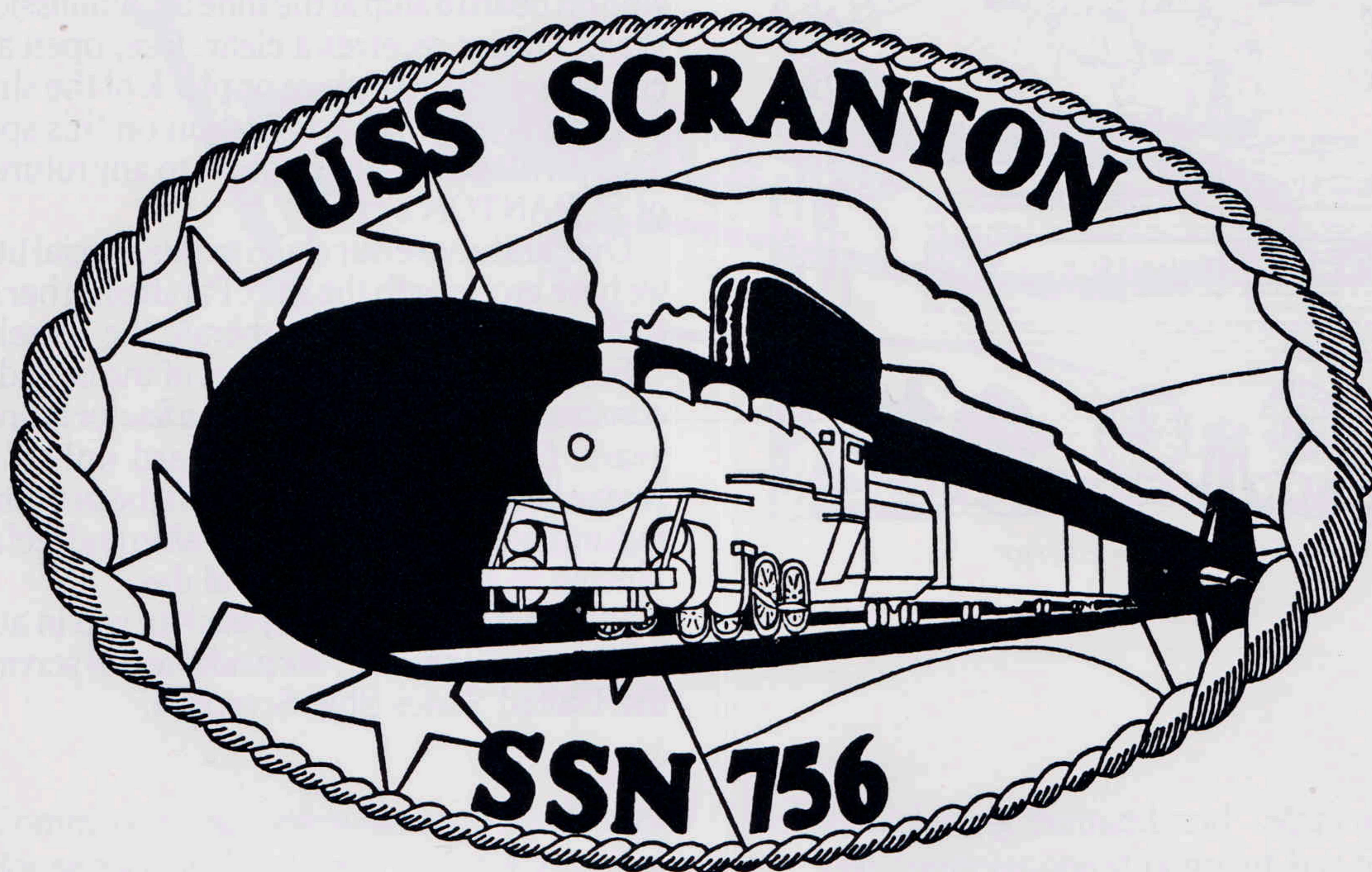
A submariner has a unique and important role in the Navy. To a great extent, an entire ship depends on him as an individual. This responsibility is sometimes difficult to comprehend, especially for landmen.

A submarine at sea is a world in itself, submerged in the strange and secret regions of the oceans, roaming three quarters of the surface of the earth. The Navy must place great responsibility and trust in the hands of those who undertake the protracted and distant operations of submarines.

In each submarine there is a band of men who work together as a team, around the clock, for months on end. In the hour of emergency or peril at sea, they must rely on each other. There is no one else they can turn to. These men alone are responsible for all aspects of the operation of their submarine, which is their life support system and their reason for being in an alien sea. They are the crew. They are the ship.

To be a submariner is perhaps the most difficult and demanding assignment in the Navy. At no time in his tour can the submariner escape his responsibility. His privileges in view of his obligations are remarkably few. Yet some of the greatest mariners of the Navy have risen to the challenge. They are the men of the Submarine Service. They proudly bear the time-honored title of "Submariners".

Symbology of USS Scranton (SSN 756) Crest



The logo of the USS SCRANTON is representative of the new emphasis of the City of Scranton on a diversified economy with tourism as a major element. The centerpiece of the tourist attractions is the Steamtown National Historic Site featuring a large collection of steam locomotives and rolling stock. It is located in the vast area which once included the locomotive repair shops, service facilities, and central freight yard of the Lackawanna Railroad.

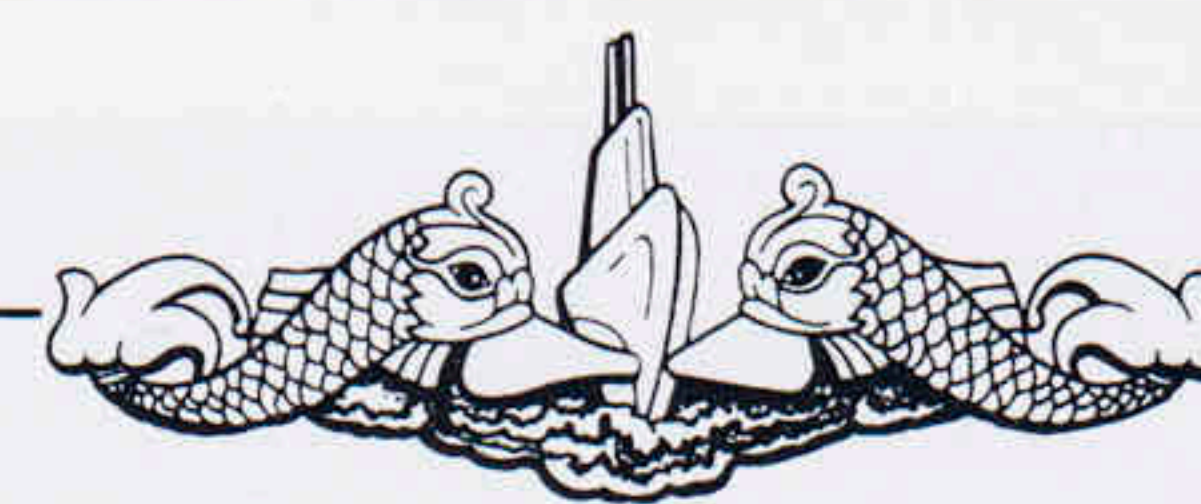
Located in the Lackawanna Valley in Northeastern Pennsylvania, Scranton began as a major producer of iron and anthracite coal. In 1829 the first steam locomotive in the United States, the Stourbridge Lion, made its inaugural run from nearby Carbondale to Honesdale on what became the Delaware and Hudson Railroad which still serves the city. By the turn

of the century, five major railroads were hauling anthracite coal to urban markets for this efficient home-heating fuel.

Post-World War II petroleum and natural gas pipelines eventually doomed anthracite coal and the railroads that hauled it, causing the city to begin to re-shape its economic future.

A modern submarine's logo is an outgrowth of the battle flags of the World War II boats that annihilated Japan's merchant marine while also sinking almost one-third of her major warships. These banners usually featured a ferocious cartoon representation of the sub's name surrounded by an array of Japanese flags indicating vessels sunk. Modern submarine logos, on the other hand, try to capture in symbols the essence of their name-sake.

Christening – Birth of USS Scranton (SSN 756)



USS SCRANTON (SSN 756) SHIP'S MILESTONES

Christening April 15, 1989
Launched July 3, 1989
Initial Criticality May 19, 1990
Crew moved on board August 25, 1990
Sea Trials September 29, 1990
Delivery December 21, 1990
Commissioning January 26, 1991



The City of Scranton



Scranton City Hall.

Scranton is a community that has had more than its share of ups and downs. Today, this City in Northeastern Pennsylvania is in the midst of a rebirth, a renaissance, a new age.

To know Scranton is to know its history of entrepreneurship.

In 1786, Philip Abbot, a settler from Connecticut, built a log cabin along Roaring Brook near its intersection with the Lackawanna River and later erected a gristmill.

Ebenezer Slocum bought the property in 1797 and put a dam across Roaring Brook, (or Nay Aug, the Indian name.) Slocum expanded the gristmill, added a sawmill, blacksmith shop, copper shop and a distillery. An iron forge was added in 1800, and commerce came to "Slocum Hollow."

Throughout the region were outcroppings of iron ore and shiny black rock, later identified as anthracite coal. So, it was not surprising when William Henry,

along with several associates, bought Slocum Hollow in 1840 to build a huge iron furnace fired by anthracite.

Henry hired his son-in-law, Selden Scranton, manager of a foundry in New Jersey, and Selden's brother, George Scranton. They built the furnace, and after several failed attempts, they finally got it to work in 1842.

The furnace cast pig iron, but Henry and the Scranton's soon learned that transportation of the heavy pigs quickly ate up their profits. Their next venture was the making of nails in 1845, but the inferior local ore produced nails that were too brittle and shattered easily.

The local ore supply rapidly diminished, and to survive, the Scranton's needed to produce a successful product based on ore brought in from another region.

The answer lay in railroad rails, and the Scranton's were the first in the United States to mass produce rails. They were hauled east by horse to the railroad.

Since transportation was critical for the importation of ore and the exportation of their products, the Scranton's built their own railroad from their iron furnaces to nearby Moosic Mountain for ore; and later they built Legget's Gap and Delaware and Cobb's Gap Railroads to meet with the New York and Erie Railroad. Still later, the railroad lines were combined to form Delaware, Lackawanna and Western Railroad, and Scranton became a railroad hub.

As the local ore petered out in the 1840's, the Scranton's marketed anthracite coal to New York and Philadelphia.

Anthracite coal as a fuel did not happen overnight. It was difficult to burn and required a strong updraft. When it did burn, it burned slowly and steadily, with little odor and very little ash. By the mid-1800's, anthracite's usefulness started to catch hold, and so did Scranton.

In 1850, Scranton's population was about 1,000. In 1860, it rocketed to 9,223 and then to 35,092 in 1870. By 1880, the population was 45,850, with 76 percent of the residents employed in the mining industry.

Scranton was flooded with immigrants, most of whom came from Europe, to work in the mines. The City was at the junction of four railroads and became the Anthracite Capital of the World.

The late 1800's brought a flourish of more entrepreneurial spirit. In 1880, Charles Woolworth opened a revolutionary retail concept - the five-and-ten cent



Young students on tour at Lackawanna County Coal Mine.



Lackawanna County Courthouse in Downtown Scranton.

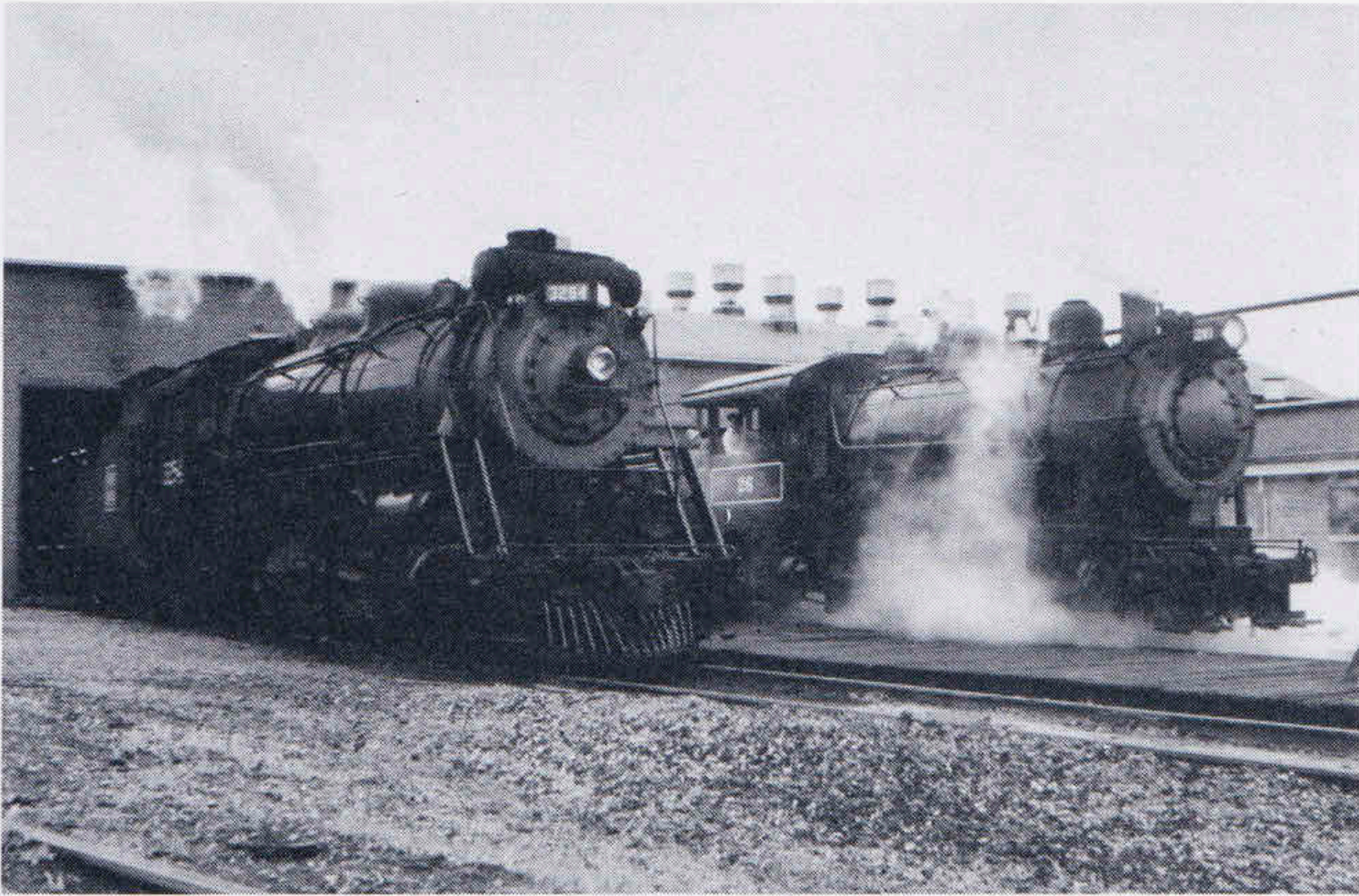
store - in Scranton. In 1886, Scranton was one of the first cities to have an electric trolley system, thanks in part to Charles J. Van Depoele's invention of the overhead trolley pole.

The international Correspondence School was formed in 1891 to teach technical mining techniques to future mining foremen. Between 1880 and 1920, the textile industry flourished in Scranton, and at one point, the City led the nation in the manufacture of lace products, such as tablecloths and curtains.

By 1900, Scranton was one of the 40 largest cities in the U.S.

But its early boom town days started to go bust. In 1901, the New York owners of the City's first and largest industry, Lackawanna Iron and Steel Co., moved their corporation to Buffalo.

To counter this economic blow, Scranton's leaders waged a campaign in 1908 to raise \$1.25 million for economic and industrial development.



Steam locomotion at National Historic Site.

But the advancement of technology played another cruel trick on Scranton. As oil and gas emerged, the nation's fuel market shied away from anthracite, and demand for the region's most precious commodity started to drop.

The decline of coal, combined with the popularity of airplane and automobile travel, took its toll on the railroad. At one time, as many as 12 passenger trains stopped in Scranton each day. The last one ran on January 5, 1972.

On a whistle-stop tour for his 1952 presidential campaign, Adlai Stevenson supposedly remarked to an aide, "My God, what could anybody do for the poor devils stuck in a graveyard like Scranton?"

Stevenson's comment landed on deaf ears, because Lackawanna Valley began to lure new industry and vitality to the area. By 1954, 75 plant expansions and 55 new factories took root, and *Look* magazine declared Scranton an "All American City."

Today, Scranton is a clean, vibrant, diversified community that has not lost sight of its past, and certainly has its sights set on a long-term future. The entrepreneurial spirit is alive in Scranton.

The City's history is visible through preservation and restoration. Many of the older, picturesque buildings, statues and homes have been painstakingly restored.

The Scranton Iron Furnaces, four massive stone blast stacks built between 1841 and 1957, are preserved near the City's downtown area.

King Coal is honored at the Pennsylvania Anthracite Heritage Museum and the Lackawanna Coal Mine Tour, where visitors are taken 250 feet underground by rail car to an abandoned mine that has been restored as a tourist attraction.

The National Park Service opened Steamtown National Historic Site in 1987. Located at the old Delaware, Lackawanna and Western Railroad yard, the Park Service is gathering a large collection of steam-powered locomotives and various types of railroad cars for the display.

In 1983, the Hilton Hotel organization restored the Lackawanna Train Station, built in 1908, and turned it into a 150 room hotel.

The Marine Corps Museum, which traces the Corps history from the American Revolution to the present, is also in Scranton.

Amid the Region's vast natural beauty and wealth of outdoor activities is a new Triple A baseball franchise of the Philadelphia Phillies, complete with a multi-purpose 10,400 seat stadium.

With the Pocono Mountains less than an hour away, other tourist attractions help stabilize the area's economy. Elk and Montage Mountains provide outstanding winter skiing opportunities, and summertime brings the Lackawanna State Park, Nay Aug Park, the Pennsylvania Summer Theatre and the Alpine water slides.

Everhart Museum in Nay Aug Park features a variety of exhibitions and programs in American art, Dorf-linger glass, primitive and oriental arts, birds, minerals and ecology.

Several area theatre companies and dinner theatres showcase a tasty assortment of comedies, dramas and musicals. The Broadway Theatre League of North-



Montage Mountain Ski Resort.



Lackawanna County Stadium, built in 1988 at a cost of \$25 million, is home to the Scranton/Wilkes Barre Red Barons, the AAA affiliate of the Philadelphia Phillies. The 11,000 seat facility brought in 545,000 in paid attendance during the 1990 season and is considered one of the finest stadiums in all of minor league baseball.

eastern Pennsylvania, a non-profit organization in its 30th season, entertains more than 9,000 subscribers at the Masonic Temple.

Once a railroad hub, Scranton today is a transportation hub, but with Interstate Highways 81, 84 and 380 in or near the City and I-80 to the South. Wilkes-Barre and Scranton share an airport built in 1946 and expanded to become an international airport in 1986.

Industry in the Lackawanna Valley is as diverse as one could expect. They produce everything from television picture tubes and records/cassette tapes/compact discs to modular homes, chewing gum, caskets and sportswear.

Two companies are suppliers to Newport News Shipbuilding. Sandvik, Inc. produces welding electrodes used to weld machinery and piping components aboard the submarine Scranton and Loral Control

Systems made electrical components that are installed aboard the ship.

The area's vitality is also reflected in its statistics. Lackawanna County has a population of 214,250, with 78,1664 people residing in Scranton. There are nine industrial parks, seven colleges/universities, five vocational and junior colleges, 181 churches, nine hospitals, 18 AM and FM radio stations, five television stations, three cable companies and two newspaper companies that produce three newspapers.

The region is bursting with new businesses and with pride, and it's naturally recognized as an increasingly appealing place to work, raise a family and visit.

Clearly, Scranton is entering a new age with excitement and potential, an age that remembers the lessons of the past and is enthusiastically prepared for the future.

H. Lawrence Garrett, III Secretary of the Navy



On 13 April 1989, President Bush nominated H. Lawrence Garrett, III to be the Secretary of the Navy. Mr. Garrett was confirmed by the Senate on 12 May 1989 and took the oath of office on 15 May 1989, becoming the 68th Secretary of the Navy.

Mr. Garrett was born 24 June 1939 in Washington, D.C., and was raised in Miami, Florida. He enlisted in the United States Navy in October 1961 and subsequently qualified in submarines as a machinist mate. Mr. Garrett was commissioned in April 1964 upon completion of flight training, serving as a Naval Flight Officer aboard maritime patrol aircraft. Subsequently, he completed operational tours in VP-50 including deployments to Vietnam.

In 1972, he transferred to the Judge Advocate General's Corps, where he rose to the rank of Commander. He served from 1974 to 1978 as Force Judge Advocate/Legal Advisor to the Commander, Submarine Force, U.S. Pacific Fleet, Pearl Harbor, Hawaii. In January 1979, while serving in the Office of Civil Law in the Washington, D.C., Office of the JAG, he was detailed to assist in developing the federal regulations pertaining to the Ethics in Government Act of 1978. In February 1981, he was detailed to the White House as Assistant Counsel in the Office of Counsel to the President. He retired from the Navy in 1981.

Subsequently, Mr. Garrett was Executive Assistant to the President and Chief Operating Officer of the U.S. Synthetic Fuels Corporation. In 1983 he returned to the White House as Associate Counsel to the President of the United States. Mr. Garrett served as General Counsel of the Department of Defense from February 1986 to August 1987. Prior to his appointment as Secretary, Mr. Garrett served as Under Secretary of the Navy from 6 August 1987.

Mr. Garrett earned a B.S. degree in Business Management from the University of West Florida in Pensacola, and received his J.D. degree from the University of San Diego School of Law, San Diego, California, graduating cum laude. A member of the California and District of Columbia Bars, he is licensed to practice before the United States Supreme Court, the Supreme Court of California, the District of Columbia Court of Appeals, U.S. Court of Military Appeals, and the U.S. District Court for the Southern District of California.

Mr. Garrett is married to the former Marilyn K. Bender of San Diego. They reside in Oakton, Virginia. They have two children, H. Lawrence Garrett, IV and Mrs. Juliana Relihan.

Admiral Frank B. Kelso II, USN Chief of Naval Operations



Admiral Frank B. Kelso II, a native of Fayetteville, Tennessee, attended public school and the University of the South in Sewanee, Tennessee, prior to entering the U.S. Naval Academy in 1952. Following graduation in 1956, he served in the cargo ship USS OGLETHORPE (AKA 100) before attending Submarine School in 1958.

On completion of training, he was assigned to the submarine USS SABALO (SS 302) before returning to Submarine School for nuclear power training in January 1960. He then served one year in the Nuclear Power Department at the school. Subsequent tours included the precommissioning crew of USS POLLACK (SSN 603), Engineering Officer aboard USS DANIEL WEBSTER (SSBN 626) and Executive Officer of USS SCULPIN (SSN 590).

From January 1969 to August 1971, he served as Commanding Officer, U.S. Naval Nuclear Power School in Bainbridge, Maryland. Following tours included Commanding Officer, USS FINBACK (SSN 670); Staff of Commander, Submarine Force, U.S. Atlantic Fleet; and Commanding Officer, USS BLUEFISH (SSN 675). Admiral Kelso was then assigned as Executive Assistant to the Commander in Chief, U.S. Atlantic Command and U.S. Atlantic Fleet and Supreme Allied Commander Atlantic from September 1975 to July 1977.

He served as Commander, Submarine Squadron SEVEN until reporting as Division Director, Submarine Distribution Division in the Naval Military Personnel Command, and Section Head of the Submarine Programs Section in the Office of the Deputy Chief of Naval Operations (Manpower, Personnel and Training) in September 1978. He was selected for promotion to the rank of rear admiral in February 1980.

Upon selection for flag rank, Admiral Kelso served as Director, Strategic Submarine Division, Office of the Chief of Naval Operations, and then was assigned as Director, Office of Program Appraisal, Office of the Secretary of the Navy. On February 8, 1985, Admiral Kelso became Commander Sixth Fleet and NATO Commander Naval Striking Force and Support Forces Southern Europe. On June 30, 1986, Admiral Kelso was promoted to admiral and assumed the duties of Commander-in-Chief, U.S. Atlantic Fleet. Admiral Kelso became Supreme Allied Commander Atlantic and Commander-in-Chief, U.S. Atlantic Command on November 22, 1988. He became the Navy's 24th Chief of Naval Operations on June 29, 1990.

Admiral Kelso has been awarded the Defense Distinguished Service Medal, the Navy Distinguished Service Medal (three awards), Legion of Merit (four awards), Meritorious Service, Navy Commendation and Navy Achievement Medals.

He is married to the former Landess McCown of Florence, South Carolina. They have four children: Thomas, attending medical school; Donald, who is a Navy Lieutenant; Mary, who is married to a Navy Lieutenant; and Kerry, a student attending college.

Admiral Powell F. Carter, Jr., USN Commander in Chief U.S. Atlantic Fleet



Powell F. Carter, Jr., was born in Los Angeles, California. He attended the University of California at Los Angeles (UCLA) until called to active duty with his Naval Air Reserve Squadron at the commencement of the Korean conflict. He was appointed to the United States Naval Academy and graduated with distinction on 3 June 1955.

Admiral Carter commenced his commissioned career in surface ships followed by service on board several types of submarines. Due to the shortage of experienced nuclear propulsion trained officers in the early year groups, Admiral Carter remained on sea duty for the first eighteen years of his commissioned service. Admiral Carter assumed command of the new attack submarine USS HAMMERHEAD (SSN 663) in June 1970. Under his command, HAMMERHEAD became the first nuclear submarine to surface through the ice at the North Pole during the winter period of total darkness. HAMMERHEAD and her crew received two Navy Unit Commendations and one Meritorious Unit Commendation for this and other special operations, and won the Battle Efficiency "E" twice.

In December 1973, Admiral Carter reported for his first tour ashore as Executive Assistant and Senior Aide to the Vice Chief of Naval Operations. Six months later he became Executive Assistant and Senior Aide to the 20th Chief of Naval Operations, Admiral James L. Holloway, III. In August 1976, Admiral Carter returned to sea duty as Commander, Submarine Squadron SIXTEEN, based at Rota, Spain. His command included a submarine tender and ten strategic ballistic missile submarines. During this tour he was selected for promotion to flag rank and received orders as Deputy Director, Strategy, Plans and Policy Division (OP-60B), in the Office of the Chief of Naval Operations. In 1980 the Chief of Naval Operations selected him to form a new directorate — the Strategic and Theater Nuclear Warfare Division (OP-65).

Returning to command in 1981, Admiral Carter commanded Submarine Group TWO with responsibility for fifty ships consisting of four squadrons of commissioned submarines, two submarine tenders, and a number of submarines in new construction and overhaul. Concurrent with his promotion to Vice Admiral in April 1983, Admiral Carter became Vice Director of Strategic Target Planning, Joint Strategic Target Planning Staff. In July 1985, Admiral Carter was assigned as Director of the Joint Staff, Joint Chiefs of Staff, Washington, D.C. Admiral Carter's previous assignment was as United States Representative to NATO's Military Committee, Brussels, Belgium. The NATO Military Committee is the highest military authority in the North Atlantic Treaty Organization. He was promoted to the rank of Admiral on 1 October 1987. On 2 November 1988, Admiral Carter assumed the duties of Commander in Chief, United States Atlantic Fleet.

Admiral Carter's decorations include two awards of the Defense Distinguished Service Medal and seven awards of the Legion of Merit.

Admiral Carter is married to the former Carole Ann Oswald of Scranton, Pennsylvania, and they have three daughters: Gretchen, Janeen, and Heidi.

Vice Admiral Roger F. Bacon, USN Assistant Chief of Naval Operations (Undersea Warfare)



Vice Admiral Roger F. Bacon was born in San Diego, California and raised in the Bremerton, Washington area. He graduated from the United States Naval Academy in 1959 and holds a master's degree in Computer Science from the U.S. Naval Postgraduate School. He also attended the National Defense University Flag and General Officer CAPSTONE course and the Harvard University National and International Security course.

Vice Admiral Bacon served in USS ISHERWOOD (DD 520), his first sea tour, until 1960. Following Submarine School and nuclear prototype training at Idaho Falls, he reported to USS HALIBUT (SSGN 587) in 1961. While on board HALIBUT, Vice Admiral Bacon participated in five REGULUS missile deterrent patrols. His next assignments were in USS KAMEHAMEHA (SSBN 642) as Engineer Officer during construction and two POLARIS patrols and then as Executive Officer of the USS HALIBUT (SSN 587). Vice Admiral Bacon commanded USS FLASHER (SSN 613) and USS PATRICK HENRY (SSBN 599) and then served as COMSUBPAC Prospective Commanding Officer Instructor until 1979 when he assumed command of USS HUNLEY (AS 31) at the deployed site in Apra Harbor, Guam.

From 1980 to 1982, Vice Admiral Bacon served as Commander Submarine Squadron ONE, Pearl Harbor, Hawaii. Vice Admiral Bacon served as the Chief of Staff to Commander Submarine Force, U.S. Pacific Fleet during 1982 and 1983. He was selected for Flag rank in January 1983. From June 1983 through July 1986, he served on the staff of the Chief of Naval Operations (Plans, Policy, and Operations). He served as Commander Submarine Group EIGHT, Commander Submarine Mediterranean, Commander Submarine Force Sixth Fleet, and Commander Area ASW Forces Sixth Fleet from December 1986 to July 1988. In August 1988, he assumed duties as Commander Submarine Force, U.S. Atlantic Fleet. He also serves as Commander, Submarine Allied Command Atlantic, a NATO post.

Vice Admiral Bacon is married to the former Joan D. Darby of Walnut Creek, California. They have two children, Roger and Jennifer. His father, the late Rear Admiral Barton E. Bacon, USN Retired, commanded USS PICKEREL in the Pacific during World War II. His younger brother, Commander Daniel K. Bacon, USN Retired, commanded USS HADDOCK (SSN 621), and his twin brother, Captain Barton E. Bacon, USN, commanded USS TROUT (SS 566) and USS CLEVELAND (LPD 7).

*Vice Admiral Henry G. Chiles, Jr.
Commander Submarine Force
U.S. Atlantic Fleet*



Vice Admiral Chiles, a native of Baltimore, Maryland, graduated from the United States Naval Academy in the Class of 1960 with a Bachelor of Science degree. Following commissioning he served aboard USS BORIE (DD 704) as Second Division Officer and First Lieutenant. In September 1961 he began his nuclear submarine training pipeline at the Naval Submarine School in Groton, Connecticut. This was followed by six months at Nuclear Power School, Groton, and six months at the Nuclear Power Training Unit, West Milton, New York.

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

Upon return from overseas in 1970 he reported aboard Pre-Commissioning Unit DRUM (SSN 667) as the Executive Officer and remained with DRUM after commissioning until August 1973. He then reported to Oxford University in England as a CNO Scholar for post-graduate studies in politics, philosophy, and economics and received a Master of Arts degree. In September 1975, he commenced prospective submarine Commanding Officer training.

He reported aboard USS GURNARD (SSN 662) in February 1976 and after an under ice Arctic Ocean deployment relieved as Commanding Officer in May 1976. He served aboard USS GURNARD until March 1980 conducting a refueling overhaul in record time and a WESTPAC deployment. From April 1980 until July 1983, Vice Admiral Chiles was Special Assistant to the Director of the Naval Nuclear Propulsion Program, U.S. Department of Energy, where he conducted fleet liaison and directed the Naval Reactors Prospective Commanding Officer's Course. From August 1983 to July 1985 he served as Commander, Submarine Squadron THREE. From July 1985 to June 1986 Vice Admiral Chiles was Commander, Naval Training Center, San Diego. He reported in June 1986 as Director, Strategic Submarine Division, Office of the Chief of Naval Operations. In September 1987 he went on to serve as the Deputy Assistant Chief of Naval Operations (Undersea Warfare) until reporting as Commander, Submarine Group EIGHT, Commander Submarines Mediterranean and Commander Task Forces SIXTY-FOUR, SIXTY-SIX AND SIXTY-NINE in Naples, Italy, in June 1988.

Vice Admiral Chiles has been awarded the Legion of Merit with three Gold Stars, the Meritorious Service Medal, and the Navy Commendation Medal with Gold Star.

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

*Rear Admiral
Thomas A. Meinicke, USN
Commander Submarine Group Six*



Rear Admiral Thomas A. Meinicke, is from Rapid City, South Dakota and is a 1960 graduate of the United States Naval Academy.

After nuclear power training, Rear Admiral Meinicke was assigned to the USS SEA DRAGON (SSN 584) at Pearl Harbor, Hawaii in November 1961. From 1964 to 1968 he served in the commissioning crews of USS SAM RAYBURN (SSBN 635) and USS MARIANO G. VALLEJO (SSBN 658). In 1970 Rear Admiral Meinicke completed studies for a Master of Science Degree in Operations Analysis at the Naval Postgraduate School, Monterey, California and was subsequently assigned as Executive Officer of USS NATHAN HALE (SSBN 623) (GOLD) in Pearl Harbor. He next served as the Force Nuclear Power Officer on the Staff of Commander, Submarine Force, U.S. Atlantic Fleet.

Rear Admiral Meinicke commanded the attack submarine USS FLYING FISH (SSN 673) from May 1976 to July 1980; served as Commanding Officer, Nuclear Power Training Unit, Idaho Falls, Idaho from June 1981 to June 1984; and relieved as Commander Submarine Squadron 8 in July 1984. He became Chief of Staff for Commander, Submarine Force, U.S. Atlantic Fleet in April 1986 and was selected for flag rank in December 1986. RADM Meinicke reported as Director, Attack Submarine Division and SSN program coordinator (OP-22) on the staff of the Chief of Naval Operations in May 1987. He was promoted to the rank of Rear Admiral Lower Half on 1 February 1988. Rear Admiral Meinicke reported as the Director, Strategic and Theater Nuclear Warfare Division (OP-65) in November 1988. He relieved as Commander, Submarine Group 6, Charleston, South Carolina and Commander, Submarine Group 10, Kings Bay, Georgia in July 1990.

Rear Admiral Meinicke's personal awards include the Legion of Merit (5), the Meritorious Service Medal (3), and the Navy Commendation Medal (4).

Rear Admiral Meinicke is married to the former Alice Almiede diZerega of Arlington, Virginia. RADM and Mrs. Meinicke have three daughters, Almiede, Elizabeth and Andrea.

Captain Joseph J. Krol, Jr., USN Commander, Submarine Squadron Eight



Captain Joseph John Krol, Jr., was born in Washington, Pennsylvania, in 1944 and graduated from the U.S. Naval Academy in June 1967. Following graduation, he entered the Naval Nuclear Propulsion Program, completing courses of instruction in Bainbridge, Maryland, and Windsor, Connecticut.

Captain Krol reported to USS NATHANAEL GREENE (SSBN 636) in February 1968, where he served as Sonar Officer, Damage Control Assistant, and Main Propulsion Assistant. In December 1972, Captain Krol reported to the USS ANDREW JACKSON (SSBN 619) as Navigator and Operations Officer. In October 1976, he reported to the Strategic Systems Project Office in Washington, DC, where he served as the Navigation Branch Head in the Fleet Readiness and Training Branch (SP-205).

In July 1979, Captain Krol reported to the USS PHOENIX (SSN 702) where, until August 1982, he served as Executive Officer. In June 1983, he relieved as the Commanding Officer, USS NORFOLK (SSN 714). Following this tour, he commanded the OKLAHOMA CITY (SSN 723) Precommissioning Unit in support of new construction at Newport News Shipbuilding and Drydock Company.

From March 1987 to April 1990 he was special assistant to the deputy director of the Nuclear Propulsion Directorate of the Naval Sea Systems Command.

In May 1990, Captain Krol assumed duties as Commander Submarine Squadron 8.

Captain Krol is entitled to wear the Legion of Merit, the Meritorious Service Medal, the Navy Commendation Medal with one Gold Star, the Navy Achievement Medal, the Navy Unit Commendation Ribbon, the Battle Efficiency "E" Ribbon with two "E's," the National Defense Service Medal, and the Sea Service Deployment Ribbon with two bronze stars.

Captain Krol and his wife Carolyn, reside in Yorktown, Virginia.

Captain Frederick Ray Lutz, USN Supervisor of Shipbuilding Newport News



Captain Lutz was born in Washington, DC during WW II while his father served in the Navy as a Chief Machine Accountant. He was raised in Lancaster, Ohio and in 1962, received an appointment to the Naval Academy from Ohio's tenth congressional district. Captain Lutz graduated from the Naval Academy in June 1966 with majors in mathematics and systems engineering.

He graduated with a Master of Science Degree in Computer Science from Purdue University in August 1967. He served aboard USS FOX (CG 33) as CIC/NTDS Officer completing a deployment to Vietnam and a lengthy series of evaluations of early anti-ship missile defense systems. Captain Lutz qualified as a Surface Warfare Officer as well as Air Intercept Controller, Tactical Action Officer, ASW Deck Officer, and Fleet OOD.

His designator was changed to Engineering Duty in June 1970 upon assignment to the Navigation Branch of the Strategic Systems Project Office in Washington, DC. During the Washington tour Captain Lutz also spent a year in the NAVSHIPS Cruiser/Destroyer Logistic Directorate and three years in the Navy Secretariat (Installations and Logistics). He received a Masters Degree in Administration from George Washington University in 1973.

In 1975, Captain Lutz entered the ED Dolphin Program at Charleston Naval Shipyard. Following a strategic deterrent patrol aboard USS WOODROW WILSON (SSBN 624), Captain Lutz received his dolphins in 1976 and served the remainder of his Charleston tour on the submarine waterfront as Senior Ship Superintendent and Assistant Repair Officer (submarines).

From 1979 to 1982, Captain Lutz served on the Submarine Force Atlantic, Material Staff. He was reassigned to Pearl Harbor Naval Shipyard as Assistant Repair Officer and subsequently Repair Officer during a period of high and varied submarine workload.

In 1984, Captain Lutz returned to Tidewater, Virginia as the Overhaul Project Officer at SUPSHIP Newport News. After redelivering five SSBNs to the Fleet and completing the USS NEVADA (SSBN 733) PSA, he established the procedures for administration of competitively awarded overhauls in Naval Shipyards. He completed the Summer Executive Program at University of Virginia in 1987.

Subsequently, Captain Lutz was assigned to the NAVSEA Attack Submarine Project where he was responsible for support of operational SSN 688 Class submarines, Submarine IMA coordination and Depot Modernization Period (DMP) planning. In April 1988 he returned to the COMSUBLANT Staff as Assistant Chief of Staff for Material.

Military decorations include the Legion of Merit, the Meritorious Service Medal with Gold Star, and the Navy Commendation Medal with two Gold Stars. He is authorized to wear the SSBN Patrol and Surface Warfare insignia.

Captain Lutz is a member of the American Society of Naval Engineers, the Naval Institute and the Submarine League.

He is married to the former Diane Edwards of Lancaster, Ohio. They have two sons, Paul and Andy.

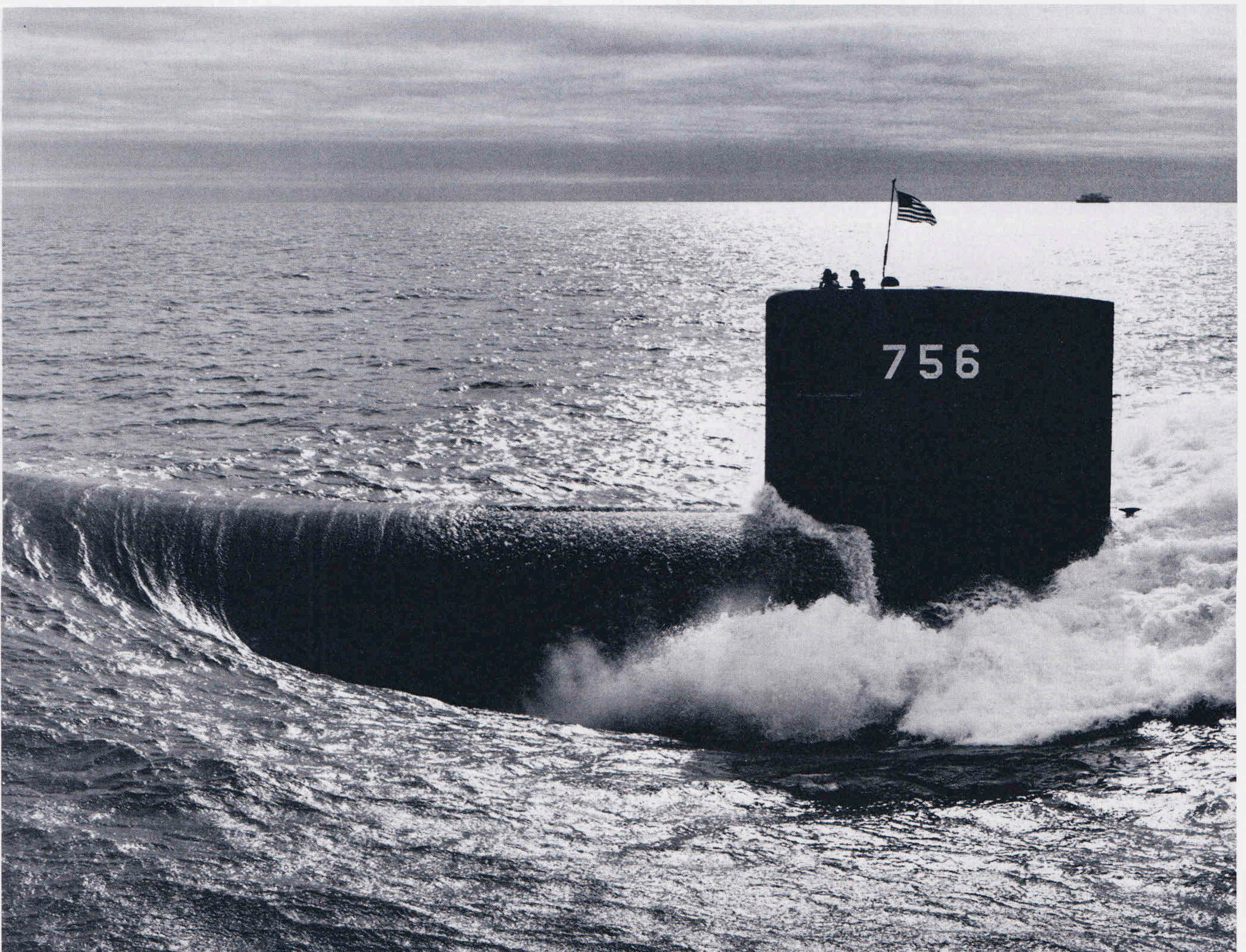
Sarah S. McDade Ship's Sponsor



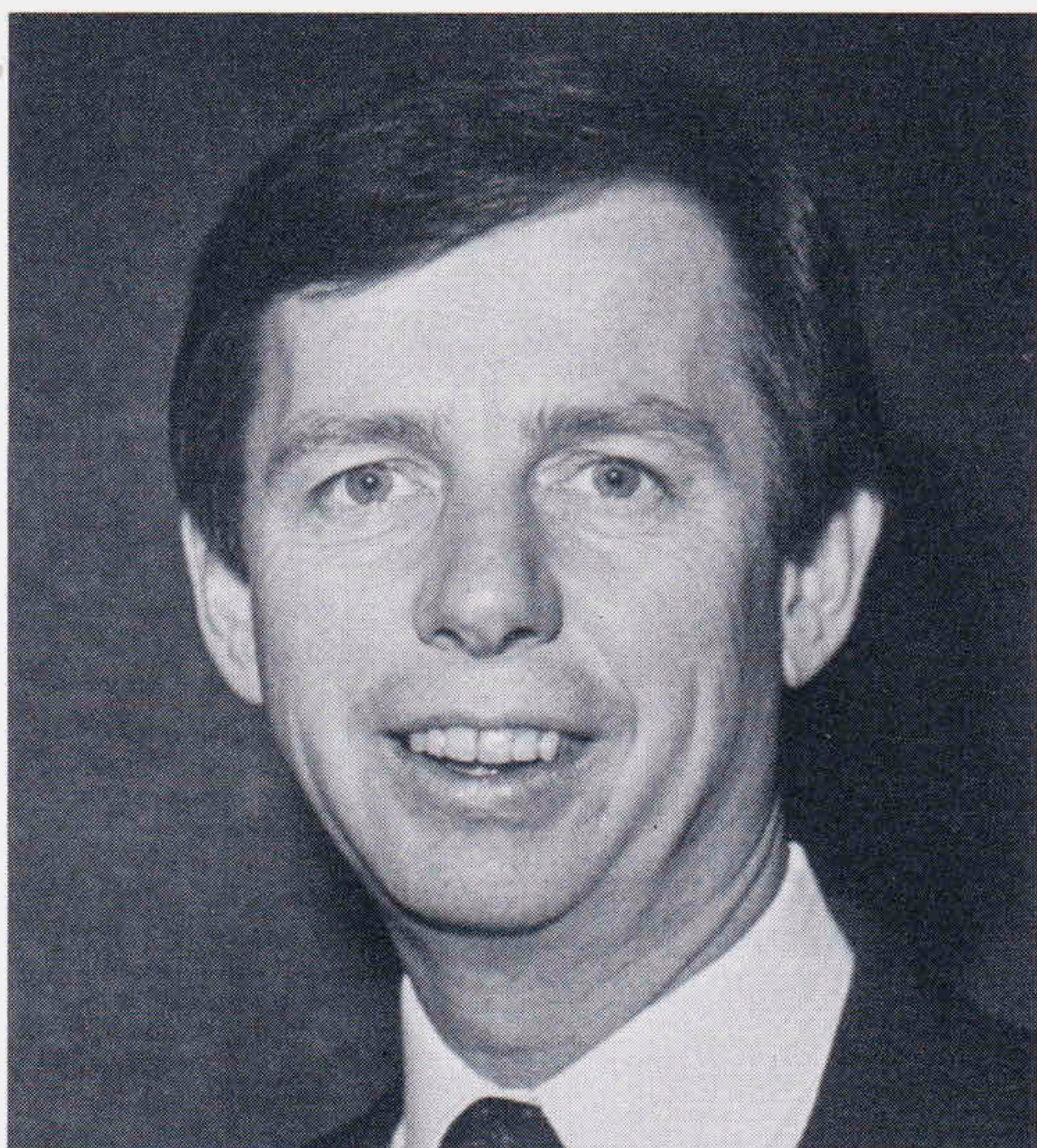
Sarah S. McDade, who is the wife of Pennsylvania Congressman Joseph M. McDade, is a native of Rome, N.Y., and attended high school in Oriskany, N.Y.

A 1971 art history major at Windham College in Vermont, Mrs. McDade was an admissions officer at her college alma mater before moving to Washington, D.C., in 1972. From 1972 to 1988, Mrs. McDade worked for three members of the United States House of Representatives in positions as varied as caseworker, personal secretary and legislative assistant. She recently left the office of Congressman Michael Oxley (R-Ohio) where she served as his legislative assistant for banking, securities, taxes, social security and health.

Mrs. McDade has a strong interest in local history, which was kindled when she assisted her parents in the planning of her hometown's centennial, Fort Stanwix Days and the Erie Canal Sesquicentennial. She is also an avid sports fan, gardener and student of government, politics and current events.



Mayor James P. Connors Scranton, Pennsylvania



James P. Connors
Mayor
(717) 348-4100

City of Scranton

Pennsylvania



Office of the Mayor

January 26, 1991

Dear Commander Meyer:

On behalf of the over 83,000 citizens of the City of Scranton and the hundreds of thousands of people in Northeastern Pennsylvania I would like to congratulate you on the commissioning of the USS Scranton.

I would also like to express our appreciation to the United States Navy for honoring our people by taking our name for the newest and most advanced Los Angeles class nuclear submarine in the American fleet.

We are so proud to have such a beautiful and magnificent boat named after our City and we would like to dedicate the commissioning to all of the men and women living and deceased of Northeastern Pennsylvania who have served in our Armed Services and who have made great sacrifices to protect our peace and our freedom.

We have already seen what a wonderful crew is assigned to the USS Scranton by the many visits the sailors have made to our City and by the many acts of kindness they have shown to our people particularly to our children.

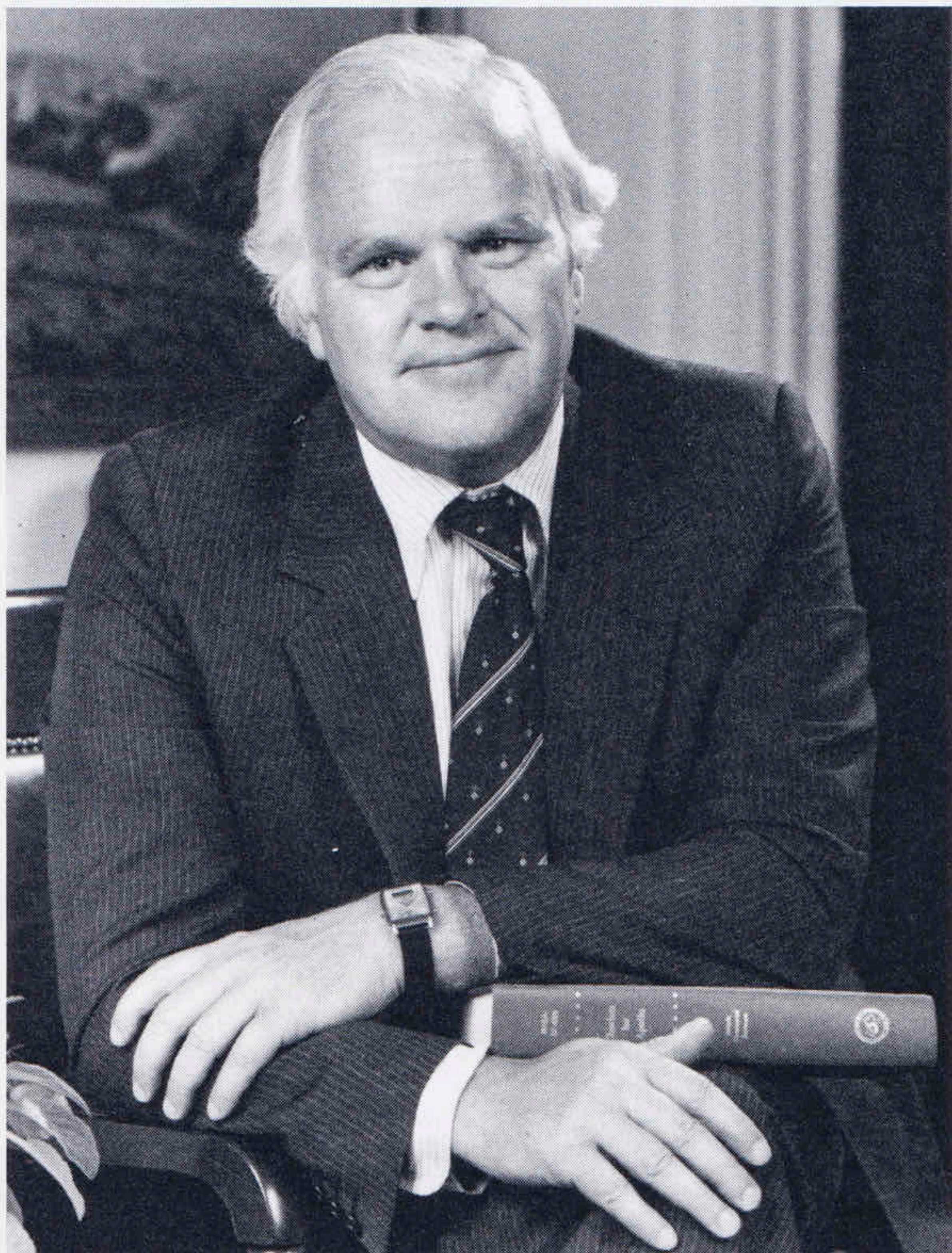
Scranton is a very proud City noted for the warmth, friendliness and hard work of its people and we know that the crew members and officers of the great submarine The USS Scranton will proudly and honorably carry our name to the far reaches of the earth.

Sincerely,

James P. Connors

James P. Connors
Mayor, City of Scranton

*Principal Speaker
Honorable Joseph M. McDade
Congressman, State of Pennsylvania*



Congressman Joseph M. McDade represents the 10th District of Pennsylvania, and is now serving his 15th consecutive term in the U.S. House of Representatives. The senior member of the Pennsylvania congressional delegation, he began his tenure in the House in the 88th Congress, which convened in January, 1963.

The congressman serves on the powerful House Appropriations Committee where he is the second-highest ranking Republican. He is the ranking Republican on its Defense Subcommittee, which oversees the military budget.

In addition, Mr. McDade is a senior member of the Interior Appropriations Subcommittee. At the beginning of the 99th Congress, he stepped down as the ranking Republican on this subcommittee to take over the same leadership position on the Defense Subcommittee. However, he retains his seat on the Interior Subcommittee which oversees funding for energy, mining and mine reclamation, national parks, national forests, and related programs.

On the Interior Appropriations Subcommittee, Mr. McDade has been a leader in addressing national energy problems and has led the fight to promote alternate sources of energy as a means of reducing our dependence on foreign oil. Because of his work promoting parks and recreation, he has been honored by the National Recreation and Park Association.

As the ranking Republican on the Defense Appropriations Subcommittee, Mr. McDade is the Republican leader in drafting the annual budgets for the Army, Navy, Air Force and Marine Corps.

Since 1978, Mr. McDade has been the top-ranking Republican on the Small Business Committee where he has focused on measures to stimulate the nation's small businesses and industries. In 1980, he was named to the Congressional Honor Roll of the National Small Business Unity Council.

Congressman McDade previously served on the Appropriations Subcommittee for Housing and Urban Development where he concentrated on community rehabilitation and development as well as on housing for the elderly, the handicapped and low-income families.

Mr. McDade is a graduate of St. Paul's School, Scranton Preparatory School, and Notre Dame University. An attorney, he was awarded his law degree from the Law School of the University of Pennsylvania. Prior to his election to Congress in 1962, Mr. McDade served as Solicitor of the City of Scranton.

Congressman McDade is involved with a number of philanthropic organizations, providing service as a trustee of the Kennedy Center and the National Cultural Center in Washington, D.C.; vice-president of the Board of Trustees of Ford's Theater (Lincoln Museum) National Historic Site; a member of the advisory board of the Woodrow Wilson International Center for Scholars at the Smithsonian Institution; and a trustee of the University of Scranton and Keystone Junior College of La Plume, Pennsylvania.

The congressman holds Doctor of Law degrees from a number of institutions, including, King's College of Wilkes Barre, PA; Misericordia College of Dallas, PA; St. Thomas Aquinas College of Sparkhill, NY; and the University of Scranton.

He is a member of the American, Pennsylvania and Lackawanna County Bar Associations, and the James Wilson Law Club.

Born in Scranton, September 29, 1931, Congressman McDade is the son of the late John B. and Genevieve Hayes McDade of Scranton. Congressman McDade is married to the former Sarah Scripture. He has five children; Jospeh, Aileen, Deborah, Mark, and Jared.

Letters of Congratulations



THE SECRETARY OF THE NAVY
WASHINGTON

Commander Greg Meyer, USN
Prospective Commanding Officer
SCRANTON (SSN 756)
Newport News, Virginia 23607

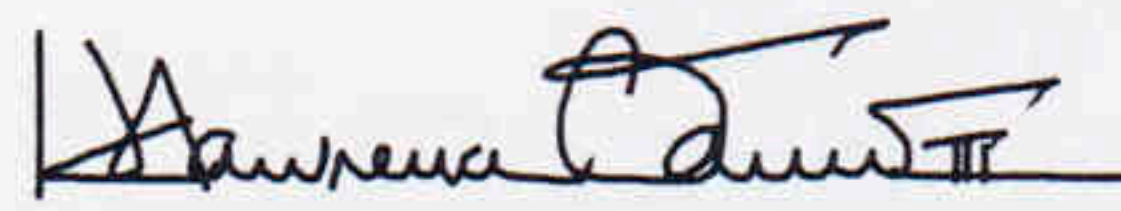
Dear Commander Meyer:

Congratulations on your new command, and best wishes to you and to your crew on the commissioning of SCRANTON.

The second U. S. Navy ship to be named SCRANTON incorporates the latest technology and the most modern capabilities our Nation can produce. It remains for you and your crew to bring her to life. I know that your professionalism and skill will establish a tradition of duty and accomplishment which you can bequeath to those who shall serve in this ship for years to come.

As you assume your place in the fleet, the men who serve in SCRANTON are charged with the heavy responsibility of making her an instrument of peace through strength. I wish you every success in meeting the challenges which lie ahead.

Sincerely,


H. Lawrence Garrett, III



CHIEF OF NAVAL OPERATIONS

Dear Commander Meyer,

Congratulations on the commissioning of United States Ship SCRANTON. An unusual distinction and a special responsibility fall upon you as the first commanding officer.

SCRANTON, the newest attack submarine in the fleet, embodies the most modern design and construction on the seas today. However, she cannot fulfill the role for which she was authorized by Congress, the defense of our nation, unless she is manned by a dedicated crew capable of operating and maintaining her to the limit of her potential.

It is your responsibility to establish SCRANTON's capability. As your ship and crew perform, SCRANTON will develop a reputation that will endure over her years of service. Her character will depend, in no small measure, upon your leadership.

Your selection for this most important task is an honor and a responsibility. I have the fullest confidence you will execute it well.

Sincerely,


FRANK B. KELSO, II
Admiral, U.S. Navy

Commander Greg Meyer, USN
PCO, SCRANTON (SSN 756)
Newport News, Virginia 23607

Principal Speaker
Honorable Joseph M. McDermott
Congressman, State of Pennsylvania

Commissioning Program

BAND SELECTIONS

Commander in Chief,
U.S. Atlantic Fleet Band

...

ARRIVAL OF OFFICIAL PARTY

...

INVOCATION

Captain J. M. Wright, CHC, USN
Chaplain, Submarine Force, U.S. Atlantic Fleet

...

WELCOME AND INTRODUCTION OF DISTINGUISHED GUESTS

Commander J. G. Meyer, USN
Prospective Commanding Officer

...

SHIPBUILDER'S REMARKS

Mr. W. R. Phillips, Jr.
Executive Vice President
Newport News Shipbuilding

...

SUPERVISOR OF SHIPBUILDING REMARKS

Captain Fred R. Lutz
Supervisor of Shipbuilding, Newport News

...

REMARKS

The Honorable James P. Connors
Mayor, City of Scranton

READING OF COMMISSIONING DIRECTIVE

Vice Admiral H. G. Chiles, USN
Commander Submarine Force, U.S. Atlantic Fleet

...

COMMANDING OFFICER'S ORDERS

Commander J. G. Meyer, USN

...

COMMISSIONING AND SETTING OF THE WATCH

Commander Carl D. Olson, USN
Executive Officer

...

REMARKS

Sarah S. McDade, Sponsor

...

INTRODUCTION OF PRINCIPAL SPEAKER

Vice Admiral H. G. Chiles, USN
Commander Submarine Force, U.S. Atlantic Fleet

...

PRINCIPAL SPEAKER

The Honorable Joseph M. McDade
Congressman, State of Pennsylvania

...

BENEDICTION

Captain J. M. Wright, CHC, USN
Chaplain, Submarine Force, U.S. Atlantic Fleet

...

DEPARTURE OF OFFICIAL PARTY





Commander J. G. Meyer, USN Commanding Officer USS Scranton



Commander J.G. Meyer, a native of Wauwatosa, Wisconsin, is a 1972 graduate of the U.S. Naval Academy. Following Submarine School, he served on USS BLUEFISH (SSN 675) and then attended the University of Wisconsin as a Burke Scholar where he earned a Master of Science degree in Nuclear Engineering.

After Nuclear Power training, he reported to USS SKIPJACK (SSN 585) and then served as Engineer Officer on board USS SEA DEVIL (SSN 664).

Following a tour as Material Officer on the staff of Commander, Submarine Squadron FOUR, Commander Meyer was assigned to USS VON STEUBEN (SSBN 632) (BLUE) as Executive Officer. He then reported to the SCRANTON (SSN 756) as Commanding Officer.

Commander Meyer is entitled to wear the Meritorious Service Medal, the Navy Commendation Medal and the Navy Achievement Medal.

Commander Meyer and his wife, Betty, reside in Hampton, Virginia with their children, J.P. and Bridget.

COMMAND AT SEA

THE PRESTIGE, PRIVILEGE AND THE BURDEN OF COMMAND

from Joseph Conrad

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

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

In each ship there is one man who, in the hour of emergency or peril at sea, can turn to no other man. There is one who alone is ultimately responsible for the safe navigation, engineering performance, accurate gunfiring, and morale of his ship. He is the Commanding Officer. He is the ship.

This is the most difficult and demanding assignment in the Navy. There is not an instant during his tour of duty as Commanding Officer that he can escape the grasp of command responsibility. His privileges in view of his obligations are almost ludicrously small; nevertheless command is the spur which has given the Navy its great leaders.

It is duty which richly deserves the highest, time-honored title of the seafaring world — "CAPTAIN".

Commander Carl D. Olson, Executive Officer



Commander Olson was born in New Orleans, Louisiana and raised in Mexico, Missouri. He attended the University of Missouri at Columbia and graduated with a Bachelor of Science in Physics in 1972 and a Master of Science in Nuclear Engineering in 1974. He was commissioned via Officer Candidate School in December 1974. After completion of Nuclear Power School and Prototype training, he reported to his first submarine, USS GATO (SSN 615) in 1976. While on GATO he served as Interior Communication/Electrical Division Officer, Main Propulsion Assistant, Chemistry/Radiological Controls Assistant and qualified in submarines. In 1980 he reported to Nuclear Power School where he taught the Chemistry, Radiological Controls and Materials course. Following this tour he reported to USS OHIO (SSBN 726) in March 1982 where he served as Engineer Officer of the BLUE Crew for three years making five strategic deterrent patrols. From March 1985 to October 1987, he served as the Material Officer on the Submarine Squadron SEVENTEEN staff. After a short tour as the Assistant Nuclear Repair Officer at the Norfolk Naval Shipyard, he completed Prospective Executive Officer training and then reported to SCRANTON (SSN 756) as the Executive Officer in October 1988.

Commander Olson's awards include the Navy Commendation Medal with gold star, the Navy Achievement Medal, the National Defense Service Medal, the Humanitarian Service Medal, the Meritorious Unit Commendation, the Battle Efficiency "E" Ribbon (3 awards) and the Sea Service ribbon.

Commander Olson is married to the former Geraldine Louise Dovalgo.

Master Chief Fire Controlman, Robert C. Stump, Chief of the Boat



Master Chief Robert C. Stump was born and raised in Pittsburgh, Pennsylvania. He graduated from high school in 1960 and entered the U.S. Navy in 1961.

In April 1962, he began his service in submarines aboard the Guppy II submarine USS CARP (SS 338). In February 1963 he was assigned to USS ETHAN ALLEN (SSBN 608) (GOLD). While on board, the ship completed thirteen strategic patrols, one shipyard overhaul and one DASO. In 1973 after three years of shore duty as an instructor at Guided Missile School, Dam Neck, Va. he reported to the USS GEORGE WASHINGTON (SSBN 598) (GOLD) where he completed another five strategic patrols. He served as Chief of the Boat on board USS THOMAS A. EDISON (SSBN 610) (BLUE) from 1975 to 1978, completing another five strategic patrols and becoming a Shellback.

After completing a split shore tour between Naval Submarine Training Center Pacific, and Central Test Site at Dam Neck, in January 1984 he was assigned as Chief of the Boat of USS NORFOLK (SSN 714). In April 1985 he was selected by Commander, Submarine Squadron EIGHT to relieve as the Command Master Chief of Submarine Squadron EIGHT. In October 1988 he was transferred to the SCRANTON (SSN 756) as Chief of the Boat.

Master Chief Stump wears the Enlisted Submarine Breast Insignia, Navy Commendation Medal, the Navy Achievement Medal, the Navy Good Conduct Medal with one Silver Star and one Bronze Star, the National Defense Service Medal, the Meritorious Unit Commendation with two Bronze Stars, the Battle Efficiency "E" Ribbon (3 awards) and the Sea Service Deployment Ribbon with Bronze Star.

Master Chief Stump is married to the former Margaret Handlovic of Pittsburgh, Pennsylvania. They have one daughter; Michelle who is married and resides in Virginia Beach, Va.

Department Heads



LCDR John F. Brandeau
Engineer
Harrisburg, PA



LT William J. Rearick
Navigator
Madison Heights, MI

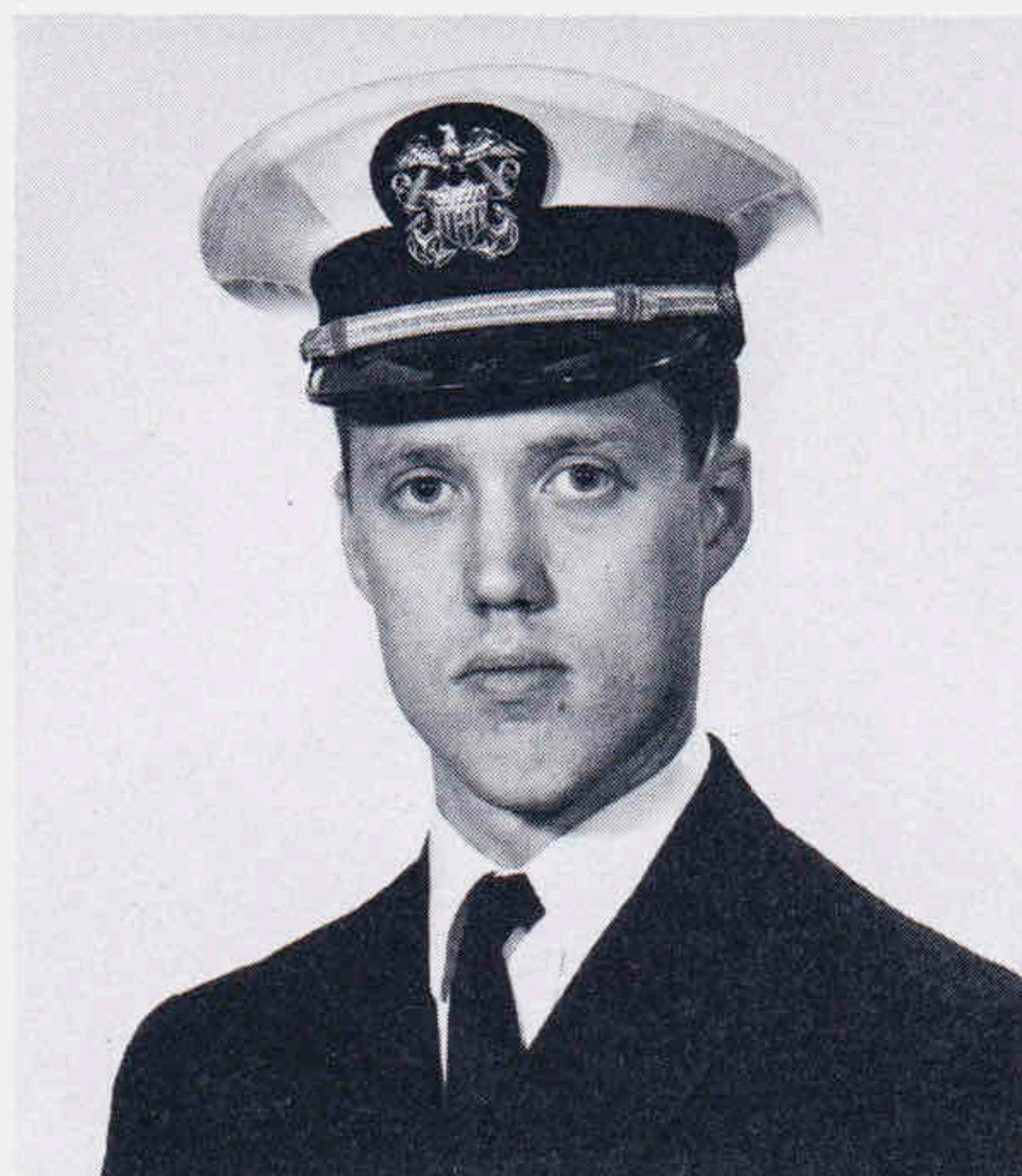


LT Jerry R. Anderson
Combat Systems Officer
Panama City, FL



LTJG Neil F. Voje
Supply Officer
Port Saint Lucie, FL

Division Officers



LT John M. Nuttall Sr.
Sonar Officer
Valley Forge, PA



LT Michael A. Jussila
Damage Control Assistant
Hyannis, MA



LT James W. Myers
Communicator
Somonauk, IL



LTJG Donald I. Dracon
Main Propulsion Assistant
Littleton, CO



LTJG Scott Z. Crow III
Chemistry/RadCon Assistant
Billerica, MA



LTJG Michael A. Pentecost
Reactor Controls Assistant
Mebane, NC



ENS William B. Powers
Electrical Officer
Bedford, VA

"Sign on, young man, and sail with me. The stature of our homeland is no more than the measure of ourselves. Our job is to keep her free. Our will is to keep the torch of freedom burning for all to this solemn purpose we call on the young, the brave, the strong, and the free. Heed my call. Come to the sea. Come sail with me."

JOHN PAUL JONES

Chief Petty Officers



TCMC (SS) Noah E. Ballard
First Lieutenant
Charleston, WV



MMCS (SS) Donald J. O'Brien
Engineering Dept. Enlisted Advisor
Clifton Heights, PA



ICCS (SS) Kenneth A. Bernhardt
Internal Communications
New York, NY



SKCS (SS) Dale W. Hopper
Leading Storekeeper
Sault St. Marie, MI



ETCS (SS) Howard S. Adams
Electronics Technician Division
Miami, FL



STSCS (SS) Carl J. Diamond
Sonar Division
Sioux City, IA



ETCS (SS) Charles Hill
Reactor Controls
Pittsburgh, PA



HMCS (SS) Stephen E. Puckett
Medical Department Representative
Calhoun, GA



RMCS (SS) Timothy J. Wahl
Radio Division
Annandale, VA



MMC (SS) Edgar H. Bork
Machinery Division
Detroit, MI



MMC (SS) Ronald J. Goll
3M Coordinator
San Antonio, TX



MMC (SS) Timothy W. Clouser
Leading ELT
Windfall, IN



QMC (SS) Kirk D. Crawley
Assistant Navigator
Baltimore, MD



YNC (SS) Anthony R. Creed
Leading Yeoman
Oxford, AL



RMC (SS) Mark S. Denesha Sr.
Radio Division
Springfield, MA



MMC (SS) Steven R. Fornicola
Auxilliary Division
Long Branch, NJ



EMC (SS) Garrett L. Gardner
Electrical Division
Pittsburgh, PA



STSC (SS/DV) Jeffery M. Rowe
Sonar Division
Huntsville, AL

Engineering Department



Engineering Laboratory Technician Division

These technicians maintain reactor and steam plant chemistry, conduct radiological surveys, and monitor the radiological exposure of the ship's personnel.



MM1 (SS)
Norman T. Ford
Knoxville, TN



MM2 (SS)
Robert A. Faciane
Slidell, LA



MM2 (SS)
Guy M. Shewmaker
Boerne, TX



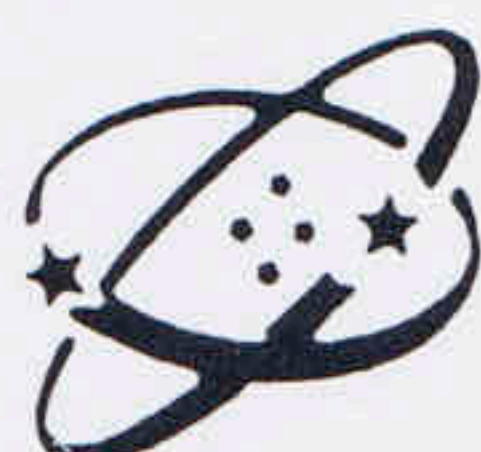
MM2
John M. Willis
Forestville, MD



MM3
Christian R. Guertin
West Land, MI



MM3
Lonnie M. Hickerson
Currituck, NC



Reactor Controls Division

Technicians ensure proper operation and maintenance of reactor controls equipment, protective systems, and associated instrumentation.



ET1 (SS)
James G. Bolitho
Scio, OH



ET1 (SS)
James J. Decker
Pine Hill, NJ



ET1 (SS)
Michael R. Snider
Port Matilda, PA



ET2 (SS)
Brandon L. Buckley
Camp Hill, PA



ET2
Frederick E. Fitch
Wilcox, PA



ET2 (SS)
Charles C. Fox
Chester Springs, PA



ET3
George M. Re
Pawling, NY



Machinery Division

Personnel are responsible for the ship's main propulsion plant, including primary plant fluid systems, secondary plant steam and fluid systems, and attendant auxiliary support systems.



MM1 (SS)
Glenn T. O'Connor
Aliquippa, PA



MM1 (SS)
Matthew M. Thomson
Holyoke, MA



MM1 (SS)
Keith W. Harris
Denver, NC



MM1 (SS)
John E. Young
Bridgeport, CT



MM2 (SS)
Joed M. Bruce
Grand Haven, MI



MM2 (SS)
Scott M. Cullen
Ft. Myers, FL



MM2 (SS)
David W. Green Jr.
Gadsden, AL



MM2 (SS)
Michael R. Huston
Dravosburg, PA



MM2 (SS)
Timothy N. Mingus
Higgins, TX



MM2 (SS)
Clark P. Necciai
Charleroi, PA



MM2 (SS)
Michael A. Petersen
Augusta, GA



Electrical Division

Personnel operate and maintain the electrical power plant and associated equipment, including all electrical power-generating, storage and distribution systems, and all auxiliary electrical systems and equipment.



EM1 (SS)
Alfred A. Henneberger
Smithsburg, MD



EM1 (SS)
Robert E. Guthrie
Austin, TX



EM2 (SS)
Raymond E. Beatty
Chattanooga, TN



EM2 (SS)
John T. Huffman
Austin, TX



EM2 (SS)
Gregory S. Campbell
Rustburg, VA



EM3
Bradley C. Arendt
Havre, Mt



EM3
Richard L. Bailey Jr.
Charleston, SC



EM3
Eric L. Cherrison
Redding, CA



EM3
Michael T. Elmer
Corpus Christi, TX



EM3 (SS)
Robert J. Perl Jr.
Whitehall, PA



Auxiliary Division

Personnel are responsible for the operation, maintenance, repair, and overall readiness of the ship's support systems. These systems include hydraulics, air systems, atmosphere control, trim and drain, emergency diesel engine, and all shipboard damage control equipment.



MM2 (SS)
Michael W. Deane
Nevada City, CA



MM2 (SS)
Bruce M. Mastone
Charleston, SC



MM3
Steven J. Mazan
Hanover Park, IL



MM2
Thomas S. Moore Jr.
Arcanum, OH



MM3
Timothy J. O'Neill
Narragansett, RI



MM3 (SS)
William E. Sargent
Haverhill, MA



MM3 (SS)
Frank A. Vollmer
Barry, IL



MMFN
Harold L. Schwartman
Weeping Water, NE



Interior Communications Division

Technicians operate and maintain the alarm and warning systems, atmosphere monitoring equipment, auxiliary navigation systems, and electronics which control the ability to dive and surface the ship. They also maintain the integrated announcing system and sound powered telephone system on board.



IC2 (SS)
Allen W. Jonovitch
Melbourne, FL



IC3
Robert J. Gregory
Miami, FL



IC3
Quang T. Vu
Chicago, IL

Weapons Department



Sonar Division

The "eyes and ears" of the submerged submarine. Technicians combine the use of highly-advanced computerized sonar systems with operator know-how to safely navigate the ship and detect and classify both surface and submerged contacts.



STS1 (SS)
Harold R. Budzinski
Cheboygan, MI



STS1 (SS)
Albert T. Lawson Jr.
Abingdon, VA



STS2 (SS)
Darrin D. Anderson
Warroad, MN



STS2
Eric J. Butler
Danvers, MA



STS2
Eddie L. Edwards
Vancouver, WA



STS2
Steven Linton
Port Arthur, TX



STS2
Anthony C. Magby
Bauxite, AR



STS2 (SS)
Marvin L. Murrill
Wilmington, NC



STS2
Shane M. Walburn
Kent, NY



STS2 (SS)
William E. Wilson
Gregory, AR



STS3
Scott R. Woehlke
Fond-Du-Lac, WI



Fire Control Division

Personnel operate and maintain complex digital electronic equipment to process and analyze information from a variety of ship's sensors. They track surface and submerged contacts aiding the Officer of the Deck in tactical decision-making and accurate weapons delivery.



FTG1 (SS)
James W. Simpson Jr.
Roswell, NM



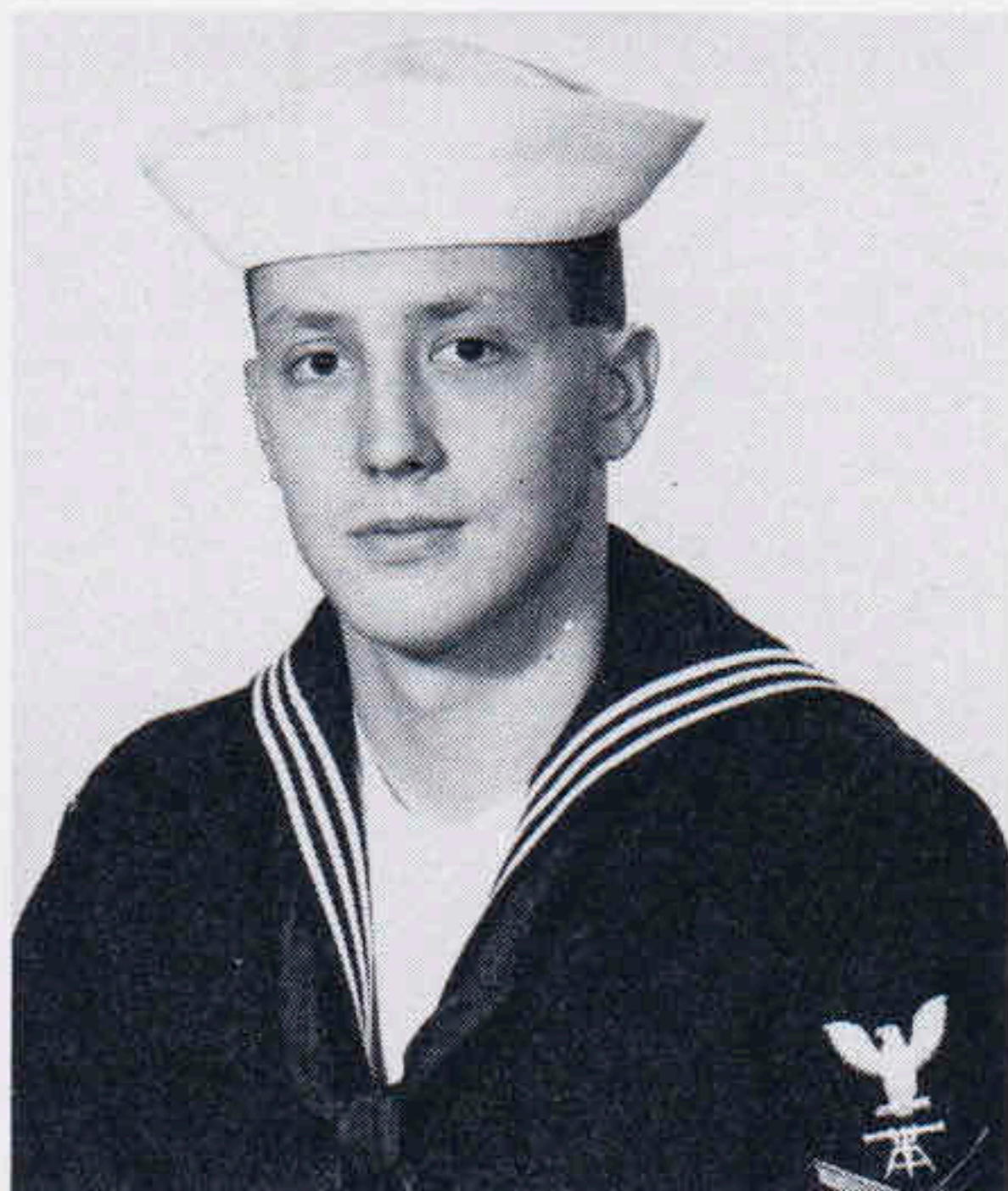
FTG2
Robert L. Bates
Garden Grove, CA



FTG2 (SS)
Michael B. Page
New London, CT



FTG2
Michael G. Thompson
San Jose, CA



FTG3 (SS)
Robert H. Kreismeyer
San Francisco, CA



FTG3
Scott A. Snyder
Freeport, PA



FTG3
Michael A. Twardy
Warren, MI



Torpedo Division

Personnel operate and maintain the ship's complex weapons-delivery systems for horizontal and vertical launch of torpedos and cruise missiles and the employment of signal devices and counter-measures to assist in the evasion of enemy ships and weapons. They also train the ship's force in the use and maintenance of small arms for shipboard security.



TM1 (SS)
Tyrone Troutman
Ft. Pierce, FL



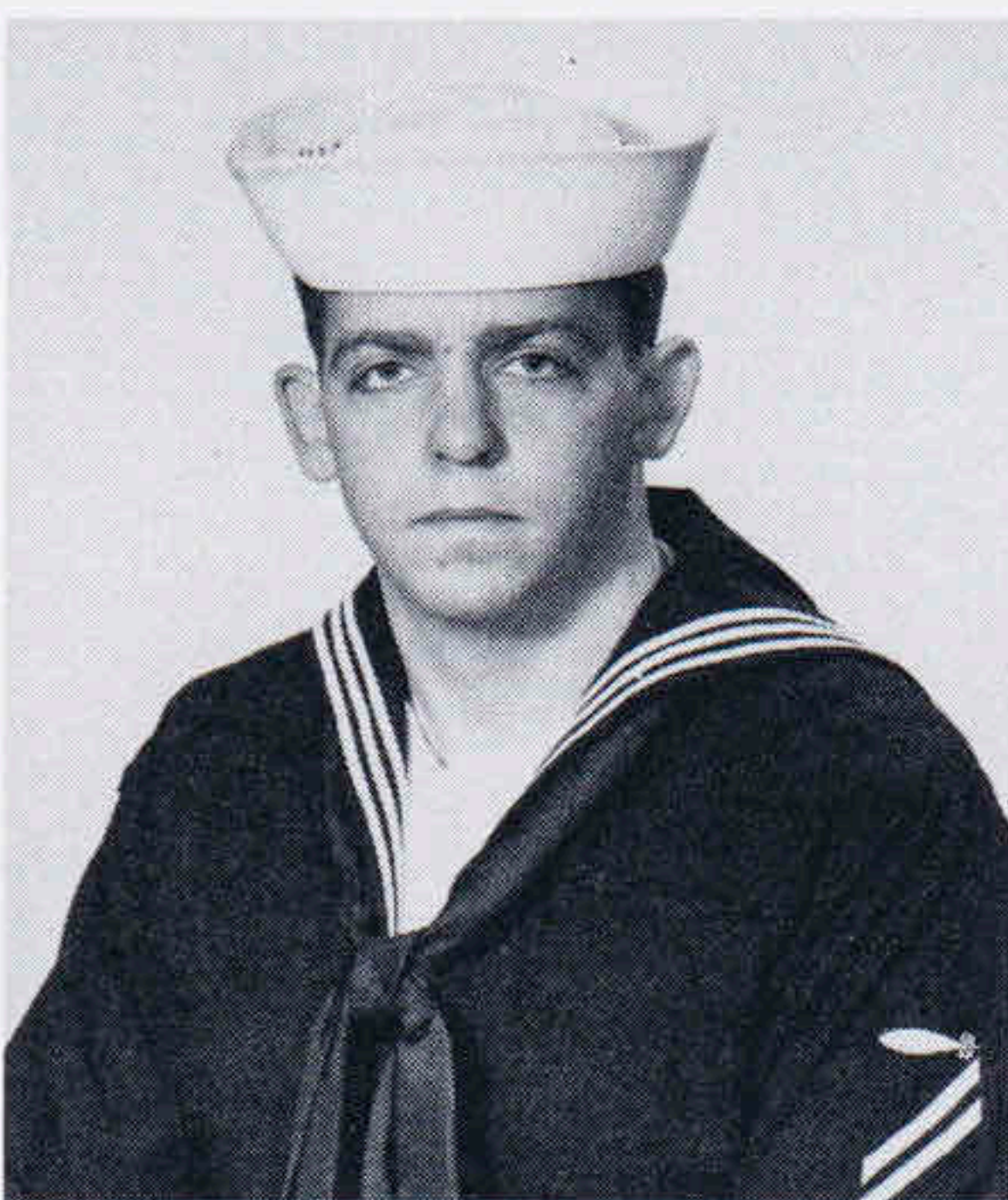
TMSA
Richard J. Hackett Jr.
Norton, OH



SN
Alan Rosa
Deltana, FL



TMSA
Jody L. Yeakley
Clinton, AK



TMSA
Daryl R. West
Durango, CO



FR
Charles W. Hall III
Anderson, SC

Navigation/Operations Department



Electronics Department

Personnel operate and maintain the electronic equipment, including electronic sensors, navigation, and radar. They provide the technical expertise required to keep the delicate electronic "eyes" of the ship at peak performance.



ET1 (SS)
William E. Weeks
Columbia, SC



ET2
Walter R. Bonner
Chicago, IL



ET2
Brannon W. Burns
Thornton, CO



ET2 (SS)
Robert W. Johnson
Roanoke, VA



ET2
Robbie S. Mastre
West Fargo, ND



ET2 (SS)
James T. O'Brien
Florissant, MO



ET2
Richard Ryan
Omaha, NE



ET3
Michael T. Sherrod
Baytown, TX



Navigation Division

Personnel maintain all navigation charts and publications and provide expertise in navigating the ship in open ocean and in piloting waters.



QM1 (SS)
Paul B. Paquet
Peoria, IL



QMSA
Jeffery J. Paige
Exira, IW



Communications Division

Personnel provide and maintain reliable, secure, and rapid radio communications through a complex of equipment, systems, and networks that provide communications support for the operation, command, control, and administration of the ship.



RM1 (SS)
William R. Hayes
Stuttgart, AK



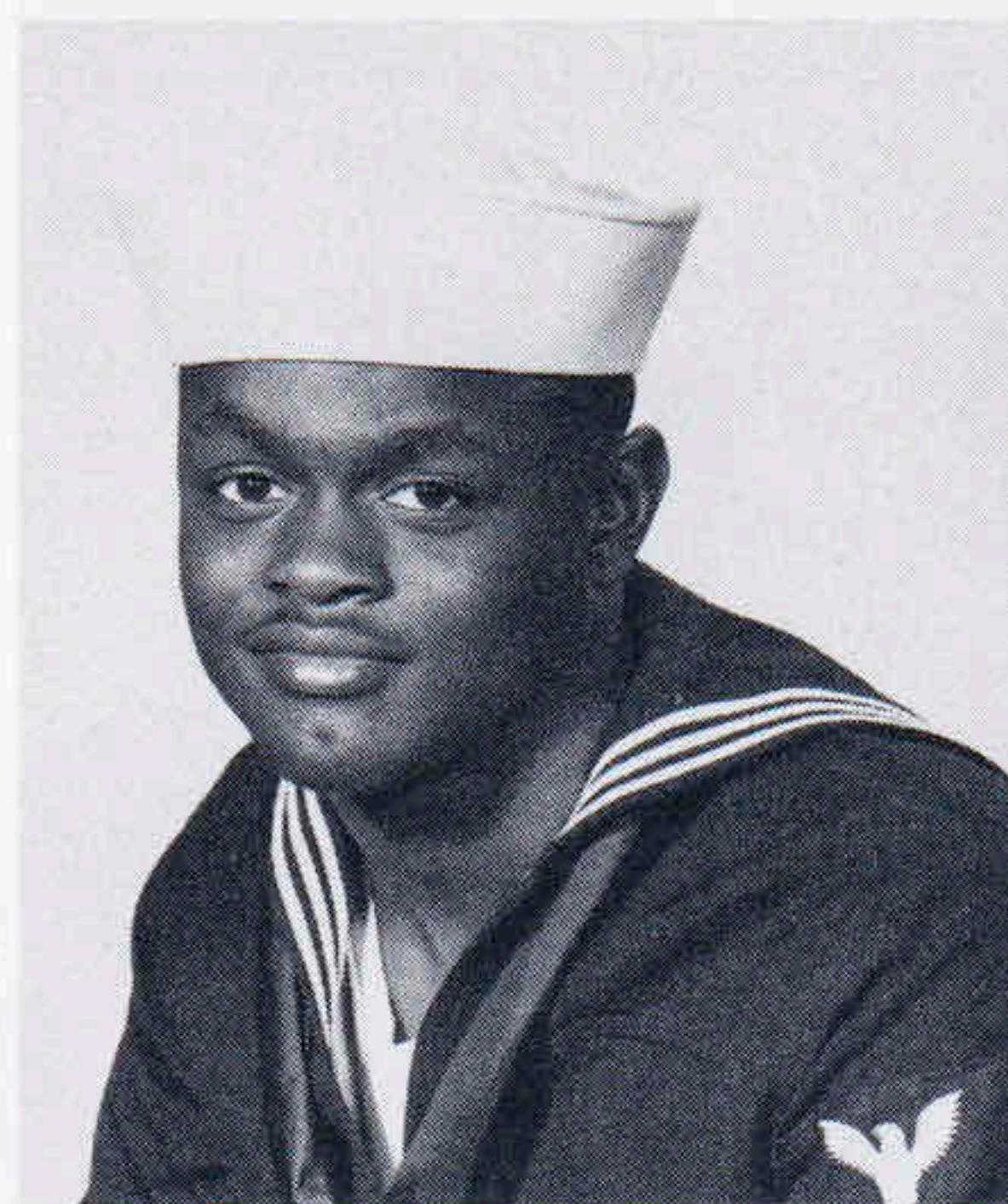
RM2 (SS)
Daniel J. Angell
North Providence, RI



RM2
James R. Harlow
Los Alamos, NM



RM2
Robert S. Smedley
Christiana, DE



RM3
James C. Fanroy
Yazoo, MS

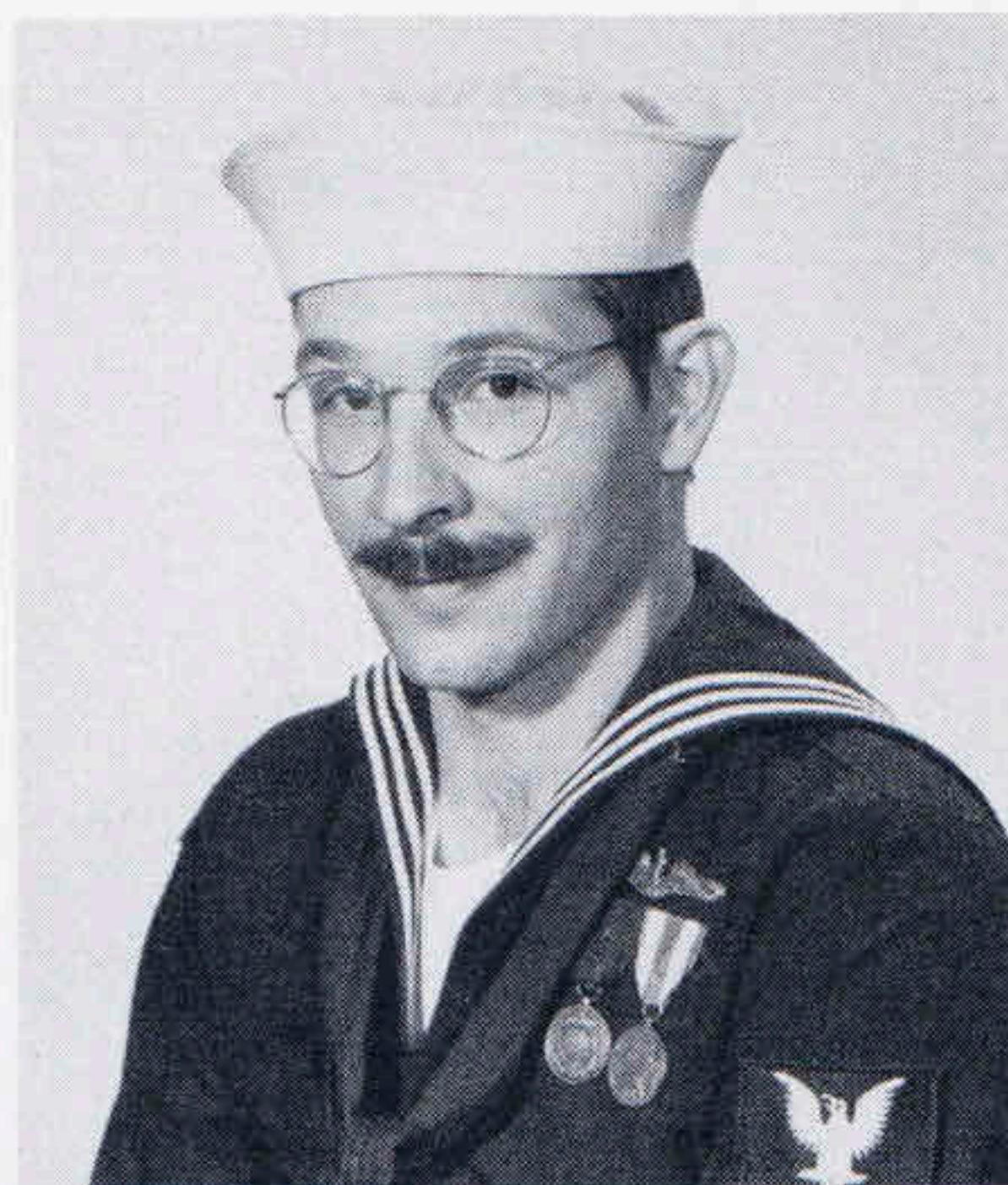


Supply Department



Food Service Division

Personnel are responsible for management of the crew's mess, food service financial records, and procurement, storage, and inspection of all food stores. They plan nutritionally-balanced menus and ensure that enough food stores are loaded to provide for the ship's maximum endurance.



MS1 (SS)
Jeffery A. Diedrich
Valders, WI



MS1 (SS)
James C. Bailey
New Orleans, LA



MSSA
David J. Huff
Chattanooga, TN



MSSN
Hiram D. Pittman
New Orleans, LA



MSSN
Albert J. Redeaux
Austin, TX



FR
Steven J. Anderson
Mankato, MN



Stores Division

Personnel are responsible for the effective management, stowage, and requisitioning of approximately forty-five thousand different repair parts and consumables. They manage and maintain the ship's financial records and ensure the ship is logistically supported to its full degree of operational readiness.



SK2 (SS)
John N. Reeves Jr.
Dyresburg, TN



SN
Mark B. Daniels
Panhandle, TX



Executive Department

Personnel are the primary assistants to the Executive Officer for administrative, personnel, legal, and disbursing matters.



YN2 (SS)
Craig W. Scheider
Phoenix, AZ



YNSA
Travis R. Stokes
Decatur, GA

Former Crewmen

It is with sincere regrets that not all of our crew members are with us on Commissioning Day. Their hard labor, imagination and spirit are an integral part of our submarine.

LCDR Richard M. Myer
LT Adrian C. Lock
LT Paul M. Shoemaker
ENS Raymond E. Goyet
ETC (SS) John P. Core
MMC (SS) Donald Elbon

EMC (SS) Thomas King
MM1 (SS) John M. Strohmenger
EM1 (SS) David Moriarity
YN1 (SS) James M. Robinson
MS2 (SS) D. T. Barkley
STS2 (SS) Ted A. Bunn

STS2 (SS) S. P. Toney
SK3 (SS) M. A. Wolf
TM3 (SS) Ronald W. Heaps
STS3 R. D. Horne
SN D. E. Marcus
SN J. L. Williams

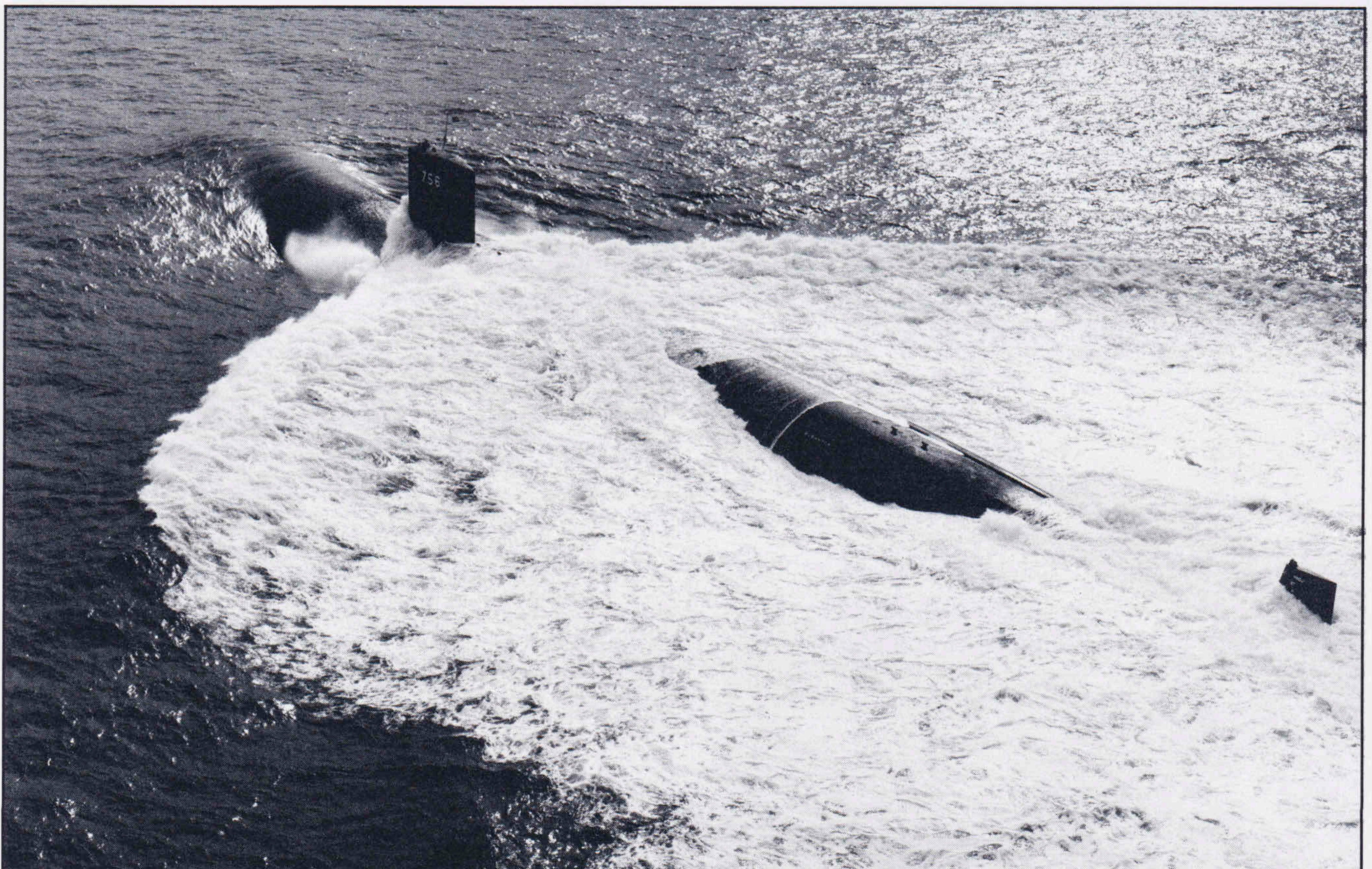
Crewmen Not Pictured

Pictures of some crewmembers onboard for commissioning were not available. They enjoy all rights and privileges of a Plank Owner.

LCDR Mitchell K. Sauls
MMC (SS) Robert Allen
MMC (SS) Jeffrey Gower
EM1 (SS/DV) Paul W. Burt
MM1 (SS) Richard J. Hosack
FTG1 (SS) John W. Thomas

EM1 Jeffrey R. Hessel
MM1 (SS) Joseph Burrows
QM2 (SS) John P. Kinard
IC2 (SS) Daniel J. Spencer
IC2 (SS) Joseph P. Grazier

TM2 (SS) James H. Cox
RM3 Chad M. Amiot
STS3 Darren J. Garceau
QMSN Kevin P. Costello
SN Roger S. Allen



USS Scranton Commissioning Committee



USS SCRANTON SSN 756 COMMISSIONING COMMITTEE — (First row, left to right) Leonard J. Zavada, Captain, USNR (Ret.); Judy Gatelli, City of Scranton; Joseph D. Sylvester; James P. Connor, Mayor; Albert D. Soma, Lieutenant Colonel USAR (Ret.), Chairman; Ada Amato, DSBA; Marie Santilli; (Second row, left to right) Jim Loftus, Submarine Veterans of World War II; Francis D. Tyson, Captain, USMC (Ret.); Dr. Bob Cudworth, Lieutenant Colonel, USA (Ret.); Joseph J. Severini; Dan Telep; (Third row, left to right) Dominick J. Cerra, BMCM, USNR (Ret.); Frank Scaringello, Lieutenant Commander, USN; James Klee, Director of Public Safety; John H. Golden. (Fourth row, left to right) Ed Vanisky; Ray Angeli, Lieutenant Commander, USA (Ret.); Donald T. Regan, Koch Comley Post 121 American Legion.

List of Contributors

FLEET ADMIRAL

Metropolitan Life Insurance Company
Babcock, Wilcox & McDermott
Newport News Shipbuilding & Dry Dock Company

General Electric
Hughes Aircraft
MCI

ADMIRAL

The Scranton Times—The Sunday Times—The Tribune

VICE ADMIRAL

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Laurstan Inc.
Bill and Mary Scranton

Bell of Pennsylvania
Akzo Salt, Inc.

REAR ADMIRAL

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Loral Control Systems Inc.
Old Forge Bank
Haddon Craftsmen, Inc.
Marshall Air Brake
Mr. and Mrs. Eugene J. Kane

Anthony J. Rinaldi
Brian Murray
Louis DeNaples
General Dynamics
Patrick Media
Charles Spano

COMMODORE

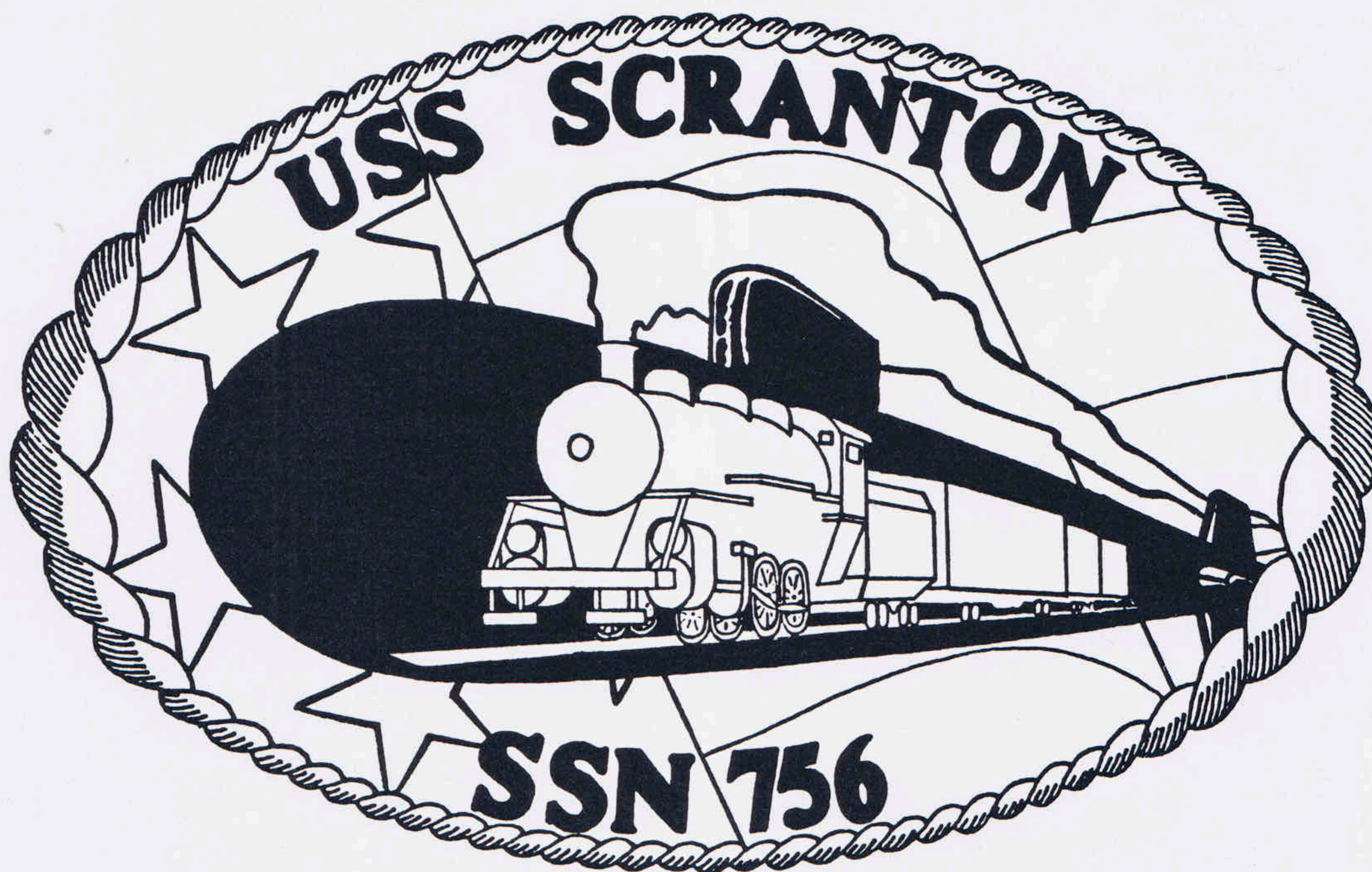
Congressman Joseph McDade
Penn Security Bank
Donald Y. Nicholas
Connor-Helring Associates, Inc.
Royal Order of Landlocked Petty Officers
of Scranton
Fraternal Order of Police—E.B. Jermyn
Lodge 2
B.G. Patrick J. Angeline
Dr. and Mrs. Robert Cudworth
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Donald Nolan
Robert J. Osborne Jr. Family
Golden Family—John, Ruth, Matthew and Ethan
Neil W. Regan Funeral Home

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Association
Armed Forces Week Committee
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Representative Gaynor Cawley
W. Russell Preston
George N. Tegula Companies
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Specialty Plastics
Anthracite Coal Craft Co.
T and R Associates
Alex Lamyd
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Mr. and Mrs. Sal Cognetti Jr.
Dr. and Mrs. Joseph Cesare
Gerard Ferrario

PATRONS

United States Naval Reserve Center,
Avoca, PA
Bolus Freight Systems, Inc.

Copies Now
Patrick Boland
Robert and Nicholas Aldrich



Eternal Father, strong to save,
Whose arm hath bound the restless wave,
Who bidd'st the mighty ocean deep
Its own appointed limits keep:

O hear us when we cry to thee
For those in peril on the sea.

O Christ, whose voice the waters heard
And hushed their raging at thy word
Who walkedst on the foaming deep,
And calm amid its rage didst sleep:

O hear us when we cry to thee
For those in peril on the sea. Amen.

William Whiting, 1860, *alt.*

