



USS CHEYENNE (SSN 773)
COMMISSIONING
NORFOLK, VIRGINIA



The USS CHEYENNE's crest prominently portrays Wyoming's best known icon, a rodeo cowboy riding a bucking bronco, which is set inside an arrowhead, with a gold background. The ship's name USS CHEYENNE is portrayed on a rodeo ribbon above the cowboy and horse. The ship's hull number (SSN 773) is located on the top of the arrowhead in brown letters.

Commanding Officer's Welcome Letter



DEPARTMENT OF THE NAVY

PCU CHEYENNE (SSN 773)
SUPERVISOR OF SHIPBUILDING, CONVERSION AND REPAIR, USN
NEWPORT NEWS, VIRGINIA 23607-2787

13 September 1996

Dear Guests,

It is a privilege to extend my warmest welcome on behalf of the officers and crew of CHEYENNE. I am delighted that you can join us for the commissioning of the newest and last Improved Los Angeles Class Submarine, USS CHEYENNE (SSN 773). The commissioning ceremony has been a Naval tradition for hundreds of years. So that you may rightfully feel a part of this historical event, I offer the following description of what you are about to witness.

- ▶ At the beginning of the ceremony, the submarine is not flying the American flag. Therefore, platform guests are announced but Naval honors are not rendered.
- ▶ To place the submarine in commission, the commissioning officer reads the commissioning directive, the National Anthem is played and flags are raised. These flags include the National Ensign on the aft submarine staff, the Jack on the forward staff and the Commissioning Pennant on the pigstick attached to the trailing edge of the sail. All uniformed guests render a hand salute during the National Anthem.
- ▶ The first watch is symbolically set as crewmembers lay below decks and man the rail.
- ▶ The newly-commissioned submarine then renders full honors to the civilian and military officials present. An ensign will be broken for the senior civilian dignitary while appropriate music is played followed by a gun salute. During these honors, uniformed guests will again salute.
- ▶ 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 a VIP tour for platform guests, the ship will be open for unclassified tours for all guests. Enjoy the ceremony, enjoy the tour and feel the pride we have in our ship.

A handwritten signature in black ink, appearing to read "Peter H. Ozimek".

P. H. OZIMEK
Commander, United States Navy
Commanding Officer

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 Navy. At the moment of the breaking of the Commissioning Pennant, USS CHEYENNE (SSN 773) 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 services required by our nation, whether at peace or war. The Commissioning Ceremony has been a tradition of all navies for centuries and of the United States Navy since its inception. It marks the formal entrance of a man-of-war into the naval forces of her nation.

In the early periods of the 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 onboard, when the ship's first deck 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 the modern fast attack nuclear submarine, have proudly flown a Commissioning Pennant and the "Stars and Stripes."

The Commissioning Pennant has for centuries been the unique symbol of the man-of-war. Today, it is flown as the distinctive mark of a ship in commission, except when displaced by a personal flag of an Admiral aboard the ship.

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



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Norfolk, Virginia
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The tradition of "plank owner" reaches far back into naval tradition. In the early years of our Navy, crewmen often slept on the ship's deck, which was constructed with wooden planks. When a crew returned from service on board a new ship they often took a piece of the deck, a plank, with them as a souvenir. The original crew of a new ship came to be known as plank owners. The tradition continues, although the crew no longer takes a plank, they are still considered plank owners. Today, all crew members serving on board USS CHEYENNE receive a clear, free, open and unencumbered title to a symbolic piece of the ship's deck. Future crew members do not receive this privilege.

Los Angeles Class Fast Attack Submarine



Christening of CHEYENNE, April 1, 1995

The USS CHEYENNE (SSN 773) is the 62nd Los Angeles Class Attack submarine and the 23rd Improved Los Angeles Class Attack Submarine to be built. She is the 54th nuclear powered submarine built for the United States Navy by Newport News Shipbuilding and Drydock Company and is the shipyard's 29th in the Los Angeles class. Her keel was laid on October 6, 1992, and she was christened on April 1, 1995, by Mrs. Ann Simpson, wife of Senator Alan Simpson from the state of Wyoming.

Submarines of the Los Angeles class are some of the most advanced vessels in the world. Their mission: to hunt down and destroy enemy naval forces alone or in battle group operations, lay mines off enemy ports, provide covert intelligence, support Navy, Army and Air Force special operations and conduct cruise missile strikes against targets ashore.

Twelve vertical launch missile tubes for Tomahawk cruise missiles provide CHEYENNE with even greater offensive capabilities and strategic value. Retractable bow planes give the ship increased maneuverability and under ice surfacing potential.

USS CHEYENNE (SSN 773)

Surface Displacement.....	6,200 tons
Submerged Displacement.....	6,900 tons
Length.....	360 feet
Beam.....	33 feet
Draft.....	32 feet
Speed.....	in excess of 25 knots
Depth.....	in excess of 800 feet
Weapons Launchers.....	4 21" torpedo tubes
.....	12 vertical launch missile tubes
Initial Manning.....	June 30, 1994
Christening.....	April 1, 1995
Crew Move on board.....	April 15, 1996
Initial Sea Trials.....	May 23, 1996
Delivery.....	August 12, 1996
Commissioning.....	September 13, 1996

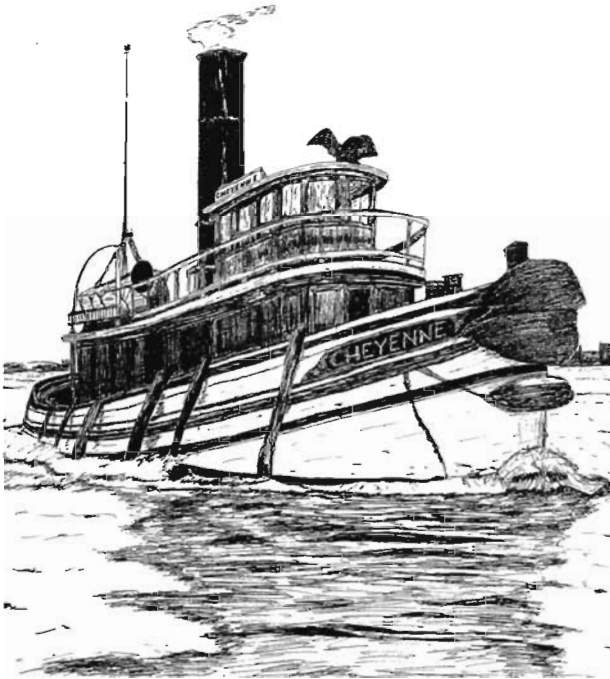
History of U.S. Ships Bearing the Name CHEYENNE

The first CHEYENNE, a converted tug, was launched in Charleston, South Carolina, in 1885 bearing the name S. S. Bristol. She was renamed USS CHEYENNE and commissioned on 30 July 1898, after an outfitting period at Charleston Naval Shipyard. The same day she sailed from Charleston and proceeded to Key West for duty off the Florida coast during the Spanish American war. On 21 August 1898, CHEYENNE arrived at Port Royal, South Carolina, where she was decommissioned and sold on 29 August 1898.

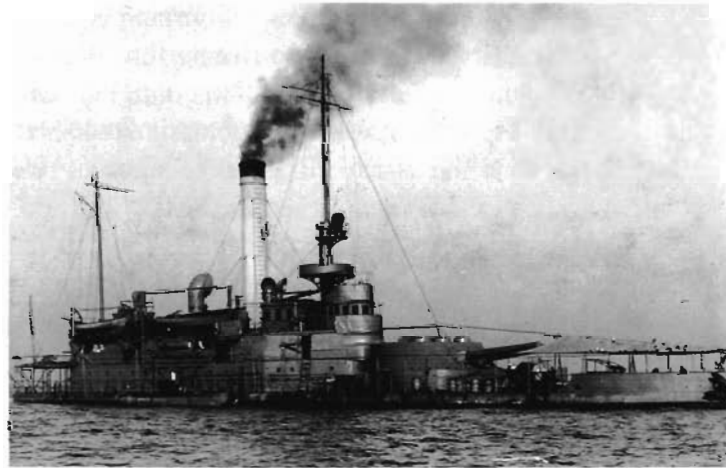
The second CHEYENNE (BM 10) was launched as the WYOMING on 8 September 1900 by Union Iron Works, San Francisco, California, and commissioned on 8 December 1902. Between December 1902 and August 1905, WYOMING cruised along the pacific coast of the United States, Panama, and Mexico. She was placed out of commission at Mare Island Naval Shipyard between August 1905 and October 1908. In October 1908 she was renamed CHEYENNE and engaged in testing of new oil burning equipment until November 1909. In July 1910 CHEYENNE steamed to Bremerton, Washington, where she conducted joint operations with the Washington State Naval Militia until February 1913. From August 1913 until June 1917, CHEYENNE served as a submarine tender for the 2nd Division, Pacific Torpedo Flotilla. During this time she assisted in the evacuation of refugees from Ensenada and San Quentin, Mexico. The CHEYENNE then served as the flagship and tender for the 3rd Division, Submarine Force, Atlantic Fleet until December 1917, when she reported to the 1st Division, American Patrol Force and was stationed off Tampico, Mexico, until October 1919. In September of 1920, CHEYENNE reported to Baltimore, Maryland, where she served as a training ship for Naval Reservists. In January 1926, the CHEYENNE was towed to Philadelphia where she was decommissioned on June 1, 1926, and sold.

The third CHEYENNE (T-AG-174), originally known as the SS Wyoming, was launched in July 1945 in Portland, Oregon, by the Oregon Shipbuilding Corporation for the States Steamship Company. In December 1962, she was accepted from the States Steamship Company by Military Sea Transportation Services (later to be known as Military Sealift Command) at which time she was renamed USNS CHEYENNE. In March 1963, CHEYENNE was converted for Naval Service in San Diego, California and was then utilized at Subic Bay Philippines to test the concept of using floating depots for war materials. She continued this service until June 1973 at which time she was stricken from the Naval Vessel Register.

History of U.S. Ships Bearing the Name CHEYENNE



“First USS CHEYENNE”
Artist’s Rendition by LTJG Gregory Cohen



“Second USS CHEYENNE”



“Third USS CHEYENNE”

This article prepared by LeClerq L. Jones.

As construction of the Union Pacific Railroad proceeded westward to join with the tracks which would bind a fledgling nation from Atlantic to Pacific with bands of steel, it became apparent that a crossroad must be established at the western edge of the high plains to serve settlements and forts to the north and south of the great new national railroad. Cheyenne was founded at that crossroad in 1867 to become the forwarding point from which goods, services and people arriving on the railroad would proceed into the newly settled regions. Some of the same advantages of Cheyenne's location, which caused the railroad to build its lines through the area, also led Cheyenne into a position of importance along the transcontinental airways and the Lincoln Highway when they came into being in later years.

Cheyenne was in the Dakota Territory, until the Congress of the United States created the Territory of Wyoming on July 15, 1868, with Cheyenne as its Capital. The new town could have had a rough start, typical of frontier towns of the period, but peace was maintained through the efforts of a "provisional government, a vigilance committee and a strong element of law abiding citizens who needed no law to govern their actions." The settlement grew so rapidly that it became known as the *Magic City of the Plains*. Cheyenne bears the nickname of *The Magic City* to this day. During the early days, the main business of the town was railroad construction and operations, and the forwarding of freight by wagon teams. This combination supported numerous businesses such as trade shops, manufacturing and mercantile interests.

The great expanses of lush prairie grasses which surrounded the area and extended into other areas of Wyoming soon attracted the cattlemen. Investors in the States, in Europe and particularly in Great Britain were attracted into the cattle business. Those who could not come to Cheyenne to participate in the activities of their companies sent representatives to manage their ranches. Other settlers, successful in their own enterprises, also became cattlemen. Together with the "Cattle Barons," they formed a new elite in Cheyenne, whose social activities centered around their *Cheyenne Club* where they could enjoy luxuries, comforts and cuisine equal to that which some of them had left behind in the great cities of the world.

In 1897, a group of leading citizens determined that the people of Cheyenne should have a festival to celebrate their circumstances. They chose to present a "rodeo" at which cowboys would demonstrate the skills of their trade in an arena for the entertainment of the public. The centennial celebration of the world famous Cheyenne Frontier Days took place at the end of the month of July 1996.

The Army had established Fort D. A. Russell at the edge of the Cheyenne town site in 1867. The military post, which has been continuously active through the past one hundred and twenty-nine years, was renamed Fort Francis E. Warren in 1930 to honor a pioneer merchant, cattleman and politician who was responsible for much of the early growth of the city. The post is known today as Francis E. Warren Air Force Base, serving primarily as a peace keeper missile base.

Cheyenne remains the Gateway to the Rockies. The first view of the Rocky Mountains, seen by westbound travelers, is from points just east of Cheyenne. Continuing to the west from Cheyenne, they start the ascent to the highest point on the transcontinental highway. Having been at the center of transcontinental rail, airline and highway development, the city is to become the home of a multifaceted Transportation Museum and Learning Center. The city boasts other fine museums, good schools, an excellent two-year college and cultural activities to suit a variety of interests.

Cheyenne is the marketing center for the southern Wyoming and Eastern Nebraska region. It is a flourishing community which continues to grow steadily with the success of efforts to attract new businesses, and with the expansion of local businesses to meet the demands of the times.

Population: Cheyenne (approx.), 53,497
Households (approx.) 29,338
Laramie County (approx.) 78,038

USS CHEYENNE Committee



Front Row

LCDR Howard Mellblom-USNR(Ret)
Rocky Case
Larry Atwell
CWO4 Ted Durante-USNR
MNC Mike Linneman
Lee Tafoya

Back Row

Major Ed Janey-USMC(Ret)
Curt Kaiser
Commander Peter Ozimek
Captain Dick Stapp-USNR(Ret)-Chairman
EMCM(SS) John Hilditch
Captain Maniard Wacker-USNR(Ret)
Ed Weppner

MEMBERS NOT PRESENT FOR THE PHOTOGRAPH

Roger A. Schreiner-Past Chairman
James Morton-Fiscal Subcommittee
Col Dick Sherman-WY ARG Liason
Col Robert Rodekohr-WY ARG Liason
CDR Steve Alore-U.S. Naval Reserve Liason
Pete Illoway-Military Affairs Committee Liason
James Vandel-USS WYOMING Liason

Pictured - John and Mary Ostlund of Cheyenne, Wyoming

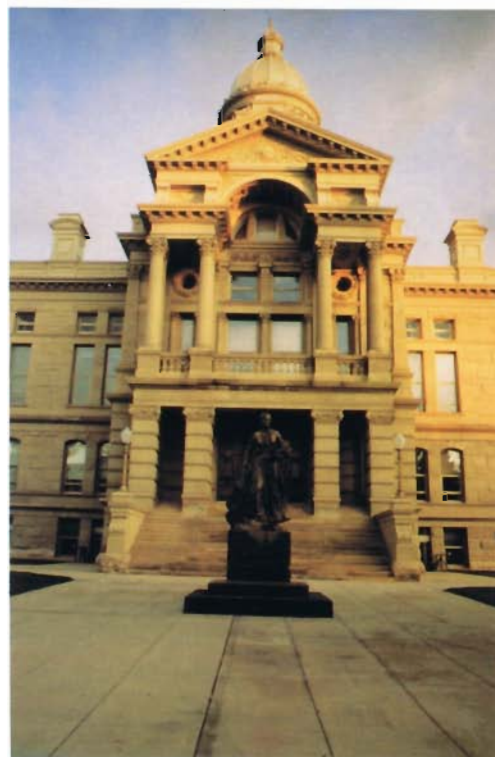


John C. Ostlund - Honorary USS CHEYENNE Committee Chairman

Photographs of Cheyenne and Surrounding Area



Veedawoo Area Near Cheyenne
photographed by Graig Marrs



Wyoming State Capital Building
photographed by Graig Marrs



Historic Home, Warren Air Force Base
Formerly Fort D. A. Russell
photographed by Graig Marrs



On July 1, 1993, President Clinton nominated John H. Dalton to become Secretary of the Navy. The Senate confirmed the appointment on July 21. Secretary Dalton was sworn in as the 70th Secretary of the Navy on July 22, 1993.

Previously, Mr. Dalton ran the San Antonio, Texas, office of Stephens, Inc., a Little Rock, Arkansas-based investment banking firm. Prior to Stephens, he was a Managing Director of Best Associates and Mason Best Company, merchant banking firms headquartered in Houston and Dallas, respectively.

From 1984 to 1988 he served as Chairman and Chief Executive Officer of Freedom Capital Corporation in San Antonio and President of the Sequin Savings Association. Prior to this position, he was president of the Real Estate Division of the Gill Companies of San Antonio.

President Carter nominated Mr. Dalton to the Federal Home Loan Bank Board in December 1979, where he served as a member and chairman until July 1981.

Mr. Dalton was president of the Government National Mortgage Association of the U.S. Department of Housing and Urban Development before being appointed to the bank board. He began his public service career with the investment banking firm of Goldman, Sachs & Company in Dallas, Texas.

In 1971, he received a Master of Business Administration from the Wharton School of Finance and Commerce of the University of Pennsylvania. Mr. Dalton attended Louisiana State University for one year before attending the United States Naval Academy. He graduated with distinction from Annapolis in 1964 having served as Deputy Brigade Commander, the Academy's number two ranking position. He was a finalist in the Rhodes Scholarship competition.

Serving in the U.S. Navy from 1964 to 1969, he received naval nuclear power training and served aboard the submarine USS BLUEBACK (as Supply and Commissary Officer) and JOHN C. CALHOUN (as Main Propulsion Assistant, Communicator and Weapons Officer). He attained the rank of Lieutenant while serving on active duty. Subsequently, he was promoted to Lieutenant Commander in the U.S. Naval Reserve.

Mr. Dalton was Bexar County, Texas Finance Chairman for the Clinton/Gore Campaign of 1992, National Treasurer of the 1980 Carter/Mondale National Presidential Campaign and Deputy Texas Campaign Director for the Carter/Mondale Campaign in 1976.

Mr. Dalton was born in New Orleans, Louisiana, on December 13, 1941, and was raised in Shreveport, Louisiana. He and his wife Margaret reside in Washington, D.C. They have two sons, John Jr. and Chris.

A native of West Salem, Wisconsin, Admiral Johnson is a 1968 graduate of the United States Naval Academy. Upon completion of flight training, he was designated a Naval Aviator in 1969.

His first sea duty was aboard USS ORISKANY where he made two combat cruises flying the F8J CRUSADER with VF-191. Subsequent squadron tours and sea duty tours after transitioning to the F-14 TOMCAT included: VF-142, VF-101, Commanding Officer VF-84; Commander, Carrier Air Wing One; Assistant Chief of Staff for Operations for Commander, SIXTH Fleet; and Commander, Carrier Wing ONE as Senior Air Wing Commander.



Shore duty assignments included; Aviation Junior Officer Detailer; Armed Forces Staff College; Head, Aviation Junior Officer Assignment Branch; and the Chief of Naval Operations Strategic Studies Group.

His first Flag Officer assignment was as Assistant Chief of Naval Personnel for Distribution in the Bureau of Naval Personnel. In October 1992, he reported as Commander, Carrier Group EIGHT/Commander, THEODORE ROOSEVELT Battle Group. In July 1994, he was assigned as Commander, SECOND Fleet/Commander, Striking Fleet Atlantic/Commander, Joint Task Force 120.

In March 1996, he reported for duty as the 28th Vice Chief of Naval Operations in Washington, D.C.

In June 1996, Admiral Johnson was assigned as Acting Chief of Naval Operations and nominated for appointment as the 26th Chief of Naval Operations. His appointment was confirmed by Congress on 2 August 1996.

Admiral Johnson's decorations include the Defense Distinguished Service Medal, Defense Superior Service Medal, Legion of Merit (4 awards), Defense Meritorious Service Medal, Meritorious Service Medal, Air Medal (8 awards), Navy Commendation Medal and various service and campaign awards.

He is married to the former Garland Hawthorne of Colorado Springs, Colorado. Their daughter Cullen is a graduate of Longwood College.



Admiral William J. Flanagan, Jr., a native of Jesup, Georgia, is a graduate of the Massachusetts Maritime Academy. Completing three years in the U.S. Merchant Marine, he received his Navy commission in 1967 and saw duty in Southeast Asia in USS DUBUQUE (LPD 8) and USS PARSONS (DDG 33).

Following these tours of sea duty, Admiral Flanagan was assigned to the Bureau of Naval Personnel in 1973. During his tour he was selected to be the 1973-74 Chief of Naval Operations Fellow, and he served on the personal staff of Admiral Elmo R. Zumwalt and Admiral James L. Holloway III.

Returning to the Pacific Fleet in 1975, Admiral Flanagan assumed command of USS BRONSTEIN (FF 1037), and again deployed to Southeast Asia and to the Indian Ocean. He returned to Washington in 1977 to serve in the office of the Deputy Chief of Naval Operations for Plans and Policy, and to serve as Administrative Aide to the Secretary of the Navy.

Admiral Flanagan returned to the fleet in 1980 as the first commanding officer of USS KIDD (DDG 993), the lead ship in a new class of guided missile destroyers. Upon commissioning and completion of the ship's shakedown cruise, he deployed to the Mediterranean and Indian Ocean.

Returning to Washington in 1983, he served as the Navy's principal representative in the U.S. House of Representatives. In 1986 he assumed duties as Commander, Destroyer Squadron FIVE embarked in USS KITTY HAWK (CV 63) in the Pacific. During deployment to Southeast Asia and the Indian Ocean, he was notified of his selection to flag rank and subsequent assignment to Washington as Director Surface Warfare Division (OP-32).

Admiral Flanagan assumed Congressional duties once again in 1989 as the Navy Chief of Legislative Affairs. In 1992, he took command of the U.S. Second Fleet, NATO's Atlantic Striking Fleet and Joint Task Force 120.

The President nominated Admiral Flanagan for appointment to his present rank and assignment as Commander in Chief, U.S. Atlantic Fleet in April 1994.

Admiral Flanagan's academic achievements include a B.S. degree in Maritime Transportation from Massachusetts Maritime Academy, and a M.A. in Political Science from American University. He is also a graduate of the Harvard Business School.

His military awards include the Defense Distinguished Service Medal, the Distinguished Service Medal, four Legions of Merit, the Meritorious Service Medal with one gold star, two Navy Commendation Medals, the Combat Action Ribbon, the Meritorious Service Ribbon and other unit and personal awards.

Vice Admiral Richard W. Mies, USN Commander Submarine Force, U.S. Atlantic Fleet

Vice Admiral Mies is a native of Chicago, Illinois. He graduated from the U.S. Naval Academy in 1967 with a Bachelor of Science degree with majors in mechanical engineering and mathematics. Following graduation and commissioning, Vice Admiral Mies completed one year of postgraduate studies at Oxford University, England. In August, 1968 he commenced training for submarine duty. After graduation from submarine and nuclear power training schools, Vice Admiral Mies served on USS SUNFISH (SSN 649), an attack submarine, from March 1970 to April 1973. In May 1973, Vice Admiral Mies reported to the Precommissioning Unit L. MENDEL RIVERS (SSN 686), an attack submarine. He served as Engineer Officer through commissioning until June 1976, when he was assigned to the staff of Commander in Chief, U.S. Atlantic Fleet, as a member of the Naval Nuclear Propulsion Examining Board. Following this assignment he served as Executive Officer of USS NATHAN HALE (SSBN 623)(BLUE), a ballistic missile submarine, until December 1980.



From January 1981 until June 1983, Vice Admiral Mies pursued postgraduate studies in the fields of diplomatic history and international law, politics and economics at the Fletcher School of Law and Diplomacy at Harvard University.

Vice Admiral Mies commanded the attack submarine USS SEA DEVIL (SSN 664) from January 1984 to November 1986. Under his command SEA DEVIL completed three major deployments and participated in numerous fleet operations including surfacing at the North Pole. Following command, he was assigned as Executive Assistant to the Assistant Chief of Naval Operations (Undersea Warfare) until February 1989. In March 1989, Vice Admiral Mies took command of Submarine Development Squadron TWELVE, an attack submarine squadron and the organization primarily responsible for the development of submarine tactical guidance. He then served as Chief of Staff to Commander Submarine Force, U.S. Pacific Fleet, from July 1990 to April 1992. Following selection to flag rank, Vice Admiral Mies served as Director Strategic Target Plans and Deputy Director Plans & Policy on the staff of Commander in Chief, U.S. Strategic Command from April 1992 until July 1994. His next tour was as Commander, Submarine Group EIGHT and Commander, Submarines Mediterranean from July 1994 to April 1996. He assumed command as Commander Submarine Force, U.S. Atlantic Fleet in June 1996.

Vice Admiral Mies holds graduate degrees in government administration and international relations. He attended the Flag Officer's Capstone course and the program for Senior Executives in National and International Security at Harvard University in 1992. In addition to unit and service awards, he is entitled to wear the Defense Superior Service Medal, Legion of Merit (four awards), the Meritorious Service Medal (two awards), the Navy Commendation Medal (four awards) and the Navy Achievement Medal.

Vice Admiral Mies is married to the former Sheila McCann of Chicago. They have two daughters, Rachel Anne and Sara Elizabeth.



Rear Admiral Fages assumed command as Commander, Submarine Group TWO on Friday, 30 August 1996. He most recently served as the Director for International Negotiations in the J-5 Directorate of the Joint Staff. His portfolio includes nuclear and conventional arms control and issues, weapons technology control, and policy matters involving the former Soviet Union. He was selected for Flag rank in February 1995.

Rear Admiral Fages served as the Chief of Staff for the THEODORE ROOSEVELT BATTLE GROUP from July 1993 until March 1995. The tour was highlighted by deployment in the European and Central Command theaters, service as Chief of Staff for Commander, Joint Task Force 120 in the Haitian operations area, and assignment as Battle Group Commander for AGILE PROVIDER, a major Joint Force exercise.

Rear Admiral Fages has commanded USS PENNSYLVANIA (SSBN 735)(GOLD), a Trident II ballistic missile submarine, USS NARWHAL (SSN 671), a nuclear fast-attack submarine, and USS BONEFISH (SS 582). He has also served as Deputy Commander for Submarine Squadron FOUR.

Rear Admiral Fages commanded the Nuclear Field "A" School from 1988 until 1991. This command provides apprentice training to all enlisted personnel entering the Navy Nuclear Propulsion Program.

Prior to command, Rear Admiral Fages served as Executive Officer aboard USS SEA DEVIL (SSN 664), as Engineer Officer aboard USS VON STEUBEN (SSBN 632)(GOLD), and in various divisional and departmental billets aboard USS GATO (SSN 615). Rear Admiral Fages was a member of the CINCPACFLT Nuclear Propulsion Examining Board and has served on the Staff of Commander, Submarine Squadron SIXTEEN.

Rear Admiral Fages is a native of Jacksonville, Florida. He was commissioned through the NROTC Program at Auburn University in 1968, graduating with a degree in Mechanical Engineering. He was awarded a Master of Arts in Political Science in 1990, graduating with highest honors from the University of Central Florida.

Rear Admiral Fages' personal awards include the Legion of Merit (with Gold Star), the Meritorious Service Medal (with two Gold Stars), the Navy Commendation Medal (with two Gold Stars) and various unit commendations and service ribbons.

Rear Admiral Fages is married to the former Shirley Jo Osborn of New London, Connecticut. Their daughter, Meredith, an accomplished ballerina, attends Columbia University.

Captain Gerald L. Talbot, Jr., USN**Commander, Submarine Squadron EIGHT**

Captain Talbot, a native of Philadelphia, Pennsylvanian, graduated from the University of Miami with a Bachelor of Science Degree in Electrical Engineering and was commissioned in March 1972 at Officer Candidate School in Newport, Rhode Island.

Following Nuclear Training, Captain Talbot reported to *USS SILVERSIDES* (SSN 679) in August 1973. He served as the First Lieutenant and Electrical Division Officer until September 1975, when he reported to *USS SUNFISH* (SSN 649) as the Main Propulsion Assistant and then as Weapons Officer until December 1977. After Submarine Officer's Advance Course, he served as the Engineer Officer in *USS JAMES K. POLK* (SSBN 645) from June 1978 to January 1981. Captain Talbot then reported to the Department of Energy (Naval Reactors) as the Special Assistant for Training to the Deputy Director from February 1981 to April 1983. He was then assigned as the Executive Officer in *USS ASPRO* (SSN 648) from June 1983 to July 1986. In August 1986, Captain Talbot reported to the Office of the Chief of Naval Operations as the Nuclear Enlisted Program Manager (OP-131C) and served in that capacity until September 1988. Upon completion of Prospective Commanding Officer Training, he assumed command of *USS TAUTOG* (SSN 639) homeported in Pearl Harbor, Hawaii. In January 1992 he completed his tour as Commanding Officer, and then served in a temporary assignment as the Executive Assistant to the Assistant Chief of Naval Operations (Undersea Warfare), OP-02 until July 1992. From August 1992 to June 1993, Captain Talbot attended the National War College. In June 1993 he reported for duty as the Deputy Secretary, Joint Staff. In May 1996 he completed his Joint Staff duties and relieved as Commander, Submarine Squadron EIGHT.



Captain Talbot is authorized to wear the Defense Superior Service Medal, Meritorious Service Medal (two Gold Stars), Navy Commendation Medal (three Gold Stars) and the Navy Achievement Medal.

Captain Talbot is married to the former Judy Mason May of St. Petersburg, Florida. Captain and Mrs. Talbot have one son, Nicholas. They reside in Norfolk, Virginia.

Captain Kevin P. Perkins, USN**Supervisor of Shipbuilding**



Captain Perkins, a native of Chicago, Illinois, entered the Navy in 1970 through the NROTC Program at the University of Illinois, Champaign Urbana Campus, where he received a Bachelor of Science Degree in Psychology.

Captain Perkins' initial assignment was the *USS OZBOURN* (DD 846) as Damage Control Assistant. In mid-tour, he assumed duties as Chief Engineer. This tour was followed by an assignment to Commander Destroyer Squadron SEVEN as Staff Material Officer. In 1975, Captain Perkins was selected as an Engineering Duty Officer and was assigned to Long Beach Naval Shipyard as Ship Superintendent. Captain Perkins entered the Naval Postgraduate School at Monterey, California, in 1977 and was awarded a Master of Science Degree in Mechanical Engineering. In 1980, Captain Perkins was assigned to the Ship Repair Facility, Yokosuka, Japan, where he served as Senior Ship Superintendent for *USS MIDWAY* (CV 41), Docking Officer, and finally Planning and Estimating Superintendent. This tour was followed by assignment to *USS FORRESTAL* (CV 59), as Maintenance Manager for SLEP at the Naval Sea Systems Command Aircraft Carrier Program Office, and then as the SLEP Branch Head for the Director of Aircraft Carrier Programs in the Office of the Chief of Naval Operations. In 1990, he became the Deputy Supervisor of Shipbuilding, Conversion and Repair, Newport News, Virginia. Captain Perkins' last assignment was command of the Naval Sea Systems Command Aircraft Carrier Program Office. Captain Perkins wears the Meritorious Service Medal (with three gold stars), the Navy Commendation Medal (with Combat "V" distinguishing device), and the Combat Action Ribbon. Captain Perkins is married to the former Pam Ellen Erikson of Chicago, Illinois. They have two children, Kelly and Sean.



THE WHITE HOUSE

WASHINGTON

June 3, 1996

Greetings to all those gathered for the commissioning of CHEYENNE (SSN 773).

This ceremony celebrates a great new symbol of American excellence -- a ship that exemplifies our nation's technological skill and creativity, as well as our resolve to ensure that freedom continues to flourish. CHEYENNE will strengthen and sustain the invaluable contributions the Navy makes to America's leadership in global affairs. Ready for any contingency, her combat power, mobility, and flexibility will help to promote the cause of liberty and protect our national security. This fine ship stands as a noble reminder of our steadfast commitment to maintaining a democratic world for the generations to come.

To all who will serve aboard CHEYENNE, I wish you every success in your mission as you stand resolute in defense of freedom.

Bill Clinton



THE SECRETARY OF DEFENSE
WASHINGTON, THE DISTRICT OF COLUMBIA

1-8 APR 1996

Commander Peter H. Ozimek, USN
Prospective Commanding Officer
CHEYENNE (SSN 773)
Supervisor of Shipbuilding
Newport News, VA 23607

Dear Commander Ozimek:

Congratulations to you and your crew on the commissioning of
CHEYENNE (SSN 773).

CHEYENNE's commissioning is the culmination of a planning
and construction effort that combines American technology with
talent and innovation. She provides a significant increase in
our joint military capability.

Yet, she can only be effective with a skilled and highly
trained crew. It is your challenge to develop the teamwork and
professional skills that will make full use of her capabilities
in achieving your mission. I know this is a challenge that the
crew of CHEYENNE is dedicated to meeting.

I wish you and the crew of CHEYENNE the greatest success on
your voyage toward excellence.

Sincerely,



THE SECRETARY OF THE NAVY
WASHINGTON, D.C. 20350-1006

Commander Peter H. Ozimek, USN
Prospective Commanding Officer
CHEYENNE (SSN 773)
Supervisor of Shipbuilding
Conversion and Repair, USN
Newport News, VA 23607

Dear Commander Ozimek:

Congratulations on your new command and best wishes to you and your crew on the commissioning of CHEYENNE (SSN 773).

CHEYENNE, the newest attack submarine, incorporates the latest technology and the most modern capabilities our nation can produce. I know that your professionalism and skill will establish a tradition of excellence which will be the standard for all who serve in this ship for years to come.

As you assume your place in the Fleet, those who serve in CHEYENNE 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,


John H. Dalton



CHIEF OF NAVAL OPERATIONS

A MESSAGE TO THE OFFICERS AND CREW OF
CHEYENNE (SSN 773)

I am pleased to extend my best wishes to the officers and crew of CHEYENNE (SSN 773), our newest attack submarine, on the occasion of her commissioning.

CHEYENNE is a most impressive new addition to our Fleet. Like her sister ships of the LOS ANGELES class, CHEYENNE is entrusted with the mission of preventing war through her advanced ability to operate against surface and undersea attackers and will perform this mission well into the 21st century. I expect those who sail her to live up to the spirit of commitment of the men who served in her predecessors from the 1880s through World War I. While her technological capabilities and heritage combine to make her a fine ship, CHEYENNE's true strength comes from the dedicated officers, chiefs, and Sailors who proudly walk her decks.

As you assume an active role in the Fleet, you are charged with the responsibility of making CHEYENNE a ready instrument of seapower in our nation's defense.

I wish you every success, fair winds and following seas as you bring CHEYENNE into the Fleet.

A handwritten signature in black ink, appearing to read "J. L. Johnson".

J. L. JOHNSON
Admiral, U.S. Navy
Acting

The Honorable John W. Douglass
Assistant Secretary of the Navy
(Research, Development and Acquisition)

Congratulatory Letter



THE ASSISTANT SECRETARY OF THE NAVY
(Research, Development and Acquisition)
WASHINGTON, D.C. 20350-1000

JUL 11 1996

Commander Peter H. Ozimek, USN
Prospective Commanding Officer
CHEYENNE (SSN 773)
Supervisor of Shipbuilding
Conversion and Repair, USN
Newport News, VA 23607

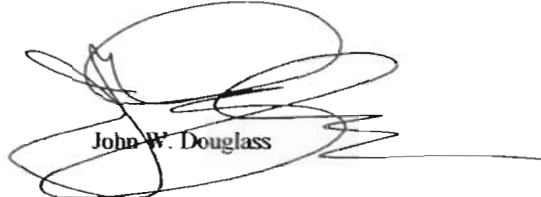
Dear Commander Ozimek:

I would like to convey my personal congratulations to you and your crew on the commissioning of CHEYENNE (SSN 773).

CHEYENNE enters the fleet as one of the most modern and capable submarines in the world. Our country has invested much in her design and construction. But a ship by itself is just steel and machinery, it is only when you put men aboard that she becomes a living thing. While CHEYENNE is indeed a powerful ship, her true strength lies with the Captain and crew. Yet it is the Captain's personality that the crew will assume. I know you will mold them into a superior force.

As you take your new ship into the Fleet, you have been entrusted with the awesome responsibility of protecting America's interest throughout all the oceans of the world. I wish you and your crew every success on your future voyages.

Sincerely,



John W. Douglass

OFFICE OF THE MAYOR

Leo A. Pando, Mayor

Dear Commander Ozimek:


It is with the greatest pride and honor that I wish to congratulate you and your crew at this time of the commissioning of the USS Cheyenne SSN773 Los Angeles Class Submarine.

The people of Cheyenne have a deep-rooted commitment to national defense and military service. A very high percentage of Cheyenne's population is currently serving or has served in some capacity in the effort of national defense. I have heard and seen first-hand the special pride and interest Cheyenne's citizens have shown and taken in the distinction of having this magnificent vessel named in honor of our fine city.

Please extend to your officers and crew the honor and appreciation that is felt by our community for the service and sacrifice that the gentlemen of the USS Cheyenne offer to help our nation promote peace and protect freedom.

May God be with you in all you do.

Sincerely,


Leo A. Pando
Mayor



2101 O'Neil Avenue Cheyenne, Wyoming 82001 (307) 637-6300



STATE OF WYOMING
OFFICE OF THE GOVERNOR

JIM GERINGER
GOVERNOR

STATE CAPITOL BUILDING
CHEYENNE, WY 82002

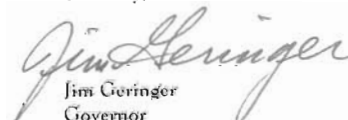
Dear Commander Ozimek:

On behalf of the citizens of Wyoming it is a distinct pleasure to congratulate the crew of the USS Cheyenne SSN773 Los Angeles Class Submarine on the commissioning of this grand vessel for service into the United States Navy. We are proud that in service to our country the USS Cheyenne is also a tribute to our vibrant city of western legend: Cheyenne, Wyoming. It is a vital place of hardy, spirited individuals in a land of high plains that sweep up to the majestic mountain ranges.

As the submarine prepares to embark on its mission of service to the United States may we be ever mindful of the vital role our military plays in peacekeeping operations and providing for the national defense. May the USS Cheyenne set sail with pride in its mission and with pride in its namesake, the celebrated western town of Cheyenne.

Congratulations and best wishes for a successful reign at sea. With best regards, I am

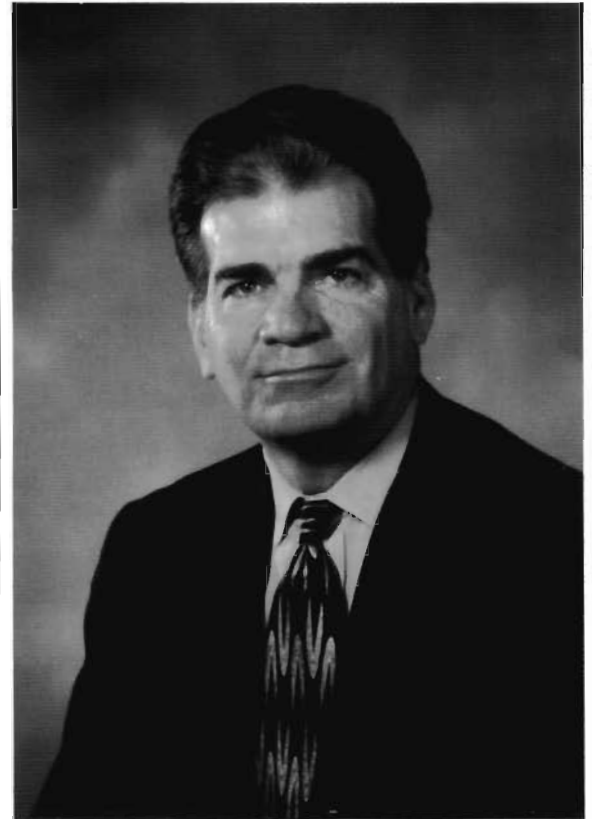
Sincerely,



Jim Geringer
Governor

JG:ah

INTERNET: GOVERNOR@MISC.STATE.WY.US • TELEPHONE: (307) 777-7444 • FAX: (307) 652-3000



William P. Fricks
President and
Chief Executive Officer

Newport News Shipbuilding
4101 Washington Avenue
Newport News, Virginia 23607 2770
Tel 804 380 4300
Fax 804 688 9295



September 13, 1996

Commander Peter Ozimek
United States Navy
Commanding Officer
USS CHEYENNE (SSN 773)

Dear Commander Ozimek:

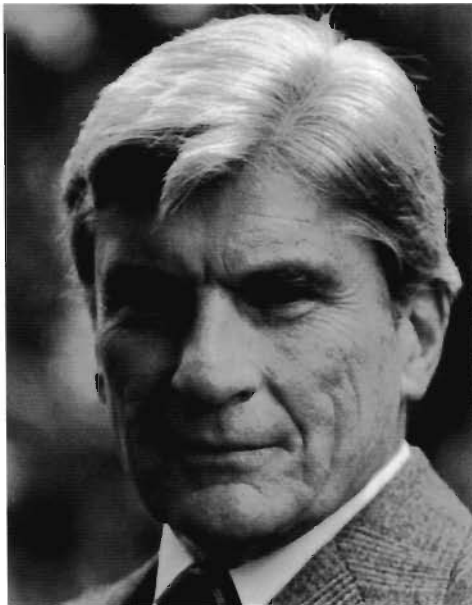
On behalf of all the men and women at Newport News Shipbuilding who helped build CHEYENNE, congratulations on your new command and best wishes to you and the crew on the commissioning of this fine submarine. We join with you in taking great pride in CHEYENNE, the Navy's newest and most sophisticated attack submarine.

Every ship we build here is important. Yet CHEYENNE will always hold a special place in the hearts of the talented and dedicated shipbuilders of Newport News. She is the 29th Los Angeles-class ship we've built and the final ship of the class.

The people at Newport News have worked hard to ensure that the submarine you operate is top-quality. We appreciate what you do for our country. And, I know, CHEYENNE will successfully sail the oceans of the world as an emissary of peace and democracy.

We have enjoyed the close working relationship we have had with you and the men of CHEYENNE, and we will miss you. To all of you and your families, we wish the very best. God bless you.

Sincerely,



John William Warner, Republican from Virginia, was elected to the United States Senate on November 7, 1978. He was reelected to a second term on November 6, 1984, and won a third term on November 6, 1990, with 82% of the vote.

Senator Warner is the Chairman of the Senate Rules and Administration Committee. Selected in 1985, Senator Warner becomes the first Virginian to occupy a Senate committee chairmanship in nearly 30 years.

Senator Warner is the second most senior Republican member of the Armed Services Committee. Recognizing his interest in defense and national security, former Majority Leader Dole appointed Senator Warner to the Commission on the Roles and Capabilities of the United States Intelligence Community, a commission established by Senator Warner's legislation.

Senator Warner also serves in the second ranking position on the Environment and Public Works Committee, where he is chairman of the Transportation and Infrastructure Subcommittee. He is also a member of the Senate's Agriculture Committee and the Small Business Committee.

In 1991, at the request of President George Bush, Senator Warner led the effort in the Senate to secure congressional authorization for the use of U.S. military forces in Operation Desert Storm. Withing weeks of this legislation's passage, U.S. troops -- in conjunction with allied military forces -- resoundingly defeated Iraqi forces and liberated Kuwait.

Senator Warner has also been active in the effort to provide the Unites States with adequate missile defense systems, having fathered landmark legislation which established U.S. policy for the development and deployment of effective missile defense systems. This 1991 legislation set the stage for the Missile Defense Act of 1995, which is awaiting passage.

In January 1995, the Senate leadership appointed Warner to a bi-partisan group of senators who served as observers of arms control negotiations between the former Soviet Union and the Unites States. This work continues today with Russia.

He served as Under Secretary of the Navy from 1969 to 1972, and as Secretary of the Navy from 1972 to 1974. Senator Warner's experience in the area of defense issues has included service from 1969 to 1973 as Department of Defense representative to the Law of the Sea Talks in Geneva. He was principal negotiator and signatory on the "Incidents at Sea Agreement" between the then Soviet Union and the United States. This Executive Agreement, covering a wide range of Naval matters, continues today with Russia.

In 1944, at the age of 17, Senator Warner left high school to volunteer for the United States Navy. He was released from active duty as an Electronics Technician Third Class in July 1948, and enrolled at Washington and Lee University, from which his father graduated in 1903. He was awarded a B.S. degree in basic engineering in 1949.

Senator Warner then entered the University of Virginia Law School. He volunteered for another tour of active duty, this time in the United States Marine Corps. From 1951 to 1952, he served in Korea as a first lieutenant in communications, with the First Marine Air Wing. He remained in the Marine Corps Reserve for 12 years after completing active service in 1952.

He immediately returned to law school and was awarded a law degree by the University of Virginia in 1953.

Senator Warner was appointed a law clerk in 1953 to the late Chief Judge E. Barrett Prettyman of the United States Circuit Court of Appeals, Washington, D.C.

In 1956, Senator Warner was appointed an assistant United States Attorney and served for four years in the trial and appellate divisions. From 1960 to 1969, he was in private law practice.

Senator Warner was a trustee from 1967 to 1972 of the Protestant Episcopal Cathedral of Mount St. Albans in Washington, D.C., and from 1968 to 1979 he was a member of the Board of Trustees of Washington and Lee University.

Senator Warner is a member of the Virginia chapter of Veterans of Foreign Wars; American Legion; the Sons of the American Revolution; Alpha Chapter of Omicron Delta Kappa at Washington and Lee University.

Mr. Warner was born February 18, 1927. He is the grandson of John W. And Mary Tinsley Warner of Amherst County, Virginia, and the son of the late Martha Budd Warner and the late Dr. John W. Warner, a physician and surgeon. Senator Warner lives in Alexandria, Virginia and has three children and two grandsons.



Ann Schroll Simpson is a Wyoming native, born in Greybull, the daughter of Ivan Charles and Pansy Maude Mackenzie. She attended schools in Greybull and spent her senior year in Laramie, where she graduated from Laramie High School. Ann graduated from the University of Wyoming in 1953.

From 1953 through 1954 Mrs. Simpson was an elementary school teacher in Cheyenne, Wyoming. In June of 1954 she married Alan K. Simpson. The couple spent the next two years in Germany where Alan was serving in the U. S. Army.

Mrs. Simpson has served her community and her church as a volunteer in numerous community organizations. She is most actively involved as a member in the Friends of the University of Wyoming Art Museum, currently serving as President of the Museum's Advisory Board. Additionally, Mrs. Simpson is a member of the University of Wyoming Foundation Board.

Mrs. Simpson serves on the Board of the Lab School in Washington, D.C., which educates children with learning disabilities. She continues to serve on the board of the Ford Theater, which she has done for the past four years.

Mrs. Simpson has been a real estate salesperson in the Washington, D.C., area for 14 years and currently works as a representative for Pardo Real Estate. The Simpons have resided in both McLean, Virginia, and in Cody, Wyoming.

Ann is the mother of three grown children, William and Colin, practicing attorneys in Cody, Wyoming, and Susan, who with her husband John Gallegher, is the owner of the Simpson Art Gallery in Cody, Wyoming. William and his wife, Debbie, have a daughter, Elizabeth, and a son, Eric.

As the Sponsor for Precommissioning Unit CHEYENNE, Mrs. Simpson Christened CHEYENNE during a spectacular evening ceremony on 1 April 1995.

★ ★ ★ ★ ★

BAND SELECTION

*Commander In Chief
U.S. Atlantic Fleet Band*

★ ★ ★ ★ ★

INVOCATION

Lieutenant Lynn Peterson, CHC, USNR

★ ★ ★ ★ ★

WELCOME AND INTRODUCTION OF DISTINGUISHED GUESTS

*Commander Peter H. Ozimek, USN
Prospective Commanding Officer*

★ ★ ★ ★ ★

REMARKS

*Mr. William P. Fricks
President, Newport News Shipbuilding*

★ ★ ★ ★ ★

REMARKS

*Captain Kevin P. Perkins, USN
Supervisor of Shipbuilding, Newport News*

★ ★ ★ ★ ★

REMARKS

*Rear Admiral John F. Shipway, USN
Deputy Commander for Submarines, Naval Sea Systems Command
Commander, Naval Undersea Warfare Center*

★ ★ ★ ★ ★

REMARKS

*The Honorable Leo A. Pando
Mayor, City of Cheyenne*

★ ★ ★ ★ ★

REMARKS

*The Honorable Alan Simpson
United States Senator from Wyoming*

★ ★ ★ ★ ★

★ ★ ★ ★ ★

READING OF THE COMMISSIONING DIRECTIVE

*Vice Admiral Richard W. Mies, USN
Commander Submarine Force, U.S. Atlantic Fleet*

★ ★ ★ ★ ★

COMMANDING OFFICER'S ORDERS

*Commander Peter H. Ozimek, USN
Commanding Officer*

★ ★ ★ ★ ★

COMMISSIONING AND SETTING OF THE WATCH

*Lieutenant Commander Robert J. Schmidt, USN
Executive Officer*

★ ★ ★ ★ ★

REMARKS

Mrs. Ann S. Simpson, Sponsor

★ ★ ★ ★ ★

PRINCIPAL SPEAKER

*The Honorable John W. Warner
U. S. Senator from Virginia*

★ ★ ★ ★ ★

BENEDICTION

Lieutenant Lynn Peterson, CHC, USNR

★ ★ ★ ★ ★

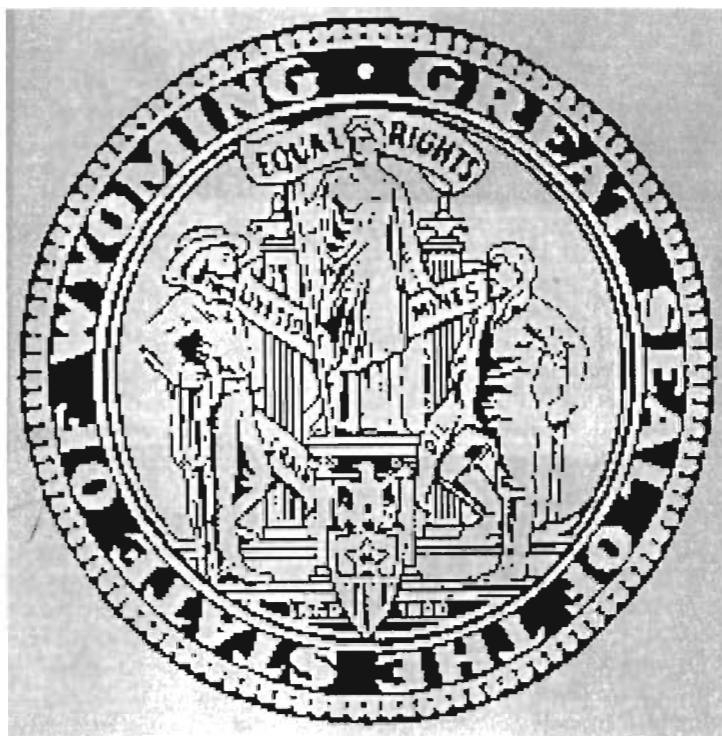
DEPARTURE OF THE OFFICIAL PARTY

BAND SELECTION

★ ★ ★ ★ ★



Laurie Rosen was born in Cheyenne, Wyoming, and attended the University of Wyoming receiving a degree in journalism in 1980. In 1983, she moved to Washington, D.C., to work for Senator Alan Simpson and is currently his Senior Executive Assistant. Mrs. Rosen is a member of the Friends of the University of Wyoming art Museum Advisory Board and a member of the Washington, D.C., National Rehabilitation Hospital Advisory Board. She is very active in the Washington, D.C., Race for the Cure Team Building committee and in community theater in the Washington area. Laurie Rosen is married to Stephen Rosen, an attorney in Washington. The Rosens reside in Bethesda, Maryland.





The Prestige, Privilege and the Burden of Command

by 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 responsible for the safe navigation, engineering performance, accurate gun firing, and morale of the 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 a duty which richly deserves the highest, time-honored title of the seafaring world, "CAPTAIN."



Commander Ozimek, of Westfield, New Jersey, graduated from the United States Naval Academy in June 1977 with a Bachelor of Science degree in Electrical Engineering. He subsequently attended nuclear power training in Orlando, Florida, and Idaho Falls, Idaho.

In July 1979, following completion of Submarine School in Groton, Connecticut, he reported to USS BARB (SSN 596) where he served as Sonar Officer, Reactor Controls Assistant and Damage Control Assistant. Following his Division Officer tour, Commander Ozimek served as Engineer for Naval Submarine Training Center, Pacific.

After completion of the Submarine Officer Advance Course, Commander Ozimek reported to USS INDIANAPOLIS (SSN 697) where he served as Engineer Officer. As Engineer, he completed a Western Pacific Deployment and two years of overhaul at Pearl Harbor Naval Shipyard.

Following completion of Prospective Executive Officer training in May 1989, Commander Ozimek reported to USS ASPRO (SSN 648) where he served as Executive Officer for two years.

In October 1991, Commander Ozimek reported to the Heavy Weight Torpedo Program Office in Washington, D.C., where he served as Logistics Branch Head and the Fleet Introduction Officer for the MK48 Advanced Capability Torpedo.

On 30 June 1994, Commander Ozimek reported for duty at his current assignment as Prospective Commanding Officer of USS CHEYENNE (SSN 773), which was built at Newport News Shipbuilding and Drydock Company and will be initially homeported in Norfolk, Virginia.

Commander Ozimek's military service decorations include the Meritorious Service Medal, Navy Commendation Medal (with two Gold Stars), the Navy Achievement Medal, the Battle Efficiency "E" Ribbon (three awards), the Navy Expeditionary Medal and the National Defense Medal (with one Bronze Star).

Commander Ozimek is married to the former Kathryn Karlson of Mechanicsburg, Pennsylvania. They reside with their two children, Timothy and Constance in Chesapeake, Virginia.



Lieutenant Commander Paschall, a native of Aztec, New Mexico, earned his Bachelor of Science Degree in Mechanical Engineering at the University of New Mexico before entering the Navy in 1980 under the Nuclear Propulsion Officer Candidate program.

Lieutenant Commander Paschall entered Nuclear Power School at Orlando, Florida in February 1982. After attending Nuclear Power Training Unit S8G at Ballston Spa, New York, he reported for duty onboard his first submarine, USS DANIEL WEBSTER (SSBN 626)(BLUE) in June 1983, where he served as Damage Control Assistant and Reactor Control Assistant and successfully completed six strategic deterrent patrols. Following his engineer qualification, Lieutenant Commander Paschall returned to Nuclear Power Training Unit S8G, where he served as Shift Engineer and Staff Training Officer from June 1986 to July 1988.

Lieutenant Commander Paschall's next tour was as Engineer onboard USS ATLANTA (SSN 712) from February 1989 to March 1992. During this period, the ship completed a Depot Modernization Period and a Mediterranean deployment. In March 1992, he reported for duty on the staff of Commander in Chief, U.S. Atlantic Fleet, as a member of the Naval Nuclear Propulsion Examining Board, where he served until March 1994. Following completion of Prospective Executive Officer school, Lieutenant Commander Paschall reported for Temporary Duty to USS FINBACK (SSN 670) where he served as Command Duty Officer during a deployment to the North Atlantic from April to July 1994. He then immediately reported to his present duty station as precommissioning crew Executive Officer on PCU CHEYENNE (SSN 773).

In addition to unit and service awards, Lieutenant Commander Paschall is authorized to wear the Navy Commendation Medal (with two Gold Stars), and the Navy Achievement Medal (with two Gold Stars).

Lieutenant Commander Paschall is married to the former Robin Rosebrock of Van Nuys, California. They have two children, Megan and Scott.



Electrician's Mate Master Chief John F. Hilditch was born and raised in East Liverpool, Ohio. He graduated from East Liverpool High School in 1967, and began his Naval career in August of 1967 at Recruit Training Command, Great Lakes, Illinois.

After attending Naval Submarine School in Groton, Connecticut, Master Chief Hilditch reported for duty onboard USS BENJAMIN FRANKLIN (SSBN 640). In November 1968, Master Chief Hilditch joined the crew of USS KAMEHAMEHA (SSBN 642) where he served until November 1973. He then reported for Independent Shore Duty at Naval Education Training Center (NETC) Instructional Support Branch, Newport, Rhode Island. Master Chief Hilditch next attended "C" school (ICC-7) at Naval Training Center, Great Lakes, from December 1975 until September 1976, where upon graduation he reported to USS JOHN MARSHALL (SSBN 611). In February 1979, Master Chief Hilditch transferred from the MARSHALL to USS DANIEL BOONE (SSBN 629) where he served until May 1981. His next tour was as an Interior Communications "A" School instructor at Naval Training Center, San Diego, California, where he served until August 1984 and earned designation as Master Training Specialist. In September 1984, Master Chief Hilditch reported to USS SILVERSIDES (SSN 679) where he would serve his first tour as a Chief of the Boat. At the end of his tour on SILVERSIDES in September 1987, Master Chief Hilditch was selected as the Submarine Squadron SIX Command Master Chief, where he served until April 1991.

In May 1991, Master Chief Hilditch was selected to the SEAWOLF SSN-21 Training System Implementation Team (TSIT) where he served until June 1994. From the Seawolf Program Master Chief Hilditch transferred to his present duty station, Precommissioning Unit CHEYENNE (SSN 773), as Chief of the Boat.

Master Chief Hilditch is authorized to wear the Navy Commendation Medal (with one Gold Star), the Navy Achievement Medal, Navy Meritorious Unit Commendation, Battle Efficiency "E" Ribbon, Good Conduct Medal (with five Bronze Stars), Navy Expeditionary Medal, National Defense Medal (with one Bronze Star), Sea Service Deployment Ribbon (two bronze stars), Navy Arctic Service Ribbon, Navy Expert Rifleman Medal, and Navy Expert Pistol Shot Medal.

Master Chief Hilditch resides with his wife Patsy in Great Bridge, Chesapeake, Virginia.

DEPARTMENT HEADS



LCDR Harvey L. Guffey, Jr.
Engineer Officer
Ellenboro, NC



LT Eric F. Griffith
Navigator/Operations Officer
Coushatta, LA



LT Alan W. Holt
Combat Systems Officer
Nashua, NH



LT A. Scott Rasmussen
Supply Officer
Kenosha, WI

DIVISION OFFICERS



LTJG David K. Anderson
Reactor Controls Assistant
Fort Walton Beach, FL



LTJG Carlos J. Carroll
Damage Control Assistant
Prescott, AZ



LTJG Gregory M. Cohen
Main Propulsion Assistant
Highland Mills, NY



LT Steven M. Harrison
Assistant Weapons Officer
Roanoke, VA



LT Douglas J. Hennen
Communications Officer
Warren, OH



LTJG Darren R. Poore
Assistant Engineer
Chicaco, IL



ENS James A. Dutton
Chemistry and Radcon Assistant
Silver Springs, MD

CHIEF PETTY OFFICERS



FTC(SS) James D. Barringer
Fire Control Division LPO
Monongahela, PA



EMC(SS) John W. Boyd
Electrical Division LPO
Amsterdam, OH



TMC(SS) Donald S. Cale
Torpedo Division LPO
Ahoskie, NC



MMCS(SS) Paul T. Declercq
Auxiliary Division LPO
Flint, MI



ETC(SS) Robert L. Hicks
Navigation Division LPO
Cincinnati, OH



ETCS(SS) Timothy N. Jackson
Operations Department LCPO
Clearwater, FL



MSC(SS) Joseph K. Koke
Food Service Division LPO
Greensprings, OH



ETC(SS) Kenneth W. Molitor
Reactor Controls Division LPO
Fond du Lac, WI



MMCS(SS) Shawn A. Sarver
Machinery Division LPO
Elizabeth Town, KY

CHIEF PETTY OFFICERS



ETC(SS) Jerry A. Schmidt
Radio Division LPO
Monongahela, PA



MMCM(SS) Brian B. Shultz
Engineering Department Enlisted Advisor
Emlenton, PA



MMCS(SS) James F. Suding
3M Coordinator
Arcola, Douglas, IL



STSC(SS) James M. Walker
Sonar Division LPO
Coatesville, PA



YNC(SS) Albert E. Wardlaw
Personnel/Admin Officer
St. Albans, Queens, NY



QMC(SS) Rickey A. White
Assistant Navigator
Johnson City, TN



SKC(SS) John R. Young
Leading Storekeeper
Tuckahoe, NJ

AUXILIARY DIVISION



MMFN(SU) Benjamin Davidson
Byron, IL



MM2(SS) Todd G. English
Washington Courthouse, OH



MM2(SS) Wayne E. Fetterley
Gulfport, MS



MM2(SS) Christopher Jenkins
Summersville, WY



MM2(SS) Dennis J. Kretchman
New Baltimore, MI



MM2(SS) Thomas C. Odell
Ansted, WV



MM2(SS) Nick A. Shaw
Bluffton, IN



MMFN(SU) Robert A. Smith
Elkton, MA



MM3(SU) Dennis J. Stoltz
Pittsburgh, PA



MM2(SS) Rodney R. Varner
Verona, OH



MM1(SS) Michael S. Wilson
Flint, MI

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

DECK DIVISION



SA(SU) Levar D. Borkman
Chattanooga, TN



SA(SU) Fred A. Lebrun
Paramount, CA



SN(SU) Stuart A. McDonald
Toledo, OH



SA(SU) Christopher M. Fadden
Victor, NY

Personnel maintain the submarine's exterior physical condition and handle all mooring functions.

ELECTRICAL DIVISION



EM1(SS) Wesley J. Cosby
Marion, KY



EM2(SS) William S. Dickerson
Lebanon, IN



EM2(SU) Patrick A. Gainer
Modesto, CA



EM2(SS) Kenneth W. Hill
Alexander City, AL



EM1(SS) Joel D. Hirt
Vickery, OH



EM3(SU) Craig A. Kiger
Schererville, IN



EM1(SS) Matthew D. King
Nauvoo, IL



EM2(SS) Shawn P. Kratzer
Kokomo, IN



EM1(SS) Ronad S. Mathus
Chicago, IL



EM3(SU) Nelson Minerly
Ozone Park, Queens, NY



EM2(SS) Scott A. Quinn
Webster, TX

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

FIRE CONTROL DIVISION



FT2(SS) John E. Holder
Mount Airy, NC



FT2(SS) Wade B. M'Clokey
Las Cruces, NM



FT3(SU) Christopher J. Moore
Briston, CT



FT1(SS) Robert L. Newhouse
El Paso, TX



FT1(SS) Edward "P" Quinlan
Las Cruces, NM



FT3(SU) Corey R. Suarez
Miami, FL



FT3(SU) Bryon K. Twardus
Felton, DE

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 thus aiding the Commanding Officer and Officer of the Deck in tactical decision making and accurate weapons delivery.



MS1(SS) Michael Connelly
Pittsburgh, PA



MS2(SS) Larry D. Freeman
Carolina Beach, NC



MSSR(SU) Jeffrey D. Latimer
Ellisnore, MO



MSSA(SU) Shamus S. Perfetto
Preque Isle, ME

Personnel are responsible for management of the Crew's Mess, Pantry, food service records, 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.

NAVIGATION ELECTRONICS DIVISION



ET2(SS) Alfred J. Bowers
Tampa, FL



ET2(SS) Robert L. Boyce
Mansfield, PA



ET2(SU) Kevin S. Clark
Buffalo, NY



ET3(SU) Jesse A. Doesch
Vancouver, WA



ET1(SS) Walter A. Epperson
Miramar, FL



ET1(SS) Kevin D. Miley
Cape May, NJ



ET3(SS) Andrew J. Palas
Erie, PA



ET3(SU) Matthew E. Runyon
Springfield, OH



ET1(SS) Shawn F. Stancliff
Fairview, PA



ET2(SS) Ronald M. Watson
Lakewales, FL

Personnel operate and maintain the electronic equipment including electronic sensors, navigation and auxiliary navigation systems, radar, and warning systems, atmosphere monitoring equipment, integrated announcing and sound power phone system.

MACHINERY DIVISION



MM1(SS/DV) John A. Barber
Toledo, OH



MM2(SU) Leland D. Bland
Cheyenne, WY



MM1(SU) Eric S. Cadwell
Cody, WY



MM2(SS) Darron H. Carter
Semmes, AL



MM2(SS) David B. Driver
Houston, TX



MM2(SU) Jason s. Goshorn
Orange Park, FL



MM2(SU) Michael J. Kersten
Canfield, OH



MM1(SS) Matthew J. Martin
Wianet, IL



MM2(SS) Andrew C. M'Neil
Rockville, MD

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

MACHINERY DIVISION



MM2(SS) Robert J. Moreno
Licking, MD



MM1(SS) Gary L. Morrison
Nevada, TX



MM2(SU) Ryan A. Pelkey
Jeffersonville, IN



MM3(SU) Kurtis E. Reed
Carrboro, NC



MM1(SS) Michael J. Washburn
Woodland, CA

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



ET2(SS) George H. Delong
Lima, OH



ET2(SS) Victor Q. Garcia
New York, NY



ET2(SS) Robert A. Lindauer
Tell City, IN



ET1(SS) David E. Powell
Rochester, NY

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

RADIO COMMUNICATIONS DIVISION



ET1(SS) Timothy A. Coward
Rapid City, SD



ET3(SU) Russell A. Ellis
Kansas City, MO



ET1(SS) Michael A. France
Opelika, AL



ET2(SS) "S" Karl Jett
Fredericksburgh, VA



ET2(SS) Lawrence T. Kennedy
Indian Trail, NC

Personnel provide and maintain reliable, secure and rapid radio communications that support the operation, command, control and administration of the ship. Operate and maintain the ship's electronic sensing, navigation and radar equipment.



ET2(SU) Charles E. Bushovisky
Moundsville, WV



ET3(SU) Timothy E. Davis
Belleville, IL



ET2(SU) James R. P. Hoeft
Ann Arbor, MI



ET3(SU) Timothy J. Jankowski
Lackawanna, NY



ET2(SU) Ronnie J. Massey
Booneville, AR



ET1(SS) Jeffrey D. Moore
Brownsfield, TX



ET1(SS) Wesley D. Reedy
Terlton, OK



ET2(SU) John C. Wiley
Scappoose, OR



ET1(SS) David A. Wolf
Buffalo, NY

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

REACTOR LABORATORY DIVISION



MM1(SS) Edgar C. Beaumont
Yazoo City, MS



MM1(SS) John C. Doscher
Dublin, GA



MM2(SU) Robert A. Eidemiller
Cedar Rapids, IA



MM1(SS) Charles L. McKinley
Brandon, NY



MM2(SU) Sean E. Nolden
Deltona, FL

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

SONAR DIVISION



STSSN(SU) Patrick M. Buckley
Houston, PA



STS1(SS) Willis A. Crouch
Dermott, AR



STSSN(SU) Manuel E. T. Ganuza
Cumana, Edo Sucre, Venezuela



STS2(SS/DV) Terry L. Giles
Boise, ID



STS2(SS) Joseph Gordon
Mount Sinai, NY



STSSN(SU) Terry L. Hill
Pulaski, TN



STS1(SS) Thomas M. Huber
Marlette, MI



STS3(SU) Andrew L. Jackson
Amarillo, TX



STS2(SS) John B. Jarvis
Mineral City, OH



STS1(SS) Roy J. Kirk
South Pittsburg, TN



STS2(SS) Minos E. LeCates
Newark, DE



STS2(SS) Sean P. Walden
Spokane, WA

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

TORPEDO DIVISION



TMSR(SU) Thomas A. Burke
Cincinnati, OH



TM2(SS) Jonathan Butler
Queens Village, Queens, NY



TM1(SS) Brian S. Lentz
Newport News, VA



TM2(SS) Richard E. Lowell
Green Forest, AR



TMSA(SU) Brian M. Metz
Clarksville, TN



TM2(SS) William T. Rogers
Paluxy, TX

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



SK3(SU) John P. Bengs
Kingfisher, OK



SK1(SU) David E. Gibson
London, OH

Personnel are responsible for management, stowage and requisitioning of repair parts and consumables. They manage and maintain ship's financial records and ensure logistics support for the ship.

YEOMAN DIVISION



YN2(SS) A. Damon Gay
Shreveport, LA

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

CREW MEMBERS NOT PICTURED

Lieutenant Commander Robert J. Schmidt
Ensign James R. Fink
Ensign Nick A. Vares
HM1(SS) Michael A. Korth
MS2(SS) Charlie Dunn
MS3(SS) Eric M. Johnson

FORMER CREW MEMBERS

OFFICERS

Lieutenant Michael Gaffney
Lieutenant Frank Kelley
Lieutenant Scot Lynn
Lieutenant Daniel Stonaker
Lieutenant Eric Zerphy

ENLISTED

MM2(SS) Mark Bailey
MM1(SS) John Biggs (Ret)
HMCS(SS) Jason Budde
MMCS(SS) Paul Camilletti (Ret)
MM1(SS) Shawn Campbell
TM2(SS) Francis Henry
MM2(SU) Daniel House
RM1(SS) Wesley Koshoffer
YN2(SS) Victor Mayo
RM1(SS) Celso Pena
TM3(SS) Robert Reckmeyer
YN1(SS) Anthony Stewart
ETC(SS) Henry Edsell Taylor

Navy Hymn

*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!*

*Lord God, our power
evermore,
Whose arm doth
reach the ocean
floor,
Dive with our men
beneath the sea;
Transverse the depth
protectively,
O hear us when we
pray, and keep them
safe from peril in the
deep*

*God, who dost still
the restless foam,
Protect the ones we
love at home,
Provide that they
should always be
By thine own grace
both safe and free,
O Father, hear us
when we pray
For those we love far
away.*

*O Father, King of
earth and sea,
We dedicate this ship
to thee.
In faith we send her
on her way;
In faith to thee we
humbly
pray:
O hear from heaven
our sailor's cry
And Watch and
guard her from on
high!*

