



Sponsor: *Mrs. Henry C. Bruton*

- **Keel Laid:** *August 15, 1961*
- **Commissioned:** *November 3, 1967*
- **First CO:** *LCDR. Guy H. B. Shaffer*



Launched:
April 4, 1964

WELCOME ABOARD



***UNITED STATES SHIP
GREENLING
(SSN 614)***

USS GREENLING (SSN 614)
NAMED AFTER USS GREENLING (SS 213)

Keel Laid - Electric Boat Division, Groton	August 15, 1961
Launched - Electric Boat Division, Groton	April 4, 1964
Lengthening - Quincy, Massachusetts	July 1967
Commissioning - Groton, Connecticut	November 3, 1967
Ship's Sponsor - Mrs. Henry C. Bruton	



SHIP'S CHARACTERISTICS

Length	292 feet
Beam	32 feet
Submerged Displacement	4300 tons
Speed	Greater than 20 knots
Diving Depth	Deeper than 400 feet
Crew Complement	12 Officers and 120 Enlisted
Armament	Four 24" Torpedo Tubes

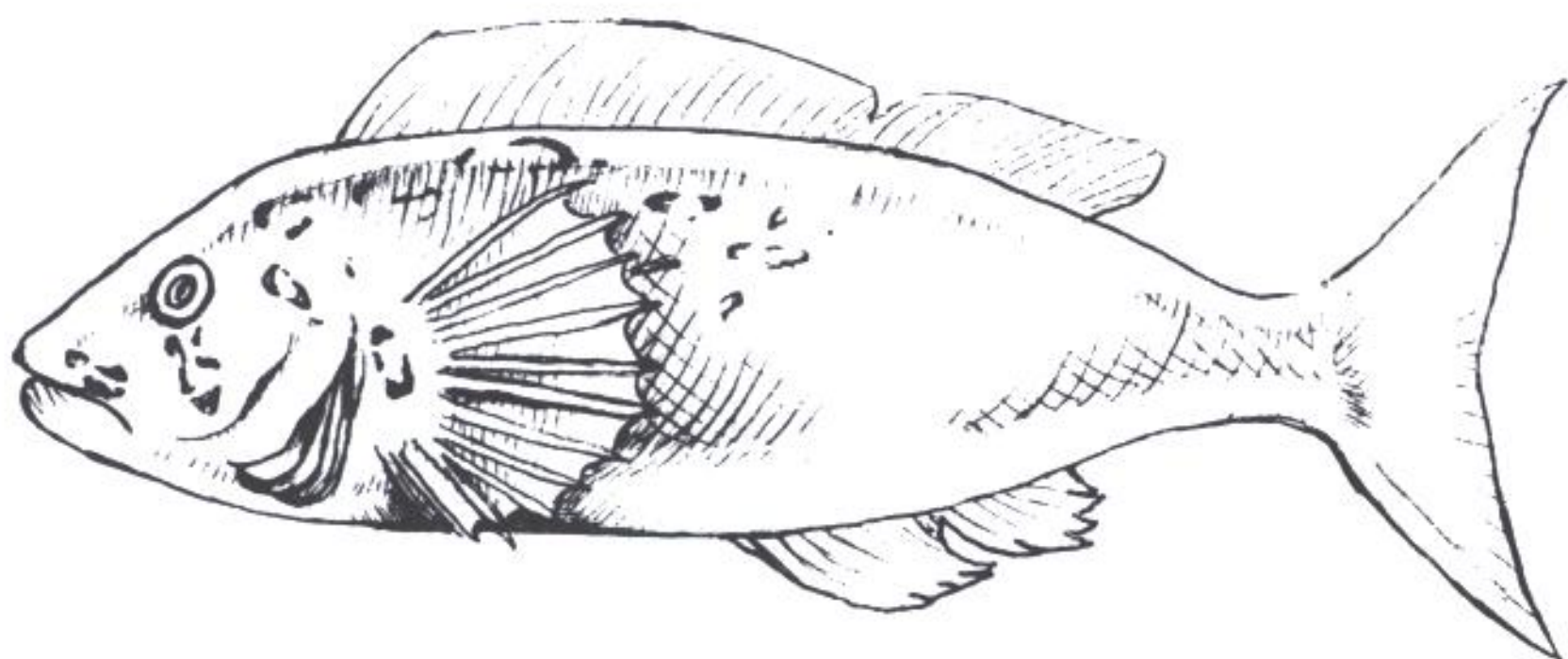
Welcome Aboard GREENLING,

Speaking for the officers and the crew, I take pleasure in extending to you the hospitality of the Navy's Submarine Service. It is our desire to make your visit as pleasant as possible. We hope that you will find your visit very enjoyable and informative.

Respectfully,

S. C. HALL

*Commander, United States Navy
Commanding Officer*



THE FISH GREENLING

Greenling is not only a fish, but a family of fishes known scientifically as *Hexagrammos Stelleri*. Common names of the species include the masked greenling, the painted greenling, kelp greenling, ling cod (no relation to cod), Atka mackerel and Japanese species aburaco and kujime. Greenlings are small colorful fishes that inhabit the rocky shores of the North Pacific Ocean. Most kinds mature to a size of about one foot and are brilliantly colored and can skillfully match the color of their surroundings. The greenling is an elongated, fine scaled fish with a large mouth provided with small, but deadly, sharp teeth. Its cone shaped head, symmetrical body, and well developed fins enable this predatory species to swim rapidly in pursuit of its prey. One of its most remarkable features is five lateral lines on each side, three along the back, one between the pectoral and pelvic fin, and one along the lower side. These structures are sensitive organs for perception of vibrations in the water and serve as a sonic device to warn a greenling of the approach of enemies or prey. The name GREENLING was no doubt derived from the pale, blue-greenish coloration of its flesh. It is found from Kamachatka and Unalaska to San Francisco and is abundant in Puget Sound and Northward.

A HISTORY OF USS GREENLING (SS 213)

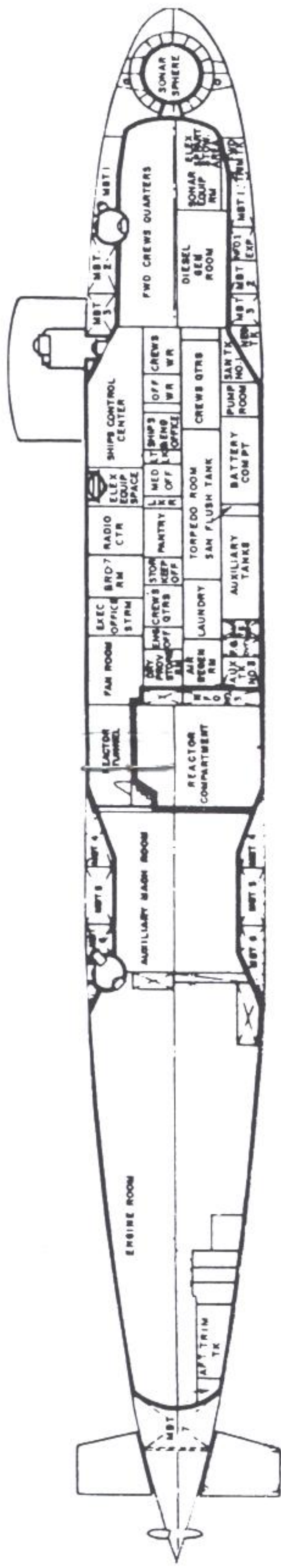
USS GREENLING (SSN 614) is the second ship of the fleet to bear the name, in commemoration of the submarine GREENLING (SS 213). The first GREENLING was built by the Electric Boat Company of Groton, Connecticut and was commissioned on January 21, 1942, Lieutenant Commander Henry Chester Bruton, Commanding. SS 213 was a GATO class fleet-type submarine of the latest all-welded design, displacing 1500 tons at a length of 307 feet and a beam of 27 feet and was equipped with ten torpedo tubes. With its 6400 horsepower diesel all electric drive, it could cruise the ocean at 20 knots on the surface.

After shakedown training out of New London, SS 213 departed March 7, 1942 for combat operations in the Pacific. GREENLING distinguished herself during World War II by sinking more than 59,000 tons of Japanese shipping. Through twelve war patrols, her skippers earned two Navy Crosses, one Silver Star and one Legion of Merit. Although official Navy records credit GREENLING with only fifteen definite kills, her logs relate to the sinking of twenty-two Japanese vessels totaling 102,500 tons and damage to an aircraft carrier and two tankers. The SS 213 was decommissioned on October 16, 1946 in New London with ten battle stars and the Presidential Unit Citation.

The wife of the SS 213 commissioning commanding officer, Mrs. Henry C. Bruton is the sponsor of USS GREENLING (SSN 614).



A CUTAWAY VIEW OF USS GREENLING (SSN 614)



USS GREENLING (SSN 614) is the eleventh of the thirteen nuclear powered attack submarines of the "594" or "PERMIT" class, designed as an anti-submarine hunter killer. By combining the endurance and environmental independence of nuclear power with the capability for deep submergence, high speed and sophisticated weapons systems, GREENLING is still one of the most effective ASW weapons of the U.S. Navy.

The ship's pressure hull is shown by the darker line surrounding the interior compartments including the sonar sphere, the bow compartment, operations compartment, reactor compartment, auxiliary machinery space, and the engine room. The main ballast tanks (MBTs) are outside of the pressure hull but flush with the exterior of the ship. When the ship submerges, air is vented from the top of the MBTs and they fill with water, providing extra weight to submerge the ship. The spaces inside the pressure hull remain at atmospheric pressure for your comfort.

The personnel who man GREENLING and keep the ship in its topnotch condition are highly skilled and trained individuals. Each prospective submariner is carefully screened and must have excellent physical conditioning, intelligence and common sense. Cramped living quarters and the long periods of time spent at sea also mandate a need to be emotionally stable and able to get along with others.

For crew members to qualify on their first watch station usually takes several months. To "qualify in submarines" on the entire ship and be awarded the dolphin breast insignia takes almost one full year. To "qualify in submarines," a crew member must know each of the ship's piping, electrical, weapons and damage control systems. Crew members must also be ready to do their own specific jobs plus also ready and able to take on other vitally important evolutions that affect each member's safety.

A VERY BRIEF HISTORY OF USS GREENLING (SSN 614)

The keel for the GREENLING (SSN 614) was laid on August 15, 1961 by General Dynamics, Electric Boat Division, Groton, Connecticut. The ship was launched on April 4, 1964, in Groton and later towed to the Electric Boat Quincy Division (Massachusetts) for lengthening and SUBSAFE modifications. GREENLING was commissioned at the Submarine Base, New London, Groton, Connecticut on November 3, 1967. After commissioning, the ship was homeported in New London as a unit of Submarine Squadron (SUBRON) TEN and participated in a variety of fleet exercises and independent operations. In February 1971, GREENLING arrived at Ingalls Nuclear Shipbuilding Division for its first overhaul, which involved modification to the ship's combat systems.

Between the first and second overhauls, GREENLING conducted three highly successful deployments with the U.S. Sixth Fleet in the Mediterranean Sea and participated in several major NATO exercises. GREENLING entered Charleston Naval Shipyard in February 1977 for a reactor refueling and major modernization. Upon completing the second overhaul in December 1978, GREENLING completed three major deployments: UNITAS XX with the navies of Argentina, Uruguay and Brazil in the waters off the eastern coast of South America in late 1979, and two Mediterranean deployments with the U.S. Sixth Fleet in 1980 and 1981.

In 1984, following two more highly successful Mediterranean deployments in 1982 and 1983, GREENLING entered its third overhaul at Portsmouth Naval Shipyard for extensive modernization of the ship's fire control, sonar and propulsion systems. Upon

completion of overhaul in October 1987, GREENLING continued operations in New London, Connecticut as a unit of SUBRON TEN.

In 1988, GREENLING answered an intense operating schedule following overhaul by winning the CINCLANTFLT Arleigh Burke Fleet Trophy for most improved battle readiness and the Sixth Fleet Hook'em Award for Anti-Submarine Warfare Excellence in the Mediterranean. GREENLING's continued success in 1989 resulted in the ship winning the COMSUBRON TEN Battle Efficiency "E" and ending the year with a highly successful Atlantic deployment.

In 1990, GREENLING again participated in joint exercises with the navies of South America as part of UNITAS XXXI, successfully circumnavigating South America. In 1991, before transferring to COMSUBRON TWO, GREENLING earned the final COMSUBRON TEN Engineering "E."

GREENLING has been awarded the Navy Unit Commendation with two gold stars and the Meritorious Unit Commendation with three gold stars.



A DESCRIPTION OF A TYPICAL NAVAL NUCLEAR PROPULSION PLANT

In Naval nuclear propulsion plants, fissioning of uranium atoms in the reactor core produces heat. Since the fission process also produces radiation, shielding is placed around the reactor to protect the crew. During a typical submerged patrol, a typical crew member receives less exposure to radiation than he would if he remained ashore and worked in an office building.

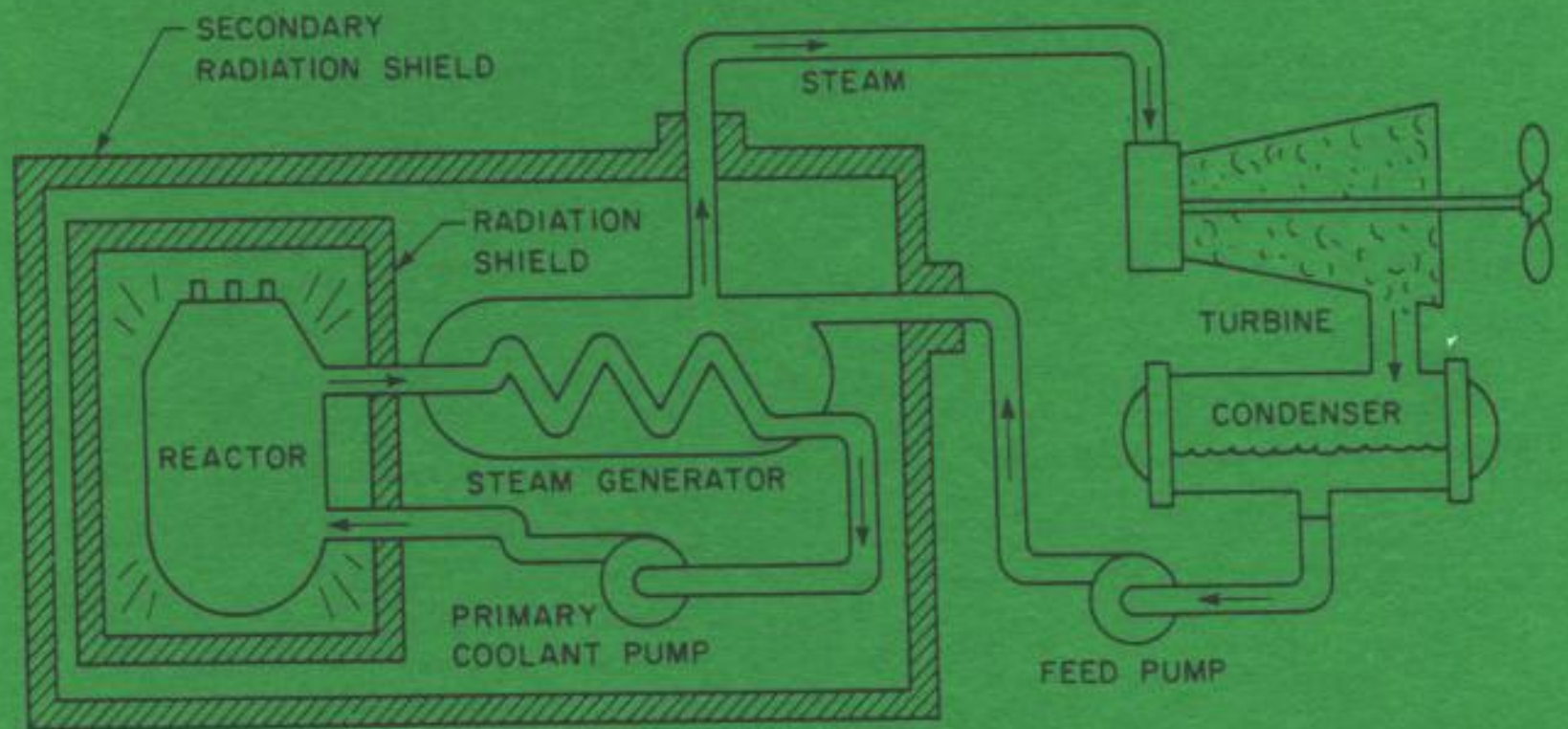
U.S. Naval nuclear propulsion plants use a pressurized water reactor design which has two basic systems: the primary system and the secondary system. The primary system circulates ordinary water in an all-welded, closed loop consisting of the reactor vessel, piping, pumps and steam generators. The heat produced in the reactor core is transferred to the steam generators where it gives up energy. The primary water is then pumped back to the reactor to be heated again.

Inside the steam generators, the heat from the primary system is transferred across a water-tight boundary to the water in the secondary system, also a closed loop. The secondary system from the primary system prevents water in the two systems from intermixing, keeping radioactivity out of the secondary water.

In the secondary system, steam flows from the steam generators to drive the main propulsion turbines, which turn the ship's propeller and the turbine generators, which supply the ship with electricity. After passing through the turbines, the steam is condensed back into water and feed pumps return it to the steam generators for reuse. Thus, the primary and secondary systems are separate, closed

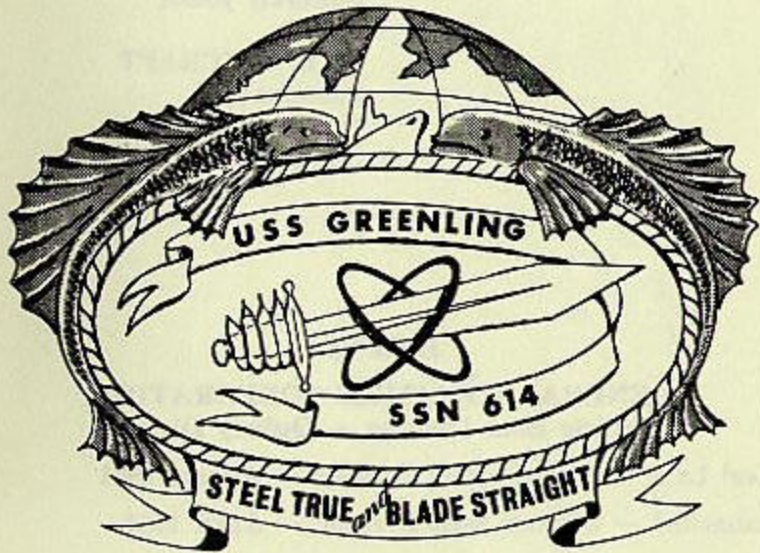
systems in which constantly circulating water transforms energy produced by the nuclear reaction into useful work.

There is no step in this process that requires the presence of air or oxygen. This combined with the ship's capability to produce oxygen and purified water from sea water enables the ship to operate completely independent of the earth's atmosphere for extended periods of time. In fact, the length of a submerged submarine patrol is limited primarily by the amount of food the ship can carry for the crew





Welcome Aboard



USS GREENLING
SSN 614





DEPARTMENT OF THE NAVY
USS GREENLING (SSN-614)
FPD NEW YORK, 09501

Welcome Aboard GREENLING,

On behalf of the officers and crew, I take pleasure in extending to you the hospitality of the Navy's Submarine Service. It is our desire to make your short cruise or visit as pleasant as possible. We hope that you will make yourself at home during your stay.

Sincerely yours,

W. R. WITCRAFT
Commander
United States Navy
Commanding Officer

Built By

GENERAL DYNAMICS CORPORATION
Electric Boat Division — Quincy Division

Keel Laid — Electric Boat Division — August 1961

Launched — Electric Boat Division — April 1964

Lengthening and Subsafe Modification —
Quincy Division — July 1967

Commissioning — Electric Boat Division — November 1967

Sponsored by — Mrs. Henry C. Bruton

Length — 292 feet

Beam — 32 feet

Displacement Submerged — 4300 tons

Speed — Greater than 20 knots

Diving Depth — Deeper than 400 feet



COMMANDER WILLIAM R. WITCRAFT UNITED STATES NAVY

Commander William R. WITCRAFT, USN, was born in DeSoto, Wisconsin in 1941. His family moved to Iowa when he was eight years old. He graduated from Bettendorf High School in Bettendorf, Iowa in 1959 and entered the United States Naval Academy that same year.

Upon graduation from the Naval Academy in 1963, he continued his academic and practical training by attending in succession, Nuclear Power School at Mare Island, California, Nuclear Prototype at Idaho Falls, and Submarine School at New London, CT prior to reporting to his first ship, USS ANDREW JACKSON (SSBN 619) (GOLD), in February 1965. On JACKSON he was assigned variously as Supply Officer, Main Propulsion Assistant, Damage Control Assistant, Electrical Officer, and Reactor Control Assistant. His next assignment was to serve as Weapons Officer on USS NATHANAEL GREENE (SSBN 636) (GOLD) from 1967 to 1970 followed by a tour as Navigator and Operations Officer onboard USS ABRAHAM LINCOLN (SSBN 602) (BLUE) from 1970 to 1972. After shore duty on COMSUBLANT Staff in Norfolk, Virginia, he returned to sea duty onboard USS ARCHERFISH (SSN 678) where he served as Navigator and Operations Officer from 1974 to 1976. In February 1976 Commander WITCRAFT reported onboard USS NATHANAEL GREENE (SSBN 636) (BLUE) where he served as Executive Officer until June 1978. He assumed command of USS GREENLING in January 1979.

Commander WITCRAFT is entitled to wear the Navy Commendation Medal with Gold Star, the Navy Achievement Medal with Gold Star, the Meritorious Unit Commendation Ribbon, the Navy Unit Commendation Ribbon, the Battle Efficiency "E" Ribbon, the Navy Expeditionary Medal, the National Defense Service Medal, and the Submarine Deterrent Patrol Insignia.

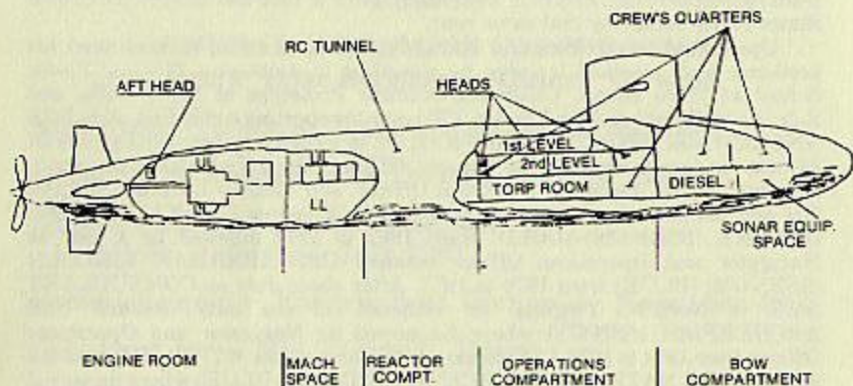
Commander WITCRAFT is married to the former Jill Rogers of Mystic, CT. They reside in Waterford, CT with their son Nicholas.

USS GREENLING (SSN 614)

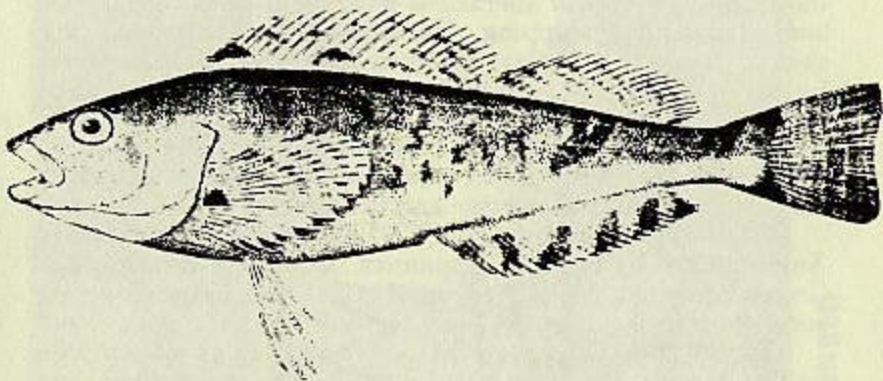
GREENLING (SSN 614) is a nuclear powered attack submarine of the "594" or "PERMIT" class, designed as an anti-submarine hunter killer. By combining the endurance and environmental independence of nuclear power with her capability for deep submergence, her high speed, and her sophisticated weapons systems, GREENLING is one of the most effective ASW weapons that the U.S. Navy has.

The men who man GREENLING and keep her in top-notch condition and readiness are highly skilled, and probably have to know more than any of their predecessors. These men are screened carefully, and must have excellent physical characteristics, as well as high intelligence and common sense. The cramped living quarters and the amount of time spent at sea also dictate a need for the man to be emotionally stable and able to get along with others.

For a man to qualify on the entire ship and be permitted to wear Dolphins takes a full year, and most watch stations take several months. He must know each of the ship's systems, and be ready to not only do his own specific job, but also ready and able to take on other vitally important evolutions that affect each crew member's safety.



The heads are located as shown in the cut-away diagram of the ship. They are maintained by the crew who consider the ship their home. Before using the head for the first time, please consult a member of the ship's force for proper flushing procedure.



THE FISH GREENLING

A Greenling is a fish known scientifically as *Hexagrammos decagrammus*. It is an elongated, fine scaled fish with a large mouth provided with small but deadly, sharp teeth. Its coneshaped head, symmetrical body, and well developed fins enable this predatory species to swim rapidly in pursuit of its prey. One of its most remarkable features is five lateral lines on each side, three along the back, one short between pectoral and pelvic fin, and one along the lower side. These structures are sensitive organs for perception of vibrations in the water and serve as a sonic device to warn a Greenling of the approach of enemies or prey. The name Greenling was no doubt derived from the pale, blue-greenish coloration of its flesh. It is found from Kamchatka and Unalaska to San Francisco and is abundant in Puget Sound and northward.

SHIP'S HISTORY



USS GREENLING (SSN 614) is the second ship to bear the name. She is named in commemoration of the submarine GREENLING (SS 213). GREENLING distinguished herself in the Pacific Theatre of operations by sinking more than 59,000 tons of Japanese shipping. During twelve war patrols her skippers earned two Navy Crosses, one Silver Star, and one Legion of Merit. The ship was awarded the Presidential Unit Citation. Although official Navy records credit GREENLING with only fifteen definite kills, her logs relate the sinking of twenty-two Japanese vessels, a total of 102,500 tons, as well as damage to an aircraft carrier and two tankers.

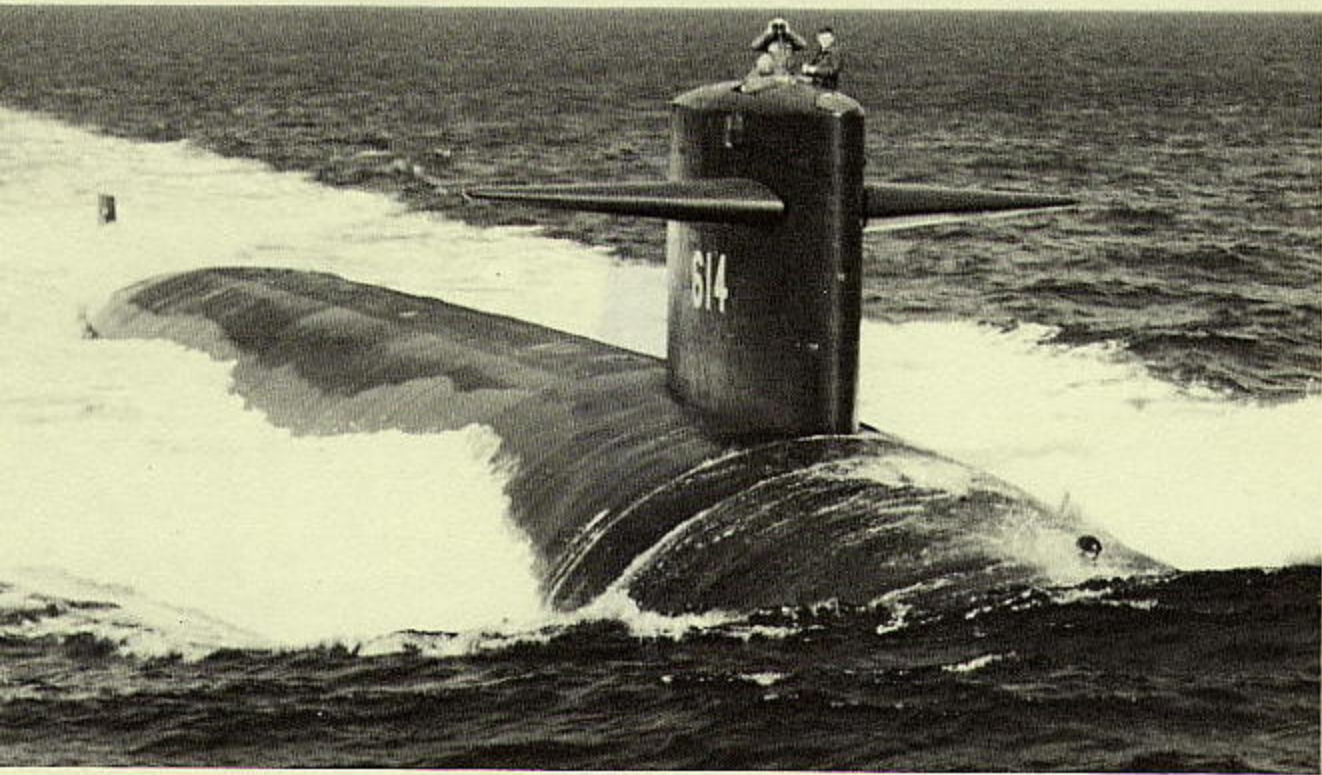
The keel for the second GREENLING (SSN 614) was laid in August 1961 by General Dynamics, Electric Boat Division, Groton. She was launched in April 1964. Commissioning occurred in November 1967 at Electric Boat, Quincy Division.

The ship was homeported at New London, Connecticut as a unit of Submarine Squadron TEN after commissioning. She participated in various fleet exercises and independent operations until the post shakedown availability in May 1969. GREENLING resumed operations with the Submarine Force, U.S. Atlantic Fleet participating in a wide variety of operations. February 1971 saw GREENLING arrive at Ingalls Nuclear Shipbuilding Division for her first overhaul. This overhaul involved both modification to the ship's combat systems and extensive repairs.

During the span between commissioning and first overhaul GREENLING was awarded the Navy Unit Commendation. She was also awarded the Battle Efficiency Pennant and "E" as the outstanding submarine of Submarine Division ONE HUNDRED TWO for Fiscal Year 1968 and 1969. Her commanding officers have been awarded the Legion of Merit and the Meritorious Service Medal both with Gold Stars in lieu of second awards.

Following her first overhaul, GREENLING conducted three highly successful deployments with the U.S. SIXTH FLEET in the Mediterranean Sea and participated in several major NATO exercises. In addition to the Navy Unit Commendation, GREENLING flies the Meritorious Unit Commendation with three gold stars.

GREENLING entered Charleston Naval Shipyard in February 1977 for her first reactor refueling and a major modernization. During this 21 month overhaul, she received an advanced reactor design, the most advanced sonar system (AN/BQQ-5), and complete updating of her electronics systems.



USS GREENLING (SSN 614)

USS GREENLING

**SSN
614**



**DECOMMISSIONING
18 April 1994**

PROGRAM

1000

WELCOMING REMARKS

INVOCATION

LIEUTENANT R. B. KEYES

REMARKS

CAPTAIN G. R. YOUNT
COMMANDING OFFICER
PUGET SOUND NAVAL SHIPYARD

REMARKS

AND READING OF ORDERS
LIEUTENANT COMMANDER R. W. WOLBER
EXECUTIVE OFFICER
USS GREENLING

HAULING DOWN
OF THE COMMISSIONING PENNANT
AND THE COLORS

SECURE THE WATCH

TRANSFER OF CUSTODY

BENEDICTION

USS GREENLING (SSN 614)

Keel Laid - Electric Boat Division, Groton . . . August 15, 1961
Launched - Electric Boat Division, Groton April 4, 1964
Ship's Sponsor - Mrs. Henry C. Bruton
Commissioned - Groton, Connecticut November 3, 1967
Decommissioned - Bremerton, Washington April 18, 1994

COMMANDING OFFICERS

CDR Guy H. B. Shaffer 3 November 1967 - 13 May 1969
CDR Austin B. Scott 13 May 1969 - 11 March 1972
CDR William T. Johnson 11 March 1972 - 14 January 1975
CDR Christopher Nichols 14 January 1975 - 27 January 1979
CDR William R. Witcraft 27 January 1979 - 12 March 1982
CDR Kevin G. Rogers 12 March 1982 - 23 March 1984
CDR Michael W. O'Neil 23 March 1984 - 18 December 1987
CDR Stephen W. Zavadil 18 December 1987 - 29 May 1990
CDR James A. Campbell 29 May 1990 - 20 November 1992
CDR Steven Clark Hall 20 November 1992 - 18 April 1994

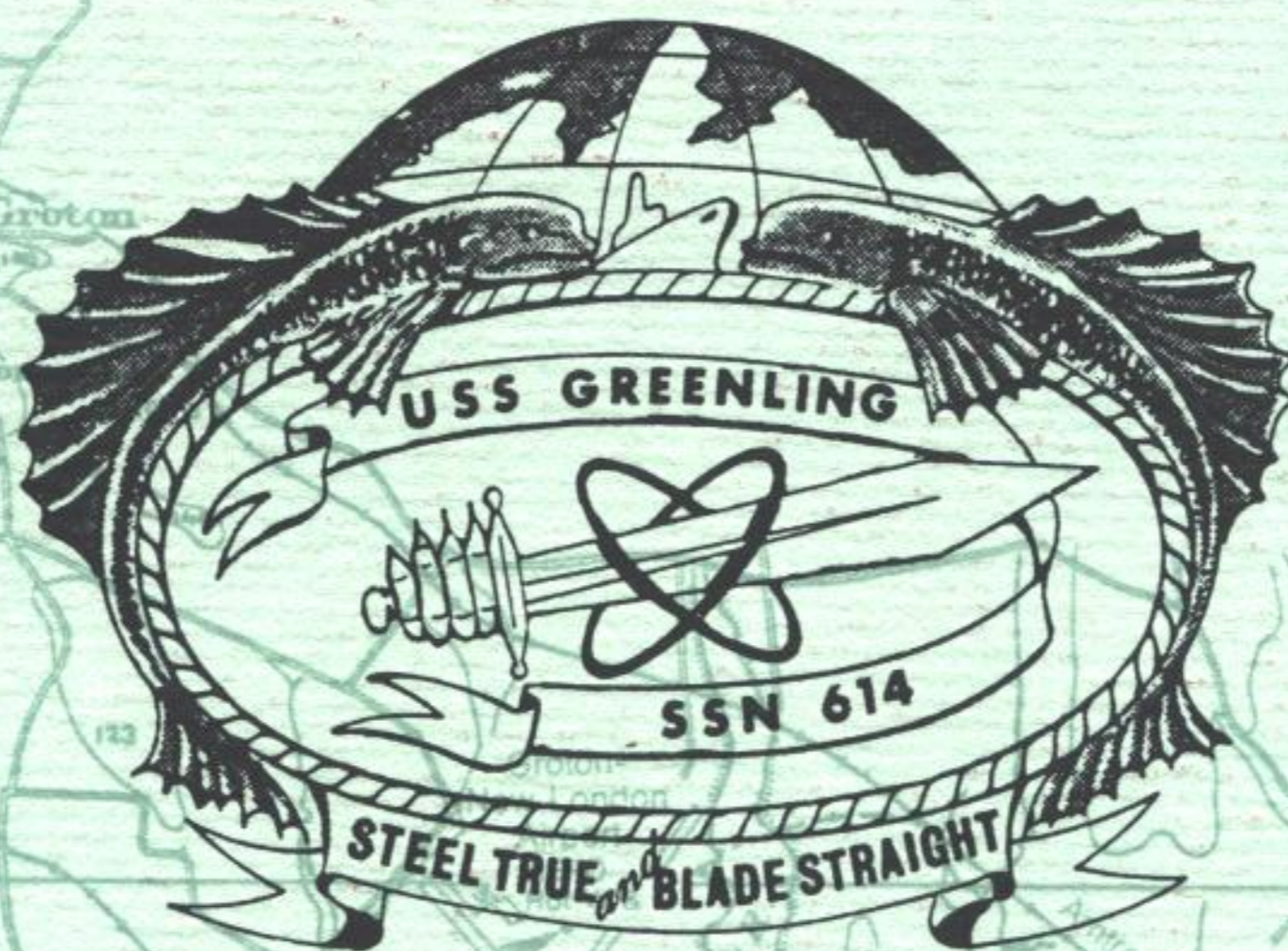
UNIT AWARDS

NAVY UNIT COMMENDATION 1968
NAVY UNIT COMMENDATION 1969
Battle 'E' for SUBDIV 102 1968 - 1969
NAVY UNIT COMMENDATION 1970
MERITORIOUS UNIT COMMENDATION 1970
Battle 'E' for SUBDIV 102 1970
MERITORIOUS UNIT COMMENDATION 4 - 28 July 1974
MERITORIOUS UNIT COMMENDATION June - July 1975
Sixth Fleet ASW HOOK 'EM Award Summer 1988
Atlantic Fleet Arleigh Burke Fleet Trophy 1988
Battle 'E' for SUBRON TEN 1988

EPILOGUE

The name GREENLING is a distinguished one in the United States submarine history, from the SS-213 with its twelve war patrols during World War II for which it received the Presidential Unit Commendation and Ten Battle Stars, to the SSN-614, a highly decorated submarine of its era. Each has been well constructed and well crewed, and in their own fashion, each has gone "in harm's way" and has served its country long and well. Both ship's leave a rich legacy and a high standard for the next submarine named GREENLING.





INACTIVATION CEREMONY

UNITED STATES SHIP GREENLING (SSN 614)

16 JULY 1993



NAVAL SUBMARINE BASE
GROTON, CONNECTICUT

USS GREENLING (SSN 614)



COMMISSIONED 3 NOVEMBER 1967



THE COMMISSIONING PENNANT

At the moment the commissioning pennant is broken, a ship becomes the responsibility of the Commanding Officer, who, together with the ship's officers and crew, has the duty of making the ship ready for any service required by our nation, whether at peace or at war.



For centuries the commissioning pennant has been the symbol of a man-o-war. It is believed to date to the 17th century, when the Dutch were at war with the English. Dutch Admiral Maarten Harpertzoon Tromp hoisted a broom at the masthead to symbolize his intention to sweep the English from the sea. This gesture was answered by British Admiral William Blake who hoisted a horsewhip, indicating his intention to chastise the Dutch. The victorious British thus set the precedent for a long, narrow commissioning pennant to symbolize the original horsewhip as the distinctive symbol of a ship of war.



The modern U.S. Navy commissioning pennant is blue at the hoist with a union of seven white stars and a horizontal red and white stripe at the fly.



THE INACTIVATION CEREMONY

The ceremony today symbolizes a tribute to the ship preparing for its decommissioning, the time-honored end of a ship's life. As if decommissioning, the commissioning pennant is hauled down and the watches secured. The solemn ceremony where the commissioning pennant, ensign and jack are hauled down for the last time is a dedication to the total operational success of the ship and the crew who sailed it.

MUSIC

ARRIVAL HONORS

NATIONAL ANTHEM

INVOCATION

Lieutenant J. G. Chapman, CHC, USN

WELCOMING REMARKS

Commander Steven Clark Hall, USN
Commanding Officer, USS GREENLING

INTRODUCTORY REMARKS

Captain Nils A. Sjostrom, USN
Commander, Submarine Squadron TWO

PRINCIPAL ADDRESS

Rear Admiral Guy H. B. Shaffer, USN, Retired
First Commanding Officer, USS GREENLING

REMARKS

Commander Steven Clark Hall, USN
Commanding Officer

CEREMONIAL HAULING DOWN OF THE
COMMISSIONING PENNANT

SECURE THE WATCH

BENEDICTION

Lieutenant J. G. Chapman, CHC, USN

MUSIC



GUY H. B. SHAFFER

REAR ADMIRAL
UNITED STATES NAVY, Retired

FIRST COMMANDING OFFICER
USS GREENLING (SSN 614)

Rear Admiral Shaffer is from Westfield, New Jersey. He graduated from the United States Naval Academy in 1951. After a tour aboard the cruiser USS HELENA (CA 75), he attended Naval Submarine School, graduating in 1953. Following duty on USS SEA CAT (SS 399), he was selected to be one of six submariners to attend the first class at Nuclear Power School. After completing Nuclear Power School and Prototype Training, he was assigned to the Commissioning Crew of USS SKATE (SSN 578). While serving on SKATE, he participated in two pioneering trips under the arctic ice pack. He was the Diving Officer when SKATE became the first submarine to surface through the ice at the North Pole.

There followed successive tours as Engineer Officer of the commissioning crew of USS SCORPION (SSN 589), Director of the Nuclear Propulsion Maintenance Training Facility at Submarine School, New London, Connecticut, and Executive Officer, USS THEODORE ROOSEVELT (SSBN 600).

As a Lieutenant Commander, he reported to Quincy, Massachusetts, in March 1965 to assume the duties of Commanding Officer, Pre-Commissioning Unit GREENLING and Prospective Commanding Officer, USS GREENLING (SSN 614). GREENLING was commissioned on November 3, 1967. At this time Commander Shaffer assumed the duties as Commanding Officer and remained in command until May 1969, when he was detached to report to the staff of Submarine Development Group TWO in New London. He served two successive tours with the Development Group, first as Operations Officer and subsequently as Chief Staff Officer.

In June 1971, he joined the Staff of the Deputy Chief of Naval Operations (Submarine Warfare) in Washington D. C. He returned to New London as Commander Submarine Group TWO in August 1972 and remained as its Commander until he returned to Washington in May 1974.

There followed, in succession, duty as Deputy Director, Strategic Systems Project Office, Programs Manager Command, Control and Communications Projects, Naval Electronics Command, and Director Operations, Defense Nuclear Agency. Admiral Shaffer was promoted to Rear Admiral in September 1976. He retired in that rank in 1981.

Since retiring from the Navy, he has worked for the RCA Corporation and the Martin Marietta Aero and Naval Systems Company. He retired in 1992 from the position of Chief Engineer of the latter firm.

Admiral Shaffer has been awarded the Defense Meritorious Service Medal, four Legion of Merits and two Navy Meritorious Service Medals. He also wears four Navy Unit Commendation Ribbons and Several Campaign Medals.

Admiral Shaffer and his wife Marie now live in Annapolis, Maryland. They enjoy three children, Douglas, Craig and Caley, as well as four grandchildren.



NILS A. SJOSTROM

CAPTAIN
UNITED STATES NAVY

COMMANDER
SUBMARINE SQUADRON TWO

Captain Nils A. Sjostrom, a native of Madison, New Jersey, graduated from the United States Naval Academy in June 1969. Following nuclear power training at Bainbridge, Maryland, and West Milton, New York, he served for three years as an engineering division officer on board USS GEORGE WASHINGTON (SSBN-598)(Gold). Completing the Submarine Officer's Advanced Course, Captain Sjostrom then served as Weapons Officer aboard USS SEA DEVIL (SSN-664) from July 1974 to July 1976. He was then assigned for two years as a Company Officer at the United States Naval Academy.

Captain Sjostrom subsequently completed a three year Engineer Officer tour aboard USS JOHN Marshall (SSN-611) between October 1978 and October 1981. Initially operating as an SSBN out of Guam, the ship was redesignated SSN in January 1981, and changed home port to Charleston, South Carolina. Continuing his service at sea, Captain Sjostrom then served as Executive Officer on board USS BILLFISH (SSN-676) from December 1981 to December 1984.

Captain Sjostrom served as Commanding Officer of USS GROTON (SSN-694) from July 1985, to March 1989. During his tenure the ship completed several operations in the western Atlantic, a non-refueling overhaul in Portsmouth, New Hampshire, post-overhaul certifications and inspections, and conducted the first North Atlantic submerged firing of a Tomahawk Land Attack Missile. In his final year of command, Captain Sjostrom was nominated by Commander, Submarine Group Two for the Rear Admiral Jack N. Darby Award for "inspirational leadership and excellence in command."

Following his command tour, Captain Sjostrom assumed the duties as the Submarine Enlisted Community Manager and the Enlisted Submarine/Nuclear Power Assignment Officer at the Naval Military Personnel Command in Washington, D.C.. Completing two years in this assignment, he then reported to the staff of the Commander in Chief, United States Atlantic Fleet where he served as the Senior Member of the Nuclear Propulsion Examining Board.

Captain Sjostrom assumed the duties as Commander, Submarine Squadron 2 at Naval Submarine Base, New London in December 1992.

Captain Sjostrom is authorized to wear the Legion of Merit, the Meritorious Service Medal with one gold star and the Navy Commendation Medal with one gold star.

Captain Sjostrom is married to the former Wendy Morrison of Baltimore, Maryland. Their daughter, Heather, recently graduated from the University of New Hampshire where she majored in English.



STEVEN CLARK HALL

COMMANDER
UNITED STATES NAVY

COMMANDING OFFICER
USS GREENLING (SSN 614)

Commander Hall, a native of Northern California, is the son of David and Beverlee Hall now of Longview, Washington. Commander Hall graduated with distinction from the U.S. Naval Academy in 1975 and then commenced nuclear submarine training at the Naval Nuclear Power School at Mare Island, California, followed by nuclear prototype in Idaho Falls, Idaho.

Commander Hall reported to the USS HADDOCK (SSN 621) in November 1976. While assigned to HADDOCK, he served as the damage control assistant and then was assigned temporarily to USS POLLACK (SSN 603) to qualify in submarines. After returning to HADDOCK, Commander Hall was designated as an Officer Qualified in Submarines and served as main propulsion assistant and assistant operations officer.

After attending the Submarine Officers Advanced Course at the Naval Submarine School in New London, Connecticut, he reported in December 1980 as Gold Crew Engineer of USS MICHIGAN (SSBN 727), then under construction at the Electric Boat Division in Groton, Connecticut. Following the ship's commissioning in September 1982, USS MICHIGAN changed homeport to Bangor, Washington.

From March 1984 to March 1987, Commander Hall served as the antisubmarine warfare officer on the staff of Commander, Carrier Group THREE, homeported at Alameda Naval Air Station, California, completing deployments with both the USS ENTERPRISE (CVN 65) and USS CARL VINSON (CVN 70) battle groups.

In May 1987 he reported to USS PERMIT (SSN 594) serving as executive officer until April 1989. While on PERMIT, Commander Hall completed his seventh deployment to the western Pacific.

From June 1989 to November 1991, Commander Hall served as executive officer of the Program Management Office, Strategic Systems Programs at Lockheed Missiles & Space Company, Inc., Sunnyvale, California. He then briefly served as Deputy Commander for Training at Submarine Squadron 17.

Commander Hall's awards and decorations include the Meritorious Service Medal, Navy Commendation Medal (three awards) and Navy Achievement Medal.

COMMAND AT SEA



"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 different 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 as Commanding Officer that he can escape the grasp of command responsibility. His privileges, in view of his obligations, are almost ludicrously small; nevertheless, this 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."

-Joseph Conrad

COMMANDING OFFICERS OF USS GREENLING (SSN 614)

Commander Guy H. B. Shaffer, USN	3 November 1967 - 13 May 1969
Commander Austin B. Scott, USN	13 May 1969 - 11 March 1972
Commander William T. Johnson, USN	11 March 1972 - 14 January 1975
Commander Christopher O. Nichols, USN	14 January 1975 - 27 January 1979
Commander William R. Witcraft, USN	27 January 1979 - 12 March 1982
Commander Kevin G. Rogers, USN	12 March 1982 - 23 March 1984
Commander Michael W. O'Neil, USN	23 March 1984 - 18 December 1987
Commander Stephen W. Zavadil, USN	18 December 1987 - 29 May 1990
Commander James A. Campbell, USN	29 May 1990 - 20 November 1992
Commander Steven Clark Hall, USN	20 November 1992 - Present

PLANKOWNERS

OFFICERS

Commander GUY HENRY B. SHAFFER, USN.....Commanding Officer
Lieutenant Commander DONALD C. SHELTON, USN.....Executive Officer
Lieutenant Commander Robert B. Osborne, USN
Lieutenant Henry A. Morgan Jr., USN
Lieutenant Thomas W. McClure, USN
Lieutenant Alan H. Donn, USN
Lieutenant Arnold C. Allen, USN
Lieutenant (j.g.) Roger A. Hiss, USN
Lieutenant (j.g.) James J. Evans, USN
Lieutenant (j.g.) Frederick M. Berthrong, USN
Lieutenant (j.g.) Donald J. Latorra, SC, USN

CHIEF PETTY OFFICERS

EMCM(SS) Dominick J. Paolucci, USN.....Chief of the Boat
SDCS(SS) James F. Bell, USN
TMCS(SS) John M. Long, USN
ETCS(SS) Richard A. Lynch, USN
ICCS(SS) Billy M. Porter, USN
STCS(SS) Bernard H. Soloman, USN
ETC(SS) Glenn A. Atchinson, USN
QMC(SS) Michel C. Cooper, USN
MMC(SS) Donald M. Larsen, USN
CSC(SS) William W. Moore, USN
MMC(SS) Gerald B. Moran, USN
YNC(SS) Kenneth D. Pennington, USN
SKC(SS) Curtis L. White, USN
FTGC(SS) James E. White, USN

ENLISTED PERSONNEL

Thomas H. Anderson, MM2	Richard D. Etlinger, MM2(SS)	James A McCall, EM2(SS)	Mark Rutherford, RM1(SS)
Donnie L. Bennett, FN	James E. Essery, EM2	Frank A. MiKinnon, EM1(SS)	Adeto Y. Salditos, SD2(SS)
Keith M. Bentzinger, ST1(SS)	Robert L. Gentry, MM1(SS)	Harold M. McCray, YN2(SS)	Thomas S. Salisbury, ST1(SS)
John L. Black, STS2(SS)	James F. Green, MM2(SS)	Jerry C. Moore, TN	Wayne R. Sanborn, ETR2(SS)
David E. Boe, TM1(SS)	Edgar M. Hantsche, ICFN	Arthur G. Morris, MM2	Allison B. Shipp, ST1(SS)
James J. Boehler, MM1(SS)	William J. Hinds, QM2(SS)	James M. Morris, SK3	David W. Shoaff, QM1(SS)
Michael G. Boney, RM1(SS)	Ronald J. Hobel, IC1(SS)	Michael F. Morrison, QM2	Charles W. Simone, EM2
Charles A. Brooks, EM1(SS)	Gary R. Hof, TM2(SS)	Gerald R. Nelson, MM1(SS)	Walter G. Sloan, EM2
Brian E. Burger, ETR2(SS)	David M. Holman, ETR2(SS)	John H. Nikola, ST1(SS)	Paul A. Stone, MM2(SS)
Thomas F. Burke, MM2(SS)	David W. Holmes, IC2(SS)	Edwin W. North, MM3(SS)	Robert W. Thomas, ETNSN
Randall D. Buss, ET1(SS)	Ben G. Human, TM1(SS)	Ronald J. S. Olsson, QM3	Stephen M. Thomas, EM1(SS)
Gordon E. Conrad II, MM1(SS)	Kenneth I. Jelley, MM2	Theodore S. Palencar, MM2	Kenneth L. Valley, IC2(SS)
Jeremiah Conway, CS2(SS)	Alton L. Jenkins, ETN2	Robert G. Phippen, MM2	Edward Voloka, FTG1(SS)
Joseph P. Constanza, TM3	David L. Johnson, MM1(SS)	William S. Poole, Jr., SN	Charles E. Walker, MM1(SS)
R.L. Danielson, ETR2(SS)	Peter Kafigian, MM3	Edwin S. Pratt, Jr., SN	Frederick H. Ward III, ST1(SS)
William D. Dewick, MM1(SS)	William H. Kittleson, TM2(SS)	Roger A. Proffer, MM1(SS)	Phillip D. Warner, ET1(SS)
Martin L. Dolamore, STS2(SS)	Edward D. Kolar, ETR2	Elmer W. Raymond, RM1(SS)	David L. Wickline, MM2(SS)
John G. Doresky, Jr., RM1(SS)	David W. Lotridge, MM2	George M. Rhodes, MM2	Richard A. Wilcott, CS1(SS)
Roger M. Eagan, FN	Bobby J. McCain, HM2	Timothy L. Ross, MM1(SS)	

INACTIVATION CREW

OFFICERS

Commander STEVEN CLARK HALL, USN.....Commanding Officer

Lieutenant Commander RAYMOND W. WOLBER, USN.....Executive Officer

Lieutenant Commander John A. Stewart, USN

Lieutenant John M. Emblidge, USN

Lieutenant Paul F. McHale, USN

Lieutenant Timothy J. Brunn, USN

Lieutenant Kirt D. Kerr, USN

Lieutenant Brian M. Capoccia, USN

Lieutenant Matthew E. Suess, USN

Lieutenant Timothy R. Hofacre, USN

Lieutenant James M. Lowther, SC, USNR

Lieutenant (j.g.) Devon C. Nugent, USN

Lieutenant (j.g.) Gregory B. Strylewicz, USN

Lieutenant (j.g.) Darin J. Brown, USN

Lieutenant (j.g.) Michael J. Ulm, USN

CHIEF PETTY OFFICERS

MMCS(SS) Gregory David Driscoll, USN.....Chief of the Boat

EMCM(SS) Brian R. Kaye, USN

FTGC(SS/DV) Robert L. Downs, USN

ETC(SS) Daniel S. Rice, USN

MMC(SS) Roy A. Parker, USN

ICC(SS) Jimmy Joe Brown, USN

ETC(SS) Samuel Singer, USN

MSC(SS) Jeremiah D. Ross, USN

QMC(SS) Matthew Pettus, Jr.

TMC(SS) Paul Nicholas Leone, USN

MMC(SS) Michael D. Ledgerwood, USN

EMC(SS) James D. Allie, USN

FTGC(SS) William C. Strand, USN

ENLISTED PERSONNEL

Jeffery T. Allen, ET2(SS)

James D. Baughman, ET3(SU)

Mark D. Baxley, STS2(SS)

Daniel Bernabei, SK2(SS)

James D. Betsinger, STS3(SS)

Hugh R. Boden, Jr., EM1(SS)

Shaun I. Bowles, MM3(SS)

Donald A. Boyles, MM2(SU)

Jason L. Bruce, MMFN(SS)

Wayne A. Buffington, RM3(SU)

Robert D. Busam, MM2(SS)

Robert Chang, YN3(SS)

Kenneth Y. Chong, ET2(SU)

Ramiro G. Contreras, STS2(SS)

Carlos A. Costa, TM3(SS)

James P. Council, MM3(SU)

Gerald D. Davis, MS2(SS)

Kenneth M. Denk, IC3(SS)

Larry A. Devore, EM2(SS)

Jeffrey J. Dick, FTG3(SS)

David M. Donovan, MM2(SS)

David E. Dreas, MS1(SS)

Christopher J. Duryea, MM2(SS)

Kirt Farkas, ET3(SS)

Stacy D. Faulkner, SKSA(SU)

Jack R. Fauvell, ET1(SS)

Donald R. Foster, RM1(SS)

Stephan Frederick, MM3(SS)

Thomas S. Fynes, MT2(SS)

Scott D. Gibson, ET3(SU)

Robert T. Giguere, EM2(SS)

John T. Graham, MM1(SS)

Phillip J. Greenberg, EM2(SS)

Mark J. Gregorich, MM1(SS)

David C. Grimes, ET3(SS)

John F. Guy, FTG3(SS)

Donald Hammer, FTG1(SS)

Michael J. Hanretty, ET3(SS)

Robert W. Heerdink, ET2(SS)

Michael Hertzberg, STS1(SS/DV)

Lamont V. Hill, MM3(SS)

Kenneth T. Hunter, STS3(SS)

Julius R. Inman, QM1(SS)

Kenneth A. Jackman, Jr., ET3(SU)

Robert D. Jellings, MSSN(SS)

Edward M. Kane, MM2(SS)

Brendan G. Keefe, EM2(SS)

Kurt A. Kindt, STS3(SS)

Frank A. Kneeland, RM2(SS/DV)

Timothy A. Knox, EM2(SS)

David A. Kviz, STS1(SS)

Stanley D. Larvie, SK1(SS)

Jason A. Lee, EM2(SS)

Billy Paul Lewis, TM1(SS)

Jared L. Little, RM2(SS)

Sandor J. Maury, HM1(SS)

Patrick McCarville, MM1(SS)

Ronald McCullough, MM1(SS)

Jeffrey W. McLain, SN(SU)

John D. Mekins, MM2(SS)

Jason D. Monroe, MM2(SS)

Clifford Moore, EM2(SS)

Russell Moore, MM2(SS)

Robert Mosher, QMSA(SU)

Robley S. Munger, SN(SS)

Kenneth Murry, MSSN(SU)

Hezekiah Natta, Jr., STS2(SS)

David A. Nevergall, MS2(SS)

Timothy F. Olsowy, EM1(SS)

Eric Orta, TMSN(SS)

Lawrence J. Orum, ET1(SS)

John E. Parrish, MM1(SS)

Kenyon R. Pavlacky, IC2(SS)

Hector L. Pena, STS2(SS)

Brad A. Ralston, TM3(SS)

Chris A. Robichaud, MM2(SS)

Donald Robidoux, QM2(SS)

James C. Rooke, MM2(SS)

Daniel E. Sawyer, TM3(SS)

Michael J. Sawyer, STS3(SS)

Eugene T. Schreiber, ET3(SS)

Chad Seurkamp, MM3(SS)

Glennon W. Simmons, FN(SU)

Jason Slemmer, YNSA(SU)

Matthew L. Suarez, SK3(SS)

Walter J. Sylvia, MSSN(SS)

Christopher Thompson, STS3(SS)

Douglas G. Turner, MM3(SS)

Michael C. Ulrich, MM1(SS)

Eric M. Underwood, MM3(SU)

Brett J. Vanersvelde, EM2(SS)

Gary R. Walker, STS2(SS)

Murry F. Ware, ET2(SS)

Steven T. Westby, MM2(SS)

Scott D. Wheeler, EM1(SS)

Richard A. White, IC3(SU)

Shaun Whittington, SR(SU)

Peter D. Wickizer, RM2(SS)

John K. Witt, MMFN(SS)

Brent L. Wright, MM2(SS)

A HISTORY OF USS GREENLING (SSN 614)

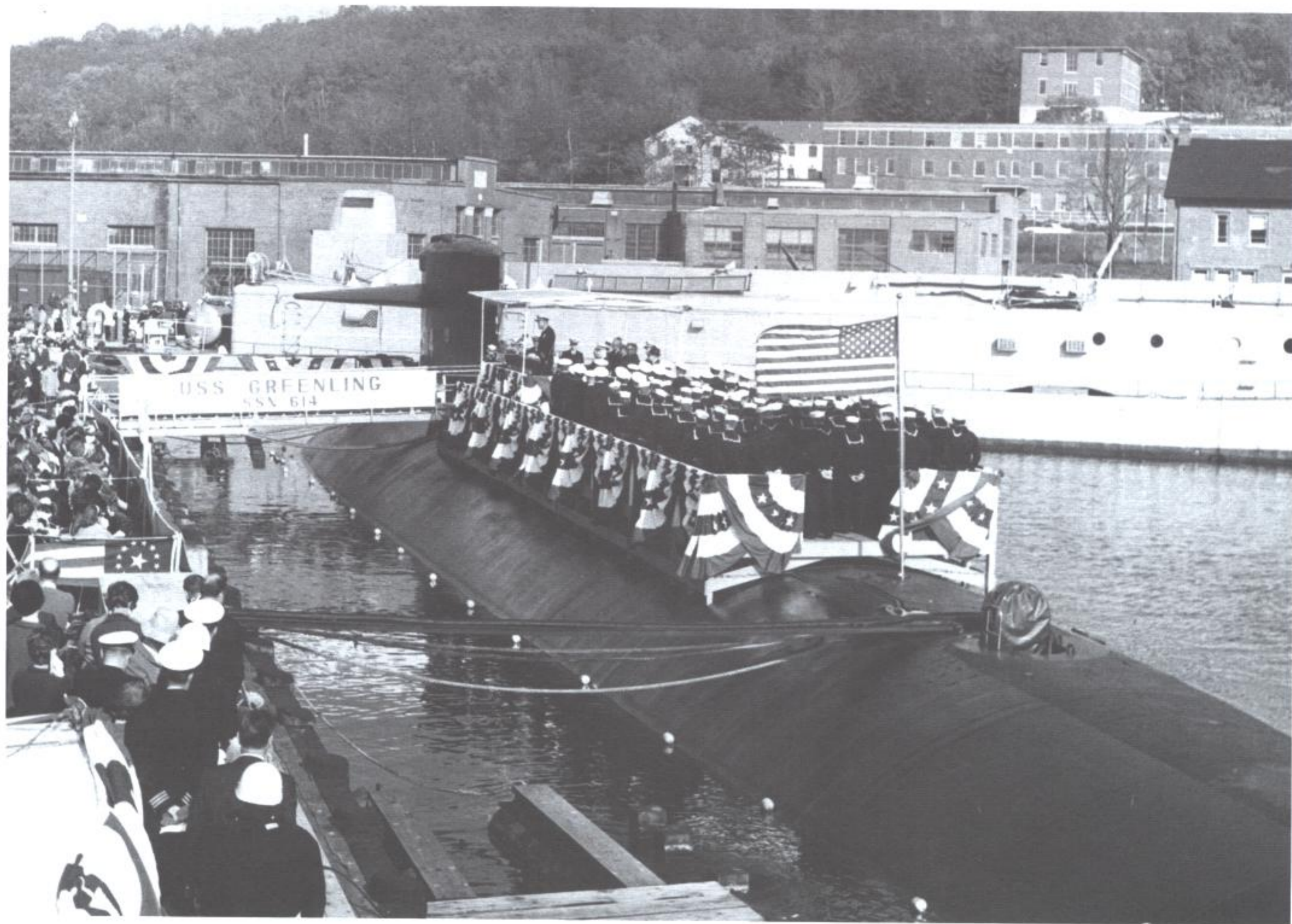
The keel for USS GREENLING (SSN 614) was laid on August 15, 1961, by the General Dynamics Corporation Electric Boat Division, Groton, Connecticut. It was the twelfth of fourteen nuclear powered submarines of the "593" or "THRESHER" class, designed to be the fastest, deepest diving and quietest submarines built to date. The keel was laid on the same building ways that the first nuclear submarine NAUTILUS was built, only a short distance from the ways that gave birth to the first GREENLING (SS 213) in 1940.



GREENLING Launching, April 4, 1964
Mrs. Henry C. Bruton, Sponsor

GREENLING was the 241st submarine launched for the Navy by Electric Boat since the nation's first submarine, the HOLLAND, joined the fleet in 1900. On April 4, 1964, a crowd of 2,000 looked on as Mrs. Henry C. Bruton, the ship's sponsor, swung the traditional bottle of champagne against the bow. Mrs. Bruton was the wife of retired Rear Admiral Henry Chester Bruton, the commissioning commanding officer of the first GREENLING (SS 213) and the holder of three Navy Crosses and the Legion of Merit for his service during World War II. Flanking the ways as GREENLING slid into the Thames River were the GATO (SSN 615) and STURGEON, the lead ship of the "637" class.

GREENLING was one of three submarines authorized for conversion to the "improved THRESHER class." These alterations followed the investigation into the cause of the tragic sinking of the USS THRESHER (SSN 593) on April 10, 1963, off Cape Cod. GREENLING was moved under tow April 29, 1964, to the Electric Boat Quincy Division, Quincy, Massachusetts, for lengthening and submarine safety program (SUBSAFE) modifications. Modifications included increased buoyancy and adding 13 feet 9 inches of length to the hull, providing improved living and working conditions for the crew and space for additional equipment. Before construction of GREENLING was completed, "THRESHER" class submarines were redesignated as the "594" or "PERMIT" class submarines after the existing lead ship of the class.

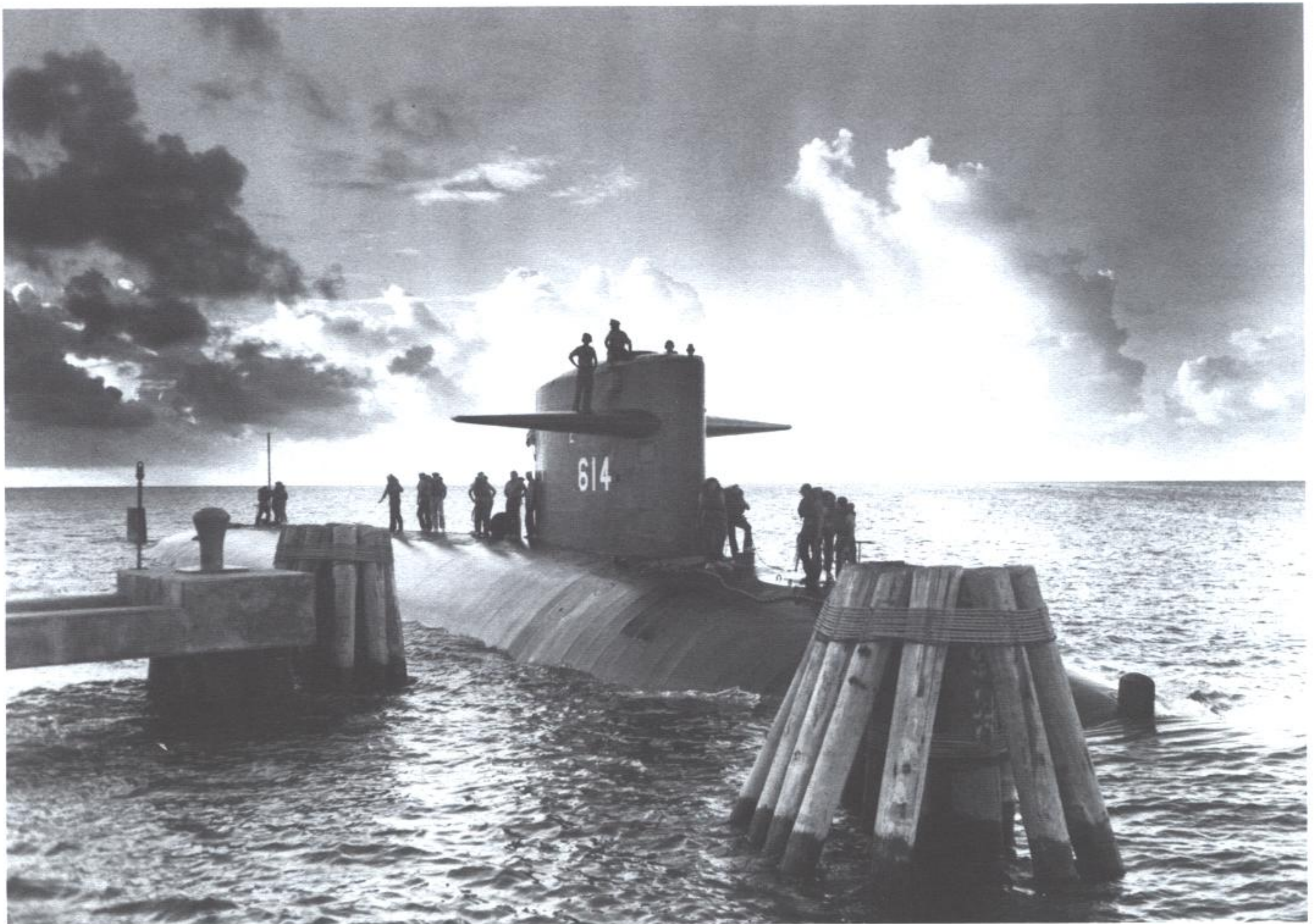


GREENLING Commissioning Ceremonies November 3, 1967
Naval Submarine Base New London

Following sea trials, GREENLING joined the Submarine Force, U. S. Atlantic Fleet, in commissioning ceremonies November 3, 1967, at the U. S. Naval Submarine Base New London, Groton, Connecticut. Representative G. W. Andrews of Alabama was the principal speaker at the ceremony. With Commander Guy H. B. Shaffer, USN, commanding, USS GREENLING became the newest unit of Submarine Squadron TEN and Submarine Division ONE HUNDRED TWO in New London.

From December 1967 through May 1968, GREENLING conducted her initial shakedown cruise, operating mostly in the Caribbean in the vicinity of Puerto Rico and the Virgin Islands. This cruise included multiple torpedo tube test firings and the launching of two SUBROC Missiles.

On May 27, 1968, GREENLING was diverted from a fleet training exercise to take part in the ensuing search and rescue operation for the USS SCORPION (SSN 589) which was missing from its return from deployment. The Commanding Officer of GREENLING was designated as the Commander of the SAR Task Element, consisting of three nuclear and four diesel submarines. The GREENLING participated in this SAR effort until June 12, 1968. GREENLING then participated in several ASW exercises and conducted a deployment in late 1968. GREENLING hosted the Chief of Naval Operations of the Mexican Navy on January 14, 1969, then so thereafter, deployed a second time. During this period, GREENLING was awarded the Submarine Division ONE HUNDRED TWO Fire Control Excellence Award and the Submarine Squadron TEN nomination for the NEY (food service excellence) award for 1968-1969. The ship also earned the Battle Efficiency "E" for Submarine Division ONE HUNDRED TWO for 1968-1969 and the first two Navy Unit Commendations for exceptionally meritorious service in the fall of 1968 and the spring of 1969. CDR Shaffer was awarded the Legion of Merit and a gold star in lieu of a second Legion of Merit for these same two periods. On May 13, 1969, Commander Austin B. Scott, Jr., USN, relieved Commander Shaffer as GREENLING's Commanding Officer, marking the end of a very successful first year and a half in the life of the submarine.



GREENLING Conducting Operations in the Caribbean, Circa 1970

Over the course of the next year, under the leadership of Commander Scott, GREENLING continued to build on her earlier successes. On May 19, 1969, Greenling entered the Electric Boat Division Shipyard, Groton, Connecticut, for a four month Post Shakedown Availability.

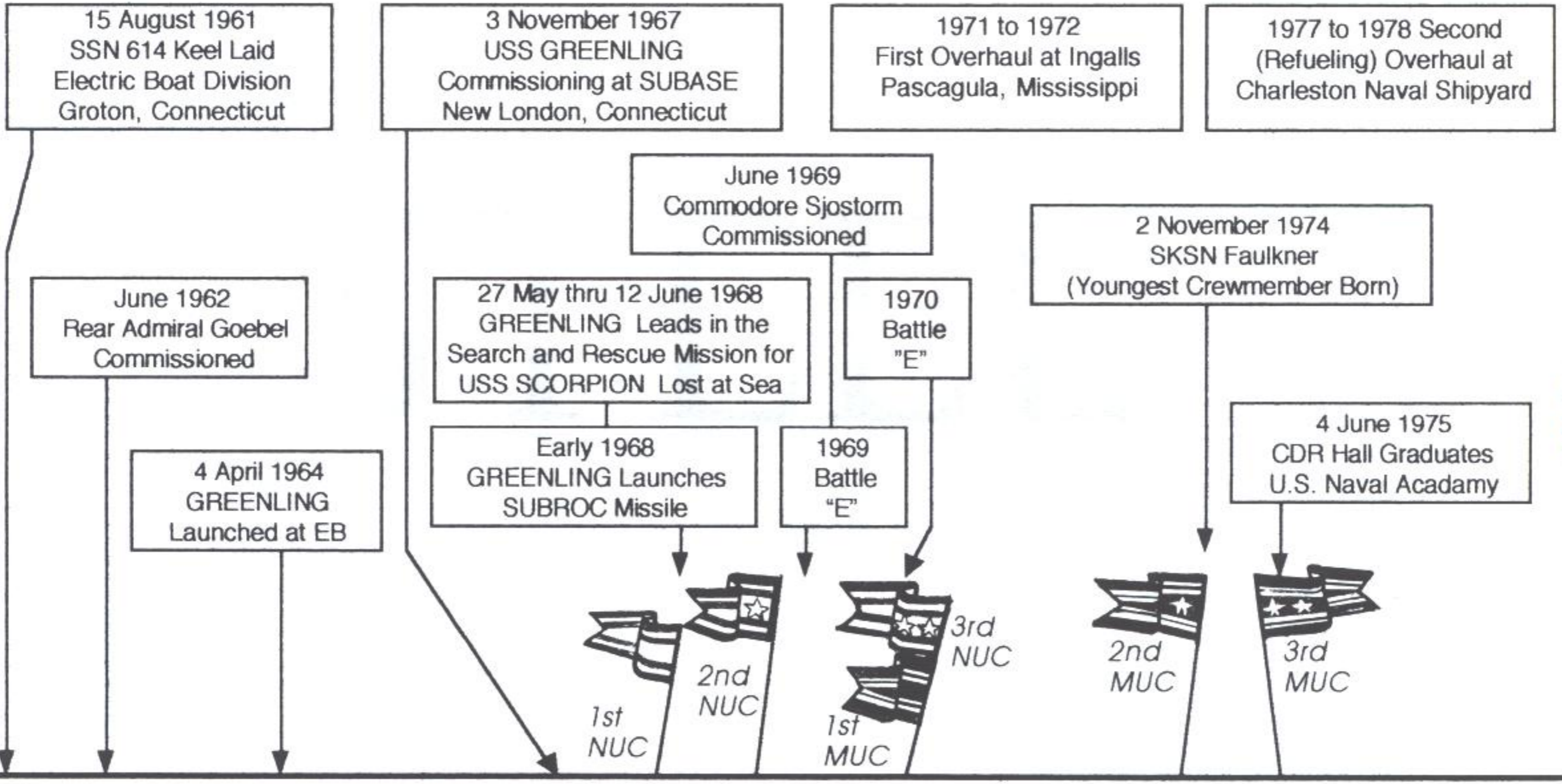
After a short shakedown cruise in southern waters, the ship embarked on a series of deployments and cruises, including Prospective Commanding Officer operations and several anti-submarine warfare exercises. For the second consecutive year, GREENLING earned the Battle Efficiency "E" for fiscal year 1970 in Submarine Division ONE HUNDRED TWO. The ship also earned its third Navy Unit Commendation and first Meritorious Unit Commendation for exceptional meritorious service for operations during two separate periods in 1970. Commander Scott was awarded the Meritorious Service Medal and a gold star in lieu of a second Meritorious medal for these same two periods. In November and December 1970, GREENLING moored alongside USS FULTON (AS 11) for pre-overhaul upkeep.



GREENLING Wardroom, Circa 1970

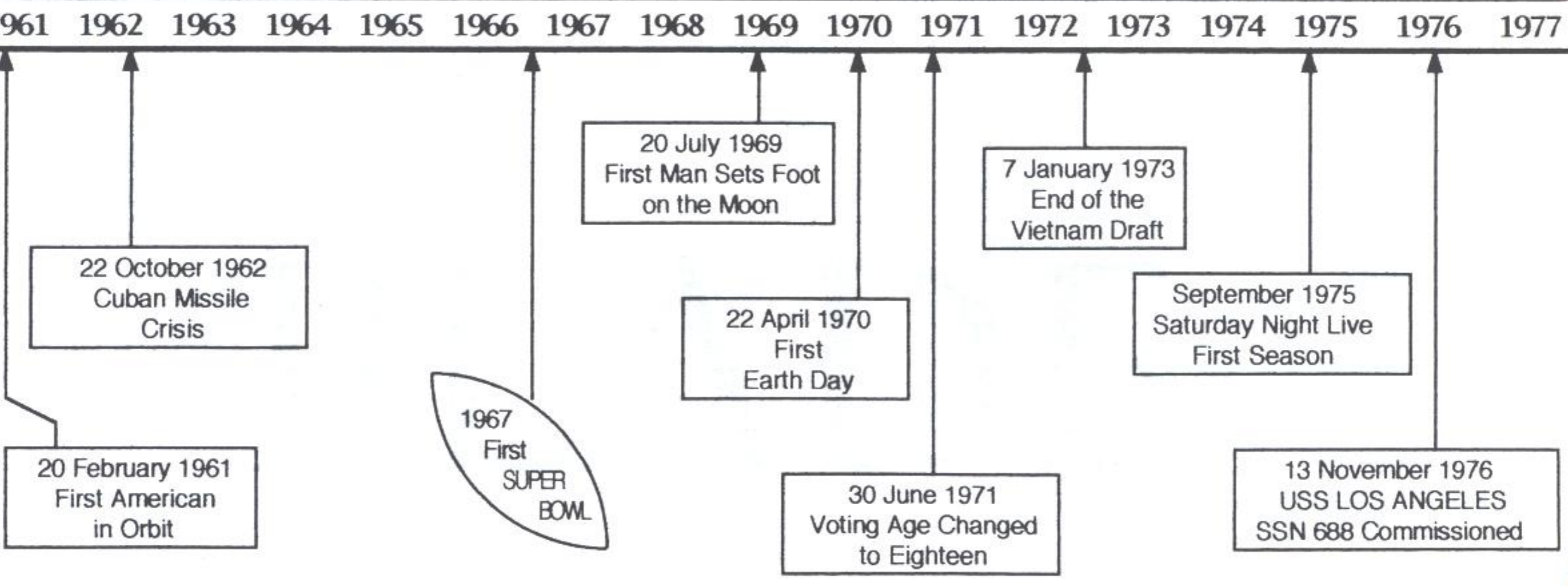
GREENLING arrived in February 1971 at Ingalls Nuclear Shipbuilding Division, Pascagoula, Mississippi, for its first overhaul. This period lasted 13 months and involved major modifications and upgrades to the ship's sonar and combat systems as well as major repairs.

At completion of overhaul, Commander William T. Johnson, USN, relieved Commander Scott as Commanding Officer on March 11, 1972. GREENLING then conducted a shakedown cruise and several small exercises and deployed to the Mediterranean. Throughout 1973, the ship performed a variety of operations: Anti-submarine warfare exercises, U. S. Naval Academy midshipmen summer training cruises and acoustic communications system tests. In 1974, GREENLING executed a highly successful deployment with the Sixth Fleet in the Mediterranean Sea, for which GREENLING was presented its second Meritorious Unit Commendation for operations conducted there.



1961 1962 1963 1964 1965 1966 1967 1968 1969 1970 1971 1972 1973 1974 1975 1976 1977

Commanding Officers..... CDR G.H.B. Shaffer CDR A.B. Scott CDR W.T. Johnson CDR C.O. Nichols



CDR G.H.B. Shaffer



CDR A.B. Scott



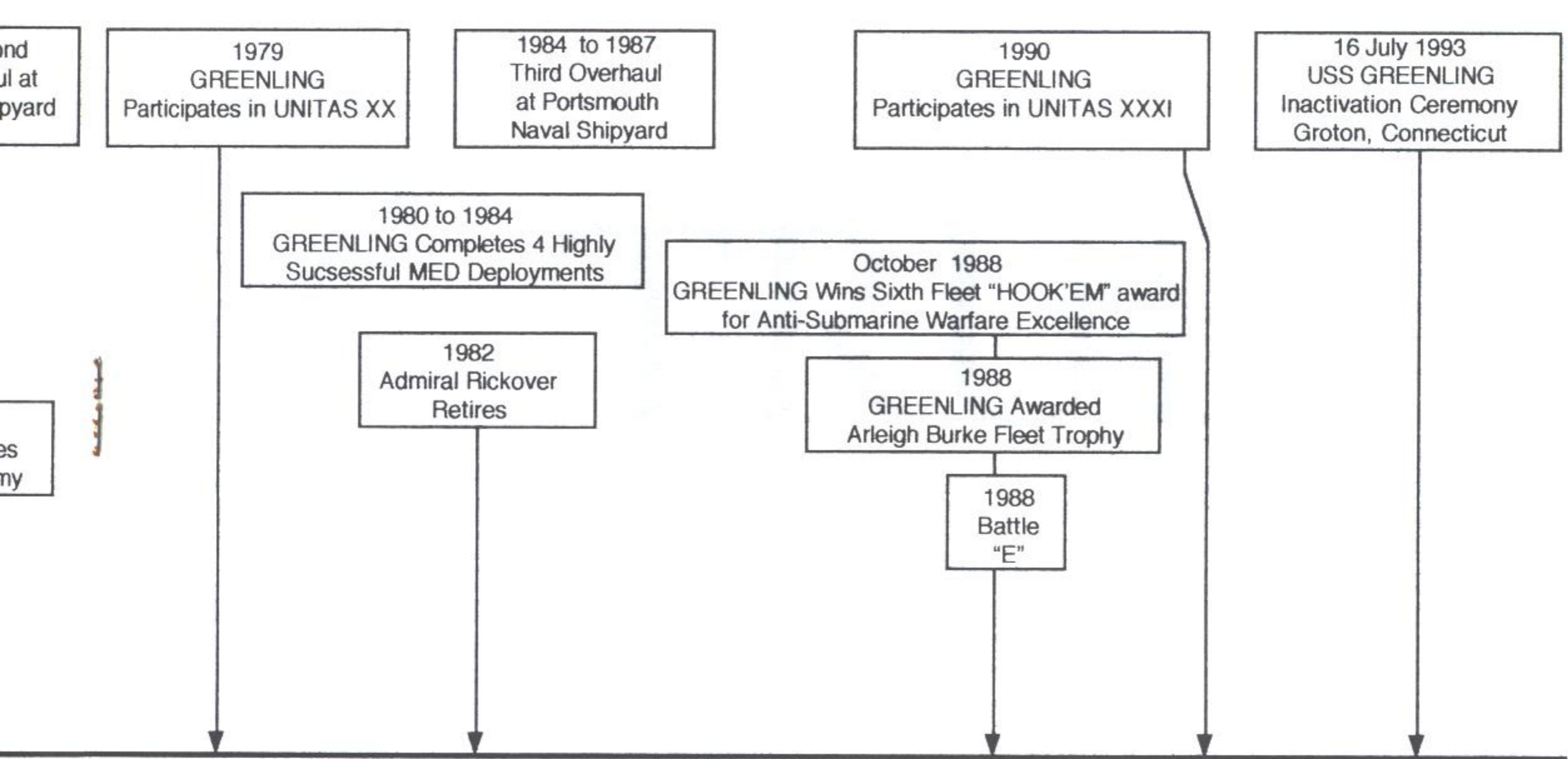
CDR W.T. Johnson



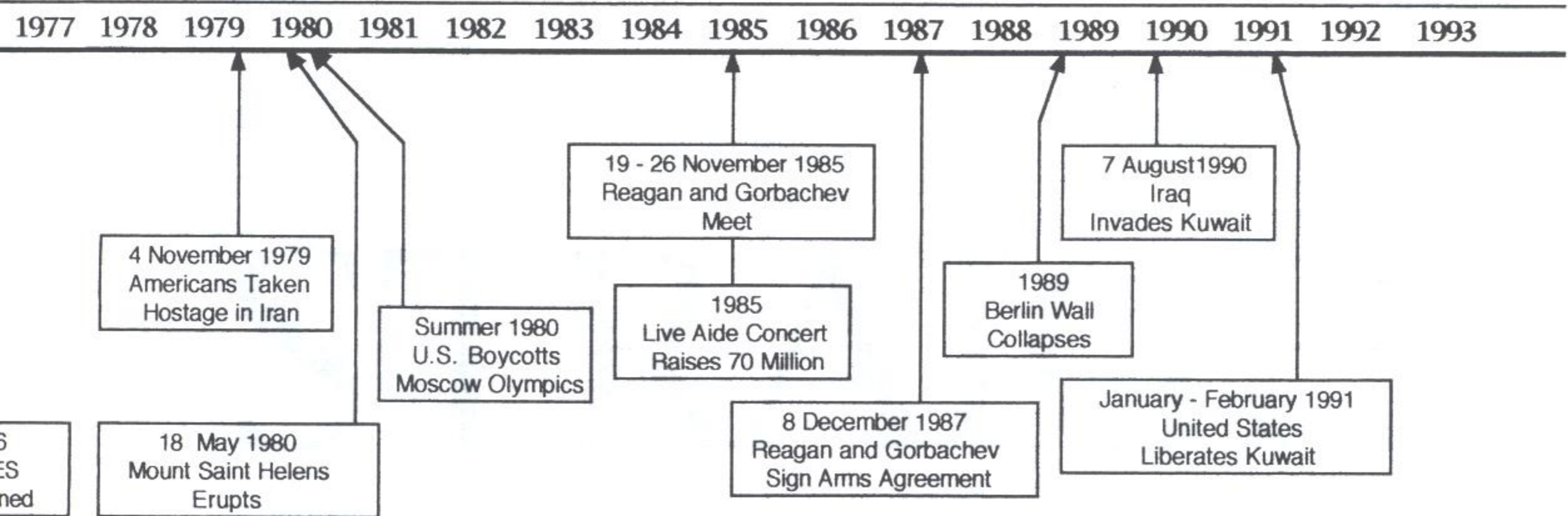
CDR C.O. Nichols



CDR W.R. Witcraft



1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993
Nichols		CDR W.R. Witcraft		CDR K.G. Rogers			CDR M.W. O'Neil			CDR S.W. Zavadil			CDR J.A. Campbell			CDR S.C. Hall



CDR K.G. Rogers



CDR M.W. O'Neil



CDR S.W. Zavadil



CDR J.A. Campbell



CDR S.C. Hall

On January 14, 1975, Lieutenant Commander Christopher O. Nichols, USN, relieved Commander Johnson as Commanding Officer. After this relief, the ship immediately started to prepare for another cruise to the Mediterranean, conducting various types of training exercises including Prospective Commanding Officer operations. GREENLING deployed in May 1975 for operations with the U. S. Sixth Fleet. The year also saw GREENLING participate in a major Second Fleet NATO exercise "Ocean Safari" briefly on her return to New London from deployment. The remainder of the year was spent on local operations. GREENLING was awarded its third Meritorious Unit Commendation for operations conducted as an element of Task Forces Sixty Seven and Sixty Nine in June and July 1975 in the Mediterranean.

The bicentennial year was one of GREENLING's most active, starting with numerous operations in the Caribbean, followed by upkeep in New London and operations with U. S. Army Special Forces, Navy SEALs and U. S. Marine Corps swimmers in "Lock-In/Lock-Out" training. The summer brought a third trip to the Caribbean for various services and exercises. After a few weeks of midshipmen training cruises, GREENLING joined the major NATO exercise "Teamwork '76," bringing port visits in Scotland and Norway. The year concluded in New London with pre-overhaul testing and a short holiday standown.

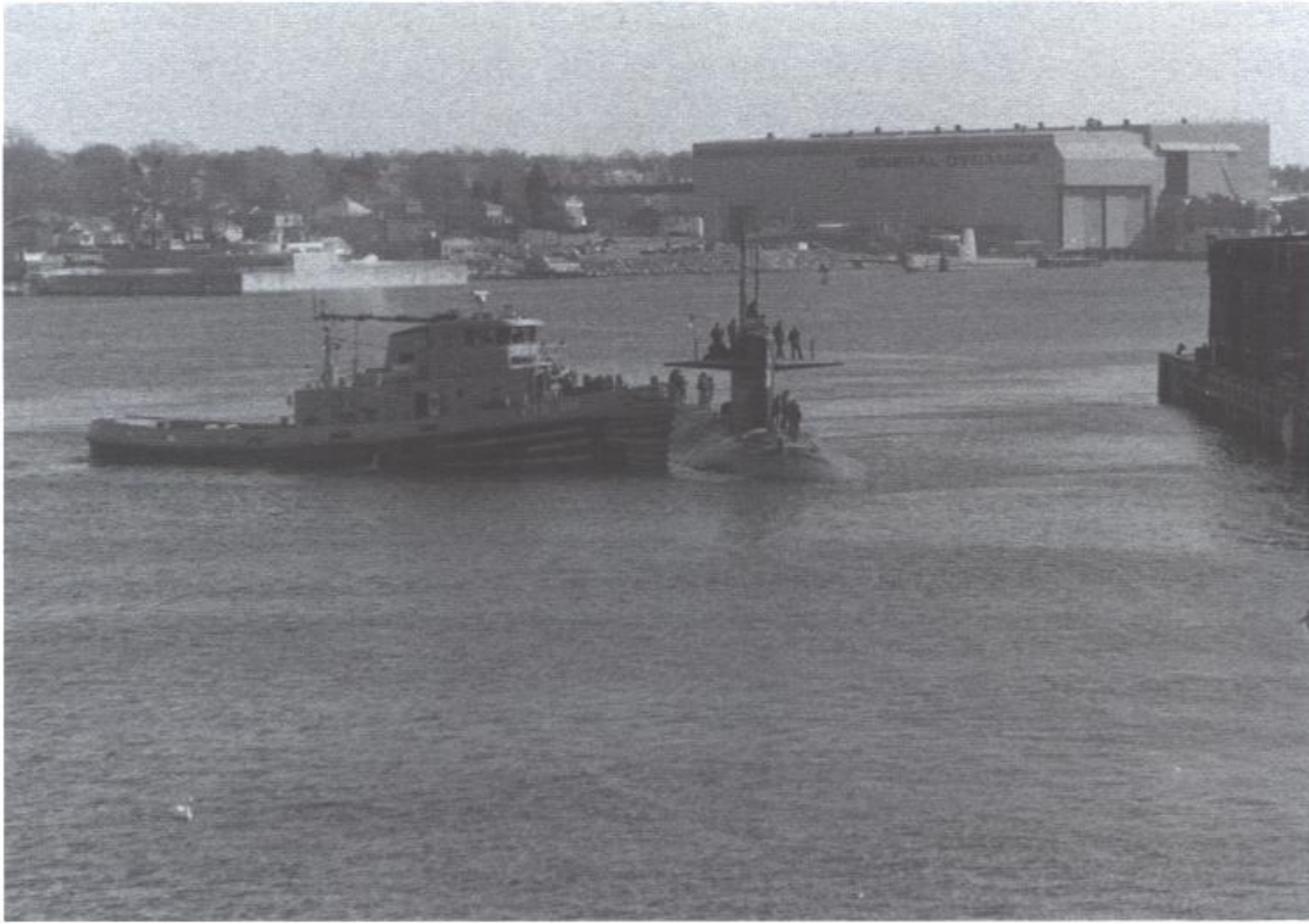
On February 4, 1977, GREENLING arrived in Charleston, South Carolina, for a refueling overhaul which lasted 22 months. This overhaul involved major upgrades to much of the ship's equipment, including extensive changes to the ship's sonar system. The ship's appearance was slightly altered with the addition of the towed array storage tube and fairing, running the length of the port side. The overhaul was completed December 17, 1978, when the ship returned to New London, Connecticut, to recommence operations as a unit of Submarine Squadron TEN.

Commander William R. Witcraft, USN, relieved Commander Nichols on January 27, 1979, to start another very active period in the ship's history. The early part of the year was dedicated mostly to services and exercises in the Caribbean, then post-overhaul inspections, tests and certifications. The summer brought local operations including midshipman training cruises and a MK 48 Proficiency Exercise at the AUTEK range. Late 1979 saw GREENLING underway for UNITAS XX as



GREENLING Moored Alongside USS ORION (AS 18) Circa 1980

part of the U. S. Task Force operating with the navies of Argentina, Uruguay and Brazil. UNITAS XX brought operations in the waters off various ports along the eastern coast of South America.



GREENLING Returning from Deployment
March 1982

In 1980, GREENLING prepared for and departed on deployment in May to the Mediterranean for operations with the Sixth Fleet. This deployment brought port visits in Cartagena, Spain, Sardinia and Naples, returning to New London in October via Halifax, Nova Scotia. 1980 concluded with various training operations from Narragansett Bay to the Caribbean. In 1981 the ship conducted its first Selected Restricted Availability (SRA) and local and Caribbean training operations leading to another Mediterranean

deployment in September. While with the Sixth Fleet, the ship visited La Spezia, Santo Stefano and La Maddalena, Italy. GREENLING was still in the Mediterranean when 1982 arrived, but returned home to New London in February for some much deserved rest.

Upon completion of the R & R period on March 12, 1982, Commander Kevin G. Rogers, USN, relieved Commander Witcraft as Commanding Officer. The remainder of 1982 was spent in local and Caribbean operations including midshipman training cruises, an ASW exercise and various readiness examinations. The new year of 1983 brought another Selected Restricted Availability and various training exercises to workup for another deployment to the Mediterranean in September. While on deployment, GREENLING participated in numerous training exercises with NATO forces and saw ports of call including Palma, Spain, La Maddalena, Italy and Toulon, France. The ship returned to New London early in 1984.

On March 23, 1984, Commander Rogers was relieved by Commander Michael W. O'Neil, USN. The remainder of the year was spent in local and Caribbean operating areas for various training exercises.

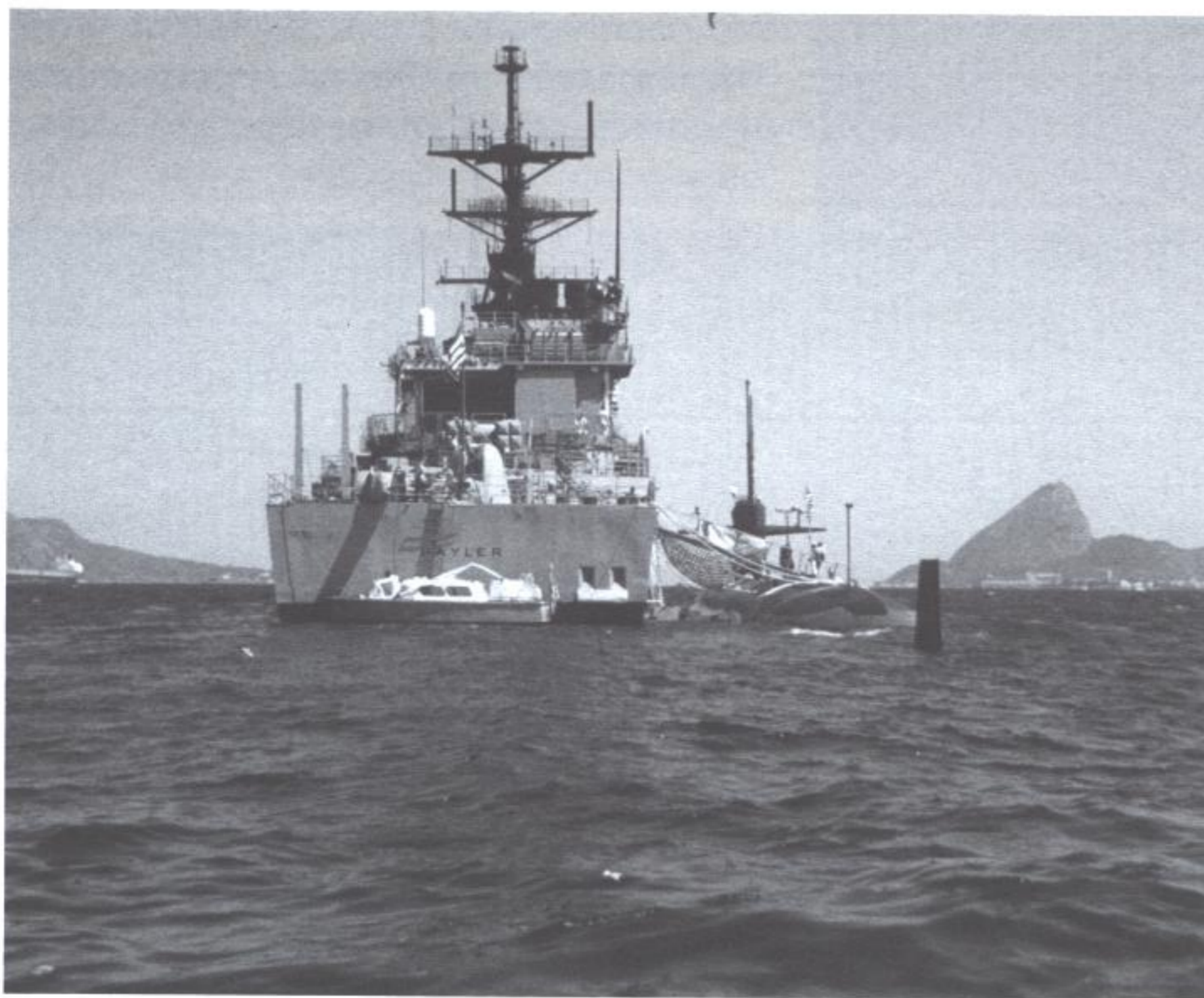


Change of Command, March 23, 1984

After this intensive underway schedule, the ship was ready for its fourth and final overhaul. Late 1984, GREENLING arrived September 22, 1984, at Portsmouth Naval Shipyard, Portsmouth, New Hampshire for extensive upgrading of numerous systems, particularly the ship's fire control systems. This overhaul period lasted 35 months until September 1987, when GREENLING commenced sea trials and post-overhaul training operations. The ship returned in early October to New London, Connecticut after a three year absence from homeport for continued operations as a unit of SUBRON TEN. The year concluded with post-overhaul operations in the Caribbean.

Upon return to New London, Commander Stephen W. Zavadil, USN, relieved Commander O'Neil as Commanding Officer on December 18, 1987. In 1988, the ship completed the series of post-overhaul testing, inspections, certifications and repairs. In May 1988, seven months after the completion of overhaul, the ship deployed for its final time to the Mediterranean Sea and answered an intense Mediterranean operating schedule, winning the Sixth Fleet HOOK'EM Award for Anti-Submarine Warfare Excellence. The deployment also brought port calls to Gibraltar, Toulon, France, and La Maddalena, Italy. After returning November 1, 1988, from the deployment, the ship was awarded the Atlantic Fleet Arleigh Burke Fleet Trophy for the greatest improvement in battle readiness for fiscal year 1988.

1989 brought GREENLING a myriad of operations in the local and southern waters for various training exercises. In October, GREENLING deployed to the Western Atlantic for nine weeks, then returned home for the end of the year. GREENLING's continued success under Commander Zavadil in 1989 resulted in the ship earning the Battle Efficiency "E" for Submarine Squadron TEN. 1990 began with the first post-overhaul Selected Restricted Availability. Following SRA, GREENLING headed to southern waters for proficiency exercises and acoustic trials.



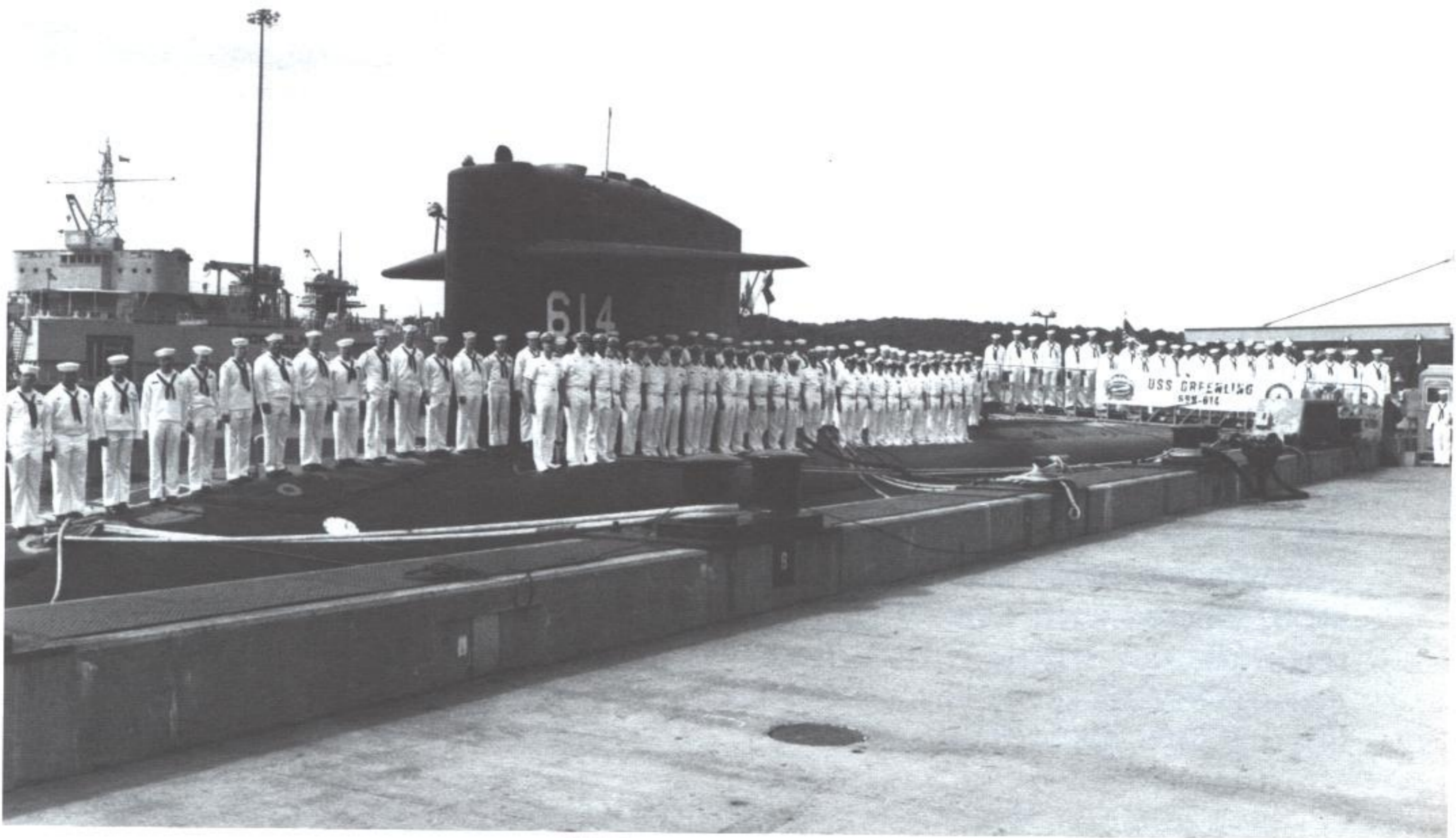
GREENLING Moored Alongside USS HAYLEY (DD 997)
Rio De Janeiro, October 1990

On May 29, 1990, Commander James A. Campbell, USN, relieved Commander Zavadil as Commanding Officer. GREENLING deployed June 28, 1990, for joint exercises with the navies of South America in UNITAS XXXI. Circumnavigating South America over the next five months, GREENLING visited fifteen ports while conducting extensive naval exercises with the navies of Colombia, Ecuador, Peru, Chile, Argentina, Brazil and Venezuela. In addition to ports of call in each South American country, GREENLING visited Curacao, Netherlands Antilles, and Port of Spain, Trinidad.

The year 1991 brought primarily training exercises and inspections. On May 4, 1991, GREENLING was reassigned as a unit of Submarine Squadron TWO as the former parent Submarine Squadron TEN was disestablished. These changes also moved GREENLING's normal inport home from alongside USS FULTON (AS 11) at State Pier in New London to the U. S. Naval Submarine Base in Groton.

The 1992 brought another Atlantic deployment, a Selected Restricted Availability and several exercises and local operations including a port visit to Halifax, Nova Scotia, and other highly successful exercises followed by a port visit to Roosevelt Roads, Puerto Rico.

On November 20, 1992, Commander Steven Clark Hall, USN, took command from Commander Campbell. GREENLING's final year has seen a continuation of her hard work and determination. In the past eight months, she has participated in a major FLEETEX, several operations with Canadian Navy units, made port visits to Port Canaveral, Florida, and Bermuda and conducted U. S. Naval Academy second class midshipmen training cruises, plus a several local operations.



GREENLING Crew, July 1993

GREENLING makes her final underway shortly, departing her lifelong operational homeport along the Thames River in Groton and New London, Connecticut, for her last homeport of Puget Sound Naval Shipyard, Bremerton, Washington, where she is to be inactivated.

USS GREENLING (SSN 614)

Keel Laid - Electric Boat Division, Groton August 15, 1961
Launched - Electric Boat Division, Groton April 4, 1964
Commissioning - Groton, Connecticut November 3, 1967
Inactivation - Bremerton, Washington October, 1993
Ship's Sponsor - Mrs. Henry C. Bruton

CHARACTERISTICS

Length 292 feet
Beam 32 feet
Submerged Displacement 4300 tons
Speed Greater than 20 knots
Diving Depth Deeper than 400 feet
Crew Complement 15 Officers and 120 Enlisted
Armament Four 24" Torpedo Tubes

UNIT AWARDS

NAVY UNIT COMMENDATION 1968
NAVY UNIT COMMENDATION 1969
Battle 'E' for SUBDIV 102 1968 - 1969
NAVY UNIT COMMENDATION 1970
MERITORIOUS UNIT COMMENDATION 1970
Battle 'E' for SUBDIV 102 1970
MERITORIOUS UNIT COMMENDATION 4 July - 28 July 1974
MERITORIOUS UNIT COMMENDATION June - July 1975
Sixth Fleet ASW HOOK 'EM Award Summer 1988
Atlantic Fleet Arleigh Burke Fleet Trophy 1988
Battle 'E' for SUBRON TEN 1988

The name GREENLING is a distinguished one in the United States submarine history, from the SS-213 with its twelve war patrols during World War II for which it received the Presidential Unit Commendation and Ten Battle Stars, to the SSN-614, one of the most decorated submarines in Groton. Each has been well constructed and well crewed, and in their own fashion, each has gone "in harm's way" and has served its country long and well. Both ship's leave a rich legacy and high standard for the next submarine named GREENLING.

GREENLING (SS 213)

Keel Laid - Electric Boat Company, Groton November 12, 1940
 Launched - Electric Boat Company, Groton September 20, 1941
 Commissioned - Groton, Connecticut January 21, 1942
 Decommissioned - New London, Connecticut October 16, 1946
 Ship's Sponsor - Mrs. Ralston S. Holmes

CHARACTERISTICS

Length 311 feet
 Beam 27 feet
 Displacement 1,526 tons surfaced / 2,424 tons submerged
 Speed 20¼ knots surfaced / 8¾ knots submerged
 Diving Depth 300 feet
 Crew Complement 6 Officers and 54 Enlisted
 Armament Ten 21" Torpedo Tubes
 One - 3"/50 Caliber Gun
 Two .50 Caliber & Two .30 Caliber Machine Guns



UNIT AWARDS



TEN BATTLE STARS for operations:

1 Star/Battle of Midway 3 June - 6 June 1942
 1 Star/Second War Patrol - Pacific 10 July - 1 September 1942
 1 Star/Third War Patrol - Pacific 23 September - 1 November 1942
 1 Star/Capture and Defense of Guadalcanal 9 December 1942 - 31 January 1943
 1 Star/Sixth War Patrol - Pacific 17 May - 8 July 1943
 1 Star/Seventh War Patrol - Pacific 28 July - 17 September 1943
 1 Star/Marshall Islands Operation 1 January 1944
 1 Star/Ninth War Patrol - Pacific 20 March - 12 May 1944
 1 Star/Tenth War Patrol - Pacific 9 July - 12 September 1944
 1 Star/Eleventh War Patrol - Pacific 5 October - 23 November 1944

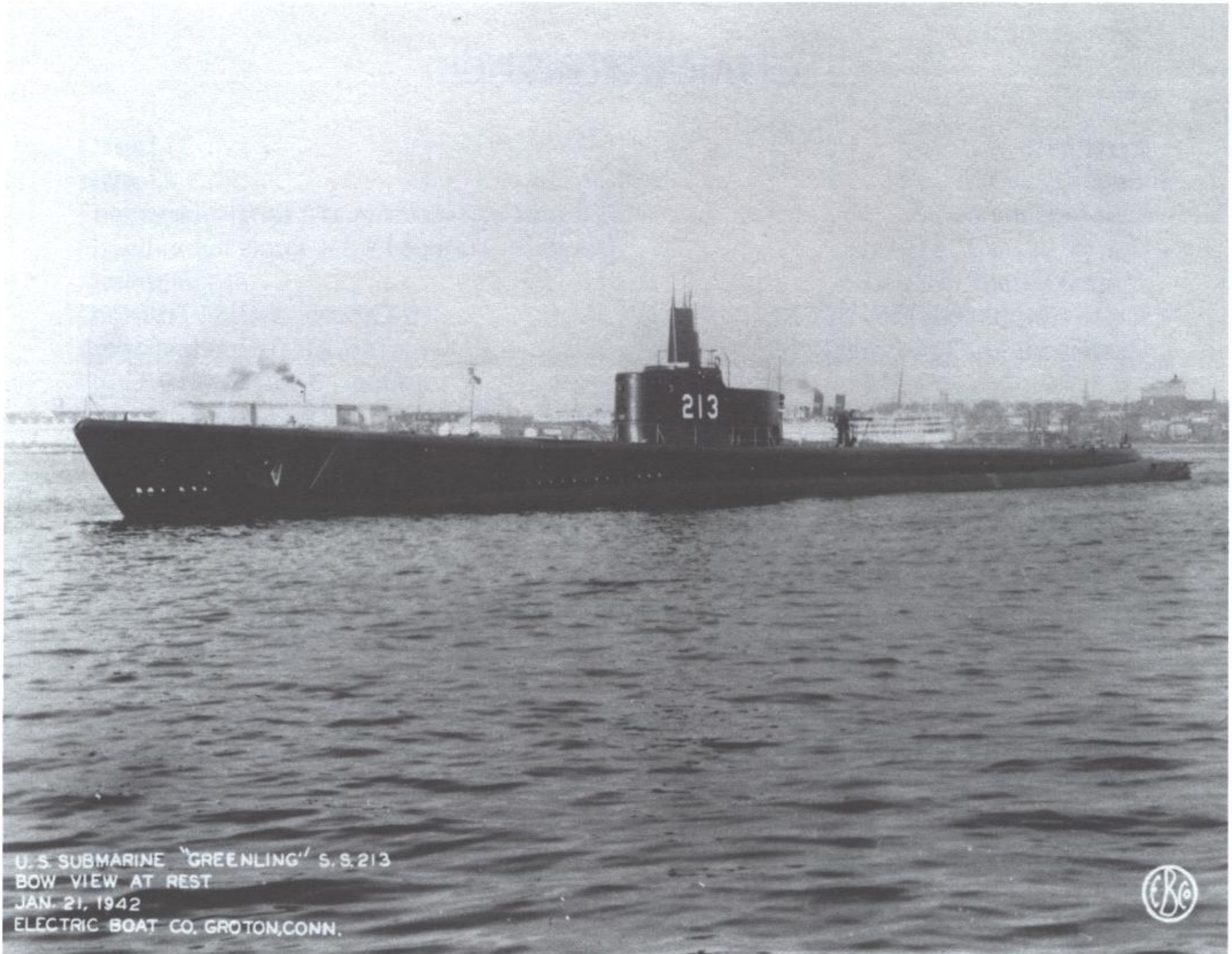
PRESIDENTIAL UNIT CITATION: First, Second, and Third War Patrols.

COMMANDING OFFICERS

Lieutenant Commander Henry Chester Bruton, USN 21 January 1942 - 1 February 1943
 Lieutenant Commander James Don Grant, USN 1 February 1943 - 17 June 1944
 Lieutenant Commander John Day Gerwick, USN 17 June 1944 - 19 June 1945
 Lieutenant Commander William H. McClaskey, USNR 19 June 1945 - 6 February 1946
 Lieutenant Commander Francis T. Cooper, USN 6 February 1946 - 30 April 1946
 Lieutenant Commander Robert N. Carroll, USNR 30 April 1946 - 18 June 1946
 Lieutenant Francis M. Oakley, USN 18 June 1946 - 16 October 1946

COMBAT HERITAGE GREENLING (SS 213)

USS GREENLING (SSN 614), named in commemoration of the submarine GREENLING (SS 213), is the second ship of the fleet to bear the name of fish known scientifically as *Hexagrammidae*.



GREENLING (SS 213) at Commissioning in New London

The first GREENLING was a GATO class fleet-type submarine of the latest all-welded design, displacing 1500 tons at a length of 307 feet and a beam of 27 feet and equipped with ten torpedo tubes. With its 6400 horsepower diesel all-electric drive, it could cruise the ocean at 20 knots on the surface. The SS 213 distinguished herself in the Pacific theater of operations by sending over 59,000 tons of Japanese shipping to the bottom. Through twelve war patrols, her skippers earned two Navy Crosses, one Silver Star and one Legion of Merit. Although official Navy records only credit GREENLING with fifteen definite kills, her logs relate the sinking of twenty-two Japanese vessels for a total of 102,500 tons plus damage to an aircraft carrier and two large tankers.



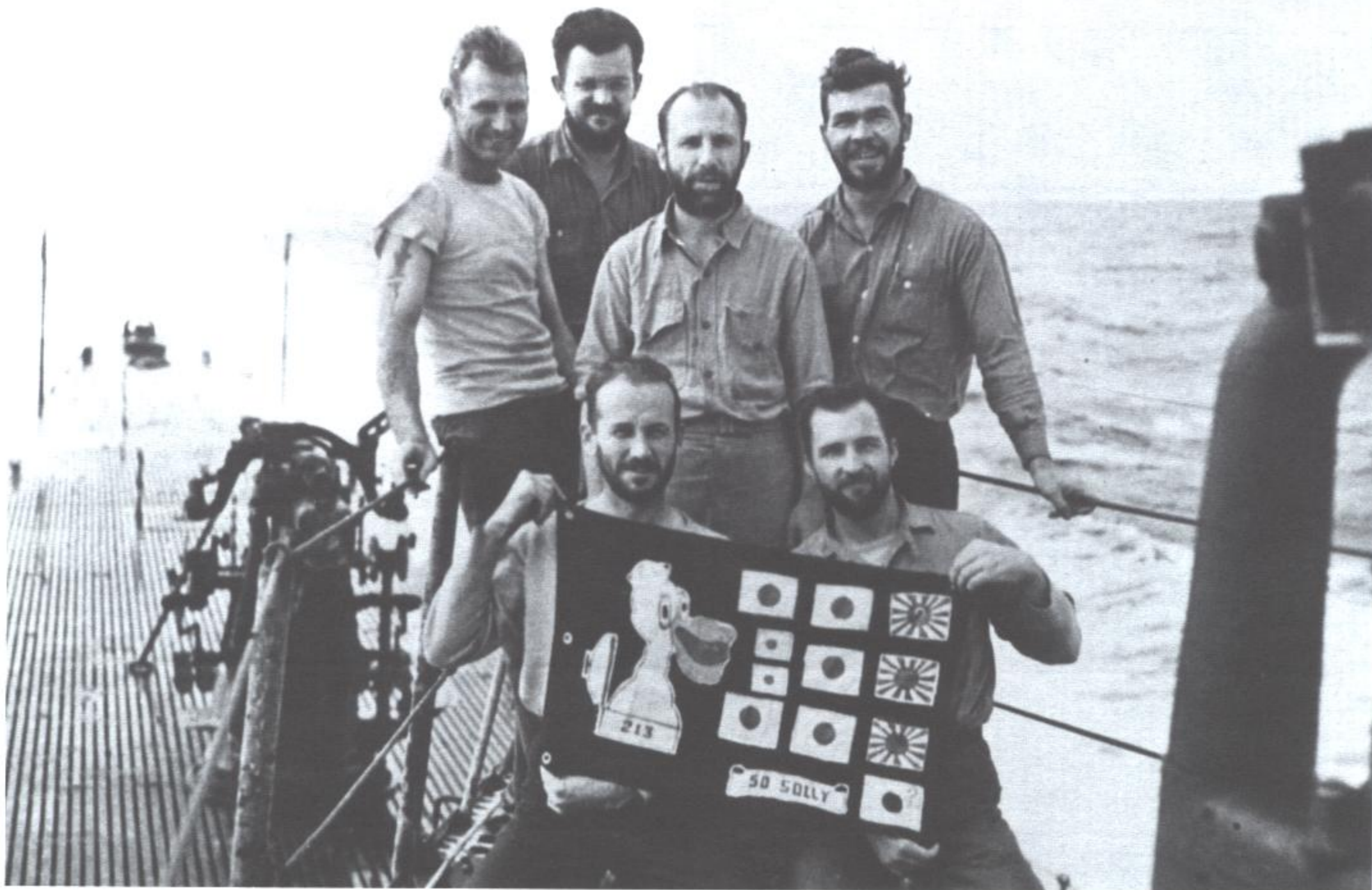
Mrs. Rachal Holmes
Sponsor of GREENLING (SS 213)

The SS 213 history originates at the Electric Boat Company in Groton, Connecticut. The keel was laid on November 12, 1940, and she was launched September 20, 1941, under the sponsorship of Mrs. Rachal Holmes who resided at 3051 N Street NW, Washington, D.C. Mrs. Holmes was the wife of Rear Admiral Ralston S. Holmes, USN, a member of the general board of the Navy Department. The SS 213 officially joined the U.S. Navy when she was commissioned January 21, 1942, Lieutenant Commander Henry Chester Bruton, USN, commanding.

After intensive shakedown training operations out of New London, the SS 213 departed March 7, 1942, for combat operations in the Pacific. She transited the Panama Canal, arriving in Pearl Harbor April 3, 1942, and sailed April 20, 1942, for her maiden war patrol. GREENLING drew her first blood in the war in approaches to Truk, with the sinking by a single torpedo of a 3,262-ton armed cargo ship. In this first war patrol, GREENLING set an example of daring aggressiveness and tenacity that did not go unrewarded. It became the hallmark of her gallant crew that made her one of the most valuable units of the Pacific Submarine Force. After fifty-seven days at sea, she returned to Pearl Harbor June 16, 1942.

During GREENLING's second, third, and fourth war patrols, she continued her achievements. GREENLING saw action in the waters off Truk, participating in a chain of U. S. submarine war patrols off of Honshu, Japan, and patrolling the Tokyo-Aleutian shipping lanes. GREENLING continued to wreak havoc upon the Japanese merchant marine into the beginning of 1943.

Lieutenant Commander Bruton brought GREENLING into Brisbane, Australia, from her fourth war patrol January 31, 1943. By this time, GREENLING had sunk 11 ships totalling 54,557 tons. For brilliant exploits during her first three war patrols, she was awarded the Presidential Unit Citation. The holder of three Navy Crosses, two Legions of Merit and a Commendation Ribbon, Lieutenant Commander Bruton (later promoted to Rear Admiral) was succeeded in command of GREENLING by Lieutenant Commander James D. Grant, USN.



CDR H. C. Bruton (standing in center) and Shipmates
Displaying the GREENLING Battle Flag

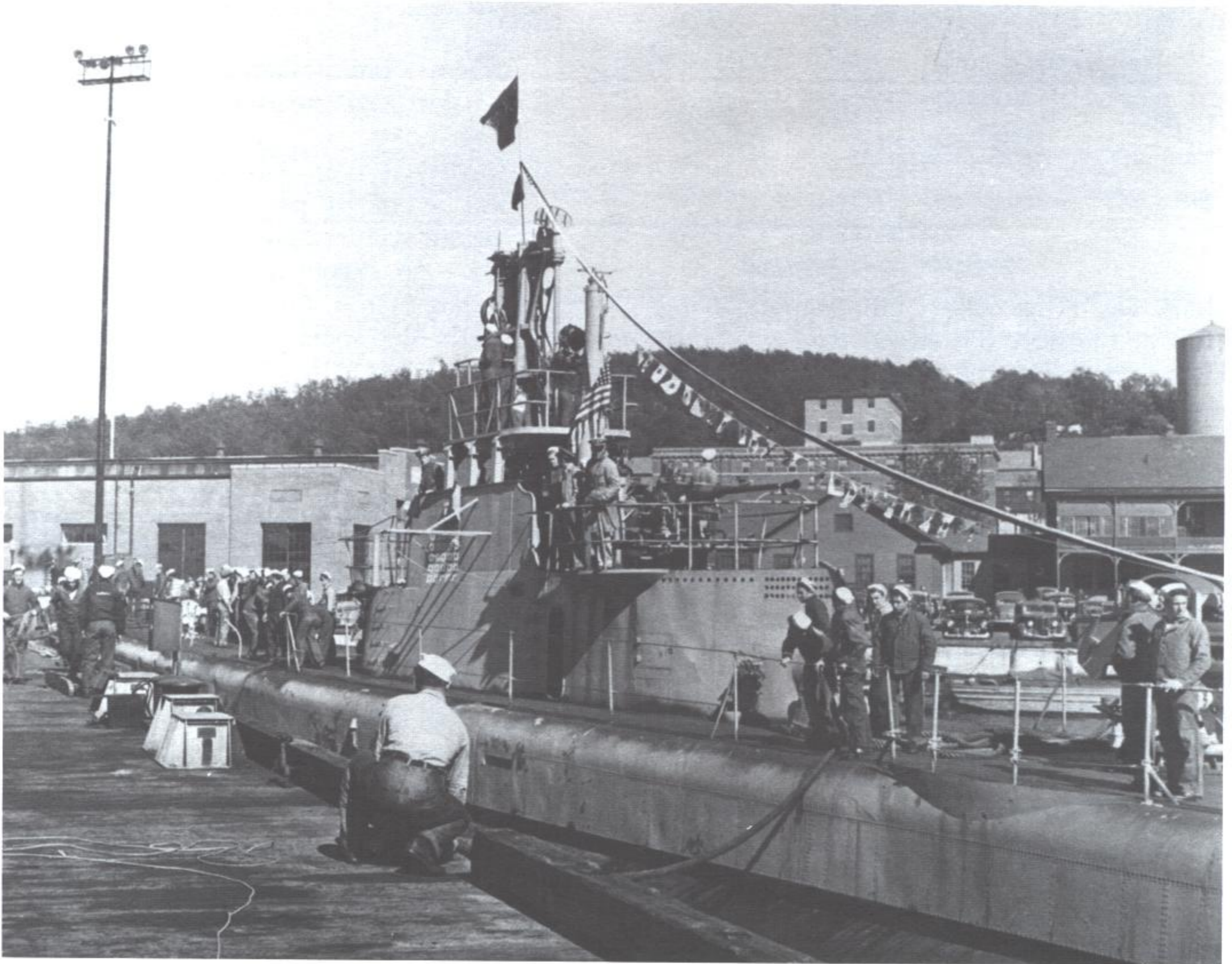
The next three war patrols were conducted out of Brisbane. During the fifth war patrol, she conducted operations in the Solomons-Bismarck area and landed a party of intelligence agents on the east coast of New Britain. The seventh war patrol was a special mission that included the landing of a party of Marine Raiders in the Treasury Islands.

After the seventh war patrol, GREENLING was routed via Pearl Harbor to San Francisco. Her overhaul at the Hunter's Point Naval Shipyard lasted from September 25 to November 28, 1943, and she returned to Pearl Harbor on December 5, 1943, to renew action in the Pacific.

During the next several war patrols, GREENLING conducted operations in the vicinity of the Caroline Islands and conducted photo reconnaissance of Guam, Saipan and Tinian in the Marianas. She returned to Pearl Harbor on May 12, 1944, with valuable intelligence for planning the capture and occupation of the Marianas Islands. Lieutenant Commander John D. Gerwock, USN, took command of GREENLING from Lieutenant Commander Grant on June 17, 1944.

Her 12th and last war patrol was carried out in the Nansei Shoto Islands. Departing Pearl Harbor December 26, 1944, she found no targets until January 24, 1945, when she intercepted a nine ship convoy. On approach, she received an unexpected salvo of 19 depth charges, went deep and was boxed in by four high-speed escorts. For two and a half hours, the enemy above worked her over systematically, dropping a total of 95 depth charges uncomfortably close. Minor damage mounted as she was first shaken and later knocked down about 60 feet in the next to last attack. She evaded her pursuers after firing false target shells to confuse them.

GREENLING reached Saipan on January 27, 1945, for emergency repairs. From there she was routed onward via Pearl Harbor to San Francisco, then to Portsmouth, New Hampshire. After overhaul in the Portsmouth Naval Shipyard, she was decommissioned in New London, Connecticut on October 16, 1946, with 10 battle stars and the Presidential Unit Commendation.

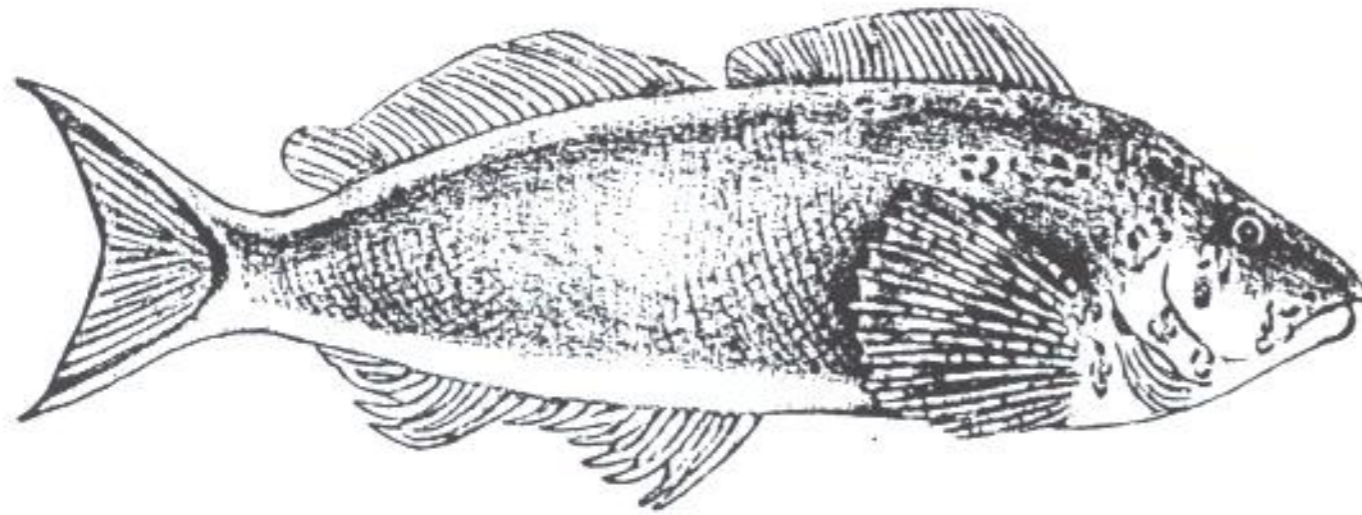


GREENLING returning to the Submarine Base, New London

In December, 1946, GREENLING was placed in service of the First Naval District. Stationed in Portsmouth, New Hampshire, and later Boston, she continued a vital role of training the Organized Reserve. On March 18, 1960, she was placed out of service in the Boston Naval Shipyard, and she was sold for scrapping June 16, 1960, to Minichiello Brothers, Chelsea, Massachusetts.

THE FISH GREENLING

While highly appropriate, the name "Greenling" is not itself a species of fish, but a family of fishes known scientifically as *Hexagrammidae*. Thus "greenling" does not apply to a unique species unless accompanied by a descriptive adjective. Common names of greenlings include the painted greenling, the ling cod (no relation to cod), the whitespotted greenling, the masked greenling, the rock greenling, the kelp greenling, Atka mackerel and two Japanese species, "Aburaco" and "Kujimi." All nine species qualify as "greenlings" as they are in the greenling family, but popular usage restricts greenlings to the five species with "greenling" in their name.



Kelp greenling
Hexagrammos decagrammus

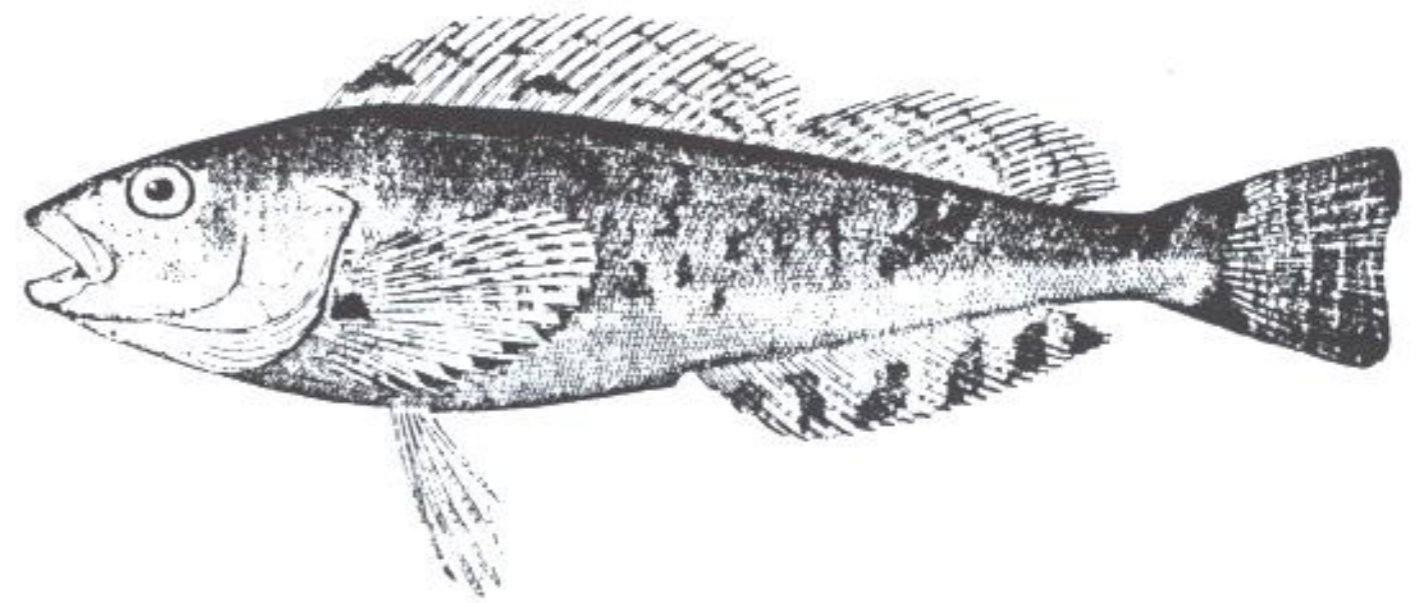
ability lies in the males of the kelp greenling. During breeding season, the head, forepart of the body and forward fins are covered with small, brilliant, electric blue spots that are surrounded by black spots to give the fish a very colorful appearance. Very few fishes in the world are so brilliantly marked.

Most species in the greenling family are medium sized, males slightly larger, maturing to a size of about one foot. The Japanese species and painted greenling are a little smaller, the ling cod is much larger and can reach a size of five feet and about one hundred pounds. The greenling is an elongated, fine scaled fish with a large mouth provided with small, but deadly, sharp teeth. Its cone shaped head, symmetrical body and well

developed fins enable this predatory species to swim swiftly in pursuit of its prey. All greenlings lack air bladders, so all tend to be strongly negatively buoyant and must perch on the bottom or cruise about using their pectoral fins as planes. One of its most remarkable features is its elaborate sensory systems, five lateral lines on each side, three along the back, one between the pectoral and pelvic fin and one along the lower side. These structures are sensitive organs for feeling vibrations in the water and serve as a sonic system for detection and location of its enemies or prey.

Greenlings inhabit the shallow coastal waters, ranging from the surf zone to 100 meters or so. Although the family is distributed across the arc of the North Pacific from Japan to Baja Mexico, all but the Kujimi and Aburaco occur in American Territorial Waters, with various ranges between the Aleutians and California.

Greenlings are generally small, brilliantly colorful fishes that inhabit the rocky shores of the North Pacific Ocean. Each species is highly distinctive. Males are usually more brilliantly colored than the females. Most are skillfully able to match the color of their surroundings. Specimens from regions of green algae will be colored green. Specimens from regions with red algae will be a brilliant red. An exception to this chameleon



Masked greenling
Hexagrammos octogrammus

THE SHIP'S INSIGNIA



The GREENLING patch is a symbol which has been an inspiration to the hundreds of GREENLING crew members that have sailed her throughout her lifetime. In a single depiction, it shows the power, technological capability and mission of this seagoing weapons platform.

The GREENLING insignia was designed in 1965 by Mr. Burton W. Clark of Quincy, Massachusetts, an employee at the Electric Boat's Quincy Yard. Seeking an official emblem for their submarine under construction at the yard, the ship's crew sought proposed patches from shipyard employees, citizens of the Boston area and naval personnel of the submarine force. The crew chose Mr. Clark's winning design from a field of over fifty designs submitted. Mr. Clark designed the patch with many meanings and incorporated symbols about the nuclear submarine.

- The world at the top represents the unlimited area covered by a nuclear submarine.
- The dolphins are in tribute to the hallmark symbol of the submarine force.
- The sword is the type sword used by Roman gladiators for attack, and GREENLING is an attack submarine.
- The Niels Bohr model of the atom around the sword displays the power of the nuclear submarine.
- The patch was encircled by a nautical line for artistic purposes.
- And finally, the ship's motto "**STEEL TRUE and BLADE STRAIGHT**" was adapted from a poem, *Songs to the Traveler*, by the American author, Robert Louis Stevenson.

INACTIVATION PROGRAM CREDITS

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Special Thanks to the Naval Historical Center, Washington Navy Yard, the Nautilus Memorial and Submarine Force Library and Museum, Groton, Connecticut, and to Dr. Jay C. Quast for scientific descriptions of *Hexagrammidae* and Mr. Burton W. Clark for the Design and Description of the GREENLING Insignia.

