

Deactivation Ceremony



USS SHARK SSN-591

11 OCTOBER 1989

**NAVAL SUBMARINE BASE
NEW LONDON, CT**



USS SHARK (SSN 591)

COMMISSIONED 9 FEBRUARY 1961



THE COMMISSION PENNANT

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

The commission pennant has for centuries been the symbol of a man-of-war. It is believed to date from the 17th century, when the Dutch were at war with the English. Dutch Admiral Maarten Harpertzoon Tromp hoisted a broom at his 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 commission pennant to symbolize the original horsewhip as the distinctive symbol of a ship of war.

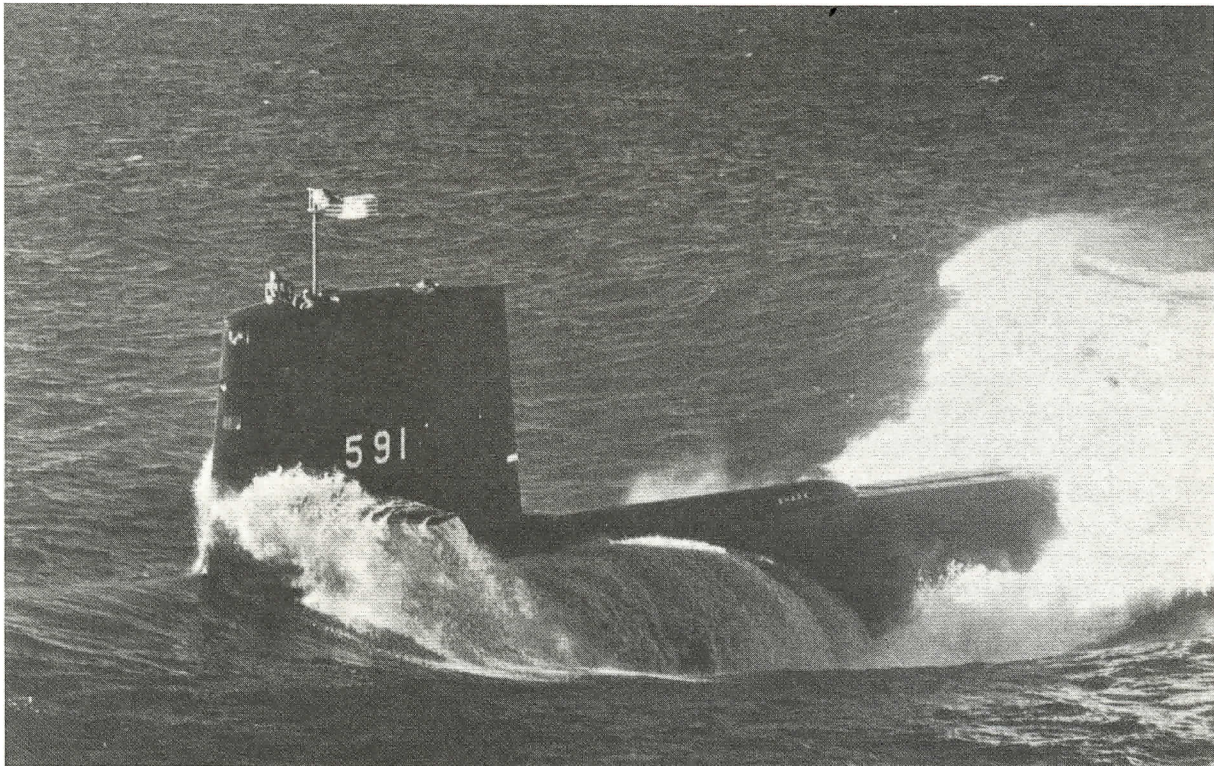
The modern U.S. Navy commission pennant is blue at the hoist with a union of seven white stars, and a horizontal red and white stripe at the fly.

DEACTIVATION CEREMONY 11 OCTOBER 1989

THE DEACTIVATION CEREMONY

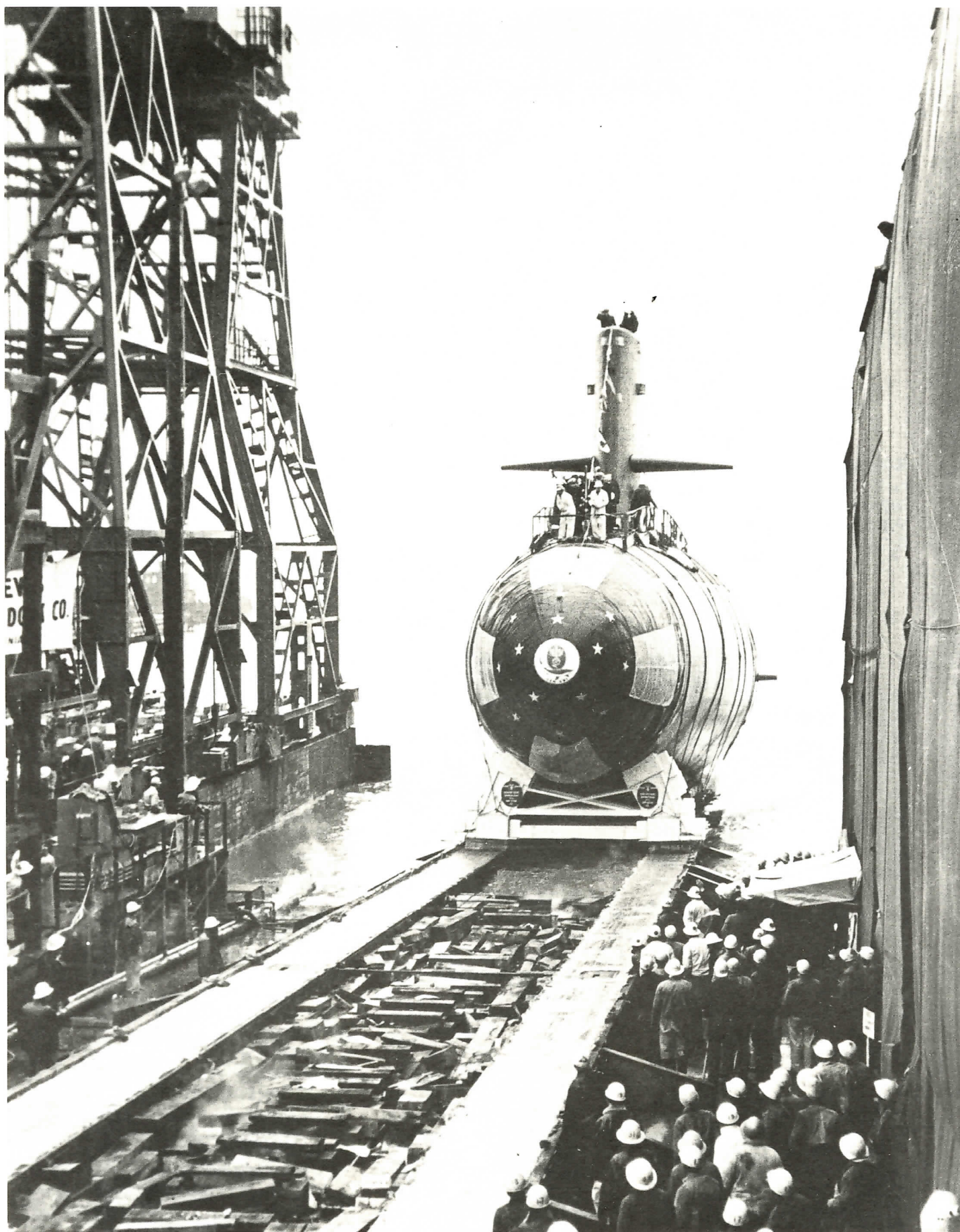
The ceremony today symbolizes a tribute to the ship preparing for her decommissioning, the time-honored end of a ship's life. As if decommissioning, the ship's colors and commission pennant are hauled down and the watches secured. The solemn ceremony where the commission pennant, ensign and jack are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

“Give me a strong ship and the men to sail her, for I intend to go in harm’s way.” — *John Paul Jones.*



SHARK on her first day at sea, January 1961.

The USS SHARK is yet another of a long line of naval vessels that shared the name SHARK. Each has taken its turn to represent the Tiger Shark, the most vicious sea creature, second only to the great white. From sailing vessels to the present day nuclear powered submarines, Shark presents an image that is feared around the world. Their common link is that they have all gone “in harm’s way” in their own fashion and have served their country well.



USS SHARK LAUNCHED 16 MARCH 1960

COMMISSIONING CREW

OFFICERS

LCDR	J.F. Fagan, Jr.	USN	Commanding Officer
LCDR	R.T. Styer	USN	Executive Officer
LT	A.L. Kelln	USN	Engineer Officer
LT	H.J.V. Snyder	USN	Main Propulsion Assistant
LT	S.N. Levey	USN	Gunnery Officer
LT	T.U. Sisson	USN	Reactor Control Officer
LT	E.S. Kellogg III	USN	Communications Officer
LT	J.M. Yuscavage	USN	Supply Officer
LT(MC)	C.A. Barnhill	USN	Medical Officer

CHIEF PETTY OFFICERS

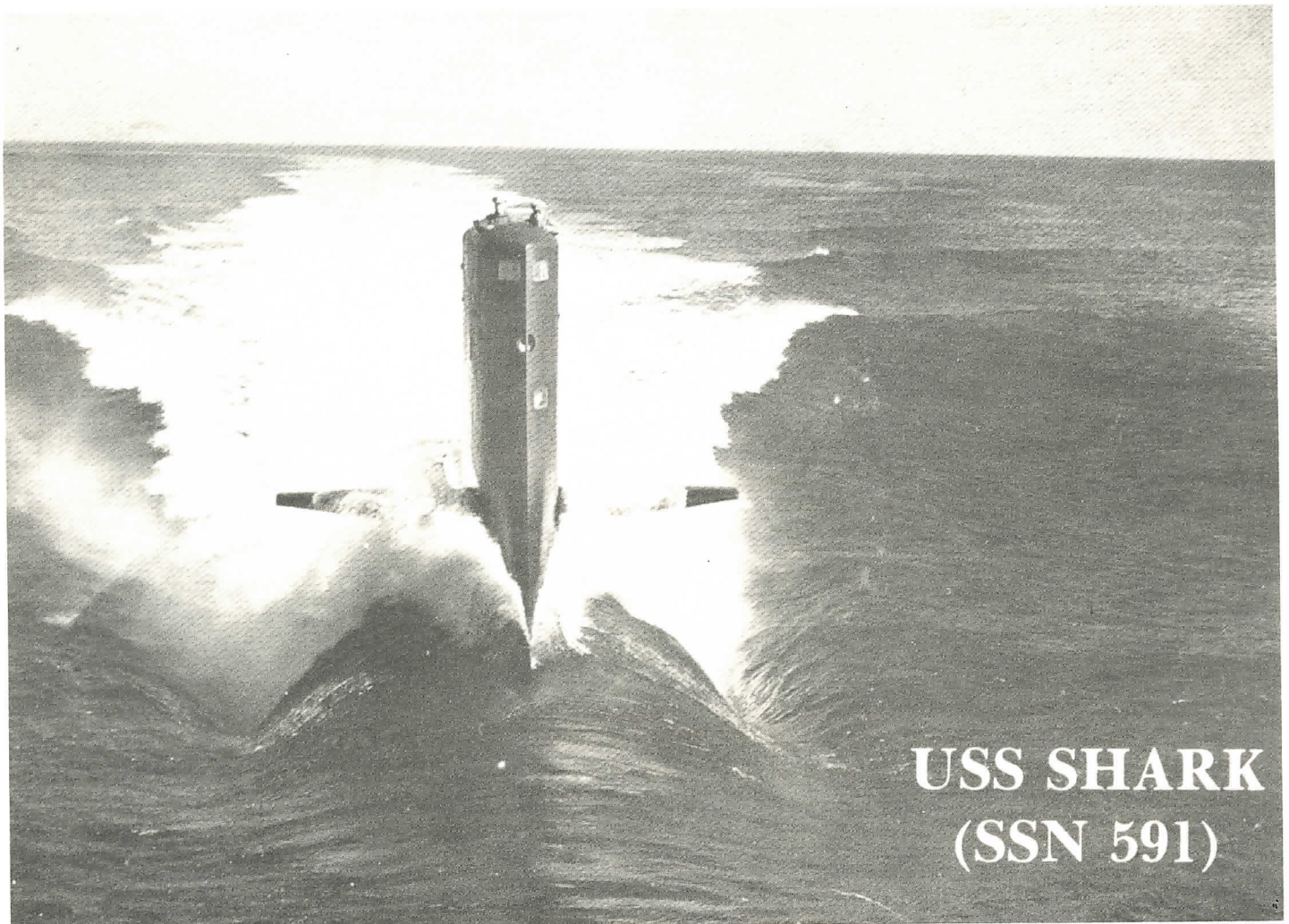
W.F. Christianson ETCA(SS)	J.S. Lahhaszow MMCA(SS)
G.A. Fultz RMCA(SS)	G.E. Lamb EMCA(SS)
H.E. Hensley, Jr. EMCA(SS)	R.C. Marquess HMC(SS)
R.R. Hergert TMCA(SS)	R.K. Moyle MMCA(SS)
R.L. Hill ENCA(SS)	G.H. Self MMCA(SS)
C.C. Howard ICCA(SS)	L.E. Strangeway ENCA(SS)

ENLISTED

T.A. Anthony SOS2(SS)	S.W. Helm IC1(SS)	T.L. Pearson ET2(SS)
L.D. Baird YN2(SS)	L.E. Hennessey QM1(SS)	R.G. Philbert EN2(SS)
R.L. Banister RD1(SS)	D.P. Higgins MM2(SS)	P.E. Piggott TM2(SS)
E.T. Bartyzal SK3	L.N. Howard HM1(SS)	R.K. Purkey RM2(SS)
C.H. Bradley, III YN3	J.W. Hudson Jr. EN1(SS)	A.A. Rebman IC2(SS)
F.C. Buchanan EN1(SS)	J.L. Hyder EM2(SS)	C.E. Riddle EM2(SS)
A.F. Burlingame ET1(SS)	L.C. Jackson EN1(SS)	S.B. Robinson SN(SS)
A.V. Cheeks CS2(SS)	P.N. Jacobsen SN	A.W. Ross EM1(SS)
R.A. Clifford EN1(SS)	T.P. Jeffords SA	J.F. Russell IC3
J.(n) Cross SD1(SS)	C.E. Jenkins PNSN	J.D. Stafford TM2(SS)
D.(n) Cristelli QM2(SS)	N.M. Johns Jr. MM1(SS)	W.M. Schermerhorn EN1(SS)
M.J. Davenport, Jr. SN	W.M. Jones FT1 (SS)	G.H. Scott IC2(SS)
D.T. Davis YN1 (SS)	A.D. Keck ET1(SS)	B.C. Semones TM2(SS)
W.C. Davis, Jr. EN1(SS)	R.E. Lambert IC2(SS)	B.H. Solomon SO1(SS)
W.C. Davison MM1(SS)	D.B. Lonoue Jr. QM1(SS)	J.A. Steinbauer EN3
R.K. Devries EN3	L.J. Leaven SN	D.E. Stevenson SN
L.D. De Witt MM3(SS)	S.(n) Loop QM1(SS)	J.A. Sutera RM2(SS)
N.F. Dickison EM1(SS)	R.G. Loranger RM1(SS)	J.F. Taylor SK2
A.W. Divens ET1(SS)	J.P. Lowman Jr. EM3	C.A. Tidmore ET2
F.R. Drake EN1(SS)	B.R. Martin IC2(SS)	P.H. Todd ETN3
W.J. Duprey FT1(SS)	V.D. McCarty IC3	A.L. Uphold EM2(SS)
M.T. Evans EM3	L.M. McDaniel EM2(SS)	W.J. Vaughan SN
C.N. Fraylick CS2(SS)	J.G. McDonough EN1(SS)	C.E. Veitch SC1(SS)
E.M. Gardner TM1(SS)	K.A. McGowan ETRSN	E.(n) Waddell SD2(SS)
J.D. Griffin ET2(SS)	J.R. Meilstrup EM1(SS)	A.J. Wagner SO1(SS)
D.M. Hamilton IC3(SS)	D.I. Morris ET2(SS)	L.A. Walton III IC2(SS)
W.E. Harris MM3	B.A. Murray EN2(SS)	R.G. Wells FN
G.(n) Atwater SD3(SS)	C.S. Olejasz EN3(SS)	

U.S.S. SHARK (SSN 591) is a Skipjack class nuclear powered fast attack submarine that combines modern developments in high speed submarine design with propulsion by nuclear power. This marriage yields maneuverability and endurance far in excess of that experienced in a conventionally powered submarine. SHARK is powered by one pressurized water nuclear reactor and is 252 feet in length, draws 28 feet of water, has a beam of 31 feet and displaces 3500 tons submerged. She is capable of speeds in excess of 20 knots and can dive to depths in excess of 400 feet. SHARK is operated by 13 officers and 112 enlisted personnel.

SHARK has achieved an enviable record of firsts, including the distinction of being the first nuclear powered submarine to serve with the United States Sixth Fleet in the Mediterranean Sea (1964) and the first U.S. nuclear submarine to exercise with a French nuclear submarine (1984). SHARK has been awarded the Atlantic Fleet Marjorie Sterrett Battleship Award based on overall performance of a ship, two Navy Unit Commendations, two Meritorious Unit Commendations, the Atlantic Fleet Golden Anchor Award and was nominated twice for the Atlantic Fleet Arleigh Burke Fleet Trophy.



SHIP'S HISTORY

USS SHARK (SSN 591) was laid down on 24 February 1958 by the Newport News Shipbuilding and Dry Dock Co., Newport News, VA. She was launched on March 16, 1960 and was christened by Mrs. Louis Shane, Jr., widow of the commanding officer of the submarine SHARK lost during World War II. After her commissioning ceremony on 9 February 1961, SHARK successfully completed her shakedown cruise and preliminary testing and sailed for the Mediterranean for duty with the 6th fleet on 12 August, 1961.

- On 6 October 1964, the Chief of Naval Operations announced that SHARK was the first winner of the Marjorie Sterrett Battleship Fund Award in the Atlantic Fleet. On 7 April 1965 SHARK was presented the Navy Unit Commendation for meritorious services from April 5 to May 9, 1964, a period in which SHARK "achieved results of great value and importance to the United States Navy in the field of antisubmarine warfare capabilities."

On 12 April 1967 SHARK was presented her second Navy Unit Commendation for operations in 1966 in which "SHARK contributed significantly to the knowledge of the United States Navy in the field of antisubmarine warfare." SHARK departed her home port in Norfolk on 16 May 1967 for Halifax, Nova Scotia, which was the first visit of a nuclear ship to a Canadian Port.

Another deployment to the Mediterranean in the Spring of 1969 won SHARK the Meritorious Unit Commendation for successfully carrying out difficult and hazardous independent submarine operations. During a Mediterranean Deployment in 1974, USS SHARK reflected very favorably on the state of training and readiness of the crew. Considering the age and limited capabilities of much of SHARK's equipment in comparison with that of the newer class submarines participating in exercises, SHARK scored more simulated torpedo hits than any other participating submarine. Due to SHARK's performance in the Mediterranean, she was the COMSUBLANT nominee for the 1974 Arleigh Burke Fleet Trophy. In September 1974 USS SHARK received the Secretary of the Navy's Meritorious Unit Commendation.

In October 1977, USS SHARK joined with the U.S. surface forces north of the Falkland Islands and commenced Unitas 18 Operations.

SHARK's next deployment was to the Mediterranean Sea in 1978. This deployment involved participation in various antisubmarine warfare exercises with the 6th Fleet and allied naval forces. USS SHARK visited Kalamata Greece, Naples Italy, Cartegna Spain and La Spezia Italy. The port visit to Cartegna Spain was the first by a nuclear powered warship.

In 1985 SHARK participated in Unitas XXVI. She operated with naval units from Brazil, Uruguay, the Netherlands, and Great Britain. In 1986, SHARK made her last Mediterranean deployment and visited Turkey and Italy. On 12 September 1988, SHARK got underway from New London for her last deployment, a 3 month Unitas Deployment. Twenty-seven year old SHARK successfully completed her commitments on this demanding deployment. On her way to join the fleet, SHARK experienced one of the famous traditions of the sea, the Crossing of the Line Ceremony. SHARK once again entered the realm of King Neptune on 11 October at 0370 52.1' w longitude, and all hands underwent the transformation from pollywogs to shellback. Unitas operations proceeded up the eastern coast of South America with SHARK enjoying port visits to Porto Belgrano Argentina, Rio de Janeiro and Salvador Brazil.

USS SHARK (SSN 591)

COMMANDING OFFICERS

CDR JOHN F. FAGAN Jr.	FEBRUARY	1961	—	JUNE	1962
CDR ZEB D. ALFORD	JUNE	1962	—	OCTOBER	1963
CDR JOHN M. DONLON	OCTOBER	1963	—	NOVEMBER	1965
CDR ROBERT L. KELSEY	NOVEMBER	1965	—	APRIL	1968
CDR DAVID L. SELF	APRIL	1968	—	AUGUST	1972
CDR JAMES M. VAN METRE	AUGUST	1972	—	JULY	1977
CDR JAMES A. MARSHALL	JULY	1977	—	OCTOBER	1979
CDR HAROLD M. ANDERSON	OCTOBER	1979	—	OCTOBER	1983
CDR GEORGE W. JACKSON	OCTOBER	1983	—	AUGUST	1986
CDR RUSSELL M. CARR	AUGUST	1986	—	PRESENT	



AWARDS AND RECOGNITIONS:

MARJORIE STERRETT BATTLESHIP FUND AWARD IN ATLANTIC — 1964

TWO NAVY UNIT COMMENDATIONS — 1965 & 1967

TWO MERITORIOUS UNIT COMMENDATIONS — 1969 & 1975

CINCLANT GOLDEN ANCHOR AWARD — 1974

MUSIC

ARRIVAL HONORS

NATIONAL ANTHEM
NORTHEAST NAVY BAND

INVOCATION

LT THOMAS W. S. LOGAN CHC, USN

WELCOMING REMARKS

CAPTAIN GEORGE D. MOORE, USN
Commander Submarine Squadron TWO

PRINCIPAL ADDRESS

CAPTAIN JOHN M. DONLON, USN (RET)

REMARKS
COMMANDER RUSSELL M. CARR, USN
Commanding Officer

CEREMONIAL HAULING DOWN OF
COMMISSION PENNANT

SECURE THE WATCH

BENEDICTION
LT THOMAS W. S. LOGAN CHC, USN

MUSIC



CAPTAIN GEORGE DANIEL MOORE
UNITED STATES NAVY
Commander, Submarine Squadron TWO

Captain MOORE was born in Corpus Christi, Texas. He attended high school in Warwick, Rhode Island, before enrolling in Duke University under the auspices of the NROTC Program. He graduated and was commissioned in June 1967, earning a Bachelor of Arts degree.

Captain MOORE completed nuclear power and submarine training before reporting to the USS GURNARD (SSN 662) in March 1969. While serving on GURNARD, he made several deployments to the Western Pacific while carrying out duties as Communications Officer, Weapons Officer, Main Propulsion Assistant and Electrical Officer. In July 1972, he reported to USS SCAMP (SSN 588) where he served as Engineer Officer. During his tour on SCAMP, he deployed again to the Western Pacific and conducted an overhaul in Pearl Harbor, Hawaii.

In June 1976, Captain MOORE reported to duty in Washington, DC, with the Chief of Naval Personnel as a detailee for nuclear trained submarine officers. In March 1979 he reported as the Executive Officer of USS TECUMSEH (SSBN 628) (Blue) in Charleston, South Carolina. While on TECUMSEH he completed DASO and four strategic deterrent patrols. In March 1983, he relieved as the Commanding Officer of USS SAM RAYBURN (SSBN 635) (Blue) and conducted four strategic deterrent patrols. Relieved in April 1985, he was assigned to Submarine Squadron SIXTEEN in King's Bay, Georgia, as the Deputy Commander for Training. From August 1985 to August 1987 he served at the United States Naval Academy as the Sixth Battalion Officer and Deputy Commandant. In August 1987 he was assigned as Deputy Chief of Staff for Personnel Readiness for the Commander Submarine Force, U.S. Atlantic Fleet, where he served until May 1989.

Captain MOORE is authorized to wear the Meritorious Service Medal with two Gold Stars, the Navy Commendation Medal with two Gold Stars, and the Navy Achievement Medal.

Captain MOORE, his wife Kathy, daughter Margaret and son Scott reside in Gales Ferry, Connecticut.



CAPTAIN JOHN M. DONLON UNITED STATES NAVY (Retired)

Captain John M. DONLON, a native of Amsterdam, New York, attended Rensselaer Polytechnic Institute prior to entering the Naval Academy, from which he was graduated in 1949. He served aboard the destroyers VOGELGESANG and PUTNAM before attending Submarine School in 1952. After tours in the submarines SENNET and SEA DOG, he returned to Submarine School in 1950 as an instructor in the Officer Course for two years.

Captain DONLON resumed sea duty in 1958 in USS BANG and a year later became Executive Officer of the USS HALFBEAK. Completion of the Advanced Nuclear Power Course at New London in 1960 was followed by training at the prototype reactor at Windsor, Connecticut and at the Bettis Atomic Power Laboratory, Pittsburgh. He then reported as Executive Officer of TINOSA, building at the Portsmouth Naval Shipyard, Portsmouth, New Hampshire.

He assumed command of USS SHARK in 1963. While in command of SHARK, he was awarded the Legion of Merit and the ship received the Navy Unit commendation. During his tenure, SHARK was also awarded the Marjorie Sterrett Battleship Fund Award as first in battle efficiency in the Atlantic Fleet. Upon detachment from SHARK in late 1965, he attended the Polaris Command Course at Dam Neck, Virginia. He commanded USS WOODROW WILSON from March 1966 to May 1968.

Captain DONLON commanded Submarine Division FORTY-TWO from July 1968 to July 1969. Upon completion of this tour, he served in the Office of the Chief of Naval Operations, where he was Head, SSN program Coordination Branch. From August 1971 to June 1973 he served as Commanding Officer of the Submarine Tender USS L. Y. SPEAR for which he was awarded the Meritorious Service Medal. He assumed command of Submarine Squadron SIX in April 1973. He was awarded a second Legion of Merit upon completion of this tour in June 1975. He served as Chief of Staff, Commander Submarine Group TWO from July 1975 until his retirement in July 1979, marked by award of a third Legion of Merit.

Since leaving active duty he has served as a consultant for General Public Utilities in the wake of the Three-Mile Island incident and as a logistics engineer for the Electric Boat Division of the General Dynamics Corporation in support of TRIDENT operational submarines.

Captain DONLON is married to the former Anita R. Snyder of Chadds Ford, Pennsylvania. They have seven children. One son, a graduate of the Naval Academy Class of 1974, is a commander and serves as Executive Officer of USS VALDEZ (FF1096). Another son, also a Naval Academy graduate in 1978, is a lieutenant commander and is Weapons Officer in USS FLYING FISH (SSN673).



COMMANDER RUSSELL M. CARR UNITED STATES NAVY

Commander Russell Morgan Carr was born 20 July 1949 in Kalamazoo, Michigan. He is a 1971 graduate of the United States Naval Academy where he earned a Bachelor of Science degree in Mechanical Engineering.

Following Nuclear Power Training in Mare Island, California and Idaho Falls, Idaho and Submarine School in New London, Connecticut he reported aboard USS LAPON (SSN 661) where he participated in two Mediterranean Sea deployments. He next served as an instructor at NPTU Idaho Falls and completed the Submarine Officers Advanced Course, graduating with distinction. He then served aboard USS PARGO (SSN 650) as Engineer Officer during a period when the ship was awarded both the Battle Efficiency and Engineering "E". He served next as the Material Officer on the staff of Submarine Group SEVEN, Yokosuka, Japan before assignment as Commissioning Crew Executive Officer aboard USS HYMAN G. RICKOVER (SSN 709) where he participated in a Mediterranean Sea deployment and served until December 1985.

Commander Carr assumed command of USS SHARK (SSN 591) on 22 August 1986 and has since completed deployments to the Mediterranean Sea and to South America for Unitas XXIX, has participated in several fleet exercises including Solid Shield and MARCOT, and has conducted a successful MK 48 Service Weapons Test. He has been awarded the Navy Commendation Medal, the Navy Achievement Medal with three gold stars, the Navy Unit Commendation, and the Meritorious Unit Commendation.

Commander Carr currently resides in New London, Connecticut with his wife Vonice and their two sons, Shamus and Liam.

DECOMMISSIONING CREW

OFFICERS

CDR RUSSELL M. CARR
LCDR KEVIN W. FRITCH
LCDR HOWARD F. REESE
LT MARK H. DOYLE
LT PETER D. MARTINO
LT ERIC H. JOHNSON
LT THOMAS D. KRAEMER
LT DAVID E. MUSSER
LT GEORGE B. DRESSER Jr.
LT BRIAN K. CABANA
LTJG JOHN F. MYERS IV
LTJG EBER L. VERHOVSEK
LTJG JAMES W. KELLERMAN

COMMANDING OFFICER
EXECUTIVE OFFICER
ENGINEER OFFICER
NAV/OPS OFFICER
WEAPONS OFFICER
REACTOR CONTROLS ASSISTANT
MAIN PROPULSION ASSISTANT
PNEO
CHEMISTRY/RADCON ASSISTANT
ELECTRICAL OFFICER
COMMUNICATOR
DAMAGE CONTROL ASSISTANT
SUPPLY OFFICER

CHIEF PETTY OFFICERS

J.R. WARE MMCM(SS) — COB
T.L. JENSEN MMCS(SS)
G.W. WARD MMCS(SS)
L.L. ALONSO SKC(SS)
O.J. AMES STSC(SS)
J.M. CRONIN MMC(SS)
S.E. DELISLE ETC(SS)

M.G. FERGUSON ETC(SS)
T.T. HOEFS EMC(SS)
M.J. HURLEY ICC(SS)
D.D. JONES RMC(SS)
S.E. KNOKEY MMC(SS)
R.L. TALBOT HMC(SS)
F.W. WHITE QMC(SS)

ENLISTED

S.R. ANDERSON MS3(SS)
M.T. APPERSON FTG2(SS)
J.T. ALLISON MS3(SU)
B.W. BALDWIN QMSA(SU)
S.B. BEASLEY EM1(SS)
S.M. BEDNARZ EM1(SS)
R.L. BERKHEAD STS3(SS)
B.G. BIERMAN MM1(SS)
D.A. BLOUNT EM3(SS)
M.M. BOGART FN(SS)
J.A. BOLTE RM2(SS)
C.B. BORGA MM2(SS)
B.K. BRANSTON MM3(SU)
R.E. BROWNING ET3(SU)
T.M. CANAVAN FTG2(SS)
T.S. CHAMBERLAIN FN(SS)
J.L. CEVELA MM3(SU)
D.J. CHIASSON FTG2(SS)
J.W. CHISHOLM SKSN(SS)
D.T. COLE ET2(SS)
T.R. COLEMAN IC3(SS)
J.M. CONE RM3(SS)
R.P. COLON YN2(SS)
T.J. COOPER IC1(SS)
M.E. COURTNEY EM3(SS)
R.K. DICKSON EM3(SU)
T.K. DOBSON MM2(SS)
D.E. ESTES STS3(SS)
J.D. FARRAND EM1(SS)
D.C. FEARS MMFN(SU)
J.M. FISH MM2(SS)

S. FONSECA MS2(SS)
J.M. FOURNEY ET3(SS)
A.C. GAYTAN MM1(SS)
J.A. GRAZULIS MM2(SS)
D.J. HALE YN1(SS)DV
T.D. HARRIS MS2(SS)
J.A. HEIKKINEN MS1(SS)
J.D. HOOK RM3(SS)
G.D. HOWARD MM2(SS)
C.O. HUNT QM3(SS)
J.C. HUSABY FN(SS)
C.A. JOHNSON MS2(SS)
B.R. JUNKINS ET2(SS)
T.S. KEATLEY SKSN(SS)
T.J. KELLY STS3(SU)
S.J. KRAMAK MS3(SS)
E.C. KRUPPA IC1(SS)
E.E. LEWIS MM2(SS)
E.O. LINDER EM3(SS)
C.M. MASON, MM3(SU)
D.J. McKINLEY MM1(SS)
G.G. MILLER, EM2(SS)
K.J. MORENO FR(SU)
C.B. MUSE TM1(SS)
J.D. MOJICA SK3(SS)
R.J. ODOR MM2(SS)
C. OLSZEWSKI SA(SU)
D.E. PENDEXTER STS1(SS)
D.L. PETERS YNSN(SS)
M.D. PORTER MM2(SS)
D.C. POTENZA ET1(SS)

C.F. POTTS EM2(SS)
W.R. QUAVE MM1(SS)
M.A. RALPH MM2(SS)
T.L. RATHFELDER ET1(SS)
J.J. REYNOLDS MM1(SS)
K.E. RODGERS MM1(SS)
G.A. RUIZ TMSA
R.A. SANCHEZ SA(SU)
M.E. SCALZITTI IC2(SS)
M.J. SCHAAF FN(SU)
C.W. SELINSKI TM3(SS)
F.A. SELL TM3(SS)
J.L. SPELLS EM1(SS)
C.J. SPERRY EM1(SS)
J.A. STARKEY FTG2(SS)
D.L. STINNETT MM1(SS)
J.A. SWEIGART MM3(SS)
S.A. TAYLOR MM3(SS)
R. TAYLOR STS3
R.F. THEIL ET2(SS)
L. TORRES QM1(SS)
R.J. TRAVER ET1(SS)
R.J. TREE MM1(SS)
M.W. TROUPIN RM2(SS)
W.R. VANDERWAAL QM2(SS)
M. VEGA SR(SU)
F.A. VOLLMER Jr. MM3(SU)
S.P. WHITE SR(SU)
J.L. WILSON ET3(SU)
S.R. WITT MM3(SU)
C.J. WOODWORTH ET(SS)

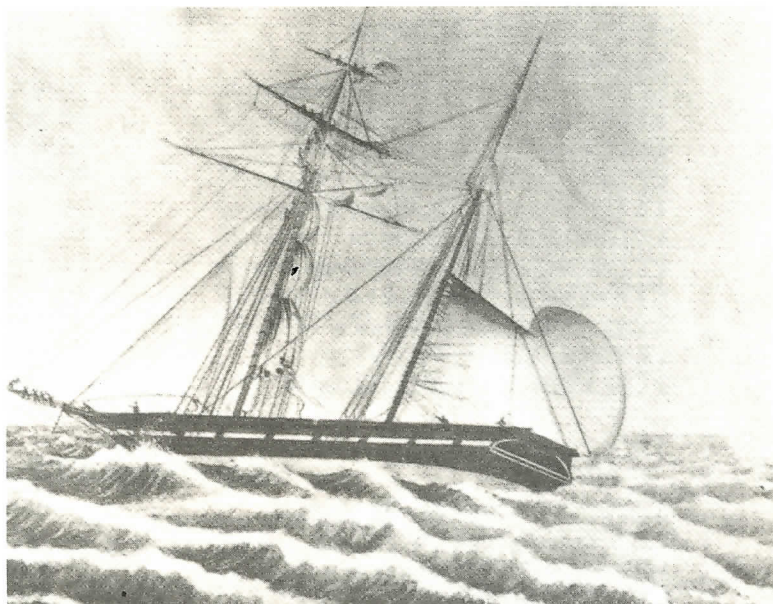
USS SHARK... A PROUD HERITAGE

The first USS SHARK, a 198-ton schooner of 12 guns, was built by the Washington Navy Yard. She was launched on 17 May, 1821. The date of her commissioning is not known, however Lieutenant Matthew C. Perry, USN, was ordered to Washington to assume command of SHARK on 2 June, 1821.

SHARK measured 86 feet between perpendiculars; length of keel, 67 feet; breadth 24 feet; depth of hold, 10 feet; average speed, 8 knots. She had a complement of approximately 70 officers and men and was armed with ten 18-pounder carronades and two 9-pounder long guns.

SHARK sailed from the Washington Navy Yard on 15 July, 1821 bound for New York. She cleared New York Harbor on 7 August to make her first cruise. Sailing by way of the Madeira, Canary, and Cape Verde Islands for the coast of Africa, she returned by way of the West Indies to New York on 17 January, 1822.

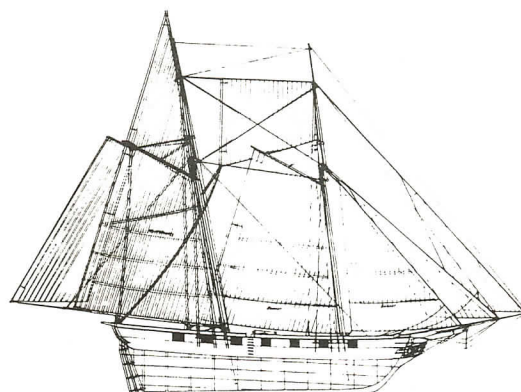
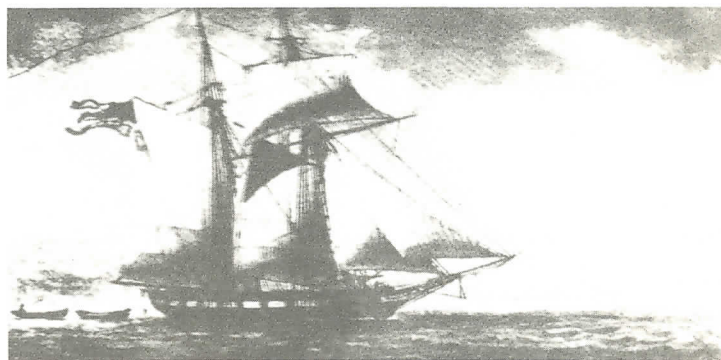
SHARK put to sea on 26 February, 1822 and joined Commodore James Biddle's squadron for the suppression of piracy and slavery in the West Indies. On 25 March, 1822, Lieutenant Perry took formal possession of what is now known as Key West, Florida, in the name of the United States. He gave it the name of Thompson's Island in honor of the Secretary of the Navy. SHARK made another trip to Africa and then returned to New York on 13 May, 1824 under the command of Lieutenant T.H. Stevens.

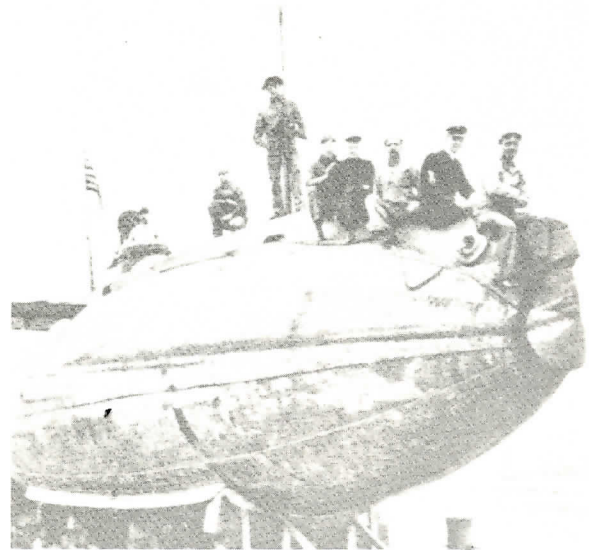
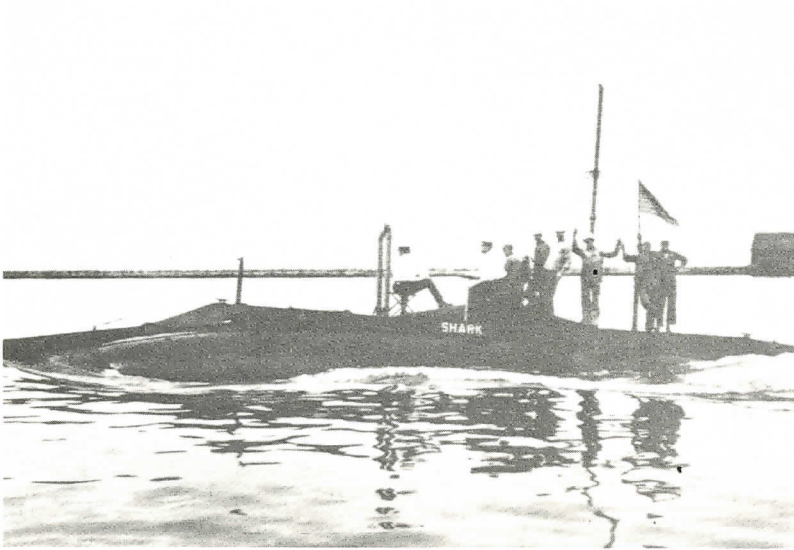


After repairs in the New York Navy Yard, SHARK, now under the command of Lieutenant Otho Norris, sailed from New York in October, 1825 to make additional cruises of the West Indies and to Africa returning to New York in July, 1827.

After five years of inactivity, SHARK sailed in September, 1833 for the Mediterranean to provide protection for American commerce. She remained in the Mediterranean until 22 January, 1838 when she cleared Gibraltar for the United States, arriving in Norfolk on 27 March, 1838.

Under the command of Lieutenant A. Bigelow, SHARK put to sea from Hampton Roads in July, 1839 for duty with the Pacific Squadron. On 13 December, she became the first United States man-of-war to pass through the Straits of Magellan from east to west. During the next five years she cruised the coast of Peru to protect American citizens during civil disturbances in that country. In Spring 1846 she sailed to Honolulu for repairs. 15 July, 1846 found SHARK at the mouth of the Columbia River for exploration of the Oregon Territory. She sailed to Fort Vancouver and returned to the mouth of Columbia River where the SHARK was wrecked 10 September, 1846 without loss of her crew.



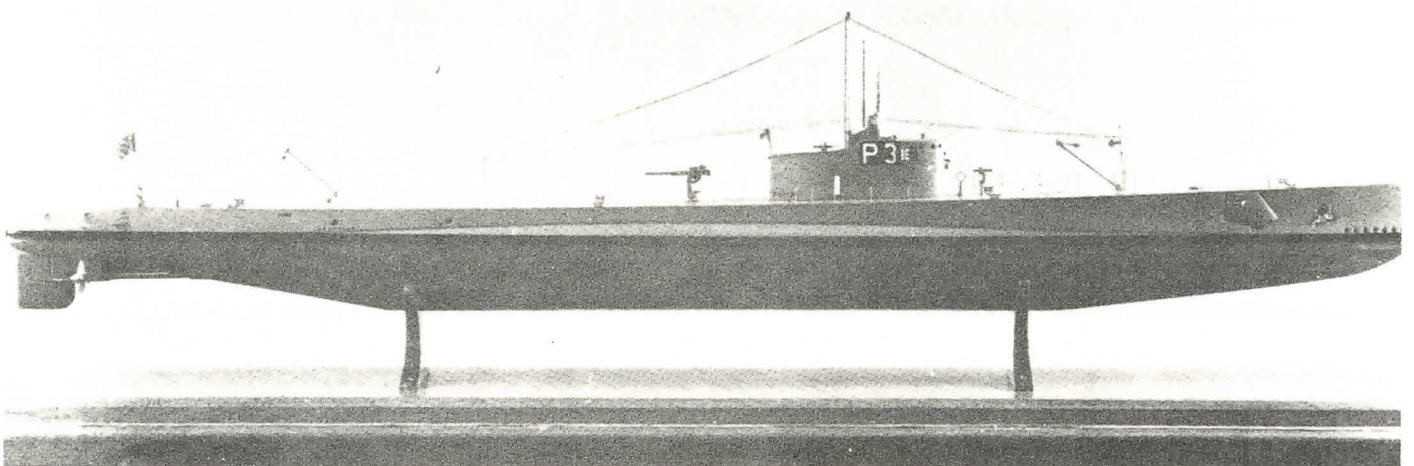


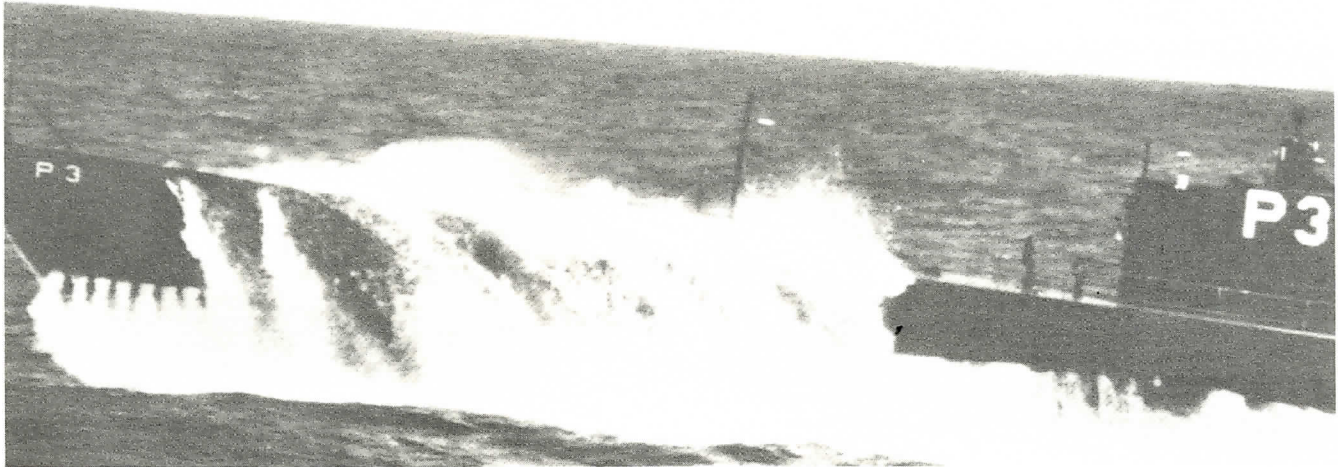
The second USS SHARK (SS 8) was launched 18 October, 1901 at the Crescent Shipyard, Elizabethport, New Jersey, under a sub-contract from the J.P. Holland Torpedo Boat Company. The submarine was commissioned 19 September, 1903, and after training and evaluation experiments at the Naval Torpedo Station of Newport, Rhode Island, trained midshipmen at the Naval Academy. She was placed out of commission 21 April, 1908 and disassembled for transportation on board CAESAR (AC 16) by way of the Suez Canal to the Philippine Islands. She was recommissioned at Cavite on 14 August, 1908 to continue training and experimental work in Philippine waters. Her name was changed to A-7, effective 17 November, 1911, and she patrolled in Manila Bay and off Corregidor Island during World War I. She was decommissioned for the last time on 12 December, 1919, following authorization for use as a practice target. Her name was stricken from the Navy list on 16 January, 1922.

The third USS SHARK (S.P. 534), a 74-foot motor patrol craft, was acquired by the U.S. Navy on 17 May, 1917 and first commissioned on 24 May of the same year for service in the Boston Section Patrol, under the Commandant of the first Naval District. Her entire career was spent patrolling ocean approaches to Boston Harbor and along the coast as far as Rockland, Maine. She was decommissioned on 19 January, 1919 and sold on 4 November, 1919. No photographs or drawings of USS SHARK (S.P. 534) are available.

The fourth USS SHARK (SS 174), pictured below, was built by the Electric Boat Company of Groton, Connecticut. Her keel was laid on 24 October, 1933 and she was launched 21 May, 1935. The submarine was placed in commission at the Submarine Base, New London, Connecticut, on 25 January, 1936, with Lieutenant C.J. Carter in command.

SHARK's overall length was 298 feet; beam, 25 feet; standard displacement, 1316 tons; draft, 14 feet; and submerged displacement, 1968 tons. Her designed speed was 19.5 knots on the surface and 8.75 knots submerged. She





was designed for a complement of 5 officers and 45 men, and was armed with six 21-inch torpedo tubes (including two deck-firing tubes), one 3-inch .50 caliber gun, two .50 caliber guns and two .30 caliber guns. She was designed to carry 16 torpedos.

SHARK cleared New London on 27 February, 1936 for shakedown cruise which included a visit to the Panama Canal. She returned from this cruise to New London on 18 May, 1936 and, after final alterations, put to sea on 8 February, 1937, bound for the Pacific.

SHARK arrived in San Diego on 4 March, 1937 and spent the next two years in a schedule of training operations from that base as a unit of Submarine Division 13, Squadron SIX, Submarine Force, U.S. Fleet. She entered the Mare Island Yard on 16 August, 1938 for a regular overhaul and got underway on 16 December to begin operations from Pearl Harbor as a unit of Squadron FOUR.

SHARK terminated operations in the Hawaiian area on 3 December, 1940 when she got underway from Pearl Harbor to join the Asiatic Fleet at Manila, Philippine Islands. She maintained a busy schedule of fleet tactics and exercises in the Philippine waters and was under the command of Lieutenant Commander Lewis Shane, Jr., USN, when the Japanese struck Pearl Harbor.

SHARK got underway from Manila the night of 9 December, 1941 to patrol waters off the Philippine Islands and was at sea the next day during the Japanese bombing raid on Manila. On 11 December she investigated Tabayas Bay for signs of enemy transports, then came to anchor in Santa Cruz Harbor. On 13 December she hailed a native fisherman and sent him into the village of Marinduque to inform the population of the outbreak of war. The mayor of the village and fifteen men came out to receive instructions including the one to extinguish the Santa Cruz light. She was ordered to return to Manila on the 19th and arrived in port 21 December to embark Admiral Thomas C. Hart, Commander-in-Chief of the U.S. Asiatic Fleet, for transportation to the Dutch Submarine Base at Soerabaja, Java, where some of the Asiatic Fleet submarines would base their operations.

Under the command of Lieutenant Commander Shane, SHARK was barely missed by a torpedo from a Japanese submarine on 6 January, 1942, and four days later was ordered to Ambon Island where an enemy invasion was expected. On 27 January she was directed to take station with submarines patrolling Molucca Passage, then ordered to cover passage east of Lifometola, and later expanded her patrol area to include Banka Passage. On 2 February, 1942 she reported to her base at Soerabaja, that she had been depth-charged off Tifore Island and had missed on making a torpedo attack. Five days later she reported chasing an enemy cargo ship northwest. This was the last message or contact with SHARK and she was given up for lost on 7 March, 1942. Records available after the war did not reveal the cause or date of her loss. SHARK (SS 174) was awarded one battle star for her support of Fleet Operations in the Philippines.



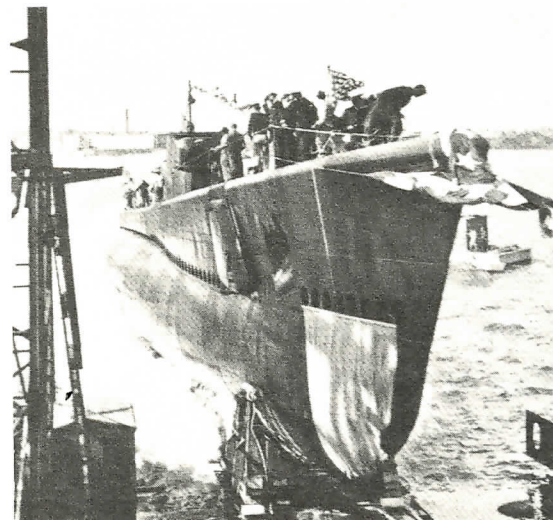
The fifth SHARK (SS 314) was built by the Electric Boat Company of Groton, Connecticut. Her keel was laid 28 January, 1943 and she was launched 17 October, 1943. The submarine was placed in commission at the Submarine Base, New London, Connecticut on 14 February, 1944, Lieutenant Commander Edward N. Blakely, USN, in command.

SHARK's overall length was 311 feet; extreme beam, 27 feet; standard displacement, 1526 tons; mean draft, 15 feet; submerged displacement, 2424 tons; and a designed depth of 400 feet. Her designed speed was 20.5 knots on the surface and 8.75

knots submerged. She was armed with ten 21-inch torpedo tubes, one 5-inch .25 caliber gun, one 40-mm gun, one 20-mm gun, and one .50 caliber machine gun.

SHARK conducted trials and a schedule of training out of New London until 26 March, 1944, then got underway for the Pacific. She transited the Panama Canal, 4-9 April, and arrived at the Submarine Base, Pearl Harbor on the 24th of April for final training in the Hawaiian area.

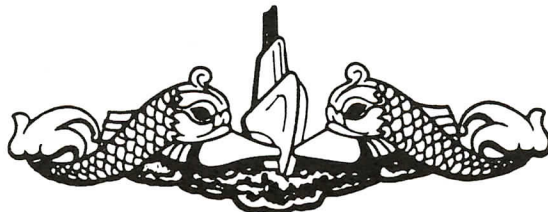
SHARK put to sea on 16 May, 1944, forming a coordinated attack group with submarines PINTADO (SS 387) and PILOTFISH (SS 386) for search of waters to the west of the Marianas. Touching at Midway (20-21 May), she submerged ahead of an enemy convoy in the early morning of 2 June, 1944 and pressed home an attack for hits on an enemy tanker and sank the overlapping target which was later identified as the 4700-ton freighter CHIYO MARU (20°-53'N; 140°-17'E). She evaded a string of 39 exploding depth-charges from the milling enemy escorts and commenced tracking another heavily escorted convoy on the afternoon of 4 June, 1944. In maneuvering for an attack approach she encountered a patrolling destroyer dead ahead while between the center and port columns of the convoy. Failing in a maneuvering for a "down-the-throat" shot, she



passed down the port side of this enemy at 180 yards and sent four torpedos flashing towards a heavy-laden cargo ship. She was rewarded by four hits which sent the 6886-ton KATAUKAWA MARU to the bottom of the sea (19°-35'N; 138°-43'E). She went deep as four depth-charges exploded around her and artfully dodged 49 others before surfacing to continue the chase. She caught up with the remnants of the fleeing convoy the afternoon of 5 June, and after nightfall let go a spread of the six torpedos which sank the 3080-ton freighter TAMAHIME MARU and the 7006-ton passenger-cargo ship TAKAOKA MARU (17°-37'N; 140°-32'E). An enemy destroyer came down SHARK's torpedo tracks and the last four of more than sixty underwater explosions straddled her for a violent shaking which caused excessive vibrations for her port shaft. She surfaced near midnight but was unable to catch up with the convoy. On the afternoon of 8 June she made rendezvous with PINTADO, PILOTFISH, and TUNNY (SS 282), passing all "wolf-pack" data to the last named submarine before she headed for Midway. She arrived in port on 17 June for refit and cleared Midway on 10 July, 1944 to conduct her second war patrol in waters off the Volcano and Bonin Islands.

Four torpedos missed their mark as an enemy convoy made a sharp "zig" away from course on 19 July, 1944 and SHARK was held down by a destroyer while the convoy escaped in the darkness. About three hours before midnight of 1 August she surfaced for an end-around and lay in wait dead ahead of an enemy convoy. As she dived for periscope approach she aroused three escorts and took evasive tactics to escape the notice of their sound searching, which continued until the morning hours of 2 August. That afternoon she set course for Iwo Jima where she was to take lifeguard station in support of fast carrier airstrikes. On the afternoon of 4 August she rescued two men of a crashed LEXINGTON aircraft from a rubber boat and took a ring side seat for the last carrier strike on Iwo Jima before retiring. She was again on lifeguard station on 10 August as Army Liberator Bombers hit Iwo Jima. She dived to avoid bombing and strafing that day and photographed the scrap pile of wrecked enemy planes on Iwo Jima. She terminated her lifeguard duties on 19 August and touched at Midway (24-25 August) before her arrival in Pearl Harbor on 29 August, 1944 with her valuable reconnaissance photographs and aviator guests.

SHARK was lost during her third war patrol, probably in the vicinity of Luzon Strait, 24 October, 1944. Forming a "wolf-pack" with SEADRAGON (SS 194) and BLACKFISH (SS 221), she had put to sea from Pearl Harbor on 23 September, 1944 for waters off Saipan in the Marianas Islands. She touched at Saipan on 3 October then passed through Luzon Strait to assist in covering an area between Hainan and Bashi Channel. After being out-distanced by a fast convoy on 22 October she flashed a message that she was closing on an enemy freighter. This was the last message or contact from SHARK. She was presumably the victim of a counter-attack by Japanese escorts. War reports later show that SHARK may have sunk a transport ship and was sunk while trying to rescue American prisoners-of-war that were on the ship. SHARK (SS 314) was awarded one battle star for her part in the capture of the Marianas Islands.



CLOSING

One ship leaves the Navy today
One ship of hundreds
Will feel the ocean one last time.
Yet she takes with her the knowledge
That she has served her nation and her men
As well as any ship could.
This one submarine which carries her name
The history of all such craft
That have ever flown our nation's flag.

The sixth SHARK is before us now,
Twenty-eight years serving with pride.
What was once a smooth hull and pristine lines,
The newest and the best of all,
Now shows scars from welder's torch;
From repairs and patches made of necessity.
No innocent youth, this ship,
She wears her age well, with pride,
For even at the end,
She is among the best.

