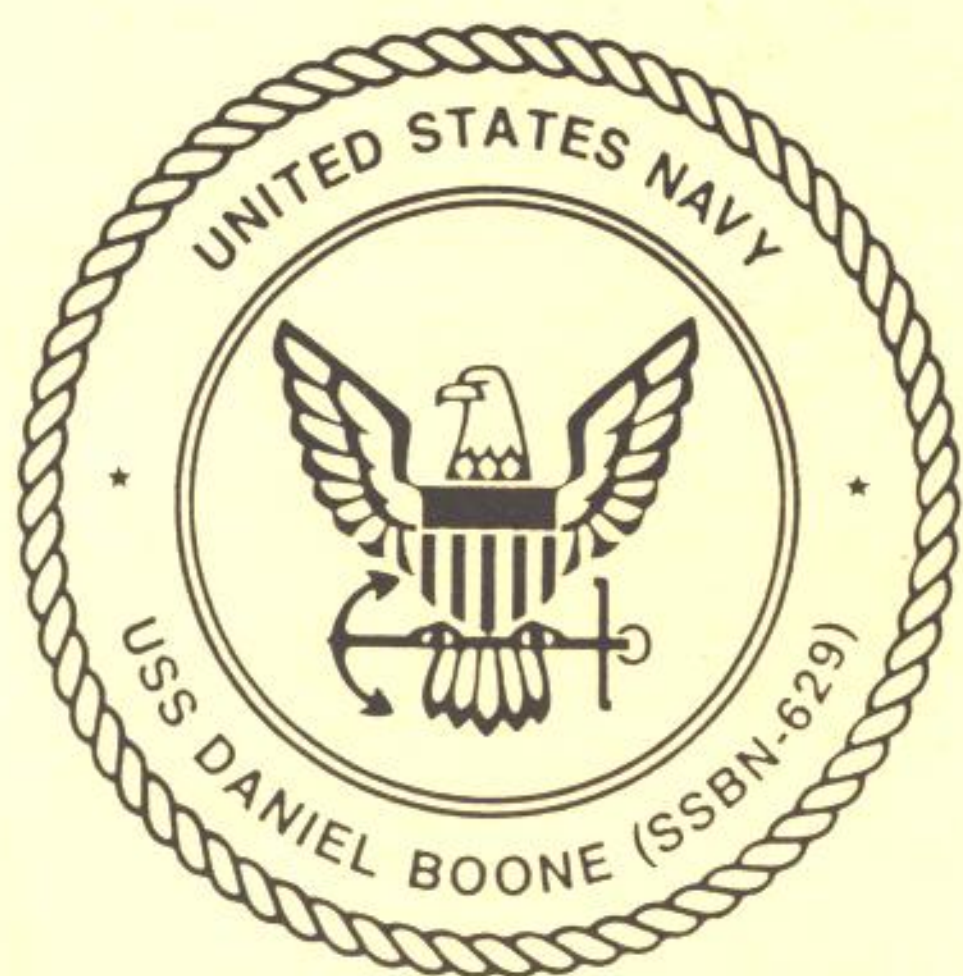


USS Daniel Boone

SSBN-629



Inactivation Ceremony

10 July 1993

Charleston, South Carolina



THE COMMISSION PENNANT

The commission pennant has for centuries been the symbol of a man-of-war. Today it is a distinctive mark of a ship of the Navy in commission and is flown from the masthead, except when displaced by the personal flag of an admiral or commodore aboard a flagship.

It is said the commission pennant dates back to the 17th century war between Holland and England. A Dutch Admiral hoisted a broom at the masthead, indicating his intention to sweep the English from the sea. This gesture was answered by an English Admiral who hoisted a horsewhip, indicating his intention to chastise the Dutchman - which he did. Ever since that time the narrow, coachwhip pennant symbolizing the original horsewhip, has been the distinctive mark of a ship of war adopted by all nations.

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

Today to ceremonially mark the inactivation of the USS DANIEL BOONE the colors will be hauled down, the commission pennant will be struck and the watch will be secured.

USS DANIEL BOONE (SSBN 629)

THE SHIP



The nuclear powered, Fleet Ballistic Missile Submarine USS DANIEL BOONE is the first ship of the United States Navy to bear the name of this famous American pioneer and frontiersman.

The construction of USS DANIEL BOONE was authorized by Congress in 1961, and the keel was laid in February 1962 at the Mare Island Naval Shipyard in Vallejo, California. The ship was launched on 22 June 1963.

The ship was commissioned on 23 April 1964, the nation's 22nd Polaris submarine. Admiral U.S.C. Sharp, USN the Commander in Chief of the U.S. Pacific Fleet, was the principal speaker at the commissioning ceremony. Immediately upon being placed in commission, DANIEL BOONE reported to Admiral Sharp for duty as the first Polaris firing submarine in the Pacific Fleet.

DANIEL BOONE sailed from Pearl Harbor on 23 November 1964 for Guam, Marianas Islands, where she moored alongside the submarine tender USS PROTEUS (AS-19) for the first complete Polaris Missile loadout from a tender.

After nineteen successful Polaris deterrent patrols over a period of five years continuous service, DANIEL BOONE again sailed through the Panama Canal and to Newport News Shipbuilding and Drydock Company in May 1969 for overhaul and refueling.

As a result of her long and continuous service to the Pacific and highly successful operations, USS DANIEL BOONE was awarded the Navy Unit Commendation by the Secretary of the Navy at ceremonies in Pearl Harbor on 7 October 1968.

Upon completion of overhaul and refueling in August 1970, DANIEL BOONE spent a month at Cape Kennedy, Florida, where she successfully fired four ballistic missiles. Because of her performance in these firings USS DANIEL BOONE was awarded the Meritorious Unit Commendation by the Secretary of the Navy, at ceremonies held in Holy Loch, Scotland on 27 June 1972.

The ship underwent final missile loadout in her new homeport at Charleston, South Carolina, deployed on 26 April 1971 and commenced conducting deterrent patrols from Holy Loch, Scotland as a unit of Submarine Squadron FOURTEEN. On 5 December 1975, DANIEL BOONE returned to Charleston, South Carolina upon completion of her thirty-seventh patrol to prepare for the ship's second overhaul.

In March 1976, the ship headed for Portsmouth Naval Shipyard for an overhaul. March 24, 1978, marked the completion of the second overhaul for USS DANIEL BOONE.

The ship underwent post-overhaul shakedown sea trials and DASO at Port Canaveral, Florida, where DANIEL BOONE successfully launched a C-3 missile on 15 May 1978.

DANIEL BOONE returned to her homeport of Charleston, South Carolina, underwent Poseidon tactical loadout and deployed on deterrent patrols. She was under the operational control of Submarine Squadron FOURTEEN in Holy Loch, Scotland, through December 1979. In January 1980, DANIEL BOONE was transferred to operational control of Submarine Squadron SIXTEEN in Kings Bay, Georgia. DANIEL BOONE was converted to carry the Trident I, C-4 missile in the spring of 1980.

After certification and loadout the ship got underway in September 1980, for her first TRIDENT (C-4) patrol. Subsequently the ship completed 13 patrols out of Kings Bay, Georgia. In April 1984 Blue and Gold crews combined and completed patrol 57 in September 1984. The ship transited to Norfolk, Virginia in October 1984 in preparation for refueling overhaul at Newport News Shipbuilding and Drydock Company. The overhaul commenced in January 1985 and was completed in June 1987.

The ship underwent post-overhaul shakedown and DASO at Port Canaveral, Florida, where DANIEL BOONE successfully launched a C-4 test missile on 23 August 1987. In March 1989, USS DANIEL BOONE successfully launched four Trident I-C4 missiles as part of a CINCLANTFLT operational test of the Trident I missile system.

USS DANIEL BOONE is recipient of the United States Navy League 1992 Ballistic Submarine Outstanding Performance Award as well as Submarine Squadron Sixteen's Battle Efficiency Award winner for 1992. She has faithfully served the United States Submarine Force for thirty years and has completed 75 successful patrols.

DANIEL BOONE

THE MAN



The namesake of USS DANIEL BOONE was born on the Pennsylvania frontier on November 2, 1734. The son of English immigrant parents, he too became a wandering adventurer, ever curious about what lay ahead on the other side of the hill.

His family moved to the Yadkin Valley in North Carolina, in 1751, and it was there that he met his future wife, Rebecca.

Daniel Boone served for a short time on the British side in the French and Indian War, but after his marriage in 1756 he settled into the life of farmer, hunter and explorer.

People who drifted west returned to the Yadkin Valley with tales of magnificent hunting and beautiful lands in Kentucky. Despite knowledge of warlike Indians in that area, Boone became fired with the idea of settling the new lands to the west. This led ultimately to his greatest endeavors, leading settlers through the Cumberland Gap, and the building of the Wilderness Road through eastern Kentucky, in 1775.

In 1778, while serving in the Colonial Army, Daniel Boone became a captive of the Shawnee tribe, but his experience as a woodsman and his knowledge of Indians enabled him to avoid the worst of their tortures and escape after six months.

Throughout his life, he continued to travel westward, always looking for new lands to settle. He traveled through Ohio, Illinois and Missouri, eventually settling in the latter territory. He died on September 26, 1820, at the age of 85.



During the Spanish-American War, Commodore Dewey brought the might of United States seapower to Pacific waters. The USS DANIEL BOONE has brought the might of the Polaris weapons to these same waters. The ram bow of Dewey's flagship, USS OLYMPIA, was adorned with the Shield of Freedom as she steamed into Manila Bay. This same shield was chosen as the foundation of DANIEL BOONE's insignia.

Thirteen stars on a field of blue represents the original Thirteen Colonies, the same states Daniel Boone knew as a young man. The center star of gold represents Polaris, the North Star and guiding body of mariners, the namesake of the FBM weapons system.

Across the broad red and white stripes rests the Kentucky Long Rifle and powder horn, the basic weapon of defense for Daniel Boone, as well as the silhouette of USS DANIEL BOONE, a basic weapon of defense today.



REAR ADMIRAL THOMAS J. ROBERTSON, USN

COMMANDER SUBMARINE GROUP 10 COMMANDER SUBMARINE GROUP 6

Rear Admiral Thomas J. Robertson began his career at the U.S. Naval Academy, graduating in 1963. His first submarine assignment came in 1965, after submarine and nuclear power training, in USS JAMES K. POLK (SSBN 645). Through the construction period and initial operations out of Rota Spain, he served as Supply Officer, Electrical Officer, Communications Officer, and Sonar Officer.

Rear Admiral Robertson then served as Engineer Officer in USS THEODORE ROOSEVELT (SSBN 600) from 1968 to 1970, deploying out of Holy Loch, Scotland. This was followed by duty as Squadron Material Officer for Commander Submarine Squadron TEN in New London and in initial U.S. submarine operations at La Maddalena, Italy.

As Executive Officer and Navigator, Rear Admiral Robertson served in USS PARGO (SSN 650) from 1973 to 1975. Deploying out of New London, PARGO was twice awarded the Navy Unit Commendation. His next assignment was with the U.S. Atlantic Fleet Commander's Nuclear Propulsion Examining Board in Norfolk from 1975 to 1977.

Rear Admiral Robertson commanded USS GLENARD P. LIPSCOMB (SSN 685) from July 1978 to October 1982. LIPSCOMB operated with distinction as a unit of Submarine Development Squadron TWELVE in New London and Submarine Squadron SIX in Norfolk during his command tour, winning three consecutive Battle Efficiency "E" awards, three consecutive Engineering "E" awards, and the Navy Unit Commendation.

As Director, Prospective Commanding Officer Training, Rear Admiral Robertson was PCO Instructor for Commander Submarine Force, U.S. Atlantic Fleet from October 1982 to April 1984. He then served with Deputy Chief of Naval Operations (Submarines) in Washington as Program Coordinator for the SEAWOLF Class (SSN 21) Attack Submarine.

Rear Admiral Robertson commanded Submarine Squadron EIGHT in Norfolk from April 1986 to March 1988, during which time COMSUBRON EIGHT was awarded the Meritorious Unit Commendation. He then returned to Washington, first as Deputy Director, then Director Attack Submarine Division (OP-22) in the Office of Assistant Chief of Naval Operations (Undersea Warfare).

In July 1989 Rear Admiral Robertson was assigned to the Joint Staff as Chief of Maritime/UN Negotiations Division. He was selected for Rear Admiral in 1989, shifting to the National Military Command Center where he served as Deputy Director for Operations during the 1990-1991 period encompassing Operation DESERT STORM.

Rear Admiral Robertson and his wife Julie grew up in Bellingham, Washington. Their son John attends the University of Virginia Medical School and daughter Diana attends George Mason University in Fairfax, Virginia.



VICE ADMIRAL GEORGE P. STEELE

UNITED STATES NAVY, RETIRED

Vice Admiral George Peabody Steele, USN (Ret) is the son of the late Captain James M. Steele, USN (Ret). He graduated from the United States Naval Academy in 1944. Following submarine school, Vice Admiral Steele was ordered to Submarine Force, SEVENTH Fleet at Freemantle, West Australia, eventually joining USS BECUNA (SS 319) making two war patrols into the South China and Java Seas.

After tours as Submarine Squadron Eight's Electronics Officer and Tactical Instructor at Submarine School, New London, he served two years as Executive Officer of USS HARDER (SS 568) before commanding USS HARDHEAD (SS 365). During the 1956 British-French invasion of Egypt, VADM Steele became Commander Task Force 69 operating five submarines.

After a brief stint in the Office of the Chief of Naval Operations, he began training in the Navy's nuclear propulsion program. In December 1958, he reported to Portsmouth Naval Shipyard as Prospective Commanding Officer of USS SEADRAGON (SSN 584). In August 1960, SEADRAGON became the first submarine to transit under icebergs and charted a safe submarine passage through the Perry Channel and into the Arctic Ocean.

Subsequent to his relief as Commanding Officer, VADM Steele served as Deputy Commander for Tactical Training at Submarine Force Atlantic in New London, before reporting as the Commissioning Commanding Officer of USS DANIEL BOONE (SSBN 629) undergoing construction at Mare Island Naval Shipyard in Vallejo, California. In December 1964, USS DANIEL BOONE began the first patrol ever conducted in the Pacific Ocean. After four patrols, VADM Steele reported for two years to the Office of the Chief of Naval Operations in charge of the Europe and NATO Branch, Politico-Military Policy Division.

In 1968, the youngest Rear Admiral ever selected for promotion, he spent two years as Commander U.S. Naval Forces Korea; Commander, Naval Component, United Nations Command; and Chief of the U.S. Naval Advisory Group, Korea before commanding Anti-Submarine Warfare Group FOUR. Following a tour in Casteau, Belgium, as Deputy Assistant Chief of Staff, Plans and Policy on the staff of the Supreme Allied Commander, Europe, he was assigned in July 1973 as Commander, U.S. SEVENTH Fleet.

VADM Steele is entitled to wear the Distinguished Service Medal, Legion of Merit (four gold stars), Navy Unit Commendation (one star), the Peruvian Meritorious Navy Cross, Grade of Commander; Japanese Order of the Rising Sun, Second Class; Republic of China's Cloud and Banner, Second Class; and the Republic of Korea's Order of National Security Merit, Kuk Seon Medal.

He is the author of SEADRAGON, Northwest Under the Ice (1962) and Vengeance in the Depths (1963), and co-author of Nuclear Submarine Skippers and What They Do (1962). VADM Steele retired from active duty in September 1975. He joined Interocean Management Corporation in Philadelphia, served as Chairman of the Board and Chief Executive Officer. He is married to Betty McDonnell Steele. He has two children from an earlier marriage, Mrs. Jane S. Markum and Master Sergeant James Fahrion Steele, USAF and four grandchildren.



COMMANDER CRAIG I. HANSON UNITED STATES NAVY

Commander Hanson, a native of Fortuna, California, graduated from the United States Naval Academy in 1976 with a Bachelor of Science in Systems Engineering. He completed Nuclear Propulsion Training at Mare Island, California and Idaho Falls, Idaho.

In December 1977, following completion of Submarine School, Commander Hanson reported to USS ETHAN ALLEN (SSBN 608) (GOLD) in Pearl Harbor, Hawaii, where he served as Electrical Officer and Main Propulsion Assistant. From July 1980 to August 1982 he was assigned as Operations Officer on the Staff of Commander Submarine Refit and Training Group, La Maddalena, Italy.

Following completion of the Submarine Officer Advanced Course, Commander Hanson was assigned as Engineer Officer in USS THOMAS JEFFERSON (SSN 618) in April 1983. During this assignment, he participated in a Mediterranean deployment, interfleet transfer, and Inactivation at Puget Sound Naval Shipyard. Reporting as Navigator in USS SEAHORSE (SSN 669), in March 1985, he participated in two Arctic deployments. Commander Hanson was subsequently assigned as Material Officer on the Staff of Commander Submarine Group SEVEN in Yokosuka, Japan from September 1986 to March 1989. He next served as Executive Officer in USS STURGEON (SSN 637). During this tour, STURGEON conducted two North Atlantic deployments and was awarded the Battle "E" for 1990 and 1991.

Commander Hanson assumed command of USS DANIEL BOONE (GOLD) in June 1992 and of the combined crew in May 1993. Under his command the USS DANIEL BOONE has received the Battle Efficiency "E" and the United States Navy League Outstanding Performance Award for 1992.

Commander Hanson has been awarded the Meritorious Service Medal (three awards), the Navy Commendation Medal (four awards), the Navy Achievement Medal (two awards), the Battle "E" Ribbon (three awards), the Navy Expeditionary Medal, and Armed Forces Expeditionary Medal.

Commander Hanson is married to the former Nancy A. Rasper of McLean, Virginia. They have two children, Elizabeth and Kenneth.

PREVIOUS COMMANDING OFFICERS

BLUE CREW

Captain George P. Steele, USN
(20 June 1963 - 14 July 1966)

Captain R.M. Brumstead, USN
(14 July 1966 - 19 January 1968)

Commander E.R. Van Hoof, USN
(19 January 1968 - 20 June 1970)

Commander James C. Hay, USN
(20 June 1970 - 15 July 1972)

Commander Charles H. Brickell, USN
(15 July 1972 - 14 March 1975)

Commander Sheldon M. Sanders, USN
(14 March 1975 - 8 December 1975)

Commander John H. Williams, USN
(8 December 1975 - 21 April 1978)

Commander Dan H. Smith, USN
(21 April 1978 - 18 January 1980)

Commander Jary W. Lewis, USN
(18 January 1980 - 11 April 1983)

Commander Melville H. Lyman, USN
(11 April 1983 - 17 April 1984)

Commander Darrell R. Powell, USN
(17 April 1984 - 24 February 1988)

Commander Stephen M. Jarrett, USN
(24 February 1988 - 11 January 1991)

Commander Bruce D. Cavey, USN
(12 January 1991 - 5 February 1993)

Commander Frank P. Stagl, USN
(6 February 1993 - 22 April 1993)

GOLD CREW

Commander Alan B. Crabtree, USN
(1 December 1963 - 21 March 1967)

Captain Robert D. Rawlins, USN
(21 March 1967 - 1 February 1969)

Commander E.R. Van Hoof, USN
(1 February 1969 - 20 June 1970)

Commander Edward J. Covey, USN
(20 June 1970 - 9 November 1973)

Commander John H. Williams, USN
(9 November 1973 - 27 March 1978)

Commander Michael J. Lees, USN
(27 March 1978 - 30 March 1981)

Commander Charles M. Wood, III, USN
(30 March 1981 - 6 January 1984)

Commander Darrell R. Powell, USN
(6 January 1984 - 7 May 1987)

Commander Donald E. Rockwell, III, USN
(8 May 1987 - 10 October 1989)

Commander Denis E. Huelle, USN
(11 October 1989 - 24 June 1992)

Commander Craig I. Hanson, USN
(25 June 1992 - Present)

INACTIVATION CREW

OFFICERS

CDR CRAIG I. HANSON, USN, COMMANDING OFFICER

LCDR Brian E. Riehm	Executive Officer
LCDR John D. Caccivio	Engineer Officer
LCDR Vance S. Tisdale	Navigator
LT Frederick D. Forney	Weapons Officer
LT Charles D. Cantrell	Damage Control Assistant
LT William W. Wales	Assistant Engineer
LTjg Robert A. Field	Supply Officer
LTjg Paul D. Quinn	Chemical Radiological Officer
LTjg Martin L. Whitfield	Tactical Weapons Officer
LTjg David S. Hunt	Electrical Officer
LTjg Michael S. Mahaney	Main Propulsion Assistant
LTjg Joeseeph S. Ruetters	Communications Officer
LTjg Angus P. Regier	Strategic Weapons Officer
LTjg Joeseeph A. Listopad	Sonar Officer
LTjg Keith A. Peterson	IC Division Officer

CHIEF PETTY OFFICERS

STSCS Steve Head, USN, CHIEF OF THE BOAT

MSCM Talley	ICC Goodnight	MMC Lewin
STSCS Arnold	TMC Howell	SKC Mosley
ETCS Johnston	EMC Hudson	FTBC Ruymen
RMCS Laberge	MMC Johnson	MMC Waltz
YNCS Wade	QMC Keith	ETC Simkulet
	MMC Williams	

ENLISTED

ET1 Blow	FTG1 James	MM1 Chapman
ET1 Gerald	FTG2 Litchfield	MM1 Davis
ET1 Hughes	FTG3 Garver	MM1 Dudas
ET1 Shaw	FTG3 Fennell	MM1 Grace
ET1 Rios	FTG3 Mullinix	MM1 Freeland
ET2 Ochenas	HM1 Brunelle	MM1 Ogletree
ET2 Thomas	IC2 Lewis	MM1 Wheeler
ET2 White	IC3 Hunter	MM2 Dayton
ET3 Apun	QM2 Cantu	MM2 Eaquina
ET3 Byrd	QM2 Kale	MM2 Ellis
ET3 Chapello	QM2 Smith	MM2 Hook
ET3 Crisotomo	QM3 Hennessy	MM2 Melchor
ET3 Raunig	QM3 Nichols	MM2 Norman
ET3 Reetz	MS1 Martin	MM2 Powell
ET3 Toney	MS2 Coupel	MM2 Saueressig
ET3 Volan	MS2 Smith	MM2 Stevens
ET3 Welch	MS2 Thompson	MM3 Breeding
EM1 Reynolds	MS3 Carlson	MM3 Brothers
EM1 Shumway	MS2 Howarth	MM3 Busch
EM2 Capps	MT1 Secor	MM3 Crumley
EM2 King	MT1 Shiver	MM3 Hart
EM2 McCurly	MT2 Armstrong	MM3 Misiak
EM2 Riddle	MT2 Case	MM3 Nesbitt
EM3 Kellington	MT2 Cerak	MM3 Post
EM3 Madrid	MT2 Ciesinski	MM3 Randall
EM3 Martin	MT2 Felton	MM3 Reckard
EM3 Roehm	MT2 Garrett	MM3 Smith
FN Hall	MT2 Herrington	MM3 Wright
FTB2 Cross	MT2 McCloud	RM1 Houchell
FTB2 Dorris	MT2 Patton	RM2 Fowler
FTB2 Laplante	MT2 Rendell	RM2 Helton
FTB2 Smith	MT2 Timko	RM2 Knepp
FTB3 Hale	MT2 Walker	RM2 Long
FTB3 Femmer	MT3 Beauchamp	SK3 Groves
FTB3 Serra	MT3 Hoose	SK3 Young
SN Aldridge	STS1 Peterson	STS2 Knisley
SN Butterfield	STS2 Beebe	STS2 Malinovsky
SN Frank	STS2 Bex	STS2 Woods
SN Rodeghier	STS2 Geedy	STS2 York
SN Smith	STS2 Hores	STS3 Collins
TM1 Erickson	STS3 Tebeau	TM2 Drews
YN3 Derosia	TM2 Ragan	YN3 Pattison



The insignia of the submarine service is a submarine flanked by two dolphins. Dolphins, traditional attendants to Poseidon, Greek god of the sea and patron deity of sailors, are symbolic of a calm sea and are sometimes called the "sailor's friend."

The origin of the insignia dates back to 1912. On June 13, CAPT Ernest J. King, Commander Submarine Division 3, later a World War II fleet admiral and Chief of Naval Operations, suggested to then-Secretary of the Navy (SecNav) George von L. Meyer, via the Bureau of Navigation (now the Bureau of Naval Personnel), that a distinguishing device for qualified submariners be adopted.

He submitted his pen and ink sketch showing a shield mounted on the beam ends of a submarine with dolphins forward and aft of the conning tower. The suggestion was strongly endorsed by Commander Submarine Division, Atlantic.

A Philadelphia firm, previously contracted by the Navy, was also asked to design a suitable badge. The firm submitted two designs which were combined into the single design used today. It consisted of a bow view of a submarine cruising on the surface, with bow planes rigged for diving, flanked by dolphins in a horizontal position with their heads resting on the upper edges of the bow planes.

By March 29, 1924, the Chief of Navigation recommended to SecNav that the design be adopted. Theodore Roosevelt Jr., then acting SecNav, approved the recommendation.

Originally, the insignia was to be worn at all times by officers and enlisted men qualified in submarine duty and attached to submarine units or organizations ashore or afloat, and not to be worn when not attached.

The officers' insignia was a bronze, gold-plated pin, worn centered above the left breast pocket and above ribbons or medals. Enlisted men wore the insignia embroidered on silk, in white on blue for blue clothing, and blue on white for white clothing. This was sewn on the outside of the right sleeve, midway between the wrist and the elbow. The device was 2.75 inches long.

In mid-1947, the embroidered device shifted from the sleeve of the enlisted men's jumper to above the left breast pocket. A change to uniform regulations dated September 21, 1950, authorized the embroidered insignia for officers and a bronze, silver-plated pin-on insignia for enlisted men.

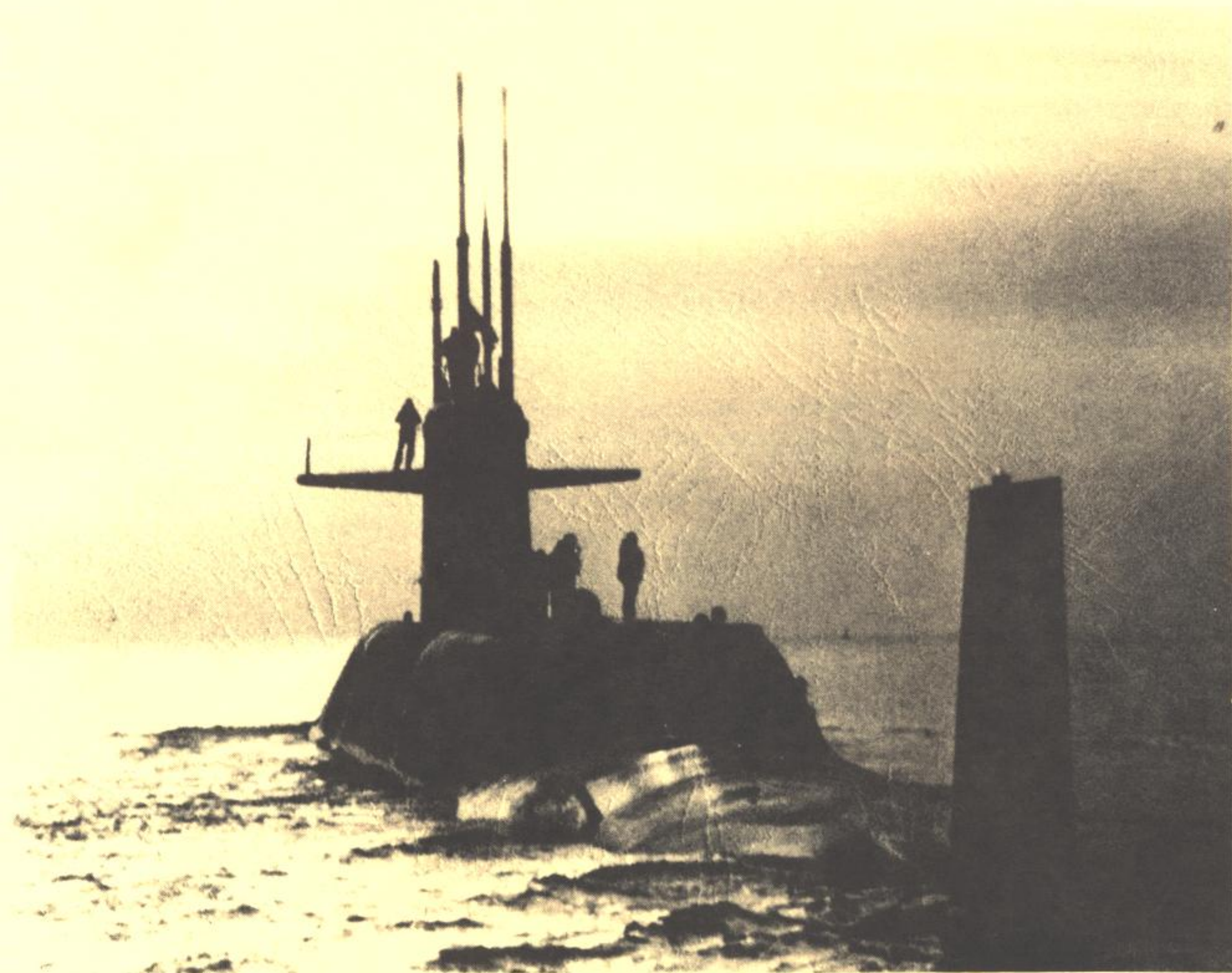
The wearing of embroidered or pin-on devices by officers and enlisted men, on the coat of service dress blue, full dress white, dinner dress blue and dinner dress white jackets was authorized in the 1981 Uniform Regulations.

The devices are also worn on the khaki shirt, and the long sleeve blue and summer white shirts. The embroidered device's background material also must match the color of the uniform on which it is worn.

THE END OF AN ERA

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 DANIEL BOONE is before us now,
Thirty 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.



1963 - 1993