

USS Kamehameha



Inactivation
Ceremony

Inactivation Program

Music by the Navy Band

Traditional Aloha Chant

Arrival Honors

National Anthem

Invocation

Welcoming Remarks

Commander Ed Seal

Commanding Officer, USS Kamehameha (SSN-642)

Introduction of CINCPACFLT

Rear Admiral John B. Padgett

Commander, Submarine Forces Pacific

Introduction of Principal Speaker

Admiral Thomas B. Fargo

Commander in Chief, U.S. Pacific Fleet

Principal Speaker

The Honorable Daniel K. Inouye

Senator for Hawaii

Concluding Remarks

Commander Ed Seal

Commanding Officer, USS Kamehameha (SSN-642)

Ceremonial hauling down of
commissioning pennant

Secure the Watch

Hawaiian Blessing and Aloha Oe

Benediction

Departure of official party

Music

*Guests please stand for the arrival and departure of the official party, national anthem,
hawaiian blessing and benediction.*

King Kamehameha I



Kamehameha the Great is perhaps the most beloved and illustrious of Hawaii's heroes. So far as is known, no other leaders of his stature had appeared before his time. At the time of his birth, somewhere between 1752 and 1761, the normal state of the islands was that of war, with single islands and parts of island ruled by chiefs.

Kamehameha's achievement was the conquest of these islands and their unification under one government. Born on the island of Hawaii, he initially gained the rule of half his home island. He then used his position to launch successful invasions of Maui, Lanai, and Molokai, but then returned to Hawaii to protect his home district. By 1791, he ruled the entire island and completed his conquest by subduing Oahu - leaving only Kauai and Niihau outside his kingdom. In 1810, the king of those two islands ceded his lands to Kamehameha.

For the first time in history, the people of Hawaii were brought together under one leader, one government.

Establishing himself as king and surrounding himself with strong men, he ruled the people wisely. The Hawaiian kingdom lasted for nearly a century until Hawaii officially became a republic.

Born before the islands were known to the outside world, Kamehameha saw the coming of the discovery ships under Captain Cook in 1778. In his intercourse with foreigners, Kamehameha adopted those things he felt would help his people and forbade those he believed would harm them. He lived to see the monarchy he created become known and respected - even coveted - by powers throughout Europe and America.

His world-famous statue, cast by Thomas Gould in 1880, was unveiled by King Kalakaua in 1883. The statue in Honolulu is actually a duplicate; the original was lost at sea off the Falkland Islands during shipment. The original was eventually recovered and placed near Kamehameha's birthplace in Kohala. Another duplicate is in Statuary Hall in Washington, D.C.





USS Kamehameha (SSN-642) Commissioning Pennant

The act of placing a ship in commission marks her entry into active Navy service. At the moment when the commissioning pennant is broken at the masthead, a ship becomes a Navy command in her own right, and takes her place alongside the other active ships of the Fleet.

This ceremony continues a tradition some three centuries old, observed by navies around the world, and by our own Navy since December 1775, when *Alfred*, the first ship of the Continental Navy, was commissioned at Philadelphia. Once in commission, the commanding officer and crew are entrusted with the privilege, and the responsibility, of maintaining their ship's readiness in peace, and of conducting successful operations at sea in time of war.

The commissioning pennant is the distinguishing mark of a commissioned Navy ship. A commissioning pennant is a long streamer in some version of the national colors of the Navy that flies it. The American pennant is blue at the hoist, bearing seven white stars; the rest of the pennant consists of single longitudinal stripes of red and white. The pennant is flown at all times as long as a ship is in commissioned status, except when a flag officer or civilian official is embarked and flies his personal flag in its place.

Ships' commissioning programs often include a story about the origin of the commissioning pennant. As it goes, during the first of three 17th-century Anglo-Dutch naval wars (1652-54) the Dutch Admiral Maarten Tromp put to sea with a broom at his masthead, symbolizing his intention to sweep the English from the sea. His British opponent, Admiral Robert Blake, two-blocked a coachwhip to show his determination to whip the Dutch fleet. Blake won; in commemoration of his victory a streamerlike pennant, called a "coachwhip pennant" from its long, narrow form, became the distinguishing mark of naval ships.

This is an interesting anecdote. As with so many other stories, though, nothing has ever been found to prove it. Researchers in England have tried to verify the tale, but without success. The actual origin of the commissioning pennant appears to be a bit more prosaic.

Narrow pennants of this kind go back several thousand years. They appear in ancient Egyptian art, and were flown from ships' mastheads and yardarms from, at least, the Middle Ages; they appear in medieval manuscript illustrations and Renaissance paintings. Professional national navies began to take form late in the 17th Century. All ships at that time were sailing ships, and it was often difficult to tell a naval ship from a merchantman at any distance. Navies began to adopt long, narrow pennants, to be flown by their ships at the mainmast head to distinguish themselves from merchant ships. This became standard naval practice.

Earlier American commissioning pennants bore 13 white stars in their blue hoist. A smaller 7-star pennant was later introduced for use in the bows of captains' gigs, and was flown by the first small submarines and destroyers. This principle even carried over into the national ensign; bigger ships flew the conventional flag of their time, while small boats used a 13-star "boat flag" which was also flown by early submarines and destroyers since the standard Navy ensigns of that day were too big for them. The 13 stars in boat flags and in earlier pennants doubtless commemorated the original 13 states of the Union. The reason behind the use of 7 stars is less obvious, and was not recorded, though the number 7 has positive connotations in Jewish and Christian symbology. On the other hand, it may simply have been an aesthetic choice on the part of those who specified the smaller number.

Until the early years of this century flags and pennants were quite large, as is seen in period pictures of naval ships. By 1870, for example, the largest Navy pennant had an 0.52-foot hoist (the maximum width) and a 70-foot length, called the fly; the biggest ensign at that time measured 19 by 36 feet.

As warships took on distinctive forms and could no longer be easily mistaken for merchantmen, flags and pennants continued to be flown, but began to shrink to a fraction of their earlier size. This process was accelerated by the proliferation of electronic antennas through the 20th Century. The biggest commissioning pennant now has a 2.5-inch hoist and a 6-foot fly, while the largest shipboard ensign for daily service use is 5 feet by 9 feet 6 inches (larger "holiday ensigns" are flown on special occasions).

History of USS Kamehameha

KAMEHAMEHA was built at the Mare Island Naval Shipyard. She was commissioned on 10 December 1965 and was the 30th of America's "41 for Freedom" Fleet Ballistic Missile Submarines. Mrs. Samuel Wilder King served as the ship's sponsor at the launching. Her husband was one of the first Hawaiians to graduate from the U.S. Naval Academy, was Governor of the territory of Hawaii, and strived for Hawaiian statehood.

After commissioning, KAMEHAMEHA joined Submarine Squadron FIFTEEN at its forward base in Guam, Marianas Islands. The ship was awarded the Meritorious Unit Commendation for operations while a member of Submarine Squadron FIFTEEN.

In July 1970, the ship was transferred to the Atlantic Fleet and joined Submarine Squadron EIGHTEEN in Charleston, South Carolina. In July 1971, KAMEHAMEHA was transferred to Groton, Connecticut for weapons conversion and a refueling overhaul.

Upon completion of the conversion and overhaul in October 1972, KAMEHAMEHA conducted operations off the east coast of the United States. In June 1973, she joined Submarine Squadron SIXTEEN and made patrols out of Rota, Spain. Six years later, in July 1979, KAMEHAMEHA joined Submarine Squadron EIGHTEEN and made patrols out of Charleston, South Carolina.

The ship then transferred to Submarine Squadron FOURTEEN to continue her ballistic missile patrols. In 1985, KAMEHAMEHA was selected as the Atlantic Fleet Ballistic Missile Submarine Top Performer.

KAMEHAMEHA underwent a refueling overhaul at Portsmouth Naval Shipyard from November 1986 to December 1989.

Several generations of submarines have been converted to special forces-capable missions. Ballistic missile submarines were converted after the missile role was superseded by new missiles or nonproliferation treaties. USS HALIBUT and USS ARGONAUT, the latter converted to a troop transport role, supported Marine COL Carlton's Raiders in a famous raid of Makin Island during World War II. During the Korean War USS PERCH, converted to the troop transport role, earned a Combat Patrol Pin for a daring insertion of British Royal Navy SBS personnel on the east coast of Korea. USS SEA LION was converted immediately after World War II and supported Army Special Forces, Marine Force Recon, UDT and SEALs on the east coast of the United States until 1970. The REGULUS I submarine USS TUNNY was converted to the troop transport role the same year that USS KAMEHAMEHA began her first POLARIS patrol from Guam. When REGULUS II was superseded by the POLARIS missile, USS HALIBUT, USS BARBERO and USS GRAYBACK were converted and served the Special Forces during the Vietnam War era. USS SAM HOUSTON and USS JOHN MARSHALL, sister boats to USS KAMEHAMEHA, were converted from SSBN to SSN in 1983 and 1984.

After completing a total of 63 deterrent patrols, KAMEHAMEHA's missile systems were inactivated in July 1992 and she was converted to a special purpose littoral attack submarine at Mare Island Naval Shipyard in Vallejo, California. This conversion installed modifications to support the surfaced and submerged deployment of Special Operations Forces and was done in



conjunction with a conversion for USS JAMES K. POLK. In August 1993, KAMEHAMEHA arrived in Pearl Harbor to become part of Submarine Squadron ONE.

KAMEHAMEHA regularly deployed from 1996 to 2000 in the waters off the coast of the Republic of Korea for the annual exercise FOAL EAGLE, where she innovatively performed a variety of challenging missions in support of Naval Special Warfare and Undersea Warfare objectives. She also participated in RIMPAC 1996 and 2000, TANDEM THRUST 1995 and 2001, and a variety of multinational Special Warfare exercises.

In 2000 the ship performed a proof-of-concept mission in the Middle East, where she demonstrated the ability of Special Warfare operators to work in very warm water as well as prove the ship's performance in very shallow and challenging littoral environments. This was followed by a visit to Aqaba, Jordan, the first USN submarine to do so; the port call included a visit by King Hussein. The six month deployment was the longest in the ship's history.

The ship's final Western Pacific deployment saw bilateral missions off of Guam and Australia, as well as port visits there and in Saipan. During this deployment several firsts and innovative tactics were successfully tested.

Following the inactivation ceremony, the ship will transit to Bremerton, Washington for decommissioning at Puget Sound Naval Shipyard.



The ship has been awarded many medals and certificates over the years. Some of these include:

Meritorious Unit Commendation

1 Jul 1968-5 Jun 1970
1 Oct 1983-1 Sep 1985
18 Jul 1993-6 Apr 1995
1 Jun 1999-30 Nov 1999

Battle "E"

7 Oct 1977-30 Sep 1978
1 Oct 1983-30 Sep 1984
1 Oct 1984-30 Sep 1985
1 Oct 1997-30 Sep 1998

Ballistic Missile Patrol Pin

63 awards



The Honorable Daniel K. Inouye United States Senate

Senator Inouye was born in Honolulu, Hawaii on September 7, 1924, and was named after a Methodist minister who had adopted his mother.

Young Dan Inouye attended Honolulu public schools and earned pocket money by parking cars at the old Honolulu Stadium and giving haircuts to fellow students. Most of his earnings were spent on a flock of homing pigeons, a postage stamp collection, parts for crystal radio sets and chemistry sets.

On the fateful day of the Japanese attack on Pearl Harbor, seventeen-year old Dan Inouye was one of the first Americans to handle civilian casualties in the Pacific war. He had taken medical aid training and was pressed into service as head of a first-aid litter team. He saw a "lot of blood" and did not go home for a week.

Eighteen-year-old Dan Inouye, a freshman in pre-medical studies at the University of Hawaii, enlisted in March, 1943, in the U.S. Army's 442nd Regimental Combat Team.

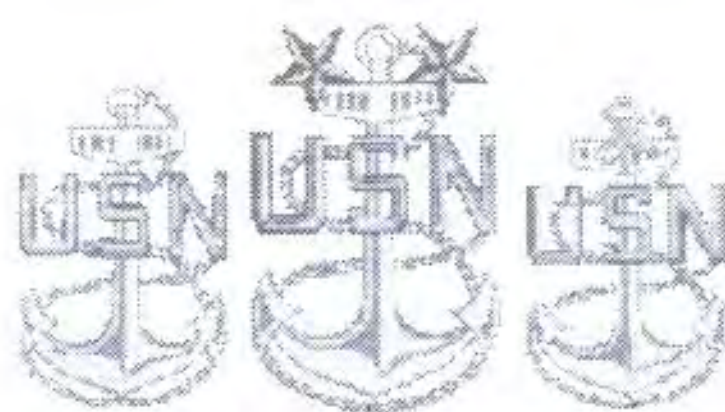
Sergeant Dan Inouye slogged through nearly three bloody months of the Rome Arno campaign with the U.S. Fifth Army. Early in the action, he established himself as an outstanding patrol leader with the so-called "Go-For-Broke Regiment," the famed rallying cry in infantry attacks.

Inouye's unit was shifted to the French Vosges Mountains and spent two of the bloodiest weeks of the war rescuing a Texas Battalion surrounded by German forces. The rescue of "The Lost Battalion" is listed in the U.S. Army annals as one of the most significant military battles of the century. Inouye lost ten pounds, became a platoon leader and won the Bronze Star and a battlefield commission as a Second Lieutenant.

Back in Italy, the 442nd was assaulting a heavily defended hill in the closing months of the war when Lt. Inouye was hit in his abdomen by a bullet which came out his back, barely missing his spine. He continued to lead the platoon and advanced alone against a machine gun nest which had his men pinned down. He tossed two hand grenades with devastating effect before his right arm was shattered by a German rifle grenade at close range. Inouye threw his last grenade with his left hand, attacked with a submachine gun and was finally knocked down the hill by a bullet in the leg.

Dan Inouye spent 20 months in Army hospitals after losing his right arm. He came home as a Captain with a Distinguished Service Cross (the second highest award for military valor), Bronze Star, Purple Heart with cluster and 12 other medals and citations.

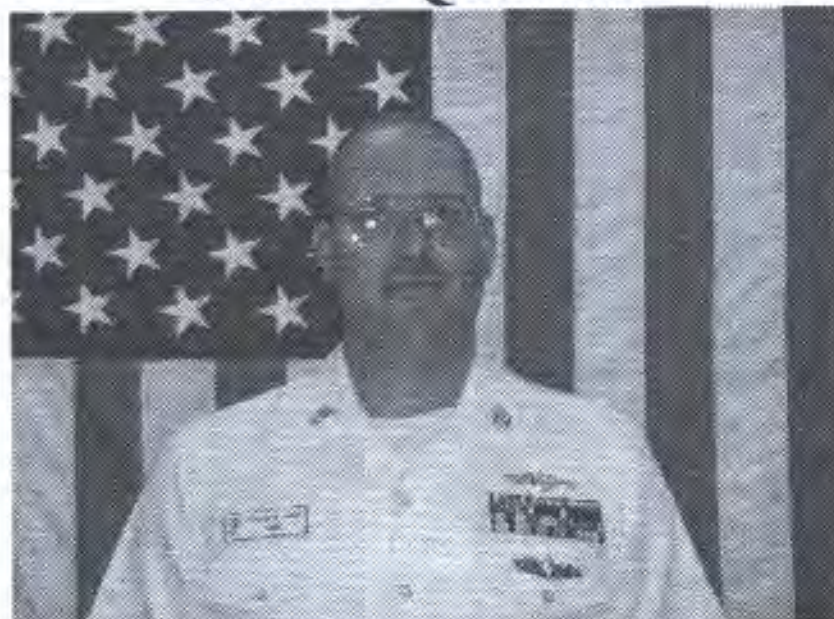




Chief's Quarters



ETCM(SS) David C. Minnich
Chief Of The Boat



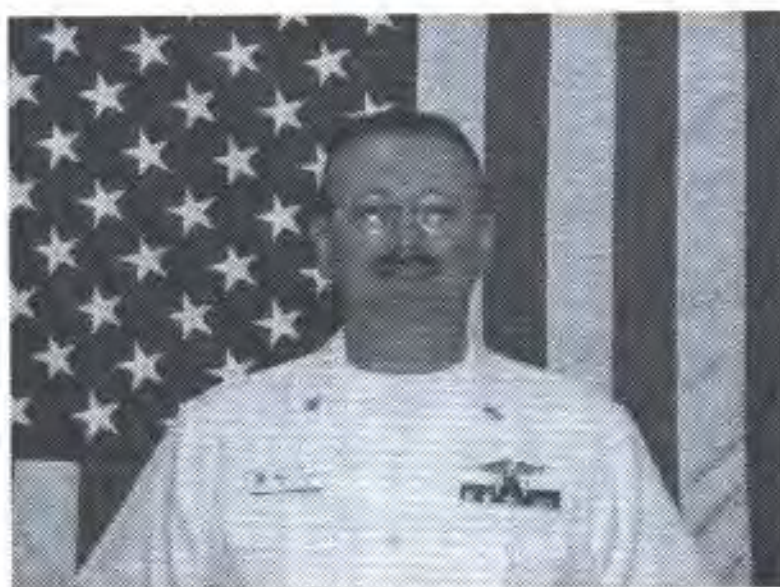
ETCM(SS) Mark R. Schrier
NODEA



MMCS(SS) David W. Hoffman
EDEA



ETCS(SS) Michael M. Munhall
Navigation Division LCPO



MMCS(SS) Charles A. Prine
Auxiliary LCPO



ETCS(SS) Michael Ellinwood
Radio LCPO



YNCS(SS) David T. Hughes
Yeoman LCPO



MSC(SS) Arnulfo Agpaoa, Jr.
Food Service LCPO



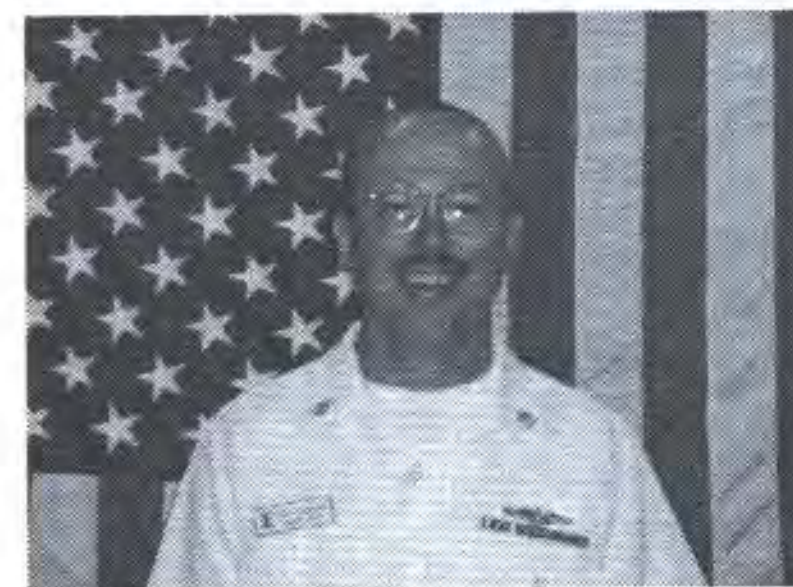
MMWC(SS) William T. Collins
Torpedo LCPO



MMC(SS) Kevin J. Deyette
Machinery LCPO



MMC(SS) Jeffrey L. Dodson
3M Coordinator



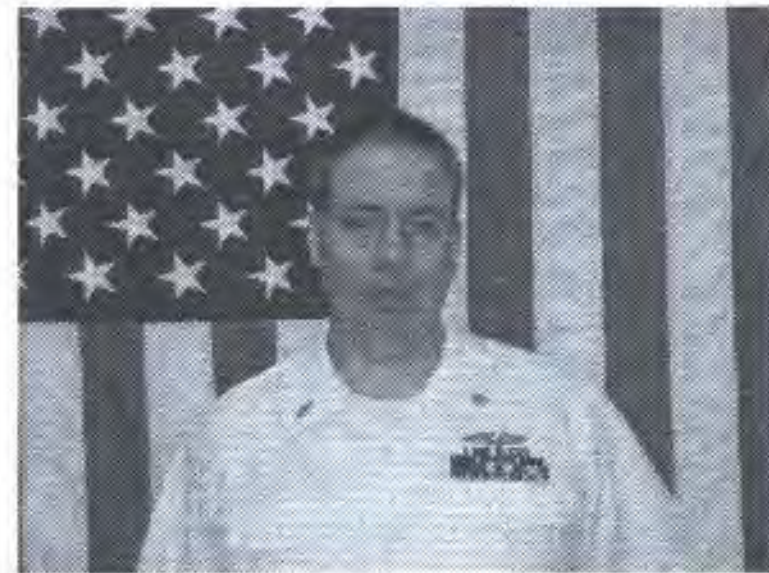
MMC(SS) Kevin L. LaPlant
Weapons Department Chief



EMC(SS) William O. Mead
Electrical LCPO



STSC(SS) James R. Semler
Sonar LCPO



ETC(SS) John S. Stiltner
Reactor Controls LCPO

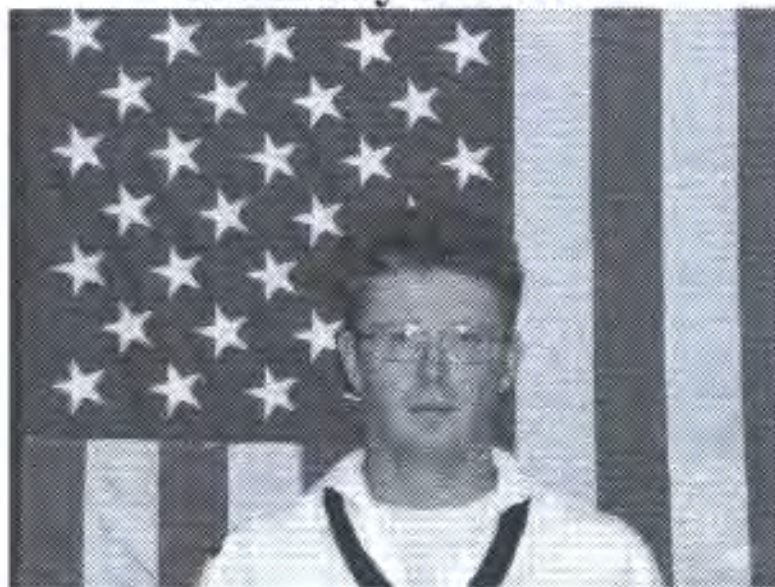
Ship's Crew



Auxiliary Division



MM1(SS) John D. Morgan II
Division LPO



MM2(SS) Michael F. Brisko



MM2(SS) James P. Burke



MM3(SS) Christopher Burns



MM3(SS) Aaron B. Carranza



MM3(SS) Ryan M. Carrillo



MM2(SS) Michael E. Crowder



MM2(SS) Nicholas S. Martin



MM2(SS) George E. Swies



MM2(SS) George G. Revels



MM3(SS) Levi A. Stewart



MM1(SS) Matthew R. Strange



Communications Division



ET1(SS) Joseph C. Fabr , Jr.
LPO



ET2(SS) Curtis J. McIntire



ET1(SS) Michael J. Mendez



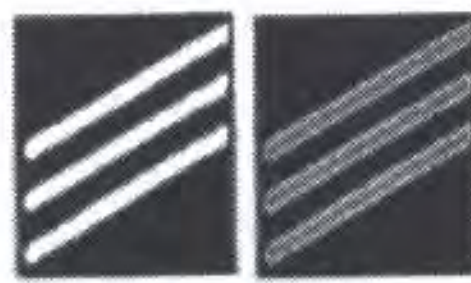
ET1(SS) Gregory T. Roberts



ET3(SS) Christopher L. Thompson



ET2(SS) Ryan A. Wamsat



Deck Division



MM1(SS) Edward E. Jennings
First Lieutenant



MM3(SS) David M. Melton
LPO



SR(SU) Christopher D. Green



SN(SS) Eric E. Klein



SA(SU) Ramon Mata



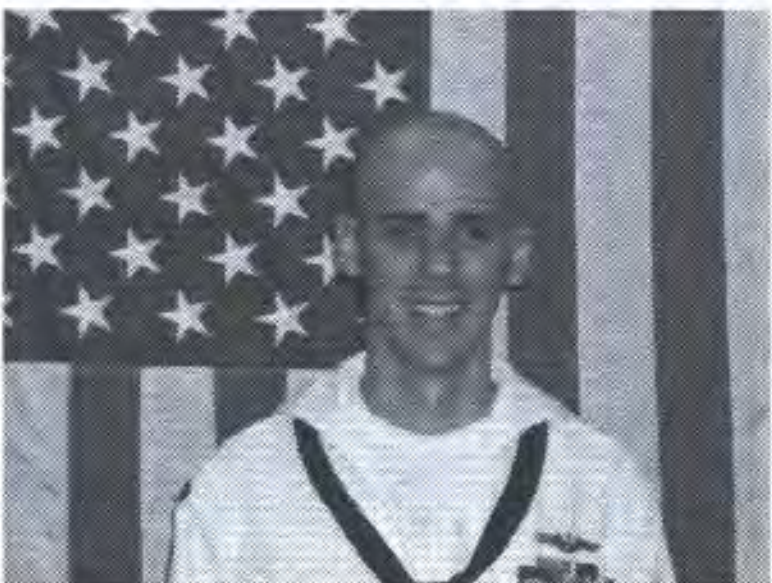
SR(SU) Robert A. Moriarity



SA(SU) Robert J. Gonzalez



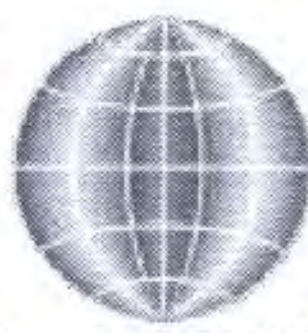
Dry Deck Shelter Division



ET1(SS) Burnell J. Broussard
LPO



MM2(SS) Christopher A. Schmidt



Electrical Division



EM1(SS) Steven L. Brunberg
LPO



EM2(SS) Hector Chavarria, Jr.



EM1(SS) Jonathan L. Crow



EM2(SS) Mark D. Disher



EM2(SS) Michael S. Watson



EM3(SS) Keith A. Gaskie



EM3(SU) Brian M. Jablonski



EM2(SS) Roberto A. Levy



EM3(SS) Marshall McKinney



EM3(SU) Martin A. Peltier



EM2(SS) Christopher R. Stone



EM2(SS) Derrick R. Svenby



EM3(SS) Ethan V. Ferguson



Food Service Division



MS2(SS) Jeffrey S. Barber
LPO



MS1(SS) James P. Eng



MS3(SS) Ryan R. Spiers



MSSN(SS) Brian C. Pearson



MS3(SS) Jason A. Powell



MS3(SS) Curtis L. Hildebrand



MS3(SS) Mark C. Warman



Fire Control Division



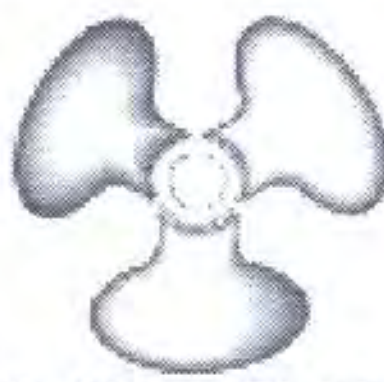
FT1(SS) Kevin C. Woolf
LPO



FT2(SS) William K. Bauman



FT2(SS) C. Brian Hartsock



Machinery Division



MM1(SS) Jeff J. Schildroth
LPO



MM1(SS) Theodore E. Whitmer



MM1(SS) James A. Moody



MM2(SS) Timothy W. Felska



MM2(SS/DV) Joshua A. Hammons



MM3(SU) Gary S. Hampton



MM3(SS) Samuel E. Coatney



MM3(SS) Shane L. Ishikawa



MM2(SS) Jerome L. Signaigo



MM2(SS) Brian J. Schlapkohl



MM3(SU) John A.S. Stroud



Medical Department Representative



HM1(SS) Anthony Petrone



Navigation/Operations Division



ET1(SS) Brian W. Brown
Assistant Navigator



ET1(SS) Preston Ramones
LPO



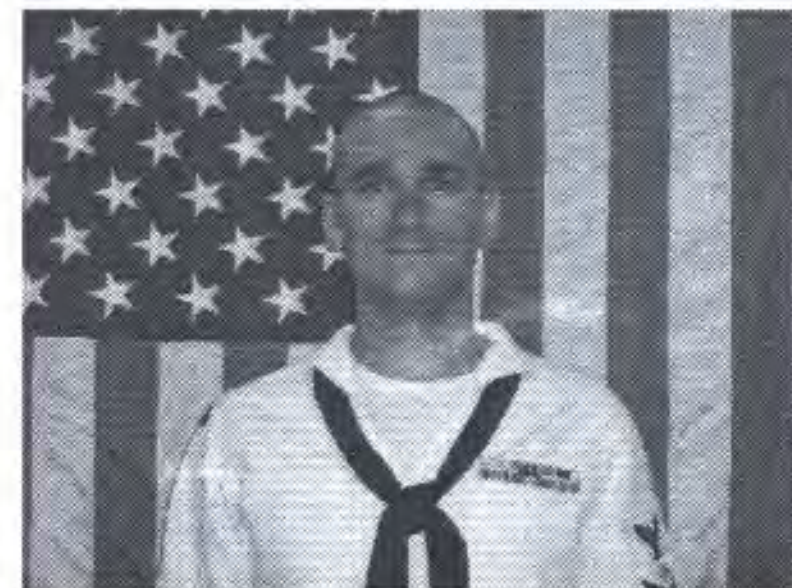
ET1(SS) Phillip C. Bush



ET2(SS) Donnie R. Cox



ET3(SS) Hector Martinez, Jr.



ET3(SU) Todd J. Lander



ET3(SS) Christopher J. Sharron



Reactor Controls Division



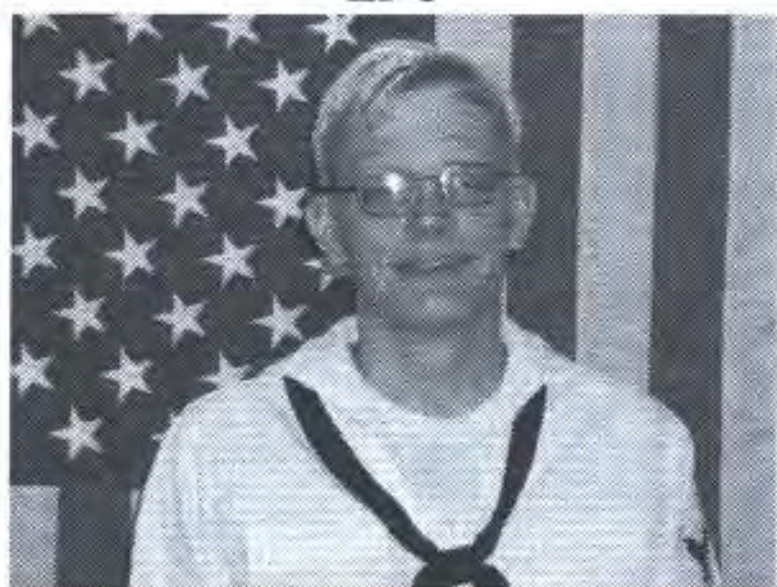
ET1(SS) John R. Dalton
LPO



ET3(SS) Todd J. Aitkins



ET2(SS) Kevin A. Chamberlain



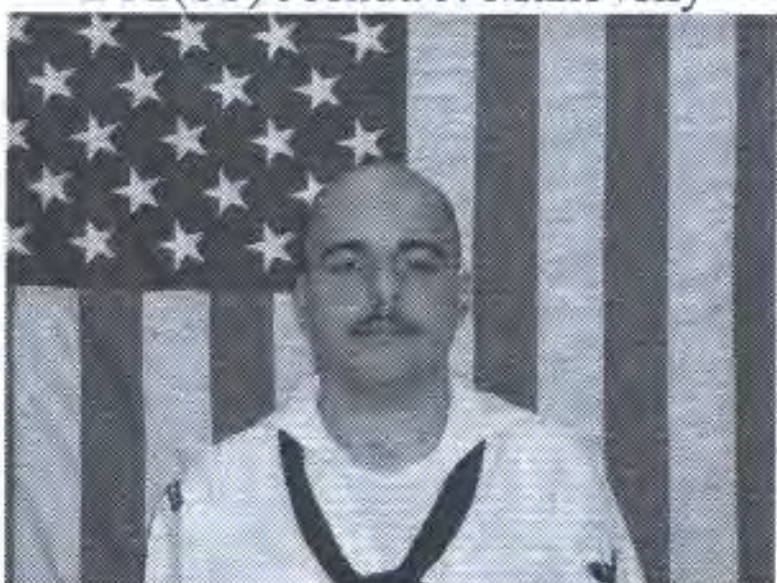
ET2(SS) Joshua J. Makovsky



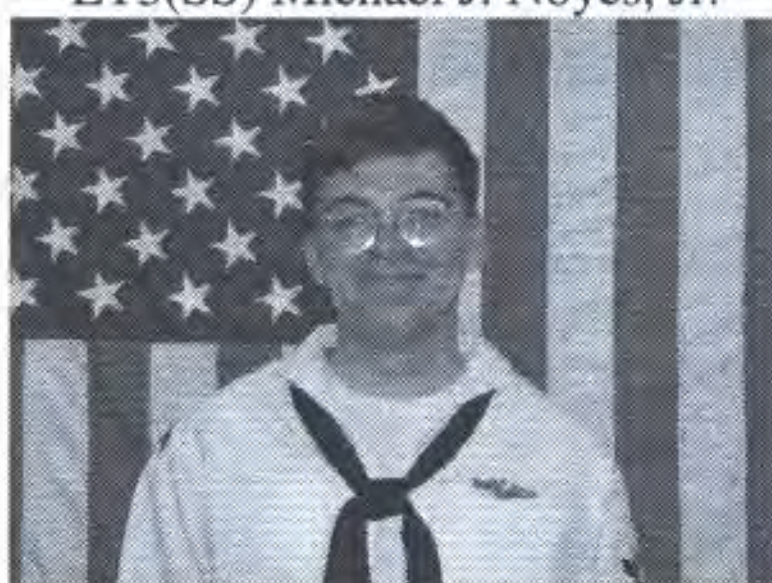
ET2(SS) Justin S. Sebring



ET3(SS) Michael J. Noyes, Jr.



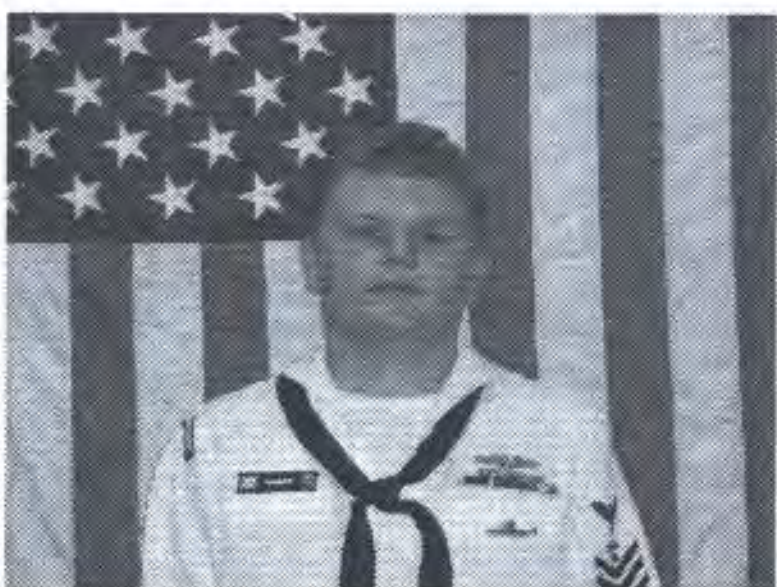
ET3(SU) Joseph J. Solga III



ET3(SS) Daniel E. Brown III



Reactor Laboratory Division



MM1(SS) Christopher B. McBride
LPO



MM1(SS) Anthony M. Ritter



MM1(SS) Barry R. Savoie



MM2(SS) John C. Thomas IV



MM2(SU) Joseph A. Basil



MM2(SU) Nicholas C.A. Heger



MM3(SU) Kyle T. Mann



Storekeeper Division



SK1(SS) Teague J. Foltz
LPO



SK2(SS) Alonzo Brewster



SK3(SS) Christopher M. Schaffer



SK3(SS) Justin M. Warren



Sonar Division



STS1(SS) Randolph A. Saunders
LPO



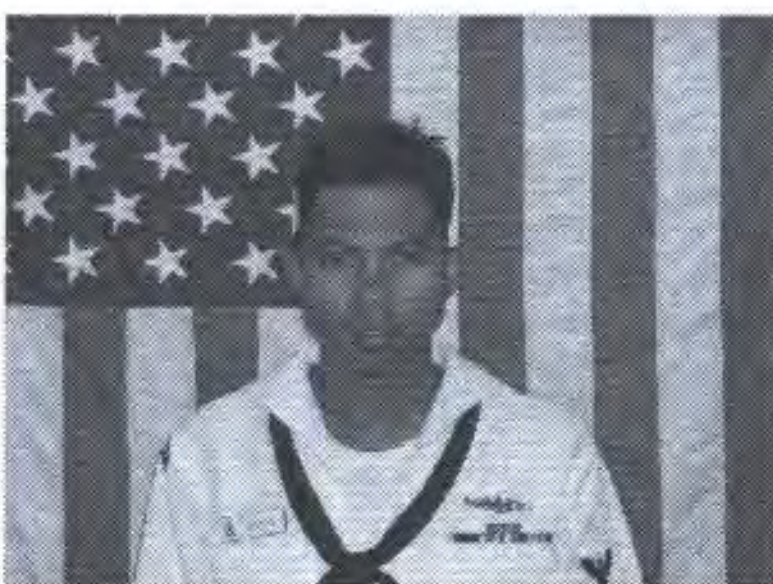
STS3(SU) Andrew J. Campbell



STS2(SS) Jason A. Crump



STS1(SS) Michael D. Damassa



STS3(SS) Richard J. Facundo



STS3(SS) Jason D. Fraley



STS2(SS) James E. Hood



STS3(SS) Justin J. Simmons



STSSA(SU) Joseph A. Turek



STS2(SS) Joseph B. Ward



Torpedo Division



MM3(SS) Michael J. Nece



MM3(SS) Daryl M. Rees



Yeoman Division



YN3(SS/DV) Robert L. Jarman



YN3(SS) Jason C. Johnson

Not Pictured

FT2(SS) Daniel V. Rubenstein

ET2(SS) A. C. Kirchenbauer

LCDR Bill Stevenson, PXO

MM2(SS) Michael J. Knapp, TMLPO

USS Kamehameha Statistics

Keel laid	2 May 1963
Launched	16 January 1965
Commissioned	10 December 1965
Sponsored by	Mrs. Samuel Wilder King
Length	425 feet
Displacement	Surfaced: 7300 tons Submerged: 8200 tons
Hull diameter	33 feet
Draft	29 feet
Speed / Depth	in excess of 20 knots / in excess of 800 feet

Previous Commanding Officers of USS Kamehameha

Blue Crew

R. S. Leddick	December 1965 - July 1967
F. W. Kelly	July 1967 - September 1970
L. D. Nace	September 1970 - September 1974 (also Gold)
R. J. Noreika	September 1974 - March 1978
D. Porter	March 1978 - April 1980
E. R. Linz	April 1980 - May 1981 (also Gold)
R. W. Krom	July 1981 - February 1985 (also Gold)
J. H. Almy, Jr.	March 1985 - March 1986
C. S. Wunsch	June 1986 - December 1989 (also Gold)
D. S. Keefe	December 1989 - January 1992

Gold Crew

R. W. Dickieson	December 1965 - August 1968
J.A. Sagerholm	August 1968 - July 1971
L. D. Nace	July 1971 - October 1972 (also Blue)
T. R. Fox	October 1972 - February 1975
G. W. Davis VI	February 1975 - July 1978
J. A. MacCregor	July 1978 - February 1981
E. R. Linz	February 1981 - May 1981 (also Blue)
L. L. Schmeling	May 1981 - July 1981
R. W. Krom	July 1981 - December 1982 (also Blue)
L. M. Jacobi	December 1982 - February 1986
C. S. Wunsch	February 1986 - December 1989 (also Blue)
G. F. Kindel	December 1989 - August 1992

Single Crew

R. M. Eichelberger	August 1992 - May 1995
H. F. Reese	May 1995 - September 1998
Derek H. Hesse	September 1998 - January 2001
Edward B. Seal	January 2001 -



The Navy Hymn

The song known to United States Navy men and women as the "Navy Hymn" is a musical benediction that long has had a special appeal to seafarers, particularly in the American Navy and the Royal Navies of the British Commonwealth. In more recent years it has become a part of French naval tradition.

The original words were written as a hymn by a schoolmaster and clergyman of the Church of England, the Rev. William Whiting. Rev. Whiting (1825-1878) resided on the English coast near the sea and had once survived a furious storm in the Mediterranean. His experiences inspired him to pen the ode, "Eternal Father, Strong to Save." In the following year, 1861, the words were adapted to music by another English clergyman, the Rev. John B. Dykes (1823-1876), who had originally written the music as "Melita" (ancient name for the Mediterranean island of Malta). Rev. Dykes' name may be recognized as that of the composer given credit for the music to many other well-known hymns, including "Holy, Holy, Holy," "Lead, Kindly Light," "Jesus, Lover of My Soul," and "Nearer, My God to Thee."

In the United States, in 1879 the late Rear Adm. Charles Jackson Train, an 1865 graduate of the United States Naval Academy at Annapolis, was a lieutenant commander stationed at the Academy in charge of the Midshipman Choir. In that year, Lt. Comdr. Train inaugurated the present practice of concluding each Sunday's Divine Services at the Academy with the singing of the first verse of this hymn. The words have been changed and adapted several times since the original hymn by Rev. Whiting was first published in 1860-61.

The original first verse words are:

Eternal Father, strong to save,
Whose arm hath bound the restless wave,
Who bidd'st the mighty ocean deep
Its own appointed limits keep;
Oh, hear us when we cry to Thee,
For those in peril on the sea!

The "Submariner's Verse", written by David B. Miller in 1965, is:

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

Other verses have been added to commemorate different communities and occasions.

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

-- *Author and date unknown*

And when at length her course is run,
Her work for home and country done,
Of all the souls that in her sailed
Let not one life in thee have failed;
But hear from heaven our sailor's cry,
And grant eternal life on high!

-- *Author and date unknown*



SSN
642

