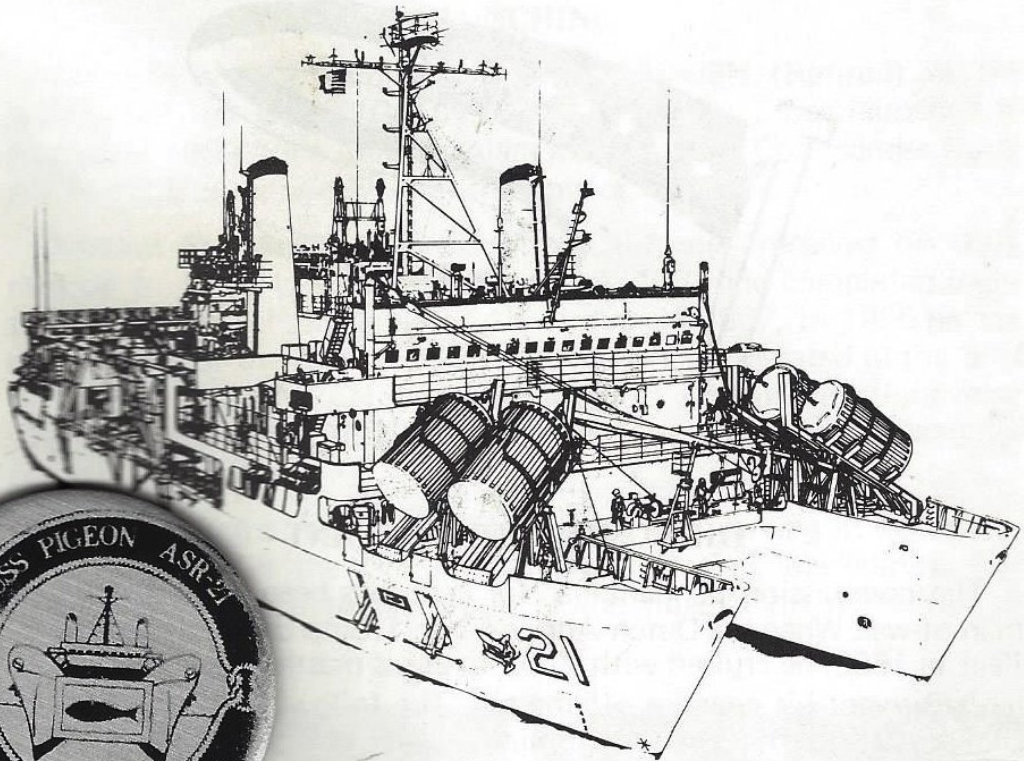


Contributed by Joe Neumann

# COMMISSIONING USS PIGEON ASR-21



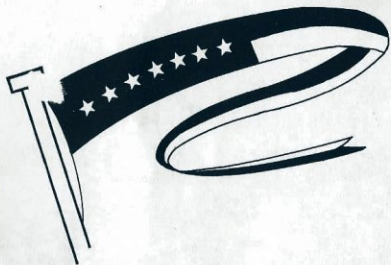
HUNTERS POINT NAVAL SHIPYARD  
SAN FRANCISCO, CALIFORNIA

*April 28, 1973*

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### A SHIP'S COMMISSIONING

The commissioning ceremony marks the acceptance of a ship as a member of the operating forces of the United States Navy. At the moment of breaking the commission pennant, USS PIGEON (ASR-21) becomes an active member of the fleet. The commanding officer, together with the ship's officers and men, has the duty of making and keeping her ready for any commitment required by our nation in time of peace or war.



### THE COMMISSION PENNANT

The commission pennant has for centuries been the symbol of a man-of-war. When the Dutch Admiral Van Tromp defeated an English fleet in 1652, he cruised with a broom at his masthead to signify that he had swept his enemies off the sea. The following year, prior to a similar battle, the British Admiral, William Blake, in retaliation hoisted a horsewhip from his masthead to indicate his intentions to whip his adversary from the sea. His success in the resulting engagement established a precedent for the long whip-like commission pennant.

Today when the order to commission the ship is given, the commission pennant will be hoisted at the mainmast. It will fly day and night and be hauled down only to display the personal flag of another official of higher rank than the Commanding Officer.

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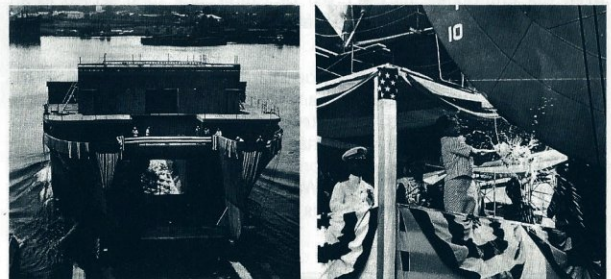


### LAUNCHING

The wife of Vice Admiral Allen M. Shinn, USN, (Retired) was the sponsor of the USS PIGEON (ASR-21) when it was launched in August of 1969. Vice Admiral Allen M. Shinn was Commander Naval Air Force, U.S. Pacific Fleet at the time of the launching.

Admiral Shinn, a native of Niles, California, received his commission from the U.S. Naval Academy in 1932 and completed flight training at the Pensacola Naval Air Station in 1937. In 1955 he was commander of the carrier USS SAIPAN, which operated in the Gulf of Mexico. The SAIPAN, later converted to a communications relay ship and re-named ARLINGTON, played a part in the moon landings communications.

Commanding a number of Navy ships and serving at numerous shore stations, in the United States and foreign, the admiral had 38 years of service to his credit at the time of his retirement in May of 1970.



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## HERITAGE

USS PIGEON (ASR-21) is the third United States Ship to bear this name. The first PIGEON was built in Baltimore, Maryland, by the Baltimore Dry Dock and Shipbuilding Company. The Minesweeper was commissioned in the Norfolk Navy Yard on 15 July 1919, Lieutenant William C. Procknow, USN, commanding. When hull classification symbols and numbers were assigned to ships on 17 July 1920, PIGEON's hull classification and number became (AM-47).

In November of 1919 PIGEON departed Norfolk to serve the Pacific Mine Force from San Diego, California. Pearl Harbor later became her base of operations in June of 1920. She was decommissioned there on 25 April 1922.

Her conversion to a gunboat was authorized on 27 September 1923 and she recommissioned at Pearl Harbor on 13 October 1923, Lieutenant Commander Elwin F. Cutts, USN, commanding. PIGEON departed Pearl Harbor on 7 November 1923 and joined the Yangtze River Patrol Force at Shanghai, China on 26 November 1923. For half a decade she was a unit of the famous patrol that protected American citizens, and commerce during the period of nationalist revolution that swept China. Though still classified a minesweeper (AM-47), she served the Asiatic Fleet as a "temporary gunboat". She began serving Submarine Division 16, U.S. Asiatic Fleet in September 1928. After ranging from the Philippines to the China Coast, she fitted out as a "Submarine Salvage Vessel" in 1929. The following day she was officially reclassified from a minesweeper (AM-47), to a Submarine Rescue Vessel (ASR-6).

PIGEON continued her service with the Asiatic Fleet until 19 August 1940, serving with the Submarine Force in waters ranging from the Philippines to the coast of China. She then served as an escort for the return of American gunboats from Chinese waters until 25 November 1941.

On receiving word of the attack on Pearl Harbor, PIGEON (ASR-6), docked in Manila, Philippine Islands, immediately prepared to get underway and stood by to evacuate the Cavite Navy Yard. As a result of PIGEON's readiness for the attack, when the Japanese struck on 10 December 1941, the fleet submarine SEADRAGON (one of the tonnage champions of World War II) was towed to safety by PIGEON. For her heroism in this dangerous undertaking, PIGEON

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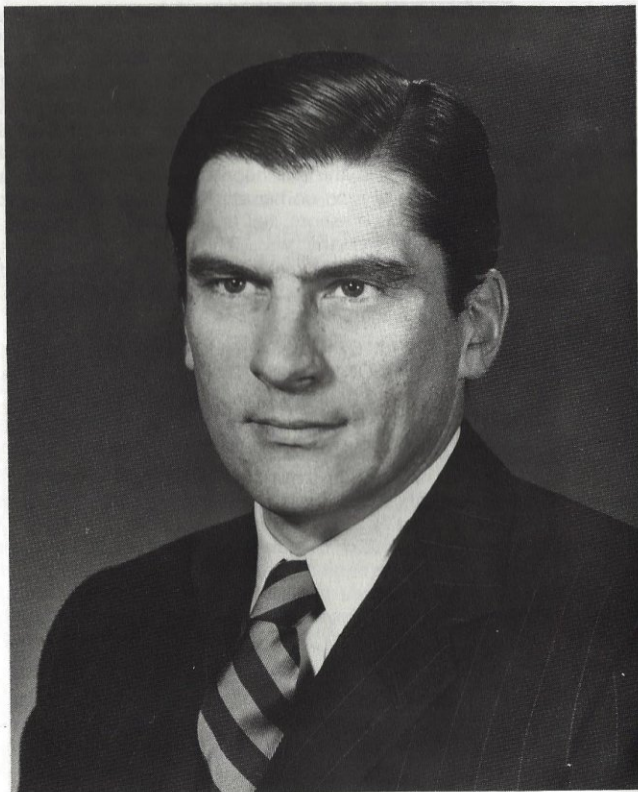
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received the first Presidential Unit Citation awarded a ship. PIGEON's fighting spirit in the ensuing months under the command of Lieutenant Commander F.A. Davis, earned a second Presidential Unit Citation "for fighting ability not expected of men in a little-craft whose primary mission was rescue and salvage of submarines". PIGEON, trapped in Manila Bay by the Japanese Fleet, conducted many subversive maneuvers to hamper the Japanese efforts to take the Philippines. However, on the afternoon of 4 May 1942 when a dive bomber scored an explosion on her starboard quarter, she sank in eight minutes. Her crew, on shore, fell prisoners to the Japanese. Many of the crew survived the war. The captain, Lieutenant Commander Davis, though not a survivor, was posthumously honored for his heroic actions both prior to capture and while in the infamous prisoner of war camp, Cabanatuan.

The second PIGEON (AM-374) was named in commemoration of submarine rescue ship PIGEON (ASR-6). The minesweeper was built by the Savannah Machine and Foundry Company, Savannah, Georgia, and was commissioned on 30 October 1945. She remained active or reserve until 1 December 1966 when her name was struck from the Navy list.

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SECRETARY OF THE NAVY  
Honorable John W. Warner



THE SECRETARY OF THE NAVY  
WASHINGTON

March 23, 1973

Lieutenant Commander James J. McDermott, USN  
PCO, PIGEON (ASR-21)  
Hunters Point Naval Shipyard  
San Francisco, California 94135

Dear Captain,

Congratulations on your new command, and best wishes to you and to your crew on the commissioning of PIGEON (ASR-21).

You have before you a task which is at once a challenge and a privilege. As the first commanding officer of a new ship, you are entrusted with the unique responsibility of shaping ship and crew into a working team. More than any one who will follow, you will set the pattern of competence and leadership which will, in turn, shape the spirit and reputation of PIGEON throughout her years with the fleet. I know that you, with your officers and petty officers, will live up to this trust in true Navy fashion.

In designing new ships such as PIGEON we have endeavored to continue to improve living conditions for the fine men who sail them. I know that you share this interest. Although improvements have been made over earlier designs, there is always a need for new ideas in this important area. I hope that you and your crew will continue to develop innovations in habitability improvements and forward your recommendations for consideration. I would like to receive an advance copy of any such submissions. Our men constitute our most vital asset. As we seek their finest performance, their individual and collective welfare deserves our most active interest.

A navy is only as good as its ships; and every seafaring man knows that any ship is only as good as its crew. Your mission can only be accomplished through the constant efforts of skilled and dedicated seamen. I wish PIGEON every success in this honorable task.

Sincerely,

*John W. Warner*  
John W. Warner



CHIEF OF NAVAL OPERATIONS  
Admiral E. R. Zumwalt, Jr., USN



CHIEF OF NAVAL OPERATIONS

27 April 1973

Dear Captain,

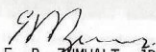
My best wishes go to you and to your ship's company on the commissioning of PIGEON (ASR-21).

Your new command is a remarkable ship in many ways. Designed for high stability in the open sea, combined with the precise maneuverability required for delicate undersea operations, PIGEON is admirably suited to her primary role of submarine search and rescue work. Together with the deep-submergence vehicles designed to operate with her, your ship will provide an essential element to our submarine force. PIGEON will also be called upon to lend her distinctive abilities for research in the ocean sciences. In successfully carrying out these demanding missions, your ship and every man who sails with her will make a most important contribution to that preparedness which is the best guarantor of peace.

Your selection as Commanding Officer of PIGEON is a tribute to your past performance and attests to your ability to meet the challenge of Command, the most cherished experience of a Naval career. You know the truth of Admiral Arleigh Burke's remark that any ship is "good because of the people in her; without them, she is an inert mass of steel." Our need for highly motivated, experienced personnel has never been greater. I urge you to be keenly aware of the welfare of your men. There is no substitute for a crew who is well informed and whose talents are recognized. I encourage you to delegate responsibility down to the lowest level and in so doing, develop a real sense of being part of, what I know will be, one of our Navy's finest fighting units.

On behalf of the Navy, I welcome PIGEON to the fleet.

Sincerely,

  
E. R. ZUMWALT, JR.  
Admiral, U.S. Navy

Lieutenant Commander James J. McDermott, USN  
PCO, PIGEON (ASR-21)  
Hunters Point Naval Shipyard  
San Francisco, California 94135



*Commander in Chief  
United States Pacific Fleet*

28 April 1973

Dear Captain McDermott,


On the occasion of the commissioning of USS PIGEON (ASR 21) at the Hunters Point Naval Shipyard, I extend my warmest welcome to you and your officers and men to the U. S. Pacific Fleet.

PIGEON's advanced submarine rescue capabilities represent a real step forward in the Navy, and she will be a valuable addition to the Fleet. As a submariner, I know firsthand the sense of security that submarine rescue ships bring to submariners, and I assure you that PIGEON will be a welcome and appreciated member of the Pacific Fleet team.

I am confident that you and your officers and men will carry on in the fine tradition of the Submarine Force and that your dedication and performance will provide a strong arm of ready support.

Best wishes to you and your crew as PIGEON joins the Fleet.

Sincerely,

  
B. A. CLAREY  
Admiral, U. S. Navy

Lieutenant Commander James J. McDermott, USN  
Commanding Officer  
USS PIGEON (ASR 21)  
FPO San Francisco 96601



COMMANDER IN CHIEF  
United States Pacific Fleet  
Admiral Bernard A. Clarey, USN



Commander Submarine Force  
United States Pacific Fleet

Dear Lieutenant Commander McDermott,

Congratulations on the commissioning of PIGEON. This is a proud moment in your career as you assume command of this unique and sophisticated submarine rescue ship. Your past experience as Commanding Officer of USS TRINGA (ASR-16) and as Officer in Tactical Command of the Operational Evaluation of the MK 1 MOD 0 Deep Dive System gives you keen insight into the complex tasks which PIGEON will be expected to perform. I am confident that you will utilize your submarine and diving knowledge to provide both the superior technical supervision and inspirational leadership which are so necessary to the successful functioning of your command.

Though it is always hoped that a submarine rescue ship will never be called to action, PIGEON's ability to work with the Deep Submergence Rescue Vehicle has greatly extended this nation's rescue capabilities. PIGEON's Deep Dive System will enable men to personally explore deeper limits of the continental shelf.

The naming of PIGEON after USS PIGEON (ASR-6) is proper and fitting. The former PIGEON distinguished herself in the rescue of the submarine SEADRAGON from imminent pierside destruction by towing her to safety during the Japanese attack on Manila Bay on 10 December 1941. For her actions the former PIGEON received the first Presidential Unit Citation awarded a ship of the United States Navy.

I am aware of the many long hours spent in preparing PIGEON for commissioning, she being the first catamaran seagoing vessel built for the Navy since Robert Fulton's twin hulled steam warship DEMOLOGUS in 1814. Much can be learned from her seaworthiness. I commend the officers and men of PIGEON for their fine efforts in preparing this proud new ship for duty. Welcome to the Fleet and to the Submarine Force, Pacific.

Sincerely,

F. D. McMULLEN, Jr.  
Rear Admiral, U.S. Navy

Lieutenant Commander J. J. McDERMOTT, USN  
Prospective Commanding Officer  
PIGEON (ASR21)  
Hunter's Point Naval Shipyard  
San Francisco, California 94135



COMMANDER SUBMARINE FORCE  
United States Pacific Fleet  
Rear Admiral Frank D. McMullen, Jr., USN



COMMANDER SUBMARINE FLOTILLA ONE  
Rear Admiral Joseph W. Russel, USN



COMMANDANT  
Twelfth Naval District  
Rear Admiral C.J. Van Arsdall, Jr., USN





COMMANDER SUBMARINE DEVELOPMENT GROUP ONE  
Captain Robert L. Murrill, USN



SHIPYARD COMMANDER  
Hunters Point Naval Shipyard  
Captain George B. Jones, USN

### REAR ADMIRAL WALTER N. DIETZEN, JR., USN

Walter Nicholas Dietzen, Jr., entered the U.S. Naval Academy, Annapolis, Maryland, on appointment from his native state, Tennessee, in 1941. Commissioned as Ensign in June of 1944, he joined the USS CACHALOT (SS-170). From October to December of that year he had submarine training at the Submarine School, New London, Connecticut. He reported in March 1945 as First Lieutenant on board the USS TIRANTE (SS-420) and while attached to that submarine participated in two war patrols in the Korean area. He was awarded the Navy Commendation Medal for assisting his Commanding Officer in the sinking of over 28,000 tons of enemy shipping.

During the period July 1946 to March 1950 he served in the USS RATON (SS-271), after which he was an Instructor at the Fleet Sonar School, Key West, Florida. He reported in August 1952 as Executive Officer of the USS BAYA (AGSS-318) and in July 1954 was detached for instruction at the Naval War College, Newport, Rhode Island. In July 1955 he assumed command of the USS CUBERA (SS-347) and from July 1957 until January 1959 he had duty in the Enlisted Distribution Branch, Bureau of Naval Personnel, Navy Department, Washington, D.C.

After receiving instruction in the Naval Reactors Branch, he was assigned fitting out duty in the USS SCAMP (SSN-588) at the Mare Island (California) Naval Shipyard and later assumed command of that nuclear powered submarine upon her commissioning, June 5, 1961. Returning to the Mare Island Naval Shipyard in April 1963, he had pre-commissioning duty in the USS WOODROW WILSON (SSBN-624) and became Commanding Officer (Gold Crew) upon her commissioning on December 27, 1963.

Detached from the WOODROW WILSON in July 1966, he received instruction at the Industrial College of the Armed Forces, Washington, D.C. In August 1967 he reported as Deputy Director of the Submarine Warfare Division, Office of the Chief of Naval Operations, Navy Department. He was awarded the Meritorious Service Medal "for meritorious service from August 1967 through July 1969. . ." in contributing directly to the success of the expanding submarine program.

In July 1970, he reported as Chief of the Navy Section, Joint United States Military Mission for Aid to Turkey, with headquarters in Ankara. On 19 May 1972 for ". . . especially meritorious conduct in the performance of outstanding service as Chief of the Navy Section. . ." Admiral Dietzen was awarded the Legion of Merit.

Returning to Washington, D.C. in June 1972 he assumed the duty of Deep Submergence System Program Coordinator, Office of the Chief of Naval Operations, Navy Department.



GUEST SPEAKER  
Rear Admiral W.N. Dietzen, Jr., USN

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UNITED STATES SHIP PIGEON (ASR-21)

*Commissioning Ceremony*

28 APR 1973

**MUSICAL SELECTIONS**  
**TWELFTH NAVAL DISTRICT BAND**

★

**OFFICIAL PARTY ARRIVES**

★

**INVOCATION**

Lieutenant Commander R.I. Barsch, (CHC) USN  
Chaplain, Treasure Island Naval Station

★

**WELCOMING REMARKS**

Captain G.B. Jones, USN  
Commander Hunters Point Naval Shipyard

★

**READING OF COMMISSIONING DIRECTIVE**

Rear Admiral Clyde J. Van Arsdall, Jr., USN  
Commandant Twelfth Naval District

★

**COMMISSIONING**

The National Anthem is played and the  
National Ensign and the Commissioning  
Pennant are hoisted. United States Ship  
PIGEON is now in commission.

Lieutenant Commander McDermott reads his orders  
and assumes command

★

**SETTING OF THE FIRST WATCH**

The Commanding Officer directs the  
Executive Officer to set the First Watch.

**HONORS**

The Commanding Officer orders appropriate honors for  
Rear Admiral Clyde J. Van Arsdall, Jr., USN

★

**REMARKS BY COMMANDING OFFICER  
AND INTRODUCTION OF GUEST SPEAKER**

★

**COMMISSIONING ADDRESS**

Rear Admiral Walter N. Dietzen, Jr., USN  
Deep Submergence System Program Coordinator  
Office of the Chief of Naval Operations

★

**BENEDICTION**

★

**DEPARTURE OF OFFICIAL PARTY**

★

**MUSICAL SELECTIONS**

★

**CONCLUSION OF CEREMONY**

★

**TOUR ABOARD SHIP**

★

*Honor Guard provided by the Marine Barracks,  
Hunters Point Naval Shipyard*

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## HISTORY

PIGEON (ASR-21) is the first ship of a new generation of submarine rescue vessels. Uniquely, the PIGEON is a catamaran, the first contracted for the Navy since Robert Fulton's twin hulled steam warship DEMOLOGUS, constructed at the close of the "War of 1812". PIGEON was delivered to Hunters Point Naval Shipyard on 27 January, 1972, by her builder, the Alabama Drydock and Shipbuilding Company of Mobile, for post delivery/fitting-out availability. PIGEON is designed to provide the Navy with the most advanced and comprehensive facilities for submarine rescue, mixed saturation diving, and deep ocean salvage. In addition to the conventional McCANN Submarine Rescue Chamber (SRC), she will be capable of supporting the Navy's new deep submergence rescue vehicle, (DSRV). PIGEON will be the fleet's foremost saturation diving platform incorporating the MK 2 MOD 1 Deep Diving System (DDS) and newly developed aquanaut equipment systems.

The MK 2 MOD 1 DDS consists of two Deck Decompression Chambers (DDC's) two Personnel Transfer Capsules (PTC's), and related control and life support sub-systems. This is the most advanced dive system of its type, designed to utilize the principle of saturation diving to produce the greatest amount of effective diver work hours with the shortest decompression time.

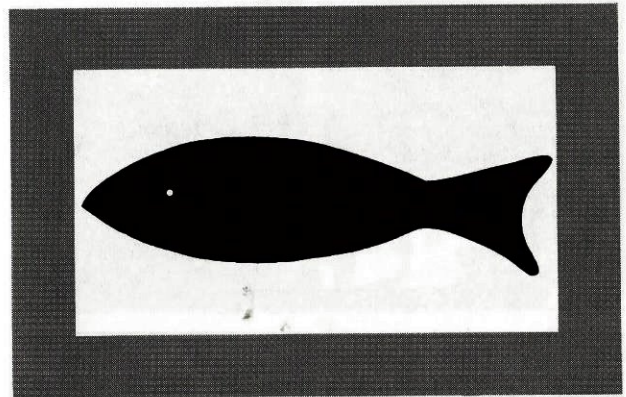
PIGEON has, in addition to the built-in stability of her configuration, a highly sophisticated electro-hydraulic deck handling system. Launching/retrieving is conducted either via a lift platform between the hulls or over-the-side for the SRC and PTCs. A highly developed 3-dimensional sonar tracking computer system converts acoustical raw input data to determine the relative positions of the ASR, DSRV, and distressed submarines.

To permit precise PTC as well as SRC positioning at an underwater work/or rescue site, ASR-21 is capable of setting a four-point moor to keep her on station in water up to 1200 feet deep.

PIGEON's principal characteristics include an overall length of 251 feet and a molded beam of 86 feet. She will have a full load displacement of approximately 4555 tons at a mean draft of 22 feet, 8 inches. Top sustained speed will be 14.5 knots using the propulsion of four ALCO diesel engines, two per hull, in which the two engine rooms are complete propulsion plants capable of independent operation.

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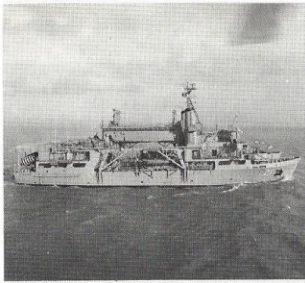
## THE BLACK-FISH INSIGNIA

In 1882, a diving school was established at the U.S. Naval Torpedo Station in Newport, Rhode Island by retired Chief Gunner's Mate, Jacob Anderson. Chief Anderson trained volunteer divers by recovering practice torpedoes fired from the station's tubes. The divers devised and displayed a flag from their boat to signify the recovery of torpedoes. This flag was a black torpedo-like symbol against a white background with a red border. The nickname "fish" was given to the torpedo, thus changing the flag to a fish resembling a torpedo.

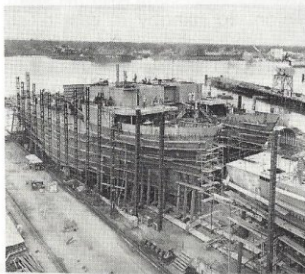
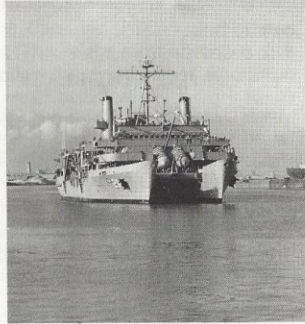
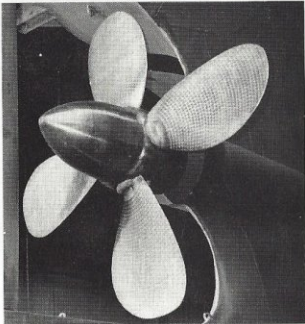
At the start of the twentieth century, our first submarine was commissioned and went to sea to conduct trials. Along with her went a small craft with an important mission: to standby in case of an emergency while the submarine was submerged; to act as a safety vessel by patrolling the operational area to warn ships and other smaller craft to keep clear of the submarine operating area; and, to recover practice torpedoes fired by the submarine. Since there was no flag signal identification this early in the century, the black-fish flag insignia was displayed by all ASR's. ASR's took up the role as "guardians of submarines", and adopted the "black-fish insignia" beside their hull numbers as a proud and lasting display of their mission.

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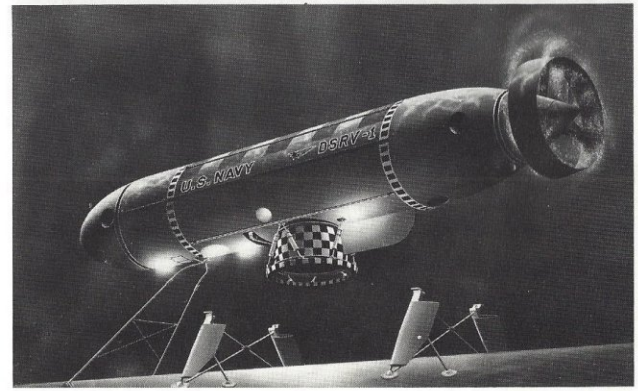
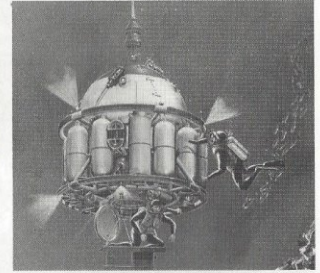
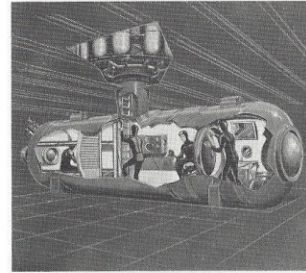
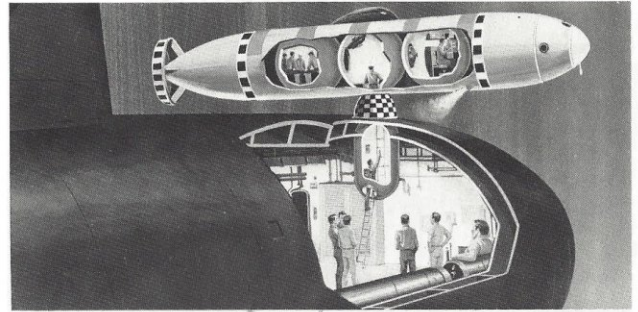
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## CONSTRUCTION



## RESCUE AND DIVING



### **LCDR JAMES J. McDERMOTT, USN**

James J. McDERMOTT was born in Yonkers, New York on November 20, 1925. Following graduation from Sacred Heart High School in Yonkers, he enlisted in the Navy in December of 1942. After intensive training for duty as a submarine torpedoman, Petty Officer McDERMOTT served as a torpedo tube repairman for Pacific Fleet submarines operating in the Pacific during World War II.

In October of 1945 he received orders to USS BANG (SS-385) in New London and subsequently to USS CUTLASS (SS-478) in Panama where he served until 1952. Chief Torpedoman McDERMOTT instructed at the Advanced Underwater Weapons School in Key West from 1952 to 1955 when he received orders to the USS BATFISH (SS-310). Departing the BATFISH in 1956, Chief Petty Officer McDERMOTT reported to the USS DIABLO (SS-479) as Chief of the Boat. It was while serving on DIABLO that he received his commission as Ensign.

After attending Officer's Candidate School in Newport, Rhode Island, Mr. McDERMOTT served aboard the USS ARCHERFISH (SS-311) as the Supply and Operations Officer until 1960. For the next four years Lieutenant McDERMOTT served as Submarine Base Hull, Diving, and Docking Officer, and Engineer Officer on the staff of Commander Submarine Division 122. After attending the Naval School of Deep Sea Diving and Salvage in 1964, LT McDERMOTT served as Executive Officer aboard USS PENGUIN (ASR-12). Subsequently he took command of USS TRINGA (ASR-16) which he held until the fall of 1969.

In February 1970, LCDR McDERMOTT was designated Commander Task Unit 56.1.7 and Officer in Tactical Command for the operational evaluation of the MK 1 MOD 0 Deep Diving System. For his leadership displayed during this operation, in which a new world's record of 870 feet was set for open-sea diving, he received the Legion of Merit.

On 15 January 1971, LCDR McDERMOTT reported to Mobile, Alabama as Prospective Commanding Officer of PIGEON (ASR-21) and has spent the past two years supervising the construction and fitting out of the ship. During this tour he has been selected for promotion to the rank of Commander.

LCDR McDERMOTT, with his wife Simone and their two children Michael, 21, and James, 15, now resides in San Francisco, California.



COMMANDING OFFICER  
USS PIGEON (ASR-21)  
**Lieutenant Commander J.J. McDermott, USN**

### **LCDR W. JAMES DOYLE, USN**

W. James DOYLE was born in Boston, Massachusetts on May 26, 1931. Following graduation from Wellesley Senior High School he enlisted in the Navy in June of 1948. After basic submarine training, he served as a Fire Control Technician in fleet-submarines USS RUNNER (SS 476), USS CROAKER (SS 246) and USS TRUTTA (SS 421). Following these tours, he served on the commissioning crews of the fast attack submarine USS HARDER (SS 568), the world's second nuclear submarine USS SEAWOLF (SSN 575) and the fast attack nuclear submarine USS SKIPJACK (SSN 585).

After attending Officer's Candidate School in Newport, Rhode Island, Mr. DOYLE was ordered to the Submarine School Staff in New London, Connecticut where he served the next three years as director of the Advance Fire Control Division of the Navy's first FBM Trainer.

In June of 1962 LTJG DOYLE again received orders to new construction duty; first as Assistant Weapons Officer of USS ALEXANDER HAMILTON (SSBN 617) (BLUE), and later as Weapons Officer on board USS H.L. STIMSON (SSBN 655) (BLUE). He completed five polaris patrols on those ships. In the fall of 1967 LCDR DOYLE was ordered to USS SPINAX (SS 489) as Navigator and third officer.

In January of 1970 LCDR DOYLE attended the HeO2 Diving Officer course at the Naval School of Deep Sea Diving and Salvage, followed by the first training course for the MK2 Deep Diving System at San Diego, California.

On 15 January 1971, LCDR DOYLE reported to Mobile, Alabama as Prospective Executive Officer of PIGEON (ASR 21) and has spent the past two years involved in the construction and fitting out of the ship.

LCDR DOYLE, with his wife Esther and their three children, Steve, 15, Mark, 13, and Bill, 2 now reside in San Francisco, California.



EXECUTIVE OFFICER  
USS PIGEON (ASR-21)  
**Lieutenant Commander W.J. Doyle, USN**

## SHIP'S OFFICERS



Lieutenant  
S. F. Cwiklinski  
Rescue/Dive Officer



Lieutenant  
K. B. Brooks  
First Lieutenant



Lieutenant  
T. B. Hottenstein  
Operations Officer



CWO2  
G. C. Lewis  
Engineer



CWO2  
J. P. Kamienski  
Damage Control Assistant



CWO2  
D. G. Hague  
Supply Officer

## CHIEF PETTY OFFICERS



HTCM(DV)  
L. Hurley



EMCS  
R. F. Hnatovic



SKC(SS-DV)  
H. L. Hicks, III



ENC  
J. Merkel



HTC  
C. E. Pugh



RMC  
B. M. Hill



EMC  
P. B. Handibode



BMC(DV)  
H. S. Crotts



HTC(DV)  
D. E. Debolt



MMC(DV)  
F. Lugo



HTC(DV)  
C. C. Conard



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## ROSTER OF ENLISTED PERSONNEL

### FIRST CLASS PETTY OFFICERS

ABRAHAM, George B.	PN1
BURGESS, Roger C.	EN1(DV)
BYERLY, Duane E.	ST1
CALDWELL, John J.	HT1
CONNER, Thomas A.	BM1(DV)
COY, William N.	RM1
DUTTON, David C.	ET1
FARRAR, Clarence R.	MR1(DV)
FLORES, Jose A.	SM1(DV)
FOWLER, Darryl W.	MR1(DV)
GREEN, Shelby A.	BM1(DV)
HADDELAND, Wayne R.	QM1
HALL, Orval L.	ET1
KLECKNER, John C.	HM1(DV)
LAZARO, Genaro F.	SD1
LEE, Bobby J.	OS1(DV)
MARSH, Larry J.	BM1(DV)
MINTE, Alfred H.	HT1(DV)
MOORE, Charles M.	EN1(DV)
MOSLEY, Jerome	PH1(DV)
NELSON, Jon B.	EM1(DV)
PARKER, William L.	CS1
SCHAEFER, Zeno M.	HT1(DV)
SHAMROCK, Robert M.	EN1(DV)
STUMPHY, Robert E.	IC1
VAN CLEAVE, Ronald G.	SK1
WILBUR, Clifford W.	EN1
WOOD, Theodore E.	CS1

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### SECOND CLASS PETTY OFFICERS

ALMON, Thomas H.	BM2(DV)
ANTHONY, William E. Jr.	BM2
BARRETT, Preston L.	OS2
BIBB, David M.	ETR2
BOURBONNAIS, Anthony J.	EN2(DV)
CARTER, Larry J.	CS2
COCCO, Anthony J.	SH2
CORBIN, John S.	CS2
COX, Marvin D.	SH2
DEMERS, Richard F.	BM2
EBERHARDT, Charles J.	STS2
GETSINGER, Ronald G.	YN2
GIBEAULT, Glenn G.	STG2
GREENWELL, Gordon L.	EN2
HARVEY, Russell A.	ETR2
HUNT, James C.	RM2
LEWANDOWSKI, Dean R.	EN2
LUNDGREN, Eric J.	EM2
MARTENS, Johnnie W. Jr.	STS2
McDOWELL, Howard E.	RM2
SANTOS, Ignacio J.	EN2
SECKMAN, Michael W.	DS2
SMITH, Melvyn	EM2(DV)
STONEROCK, Charles D.	EM2
TENSLEY, Gary R.	STG2
WEINBRECHT, Allen L.	SM2
WITTENBRAKER, Charles E.	ETN2

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**THIRD CLASS PETTY OFFICERS**

CHESTER, Thomas F.	BM3
CONNELLY, David R.	BM3
DENSON, Allen W.	BM3
FELTS, David R.	BM3
GONSER, Robert W.	EM3
GRANT, Randall T.	EN3
GRAY, Jerry D.	YN3
GREENWALT, Charles L.	MM3
GUTIERREZ, Arthur M.	SD3
HALL, Eugene R.	GMG3
HILL, Daniel L.	IC3
IGLIANE, Reynaldo R.	EN3
KESWEDER, Gene J.	SK3
KLINE, William R.	HT3
KOSTLIVY, Bruce G.	EN3
KRAUS, Rodney E.	EM3
MERRILL, John G.	IC3
NUTT, Colden E.	BM3
PASCUA, Antonio B.	SD3
PETERSEN, Earl C.	HT3
ROSS, Clarence	CS3
ROXBURY, Gerald C.	OS3
SANFORD, Peter M.	OS3
SMITH, John W.	EN3
TITSWORTH, Timothy N.	STG3

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**NON-RATED PERSONNEL**

ALEXANDER, David E.	SA
ALEXANDER, Thomas C.	RMSN
BALKE, Dale L.	RMSN
CAIATI, James L.	ICFA
CHILDERS, Harold F. Jr.	SDSA
COOPER, David P.	SA
CUMNOCK, Ben F. II	OSSA
CURTIS, Mark H.	QMSA
DABBS, William E. Jr.	PNSA
DRINKARD, Michael L.	SA
DUMONT, John M.	FA
EBINGER, Paul D.	SN
ESTILL, Derann W.	FA
FILIAULT, Bruce A.	SA
FORD, Horace Jr.	SA
FRENCH, Robert L.	SA
FRESHOUR, Orgille R.	GMGSA
GALLUGI, Richard J.	SA
GIBBONS, William B.	CSSN
GOSHA, William Jr.	SA
GRANT, Milton L.	SA
GRIBBON, Gary F.	FA
GUTKNECKT, David L.	ENFA
HARROUN, George A. Jr.	FN
HELMS, Byron E.	SA
HILL, Kenneth J.	SA
HULLETT, Calvin L.	FA
IVANKOVICS, Jeffrey V.	EMFN
JOHNSTON, David C.	AN
JONES, Robert A.	FN
KIMBLE, Jeffrey W.	ENFA
KURMINS, John E.	YNSN
LAURANT, Bradley J.	SN
LINAM, William T.	FR
LINDAUER, Christian D.	RMSA
LIPTAK, Lee J.	QMSA

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**NON-RATED PERSONNEL (continued)**

LITTELL, Danny W.	FA
MacQUARRIE, James	SA
MADDEN, James J.	SA
MALEDON, Charles S.	ENFA
MARTINO, Joseph L.	SA
McCULLOUGH, Samuel B.	STGSN
McLAUGHLIN, Robert M.	EMFN
MELFORD, Donald J.	RMSN
NOLL, Mark H.	EMFN
PATTILLO, Frankie J.	SA
PETERSON, Kevin B.	SA
POULIN, Mark F.	SA
POULSON, Steven D.	ENFN
PRATT, James R.	FA
RAGOLIO, Michael L.	SA
REDDEN, George D. III	STGSN
RENSIN, Steven J.	RMSN
RENWICK, Lawrence L.	ICFN
ROBERTS, Steven A.	SN
SATTERFIELD, Thomas J.	SN
SELLERS, Albert T. Jr.	FA
SEMBACH, Jerry W.	SKSA
SHERBONEAU, James E.	SA
SIMPSON, Christopher W.	SA
SPERANZA, Michael	SN
STRINGFELLOW, Bobby R.	FA
WEBER, Robert D.	FA
WEBER, William C.	SA
WILKERSON, Terry L.	EMFN
WILLIAMS, Benjamin D.	SN
ZAPATKA, David J.	EMFN

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**HONORS**

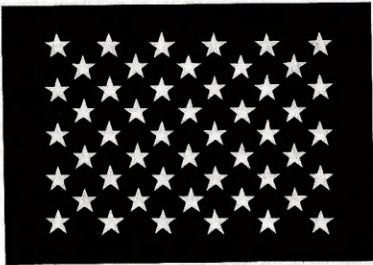
The rendering of military honors to senior officials is a routine part of life aboard a navy ship.

Typical official visit honors for an admiral begin with the bugler sounding "Attention" as the admiral's barge or vehicle approaches the ship. Using a high-pitched wind instrument known as a boatswain's pipe the boatswain "pipes" the admiral's barge or vehicle alongside. He then pipes the admiral aboard and through the formation of sideboys. As the admiral steps aboard, his personal flag is broken. As he reaches the end of the formation of sideboys, the honor guard presents arms, and the band sounds off with ruffles and flourishes followed by the "Admiral's March". On completion of the musical salute the admiral inspects the honor guard. Departure honors would be the reverse of the above and might also include an appropriate gun salute.

Normally, these honors are rendered only to the ranking official at a ceremony. They were not rendered on arrival of distinguished guests today because PIGEON was not then in a commissioned status. Immediately after the ship is commissioned the Commanding Officer, Lieutenant Commander McDermott, will request permission from the senior official present to break his personal flag. The band will play ruffles and flourishes followed by the Admiral's March and the personal flag will be hoisted at the foremast as the commission pennant is hauled down. The personal flag will be hauled down on departure of the official so honored. There will be no gun salute fired today.

A less formal set of honors known as side honors may be rendered to any civilian or military official. Today, official guests will depart through an honor cordon and receive side honors.

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#### THE JACK

The Jack, like many customs and traditions in the U.S. Navy, has its origin in the British Navy. Its derivation has been traced to the southeast coast of England in the early 1500's. Sailors of the Cinque Ports, by whom the Royal Navies in the early days were principally manned, are recorded to have worn as their uniform, "a cote of white cotyn, with a red crosse and the armes of ye ports underneath". These surcoats, or "Jacques" came in time to be known as the "Jacks" of the various nationalities they represented; and it was from the raising of one of them upon a lance or staff, in order to show the nationality of those on board when troops were being conveyed by water, that the single flag bearing on it only the cross of St. George, or the cross of St. Andrew, came to be known as a "Jack". From this origin too, the small flag-pole at the bow of a ship is still called the "Jackstaff".

This custom of wearing the national Jack at the bow became established, and was recognized as a distinguished mark of a man-of-war in the British Navy as early as 1634. A jack has been shown flying on an American Naval vessel in paintings and drawings as early as 1785. The Jack as we know it today is traditionally flown at the jackstaff when a ship is moored. It has been displayed at points other than the jackstaff for several other purposes, such as to indicate a general court-martial in session or the presence of diplomatic personnel on board a ship.

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