

COMMISSIONING



USS GRAND RAPIDS (PG-98)

Tacoma, Washington

5 September 1970

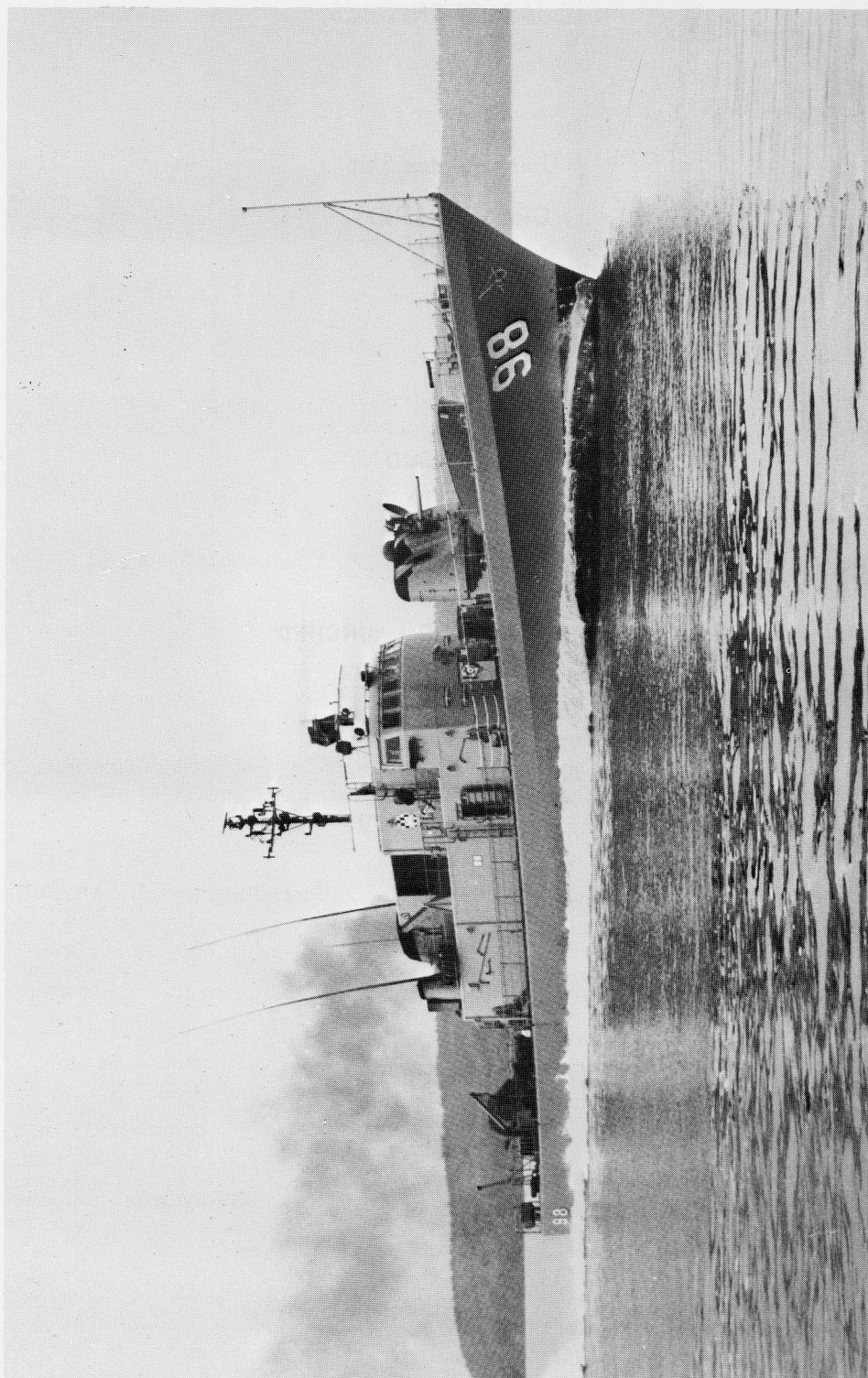
United States Ship
GRAND RAPIDS
PG-98

KEEL LAID
20 May 1969

CHRISTENED AND LAUNCHED
4 April 1970

COMMISSIONED
5 September 1970

SPONSOR
Miss Susan Ford



CHARACTERISTICS

Length	164 feet, 6 inches
Beam	23 feet, 10 inches
Hull Draft	5 feet, 9 inches
Navigational Draft	9 feet, 6 inches
Construction Material	Aluminum Hull; Fiberglas Superstructure
Displacement	Approximately 250 tons
Diesel Power	Two 725 HP Cummins V-12 Diesel Engines
Turbine Power	One 14,000 HP General Electric LM 1500 Gas Turbine
Propellers	Two variable-pitch
Armament	One 3"/50 caliber rapid-fire enclosed single mount; one 40MM open single mount; two twin .50 caliber machine guns; miscellaneous small arms
Gun Fire Control	Mark 63 Mod 29 Gunfire Control System with AN/SPG-50 Radar
Ship's Complement	Four Officers and twenty-five enlisted men
Estimated Total Cost	Approximately \$4,000,000
Speed	In excess of 35 knots
Navigational Radar	Model 2502 Raytheon Pathfinder



USS GRAND RAPIDS AND THE EVOLUTION OF THE PATROL GUNBOATS

USS GRAND RAPIDS represents the latest in an extensive series of patrol craft which have evolved over the last three decades. These vessels were developed in response to a need for small, fast ships combining effective armament with the sophisticated propulsion systems made possible by technological innovation.

The harbinger of the modern Patrol Gunboat first emerged during World War II. It was recognized that increasing requirements for inland and coastal escort could best be filled by a small displacement vessel mounting as heavy an array of firepower as possible. Accordingly, on 21 May 1942, the first conversion was

completed in a program to modify existing Submarine Chasers (SC) and Patrol Craft (PC). Added weight inevitably proved detrimental to the top speed of these ships, but their expanded armament rendered them a credible deterrent to surface and air attack. The first of the Patrol Motor Gunboats (PGM), as they were called, was commissioned 11 October 1945. Post-war demobilization resulted in the decommissioning and sale of all thirty-two PGM's, which were either scrapped or put to commercial use.

The next phase in PG development was generated by the United States Military Assistance Program (MAP). Fifty-three MAP PGM's, with hull numbers 33 through 83, 91, and 102, have been constructed in the United States and delivered to the Navies of various allies ranging from Europe to Asia. They are of diverse classes, are diesel powered, and vary in length from 90 to 110 feet.

The third and current stage of patrol gunboat evolution began in June of 1966, with the commissioning of USS ASHEVILLE, PG-84. GRAND RAPIDS is the sixteenth ship of the Asheville class (now designated Patrol Gunboat, or PG, as opposed to PGM), and combines the two definitive features originally envisioned for her World War II predecessors: speed and firepower. Her aluminum hull and fiberglass superstructure are light enough to permit impressive speed and agility, yet strong enough to house sophisticated weapons and propulsion systems. While principally designed for off-shore patrol and control of coastal shipping, GRAND RAPIDS is capable of sustained operations at sea and trans-oceanic steaming. Her box keel, unique among the PG's of the fleet, provides added stabilization without sacrifice of maneuverability.

GRAND RAPIDS, then, can be seen to embody the response of design and ingenuity to the challenge of changing requirements and flexible employment. Her gas turbine, pioneering construction, and multiple armament, all point the way for the Navy of the future, both small ships and large.

THE FIRST USS GRAND RAPIDS

USS GRAND RAPIDS (PG-98) is the second ship of the fleet to be named in honor of the city of Grand Rapids, Michigan.

The first GRAND RAPIDS, PF-31, was a Patrol Frigate, laid down at the Walter Butler Shipbuilding Company, Inc., Superior, Wisconsin, on 30 July 1943 as Maritime Commission Hull Number 1442. GRAND RAPIDS was launched 10 September 1943 under the sponsorship of Mrs. Ted Booth, and manned by a skeleton crew from the Coast Guard Training Station, Manhattan Beach, Brooklyn, New York. On 7 June 1944, she departed Duluth, Minnesota, and steamed across Lakes Superior and Michigan and down the Illinois and Mississippi Rivers to Plaquemine, Louisiana. In August of the same year she moved to Avondale Marine Ways for outfitting, and was placed in commission on 10 October under the supervision of the Industrial Manager, Eighth Naval District, Lieutenant Commander T. F. Knoll, USCG, in command.

GRAND RAPIDS had an overall length of 303 feet, 11 inches, an extreme beam of 37 feet, 6 inches, a full load displacement of 2,415 tons, a maximum draft of 13 feet, and accommodations for 11 officers and 165 men. Her two vertical, triple expansion engines were built by Diamond Iron Works and were powered by two three-drum express type boilers operating at 240 PSI. Her trial speed was 20.3 knots. The ship was armed with two 3-inch/50 caliber dual purpose mounts, and two twin 40mm anti-aircraft mounts.

After completing river trials, the ship proceeded down the river to Burwood where the calibration of various instruments was completed. On 17 October 1944,

she departed for Bermuda; but on the second day out she encountered high winds and heavy seas from a hurricane off the west coast of Florida. Damage to the deck gear resulted in the ship being ordered back to New Orleans for repairs on 20 October.

Seven days later, GRAND RAPIDS departed the U. S. Naval Repair Base, Algiers, Louisiana, again enroute for Bermuda. After two days out, however, engine trouble developed and she was ordered to put into Key West, Florida, for a seven day availability period. On 8 November she reported to Commander DD/DE Shakedown Task Group, Bermuda, for exercises.

Shakedown was completed on 2 December, followed by availability at the Navy Yard, Boston. On 6 January 1945 she sailed for Argentia, Newfoundland, for assignment as a weather picket ship under Commander Task Force 24. After six months of operations out of Argentia, GRAND RAPIDS returned to Boston for a 30-day repair period. Sailing for station 7 July, she continued sending vital weather reports for the north Atlantic area until 15 January of the following year.

GRAND RAPIDS decommissioned at Boston 10 April 1946, and was struck from the Navy List 21 May. The ship was sold to Sun Shipbuilding & Drydock Company, Chester, Pennsylvania on 14 April 1947. She was scrapped 21 September 1947.



GRAND RAPIDS, MICHIGAN

Nearly a century and a half ago, Louis Campau founded what is today the city of Grand Rapids on the bank of the Grand River, just west of its confluence with the Thornapple. Ten years later, in 1836, the Territorial Legislature approved the formal organization of Kent County from the 864 square miles in which the city lay.

In 1843 the United States government took a step which was to have an immediate and lasting impact on the area: it authorized the sale of surplus federal lands at 50 cents to \$1.25 an acre. A measure of the resulting influx of population was the increase in the county's tax base, which rose by a factor of 36 between 1845 and 1881.

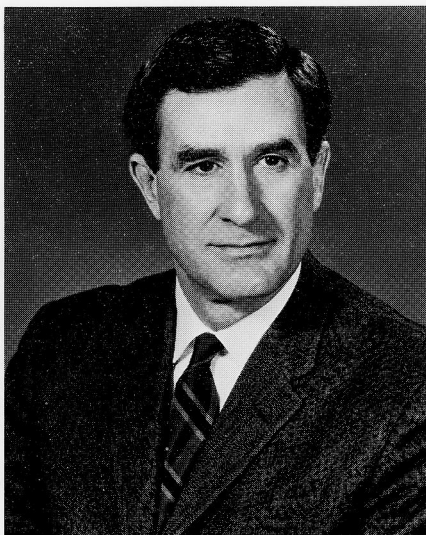
Such dynamic growth has been the watchword both of Grand Rapids and of Kent County throughout their development. And with this growth has come a spirit of foresight and flexibility not often found in communities of comparable size. Once known as the Furniture Capital of America, Grand Rapids was afflicted in the early 1930s with a double setback: the deepening of the Depression and the shifting of the base of the furniture industry elsewhere, notably to the South. Despite these developments, however, economic and industrial growth continued to accelerate, owing in large part to early and vigorous efforts in the field of transportation. Grand Rapids was the first city in Michigan to be served by both east-west and north-south freeways. Moreover, it became, over forty years ago, the birthplace of the first regularly scheduled airline in the country. More recently, airport facilities have been steadily improved and enlarged to meet the requirements of the jet age.

As a result, the automotive and metal-working industries are now among the leading employers in the Grand Rapids area, while furniture continues to be an important product. School and church furniture, electronics, book publishing, and a variety of smaller enterprises all contribute to the local prosperity, and today Grand Rapids and its sister communities comprise the greatest warehousing area in all of Michigan, with the single exception of the Detroit area. The transportation facilities that have made all this possible promise to promote an even greater expansion of such services in the future.

In close connection with its remarkable material advances, the city for which PG-98 was named can pride itself on its social and political enlightenment. Throughout the country, the pattern of county and municipal friction is all too familiar, particularly in sectors of steady population and economic growth. Grand Rapids and Kent County deserve admiration not in that they have been immune to these differences, but in that they have recognized, analyzed, and negotiated them to the satisfaction of all concerned. In such issues as property assessments, zoning, and perhaps most important, legislative representation, a spirit of cooperation and mutual accommodation has been carefully fostered by the leaders of city and county. It is in this tradition, as much as in economic versatility, that the prosperity of Grand Rapids will continue to rest.



PRESIDENT RICHARD M. NIXON



THE SECRETARY OF THE NAVY
WASHINGTON

Lieutenant Robert F. Grace, USN
PCO, GRAND RAPIDS (PG-98)
Tacoma Boatbuilding Company, Inc.
Tacoma, Washington 98421

4 September 1970

Dear Captain:

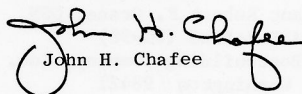
Congratulations on your new command, and best wishes to you and to your crew on the commissioning of GRAND RAPIDS (PG-98).

Your new ship combines speed and striking power, with the ability to navigate restricted waters. GRAND RAPIDS's versatility will enable her to operate effectively in many situations contributing to our Navy's capacity to preserve America's security and peace.

In designing new ships such as GRAND RAPIDS 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 improvement 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.

"From the frigate under sail to the submarine powered by nuclear energy," Rear Admiral Julius Furer has reminded us, "and from the smoothbore cannon to the guided missile, technological advances have in no way altered the fact that the heart of the Navy is the trained sailor." Combine your spirit and competence with your ship's powerful machinery and weapons, and I am certain that GRAND RAPIDS will prove more than ready to meet whatever challenges the future may hold.

Sincerely yours,


John H. Chafee



CHIEF OF NAVAL OPERATIONS



4 September 1970

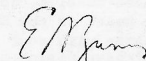
Dear Captain,

My best wishes go to you and to your crew on the commissioning of GRAND RAPIDS (PG-98).

The mission ahead of you is an exacting one. As President Eisenhower once remarked, we live in an age when "there is demanded of us vigilance, determination, and the dedication of whatever portion of our resources to provide adequate security, especially to provide a real deterrent to aggression." To meet the demands placed on her, GRAND RAPIDS must be guided and brought to life by true seamen, inspired by the highest standard of duty well done. To you, as to your officers and petty officers, is given the stern but rewarding task of fusing ship and men into a working, fighting team worthy of its great responsibilities.

I know that, under your leadership and example, GRAND RAPIDS will take her rightful place in our country's defenses. This is your trust; this is your challenge. I know that you will meet it in Navy fashion. May the best of good fortune be yours in the voyage ahead.

Sincerely,


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

Lieutenant Robert F. Grace, USN
PGO, GRAND RAPIDS (PG-98)
Tacoma Boatbuilding Company, Inc.
Tacoma, Washington 98421



ADM J. J. HYLAND, USN
Commander-in-Chief
U. S. Pacific Fleet



VADM N. C. JOHNSON, USN
Commander Amphibious Force
U. S. Pacific Fleet



RADM N. SONENSHEIN, USN
Commander
Naval Ships System Command



RADM P. J. HANNIFIN, USN
Commandant
Thirteenth Naval District



CAPT W. A. YATCH, USN
 Supervisor of Shipbuilding,
 Conversion, and Repair, 13ND



CDR C. A. DODD, USN
 Commander
 Coastal Squadron Three



LT C. J. SCHRODT, USN
 Resident, Supervisor of
 Shipbuilding, Tacoma, Wash.



ARNOLD J. STROM
 President
 Tacoma Boatbuilding Company, Inc.



W. T. INGRAM
VICE PRESIDENT, SOUTHERN REGION
REYNOLDS METALS COMPANY

W. T. Ingram was born in Annapolis, Maryland, in 1915. He graduated from Lawrenceville School in Lawrenceville, New Jersey in 1934, and from the United States Naval Academy with a Bachelor of Science degree in Electrical Engineering in 1938.

In 1947 he started with Reynolds Metals Company as Distributor Manager in Louisville. He was promoted to Regional General Manager for the West Coast Region in 1951, to General Sales Manager in 1955, and in 1961 he became a Corporate Vice President. In 1963 he was promoted to Vice President, Distributor, Executive and Government Sales, and in September of 1969 he was appointed Vice President of the Southern Region with offices in Atlanta.

He is a member of California Club, Los Angeles; New York Yacht Club, New York; Louisville Country Club, Louisville; River Valley Club, Louisville; The Country Club of Virginia, Commonwealth Club and Forum Club, Richmond; The American Society of Naval Engineers, Inc. in Washington, D. C.; and United States Naval Academy Foundation, Inc. in Annapolis.

He served as President of the Aluminum Association from 1965 to 1967 and also has served on the Board of Directors.

He is married to the former Martha O'Brien of Louisville and they have three children.

COMMISSIONING CEREMONY

5 SEPTEMBER 1970

BAND SELECTIONS
THIRTEENTH NAVAL DISTRICT BAND

ARRIVAL OF THE OFFICIAL PARTY

WELCOMING REMARKS
LIEUTENANT J. P. MIXON

INVOCATION
COMMANDER MARTIN E. IVES, CHC, USNR

DELIVERY OF GRAND RAPIDS
TO THE UNITED STATES NAVY
Mr. ARNOLD STROM, JR.
President, Tacoma Boatbuilding Company

ACCEPTANCE OF GRAND RAPIDS
FOR THE UNITED STATES NAVY

AND

READING OF THE COMMISSIONING DIRECTIVE
REAR ADMIRAL P. J. HANNIFIN
Commandant, Thirteenth Naval District

COMMISSIONING OF USS GRAND RAPIDS
AND ASSUMPTION OF COMMAND
LIEUTENANT R. F. GRACE

SETTING OF THE FIRST WATCH
BY THE EXECUTIVE OFFICER
LIEUTENANT J. P. MIXON

RENDERING OF HONORS

COMMISSIONING ADDRESS
Mr. WILLIAM THOMAS INGRAM
Vice President, Reynolds Metals Company

COMMANDING OFFICER'S REMARKS
LIEUTENANT R. F. GRACE

BENEDICTION
COMMANDER MARTIN E. IVES, CHC, USNR

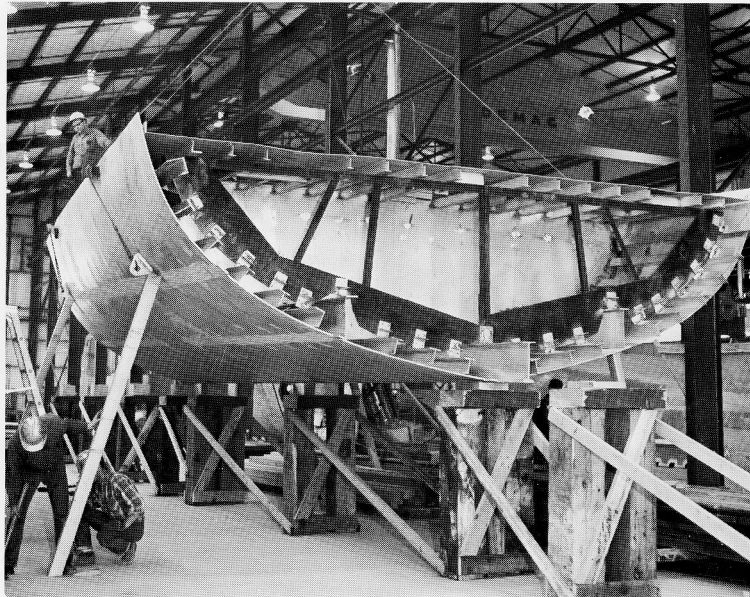
DEPARTURE HONORS

DEPARTURE OF THE OFFICIAL PARTY

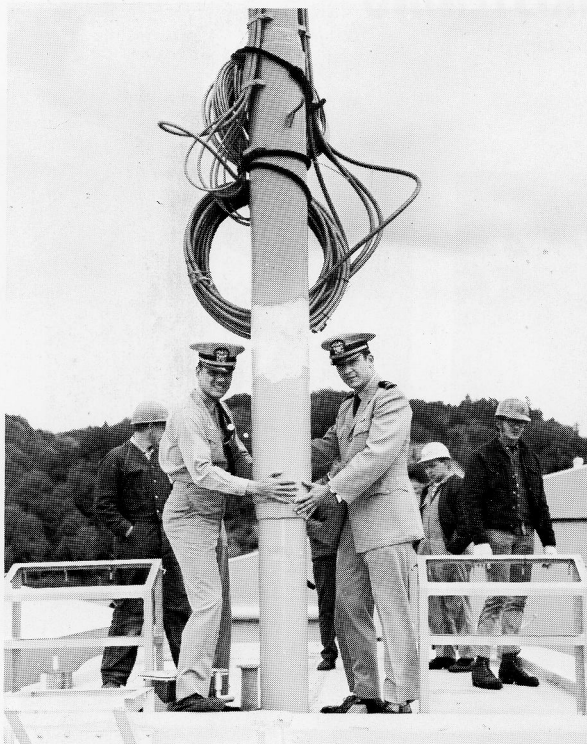


SUSAN FORD

GRAND RAPIDS'
inception takes
place with the
laying of her
keel.



CONSTRUCTION



As the mast is stepped, coins are placed at its base in observance of a tradition which has survived for millennia. A quarter each for the Captain and Executive Officer, dimes for the Chief Engineer and Weapons Officer, a nickel for the Chief of the Boat, and pennies for each sailor in the ship's complement make 98 cents in all.



The ship is newly painted out for the first time.

CHRISTENING

She awaits only the christening phrase from her sponsor, and a bottle of champagne, to send her down the ways to her proper element.





AND LAUNCH!



ROBERT F. GRACE

Lieutenant, USN
Commanding Officer

Lieutenant Robert F. Grace was born in Pottsville, Pennsylvania on 18 November 1937, the son of John and Marie Grace. Upon graduation from Pottsville Catholic High School in June of 1955, he enlisted in the U. S. Navy, in which he served as a Radioman.

After separation in October 1958, Lieutenant Grace attended the Pennsylvania State University, where he received a Bachelor of Science degree in Industrial Psychology in June 1962.

For the next year and a half, he worked as a Management Analyst for the Naval Ordnance Supply Office, Mechanicsburg, Pennsylvania. He then entered Officer Candidate School in Newport, Rhode Island and was commissioned Ensign in June 1964.

He served as First Lieutenant and Anti-Submarine Warfare Officer aboard USS CHEVALIER (DD-805) until February 1967 when he attended the U. S. Naval Destroyer School, Newport, Rhode Island, with class Twenty.

From Destroyer School, Lieutenant Grace reported aboard USS HAMMERBERG (DE-1015) as Operations Officer. In June 1969, at Sasebo, Japan, he assumed command of USS LITCHFIELD COUNTY (LST-901), which he later inactivated at Guam.

In June 1970, he reported to the Commandant, Thirteenth Naval District, under orders to place in Commission and command USS GRAND RAPIDS (PG-98), under construction at Tacoma Boatbuilding Company, Tacoma, Washington.

Lieutenant Grace is authorized to wear the Combat Action Ribbon, Good Conduct Medal, National Defense Service Medal, Vietnamese Service Medal with Silver Star, and the Republic of Vietnam Campaign Medal.

JAMES P. MIXON
Lieutenant, USN
Executive Officer



Lieutenant James P. Mixon was born August 29, 1944, in Port Arthur, Texas. He is the son of Mrs. Benjamin H. Jackson (Dorothy Louise Mixon) and the late William Mixon of St. Clair, Missouri.

Upon graduation in 1961 from Sullivan High School in Sullivan, Missouri, Lieutenant Mixon enlisted in the United States Marine Corps. He completed Basic Training at San Diego, California, and was stationed at Marine Corps Base, Camp Pendleton, California while attached to Third Battalion, First Marines. While at Camp Pendleton, he was appointed to the Naval Academy Preparatory School at Bainbridge, Maryland. He graduated from the United States Naval Academy in 1967 with the Bachelor of Science degree and was commissioned Ensign on June 7, 1967.

Lieutenant Mixon served on temporary duty at the Naval Academy as a company officer for the incoming "plebe" class, before being ordered to Naval Air Basic Training Command at Pensacola, Florida. From there he was sent to the precommissioning unit, USS JOHN F. KENNEDY (CVA-67), at Newport News, Virginia. Upon commissioning of KENNEDY, 7 September 1968, he served as Assistant Main Engines Officer until April 1969, and then assumed duties as shipboard 3M Coordinator, until transferred in January 1970. From KENNEDY, he was ordered to the precommissioning unit for duty aboard as Executive Officer of GRAND RAPIDS.

Lieutenant Mixon is married to the former Linda Gaye Vargo of Washington, D. C. They currently reside in San Diego, California with their two children, Kelly and Jaime.

PAUL W. HANLEY
Lieutenant (Junior Grade), USNR
Weapons/Supply Officer



Lieutenant junior grade Paul W. Hanley was born in Windsor, England on October 27, 1944, the son of Mr. and Mrs. James H. Hanley. At the end of World War II, his family returned to the United States. He attended high school at Harvard School in North Hollywood, California, after which he obtained an English Speaking Union Exchange Scholarship for a year's study at Radley College in Berkshire, England.

Lt (jg) Hanley remained in England to attend Oxford University from which he holds Bachelor's and Master's degrees in English Language and Literature. In 1967 he obtained a Master's degree in International Relations at Claremont Graduate School in Southern California.

Lt (jg) Hanley worked for Lockheed Aircraft Service Company, a division of Lockheed Aircraft Corporation, from completion of graduate studies until February of 1968, when he entered Officer Candidate School (OCS) in Newport, Rhode Island. Commissioned Ensign, USNR, he reported to the Naval War College, also in Newport, first as assistant administrative officer for the Naval Command Course, and then as administrative assistant and personal aide to the President.

After detaching from the War College in January of 1970, he attended various schools, reporting ultimately as Prospective Weapons and Supply Officer of GRAND RAPIDS.

Lt (jg) Hanley is married to the former Joanna G. Sant of Somerset, England.



HUGH N. DINWIDDIE, Jr.
Lieutenant (Junior Grade), USN
Engineer Officer

Lieutenant junior grade Hugh N. Dinwiddie, Jr., was born in Philadelphia, Pennsylvania on 11 April 1946, the son of Mr. and Mrs. Hugh N. Dinwiddie. He attended high school at Castle Heights Military Academy in Lebanon, Tennessee and college at Vanderbilt University, under the regular NROTC program, majoring in mechanical engineering and specializing in metallurgy.

Upon graduation Lt (jg) Dinwiddie attended the Engineer Officer's course at the Naval Development and Training Center, San Diego. He then reported to the precommissioning detail of the USS KNOX (DE-1052) as a member of the nucleus crew. After commissioning he served as Main Propulsion Assistant until March of 1970. From KNOX Lt (jg) Dinwiddie was ordered to PG Functional Training School in San Diego in preparation for his duties aboard GRAND RAPIDS, where he presently serves as Engineer Officer.

Lt (jg) Dinwiddie resides in Westminster, California, and is engaged to marry Miss Patricia A. Tinkham, also of Westminster.



Chief Engineman Robert I. Labrecque was born in Jamaica, Long Island, New York on 22 September 1930, the son of Mr. and Mrs. Irwin LaBrecque of Danvers, Massachusetts.

Chief Labrecque entered the U. S. Navy on 19 December 1947 and served duty in USS SUNNADIN (ATA-197), USS McCORD (DD-534), USS GLENNON (DD-840), USS HISSEM (DER-400), Service Craft Newport, Rhode Island, Service Craft Guam, and U. S. Naval Academy Service Craft Department before assignment to GRAND RAPIDS, where he is Chief of the Boat.

He is married to the former Theresa M. Horan of Jamaica Plains, Massachusetts, and has two sons, Karl and Neil, and three daughters, Joann, Karin, and Susan.

Chief Quartermaster David L. Morgan was born in Pontica, Michigan on 20 June 1941. Upon graduation from Lake Orion Community School, Lake Orion, Michigan in 1959, he enlisted in the U. S. Navy. He has served aboard various units of the Atlantic Fleet, USS CAPRICORNUS (AKA-57), USS CASA GRANDE (LSD-13), COMPHIBRON SIX Staff, and USS GARCIA (DE-1040), as well as shore duty with the NROTC unit of the University of Wisconsin, Madison, Wisconsin.

Chief Morgan is married to the former Sharon Hill of Bloomfield, Missouri, and they have two sons, Gregory and Douglas.



Chief Boatswain's Mate Franklin R. Southerland was born 1 November 1932 in Venus, Florida, and attended Pasco High School in Dade City, Florida.

On 3 May 1950, he entered the U. S. Navy and served aboard USS WILSON (DDE-847); FASRON 107; Reykjavik, Iceland; Atlantic Reserve Fleet, Green Cove, Florida; USS SAILSBURY SOUND (AV-13); USS AEOLUS (ARC-3); NAS Dallas, Texas; NAVSUPPAC, Danang, Republic of Vietnam; and USS BAUSELL (DD-845) before reporting to GRAND RAPIDS.

Chief Southerland is authorized to wear the European Occupation, National Defense, Vietnam Service, Vietnam Campaign, and Good Conduct medals. He is married to the former Kathy Diane White, and has a daughter, Stacy Diane.



Storekeeper First Class Ross J. de Jong was born in Panama City, Florida on 6 December 1937.

SK1 de Jong entered the U. S. Navy on 7 January 1955 at Pearl Harbor, Hawaii. He has served aboard USS CONSERVER (ARS-39); Naval Station Pearl Harbor; Puuloa Rifle Range Hawaii; HASP Hawaii; Naval Air Station El Centro, California; USS JASON (AR-8); USS BURTON ISLAND (AGB-1); USS GALVESTON (CLG-3); Naval Communications Station, North West Cape, Australia; and Naval Development and Training Center, San Diego. His promotion to Chief Storekeeper becomes effective 1 October 1970.

SK1 de Jong is married to the former Bronwen Freer of Christchurch, New Zealand, and has two daughters, Patricia and Linda.



FRED R. BROWN
First Class Engineman



WILLIAM E. COGAR
First Class Radioman



STEPHEN O. CORRY
First Class Electronics Technician



THEODORE J. GORDON
First Class Engineman



KEITH E. LUNDQUIST
First Class Electrician's Mate



JAMES B. SELLERS
First Class Gunner's Mate (Guns)



EUSEBIO C. CASTRO
Second Class Fire Control
Technician (Guns)



JOHN W. COCHRAN
Second Class Commissaryman



HAROLD DELAHOUSSEY
Second Class Radarman



KIRBY L. DRIGGERS
Second Class Fire Control
Technician (Guns)



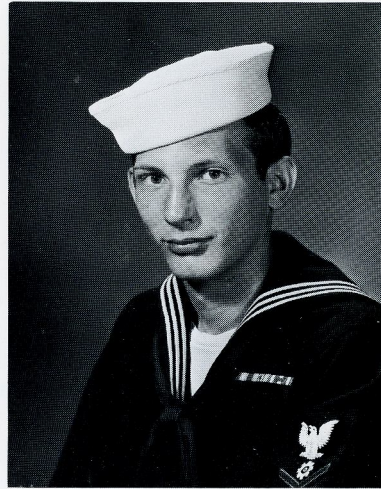
JAMES H. HANDCOCK
Second Class Electrician's Mate



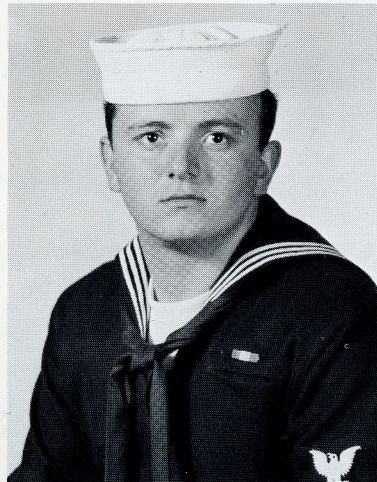
ALTON W. BURGESS
Third Class Yeoman



JAMES A. CASTILLO
Third Class Gunner's Mate (Guns)



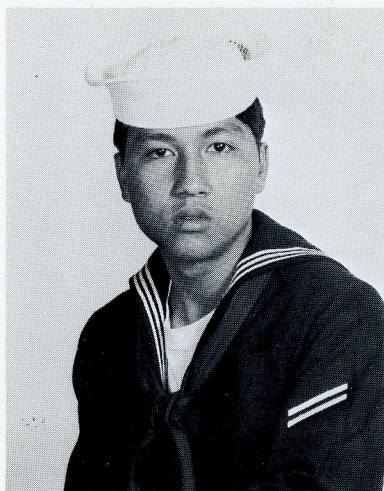
DANIEL R. FRANKLIN
Third Class Engineman



JAMES SQUILLER
Third Class Signalman



MICHEAL B. BANKS
Seaman



GALLARDO P. DELROSARIO
Stewardsman



MICHAEL G. FLINT
Fireman



MICHAEL S. GILLMORE
Radioman/Seaman



THEODORE F. JONES
Seaman



MICHAEL W. RUPRIGHT
Radarman/Seaman

THE SHIP'S INSIGNE

GRAND RAPIDS' ship's seal, or insigne, is dominated by the figure of a sea lion, a mythical beast having the head, chest, and shoulders of a lion, with webbed claws, and the lower body of a dolphin. This heraldic combination signifies the union of leonine strength and courage with the seagoing speed and facility of a marine creature.

The olive branch which he holds in his left claw is the traditional symbol of peace. Its seventeen leaves stand for the seventeen Patrol Gunboats which the Navy will eventually have, of which GRAND RAPIDS is the sixteenth.

In his right claw, the sea lion grasps a banner, colored green to denote alertness, which bears the ship's motto, "*Omnis spes salutis in virtute.*" These words may be translated, "All hope of safety rests in courage," and were one of Caesar's common exhortations to his troops in time of duress.

An unbroken rope around the seal symbolizes the unifying influence among shipmates of a common mission and esprit de corps.