

DECOMMISSIONING AND TRANSFER

of the

USS TUSK (SS 426)



COMMISSIONING

of the

ROCS HAI PAO (SS 92)

October 18, 1973

United States Naval Submarine Base

Groton, Connecticut



THE COMMISSIONING PENNANT

The commissioning pennant is believed to date from the 17th century when the Dutch were at war with the English. The Dutch Admiral Masteen Harprtszoon troops hoisted a broom at his masthead to indicate his intention to sweep the English from the sea. This gesture was answered by the English Admiral who hoisted a horsewhip indicating his intention to subdue the Dutch. The English were victorious and ever since, the narrow "coachwhip" pennant has been adopted by all nations as the distinction of a ship of war.

This decommissioning ceremony marks the retirement of a ship as a unit of the operating forces of the United States Navy. At this moment of lowering the commissioning pennant, USS TUSK (SS 426) is no longer the responsibility of the Commanding Officer who, together with the ships officers and men, had the responsibility of making and keeping her ready for any mission required by our nation in peace or in war. TUSK crew sadly but proudly lowers her pennant, knowing that ROCS HAI PAO (SS-92) will sail her with the same good fortune and pride that TUSK has always known.



長 流 旗

長流旗之由来相傳係自十七世紀開始，英荷之戰，荷蘭海軍指揮官特魯姆普 (MAARTEN HARPERTSZOON TROOMP) 氏，在他的旗艦主桅上懸掛掃帚一把，意指欲將英國海軍從海上完全掃除；英國海軍指揮官曉得波，即在旗艦主桅上掛馬鞭一根作為答覆，意指征服荷蘭，最後英國獲勝。從那起，這幅像馬鞭一樣，細窄的長流旗即被所有國家所採用，作為一艘作戰艦艇的表徵。

當海豹軍艦長流旗升起時，即代表中華民國又一艘軍艦之成軍，同時也表示艦長對這艘軍艦，責任的開始。

TAIWAN ISLAND PROVINCE OF THE REPUBLIC OF CHINA

Taiwan, which enchanted 16th Century Portuguese mariners christened "Ilha Formosa" (Beautiful island), is the custodian of the world's oldest culture. Apart from 260,000 aborigines, the people are Chinese originating from mainland China from which they brought their manners and customs, rites and traditions and distinctive way of life.

Taiwan, which exemplifies all the best of old and modern China, has an area of 13,885 square miles and a population of more than 15 million. Taipei, which has been the provisional capital of the Republic of China since December 7, 1949, accounts for about 2 million of the total. The island, shaped roughly like a tobacco leaf, is 240 miles from tip to tip and 85 miles wide at its broadest points. Hills and mountains cover two-thirds of the island, which has 62 peaks over 10,000 feet tall. The highest is Yushan (Jade Mountain), also known as Mt. Morrison, which rises to a height of 13,114 feet and is the loftiest peak in Northeast Asia.

Full freedom of religion prevails in Taiwan, where Buddhism predominates. There are also about 600,000 Christians, divided evenly between Roman Catholics and Protestants, and about 40,000 Moslems.

Taiwan has a rich, eventful history. It became a protectorate of the Chinese Empire in 1206 and was made a province in 1887. The Dutch invaded Taiwan in 1624, and remained as colonists until they were ousted 37 years later, in 1661, by the Ming Dynasty loyalist Cheng Cheng-kung, known to Westerners as Koxinga. Taiwan was also invaded by the Spanish, who occupied the northern part of the island in 1626 and were driven out by the Dutch in 1641, after a stay of 15 years.

In 1895 Taiwan was occupied again, this time by the Japanese, and was not restored to Chinese rule until 1945, after World War II.

Apart from its abundant natural beauty and glorious cultural heritage, Taiwan offers many other attractions. These include a mild year-round climate, the comforts of luxury hotels, matchless Chinese cuisine and a friendly, hospitable people.

THE HISTORY OF USS TUSK (SS 426)

USS TUSK (SS 426) was the 14th and last submarine to be built by the Cramp Shipbuilding Company of Philadelphia, Pennsylvania, during World War II. TUSK was sponsored by Mrs. Carolyn Park Mills, wife of Rear Admiral F. W. Mills, and was commissioned as a fleet type submarine on April 11, 1946.

During 1947, the Portsmouth Naval Shipyard completed extensive alterations which converted the ship to the Guppy II Classification. Alterations included installation of a snorkel, a high capacity battery, and streamlining to facilitate greater submerged speed.

In 1949, while engaged in a training cruise north of the Arctic Circle, TUSK went to the aid of the USS COCHINO (SS 345) when COCHINO'S battery exploded and caught fire. Incident to providing medical supplies to her sister ship by life raft, one raft carrying a COCHINO officer and a civil employee capsized in the heavy seas. Both men were recovered, but while artificial respiration was being administered, a huge wave carried the civilian and eleven TUSK crewmen over the side. The civilian and six sailors were recovered. Later, enroute to Hammarfast, Norway, the COCHINO was again rocked by an explosion in her after battery. TUSK was lashed to the COCHINO and succeeded in taking aboard all of the crew. Minutes later the COCHINO went down.

Throughout the 1950's, TUSK was assigned to Submarine Squadron TEN and took part in various U.S. and NATO training exercises as well as extended cruises to the Mediterranean and Caribbean. TUSK enjoyed two interesting and challenging operations by participating in Submarine Ice Exercises in 1960 and 1962.

TUSK entered the Philadelphia Naval Shipyard in June 1965 to undergo a major shipyard overhaul. Her configuration was changed with the addition of a new high fiberglass conning tower fairwater, the purpose of which is to provide additional room for electronic masts, provide easier visual observation of the deck, and greater comfort for TUSK's watchstanders. In addition, TUSK received the PRAIRIE-MASKER system, increased air-conditioning capacity, additional storerooms, and additional fresh water tanks. Upon completion of overhaul in January, 1966, TUSK was transferred from Submarine Squadron TEN to Submarine Squadron EIGHT. In December, 1969, TUSK was further transferred to Submarine Squadron TWO.

During the last four years of commissioned service, which included three deployments to the Caribbean and two deployments to the Mediterranean, TUSK has distinguished itself on numerous occasions. She was awarded the Fire Control "E" for the past three years and recently was awarded the Battle Efficiency "E" for fiscal year 1973. One of the highlights of TUSK's accomplishments was her 10,000th dive which she made on 8 August 1972 off the coast of Spain.

During the last five months of TUSK's commissioned service, her crew was tasked with the arduous responsibility of teaching eighty-one members of the Republic of China crew the many facets of submarining. The successful accomplishments of this final assignment is one last testimonial to the spirit TUSK has always exhibited, the spirit that earned her the respect of the Submarine Force and her nickname — "FRONT RUNNER."

TUSK'S 10,000th SURFACE

美國海軍潛艇 TUSK (SS-426) 號簡史

美潛艇 TUSK (SS-426) 號，為賓州費城克倫普造船公司 (CRAMP SHIPBUILDING COMPANY) 於第二次世界大戰中所建之第十四艘，也是最後一艘潛艇，由美海軍少將梅爾斯夫人 (MRS. CAROLYN PARR MILLS) 主持下水典禮，而於 1946 年 4 月 11 日正式成為一艘艦隊型之潛艇。

1947 年間，由美海軍費城樸資第斯造船廠負責，改變艦體結構，成為一艘茄畢 II 型式之潛艇，更換聲納裝備，增加電瓶能量，使艦體裝備流線型，以增加巡航速率。

1949 年，該艇從事於北極圈巡航訓練時，曾救援過其另一艘同型姊妹艇 COCHINO (SS-345) 號，當時 COCHINO 因電瓶爆炸而起火，TUSK 適時以救生筏提供醫務支援，同時另一艘救生筏載著一位 COCHINO 之官員與一位平民官員，不幸在怒海中翻舟，稍後救起兩人，而施以人工呼吸之際，一個猛浪蓋過船側，隨即捲走了那位平民與 11 位 TUSK 號之艇員，而這位平民與一位士兵消失於海中，從此未再找到，後來在駛往挪威哈瑪法斯第 (HAMMARFAST) 途中，COCHINO 由於後電瓶艙爆炸再度震動，TUSK 迅即衝近 COCHINO，成功的救回 COCHINO 上之艇員，而數分鐘後 COCHINO 即沉沒海中。

待 1950 年時，TUSK 編列於潛艇第十戰隊，參加美海軍暨北大西洋公約派遣之特勤任務訓練操演，並巡弋地中海及加勒比海域，TUSK 並分於 1960 年暨 1962 年，兩次榮幸地參加富有趣味及挑戰性之北極探險操演 (ICE EXERCISES)，在 60 年代早期，TUSK 曾用來從事於發展新式魚雷發射之戰技其特別裝備之測試。

由於 TUSK 利用新式裝備其戰技不斷的加強訓練，已使她在任何緊急期間隨即可以完成戰備。

1965 年 6 月，TUSK 進入費城海軍造船廠實施一次重要性之大修，更改艦體結構，加裝塑膠型新式指揮塔高護架，其作為容置更多電儀統管，並改善瞭望位置之位置，在駕駛台甲板可獲良好之視界，TUSK 並又加裝消音枕 (PRAIRIE MASKER) 系統，且增加空氣調節器容量，貯藏室及淡水櫃，當 1966 年元月完成大修後，TUSK 隨從潛艇第十戰隊改隸於第八戰隊，待 1969 年 12 月，又改列編第二戰隊迄今。

TUSK 在過去四年服役中，曾巡弋過二次地中海及三次加勒比海域，並榮幸的導使許多貴賓光臨，三年來由於她的砲火指揮系統的優異，因而贏得一片 "E" 字獎牌，同時她的電瓶性能，亦獲得 1973 年度最佳功能，為她帶來另一面光榮的 "E" 字績優獎牌，1972 年 TUSK 於西班牙海域時曾完成第壹萬次之下潛數目。

TUSK 在最近五個月服役中，她全體官兵擔負著一項艱鉅之任務，辛勤的教導來自中華民國 81 位海軍官兵，如今她已完竣這項艱苦之工作，並贏得 "永恆朝氣者" 之雅稱，足以說明，TUSK 具有勇往無前之幹勁，這種精神實為潛艇部隊之模範。

LIEUTENANT COMMANDER DAVID HARRY BOYD
UNITED STATES NAVY



Lieutenant Commander David H. Boyd, United States Navy was born on 10 October, 1937 in San Diego, California. Being the son of a naval officer, he moved extensively during his early life and was graduated from Northwestern High School in Hyattsville, Maryland in June 1955. Later that same month he entered the United States Naval Academy at Annapolis and graduated with the Class of 1959.

Lieutenant Commander Boyd's first duty assignment following graduation was on the USS LEXINGTON (CVA-16) where he served until December 1960, at which time he was ordered to Submarine School in New London, Connecticut. After graduating with the 114th Class in June, 1961, Lieutenant Commander Boyd reported to USS RUNNER (SS 476) on which he served in various billets through March, 1964. His next assignment was as Communications/Weapons Officer on the staff of Commander Submarine Squadron SIX. In March of 1965, he was ordered to serve as Officer-in-Charge of USS LOGGERHEAD (AGSS 374), a Naval Reserve Training Submarine in Portland, Oregon. In January 1967, he reported to USS GUDGEON (SS 567) where he served as Operations Officer and Navigator until January, 1969. Lieutenant Commander Boyd subsequently served as a Watch Officer on the staff of Commander Submarine Force Pacific until January 1970 when he was ordered to USS HARDHEAD (SS 365) as Executive Officer. He served in this capacity until November, 1971, at which time he reported to the Armed Forces Staff College for duty under instruction. In September, 1972, Lieutenant Commander Boyd became the seventeenth Commanding Officer of USS TUSK (SS 426). After decommissioning, Lieutenant Commander Boyd will report to Naval Ordnance Engineering Facility in Keyport, Washington where he will serve as Executive Officer.

Lieutenant Commander Boyd is married to the former Joan Ellen Pritschet of Alexandria, Virginia. The Boyd's, who presently reside in Nautilus Park, Groton, Connecticut, have three children, David, 13, Deborah, 12, and Diane, 9.

美海軍少校大衛·色一德簡介

色一德少校生於1937年10月10日，美國加州聖地哥哥市，為一海軍軍官之後裔，早歲隨家庭遷調各地，1955年6月畢業於瑪利蘭州海堤斯非第 (HYATTSVILLE) 中學，隨後於同月進入美國安拿波利斯海軍軍官學校，並於1959年畢業。

色一德少校任官後，首先派往美海軍一艘航空母艦 USS LEXINGTON (CVA-16) 號任職，其後任職經歷為：

1960年12月進入康州新倫敦潛艇學校受訓，次年6月於該校114班次結業。

1961年7月調於美潛艇 USS RUNNER (SS-476) 號服役，歷任各部門主管職務。

1964年4月改調美國潛艇第六戰隊任通信暨兵器參謀官一職。

1965年3月派往美國奧立根州，波特南城負責美國一艘設備訓練潛艇 USS LOGGERHEAD (AGSS-374) 號有關事宜。

1967年元月又調於美潛艇 USS GUDGEON (SS-567) 號，擔任作戰兼航海官一職。

1970年元月派任美國太平洋潛艇部隊參謀官，不久即委任美潛艇 USS HARDHEAD (SS-365) 號副長一職。

1971年11月進入美三年參謀學院受訓。

1972年9月結訓後，即派任美潛艇 USS TUSK (SS-426) 號第十七任艦長迄今。

1959年色一德少校與瓊恩·愛倫·普瑞恰蒂女士，在美國維琴尼亞州亞歷山大城結婚，現有三位孩子，長男大衛13歲，長女黛博娜12歲，目前居於康州哥樂谷 (GROTON) 海軍眷村內。

SCHEDULE O

ARRIVAL OF OFFICIAL PARTY

Honors

MONSIGNOR ROBERT F. BARLIK

Invocation

CAPTAIN ARNE CHRISTIAN JOHNSON, USN

Commander Submarine Squadron TWO

Welcome and Opening Remarks

REAR ADMIRAL PAUL JOHN EARLY, USN

Commander Submarine Group TWO

Transfer Remarks

LIEUTENANT COMMANDER DAVID HARRY BOYD, USN

Commanding Officer, USS TUSK (SS 426)

Decommissioning Commanding Officer's Remarks

DECOMMISSIONING OF USS TUSK (SS 426)

National Anthem

Lowering of the Colors

Securing of the Watch

United States Navy Crew Disembarks

Republic of China Crew Embarks

F EVENTS

SIGNING OF THE TRANSFER DOCUMENTS

REAR ADMIRAL CHIU, HUA-KO, ROCN

Republic of China Naval Attache' to the United States
Acceptance Remarks

COMMISSIONING OF ROCS HAI PAO (SS 92)

National Anthem of the Republic of China
Hoisting of the Colors of the Republic of China
Assumption of Command by Commander Cheng
Setting of the Watch

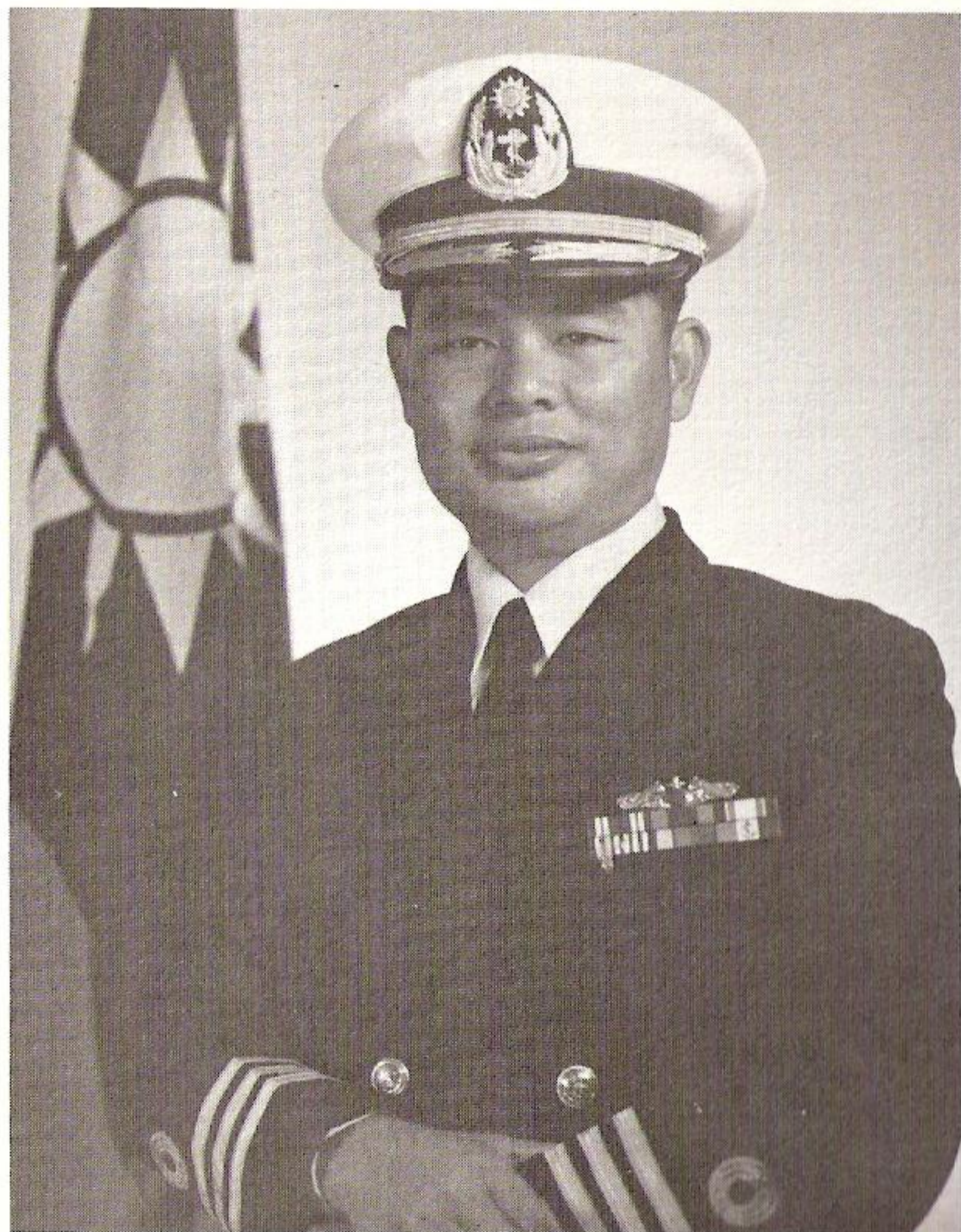
COMMANDER CHENG, KUO-YU, ROCN

Commanding Officer, ROCS HAI PAO (SS 92)
Commissioning Commanding Officer's Remarks

SIGNING OF THE LOG

DEPARTURE OF OFFICIAL PARTY

Musical Selection by
United States Naval Submarine Base Band



COMMANDER CHENG, KUO-YU REPUBLIC OF CHINA NAVY

Commander CHENG KUO-YU, Chinese Navy, was born in PAO-YIN, KINANGSU Province, Republic of China, in 1937. At the age of 11, he moved from mainland China to Taiwan with his older brother. After graduating from NAN-KUANG High School, which is located in SHING-YING, in 1956, he entered the Chinese Naval Academy in TSO-YING, and graduated in 1960.

Commander CHENG served his first year of commissioned service on the destroyer escort ROCS TAI-HU (DE 25). In 1961, he departed to ROCS CHIANG (PC 118) for a one year tour of duty, after which he served on ROCS MEI-SUNG (LSM 345) and ROCS YUNG-SHOU (PF 49). In 1964, he was ordered to the staff of WU-CHANG Squadron. During the year of 1968, Commander CHENG received instruction at the Chinese Naval Staff College in TSO-YING. From 1969 to April 1972, he served as Executive Officer of WU-CHANG Squadron. Commander CHENG was Commanding Officer of this Squadron from April 1972 to October 1972, at which time he, along with nine other members of the HAI PAO wardroom, arrived at the United States Naval Submarine School in Groton, Connecticut. After seven vigorous months of instructions at Submarine School, Commander CHENG began training onboard the USS TUSK (SS 426) in June of 1973.

Today he will become the Commissioning Commanding Officer of HAI PAO, which is the second submarine to be acquired by the Republic of China and which will be the first submarine to arrive in Taiwan.

Commander CHENG is married to the former T'AN TE-HUI of TSO-YING, Taiwan, Republic of China.

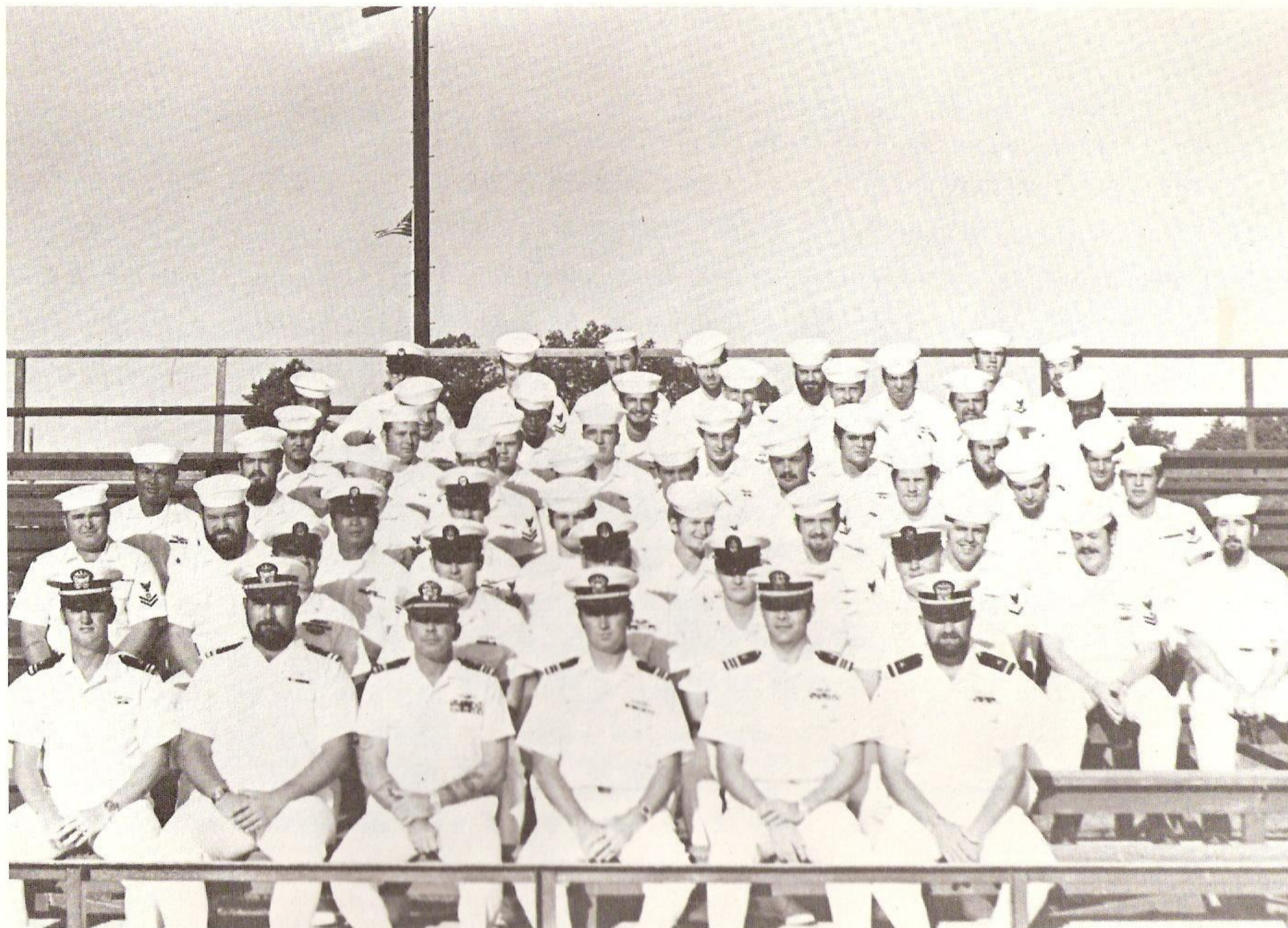
中華民國海軍中校成國有簡介

成國有中校生於民國廿六年十月十日，江蘇省寶應縣人，自幼隨長兄成國華避匪禍遷移臺灣省，繼續求學，民國卅九年畢業於臺灣省嘉義縣南靖糖廠代用國校，民國四十四年畢業於臺灣省臺南縣新營鎮南光中學，同年進入中華民國海軍左營基地之海軍軍官學校，並為該校四十九年班畢業生。

成中校自官校畢業任官後，首先派往中華民國一艘護航驅逐艦 (DE-25) 任職，隨後調任章江軍艦 (PC-118)、美公頭軍艦 (LSM-346) 暨永壽軍艦 (PF-49) 等軍艦部門主管，民國五十四年進入海軍訓練班受訓，結業後調派海軍武昌艇隊，歷任該艇隊之艇員、艇副等職，民國五十七年又進入海軍專科學校高級班受訓，結業後復派往武昌艇隊歷任參謀官、艇長暨副艇隊長等職，迄民國六十一年四月奉命代理該艇隊艇隊長一職，同年十月受令率海豹軍艦全體官兵前來美國康州新倫敦潛艇學校受訓，為期廿六週，結業後，隨又轉入美國大西洋艦隊潛艇部隊第二戰隊之嚴格成軍訓練，為期廿週，於今日受訓完畢，海豹軍艦正式成軍。

成中校所率之海豹軍艦，雖為中華民國海軍擁有之第二艘潛艇，但他們却是第一艘潛艇榮耀的返抵中華民國，將其水面艦艇從事於反潛操演，以+增加水面艦隻反潛作戰能力。

民國五十九年十一月廿八日，成國有中校與檀德慧女士在臺灣省高雄市結婚，現居住於左營海軍眷村內。



USS TUSK (SS 426) DECOMMISSIONING CREW



DECOMMISSIONING WARDROOM

LCDR D. H. BOYD, USN	Commanding Officer
LCDR D. J. O'SHEA, USN	Executive Officer
LCDR D. T. BYRNES, USN	Navigation/Operations Officer
LT J. M. SPENCE, USNR	Weapons Officer
LT T. J. PERRAULT, USN	Engineer Officer
LT(jg) S. M. WOOD, USN	Communicator
ENS M. J. BOWER, USN	Supply Officer

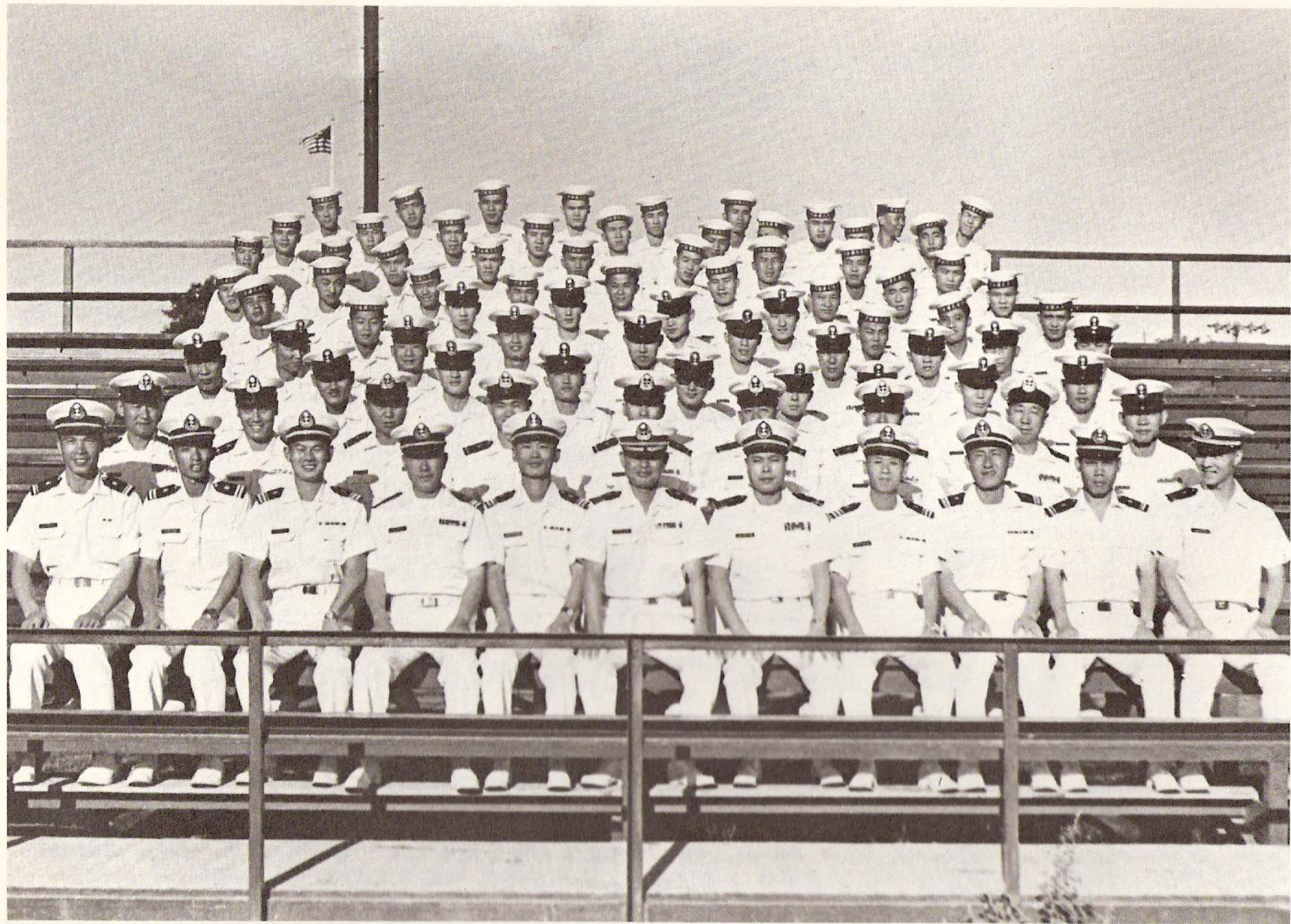
DECOMMISSIONING CREW

Chief Petty Officers

ENC(SS) W. G. HAMPLE, USN, (COB)	
EMC(SS) C. A. CAMPBELL, USN	RMC(SS) "L" "V" RANDOLPH, USN
ENC(SS) R. H. GILSON, USN	EMC(SS) W. T. ROULSTON, USN
ENC(SS) G. McDONALD, USN	ETC(SS) L. F. STONE, USN

Enlisted Members

RM1(SS) A. T. Allwood	SK3(SS) D. A. Donahue	TM3(SS) S. N. Martinez	EMFN(SS) R. G. Rainey
FN(SS) D. K. Ballance	RM3(SS) M. M. Dunn	TM3(SS) J. F. McCain	EM3(SS) B. J. Rodrigue
FN(SS) C. H. Basher	QMSA(SU) M. T. Fontenot	EN2(SS) R. Michalenok	CSSN(SS) S. W. Silva
SD2(SS) H. A. Basila	TM2(SS) K. D. Franz	STS3(SS) D. A. Miller	EM3(SU) W. R. Smith
CS2(SS) J. T. Bonifant	QMSN(SU) G. G. Glenn	ET1(SS) R. L. Monter	QM2(SS) G. E. Vander Voort
SDSN(SS) T. M. Borbon	HM1(SS) G. A. Green	TM3(SS) B. E. Mooney	FN(SS) R. M. Vrabel
FN(SU) H. J. Brandenstein	TMSN(SS) S. E. Heisey	TM1(SS) P. J. Moore	ICFN(SS) C. C. Walsh
TM3(SS) G. L. Brown	EN3(SS) A. J. Hobson	EN2(SS) R. G. Myers	IC2(SS) R. A. Watkins
YN1(SS) J. S. Cameron	RM2(SS) J. W. Holthus	EM3(SS) R. A. Nelson	FTG2(SS) G. L. Williams
EN3(SS) M. C. Costa	EM1(SS) D. C. Hoskinson	EM3(SS) T. L. Nicolai	QMSN(SS) D. J. Wilson
MM3(SS) C. E. Craig	EN1(SS) W. P. Javier	QM3(SS) G. L. Parker	FTG3(SS) C. P. Witaszek
MM3(SS) T. J. Cremer	IC2(SS) T. C. Kelley	TM3(SS) K. M. Patti	EN1(SS) G. F. Young
EN3(SS) F. G. Davis	STS2(SS) G. F. Kotowski	FN(SS) W. A. Perry	EN1(SS) J. J. Zaharevich
SDSN(SS) C. D. Delos Reyes	EM3(SS) A. E. Lane	EM2(SS) C. C. Price III	
SK2(SS) T. L. Derstine	ETR3(SS) R. Martin	FTG3(SS) S. E. Provost	



ROCS HAI PAO (SS 92) COMMISSIONING CREW



COMMISSIONING WARDROOM

CDR CHENG, Kuo-yu	Commanding Officer
LCDR CHANG, Chien-pei	Executive Officer
LCDR CHEN, Kan-wei	Political Officer
LCDR LIU, Chin-kuei	Engineer
LCDR CHEN, Chiu-ju	Navigator/Operations Officer
LDR TSAO, Chi-ming	Weapons Officer
LT HUANG, Chien-kuo	First Lieutenant
LT WANG, Kung-I	Communications Officer
LT(jg) LO, Chi-hung	Assistant Engineer Officer
LT(jg) CHANG, Yung-jen	Supply Officer
LT(jg) NIU, Ko-chi	Medical Officer

WARRANT OFFICERS

RM/WO WANG, Wei-hsin (COB)

QM/WO CHU, Kun-ta	EN/WO SUN, Chin-tang
EM/WO HSIEH, Wei	ET/WO WANG, Li-chen
EM/WO HSING, Ching-hua	SO/WO WU, Chao-hsin
EM/WO MA, Hsu-ming	

CREW

EN1 CHAN, Liang-hai	SO1 FAN, Wen-lung	TM1 LI, Shih-shih	FN2 NI, Tai-sheng
MRC CHANG, Cheng-chi	YNC FANG, Chi-yin	ET1 LIANG, Ko-yung	FN2 PAI, Ping-chih
CS2 CHANG, Chin-lung	QMC FANG, Pei-erh	SO1 LIN, Chih-hsiung	EN1 PENG, Nien-hsiang
HMC CHANG, Kuang-chi	TM1 FANG, Te-hou	EM1 LIN, Feng-yuan	FTC PU, Cheng-hua
QMC CHANG, Ming-ping	ENC FENG, Peng-sien	SOC LIN, Fu-lai	EN1 SU, Hsiao-hung
EN1 CHANG, Wu-hsin	SO1 FENG, Tien-yu	EN1 LIN, Mei-hsi	SOC SUN, Shih-ching
EMC CHAO, Chung-lin	EM1 FU, Te-chin	CS2 LIU, A-wan	EMC TANG, I-kung
FTC CHEN, Che-ming	TM1 HAN, Ching-chou	YNC LIU, Ping-hsiang	SKC TENG, An-hsiang
RMC CHEN, Hsin-kuo	SD2 HSIAO, Ching-shan	EN1 LIU, Shih-lien	EN1 TSAI, Wen-chin
FTC CHEN, Kuan-tso	SO1 HUANG, Shih-wen	EM1 LIU, Shu-ming	EN1 TSENG, Mu-yung
EM1 CHEN, Tzu-chien	MR1 HUANG, Shui-kuang	QM1 LIU, Yuan-chih	ENC TSUNG, Cheng
EM1 CHAING, Tzu-wen	CS2 KAO, Jen-kun	SO1 LO, Shih-yuan	EM1 WANG, Chia-hua
SO1 CHIU, Chui-hsun	EN1 KU, Shou-hsun	ETC LU, Kuang-yuan	CS1 WANG, Yung-ping
RMC CHUANG, Tsu-ming	EMC KU, Tzu-neng	EM1 LU, Shih-cheng	RMC WU, Wen-chung
EM1 CHUNG, Kuo-kang	ET1 LAI, Huang-lu	ET1 MEI, Tsu-kang	SO1 YEH, Shih-pao
EM1 CHUNG, Min-tang	FTC LAI, Tien-ting	FT1 MO, Chieh-ming	ETC YIN, Kuo-sheng

