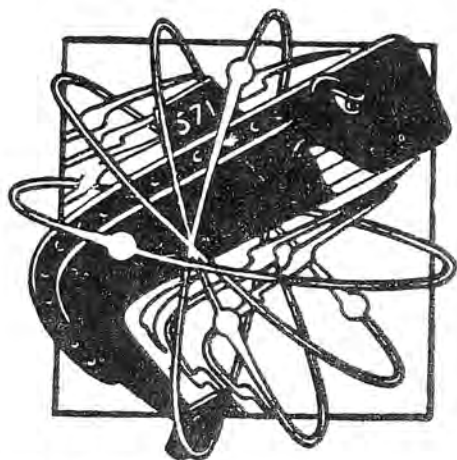


# Welcome Aboard



THE WORLD'S FIRST NUCLEAR POWERED SHIP

# USS Nautilus SSN 571

WELCOME

The officers and men of the USS NAUTILUS welcome you aboard the world's first nuclear-powered ship.

We hope that you will enjoy your visit and that you may gain a richer and broader knowledge of the Submarine Service through it.

A handwritten signature in cursive script that reads "Richard A. Ridell". The signature is written in dark ink and is positioned above the typed name and title.

RICHARD A. RIDDELL  
COMMANDER, U.S. NAVY  
COMMANDING OFFICER

## NAUTILUS ORGANIZATION

Commanding Officer\*

Executive Officer

### Departments

Navigation. Responsible for the safe navigation and piloting of the ship.

Operations. Collects, evaluates, and disseminates combat, tactical and operational information.

Weapons. Directs all aspects of torpedo operations, sonar, escape and rescue, deck seamanship and other functions and equipment pertinent to the armament of the ship.

Engineering. Responsible for the ship's propulsion, repairs to the hull and machinery, and other matters involving the ship's machinery.

Supply. Procures, stows, and issues repair parts. Provides food service for the wardroom and crew's mess.

Medical. Charged with the health and welfare of the crew, administration of medical records. Advises in matters of sanitation.

### Executive Assistants

Chief of the Boat. Administrative assistant to the Executive Officer. Supervises activities involving the entire crew, including work details plus berthing and watch assignments.

Ship's Yeomen. Assistants for personnel records, clerical and stenographic matters.

## STRUCTURE OF THE USS NAUTILUS

The main hull or "pressure hull" of USS NAUTILUS is a cigar-shaped cylinder closed at both ends, and built to withstand the great pressures of deep water. Unlike older submarines, NAUTILUS has no conning tower; instead, there is an Attack Center in the upper level of the Central Operating Compartment. Around the pressure hull is a thinner skin or "outer hull." Between the outer hull and the pressure hull are located the ballast tanks and the fuel tanks which enable NAUTILUS to obtain negative, neutral or positive buoyancy. Directly above the pressure hull is the superstructure used for stowage of the gangway, lines, and other items that are not able to be carried onboard. The superstructure is covered by a walking area known as the main deck. The bridge access trunk is enclosed in a streamlined covering known as the sail. The sail also houses the periscopes, radar mast and various other masts, as well as providing an observation and lookout post. This post is known as the Bridge and is manned by the Officer of the Deck and lookouts when on the surface. The only parts of NAUTILUS that can be seen when she rides on the surface are the sail and superstructure; the remainder of the ship is submerged.

### NAUTILUS INTERIOR

The interior of NAUTILUS is comprised of six watertight compartments which house all the propulsion equipment, weapons, and the working and living spaces. The comforts necessary to good morale and healthful living were not overlooked when this fighting ship was designed. In addition to the equipment necessary to fight the ship, NAUTILUS was also equipped with a spacious dining area, comfortable living spaces for all hands, and convenient wash rooms.

A brief description of each compartment follows.

#### BOW COMPARTMENT

This compartment is more commonly known as the Torpedo Room. In the forward-most part of the room, extending through the pressure hull, are the ship's six torpedo tubes. Aft of the tubes are the stowage racks (skids) for torpedoes and a working area for maintenance and loading of torpedoes. A crew's berthing area occupies the after end of the compartment in "split level" style. A crew's washroom is also provided in the area of the berthing section. As you enter the compartment from topside you pass through the Forward Escape Trunk. The upper and lower hatches, and the escape door on one side, permit several men at a time to make an emergency escape from the ship while submerged. The escape door also serves as a torpedo loading hatch.

#### MAIN QUARTERS AND GALLEY COMPARTMENT

This compartment is divided into two sections by a partial deck. The upper room is the Officers' Quarters, consisting of the Wardroom (where the officers eat, work, and relax), the pantry, and six staterooms. Below the Officers' Quarters is the Crew's Living area. The largest part of this area is the Crew's Dinette which provides mealtime seating for 36 men, and also serves as a recreation area for the crew between meals. In the forward part of the room is the Galley, where the food for the entire crew is prepared and served "family style." Two berthing compartments on the port side of the Crew's Dinette provide berthing facilities for the Chief Petty Officers and ten members of the crew. Forward and below the Galley is a storeroom for frozen goods, other perishables, and dry stores. In the middle of the compartment is another storeroom for repair parts and other items of equipment. Beneath the Crew's Dinette is the ship's battery which stores electrical power to be used as an auxiliary power source.

## CENTRAL OPERATING COMPARTMENT

COC is the third compartment aft and is also divided into two levels. The lower level is known as the Control Room, where practically all the controls for diving, surfacing, and controlling the ship are located. The Diving Stand, with "airplane" type controls, is located in the forward end of the compartment, providing "sticks" for control of the rudder, bow planes, and stern planes. On the opposite side of the room is the Radio Room where the ship's messages are sent and received. In the after end of the Control Room is the Forward Machinery Space, the Radar Room, and the Supply Office. The man in charge of Control is the Diving Officer. He receives his orders for course, depth and speed from the Officer of the Deck in the Attack Center directly above the Control Room. Located within the Attack Center is the major portion of the equipment necessary to efficiently fight the ship, such as sonar, fire control instrumentation, navigation equipment, and the periscopes, which are the "eyes" of the ship. The Officer of the Deck, charged with the execution of orders from the Commanding Officer, stands his watch at the periscope stand. The ship's administrative hub, the Ship's Office, is also located in the Attack Center. The Bridge is accessible from the Attack Center through the Bridge Trunk hatch in the forward end of the compartment.

## REACTOR COMPARTMENT AND ENGINE ROOM

The Reactor Compartment and Engine Room contain the ship's nuclear propulsion plant and support equipment.

## STERN COMPARTMENT

The last of the ship's compartments is the Stern Compartment. This compartment is divided into five sections which are; After Escape Trunk; After Machinery Space; After Crew's Quarters; a storeroom; and the Stern Room. The After Machinery Space contains the ship's atmosphere control machinery, the air conditioning, and various controls for the ship's hydraulic systems. The After Crew's Berthing is made up of bunking facilities for the crew, a washroom and laundry room, a Nucleonics Laboratory and a Sick Bay. The stern room storeroom is the

largest repair parts storeroom onboard.

In the Stern Room we find the last stop for propulsion shafts before they pass through the pressure hull and attach to the propellers. The large hydraulic rams for the stern planes and rudder are located in the after end of the compartment. They pass through the pressure hull at this point and operate the planes which enable the ship to dive and surface.

## HISTORY OF USS NAUTILUS

This is the sixth ship of the fleet to bear the name. The USS NAUTILUS (SSN 571) is descended from a long line of proud fighting ships. NAUTILUS first appeared on the Navy List as a schooner of twelve guns. Under the command of Lieutenant Richard Somers, she was with Commodore Preble's squadron in the Mediterranean during the campaign against the Tripolitan pirates. Her battle plaque was inscribed with the names Tripoli and Derne from this early war of our infant Navy. She continued in service until she was captured by a British squadron at the outbreak of the War of 1812.

NAUTILUS next appeared as a schooner which was commissioned in 1847 and played a role in the Mexican War.

In 1911, NAUTILUS made her first appearance in the submarine force, although later that year her name was changed to H-2. Built in San Francisco, she saw service until 1922 when she was decommissioned.

During World War I the name and tradition were carried on by a Motor Patrol Boat commissioned in 1917 and assigned to patrol and escort duty.

The fifth NAUTILUS, SS 168, was built at the Mare Island Naval Shipyard in 1930 and was one of the largest submarines ever built for our Navy. With the outbreak of the war in the Pacific, NAUTILUS quickly joined the fight and established the reputation which was to characterize her through the next three years of combat. On her first war patrol, she sank the Japanese Aircraft Carrier SORYU which had been previously damaged by aerial attacks.

On December 12th 1951, the Navy Department announced that the world's first nuclear submarine, SS(N) 571, would carry the name NAUTILUS. Construction of NAUTILUS was made possible by the successful development of a nuclear propulsion plant led by a group of scientists and engineers at the Naval Reactors Branch of the Atomic Energy Commission under the leadership of the then CAPT H. G. RICKOVER, USN. Authorized by Congress in July 1951, her keel was laid at the Electric Boat Division of General Dynamics Corporation, Groton, Connecticut, by the Honorable Harry S. Truman, President of the United States on June 14th, 1952. A year and a half later, on the 21st of January 1954, Mrs. Dwight D. Eisenhower broke the traditional bottle of champagne across her bow as NAUTILUS slid down the ways into the Thames River.

On the 30th of September 1954, NAUTILUS became a commissioned ship in the United States Navy. Present on this occasion were many distinguished guests, including Admiral Donald H. Duncan, Vice Chief of Naval Operations, and Admiral Jerauld Wright, Commander in Chief, U.S. Atlantic Fleet. In the commissioning speech Admiral Wright stated, "Today the Navy turns a channel marker in the course of history", and indeed they did.



However, many months of painstaking construction and dockside testing followed. The nuclear propulsion plant was designed and constructed for the U.S. Atomic Energy Commission and the U.S. Navy by the Westinghouse Electric Corporation, and first operated on 20 December 1954. The plant developed full power alongside the dock on 3 January 1955. On the morning of 17 January 1955, at 1100 hours EST, NAUTILUS' Commanding Officer, Commander Eugene P. Wilkinson, USN, ordered all lines cast off and signalled the memorable and historic message "UNDERWAY ON NUCLEAR POWER", to the Submarine Force Commander, thus adding a new page to world and naval history.

On April 22, 1955, after rigorous and detailed testing of the ship's surface and submerged capabilities, USS NAUTILUS (SSN571) was preliminarily accepted by the United States Navy.

The following month NAUTILUS headed for southern waters on her first shakedown cruise. Travelling 1381 miles in 89.9 hours, from New London to San Juan, Puerto Rico, she established several new records. It was the longest distance travelled, by a factor of ten, and the longest period of complete submergence for any submarine. It was also the first time a combatant submarine had maintained such a high submerged speed, about 16 knots average, for more than one hour. This was the fastest passage between New London and Puerto Rico, by any submarine, surfaced or submerged.

From 11 July 1955 to 5 August 1955 rigorous exercises were conducted with hunter-killer groups in the Narraganset Bay areas and off the coast of Bermuda. These exercises were designed to investigate the effect of the radical increase in submerged speed and endurance of the NAUTILUS on submarine and anti-submarine warfare.

From September 20th to October 8th, NAUTILUS visited

Portsmouth, New Hampshire, Annapolis, Maryland, Norfolk, Virginia, and Newport, Rhode Island, to demonstrate the ship to various military personnel. During this period approximately 300 senior officers rode the ship at sea and another 2500 military personnel boarded her in port.

During November and December, Bureau of Ships special tests were conducted, including the standardization trials at Provincetown, Massachusetts.

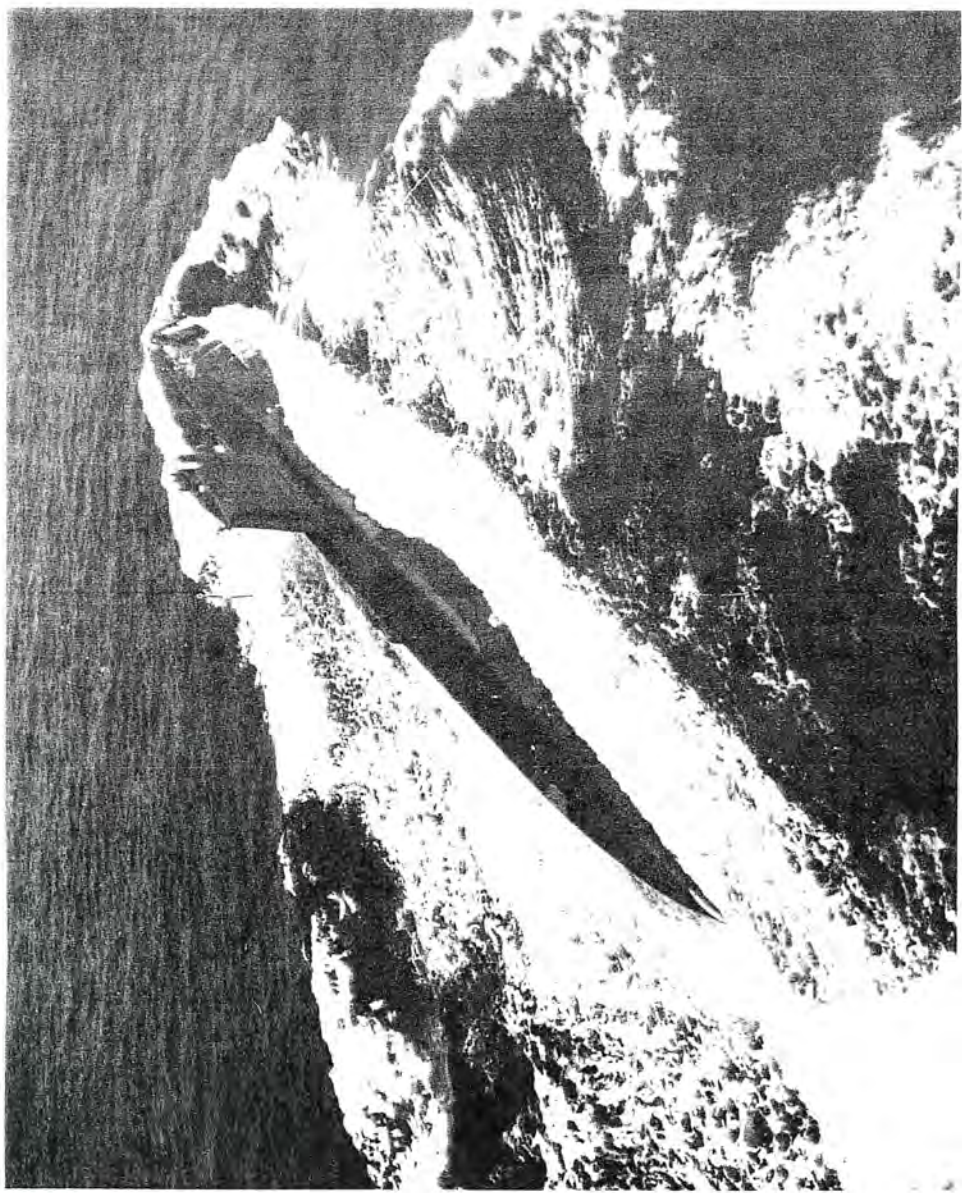
On November 27th 1955, with the Honorable Charles S. Thomas, Secretary of the Navy, Lewis L. Strauss, Chairman of the Atomic Energy Commission, and other Navy and AEC officials present, NAUTILUS completed her 25,000th nautical mile.

On December 2nd, the ship commenced a restricted availability for the installation of new Sonar equipment and the repair of minor defects observed during the preceding year.

Following the availability and a month of operations in the New London area, the ship, on March 19th, departed for Key West, Florida, conducting special tests enroute. Many Bureau of Ships tests were conducted in the Key West area.

Upon completion of the tests, on 20 April, the NAUTILUS returned to New London from Key West, a submerged run of 1152 miles. During the 35 day cruise in southern waters, the ship was underway 531 hours, 376 of which were spent entirely submerged.

From May 8 to May 10 the ship was demonstrated to the Navy's Board of Inspection and Survey for final acceptance trials, and on the 11th of May 1956, the USS NAUTILUS (SSN571) was accepted by the Navy "for unrestricted service". This final acceptance of such a truly unique ship is a tribute to the reliability of this vessel, a characteristic which has predominated her history to date.



On February 1957, after local operations and a leave and upkeep period, NAUTILUS entered the Electric Boat yard in Groton, Connecticut for her first refueling. On her first Uranium fuel core NAUTILUS steamed 62,562 miles in two years, over half of which were spent submerged. To duplicate this performance a conventionally powered submarine the size of NAUTILUS would have required over two million gallons of diesel fuel.

On April 11th 1957 NAUTILUS departed EB and commenced a month of local operations, operating with her nuclear sister ship, the USS SEAWOLF (SSN575), to and from Bermuda. During this period she also participated in Operation REMEMBER in New York City, and had an opportunity to proudly show herself off to the dependents of the crew during four days of short cruises.

On the 15th of May 1957 NAUTILUS deployed to the Pacific to demonstrate her capabilities to units of the Pacific Fleet, including participation in a large scale fleet exercise called Operation HOMERUN. During her transit to the Pacific NAUTILUS established another new record by cruising from the Panama Canal to San Diego, California completely submerged, a distance of 3,049 miles. Her sole reason for surfacing on the cruise was to transit the Panama Canal.

On visits to Seattle, Portland, Everett, Port Townsend, Tacoma, San Francisco, Long Beach, San Diego, and Panama, NAUTILUS played host to more than 13,000 visitors, 1100 of whom were taken to sea.

On the 18th of June 1957, at Seattle, Washington, Commander William R. Anderson, USN, relieved Captain E.P. Wilkinson, USN, as Commanding Officer of NAUTILUS. CDR Anderson reported from the U.S. Naval Reactors Branch in Washington, D.C. and Captain Wilkinson departed for the U.S. Naval War College at Newport, Rhode Island. At the Change of Command ceremony Captain Wilkinson was presented the Legion of Merit by Rear Admiral A.M. Bledsoe, Commandant, THIRTEENTH Naval District, for the Secretary of the Navy.

NAUTILUS returned to New London in July 1957 and had an availability until 19 August to prepare her for her next trip which took her to latitude 87 North, 180 miles from the North Pole, and further north than any ship previously. NAUTILUS steamed 1383 miles under the polar ice cap on three excursions lasting a total of five and one-half days. On her way to the Arctic, NAUTILUS completed a dive of 287 hours, covering 4,039 miles. This polar trip was of great scientific importance. In the area in which she operated, NAUTILUS was able to gather many times the amount of data on ice characteristics and water depths than previously obtained in the whole of arctic exploration.

Following her northern trip, NAUTILUS participated in Operation STRIKEBACK, the Norwegian Sea exercise. While in European waters NAUTILUS visited the following ports: Rothesay and Faslane, Scotland; Portland and Plymouth, England; and LeHavre, France. These were the first foreign ports ever visited by NAUTILUS. NAUTILUS took to sea such distinguished visitors as Lord Louis Mountbatten, England's First Sea Lord, Mr. Duncan Sandys, England's Minister of Defense, Mr. Christopher Soames, Parliamentary Secretary to the Admiralty, and a host of England's top AEC representatives and civilian contractors who were later responsible for building the HMS DREADNAUGHT, the first nuclear powered submarine in Great Britain's fleet.

NAUTILUS returned to her home port on 28 October 1957 and immediately began an availability period for upkeep and repair which lasted throughout the remainder of the year.

In February 1958 NAUTILUS completed upkeep and commenced operating locally out of New London. On 1 April she became a unit of Submarine Squadron TEN under the command of Captain T. K. Kimmel, USN, and was assigned to the first nuclear division, Submarine Division 102.

On 10 March 1958 NAUTILUS was commended by the Honorable Thomas S. Gates Secretary of the Navy, for her pioneering voyage under the Arctic ice cap the previous Fall.

On April 25, NAUTILUS was underway again from New London, enroute to the west coast via the Panama Canal. The ship stopped at San Diego and San Francisco, California, and Seattle, Washington.

On the 9th of June 1958 NAUTILUS departed Seattle under TOP SECRET orders to conduct Operation SUNSHINE, the first crossing of the geographic North Pole by a ship. NAUTILUS passed through the Aleutian Island chain and transitted the Bering Sea. On June 17th the ship entered the shallow Chukchi Sea but was forced to turn back to Pearl Harbor due to a combination of deep ship draft and shallow water.

On July 23rd 1958 NAUTILUS departed Pearl Harbor and set course northward on the voyage which, when completed, was one of the major historic accomplishments of this century. Passage into the shallow Chukchi Sea, where NAUTILUS surfaced, was uneventful. On 1 August, after two days of searching along the edge of the ice pack for deep water, NAUTILUS submerged in the Barrow Sea Valley and headed north.

At 2315 EDST, on 3 August 1958, Commander William R. Anderson announced to the crew - "For the World, Our Country, and the Navy - The North Pole". With 116 men on board, NAUTILUS accomplished the "impossible", reaching the geographic North Pole - 90° North.

After 96 hours and 1830 miles submerged under the ice, USS NAUTILUS surfaced in the Greenland Sea, on the 5th of August 1958.

Commander Anderson was flown from Iceland to Washington, D.C. where he was presented the Legion of Merit by President Eisenhower. Upon Commander Anderson's return to NAUTILUS, she proceeded to Portland, England where Ambassador John Hay Whitney presented the First Presidential Unit Citation ever issued in peacetime. The citation read as follows:

"For outstanding achievement in completing the first voyage in history across the top of the world, by cruising under the Arctic ice cap from the Bering Strait to the Greenland Sea. During the period 22 July 1958 to 5 August 1958, USS NAUTILUS (SSN571) the world's first atomic powered ship, added to her list of historic achievements by crossing the Arctic Ocean from the Bering Sea to the Greenland Sea, passing submerged beneath the geographic North Pole. This voyage opens the possibility of a new commercial seaway, a Northwest Passage, between the major oceans of the world. Nuclear power cargo submarines may, in the future, use this route to the advantage of world trade.

The skill, professional competence and courage of the officers and crew of the NAUTILUS were in keeping with the highest traditions of the Armed Forces of the United States and the pioneering spirit which has always characterized our country"

NAUTILUS departed Portland on the 18th of August and surfaced off New York City, having established another submarine "first" among many. She travelled over 3100 miles submerged in six days, 11 hours and 55 minutes, at an average speed of more than 20 knots.

On her arrival in New York Harbor NAUTILUS was greeted with a hero's welcome. The city opened her doors to the officers and crew with the traditional ticker tape parade.

NAUTILUS returned to New London, Connecticut on the 29th of August 1958 for an upkeep period and a well deserved rest, which lasted until October. For the remainder of the year and into the early part of 1959, NAUTILUS participated in various local operations and fleet exercises.

On 28 May 1959 NAUTILUS entered the Portsmouth Naval Shipyard, New Hampshire for her first complete overhaul - the first of any nuclear powered ship - and the change of her second fuel core.

On the 22nd of June 1959, Lieutenant Commander Lando W. Zech, Jr, USN relieved Commander W. R. Anderson, USN, to become NAUTILUS' third Commanding Officer

Upon completion of her overhaul, on 15 August 1960, NAUTILUS departed the New Hampshire/Maine area to re-join her sisters in Submarine Squadron TEN. Following a period of refresher training she deployed to the Mediterranean to become the first nuclear submarine assigned to the U.S. SIXTH Fleet.

NAUTILUS returned to New London on the 16th of December 1960 having travelled more than 175,000 miles on nuclear power since becoming a commissioned ship in the United States Navy.

On 17 January 1961, the Sixth Anniversary of NAUTILUS' first "UNDERWAY ON NUCLEAR POWER", the Honorable William B. Franke, Secretary of the Navy, in behalf of the President of the United States, presented Vice Admiral H.G. RICKOVER, USN, the Distinguished Service Medal in recognition of his exceptionally meritorious service to the Government of the United States. The presentation took place aboard NAUTILUS and was witnessed by His Excellency Herve Alphand, Ambassador from the Republic of France, and other Navy, AEC and civilian officials. This day also marked the keel laying of the Polaris Submarine USS LAFAYETTE (SS(B)N 616). Symbolically, the power used for the initial keel weld of the LAFAYETTE was furnished by NAUTILUS' nuclear reactor.

During January and February 1961, NAUTILUS participated in operations in the Western Atlantic which included a weekend in Bermuda. NAUTILUS visited Portsmouth, England in March of 1961. This enjoyable stay was highlighted by a day at sea with 20 members of parliament embarked.



NAUTILUS spent the month of July in the Key West area engaged in test and evaluation. After returning to New London the ship then proceeded to Quonset Point, Rhode Island, on the 7th of August, where the Honorable Paul B. Fay, Jr., Under Secretary of the Navy, accompanied by Vice Admiral Elton W. Grenfell, USN, Commander Submarine Force, U.S. Atlantic Fleet, was embarked for an overnight demonstration cruise. Upon completion of the cruise NAUTILUS returned to New London.

During the remainder of 1962, NAUTILUS participated in various fleet exercises. On April 20th 1962, Commander Jeffrey C. Metzger, Jr., USN, became the fourth Commanding Officer of the NAUTILUS, relieving CDR. G.W. ZECH.

On 1 July 1962, NAUTILUS was awarded the Battle Efficiency "E" award for Submarine Division 102. Operations during the Summer and Fall of 1962 included participation in the naval quarantine during the Cuba crisis. In early 1963 NAUTILUS was engaged in the evaluation of anti-submarine warfare defense.

On the 25th of March 1963, NAUTILUS became the first ship to cruise one quarter million miles on nuclear power.

During the remainder of the Spring and early Summer of 1963 NAUTILUS operated independently conducting a variety of evaluation and training exercises.

In August 1963 NAUTILUS again departed New London for the Mediterranean, to operate as a unit of the U.S. SIXTH Fleet. During a visit to Toulon, France, NAUTILUS was host to the Great Great Grandson of Jules Verne, the author of "Twenty Thousand Leagues Under the Sea". During this same cruise NAUTILUS visited Naples, Italy. The NAUTILUS received letters of commendation from Commander, U.S. Naval Forces Europe, and Commander, U.S. SIXTH Fleet, for her performance during this cruise.

NAUTILUS returned to New London in late September and on the 12th of October 1963, her fifth Commanding Officer,

Commander Francis C. Fogarty, USN, read his orders and assumed command.

The remainder of the year saw NAUTILUS participating in a major fleet exercise involving units of the U.S. SECOND Fleet, and in several SSN versus SSN anti-submarine warfare exercises. These latter exercises proved to be of significant value in increasing the level of knowledge of how to employ the SSN weapons system.

Also included in this trip was an enjoyable and welcome visit to the Islands of Bermuda.

NAUTILUS returned to New London in mid December and immediately commenced a pre-overhaul upkeep in preparation for her forthcoming shipyard overhaul.

On the 16th of January 1964 NAUTILUS departed New London enroute to her second complete overhaul. She arrived in Portsmouth, New Hampshire on the occasion of her Ninth Anniversary of "UNDERWAY ON NUCLEAR POWER", the 17th of January. The total number of miles steamed when the USS NAUTILUS shut down her reactor was 284,559, of which 220,714 were spent entirely submerged.

On the 17th of January 1965, while resting on keel blocks, the USS NAUTILUS (SSN571) celebrated a decade of nuclear history, on the Tenth Anniversary of Rear Admiral Eugene F. Wilkinson's history making message - "UNDERWAY ON NUCLEAR POWER".

NAUTILUS rejoined the Atlantic Fleet Submarine Force in the Spring of 1966. On 14 September she re-entered the record books as she logged her 300,000th mile on nuclear power.

On 3 April 1967, NAUTILUS welcomed her sixth Commanding Officer, CDR. Norman E. Griggs. During the Spring and Summer of 1967 NAUTILUS supported various Atlantic Fleet ASW exercises and made preparation for her upcoming refueling availability.

On 15 August 1967, NAUTILUS moved alongside Portsmouth Naval Shipyard for a refueling availability. During December 1968 she again joined the fleet and for all of 1969 she operated with the ASW, HUK, and submarine elements of the Atlantic Fleet.

On 31 January 1970, CDR David W. Cockfield, USN, assumed command of NAUTILUS and she commenced a period of crew training and ASW support operations for the rest of 1970.

In the spring of 1971, NAUTILUS deployed for NATO exercises and a trip to Faslane, Scotland. In early 1972 she moved to SUBASE New London for a repair availability.

In June 1972, CDR Alex Anckonie III assumed command of NAUTILUS and in August of that same year, she entered Electric Boat Shipyard for a complete overhaul. She had steamed a total of nearly 400,000 miles since the historic days of 1954-1955.

The overhaul was completed on 15 January 1975. Following overhaul, NAUTILUS completed a shakedown cruise in Caribbean waters.

In the spring of 1975, NAUTILUS participated in a major Second Fleet exercise, AGATE PUNCH, after which she was cited by COMCRUDESGRU TWELVE as "Not getting older--getting better!"

Completing a Mediterranean deployment in September, NAUTILUS participated in the NATO exercise OCEAN SAFARI, conducted in the Norwegian Sea and the Arctic Ocean. She had steamed over 35,000 miles in the eventful year of 1975.

NAUTILUS completed various operations in the spring and summer of 1976. During the Bicentennial Weekend, NAUTILUS was awarded a White "A" by COMSUBLANT for Antisubmarine Warfare Weapons and Operations Excellence.

Operations in 1976 included at-sea evaluations of a major OPNAV project sponsored by Naval Underwater Systems Center, New London and OPTEVFOR.

On 19 December 1976, CDR Alex ANCKONIE III, USN, was relieved by CDR Richard A. RIDDELL, USN, NAUTILUS' ninth Commanding Officer, in ceremonies held at sea off Bermuda, British West Indies.

During the period of January and February 1977, NAUTILUS conducted a research project in the Gulf of Mexico.

In April 1977 NAUTILUS began a five month deployment to the Mediterranean. During this period she participated in fleet exercises with ships, aircraft, and submarines of the U.S. Sixth Fleet and NATO forces. She visited the ports of Lisbon, Portugal, Sousse, Tunisia, Taranto, Italy, Naples, Italy and La Maddalena, Sardinia. NAUTILUS returned to New London in September.

In March and April 1978 NAUTILUS was involved in a CNO oceanographic project and, during the project, paid a port visit to Bermuda, British West Indies.

In December 1978, NAUTILUS passed the one-half million mile mark underway. This distance is equal to that required for a trip to the moon and back, or twenty times around the world.

On 9 April 1979, NAUTILUS departed New London for the last time. After port visits to Guantanamo Bay, Cuba, Cartagena, Columbia, Rodman, Canal Zone, San Diego and San Francisco, NAUTILUS arrived at Mare Island Naval Shipyard on 25 May to begin her final inactivation. This will end 25 years of service "UNDERWAY ON NUCLEAR POWER".

## NAUTILUS VITAL STATISTICS

KEEL LAID...By President Harry S. Truman,	14 June 1952
LAUNCHED	21 January 1954
SPONSOR	Mrs. Dwight David Eisenhower
COMMISSIONED	30 September 1954
"UNDERWAY ON NUCLEAR POWER"...	17 January 1955
LENGTH	319 feet
BEAM	27 feet
DISPLACEMENT	Greater than 3000 tons
MAXIMUM SPEED	In excess of 20 knots
MAXIMUM DEPTH	In excess of 400 feet
PROPULSION	Steam (Nuclear)
ARMAMENT	6 torpedo tubes
COMPLEMENT	11 officers, 100 enlisted
NUMBER OF DIVES	4,507
TOTAL MILES STEAMED	513,550 NAUTICAL MILES

USS NAUTILUS (SSN 571)

COMMANDING OFFICERS

COMMISSIONING

CDR. Eugene P. WILKINSON, USN

18 June 1957

CDR. William R. ANDERSON, USN

22 June 1959

CDR. Lando W. ZECH, Jr., USN

20 April 1962

CDR. Jeffrey C. METZEL, Jr., USN

12 October 1963

CDR. Francis C. FOGARTY, USN

3 April 1967

CDR. Norman E. GRIGGS, USN

31 January 1970

CDR. David W. COCKFIELD, USN

24 June 1972

CDR. Alex ANCKONIE III, USN

19 December 1976

CDR. Richard A. RIDDELL USN