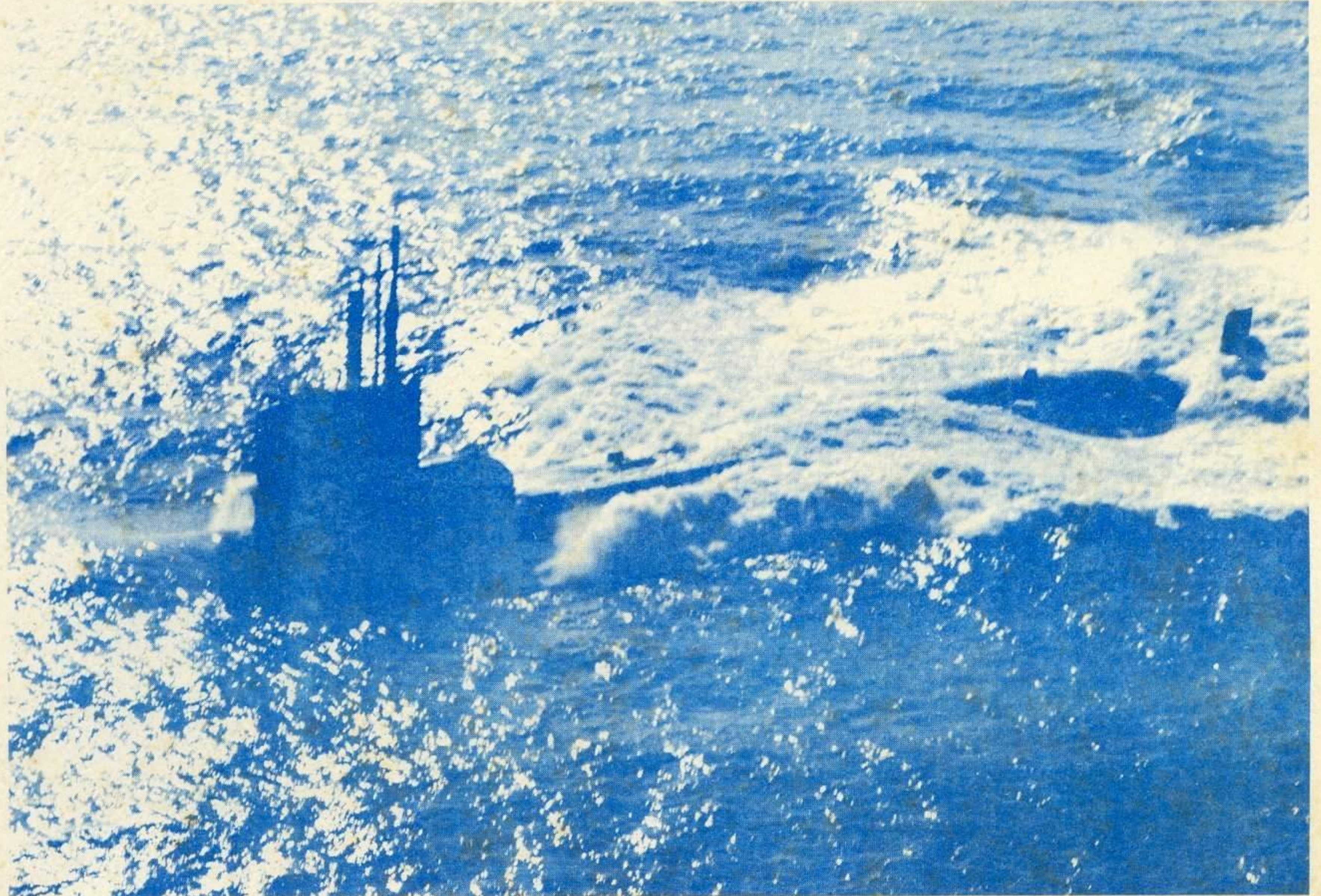


USS SILVERSIDES SSN679





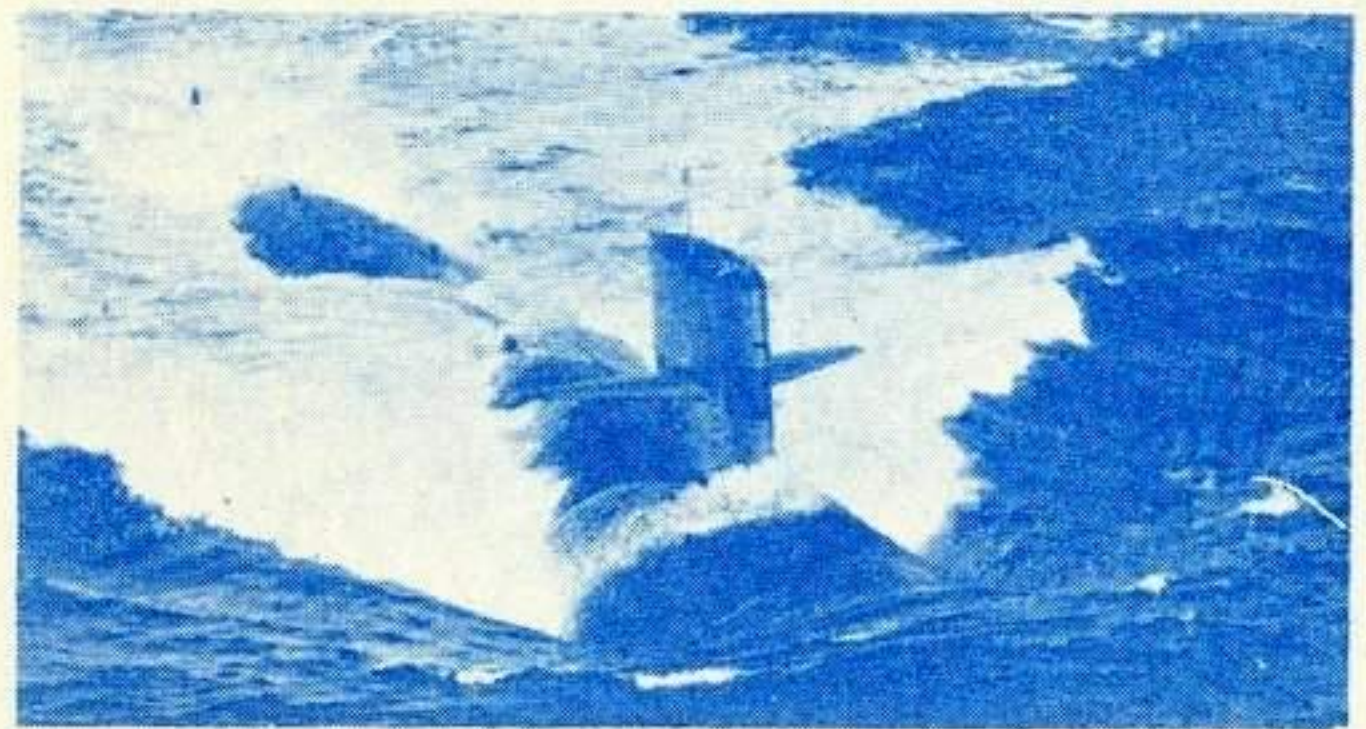
KEEL LAYING



CHRISTENING



DOWN THE WAYS

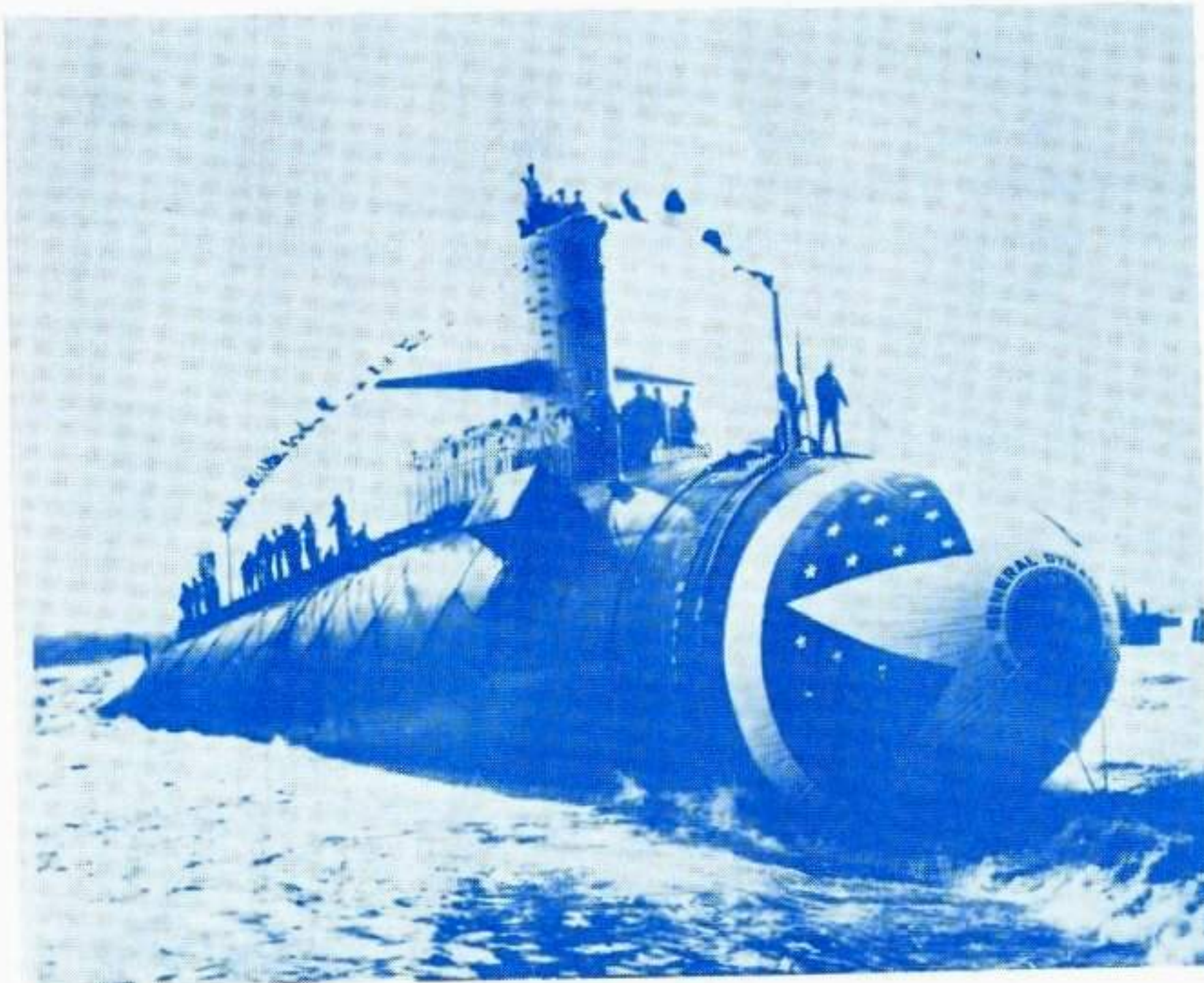


AT SEA

USS SILVERSIDES SSN679

Launched on June 4, 1971 at Electric Boat Division of General Dynamics in Groton, Connecticut, USS SILVERSIDES became the 100th ship to be commissioned in the Navy's nuclear-powered underseas fleet on May 5, 1972. The present SILVERSIDES, a *Sturgeon*-class attack vessel, bears little resemblance, beyond her name, to her diesel ancestor of World War II. With a submerged displacement of 4,900 tons and a capability of operating at speeds in excess of twenty knots and at depths greater than 400 feet, today's SILVERSIDES outclasses her famous namesake in all respects.

From a tactical point of view, SILVERSIDES' capabilities are virtually unlimited. Powered by a pressurized-water nuclear reactor and able to regenerate her own atmosphere, SILVERSIDES can deploy for extended periods underwater, the duration of her operations being limited only by the space available for food stores. Ranking with the quietest of all nuclear submarines, SILVERSIDES is particularly well suited to the performance of her stealthy missions for which she is supported by the most sophisticated sensory systems ever installed in a submarine. Her complex sonar and electronic suites permit detection and classification of a wide spectrum of emissions to provide early warning of enemy activity or to aid in the safe navigation of the ship. SILVERSIDES is equipped with a versatile weapons system designed to support the most advanced weapons in our undersea arsenal.





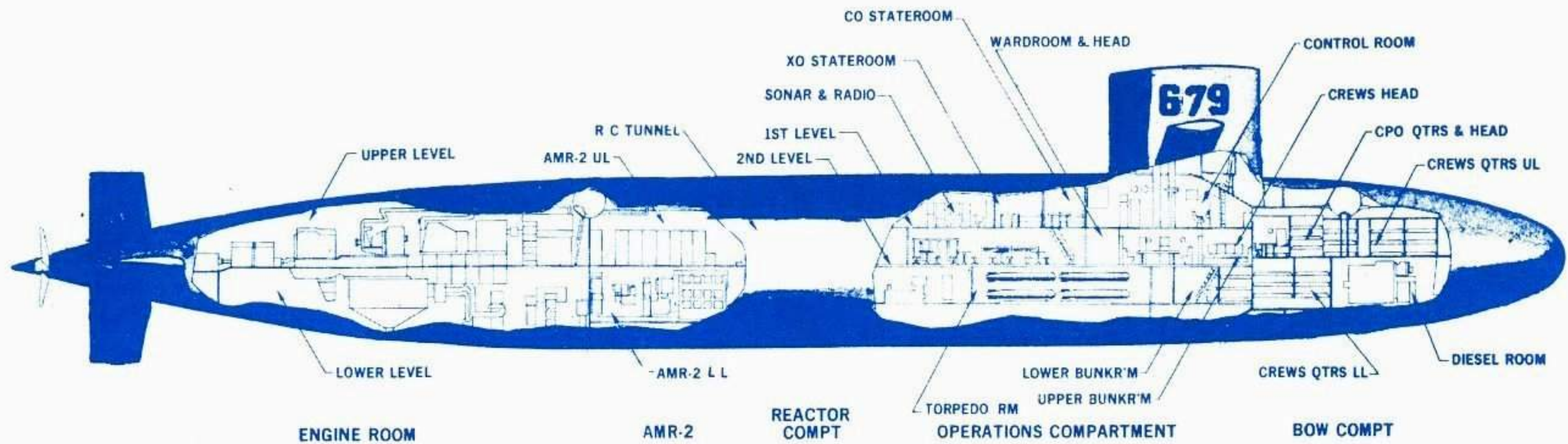
Commander William A. WOOD was born in Jacksonville, Florida, the son of the late Commander Harry WOOD and Margaret R. WOOD of Olney, Illinois. He attended the United States Naval Academy, graduating in 1966.

After completing initial submarine and nuclear power training, Commander WOOD reported to USS JAMES MONROE (SSBN 622) in Charleston, South Carolina. He served in various engineering billets and as Communications Officer during a refueling overhaul, demonstration and shakedown operations, an interfleet transfer and four Polaris deterrent patrols in the Pacific. From November 1971 to September 1974, Commander WOOD served as Engineer Officer of USS DANIEL WEBSTER (SSBN 626) (GOLD), completing six Polaris deterrent patrols.

From 1974 to 1976, Commander WOOD was assigned as an instructor at the NROTC Unit, University of Michigan, Ann Arbor, Michigan. While at Michigan, he earned a Master of Business Administration degree. In 1977, Commander WOOD reported to USS PLUNGER (SSN 595), in San Diego, California. He served as Executive Officer during three deployments to the Mid and Western Pacific. His most recent assignment was to the Staff of Commander in Chief, U. S. Atlantic Fleet, where he served as Executive Officer of the Nuclear Propulsion Examining Board. Commander WOOD reported for duty as Commanding Officer, USS SILVERSIDES (SSN 679), in July 1982.

Commander WOOD is entitled to wear the Meritorious Service Medal, the Navy Commendation Medal with Gold Star, the Navy Achievement Medal with Gold Star, the Navy Unit Commendation Ribbon, the Meritorious Unit Commendation Ribbon with two Bronze Stars, the Navy Expeditionary Medal, the National Defense Service Medal, and the Navy Sea Service Ribbon with Bronze Star.

Commander WOOD is married to the former Catherine Alice Bunker of Novato, California. They and their daughter, Susannah, reside in Virginia Beach, Virginia.



SHIP'S DIAGRAM

COMPARMENTATION

ENGINEERING—These spaces provide room for the pressurized—water type nuclear reactor, the steam turbine—generators which produce electrical power, and the propulsion turbines which drive the ship. The propulsion turbines are accompanied by reduction gears which transmit the power to the shaft, ultimately turning the screw to give motion to the ship. The engineering spaces are filled with complex electrical and fluid systems which support the main and auxiliary components of the propulsion plant.

OPERATIONS—This area between the bow compartment and engineering spaces, provides space for navigational equipments, ship control, and various habitability areas. The radio room, sonar room, officers' staterooms, ward—room, and ship's offices are also located here. The lower level of the operations compartment is primarily occupied by the torpedo room.

BOW COMPARTMENT—This portion of the ship is primarily a habitability space and includes most of the crew's berthing. Quarters for the chief petty officers are found here, and a small machinery space houses the auxiliary diesel generator.



Submarine Supply Corps



Submarine Engineering Duty



Submarine Medical



DOLPHINS

Dolphins, the insignia of the United States Navy Submarine Service, identify the wearer as "qualified in submarines." The officers' insignia is a bronze gold-plated pin, while the enlisted insignia is a silver pin.

The submarine insignia adopted in March, 1924, is a bow view of a submarine proceeding on the surface with bow planes rigged for diving, flanked by dolphins in horizontal position with their heads resting on the upper edge of the bow planes. The dolphins on this insignia are symbolic of a calm sea and are the traditional attendants of Poseidon, Greek god of the sea.

In more recent time, dolphins for specialist officers in the Submarine Force have been developed. These include the Engineering Duty Officer dolphins, Medical Officer dolphins, and Supply Corps dolphins. Regardless of the color of the pin or the insignia at the center, dolphins are worn with pride by members of the Submarine Force.



USS SILVERSIDES (SS-236)

The present USS SILVERSIDES (SSN 679) is the second submarine in the United States Navy to carry the name. The first SILVERSIDES (SS 236) was built at Mare Island Naval Shipyard and was commissioned on December 15, 1941. Armed with two deck guns and ten torpedo tubes (six forward and four aft), she plunged into a war-torn Pacific Ocean and performed in a manner almost unparalleled in the annals of Naval history. With Commander Creed Burlingame, and later Commander John S. Coye, at her helm she engaged in fourteen highly successful war patrols, receiving a Presidential Unit Citation and twelve battle stars for her outstanding performance. She recorded twenty-four Japanese merchantmen, four Japanese warships and one German warship sunk, as well as fifteen Japanese ships damaged, totaling almost a quarter million tons of enemy shipping. During one patrol, SILVERSIDES was the scene of the first appendectomy to be performed aboard a submerged submarine. Following World War II, SILVERSIDES served for many years as a reserve training submarine in Chicago, Illinois. Finally, in 1969, the famous old boat was struck from the Naval Register to make way for her new namesake.

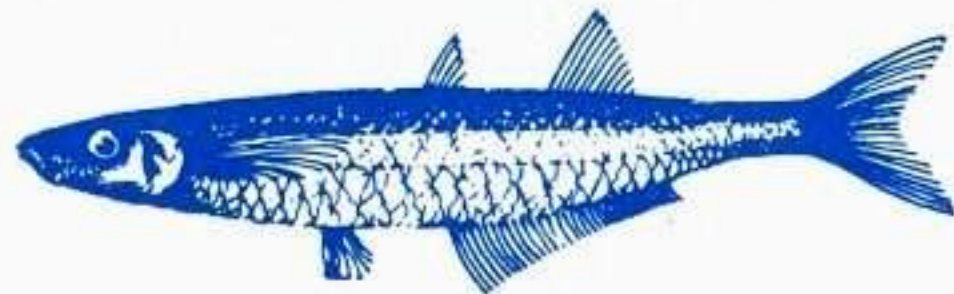
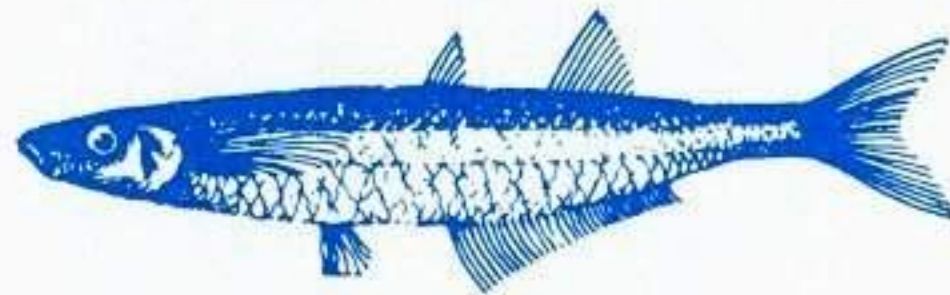
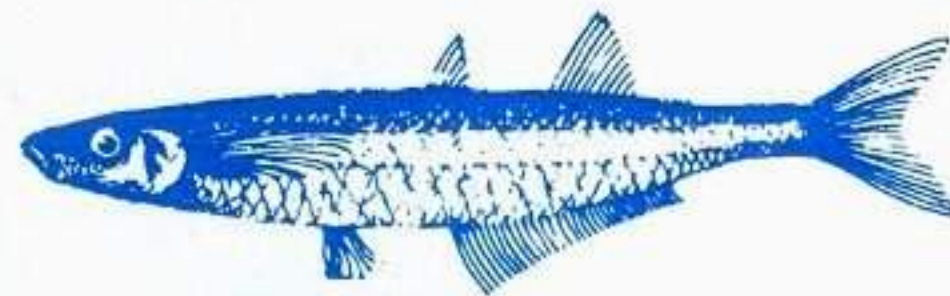
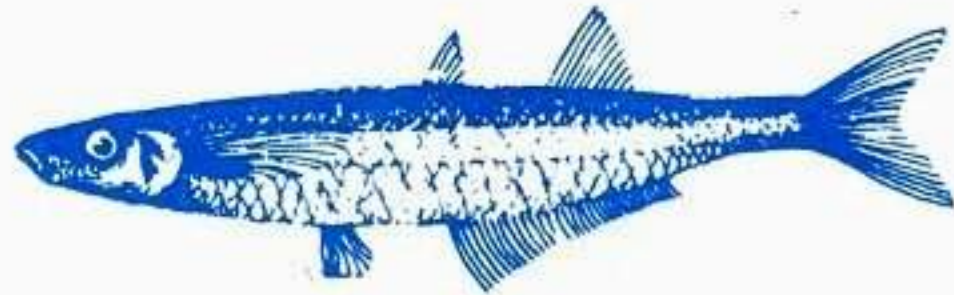
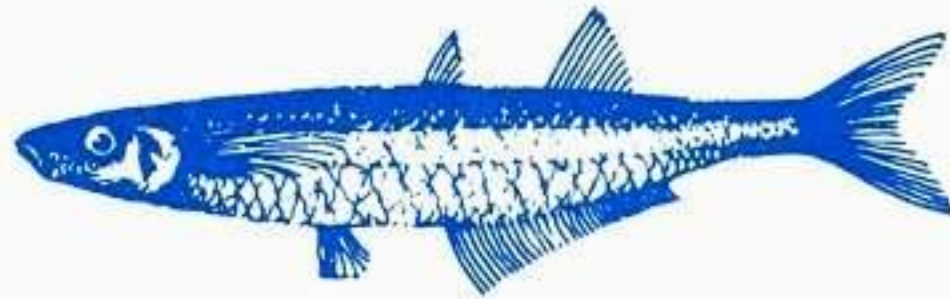


On October 11, 1982, SILVERSIDES broke through two feet of sea ice and became the 15th United States Nuclear powered submarine to surface at the north Pole.

Photo by: DS1 Rink Wood

HOW SUBMARINES ARE NAMED

United States submarines are named according to their primary functions. Ballistic missile submarines, of which the Navy now has 41, and 4 attack submarines are named for prominent men who have contributed to our nation's greatness. The latest LOS ANGELES (SSN 688) class attack submarines are being named after cities in the United States, and the new TRIDENT ballistic missile submarines are being named after States of the Union. Most nuclear and diesel attack submarines are named for salt water fish and mammals. USS SILVERSIDES, an attack submarine, takes her name from a group of small fish so named for their bright, silvery color. Most of this group are small carnivorous fish living in schools in shallow bays of the sea; some abound in fresh water. Silversides are primarily native to North America and are particularly abundant in the Gulf of Mexico.





SILVERSIDES

100th

SSN 679

SSN 679