

NUCLEAR-POWERED
ATTACK SUBMARINE

USS
Memphis
SSN 691



**UNITED STATES SHIP MEMPHIS
(SSN 691)**

NUCLEAR POWERED ATTACK SUBMARINE

BUILT BY

**NEWPORT NEWS SHIPBUILDING
AND DRYDOCK COMPANY
NEWPORT NEWS, VIRGINIA**

**KEEL LAID:
LAUNCHED:
COMMISSIONED**

**23 JUNE, 1973
3 APRIL, 1976
17 DECEMBER, 1977**

**SPONSORED BY
MRS. ROBIN L. BEARD, JR.**



USS MEMPHIS (SSN 691)

Memphis — The Legacy of a Name

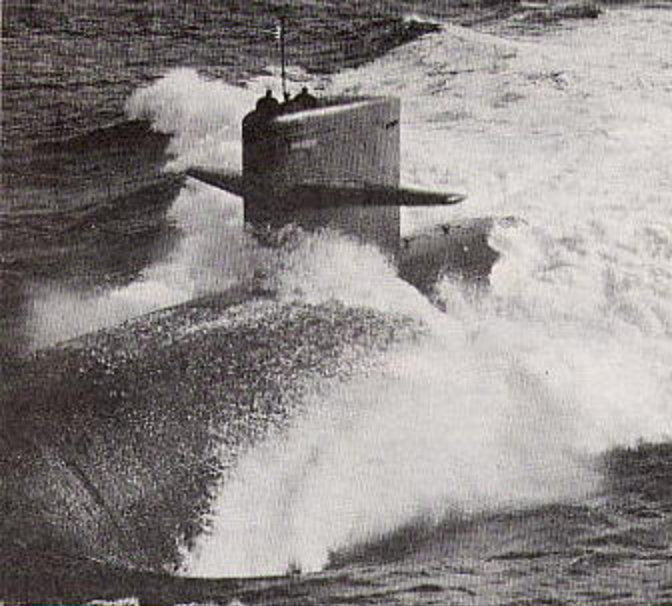
The Memphis, with its highly sophisticated detection devices, is a far cry from the first Memphis, a wooden five-gun screw steamer built in Philadelphia in 1849. She was chartered by the U.S. Navy for an expedition against Paraguay in 1858-59.

The second Memphis, a 7-gun screw steamer built in Scotland in 1861, was captured in 1862 during the Civil War by the gunboat Magnolia while running the Union blockade from Charleston with a cargo of Confederate cotton. Ironically, the Union Navy placed her in service in the Charleston blockade. She was destroyed by fire in 1883.

Tennessee, an armored cruiser commissioned in 1906, bore that name for most of her service. She was renamed Memphis in May 1916. In August of that year, while lying off Santo Domingo in the Dominican Republic, she was driven ashore by a tidal wave and wrecked.

The fourth Memphis was commissioned at the Philadelphia Naval Yard in 1925. After cruising both the Atlantic and Pacific, she sailed to France in 1927 to return Capt. Charles A. Lindbergh and his plane to Washington, following his nonstop flight from New York to Paris. Memphis continued to cruise both oceans on peacekeeping missions until the United States became involved in World War II. She served President Franklin Roosevelt during the Casablanca Conference in 1942, and was decommissioned in December, 1945.

The fifth Memphis, built as the Esso Memphis in 1944, was acquired by the Navy in 1956 and placed in service as Memphis. In 1957, despite the severest polar ice pack conditions on record, she carried supplies to help establish and maintain American bases along the DEWline. In 1966 she was converted by Newport News Shipbuilding to a floating powerplant and was transferred to the U.S. Army in 1967 for service in the harbors of South Vietnam.



The USS Memphis

Length: 360'

Beam: 33'

Surface Displacement: 6,200 tons

Submerged Displacement: 6,900 tons

Maximum Depth: In excess of 400'

Maximum Speed: In excess of 20 knots

Armament: Four 21" torpedo tubes

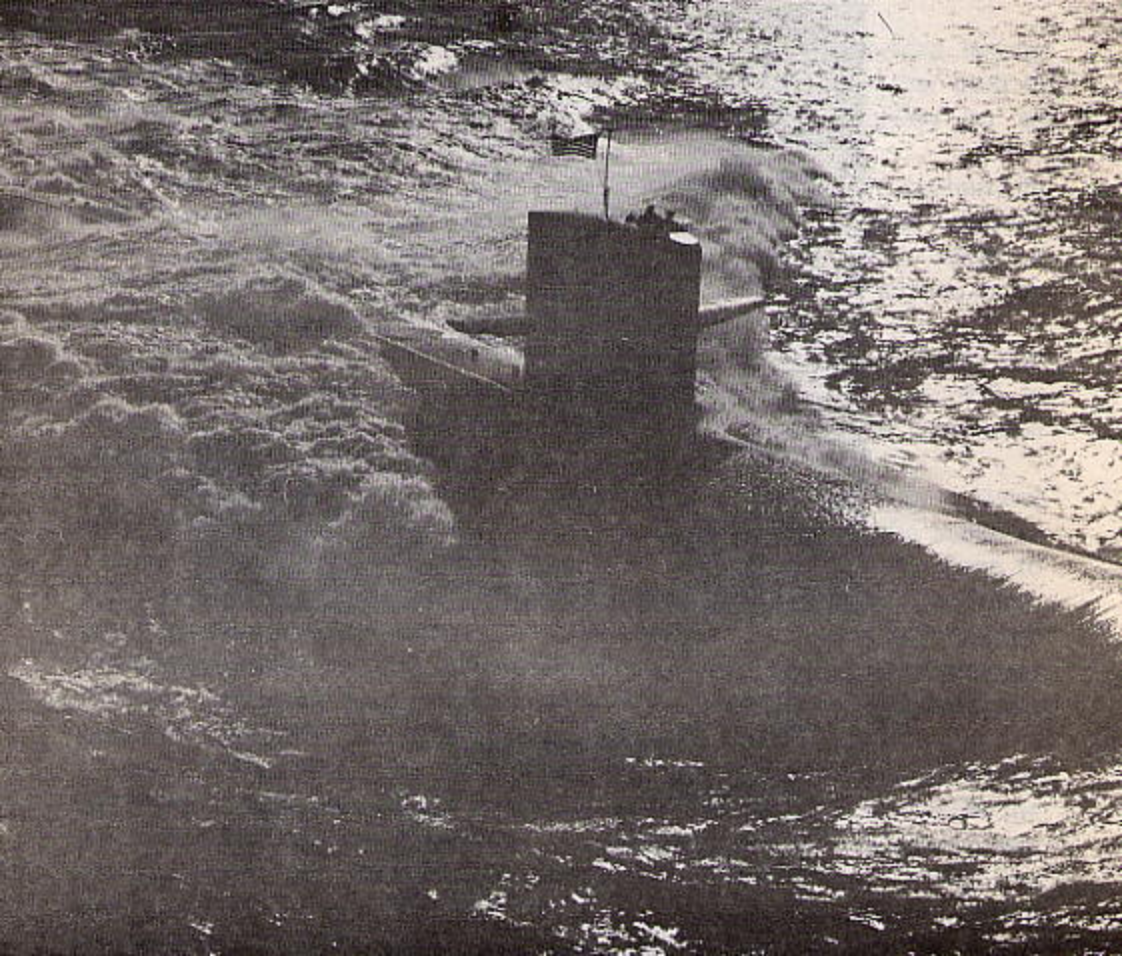
Keel Laid: June 23, 1973

Launched: April 3, 1976

Commissioned: December 17, 1977

Sponsor: Mrs. Cathy Beard

Crew Complement: 12 Officers and 115 Enlisted



The Ship's Emblem

After a three month competition, with over 400 entries sent to the crew for consideration, the design of Rose Noyes was chosen as the official ship's emblem. Mrs. Noyes, wife of MM1 Arthur Noyes considered a number of factors in putting together her entry. The basic shape of our seal was taken from the outline of the seal of the city itself. The wolf behind the outline of the ship was chosen for its nobility, ferocity, and ability to "protect its own". Inspiration for the wolf came from Senator Howard H. Baker's remarks during Keel laying that MEMPHIS would "prowl the sea". It is a white wolf to symbolize its uniqueness and Blue and Gold colors were used in the best Navy tradition.

In addition to her design of the ship's emblem, Mrs. Noyes was commissioned by the Commanding Officer to depict the ship at sea. A copy of this rendition is shown on the back of this pamphlet.





**“In defense of human freedom, may Memphis prowl the sea,
a mighty shield against tyranny: ever ready for a battle
we do not seek, a weapon in the constant quest for peace.”**

**The Honorable Howard H. Baker, Jr.
United States Senator
From Tennessee**