

USS

JACKSONVILLE

SSN 699



*Welcome  
Aboard*

# USS JACKSONVILLE (SSN 699)

## *Welcome Aboard!*

On behalf of the officers and crew of USS Jacksonville (SSN 669), I extend to you a warm "Welcome Aboard." We are proud of our ship and are eager to show you around.

This pamphlet contains some general information that will be helpful to you. Should you have questions, please ask any of your new shipmates. We hope that your visit will be comfortable and informative.

Good sailing!

Sincerely,



JAMES F. CALDWELL, JR.

*Commander, U.S. Navy*

# USS JACKSONVILLE (SSN 699)

KEEL LAID .....	February 21, 1976
LAUNCHED .....	November 18, 1978
COMMISSIONED .....	May 16, 1981
SPONSOR.....	Mrs. Charles E. Bennet
SHIPS COMPLEMENT .....	13 Officers
.....	14 Chief Petty Officers
.....	111 Enlisted Men
LENGTH.....	360 FEET
BEAM .....	33 FEET
DRAFT .....	32 FEET
MINIMUM DEPTH.....	IN EXCESS OF 800 KNOTS
MAXIMUM SPEED.....	IN EXCESS OF 25 KNOTS
SURFACE DISPLACEMENT .....	6,200 TONS
SUBMERGED DISPLACEMENT.....	6,900 TONS
BUILDER.....	General Dynamics
.....	Electric Boat Division, Groton, Connecticut



**Commander  
JAMES F. CALDWELL, JR.  
United States Navy**

**Commanding Officer,  
USS JACKSONVILLE (SSN 699)**



## **COMMANDER JAMES F. CALDWELL JR.** **UNITED STATES NAVY**

Raised in a Navy family, Commander Caldwell is the son of Captain and Mrs. James F. Caldwell, Sr. of Fairfax, Virginia. He received his commission, graduating with distinction from the United States Naval Academy in 1981 with a Bachelor of Science Degree in Marine Engineering.

Following completion of nuclear power training and the Submarine Officer Basic Course in March 1983, Commander Caldwell reported on board USS BOSTON (SSN 703) homeported in New London, Connecticut. During his tour, the ship completed an Indian Ocean deployment, circumnavigating the world, and later a North Atlantic deployment.

In September 1985, Commander Caldwell reported to the Naval Postgraduate School in Monterey, California where he earned a Master of Science Degree in Operations Research.

After completion of the Submarine Officer Advanced Course in April 1988, Commander Caldwell completed five strategic deterrent patrols as Engineer Officer on board USS ALABAMA (SSBN 731) (GOLD) homeported in Bangor, Washington. During his tour, he earned the Naval Submarine League's Charles A. Lockwood Leadership Award.

In May 1991, Commander Caldwell was assigned to the Pacific Fleet Nuclear Propulsion Examining Board. Following this tour, he served as Executive Officer of USS BUFFALO (SSN 715) from September 1993 to November 1995 during which the ship completed two Western Pacific deployments. Most recently, commander Caldwell served as Undersea Warfare Requirements Officer on the staff of the Commander in Chief, U.S. Pacific Fleet from December 1995 to December 1997.

Commander Caldwell's personal award include the Meritorious Service Medal, the Navy Commendation Medal (four awards), and the Navy Achievement Medal (three awards).

Commander Caldwell lives in Chesapeake, Virginia with his wife Kimberly, also a Navy Junior, the daughter of Captain and Mrs. Charles E. Fegley III.

## JACKSONVILLE'S SPONSOR CITY

USS Jacksonville (SSN 699) is named for Jacksonville, Florida and is the first ship to bear its name. The first name for the city of Jacksonville was "Cowford" because cattle crossed the St. John's River at the narrowest point where Jacksonville is now located. Cowford was settled in 1763 by the British. In 1822 the city was renamed Jacksonville in honor of its territorial governor Andrew Jackson. Since then, the city has survived a series of adversities: a seven year war with the Seminole Indians, a fire in 1854 that almost leveled the town, the turmoil of the Civil War and Reconstruction Period, a yellow fever epidemic in 1823, a terrible freeze in 1899 which completely destroyed the region's fruit industry, and finally a devastating fire in 1901 that left only one building standing in downtown Jacksonville. From these beginnings, Jacksonville has emerged as the largest and most populous city in Florida becoming the "Bold New City of the South."





USS JACKSONVILLE's (SSN 699) emblem is similar to the Jacksonville city seal. In a design contest consisting of nearly 150 entries, JACKSONVILLE's crew members selected the slogan submitted by Mrs. Arthur C. Perry and combined it with a design submitted by Mrs. Judy Thompson for the ship's emblem.

The horseman is Andrew Jackson. The sunburst represents the "rebirth" of Jacksonville with the advent of consolidated city-county government in 1968 and the orange color represents the Florida sunshine. The motto "The Bold One" represents the tie between the ship and the "Bold New City of the South."

# JACKSONVILLE'S COMMANDING OFFICERS

CAPT Robert B. Wilkinson  
28 August 1978 through 30 May 1981

CDR Dennis G. Feuerbacher  
30 May 1981 through 23 March 1982

CDR G. Michael Hewitt  
23 March 1982 through 28 May 1982

CDR Ricky K. Morris  
28 May 1982 through 25 September 1984

CDR Francis Lacroix  
25 September 1984 through 24 December 1984

CDR John P. Davis  
24 December 1984 through 11 December 1987

CDR Anthony J. Watson  
11 December 1987 through 10 November 1989

CDR Timothy J. Traverso  
10 November 1989 through 26 September 1992

CDR William W. Matzelevich  
26 September 1992 through 7 April 1995

CDR John F. Yarbrow, Jr.  
7 April 1995 through 29 May 1996

CDR Richard N. Current  
29 May 1996 through 14 August 1996

CDR Robert A. Gurczynski  
14 August 1996 through 9 October 1998

CDR James F. Caldwell Jr.  
9 October 1998 to Present



## USS JACKSONVILLE (SSN 699) SHIP'S HISTORY

Since being commissioned in May 1981, JACKSONVILLE has been assigned to Submarine Squadron EIGHT homeported in Norfolk, Virginia. The Bold One's operations have included a variety of fleet exercises and deployments including two around-the-world cruises in 1982 and 1985, deployments to the western Atlantic Ocean in 1983, 1986, 1993, and 1994, and deployments to the Mediterranean Sea in 1987, 1993, and 1997. In 1988, JACKSONVILLE participated in a shock trials test program for Los Angeles class submarines, which was followed by a three year major modernization overhaul in Norfolk Naval Shipyard. The Bold One's crew has earned, the following awards:

- 1983 Meritorious Unit Commendation
- 1986 Yellow "M" for Medical Excellence
- 1987 Sixth Fleet ASW "Hook Em" Award for Anti-Submarine Warfare Excellence
- 1987 White "A" for Anti-Submarine Warfare Excellence
- 1987 Green "C" for Communications Excellence
- 1988 Red "E" for Engineering Excellence
- 1988 Red "DC" for Damage Control Excellence
- 1988 Yellow "M" for Medical Excellence
- 1993 Sixth Fleet "Sharpshooter" for Strike Warfare Excellence
- 1993 Red "DC" for Damage Control Excellence
- 1994 Meritorious Unit Commendation
- 1994 White "D" for Deck Seamanship Excellence
- 1997 Red "DC" for Damage Control Excellence
- 1997 Sixth Fleet USW "Hook Em" Award for Undersea Warfare Excellence
- 1997 COMSUBLANT nominee for Arliegh Burke Award for the most improved submarine in Battle efficiency

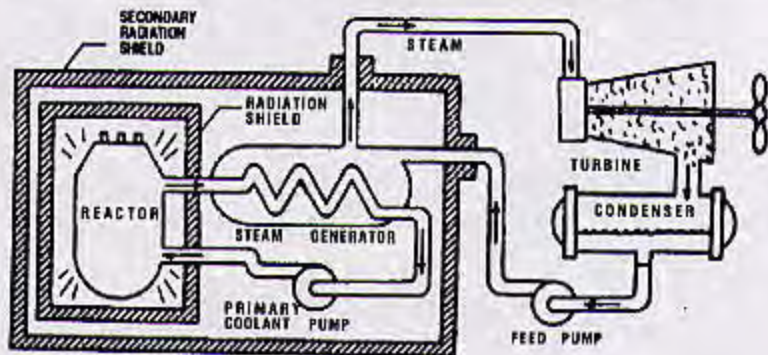
# THE NUCLEAR PROPULSION PLANT

The propulsion plant of a nuclear powered ship is based upon use of a nuclear reactor to provide heat. The heat comes from the fissioning of nuclear fuel contained within the reactor. Since the fissioning process also produces radiation, shields are placed around the reactor so that the crew is protected.

The nuclear propulsion plant in this ship uses a pressurized water reactor design which has two basic systems; the primary system and the secondary system. The primary system circulates ordinary water and consists of the reactor, piping loops, pumps and steam generators. The heat produced in the reactor is transferred to the water under high pressure so it does not boil. This water is pumped through the steam generators and back into the reactor for reheating.

In the steam generators, the heat from the water in the primary system is transferred to the secondary system to create steam. The secondary system is isolated from the primary system so that the water in the two systems does not intermix.

In the secondary system, the steam flows from the steam generators to drive the turbine generators, which supply the ship with electricity, and to the main propulsion turbines, which drive the propeller. After passing through the turbines, the steam is condensed into water which is fed back to the steam generators by the feed pumps. Thus, both the primary and the secondary systems are closed systems where water is recirculated and reused.



There is no step in the generation of this power which requires the presence of air or oxygen. This allows the ship to operate completely independent from the earth's atmosphere for extended periods of time.

# **GENERAL INFORMATION**

*Please observe the following procedures while you are aboard*

## **WARNING SIGNS**

Please observe all warning signs. Consult any crew member for assistance.

## **EMERGENCIES**

Should any emergency situation arise, alarms will be sounded and the appropriate word passed. You are requested to **STAND FAST, BUT CLEAR** of all passageways and operating areas. Do not obstruct ladders, hatches, or the watertight door. Allow ship's personnel to perform required action without interference. The member of the ship's company in charge at the casualty will explain the situation as soon as he is able. Please follow the instructions of the man in charge without hesitation.

## **OPERATION OF SHIP'S EQUIPMENT**

Do not operate any equipment or switches, position any valves or enter any posted areas without prior approval from a crew member to do so. Observe posted precautions and procedures in all operations.

## **SECURITY**

Certain aspects of the ship's operational characteristics and certain areas of the ship are classified. The Radio Room, Sonar Room, Combat Systems Equipment Space and Engine Room are classified areas and not routinely accessible to visitors.

## **MEDICAL FACILITIES**

The ship has a Hospital Corpsman available at all times and should be consulted for any illness or injury that may occur during your visit. It is recommended that persons susceptible to motion sickness obtain medication prior to getting underway. The Hospital Corpsman may be contacted through the Chief of the Watch in Control. Dosimeters may be issued to those persons whose work on board involves radiation. If issued, please return your dosimeter to the Hospital Corpsman prior to your departure.

*On the NAUTILUS men's hearts never fail them. No defects to be afraid of, for the double shell is as firm as iron; no rigging to attend to; no sails for the wind to carry away; no boilers to burst; no fire to fear, for the vessel is made of iron, not of wood; no cove to run short, for electricity is the only power; no collision to fear, for it alone swims in deep water; no tempest to brave, for when it dives below the water, it reaches absolute tranquility. That is the perfection of vessels.*

JULES VERNE  
TWENTY THOUSAND LEAGUES  
UNDER THE SEA, 1869