

**UNITED STATES SHIP
MINNEAPOLIS - SAINT PAUL**

NUCLEAR ATTACK SUBMARINE 708



WELCOME ABOARD

**USS MINNEAPOLIS-SAINT PAUL
(SSN 708)**



LENGTH:	390 FEET
DISPLACEMENT (SURFACED):	6090 TONS
DISPLACEMENT (SUBMERGED):	6927 TONS
HULL DIAMETER:	33 FEET
DRAFT:	32 FEET
COMPLEMENT:	15 OFFICERS 135 ENLISTED 150 TOTAL
KEEL LAID:	20 JANUARY 1981
LAUNCHED:	19 MARCH 1983
COMMISSIONED:	10 MARCH 1984



USS MINNEAPOLIS-SAINTE PAUL
(SSN 708)

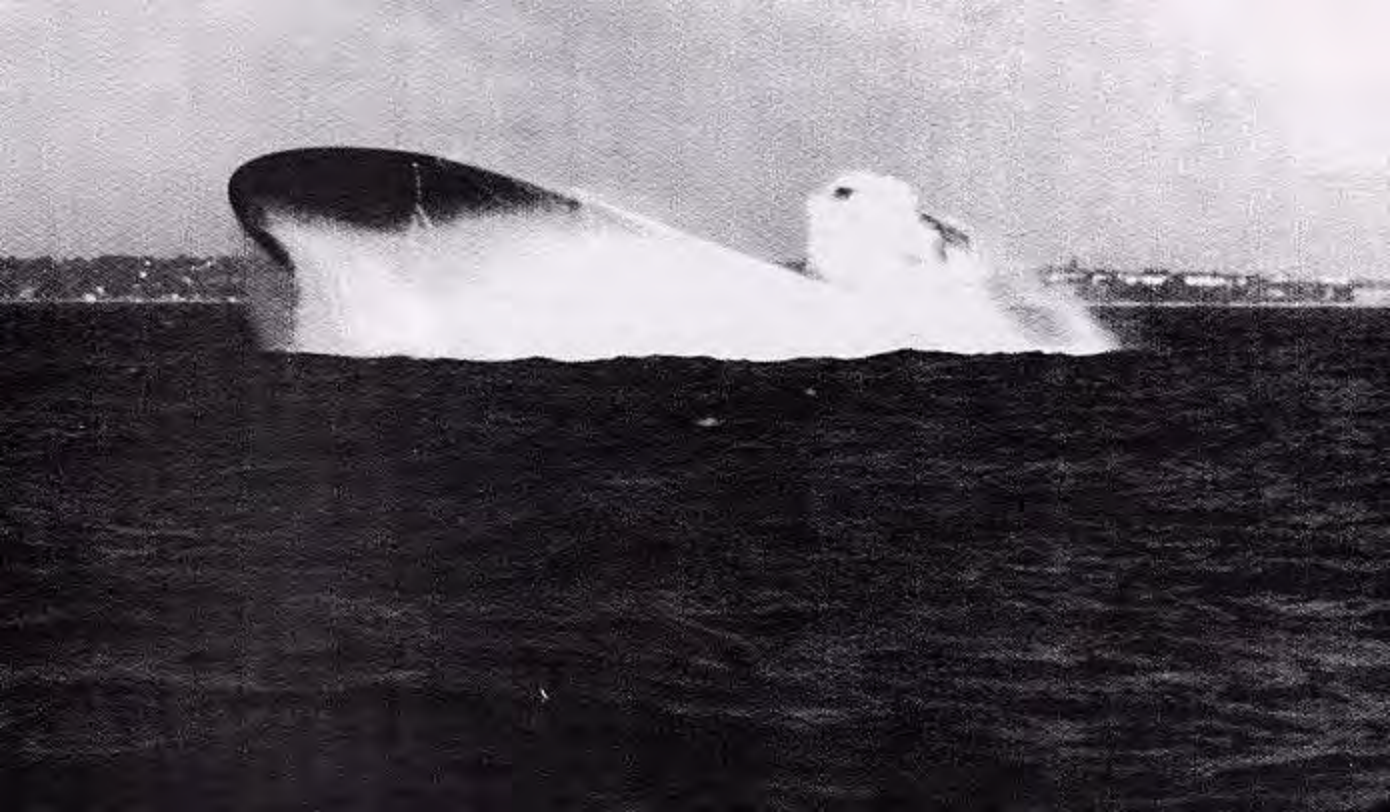
WELCOME ABOARD!

On behalf of the officers and men of MINNEAPOLIS-SAINTE PAUL, I take the pleasure in extending to you the hospitality of the Submarine Force of the United States Navy. It is our desire to make your stay with us as pleasant as possible. All members of the ship's crew are ready to assist you in any way possible-you only have to ask.

As a warship, MINNEAPOLIS-SAINTE PAUL is neither spacious nor designed for large numbers of people. We ask that you bear with us in this respect since we share your inconvenience. This pamphlet has been prepared as a memento of your visit. It also provides information necessary to ensure your health and comfort while on board.

As your hosts, all of us in MINNEAPOLIS-SAINTE PAUL hope your visit will be informative, interesting, and pleasant.

Commanding Officer



**HISTORY OF
USS MINNEAPOLIS-SAINT PAUL (SSN 708)**

**BUILT BY
GENERAL DYNAMICS
ELECTRIC BOAT DIVISION, GROTON, CT**

**KEEL LAID 20 JANUARY 1981
LAUNCHED 19 MARCH 1983
COMMISSIONED 10 MARCH 1984**

**SPONSORED BY
MRS. PENNY DURENBERGER**

USS MINNEAPOLIS-SAINT PAUL (SSN 708) has been at the forefront of submarine operations and training since being commissioned in 1984. Her accomplishments have included a significant number of major deployments in support of the national defense of the United States. MINNEAPOLIS-SAINT PAUL's exceptional performance during these missions resulted in the ship being awarded five Meritorious Unit Commendations in 1985, 1986, 1987, 1988, and most recently in 1991 for the ship's operations in support of Desert Shield/Desert Storm. The ship has excelled in many other areas during her years of commissioned service, earning the Battle Efficiency "E" four times, for 1986, 1988, 1989, and 1996. Other awards include the Anti-Submarine Warfare Excellence "A" (1985), the Engineering Excellence "E" three times, (1987, 1993, 1994), the Damage Control "DC" three times (1987, 1993, and 1995), the COMSIXTHFLT "Hook-'Em" award for Anti-Submarine Warfare Excellence (1988), the Silver Anchor Award for Retention Excellence (1988), and the Medical "M" three times (1990, 1993, and 1995). In January 1992, USS MINNEAPOLIS-SAINT PAUL was awarded the Southwest Asia Service Medal with two bronze stars for her deployment to the Mediterranean Sea, and was the first submarine to carry Tomahawk missiles specifically designated for strike warfare in support of Operation Desert Shield/Desert Storm. Following the completion of an 18-month shipyard availability in the Spring of 1992, the ship completed four highly successful deployments to the North Atlantic Ocean.

MINNEAPOLIS-SAINT PAUL will continue to be a leader among her peers and a formidable threat to those opposed to the people and ideals of the United States of America.

GENERAL INFORMATION

While underway, each compartment on the ship is manned by one or more watchstanders. These personnel will be happy to answer any questions you might have. Please do not hesitate to ask them. However, please do not attempt to operate any equipment, valves, or switches by yourself. Ask the watchstander for assistance. The schedule of events for each day is published in the Plan of the Day, which is promulgated for the following day at approximately 1900. The Plan of the Day is posted in the Middle Level Passageway, on the Mess Decks, and in the Wardroom Passageway.

ACCESS AND CONGESTION

When ship's operations permit, visitors are welcome in any authorized location. However, space is limited in most of these areas and the presence of extra personnel in those locations could interfere with the proper functioning of operations and control stations. For this reason, if you are not a watchstander, you must obtain permission of the watch supervisor (see below) to enter the space. This regulation applies to all personnel — ship's company and riders alike. While in one of the controlled spaces, you may be asked to leave suddenly if a condition develops which requires the full attention of the watchstanders. Should this occur, you are asked to depart the space in a quiet and expeditious manner. Please be sensitive to this issue and conscientiously abide by these rules.

Controlled Access Area

Control Room/Attack Center

Bridge

Maneuvering Area (Authorized Personnel Only)

Sonar Room (Authorized Personnel Only)

Person Granting Access

Officer of the Deck (submerged)

Chief of the Watch (surfaced)

Officer of the Deck

Engineering Officer of the Watch

Sonar Supervisor

Note: Personnel wishing to visit the bridge should consult the Chief of the Watch in Control, who will obtain the necessary permission.

When large parties of personnel require access to a limited space, we ask that you be considerate of others and depart the area after observing for a short period of time, so that others may have their turn.

SECURITY

Most of the features of a submarine and its operations are classified. Information concerning depth and speed capabilities, weapons and

fire control systems, and the reactor plant are specifically restricted to military personnel with the proper security clearance and need to know. Please do not be offended if a crew member declines to answer your question because he is unsure of your access level. In most cases, you will be directed to the appropriate ship's officer. Also, many of the spaces on board have restricted access to authorized personnel only. These areas are the Radio Room, the Sonar Space, and the Engine Room. If you would require access to one of these areas, please ask one of the ship's officers.

EMERGENCIES

In the unlikely event of an emergency, the nature and location of the emergency will be passed over the general announcing system and an alarm will be sounded. In such an event, you will be directed to muster in a given location (usually the torpedo room). Proceed to the designated area expeditiously, **but do not impede the movement of ships personnel to their emergency stations.** When you arrive at your muster location, the crew member in charge of the compartment will assist you with any additional emergency procedures which may be required, including the use of any emergency equipment.

LIVING ACCOMMODATIONS

A bunk will be assigned to you when you report on board, as will a locker if sufficient space is available. You are requested to use only your assigned bunk so that you can be located if necessary. If there is a problem with your berthing assignment, please contact the Chief of the Boat.

Heads (Bathrooms) and washrooms are located throughout the forward compartment. Please realize that you are sharing these facilities with others. Some of the facilities in the heads may be unfamiliar to you. Do not hesitate to ask a crew member for operating instructions or a demonstration of proper flushing procedures. We ask that you do not discard any solid objects into the toilets, since they can damage the ship's systems. Some examples of prohibited items are: cigarette butts, lint, facial tissue (toilet tissue is okay), threads, buttons, toothpaste caps, and dental floss.

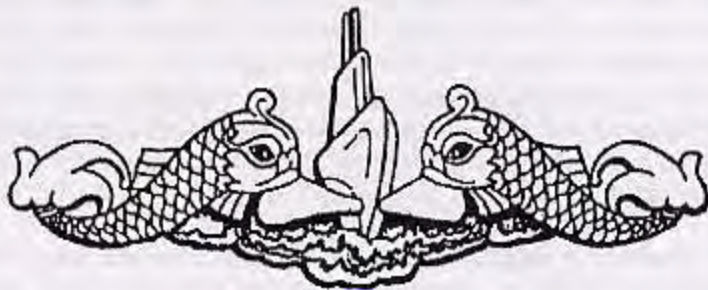
You are welcome to shower any time at your convenience, but please remember that both the number of showers and the amount of potable water are limited. You are requested to shower as rapidly as possible, and to take a "Navy shower." A Navy shower means that you shut off the water flow when you are not actually using it to wet or rinse yourself. Any member of the crew can explain this procedure to you if you so desire.

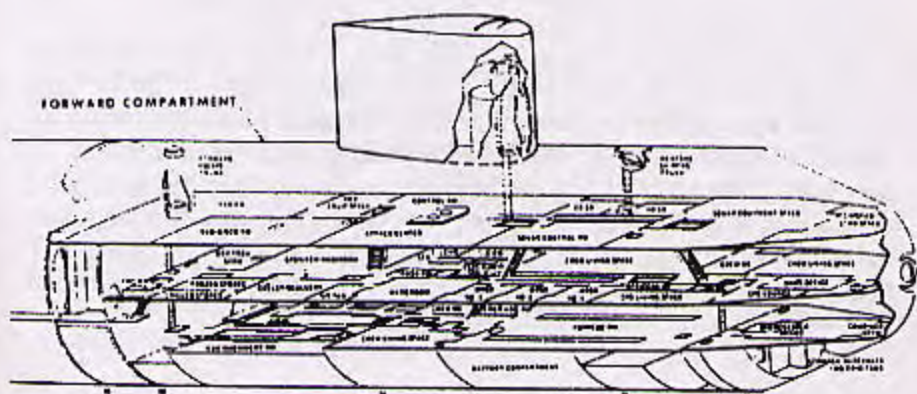
In the event that you forgot to bring something, the Supply Officer maintains small quantities of toiletries and towels available for our guests. Please do not hesitate to see him if you require anything.

All meals on board are served in shifts because of the limited number of seats available. If you are assigned to eat in the Wardroom, please be punctual for your meals. If you are eating on the mess decks, you are requested not to eat during the first twenty minutes of the meal so that oncoming watchstanders can eat and relieve the watch on time. When you do sit down, please eat expeditiously and do not linger over coffee or dessert. Each seat on the mess decks will be used an average of four times during a meal! If you have any problems with the meal, or want to compliment the cooks, please let the Chief Mess Management Specialist know.

Meal times at sea generally conform to the following schedule, except as modified in the Plan of the Day:

Breakfast	0500-0600
Lunch	1100-1200
Dinner	1700-1800
Midrats	2300-0000





Ships named USS MINNEAPOLIS

The first cruiser, MINNEAPOLIS (C-13) was commissioned in Philadelphia in 1894. She served in the North Atlantic Squadron, operating in the Mediterranean. She visited Cronstadt, Russia in 1895 as a flagship of Rear Admiral T. O. Selfridge, representing the U.S. at the coronation of Czar NICHOLAS II. The MINNEAPOLIS performed scouting duties during the Spanish American War and was decommissioned. She was recommissioned in 1903 and assigned to a special service squadron to make astronomical and other scientific observations off the coast of Spain and Africa. She was at Annapolis, MD in 1906 for ceremonies commemorating the arrival of the body of John Paul Jones. Decommissioned again in 1906, she was recommissioned in 1917 and operated along the Atlantic coast and as an escort ship during World War I.

The second MINNEAPOLIS (CA-34) was a heavy cruiser commissioned in 1934. Arriving in Pearl Harbor in 1940, she was at sea for gunnery practice when Pearl Harbor was attacked. The MINNEAPOLIS participated in the Battle of Coral Sea in 1942 and the Battle of Midway in 1942, the landings at Philippines, Bataan and Corregidor. She was decommissioned in 1947. The MINNEAPOLIS (CA-34) earned 17 engagement stars for World War II.

Ships named USS SAINT PAUL

The first SAINT PAUL was a steel passenger liner chartered for U.S. Naval Service as an auxiliary cruiser in 1898 during the Spanish American War. She was decommissioned the same year and returned to her owner. The SAINT PAUL was again taken over by the Navy in 1917 and used as a transport ship during World War I. She was returned to her owner in 1919 and scrapped in 1923.

The second SAINT PAUL (CA-73) was a heavy cruiser, built by Bethlehem Steel in Quincy, Mass. and commissioned in 1945. She operated as a screen for carriers as they delivered heavy air strikes on Japan. The SAINT PAUL was later involved in the Korean Conflict. In July 1953, the SAINT PAUL had the distinction of firing the last round at sea in the war. She was action during the Vietnam War and was decommissioned in 1971. The SAINT PAUL (CA-73) earned 1 engagement star for World War II service, 8 for Korean War Service and an additional 9 for the Vietnam War.



"TWICE AS GOOD"

The Ship's Insignia

The bridge represents the link between the two cities. The bridge is similar to the bridge over St. Anthony Falls on the Mississippi River that flows between Minneapolis and St. Paul. This bridge is depicted on the seal of the city of Minneapolis. The stars around the boarder represent the Battle Stars the USS MINNEAPOLIS (CA 36) received during World War II and the Battle Stars the USS ST. PAUL (CA 73) received during World War II, and Korean and Viet Nam conflicts.



"In the Name of the United States, I christen thee Minneapolis-Saint Paul. May God Bless her and all who sail in her."

Mrs. Penny Durenberger
19 March 1983

**COMMANDING OFFICER
USS MINNEAPOLIS-SAINT PAUL (SSN 708)**



**Commander John A. Ferrer
United States Navy**

COMMANDER JOHN A. FERRER UNITED STATES NAVY

Commander John A. Ferrer was born in Norfolk, Virginia and raised in Atlanta, Georgia. He graduated from the United States Naval Academy in May 1982 with a BS in Mechanical Engineering. Following nuclear power training and the Submarine Officer Basic Course, he reported to USS LA JOLLA (SSN 701) in June 1984, where he served as Reactor Controls Assistant, Communicator, and Damage Control Assistant. While onboard, LA JOLLA completed two Western Pacific deployments.

Commander Ferrer reported to Deep Submergence Vehicle TURTLE (DSV 3) in July 1987, where he served as Engineer Officer and vehicle Pilot.

Commander Ferrer attended the Submarine Officer Advanced Course from November 1989 to April 1990 and received the L.Y. Spear award as Honorman. In June 1990, he reported as the Engineer Officer for the Initial Manning of PCU MARYLAND (SSBN 738) in new construction at Electric Boat Shipyard and subsequently as the Blue Crew Engineer Officer. While onboard, MARYLAND completed all phases of Propulsion Plant Testing, Sea Trials, commissioned on 13 June 1992, and completed Shakedown Operations.

From December 1992 to January 1995, Commander Ferrer was assigned to the Programming Division (N80) of the OPNAV Staff.

After completing the Prospective Executive Officer Course, Commander Ferrer reported to USS BILLFISH (SSN 676) and relieved as Executive Officer in April 1995. While assigned, BILLFISH completed deployments to the Mediterranean, the Western Atlantic and Eastern Atlantic.

From January 1997 to March 1999, Commander Ferrer served as the Force Nuclear Power Officer for the Submarine Force, U.S. Pacific Fleet.

Commander Ferrer's decorations include the Meritorious Service Medal, Navy Commendation Medal and the Navy and Marine Corps Achievement Medal.

Commander Ferrer is married to the former Bridget Forde of San Diego, California. They have three children, Matthew, born in July 1993, Maria, born in January 1996, and Thomas born in June 1999.





Welcome Aboard



CHARLES J. BEERS, JR.
COMMANDER, U.S. NAVY



CHARLES J. BEERS, JR.
COMMANDER, U.S. NAVY

Commander Charles J. BEERS was born in Summit, New Jersey. He graduated from the United States Naval Academy in 1967 with a Bachelor of Science degree in Naval Science. Upon completion of nuclear power and submarine school training, he reported to USS SKIPJACK (SSN 585) in June, 1969, where he served as Electrical Officer, Reactor Control Assistant, Supply Officer and Weapons Officer.

In November, 1972 Commander BEERS reported to USS ABRAHAM LINCOLN (SSBN 602) as Engineer. Upon completion of overhaul at Mare Island Naval Shipyard he completed three strategic deterrent patrols in the Western Pacific. In January, 1976, Commander BEERS reported to USS HAMMERHEAD (SSN 663) as Navigator and Operations Officer. After several operations in the Eastern Atlantic and a regular overhaul at Newport News Shipbuilding and Drydock Company, Commander BEERS reported as Executive Officer of the USS MEMPHIS (SSN 691), where he served from June, 1978 to September, 1981. Commander BEERS' most recent assignment was on the staff of Commander Submarine Force, U.S. Atlantic Fleet as Nuclear Power Officer from September, 1981 to December 1983.

Commander BEERS is authorized to wear the Meritorious Service Medal with two gold stars, the Navy Commendation Medal with one gold star, and the Navy Achievement Medal.

Commander BEERS' wife, Susan and children, Clay and Irene, reside in Norfolk, Virginia.

USS MINNEAPOLIS-SAINT PAUL (SSN-708)



LENGTH:	360 FEET
DISPLACEMENT (SURFACED):	6090 TONS
SUBMERGED:	6927 TONS
HULL DIAMETER:	33 FEET
DRAFT:	32 FEET
COMPLEMENT:	13 OFFICERS 114 ENLISTED 127 TOTAL
KEEL LAID:	20 JANUARY 1981
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USS MINNEAPOLIS-SAINTE PAUL (SSN 708)

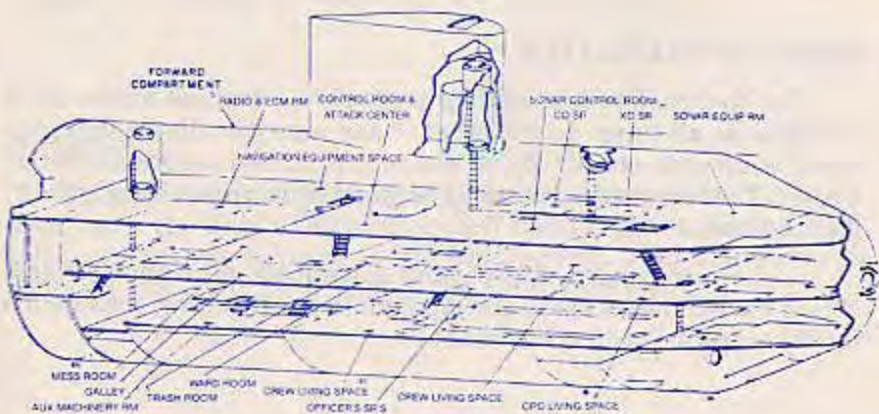
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As your hosts, all of us in MINNEAPOLIS-SAINTE PAUL hope your visit will be informative, interesting, and pleasant.

COMMANDING OFFICER
USS MINNEAPOLIS-SAINTE PAUL (SSN 708)



General Information

Members of the ship's company are stationed on watch in every compartment. See them for assistance in any matter. Under no circumstances should a visitor attempt to operate any equipment, turn any knobs, twist any dials, flip any switches, or turn any valves. Please observe all warning signs which may be posted.

EMERGENCIES

In the event of an emergency the nature and location of such an emergency will be announced over the loudspeaker system and an alarm will be sounded. In such an event you are requested to stand fast but clear of all passageways and watertight doors. The crewman in charge of the compartment will direct your movements and explain the situation and action to you as soon as he is able to do so. If you are requested to clear an area, please do so expeditiously and quietly. Smoking is prohibited during emergencies.

Should you see water leaking, smell smoke, or have any question concerning the safety of the ship, please call it to the attention of a member of the ship's force who will take proper action.

MEDICAL FACILITIES

The Medical Department Representative, a hospital corpsman, is available at all times. In the event of any injury or illness that may occur while you are on board, please consult the corpsman immediately. The corpsman can usually be found in the crew's mess or the 3" launcher space.

It is recommended that persons susceptible to motion sickness obtain medication prior to getting underway. However, medication for this purpose is always available.

LIVING ACCOMMODATIONS

Berthing is assigned visitors embarking upon their arrival. If possible, lockers will also be assigned. If it occurs that you are required to share a bunk, we request you make arrangements with the others assigned your bunk in order that no conflicts arise. Please use only the bunk assigned. This enables you to be located if necessary.

Heads and washroom facilities are located throughout the forward compartment. Please realize they are maintained by ship's force who consider the ship their home. Before using a head for the first time, please consult a member of the crew for proper flushing procedures. Please do not discard any solid object, no matter how small, into a water closet. It may foul the sanitary pump.

Showers may be taken any time at your convenience; but because the number of shower facilities is very limited, showers should be taken as expeditiously as possible. Take a "navy shower." If you are not familiar with this procedure, ask any member of ship's company for instructions.

Messing arrangements will be established prior to your arrival and you will be assigned a specific area and time to eat. All meals must be served in shifts, so you are requested to be punctual in your arrival for meals and do not linger over coffee after finishing.

Smoking is permitted throughout the ship except in bunks, bilge areas, in the vicinity of pyrotechnics, or near oxygen bleeding stations located in the forward crew's head and Engine Room.

ORDERS

If you are under military orders, please turn your orders in to the Yeoman in the Ship's Office (Forward Compartment, Second Platform, all the way forward in the passageway). The orders will be endorsed and ready for pickup at the end of your visit.

RADIOLOGICAL CONTROLS

Radiation Warning Signals and Markers consisting of magenta and yellow signs, markers and tape or ribbons, must be observed. Only authorized persons are allowed in areas marked "RADIATION AREAS" and no loitering in such areas is allowed. Entrance into areas marked "HIGH RADIATION AREA" or "RADIOACTIVE CONTAMINATION" is prohibited unless approved by the Commanding Officer and supervised by the ship's force Radiological Control personnel.

Thermoluminescent Dosimeters (TLD's) must be worn by all persons embarked. These TLD's are issued on arrival to all persons not already possessing one. It is anticipated that visitors will receive no detectable radiation. Should detectable radiation be received, appropriate reports will be made. These TLD's must be worn at all times. They are to be worn external to all clothing, on the front of the body between the waist and the shoulder, usually on the belt. Loss of a TLD should be reported to the Medical Department Representative as soon as noted. All TLD's will be collected by the Radiological Control Personnel prior to visitor debarkation.

SECURITY

Most features of MINNEAPOLIS-SAINTE PAUL are of a classified nature. The Radio Room, the Sonar Spaces, and the Propulsion Plant Spaces are security areas into which access may be granted only to authorized persons. Information concerning the speed, depth, weapons, fire control, and reactor plant and equipment are classified. In the event that one of your questions to a member of the ship's company is not answered, please do not be offended. Personnel must be assured of your clearance and "need to know" to divulge such information. In case of doubt you will be referred to the appropriate ship's officer.

CALLS

For embarked visitors, calls are made by the Messenger of the Watch from the Control Room. The Chief of the Watch will ensure a visitor is called at any particular time he may designate.

ACCESS AND CONGESTION

Visitors are always welcome in any authorized space when the operations of the ship permit. At most operating and control stations the space is very limited, however. As a result, it is necessary for any person not on watch to have permission of proper authority before being allowed in the space. This regulation is in effect at all times and for all persons embarked, including members of the ship's company. You are asked to conscientiously abide by these regulations. If allowed in an area so controlled, you will be requested to leave when necessary. Summarized below are those areas in which access is controlled in this manner and the name of the watchstander who may allow visitors in the area.

Control Room—Officer of the Deck
Chief of the Watch (when surfaced)

Sonar Control—Sonar Supervisor (NOTE: Only authorized personnel are permitted in this space.)

Maneuvering Room—Engineering Officer of the Watch

Bridge—Officer of the Deck; Personnel visiting the bridge are asked to consult the Chief of the Watch prior to proceeding up the ladder. The Chief of the Watch will obtain the necessary permission for visitors to go on the bridge.

Ships named USS MINNEAPOLIS

The first cruiser, MINNEAPOLIS (C-13), was commissioned in Philadelphia in 1894. She served in the North Atlantic Squadron, operating in the Mediterranean. She visited Cronstadt, Russia in 1895 as a flagship of Rear Admiral T.O. Selfridge, representing the U.S. at the coronation of Czar NICHOLAS II. The MINNEAPOLIS performed scouting duties during the Spanish American War, and was decommissioned. She was recommissioned in 1903 and assigned to a special service squadron to make astronomical and other scientific observations off the coast of Spain and Africa. She was at Annapolis, MD. in 1906 for ceremonies commemorating the arrival of the body of John Paul Jones. Decommissioned again in 1906, she was recommissioned in 1917 and operated along the Atlantic coast as an escort ship during World War I.

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The second SAINT PAUL (CA-73) was a heavy cruiser, built by Bethlehem Steel in Quincy, Mass. and commissioned in 1945. She operated as a screen for carriers as they delivered heavy air strikes on Japan. The SAINT PAUL was later involved in the Korean Conflict. In July 1953, the SAINT PAUL had the distinction of firing the last round at sea in the war. She saw action during the Vietnam War and was decommissioned in 1971. The SAINT PAUL (CA-73) earned I engagement star for World War II service, eight for Korean War Service and an additional eight for the Vietnam War.



"In the Name of the United States, I christen thee MINNEAPOLIS-SAINT PAUL. May God bless her and all who sail in her."

Mrs. Penny Durenberger
19 March 1983