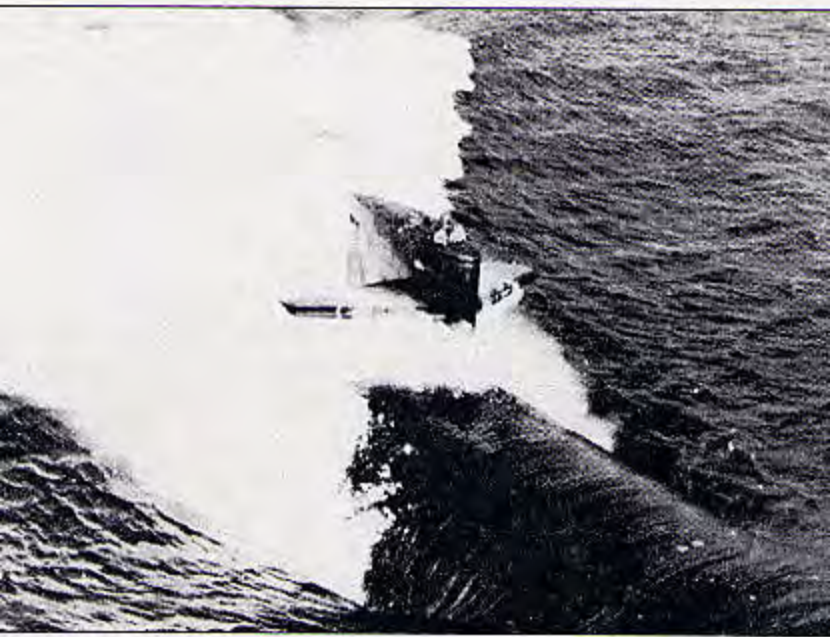


WELCOME ABOARD



USS AUGUSTA

AUGUSTA STATISTICS

Length:	360 Feet
Breadth:	33 Feet
Displacement:	
<i>(surfaced)</i>	6090 Tons
<i>(submerged)</i>	6927 Tons
Builder:	Electric Boat Division General Dynamics Corporation
Keel Laid:	1 April 1982
Launched:	21 January 1984
Commissioned:	19 January 1985
Complement:	14 officers, 120 Enlisted
Armament:	4 Torpedo Tubes (ADCAP, TOMAHAWK)
Range:	Unlimited
Speed:	Greater than 25 Knots
Depth:	Greater than 800 Feet

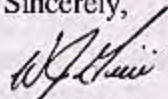
WELCOME ABOARD

The Officers and Crew of AUGUSTA express to you a warm and sincere welcome. It is our pleasure to have you on board as our guest.

In view of the limited space, all guests must request permission from the Officer of the Deck before proceeding to the periscope stand while submerged, and from the Chief of the Watch prior to proceeding to the bridge while surfaced.

As your hosts during this trip, the Officers and Crew of AUGUSTA hope that your visit on board will be informative and enjoyable. If you have suggestions for improving this or future trips, please contact the Executive Officer, Supply Officer, or Chief of the Boat.

Sincerely,



W. J. Gieri
Commanding Officer

COMMANDING OFFICER USS AUGUSTA (SSN 710)

Commander William J. Gieri
United States Navy

Commander Gieri, a native of Livermore, California, attended the United States Naval Academy where he earned a Bachelor of Science Degree in Systems Engineering in 1980.

Following completion of nuclear power training and the Submarine Officer Basic Course, he served as Main Propulsion Assistant, and Chemistry and Radiological Controls Assistant aboard USS ROBERT E.

LEE (SSN 601) from August 1982 to December 1983.

Following the ship's inactivation, Commander Gieri was assigned to USS POGY (SSN 647) where he served as Damage Control Assistant from January 1984 to June 1985. During this tour, he completed a Western Pacific and Indian Ocean deployment. Subsequently, he served as Submarine Liaison Officer on the staff of Commander Patrol Wing TEN at Moffett Field, California.

In December 1987, Commander Gieri reported to USS Honolulu (SSN 718) as Navigator and Operations Officer where he completed a deployment to the Western Pacific and several deployments to the Northern Pacific. Upon completion his tour in December 1990, he served on the staff of Commander in Chief, U.S. Pacific Fleet as a war planner in the Plans and Policy department.

In May 1993, Commander Gieri reported to USS ALABAMA (SSBN 731)(GOLD) as Executive Officer, completing four strategic deterrent patrols. Upon completion of his tour in September 1995, he attended the Naval Postgraduate School in Monterey, California where he earned a Master's Degree in Management.

Commander Gieri's awards include the Navy Commendation Medal (five awards) and the Navy Achievement Medal (four awards).

Commander Gieri is married to the former Joyce Carlisle of Marysville, Michigan. They have three sons, Paul, Billy and Christopher.

USS AUGUSTA (SSN 710)

USS AUGUSTA (SSN 710) is the fifth ship of the fleet to bear the name AUGUSTA, and the first to be named for the capital of Maine. Others include; a 14 gun brigantine commissioned in 1799, which saw action in the turn of the century "Quasi-War" with France; a side wheel steamer which participated in the Union forces capture of Port Royal, South Carolina in 1861; a motor patrol boat used for maritime patrol of the U.S. coast in World War I and a heavy cruiser CA-31, commissioned in 1931 and built specifically as a command ship. USS AUGUSTA (CA 31) served as the flagship of the Asiatic Fleet in the 1930's, at one time commanded by then Captain (and future Fleet Admiral) Chester Nimitz. She also served as General Omar Bradley's flagship as he commanded the joint forces of the Normandy invasion in 1944. Her famous Admiral's Cabin was the meeting place for the Atlantic Charter conferences while embarking President Truman to Potsdam in 1945.

The present day USS AUGUSTA (SSN 710) continues its historic tradition. In single digit temperatures, and with a stiff wind off the Thames River, she was launched on 21 January 1984, 30 years to the day after another famous launching from Electric Boat Shipyard, that of the first nuclear powered submarine, USS NAUTILUS (SSN 571). She apparently thrives on cold weather, as she was commissioned a year later on 19 January 1985, in her "home" state of Maine, at Portsmouth Naval Shipyard in Kittery in a driving snowstorm. She returned to Kittery in 1992 for her first Depot Modernization Period (DMP), which was completed in October, 1993.

Attached to Submarine Development Squadron TWELVE, homeported in Groton, CT, USS AUGUSTA is a formidable adversary. The 30th LOS ANGELES (SSN 688) Class submarine delivered to the fleet, her mission is to search for and destroy hostile surface ships and submarines, conduct cruise missile strikes against shore targets, provide early warning for deployed friendly forces, and support special forces operations. Carrying detection, communications, navigation, and computerized weapons systems of the most advanced design, she can cruise silently for months, ever ready to carry out her mission. Her operations today will impact the submarine force of the future, as she is uniquely fitted with the advanced design AN/BQG-5 Wide Aperture Array Sonar System, the prototype for a similar system being installed on the next generation attack submarine.

When coupled with a well trained crew of 14 officers and 120 enlisted men, USS AUGUSTA will continue to provide a tactical capability of major importance to our nation's defense well into the next century.

THE CITY OF AUGUSTA, MAINE

Augusta, Maine's capital city, lies on both sides of the Kennebec River at the head of its tidewater section and is a transportation, cultural and political center for 150,000 people.

Set among wooded hills and sprinkled with numerous lakes and ponds, Augusta was first settled in 1628 as Cushnoc Trading Post. Incorporated as a city in 1797, it became home of the Kennebec County Seat that same year and was later designated state capital in 1827.

As the capital, Augusta houses the offices of state government, regional Federal offices and most statewide agencies. Dominating the skyline is the statehouse, designed by the noted Boston architect Charles Bullfinch and completed in 1831.

The city boasts a center that plays host too more than 1500 events a year. The facility's 8000 seat main auditorium anchors a complex that serves as a convention, conference and entertainment center for more than a quarter-million people annually.

Cultural attraction, steeped in colonial history, include Fort Western, built in 1754 and the only pre-revolution structure of its type still standing in Maine. Now a municipal museum, it is open from early spring through Labor Day and draws thousands of visitors each year. The Maine State Museum, contains exhibits of early wildlife and historical documents.

THE POWER PLANT

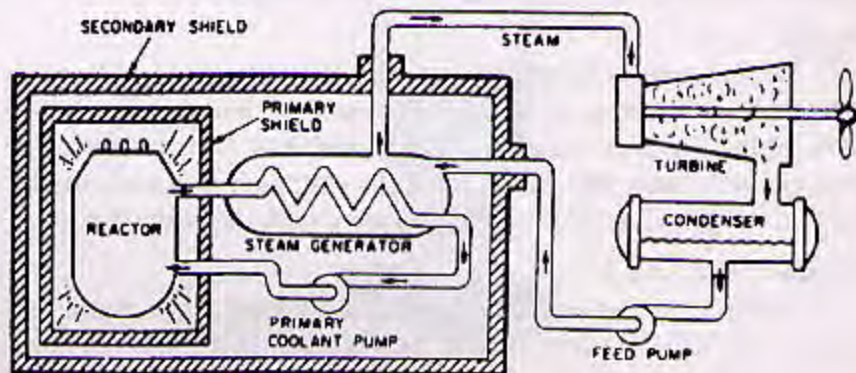
The propulsion plant of a nuclear ship is based upon use of nuclear reactor to provide heat. The heat comes from the fission of nuclear fuel contained within the reactor. Since the fission process also produces radiation, shields are placed around the reactor so that the crew is protected.

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

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 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 and then pumped back into the steam generators. Thus, both the primary and the secondary systems are closed systems where water is re-circulated 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 an extended period of time.



GENERAL INFORMATION

EMERGENCIES

Should any emergency situation arise, an alarm will be sounded and the word passed. You are requested to **STAND FAST, BUT CLEAR** of all passageways and operating areas. **DO NOT** obstruct ladders, hatches, or watertight doors. Allow ship's personnel to perform required action without interference. A members of ship's company will explain the situation as soon as they are able. Please follow the instructions of the man in charge without hesitation.

OPERATION OF SHIP'S EQUIPMENT

DO NOT operate equipment or switches, position any valves or enter any posted areas without prior approval from ship's force.

SECURITY

Certain aspects of the ship's operational characteristics and certain areas of the ship are classified. The Radio Room, Combat Systems Equipment Spaces, and Engineroom are classified areas.

STOWAGE

Each permanent bunk has an assigned stowage space available to the person assigned to that bunk. Temporary bunks do not have assigned stowage. The Torpedo Room Watch will coordinate stowage of any excess belongings in the Torpedo Room.

LAUNDRY

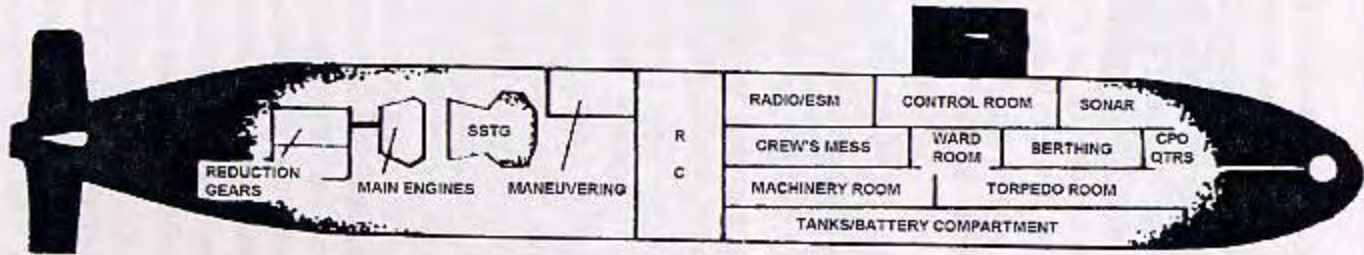
Laundry service is limited. If you should require laundry service, contact the Chief of the Boat. Be frugal with your towels, as we do not have the capacity to replace towels on a daily basis.

HEAD

Please avoid excessive consumption of potable water. When you shower, rinse then soap down with the water off, and then rinse. **DO NOT** let the water run continuously. Ensure that no articles such as pens, cigarette butts, rags, etc, fall into the commodes, as such articles can foul the valves and/or piping associated with the sanitary system.

WAKE-UP CALLS

People desiring wake-up calls should leave their name and desired call time with the Chief of the Watch.



THE SUBMARINE SERVICE

The first submarine was authorized for the U.S. Navy and approved by Congress in 1893 but was never accepted by the Navy. Finally, in April of 1900, the USS HOLLAND (SS-1) was commissioned and the submarine service was started. The USS HOLLAND was 54 feet long, displaced 74 tons, carried one officer, five enlisted men and cost \$150,000. Progress came quickly and by 1911 the U.S. Navy had 20 submarines. In 1917 the USS SKIPJACK (SS-24) was able to cross the Atlantic; hulls were now welded instead of riveted and propulsion was by diesel engine and battery instead of the hazardous gasoline engine. During World War I the leading class of submarine was the L class: 167 feet long, displacing 538 tons, carrying two officers and 26 enlisted men. Although 20 American submarines reached the war zone, none played a major role during World War I. In 1941, the U.S. Navy entered World War II with 111 submarines, mostly of the "O", "R" and "S" class. These short-range vessels developed during and after World War I were considered unsatisfactory for fleet service. The peak wartime submarine strength rose to 247 ships, mainly of the "Gato" class, which culminated years of extensive research and development. This class was 312 feet long, displaced 1500 tons, and carried seven officers and 70 enlisted men. During World War II, the U.S. Submarine Service accounted for almost 60% of all Japanese shipping losses, some 550,000 tons of shipping, including 1750 merchant and 200 warships. Following World War II, two phases of submarine development occurred. The first was the adaptation of the German snorkel allowing submerged operation of diesel engines, improved high capacity batteries, and hull streamlining. The second and most significant was the advent of nuclear propulsion plants which allowed, for the first time, development of the true submersible able to cruise the oceans or circumnavigate the globe without ever surfacing. Today the Navy has many of these vessels, either of the Los Angeles Class Fast Attack submarine (SSN) or of the Ohio class Ballistic Missile submarine (SSBN). Continued development in the U.S. Submarine Service is apparent by the construction and commissioning of the first of three SSN-21 class submarines. The Navy is currently developing another new attack submarine that will be commissioned in the next century.



“THE SUBMARINER”

Only a submariner realizes to what extent the entire ship depends on him as an individual. To a landsman this is not understandable and sometimes it is even difficult for us to comprehend, but it is so!

A submarine at sea is a different world in herself, and in consideration of protracted and distant operations of submarines, the Navy must place responsibility and trust in the hands of those who take such ships to sea.

In each submarine at sea there are men, who in the hour of emergency or peril at sea, can turn only to each other. These men are ultimately responsible to themselves and to each other for all aspects of operations on their submarine. They are the crew. They are the ship.

This is perhaps the most difficult and demanding assignment in the Navy. There is not an instant during his tour as a submariner that he can escape the grasp of responsibility. His privileges in view of his obligations are almost ludicrously small, nevertheless, it is the spur which has given the Navy its greatest mariners, the men of the Submarine Service.

It is a duty which mostly deserves the proud and time honored title of “Submariner”.



PROTECTING THE FRONTIER SINCE 1754

CA-31
★

U.S.S. AUGUSTASTAR
SSN 710