

USS PITTSBURGH



WELCOME ABOARD

WELCOME ABOARD

The officers and crew of Pittsburgh express to you a warm and sincere welcome. It is a pleasure to have you on board as our guest during this period.

There is limited space at most operating and ship control stations. Only required observers and test personnel should enter the Control Room and Maneuvering Room. 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 when surfaced. Similarly all personnel must request permission from the Engineering Officer of the Watch prior to entering the Maneuvering Room.

As your hosts during this trip, the officers and crew of Pittsburgh hope that your visit on board will be informative, interesting 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,

N.P. Walsh
Commander, U.S. Navy



COMMANDER NEIL P. WALSH
COMMANDING OFFICER

COMMANDER NEIL P. WALSH

Commander WALSH was born and raised in Staten Island, New York. He was commissioned following graduation from the United States Naval Academy in 1968 and completed nuclear power training at the Nuclear Power School in Bainbridge, Maryland and the Naval Nuclear Power Training Unit at Windsor, Connecticut.

Commander WALSH's first shipboard assignment was to USS JAMES MADISON (SSBN 627) (BLUE), where he qualified in submarines in 1971. He served in various Engineering divisions, and participated in the first POSEIDON missile firing and patrol. In December 1972, he reported as Weapons Officer on USS BILLFISH (SSN 676). Following two submarine special operations in BILLFISH, Commander WALSH was assigned to the Superintendent of the United States Naval Academy for duty as a Company Officer.

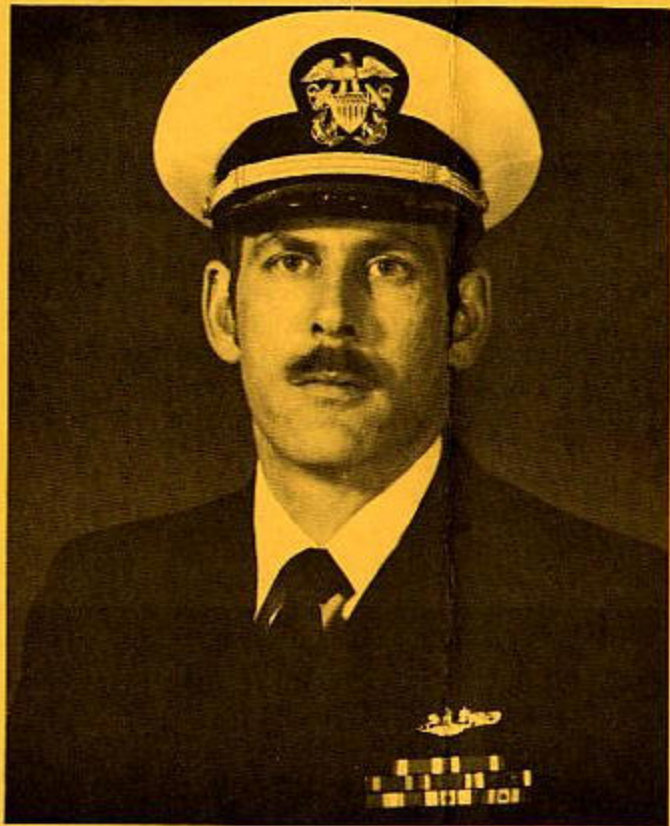
In July 1977, he reported as Operations Officer and Navigator on USS FINBACK (SSN 670). He was subsequently assigned as Executive Officer on USS JACKSONVILLE (SSN 699) in new construction in 1980. During this tour the ship completed an Indian Ocean deployment which included a circumnavigation of the world with a Panama Canal transit.

Commander WALSH was assigned as a faculty member at Armed Forces Staff College, a part of the National Defense University, in May 1983. During this tour, Commander WALSH completed the Joint and Combined Staff Officers course and earned a Master's degree in Public Administration.

Commander WALSH recently completed the Prospective Commanding Officers Course at Naval Reactors in Washington, DC and the Submarine Force Prospective Commanding Officers Course in Pearl Harbor, HI and Norfolk, VA.

Commander WALSH has been awarded the Defense Meritorious Service Medal, Meritorious Service Medal, Navy Commendation Medal, Navy Achievement Medal, Meritorious Unit Commendation with two stars, Navy Expeditionary Medal, National Defense Medal, Sea Service Deployment Award with one star, and the SSBN Strategic Deterrent Patrol Insignia.

Commander WALSH and his wife Pat, the former Mary Patricia Dennen of Staten Island, New York, have two children, Scott and Stephanie.



LIEUTENANT COMMANDER PETER A. SCALA
EXECUTIVE OFFICER

LIEUTENANT COMMANDER
PETER A. SCALA, USN

Lieutenant Commander Peter Anthony SCALA is a native of Murrysville, PA. He graduated from the U.S. Naval Academy in 1973. Following training at the Nuclear Power School in Mare Island, CA, and Nuclear Power Training Unit, Idaho Falls, ID, he reported to the USS NATHANAEL GREENE (SSBN 636) (GOLD). There he served as Electrical Officer, Damage Control Assistant and Reactor Controls Assistant, while completing his submarine qualification. His next assignment was as a member of the staff at the SIC Nuclear Power Training Unit in Windsor, CT.

After completing this tour, LCDR SCALA served a three tour as Engineer Officer, again on USS NATHANAEL GREENE (SSBN 636) (GOLD), then a tour as Navigator/Operations Officer of the USS PHILADELPHIA (SSN 690).

LCDR SCALA has been awarded the Meritorious Service Medal, Navy Commendation Medal, and Navy Achievement Medal. Submarines he has been attached to have been awarded the Navy Unit Commendation and have twice been awarded the Battle Efficiency "E".

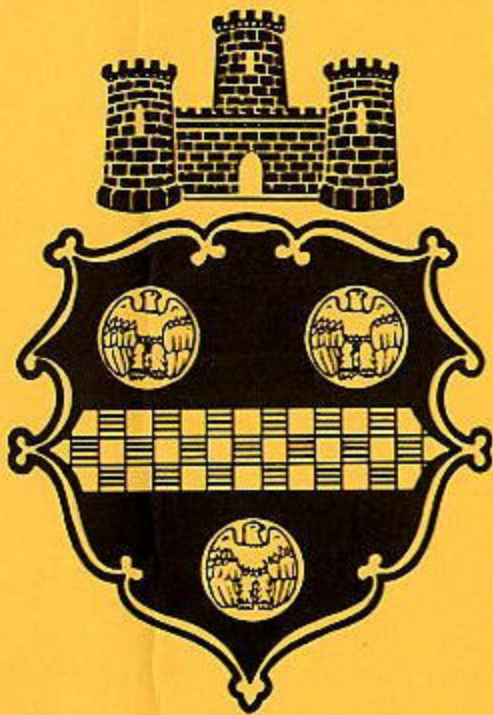
LCDR SCALA and his wife, the former Rose Marie Uebersax, reside in Gales Ferry, CT, with their two children, Matthew, 9 and Melanie, 4.

PITTSBURGH

33rd Ship of the LOS ANGELES CLASS

Submarines of the LOS ANGELES Class, the Navy's newest nuclear-powered attack submarines, are the most advanced undersea vessels of their type in the world. Their mission is to seek out and destroy enemy surface ships and submarines and to protect our own Naval interests.

The 360 foot, 6900 ton ships are well equipped to accomplish this task. Faster than their predecessors and equipped with highly accurate sensors and weapon control systems, they are armed with sophisticated Mark 48 anti-submarine torpedoes and the Harpoon missile. PITTSBURGH will be the first 688 Class submarine to vertically launch a Tomahawk cruise missile. 12 Vertical tubes located in the bow provide this additional capability.



CITY OF PITTSBURGH

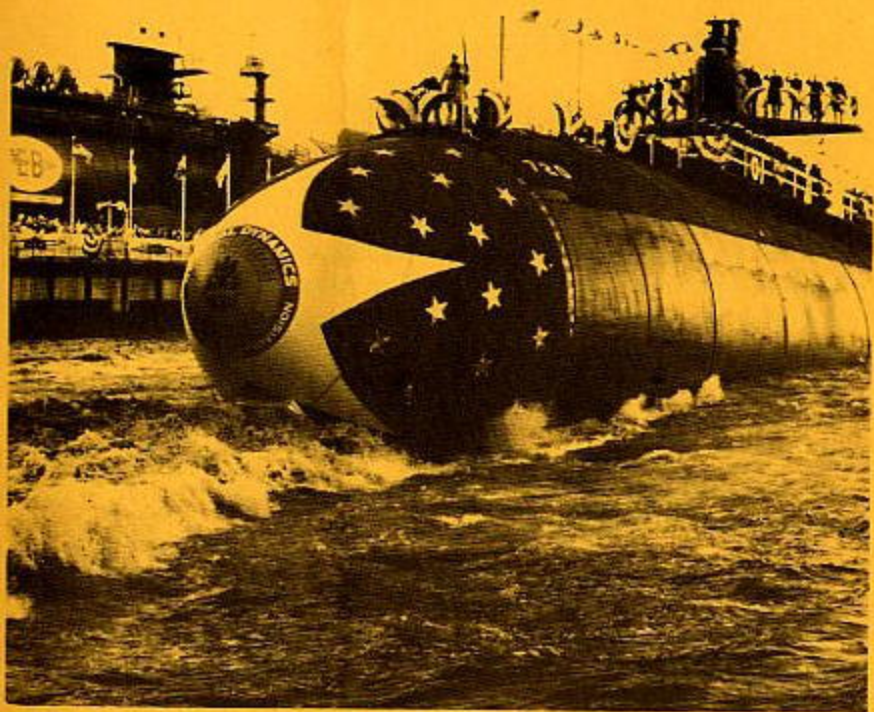
Ship's Named After PITTSBURGH Pennsylvania

PITTSBURGH (SSN 720), named for the city of Pittsburgh, Pennsylvania, will be the fourth ship of our Naval History to bear the name of Pittsburgh. The first was a Union Gun boat during the Civil War while the next two were armored cruisers in the 1st and 2nd World Wars. The first PITTSBURGH (often spelled PITTSBURG), a sidewheel, ironclad gunboat gave continued service in the lengthy series of operations which wrested control of the lower Mississippi from the Confederacy. The original PITTSBURGH was the first ship to successfully run past the Vicksburg cannon batteries on 16 April 1863.

The Second PITTSBURGH (Armored Cruiser 4) had a plane land and take off from a platform constructed on her afterdeck, thus opening the era of naval aviation during the winter of 1910-1911. PITTSBURGH (AC 4) patrolled the west coast of Mexico during the troubled times of insurrection which led to American involvement with the Vera Cruz landing in April 1914. Cooperating with the British in World War 1, she scouted German raiders and acted as a powerful deterrent against their penetration of the eastern Pacific.

The third PITTSBURGH (CA 72) was commissioned 10 October 1944, She trained along the east coast until January 1945, and then departed for duty in the Pacific. There she provided vital fire support for the invasion of Iwo Jima. PITTSBURGH (CA 72) also guarded carriers as they first prepared for the invasion of Okinawa. In June of 1945, PITTSBURGH lost its bow structure in a typhoon but miraculously, not a man was hurt. She was able to proceed to Guam but her bow was not recovered until weeks later. PITTSBURGH also saw service during the Korean Conflict. She covered the Chinese National Defense of the Tachen Islands and their evacuation of civilian and non-essential military personnel. She received 2 battle stars for World War Two service.

Technology has dramatically changed the size and capabilities of Naval Warships since the original PITTSBURGH steamed the Mississippi in 1865. The mission of PITTSBURGH (SSN 720) however has not significantly changed. That is to protect the Naval interests of the United States of America.



Launched 8 December 1984
Electric Boat Division of
General Dynamics Corp

Length:	360 Feet
Displacement (Surfaced)	6135 Tons
(Submerged)	6927 Tons
Hull Diameter:	33 Feet
Draft:	32 Feet
Compliment (Officers)	13
(Enlisted)	114

EMERGENCIES

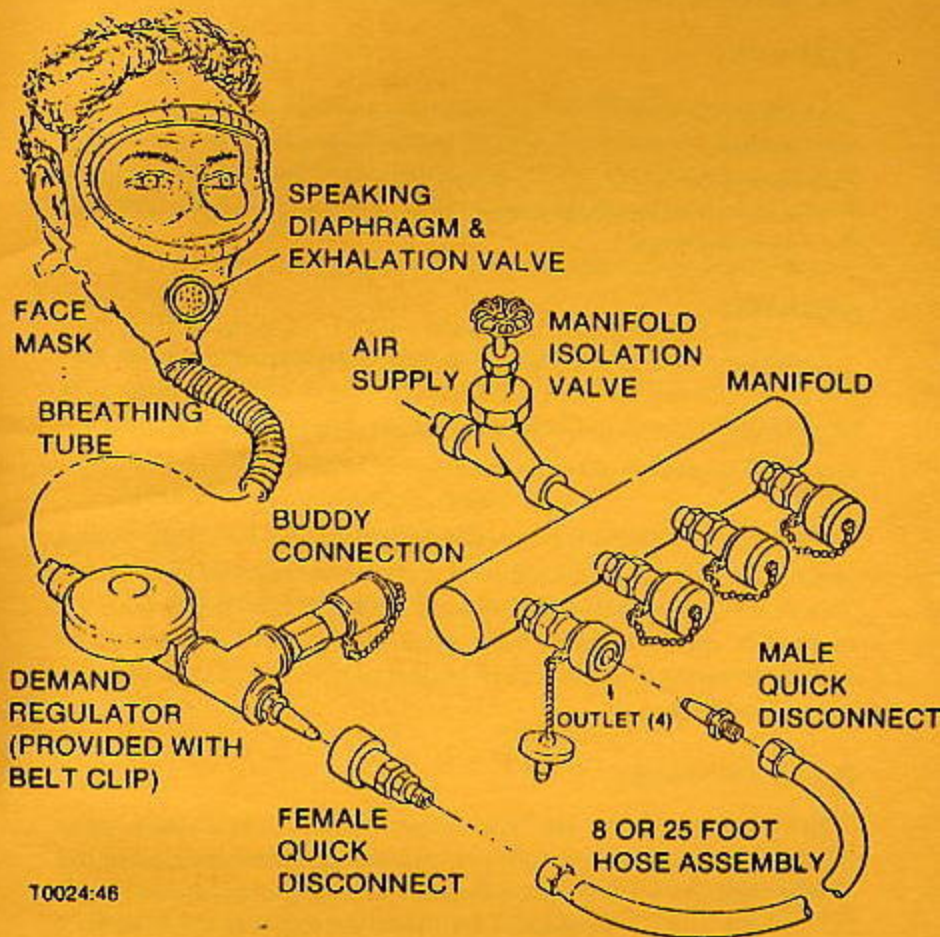
Should any emergency situation arise, alarms will be sounded and the word passed. You are requested to **STAND FAST BUT CLEAR** of all passageways and operating areas. Do not obstruct ladders, hatches or the watertight door. Allow ship's personnel to perform required action without interference. The member of the ship's company in charge at the scene will explain the situations as soon as he is able. Please follow the instructions of the man in charge at the scene without hesitation. In most instances, the best place to be during a casualty or drill is in your berthing space or if your assistance is desired, a ship's officer will contact you and give directions.

OPERATIONS of SHIPS EQUIPMENT

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

In order to ensure the safety of the ship and to obtain satisfactory test data, guests are advised that all tests and all operations of the ship **MUST** be ordered, controlled and conducted by ship's force.

EMERGENCY AIR BREATHING MASK INSTRUCTION



T0024:46

Tighten side straps first, then tighten the top strap. Completely loosen all straps upon removal.

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 the Engine Room are classified areas.

STOWAGE

Each permanent bunk has stowage available close to that bunk which may be used by the personnel assigned to the bunk. Temporary bunks do not have assigned storage. 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 services, 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, soap down with the water off and then rinse. Do not let the water run continuously. Ensure that no articles such as pencils, 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 assigned to the Wardroom Staterooms should write their names and desired call times on the call sheet located in the Wardroom. Persons sleeping in other berthing areas should leave their names and desired call times with the Chief of the Watch or the Torpedo Room Watch (if appropriate).

BUNKING

Individual bunking assignments are listed in this folder. Please use only your assigned space. If you are sharing sleeping accommodations, mutual agreement concerning sleeping times should be made with the person with whom you are sharing the bunk.

RADIATION SAFETY

Past experience indicates that you will receive little or no radiation exposure on board, but thermoluminescent dosimetry devices (TLD's) will be required for everyone. All personnel should comply with the following precautions.

1. Obey posted, oral and written radiological control instructions.
2. A TLD shall be worn at all times while aboard ship.
3. Remain in a low a radiation area as practicable to accomplish work.
4. Do not smoke, eat, drink or chew in contaminated space.
5. For a known or possible radioactive spill, minimize its spread and notify ship's force at once.
6. Report the loss of your TLD immediately to ship's force.
7. Do not leave the shipyard with a ship's TLD. Turn it over to the Hospital Corpsman prior to departure.

