



**WELCOME ABOARD**



**USS FLORIDA**  
**SSBN 728**

## Welcome Aboard!

The officers and crew of FLORIDA take great pride in extending to you the hospitality of the United States Submarine Force. It is indeed a pleasure to have you on board as our guest. FLORIDA is Your Ship. We are simply the caretakers.

As a warship, FLORIDA is neither spacious nor designed for large numbers of people. Therefore, only a limited number can be accommodated in the Control Room, the Bridge, Missile Command Center, or along any of the other stops of interest on your tour. All guest 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. Additionally, no smoking is permitted throughout the ship with the exception of Auxiliary Room Number 1 (AMR 1). The womens rest room is located in the watchstanders lavatory on the second deck, down the portside ladder from Control. Male rest rooms are located in the crews berthing area and near the Officer's staterooms.

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 host during this trip, the officers and crew of FLORIDA hope that your visit on board will be informative, interesting, and most of all enjoyable. If you have any suggestions for improving this or future trips, please contact the Executive Officer, Supply Officer, or the Chief of the Boat.

## **FLORIDA'S NAMESAKE - THE STATE OF FLORIDA**

Florida, with its year-round vacation climate and every resource conducive to recreation, enjoys a well deserved reputation as the Sunshine State.

With a population of more than seven million, the Sunshine State enjoys a thriving tourist industry, playing host to more than 59 million visitors a year. Florida boasts more than 4,846,000 acres of recreation lands, including the unique Everglades National Park, largest in the state. The state's beautiful sandy beaches stretch 1,200 miles along the Atlantic Ocean and Gulf of Mexico, forming the longest coastline of any state except Alaska.

While tourism is indeed a major business in the state the economy boasts other important industries as well. The citrus fruit industry, for example, provides the country with its main supply of oranges, grapefruits, limes and juices. Other large industries in the state include food products, paper and pulp, lumber, printing and publishing, fabricated metals, tobacco, transportation equipment, sand, clay, glass products, fishing, mining, cellulose products, plastic, fertilizers, industrial chemicals and electronic tubes. Florida ranks high as a port state, too. There are 13 major ports for oceangoing vessels and no point in the state is more than 100 miles from deep water.

Predictably, it was from the sea that Florida was discovered. Spanish explorer Juan Ponce de Leon first touched its soil on April 2nd, 1513. He named it after the Spanish word for Easter (Florida), some say because he first sighted the land on Easter Sunday. In 1565, another Spaniard, Pedro Menendez de Aviles, established the first permanent settlement at St. Augustine on the east coast. Florida remained under Spanish rule until 1763, when for political reasons Spain abandoned it to Great Britain. Britain then retroceded Florida back to the Spanish in 1783, bowing to pressure to surrender many American possessions. Florida remained under Spanish sovereignty until 1821, when it was turned over to the United States. Florida became a U.S. territory in 1822, and then a state in 1845.

Today, Florida draws international attention with Port Canaveral, for years one of the major elements of the U.S. space and missile development programs. The state also has close ties with the submarine service. Two fast-attack nuclear submarines carry Florida names: Jacksonville and Miami. Additionally, the nation's Trident missile submarines conduct some of their initial operations off Florida's eastern coast.

## OTHER SHIPS NAMED FLORIDA

FLORIDA is the first submarine and the sixth U.S. Naval vessel to bear the name.

The first FLORIDA was a survey sloop that served on survey duty off of the southern coast between 1824 and 1831. The second, a 214-foot sidewheel steamer, operated from 1861-67. She saw Civil War Service as a unit of the South Atlantic Blockading Squadron patrolling the coasts of South Carolina, Georgia and Florida.

At least two ships named FLORIDA were part of the Confederate Fleet during the Civil War. One was 171-foot blockade runner, the other a 191-foot cruiser that captured an impressive 37 Union ships.

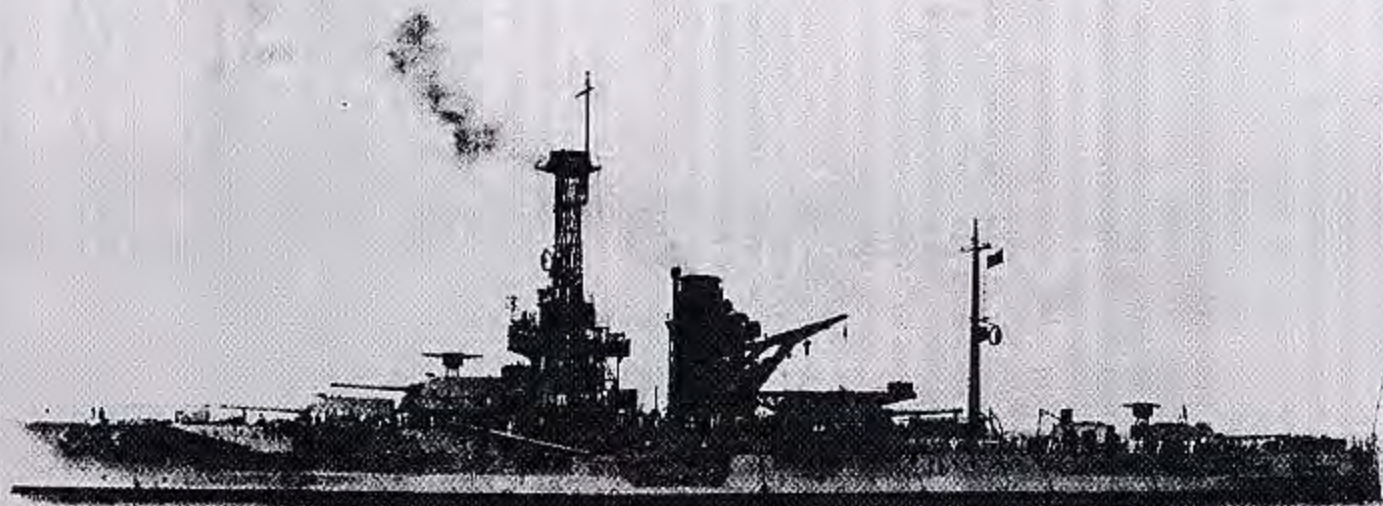
The third predecessor was a steam frigate first named WAMPANOAG, then renamed FLORIDA in 1869. She was sold in 1885.

The fourth, a 252-foot monitor (#9), served from 1901-1922 as a training vessel and submarine tender.

The fifth FLORIDA, (BB 30), a 521-foot, 21,000-ton battleship, was commissioned in 1911. Part of Battleship Division 9 during World War I, she served with the British Grand Fleet, performing convoy duty. Following the war, she served as a training ship, then was scrapped under the terms of the London Naval Treaty of 1930.

The USS FLORIDA (SSBN 728) is the third of the Ohio-Class submarines.





**USS FLORIDA (BB30)**

## SUBMARINE MISSIONS

U.S. nuclear submarines perform numerous critical missions many in ways that submarines are uniquely able to perform. In the five domains in which our military forces operate — on land, in the air, on the sea, beneath the sea, and in space — it is undersea operations that are the least visible. This makes these operations extraordinarily valuable. They offer the ultimate in stealth and surprise while influencing events in all five domains. Therefore, they can have the highest impact at the least risk.

Submarines conduct missions no other platform can undertake. Many missions are classified; however, general mission areas include the following.

A Survivable Strategic Deterrent. Because of the invulnerability of nuclear submarines operated in the vast ocean areas, they provide the nation's strategic deterrent more effectively and at less cost than other systems. Our TRIDENT submarines now carry 54% of our nation's nuclear deterrent using less than 1.5% of naval personnel and 34% of our strategic budget. These Navy capital ships will form the backbone of the nation's strategic nuclear force well into the 21<sup>st</sup> century.

Intelligence, Surveillance and Reconnaissance. Submarines provide the nation with a crucial intelligence gathering, surveillance and reconnaissance capabilities that cannot be replicated by other means. Employing multiple sensors and operated with care and cunning, submarines can monitor any event in the air, surface, or subsurface domain. Submarines can provide real time alertment to National Command Authorities on indications of imminent hostilities. And unlike other intelligence collection systems such as satellites, submarines are also full-fledged warfighting platforms carrying militarily significant offensive firepower.

Mine Warfare. In both covert offensive mining and mine reconnaissance, submarines provide capabilities that no other platform can deliver. The submarine offensive mining capability allows national leaders to precisely place mines for maximum effect without enemy alertment and with minimal risk.

Landing Special Operations Forces. Submarines are an excellent means of clandestine insertion for special operations forces when operating in the littorals. The submarine's inherent stealth and endurance, as well as sophisticated communications equipment, sensors and navigation suites, enable covert, precise insertion of Navy SEALs and other special operations forces close to their littoral objective, and provide a reliable means for their extraction once their tasks are accomplished.

Power Projection Conventional Land Attack. An U.S. attack submarine can carry a 16 Tomahawk land attack missile salvo ready for submerged launch, with up to 12 additional Tomahawks that can be reloaded and fired while submerged. Typically, submarines provide about 20% of the Tomahawk firepower in a carrier battle group. Additionally, because of their stealth, these attack submarines can be positioned to operate alone in environments where the risks would prevent surface and air forces from operating without extensive protective cover.

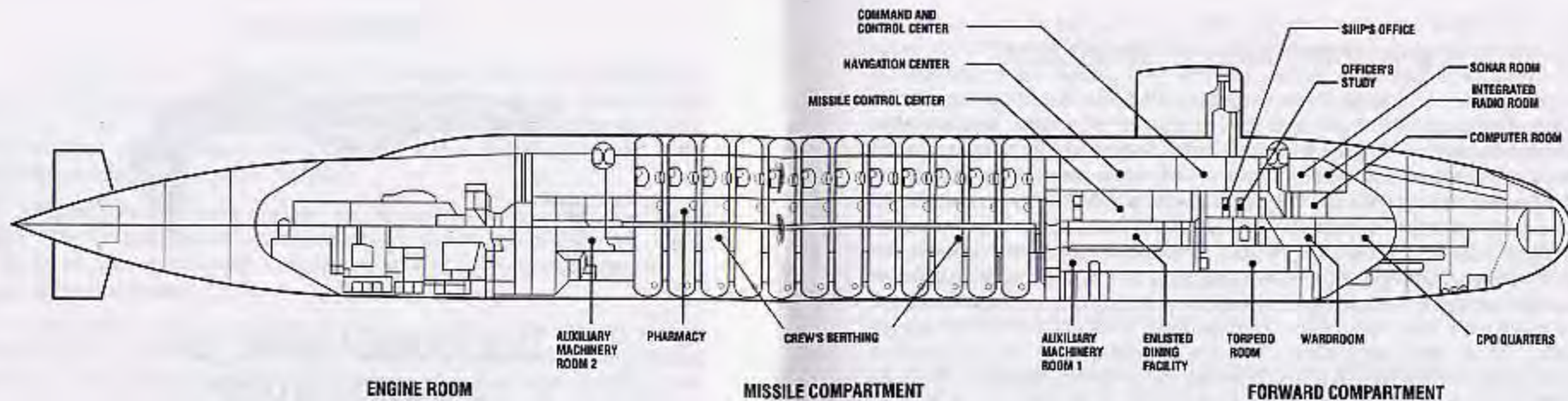
Whatever an opponent's ability to deny access to, or preempt, US military presence, it can use these weapons in only limited ways against submarines.

First, it cannot reliably detect their presence. Second, submarines are not threatened by many of the existing or projected access denial weapons. Coastal cruise missiles, tactical ballistic missiles and weapons of mass destruction pose little or no threat to a well-operated nuclear submarine. Submarines remain one of the most credible, survivable and potent land attack missile platforms in our arsenal.

**Control of the Seas.** The United States is a maritime nation whose trade and military power projection capabilities depend upon assured use of the high seas. Ocean transport provides the vast majority—over 90% in most cases—of our strategic lift requirements. Submarines are the quintessential sea control platforms, with proven anti-submarine and anti-surface capabilities.

Modern U.S. submarines, armed with significantly improved sensors and weapons, are vastly superior to their historical ancestors. They possess unsurpassed abilities to hunt and kill submarines and surface ships on the high seas and in the littorals. U.S. nuclear submarines provide our only assured capability to wrest control of the sea from a determined enemy employing submarines in an area denial role.





# FLEET BALLISTIC MISSILE SUBMARINE

## USS FLORIDA (SSBN 728)

### GENERAL INFORMATION

#### THE OHIO CLASS SUBMARINE

The Ohio Class submarines are giant 560-foot, 18,750-ton ships that serve as the nation's first line of defense. The Tridents, largest and most powerful U.S. Submarines ever built, serve as virtually undetectable, undersea, international missile launching platforms.

The Ohio Class submarines are well equipped to accomplish their assigned mission, providing significant advances over previous classes of missile submarines.

#### *Specifically:*

- Each Ohio Class submarine carries 50 percent more missiles than its predecessors (24 compared to 16).
- Trident's improved mobility, quietness and speed make it the most survivable of our nation's strategic weapons systems.

- Ease of maintenance has been designed into the class, minimizing maintenance requirements and extending the period between lengthy shipyard overhauls.
- The increased range of the Trident I and Trident II missiles enables Tridents to operate in ten times more ocean area than previous Polaris/Poseidon submarines.
- The longer missile range also permits basing them in the United States, rather than in foreign countries, at a substantial savings in logistic support. The submarines are based at Bangor, Washington and Kings Bay, Georgia.
- Trident's central command and control system is the largest use of digital computers ever undertaken by the Navy for submarines.
- The increased size of the Trident submarine affords much more spacious living quarters for a 165-man crew.



# Ship's History

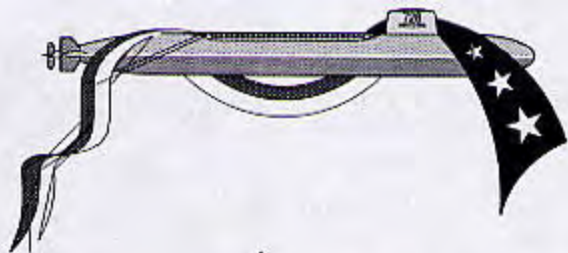
The keel of USS FLORIDA (SSBN 728) was laid on the occasion of the nation's Bicentennial, July 4, 1976, at General Dynamics' Electric Boat Division. The ship was unnamed at the keel-laying ceremony and remained so until January 19, 1981 when the Secretary of the Navy officially assigned it the name FLORIDA.

The initial ship's crew formed the precommissioning unit on July 8, 1980. The first shipboard watches were stationed on February 14, 1981 to support the operational control transfer of engineering systems to ship's force personnel.

On November 14, 1981, FLORIDA was launched. Following a year of construction and testing, the ship's nuclear reactor was initially taken critical on November 13, 1982. The ship went into service and the crew moved onboard on January 21, 1983. FLORIDA commenced initial builders sea trials on February 21, 1983 and was subsequently delivered to the Navy on May 17, 1983- 43 days ahead of schedule. The ship was commissioned on June 8, 1983.

Both crews successfully completed the demonstration and shakedown operations; each culminated in a successful launch of a TRIDENT C-4 missile. FLORIDA transited the Panama Canal in February and arrived in Bangor, Washington on March 25, 1984. During the 40th strategic deterrent patrol (Feb-May 1985), which included a namesake visit to the State of Florida, FLORIDA successfully test launched six TRIDENT C-4 missiles in rapid succession, a first for the TRIDENT class. In October 1985, FLORIDA entered a nine-month engineered overhaul, during which major upgrades were made to the ship's navigation and combat systems. FLORIDA completed her 50th strategic deterrent patrol on July 15, 1989.

The FLORIDA has been awarded five Submarine Squadron 17 Battle Efficiency awards (1988, 1989, 1991, 1994 and 1999) and in 1991 was selected as the top ship in the Pacific Fleet by receipt of the MARJORIE STERRETT BATTLE SHIP FUND AWARD. FLORIDA was nominated for the prestigious interservice 1994 OMAHA TROPHY as the top strategic unit in the U.S. military, was awarded the Commander-In-Chief, Pacific Fleet 1994 GOLDEN ANCHOR and 1995 SILVER ANCHOR AWARDS for excellence in personnel programs, received the 1995 ADMIRAL THOMPSON AWARD for public affairs excellence, the 1995 Personal Excellence through Cooperative Education (PECE) award from the Olympic Chapter of the Navy League for faithful community service and the 1999 CAPTAIN'S CUP Athletic Trophy. Other awards include: Tactical 'T' (1993), Communications 'C' (1993), Engineering 'E' (1994, 1999), Navigation 'N' (1994), Strategic Weapons Systems 'S' (1994, 1997), Medical 'M' (1999) and Deck Seamanship 'D' (1999) for excellence in those shipboard disciplines.



## USS FLORIDA (SSBN 728) STATISTICAL DATA

Keel Laid .....	4 July 1976
Launched .....	14 November 1981
Commissioned .....	18 June 1983
Sponsored By .....	Mrs. Marcia Myers Carlucci
Length .....	560 Feet
Displacement .....	Surfaced 16,764 Tons Submerged 18,750 Tons
Hull Diameter .....	42 Feet
Draft .....	36 Feet
Missile Tubes .....	24
Torpedo Tubes .....	4
Crew .....	15 Officers 150 Men

## HOW NUCLEAR POWER OPERATES A SUBMARINE

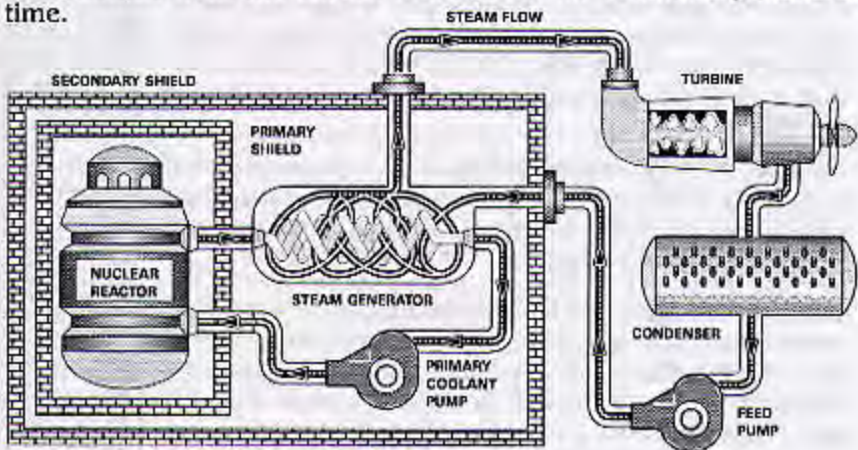
The propulsion plant of a nuclear powered ship is based upon use of a nuclear reactor to provide heat. The heat comes from the fissioning of nuclear fuel contained within the reactor. Since the fissioning process also produces radiation, shields are placed around the reactor so that the crew is protected.

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 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.



THE NUCLEAR POWER PLANT DIAGRAM





## COMMANDER JEFFREY T. POWERS UNITED STATES NAVY

Hailing from the state of Delaware, Commander Powers earned a Bachelors degree in Biology from the University of Rochester, New York, and a Navy Reserve Officer Training Corps commission in May 1982. After training in Orlando and Ballston Spa, New York, his initial sea assignment was in USS RICHARD B. RUSSELL (SSN 687). From October 1983 through July 1987, he held the billets of Damage Control Assistant, Main Propulsion Assistant and Sonar Officer, and deployed twice to the Western Pacific.

In the summer of 1986, Commander Powers was one of three Navy officers selected to participate in "Operation Titanic" with Dr. Robert Ballard and a team from the Woods Hole Oceanographic Institution. Commander Powers made one dive to the wreck of the RMS TITANIC in the deep submersible ALVIN.

Shore duty found Commander Powers in Washington, DC, where he served as a submarine officer detailer from July 1987 through September 1989. He completed the Submarine Officer Advanced Course in March 1990, receiving the L.Y. Spear award as class honorman, and was assigned as Engineer Officer of USS MICHIGAN (SSBN 727)(Blue).

Remaining in the Pacific Northwest for follow-on duty Powers served as Engineering Training Director at Trident Training Facility, Bangor from January 1993 through December 1994. During this time, he earned a Master's of Business Administration degree from City University in Seattle.

From April 1995 through January 1997, Commander Powers served as Executive Officer in USS POGY (SSN 647). During his tour in the San Diego submarine, POGY completed an Arctic Ocean deployment, surfacing 19 times through the polar ice pack.

Arriving in Naples, Italy in early 1997, Commander Powers served as Assistant Chief of Staff for Material and Logistics on the staff of Commander, Submarine Group Eight. He completed this assignment in June 1999.

Commander Powers' personal awards include the Meritorious Service Medal (two awards), Navy Commendation Medal (three awards) and Navy Achievement Medal (two awards).

Commander Powers lives in Silverdale, Washington with his wife, Karin Swanson, and their two children, Rachel and Dillon.

# COMMANDING OFFICERS



## BLUE CREW

**CAPTAIN W. L. POWELL, USN**  
June 1983 — August 1984

**CAPTAIN D. M. LACHATA, USN**  
August 1984 — September 1986

**CAPTAIN R. J. LABRECQUE, USN**  
September 1986 — December 1988

**CAPTAIN L. D. MEIER, USN**  
December 1988 — February 1991

**CAPTAIN P. F. SULLIVAN, USN**  
February 1991 — May 1993

**CAPTAIN T. W. MADER, USN**  
May 1993 — July 1995

**CAPTAIN R. G. SPEER, USN**  
November 1994 — September 1996

**COMMANDER M. J. ALFONSO, USN**  
September 1996 — August 1997

**COMMANDER G. M. BILLY, USN**  
August 1997 — February 2000

**COMMANDER J. T. POWERS, USN**  
February 2000 —

## GOLD CREW

**CAPTAIN G. R. STERNER, USN**  
June 1983 — August 1984

**CAPTAIN R. W. BOYCE, USN**  
May 1984 — June 1986

**CAPTAIN R. M. GALBRAITH, USN**  
June 1986 — September 1988

**CAPTAIN K. V. L. MACNEILL, USN**  
September 1988 — April 1990

**CAPTAIN G. E. KEEFE, USN**  
April 1990 — July 1992

**CAPTAIN K. M. TRAUTMAN, USN**  
July 1992 — Nov 1994

**COMMANDER M. E. NELLER, USN**  
July 1996 — July 1998

**COMMANDER B. L. BRUNER, USN**  
July 1998 —



## GENERAL INFORMATION

*Welcome aboard FLORIDA! To make your indoctrination easier, the following information is provided.*

### **Berthing**

Your berthing assignment will be assigned to you by the Chief of the Boat. Berthing is located in three areas of the ship:

Crew's berthing is on the third level of the missile compartment. The first number on your berth assignment indicates your bunkroom number, with even numbers to port and odd numbers to starboard. The second number on your berthing assignment indicates your bunk assignment. Bunks 1, 2 and 3 are against the forward bulkhead, 4, 5 and 6 are outboard and 7, 8 and 9 on the aft bulkhead.

Chief Petty Officer's berthing is on the Forward Compartment. The bunkrooms are divided into port and starboard. The first digit indicates either port (P) or starboard (S). The second digit indicates the specific bunk in the group with bunk 1 on top.

Officer's berthing is on the 2nd level of the Forward Compartment. The first digit indicates your stateroom number, with staterooms 1 and 2 amidships and 3, 4 and 5 on the starboard side. The second digit indicates the bunk number with the top bunk being number 1.

### **Messing**

Meals are normally served during the following hours:

<i>Breakfast</i>	<i>0500 - 0600</i>
<i>Lunch</i>	<i>1100 - 1200</i>
<i>Dinner</i>	<i>1700 - 1800</i>
<i>Midrats</i>	<i>2300 - 0000</i>

Relieving watchstanders are served first and are normally finished eating within the first half hour.

Ample and nutritional meals are served in the crew's mess and wardroom. Consequently there normally should be no reason for the consumption of food outside these spaces. The consumption of food on watch or in operating spaces is inconsistent with requirements for cleanliness and watchstanders attentiveness. It is the ship's policy that no food be stowed or consumed except in designated stowage and messing areas. This includes Wardroom Staterooms, the Chief Petty Officer's lounge and the Crew's lounge. "Cookies from home" and wrapped or sealed containers of candies may be stowed in personal lockers. Beverage refreshments such as coffee, tea, milk, bouillon and soft drinks may be consumed on watch stations if contained in mess cups which will fit existing cup holders. **SOFT DRINK CANS ARE NOT AUTHORIZED IN OPERATING SPACES.**

## ***Emergencies***

Should any emergency situation arise, alarms will be sounded and the word will be passed. You are requested to **STAND FAST BUT CLEAR** of all passageways and operating areas. Do not obstruct ladders, hatches or the watertight doors. 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 situation as soon as he is able. Please follow the instructions of the man in charge at the scene without hesitation.

The proper wearing of any Emergency Air Breathing mask (EAB) mask is shown on the following page. You should practice donning a mask so you are familiar with its operation. To ensure you have a proper air seal, crimp the breathing tube while inhaling.

## ***Operation of Ship's 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.

## ***Injury or Illness***

The ship's pharmacy is located in the Missile Compartment second level starboard side aft. You are requested to report any injury, no matter how minor, to the Medical Department Representative for treatment. The Medical Department Representative is available for all related medical problems and this includes dental. If you have a known illness you should inform the Medical Department Representative upon your arrival aboard.

## ***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.

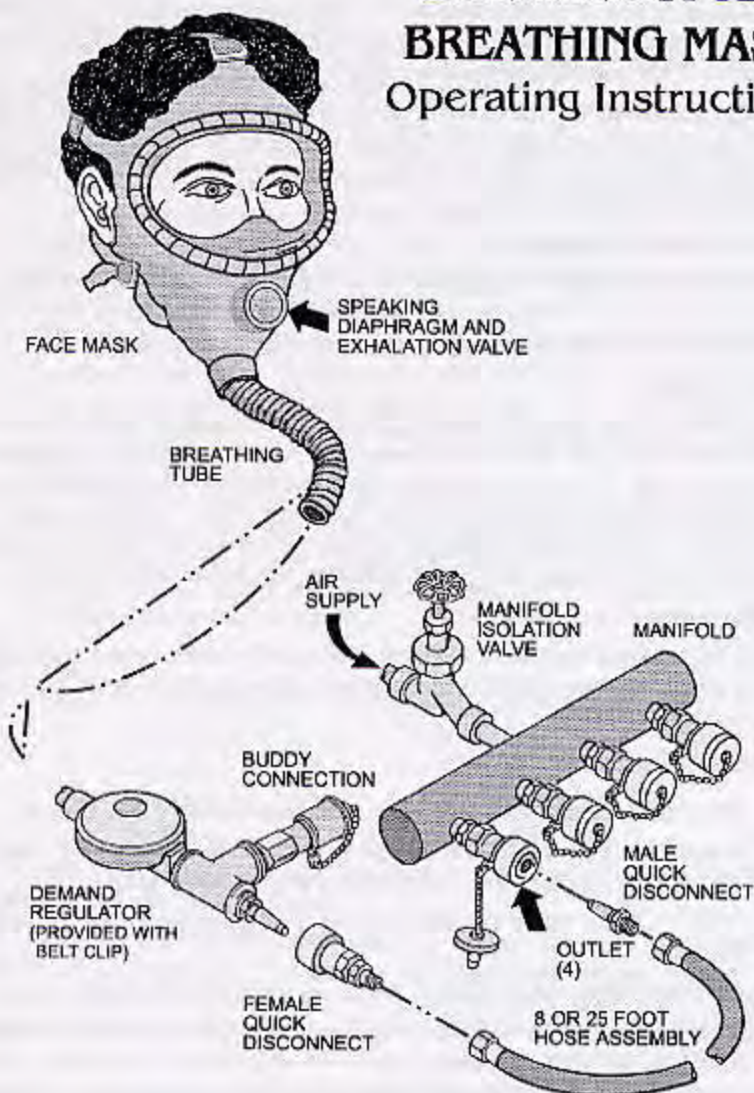
*All ships company and visitors will:*

1. Obey posted, oral and written radiological control instructions.
2. Wear TLD and dosimeter where required by signs or by ship's force. A TLD shall be worn at all times while aboard ship.
3. Remain in as low a radiation area as practicable to accomplish work.
4. Do not smoke, eat, drink, or chew in a 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 or dosimeter immediately to ship's force.
7. Do not leave the ship with a ship's TLD or dosimeter. Turn it over to the Hospital Corpsman prior to departure.



# EMERGENCY AIR BREATHING MASK

## Operating Instructions



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



# THE ORIGIN OF THE SUBMARINE SERVICE INSIGNIAS



## DOLPHINS

"Earning Dolphins" is a significant event in a Navy submariner's career — one of those special high points that instills tremendous personal pride and a sense of accomplishment. Dolphins are earned through a process of "Qualifying". Individuals must learn the location of equipment, operation of systems, damage control procedures, and have a general knowledge of the operational characteristics of their boat. Dolphin wearers qualify initially on one boat and must requalify on boats to which they are subsequently assigned. Once Dolphins have been earned, they are awarded by the Commanding Officer in a special ceremony.

The origin of the U.S. Navy's Submarine Service Insignia dates back to 1923. On 13 June of that year, Captain Ernest J. King, USN, later to become Fleet Admiral and Chief of Naval Operations during World War II and at that time Commander Submarine Division Three, suggested to the Secretary of the Navy, via the old Bureau of Navigation, that a distinguishing device for qualified submariners be adopted.

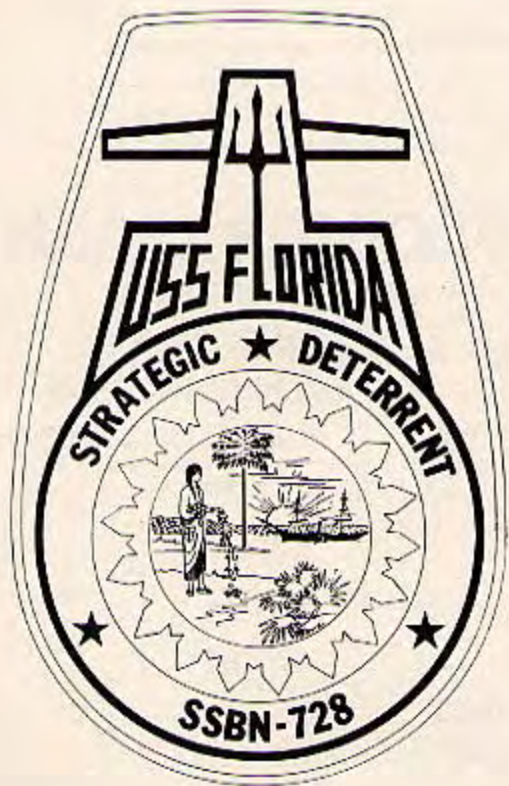
A Philadelphia firm, which had done work for the Navy previously, was approached with the request that it undertake the design of a suitable badge. Two designs were submitted by the firm and these were combined into a single design. The combined design is in use to this day. A bow view of a submarine, proceeding on the surface, with bow planes rigged for diving, flanked by Dolphins in horizontal positions with their heads resting on the upper edge of the bow planes.

The Officer's Insignia was and is a gold metal pin, worn centered above the left breast pocket and above the ribbons or medals. Enlisted men wore the insignia, embroidered in silk, in white on blue for blue clothing, and in blue on white for white clothing. The insignia was originally worn on the outside of the right sleeve, midway between the wrist and elbow. In mid-1947, the embroidered device shifted from the sleeve of the enlisted men's jumper to above the left breast pocket. Subsequently, silver metal Dolphins were approved for enlisted men.

In more recent time, Dolphins for specialist officers in the Submarine Force have been developed. These include the Engineering Duty Officer Dolphins, Medical Officer Dolphins, and Supply Corps Dolphins. Regardless of the color of the pin or the insignia at the center, Dolphins are worn with pride by members of the Submarine Force.



*Welcome Aboard*



**FLORIDA (SSBN 728)**

NAME: \_\_\_\_\_

Berthing Assignment: \_\_\_\_\_

Messing Assignment: \_\_\_\_\_

# USS FLORIDA (SSBN 728)

## STATISTICAL DATA

KEEL LAID	4 JULY 1976	
LAUNCHED	14 NOVEMBER 1981	
SPONSORED BY	MRS. MARCIA MYERS CARLUCCI	
LENGTH	560 FEET	
DISPLACEMENT	SURFACED:	16,764 TONS
	SUBMERGED:	18,750 TONS
HULL DIAMETER	42 FEET	
DRAFT	36 FEET	
MISSILE TUBES	24	
COMPLEMENT	OFFICERS	15
	CHIEF PETTY OFFICERS	17
	E-6 AND BELOW	125
	TOTAL	157

# WELCOME ABOARD

The officers and crew of USS FLORIDA (SSBN 728) extend to you a sincere WELCOME. It is our pleasure to have you on board as guests during this sea trial/shakedown period.

Sea trials/shakedown mark significant milestones for this new ship and her crew. It is the opportunity to prove the ship and all equipment by operational testing at sea. We are grateful for your assistance as we perform this testing and all hands hope that you share our enthusiastic desire to demonstrate that FLORIDA is ready for service as a fighting warship of the United States Navy.

As your hosts during the trip, the officers and crew of FLORIDA hope that your visit on board will be informative, interesting and enjoyable. Your suggestions for improving this and future trips will be greatly appreciated.

Sincerely,

W. L. POWELL  
Captain, U.S. Navy  
Commanding Officer

# COMMANDING OFFICER

FLORIDA PRECOMMISSIONING UNIT  
PROSPECTIVE COMMANDING OFFICER  
FLORIDA (SSBN 728) BLUE





## BIOGRAPHY OF CAPTAIN WILLIAM L. POWELL, Jr., USN

Captain William L. POWELL is a native of Dallas, Texas and attended Southern Methodist University. After enlisting in the Navy in January, 1955, and serving aboard USS HANCOCK (CVA-19), he received a fleet appointment to the United States Naval Academy and was commissioned in June 1960. Following graduation, he reported for duty on board USS NORRIS (DDE-859). In January 1962 he volunteered for submarine duty and after completion of Basic Submarine Training served on board USS GUDGEON (SS 567). He was ordered to Nuclear Power Training in January 1964.

Following that training, he served on board USS THOMAS JEFFERSON (SSBN 618) (BLUE), and then reported on board USS KAMEHAMEHA (SSBN 642) (GOLD) where he served as Engineer Officer from 1967 through 1969.

During 1970, Captain POWELL attended the United States Naval Postgraduate School and received a Master of Science Degree in Computer Systems Management. From March 1970 to November 1973 he served as Commissioning Executive Officer on board USS GUITARRO (SSN 665).

In August 1974, Captain POWELL assumed command of USS HENRY L. STIMSON (SSBN 655) (BLUE) where he served for seven Atlantic POSEIDON Patrols. Following his submarine command tour, Captain POWELL served as Assistant Chief of Staff for Logistics and Material Readiness for Commander Submarine Group FIVE in San Diego, CA.

In March 1980, Captain POWELL commenced Advanced Training for the SSBN 726 Class TRIDENT Submarine. In July 1980, he was designated as the Prospective Commanding Officer and established the Precommissioning Unit of FLORIDA (SSBN 728) at Electric Boat Division, Groton, CT.

Captain POWELL is authorized to wear the Meritorious Service Medal, Navy Achievement Medal and Meritorious Unit Citation.

Captain POWELL is married to the former Miss Linda Lee LOWE of Arlington, VA. The POWELL's have two sons, Stephen and Michael. They presently reside in Gales Ferry, CT.

**PROSPECTIVE COMMANDING OFFICER  
FLORIDA (SSBN 728) (GOLD)**



**BIOGRAPHY OF  
CAPTAIN GEORGE R. STERNER, USN**

Captain STERNER is a native of Ambler, Pennsylvania. He entered the Navy through the Naval Reserve Officer Training Corps in 1962, following graduation with high distinction from Pennsylvania State University with a Bachelor of Science Degree in Aero Space Engineering.

Captain STERNER completed submarine training and nuclear propulsion training in 1964 before reporting for duty to the USS TULLIBEE (SSN 597). During his tour on TULLIBEE, Captain STERNER served as Assistant Engineer, Supply Officer and Weapons Officer. Captain STERNER entered the Naval Post Graduate School at Monterey, California, in 1966 and was graduated with distinction with a Masters of Science Degree in Operations Research in 1968. Following training at the Naval Guided Missile School in Dam Neck, Virginia, he reported to the gold crew of USS KAMEHAMEHA (SSBN 642). While serving as Weapons Officer and Main Propulsion Assistant on KAMEHAMEHA, Captain STERNER participated in four Polaris Submarine deterrent patrols and an inter-fleet transfer.

In 1971, Captain STERNER reported to the precommissioning detail of the USS ARCHERFISH (SSN 678) where he served as Engineer Officer until November 1973. In January, 1974, he reported to the staff of Commander in Chief, United States Atlantic Fleet for duty with the Naval Nuclear Propulsion Examining Board in Norfolk, Virginia. Captain STERNER reported to the gold crew of the USS HENRY L. STIMSON (SSBN 655) as Executive Officer in February 1976, and participated in five Poseidon Submarine deterrent patrols before assuming command of USS STURGEON in September 1979. During his tour USS STURGEON conducted a Mediterranean and Northern Atlantic Deployment. In June 1982 Captain STERNER commenced the PCO Trident course at Bangor, WA., followed by the S8G Design Course at West Milton, NY. Captain STERNER reported as Prospective Commanding Officer FLORIDA (SSBN 728) Gold in October 1982.

Captain STERNER is entitled to wear the Legion of Merit, Meritorious Service Medal with gold star, Navy Commendation Medal with gold star, Navy Expeditionary Medal, National Defense Medal, and Sea Service Medal with two bronze stars. Captain STERNER is married to the former Louise TERPAK of Simpson, Pennsylvania. They currently reside in Charleston with their two children Susan and Robert.

## THE OHIO CLASS SUBMARINE

The Ohio class submarines are the latest advancement in submarine technology. These giant 560-foot, 19,750-ton ships will serve as the nation's first line of defense into the next century. The Tridents, largest and most powerful submarines ever built, will serve as virtually undetectable, undersea, inter-continental missile launching platforms.

The Ohio class submarines are well equipped to accomplish their assigned mission and provide significant advances over previous class of missile submarines. Specifically:

Each Trident submarine carries 50 percent more missiles than its predecessors (24 compared to 16).

Trident's improved mobility, quietness and speed make it the most survivable of our nation's strategic weapon systems.

Ease of maintenance has been designed into Trident, minimizing maintenance requirements and extending the period between lengthy shipyard overhauls. Trident submarines will be able to stay on patrol for longer periods with shorter time between patrols.

The increased range of the Trident I and II missiles enables Tridents to operate in 10 times more ocean area than previous Polaris/Poseidon submarines.

The longer missile range also permits basing Trident submarines in the United States, rather than foreign countries, at a substantial savings in logistic support. The first Trident base is currently in operation at Bangor, Washington.

Trident's central command and control system is the largest use of digital computers ever undertaken by the Navy for submarines.

Trident's increased size affords much more spacious living quarters for the 157-man crew.

Because of its size, Trident carries significantly more and better sonar gear than previous Polaris/Poseidon submarines.

## OTHER SHIPS NAMED FLORIDA

FLORIDA is the first submarine and the sixth U.S. Naval vessel to bear the name.

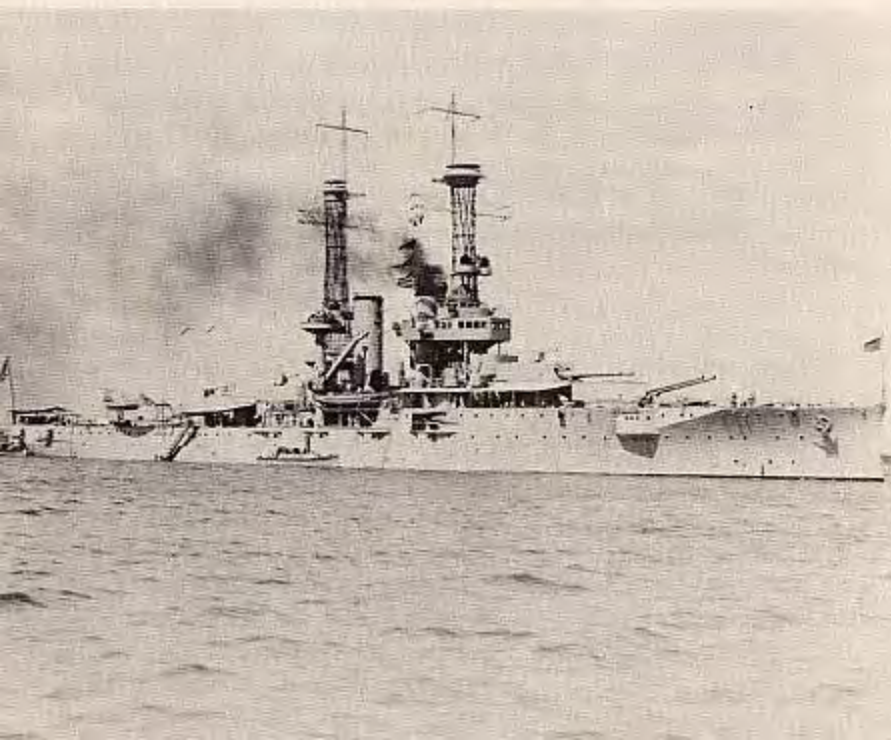
The first FLORIDA was a survey sloop that served on survey duty off of the southern coast between 1824 and 1831. The second, a 214-foot sidewheel steamer, operated from 1861-67. She saw Civil War Service as a unit of the South Atlantic Blockading Squadron patrolling the coasts of South Carolina, Georgia and Florida.

The third predecessor was a steam frigate first named WAMPANOAG, then renamed FLORIDA in 1869. She was sold in 1885. The fourth, a 252-foot monitor (#9), served from 1901-1922 as a training vessel and submarine tender.

The fifth FLORIDA, (BB30), a 521-foot, 21,000-ton battleship, was commissioned in 1911. Part of Battleship Division 9 during World War I, she served with the British Grand Fleet, performing convoy duty. Following the war, she served as a training ship until being scrapped under the terms of the London Naval Treaty of 1930.

At least two ships named FLORIDA were part of the Confederate Fleet during the Civil War. One was a 171-foot blockade runner, the other a 191-foot cruiser that captured an impressive 37 Union ships.

# FLORIDA (BB30)



# GENERAL INFORMATION

Welcome aboard FLORIDA! To make your visit more enjoyable, the following information is provided concerning berthing, messing, and what you should do in the case of an emergency.

## BERTHING

Your berthing assignment is on page 2 of your welcome aboard pamphlet.

Berthing is located in three areas of the ship. Crew's berthing is on the third level of the Missile Compartment. The first number on your berthing assignment indicates your bunkroom number, with even numbers to port. The second number on your berthing assignment indicates your bunk assignment. Bunks 1, 2, and 3 are against the forward bulkhead, 4, 5, and 6 are outboard and 7, 8, and 9 on the aft bulkhead. The lower numbered bunk is the upper bunk.

CPO berthing is on the 3rd level of the Forward Compartment. The second digit indicates the specific bunk in the group with bunk number one on top.

The officer's berthing area is on the 2nd level of the Forward Compartment. The first digit indicates your stateroom number, with staterooms 1 and 2 amidships and 3, 4, and 5 on the starboard side. The second digit is the bunk number with the top bunk being number 1.

There are 10 transient bunks on board. Transient bunks 1 and 2 are located on the Officer's Study, transient bunks 3 and 4 are located in the CPO berthing and transient bunks 5 through 10 are located in the Crew's Lounge.

Temporary berthing has been established for the sea trials period in the Torpedo Room (Forward Compartment lower level)-temporary bunks 1 through 34; and in the Missile Compartment upper level-temporary bunks 1 through 30, second level-temporary bunks 1 through 43, third level (GUCL Store-room) — temporary bunks 1, 2, and 3, and lower level-temporary bunks 1 through 10. The bunks are numbered forward to aft in the space/level.

There are 10 Temporary bunks in the Missile Control Center (MCC) numbered 1 through 10.

## Messing

Your meal assignment is on page 2 of your welcome aboard pamphlet. Meals will be served in shifts in the Wardroom and in the C.P.O. and Crew's Mess.

## MESSING HOURS

### CPO &

Crew's Mess	Breakfast	Lunch	Dinner	Midrats
GROUP I	0500-0545	1100-1145	1700-1745	2300-2330
GROUP II	0545-0630	1145-1230	1745-1830	2330-2400
GROUP III	0630-0715	1230-1315	1830-1915	2400-0045
GROUP IV	0715-0800	1315-1400	1915-2000	2400-0045

- GROUP I: On-coming watch section and shipyard data takers required to leave on-watch data takers.
- GROUP II: Off-going watch section and off-going data takers.
- GROUP III: Other shipyard personnel and ships force.
- GROUP IV: Stragglers.

Times for meals are approximate because the crew's mess uses cafeteria style serving. The mess line will be controlled by a senior mess management specialist who will expedite serving based on the seating available. A continuous flow of people through the mess is desired. Groups shown provide the best time to get in line.

Wardroom	Breakfast	Lunch	Dinner	Midrats
First Seating		1100-1145	1700-1745	
	Available			Available
Second Seating	from	1145-1230	1745-1830	from
	0500			2300
Third Seating	to	1230-1315	1830-1915	to
	0800			0045
Fourth Seating		1320-1400	1920-2000	



Service in the CPO and crew's mess is cafeteria style. If the line is long, please return later in the meal period to avoid congestion in the passageway. The meal hours are shown on the preceding page of this pamphlet. The menus for the sea trial period have been provided for your information in a separate Bill of Fare pamphlet. Do not remove any food from the assigned mess areas.

### **Emergencies**

Should any emergency situation arise, alarms will be sounded and the word will be 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. The member of the ship's company in charge at the scene will explain the situation 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 or near your assigned bunk. If the casualty or drill is in your berthing space, or if your assistance is desired, a ship's officer will contact you and give directions.

The proper wearing of an emergency air breathing (EAB) mask is shown on the following page. You should practice donning a mask so you are familiar with its operation. To ensure you have a proper air seal crimp the breathing tube while inhaling. An order to don EAB's will require your immediate compliance.

### **Operation of Ship's Equipment**

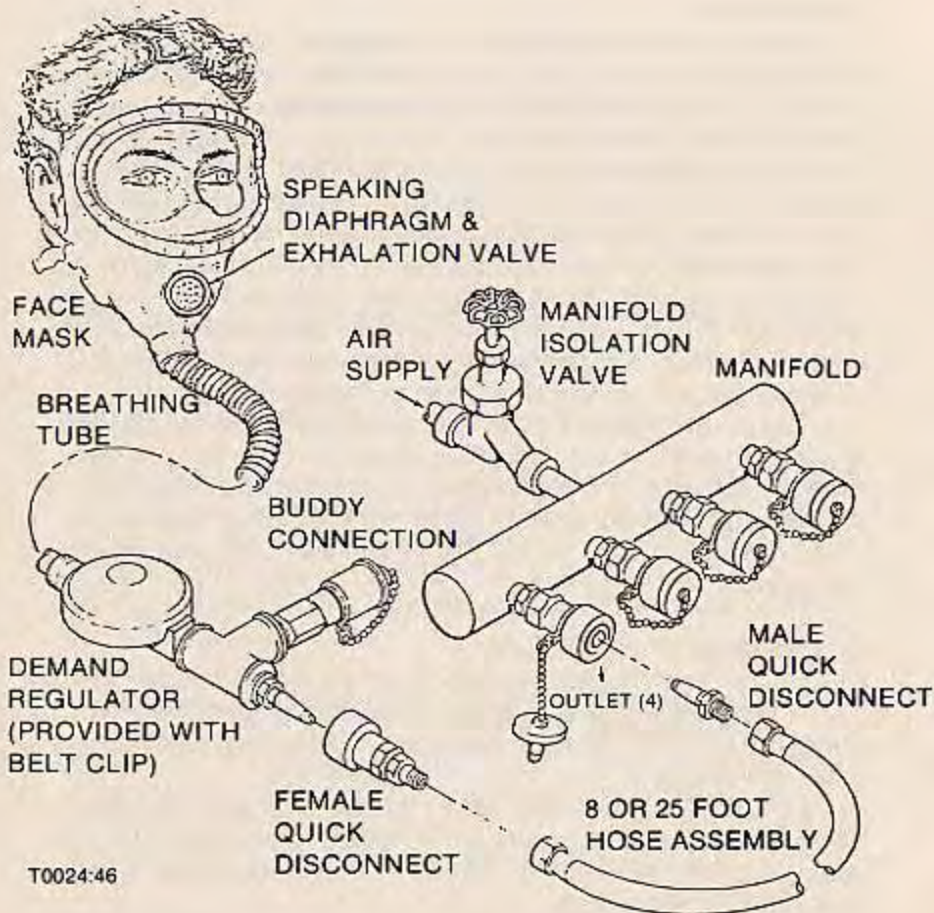
Do not operate any equipment or switches, position any valves or enter any posted areas without prior approval from ship's force to do so. Observe posted precautions and procedures in all operations.

In order to insure 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.

### **Security**

Certain aspects of the ship's operational characteristics and certain areas of the ship are classified. The Radio Room, Sonar Room, Navigation Center, Data Processing Equipment Room, Missile Control Center, and the Engine Room are classified areas.

# EMERGENCY AIR BREATHING MASK INSTRUCTION



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

## **Access to Spaces**

In view of the limited space at most operating and ship control stations, only required observers and test personnel may enter the Command and Control Center and Maneuvering Room. In addition, permission must be requested of 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.

## **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. The Missile Compartment Roving Patrol and CAMP Watch will coordinate stowage of any excess belongings in the Missile Compartment.

## **Laundry**

Laundry service is not available. However, if due to abnormal circumstances you should require the use of the washing machine or dryer, 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, soap down with the water off and then rinse; do not let the water run. There is a small push button on the shower head base union nut that acts as an on-off valve without disturbing the temperature control or spray pattern. Ensure that no articles such as pencils, **cigarette butts**, tooth picks, rags, etc., fall into the commodes, as such articles can foul the pumps, valves, and/or piping associated with the sanitary system. Please wipe clean sinks and showers after each use.

## **Wake-Up Calls**

The following locations will have wake-up lists serving the sleeping area indicated. Record your name, bunk and desired wake-up time. You will be called only once: Torpedo Room watch for the Torpedo Room; Wardroom for the Officer Stateroom, CPO quarters, and Officers Study; CAMP Watch in Missile Compartment second level for the Missile Compartment and MCC.

## **Injury or Illness**

You are requested to report any injury, no matter how minor, to the Medical Department Representative for treatment. The Medical Department Representative is available for medical advice at all times. Sick call is normally held at 0800 hours daily. Anyone with a known illness should consult with a private physician and then with the Medical Department Representative prior to getting underway and should have on hand a supply of medication (if required) for the duration of the trip. All personal medication not prescribed by this ship's medical personnel must be identified to the Medical Department Representative upon your arrival on board. Anti-motion sickness medication may be obtained from the Medical Department Representative. The Medical Department Representative can usually be found in the Pharmacy, Missile Compartment second level starboard aft.

## **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. Wear TLD and dosimeter where required by signs or by ship's force. A TLD shall be worn at all times while aboard ship.
3. Remain in as low a radiation area as practical to accomplish work.
4. Do not smoke, eat, drink, or chew in a 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 or dosimeter immediately to ship's force.
7. Do not leave the ship with a ship's TLD or dosimeter. Turn it over to the Medical Department Representative prior to departure.

# FLORIDA WARDROOM

CAPT W. L. POWELL	Commanding Officer
CAPT G. R. STERNER	Prospective Commanding Officer
CDR R. D. GUMBERT	Executive Officer
CDR T. J. FLANAGAN	Prospective Executive Officer
LCDR R. L. BRANDHUBER	Engineer Officer
LCDR P. N. LOMBARD	Prospective Engineer Officer
LCDR S. S. YOUNG	Strategic Weapons Officer
LT A. F. CENTEIO	Prospective Strategic Weapons Officer
LCDR V. A. HOFFMAN	Navigator/Operations Officer
LT R. A. WRIGHT	Prospective Navigator/Operations Officer
LCDR D. C. MacIVOR	Medical Department Representative
LT J. L. DOVE	Supply Officer
LT P. C. STANFIELD	Prospective Supply Officer
LT J. E. FUGATE	Main Propulsion Assistant
LT R. M. WHITEHURST	Prospective Main Propulsion Assistant
LT J. A. ACHENBACH	Reactor Controls Assistant
LTJG X. ASCANIO	Prospective Reactor Controls Assistant
LT J. T. HARDENBERGH	Strategic Missile Officer
LTJG T. L. CROWLEY	Prospective Strategic Missile Officer
ENS D. C. HAUSAUER	Prospective Strategic Missile Officer
LT G. J. MELSSEN	Damage Control Assistant
LT K. O. MILHOAN	Prospective Damage Control Assistant
LT D. S. SIHRER	Tactical Systems Officer
LT R. B. THOMPSON	Prospective Tactical Systems Officer
LT W. K. LUNN	Communicator
LTJG D. O. SKINNER	Prospective Communicator
LT T. J. KAISER	Electrical Division Officer
ENS S. R. HARPER	Prospective Electrical Division Officer
LTJG M. A. ZIESER	Chemistry and Radcon Assistant
LTJG M. W. BURNEY	Interior Comm. Officer
ENS J. K. MILLS	Prospective Interior Comm. Officer

# FLORIDA CHIEF PETTY OFFICER AND LEADING PETTY OFFICERS

Chief of the Boat	TMCM PADGETT
Engineering Admin. Assistant	MMCM LEWIS
Electrical Division	MMCS RASOR
	MMCS GILBERTSON
	EMC DOWNS
	EMC REINHARDT
	EMC SHOGREN
Reactor Controls Division	ETC TROTTER
	ETC YOUNT
Machinery Division	MMC HOLSOMBACK
Interior Communications Division	ICC MYERS
	ICI CARSON
Eng. Laboratory Technician Division	MM1 GARRISON
	MM1 PADGETT
Auxiliary Division	MMC DUNDON
	MMC WARTHEN
Food Service Division	MSC DEVINE
	MS1 BEDLIEN
Storekeeper Division	SKC FERENCE
	SKC JOHNSON
Torpedo Division	TM1 BRICKHOUSE
	TM1 TOMASCH
Navigation Division	ETCS CHRISTIANSEN
	ETC FAWCETT
Communications Division	RMCS WARNER
	RM1 ENOS
Quartermaster Division	QMC CARLTON
	QM1 BUSKELL
Fire Control (Ballistic) Division	FTBC SMITH
	FTB1 McGRUFF
Fire Control (Gunnery)	FTGC OSBORNE
	FTGC ALLISON
Data Systems Technician Division	DSC KENNARD
	DS1 JOHNSON
Sonar Technician (Subs) Division	STSCS SCHADLER
	STSC REED
	STSC GROSSCUP
Yeoman Division	YNC MILLS
	YN1 MOOK
Hospital Corpsman Division	HMCS MILLER
	HMC CASPER
Missile Technician Division	FTCS ZIESER
	MTC HALVERSON
	MTC GREEN



## The Submariner

Only a submariner realizes to what great extent an 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 the 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 there are men who, in the hour of emergency or peril at sea, can turn to each other. These men are ultimately responsible to themselves and each to the other for all aspects of operation of 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 most richly deserves the proud and time-honored title of ----- Submariner.

