

WELCOME ABOARD!



**USS GEORGIA
(SSBN 729) (GOLD)**



WELCOME ABOARD!

Welcome aboard USS GEORGIA (SSBN 729) (GOLD), the fourth of 18 Trident ballistic missile submarines in the United States Navy. My officers and crew are proud of our ship and will do whatever is necessary to make your visit informative and enjoyable.

I encourage you to ask questions about all facets of submarining. Each man is highly trained and will answer almost any question that you ask. GEORGIA is one of the most sophisticated and complex warships in the world and only trained crew members are authorized to operate her systems. An explanation or demonstration of many of the ship's systems will be happily provided if you desire.

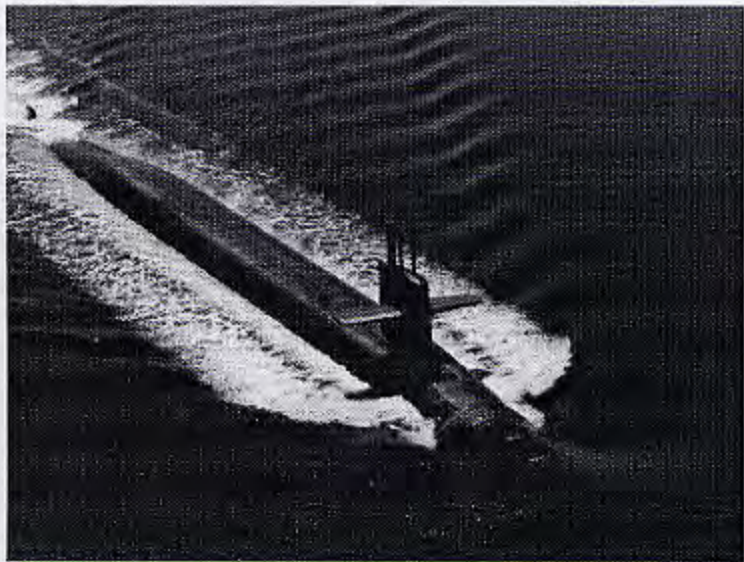
Make yourself at "home" aboard GEORGIA, and again, welcome to our Navy's finest!

D. T. NORRIS
Commander, U.S. Navy
Commanding Officer



Deterrence of war has been the sole mission and fundamental reason for the existence of the fleet ballistic missile submarine program since its inception in 1960. SSBN submarines are widely acknowledged as the most survivable leg of the strategic deterrent triad and as such are the cornerstone of national security policy.

With unlimited cruising range, and endurance limited only by the crew, the fleet ballistic missile submarine is capable of extended submerged operations. Because the ship's nuclear propulsion plant does not require outside air, the ship can operate continuously without the need to surface or extend a snorkel. Fleet ballistic missile submarines remain hidden by the ocean, their locations unknown to any potential enemy. The Trident II D-5 missile can be launched within minutes of receiving orders from the National Command Authority. Thus, the SSBN fleet provides America a powerful and survivable deterrent force. It is manned by two complete crews, Blue and Gold, including a Commanding Officer for each crew. While one crew is operating the ship at sea, the other crew is at Submarine Base Bangor, Washington training in preparation for the next at-sea period. Each crew rotates to the ship approximately every 112 days. This two crew concept allows the ship to remain at sea about 70% of the time.



THE OHIO CLASS SUBMARINE

Ohio class submarines represent some of the latest advancements in submarine technology. These giant 560-foot, 18,750 ton ships are the nation's first line of defense, and will remain so well into the next century. They are the largest and most powerful submarines the U.S. ever built, and serve as virtually undetectable undersea missile launching platforms.

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

- Improved mobility, quietness, and speed make this submarine the most survivable of our nation's strategic weapons systems.
- Ease of maintenance has been designed into the submarines, minimizing maintenance requirements and extending the period between lengthy shipyard overhauls. Trident submarines are able to stay on patrol for longer periods with shorter times between patrols.
- Each Trident submarine carries 50 percent more missiles than its predecessors (24 compared to 16).
- The increased range of the Trident I and II missiles enables our Trident submarines to operate in 10 times more ocean area than previous Polaris/Poseidon submarines, making it more difficult for any potential enemy to locate them.
- The longer missile range also permits basing Trident submarines in the United States, rather than foreign countries, at a substantial savings in logistic support. There are two bases in operation, one in Bangor, Washington, and the other in Kings Bay, Georgia.

USS GEORGIA (SSBN 729)

The submarine USS GEORGIA (SSBN 729) is the second U.S. Naval vessel to be named in honor of the Peach State, and the fourth Trident submarine commissioned.

First Lady Rosalyn Carter, wife of President Jimmy Carter, both Georgia natives, presided over the keel laying ceremony. The ceremony took place the same day that USS OHIO, the lead ship of the class, was launched. Mrs. Carter's initials can still be seen on the ship's keel.

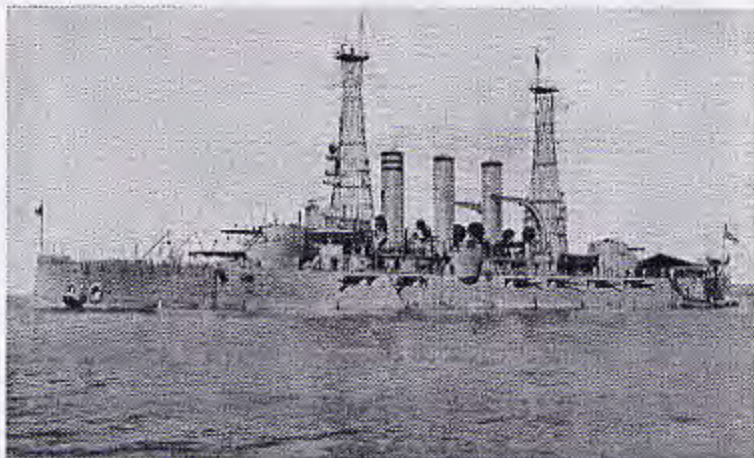
On November 5, 1982, USS GEORGIA was launched and christen by Mrs. Sheila Watkins, wife of Admiral J. D. Watkins, Chief of Naval Operations.

On November 11, 1984, USS GEORGIA was commissioned at Naval Underwater Sound Center, New London. Commissioning Officer was Admiral James D. Watkins, Chief of Naval Operations.

The following major events have marked the ship's history.

- Shakedown and Trident C-4 missile launch, March to April 1984.
- Ship arrived at homeport Bangor, Washington, November 1984.
- Ship's first strategic patrol, January 1985.
- Awarded Meritorious Unit Commendation as an element of TASK UNIT 14.7.1 from September 1983 to May 1986.
- Awarded second Meritorious Unit Commendation for Submarine Operations from February 1986 to August 1986.
- Conducted first-ever Pacific Fleet SSBN Follow-on CINC Evaluation Test conducted in the Atlantic Fleet from February to March 1994.
- Conducted first-ever TRIDENT Extended Refit Period from March to July 1997.

THE HISTORY OF USS GEORGIA (BB-15)



USS GEORGIA (BB-15)

The first GEORGIA, a turn of the century battleship, had a career that spanned for nearly 14 years. She was launched by the Bath Iron Works, Bath, Maine on October 1904 and commissioned at the Boston Navy Yard in September 1906. At 441 feet in length, she sported four 12-inch guns, eight 8-inch guns, and twelve 6 inch guns; displaced 14,498 tons; made maximum speed of 19 knots; and complemented a crew of 812.

After commissioning, she joined the Atlantic Fleet as flagship of Division 2, Squadron 1. She participated in many national ceremonies to include opening ceremonies of the Jamestown Exposition in June 1907, and the tercentenary of the landing of the English Colonists at Plymouth Rock in August 1907.

In December 1907, she and fifteen other battleships, a torpedo boat squadron and transports assembled at Hampton Roads for the great naval review by President Roosevelt, launching the "Great White Fleet." For nearly two years, GEORGIA, and this great fleet visited numerous countries in South America, Eastern Asia, Australia, and the Mediterranean showing the flag and bringing the message of American sea power to the world. The fleet returned to Hampton Roads in February 1909.

From 1911 to 1913, she continued to serve as a ceremonial ship. In January 1914 she arrived off of the coast of Mexico to protect American interests in the troubled Vera Cruz/Tampico area. From August to October 1914, she cruised of Haiti to protect American civilians in that country as well.

Returning to the Boston Navy Yard in 1915, she was decommissioned in January 1916 only to be recommissioned in April 1917 at the outbreak of World War I. She operated with 3rd Division, Battleship Force conducting fleet tactical exercise with Cruiser Force Atlantic escorting convoys and with Cruiser and Transport Force transporting nearly 6,000 soldiers of the A.E.F. back to the U.S. between December, 1918 and June, 1919.

In July 1919, she was transferred to Pacific Fleet a flagship of Division 2, Squadron 1. After two more months of ceremonial operations, she entered Mare Island Shipyard for repairs and final decommissioning in July 1920. She was eventually sold for scrap and struck from the Navy List in November 1923.

**COMMANDER DAVID T. NORRIS
UNITED STATES NAVY**



Commander Norris graduated from the United States Naval Academy in 1981 with a Bachelor of Science degree in Mechanical Engineering.

Following nuclear power training in Orlando, Florida and Ballston Spa, New York, he reported for duty on USS HADDOCK (SSN 621) in San Diego. Aboard HADDOCK, he completed a Western Pacific deployment and began a non-refueling overhaul at Mare Island Naval Shipyard. He was then assigned to the Naval Postgraduate School in Monterey, California where he earned a Master of Arts degree in National Security Affairs.

In July 1988, he reported to Norfolk, Virginia for duty on USS BALTIMORE (SSN 704) as Engineer Officer. During his tour, BALTIMORE completed a Mediterranean deployment and a Depot Modernization Period at Norfolk Naval Shipyard. Upon completion of this tour in May 1991, he remained in Norfolk and was assigned to the staff of Commander Submarine Force, U.S. Atlantic Fleet, as an Assistant Operations Officer and Senior Watch Officer.

Commander Norris served as Executive Officer aboard USS BIRMINGHAM (SSN 695) in Pearl Harbor, Hawaii from 1993 to 1995. During this period, BIRMINGHAM earned the Submarine Squadron SEVEN Battle Efficiency Award and completed a short duration Western Pacific deployment.

From September 1995 to June 1998, Commander Norris served in the Office of the Under Secretary of Defense (Acquisition and Technology) in Washington, DC. He first served as Staff Specialist for Submarine and Surveillance Systems in the Office of Naval Warfare. Following this assignment, he served for two years as a Military Assistant to the Defense Science Board, an advisory body to the Secretary of Defense.

Commander Norris' personal awards include the Defense Meritorious Service Medal, the Navy and Marine Corps Commendation Medal (five awards), and the Navy and Marine Corps Achievement Medal (three awards). Commander Norris and his wife, Rebecca, have two sons and currently reside in Silverdale, Washington.

HOW A SUBMARINE IS ORGANIZED

Few modern institutions can rival the nuclear submarine for complexity and absolute self-sufficiency. The often-inhospitable environment of the vast sea only intensifies the need for coordination of each crewman's activities. The keystone of the submarine organization is the Commanding Officer, the Captain of the ship. The responsibility for each operation of the submarine, in fact, the responsibility of each individual aboard, converge at the command level and create the Commanding Officer's ultimate charge: to successfully carry out the missions assigned. Whatever measures are required, in his judgment, to accomplish this task, the Commanding Officer is empowered to employ. It is this necessary conferral of discretion in an isolated circumstance that lends to the submarine command a sense of creativity and individuality.

Second in command is the Executive Officer, always next senior in rank to the Captain and not far from attaining his own command. The Exec, or XO, as he is informally called, offers his wide-ranging experience to the submarine organization through direct coordination of the administrative and training activities of the ship. His knowledge and position extend his responsibilities and interests to every aspect of submarining.

The cornerstone of a successful crew can be attributed to the mentorship and influences of the Chief of the Boat. The "COB" is the senior enlisted man on board submarines and the liaison to the Commanding Officer in matters of crew morale, performance, professional development, and training. The Chief of the Boat also provides family counseling and assistance for both the Blue and Gold Crews.

The remainder of the ship's force is composed of five departments: Navigation/Operations, Weapons, Engineering, Supply and Executive. The more junior officers are assigned within these departments to act as division officers. Divisions are the smallest organizational units aboard, and consist of groups of enlisted specialists organized according to skills.

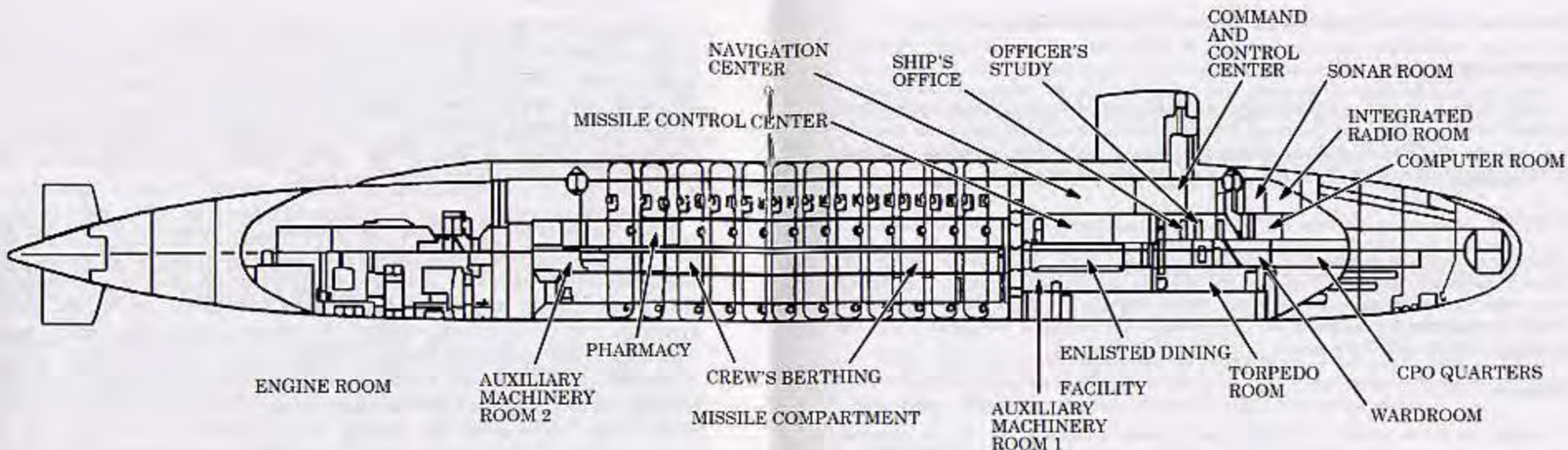
Every piece of material on the ship from the propeller to the paint job is assigned to a division and finally to an individual technician for its care. Each of these men soon becomes an expert not only in the technical functions to which his special training has been directed, but also in the demands of administration, leadership, and instruction of his shipmates.

There is a second organization aboard the ship: the watch organization. Whereas the first organization is designed to maintain equipment, train and administer to the various groups of men, the watch organization is designed to conduct and coordinate the actual operations of the ship around the clock.

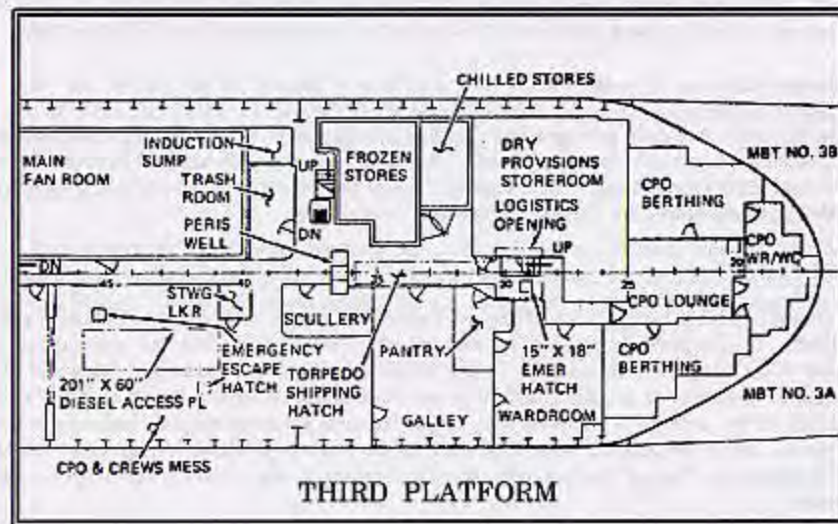
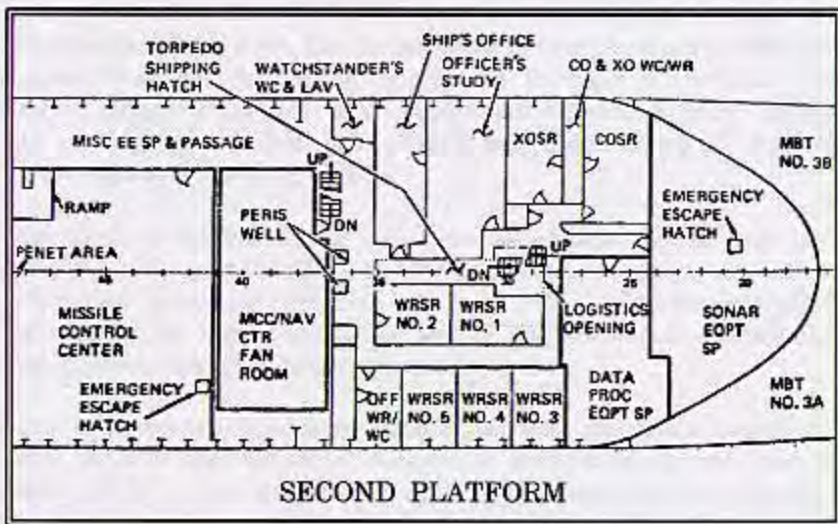
This organization is ordinarily divided into three similar groups called sections. At any given time on the submarine one of these sections "has the watch." Each watch section is headed by the Officer of the Deck who carries out the Commanding Officer's orders during the hours of his watch. It is the Officer of the Deck who orders the ship's course, speed and depth, and conducts all combined shipboard evolutions. He is assisted by a second officer, the Engineering Officer of the Watch, who controls the reactor plant and all engineering evolutions in the propulsion plant.

Each watch section consists, for example, of helmsmen (steer the ship); throttlemen (control the steam turbine engines); sonar operators (listen for surface ships, submarines and other contacts); auxiliarmen and interior communications electricians (operate and maintain the ship's atmosphere control and auxiliary systems); reactor operators, (control the ship's remarkable energy source); torpedomen and missile technicians (service and launch weapons); electronic technicians (operate the ship's navigation equipment); radio operators (continually maintain an invisible link with command centers ashore); and electricians (supply power from the reactor for virtually every service on the ship). These watchstanders, among others, stand alertly by their equipment and station throughout the duration of each watch.

The tempo of the watch is the heartbeat of the ship and, since one third of a submariner's time is spent standing his watch, it is also the principal determinant of his day-to-day routine.



USS GEORGIA SSBN (729) Interior Diagram



FORWARD COMPARTMENT

GENERAL INFORMATION

The following is provided for your use while onboard the USS GEORGIA:

Access to Spaces

In view of the limited space at most operating and ship control stations, permission should be obtained prior to entering the Command Control Center. In addition, permission must be requested from the Chief of the Watch prior to proceeding to the bridge when surfaced and 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 stowage. 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 normally available per a posted schedule. If, due to abnormal circumstances, you should require the use of the washing machine or dryer, contact the Chief of the Boat (COB). Be frugal with your towels because we do not have the capacity to replace towels on a daily basis.

Head

Please avoid excessive consumption of potable water. Our showers have a water saver feature; when you shower, wet yourself, 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, tooth picks, cigarette butts, rags, etc. fall into the commodes. Such articles can foul the pumps, valves, and/or piping associated with the sanitary system.

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; Wardroom for the Wardroom, CPO Quarters and Officer's Study; Control and Monitoring Panel (CAMP) Watch in the Missile Compartment for Crew's Berthing and Crew's lounge.

Injury or Illness

You are requested to report any injury, no matter how minor, to the Hospital Corpsman for treatment. The Corpsman is available for medical advice at all times. Sick call is normally held at 0800 daily. Anyone with a known illness should consult with a private physician and then with the Corpsman prior to getting underway and should have on hand a supply of medicine (if required) for the duration of the trip. Anti-motion sickness medicine may be obtained from the Corpsman. The Corpsman can usually be found in the Pharmacy, Missile Compartment second level starboard aft. Report all prescription drugs and reason for use to the Corpsman upon arrival on board.

Berthing

Berthing is located in three areas of the ship. Crew's berthing is on the third level of the Missile Compartment. The first number of 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 number bunk is the upper bunk.

CPO berthing is on the 3rd level of the Forward Compartment. Berthing is divided into two bunk groups, port and starboard, with eight bunks to port and twelve bunks to starboard.

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. The lower number bunk is the upper bunk.

Messing

There will be one or more meal sittings in the Wardroom. Service in the Crew's Mess is of the cafeteria style. If the line is long, please return later in the meal period to avoid congestion in the passageway. First setting is reserved for watch reliefs or by invitation only.

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 area. Do not obstruct ladder, 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. In most instances, the best place to be during a casualty or drill is in Crew's Mess. 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.

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.

Security

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

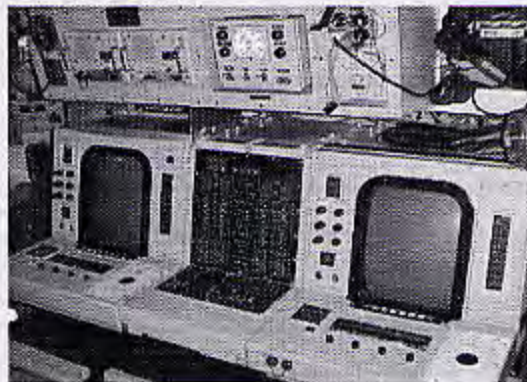
BALLAST CONTRTOL PANEL/ SHIPS CONTROL PANEL

Ballasting, diving and surfacing evolutions are controlled from the Ship's Control Panel (SCP) and the Ballast Control Panel (BCP), located in the Command and Control Center. Steering commands are issued and controlled from the SCP, commonly referred to as the "helm". Evolutions that affect the ship's trim, ventilation line-up, surfacing and diving are coordinated at the BCP.



DEFENSIVE WEAPONS SYSTEM/PERISCOPES

The Defensive Weapons System (DWS) is used to track contacts, shoot torpedoes, and launch torpedo countermeasures. The consoles are located in the Command and Control Center. The Defensive Weapons System Operator of the Watch constantly updates the solution of all contacts held by sonar, radar, and periscope systems so that the ship has an accurate picture of the surrounding waterspace.



Air and surface contacts are sighted through the two periscopes located in the Command and Control Room.

The Officer of the Deck (OOD), who stands watch at the periscope stand, is the officer designated by the Commanding Officer to operate the ship. The OOD is responsible to the Commanding Officer for the safe and proper operation of all evolutions throughout the ship.

MISSILE CONTROL CENTER

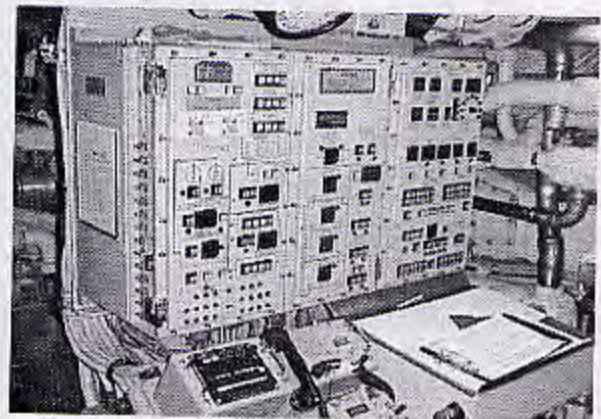
Strategic missile testing, maintenance and launch evolutions are controlled from the Missile Control Center (MCC). The Fire Control Console is the controlling station for the computer systems. The Launch Control Console monitors



and controls the missile tubes and their environment before, during and after launch. There are two watchstanders on duty in MCC around the clock. The Weapons Officer has the firing key locked in his safe and only removes it after the Commanding Officer has authorized launch.

MISSILE COMPARTMENT CONTROL AND MONITORING PANEL

The Control and Monitoring Panel (CAMP) is located in the missile compartment. CAMP provides the capability of controlling and monitoring temperatures and humidity for all 24-missile tubes. The



controls and indications for the missile hydraulic, missile gas, and missile sea water systems are also located at CAMP.

THE PHARMACY

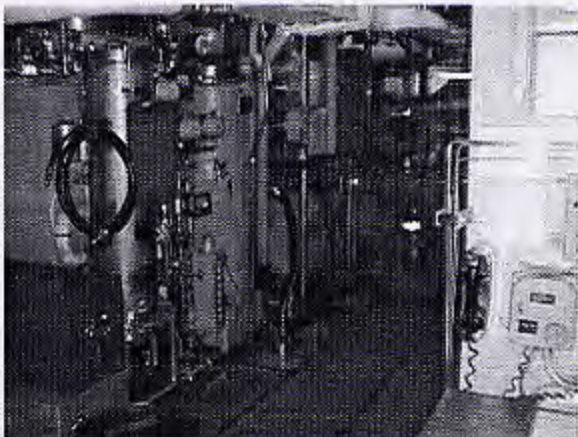
The Pharmacy (Sickbay), located in the missile compartment, is the working space for the hospital corpsman. The Independent Duty Corpsman (IDC) is specially trained to provide medical and dental treatment to the crew. Services such as minor surgery and suturing, dispensing of drugs, and even



emergency dental treatments are performed by "Doc" whenever the ship is at sea. Laboratory studies, drinking water, bacteriological studies, counseling, and health record maintenance are also conducted in the Pharmacy.

AUXILIARY MACHINERY ROOM #2

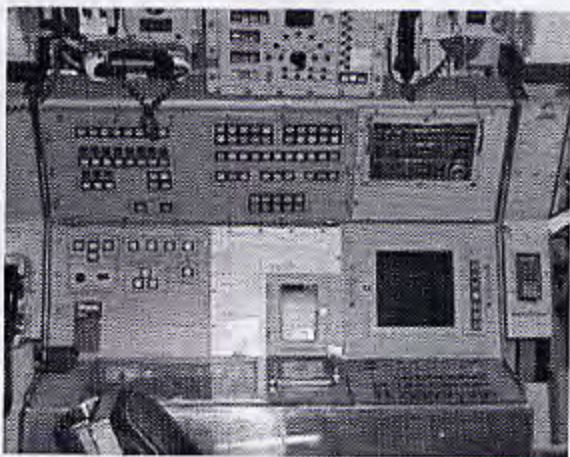
Located in Auxiliary Machinery Room #2 (AMR2) is the atmosphere control equipment required to filter and revitalize the air while the ship is submerged. Oxygen is generated by the electrolysis of water. Carbon dioxide and carbon monoxide are extracted from the atmosphere and



discharged overboard, allowing the ship to remain submerged for extended periods of time without the need to surface for fresh air.

NAVIGATION CENTER

The navigation subsystem provides a highly accurate geographic position of the ship. This data is used by the missile fire control subsystem to compute missile launch data. In

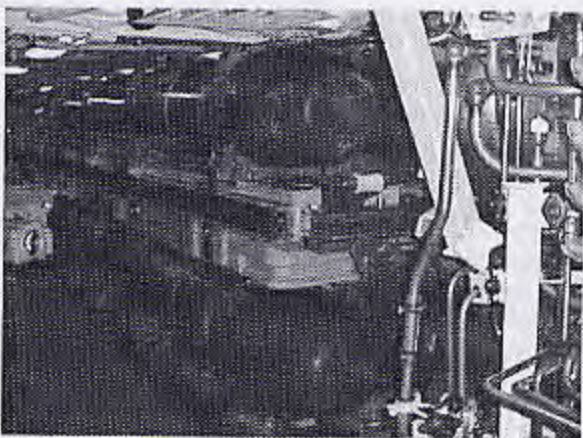


addition, the ability to maintain an accurate position allows the ship to remain submerged and undetected for extended periods without the need to fix its position.

TORPEDO ROOM

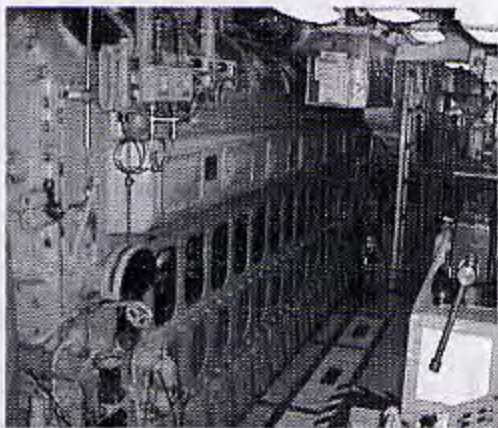
The Torpedo Room contains four torpedo tubes, two on each side in an over and under configuration, and the controls for the operation of the torpedo tubes.

GEORGIA is capable of shooting the MK 48 torpedo.



AUXILIARY MACHINERY ROOM #1

Located in Auxiliary Machinery Room #1 are various electrical motor generators and the ship's diesel engine. The diesel engine, with its attached generator, is an emergency source of electrical power. It can also be used to ventilate the ship.



DINING FACILITIES

"The Peachtree Café"

The Food Service Division serves approximately 50,000 meals in the crew's mess during a normal patrol. Meals are served four times a day - breakfast, lunch, dinner and midrats (midnight rations). The officers and crew eat the same food, prepared in our galley.



The mess decks can accommodate 40 enlisted personnel at a time. Meals are served continuously for a one-hour period, which allows all personnel to eat. A five-week cycle menu is used, ensuring variety throughout the patrol. The bill of fare consists of various items such as grilled steaks, chicken, pizza, lasagna and salads.

USS GEORGIA (SSBN 729) PREVIOUS COMMANDING OFFICERS

GOLD CREW

Captain M. P. Gray, USN

February 1984 - July 1985

Captain T. W. Turner, USN

July 1985 - September 1987

Captain J. M. Rushing, USN

September 1987 - November 1989

Captain A. W. Bower III, USN

November 1989 - September 1991

Captain A. E. Lawver, USN

September 1991 - June 1993

Captain J. C. Bathgate, USN

June 1993 - August 1995

Captain D. A. Roberts, USN

August 1995 - May 1997

Captain J. M. Shelton, USN

May 1997 - March 1999

Commander D. T. Norris, USN

March 1999 - Present



"FIGHTING HEART"

Submarine warfare is a science, and many of its material and operational problems can be solved by engineers, physicists, strategists and mathematicians. But in submarining, as in all forms of warfare, there is one most important factor that baffles the scales and calipers of the scientists, and even mystifies the psychologist given to dealing with abstractions. That factor is the human factor. In particular, one element of the human factor. The British call it *morale*, the French know it as *élan*. Americans have described it as "*fighting heart*" – that manifestation of grit or optimism or stubbornness that never says die. Time and again "*fighting heart*" has overcome obstacles thought insurmountable, and won the day after all but hope was lost. Submarine operations in World War II taught many lessons. One lesson learned was that successful submarining depended largely on an attitude that never said die. There were many instances wherein skill and seamanship alone would not have been enough, but with "*fighting heart*" coupled in, the submariners won through. Reversing the plaintive, "*Where there's life there's hope,*" they proved a better adage- "*Where there's hope there's life.*" No ship is lost until the Commanding Officer and crew gave up hope. This truism was courageously demonstrated by the submarine force during World War II.

WELCOME ABOARD



GEORGIA (SSBN 729)

USS GEORGIA (SSBN 729)

STATISTICAL DATA

KEEL LAID:	7 APRIL 1979	
LAUNCHED:	6 NOVEMBER 1982	
SPONSOR:	MRS. JAMES D. WATKINS	
LENGTH:	560 FEET	
DISPLACEMENT:	SURFACED:	16,764 TONS
	SUBMERGED:	18,750 TONS
HULL DIAMETER:	42 FEET	
DRAFT:	36 FEET	
MISSILE TUBES:	24	
COMPLIMENT:	OFFICERS	15
	CHIEF PETTY OFFICERS:	17
	E-6 AND BELOW	125
	TOTAL:	157

WELCOME ABOARD

The officers and crew of USS GEORGIA (SSBN 729) extend a warm and sincere WELCOME. It is our pleasure to have you on board as our guests during this sea trial/shakedown period.

Sea trials/shake down 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 GEORGIA'S ability as a proud warship of the United States Navy.

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

Sincerely,

A.W. KUESTER
Captain, U.S. Navy
Commanding Officer (Blue)

M.P. GRAY
Captain, U.S. Navy
Commanding Officer (Gold)

CAPTAIN ARLAND W. KUESTER
UNITED STATES NAVY

Captain ARLAND W. KUESTER is a native of Madison, Wisconsin. He attended the University of Wisconsin from 1955 to 1957 and then entered the United States Naval Academy, graduating in 1961.

Following commissioning he attended Submarine School, and then served in the USS BONEFISH (SS 582) for two years as First Lieutenant and Communications Officer. After completion of nuclear power training he served in various engineering billets in the USS JOHN ADAMS (SSBN 620) (Blue) from 1965 to 1967, making five patrols. From 1967 to 1972 he was assigned as Engineer Officer of the USS JOHN C. CALHOUN (SSBN 630) during which time the ship completed five patrols and a POSEIDON conversion overhaul. Captain KUESTER attended the Naval Postgraduate School, Monterey, California from 1972 to 1973 and received a Masters Degree in Financial Management. He then served as Executive Officer in the USS MARIANO G. VALLEJO (SSBN-658) (Blue) until February 1976, making three patrols. Captain KUESTER served as Commanding Officer, USS VON STEUBEN (SSBN 632) (GOLD) from September 1976 to November 1979; during his command tour he completed six patrols.

Captain KUESTER was assigned to the Staff, Commander Submarine Group TWO for duty as the Engineering Readiness and Training Officer from November 1979 to July 1981. He assumed his duties as Commanding officer, GEORGIA (SSBN 729) Precommissioning Unit and Prospective Commanding Officer (Blue) on 8 March 1982.

Captain KUESTER is married to the former Barbara SCHNEBELEN of Baltimore, Maryland. They have three children, Karen, Nancy and Linda, and reside in Gales Ferry, Connecticut.



**CAPTAIN MYRON P. GRAY
COMMANDING OFFICER (GOLD)**

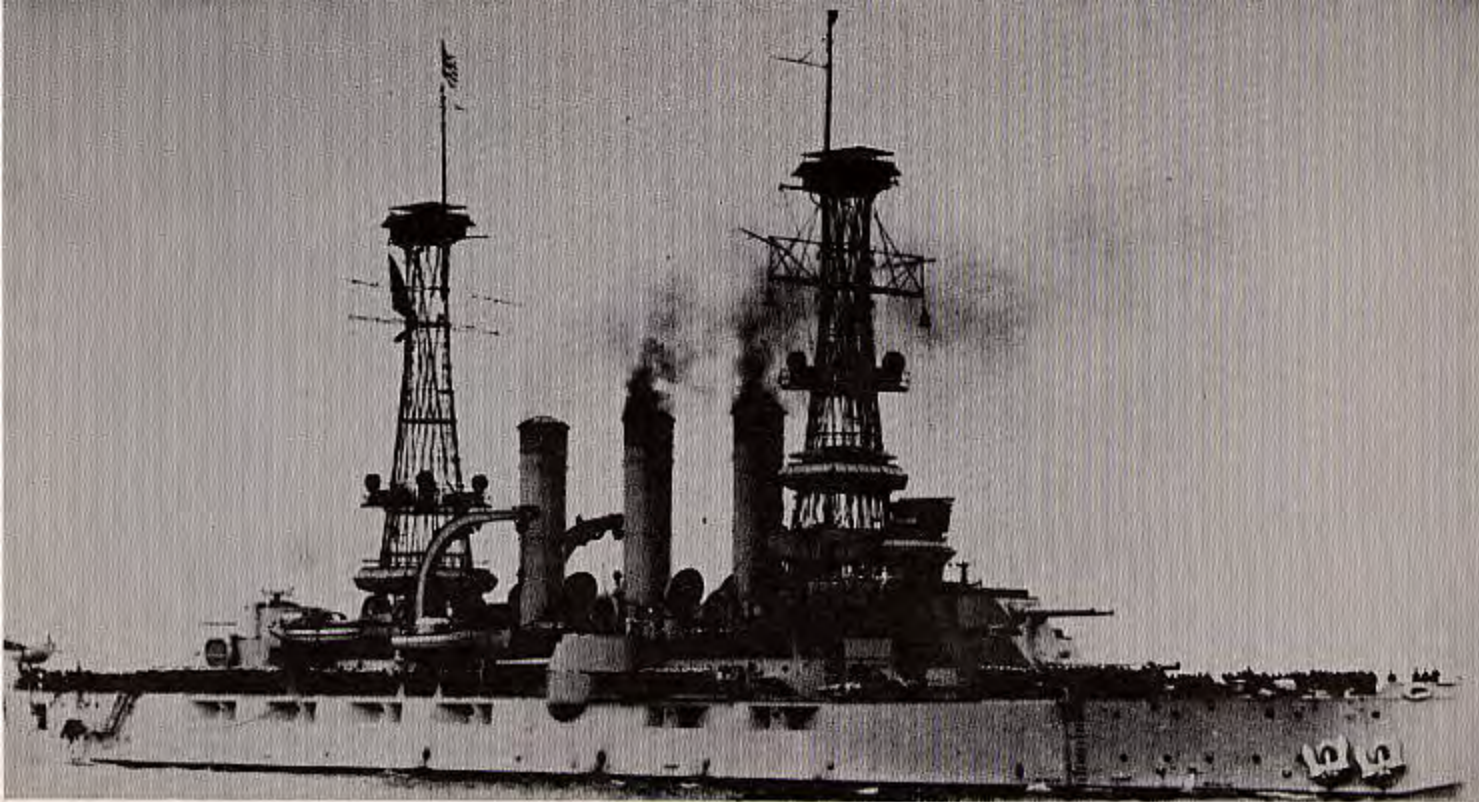
**CAPTAIN MYRON PAUL GRAY
UNITED STATES NAVY**

Captain MYRON PAUL GRAY, USN, son of Mr. and Mrs. Paul W. Gray, is a native of Illinois. He attended the University of Illinois under the Naval Reserve Officer Training Corps Program and graduated in 1962 with a bachelor of Science Degree in Petroleum Engineering. Upon graduation and commissioning, he completed Nuclear Power Training and U.S. Naval Submarine School. He reported to USS JOHN ADAMS (SSBN 620) (GOLD) in April 1964, and over the next two and one half years served in a variety of junior officer billets.

After attending the Polaris Weapons Officer Course, he completed four patrols as Weapons Officer in USS LEWIS AND CLARK (SSBN 644) (GOLD). During the period August 1969 to June 1971, he was assigned as an instructor at Naval Reserve Officer Training Corps unit, University of Washington, Seattle, Washington and attended the Graduate School of Public Affairs at the University of Washington.

In July 1971, Captain GRAY returned to the submarine force as Navigator and Operations Officer in USS SUNFISH (SSN 649). He reported to USS ANDREW JACKSON (SSBN 619) (GOLD) in April 1974 as Executive Officer in which capacity he served until January 1978. From June 1978 to August 1981, Captain GRAY served as Commanding Officer USS GEORGE C. MARSHALL (SSBN 654) (GOLD) with follow on duties in the Mediterranean as Antisubmarine Warfare Officer on the Staff of Commander, Sixth Fleet from September 1981 to June 1983. Captain GRAY reported to Precommissioning Unit GEORGIA (SSBN 729) as Prospective Commanding Officer (GOLD) in September 1983.

Captain GRAY is married to the former Alice Marie WILSON of Billings, Montana. They reside with their sons, Rod and Ric, in Gales Ferry, Connecticut.



USS GEORGIA (BB-15)

USS GEORGIA (BB-15)

GEORGIA is the first submarine and the second U.S. Naval vessel to bear the name. Her predecessor was a Battleship (BB-15) that served from 1906-1920 in both the Atlantic and Pacific Fleets.

While part of the Atlantic Fleet, the 441 foot, 16,000 ton vessel cruised around the world as part of President Theodore Roosevelt's "Great White Fleet" (1906-1907). Refitted as a transport, she ferried almost 6000 American troops home from France in five voyages after World War I.

Following her transport duty, GEORGIA was transferred to the Pacific Fleet, where she served briefly as a Divisional Flagship.

Georgia (BB-15) was decommissioned at Mare Island Naval Shipyard in 1920. She was sold for scrap three years later in accordance with terms of the Washington Naval Treaty for the limitation of Naval Armaments.

GENERAL INFORMATION

Welcome aboard GEORGIA. 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 are 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, 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 releave 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	Available	1100-1120	1700-1720	Available
Second Seating	from 0500	1140-1200	1740-1800	from 2300
Third Seating	to 0700	1220-1240	1820-1840	to 0015
Fourth Seating		1300-1320	1900-1920	

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 menu is posted in the crew's mess. Please do not remove any food from the assigned mess areas.

Emergencies

Should any emergency situation arise, alarms will be sounded and the work 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 members 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.

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 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.

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

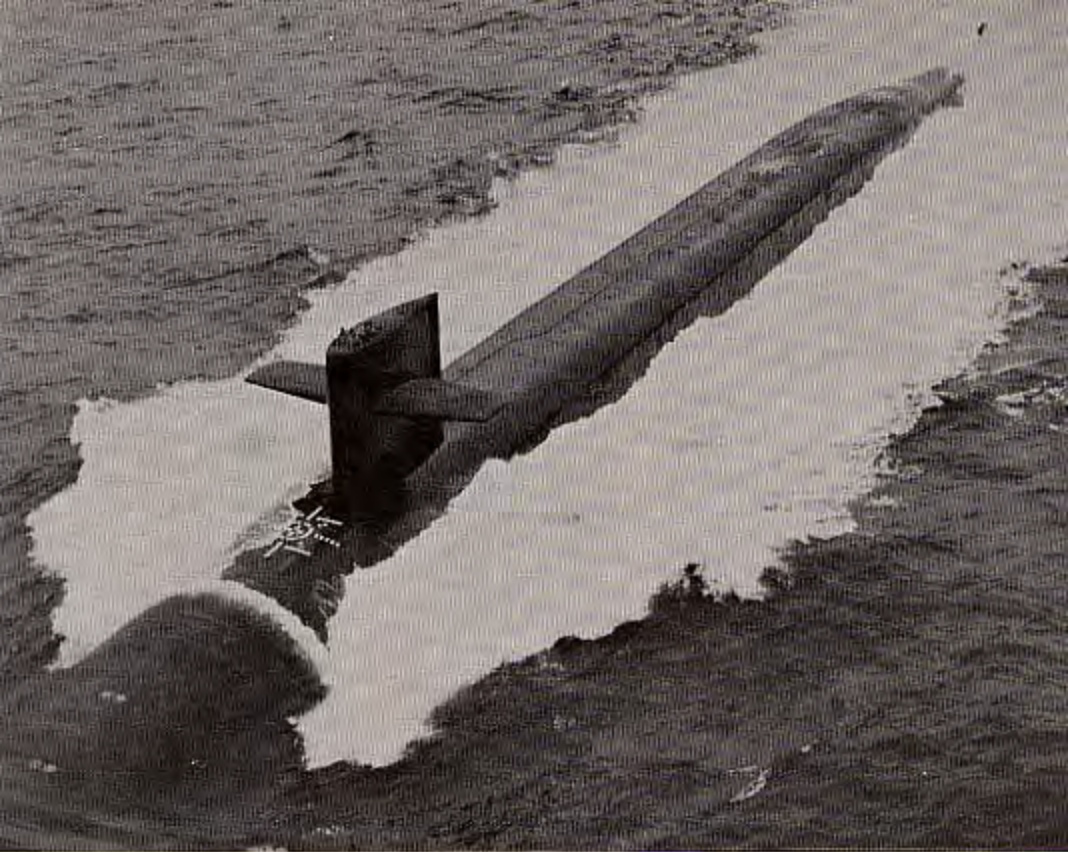
You are requested to report any injury, no matter how minor, to the Medical Department Representative for treatment. The Medical Department Representative is available for medical advise at all times. Sick call is normally held at 0800 hours daily. Anyone with a known illness should consult with a private physician and then with the Medical Department Representative prior to getting underway and should have on hand a supply of medication. Medication not prescribed by the 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

Some visitors, due to the nature of their assigned tasks while on board, will be required to wear thermoluminescent dosimetry devices (TLD's); past experience indicates that they will receive little or no radiation exposure. All personnel issued TLD's are to comply with the following precautions:

1. Obey posted, oral and written radiological control instructions.
2. Wear TLD at all times while aboard ship. Wear pocket dosimeter where required by signs or by ship's force.
3. Remain in as low a radiation area as is 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.

Other visitors will not be required to wear TLD's, as their work/visit will not cause them to go into areas which require monitoring. These visitors will be instructed as to the specific areas of the ship they are not permitted to enter.



THE OHIO CLASS SUBMARINE

THE OHIO CLASS SUBMARINE

The Ohio class submarines are the latest advancement in submarine technology. These giant 560-foot, 18,750-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, intercontinental 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).

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.



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 maxiners — the men of the Submarine Service.

It is a duty which most richly deserves the proud and time-honored title of Submariner.



**CAPTAIN ARLAND W. KUESTER
COMMANDING OFFICER (BLUE)**