

# USS ALEXANDRIA (SSN 757)



*Welcome Aboard*

**CITIES OF ALEXANDRIA  
LOUISIANA AND VIRGINIA**



## **USS ALEXANDRIA FACTS**

*Crew: 15 Officers; 17 Chief Petty Officers;  
103 Enlisted (E-6 and below)*

*Armament: Four torpedo tubes;  
Twelve vertical launch missile tubes*

*Length: 362 feet*

*Beam (hull diam.): 33 feet*

*Maximum depth: In excess of 800 feet*

*Power Plant: One pressurized water nuclear reactor*

*Displacement: 6127 tons (Surfaced),  
6904 tons (Submerged)*

*Speed: In excess of 25 knots (1 knot=1.14 mph)*

# **WELCOME ABOARD**

The officers and crew of USS ALEXANDRIA (SSN 757) take great pride in extending the hospitality of the United States Submarine Force to you. It is a pleasure to have you on board as our guest.

A submarine is neither spacious nor designed for large numbers of people. Only a limited number of personnel can be accommodated in the Control Room, on the Bridge, or in the Maneuvering Room. All guests must request permission from the Officer of the Deck before proceeding to the Periscope Stand while submerged and from the Chief of the Watch before proceeding to the Bridge when surfaced. Similarly all personnel must request permission from the Engineering Officer of the Watch prior to entering the Maneuvering Room.

As your hosts during this trip, the officers and crew of Alexandria hope that your visit on board will be informative, interesting, and enjoyable. If you have any questions, please ask any member of the crew for assistance.

Commanding Officer



# COMMANDER RAYMOND M. KLEIN

## UNITED STATES NAVY

Commander Klein, a native of Indianapolis, Indiana, graduated with honors from Purdue University, receiving a Bachelor of Science Degree in Engineering. He entered the Navy in 1977 through the NUPOC Collegiate Program. Upon commissioning, he attended nuclear power training and initial submarine training, graduating in February 1979.

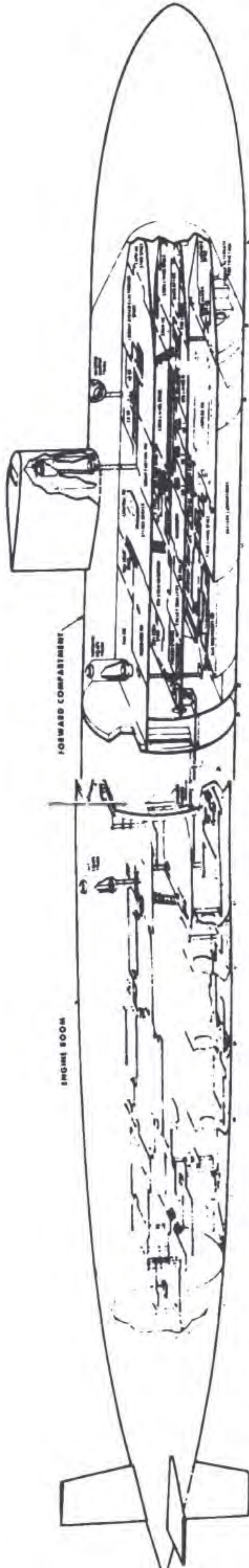
His first assignment was to USS HENRY CLAY (SSBN 625) (BLUE), homeported in Charleston, South Carolina. Following a 33 month tour, which included 5 strategic deterrent patrols, Commander Klein reported to the Bureau of Naval Personnel, where he served as the Submarine Junior Officer Detailer until January 1984.

In June 1984, he graduated as the Honorman from the Submarine Officer Advanced Course, receiving the L.Y. SPEAR Award. Commander Klein next reported as the Engineer Officer, PCU NEVADA (SSBN 733) and subsequently to USS NEVADA (SSBN 733)(GOLD) upon commissioning of the ship in August 1986. At the completion of the ship's initial shakedown operations in April 1987, he was assigned to the CINCPACFLT Nuclear Propulsion Examining Board.

From February 1990 to January 1992, Commander Klein served as Executive Officer, USS NEWPORT NEWS (SSN 750), completing a Post Shipyard Availability and conducting an emergent deployment in support of Operation Desert Storm. Following Joint Professional Military Education at the Armed Forces Staff College, he was assigned as the Submarine Warfare Officer on the staff of the Supreme Allied Commander, Atlantic. During his 24 month tour, he planned and directed two ma or NATO maritime exercises.

Commander Klein's personal decorations include the Defense Meritorious Service Medal, Meritorious Service Medal, Navy Commendation Medal (three awards) and the Navy Achievement Medal (two awards).

Commander Klein is married to Randa Gail Koepf of Unionville, Michigan. They reside in Gales Ferry, Connecticut with their son, Christian and two daughters, Abigail and Elizabeth.



USS ALEXANDRIA is the latest version of the Los Angeles Class, the Navy's newest class nuclear-powered submarine, and is the most advanced undersea vessel of its type in the world. Alexandria's mission is to hunt and destroy enemy surface ships and submarines.

The Los Angeles Class of submarines is the fastest nuclear propelled submarine in the U.S. Navy. A total of 62 submarines are planned with the Alexandria being the 46th of this class. These Los Angeles Class Attack Submarines were developed to provide support to the U.S. Carrier Battle Groups and for various other specialized missions. The Los Angeles Submarines are faster than the previous Sturgeon Class; the high speed and improved quieting being the principal advantage over the earlier classes.

As construction of this class continued, significant improvements were made. The Alexandria had its control planes moved from the sail to the bow and made retractable. The Alexandria is provided with other improved features, specifically: under-ice operation capability, vertical launch Tomahawk capability, and improved ship quieting. Although not as apparent as some of the external differences, Alexandria also is equipped with the AN/BSY-1 Integrated Fire Control System. This system is the follow-on fire control system to the CCS Mark I Fire Control and the AN/BQQ-5 Sonar Suite which were installed in earlier Los Angeles Class Submarines.

## **STOWAGE**

Each permanent bunk has stowage available close to that bunk which may be used by the personnel assigned to the bunk. Temporary bunks do not have assigned storage. The Torpedo Room Watch will coordinate stowage of any excess belongings in the Torpedo Room.

## **LAUNDRY**

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

## **HEAD**

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

## **EMERGENCIES**

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

## **OPERATIONS of SIIP'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 ensure the safety of the ship, guests are advised that 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, Combat Systems Equipment Space and the Engine Room are classified areas.

## **BUNKING**

Please use only your assigned space. If you are sharing sleeping accommodations, mutual agreement concerning sleeping times should be made with the person with whom you are sharing the bunk.

## **WAKE-UP CALLS**

People assigned to the Wardroom Staterooms should write their names and desired call times on the call sheet located in the Wardroom. Persons sleeping in other berthing areas should leave their names and desired call times with the Chief of the Watch or the Torpedo Room Watch (if appropriate).



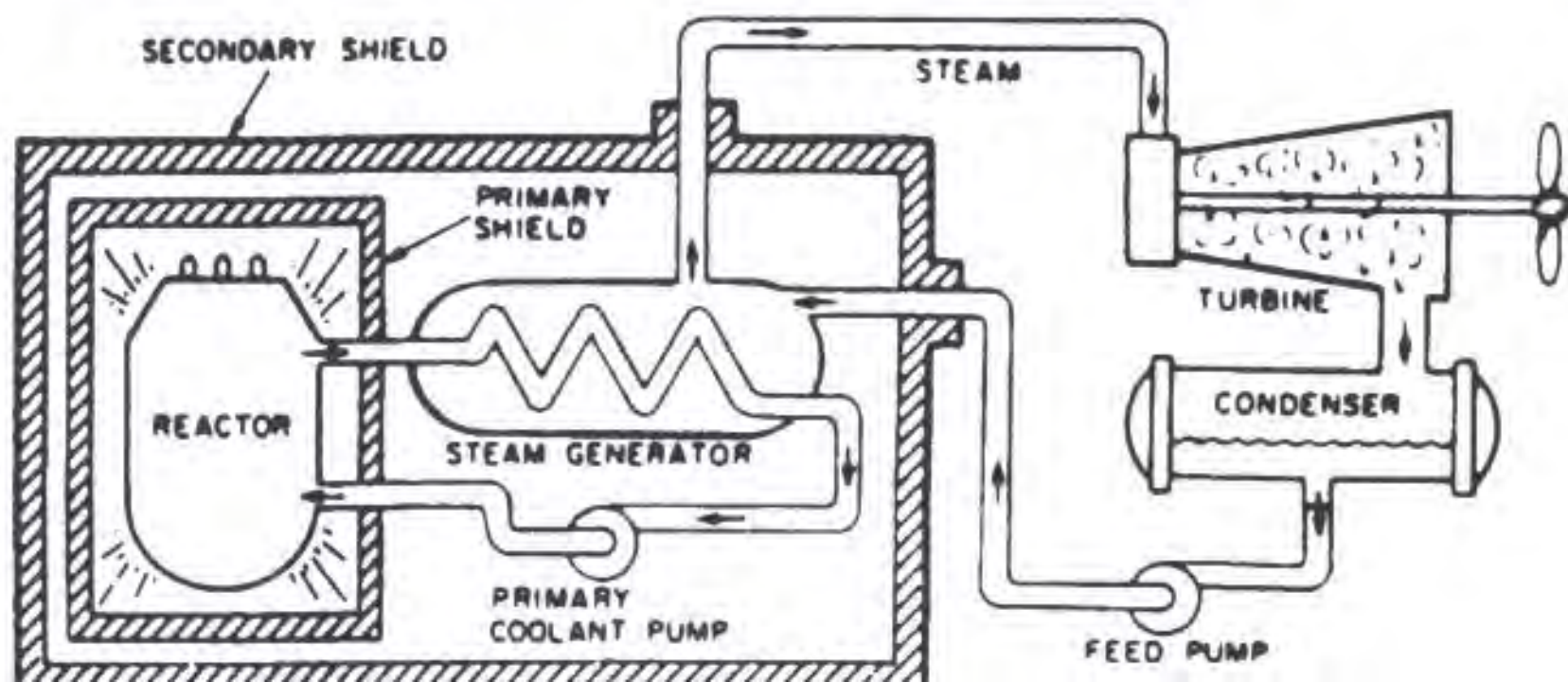
# THE POWER PLANT

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

The nuclear propulsion plant in this ship uses a pressurized water reactor design which has two basic systems: the primary system and 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 water which 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 mix.

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.



## OTHER SHIPS NAMED ALEXANDRIA

The submarine Alexandria (SSN 757) is the third vessel to bear the name that is shared by the cities in both Louisiana and Virginia.

The first boat named Alexandria was a side-wheeled steamer built at Plaquemine, Louisiana in 1862, and commissioned in December of 1863. From its commissioning until the end of the Civil War, the steamer was assigned to the Mississippi squadron. It operated in the 1st District which encompassed the area between Donaldsonville, Louisiana and Cairo, Illinois.

The vessel was sold at Mound City, Illinois, in August of 1865.

The second Alexandria (PF-18) was a patrol escort launched on January 15, 1944, at Lorain, Ohio, by the American Shipbuilding Company under a Maritime Commissioning contract. After being commissioned on March 11, 1945, the vessel reported to the Atlantic Fleet. The Coast Guard stationed Alexandria off Newfoundland on weather patrol from June of 1945 to February of 1946. The boat was decommissioned on April 10, 1946, and sold one year later.



# THE SUBMARINER

Only a submariner realizes to what 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 to each other for all aspects of operations 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 — Submariner.

