

Welcome Aboard

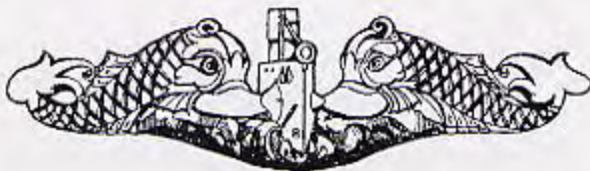
USS Asheville

SSN 758



From the mountains, to the seas....

**United States Ship
ASHEVILLE (SSN 758)**



WELCOME ABOARD

"WELCOME ABOARD" USS ASHEVILLE (SSN758). It is a pleasure to have you as our guest. We are very proud of our ship, are eager to show you around, and are glad to have you aboard.

ASHEVILLE is the 47th Los Angeles Class Fast Attack Submarine. Some improved features of the ASHEVILLE include vertical launch cruise missiles, the Submarine Advanced Combat Control System (AN/BSY-1), Advanced Mine Detection System (AMDS), and ESM direction finding capability. In addition to these tactical advances, retractable bow planes and a hardshell sail provide the capability to surface through the ice. ASHEVILLE is capable of operating freely in any of the world's oceans.

We have compiled some general information in this pamphlet which we hope will be of assistance to you. Should you have questions, please ask any member of the ship's company. We hope your visit will be enjoyable.

STATISTICAL DATA

Built by Newport News Shipbuilding
and Dry Dock Company
Newport News, Virginia

Keel Laid	January 14, 1987
Launched	February 24, 1990
Commissioned	September 28, 1991
Length	360 Feet
Beam	33 Feet
Draft	32 Feet
Diving Depth	In Excess of 400 Feet
Speed	In Excess of 20 Knots
Displacement Surfaced	6,200 Tons
Displacement Submerged	6,900 Tons
Armament	Four 21 Inch Torpedo Tubes Twelve Tomahawk Vertical Launch Tubes



ABOUT OUR SPONSOR CITY

Asheville is located in the western part of the state of North Carolina along the banks of the French Broad River. Located in the midst of the Great Smokey Mountains, Asheville was once described by the great George W. Vanderbilt as "the most beautiful spot in the world".

Asheville can trace its history back to the early Spanish explorations in 1540. During the early 1700's, the town grew in importance as a trading post with the Cherokee Indians. In 1797, the settlement was incorporated, and named Asheville in honor of North Carolina governor Samuel Ashe.

Asheville can claim many famous figures in its past. It was here that Davy Crockett courted and wed his wife Elizabeth Patton. Thomas Wolfe, noted author of "Look Homeward Angel", and George W. Vanderbilt, millionaire, also claimed Asheville as their home.

Today, Asheville is a bustling city of 60,000 people. In 1982, it was rated as "The Best Place to Live in America".

Some of Asheville's attractions include: Biltmore, Mr. Vanderbilt's mansion and largest private residence in the world, Great Smokey Mountains National Park, and the Blue Ridge Parkway.

Asheville maintains the intimacy and charm of a small city while offering the recreational, educational and economic opportunities of a large one. Coupled with the lush green mountains and a mild climate, Asheville offers an unsurpassed quality of life.



**COMMANDER KERRY D. INGALLS
UNITED STATES NAVY
COMMANDING OFFICER**

COMMANDER KERRY D. INGALLS

UNITED STATES NAVY

Commander Ingalls was raised in Columbia, Missouri. He received a Bachelor of Science degree in Mechanical Engineering from the United States Naval Academy in 1983. He earned a Master of Arts degree in International Law and Diplomacy from the Fletcher School of Law and Diplomacy, Tufts University in 1994.

After completing initial nuclear power and submarine training in February 1985, he reported to USS SAN FRANCISCO (SSN 711). He served as Electrical Officer and Damage Control Assistant, and participated in two western Pacific deployments.

Commander Ingalls served as Flag Lieutenant to Commander, Submarine Group SIX from June 1987 to August 1988. From March 1989 to April 1992, he served as Engineer Officer in USS PUFFER (SSN 652). During this period, the ship completed two western Pacific deployments and one extended operation in the Arctic Ocean.

Commander Ingalls served as Executive Officer in USS AUGUSTA (SSN 710) from October 1994 to September 1996, completing a deployment to the north Atlantic. He then reported to Nuclear Power Training Unit Charleston, serving as Officer in Charge, Moored Training Ship 626 from February 1997 to February 1999.

Commander Ingalls assumed command of USS ASHEVILLE (SSN 758) on 15 October 1999.

Commander Ingalls has been awarded the Meritorious Service Medal, the Navy and Marine Corps Commendation Medal (six awards), the Navy and Marine Corps Achievement Medal (three awards), and various campaign and unit awards.

He is married to the former Leesa Stamper of Columbia, Missouri. They reside in Honolulu, Hawaii with their daughters, Amanda and Audrey.

General Information

Please observe the following procedures while you are aboard

WARNING SIGNS. Please observe all warning signs. Consult members of the crew for assistance in any matter.

EMERGENCIES. Should any emergency arise, alarms will be sounded and the appropriate 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 situation as soon as he is able. Please follow the instruction of the man in charge at the scene without hesitation.

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 personnel. 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, Combat Systems Equipment Space, and Engine Room are classified areas.

MEDICAL FACILITIES. The ship has a Hospital Corpsman available at all times and he should be consulted for any injury or illness that may occur during your visit. It is recommended that persons susceptible to motion sickness obtain medication prior to getting underway. The Hospital Corpsman may be contacted through the Duty Chief while inport or by the Chief of the Watch at sea.

The Power Plant

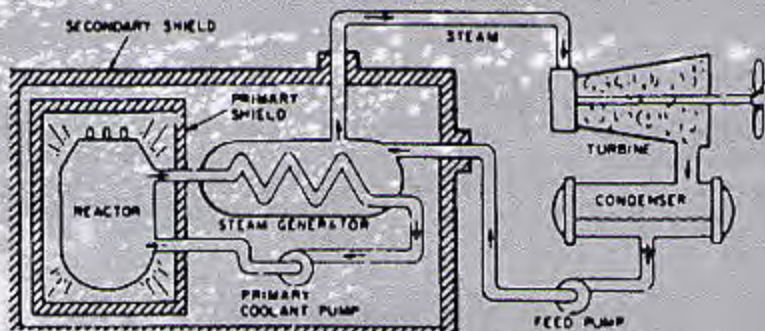
The power plant of a nuclear submarine is based upon a nuclear reactor which provides heat for the generation of steam. This in turn, drives the main propulsion turbines and the ship's turbine-generators for electric power.

The primary system is a circulating water cycle and consists of the reactor, loops for piping, primary coolant pumps, and steam generators. Heat produced in the reactor by nuclear fission is transferred to the circulating primary coolant water which is pressurized to prevent boiling. This water is then pumped through the steam generator and back into the reactor by the primary coolant pumps for reheating in the next cycle.

In the steam generator, the heat of the pressurized water is transferred to a secondary system to boil water into steam. This secondary system is isolated from the primary system.

From the steam generators, steam flows to the engine room where it drives the turbine-generators, which supply the ship with electricity, and the main propulsion turbines, which drive the propeller. After passing through the turbines, the steam is condensed and the water is fed back to the steam generators by the feed pumps.

There is no step in the generation of this power which requires the presence of air or oxygen. This fact alone allows the Ship to operate completely independent from the earth's atmosphere for extended periods of time.



SHIPS NAMED ASHEVILLE

The fast attack submarine ASHEVILLE (SSN 758) is the fourth vessel to bear the name of this North Carolina mountain city with a strong Naval heritage.

The patrol gunboat ASHEVILLE (PG 21), commissioned July 6, 1920, was part of the Asiatic Fleet and was on patrol in the Philippines when Pearl Harbor was attacked in 1941. Ordered south to the Dutch East Indies, ASHEVILLE escaped destruction only by making a 12 day, 2000 mile voyage to the south coast of Java.

The Japanese victory in the Battle of the Java Sea marked the end of the Asiatic Fleet and all remaining Allied ships were ordered to retreat. Hampered by engine troubles and sailing alone, ASHEVILLE was sunk by a Japanese squadron on March 3, 1942. The first ASHEVILLE received one battle star for her World War II service.

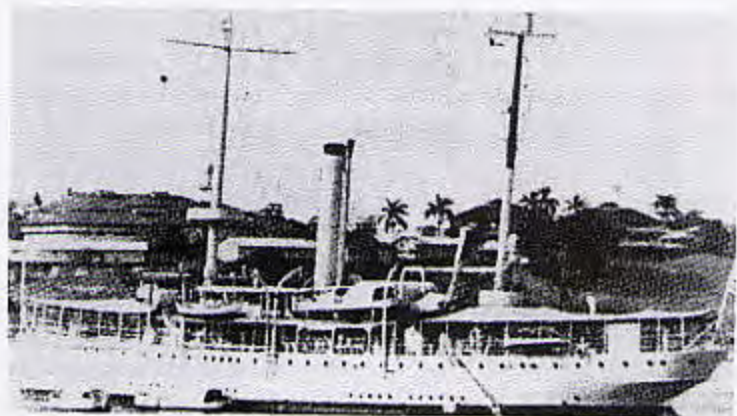
Walter Ashe, who served on ASHEVILLE from 1936-1939, remembers, "We had pagodas embroidered on our undershirts and dragons on our peacoats. I have two scrapbooks full of memories from her. She was one of those ships you become attached to."

In a swell of patriotism, the community decided the crew of the namesake ship would be replaced with Asheville natives. On September 7, 1942, a total of 160 young Asheville men enlisted in the U.S. Navy - enough to replace the entire crew of the sunken ship.

The second ASHEVILLE (PF-1), a patrol frigate during World War II, was commissioned December 1, 1942 and escorted convoys between New York City and Guantanamo Bay. The ship was decommissioned January 14, 1946.

The third ASHEVILLE (PG 84), a patrol gunboat commissioned August 9, 1966, came under fire in Vietnam on several occasions and later operated as a training platform for the Naval Reserve. ASHEVILLE was decommissioned in January 1977, having earned 14 battle stars and the Meritorious Unit Citation.

When Frank Douglas, Electricians Mate from 1934-1939 on the first ASHEVILLE, learned that a fourth ship was to be named after his city and former ship, he said, "I'm proud to see the name ASHEVILLE carried through. I hope the new crew gets along as well as we did on the old ASHEVILLE. Everyone worked together. We relied on each other and were friends."



First USS ASHEVILLE



Second USS ASHEVILLE



Third USS ASHEVILLE



Symbology of USS ASHEVILLE Crest

During World War II, submarine crests usually featured a ferocious cartoon representation of the submarine's name surrounded by an array of flags indicating vessels sunk. Modern submarine crests try to capture in symbols the essence of their namesake.

The crest of the Asheville shows the sail of the submarine with the mountains of Western North Carolina in the background. The Asheville's ship identification, SSN 758, is painted on the sail.

The phrase "From the mountains to the seas" signifies the connection between the citizens of Asheville and Buncombe County and the crew of the Asheville. Many of the components for the Asheville were built by Asheville Industries and transported from the mountains to the sea where they were incorporated in the construction of this submarine.

Finally, the phrase signifies the hopes and aspirations of the citizens of the Asheville area for a lasting world peace. We send our thoughts to the crew and officers of the ASHEVILLE, pray that they will carry out their important assignments in safety, and that they will never be called upon to operate this submarine in combat situations.

“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 other for all aspects of operations of their submarine. They are the crew. They are the ship.

To be a submariner in the United States Navy is perhaps the most difficult and demanding assignment one can draw. At no time can the submariner escape his duty to his ship and the other members of the crew.

To a great extent, the safety and success of the entire ship depends on each and every crew member working as an individual within a team.

Those who accept this responsibility, those who serve aboard the ASHEVILLE proudly bear the time-honored title of submariner.





DOLPHINS

Many people are interested in the history and development of Navy traditions. One Navy tradition involves the wearing of Dolphins by qualified submariners. "Earning Dolphins" is a significant event in a Navy submariner's career, a special high point 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 operational characteristics of the boat on which they are 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 Operations during World War II, and at the 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. It is the design in use today. 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 then and is now a gold plated 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. This was sewn on the outside of the right sleeve, midway between the wrist and elbow. This device was two and three-quarters inches long. 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.

Regardless of the color of the pin or the insignia at the center, Dolphins are worn with pride by members to the Submarine Force.



To the Corrosion Control Shop -

Thanks for all of your hard work and professional assistance during SPRUCE! Hoo-yah!

W. Wright
CDR, USN

USS Asheville
SSN 758



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