

**USS CHARLOTTE SSN 766**

**WELCOME ABOARD**



**SILENT STINGER**



"Welcome Aboard" USS CHARLOTTE (SSN 766). It is our pleasure to host you as our guest.

A nuclear powered fast attack submarine of the LOS ANGELES Class, CHARLOTTE is the most advanced nuclear attack submarine in the world. Some of the significant improvements include vertical launch cruise missile capability, a state of the art fiber optic network combat control system and an advanced design propulsion plant. In addition to these refinements, retractable bow planes and a hardened sail provide the capability to surface through the ice, allowing CHARLOTTE to operate freely in any ocean of the world.

CHARLOTTE's crew exemplifies the high level of knowledge, skill, and reliability traditionally found in all members of the United States Navy. Their superb professionalism, loyal dedication and faithful service are the backbone of CHARLOTTE. These dedicated Americans of diverse backgrounds represent almost every state in the Union and share a common goal; to operate the finest ship in the Navy to preserve our way of life.

As your hosts during your visit, the officers and crew of CHARLOTTE hope your time onboard will be informative, interesting, and enjoyable.

Sincerely,

REID S. TANAKA  
Commander, U.S. Navy  
Commanding Officer

# SHIP'S INFORMATION

## CREW COMPLEMENT

14 OFFICERS  
14 CHIEF PETTY OFFICERS  
111 ENLISTED

## LENGTH

360 FEET

## BEAM

33 FEET

## DRAFT

32 FEET

## MAXIMUM DEPTH

IN EXCESS OF 800 FEET

## MAXIMUM SPEED

IN EXCESS OF 25 KNOTS

## SURFACE DISPLACEMENT

6,200 TONS

## SUBMERGED DISPLACEMENT

6,900 TONS

## BUILT BY

NEWPORT NEWS SHIPBUILDING  
AND DRY DOCK COMPANY  
NEWPORT NEWS, VIRGINIA





**COMMANDER REID S. TANAKA  
UNITED STATES NAVY  
COMMANDING OFFICER**

Commander Tanaka graduated from the University of California, Berkeley in 1981 with a Bachelor of Arts Degree in Biochemistry and received his commission through the Naval Reserve Officer Training Corps.

After completing initial nuclear power and submarine training, he reported to the Pre-Commissioning Unit SALT LAKE CITY (SSN 716) at Newport News Shipbuilding and Dry Dock Company in Virginia. During his initial sea tour, SALT LAKE CITY completed construction, changed home port to San Diego, California and conducted her first Western Pacific deployment.

From July 1986 through September 1988, Commander Tanaka served on the intelligence staff of the Commander of U.S. Naval Forces in Yokosuka, Japan. Following the Submarine Officer Advanced Course in April 1989, he reported to USS NEVADA (SSBN 773)(Blue) as Engineer Officer. During his department head tour, NEVADA completed five strategic deterrent patrols. From June 1992 to June 1994, he served on the Atlantic Fleet Nuclear Propulsion Examining Board.

In August 1994, Commander Tanaka reported as Executive Officer aboard USS KAMEHAMEHA (SSN 642), a dual dry deck shelter submarine, in Pearl Harbor, Hawaii. During his tour, KAMEHAMEHA completed her first three Western Pacific deployments. From August 1996 to June 1997, he completed studies and earned a Master's Degree in National Security and Strategic Studies at the Naval War College in Newport, Rhode Island.

Commander Tanaka is married to the former Mari Nagase from Nagoya, Japan and has two school age children, Randall and Alyson.



**ETCS(SS) ROBERT A. HAMILTON**  
**UNITED STATES NAVY**  
**CHIEF OF THE BOAT**

Senior Chief Robert Hamilton was born in July 1963 in West Palm Beach, FL. He joined the Navy in September 1981 and completed Recruit Training at Great Lakes, IL.

He was assigned as a non-designated striker to USS SEAWOLF (SSN 575) where he chose his rating of Electronics Technician. He has also been assigned to USS GURNARD (SSN 662); USS WILLIAM H. BATES (SSN 680); USS MINNEAPOLIS-ST. PAUL (SSN 708); Naval Submarine Training Center, Pacific at Pearl Harbor, HI as an instructor; and Naval Safety Center, Norfolk, VA as a safety analyst. He is currently serving as the Chief of the Boat onboard USS CHARLOTTE (SSN 766).

Senior Chief Hamilton is a graduate of the United States Navy Senior Enlisted Academy, Class 83 (Green).

His military decorations include the Navy Commendation Medal, Navy Achievement Medal with three Gold Stars, Good Conduct Medal with three Bronze Stars, Navy Expeditionary Medal with Bronze Star, National Defense Service Medal, Sea Service Deployment Ribbon with three Bronze Stars, Naval Arctic Service Ribbon, Coast Guard Special Operations Service Ribbon, Navy Rifle Expert Medal, and the Navy Pistol Expert Medal. He wears the Enlisted Submarine Warfare Insignia and is a Master Training Specialist.

Senior Chief Hamilton is married to the former Sharon Deitz of Cherry Hill, NJ, since 1992.



# HOW A SUBMARINE IS ORGANIZED

## Chain of Command

Few devices rival the nuclear submarine for complexity and absolute self sufficiency. The inhospitable environment of the sea demands coordination of each crewman's activities. Finely honed teamwork is essential.

The keystone of the submarine organization is the Commanding Officer - The Captain of the Ship. The responsibility for every operation and for each individual aboard converges at the Commander. This is the Commanding Officer's ultimate charge: to successfully execute assigned missions with the highest regard for safety of his ship and the welfare of the crew.

Second in command is the Executive Officer, always next senior in rank to the Captain and not far from attaining his own command. The 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. He provides savvy backup to the Commanding Officer.

The ship's complement is composed of six departments: Engineering, Weapons, Navigation/Operations, Supply, Medical, and Executive. The first four are run by more senior officers who rank just below the Executive Officer. Engineering, Weapons, and Navigation/Operations Departments normally have junior officers assigned to act as Division Officers. Divisions are the smallest organizational units on board and consist of groups of enlisted specialists organized according to skills. The most senior, experienced technicians on board are the Chief Petty Officers. Their technical expertise and leadership experience are the backbone of the ship. The most senior Chief Petty Officer is the Chief of the Boat, or "COB." The COB reports directly to the Commanding Officer for matters of crew morale and welfare.

Every piece of material on the ship, from the sonar dome to the rudder, from the electronics to the paint, 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 demand of administration and leadership, and in the further instruction of his shipmates.

# GENERAL INFORMATION

Please observe the following procedures while you are on board. These instructions are vital to the safety and well being of you and the crew.

**WARNING SIGNS:** Observe all warning signs. Consult members of the crew for assistance in any matter. Signs restrict access to some parts of the ship, such as the Engine Room and Radio Room; these signs are for your safety, as well as the security of the ship.

**EMERGENCIES:** Should any emergency situation 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 in the area will explain the situation as soon as he is able. Please follow the instructions of the man in charge without hesitation.

**OPERATION OF SHIP'S EQUIPMENT:** Do not operate any equipment or switches, position any valves or enter any posted areas without approval from a ship's crewmember to do so. Observe posted precautions and procedures in all operations.

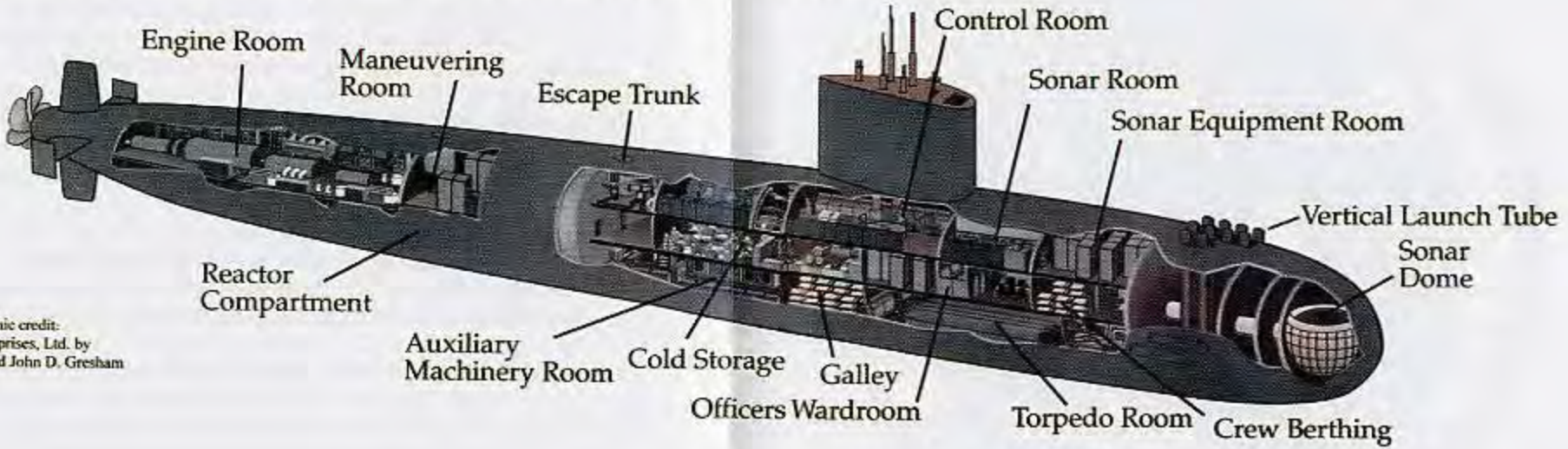
**SECURITY:** Certain aspects of the ship's operational characteristics and certain areas of the ship are classified. The Radio Room, Sonar Room, Combat Systems Equipment Space and Engine Room are classified areas.

**MEDICAL FACILITIES:** The ship has a Hospital Corpsman available at all times. He should be consulted for any illness or injury that may occur. It is recommended that persons susceptible to motion sickness obtain medication prior to getting underway. The Hospital Corpsman may be contacted through the Chief of the Watch in Control.

**HEAD (WASHROOM):** There are heads throughout the ship. Only officers (and female guests) will use the Officer's head, and Chief Petty Officers the CPO head. Ensure no articles such as pens, pencils, rags, toothpicks, etc. fall into the commodes, as such articles can foul the pumps, valves, and piping associated with the sanitary system. Water is made aboard the ship so avoid wasting of potable water. A Navy shower, consists of soaping down with the water off, and then rinse. Please do not let the water run. There is a small push-button on the shower head that acts as an on-off button without changing temperature.



# NUCLEAR SUBMARINES: FORWARD FROM THE SEA



Submarine graphic credit:  
Jack Ryan Enterprises, Ltd. by  
Laura Alpher and John D. Gresham





## SYMBOLISM OF THE SHIP'S SEAL

The seal design incorporates several themes submitted by Charlotte high school students to the Charlotte Commissioning Committee as part of a design contest.

The seal prominently features an Improved Los Angeles class submarine operating on the surface in the foreground. Behind the ship is an accurate rendition of the skyline of the city of Charlotte rising from the Carolina Piedmont, symbolizing Charlotte's emergence as a major center of commerce and finance in the southeastern United States. Surrounding the city are lakes and trees prominent in the region.

Above the skyline is a hornet in a tail-down stinging position with the nickname "Silent Stinger" appearing below the ship. These originate from a battle fought outside the city of Charlotte during the American Revolution. After Lord Cornwallis occupied the city in September 1780, the citizenry adopted guerrilla tactics to deal with their uninvited guests and hampered British supply efforts to the garrison. One week after occupying Charlotte, a 300-man foraging party was met near MacIntyre's Farm by a group of belligerent farmers who attacked from behind every tree, aided by ferocious attacks from the occupants of MacIntyre's hives. The skirmish became known as the "Battle of the Bees" and led to Cornwallis' description of Charlotte as "a damned hornet's nest". The namesake submarine CHARLOTTE stands ready to defend the interests of our nation as tenaciously as those early Americans. The hawser outlining the crest recognizes the naval heritage of previous ships named CHARLOTTE.



# HISTORY OF THE CITY CHARLOTTE

The community of Charlotte, North Carolina, named for Queen Charlotte, wife of British King George III, was founded in 1768 and became the county seat in 1774. It was not long before the small city began to earn a reputation. Hostility towards the Redcoats during the Revolutionary War earned the city and county their reputation as a "damned hornet's nest" of resistance, and the name is proudly preserved to this day. After independence, Charlotte settled into a rural routine which lasted for the next hundred years.

Despite the prominence of agriculture in the city's history, cotton was not the only stimulus to Charlotte's nineteenth century economy. After gold was discovered in 1802, there was a period of gold speculation in the area, with many farmers moonlighting in an effort to make their fortunes. In 1837, Charlotte became the proud home of the first branch of the U.S. Mint of Philadelphia, but by the 1850's, interest in gold had waned.

Perhaps a more important phase in the area's history was the introduction of the railroad, beginning in 1852 with the Charlotte and South Carolina Railway. Previously, trading had been a difficult task for farmers, for their nearest market was eight days away by hazardous and difficult roads. By 1880, Charlotte was at the hub of a railway network with ties to Columbia and Atlanta in the south, Goldsboro, Raleigh, and Wilmington in the east, Lincolnton in the west, and Statesville, Salisbury, and Greensboro in the north.

Railway expansion was temporarily halted by the Civil War. There was no direct fighting or raiding in the city, and Charlotte benefited from being chosen as the site for the Confederate Naval Yard in 1862. Although a long distance from the ocean, Charlotte was located on two major railway lines and was strategically secure from attack. Many mechanics who accompanied the yard to Charlotte stayed after the war, helping swell Charlotte's population and providing valuable skills. The city recovered more rapidly than many of her more prominent Southern sisters.

Between 1880 and 1930, the city experienced unprecedented growth under the leadership of businessmen such as E. D. Latta, D. A. Tompkins, J. B. Duke and many others who provided the capital and enterprise necessary to stimulate industrial development. Throughout this period of hectic change, the city maintained a strong sense of continuity with its rural past. Although the Civil War changed life considerably for the few wealthy planters, most Charlotte farmers continued to raise cotton, corn, and other crops with the assistance of tenant farmers.

Since the 1930's Charlotte has continued to grow and is now the largest city in the Carolinas. Cotton brokerage has given way to banking, and the railways have been largely superseded by the flourishing trucking industry. Modern skyscrapers compete for attention on the horizon, and suburbs constantly spill over into the surrounding countryside.



## PREVIOUS SHIPS TO BEAR THE NAME CHARLOTTE

The nuclear-powered attack submarine CHARLOTTE is the fourth U.S. Navy ship to bear the name. The first CHARLOTTE was a 70 ton schooner used by Confederate forces in the Civil War. The ship was captured by union forces off Mobile, Alabama in April 1862 and joined the Union Navy in November of the same year. The schooner CHARLOTTE served in the West Gulf Blockade Squadron and was sold five years later in Pensacola, Florida.

The cruiser NORTH CAROLINA, commissioned in 1908, was renamed CHARLOTTE in June 1920 to allow for a new battleship which was to be christened NORTH CAROLINA. CHARLOTTE had a short and relatively peaceful career. After shakedown, the ship carried President-elect William H. Taft on an inspection trip to the Panama canal, then made a Mediterranean cruise. While serving as a station ship in Pensacola, the cruiser became the first ship in history to launch an aircraft by catapult while underway. The cruiser CHARLOTTE was decommissioned in 1921, and the name stricken from the rolls in 1930.

The third ship to bear the name CHARLOTTE was manned by the Coast Guard during World War Two. Designated as a patrol frigate (PF-60), CHARLOTTE served as a weather observation station on the coast of Newfoundland, and also assisted in rescuing downed pilots. CHARLOTTE was decommissioned at Norfolk, Va. in 1946.

CHARLOTTE (SSN 766) was christened on October 3, 1992 at Newport News Shipbuilding by Mrs. Mary McCormack, the ship's sponsor. CHARLOTTE was commissioned on September 16, 1994 at Norfolk, Virginia, and arrived at its new homeport, Pearl Harbor, Hawaii, November 17, 1995.



## *"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 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 richly deserves the proud and time-honored title of "Submariner".*





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