

CHANGE OF COMMAND CEREMONY



USS GREENEVILLE (SSN 772)



**CHANGE OF COMMAND
CEREMONY**

at which

COMMANDER ROBERT H. GUY, JR.
United States Navy

will be relieved by

COMMANDER SCOTT D. WADDLE
United States Navy

as

COMMANDING OFFICER
USS GREENEVILLE (SSN 772)

The Ceremony

The change of command ceremony is a time-honored tradition that formally restates to the officers and crew of the command the continuity of command. The ceremony is an event conducted by, and in the main interest of the two officers involved and represents the final act in command of the officer being relieved. The change of command of a naval ship is unique in the world today; it is transfer of total responsibility, authority and accountability from one individual to another.



COMMANDER SCOTT DANIEL WADDLE UNITED STATES NAVY

Commander Waddle, a native of Austin, Texas, graduated from the United States Naval Academy in 1981 with a Bachelor of Science Degree in Chemistry. Upon commissioning, he completed nuclear propulsion and basic submarine training.

Commander Waddle reported to Pre-Commissioning Unit ALABAMA (SSBN 731)(BLUE) in Groton, Connecticut in 1983. While there he served as Electrical Officer, Damage Control Assistant and completed ALABAMA's first deterrent patrol.

In 1986, Commander Waddle reported to the staff of Commander, Submarine Group 8 in Naples, Italy where he served as a staff watch officer.

After attending Submarine Officer Advanced Course in 1988, Commander Waddle reported to Pre-Commissioning Unit KENTUCKY (SSBN 737)(GOLD) and served as the Engineer. While there KENTUCKY completed her first deterrent patrol and successfully launched five D-5 missiles.

In 1992, Commander Waddle reported to the staff of Commander in Chief, U.S. Pacific Fleet and served on the Nuclear Propulsion Examining Board. He remained in Pearl Harbor and relieved as Executive Officer on USS SAN FRANCISCO (SSN 711) in 1995 and completed two deployments to the Western Pacific.

Following his tour on SAN FRANCISCO, Commander Waddle attended the National Defense University Industrial College of the Armed Forces in Washington, D.C. and earned a Masters Degree in National Resource Strategy.

Commander Waddle's personal decorations include the Meritorious Service Medal, the Navy Commendation Medal (three awards) and the Navy Achievement Medal. He is married to the former Jill Huntington of Olympia, Washington. They have one daughter Ashley Nichole.





Rear Admiral A. H. Konetzni
United States Navy
Commander Submarine Force
U. S. Pacific Fleet

Rear Admiral Al Konetzni was born in New York City in 1944. He attended Archbishop Stepinac High School in White Plains, New York and entered the U.S. Naval Academy in 1962. He graduated with merit and received his commission in 1966.

Following graduation from the Naval Academy, Rear Admiral Konetzni attended Naval Submarine School in New London, Connecticut, Nuclear Power School in Mare Island, California, and Naval Nuclear Power Prototype Training in West Milton, New York. He reported to USS MARIANO G. VALLEJO (SSBN 658)(GOLD) in 1968. In 1970, Rear Admiral Konetzni reported to the U.S. Naval Academy and served as a Company Officer.

In 1972, Rear Admiral Konetzni reported to the pre-commissioning unit USS WILLIAM H. BATES (SSN 680) under construction in Pascagoula, Mississippi and served as Engineer Officer through commissioning until 1976. Following that tour, Rear Admiral Konetzni served as Executive Officer, USS KAMEHAMEHA (SSBN 642)(GOLD) from June 1976 to December 1978. In December 1978, Rear Admiral Konetzni reported to the Naval Military Personnel Command and served as Submarine Placement Officer and Executive Officer Detailer. His first command tour was onboard USS GRAYLING (SSN 646) from August 1981 until May 1984.

Rear Admiral Konetzni served as Deputy Commandant of the U.S. Naval Academy from August 1984 until May 1987. He commanded Submarine Squadron SIXTEEN from May 1987 until July 1989. After his squadron command, he served as Senior Fellow of the Chief of Naval Operations Strategic Studies Group. Rear Admiral Konetzni served as Deputy Director of the Submarine Strategic Division in the Office of the Assistant Chief of Naval Operations (Under-sea Warfare) from July 1990 until April 1991. From April 1991 to April 1993, he served as Chief of Staff to Commander Submarine Force, U.S. Atlantic Fleet. His next assignment was as Director, Attack Submarine Division (N872) at the Pentagon from June 1993 until February 1994. From February 1994 to November 1995, he served as the Assistant Chief of Naval Personnel for Total Force Programming and Manpower (PERS-5) and Assistant Chief of Naval Personnel for Personnel Policy and Career Progression (PERS-2). Prior to his current duties, he served as Commander, Submarine Group SEVEN Yokosuka, Japan from December 1995 to April 1998. Rear Admiral Konetzni assumed his current duties as Commander Submarine Force, U.S. Pacific Fleet in May 1998.

Rear Admiral Konetzni is entitled to wear the Legion of Merit with a silver star, the Meritorious Service Medal with two gold stars, the Navy and Marine Corps Commendation Medal with two gold stars and the Navy and Marine Corps Achievement Medal. He was also awarded the Order of National Security Merite Cheonsu Medal by the Republic of Korea in December 1997. He holds a Masters Degree in Industrial Personnel Management from George Washington University and is the co-author of the book Command at Sea. Rear Admiral Konetzni and his wife Shirley (Missy) have six adult children.



CAPTAIN DAVID M. McCALL **COMMANDER, SUBMARINE SQUADRON ONE**

Captain David M. McCall, a native of Washington, Iowa, graduated from the United States Naval Academy in 1975. Following Nuclear Power Training he reported on board USS NARWHAL (SSN 671) in November 1976 where he served as Reactor Controls Assistant, Main Propulsion Assistant and Operations Officer prior to detaching in January 1980.

Following detachment from NARWHAL, he was assigned to the United States Naval Academy as a Company Officer from January 1980 to July 1982. Captain McCall completed the Submarine Officer Advanced Course (SOAC) at New London, Connecticut and reported as Engineer Officer on board USS SEA DRAGON (SSN 584). After decommissioning SEA DRAGON, he served as Operations Officer and Navigator on USS PARCHE (SSN 683) and in July 1984 reported to the staff of the Director, Strategic Submarine Division (OP-21) in Washington, D.C. Captain McCall was then assigned to the USS SAN JUAN (SSN 751) and served as Executive Officer from July 1988 to November 1990.

Following completion of the Prospective Commanding Officer's course, Captain McCall commanded the USS PROVIDENCE (SSN 719) from October 1991 to February 1994. While under his command, PROVIDENCE was awarded the Supply Excellence "Blue E", the Silver Anchor Award, and completed the first 688 Depot Modernization Period in Charleston, SC significantly under budget.

On 23 May 1994 Captain McCall reported as the first Commanding Officer of the USS SEAWOLF (SSN 21) overseeing SEAWOLF's construction, testing and initial at sea operations. Following his relief in July 1997, he reported to the National War College obtaining a degree in Foreign Policy and International Security Affairs.

Captain McCall is entitled to wear the Legion of Merit, Meritorious Service Medal (five awards), Navy Achievement Medal (two awards), Navy Unit Commendation (two awards) Meritorious Unit Commendation (three awards) and various other unit and campaign awards.

Captain McCall is married to the former Wendy J. Bicknell of Mystic, CT. They have four children, Ben, Amy, Taylor and Courtney.

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CHANGE OF COMMAND CEREMONY

19 MARCH 1999

Arrival of Dignitaries

★★★

National Anthem

★★★

Invocation

LT STEVEN WEBER
CHAPLAIN CORPS

★★★

Remarks by

CAPTAIN DAVID M. McCALL, UNITED STATES NAVY

★★★

Remarks by

RADM A. H. KONETZNI, UNITED STATES NAVY

★★★

Remarks by

COMMANDER ROBERT H. GUY, JR.



Reading of Orders

COMMANDER ROBERT H. GUY, JR.

★★★

Reading of Orders and Change of Command

COMMANDER SCOTT D. WADDLE

★★★

Remarks by

COMMANDER SCOTT D. WADDLE

★★★

Benediction

LT STEVEN WEBER

★★★

Navy Hymn

★★★

Departure of Dignitaries



OFFICERS

LCDR J. A. HERTLEIN

LT K. A. SLOAN

LT M. D. VAN WINKLE

LT M. J. MUCKIAN

LTJG C. M. MCGARITY

LTJG J. A. THOMPSON

LCDR T. L. MEADOR

LT J. B. CHAKOFF

LT R. W. THOMAS

LTJG C. E. BUERMELE

LTJG M. A. SCHARF

LTJG C. M. SMITH

CHIEF OF THE BOAT

ETCM(SS/SW) J. H. RABB

CHIEF PETTY OFFICERS

ETCM(SS/DV) G. K. SWANSON

ETCS(SS) T. H. SMITH

STSC(SS) J. SERENITA

YNC(SS) J. W. WARREN

MMC(SS) A. C. MEADOWS

MMC(SS) T. R. BAKER

FTC(SS) J. W. THOMAS

MMCS(SS/DV) C. C. MULLER

ETC(SS) D. W. BRADDOCK

ETC(SS) M. P. O'KEEFE

ETC(SS) L. L. MASON

EMC(SS) T. L. FOLKESTAD

HMC(SS/SW) D. W. DAVIS

ETC(SS) C. P. HAKE

MMC(SS) C. M. STREYLE

COMMAND OMBUDSMAN

MRS. COLEEN MULLER

SHIP'S CREW

EM3(SS) ABAD, A. R.
MM1(SS) ALLEN, D. W.
STS3(SS) ANDERSON, B. S.
MS3(SS) ANDERSON, M. J.
MMS(SS) ARNOLD II, P. E.
EM3(SU) ARROYO, R. A.
MMFR(SU) BELAIR, B. R.
FT3(SU) BENKOVIC, J. A.
ET2(SS) BETTS, T. R.
ET3(SS) BILL, S. D.
ETSN(SU) BLANDING, O. I.
YN3(SS) BLISH, J. D.
MM2(SS) BOXLEY, C. A.
ET3(SS) BOYER, W. E.
MMFA(SU) BROHAMER, C. M.
FTSA(SU) BROWN, W. T.
MM3(SS) BRUCE, J. S.
SK1(SS) BRUCE II, R. S.
MMFN(SS) BUCHANAN II, M. G.
MM1(SS) BURROWS, D. K.
STS3(SS) CAMBIS, J. P.
MSSN(SS) CHANCE, C. M.
STS2(SS) CHOATE, B. A.
STS1(SS) COBB, R. A.
MM3(SS) COLEMAN, C. G.
EM2(SS) COOK, J. D.
SK2(SS) DAKE II, W. E.
MMFA(SU) DALEY, S. W.
FTSN(SU) DARBY, R. J.
EM2(SS) DARIUS, A. T.
MM3(SS) DAVIDSON, J. D.
EM3(SS) DEL RICO, B. A.
FT1(SS) DERDEN, J. O.
ET3(SS) DEUBER, R. J.
ET1(SS) DOMINGO, A. G.
EM2(SS) DUNGAN, J. R.
MM3(SS) EMMERT, S. J.
STSSA(SU) EMMONS, M. T.
SK3(SS) FEDDELER, W. E.
EM1(SS) FINLEY, B. G.
ET2(SS) FLETCHER, C. L.
MM2(SS) FOSTER, C. C.
ET3(SS) FRANCIS, W. L.
EM2(SS) GAIN JR., P. M.
MM2(SS) GARDNER, R. R.
MM1(SS) GEORGE, N. C.
MM2(SS) GEORGE, R. A.
ET1(SS) GINDER, D. F.
FTSN(SU) GODLEWSKI, A. T.
MM1(SS) GONIEA, M. J.
MM2(SS) GRAYER, J.
MSSN(SS) GUERNSEY JR, C. II.
ETSA(SU) HAHN, J. D.
MM3(SS) HARRIS, C. A.
MMFA(SU) HAYES, M. A.
ET2(SS) HAYS, K. S.
ET3(SS) HENSLEY, P. M.
MM2(SS) HOUSTON, J. R.
ET2(SS) HUNTLEY, J. L.
STS2(SS) IVANISKO, T. L.
YN2(SS) JONES, T. E.
ET3(SU) KEARNS, A. R.
ET2(SS) LAMBERT JR., L. L.
MM3(SS) LANIER, S. A.
MMFN(SU) LEES, Z. R.
MM2(SS) LYNN, B. II.
FT2(SS) LYONS, A. J.
MS3(SS) MARSHALL, M. W.
SN(SS) MCCLENDON, T. S.
EM1(SS) MCCORMICK, T.
MS2(SS) MCCUTCHEN, T. D.
STS1(SS) MCGIBONEY, E. W.
STS1(SS) MCLAEN, P. J.
MM1(SS) MCNEILL, D. C.
ET3(SS) MEADVIN, D. B.
EM2(SS) MILAN, C. P.
ET3(SU) MIRANDA, M. A. A.
MM2(SS) MITCHELL, M. W.
MM2(SU) MONTGOMERY, D. A.
MS1(SS) MOODY, R.
FT3(SS) MORGAN, C. L.
ET1(SS/DV) MUSER IV, M.
MM1(SS) NEWCOMB, J. A.
STSSA(SU) NISSEN, E. M.
SK3(SS) OEHMEN, K. A.
MM3(SS) OLSEN, B. E.
EMFN(SU) RAPIER, J. A.
MM3(SS) RENOT, C. P.
MM3(SS) RIVAS, J. F.
STS3(SS) ROBERTSON, B. C.
STS3(SS) ROMAN, J. L.
ETSN(SU) SADBERRY, D. D.
ET3(SS) SASS, R. H.
ET3(SS) SAWICKI, J. J.
ET2(SS) SAXTON, S. A.
MM2(SS) SEEST, D. R.
MM2(SS) SHELTON, M. A.
STSSN(SU) SKELTON, R. R.
MM3(SS) SKINNER, S. A.
MM1(SS) SMITH, R. H.
MM2(SS) SPENCER, J. W.
STSSR(SU) STROUP, C. J.
ET2(SS) TANNER, J. S.
ET3(SS) TATE, G. P.
ET1(SS/DV) TAYLOR JR., J. A.
STS2(SS) TAYLOR, R. A.
MM2(SS) WALDMANN, T. B.
MSSN(SU) WANCA, M. A.
STS3(SS) WATSON, S. P.
ET1(SS/DV) WINCHESTER, D. S.
EM3(SS) ZISMAN, M. E.

HISTORY OF USS GREENEVILLE (SSN 772)

The USS GREENEVILLE is the 61st Los Angeles Class submarine and the 22nd Improved Los Angeles Class Attack submarine. Her construction began on March 1, 1990 and her keel was laid on April 16, 1992 at Newport News Shipbuilding and Dry-Dock Company. On January 19, 1994 the United States Navy officially manned the Pre-Commissioning Unit GREENEVILLE (SSN772). She was christened on September 17, 1994 by Mrs. Tipper Gore, wife of Vice President Al Gore. On February 16, 1996, USS GREENEVILLE was commissioned a U.S. Naval warship at Norfolk Naval Base.

GREENEVILLE conducted shakedown operations in the western Atlantic from February 1996 to July 1996. A post shakedown availability conducted at Newport News Shipbuilding Company from August 1996 through February 1997, to conduct various alterations to improve noise quieting, equipment reliability and install support systems for the Deep Submergence Rescue Vehicle and the Advanced SEAL Delivery System.

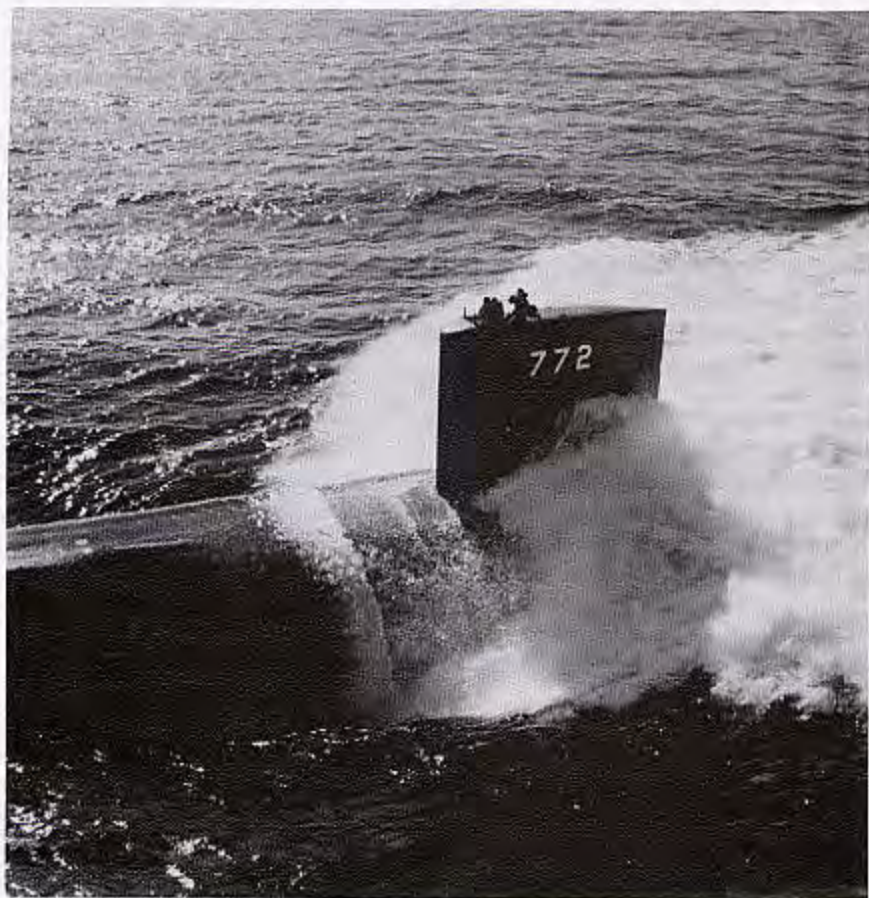
USS GREENEVILLE moved to her new homeport at Submarine Base Pearl Harbor in April 1997. She completed her first deployment in January 1999, which included port visits to Japan, Korea, Guam, and New Caledonia.

COMMANDING OFFICERS USS GREENEVILLE (SSN 772)

CDR D. B. HATCH	JAN 94 – JUN 96
CDR R. H. GUY, JR.	JUN 96 – MAR 99
CDR S. D. WADDLE	MAR 99 –

CHIEF OF THE BOATS USS GREENEVILLE (SSN 772)

ETCM(SS) S. E. SIMMERMAN	JAN 94 – APR 97
ETCM(SS/SW) J. H. RABB	APR 97 – PRESENT



Built by
Newport News Shipbuilding & Dry-Dock Company

Keel laid 14 April, 1992
Launched 17 September, 1994
Commissioned 16 February, 1999
Sponsored by Mary Elizabeth "Tipper" Gore
Length 360 Feet
Beam 33 Feet
Displacement surfaced 6,090 Tons
Speed In Excess of 25 Knots
Diving Depth In Excess of 800 Feet
Crew 130

Our Namesake Greeneville and Green County, Tennessee

Greeneville, a historic town in northeastern Tennessee of approximately 15,000 people is named in honor of Revolutionary War hero General Nathaniel Greene. Settled around 1780 by Scot-Irish settlers, the town is older than the state of Tennessee. Although many towns and cities share the name, only Greeneville, Tennessee has an extra "E" in the middle.

Davy Crockett, the famous frontiersman, was born in Greene County in 1786. A great-great-great-great-grandson of Davy lives in Greene County today.

From 1785 to 1788, Greeneville was the capital of "the most successful unsuccessful political experiment" in history, the Lost State of Franklin. The region was part of Virginia and later North Carolina. Known as the State of Franklin in the late 18th century, the Continental Congress under heavy adverse pressure from North Carolina, missed statehood ratification by only two votes. A replica of the Capital stands today as one of several historically related points of interest in the Greeneville Historic District.

During the Civil War the area often changed hands, providing a classic study of how the Civil War divided friends and families throughout the south. Greene County's courthouse lawn contains two monuments, one dedicated to the Union and one to the Confederacy.

The county seat, with a strong agricultural base, yet highly industrialized, boasts 14 companies with fortune 500 affiliations, and dozens of other industries - a combination of "home grown," national and international flavor.

Deeply rooted in our nation's history, it lays claim to our 17th president, Andrew Johnson. Johnson's two homes have been restored as national monuments and are administered by the National Park Service. The site includes "Monument Hill" - a beautiful hilltop cemetery where Johnson and his family are buried. Greenevillians felt the Navy should honor small town America by naming a ship after a city other than a major metropolitan area. What community could be more representative of small-town America than Greeneville? With only two remaining SSN's scheduled to be built before the Los Angeles class ended, the people decided they wanted one of their own.

The idea originated with two Greeneville Metal Manufacturing employees - Supervisor Dale Long, and plant manager Bob Herndon (GMMI built many submarine components). They approached Mayor G. Thomas Love and the local Chamber of Commerce. A decision was made to pursue the naming and the USS GREENEVILLE Committee was formed.

The citizens began a very active campaign, organizing a drive that included local businesses, schools and various government and civic organizations. Many petitions and letters were written to Washington officials. A 12-member delegation flew to Washington for meetings and presentations with state Senators and Congressmen, as well as representatives of the Secretary of the Navy and President Bush. On December 12, 1989 the Secretary of the Navy announced that SSN-772 would be christened USS GREENEVILLE.

GREEN GHOST POEM

**She lurks in silence. No one knows where
You can try and find her, if you dare.**

**She is seldom seen and yet rarely heard.
She attacks without warning. Heed my word.**

**Her reputation is known far and wide.
You can run, but there is nowhere to hide.**

**She will find you. Of this, make no mistake.
If I were you, don't get caught in her wake.**

**Oceans of the world are her hunting ground.
If you trespass, you are bound to go down.**

**Don't even think you might want to try and stalk
her.
You'll just find yourself in Davey Jones' locker.**

**She is without equal, the epitomy of stealth.
Mess with her and you are risking your health.**

**The secret that makes her tried and true
is the devotion of her fine crew.**

**An ominous shadow from the deep sea,
She protects our freedom and liberty.**

**There is no ship like her from coast to coast.
Good luck finding the sub called "Green Ghost."**



ORIGIN OF SUBMARINE DOLPHINS

The insignia of the U.S. Submarine service is a submarine flanked by two dolphins. Dolphins, traditional attendants to Poseidon, patron deity to sailors, are symbolic of calm seas and are sometimes called the "sailor's friend".

The origin of the U.S. Submarine service insignia dates back to 1912. On June 13 of that year, Captain Ernest J. King, Commander Submarine Division Three, later a Fleet Admiral and Chief of Naval Operations during World War II, suggested that a distinguishing device for qualified submariners be adopted. (The original design was based on Captain King's own pen and ink sketches.)

Submarine qualification pins were first authorized for use in 1941, the officers wearing gold dolphins on the left breast while enlisted members wore silver dolphins embroidered on the right sleeve. Today both officers and enlisted insignia are worn on the left breast.

To 'Qualify Submarines', a submariner must possess an in depth knowledge of ship's construction, operation, and damage control and demonstrate his reliability under battle conditions.



Command At Sea

The prestige, privilege,
and the burden of command

“Only a seaman realizes to what great extent an entire ship reflects the personality and ability of one individual, her Commanding Officer. To a landsman, this is not understandable — and sometimes it is even difficult for us to understand — but it is so.

A ship at sea is a different world in herself, and in consideration of the protracted and distant operations of the fleet units, the Navy must place great power, responsibility and trust in the hands of those leaders chosen for command.

In each ship there is one man who, in the hour of emergency or peril at sea, can turn to no other man. There is one who alone is ultimately responsible for the safe navigation, engineering performance, accurate gunfire and morale of his ship. He is the Commanding Officer. He is the ship!

This is the most difficult and demanding assignment in the Navy. There is not an instant during his tour as Commanding Officer that he can escape the grasp of command responsibility. His privileges, in view of his obligations, are almost ludicrously small; nevertheless, this is the spur which has given the Navy its greatest leaders.

It is a duty which richly deserves the highest, time-honored title of the seafaring world — Captain.”

- Joseph Conrad

NAVY HYMN

Eternal Father, Strong to save,
whose arm hath bound the restless wave,
Who bidd'st the mighty ocean deep
Its own appointed limits keep,
O hear us when we cry to thee
For those in peril on the sea!

Bless those who serve beneath the deep,
Through lonely hours their vigil keep.
May peace their mission ever be,
Protect each one we ask of thee.
Bless those at home who wait and pray,
For their return by night or day.



SHIP'S CREST

The USS GREENEVILLE's crest was designed by two Greenville, Tennessee residents and prominently portrays an improved Los Angeles class submarine on the surface of a Tennessee lake. Beyond the submarine lies the lush green rolling foothills of the Great Smokey Mountains. In the foreground are crossed muskets, a historic symbol of the long rifle use by Davy Crockett. Davy Crockett was born in Greene County, Tennessee in 1786. The town of Greenville provides a panoramic view of the Great Smokey Mountains and their foothills. Surrounding this picturesque scene is a life-ring of red, white and blue: the colors of the National Ensign. Emblazoned on the life-ring is the ship's name in gold and the ship's motto "Volunteers Defending Frontiers" in white. Finishing off the crest is gold braided line attached to the life-ring, holding a blue tab with the ship's hull number (SSN 772) in gold.



The USS GREENEVILLE's battle crest was designed by MMFN(SS) Neri, an Auxiliaryman stationed aboard Greenville until 1998. GREENEVILLE is characterized by the shark and displays a musket, a torpedo, a missile, and a coonskin cap which represent the fighting spirit of the Greenville crew.

WELCOME
ABOARD



SHIP'S STATISTICS

Officers	14
Chief Petty Officers	18
Enlisted	109
Length	360 feet
Beam	33 Feet
Draft	32 Feet
Maximum Depth	in Excess of 800 Feet
Maximum Speed	in Excess of 25 Knots
Weapon Launchers	4 Horizontal Torpedo Tubes 12 Vertical Missile Tubes
Surface Displacement	6,090 Tons
Submerged Displacement	6,900 Tons
Launched	September 17, 1994
Commissioned	February 16, 1996



19 Mar 99

Dear Guest,

On behalf of the officers and crew of USS GREENEVILLE, I wish to extend a sincere WELCOME ABOARD!

USS GREENEVILLE (SSN 772) is the namesake of Greeneville, Tennessee, which is named after Nathaniel Greene, the Revolutionary War hero. GREENEVILLE was commissioned on 16 February 1996, joined the Pacific Fleet in March 1997, and is currently assigned to Submarine Squadron ONE.

As your host, the officers and crew of USS GREENEVILLE look forward to making your visit on board informative and memorable. If at any time you have a question, feel free to ask any crewmember.

Sincerely,

*S.D. WADDLE
Commander, U.S. Navy
Commanding Officer*

COMMANDER SCOTT DANIEL WADDLE UNITED STATES NAVY

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The Improved Los Angeles Class Submarine

The Improved Los Angeles Class Submarine (688I), is one of the most advanced and versatile warships in the world. Its unique combination of stealth, endurance and firepower enable GREENEVILLE to fulfill a broad role in the country's defense.

GREENEVILLE is capable of performing a myriad of missions including undersea warfare, surface warfare, intelligence gathering, insertion of special forces, land attack strike missions, mining and search and rescue.

Multi-mission capable, GREENEVILLE's advanced BSY-1 Combat Control System is capable of employing torpedoes, Tomahawk land attack cruise missiles and mines from its four horizontal torpedo tubes, while simultaneously launching Tomahawk land attack cruise missiles from twelve vertical launch tubes.

GREENEVILLE is especially equipped for submarine rescue. Capable of performing the mother submarine role for the Deep Submergence Rescue Vehicle (DSRV), she may fulfill bi-lateral and multi-lateral agreements with allies to assist in the rescue of a downed submarine. GREENEVILLE will become the Pacific test platform for a new special force system, the Advanced Seal Delivery System (ASDS). ASDS is a manned combatant submersible capable of employing special operations forces in a high threat environment.



THE POWER PLANT

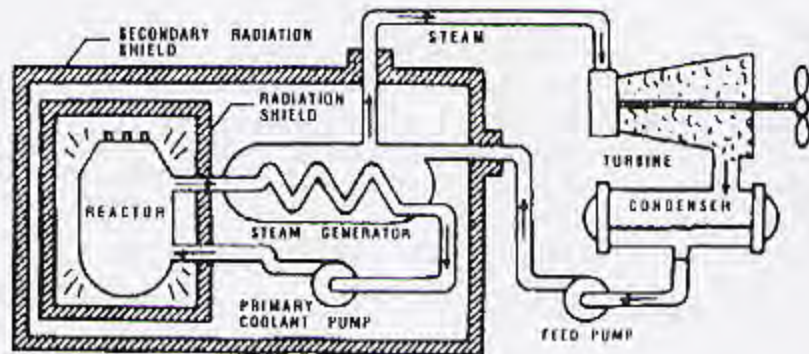
The propulsion plant of a nuclear ship is based upon use of a nuclear reactor to provide heat. The heat comes from the fissioning of nuclear fuel contained within the reactor. Since the fissioning process also produces radiation, shields are placed around the reactor so that the crew is protected.

The nuclear propulsion plant in this ship uses a pressurized water reactor composed of two basic systems: the primary system and the secondary system. The primary system circulates ordinary water and consists of a reactor, piping loops, pumps and steam generators. The heat produced in the reactor is transferred to water under high pressure so it does not boil. This water passes through the steam generators and is pumped 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 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 and then pumped back into the steam generators. Thus, both the primary and the 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 an extended period of time.





ORIGIN OF SUBMARINE DOLPHINS

The insignia of the U.S. Submarine service is a submarine flanked by two dolphins. Dolphins, traditional attendants to Poseidon, patron deity to sailors, are symbolic of calm seas and are sometimes called the "sailor's friend."

The origin of the U.S. Submarine service insignia dates back to 1912. On June 13 of that year, Captain Ernest J. King, Commander Submarine Division Three, later a Fleet Admiral and Chief of Naval Operations during World War II, suggested that a distinguishing device for qualified submariners be adopted. (The original design was based on Captain King's own pen and ink sketches.)

Submarine qualification pins were first authorized for use in 1941, the officers wearing gold dolphins on the left breast while enlisted members wore silver dolphins embroidered on the right sleeve. Today both officers and enlisted insignia are worn on the left breast.

To 'Qualify Submarines,' a submariner must possess an in depth knowledge of ship's construction, operation and damage control and demonstrate his reliability under battle conditions.

◆◆ *Please observe the following procedures while you are on board.* ◆◆

EMERGENCIES

In the case of an emergency, alarms will be sounded and information passed. The member of the ship's company in charge of the casualty will explain the situation as soon as he is able. Please follow the instructions of the man in charge without hesitation.

OPERATIONS OF SHIP'S EQUIPMENT

Do not operate any equipment or switches, position any valves or enter any posted area.

SECURITY

Certain aspects of the ship are classified. The Radio Room, Sonar Room, Combat Systems Equipment Space and Engine Room are classified areas and not routinely accessible to visitors. You must remain with your assigned escort throughout your tour.



“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 protected 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 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 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 time honored title of “Submariner.”