

**WELCOME
ABOARD**



USS CHEYENNE (SSN 773) SEAL



The CHEYENNE seal, featuring an arrowhead with a cowboy and bucking horse superimposed, was designed based on the Cheyenne Frontier Days emblem. The arrowhead represents the storied history of the Native American presence in Wyoming. The cowboy and bucking horse, symbolize the rough and tumble life of a Wyoming cowboy. It is an icon for the state of Wyoming, featured on license plates and as a mascot for the University of Wyoming.

“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 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 spirit 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 of “Submariner.”

SHIP'S INFORMATION

14 OFFICERS

17 CHIEF PETTY OFFICERS

109 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

6,090 TONS

SUBMERGED DISPLACEMENT

6,900 TONS

COMMISSIONED

SEPTEMBER 13, 1996

BUILT BY

NEWPORT NEWS SHIPBUILDING

AND DRY DOCK COMPANY

NEWPORT NEWS, VIRGINIA



COMMANDING OFFICER
USS CHEYENNE (SSN-773)

WELCOME ABOARD!

On behalf of the Officers and Crew of USS CHEYENNE (SSN 773), I take pleasure welcoming you aboard our nation's last and most advanced LOS ANGELES Class submarine. My crew and I are pleased to have you as our guest.

CHEYENNE is one of the most capable nuclear attack submarines in the world. Embodying the fighting spirit of the West, some of CHEYENNE's enhanced warfighting capabilities include vertical launch cruise missiles, the Submarine Advanced Combat System (AN/BSY-1), the Wide Aperture Array (AN/BQG-5) and an improved state of the art engine room. In addition to these tactical advances, retractable bow planes and a hardened sail provide the capability to surface through ice, allowing CHEYENNE to operate freely in any of the world's oceans.

CHEYENNE's crew typifies the high level of knowledge, skill and reliability traditionally found in members of the United States Submarine Force. Their superb professionalism, loyal dedication and faithful service are the backbone of CHEYENNE. 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 at the forefront of our nation's defense.

As your host, the officers and crew of CHEYENNE will make your time onboard informative, interesting and enjoyable. Please feel free to call on any of us at any time for assistance.

Sincerely,

Jeffrey N. Zerbe
Commander, U. S. Navy
Commanding Officer

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COMMANDER J. N. ZERBE
COMMANDING OFFICER

Commander Zerbe is from Pittsburgh, Pennsylvania. He graduated from the United States Naval Academy in May 1980 with a Bachelor of Science Degree in Mechanical Engineering.

Following graduation he attended Nuclear Power School at Orlando, Florida and Nuclear Prototype training at Ballston Spa, New York. After completing Naval Submarine School he served in USS PARCHE (SSN 683) from June 1982 until June 1985, where he qualified in submarines and completed one deployment. His next assignment was as Twenty-First Company Officer at the United States Naval Academy from July 1985 Until September 1987.

Following completion of the Submarine Officer Advanced Course, his next shipboard assignment was as Engineer Officer in USS GEORGIA (SSBN 729) from June 1988 until September 1990. During this tour, he completed four strategic deterrent patrols.

Commander Zerbe then served as Officer-in-Charge, Submarine Development Group One Detachment Mare Island and Squadron Material Officer. Upon completion of Prospective Executive Officer Training, he reported to USS JACKSONVILLE (SSN 699) from January 1993 until December 1994 and completed two deployments. Following this tour, he attended the Naval Post Graduate School in Monterey, California where he graduated with distinction as a Conrad Scholar earning a Master's Degree in Management. Commander Zerbe relieved Commander Peter H. Ozimek as Commanding Officer USS CHEYENNE (SSN 773) on March 7, 1997.

Commander Zerbe is authorized to wear the Meritorious Service Medal, the Navy Commendation Medal (four awards), and the Navy Achievement Medal (two awards).

Commander Zerbe is married to the former Julie Hoenig of Walnut Creek, California. They have three children, Kelly, John, and Kathryn.



**FTCM M. K. BROOKS
CHIEF OF THE BOAT**

Master Chief Mark K. Brooks, a native of Texarkana, Arkansas graduated from Arkansas Senior High School in May 1977 and enlisted in the Navy in September 1977.

Upon completion of Basic Training in November 1977, he reported to Basic Electricity and Electronics (BE&E) School in Orlando, Florida. Following completion of BE&E School he entered Basic Enlisted Submarine School in Groton, Connecticut. After completing Sub School he went to Underwater Fire Control Technician School in Groton, Connecticut and to Fire Control Technician "C" School in Great Lakes, Illinois. In March of 1979 he reported to USS POLLACK (SSN 603) as a member of Fire Control Division. Master Chief Brooks' following assignments were: Fire Control Technician "C" School Groton, Connecticut, as a member of USS SAN FRANCISCO (SSN 711) Precommissioning Crew, as an instructor at Trident Training Facility, Bangor, Washington, as Weapons Department Leading Chief Petty Officer in USS Flying Fish (SSN 673), as Nuclear Weapons Inspector, Commander Submarine Force, U.S. Atlantic Fleet Staff, as a member of Commander, Operational Test and Evaluation Force Staff, and as a student at the U.S. Navy Senior Enlisted Academy, Newport, Rhode Island. He reported to USS CHEYENNE (SSN 773) as Chief of the Boat in April 1997.

Master Chief Brooks is authorized to wear the Meritorious Service Medal, the Navy Commendation Medal (two awards), the Navy Achievement Medal (two awards), and the Good Conduct Medal (five awards).

Master Chief Brooks is married to the former Teresa Meadows of Texarkana, Texas. They have two children, Brandon and Bradley.

The City of Cheyenne

The namesake city Cheyenne, Wyoming is the capital and largest city in Wyoming. It is situated in the southeast corner of the state and is approximately 6,000 feet above sea level. Cheyenne was founded in 1867, when the Union Pacific Railroad crossed the high plains on its way to the West Coast. The city that developed in the railroad's path was named for an Indian tribe that roamed the area. Today the capital city's economy is supported primarily by the federal and state government, and industries such as transportation, tourism, and light manufacturing. Cheyenne is world renowned for the annual Cheyenne Frontier Days festival, a 10 day western celebration featuring the world's largest outdoor rodeo.



WYOMING STATE CAPITAL BUILDING

photograph by Graig Marrs



The first CHEYENNE, a converted tug, was launched in Charleston, South Carolina, in 1885 bearing the name SS BRISTOL. She was renamed USS CHEYENNE and commissioned on 30 July 1898, after an outfitting period at Charleston Naval Shipyard. The same day she sailed from Charleston and proceeded to Key West for duty off the Florida coast during the Spanish American war. On 21 August 1898, CHEYENNE arrived at Port Royal, South Carolina where she was decommissioned and sold on 29 August 1898.



The second CHEYENNE (BM-10) was launched as the WYOMING on September 8, 1900 by Union Iron Works, San Francisco, California and commissioned on 8 December 1902. Between December 1902 and August 1905, WYOMING cruised along the Pacific coast of the United States, Panama, and Mexico. She was placed out of commission at Mare Island Naval Shipyard between August 1905 and October 1908. In October 1908 she was renamed CHEYENNE and engaged in testing of new oil burning equipment until November 1909. In July 1910 CHEYENNE steamed to Bremerton, WA, where she conducted joint operations with the Washington State Naval Militia until February 1913. From August 1913 until June 1917, CHEYENNE served as a submarine tender for the 2nd Division, Pacific Torpedo Flotilla. During this time she assisted in the evacuation of refugees from Ensenada and San Quentin, Mexico. The CHEYENNE then served as the flagship and tender for the 3rd Division, Submarine Force, Atlantic Fleet until December 1917, when she reported to the 1st Division, American Patrol Force and was stationed off Tampico, Mexico until October 1919. In September of 1920 CHEYENNE reported to Baltimore, Maryland where she served as a training ship for Naval Reservists. In January 1926, the CHEYENNE was towed to Philadelphia where she was decommissioned on June 1, 1926 and sold.

The third CHEYENNE (T-AG-174), originally known as the SS WYOMING, was launched in July 1945 in Portland, Oregon by the Oregon Shipbuilding Corporation for the States Steamship Company. In December 1962, she was accepted from the States Steamship Company by Military Sea Transportation Services (later to be known as Military Sealift Command) at which time she was renamed USNS CHEYENNE. In March 1963, CHEYENNE was converted for Naval Service in San Diego, California and was then utilized at Subic Bay, Philippines to test the concept of using floating depots for war materials. She continued this service until June 1973 at which time she was stricken from the Naval Vessel Register.



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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 converge at the commander. This is the Commanding Officer's ultimate charge: to successfully execute missions assigned with the highest regard for the 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 and is Second in Command.

The ship's force is composed of five departments: Engineering, Weapons, Navigation/Operations, and Medical. 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 rudder 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.

WATCH ORGANIZATION

There is a second organization aboard the ship: the watch organization. Whereas the first organization is designed to maintain equipment, train, and administer 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 (OOD), who carries out the Commanding Officer's orders during the hours of his watch. It is the OOD who orders the ship's course, speed, and depth, and conducts all combined shipboard evolutions. He monitors the tactical situation closely, analyzing sonar contacts, maneuvering the ship to determine their range and movements. It is the OOD's eye that is on the eyepiece during the ascent to periscope depth - the most dangerous moment for a submarine.

The OOD 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. Also working for the OOD, the Diving Officer of the Watch (normally an officer or Chief Petty Officer) controls the ship's depth and trim, and monitors the ship control party. He "balances" the ship, keeping steady at ordered depth for all ship's operations.

Each watch section also consists of a number of enlisted personnel; Helmsmen/Planesmen, who steer the ship and operate the ship's planes; Throttlemen, to control the steam turbine engines; Sonar Operators, silently monitoring the surrounding sea; Reactor Operators, who control and monitor the ship's reactor; Torpedomen, to service and launch CHEYENNE's weapons; Radiomen, continually maintaining an invisible link with command centers ashore; and Electricians, who supply power from the reactor for virtually every service on the ship. These watchstanders, among others, stand alertly by their equipment and stations 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.

GENERAL INFORMATION

Please observe the following procedures while you are on board.

WARNING SIGNS: Please observe all warning signs. Consult a crew member 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 BUT REMAIN CLEAR** of all passageways and operating areas. Do not obstruct ladders, hatches, or the watertight door to the Engine Room. Allow ship's personnel to perform required action without interference. The member of ship's company in charge at the scene will explain the situation as soon as he is able. Please follow directions without hesitation.

OPERATION OF SHIP'S EQUIPMENT: Do not operate any equipment, switches, or valves without prior approval from ship's force. 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 and Engine Room are always classified areas; underway, the Sonar Room normally becomes one. Also, please do not discuss ship's operations you may see or hear about once you leave the ship.

MEDICAL FACILITIES: The ship has a Hospital Corpsman available at all times; he should be consulted for any illness or injury that may occur under way. Passengers susceptible to motion sickness are advised to obtain medication prior to getting under way. The Corpsman can usually be found in the 3-inch launcher space or Crew's Mess, or may be contacted through the Chief of the Watch in Control.

LAUNDRY: The ship's laundry is just forward of the Auxiliary Machinery Room in Forward Compartment Lower Level. The Chief of the Boat (COB) assigns laundry days, normally on a divisional basis.

HEADS: There are heads throughout the forward compartment. Only officers (and female guests) will use the Officer's head, and Chief Petty Officers, the CPO head. Avoid excessive use 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 side of the shower head that acts as an on-off button without changing temperature. 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. **WIPE SINKS AND SHOWERS CLEAN AFTER EACH USE.**

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PRIDE · PATRIOTISM

HONOR · TRADITION

UNITED STATES SUBMARINE SERVICE

"THE SILENT SERVICE"