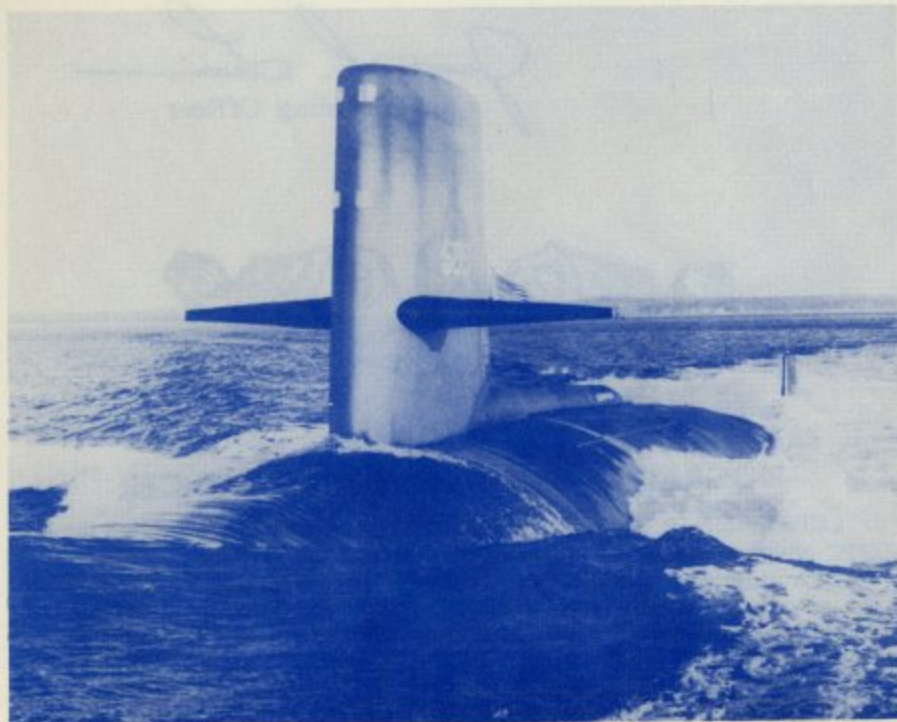


Welcome Aboard



**U. S. S. SCORPION
(SSN-589)**

WELCOME ABOARD BY COMMANDING OFFICER

The officers and men join me in welcoming you aboard SCORPION. Please feel free to ask questions of the officers and crew. They will be happy to answer all questions within existing security regulations. You will find that we are proud of this ship and anxious to tell you her story. We hope your visit will be enjoyable and informative, and that you will feel at home during your visit.

James R. Lewis
Commanding Officer



BIOGRAPHY OF COMMANDING OFFICER

LCDR James R. Lewis, a native of Vincennes, Indiana entered the NR-OTC program at the University of New Mexico in 1946.

Following graduation from the University of New Mexico he served aboard the destroyer OZBOURN. He attended the Submarine School at New London, Connecticut in 1953 and then qualified aboard the POMFRET.

In 1956 he was ordered to nuclear power training in New London followed by training at the NAUTILUS reactor plant prototype at Idaho Falls, Idaho and at the Bettis Atomic Power Laboratory, Pittsburgh. He was in the commissioning detail of the SKATE class submarine SWORDFISH building at Portsmouth Naval Shipyard, Portsmouth, N.H. until 1961.

LCDR Lewis next served on the staff of COMSUBRON SEVEN, then in HALIBUT as executive officer until 1963 at which time he was ordered as BLUE executive officer to the commissioning detail of the LAFAYETTE class submarine DANIEL BOONE building at Mare Island Naval Shipyard, Vallejo, California. In March 1965 after making a patrol he attended the Prospective Commanding Officers course at the Naval Reactor Branch of the Bureau of Ships in Washington.

LCDR Lewis is married to the former Patricia Ann Lee of Albuquerque, New Mexico. They have three children.

The former steamer AURORA was acquired by the Navy in 1847 and designated the third USS SCORPION. She saw a little more than 1 year's duty in the Mexican War, principally the invasion of Tobasco, before being sold out of service.

In 1896, the Navy purchased a luxury yacht, fitted it out with 12 guns and named it USS SCORPION. The vessel was completed at the same time the U.S. went to war with Spain and served in the invasion of Cuba, including the landing at Diaqui Beach and the Battle of Manzanillo Harbor. Following the war, she was assigned to the Isthmian Canal Commission for sea surveys of the then-building Panama Canal. SCORPION later distinguished herself by rendering aid to earthquake victims at Messina and in the rescue of survivors from the Italian submarine FOCA. Anchored in Constantinople at the outbreak of World War I, she was interned by the Turks for the duration of that conflict. Afterward she served as the flagship of the U. S. Naval Forces in Turkish waters. She was decommissioned and sold for scrap in June 1929.

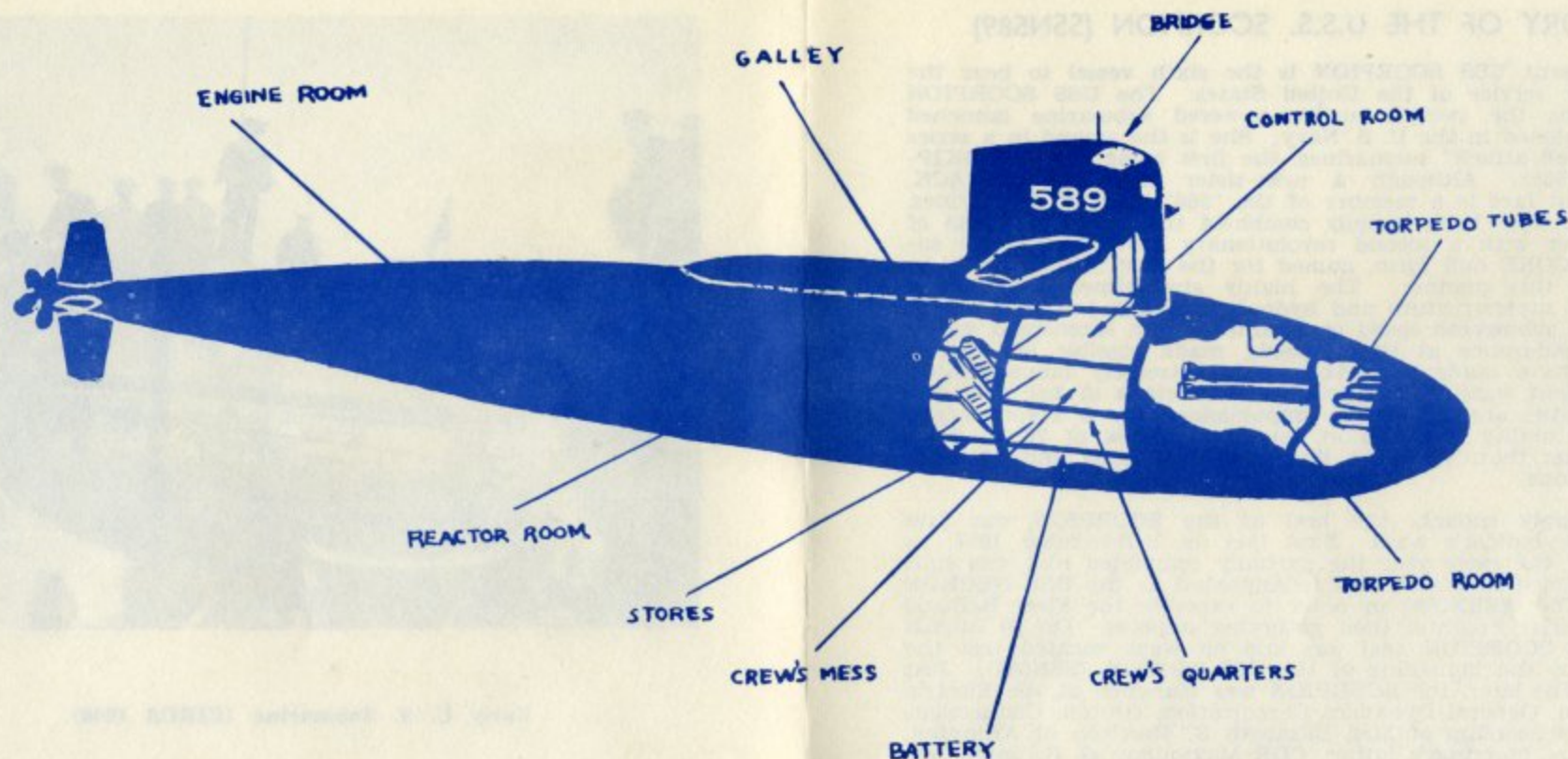
The fifth USS SCORPION, the submarine SS278, was built by the Navy Yard, Portsmouth, New Hampshire. Her keel was laid 20 March 1942 and she was launched 20 July 1942, under the sponsorship of Miss Elizabeth T. Monagle, daughter of the Master Molder, Navy Yard, Portsmouth. She was a "Fleet Type" boat 311 feet long, displacing 2410 tons submerged, with a designed submergence depth of 300 feet. SCORPION was placed in commission on October 1942 with Lieutenant Commander William N. Wylie, USN, in command. After shakedown training off the coast of New England and post repair trials, she cruised to the Pacific via the Panama Canal, arriving at Pearl Harbor on 24 March 1943.

On 5 April 1943, SCORPION departed Pearl Harbor on her first war patrol, which was conducted in waters of the Japanese homeland. On 19 April, she planted mines along shipping lanes east of Naka Minato on the coast of Honshu, Japan. Remaining in the same area, she encountered and sank a gunboat and a 6380 ton passenger-cargo ship, the YOZAN MARU, as well as a number of smaller craft. Two other successful war patrols were made starting on 30 April 1943 and 13 October 1943 before being lost in early 1944.

Since her commissioning, the current SCORPION has engaged in many trials and evaluations to demonstrate her capabilities, and in rigorous exercises with forces of our own and NATO navies to train her crew to exploit her tremendous potential. In the course of these operations, she called at ports in the British Isles in both November 1960 and June 1961.

Since 1962 SCORPION has worked extensively in ASW. Both as hunted and hunter she worked to develop tactics and techniques for use by-and-against a high performance nuclear submarine.

SCORPION has received the Navy Unit Commendation. She won the annual competitive award for Submarine Battle Efficiency and the annual award for Excellence in Torpedo Fire Control and Performance during 1963. SCORPION was overhauled at the U. S. Naval Shipyard, Charleston and in May 1964 returned to the operating fleet. Following one year of varied operations she was again awarded the Submarine Battle Efficiency annual award in 1965.



PERTINENT FACTS ABOUT THE U.S.S. SCORPION SS(N)589

SCORPION is a Nuclear Powered Attack type submarine of the 588 class, combining the most modern developments in high speed submarine hull design with propulsion by nuclear power. The combination yields maneuverability and endurance far above the experienced conventionally. 252 feet in length and 32 feet in extreme beam, SCORPION is powered by one pressurized water reactor driving a single screw. Her displacement is 3000 tons surfaced and approximately 3500 tons submerged. SCORPION normally operates at depths in excess of 400 feet and at speeds greater than 20 knots. Her maximum submerged time is virtually unlimited and her cruising range is greater than 60,000 miles. In wartime the mission assigned SCORPION would be to seek out and destroy enemy submarines. To carry out this mission she carries the latest and most up to date underwater detection and ordnance equipment.

The present SCORPION's keel was laid August 20, 1958 and sixteen months later the SCORPION was launched at the Electric Boat Division, General Dynamics Corporation, Groton, Connecticut. SPONSOR: Mrs. Elizabeth S. Morrison, daughter of CDR Maxmilion G. Schmidt, Commanding Officer of the previous SCORPION (SS-278) at the time that ship was lost at sea in the Pacific during World War II. SCORPION was commissioned 29 July 1960, assigned to Submarine Squadron SIX at Norfolk, Virginia, thus becoming a unit of the U. S. Atlantic Fleet.

HISTORY OF THE U.S.S. SCORPION (SSN589)

The present USS SCORPION is the sixth vessel to bear the name in the service of the United States. The USS SCORPION (SSN589) was the twelfth nuclear-powered submarine launched and commissioned in the U. S. Navy. She is the second in a series of "high speed attack" submarines, the first being the USS SKIPJACK (SSN585). Although a near-sister ship to SKIPJACK, SCORPION in fact is a member of the "588" class of submarines. In this class have been happily combined the manifold assets of nuclear power with a second revolutionary development, the so-called ALBACORE hull form, named for the first submarine to be designed in this manner. The highly streamlined hull has a minimum of superstructure and hydrodynamically fair lines which lead to high submerged speed capabilities. High submerged speeds and great endurance at these speeds, made possible by nuclear propulsion, have made possible this extremely maneuverable, stealthy, potent warship. Although exact details of her performance capabilities are of necessity unpublicized, she is acknowledged to have the ability to steam at speeds in excess of 20 knots at depths greater than 400 feet. She is 252 feet long and displaces some 2800 tons.

Interestingly enough, the keel of the SCORPION was laid twice on the builder's ways. First laid on 1 November 1957; in December of the same year the partially completed hull was split in two, extended in length and redesignated as the USS GEORGE WASHINGTON (SSBN598) in order to expedite the Fleet Ballistic Missile (Polaris) Program then gathering impetus. On 20 August 1958, a new SCORPION keel was laid on ways vacated just the day before by the launching of the USS TRITON (SSN586). Just sixteen months later, the SCORPION was launched at the Electric Boat Division, General Dynamics Corporation, Groton, Connecticut under the sponsorship of Mrs. Elizabeth S. Morrison of Arlington, Virginia. Mrs. Morrison's father, CDR Maximillion G. Schmidt, was the Commanding Officer of the previous SCORPION (SS278) at the time that ship was lost at sea in the Pacific during World War II. On 29 July 1960, the new SCORPION was commissioned under the command of Commander Norman B. BESSAC, USN.

Although SCORPION, as has been traditional with submarines until the advent of the FBM, takes her name from a rock-inhabiting fish on the west coast of the United States (a dangerous spiny member of genus Scorpaena), the name has frequently been associated with Scorpio, a stellar constellation containing the star Antares. Antares has been familiar to navigators for many years as a landmark in celestial navigation.

The first USS SCORPION was commissioned in 1812 as a 4 gun sloop and served with the Chesapeake Flotilla until 21 August 1814 when she was burned by her crew to prevent capture by a strong British flotilla. After destroying the ship, her crew marched on to Washington to take part in the defense of the Capital against the invading British troops in the War of 1812.

A 2 gun schooner, the second USS SCORPION operated with Commodore Perry's squadron in the Great Lakes. She participated in the Battle of Lake Erie and the invasion of Canada by General Harrison's forces. In 1814, she was captured by the British and placed in the Royal Naval Service as HMS CONFiance.



Early U. S. Submarine (CIRCA 1900)

ENGINEERING PLANT DESCRIPTION

The SCORPION is powered by a nuclear reactor which generates heat due to the fission of uranium. The heat generated in the fission process is transferred to pressurized water which serves as the primary coolant. The primary coolant in turn transfers heat in a steam generator, to main feed water which is converted into steam. This main steam turns the main propulsion turbine which is connected to the propeller shaft. The primary coolant flows back to the reactor to be reheated after passing through the steam generator.