



U S ATLANTIC FLEET





*SAND LANCE* was launched November 11, 1969 at Portsmouth Naval Shipyard, Portsmouth, New Hampshire



# USS SAND LANCE

*Welcome Aboard,*

The officers and crew take great pride in extending to you the hospitality of the Submarine Force of the United States Navy. It is our desire to make your stay with us as pleasant as possible. All members of the ship's crew are ready to assist you in any way possible — you have only to ask.

As a warship, SAND LANCE is neither spacious nor designed for large numbers of people. We ask that you bear with us in this respect since we share your inconvenience. This pamphlet has been prepared as a memento of your visit. It also provides information necessary to ensure your health and comfort while on board.

As your hosts, all of us in SAND LANCE hope your visit will be informative, interesting, and pleasant.

# USS SAND LANCE (SSN 660)

## VITAL STATISTICS

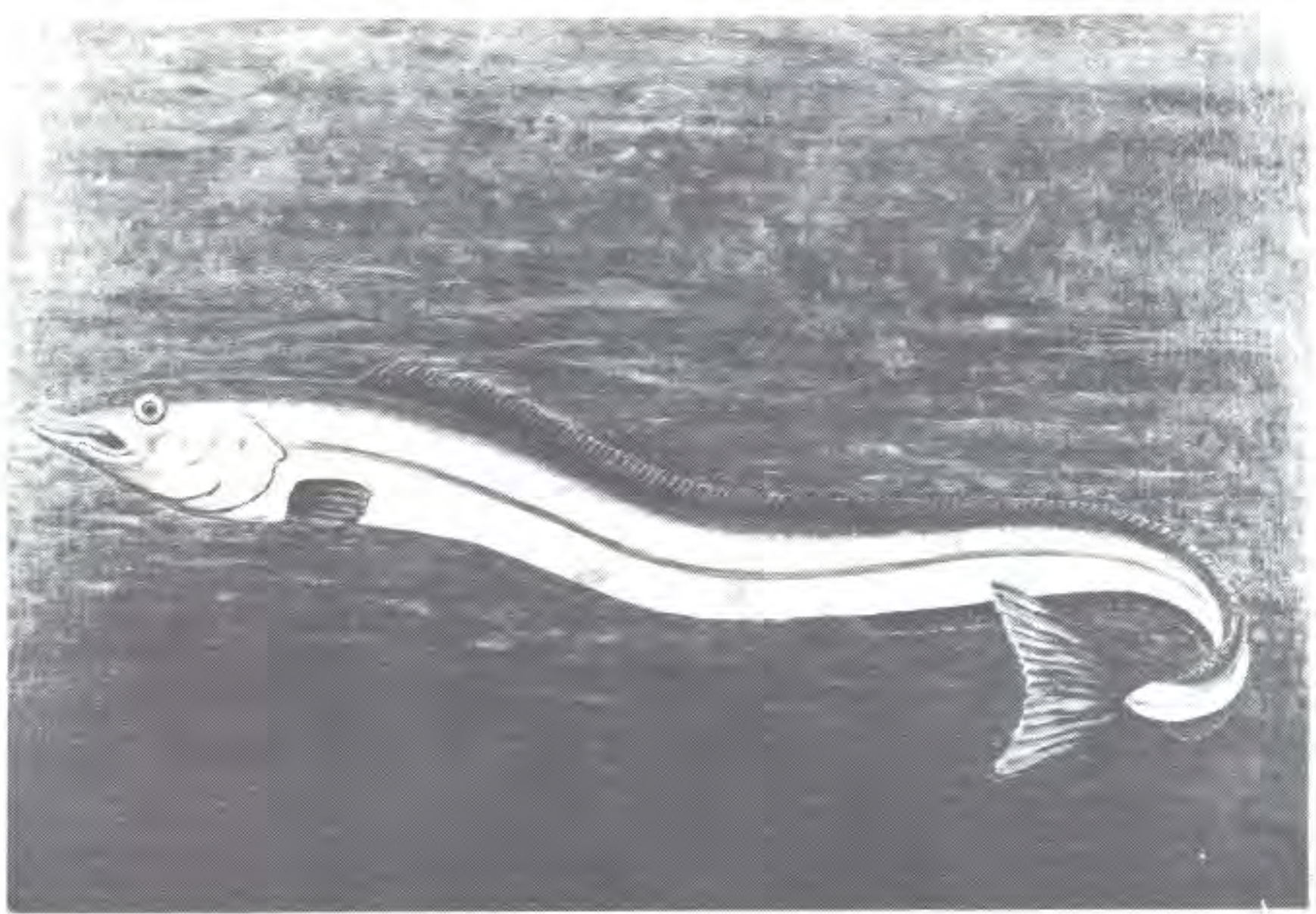
Built by

Portsmouth Naval Shipyard

Portsmouth  
New Hampshire

|                       |                                                        |
|-----------------------|--------------------------------------------------------|
| Keel laid             | 15 January 1965                                        |
| Launched              | 11 November 1969                                       |
| Sponsored by          | Mrs. Thomas J. McIntyre                                |
| Length                | 292 feet                                               |
| Beam                  | 32 feet                                                |
| Displacement surfaced | 4249 tons                                              |
| Speed                 | Over 20 knots                                          |
| Diving depth          | Over 400 feet                                          |
| Assignment            | Submarine Squadron Four,<br>Charleston, South Carolina |





## SAND LANCE

The SAND LANCE is a fish in the Ammodytidae family. The SAND LANCE may completely disappear by boring in the sand. It is silver colored with a dark mid lateral streak on its side and seldom exceeds more than six inches in total length. It is of great importance to the diet of such commercial species as salmon, codfish, and fur seals. The SAND LANCE is found throughout the North Atlantic and Pacific regions. It ranges as far south as Northern California and the Gulf of Maine.



## **Caution**

Do not attempt to operate any equipment, twist knobs, flip switches, or turn any valves. There are members of the crew on watch in every compartment to assist you. Please observe all warning signs.

## **Emergencies**

In the event of an emergency, stand fast but clear of all passageways and watertight doors so that ship's personnel may be free to proceed to the scene. The crewman in charge of the compartment will direct your movements and keep you informed as soon as he is able. If you are requested to clear an area please do so expeditiously and quietly.

## **Access to Bridge**

The bridge area is very small, with room for only the two watchstanders. Guests cannot be accommodated in order to permit the watchstanders to have sufficient room to carry out their duties.

## **Security**

Most features of the ship are of a classified nature. In addition, Sonar Control, Radio, ECM Room, Sonar Equipment Space, Nucleonics Laboratory and the entire ship aft of the Operations Compartment are security areas. Only authorized personnel are permitted in these spaces. Information concerning speed, depth, weapons, fire control, sonar, ECM, and the propulsion plant are classified.

## **Living Accommodations**

Berthing is assigned visitors embarking upon their arrival. If possible, lockers will also be assigned. If it occurs that you are required to



share a bunk, we request you make arrangements with the others assigned your bunk in order that no conflicts arise. Please use only the bunk assigned. This enables you to be located if necessary.

Heads and Washroom facilities are located throughout the ship. Please realize they are maintained by crewmen who consider the ship their home. Before using a head for the first time, please consult a member of the crew for proper flushing procedures. Please do not discard any solid object, no matter how small, into a water closet. It may foul the seat of the sanitary tank overboard discharge.

Showers may be taken anytime at your convenience, but because the number of shower facilities is very limited, showers should be taken as expeditiously as possible. There is no restriction on water. However, the ship's water-making capacity, while large, does have reasonable limits.

Messing arrangements will be established prior to your arrival and you will be assigned a specific area and time to eat. All meals must be served in shifts, so you are requested to be punctual in your arrival for meals and not to linger over coffee after finishing.

Smoking is permitted throughout the ship except in bunks, bilge areas, or the vicinity of pyrotechnics or oxygen stations.

## **Orders**

If you are under military orders, please turn your orders into the Yeoman in the Ship's Office (Operations Compartment Middle Level, forward of the crew's mess.)

## **Access and Congestion**

Visitors are always welcome in any authorized space (see Security section) when the operations of the ship permit. However, at most operating and control stations the space is very limited. As a result, it is necessary for any person not on watch to have permission of proper authority before being allowed in the space. This regulation is in effect at all times and for all persons embarked, including members



of the ship's company. You are asked to conscientiously abide by these regulations. If allowed in an area so controlled, you will be requested to leave when necessary. Summarized below are those areas in which access is controlled in this manner and the name of the watchstander who may allow visitors in the area.

Control Room — Officer of the Deck  
Chief of the Watch (when surfaced)

Sonar Control — Sonar Supervisor (NOTE: Only authorized personnel are permitted in this space.)

Maneuvering Room — Engineering Officer of the Watch (NOTE: No visitors, official business only, permitted in this space.)

Radio Room — Radioman of the Watch (NOTE: Only authorized personnel are permitted in this space.)

## **Improved Habitability**

The ship is completely air-conditioned and has equipment for revitalizing the air. Other facilities include a crew's lounge, library, laundry, hi-fi stereo system and an ice cream machine.



## ROSTER OF THE INITIAL CREW OF THE SAND LANCE (SSN660)

|                                         |                                    |
|-----------------------------------------|------------------------------------|
| CDR W. A. KENNINGTON, USN . . . . .     | Commanding Officer                 |
| CDR K. A. STRAHM, USN . . . . .         | Executive Officer                  |
| LCDR H. J. CYBUL, USN . . . . .         | Navigator/Operations Officer       |
| LCDR G. M. HEWITT, USN . . . . .        | Engineer Officer                   |
| LT A. C. BERNARD, USN . . . . .         | Weapons Officer                    |
| LT W. G. CULP, USN . . . . .            | Diving Officer                     |
| LT H. F. HERRERA, USN . . . . .         | Main Propulsion Assistant          |
| LT J. C. BISTI, USN . . . . .           | Assistant Operations Officer       |
| LT R. M. FRY, USN . . . . .             | Communications Officer             |
| LTJG A. L. EDWARDS, USN . . . . .       | Electrical Officer                 |
| LTJG J. W. MOORE III, USNR . . . . .    | Damage Control Assistant           |
| LTJG G. M. DAVIS, USN . . . . .         | Sonar Officer                      |
| LTJG S. A. JOHNSON, USN . . . . .       | Radiological Controls Officer      |
| LTJG M. D. HESS, USN . . . . .          | Engineering Dept. Training Officer |
| LTJG N. J. ANDERSON, SC, USNR . . . . . | Supply Officer                     |
| ETCS (SS) M. PAVUK . . . . .            | Chief of the Boat                  |
| STCS (SS) G. C. POLLARD . . . . .       | 1st Lieutenant                     |
| MMCS (SS) W. A. JOB . . . . .           | Auxiliary Division                 |
| ICCS (SS) B. M. PORTER . . . . .        | Electrical Division                |
| HMC (SS) D. W. BODILY . . . . .         | Medical Representative             |
| QMC (SS) E. K. BRYN . . . . .           | Assistant Navigator                |
| TMC (SS) E. F. CONWAY . . . . .         | Torpedo Division                   |
| RMC (SS) L. L. CRAWFORD . . . . .       | Radio Division                     |
| STC (SS) R. K. RICE . . . . .           | Sonar Division                     |
| MMC (SS) V. E. STANLEY . . . . .        | Machinery Division                 |
| FTGC (SS) D. M. THOMPSON . . . . .      | Fire Control Division              |





*Commanding Officer*

**WILLIAM A. KENNINGTON**

*Commander, U. S. Navy*



## CDR WILLIAM A. KENNINGTON

CDR William A. KENNINGTON was born in Jackson, Mississippi on 4 October 1929. He graduated from Vanderbilt University in 1951 and from the U. S. Naval Academy in 1955.

After serving six months aboard the USS WILLIARD KEITH (DD775) he entered Submarine School in January 1957, graduating in June 1957. He then served aboard the USS TIRU (SS416) involving the first submarine FRAM Overhaul and two Western Pacific deployments. LT KENNINGTON was then selected for advanced nuclear power training in early 1960.

Upon completion of a year's training LT KENNINGTON reported to the USS HALIBUT (SSGN587) where he participated in three Regulus Patrols.

From HALIBUT, in 1962, LT KENNINGTON served on board the USS NATHAN HALE (SSBN 623) and then reported to the USS ALEXANDER HAMILTON (SSBN 617) for duty as Engineer Officer. After three Polaris Patrols, LCDR KENNINGTON reported to USS GEORGE WASHINGTON CARVER (SSBN 656) where he served as Executive Officer for new construction and one Polaris Patrol.

In September 1967 LCDR KENNINGTON reported for duty on the Staff of Commander In Chief U. S. Atlantic Fleet as a member of the Naval Nuclear Propulsion Examining Board.

In December 1969 CDR KENNINGTON reported to Portsmouth Naval Shipyard, Portsmouth, New Hampshire where he assumed duties of Commanding Officer, SAND LANCE Precommissioning Unit and PCO SAND LANCE (SSN 660).

CDR KENNINGTON is married to the former Sabra Keen Grant of West Hartford, Connecticut. They have four children, Robert, William, Bruce and John.



# ROSTER OF THE INITIAL CREW OF THE SAND LANCE (SSN 660)

|                                |                             |
|--------------------------------|-----------------------------|
| EM1 (SS) R. L. Abrego          | EM1 (SS) R. W. Holt         |
| ETR3 (SU) I. W. Adkins         | IC3 (SU) D. B. Huffman      |
| MM2 (SU) T. J. Alexander       | IC1 (SS) N. L. Isenhour     |
| MM3 (SS) J. S. Altman          | ETR2 (SU) G. M. Johnson     |
| STS2 (SS) K. P. Anderson       | MM1 (SU) C. R. Kearney      |
| STS2 (SU) D. W. Arnold         | EM2 (SS) R. L. Kebbler      |
| EM2 (SU) R. Aron               | EM1 (SS) J. D. Kibbe        |
| ET1 (SU) W. E. Atkinson, II    | MM2 (SU) G. A. Malburg      |
| ET1 (SS) T. C. Backes          | ETN3 (SU) W. L. Marenic     |
| ST1 (SS) W. A. Barnes, Jr.     | IC3 (SS) J. H. McGuire, Jr. |
| MM1 (SU) F. D. Bell            | STS2 (SS) E. R. Mion        |
| ETR2 (SU) L. S. Berg           | MM1 (SS) M. A. Mugrage      |
| TM3 (SS) G. M. Bernhart        | MM3 (SU) S. D. Nichols      |
| STS2 (SS) J. L. Brock          | ET1 (SS) G. K. Norman       |
| EM1 (SS) J. Brown              | CS1 (SS) W. L. Norris       |
| YN1 (SS) P. W. Brunson         | IC3 (SU) B. F. O'Neill      |
| ETR2 (SU) J. R. Bueno          | EM2 (SU) M. D. Phipps       |
| RM1 (SS) J. B. Burkhalter, Jr. | YN3 (SS) J. D. Price, III   |
| FN (SU) R. M. Burton, Jr.      | ETN3 (SU) I. Ramos          |
| MM1 (SS) R. H. Bush            | MM2 (SU) R. A. Randall      |
| SN (SU) (DV) R. P. Carmean     | EM2 (SU) C. B. Ransom       |
| CS2 (SS) M. N. Cataldo         | MM1 (SS) R. J. Russell      |
| MM1 (SS) H. P. Cebulla         | FTG2 R. W. Ryan             |
| SD3 N. P. Chan                 | RM2 (SS) C. R. Shupe, Jr.   |
| SD1 (SS) M. C. Chavez          | MM2 (SU) D. J. Simmons      |
| FTG2 (SU) D. J. Cianci         | MM1 (SS) L. G. Smith        |
| TM2 (SS) G. L. Cockrell        | ICFN (SU) P. L. Smith       |
| TMC (SS) E. F. Conway          | SK1 (SS) E. J. Socha        |
| ET1 (SS) N. L. Crary, Jr.      | STS3 (SU) R. F. Soloniewicz |
| MM1 (SS) R. G. Cullins         | TM1 (SS) R. K. Sparger      |
| QM3 (SU) P. R. Cushing         | QMSN (SU) R. H. Stephens    |
| MM1 (SS) L. E. Doane           | ET1 (SS) J. R. St. John     |
| CSSN (SU) J. L. Ellingston     | ETNZ (SU) M. A. Swanson     |
| MM1 (SS) R. J. Fisher          | EN3 (SS) DV) T. B. Tyner    |
| QM1 (SS) W. P. Freligh, III    | SN (SU) W. L. Vaughen, Jr.  |
| IC2 (SS) F. S. Frommelt, Jr.   | ETN2 (SS) J. M. Walsh, Jr.  |
| TM3 (SU) B. E. Fuller          | SN (SU) G. W. Walton        |
| SN (SU) R. J. Garvin           | ET1 (SS) B. R. Ward         |
| RM3 (SU) R. A. Gaul            | STS2 (SU) M. W. Webb        |
| MM1 (SS) H. T. Gay             | SK2 (SS) E. M. Welsh        |
| CSSA (SU) W. L. Graham         | SKSN (SU) D. M. White       |
| FN (SS) P. E. Grundrich        | MM2 (SS) J. R. Williams     |
| FN (SU) D. M. Hallam           | EM1 (SU) M. L. Wilson       |
| MM2 (SU) M. E. Hemming         | IC1 (SS) R. B. Zirngibl     |



# HISTORY OF SHIPS NAMED SAND LANCE



## SAND LANCE (SS-381)

USS SAND LANCE (SSN-660) is the second ship of the Fleet to bear the name of a fish in the Ammodytidae family. She is named in commemoration of Fleet Submarine SAND LANCE (SS-381) who was awarded the Presidential Unit Citation for heroism during her first war patrol of World War II.

The Sand Lance may completely disappear by boring in the sand. It is silver colored with a dark mid lateral streak on its side, and seldom exceeds more than six inches in total length. It is of great importance to the diet of such commercial species as salmon, codfish, and fur seals. The Sand Lance is found throughout the North Atlantic and Pacific regions. It ranges as far south as Northern California and the Gulf of Maine.

The first SAND LANCE (SS-381) was built by the Portsmouth Naval Shipyard, New Hampshire. Her keel was laid 12 March 1943. She launched 25 June 1943, under the sponsorship of Mrs. Edith Burrows, wife of Commander Albert C. Burrows, U. S. Navy. The fleet submarine commissioned at Portsmouth 9 October 1943, Commander Malcom E. Garrison, USN, commanding.



SAND LANCE (SS-381) had a length overall of 311 feet, 9 inches; extreme beam of 27 feet, 3 inches; standard displacement of 1,526 tons; mean draft of 15 feet, 3 inches; submerged displacement of 2,424 tons; a designed depth of 400 feet, a surfaced speed of 20.25 knots, a submerged speed of 8.75 knots, and a designed complement of 6 officers and 60 men. She was armed with ten 21-inch torpedo tubes; one 5-inch .25 caliber gun; one 40-mm, one 20-mm and one .50 caliber machine gun.

SAND LANCE departed the Portsmouth Navy Yard 30 November 1943 for training out of New London, Connecticut. She sailed 18 December 1943, touching Philadelphia before passing through the Panama Canal 30 December 1943 to base war operations from Pearl Harbor. She reached her base 17 January 1944 and stood out on her maiden war patrol 8 February 1944. After a fueling stop at Midway, she pointed her bow towards the Kurile Islands. She would turn in a remarkable performance despite two typhoons, icefields, freezing weather, snow, shallow water, night attacks from the air, and a sustained 16-hour depth charge attack.

SAND LANCE passed through two typhoons before she entered her patrol area off Paramushiro 24 February 1944. She encountered vast fields of slush ice and patches of drift ice. The submarine was herself the victim of heavy icing and twice touched bottom in water as shallow as fifty feet while she probed for the enemy. Her first success came 28 February 1944 when she found the 3,458-ton cargo ship KAIKO MARU taking shelter from a blizzard in the lee of Paramushiro's south east point. She sent that enemy to the bottom with well-aimed torpedoes and continued to patrol along the Kurile Island chain. Though her number one periscope had been severely damaged by drift ice, she pressed home attacks on a convoy the night of 2-3 March 1944 to sink the 4,541 cargo ship AKASHISAN MARU. She damaged other ships in this attack, then entered the Japan current where the water temperature rose from freezing to above seventy degrees.

The night of 12-13 March, SAND LANCE was surface-running towards Honshu. A little after midnight she dived in the bright moonlight to get away from a marauding aircraft. About two hours later, Commander Garrison upped periscope to find SAND LANCE in the middle of a five-merchantman convoy under guard of three heavily armed warships. "A beautiful sight to behold," reported Commander Garrison, "worth the past four weeks of battling typhoons, blizzards, and icefields. We were completely surrounded by ships."



SAND LANCE had only six torpedoes remaining and Commander Garrison was determined to make each count a full measure. He fired two stern torpedoes at a freighter, two more at a light cruiser, and two bow torpedoes at a second freighter. All three targets were rent apart by explosions. At least two sank; the 3,300-ton Japanese light cruiser TATSUTA and the 4,667-ton Japanese cargo ship KOKUYO MARU.

SAND LANCE drew the wrath of Japanese destroyers who pounced upon her with a vengeance. For 16 hours she crept, halted, listened, and edged from under a thundering barrage of more than a hundred-depth charges. When the sea grew silent she set out for home. She reached Pearl Harbor 23 May 1944, terminating a maiden war patrol that was recognized by the award of the Presidential Unit Citation for extraordinary heroism in action.

SAND LANCE second war patrol was spent in the area of the Marianas Islands and terminated on the eve of the American invasion of those islands. She contributed her share towards an easier American victory by depriving the Saipan supply system of war materials carried by four ships. She was just north of Saipan 3 May 1944 when she torpedoed and sank the 3,129-ton cargo ship KENAN MARU. Eight days later she heavily damaged the 4,441-ton passenger-cargo ship MITAKESAN MARU. She defied aircraft in making this attack and had a close call from an aerial bomb.

SAND LANCE added to her kill score 14 May 1944 when she sank the 4,291 freighter KOHO MARU off Apra Harbor, Guam. She found two more victims the 17th, lacing the waters off Saipan with torpedoes which sank the 2,633-ton passenger-cargo ship TAIOKU MARU, and the 3,843-ton cargoman FUKKO MARU. Having expended all her torpedoes, she headed for refit at Fremantle, Western Australia, arriving 5 June 1944.

SAND LANCE put to sea 3 July 1944 to conduct her third war patrol in the western part of the Molukka Sea and in the Celebes Sea. She sank the 2,984-ton converted gunboat TAIKO MARU on the 14th of July. There were damaging hits on another merchant ship in this attack southwest of Celebes. Four days later she bore in on a large transport in Tapiantana Strait, Sulu Islands. But two fast Japanese patrol craft foiled this attack and gave the fleet submarine a good shaking with exploding depth charges.



SAND LANCE hunted in vain for a target until 1 August when she damaged a freighter just south of Lembeck Island. Two days later she barely escaped from aircraft bombs which almost caught her in shallow Amoesang Bay in north Celebes. She hurried back through the restricted entrance to the bay for deeper water. Aircraft bombs exploded close astern the morning of 6 August as she tracked small freighters hugging the coast of Celebes. The entire submarine lifted several feet by the force of the explosions and her port reduction gear became noisy.

Enemy escorts were overhead when it was discovered that a torpedo was running hot in the tube. The submarine came up to 100 feet while the escorts were attacking and fired the torpedo to rid herself the threat of an exploding warhead. The torpedo prematurely exploded only eight seconds after leaving the tube, adding to the already damaged stern. But the explosion of this torpedo apparently caused the Japanese to believe the submarine had been destroyed. She received no further depth charging.

SAND LANCE surfaced after dark but could not repair the damaged reduction gear. She made the trip home on one shaft, arriving at Fremantle, 19 August 1944. She departed 10 September for Pearl Harbor and was routed from there 26 October for repairs in the Mare Island Naval Shipyard, arriving 1 November 1944.

SAND LANCE repairs were complete by 13 March 1945 when she sailed to resume operations from Pearl Harbor. She departed that base 10 April 1945 to search for the enemy along the eastern coast of Honshu and south of Hokkaido. But no enemy came her way except for an unidentified small coastal freighter which she torpedoed 14 May 1945. She returned to Midway 6 June 1945. The fleet submarine received a new commanding officer 25 June 1945 when Commander Malcolm E. Garrison was relieved by Lieutenant Commander James G. Glaes, U. S. Navy.

SAND LANCE departed Midway 5 July 1945 on her fifth and last war patrol of World War II. After fueling in Tanapag Harbor, Saipan, she took lifeguard station for bombers striking along the coast of Kyushu. She remained on station until the close of hostilities with Japan 15 August 1945. She next day she departed her area, bound by way of Midway (30 August) and Pearl Harbor (30-31 August) to San Francisco. She entered the San Francisco Naval Shipyard for inactivation overhaul 7 September 1945 and decommissioned there 14 February 1946.



SAND LANCE remained inactive until designated for loan to the Government of Brazil under terms of the Military Assistance Program. After reconditioning in the Pearl Harbor Naval Shipyard, she recommissioned there 6 April 1963, Commander Carl H. Sebenius, Jr., U. S. Navy, commanding. She departed Pearl Harbor 24 June 1963 and reached San Francisco 1 July to embark officers and men of the Brazilian Navy for training. She stood out of San Francisco Bay 5 July 1963 and was back in Pearl Harbor seven days later to train her prospective new officers and crew. This was completed by 7 September 1963 when she was decommissioned for service in the Brazilian Navy as RIO GRANDE DO SOL (S-11).

SAND LANCE (SS-381) was awarded the Presidential Unit Citation for extraordinary heroism during her first war patrol (8 February-23 March 1944). She also received five battle stars for the World War II operations listed below:

- 1 Star/FIRST WAR PATROL-PACIFIC: 8 Feb-23 Mar 1944
- 1 Star/SECOND WAR PATROL-PACIFIC: 20 Apr-5 Jun 1944
- 1 Star/THIRD WAR PATROL-PACIFIC: 3 Jul-19 Aug 1944
- 1 Star/OKINAWA GUNTO OPERATION;  
Assault and occupation of Okinawa Gunto: 2 May-1 Jul 1945
- 1 Star/THIRD FLEET OPERATIONS AGAINST JAPAN: 20 U1-  
15 Aug 1945

#### LIST OF COMMANDING OFFICERS - USS SAND LANCE (SS-381)

|                                                  |                         |
|--------------------------------------------------|-------------------------|
| Commander Malcolm E. Garrison, USN:              | 9 Oct 1943-21 Jun 1945  |
| Lieutenant Commander James G. Glaes, USN:        | 21 Jun 1945-14 Feb 1946 |
| Lieutenant Commander Carl H. Sebenius, Jr., USN: | 6 Apr 1963-7 Sep 1963   |

The second SAND LANCE (SSN-660) was constructed by the Portsmouth Naval Shipyard, Portsmouth, New Hampshire. Her keel was laid 15 January 1965. She was launched 11 November 1969, under the sponsorship of Mrs. Thomas J. McIntyre, wife of U. S. Senator McIntyre.

SAND LANCE (SSN-660) is a STURGEON-Class nuclear powered submarine. She is designed for a length overall of 292 feet, 3 inches; extreme beam of 31 feet, 8 inches; surfaced displacement of 4,249 tons; submerged displacement of 4,779 tons; and accommodations for 12 officers and 95 men. Her armament will include 4 midships torpedo tubes.

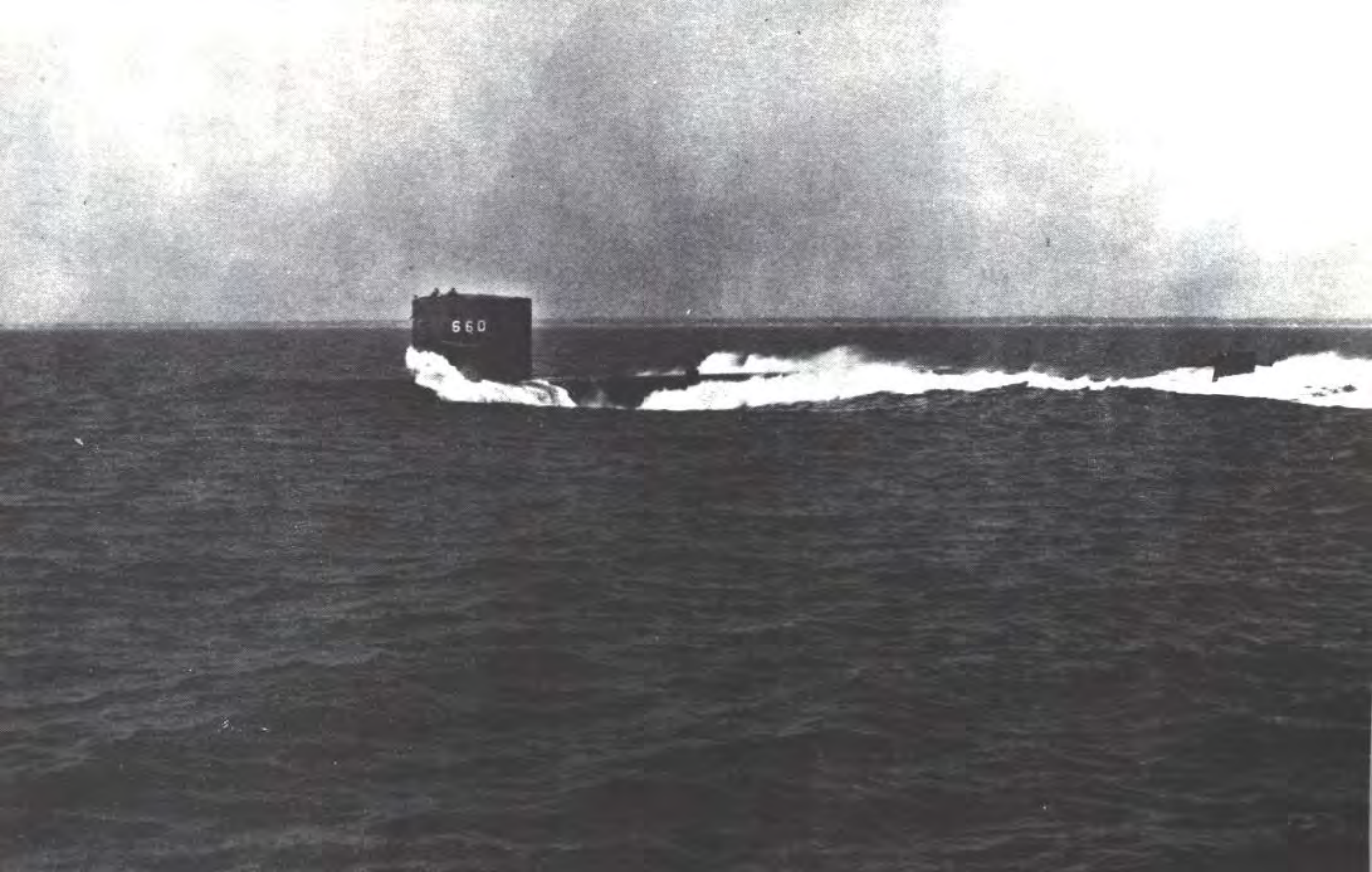


# SHIP'S MISSION

USS SAND LANCE (SSN 660) is a fast-attack nuclear submarine of the SSN 637 Class. Her primary mission is to seek out and destroy enemy ships of any type. She is equipped with the most advanced sonar and fire control system.

SAND LANCE has been specially designed to operate quietly and indefinitely at high speeds while completely submerged. This gives her great advantage in offensive and defensive action.









## DOLPHINS

Dolphins, the insignia of the United States Navy Submarine Service, identify the wearer as "qualified in submarines." The officers' insignia is a bronze gold-plated pin, while the enlisted insignia is a silver pin.

The submarine insignia adopted in March, 1924, is a bow view of a submarine proceeding on the surface with bow planes rigged for diving, flanked by dolphins in horizontal position with their heads resting on the upper edge of the bow planes. The dolphins on this insignia are symbolic of a calm sea and are the traditional attendants of Poseidon, Greek god of the sea.

In more recent times, dolphins for specialist officers in the Submarine Force have been developed. These include the engineering duty officer dolphins, medical officer dolphins, and supply corps dolphins. Regardless of the color of the pin or the insignia at the center, dolphins are worn with pride by members of the Submarine Force.



Submarine Engineering Duty



Submarine Medical



Submarine Supply Corps







# USS SAND LANCE (SSN 660)

## VITAL STATISTICS

Built by

Portsmouth Naval Shipyard

Portsmouth  
New Hampshire

|                       |                                                        |
|-----------------------|--------------------------------------------------------|
| Keel laid             | 15 January 1965                                        |
| Launched              | 11 November 1969                                       |
| Sponsored by          | Mrs. Thomas J. McIntyre                                |
| Length                | 292 feet                                               |
| Beam                  | 32 feet                                                |
| Displacement surfaced | 4249 tons                                              |
| Speed                 | Over 20 knots                                          |
| Diving depth          | Over 400 feet                                          |
| Assignment            | Submarine Squadron Four,<br>Charleston, South Carolina |