



**UNITED STATES
PACIFIC FLEET**



LAUNCHING THE ATTACK SUBMARINE USS HAWKBILL (SSN-666)



UNITED STATES SHIP HAWKBILL

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, HAWKBILL 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 HAWKBILL hope your visit will be informative, interesting, and pleasant.

COMMANDING OFFICER
USS HAWKBILL (SSN-666)



COMMANDER THOMAS E. ROSS, USN

Commander Thomas E. ROSS was born in St. Paul, Minnesota on 10 August 1935. He was commissioned in June 1957 after attending the U. S. Naval Academy.

Ensign ROSS reported for his first tour of duty aboard the USS Shangri-La (CVA 38) for two years service in the Weapons Department. Following that LT JG ROSS assumed the duties of Executive Officer aboard the USS VIREO (MSC 205).

In April of 1961 he began his Nuclear Power and Submarine School Training. Upon graduation LT ROSS spent two and one half years aboard the USS SNOOK (SSN 592) during which time he qualified as a submariner. LT ROSS' next assignment was the Engineer Officer aboard the USS JAMES MADISON (SSBN 627) (BLUE). In October 1967 LCDR ROSS returned to an SSN as the Executive Officer of the USS PERMIT (SSN 594). While serving aboard PERMIT, he was awarded two Navy Commendation Medals and a Navy Achievement Medal.

1. CDR ROSS reported to the Armed Forces Staff College in Norfolk, Virginia in August 1969 and then went on to serve as Assistant Submarine Detailer for over two years. He was promoted to Commander in June 1971 and reported to the USS HAWKBILL (SSN 666) in December 1972.

Commander ROSS is married to the former Patricia SPLETT of St. Paul, Minnesota. They have four children, Loretta, Steven, Paul and Ruth.

USS HAWKBILL (SSN 666)

VITAL STATISTICS

Built by

MARE ISLAND NAVAL SHIPYARD

Keel laid	12 September 1966
Launched	12 April 1969
Sponsored by	Mrs. Bernard F. Roeder
Length	292 feet
Beam	32 feet
Displacement surfaced	4060 tons
Speed	Over 20 knots
Diving depth	Over 400 feet
Assignment	Submarine Squadron Five, San Diego, California

HISTORY OF USS HAWKBILL (~~SS 366~~)

HAWKBILL was built by Mare Island Naval Shipyard, Vallejo, California. The keel was laid on 12 September 1966 and the ship was launched on 12 April 1969. Mrs. Bernard ROEDER, wife of Vice Admiral ROEDER, is the ship's sponsor.

At about the time of the launching the initial members of the pre-commissioning unit of the ship's company began to arrive. The Officer in Charge and the Prospective Commanding Officer was Commander C. H. BROWN, USN.

After many arduous months working with the shipyard in testing and fitting out, the ship was ready for her initial sea trials in September of 1970.

HAWKBILL was ordered commissioned on 4 February 1971 by Rear Admiral W.H. GROVERMAN, USN, Commander Western Sea Frontier representing Commander, 12th Naval District. Commander C.H. BROWN, USN as his Executive Officer. Mr. Charles GOULD, publisher of the San Francisco Examiner, delivered an inspiring commissioning address.

HAWKBILL was then assigned to Submarine Squadron FIVE in San Diego, California.

HAWKBILL departed the shipyard during March and commenced her post delivery shakedown trials in the Puget Sound area. While there she completed the Weapons Systems Accuracy Tests at Dabob Bay, Washington and the NavShips Sound Trials at Carr Inlet. Following these tests, HAWKBILL departed for her homeport, San Diego.

May and June were spent conducting local operations in the San Diego area. The ship departed for Mare Island Naval Shipyard 8 July for her post shakedown availability (PSA).

On 7 September 1971, HAWKBILL departed Mare Island Naval Shipyard for her homeport, San Diego, California, after completing her post shakedown availability. Much of this period was spent in drydock, correcting the numerous deficiencies inherent in a newly commissioned ship and in preparation for the forthcoming Deep Submergence Rescue Vehicle Technical Evaluation.

Most of September and October were spent conducting local operations in the San Diego area. On 18 October HAWKBILL commenced "mother sub" operations with DSRV-1 off San Clemente Island, Marking phase 2 of the DSRV technical evaluation. Success of this important series of tests would determine the feasibility of rescuing crews of stranded submarines anywhere, as well as gaining more valuable information concerning deep submergence operations.

On 26 October 1971 DSRV-1 successfully mated with HAWKBILL, and welcomed CAPT S. H. PACKER, Commander Submarine Development Group ONE aboard, the first time in submarine history such an event was successfully attempted.

On 8 November 1971, LCDR P. R. (Pete) BOZZO relieved LCDR G. R. (George) STUBBS as HAWKBILL's second Executive Officer.

HAWKBILL successfully concluded "mother sub" operations with DSRV-1 on 30 December 1971. On this day HAWKBILL reverted to carrying out its primary mission that of a fast attack nuclear submarine.

January and February of 1972 found HAWKBILL conducting local operations off Southern California once again. This period was spent preparing the ship and crew for their first deployment in early March. HAWKBILL left San Diego on 9 March 1972 and was to log 40,000 miles before her return.

After two months of operations in the South China Sea in support of the United States' effort in Southeast Asia, the ship had a brief R and R stop in Subic Bay before a three week upkeep in Guam. Following the upkeep, another lengthy period at sea was followed by a brief visit to Yokosuka, Japan. The highlight of the deployment was a seven day visit to Hong Kong before starting the long trip home where families and friends met the ship on the 18th of September 1972.

The rest of the year went fast for the men of HAWKBILL. A stand down period of one month was followed by a two month schedule of local operations and upkeep periods in the San Diego area.

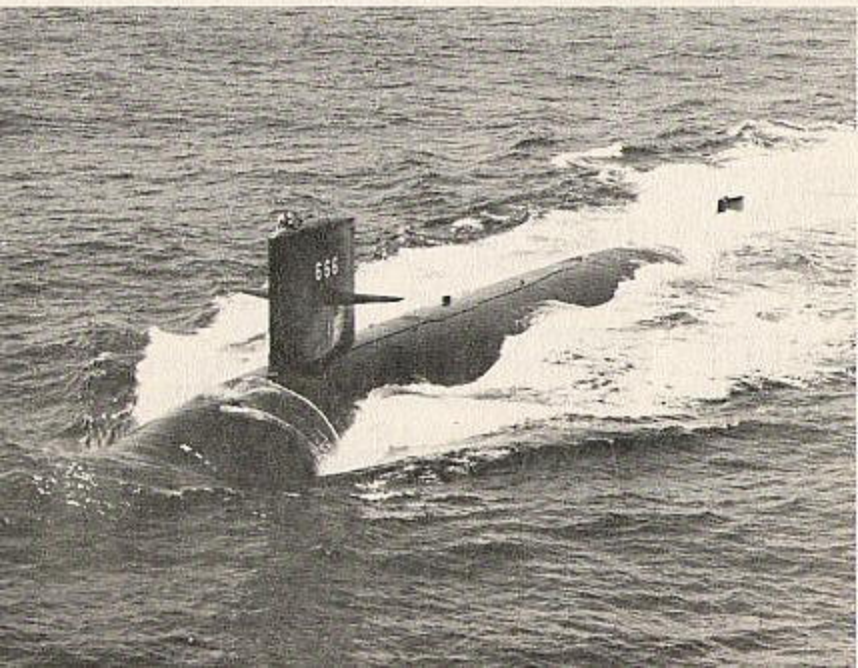
On 6 January 1973, Commander C. H. BROWN was relieved by command-T. E. ROSS as Commanding Officer.

Since her commissioning, HAWKBILL has had some hectic and often agonizing moments. The Officers and Men can be proud of the job they have done and the professional manner in which they have served their country.

SHIP'S MISSION

USS HAWKBILL (SSN-666) 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 systems of the present day.

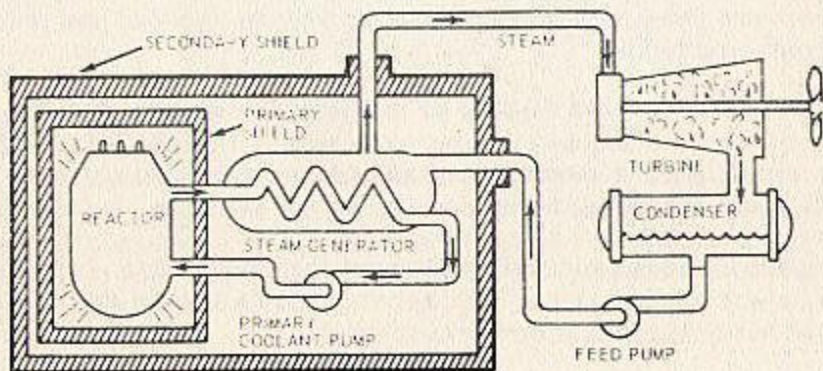
HAWKBILL has been specially designed to operate quietly and indefinitely at high speeds while completely submerged. This gives her great advantage in offensive and defensive action.

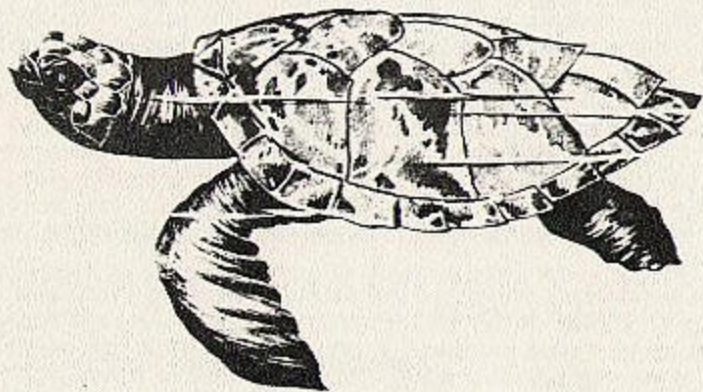


THE POWER PLANT

HAWKBILL is powered by a nuclear power plant which consists of a nuclear reactor with its associated circulating water, steam cycles, and auxiliary machinery. The primary system is a circulating water cycle and consists of the reactor, identical port and starboard loops of piping, primary coolant pumps, and the tubes of the steam generators. Heat is produced in the reactor by nuclear fission and is transferred to the circulating primary coolant water which is pressurized to prevent boiling. This water is then pumped through the steam generator tubes, where it transfers its heat to the shell, or the secondary side of the steam generators, where it boils water to form steam. It is then pumped back to the reactor by the primary coolant pumps where it is heated for the next cycle.

The secondary system is the steam-producing cycle and is made up of the shell side of the steam generators, turbines, condensers, and steam generator feed pumps. It is completely isolated from the primary system since the primary water goes through the tubes of the steam generator while the water which is boiling to make steam is on the shell side of the steam generator. Steam rises from the steam generators and then flows to the engine room, where it drives the ship service turbogenerators, which supply the ship with electricity, and the main propulsion turbines, which drive the propeller. After passing through the turbines, the steam is condensed and the water is fed back to the steam generators by the feed pumps. There is no step in the generation of this power, which requires the presence of air or oxygen. This fact alone allows the ship to operate completely divorced from the earth's atmosphere for extended periods of time.





HAWKSBILL TURTLE

The Hawksbill, the smallest sea turtle, rarely measuring over two feet long, is the most valuable, commercially, to man. It is this turtle which supplies the costly tortoise shell used in making combs, compacts and many other fine articles. The shell of this sea turtle is smooth and shiny, beautifully marked like marble, in black and yellow or brown and yellow.

Their legs are like flippers so that they can swim well, but they are awkward on land and seldom come ashore. However, the female does make a yearly land visit in late spring to lay her large batch of eggs, which she buries in the sand above the tide line.

Fish is the Hawksbill Turtle's chief food but it also eats other marine animals and plants. This swimming turtle lives in the tropical and semi-tropical seas of both hemispheres.

GENERAL INFORMATION

RADIATION SAFETY

All radiation warning signs and markers are to be observed. These consist of magenta and yellow signs, ropes or ribbons. Only authorized persons are allowed in areas marked "Radiation Area." No loitering is allowed.

FILM BADGES

All personnel embarked are required to wear a film badge. You will be issued one upon boarding, if you do not already possess one. It is anticipated that you will receive no detectable radiation. In the event that you do, a report will be forwarded to your parent activity.

Film badges must be worn at all times, on the front portion of the body and external to all clothing belt clips are attached to the badges to prevent loss. However, loss of a film badge should be reported to the Hospital Corpsman immediately. All film badges issued by the Medical Department must be returned at the end of the cruise. Ensure that you have a film badge in your possession prior to the ship getting underway.

MEDICAL FACILITIES

The Hospital Corpsman should be consulted for any illness or injury that may occur during the cruise. It is recommended that those personnel susceptible to motion sickness obtain medication prior to getting underway. However, medication for this purpose will be available throughout the cruise.

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 water-tight 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. Should you see water leaking or smell smoke or have any question concerning the safety of the ship, please call it to the attention of one of the crewmen who will take proper action.

ACCESS TO BRIDGE

The bridge is very small, with room for only two men. Guests cannot be accommodated in order to permit the watchstanders 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 is 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 Upper Level, aft of the Weapons Loading Hatch).

CALLS

For embarked visitors, calls are made by the Duty Steward in the Wardroom Country, the Torpedo Room Watch in Operations Compartment Lower Level, and the Auxiliaryman Forward in the Bow Compartment. Any of these watchstanders will ensure a visitor is called at any particular time he may designate. The call list is maintained in the Control Room.

ACCESS AND CONGESTION

Visitors are always welcome in any authorized space when the operations of the ship permit. At most operating and control stations the space is very limited, however. 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 abide conscientiously 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

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 systems and ice cream machines.

