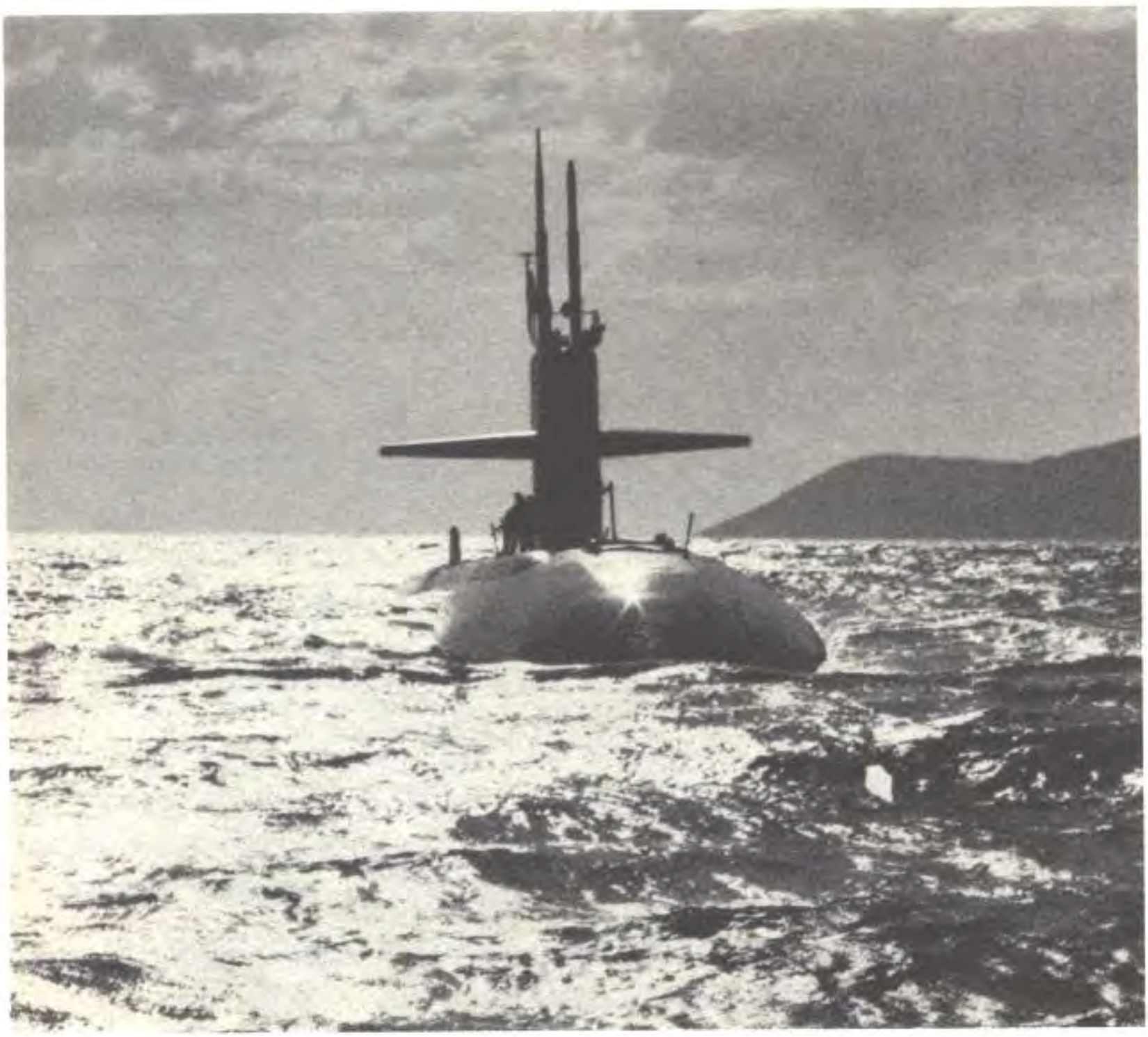
Change of Command

UNITED STATES SHIP
DALLAS
(SSN 700)



NAVAL SUBMARINE BASE
NEW LONDON
GROTON, CONNECTICUT

18 DECEMBER 1992

Command at Sea

THE PRESTIGE, PRIVILEGE AND BURDEN OF COMMAND

by Joseph Conrad

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

A ship at sea is a distant 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 gunfiring 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, command is the spur which has given the Navy its great leaders.

It is a duty which most richly deserves the highest time-honored title of the seafaring world — "CAPTAIN."

THE CEREMONY

The change of command ceremony is a time-honored tradition which formally restates to the officers and personnel of the command the continuity of the authority of the command. It is a formal ritual conducted before the assembled company of the command. The change of command of a naval unit/activity is nearly unique in the world today; it is a transfer of total responsibility, authority and accountability from one individual to another.

CAPTAIN NILS ALFRED SJOSTROM
United States Navy

Captain Nils A. SJOSTROM, a native of Madison, New Jersey, graduated from the United States Naval Academy in June, 1969. Following nuclear power training at Bainbridge, Maryland, and West Milton, New York, he served for three years as an engineering division officer on board USS GEORGE WASHINGTON (SSBN 598) (Gold). Completing the Submarine Officer's Advanced Course, Captain SJOSTROM then served as Weapons Officer aboard USS SEA DEVIL (SSN 664) from July, 1974 to July, 1976. He was then assigned for two years as a Company Officer at the United States Naval Academy.

Captain SJOSTROM subsequently completed a three-year Engineer Officer tour aboard USS JOHN MARSHALL (SSN 611) between October, 1978 and October, 1981. Initially operating as an SSBN out of Guam, the ship was redesignated SSN in January, 1981, and changed home port to Charleston, South Carolina. Continuing his service at sea, Captain SJOSTROM then served as Executive Officer on board USS BILLFISH (SSN 676) from December, 1981 to December, 1984.

Captain SJOSTROM served as Commanding Officer of USS GROTON (SSN 694) from July 1985, to March, 1989. During his tenure the ship completed several operations in the western Atlantic, a non-refueling overhaul in Portsmouth, New Hampshire, post-overhaul certifications and inspections, and conducted the first North Atlantic submerged firing of a Tomahawk Land Attack Missile. In his final year of command, Captain SJOSTROM was nominated by Commander, Submarine Group Two for the Rear Admiral Jack N. Darby Award for "inspirational leadership and excellence in command".

Following his command tour, Captain SJOSTROM assumed duties as the Submarine Enlisted Community Manager and the Enlisted Submarine/Nuclear Power Assignment Officer at the Naval Military Personnel Command in Washington, D.C. . Completing two years in this assignment, he then reported to the staff of the Commander in Chief, United States Atlantic Fleet where he served as the Senior Member of the Nuclear Propulsion Examining Board.

Captain NJOSTROM assumed duties as Commander, Submarine Squadron 2 at Naval Submarine Base, New London in December, 1992.

Captain SJOSTROM is authorized to wear the Meritorious Service Medal with one gold star and the Navy Commendation Medal with one gold star.

Captain SJOSTROM is married to the former Wendy Morrison of Baltimore, Maryland. Their daughter, Heather, recently graduated from the University of New Hampshire where she majored in English.

COMMANDER RICHARD PAUL TERPSTRA
United States Navy

COMMANDER RICHARD PAUL TERPSTRA
UNITED STATES NAVY

Commander TERPSTRA, a native of Dutton, Michigan, graduated from Caledonia High School in 1970 and received an appointment to the U.S. Naval Academy, graduating with a Bachelor of Science degree in 1974. Following commissioning he attended Nuclear Power School at Mare Island, California, prototype training at Idaho Falls, Idaho and Basic Submarine School at Groton, Connecticut.

Commander TERPSTRA reported to his first submarine, the USS VON STEUBEN (SSBN 632) (BLUE) in January 1976 and served Division Officer tours, qualifying in submarines in October 1976. He completed six strategic deterrent patrols and transferred to the Submarine Training Center, Charleston, South Carolina in April 1979 for duty as Nuclear Division Director. Following a two year tour, he attended the Submarine Officer Advanced Course in Groton, Connecticut.

In December 1981, Commander TERPSTRA reported on board USS STURGEON (SSN 637) for duty as the Engineer Officer. Upon completion of this tour in November 1984, he reported to the Staff, Commander, U.S. Pacific Fleet and served as a member of the Nuclear Propulsion Examining Board for period of two years.

In January 1987, he completed Prospective Executive Officer School and reported to the USS POGY (SSN 647) homeported in San Diego, CA for duty as Executive Officer. During his tour the USS POGY (SSN 647) was awarded the Battle Efficiency "E" for 1987.

In July 1989, Commander TERPSTRA commenced Prospective Commanding Officer Training.

Commander TERPSTRA has participated in North Atlantic, Mediterranean, and Western Pacific Deployments. He is authorized to wear the Meritorious Service Medal, the Navy Commendation Medal (Four Awards), the Navy Achievement Medal (Three Awards), the Battle "E" Ribbon, the Navy Expeditionary Medal, the National Defense Service Medal, the Sea Service Deployment Ribbon, the Arctic Service Ribbon and the SSBN Deterrent Patrol Pin.

Commander TERPSTRA is married to the former Miss Susan Ann Nestor of East Grand Rapids, Michigan. They have two children, Eric and Margaret and currently reside in Ledyard, Connecticut.

SCHEDULE OF EVENTS

ARRIVAL OF OFFICIAL PARTY

NATIONAL ANTHEM

INVOCATION
LT JAMES G. CHAPMAN, CHC, USNR

CAPTAIN NILS ALFRED SJOSTROM
COMMANDER SUBMARINE SQUADRON TWO
REMARKS

COMMANDER RICHARD PAUL TERPSTRA
REMARKS AND READING OF ORDERS

COMMANDER JOHN JOSEPH SCHWANZ
READING OF ORDERS, REMARKS, AND
ASSUMPTION OF COMMAND

BENEDICTION
LT JAMES G. CHAPMAN, CHC, USNR

DEPARTURE OF OFFICIAL PARTY

COMMANDER JOHN JOSEPH SCHWANZ

United States Navy

COMMANDER JOHN JOSEPH SCHWANZ
UNITED STATES NAVY

Commander John Joseph SCHWANZ, a native of St. Louis, Missouri, graduated from the United States Naval Academy in June 1977. Following nuclear power and initial submarine training, he reported to USS RICHARD B. RUSSELL (SSN 687) in November 1978, serving as Reactor Controls Assistant, Damage Control Assistant, and Weapons Officer. During his tour, USS RICHARD B. RUSSELL completed one North Atlantic and one Mediterranean Sea deployment.

Between December 1981 and February 1984, Commander SCHWANZ served on the staff of Commander, Submarine Group Two as a member of the Tactical Weapons Certification Team. Upon completion of this assignment, he served successive tours as Engineer Officer in USS JACKSONVILLE (SSN 699) and as Navigator in USS CORPUS CHRISTI (SSN 705). During these tours, USS JACKSONVILLE conducted two deployments and USS CORPUS CHRISTI was the test platform for evaluation of the ADCAP torpedo.

Commander SCHWANZ served as Material Officer on the staff of Commander, Submarine Development Squadron TWELVE between December 1987 and October 1989. He reported as Executive Officer, USS PITTSBURGH (SSN 720) in December 1989. While aboard USS PITTSBURGH, the ship participated in one North Atlantic deployment and in operation DESERT STORM.

Commander SCHWANZ is authorized to wear the Meritorious Service Medal, Navy Commendation Medal (seven awards), and various campaign and unit awards.

Commander SCHWANZ is married to the former Cynthia Lynn Fausold of Geneseo, New York. They reside in Ledyard, Connecticut with their daughter, Mary Patricia.

HISTORY OF DALLAS

USS DALLAS (SSN 700) is the third United States Naval ship to bear the name of the city of Dallas, Texas. DALLAS is a nuclear powered fast attack submarine of the Los Angeles class built by Electric Boat Division of the General Dynamics Corporation. She is 360 feet long with a beam of 33 feet and a submerged displacement of 6900 tons. Her keel was laid on 9 October 1976. She was launched on 28 April 1979 and placed in commission on 18 July 1981. DALLAS employs the latest advances in submarine technology in all areas including sonar, weapons, and propulsion. She is capable of speeds in excess of 20 knots and depths in excess of 400 feet. DALLAS has a complement of 14 officers and 130 men. These characteristics make DALLAS one of the Navy's most effective and versatile ships in existence today.

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Combining stealth, agility, and endurance nuclear powered attack submarines provide a highly effective component of our national defense.

THE CITY OF DALLAS

The nation's finest city was settled in 1841, when John Neely Bryan, a Tennessee lawyer and trader, established a trading post on the east bank of the Trinity River. Bryan planned the town and was the driving force in making it the county seat. Dallas was incorporated by the state legislature in 1856.

Dallas is now the second largest city in Texas. Situated on the rolling prairie of the state's north central plain, it has become a vibrant focal point for business and fun.

From its beginning, Dallas has been a marketing center, and today trade remains the core of the economy. The city ranks at the top among the wholesale markets of the United States in apparel, gifts, and furniture. For some 20 weeks out of the year trade shows are held in the city.

Since the 1870's Dallas has been important in the cotton trade, and in the late 19th century it became the largest inland cotton market in the United States. Although the cotton business touches the city's total economy less today than it once did, the Dallas Cotton Exchange continues to do an annual business in excess of $300 million.

Dallas is a crossroad point between the four largest population centers on the continent — New York, Los Angeles, Chicago, and Mexico City. The Dallas Fort Worth Airport is among the nation's busiest airports. The dream of the city for over half a century has been to turn itself into a major seaport by making the Trinity River navigable into the Gulf of Mexico. This remains a project for the future.

Dallas is the largest city in the United States operating under the council-manager form of government. Adopted in 1931, and subsequently revised, the plan calls for a mayor and 10 council members to serve as the policy-making body for municipal business, with a city manager appointed by the council as chief administrative and executive officer.

Dallas is home for the Dallas Cowboys, Dallas Mavericks, the Texas State Fair, and the Cotton Bowl. The people of Dallas are warm and gracious hosts. Each year, the Dallas Navy League honors the Sailor of the Year and the Junior Sailor of the Year from the USS DALLAS with a trip to the city.

The USS DALLAS (SSN-700) is the third United States ship to proudly bear the name of DALLAS, TEXAS.

COMMANDING OFFICERS

Commander Donald R. Ferrier..... November 1978 - December 1981

Commander Warren A. Rawson..... December 1981 - May 1985

Commander Francis W. LaCroix .....May 1985 - May 1987

Commander Carl B. Dunn ..... May 1987 - March 1990

CHIEFS OF THE BOAT

FTCM Mehler	November 1978 - October 81
MMCM Dunn	October 1981 - July 1983
EMCM Determan	July 1983 - June 1987
STCM Pooler	June 1987 - December 1989
EMCM Ivorsword	December 1989 - October 1991
RMCM Carcioppolo	October 1991 - Present

SAILORS OF THE YEAR

1990 Sailor of the Year	ET1(SS) Wasik
Junior Sailor of the Year	SN(SS) Gurowski
1991 Sailor of the Year	EM1(SS) Mireles
Junior Sailor of the Year	TM3(SS) McGuire
1992 Sailor of the Year	MM1(SS) Traini
Junior Sailor of the Year	RM2(SS) Willet

SHIP'S OFFICERS

LCDR Smith (Dave) ..... Executive Officer
LCDR Voter (Richard) ..... Engineer
LT Clark II (Robert) ..... Navigator/Operations Officer
LT Stanton (Scott) ..... Combat Systems Officer
LT Balish (Tom) ..... Assistant Engineer
LT McLaughlin (Ken) ..... Damage Control Assistant
LT Thornhill (Rob) ..... Communications Officer
LT O'Hanlon (Mike) ..... Sonar Officer
LT Muir (Steve) ..... Main Propulsion Assistant
LTJG Linden (Matt) ..... Reactor Control Assistant
LTJG Hofman (Karl) ..... TM/FT Division Officer
LTJG Winick (Mark) ..... E Division Officer
LTJG Burns (John) ..... Chemistry and Radiologicial Assistant
ENS Murphy-Sweet (Phil) ..... Supply Officer
ENS Kline (Darrin) ..... IC Division Officer

DIVISION LEADING PETTY OFFICERS

RMCM(SS) Carcioppolo ..... Chief of the Boat
MMCS(SS) King ..... Engineering Department Enlisted Advisor
ETCS(SS) Self ..... NAV/ET Division LPO
MMCS(SS) Behrens ..... A Division LPO
TMC(SS) Burchfield ..... TM Divison LPO
EMC(SS) Allison ..... E Division LPO
ICC(SS) Hurley ..... 1st LT/CCC
QMC(SS) Norbury ..... QM Division LPO/Assistant Navigator
MSC(SS) Wildes ..... MS Division LPO
STSC(SS) Camron ..... ST Division LPO
RMC(SS) Calverly ..... RM Division LPO
ETC(SS/DV) Saslow ..... RC Division LPO
FTGC(SS) Gunter ..... FT Division LPO
YNC(SS) Haugen ..... Leading Yeoman/N
MMC(SS) Green ..... M Division LPO
MMC(SS) Miller ..... Leading ELT
HM1(SS) Callentine ..... Medical Department Representative
SK1(SS) Temple ..... SK Division LPO
IC1(SS) Munhall ..... IC Division LPO

"Lord God, our power ever more,
Whose arm doth reach the ocean floor,
Dive with our men beneath the sea;
Traverse the depths protectively.
O hear us when we pray, and keep
them safe from peril in the deep.

Submariner's Stanza
Eternal Father, Strong to Save

USS DALLAS

SSN 700

WELCOME ABOARD

DALLAS is a nuclear powered fast attack submarine of the LOS ANGELES (SSN 688) class. Her principal mission as an attack submarine is to operate against enemy submarines and surface ships. Surpassing the underwater capabilities of any class of ship before her, DALLAS carries detection, communications, navigation, propulsion and computerized weapons systems of the most advanced design. For months, she can cruise quietly submerged with a maximum of comfort for her crew, and with an ever ready potential for delivery of any submarine tactical weapon the Navy possesses against submerged or surface targets. When coupled with the talents of a well trained submarine crew, USS DALLAS provides a tactical capability of major importance to our nation's defense.

HOW A SUBMARINE IS ORGANIZED

Few modern institutions can rival the nuclear submarine for complexity and absolute self-sufficiency. The often inhospitable environment of the vast sea only intensifies the need for coordination of each crewman's activities. The keystone of the submarine organization is the Commanding Officer, the Captain of the ship. The responsibility for each operation of the submarine, in fact, the responsibility of each individual aboard, converge at the command level and create the Commanding Officer's ultimate charge: to successfully carry out the missions assigned. Whatever measures are required, in his judgment, to accomplish this task, the Commanding Officer is empowered to employ. It is this necessary conferral of discretion in an isolated circumstance that lends to the submarine command a sense of creativity and individuality.

Second in command is the Executive Officer, always next senior in rank to the Captain and not far from attaining his own command. The Exec, or 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.

The remainder of the ship's force is composed of six departments: Navigation, Operations, Weapons, Engineering, Supply and Medical. The first four are ordinarily led by the more senior officers of the ship who rank just below the Executive Officer. The more junior officers are assigned within these departments to act as division officers. Divisions are the smallest organizational units aboard, and consist of groups of enlisted specialists organized according to skills.

Every piece of material on the ship from the propeller to the paint job 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 demands of administration, leadership and instruction of his shipmates.

There is a second organization aboard the ship: the watch organization. Whereas the first organization is designed to maintain equipment, train and administer to 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 who carries out the Commanding Officer's orders during the hours of his watch. It is the Officer of the Deck who orders the ship's course, speed and depth, and conducts all combined shipboard evolutions. He 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.

Each watch section consists, for example, of helmsmen, who steer the ship; throttlemen, to control the steam turbine engines; sonar operators, who silently probe the ship's environs; reactor operators, who control the ship's remarkable energy source; torpedomen, to service and launch DALLAS' weapons; radio operators, who continually maintain 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 submarine's time is spent standing his watch, it is also the principal determinant of his day to day routine.

HOW NUCLEAR POWER OPERATES A SUBMARINE

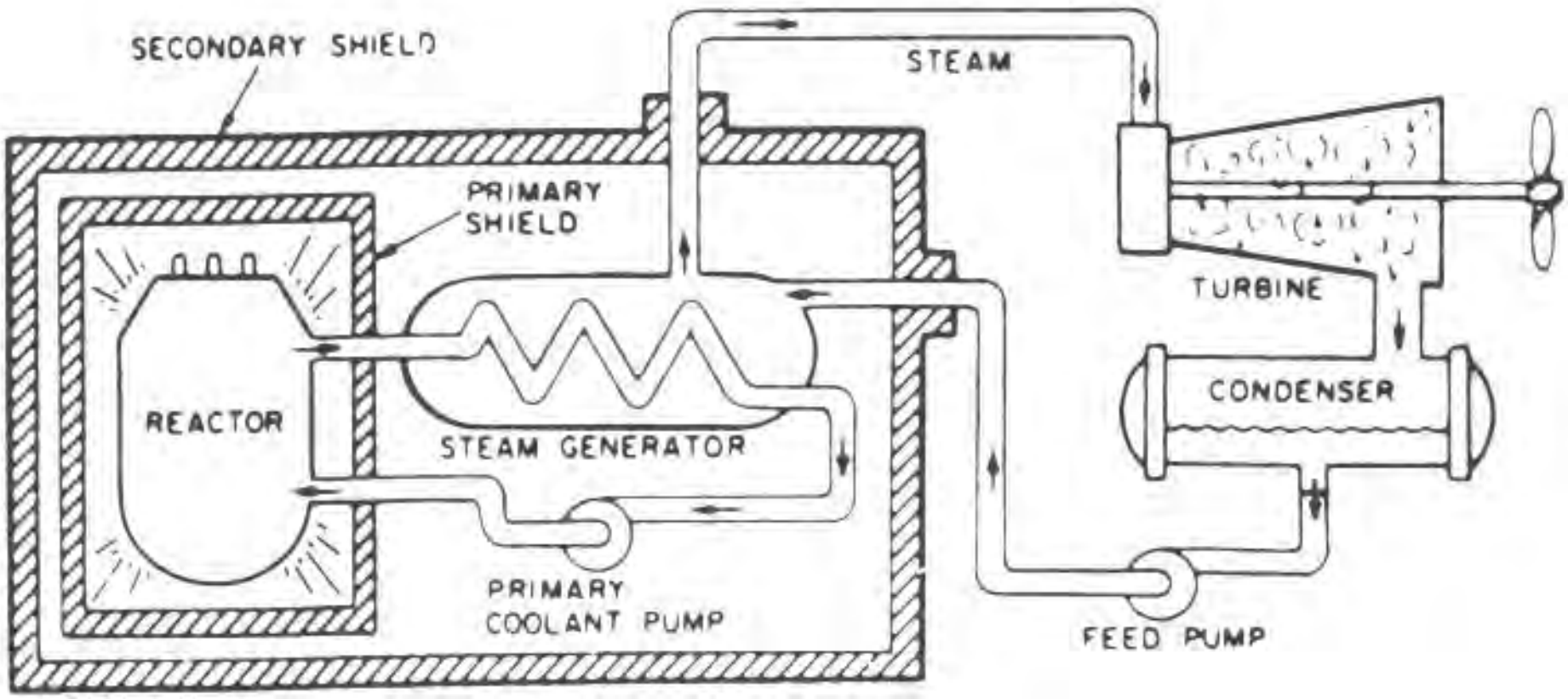
The power plant of a nuclear submarine is based upon a nuclear reactor which provides heat for the generation of steam. This, in turn, drives the main propulsion turbines and the ship's turbo-generators for electric power.

The primary system is a circulatory water cycle and consists of the reactor, loops of piping, primary coolant pumps and steam generators. Heat produced in the reactor by nuclear fission is transferred to the circulatory primary coolant water which is pressurized to prevent boiling. This water is then pumped through the steam generator and back into the reactor by the primary coolant pumps for reheating in the next cycle.

In the steam generator, the heat of the pressurized water is transferred to a secondary system to boil water into steam. This secondary system is isolated from the primary system.

From the steam generators, steam flows to the engine room where it drives the turbine generators, 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 system generators by the feed pumps.



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DALLAS STATISTICS

Length:	360 feet
Breadth:	33 feet
Displacement	6900 tons
Builder:	Electric Boat Division, General Dynamics Corporation
Keel laid:	9 October 1976
Sponsor:	Rita Crocker CLEMENTS, wife of the Honorable William P. CLEMENTS, the Governor of Texas
Launched:	28 April 1979
Commissioned:	18 July 1981
Complement:	12 Officers, 115 Enlisted
Armament:	4 Torpedo Tubes
Range:	Unlimited
Speed:	Greater than 20 knots
Depth:	Greater than 400 feet


USS DALLAS - SSN 700
FIRST IN HARM'S WAY