



WELCOME ABOARD
USS PORTSMOUTH
SSN-707



PROUD TO BE PORTSMOUTH

UNITED STATES SHIP PORTSMOUTH
(SSN 707)

BUILT BY
GENERAL DYNAMICS
ELECTRIC BOAT DIVISION

KEEL LAID: MAY 8, 1980
LAUNCHED: SEPTEMBER 18, 1982
COMMISSIONED: OCTOBER 1, 1983

Sponsored By
Helen Poe Goodrich

WELCOME ABOARD

On behalf of the officers and crew, I take pleasure 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, PORTSMOUTH 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.

As your hosts, all of us on PORTSMOUTH hope your visit will be informative, interesting, and pleasant.

COMMANDING OFFICER
USS PORTSMOUTH

U.S.S. PORTSMOUTH ATTACK SUBMARINE

NAMED IN HONOR OF THE CITIES OF

PORTSMOUTH, NEW HAMPSHIRE

AND

PORTSMOUTH, VIRGINIA



**COMMANDER
JAMES R. LOW**
United States Navy



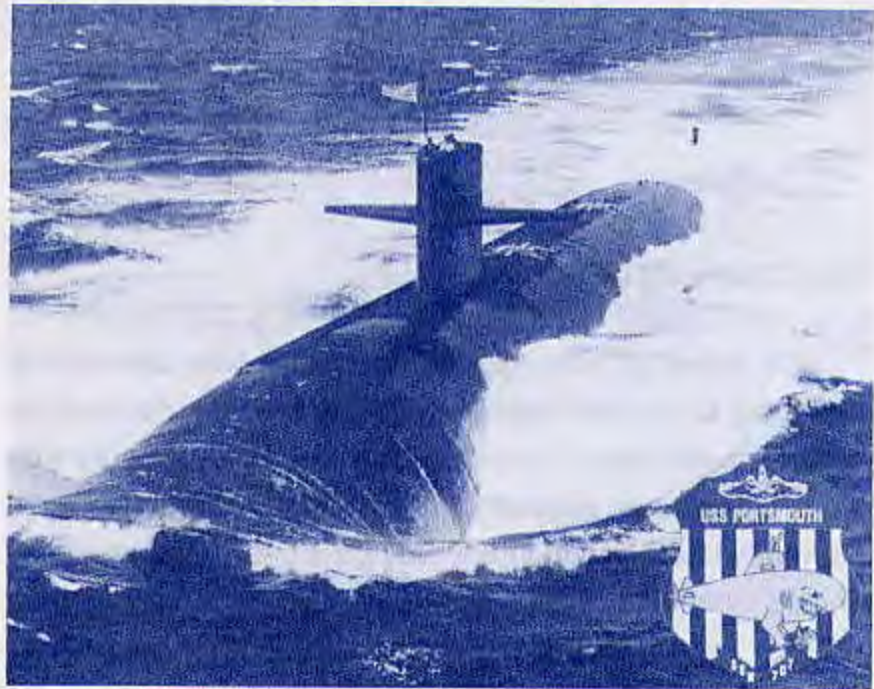
Commander Low, a native of Castro Valley, California, graduated from the United States Naval Academy in 1982 with a Bachelor of Science Degree in Electrical Engineering. Following graduation, he completed nuclear power training and the Submarine Officer's Basic Course. His initial shipboard assignment from 1984 to 1987 was aboard USS MICHIGAN (SSBN 727) (BLUE) where he qualified in submarines and served as Chemistry and Radiological Controls Assistant, Main Propulsion Assistant, and Tactical Systems Officer. While assigned to MICHIGAN he completed six SSBN deterrent patrols, and the ship earned two Battle 'E's and the Meritorious Unit Commendation.

From 1987 to 1989, Commander Low served as the Tactical Weapons Officer on the staff of Commander Submarine Squadron Seventeen. After graduating from the Submarine Officer's Advanced Course in 1989, Commander Low reported as Navigator and Operations Officer in USS PERMIT (SSN 594). During his tour, he completed a deployment to the Northern Pacific in 1990 and retired the ship at Mare Island Naval Shipyard in Vallejo, California. From 1991 to 1992 Commander Low completed his Department Head duties as Engineer Officer in USS PORTSMOUTH (SSN 707). While assigned to PORTSMOUTH, he completed operations in the Eastern Pacific and a Depot Modernization Period at Mare Island Naval Shipyard.

From 1993 to 1995, Commander Low was assigned to Commander Submarine Squadron Seven as Engineer/Material Officer. He was next assigned as Executive Officer in USS CHARLOTTE (SSN 766). During this tour CHARLOTTE conducted a deployment to the Western Pacific, earning the Navy Unit Commendation. After his Executive Officer tour, Commander Low attended the Naval Postgraduate School in Monterey, California, where he earned his Master of Arts Degree in National Security Affairs (Strategic Studies).

Commander Low assumed command of USS PORTSMOUTH (SSN 707) on August 22, 2000 at San Diego, California.

Commander Low's personal awards include the Navy-Marine Corps Commendation Medal (4 awards) and Navy-Marine Corps Achievement Medal (two awards). He is married to the former Theresa Marie Smith of West Lafayette, Indiana. They live in San Diego.



USS PORTSMOUTH (SSN 707)

PORTSMOUTH is a Los Angeles class submarine that provides unique capabilities of indispensable value in meeting the security challenges of today and the future. If a confrontation arises, it is ready to project precise power from the sea against targets on land or at sea.

This 360 foot, 6,900 ton ship uses the best of advanced technology to achieve stealth, endurance and firepower. She carries an unmatched array of weapons that include the MK48 Advanced Capability Torpedo (ADCAP), the Tomahawk Cruise Missile and various undersea mines. Her crew of 13 officers and 131 enlisted men are the finest and most rigorously trained submariners in the world.

HISTORY OF USS PORTSMOUTH (SSN 707)

USS PORTSMOUTH (SSN 707) was commissioned on 1 October 1983 in Portsmouth, New Hampshire. Shortly thereafter, she visited her co-namesake city of Portsmouth, Virginia. In service for only three weeks, PORTSMOUTH was called upon to support the rescue operations in Grenada. For her role in this rescue, the ship was awarded the Armed Forces Expeditionary Medal.

In 1984 she transited the Panama Canal and arrived in her new homeport of San Diego, California on 22 October 1984. Since becoming a member of the Pacific Fleet, PORTSMOUTH has conducted seven extended deployments and three mini- deployments in the theater of operations.

In February 1991, PORTSMOUTH entered Mare Island Naval Shipyard in Vallejo, California for a Depot Modernization Period. Upon completion of extensive engineering and weapons systems upgrading, PORTSMOUTH returned to San Diego and commenced operations as part of Submarine Squadron Three. In 1993 PORTSMOUTH deployed to the Western Pacific with the USS ABRAHAM LINCOLN (CVN- 72) Battle Group, pioneering new methods of Special Warfare during Joint Exercises with Army Rangers.

In March 1995, PORTSMOUTH transferred to Commander, Submarine Squadron Eleven and deployed to the Western Pacific with the USS NIMITZ (CVN-68) Battle Group the following year. During this time, she enforced sanctions against Iraq and monitored the crises in Taiwan. PORTSMOUTH again deployed to the Western Pacific in 1997 to conduct exercises with various U. S. and allied forces.

In 1999 PORTSMOUTH deployed independently to the Western Pacific to conduct bilateral exercises with the Navies of Singapore, Thailand, the Republic of Korea and the Japanese Maritime Self-Defense Force. Additionally, she completed two missions of vital importance to the United States, achieving significant first ever data collections in challenging shallow water littoral environments.

PORTSMOUTH has been awarded four Meritorious Unit Commendations for operations conducted in 1987, 1989, 1993 and 1996, the Navy Expeditionary Medal, the Silver Anchor Award for excellence in retention for 1987, 1997 and 1998, the Engineering Red "E" for 1994 and 1997, the Supply Blue "E" for 1994, the Damage Control "DC" for 1998 and 1999, the Navigation "N" for 1999, the Communications "C" for 1985, 1986, 1996 and 1999, the Deck Seamanship "D" for 1993 and 1995 and the Battle Efficiency "E" award for 1988, 1989, 1994, 1996 and 1997.

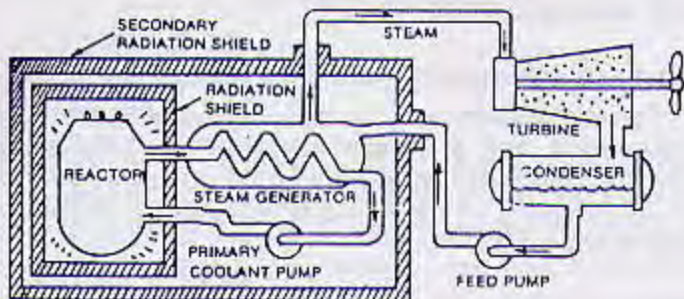
PROPULSION

The propulsion plant of a nuclear powered ship is based upon use of a nuclear reactor to provide heat. The heat comes from the fissioning of nuclear fuel contained within the reactor. Since the fissioning process also produces radiation, shields are placed around the reactor so that the crew is protected.

The nuclear propulsion plant in this ship uses a pressurized water reactor design which has two basic systems: the primary system and the secondary system. The primary system circulates ordinary water and consists of the reactor, piping loops, pumps and steam generators. The heat produced in the reactor is transferred to the water under high pressure so it does not boil. This water is pumped through the steam generators and back into the reactor for reheating.

In the steam generators, the heat from the water in the primary system is transferred to the secondary system to create steam. The secondary system is isolated from the primary system so that the water in the two systems does not intermix.

In the secondary system, the steam flows from the steam generators to drive the turbine generators, which supply the ship with electricity, and to the main propulsion turbines, which drive the propeller. After passing through the turbines, the steam is condensed into water which is fed back to the steam generators by the feed pumps. Thus, both the primary and secondary systems are closed systems where water is recirculated and reused.



There is no step in the generation of this power which requires the presence of air or oxygen. This allows the ship to operate completely independent from the earth's atmosphere for extended periods of time.

HISTORY OF SHIPS NAMED PORTSMOUTH

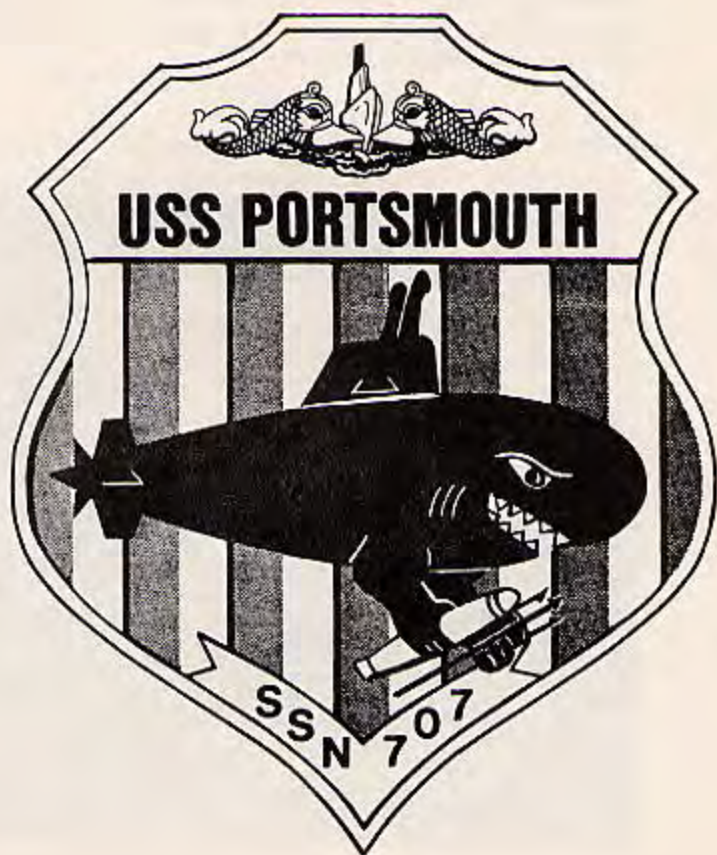
The first PORTSMOUTH was a small warship built for the new United States Navy in 1798 by James K. Hackett of Portsmouth, New Hampshire, with funds contributed by the citizens of Portsmouth. Commanded by Captain Daniel McNeil, PORTSMOUTH operated in the West Indies during the naval war with France in the squadron commanded by Commodore John Barry. In 1800, she sailed to France to bring back the United States envoys who had negotiated peace with that country. In 1801, after a second cruise in the Caribbean, PORTSMOUTH was sold in Baltimore Maryland.

The second PORTSMOUTH, a wooden sloop-of-war, was launched at the Portsmouth, New Hampshire, Navy yard on 23 October 1843, and commissioned on 10 November 1844. Commander John B. Montgomery was in command. PORTSMOUTH sailed on 25 January 1845 for the Mexican coast, where she was engaged in monitoring the movements of British vessel. After the declaration of war with Mexico on 26 April 1846, she shifted to the Pacific and until 1848 cruised off the coasts of California and Mexico. Returning to Boston in May 1848, she departed again on 29 August and sailed east to the African coast. There until 1 February 1849, she patrolled with Royal Navy ships to suppress the slave trade. Between September 1849 and May 1851, she again cruised off the West African coast, returning to Boston on 26 June. The next three years saw PORTSMOUTH in the Pacific where she participated in the engagement with the Barrier Forts. In 1878, PORTSMOUTH was decommissioned as a cruiser and was assigned as a training ship. She was struck from the Navy list on 17 April 1915 and was subsequently sold.

The third PORTSMOUTH (CL 102) was laid down by the Newport News Shipbuilding and Drydock Company, Newport News, Virginia, on 28 June 1943, launched on 20 September 1944, sponsored by Mrs. Marian M. Dale and Mrs. Sarah B. Leigh, and commissioned 25 June 1945 with Captain Herbert B. Brumbaugh in command. During a shakedown cruise in July 1945, the capitulation of Japan was announced, thereby ending PORTSMOUTH's prospect of taking her place as a fighting unit of the Pacific Fleet. The celebration onboard was so enthusiastic that the ship's bell cracked under the strain. Later that year, the ship participated in the Navy Day celebration in Portsmouth, New Hampshire. During her ten-day stay, some 22,000 persons streamed onboard to inspect the ship and witness the many phases of work and life onboard. The ship found there a welcome of rare enthusiasm which symbolized the warm interest of the American people in their Navy. On 9 March 1949, she entered the Philadelphia Naval shipyard for inactivation overhaul. Decommissioned 15 June 1949, she joined the Atlantic Reserve Fleet and into 1970 remained a unit of that fleet, berthed at Philadelphia.



**PROUD
OF
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USS PORTSMOUTH (SSN 707)

USS Portsmouth (SSN 707) was commissioned on 1 October 1983 in Portsmouth, New Hampshire. Shortly thereafter, she visited Portsmouth, Virginia.

In service for only three weeks, Portsmouth was called upon to support the rescue operations in Grenada. For her roll in the rescue, the ship was awarded the Armed Forces Expeditionary Medal.

In April, 1984 Portsmouth commenced a 14 week Post Shakedown Availability at Electric Boat Shipyard. She commenced an interfleet transfer to her new homeport of San Diego on 20 September 1984.





DEPARTMENT OF THE NAVY

USS PORTSMOUTH (SSN-707)

FLEET POST OFFICE

NEW YORK, N.Y. 09582

WELCOME ABOARD

The officers and crew of USS PORTSMOUTH (SSN 707) extend a most sincere welcome. It is our pleasure to have you onboard.

As your hosts during this period, we hope that your visit onboard will be informative interesting and enjoyable. Your comments and suggestions are welcome.

PORTSMOUTH's home is the sea and we are delighted that you will have the opportunity to see the ship perform as it is designed. Watchstanders will be pleased to answer your questions when they do not interfere with their assigned duties.

Sincerely

A handwritten signature in black ink, appearing to read "R. D. Gumbert", is written over a horizontal line.

R. D. GUMBERT
CDR, USN
Commanding Officer



COMMANDER RONALD D. GUMBERT, JR.
UNITED STATES NAVY

Commander GUMBERT is a native of Cuyahoga Falls, Ohio. He graduated with merit from the United States Naval Academy in 1969 with a Bachelor of Science degree in Engineering. Upon completion of nuclear propulsion training at Bainbridge, Maryland, and the S3G prototype at West Milton, New York, in June 1970, he reported to USS DACE (SSN 607) where he served as Damage Control Assistant and Sonar Officer.

In 1973 Commander GUMBERT attended Submarine Officer Advanced Course and Poseidon Weapons Officer Training before reporting onboard USS JAMES K. POLK (SSBN 645) (GOLD) as Weapons Officer. During his tour on POLK he completed four Poseidon strategic deterrent patrols and participated in an Operational Test of the Poseidon Weapons system. In 1976, Commander GUMBERT reported for duty as Operations Officer on the Staff of Commander Submarine Squadron Fifteen in Guam. His duties included the coordination of SSBN and SSN operations in the western Pacific. Upon completion of this tour, he was assigned as Navigator and Operations Officer in USS ARCHERFISH (SSN 678). During this tour he participated in SUBICEX 1-79, a deployment to the Arctic Ocean which included surfacing at the North Pole.

In February 1980, Commander GUMBERT commenced Trident training and then served as Executive Officer of the USS FLORIDA (SSBN 728) commissioning crew from July 1980 to August 1983.

Commander GUMBERT has participated in two Mediterranean and two North Atlantic deployments. He is authorized to wear the Meritorious Service Medal, the Navy Commendation Medal with gold star, the Navy Achievement Medal, the Meritorious Unit Commendation with bronze star, the Navy Unit Commendation, the National Defense Service Medal, and the Vietnam Service Medal.

COMMANDER GUMBERT holds a Master of Arts in Human Resources Management from Pepperdine University and a Master in Business Administration from Rensselaer Polytechnic Institute.

He is married to the former Miss Sandra Lee Johns of Birchwood Lakes, New Jersey. They reside in Gales Ferry, Connecticut, with their son, Jonathan.

HISTORY OF SHIPS NAMED PORTSMOUTH

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GENERAL INFORMATION

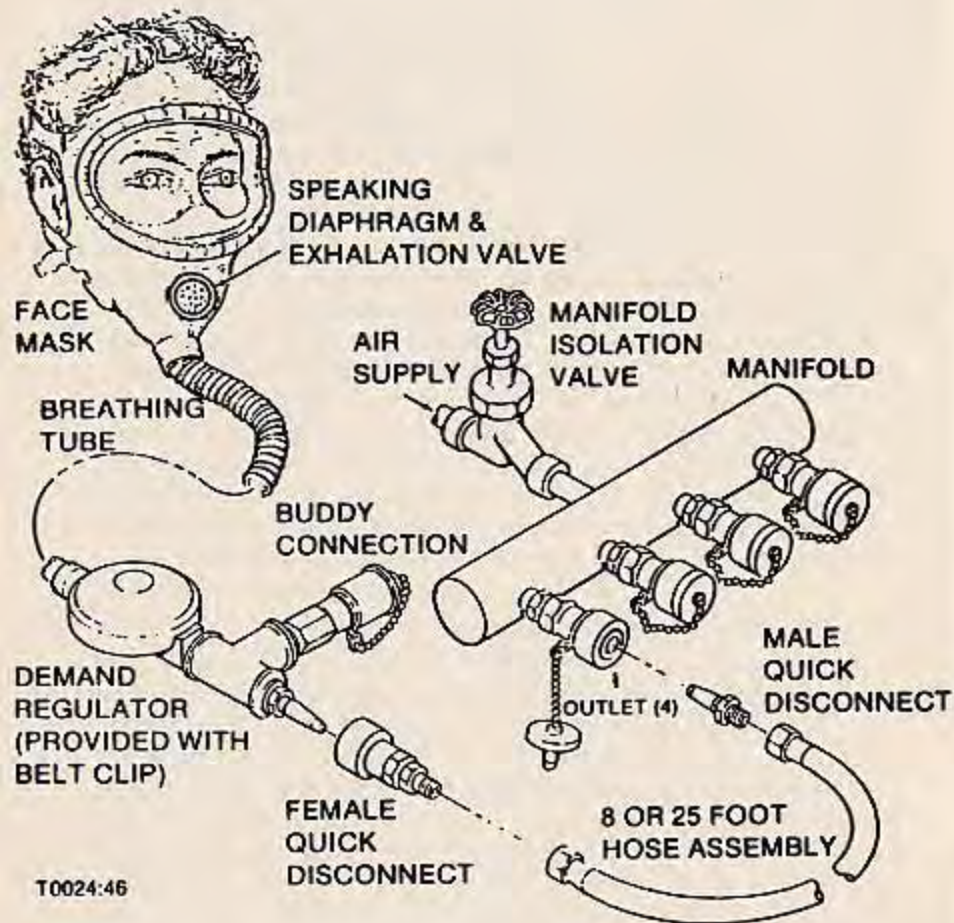
Emergencies

Should any emergency situation arise, alarms will be sounded and the word will be passed. You are requested to **STAND FAST BUT CLEAR** of all passageways and operating areas. Do not obstruct ladders, hatches, or the watertight door. Allow ship's personnel to perform required action without interference. The member of the ship's company in charge at the scene will explain the situation as soon as he is able. Please follow the instructions of the man in charge at the scene without hesitation. In most instances, the best place to be during a casualty or drill is in your berthing space, or if your assistance is desired, a ship's officer will contact you and give directions.

Operation of Ship's Equipment

Do not operate any equipment or switches, position any valves or enter any posted areas without prior approval from ship's force to do so. Observe posted precautions and procedures in all operations.

EMERGENCY AIR BREATHING MASK INSTRUCTION



T0024:46

Tighten side straps first, then tighten the top strap. Completely loosen all straps upon removal.

Security

Certain aspects of the ship's operational characteristics and certain areas of the ship are classified. The Radio Room, Sonar Room, Combat Systems Equipment Space and the Engine Room are classified areas.

Radiation Safety

Past experience indicates that you will receive little or no radiation exposure on board, but thermoluminescent dosimetry devices (TLD's) will be required for everyone.

All personnel should comply with the following precautions:

1. Obey posted, oral and written radiological control instructions.
2. A TLD shall be worn at all times while aboard ship.
3. Remain in as low a radiation area as practicable to accomplish work.
4. Do not smoke, eat, drink or chew in a contaminated space.
5. For a known or possible radioactive spill, minimize its spread and notify ship's force at once.
6. Report the loss of your TLD immediately to ship's force.
7. Do not leave the ship with a ship's TLD. Turn it over to the Hospital Corpsman prior to departure.

Laundry

Laundry service is not available. However, if due to abnormal circumstances, you should require the use of a washing machine or dryer, contact the Chief of the Boat. Be frugal with your towels as we do not have the capacity to replace towels on a daily basis.

Head

Please avoid excessive consumption of potable water. When you shower, rinse, soap down with the water off and then rinse; do not let water run continuously. Each shower is equipped with a water saver device. Ensure that no articles such as pencils, cigarette butts, rags, etc., fall into the commodes, as such articles can foul the valves and/or piping associated with the sanitary system.

Wake-up Calls

People assigned to the Wardroom Staterooms should write their names and desired call times on the call sheet located in the Wardroom. Persons sleeping in the 9 Man Bunk Room, 21 Man Bunk Room and the Torpedo Room should write their names and desired call times on the sheet in the Torpedo Room.

THE LOS ANGELES CLASS

Submarines of the LOS ANGELES Class, the Navy's newest class of nuclear-powered attack submarines, are the most advanced underseas vessels of their type in the world. Their mission: to hunt down and destroy the enemy surface ships and submarines.

The 360 foot, 6900 ton ships are well equipped to accomplish that task. Faster than their predecessors and equipped with highly accurate sensors and weapon control systems, they are armed with sophisticated Mark 48 anti-submarine torpedoes and the Harpoon and Tomahawk guided missiles. Each vessel carries a crew of 127; 12 officers and 115 enlisted men, all specialists in their respective fields.

Approval to proceed with this class resulted from a review of the U.S. Submarine program conducted nine years ago by the House and Senate Armed Services and Appropriations Committees and Joint Committee on Atomic Energy. USS LOS ANGELES (SSN 688), for which the class is named, was commissioned on 13 November 1976. Currently 39 ships of the class have been authorized, 18 of which have already been delivered.



USS PORTSMOUTH
SHIP OF PEACE

*How proud she sits upon the ways
Her bow dressed in freedoms' hues,
With statues of white gracing her decks
and a sea in anxious wait.*

*Eloquence and blessings are bestowed
as a prayer is laid upon her form,
Her christening soon begets her life,
a soul in quest of Peace.*

*Born of Earth and love of man
she hurries from her womb,
in foamy wake she bids farewell
and slips into the sea.*

*Through tearful joy all about her gaze
prayerful silence fills the air.
Bathed in blue and morning light
in homage she lies to dreams of Peace.*

*Let her sail and take our hopes
of generations yet to be,
let her sail and take our hearts
as we all are ships of Peace.*

Joseph B. Geraci

