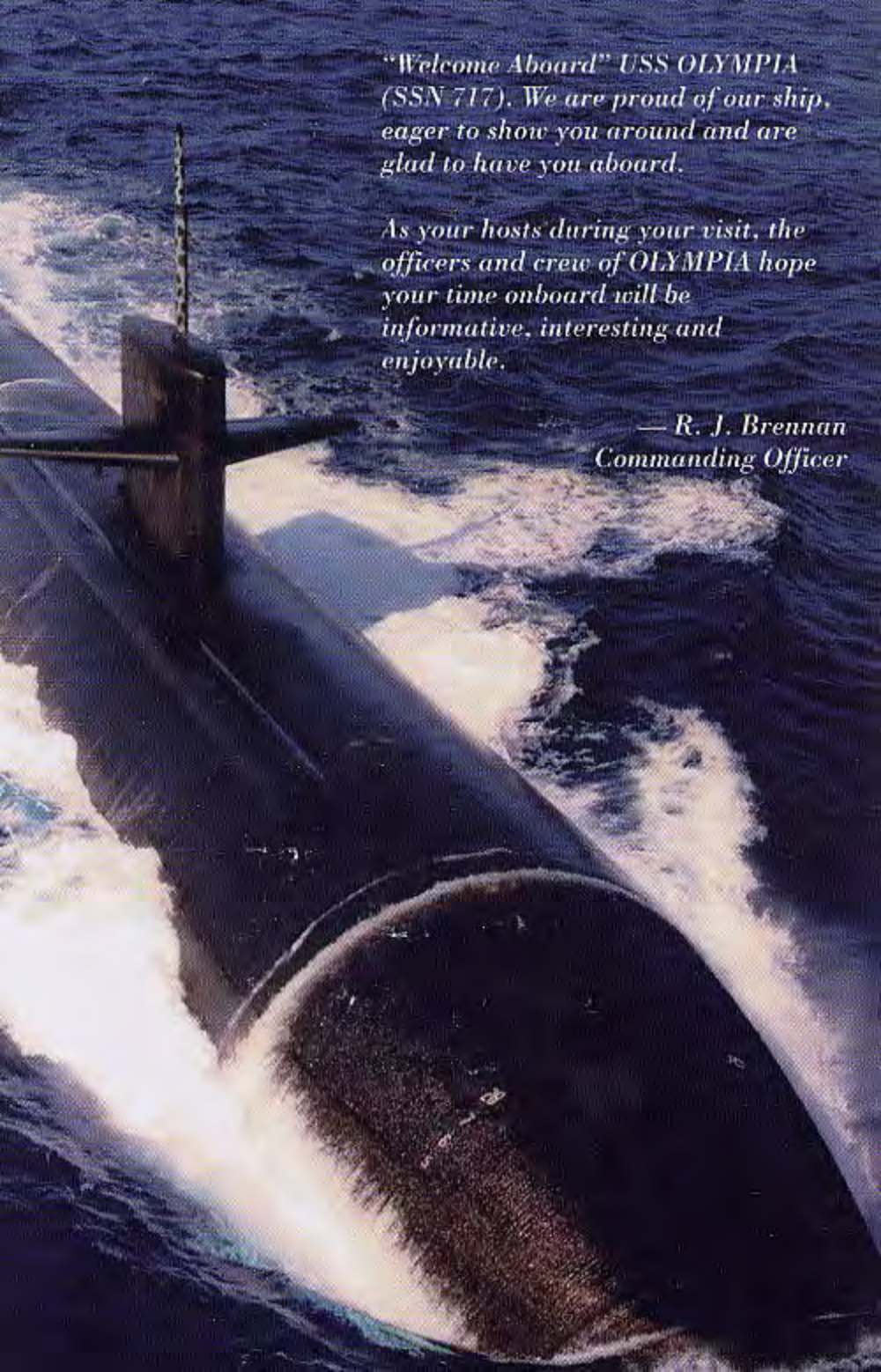
USS OLYMPIA
SSN 717

WELCOME ABOARD



"Welcome Aboard" USS OLYMPIA (SSN 717). We are proud of our ship, eager to show you around and are glad to have you aboard.

As your hosts during your visit, the officers and crew of OLYMPIA hope your time onboard will be informative, interesting and enjoyable.

— R. J. Brennan
Commanding Officer

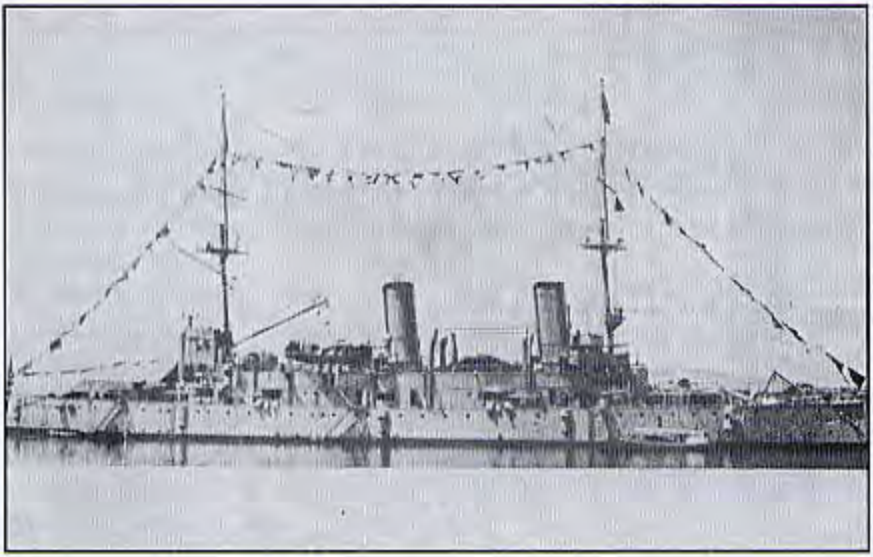
USS OLYMPIA (SSN 717)

USS OLYMPIA (SSN 717) brings to the fleet the virtually unlimited endurance of her nuclear propulsion plant, the most advanced sonar and fire control systems on board submarines today, and an impressive underwater launch system capable of firing torpedoes and missiles. OLYMPIA is capable of sustained high speed operations in direct support to the carrier task forces of the United States Navy, as well as independent operations of critical importance to national security.

OLYMPIA is the United States Navy's 140th nuclear-powered submarine and the 95th of the attack submarine fleet. She is the 29th of the Los Angeles nuclear-powered fast attack submarine class to be delivered to the Navy Submarine fleet. OLYMPIA began her waterborne career on 30 April 1983 when she was launched at Newport News Shipbuilding and Drydocking Company in Newport News, Virginia. OLYMPIA was christened by Mrs. Dorothy Williams, and was commissioned on 17 November 1984.

In February of 1986, OLYMPIA set sail for her new homeport in Pearl Harbor, Hawaii. As she cast off her lines, she "took in" a new honorary title which embodied both her reputation as the quietest attack submarine in the world and her soon-to-be Hawaiian heritage. That name is PUKA ELE ELE, which in Hawaiian means "THE BLACK HOLE".

"Este paratus" - "We are ready!"



USS OLYMPIA (C-6)

The original OLYMPIA was commissioned February 5, 1895. Her first assignment was that of Flagship for the Asiatic Fleet. This led to the historical day at Manila Bay when Commodore Dewey turned to Captain Gridley and ordered, "Fire when ready." OLYMPIA's guns were the first to cry out, leading to the destruction of Spain's Asian Fleet.

In OLYMPIA's 27 years of service, she performed a variety of duties until perhaps her most honorable mission came in 1921 when she sailed for Le Harve, France to bring the remains of the Unknown Soldier of World War I to Arlington Cemetery.

In 1922, OLYMPIA was decommissioned in Philadelphia. Today, the Navy's oldest steel ship, still afloat, is preserved as a shrine by the Cruiser Olympia Association.

THE OLYMPIA INSIGNIA

The insignia chosen to represent USS OLYMPIA (SSN 717) embodies many symbols rich in history and significance, both to the nation and to the people of Olympia.

The circle represents the globe and the United States Navy's importance the world over. Within the circle the insignia is based around the submarine OLYMPIA against a background of three prominent symbols of the ship's namesake city: The State Capitol building, a fir tree and Mount Rainier. The State Capitol Rotunda is a major landmark in Olympia, Washington, that dominates the skyline of the city; the towering fir tree represents the numerous evergreens found in Washington that have earned the state it's nickname as "the Evergreen State"; and Mount Rainier represents the numerous mountain ranges found near Olympia. In the lower portion of the insignia is the Latin Term "Este Paratus," which means "We are ready." This phrase ties the submarine OLYMPIA to the original OLYMPIA, the cruiser C-6. During the Battle of Manila Bay in the Spanish-American War, Commodore Dewey turned to Captain Gridley and said the now famous words "You may fire when ready, Gridley." By noon Spain's Asian Fleet was destroyed. Este Paratus emphasizes that USS OLYMPIA is always ready. Este Paratus is enclosed by dolphin fish, denizens of the deep, the traditional symbols of the Submarine Service. As is naval custom, one, silver - represents the enlisted men of the crew and the other, gold - represents the ship's officers. The color blue represents the sky and the sea. The gold trim and lettering represents the "Gold" of the Navy Blue and Gold.

COMMANDER R. J. BRENNAN

Commander Robert J. Brennan
United States Navy

Commander Brennan, a native of Odenton, Maryland, graduated from the United States Naval Academy in 1982 after attending NAPS in Newport, RI. He holds a Bachelor of Science Degree in Mathematics and a Master's Degree in Public Administration from the University of Oklahoma. Following Graduation he completed nuclear power training and the Submarine Officer Basic Course. His initial shipboard assignment was aboard USS STONEWALL JACKSON (SSBN 634) (GOLD) where he qualified in submarines and served as the Chemistry and Radiological Controls Assistant and Damage Control Assistant. He completed three strategic deterrent patrols and a refueling overhaul in Charleston, SC.

From 1987 to 1989 Commander Brennan served as the seventh company officer at the United States Naval Academy. During his tour, he served on the Admissions Board for the class of 1992 and taught four semesters of leadership in the professional development department.

After graduating form the Submarine Officer Advanced Course in January 1990, Commander Brennan reported as Navigator and Operations Officer of USS VON STEUBEN (SSBN 632) (GOLD). During this period he completed five strategic deterrent patrols including one to the Mediterranean Sea. In April 1993, Commander Brennan reported for duty in Omaha, NE at the United States Strategic Command. He served as the submarine communications action officer for a year in the C41 Directorate and then as the Executive Officer to the Director of Operations.

Commander Brennan served as Executive Officer of USS BERGALL (SSN 667) from May 1995 to May 1996. He participated in a Caribbean Sea deployment and inter-fleet transfer in support of BERGALL's decommissioning. He then reported for duty as Executive Officer of USS HAMPTON (SSN 767) in May 1996 and served until May 1997. On HAMPTON, he participated in numerous local operations and exercises including Prospective Commanding Officer Operations twice.

In May 1997, he reported for duty in the Submarine Warfare Division (N87) of OPNAV as the SEAWOLF Requirements/Action Officer and Congressional Liaison Officer. He served in N87 until June 1999. He assumed command of USS OLYMPIA (SSN 717) on March 20, 2000.

Commander Brennan is entitled to wear the Defense Meritorious Service Medal, Meritorious Service Medal, Navy Commendation Medal (four awards), the Navy Achievement Medal (three awards) and the Military Outstanding Volunteer Service Medal.

Commander Brennan is married to his high school sweetheart, the former Tina Burgoyne of Odenton, Maryland. They reside in Pearl Harbor with their three sons, Brian, Tyler and Kendall.

LIEUTENANT COMMANDER DAVID WELCH UNITED STATES NAVY

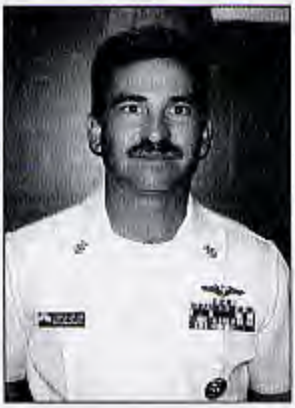
Lieutenant Commander Welch, a native of Edwardsville, Illinois enlisted in the U.S. Navy in September 1981, and was selected for the Nuclear Enlisted Commissioning Program in 1983. After earning his Bachelor's degree in Materials Engineering from Auburn University, he earned his commission at Officer Candidate School. Following initial nuclear power and submarine training, he was assigned to USS BLUEFISH (SSN-675) and served as Chemistry and Radiological Controls Assistant, Reactor Controls Assistant, Main Propulsion Assistant, and Damage Control Assistant from January 1988 to October 1990. While onboard he completed a refueling overhaul.

He then reported to the U.S. Naval Academy and served as the Tenth Company Officer. Following this tour, he reported aboard USS NEW YORK CITY (SSN-696) and served as Engineer Officer from July 1993 to July 1996. He completed two Western Pacific deployments and one Eastern Pacific operation during this tour.

Lieutenant Commander Welch's next tour was on the staff of Commander Submarine Force, U.S. Pacific Fleet where he was assigned as Force Engineer for Hull, Mechanical, and Electrical equipment from August 1996 to August 1998. He has been serving as Executive Officer on USS OLYMPIA (SSN-717) since October 1998.

Lieutenant Commander Welch's awards and decorations include the Navy Commendation Medal (five awards), Coast Guard Meritorious Unit Commendation, Good Conduct Medal, Navy Expeditionary Medal, Armed Forces Expeditionary Medal, National Defense Medal, Sea Service Ribbon (four awards).

He is married to the former Felecia Phillips of Atlanta, Georgia. They have two children, Phillip and Lisa.



Chief of the Boat
Electronics Technician
Master Chief
Submarines
David D. Williams
United States Navy

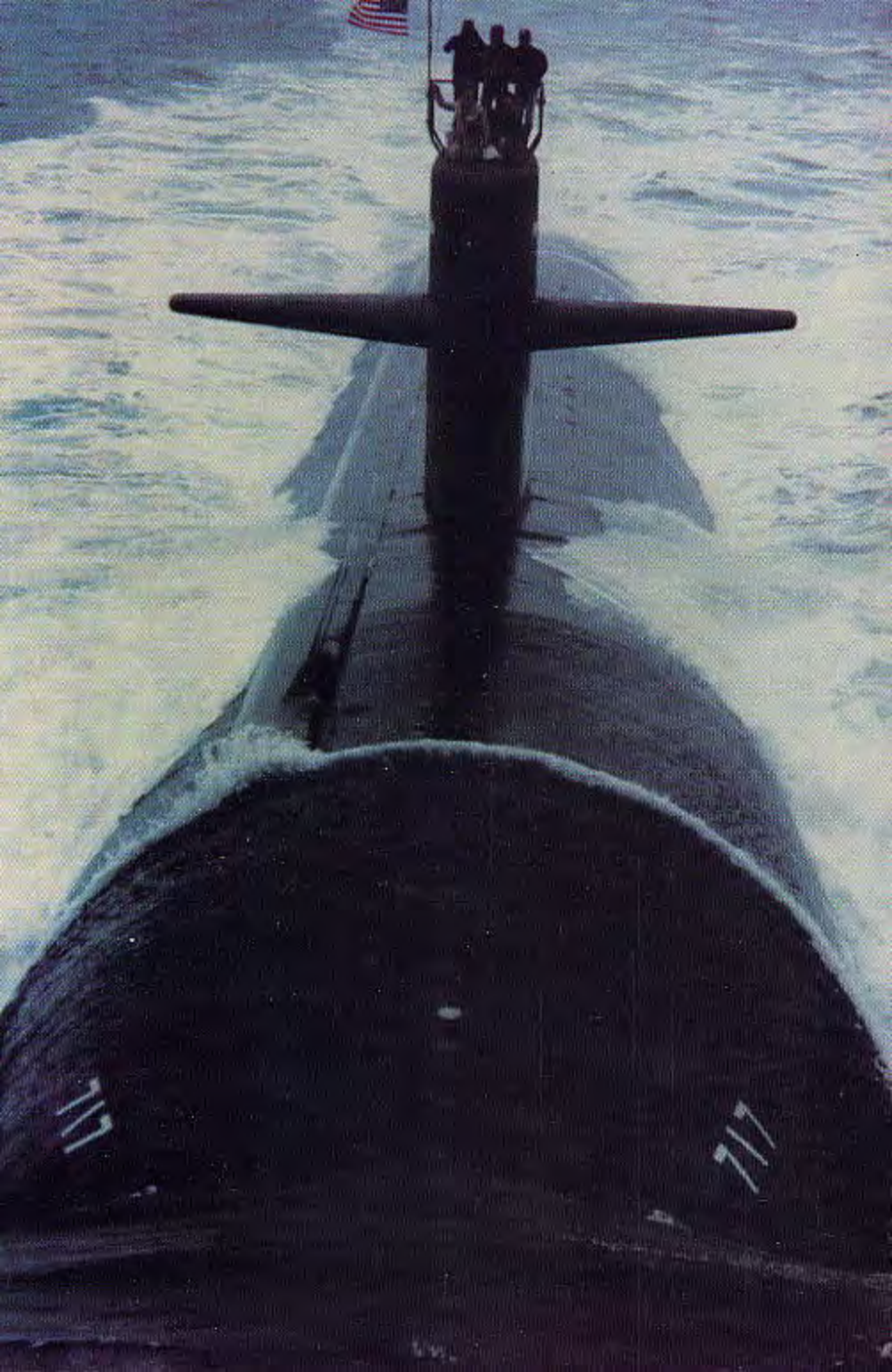
Master Chief Williams enlisted in the Navy in April 1980 and completed training at Recruit Training Command, Orlando in June 1980. He then reported to Radioman "A" School at Naval Training Command, San Diego and upon completion in September 1980 was advanced to Petty Officer Third Class. He graduated from Naval Submarine School, Groton in December 1980 and Cryptographic Communications Equipment Technician School, Mare Island in June 1981.

Master Chief Williams reported to his first submarine, USS SEAHORSE (SSN 669), in July 1981. He served as Communications Division Leading Petty Officer and was advanced to Petty Officer First Class. In March 1986 he transferred to Commander Submarine Squadron FOUR where he served as the Assistant Communicator and was selected as Sailor of the Year for 1986 and 1987. During his tour he was advanced to Chief Petty Officer.

Master Chief Williams transferred to USS SIMON BOLIVAR (SSBN 641) in March 1989. He served as the Navigation Operations Department Chief Petty Officer. In April 1991 he was advanced to Senior Chief Petty Officer. In May 1992 he transferred to the Ardous Sea Contingent, Charleston where he served as the Division Officer until disestablishment in September 1993. He then transferred to Polaris Missile Facility Atlantic and served as the Security Officer until July 1994. He then completed Corrections Specialist training at Lackland AFB, San Antonio and transferred to Naval Brig Correctional Custody Unit, Pensacola where he served as the Programs Officer, Correctional Custody Officer and Master Enlisted Advisor. In October 1997 he transferred to USS ASHEVILLE (SSN 758) where he served as the Navigation Operations Department Enlisted Advisor until June 1999. Master Chief Williams reported to USS OLYMPIA (SSN 717) as Chief of the Boat in June 1999 and was advanced to Master Chief Petty Officer in March 2000.

Master Chief Williams is authorized to wear the Navy Commendation Medal (Three Awards), Navy Achievement Medal (Four Awards), Meritorious Unit Commendation Ribbon (Three Awards), Navy Battle "E" Ribbon (Two Awards), Good Conduct Medal (Five Awards), Navy Expeditionary Medal, Armed Forces Expeditionary Medal, Humanitarian Service Medal, National Defense Service Medal, Sea Service Deployment Ribbon (Eleven Awards), Navy Arctic Service Ribbon, Navy Pistol Expert Medal and Patrol Pin (Five Awards).

Master Chief Williams is married to the former Madeline Carol Faile. They have five children, Daniel Ray, Colleen Carol, Amanda Jean, Cassandra Elise and David Elijah. They reside in Honolulu, Hawaii.



THE CITY OF OLYMPIA

Olympia, the capital city of the state of Washington, is located on the southernmost tip of Puget Sound. It is the county seat of Thurston County and has a population of 27,000 people.

The earliest human inhabitants of the Olympia area were native Indians. They left their marks in petroglyphs and in their descendents who still populate the region, although in reduced numbers.

In 1846, two pioneers, Levi L. Smith and Edmund Sylvester, took up land claims in what is now Olympia. They named their joint claims Smithfield after Levi Smith.

In 1850 these claims were formally dedicated as a town and the name was changed to Olympia, after the Olympia Mountains which tower to the north of the city.

On February 27, 1854, Governor Stevens called the first session of the Territorial Legislature to order in Olympia. This body of twenty-seven members ratified the selection of Olympia as the territorial capital city.

On March 2, 1853, a bill was passed by the Congress of the United States making Washington a formalized territory of the United States. The territory was accepted as a state in 1889 and Olympia was designated as the capital city, as it is today.

The present Capitol Building, designed by the world famous architectural team of Wilder and White, was completed in 1928 and is one of the most beautiful structures to be found anywhere. It, together with the auxiliary buildings and the spacious Capitol Campus which surrounds them, is the focal point of Olympia.

Olympia is not a large city as cities go, but it offers many of the amenities of larger cities with less of the problems incident to larger concentrations of people. It is described by its citizens as a good place to live, to work and to raise a family.

It is reported that in 1788 as Captain John Meares, the navigator of the British Frigate Merryweather, sailed his ship eastward into the Straits of Juan De Fuca, he was impressed by the grandeur of the mountain peak on the south side of the straits which in now known as Mt. Olympus. He is quoted as having said, "If that be not the home where dwells the gods, it is certainly beautiful enough to be and I therefore will call it Olympus." Thus, the mountain was named Olympus, the mountain range supporting the peak the Olympic Mountain Range, and the state capital city OLYMPIA.

USS OLYMPIA (SSN 717)

Ships Complement
12 Officers
13 Chief Petty Officers
120 Enlisted

Length
360 feet

Beam
33 feet

Draft
32 feet

Maximum Depth
In excess of 800 feet

Maximum Speed
In excess of 25 knots

Surface Displacement
6,200 Tons

Weapons
MK48 ADCAP Torpedos
Tomahawk Cruise Missiles

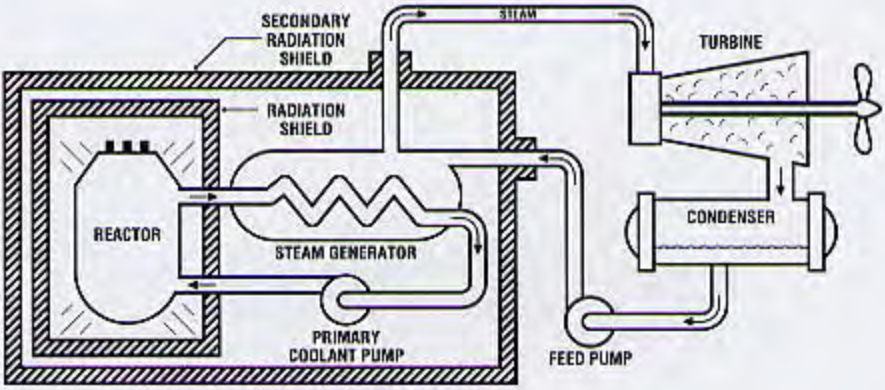
Built By
Newport News Shipbuilding
and Dry Dock Company
Newport News, Virginia

Keel Laid
March 31, 1981

Launched
April 30, 1983

Commissioned
November 17, 1984

Sponsored By
Mrs. Dorothy Williams



THE POWER PLANT

The propulsion plant of a nuclear ship is based upon use of a nuclear reactor to provide heat via fission. 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 composed of two basic systems: the primary system and the secondary system. The primary system circulates ordinary water and consists of a reactor, piping loops, pumps and steam generators. The heat produced in the reactor is transferred to water under high pressure so it does not boil. This water passes through the steam generators and is pumped back into the reactor for reheating.

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 the 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 an extended period of time.

AUXILIARIES

The nuclear power plant provides OLYMPIA the ability to remain deployed and submerged for extended periods of time. To take advantage of this, the ship is outfitted with various auxiliary equipment to provide for the needs of the crew.

OLYMPIA's atmosphere control equipment consists of oxygen generating equipment, which replenishes that used by the crew, and scrubbers and burners, which remove carbon dioxide and other atmosphere contaminants. The ship's air is continuously monitored when submerged by an installed atmosphere analyzer, and by various portable analysis equipment.

The ship is equipped with two distilling plants, which convert salt water to fresh water for drinking, washing and supplying water to the propulsion plant. OLYMPIA has its own laundry and its own ice cream machine.

COMMUNICATIONS

OLYMPIA is completely outfitted with a wide variety of antennas, transmitters and receivers necessary to support accomplishment of all assigned tasks. Interior communication is possible on a wide range of circuits and sound powered phones which do not require electrical power and are reliable in battle situations. Various alarm and indicating circuits enable the Officer of the Deck and the Engineering Officer of the Watch to continuously monitor critical parameters and equipment located throughout the ship.

NAVIGATION

Keeping track of the ship's position while submerged is difficult and important, and requires a complex navigational system. OLYMPIA has the capability to use electronic, celestial or visual means to fix the ship's position.

WEAPONS

OLYMPIA can carry and employ all of the tactical weapons available to the submarine force. These include the MK 48 ADCAP torpedo and Tomahawk cruise missiles.

SUPPLY

None of the complex equipment and machinery of the ship could function without the support of the supply department. The repair parts carried on board number in the hundreds of thousands, yet any one can be provided in a matter of minutes. The supply department also carries enough food to feed the crew for as long as 90 days.

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 of each individual aboard, converge at the command level and create the Commanding Officer's ultimate charge: to successfully carry out the mission assigned. The Commanding Officer is empowered to use any means available to accomplish assigned missions. 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 the submarine.

Assisting both the Executive Officer and the Commanding Officer is the Chief of the Boat or COB. The Chief of the Boat is the principal enlisted advisor to the Commanding Officer, a source of information for the Executive Officer, and a role model for the enlisted men. As the Captain's right hand, the COB reports directly to the CO on existing or potential problems, procedures, and practices which affect the morale, welfare and job satisfaction of the crew.

The remainder of the ship's force is composed of six departments: Navigation, Operations, Weapons, Engineering, Supply and Executive. 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.

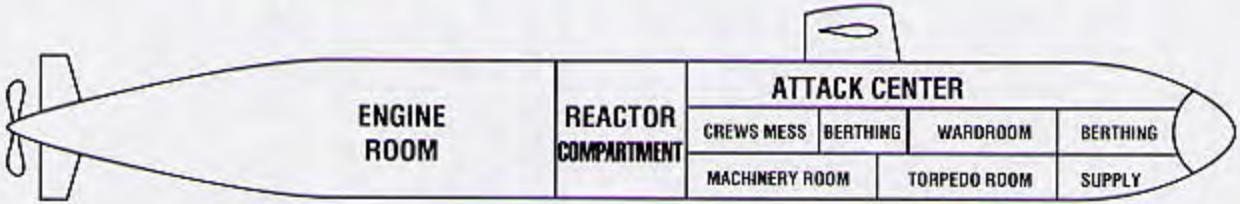
Every piece of material on the ship from the propeller to the paint job is assigned to a division and finally to an individual technician for its care. Each of the men soon becomes an expert not only in the technical functions to which his special training has been directed, but also in the demands of 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 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.

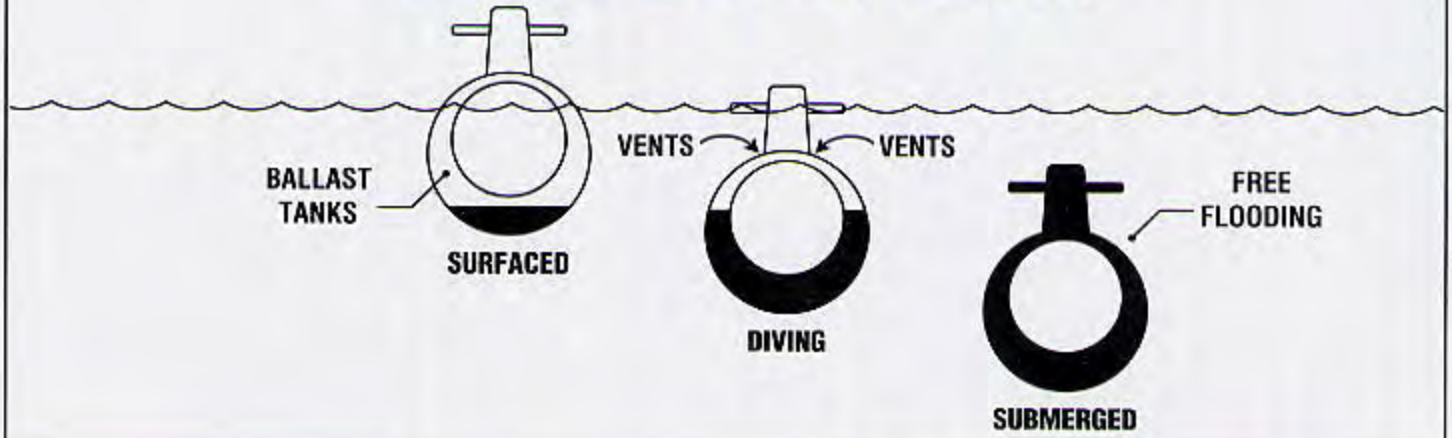
Each watch section consists, for example, of helmsmen, who steer the ship: throttlemen, to control the steam turbine engines; sonar operators, who silently probe the environment; reactor operators, who control the ship's remarkable energy source; torpedomen, to service and launch OLYMPIA's weapons; radio operators, who continually maintain an invisible link with command centers ashore; and electricians, who supply power to virtually every component 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 submariner's time is spent standing his watch, it is also the principal determinant of his day to day routine.

SUBMARINE COMPARTMENTS



HOW A SUBMARINE DIVES



GENERAL INFORMATION

Please observe the following procedures while you're aboard:

WARNING SIGNS: Observe all warning signs. Consult members of the crew for assistance in any matter.

EMERGENCIES: Should any emergency situation arise, alarms will be sounded and the appropriate word passed. You are requested to STAND FAST BUT CLEAR of all passageways and operating areas. Do not obstruct ladders, hatches, or the water-tight door. Allow ship's personnel to perform required action without interference. A member of the crew in charge at the scene will explain the situation as soon as he is able. Please follow the instruction of the man in charge at the scene without hesitation. Above all, remain calm! We are professionals..... we do this for a living.

OPERATION OF SHIP'S EQUIPMENT: Do not operate any equipment or switches, position any valves or enter any posted areas without prior approval from a crew member. Observe posted precautions and procedures in all operations.

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 Engine Room are classified areas.

MEDICAL FACILITIES: The ship has a Hospital Corpsman available at all times and he should be consulted for any illness or injury that may occur during the cruise. It is recommended that persons susceptible to motion sickness obtain medication prior to getting underway. The Hospital Corpsman may be contacted through the Chief of the Watch in Control.

LAUNDRY: The ship's laundry is just forward of the Machinery Room, 3rd level, starboard side. The Chief of the Boat (COB) assigns divisional wash days and those are the days divisions do their laundry. The COB will give you further information on this during the welcome aboard interview.

HEAD: Head is a nautical term for restroom. There are several heads located throughout the ship. Avoid excessive consumption of potable water. When you shower, soap down with the water off and then rinse; do not let the water run. There is a small push button on the shower head base union that acts as an on-off valve without disrupting the temperature control or spray pattern. Ensure that no articles such as pencils, cigarette butts, toothpicks, or rags fall into commodes, as such articles can foul the pumps, valves and/or piping associated with the sanitary system. WIPE SINKS AND SHOWERS CLEAN AFTER EACH USE.

Origin of Submarine Service Insignia (Dolphin)

The insignia of the U.S. Navy's Submarine Service is a submarine flanked by two dolphins. Dolphins or porpoises, traditional attendants to Poseidon, Greek God of the Sea and patron deity of sailors, are symbolic of a calm sea and are sometimes called the Sailor's Friend.

The origin of the U.S. Navy's Submarine Service Insignia dates back to 1912. On 13 June of that year, Captain Ernest J. King, USN, later to become Fleet Admiral and Chief of Naval Operations during World War II, suggested to the Secretary of the Navy that a distinguishing device for qualified submariners be adopted. He submitted a pen and ink sketch of his own, showing a shield mounted on the beam ends of a submarine, with dolphins forward of and abaft the conning tower. During the next couple of months the Bureau of Navigation solicited additional designs from several sources. Among the designs were a submarine and shark motif, a submarine and shield, and submarines and dolphins.

A Philadelphia firm was requested to design a suitable badge. Two designs were submitted by the firm and these were combined into a single design. It was the design in use today - 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 privilege of wearing Dolphins is a source of deep pride and professionalism for those naval personnel qualified in submarines.

"THE SUBMARINER"

Only a submariner realizes to what extent an entire ship depends on him as an individual. To a landsman this is not understandable and sometimes it is even difficult for us to comprehend, but it is so!

A submarine at sea is a different world in herself, and in consideration of the protected and distant operations of submarines, the Navy must place responsibility and trust in the hands of those who take such ships to sea.

In each submarine there are men, who in the hour of emergency or peril at sea, can turn to each other. These men are ultimately responsible to themselves and to each other for all aspects of operation of their submarine. They are the crew. They are the ship.

This is perhaps the most difficult and demanding assignment in the Navy. There is not an instant during his tour as a submariner that he can escape the grasp of responsibility. His privileges in view of his obligations are ludicrously small, nevertheless, it is the spur which has given the Navy its greatest mariners – the men of the Submarine Service.

It is a duty which most richly deserves the proud time honored title of "Submariner."

USS OLYMPIA (SSN 717)
COMMISSIONING