UNITED STATES SHIP "OKLAHOMA CITY"

Fast Attack Submarine 723

Welcome Aboard

USS OKLAHOMA CITY (SSN 723)

Welcome Aboard!

On behalf of the officers and crew of USS Oklahoma City, I take pleasure in extending you the hospitality of the United States Navy's submarine force. It is our privilege to have you on board as our guest.

As a warship, Oklahoma City 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 safety and comfort while on board.

The officers and crew will do their best to answer your questions about USS Oklahoma City. We hope your time on board will be informative, interesting and enjoyable.

Sincerely,

JOHN G. COOKE
Commander, U.S. Navy
Commanding Officer

P.S. Additional Information concerning the USS OKLAHOMA CITY is available on the World Wide Web at www.ncts.navy.mil/homepages/okc/career.html

GENERAL INFORMATION

Please observe the following procedures while you are on board.

WARNING SIGNS: Please observe all warning signs. Consult a crewmember for assistance in any matter. Signs restrict access to some parts of the ship, such as the Engine Room and Radio Room; these signs are for your safety, as well as the security of the ship.

EMERGENCIES: Should any emergency situation arise, alarms will be sounded and the appropriate word passed. You are requested to STAND STILL BUT REMAIN CLEAR of all passageways and operating areas. Do not obstruct ladders, hatches, or the watertight door to the Engine Room. 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 his directions without hesitation.

OPERATION OF SHIP'S EQUIPMENT: Do not operate any equipment, switches, or valves without prior approval from ship's force. 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 and Engine Room are always classified areas; under way, the Sonar Room normally becomes one. Also, please do not discuss ship's operations you may see or hear about once you leave the ship.

MEDICAL FACILITIES: The ship has a Hospital Corpsman available at all times; he should be consulted for any illness or injury that may occur under way. Passengers susceptible to motion sickness are advised to obtain medication prior to getting under way. The Corpsman can usually be found in the 3-inch launcher space or Crew's Mess, or may be contacted through the Chief of the Watch in Control.

LAUNDRY: The ship's laundry is just forward of the Auxiliary Machinery Room in Forward Compartment Lower Level. The Chief of the Boat (COB) assigns laundry days, normally on a divisional basis.

HEADS: There are heads throughout the forward compartment. Only officers (and female guests) will use the Officer's head, and Chief Petty Officers, the CPO head. Avoid excessive use 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 side of the shower head that acts as an on-off button without changing temperature. Ensure no articles such as pencils, rags, toothpicks, etc. fall into the commodes, as such articles can foul the pumps, valves, and piping associated with the sanitary system. *WIPE SINKS AND SHOWERS CLEAN AFTER EACH USE.*

USS OKLAHOMA CITY CREST

The USS OKLAHOMA CITY crest is a shield, outlined with a hawser - the line with which ships moor- and, at the same time, with a cowboy's lariat, symbolizing the historical importance of cattlemen to Oklahoma.

The crest summarizes the many links between the submarine and her namesake. The bottom of the shield lays along the flukes of a Navy stock anchor - the kind used by sailing ships in times of old. The anchor's shank is formed by USS OKLAHOMA CITY, underway on the surface, with waves breaking down her powerful sides.

Across her bow flows a banner bearing the ship's adopted motto: "The Sooner the Better," which originally announced the "sooners" who settled Oklahoma and established Oklahoma City. The words aptly describe the spirited vigor of those pioneers and that of the crewmen of this powerful warship. In the background is the silhouette of the great state of Oklahoma with its capital, Oklahoma City, marked with a star. This illustrates the bond between the ship and the people of not only Oklahoma City but of the entire state of Oklahoma.

It serves as a constant reminder of the source of the ship's strength - the irrepressible American people - and of the reasons for which OKLAHOMA CITY sails. To the left is the oil derrick. The derrick is an enduring symbol of Oklahoma and stands as the source of the state's wealth and power. Around the derrick is wrapped a stylized atom, symbolizing the source of OKLAHOMA CITY's power - her nuclear power plant. Beneath OKLAHOMA CITY lie the submarine dolphins. Dolphins are the traditional attendants to Poseidon, the mythical god of the sea and patron deity of sailors.

They are symbolic of a calm sea and are called the "Sailor's Friend." Dolphins are the traditional symbols of submariners worldwide. In the crest they symbolize Oklahoma's blessing of "fair seas and following winds" for their namesake warrior as well as reminding all of a terrible and hidden warfighting power which comes, truly, "from the sea." These dolphins duplicate those in the warfare insignia worn proudly by American submariners. The crest was designed by Ms. Heather Foster of Oklahoma City in 1985 on the occasion of the ship's launching.

The Command Insignia is worn only by the ship's Commanding Officer, signifying his sole responsibility for the ship's safety and mission accomplishment.

COMMANDER JOHN G. COOKE V

United States Navy

COMMANDING OFFICER, USS OKLAHOMA CITY (SSN 723)

Previous Commanding Officers, USS Oklahoma City (SSN 723)

Commander Joseph J. Krol	September 1985 - March 1987
Commander Kevin J. Reardon	March 1987 - February 1989
Commander James C. Holloway	February 1989 - July 1991
Commander Phillip M. Polefrone	July 1991-March 1994
Commander Richard L. Snead	March 1994-August 1996

COMMANDER JOHN GORDON COOKE V
UNITED STATES NAVY
COMMANDING OFFICER
USS OKLAHOMA CITY (SSN 723)

Commander John Gordon Cooke V, a native of Jacksonville, Florida, graduated with distinction from the United States Naval Academy in 1978, earning a bachelor of science degree in Mechanical Engineering.

He completed nuclear propulsion and submarine training in 1980 and was assigned to the commissioning crew of USS OHIO (SSBN 726). He served as Electrical Officer and Main Propulsion Assistant on the gold crew, participating in shakedown operations, interfleet transfer, and the crew's first strategic deterrent patrol.

Commander Cooke completed department head tours on USS GEORGIA (SSBN 729) and USS SAN FRANCISCO (SSN 711). As Engineer Officer of the commissioning and blue crews of USS GEORGIA, he conducted shakedown operations, interfleet transfer, and three strategic deterrent patrols. While he served as Navigator and Operations Officer, USS SAN FRANCISCO completed a Western Pacific deployment.

Commander Cooke attended graduate school at the Massachusetts Institute of Technology and the Woods Hole Oceanographic Institution and earned an Ocean Engineering degree and a master of science degree in Oceanographic Engineering. His research yielded advances in the propulsion control of underwater, remotely operated vehicles.

Commander Cooke served as Officer In Charge of SUBMARINE NR-1, the Navy's only nuclear powered, deep diving, oceanographic research submarine. While in his command, SUBMARINE NR-1 completed deployments to the Gulf of Mexico and numerous oceanographic research and survey missions in the Eastern Atlantic. He completed NR-1's only refueling overhaul in 1992.

Following command of NR-1, Commander Cooke served on the staff of the Chairman, Joint Chiefs of Staff. As an analyst in the Directorate for Force Structure, Resources, and Assessment, he conducted studies of a broad range of Department of Defense strategy and resource issues, including; strategic arms control, counterproliferation of weapons of mass destruction, and land and littoral warfare capabilities.

Commander Cooke's awards include the Defense Meritorious Serv-ice Medal, the Meritorious Service Medal, the Navy Commendation Medal with one gold star and the Navy Achievement Medal.

He is married to the former Deborah Avery of Upper Marlboro, Maryland. They have two sons, Jace and Jameson, and two daughters, Patty and Julie.

HISTORY OF USS OKLAHOMA CITY

. The first Oklahoma City (CL-91) was a 14,000 ton light cruiser commissioned December 22, 1944. During World War II, Oklahoma City was awarded two Battle Stars for heroic service in the Okinawa campaign and action against the Japanese homeland Decommissioned in 1947, Oklahoma City was recommissioned in 1960 as a Guided Missile Light Cruiser, and became the first Pacific Fleet combatant to fire the Talos anti-air missile. Oklahoma City was awarded 13 Battle Stars, 3 Meritorious Unit Citations and a Navy Unit Citation for gallant performance of duty during the Vietnam War. She completed a distinguished career on December 15, 1979, when she was decommissioned as the 7th Fleet Flagship.

The nuclear powered attack submarine USS Oklahoma City (SSN 723) was commissioned at Norfolk Naval Base on July 9, 1988. Oklahoma City deployed to the Mediterranean in March 1990 with the Eisenhower Battlegroup and participated in Operation Desert Shield, received the Sixth Fleet "Hook'em" award for anti-submarine warfare excellence, and was awarded the Meritorious Unit Citation.

Oklahoma City won the 1990 and 1991 Battle Efficiency "E" from Commander, Submarine Squadron Eight for overall excellence in submarine operations. The ship also won the 1990 Engineering "E" for engineering excellence.

Oklahoma City deployed to the Mediterranean a second time in September 1991, again with the USS Eisenhower Battlegroup, returning home in March 1992, then spent a year backfitting the Navy's most advanced sonar and fire control system, the BQQ-5E and CCS Mk2. From March 1993 through February 1995, Oklahoma City tested this state-of-the-art combat system, firing four Tomahawk and two Harpoon cruise missiles and over seventy torpedoes. The two year testing program was an unprecedented success - on-time and on-budget - a $2.5 billion (total) acquisition program to upgrade all non-improved Los Angeles class SSN combat systems tested and proofed without a glitch.

Oklahoma City then immediately worked-up and deployed to the Mediterranean for a third time, this time traveling with the USS America Battlegroup to the Arabian Gulf, and, fresh out of testing, won a third Battle Efficiency "E" from Commander, Submarine Squadron Eight. The ship also won the 1995 Supply "E" for logistics readiness and the 1994 Engineering "E" and won honorable mention in the 1996 Edward F. Ney food service competition.

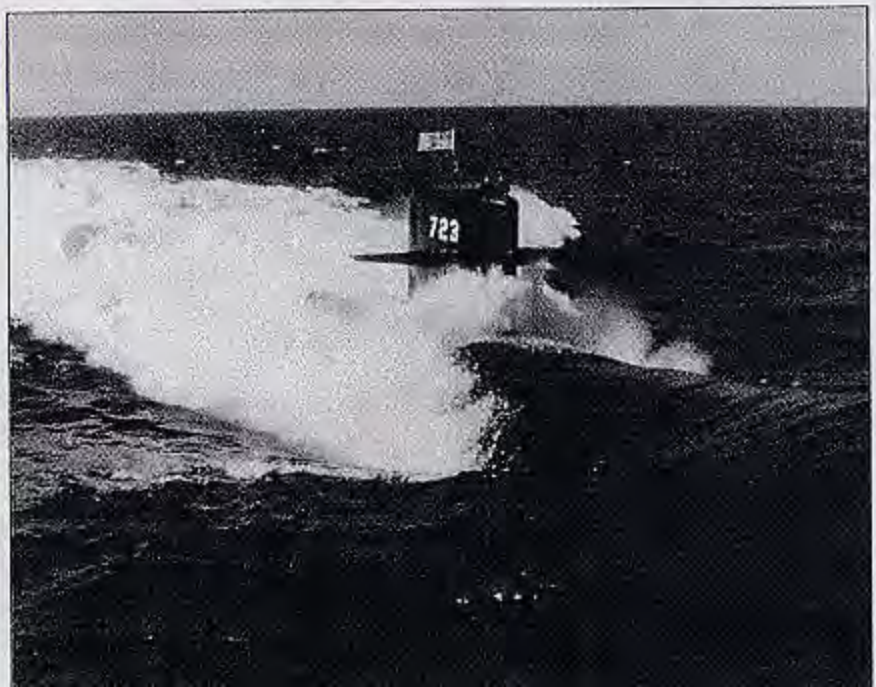
The strong tradition of excellence of USS Oklahoma City continues. Combining stealth and unlimited endurance with a torpedo, cruise missile and mine laying arsenal, Oklahoma City will continue the power projection role of her predecessor into the twenty-first century.

USS OKLAHOMA CITY (SSN 723)
Los Angeles Class Submarine

Submarines of the Los Angeles class, the U.S. Navy's newest operational class of nuclear-powered attack submarines, are the most advanced undersea vessels of their type in the world. Their mission: to hunt down and destroy enemy surface ships and submarines. With the advent of the Tomahawk cruise missile, they have an additional role as a tactical strike mission against land-based targets.

The 360 foot, 6900 ton ships are well equipped to accomplish these tasks. Faster than their predecessors and equipped with highly accurate sensors and weapon control systems, they are armed with sophisticated Mark 48 and ADCAP (Advanced Capability) anti-submarine/anti-ship torpedoes, Harpoon guided missiles, and Tomahawk cruise missiles. The newest ships of the class carry additional Tomahawk cruise missiles in vertical launch tubes forward. Each vessel carries a crew of about 140, 15 officers and 125 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 by the House and Senate Armed Services and Appropriations Committee and the Joint Committee on Atomic Energy. USS Los Angeles (SSN 688), for which the class is named, was commissioned on 13 November 1976.



CAREER HIGHLIGHTS OF USS OKLAHOMA CITY (SSN 723)

Commissioned July 9, 1988

1990 Mediterranean Deployment
Operation Desert Shield

1990 Submarine Squadron Eight
Navy "E" Award

Sixth Fleet "Hook-'Em" Award

1990 Engineering Red "E"

1991 Mediterranean Deployment

1991 Submarine Squadron Eight
Navy "E" Award

1991 Marjorie Sterrett Battleship Award
Best Operational Ship, Atlantic Fleet

Lead Ship for BQQ-5E and CCS Mk 2
Advanced Submarine Sonar & Fire-Control

1994 Engineering Red "E"

1995 Mediterranean Deployment

Operation Joint Endeavor

Operation Sharp Guard

1995 Submarine Squadron Eight
Navy "E" Award

1995 Submarine Squadron Eight
Supply Blue "E"

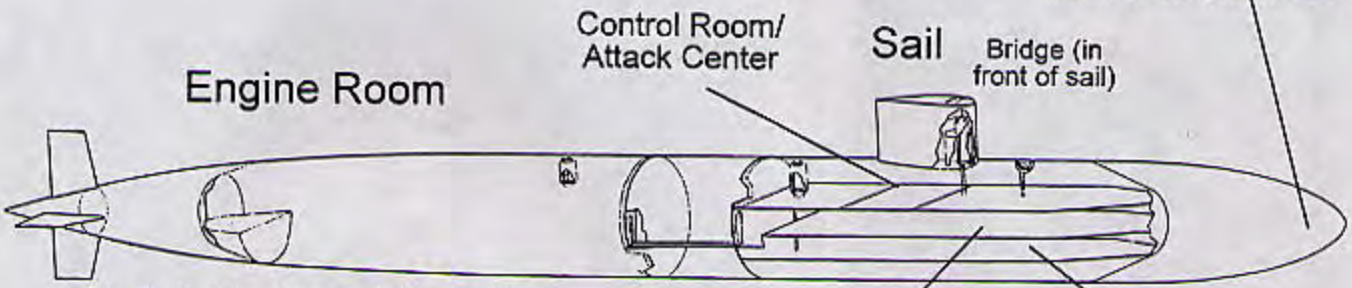
1995 Edward F. Ney Food Service Award
Honorable Mention

1996 Engineering Red "E"

1996 Medical Blue "M"

1995/96 Meritorious Unit Commendation

The sonar sphere (an array of over 1,000 hydrophones) is in the bow, where it is furthest from the propulsion machinery and gets the best listening.



The Engine Room houses all the propulsion machinery, as well as the Ship's Service Turbine Generators that supply the ship's electricity, and the evaporator, which distills water for the propulsion plant and other shipboard use.

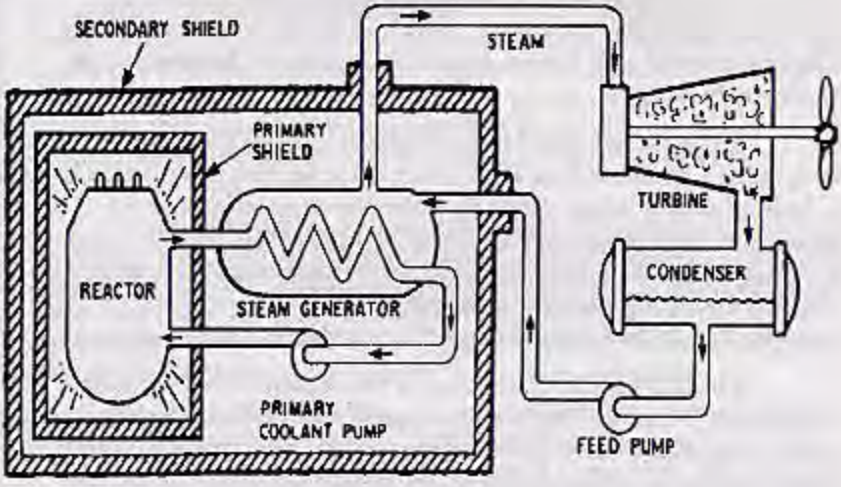
The Torpedo Room has 4 tubes that can shoot Mark 48 or ADCAP torpedoes at either submarines or ships, Harpoon anti-ship cruise missiles, Tomahawk land-attack cruise missiles, or mines. In addition, there are 12 vertical-launch missile tubes located between the pressure hull and the sonar sphere, which shoot Tomahawk missiles.

THE POWER PLANT

The propulsion plant of the Oklahoma City is based upon use of a nuclear reactor to provide heat. The heat comes from the fissioning of nuclear fuel within the reactor. Since fission also produces radiation, shields are placed around the reactor to protect the crew.

The 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 through the reactor, piping loops, pumps, and steam generators (boilers).

The heat produced in the reactor is transferred to the water under high pressure to prevent boiling. This water is pumped through the steam generators, then back to the reactor for reheating.



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

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 pumped back into the steam generators. Thus, both the primary and secondary systems are closed systems where water is recirculated and reused.

Nothing in the propulsion system requires air or oxygen. Because oxygen can be created from water with electricity, the ship produces oxygen for respiration and can operate submerged for extended periods of time, limited only by the endurance of the crew.

WATCH ORGANIZATION

There is a second organization aboard the ship: the watch organization. Whereas the first organization is designed to maintain equipment, train, and administer 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 call 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 (OOD), who carries out the Commanding Officer's orders during the hours of his watch. It is the OOD who orders the ship's course, speed, and depth, and conducts all combined shipboard evolutions. He monitors the tactical situation closely, analyzing sonar contacts, maneuvering the ship to determine their range and movements. It is the OOD's eye that is on the eyepiece during the ascent to periscope depth -- the most dangerous moment for a submarine.

The OOD 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. Also working for the OOD, the Diving Officer of the Watch (normally an officer or Chief Petty Officer) controls the ship's depth and trim, and monitors the ship control party. He "balances" the ship, keeping steady at ordered depth for all ship's operations.

Watch section also consists of a number of enlisted personnel; for instance, of helmsmen, who steer the ship; throttlemen, to control the steam turbine engines; sonar operators, silently monitoring the surrounding sea; reactor operators, who control and monitor the ship's reactor; torpedomen, to service and launch Oklahoma City's weapons; radiomen, continually maintaining 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 submariner's time is spent standing his watch, it is also the principal determinant of his day-to-day routine.

A DAY IN THE LIFE OF A SUBMARINER

Ronnie Bedford is a fictitious Oklahoma City sailor. He is, we imagine, a second class Quartermaster. As such, he works in the Quartermaster division of the Navigation/Operations department. (In the Navy, quartermasters are navigation specialists.)

Today, Ron has the 0600 to 1200 (6 a.m. to noon) watch. Awakened at 0445 by a messenger, he has time to shower, shave, dress, and enjoy a large breakfast. In keeping with tradition, he reports to his watchstation in the Control room, where the Officer of the Deck also stands his watch, half an hour before the watch begins, in order to be briefed on the activities of the previous watch; a custom most appreciated by the departing quartermaster. During this six-hour watch, Quartermaster Bedford plots the ship's position on the chart, and assists the Officer of the Deck by recording and maintaining the ship's log.

After his relief has taken the watch, Ronnie cleans up for lunch. Lunch is followed by a "School of the Boat" lecture on the ship's hydraulic system, given by the Auxiliary Division Chief Petty Officer. Since he is already qualified on Oklahoma City, Ronnie passes up the lecture in order to spend some time preparing for his first class quartermaster examination. At 1500 (3 p.m.), he has an appointment to examine a newly reported seaman on his knowledge of the ship's periscopes and antennas, for the seaman's submarine qualification. Ronnie's immediate supervisor, a Chief Quartermaster, has told him to make some changes to several navigation charts and publications and to prepare an order for some new training materials -- which takes the rest of the afternoon.

The ship's daily drill interrupts this task for about thirty minutes. Drills are conducted to test the crew's reaction to casualty and combat situations of various sorts: fire, loss of power, depth charges, etc. Every drill is an "all hands" effort; even those catching up on some lost sleep are summoned by the ship's alarms. Fire hoses are unrolled, medical bags opened, gas masks worn, equipment is operated; nothing that can possibly enhance the realism of the drill is neglected.

Ronnie has already seen the after-dinner movie, so he reads some more of a Western from the ship's library, then catches a few hours sleep before his next watch -- the midwatch, from midnight to six in the morning.

The schedule of our mythical Ronnie Bedford is not at all exceptional. It is typical of what a submariner does during a usual workday at sea. It is perhaps a fair answer to the oft-posed question: What on earth do you do out there for sixty days?

"THE SUBMARINER"

Only a submariner realizes to what great 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 protracted 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 of peril at sea, can turn to each other. These men are ultimately responsible to themselves and 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 obligation are almost 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 and time-honored title of – "Submariner."

OKLAHOMA CITY, OKLAHOMA

Oklahoma City was born on the afternoon of April 22, 1889, when the central portion of what is now Oklahoma was opened to settlement by presidential proclamation. Thousands crossed the borders of the "unassigned district" at the sound of gunfire at high noon. By the time the dust had settled on that historic day, many of these people had staked their claim at "Oklahoma Station," an area which was destined to become a leading city in 20th century America: Oklahoma City. The term "Sooner," a nickname for all Oklahomans, was also derived that day. As a term describing those "enterprising" individuals who crossed the border early (sooner than "legally" allowed) and were waiting on their compatriots with claims already staked, the Sooner designation is now a proud reminder of an unusual heritage.

Jumping from zero to 10,000 people in the space of a single afternoon is a growth feat hard to duplicate, and the city's growth rate has been orderly and steady over the last nine decades. Oklahoma City is one of the nation's largest cities in terms of land area, covering a total of 621 square miles.

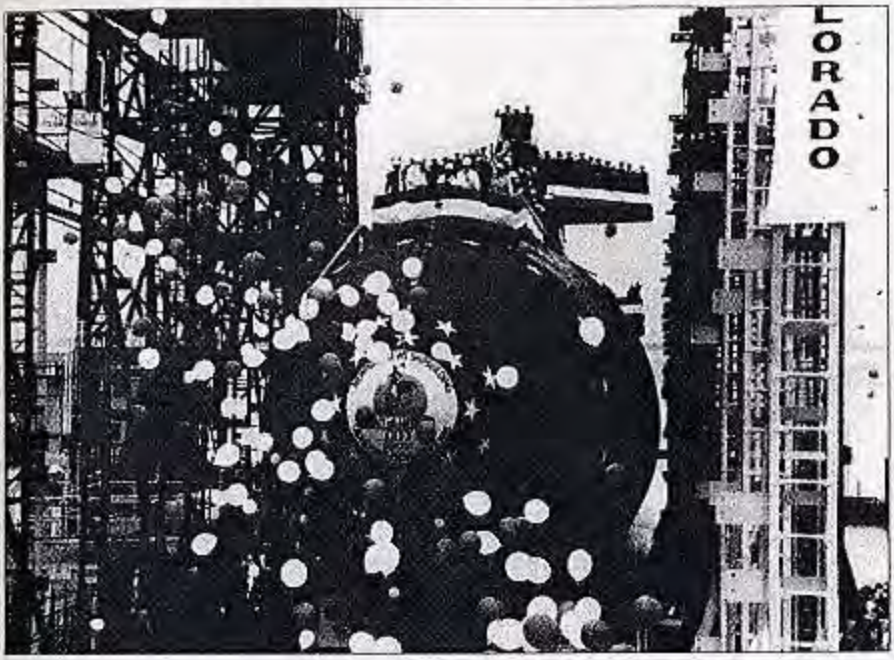
The city developed as a distribution point for crops and cattle with extensive growth after being named state capital in 1910, three years after Oklahoma attained statehood. Now a major transportation center, it is the chief market processing point for the state's vast livestock industry, and a shipping point for cotton, wheat and cattle.

On December 4, 1928 oil was discovered beneath a section of the already growing city, leading to development of what was then the largest oil stake ever made. Today, petroleum remains a major industry in Oklahoma City with about 1,400 wells producing oil within the city limits, including some on the state capital grounds. The economy is, however, highly diversified with manufacturing of petroleum products, executive aircraft, oil-field machinery, electronic equipment, computers, and fabricated steel, merging with a rich agricultural and livestock industry.

Oklahoma is derived from two Choctaw Indian words: okla, "people" and humma, "red," which is especially fitting considering the deep Indian heritage of the state, formerly known as the Indian Territories. Additionally, the area was a major player in the development of the "wild west" and is the home of the National Cowboy Hall of Fame and Western Heritage Center.

Oklahoma City is a blend of old and new. Cowboys and Indians re-enact old customs in a modern metropolitan atmosphere that has developed flourishing medical research centers; major aeronautical, chemical, and electronic industries; extensive educational facilities, and renown cultural and entertainment activities. It is a city with a rich, rowdy history: modern, growing and on the move. It is a fitting namesake for a fast, powerful ship.

USS OKLAHOMA CITY (SSN 723)



Vital Statistics

Keel laid	January 4, 1984
Launched	November 2, 1985
Commissioned	July 9, 1988
Sponsor	Mrs. Linda Nickles (Wife of Senator Don Nickles, Oklahoma)
Length	360 feet
Diameter	33 feet
Displacement (submerged)	6901 tons
Speed	Greater than 25 knots
Maximum diving depth	Greater than 800 feet
Endurance	Unlimited
Armament	12 Tomahawk missiles (vertical launch) 28 Mk 48 torpedoes/Harpoon missiles/ Tomahawk missiles (horizontal tubes and racks in Torpedo Room)
Sonar	BQQ-5E suite with spherical, hull, and towed hydrophone arrays
Complement (approx)	15 officers, 15 Chief Petty Officers, 110 E-6 and below (140 total)

USS OKLAHOMA CITY (SSN-723)