WELCOME ABOARD

USS MICHIGAN

SSBN 727

GOLD

"A Tradition of Excellence"

WELCOME ABOARD USS MICHIGAN !

On behalf of the officers and crew of USS MICHIGAN (SSBN 727) (GOLD), it is my pleasure to welcome you aboard as our guest. My crew and I are proud of our ship and we stand ready to assist you in any way to make the most of your visit. We hope you will share our pride in being part of this vital national asset.

This pamphlet contains information about the ship that you may find of interest during your visit with us. Please feel free to ask any of us for assistance or to answer any questions you might have.

Safety is of utmost importance as you tour MICHIGAN. Watch your step as you climb down ladders and go through hatches and please report any injury, no matter how minor, to the ship's Hospital Corpsman for immediate treatment.

I hope your visit will be informative and enjoyable.

Thomas H. Barge II
Commander, U.S. Navy
Commanding Officer

USS MICHIGAN (SSBN 727)

STATISTICAL DATA

Keel Laid	4 April 1977	
Launched	26 April 1980	
Commissioned	11 September 1982	
Sponsored By	Mrs. Margaret Garvey Nedzi	
Length	566 Feet	
Displacement	Surfaced	16,764 Tons
	Submerged	18,750 Tons
Hull Diameter	42 Feet	
Draft	36 Feet	
Missile Tubes	24	
Complement	Officers	14
	Chief Petty Officers	18
	E–6 And Below	122
	Total	***154***

COMMANDER THOMAS H. BARGE II, USN
COMMANDING OFFICER (GOLD)

COMMANDER THOMAS H. BARGE II
UNITED STATES NAVY

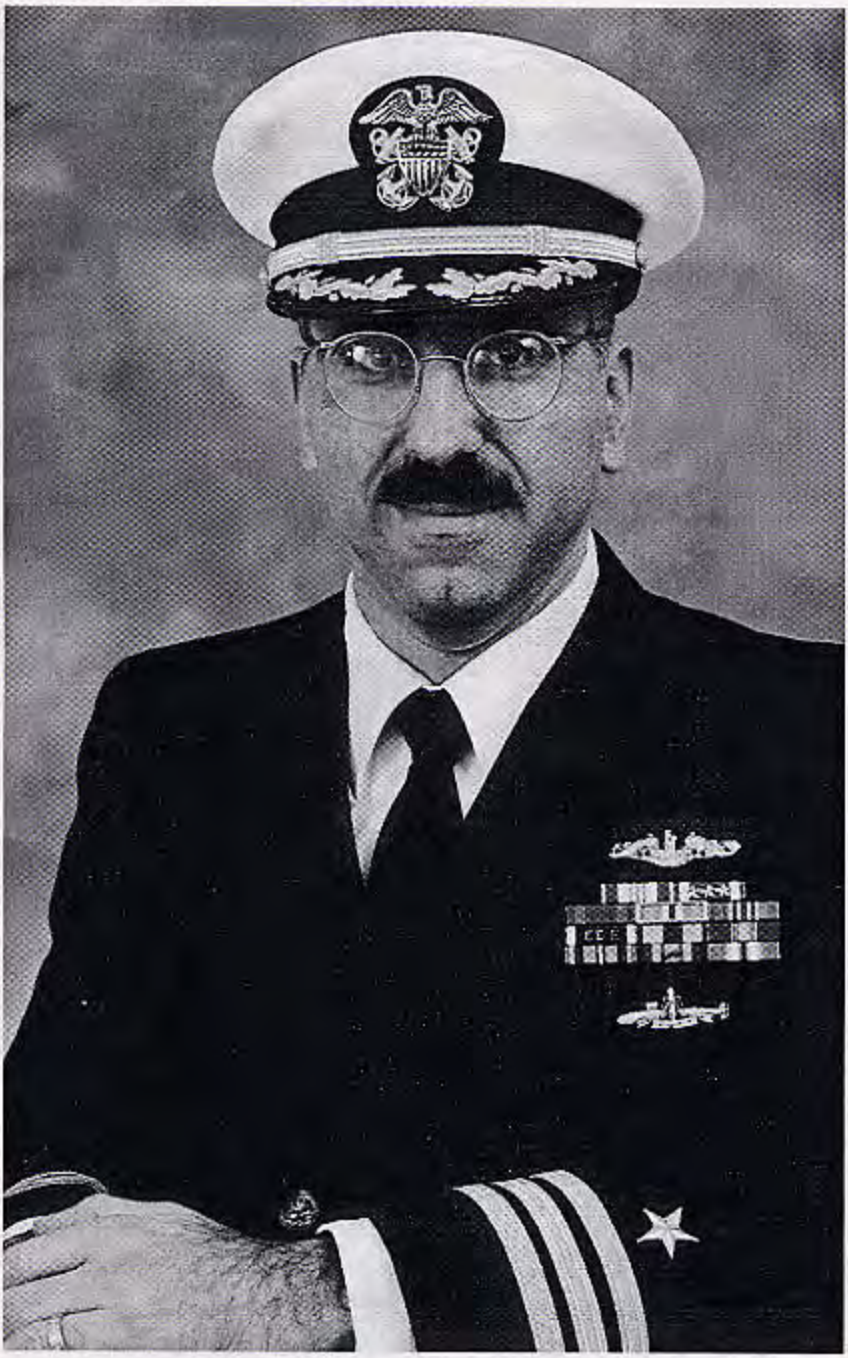
Commander Barge was born in Bremerton, Washington, the son of a career Army officer. He graduated from the University of North Carolina at Chapel Hill in 1981, and was commissioned through the Navy ROTC Program. After completing nuclear power training and the Submarine Officer's Basic Course, he reported to his first submarine, USS ASPRO (SSN 648) in Pearl Harbor, Hawaii. There he served as Reactor Controls Assistant and Weapons Officer, deploying to the Western Pacific, the Indian Ocean and the Arctic Ocean.

Following graduation from the Submarine Officer's Advanced Course in February 1987, he served as Engineer Officer on board USS STONEWALL JACKSON (SSBN 634)(GOLD) from March 1987 until September 1989. During this tour, the ship completed post–overhaul DASO, and two strategic deterrent patrols. Commander Barge then split–toured to another Charleston ship, serving as Combat Systems Officer in USS SEAHORSE (SSN 669) until June 1991. On SEAHORSE he participated in ADCAP development, deployed to the Northern Atlantic and completed a second Arctic Ocean deployment.

In 1991, Commander Barge entered the Harvard Business School under the Advanced Education Program, graduating with a Master's in Business Administration in 1993. Commander Barge next reported as Executive Officer of USS PHILADELPHIA (SSN 690), where he completed a refueling overhaul in Portsmouth, New Hampshire which included installation and testing of advanced reactor plant instrumentation. Following a change of homeport to New London, Connecticut and initial combat systems testing of the ship's new BQQ5E sonar and CCS MK 2 fire control systems, Commander Barge was assigned to the Bureau of Naval Personnel in Washington, D.C. There he served as the Nuclear Enlisted Program Manager from December 1995 to September 1997.

Commander Barge's awards and decorations include the Meritorious Service Medal and the Navy Commendation Medal (five awards). He is authorized to wear the Navy Unit Commendation, the Navy Expeditionary Medal, the National Defense Service Medal, the Sea Service ribbon, the Arctic Service ribbon, and the Expert marksman medals for pistol and rifle.

Commander Barge is married to the former Elizabeth Ferguson Hopkins of Baltimore, Maryland. They have two children, Emily and John.



COMMANDER KEVIN A. FONTES, USN
EXECUTIVE OFFICER (GOLD)

COMMANDER KEVIN A. FONTES
UNITED STATES NAVY

Commander Kevin A. Fontes was born and raised in Gustine, California. He graduated from the California Polytechnic State University in 1984 with a Bachelor of Science degree in Mechanical Engineering. Following completion of Nuclear Power Training and the Submarine Officer Basic Course, he reported to USS ARCHERFISH (SSN 678) in July 1986 were he served in a variety of billets and completed a Mediterranean Deployment, ICEX and refueling overhaul.

In 1989 CDR Fontes attended the Naval Postgraduate School at Monterey, graduating with a Master's degree in Computer Science. Following graduation from the Submarine Officer Advance Course, CDR Fontes reported aboard USS FLYING FISH (SSN 673) as Navigator and Operations Officer participating in North Atlantic and Mediterranean deployments.

CDR Fontes was assigned as Submarine Liaison Officer for Commander Carrier Group Seven in 1994. During this tour, Carrier Group Seven embarked on USS NIMITZ (CVN 68) and completed a Western Pacific deployment. In 1996 CDR Fontes was assigned to United States Strategic Command in Omaha, Nebraska. There he served as project officer for Strategic Exercise Development. He reported for duty to USS MICHIGAN (SSBN 727) (GOLD) as Executive Officer in December 1998.

CDR Fontes is authorized to wear the Defense Meritorious Service Medal, Navy Commendation Medal (four awards), Navy Achievement Medal, Navy Expeditionary Medal, National Defense Medal, Armed Forces Expeditionary Medal and various unit awards.

CDR Fontes is married to the former Rebecca Saaranzin of Gustine, California. They have two children, Rachel and Robert.

MASTER CHIEF PETTY OFFICER
MICHAEL EMERY BENKO, USN

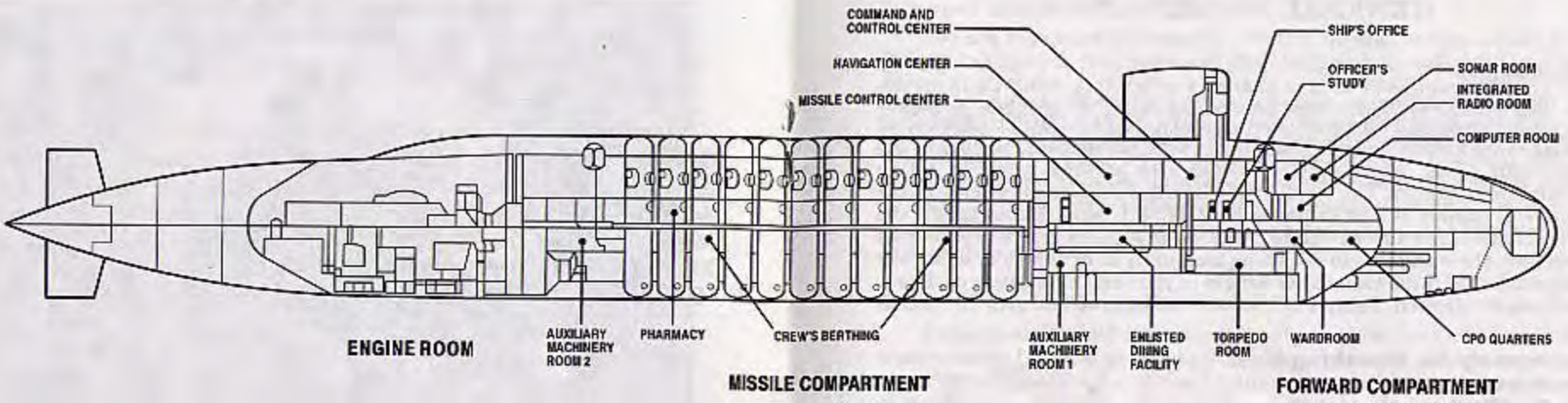
MASTER CHIEF PETTY OFFICER
MICHAEL EMERY BENKO
UNITED STATES NAVY

Master Chief Benko, of Cleveland, Ohio, graduated from Parma Senior High School in June 1979. He enlisted in the Navy in August, and following Basic Training in Orlando, Florida and Basic Enlisted Submarine School in New London, Connecticut, he attended Guided Missile School at Dam Neck, Virginia, for Strategic Weapons System Electronics "A" School and Fire Control Technician Ballistic (C4 Replacement) "C" School.

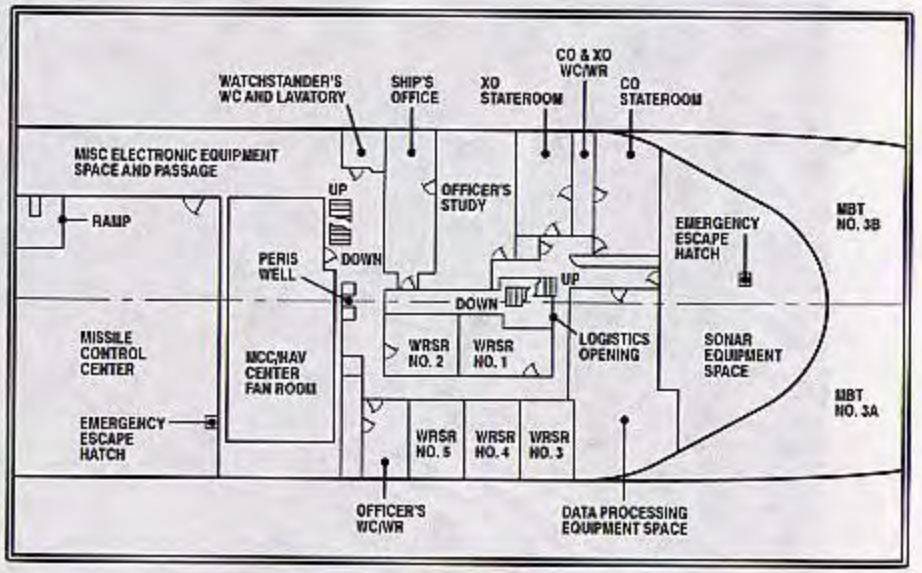
After graduation, he served on board USS VON STEUBEN (SSBN 632) (BLUE), USS CANOPUS (AS 34), and USS FLORIDA (SSBN 728) (BLUE). Additionally, he served as a recruiter at Navy Recruiting District Cleveland, and on the staff of Submarine Squadron 17.

MTCM(SS) Benko is entitled to wear the Navy and Marine Corps Commendation Medal (two awards), and the Navy and Marine Corps Achievement Medal (three awards).

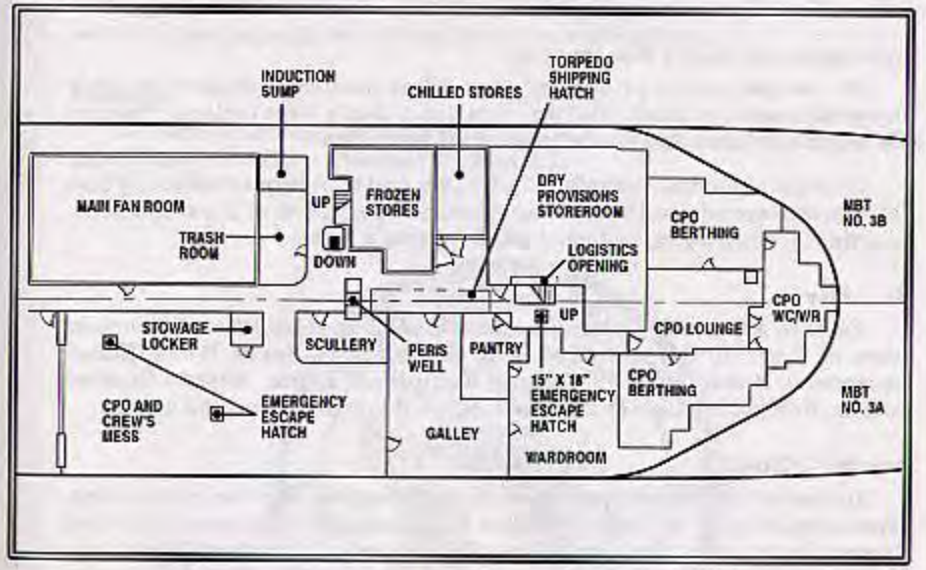
Master Chief Benko is married to the former Gerry Young of Parma, Ohio. They have four children and reside in Bremerton, Washington.



FLEET BALLISTIC MISSILE SUBMARINE
USS MICHIGAN SSBN 727



Second platform



Third platform

Forward Compartment

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 doors. 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 or near your assigned bunk. If the casualty or drill is in your berthing space, or if your assistance is desired, a ship's officer will contact you and give directions.

Emergency Air Breathing Mask

Operating Instructions

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

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.

In order to ensure the safety of the ship and to obtain satisfactory test data, guests are advised that all tests and all operations of the ship MUST be ordered, controlled, and conducted by ship's force.

Security

Certain aspects of the ship's operational characteristics and certain areas of the ship are classified. The Radio Room, Sonar Room, Sonar Equipment Room, Data Processing Equipment Room, Missile Control Center, Navigation Center and the Engine Room are classified areas.

Access to Spaces

In view of the limited space at most operating and ship control stations, permission should be obtained prior to entering the Command Control Center. In addition, permission must be requested from the Chief of the Watch prior to proceeding to the bridge when surfaced and from the Engineering Officer of the Watch prior to entering the Maneuvering Room.

Injury or Illness

You are requested to report any injury, no matter how minor, to the Hospital Corpsman for treatment. The Corpsman is available for medical advice at all times. Sick call is normally held at 0800 hours daily. Anyone with a known illness should consult with a private physician and then with the Corpsman prior to getting underway and should have on hand a supply of medicine (if required) for the duration of the trip. Anti–motion sickness medicine may be obtained from the Corpsman. The Corpsman can usually be found in the Pharmacy, Missile Compartment second level starboard aft. Report all prescription drugs and reason for use to the Corpsman upon arrival on board.

Head

Please avoid excessive consumption of potable water. Our showers have a water saver feature; when you shower, wet yourself, 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 nut that acts as an on–off valve without disturbing the temperature control or spray pattern. Ensure that no articles such as: pencils, tooth picks, cigarette butts, rags, etc. fall into the commodes, as such articles can foul the pumps, valves, and/or piping associated with the sanitary system.

Laundry

Laundry service is normally available per a posted schedule. If, due to abnormal circumstances, you should require the use of the 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.

Smoking

In view of the enclosed environment of a submarine, smoking is only permitted in Auxiliary Machinery Room 1.

THE OHIO CLASS SUBMARINE

The Ohio Class submarines are the latest advancement in submarine technology. These giant 566–foot, 18,750–ton ships will serve as the nation's first line of defense into the next century. The Tridents, largest and most powerful submarines ever built, will serve as virtually undetectable, undersea, intercontinental missile launching platforms.

The Ohio Class submarines are well equipped to accomplish their assigned mission, providing significant advances over previous classes of missile submarines.

Specifically:

- Each Ohio Class submarine carries 50 percent more missiles than its predecessors (24 compared to 16).
- Trident's improved mobility, quietness and speed make it the most survivable of our nation's strategic weapons systems.
- Ease of maintenance has been designed into the class, minimizing maintenance requirements and extending the period between lengthy shipyard overhauls.
- The increased range of the Trident I and Trident II missiles enables Tridents to operate in ten times more ocean area than previous Polaris/Poseidon submarines.
- The longer missile range also permits basing them in the United States, rather than in foreign countries, at a substantial savings in logistic support. The submarines are based at Bangor, Washington, and at Kings Bay, Georgia.
- Trident's central command and control system is the largest use of digital computers ever undertaken by the Navy for submarines.
- The increased size of the Trident submarine affords much more spacious living quarters for a 157–man crew.
- Because of its size, Trident's carry significantly more and better sonar equipment than previous Polaris/Poseidon submarines.

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 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 listen for surface ships, submarines, and other contacts; auxiliarymen and interior communications electricians who operate and maintain the ship's atmosphere control and auxiliary systems; reactor operators and machinists, who control the ship's energy source; torpedomen, missile technicians, and fire control technicians to service and launch weapons; radio operators, who continually maintain an invisible link with command centers ashore; electricians, who supply power from the reactor for virtually every service on the ship, Quartermasters and Electronic Technicians who ensure safe navigation of 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.

THE TRIDENT I MISSILE

The Trident I missile is a three stage, solid propellant, inertially guided fleet ballistic missile. Its 4,000–mile range is a marked improvement over the 2,500–mile range of the Poseidon missiles.

The missile's manufacturer, Lockheed Missiles and Space company, achieved the increase in range without a commensurate increase in physical dimensions over the Poseidon missile (a number of Poseidon subs were backfitted with the Trident I) through several technological advances. Those advances were made in several key areas, including propulsion, micro–electronics and the weight–saving material area. Missile range is controlled by trajectory shaping with Generalized Energy Management Steering (GEMS).

In addition, Trident I uses an "aerospike" to increase its aerodynamic performance. The spike is attached to the front end of the missile and telescopes into position after launch.

The first Trident missile was launched from a flat pad at Cape Canaveral, Florida, on January 18, 1977. The missile was first deployed at sea aboard the USS Francis Scott Key (SSBN 657) in October, 1979. Trident subs carry 24 of the missiles. Each can be independently targeted.

HOW NUCLEAR POWER OPERATES A SUBMARINE

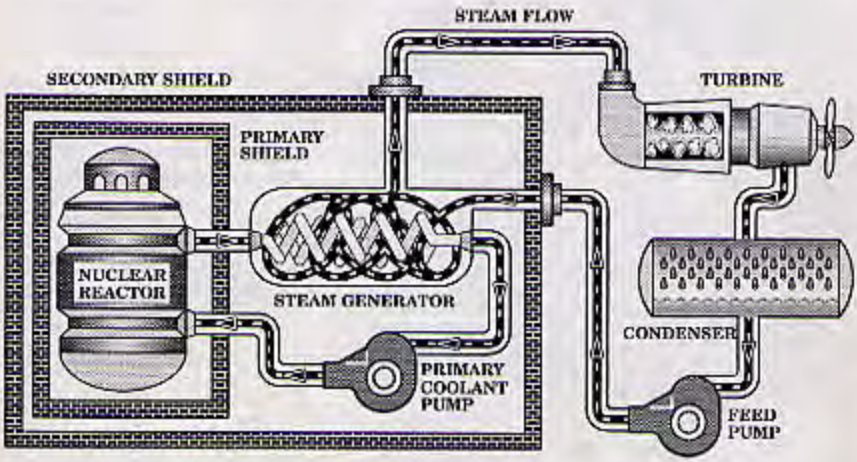
The propulsion plant of a nuclear powered ship is based upon use of a nuclear reactor to provide heat. The heat comes from the fissioning of nuclear fuel contained within the reactor. Since the fissioning process also produces radiation, shields are placed around the reactor so that the crew is protected.

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 flows 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.



THE NUCLEAR POWER PLANT DIAGRAM

HISTORY

USS MICHIGAN (SSBN 727) is the second TRIDENT Class Nuclear Powered Fleet Ballistic Missile Submarine to have been constructed at the Electric Boat Division of General Dynamics Corporation in Groton, Connecticut. MICHIGAN was commissioned on 11 September 1982 and is the third United States Navy vessel to bear the name of the State. MICHIGAN arrived in Bangor on 16 March 1983 and has completed over fifty Strategic Deterrent Patrols.

FIRST USS MICHIGAN
1843–1922

The USS MICHIGAN, renamed the USS WOLVERINE, was the first iron warship in the U.S. Navy and probably the first iron or steel warship of her size in the world. She was originally designed as a "three–mast, topsail schooner" with auxiliary steam power.

The MICHIGAN was on duty on the Great Lakes during the Civil War but never engaged in battle. In 1905, a new USS MICHIGAN (BB–27) was to be commissioned by the U.S. Navy. The original MICHIGAN was renamed the WOLVERINE, after the MICHIGAN state animal. About 1910 she was turned over to the Naval Reserve as a Training Ship and remained active until 1922 when one of her engines broke down.

SECOND USS MICHIGAN (BB–27)
1910–1922

The second MICHIGAN (BB–27) was laid down 17 December 1906 by New York Shipbuilding Co., Camden, N.J.; launched 26 May 1908 and commissioned 4 January 1910.

Assigned to the Atlantic Fleet, MICHIGAN, with sister ship SOUTH CAROLINA, were the U.S. Navy's first class of dreadnoughts or all big–gun battleships. The layering of her main armament 12" guns and placement of all turrets on the centerline was a novel arrangement which spread as a universal battleship arrangement.

Prior to 1914, the battleship MICHIGAN operated in the North Atlantic, the Gulf of Mexico, and along the Atlantic Coast. During World War I, the warship escorted convoys, trained recruits, and engaged in fleet maneuvers. On 6 August 1919 the MICHIGAN was placed in limited commission and conducted various training cruises.

MICHIGAN was decommissioned at The Philadelphia Navy Yard 11 February 1922 and was stricken from the Navy list 10 November 1923 in accordance with the treaty limiting naval armaments.

Welcome Aboard!

USS MICHIGAN
(SSBN 727)

USS MICHIGAN (SSBN 727)

STATISTICAL DATA

KEEL LAID	4 APRIL 1977	
LAUNCHED	26 APRIL 1980	
COMMISSIONED	11 SEPTEMBER 1982	
SPONSORED BY	MRS. Margaret NEDZI	
LENGTH	560 FEET	
DISPLACEMENT	SURFACED:	16,764 TONS
	SUBMERGED:	18,750 TONS
HULL DIAMETER	42 FEET	
DRAFT	36 FEET	
MISSILE TUBES	24	
COMPLEMENT	OFFICERS	15
	CHIEF PETTY OFFICERS	17
	E-6 AND BELOW	125
	TOTAL	157

DEPARTMENT OF THE NAVY

USS MICHIGAN (SSBN 727)

FPO SEATTLE, WA 98799

From: Commanding Officer, USS MICHIGAN (SSBN 727)(BLUE)
To: Distinguished Visitors

1. Welcome Aboard USS MICHIGAN! I want your visit to be an enjoyable one.

2. This pamphlet is provided for your convenience, please feel free to take it with you as a souvenir.

3. Safety is of the utmost importance as you tour MICHIGAN. Please watch your step as you climb down ladders and through watertight hatches. Please report any injury no matter how minor to the ship's Medical Officer/Hospital Corpsman for immediate treatment.

4. Again, Welcome Aboard MICHIGAN!

G. P. WOODWORTH

COMMANDING OFFICER

USS MICHIGAN (SSBN 727) (BLUE)

CAPTAIN GEORGE P. WOODWORTH, JR

Captain George P. Woodworth, Jr., a native of Oregon, graduated from the United States Naval Academy in June 1962. Following graduation, he entered Nuclear Power School at Mare Island, California, and the S1W Prototype at Idaho Falls, Idaho. Upon completion of Officer Submarine School, Captain Woodworth was ordered to the attack submarine USS SCULPIN (SSN-590). While on the SCULPIN, he completed his submarine qualification.

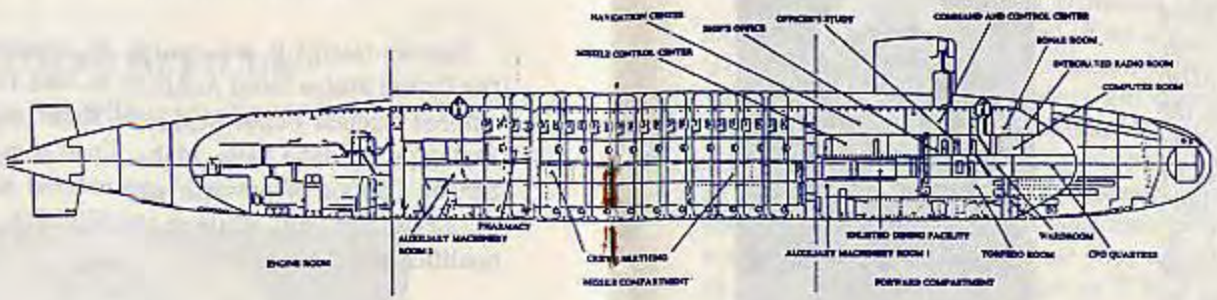
In April 1966, Captain Woodworth was ordered to instructor duties at D1G Prototype, Saratoga Springs, New York. In April 1968, he was assigned to the USS DANIEL BOONE (SSBN-629) as Weapons Officer. In April 1974, following a tour as COMSUBRON EIGHTEEN Weapons and Operations Officer, Captain Woodworth served for three years as Executive Officer USS ULYSSES S. GRANT (SSBN-632).

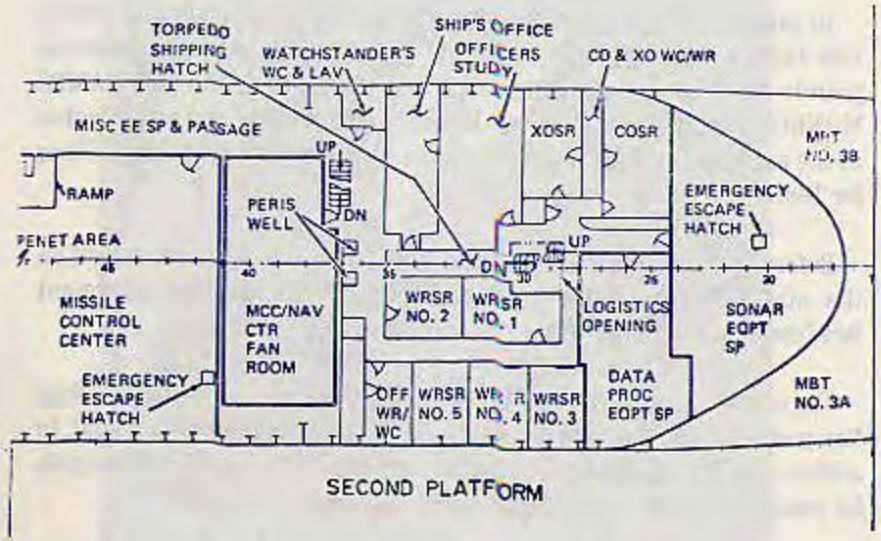
In January 1978, Captain Woodworth relieved as Commanding Officer USS JAMES MONROE (SSBN-622) BLUE and completed eight deterrent patrols as Commanding Officer. During this period, the USS JAMES MONROE was awarded two Battle Efficiency "E" awards, and was selected as the outstanding Fleet Ballistic Missile Submarine in the Atlantic Fleet for 1981.

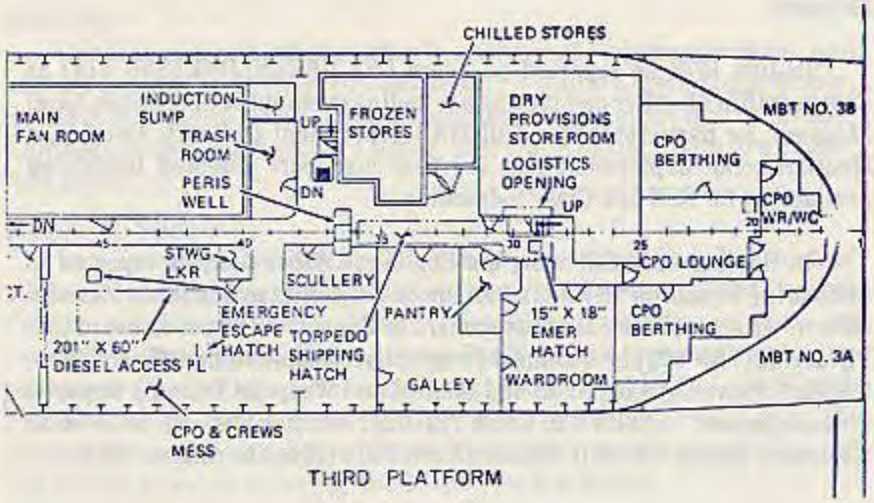
Before commencing TRIDENT training, Captain Woodworth served on the staff of Commander Submarine Group Six as Predeployment Readiness and Training Officer.

Captain Woodworth has been awarded the Legion of Merit, the Navy Commendation Medal with one star, and the Navy Achievement Medal. In addition, he is also authorized to wear the SSBN Deterrent Patrol Insignia for participation in twenty Polaris and Poseidon patrols.

Captain Woodworth is married to the former Brenda Ann King of Kenmore, New York. They have three children, Kelly, Lisa, and Mark, and presently reside in Summerville, South Carolina.







FORWARD COMPARTMENT

LIEUTENANT COMMANDER
TIMOTHY J. TRAVERSO, USN

Lieutenant Commander Traverso graduated from the United States Naval Academy and was commissioned in June 1972. After commissioning, he reported to the Naval Post Graduate School in Monterey, California where he received a Masters Degree in Physics in June 1973. Subsequently, he attended Naval Nuclear Power School in Mare Island, California and he completed his nuclear training at Nuclear Power Training Unit (S1W) in Idaho Falls, Idaho.

In September 1974 he reported on board USS SCULPIN (SSN 590) via Submarine Officer Indoctrination Course. During his tour on board USS SCULPIN, he was assigned as Weapons Officer, Main Propulsion Assistant, Reactor Controls Assistant and Electrical and Interior Communications Officer while completing a two year refueling overhaul at Puget Sound Naval Shipyard.

In July 1978 he reported on board USS GREENLING (SSN 614) as Engineer Officer. After completing a refueling overhaul at Charleston Naval Shipyard, he participated in a UNITAS deployment to South America, a Mediterranean deployment and the first homeport Selected Restricted Availability for SSN 594 Class Submarine.

In October 1981 following his Engineer Officer tour, he reported to Submarine Squadron THREE in San Diego, California as Squadron Material Officer. After an abbreviated assignment as Executive Officer on board USS POLLACK (SSN 603) he attended Prospective Commanding Officer Course Pacific followed by Command and Control and Weapons Training required for assigmenmt to SSBN 726 Class TRIDENT submarines. He relieved as Executive Officer USS MICHIGAN (SSBN 727) (Blue) in August 1984.

Lieutenant Commander Traverso has received the following individual awards: Navy Commendation Medal, Navy Achievement Medal, National Defense Medal and Sea Service Ribbon with one star.

Lieutenant Commander Traverso is married to the former Miss Marilyn Klockenkemper of Pensacola, Florida. They have three children, Matthew, Carrie and Andrew, and presently reside in Bangor, Washington.

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 doors. 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 or near your assigned bunk. If the 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.

In order to ensure the safety of the ship and to obtain satisfactory test data, guests are advised that all tests and all operations of the ship MUST be ordered, controlled and conducted by ship's force.

Security

Certain aspects of the ship's operational characteristics and certain areas of the ship are classified. The Radio Room, Sonar Room, Sonar Equipment Room, Data Processing Equipment Room, Missile Control Center, Navigation Center, and the Engine Room are classified areas.

Access to Spaces

In view of the limited space at most operating and ship control stations, only required observers may enter the Command and Control Center and Maneuvering Room. In addition, permission must be requested from the Officer of the Deck before proceeding to the periscope stand while submerged, and from the Chief of the Watch prior to proceeding to the bridge when surfaced. Similarly, all personnel must request permission from the Engineering Officer of the Watch prior to entering the Maneuvering Room.

Laundry

Laundry service is not available. However, if due to abnormal circumstances, you should require the use of the 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, 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 nut that acts as an on-off valve without disturbing the temperature control or spray pattern. Ensure that no articles such as pencils, *cigarette butts*, tooth picks, rags, etc., fall into the commodes, as such articles can foul the pumps, valves, and/or piping associated with the sanitary system.

Injury or Illness

You are requested to report any injury, no matter how minor, to the Hospital Corpsman for treatment. The Corpsman is available for medical advice at all times. Sick call is normally held at 0800 hours daily. Anyone with a known illness should consult with a private physician and then with the Corpsman prior to getting underway and should have on hand a supply of medication (if required) for the duration of the trip. All personal medication not prescribed by this ship's medical personnel must be identified to the Hospital Corpsman upon your arrival on board. Anti-motion sickness medication may be obtained from the Corpsman. The Corpsman can usually be found in the Pharmacy, Missile Compartment second level starboard aft.

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. Wear TLD and dosimeter where required by signs or by ship's force. 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 or dosimeter immediately to ship's force.
7. Do not leave the ship with a ship's TLD or dosimeter. Turn it over to the Hospital Corpsman prior to departure.

USS MICHIGAN (SSBN 727) HISTORY

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USS MICHIGAN (SSBN 727) is the second TRIDENT Class Nuclear Powered Fleet Ballistic Missile Submarine to have been constructed at the Electric Boat Division of General Dynamics Corporation in Groton, Connecticut. MICHIGAN is the third United States Navy vessel to bear the name of the State.

FIRST USS MICHIGAN 1843-1923

The USS MICHIGAN, renamed the USS WOLVERINE, was the first iron warship in the U.S. Navy and probably the first iron or steel warship of her size in the world. She was originally designed as a "three-mast, topsail schooner" with auxiliary steam power.

The MICHIGAN was on duty on the Great Lakes during the Civil War but never engaged in battle. In 1905 a new USS MICHIGAN (BB 27) was to be commissioned by the U.S. Navy. The original MICHIGAN was renamed the WOLVERINE, after the MICHIGAN state animal. About 1910 she was turned over to the Naval Reserve as a Training Ship and remained active in this capacity until 1922 when one of her engines broke down.

SECOND USS MICHIGAN (BB 27) 1910-1922

The second MICHIGAN (BB 27) was laid down 17 December 1906 by New York Shipbuilding Co., Camden, NJ; launched 26 May 1908; and commissioned 4 January 1910.

Assigned to the Atlantic Fleet, MICHIGAN, with sister ship SOUTH CAROLINA, were the U.S. Navy's first class of dreadnoughts or all big-gun battleships. The layering of her main armament 12" guns and placement of all turrets on the centerline was a novel arrangement which spread as a universal battleship arrangement.

Prior to 1914 the battleship MICHIGAN operated in the North Atlantic, the Gulf of Mexico, and along the Atlantic Coast. During World War I, the warship escorted convoys, trained recruits, and engaged in fleet maneuvers. On 6 August 1919, the MICHIGAN was placed in limited commission and conducted various training cruises.

MICHIGAN was decommissioned at Philadelphia Navy Yard 11 February 1922 and was stricken from the Navy list 10 November 1923 in accordance with the treaty limiting naval armaments.