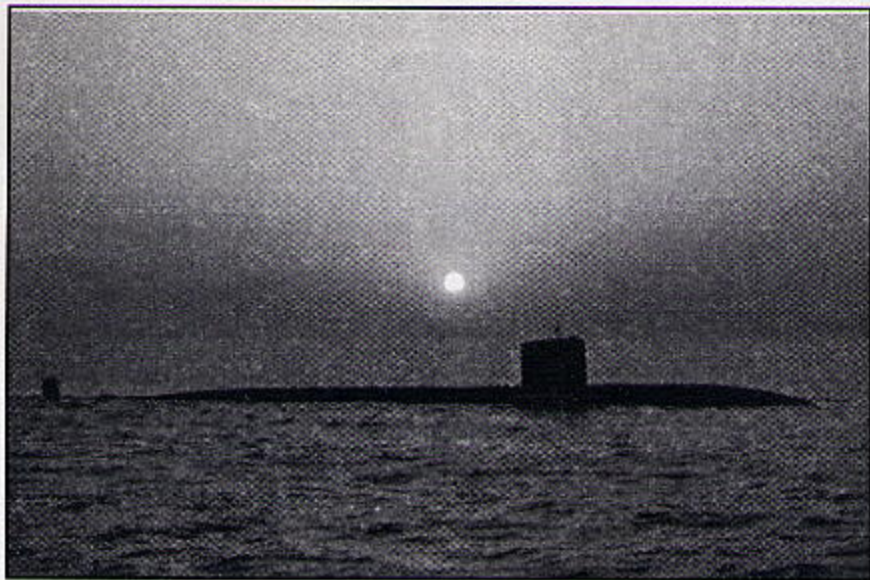


Welcome Aboard





WELCOME ABOARD

The officers and crew of USS MIAMI (SSN 755) take great pride in extending the hospitality of the United States Submarine Force to you. It is a pleasure to have you on board as our guest. We hope that your visit on board will be informative, interesting, and enjoyable. If you have any questions, please ask any of the crew for assistance.

NAME: _____

BERTHING ASSIGNMENT: _____

MESSING ASSIGNMENT: _____

NOTES: _____



COMMANDER RANDALL G. RICHARDS UNITED STATES NAVY

Commander Richards, a native of Altoona, Pennsylvania, graduated with distinction from the Pennsylvania State University in May 1982 with a Bachelor of Science degree in Electrical Engineering and was commissioned via the NUPOC Program in October 1982. Following completion of nuclear power and basic submarine training, he was assigned to USS KAMEHAMEHA

(SSBN 642)(BLUE) from March 1984 to May 1986 where he qualified in submarines and served as Electrical Assistant, Main Propulsion Assistant and Communications Officer. While assigned to KAMEHAMEHA, he completed four strategic deterrent patrols.

CDR Richards was next assigned to the pre-commissioning crew of USS SAN JUAN (SSN 751) from June 1986 to May 1988 where he served as Main Propulsion Assistant and Sonar Officer. Following this tour, CDR Richards carried out a 27 month joint program of studies and research at the Massachusetts Institute of Technology and Woods Hole Oceanographic Institute earning a post-graduate degree in Oceanographic Engineering. After completing the Submarine Officers Advanced Course where he earned the L.Y. Spear Award as class honorman, CDR Richards was assigned as the new construction Engineer Officer on USS SPRINGFIELD (SSN 761) from February 1991 to January 1994. From February 1994 to June 1996, CDR Richards served as a member of the Nuclear Propulsion Examining Board on the staff of the Commander-in-Chief, U.S. Pacific Fleet.

CDR Richards served as Executive Officer of USS CAVALLA (SSN 684) from September 1996 to April 1998, conducting two deployments to the Western Pacific followed by an inactivation and decommissioning. CDR Richards' most recent assignment was with the Enlisted Plans and Policy Division on the staff of the Chief of Naval Personnel (N132) where he served as the Submarine Non-nuclear Enlisted Community Manager.

CDR Richards' personal decorations include the Meritorious Service Medal, Navy Commendation Medal (four awards), the Navy Achievement Medal (three awards) and various campaign and unit awards.

CDR Richards is married to the former Laurie A. Saxe of Clearville, Pennsylvania. They reside in Gales Ferry, Connecticut, with their two daughters, Brittany and Brianna.



USS MIAMI FACTS

Launched:	12 November 1988
Sponsor:	Jane P. Wilkinson – Outstanding Navy Wife and Sponsor
Commissioned:	30 June 1990
Length:	362 feet
Beam:	33 feet
Displacement:	6,900 tons
Maximum Depth:	In excess of 400 feet
Maximum Speed:	In excess of 20 knots
Armament:	Four 21 inch torpedo tubes Twelve vertical launch missile tubes
Complement:	13 Officers 120 Enlisted



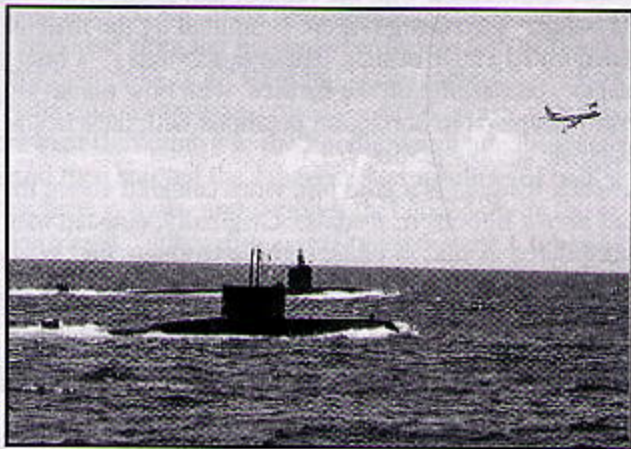
SHIP'S INSIGNIA

USS MIAMI (SSN 755) ship's insignia is based on a design submitted by Octavio Guzman of New World School of the Arts, Miami, Florida, during the ship's emblem design contest. The USS MIAMI is seen off-shore the city of Miami. The city skyline is silhouetted against a setting Florida sun. The palm tree, a symbol that has long been associated with Miami and an integral part of the official city seal, appears in the foreground.

The insignia is surrounded by a mooring line border, emphasizing the nautical character of the emblem. The six stars around the shield represent battle stars earned by the previous USS MIAMI (CL-89), in the following Western Pacific campaigns of WWII: Marianas, Iwo Jima, Western Caroline Islands, Luzon, Leyte Gulf, and Okinawa.

SHIP MISSION

USS MIAMI (SSN 755) is the 44th ship of the Los Angeles class of nuclear attack submarines, but fitted with such advanced modifications that she and her sister ships, beginning with SSN-751, are specially designated as Improved 688 Class submarines. These modifications include retractable bow planes, under ice operation capability, vertical launch Tomahawk Cruise Missile capability, significant ship quieting enhancements, integrated combat systems suite, and improved speed. MIAMI represents the Submarine Force's premier asset for accomplishing the variety of missions demanded in today's environment. An independent and powerful anti-ship/anti-submarine force, she is the ultimate stealth platform, and the singular defense resource capable of covert mining operations, special forces delivery and retrieval, precision land attack strike warfare, covert maritime surveillance, deep arctic operations, visual and electronic surveillance, and regional sea control/denial. Her speed, endurance, versatility, and sustained readiness make MIAMI one of the most formidable, operationally cost-effective, and flexible assets within the country's defense structure.





DOLPHINS

"Earning Dolphins" is probably the most significant event in a Navy submariner's career - a special ceremony that instills a great personal pride and recognizes a tremendous accomplishment.

Dolphins are earned through a process of "Qualifying." Individuals must learn the location of all equipment, operation of all ship's systems, damage control expertise and have a keen knowledge of operational characteristics and mission capabilities of their boat. Dolphin wearers qualify on one boat and then must requalify on boats to which they are subsequently assigned.

Once Dolphins have been earned, they are awarded by their shipmates and family if possible.

The origin of the U.S. Navy's Submarine Service insignia dates back to 1923. 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, and at that time Commander Submarine Division Three, suggested to the Secretary of the Navy, via the old Bureau of Navigation, that a distinguished device for qualified submariners be adopted.

A Philadelphia design firm, which had done work for the Navy previously, was approached with the request that it undertake the design of a suitable badge. Two designs were submitted by the firm and these were combined into a single design, that is in use today: a bow view of a Fleet Submarine, proceeding on the surface, with bow planes rigged for diving, flanked Dolphins in horizontal positions with their heads resting on the upper edge of the bow planes.

The Officer's Insignia is a gold pin, worn centered above the left breast pocket above ribbons or medals. Originally, enlisted men wore the insignia embroidered in silk, in white on blue clothing, and in blue on white for white clothing. This was sewn on the outside of the right sleeve, midway between the wrist and elbow. In 1947 the embroidered device shifted from the sleeve of the enlisted men's jumper to above the left breast pocket. Subsequently, silver metal Dolphins were approved for enlisted men.

In more recent times, Dolphins for specialist officers in the Submarine Force have been developed. These include the Engineering Duty Officer Dolphins, Medical Officer Dolphins, and Supply Corps Dolphins. Regardless of the color of the pin or the insignia at the center, Dolphins are worn with exceptional pride by members of the Submarine Force.

THE HERITAGE

Although inventors had been toying with submersible craft for years, none had produced a really practical naval submarine until John P. Holland designed and built a boat which was bought by the U.S. Navy in 1900 and commissioned as the USS HOLLAND. Other countries were quick to adopt this design and others, and within a decade submarine forces had become a feature of most major navies. However, almost all naval authorities of the period viewed the submarine as a coastal and harbor defense craft. The submarine was a boat, not a major warship, and the term "boat" has remained common usage to this day. The HOLLAND was initially looked upon as an experimental curiosity. The Navy violated a century of tradition by naming the little vessel after a living person but thought it would be a passing non essential step in the advancement of naval warfare. John P. Holland, however, saw beyond the current limitations of his primitive prototype to a new class of warship, powerful enough to engage major fleets in any water and dominate the seas.

Following the Japanese attack on Pearl Harbor on December 7, 1941, the Pacific fleet was heavily damaged and unable to mount any kind of creditable offensive action....with the exception of the submarine force. USS Triton attacked and damaged enemy warships on 10 December 1941 ...Asiatic Fleet submarines stationed in the Philippines were already on patrol... and within 3 days of the devastation at Pearl Harbor, Pacific fleet submarines Gudgeon, Plunger, Pollack, Pompano, Tautog, and Dolphin began important patrols deep within enemy waters. Submarine attrition of Japanese shipping prevented consolidation of the empire and accounted for over 55% of all shipping losses including 29% of the warships. Although comprising only 2% of U.S. Navy personnel, submariners kept the country in the Pacific war while the fleet was rebuilding and then starved the Japanese war machine of badly needed men, oil, machinery, tools, and supplies that ended up on the ocean floor. The costs were high...submarine casualty rates were 6 times as high as other Naval forces...52 submarines and 3500 submariners were lost. It is the sacrifices made by these men, who remain on patrol, that must be treasured, carried forward, and emulated today by the men who now serve on submarines and wear Dolphins. It is our heritage.



USS MIAMI

Past and Present

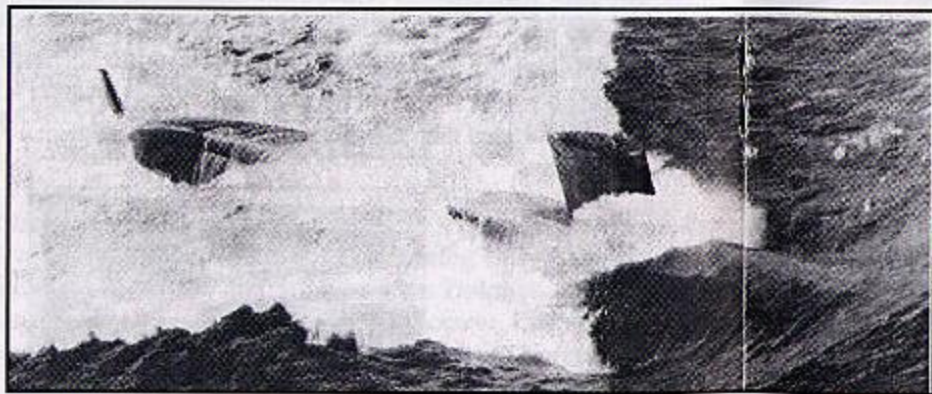


USS MIAMI
1861 — 1865
Sidewheel Gunboat

USS MIAMI (CL 89)
1942 — 1947
Light Cruiser



USS MIAMI (SSN 755)
Commissioned June 30, 1990
Improved Los Angeles Class
Attack Submarine



HISTORY OF SHIPS NAMED MIAMI

USS MIAMI (SSN 755) is the third ship of the United States Navy named for the city of Miami, Florida.

The first USS MIAMI, a side-wheel, double-ended gunboat was launched by Philadelphia Navy Yard, 16 November 1861, and commissioned 29 January 1862. During the Civil War MIAMI engaged Confederate cannons at rapid fire while Flag Officer Farragut's ships ran by the Vicksburg batteries to join forces with the Union's Western Flotilla in clearing the Mississippi Valley.

In April of 1864, while supporting Union troops ashore at Plymouth, North Carolina, she met her most thrilling adventure. Anticipating an attack by the dreaded Confederate ironclad ram, CSS ALBERMARLE, Lieutenant Commander Flusser lashed the gunboats MIAMI and SOUTHFIELD together for mutual protection and concentration of firepower. As ALBERMARLE appeared, Flusser gallantly headed the wooden ships directly at the Southern ram, firing as they approached. The ALBERMARLE struck SOUTHFIELD a devastating blow with her ram, but could not free herself from the wreck. MIAMI pounded the ram without mercy and escaped unharmed to give the alarm down river. The gunboat was decommissioned at the end of the Civil War, sold at auction, and continued to serve American commerce until 1869.

The second USS MIAMI, a light cruiser, was built by the Cramp Shipbuilding Company in Philadelphia, Pennsylvania, launched 8 December 1942, and commissioned 28 December 1943. Attached to the famous Task Force 58 under Admiral "Bull" Halsey, the MIAMI supported a number of amphibious assaults with shore bombardments and provided anti-aircraft cover to fast carrier battle groups in the Western Pacific during World War II. She earned six battle stars for operations in the Marianas, Western Caroline Islands, Leyte Gulf, Luzon, Iwo Jima, and Okinawa. The MIAMI was officially credited with an assault in the sinking of an enemy cruiser during the Battle of Leyte Gulf, and the shooting down of four enemy aircraft. Additionally, MIAMI's seaplane pilots were decorated for rescuing numerous downed airmen in enemy held water. USS MIAMI (CL 89) was decommissioned in 1947.

MIAMI THE CITY

Historically, Miami was populated as early as 1567 by the Tequesta Indians. Later the Miccosukee tribe also inhabited the area. Dade County (the Greater Miami area) was established prior to Florida's admission to the Union on March 3, 1845. In 1896, the Florida East Coast Railway was extended from West Palm Beach to Miami, helping to create the area's first major development. Julia D. Tuttle, who owned a large portion of what is now downtown Miami, and Henry Flagler, who owned the railway, were collaborators in this effort. Later the same year, the city of Miami was incorporated on the banks of the Miami River.

Miami is one of the world's favorite vacation destinations; the "Magic City" on Biscayne Bay - featuring a warm southern climate with palm and pine trees, sandy beaches, and azure waters. In addition to its natural beauty, the Miami area has some of the most innovative architecture in America. Florida's largest metropolis has also earned the reputation of being one of the world's greatest international cities and centers of finance.

Miami's geographical location is the key to its huge success in the transportation and trade business. Miami's seaport, the Port of Miami, is the top-ranked cruise port in the world in terms of passengers and sailings; it is home to one third of the world's cruise fleet. In addition, the Miami Free Trade Zone is the largest privately owned and operated foreign trade zone in the world.

Besides being a hub of business and international interests, Miami is a center of intellectual pursuits, serving as one of the great educational centers in the south. It has 12 state and private universities and the fourth largest public school system in the United States. There are also 29 vocational/technical adult education centers in Miami.

Greater Miami has 98 international banks, chambers of commerce representing 13 nations, 40 consular offices, and 20 trade offices sponsored by foreign governments. Virtually every U.S. bank has an international branch in Miami, which ranks first nationally in commercial banking.

Miami is a vibrant collage of international cultures and varied attractions. It has intricately combined its many resources and personalities into one of America's most unique communities



GENERAL INFORMATION

LIVING ACCOMMODATIONS

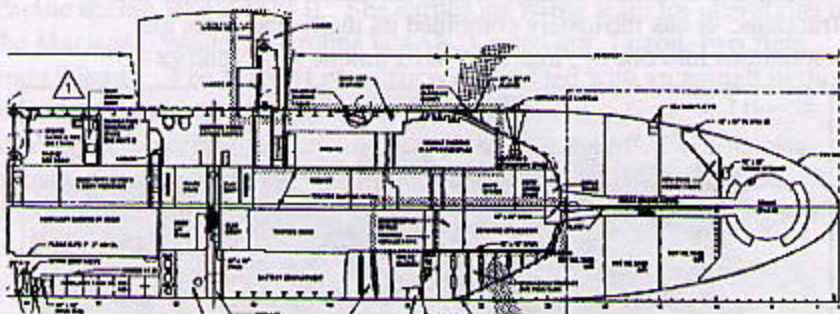
Berthing is assigned to embarking visitors upon their arrival. If possible, lockers will also be assigned. Please use only the bunk assigned. This enables you to be located if necessary.

Heads and washroom facilities are located throughout the ship. Realize they are maintained by crewmen who consider the ship their home, so please help to keep the cleanliness of the area. Before using a head for the first time, consult a member of the crew for proper flushing procedures. Do not discard any solid objects, no matter how small, into a water closet. It can easily foul the sanitation system.

Showers may be taken most anytime at your convenience, but because the number of shower facilities and water inventory is limited, showers should be taken as expeditiously as possible. The ship's water-making capacity, while large, does have reasonable limits. Standard "navy showers" (wet down, water off, soap up, water on to rinse) are encouraged.

Messing arrangements are established prior to your arrival and you are requested to eat at the scheduled time. All meals must be served in shifts, so you are requested to be punctual and not to linger.

Smoking is permitted only in limited areas designated by the ship's smoking instruction. If you are a smoker, please ensure you are familiar with this instruction and adhere to its guidelines. The smoking lamp is out whenever an emergency occurs.



ACCESS TO CONTROLLED AREAS

Visitors are always welcome in any authorized space when operations of the ship permit. Operating space is very limited. As a result, it is necessary for personnel not on watch to receive permission from a proper authority before being allowed in the space. This regulation is in effect for all persons embarked, including members of the ship's company. You are asked to abide by this rule. If allowed in a controlled area, you may be requested to leave when necessary. Summarized below are those areas in which access is controlled in this manner and the name of the watchstander who may allow visitors in the area.

- | | |
|---------------|---|
| Control Room | – Officer of the Deck
Chief of the Watch (when surfaced) |
| Sonar Control | – Sonar Supervisor (Note: only authorized personnel are permitted in this space) |
| Radio Room | – Radioman of the Watch (Note: only authorized personnel are permitted in this space) |
| Bridge | – Officer of the Deck:
Personnel visiting the Bridge are asked to consult the Chief of the Watch prior to proceeding up the ladder.
The Chief of the Watch will obtain necessary permission for visitors to go on the Bridge. |
| Engine Room | – Visitors are not routinely permitted in the engineering spaces. |

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, guests are advised that 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, Combat System Equipment Space and the Engine Room are classified areas.

MEDICAL FACILITIES

The Hospital Corpsman should be consulted for any illness or injury that may occur during the underway. It is recommended that those personnel susceptible to motion sickness obtain medication prior to getting underway. However, medication for this purpose will be available throughout the cruise.

LAUNDRY

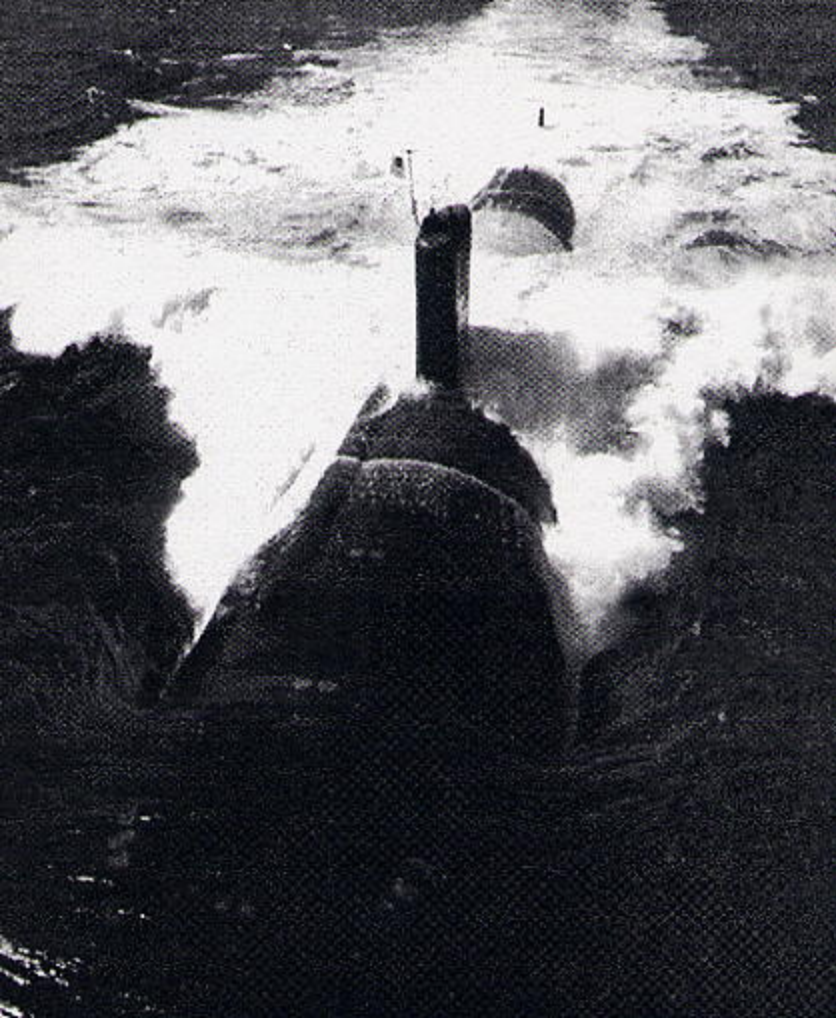
Laundry service is limited. If you should require laundry services, contact the Chief of the Boat.

ORDERS

If you are under military orders, please turn your orders in to the Yeoman in the Ship's Office (Forward Compartment Middle Level in the passageway inboard of the Chief Petty Officer Quarters). The orders will be endorsed and ready for pickup at the end of your visit.

EMERGENCIES

Should any emergency situation arise, alarms will be sounded and the nature of the casualty 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 of your applicable compartment will explain the situations and give instructions as required. In most instances the best place to be during a casualty or drill is in the Crews Mess. If your assistance is desired, a ship's officer will contact you and give directions.





Projecting power ashore from the sea, a developing mission for the submarine force is illustrated by the brooms flying from the periscopes of USS Miami (SSN 755), indicating a clean sweep of enemy forces well inland from the sea. Miami's performance in Iraq and Kosovo earned combat decorations for the ship and crew. Commander James Ransom was awarded the Silver Star Medal and the ship was awarded two Navy Unit Commendations.