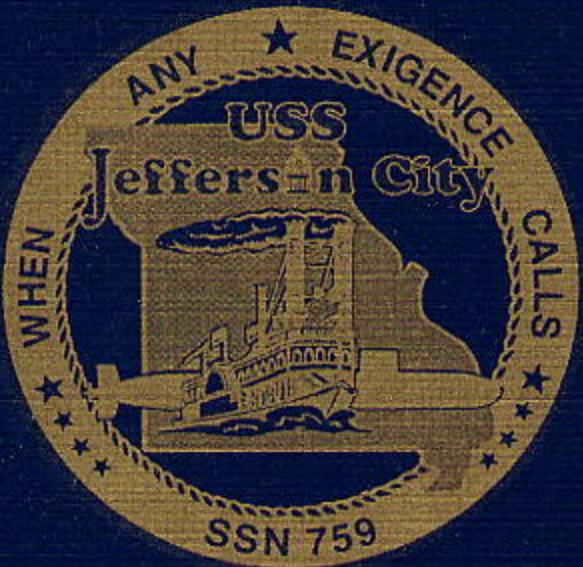
WELCOME



ABOARD

COMMANDING OFFICER
USS JEFFERSON CITY (SSN-759)

WELCOME ABOARD!

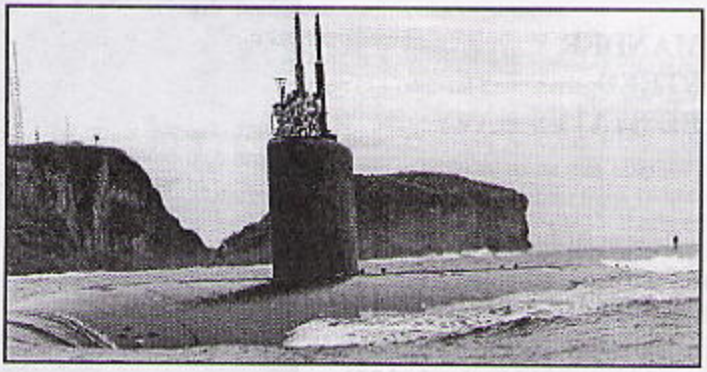
On behalf of the officers and the crew, I take pleasure in extending to you the hospitality of the Submarine Force of the United States Navy. It is our desire to make your visit with us as pleasant as possible. If you have any questions or concerns, all members of the ship's crew are ready to assist you in any way possible.

As a U.S. Naval warship, JEFFERSON CITY is neither spacious nor designed for large numbers of personnel. I ask that you bear with us in this respect since we share your inconvenience. This pamphlet has been prepared as a momento of your visit. It also provides information necessary to ensure your health and comfort while aboard.

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

R. S. STEED
Commanding Officer

WELCOME ABOARD USS JEFFERSON CITY (SSN 759)



Submarines of the LOS ANGELES (Improved) class are some of the most advanced undersea vessels in the world. Their missions include the search for and the destruction of enemy surface ships and submarines, intelligence gathering and advance warning of enemy movements, combat search and rescue, special warfare, and Carrier Battle Group support. USS JEFFERSON CITY also has the capability to conduct tactical cruise missile strikes against land based targets deep within enemy territory.

Well outfitted to accomplish these tasks, JEFFERSON CITY is equipped with the sophisticated Advanced Capability (ADCAP) MK-48 anti-submarine torpedo, and the Tomahawk land attack cruise missile. This 360 foot long, 33 feet wide, 6900 ton ship is able to achieve speeds in excess of 25 knots and depths greater than 800 feet. JEFFERSON CITY carries a crew of approximately 13 officers and 125 enlisted men, each a highly trained specialist in his field.

Some of the improvements of this ship over earlier LOS ANGELES class submarines include twelve vertical launch missile tubes to provide greater offensive capability, retractable bow planes for increased maneuverability, higher speeds, an under ice surfacing capability, and the highly advanced AN/BSY-1 (pronounced "Busy 1") sonar and fire control system.

USS JEFFERSON CITY was constructed by Newport News Shipbuilding and was commissioned in February 1992. The ship changed home port to San Diego to join Submarine Squadron ELEVEN in April 1993. JEFFERSON CITY made her maiden deployment to the Western Pacific in June 1994 with the USS KITTY HAWK Battle Group.

One of the most complex machines ever built by man, USS JEFFERSON CITY is fully capable of living up to her motto, **"When Any Exigence Calls".**

COMMANDER
RON STEED
UNITED STATES NAVY

Commander Steed, of Fairburn, Georgia, attended The Citadel where he earned a Bachelor of Science degree in Electrical Engineering. After his commissioning in 1981, he completed submarine training and was assigned as a division officer aboard the USS NARWHAL (SSN 671). While there, he deployed to the North Atlantic and twice to the Mediterranean Sea. In 1986, he reported to the Nuclear Power School in Orlando, Florida as an instructor of Electrical Engineering.

He returned to sea in 1986 as Engineer Officer on USS PITTSBURGH (SSN 720). During this tour the ship twice deployed to the North Atlantic and participated in Operation Desert Storm while in the Mediterranean Sea.

After serving on the Nuclear Propulsion Examining Board in Norfolk, Virginia, Commander Steed was assigned in 1994 as Executive Officer on the commissioning crew of USS SEAWOLF (SSN 21) which was under construction in Groton, Connecticut. After completing SEAWOLF's initial sea trials, he served as a submarine and shipbuilding analyst in the programming division of the Navy Staff in Washington DC.

Commander Steed has been awarded the Meritorious Service Medal, the Navy and Marine Corps Commendation Medal (five awards), and the Navy Achievement Medal (two awards).

He is married to the former Roxanne Kirby of Altamonte Springs, Florida. They live with their twin daughters, Heather and Chelsea in San Diego, CA.

LIEUTENANT COMMANDER **EXECUTIVE OFFICER**
ED MAYER
UNITED STATES NAVY

Lieutenant Commander Mayer is a native of Medford Lakes, New Jersey. He received his Bachelor of Science Degree in Chemical Engineering from Pennsylvania State University. He was a Nuclear Propulsion Officer Candidate and received his commission in September 1987 at Officer Candidate School Newport, Rhode Island.

After completing nuclear and submarine training, he was assigned as a division officer aboard the USS WEST VIRGINIA (SSBN 736) (BLUE) from 1989 to 1992. USS WEST VIRGINIA earned the 1992 Submarine Squadron TWENTY Battle Efficiency "E" award. He then served as a shift engineer at S I C Prototype in Windsor, Connecticut from 1992 to 1993.

Lieutenant Commander Mayer next served as the ship's Navigator and Operations Officer aboard the USS BOSTON (SSN 703) fiom 1993 to 1997. He completed successful Mediterranean and Northern Atlantic Deployments. USS BOSTON eaned the 1995 Arleigh Burke Fleet Trophy, 1995 and 1996 Submarine Squadron TWO Battle Efficiency "E" Awards, and 1996 Marjorie Sterrett Battleship Fund Award.

His most recent assagmmt was as assistant for Submarine Programs on the Staff of the Deputy Assistant Secretary of the Navy for Ship Programs.

Lieutenant Commander Mayer relieved as Executive Officer on the USS JEFFERSON CITY (SSN 759) in July 1999.

His awards include the Navy and Marine Corps Commendation Medal (Five Awards) and the Navy and MarineCorps Achievement Medal (Four Awards).

Liertenant Commander Mayer is married to the former Michele McRoberts from Beaver, Pennsylvania. She is also a Chemical Engineer from Pennsylvania State University and recently earned a Masters degree in Business Administration from Rensselaer Polytechnic Institute. They have two daughters, Melissa and Sara.

MASTER CHIEF ELECTRONICS TECHNICIAN **CHIEF OF THE BOAT**
BERNARD R. JACQUES
UNITED STATES NAVY

Master Chief Jacques, born in Laconia, New Hampshire graduated from Laconia High School in 1979.

Following Basic Submarine School, Master Chief Jacques reported to USS BARB (SSN 596) in January 1980 and rode her into the shipyard at Mare Island, CA. He cross-decked to USS SNOOK (SSN 592) in August 1980, changing homeports to Groton, Connecticut where he earned his enlisted submarine warfare pin. On board USS SNOOK, he made UNITAS, Mediterranean, and Northern Atlantic deployments. In 1984 he transferred to CNO Flag Plot as Quartermaster LPO. In 1987, he relieved as Assistant Navigator on board USS QUEENFISH (SSN 651) homeported in Pearl Harbor, HI. On board USS QUEENFISH, he completed Western Pacific and Arctic deployments. Upon QUEENFISH's deactivation, he transferred to the Naval Western Oceanography Center in Pearl Harbor where he served as the Fleet Liaison Officer. In 1993, he reported aboard USS SALT LAKE CITY (SSN 716) in San Diego, CA where he served as Assistant Navigator and Operations Department Leading Chief Petty Officer. While on board USS SALT LAKE CITY (SSN 716) he completed a Western Pacific and Arabian Gulf deployment. After transferring from USS SALT LAKE CITY (SSN 716), he reported to the Staff of Commander Submarine Squadron ELEVEN in 1998 as the Assistant Navigator. He relieved as Chief of the Boat on board USS JEFFERSON CITY (SSN 759) in July 2000.

Master Chief Jacques is married to the former Crystal Y. Miller of Aiea, HI. They have one daughter Morgan Nicole Jacques.

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 Captain of the ship. The responsibility for every aspect of the submarine including 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. The Commanding Officer is empowered to employ whatever measures are required, in his judgement, to accomplish the task. It is the necessary conferral of discretion in an isolated circumstance that lends to the submarine command a sense of creativity and individuality.

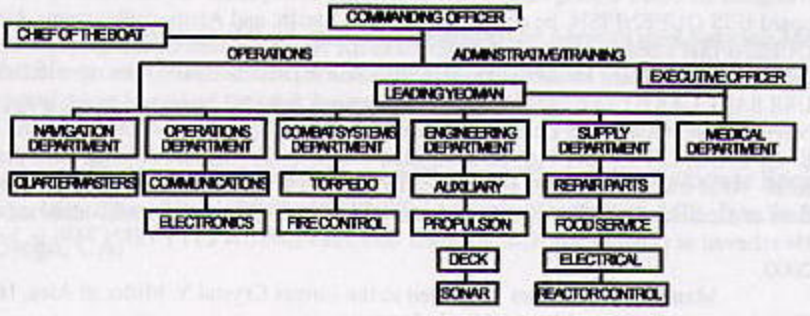
Second in command is the Executive Officer – always next senior in rank to the Captain and not very far from attaining his own command. The "Exec", or "XO" as he is informally called, offers his wide-ranging experience to the submarine organization through direct coordination of the administrative and training activities of the ship. His knowledge and position extend his responsibilities and interests to every aspect of submarining.

Unique to the submarine force, the Chief of the Boat, a Senior or Master Chief Petty Officer, is the senior enlisted man on board. He is charged with all matters concerning the daily running of the ship and overseeing personnel issues. The job as "COB", as he is referred to, is one that only the best enlisted men will fill, and he brings a vast amount of fleet experience and leadership to the ship.

The remainder of the ship's force is composed of six departments: Navigation, Operations, Combat Systems, Engineering, Supply and Medical. 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 these men are experts not only in the technical functions to which his special training has been directed, but also in the demands of administration, watchstanding and damage control.

ADMINISTRATIVE ORGANIZATION



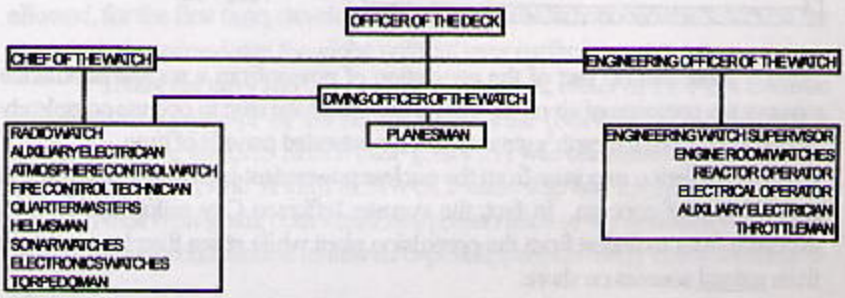
ORGANIZATION UNDERWAY – THE WATCHSECTION

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 operation of the ship around the clock. This organization is 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 of personnel from all of the ship's divisions. These include a helmsmen, who steers the ship; throttleman, who controls the steam turbine engines; sonar operators, who silently probe the ship's environs; reactor operators, who control the ship's remarkable energy source; torpedmen, who service and launch JEFFERSON CITY's weapons; radio operators, who continually maintain 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 in their space throughout the duration of each watch to operate their systems.

The tempo of the watch is the heartbeat of the ship, and since one third of the submariner's time is spent standing his watch, it is also the principal determinant of his day to day routine.

THE WATCHSECTION

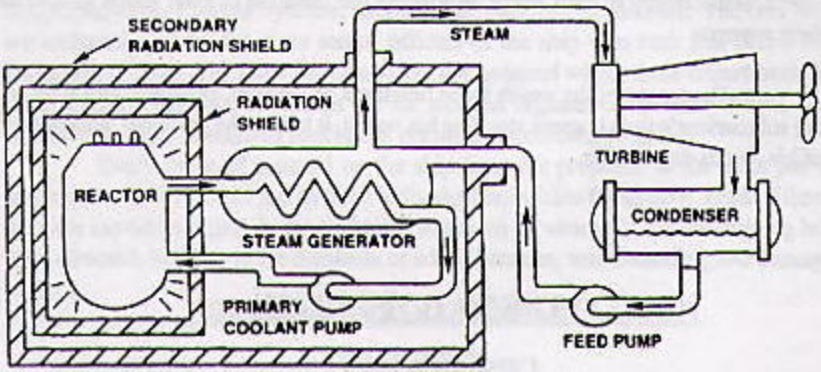


DESCRIPTION OF A SUBMARINE NUCLEAR PROPULSION PLANT

The prolusion plant of a nuclear powered ship is based upon use of a nuclear reactor to provide heat. This heat comes from the fission of fuel contained within the reactor. 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 pressurized water and consists of the reactor, piping loops, pumps and steam generators. This water termed reactor coolant, is pumped through the steam generators and back into the reactor for reheating.

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

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



Note that no part of the generation of power from a nuclear submarine 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.

Radiation exposure from the nuclear powerplant is closely tracked and is typically not of concern. In fact, the average Jefferson City sailor receives <u>less</u> exposure from radiation from the propulsion plant while at sea than he would get from <u>natural</u> sources on shore.

THE SUBMARINE SERVICE

The first submarine authorized for the U. S. Navy was approved by Congress in 1893 but was never accepted by the Navy. Finally, in April of 1900, the USS HOLLAND (SS 1) was commissioned and the submarine service was born. The USS HOLLAND was 54 feet long, displaced 74 tons, carried one officer, five enlisted men and cost $150,000. Progress came quickly and by 1911 the U.S. Navy had 20 submarines, the largest being the 400 ton class. In 1917 the USS SKIPJACK (SS 24) was able to cross the Atlantic; her hull was welded instead of riveted and propulsion was by diesel engine and battery rather than the hazardous gasoline engine. During World War I, the leading class of submarine was the L class: 167 feet long, displacing 548 tons, carrying two officers and 26 enlisted men. Although 20 American submarines reached the war zone, none played a major role during World War I.

In 1941, the U.S. Navy entered World War II with 111 submarines, mostly the "O", "R" and "S" class, short range vessels developed during and after World War I but considered unsatisfactory for fleet service. The peak wartime submarine strength rose to 247 ships, mainly of the "GATO" class which culminated years of extensive experimental and developmental work. This class was 312 feet long, displaced 1500 tons, and carried seven officers and 70 enlisted men. During World War II, the U.S. Submarine Service accounted for almost 60 percent of all Japanese shipping losses, some 550,000 tons of shipping, including 1750 merchants and 200 warships.

Following World War II, two phases of submarine development occurred. The first was the adaptation of the German Snorkel, allowing submerged operation on diesel engines, improved high capacity batteries, and hull streamlining. The second and most significant was the advent of the nuclear propulsion plant which allowed, for the first time, development of the true submersible able to cruise the oceans or circumnavigate the globe without ever surfacing.

Today the navy has over eighty submarines, either of the Fleet Ballistic missile (SSBN) type or of the Attack Submarine (SSN) type. A new attack submarine class, the USS SEAWOLF (SSN 21) was christened in 1995 with a follow-on ship in 1998. A third SEAWOLF class ship and the New Attack Submarine (NSSN) program, both vital to the preservation of our undersea supremacy and submarine construction industrial capability, are currently under funding review.

USS JEFFERSON CITY (SSN 759)
SEAL AND CITY

Nestled along the banks of the winding Missouri River is the "City of Jefferson," the official name of Missouri's state capital. Nearly equidistant between St. Louis and Kansas City, Jefferson City was carved out of virgin timberland donated by the federal government to establish a state capital in the early 1820's.

Named after the nation's third President, Thomas Jefferson, Jefferson City was planned and laid out by Daniel M. Boone, son of the famous pioneer, and Major Elias Bancroft. Lots went on sale in 1823, and many of the early families to settle were from Charlottesville, Virginia and were friends or associates of Thomas Jefferson. The town was incorporated in 1825, and its first mayor, Thomas Lawson Price, a young Virginian, was elected in 1839.

While the early Jefferson City settlers came primarily from Virginia, Tennessee, and Kentucky, a number of German emigrants settled there after 1840. The German influence is seen today in the architecture and use of brick trim and stone houses; for years the community was called "Town of Brick."

The USS JEFFERSON CITY seal reflects the ship's ties to the state of Missouri and to her namesake city. The ship's name is printed in bold letters with a picture of the Missouri state capital building rotunda, the prominent Jefferson City landmark, substituted for the "O". The central feature of the seal is a side profile of a submarine and a Missouri River steamboat. The steamboat represents the IATAN which ferried Union troops across the Missouri River to occupy Jefferson City in 1861 when Confederate forces threatened to seize the city's federal armory. The steamboat and submarine superimposed over the state of Missouri represent the significance of the naval vessels IATAN and USS JEFFERSON CITY to the history of Missouri and Jefferson City.

The ship's motto is derived from Thomas Jefferson's first annual message to the Congress in which he identified the nation's need to have naval forces **"IN READINESS WHEN ANY EXIGENCE CALLS THEM INTO USE."**

"With respect to which our naval preparations should be carried, some differences of opinion may be expected to appear; but just attention to the circumstances of every part of the Union will doubtless reconcile all. A small force will probably continue to be wanted for actual service... Whatever annual sum beyond that you may think proper to appropriate to naval preparations would perhaps be better employed in providing those articles which may be kept without waste or consumption, and be IN READINESS WHEN ANY EXIGENCE CALLS THEM INTO USE."

Thomas Jefferson
First Annual Message
8 December 1801