

WELCOME ABOARD



**The Attack Submarine
USS COLUMBUS (SSN 762)**





COAT OF ARMS USS COLUMBUS (SSN 762) SYMBOLISM

SHIELD: Dark blue and gold are the colors traditionally associated with the United States Navy and symbolize the sea and excellence. Red stands for courage and action. The shield honors Christopher Columbus, an early explorer, for which the capital of Ohio is named. The Santa Maria, Pinta and Nina are recalled by the three sections of the shield. The arc alludes to the globe and new horizons. The castle and lion are adapted from the Spanish flag, and allude to the two states of Spain, Castile and Leon, Christopher Columbus' sponsor. They also appeared on the Coat of arms of the cruiser USS COLUMBUS. The scroll suggests a chart and navigational skills. The red stylized cross on the white scroll resembles that which Christopher Columbus bore on his sails and recalls the explorer's voyage to the new world.

SUPPORTERS: The trident represents sea prowess and depicts Naval military readiness. The tines represent the previous men-of-war named COLUMBUS in that; the upper left line represents the sailing ships COLUMBUS, the upper right tine represents the two cruisers COLUMBUS (CA-74, CG-12) and the center upper tine represents the submarine COLUMBUS with the trident's downward point symbolizing the COLUMBUS lurking, independently in the ocean depth. The dolphins are symbolic of submarine service. Christopher Columbus navigated by dead reckoning with a compass and the measurement of latitude from the North Star. The compass rose highlights the four major directions and the red polestar signifies the North Star. The annulet of the compass rose forms an "O" for Ohio while the star at its center is for Columbus, the state capital. The eagle is adapted from the host city's seal and represents strength. The eagle symbolizes the city watching over USS COLUMBUS; PAST-PRESENT-FUTURE.

MOTTO: "ALL SEAS ARE NAVIGABLE" is a quote that comes from the notes of Christopher Columbus.

SEAL: The entire seal ties together the past, (the Christopher Columbus coat of arms), the present, (the city of Columbus, Ohio), and represents the future (the submarine COLUMBUS SSN-762). The unbroken rope surrounding the seal represents the unbroken and lasting tie that is formed by the crews of the ships named USS COLUMBUS.



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UNITED STATES SHIP COLUMBUS

(SSN 762)

USS COLUMBUS is a submarine of the LOS ANGELES 688 Improved Class, one of the most advanced undersea vessels in the world. While undersea warfare (USW) is its primary mission, the inherent characteristics of the submarine - stealth, endurance and agility - will be used in roles and missions to meet the challenges of a changing global geopolitical climate. USS COLUMBUS has the ability to get on station quickly, stay for an extended period of time, and carry out her mission. These missions include the deployment of special forces, minelaying, precision land attack, or anti-submarine or surface warfare while remaining undetected.

These 360 foot, 6,900-ton ships are well equipped to accomplish these tasks. Faster than their predecessors and possessing highly accurate sensors, weapon control systems, and central computer complexes, they are armed with sophisticated ADCAP and MARK 48 anti-submarine/ship torpedoes and Tomahawk cruise missiles. The COLUMBUS is the fifty first 688 and the twelfth improved version of this class which includes a vertical launch system for Tomahawk cruise missiles and an improved hull design for under-ice operations.

COLUMBUS completed a Post Shipyard Availability in June 1994 in Groton, CT after initial construction and shakedown operations. In September 1994, the ship conducted an interfleet transfer to Pearl Harbor, Hawaii and joined the U.S. Pacific Fleet Submarine Force. COLUMBUS deployed to the Western Pacific in late 1995 through early 1996 and conducted a variety of operations as a unit of the U.S. Seventh Fleet.

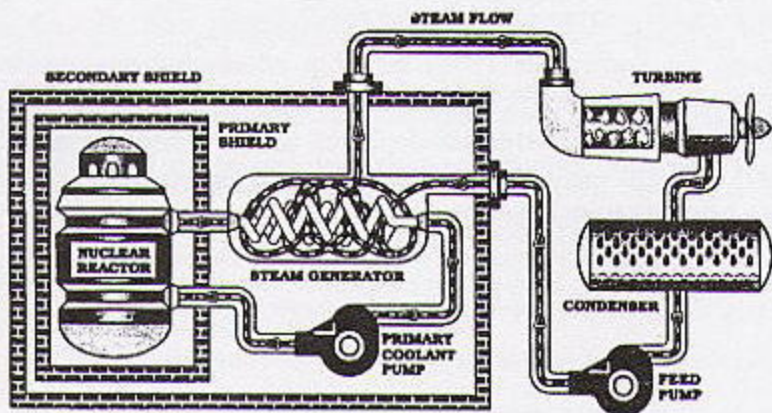
THE POWER PLANT

The propulsion plant of a nuclear powered ship is based upon use of a nuclear reactor to provide heat via fission

The nuclear propulsion plant in this ship uses a pressurized water reactor design which has two basic systems; the primary system and 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 is pumped through the steam generators and back into the reactor for reheating.

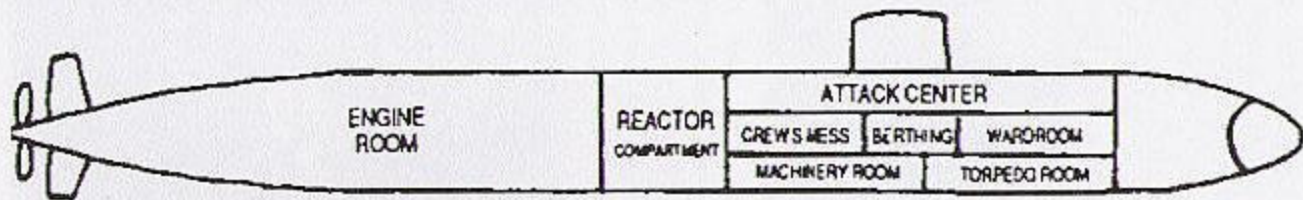
In the secondary system, the steam flows from the steam generators to drive the turbine, and generators, which supply the ship with electricity, and to the main propulsion turbines, which drive the propeller. After passing through the turbines, the steam is condensed into water which is fed back to the 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.

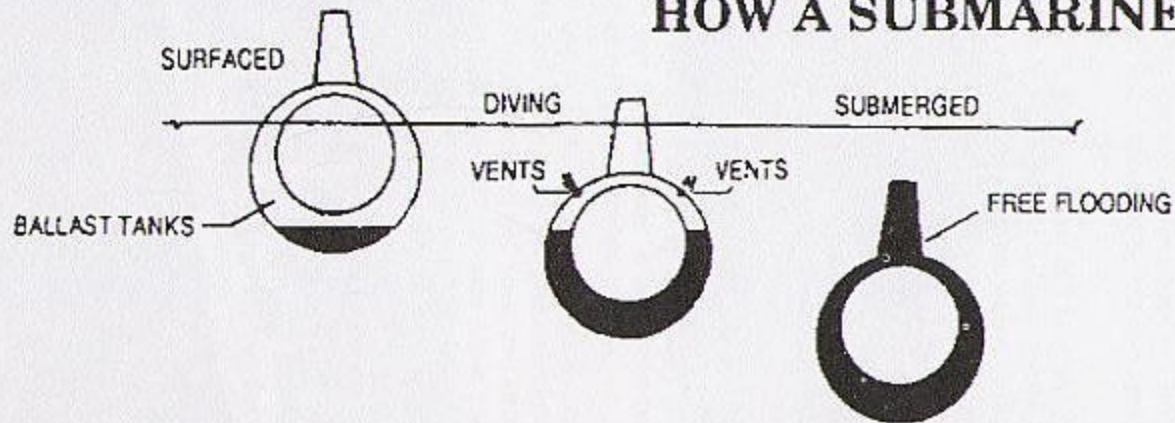


THE NUCLEAR POWER PLANT DIAGRAM

SUBMARINE COMPARTMENTS



HOW A SUBMARINE DIVES





OTHER SHIPS NAMED USS COLUMBUS

The first was a 24 gun brig named SALLY, purchased in 1775 for the regular Continental Navy and renamed COLUMBUS. She aided in the capture of Nassau, New Providence, in 1776, and later that year took four prizes at sea. Her career came to an end on 1 August 1778 when she was chased ashore by a British squadron near Point Judith, Rhode Island, and was burned by her own crew to prevent her from falling into British hands.

The second COLUMBUS, mounted 74 guns, was 191 feet long and displaced 2,480 tons. She sailed some 69,000 miles in both the Atlantic and Pacific fleets from 1816 to 1860. COLUMBUS was flagship of Commodore William Bainbridge in the Mediterranean in 1820 and 1821, and in 1844 served as flagship of the Brazil Squadron.

In 1845, a flagship for Commodore Biddle, COLUMBUS sailed for the East Indies where the Commodore made a formal ratification of a United States-China treaty at Canton. In COLUMBUS Commodore Biddle remained in China until April, 1846 when he made an unsuccessful attempt to open Japan to western commerce.

COLUMBUS returned to the west coast of America serving as flagship on that coast during the latter part of the Mexican War. The ship returned to Norfolk, Virginia, by way of Cape Horn in 1848 and was laid up in ordinary in the Norfolk Navy Yard. While there, she met the same fate as her predecessor, burned by Union forces to prevent her capture by Confederates.

The third COLUMBUS, a heavy cruiser (CA-74), was commissioned in 1945 and was four times the size of the first two put together. She carried three eight inch gun turrets and an assortment of 12 five inch and many anti-aircraft guns. During 1952, COLUMBUS served as flagship of Supreme Allied Commander, Atlantic, for portions of NATO Operation "Mainbrace." Further cruises followed with the 6th Fleet and Cruiser Division 6. After reassignment to the Pacific Fleet in 1955, COLUMBUS cruised twice to the Far East, patrolling the Taiwan Straits during the summer of 1958. The next year, the vessel was decommissioned and converted to a guided missile cruiser.

The fourth COLUMBUS, reclassified in 1959 as a guided missile cruiser (CG-12), was commissioned in December of 1962. Its unique design, with mast and stack combined in one unit, earned the vessel the nickname "Tall Lady." During its 13-year career, COLUMBUS deployed to the Mediterranean with the 6th Fleet six separate times, meriting numerous awards and citations for excellence. In particular, the ship earned "E" recognition for Weapons, Operations, Engineering and Battle Efficiency. COLUMBUS participated in several assignments, including NATO Exercise "Dawn Patrol," "Deep Express" and "Daffodil Face," as well as the 6th Fleet's 20th Anniversary Parade. Following recognition as best cruiser in the Atlantic Fleet for 1973-74, COLUMBUS was decommissioned in 1975 and stricken from the Naval Register in 1976. The ship was sold the next year.

THE CITY OF COLUMBUS



Known today as an important center for scientific and technological information, and with its 194 square miles, the largest of the nation's, Columbus, the City of Columbus, Ohio has been characterized throughout its 110 year history by rapid and consistent growth. Named in honor of the famous explorer, Columbus had its beginnings on the bank of the Scioto River opposite the original county seat of Franklinton, whose residents committed money and land for the creation of the capital city in 1812. Within the next two decades, Columbus had assumed the position as county seat and had virtually overtaken its neighbor as the number of residents multiplied.

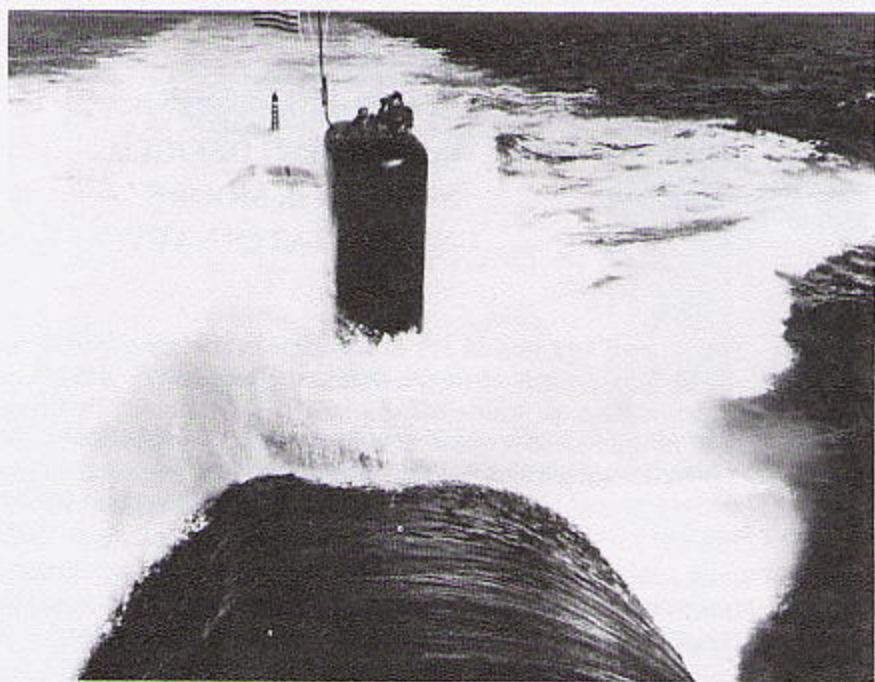
With the completion of the State Capitol Building in 1861 and the founding in 1873 of the Ohio Agriculture and Mechanical College (now Ohio State University), the city's concerns were firmly centered around government and education. By the turn of the century the population of Columbus had swelled significantly, adding manufacturing and industry to the city's interests.

Since that time, expansion within Columbus has continued at a steady pace. While the city boundaries have enlarged to encompass today almost four times the area of 40 years ago, businesses have flocked to Columbus, which boasts more than 150 high-tech companies. Retail banking, insurance and real estate firms have also found homes in Columbus. Through it all the city has never forgotten its heritage.

Famous Columbusites include: James Thurber, author; Jack Nicklaus, golfer; Jesse Owen, Olympian; Eddie Rickenbacker, WWI air ace; Michael Feinstein, Broadway cabaret singer/piano player; and Jerry Mock, female aviator.

In 1992, the City of Columbus sponsored the Quincentennial Jubilee, the nation's largest community-wide celebration of Columbus' discovery of the new world 500 years earlier. The year long celebration included Ameriflora '92 representing the largest single-site commemorative event of the Quincentennial in the United States. Covering 88 acres, this gardening extravaganza featured seven climates of the world, 10 different country exhibits and more than 50,000 entertainers from around the world.

Downtown in Columbus' Battelle Riverfront Park, the world's most authentic replica of Columbus' flagship, the *Santa Maria* is permanently moored and ready for boarding. The famous Columbus Zoo and the Columbus Museum of Art boast some of the most exciting exhibits in the world including 6,000 animals and 78 masterpieces by Monet, Degas, Remois and Rodin to name a few. Jazz is prevalent in Columbus but, The Columbus Symphony Orchestra plays to a devoted following.



STATISTICAL DATA

Built by General Dynamics Corporation
Electric Boat Division, Groton, CT

Keel Laid	January 7, 1991
Launched	August 1, 1992
Sponsor	Mrs. Margaret A. DeMars
Commissioned	July 24, 1993
Length	360 feet
Beam	33 feet
Displacement Surfaced	6,135 tons
Displacement Submerged	6,901 tons
Speed	In excess of 25 knots
Diving Depth	In excess of 800 feet



**COMMANDING OFFICER
NORMAN B. MOORE
UNITED STATES NAVY**

Commander Moore is a native of Silver Spring, Maryland and attended the University of Maryland, graduating in 1981 with a Bachelor of Science degree in Chemistry. He received his commission in the United States Navy from Officer Candidate School as a General Submarine Officer.

After initial submarine training, Commander Moore reported to USS VON STEUBEN (SSBN 632) BLUE in Charleston, South Carolina, where he served in all Weapons Department divisions and made three strategic deterrent patrols.

Commander Moore completed nuclear power training in 1985 and reported to USS OLYMPIA (SSN 717) in Pearl Harbor, where he served as Main Propulsion Assistant and made one Western Pacific deployment.

After graduating from the Submarine Officer Advanced Course, where he was awarded the L.Y. Spear award as class honorman, he reported to USS BREMERTON (SSN 898) in August 1988 for duty as Engineer Officer in Regular Overhaul in Pearl Harbor Naval Shipyard.

In September 1991 Commander Moore was assigned as an inspector on the Pacific Fleet Nuclear Propulsion Examining Board, where he participated in 59 exams. He reported to the Naval Postgraduate School in January 1994, where he received the Department of the Navy Award for Excellence in Financial Management.

Commander Moore served as Executive Officer of USS PASADENA (SSN 752) from August 1995 to December 1997 where he completed part of one Arabian Gulf deployment and one deployment to South America. In 1998 he served as liaison to the submarine force on the staff of the Under Secretary of Defense (Acquisition and Technology).

Commander Moore's awards include the Defense Meritorious Service Medal, the Navy Commendation Medal (four awards), and the Navy Achievement Medal.

Commander Moore is married to the former Myat Myat Mon of Rangoon, Burma. They reside in Hawaii with their two daughters, Jeannie and Joan.



DOLPHINS

Many people are interested in the history and development of Navy traditions. One Navy tradition involves the wearing of Dolphins by qualified submariners. "Earning Dolphins" is a significant event in a Navy submariner's career - one of those special high points that instill tremendous personal pride and a sense of accomplishment.

Dolphins are earned through a process of "Qualifying". Individuals must learn the location of equipment, operation of systems, damage control procedures and have a general knowledge of operational characteristics of their boat. Dolphin wearers qualify initially on one boat and must requalify on boats to which they are subsequently assigned.

Once Dolphins have been earned, they are awarded by the Commanding Officer in a special ceremony.

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 distinguishing device for qualified submariners be adopted.

A Philadelphia 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. The design in use today is a bow view of a submarine, proceeding on the surface, with bow planes rigged for diving, flanked by Dolphins in horizontal positions with their heads resting on the upper edges of the bow planes.

The Officer's Insignia was and is a gold plated metal pin, worn centered above the left breast pocket and above the ribbons or medals. Enlisted men wore the insignia, embroidered in silk, in white on blue for 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. The device was two and three-quarters inches long. In mid 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.

Regardless of the color of the pin or the insignia at the center, Dolphins are worn with pride by members of the Submarine Force.



"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 itself, 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 or peril at sea, can turn to each other. These men are ultimately responsible to themselves and each to the other for all aspects of operation of their submarine. They are the crew. They are the ship.

This is perhaps the most difficult and demanding assignment in the Navy. There is not an instant during his tour as a submariner that he can escape the grasp of responsibility. His privileges in view of his obligations are 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."

