A black and white photograph of the USS William H. Bates (SSN680) at sea. The submarine is viewed from an elevated angle, showing its conning tower and the large, curved hull structure. The ship is moving through the water, leaving a white wake. The text "USS WILLIAM H. BATES" and "(SSN680)" is overlaid in the top left corner.

USS WILLIAM H. BATES
(SSN680)

**WELCOME
ABOARD**

USS WILLIAM H. BATES (SSN680)

FLEET POST OFFICE
NEW YORK, NEW YORK 09501



Built by
Ingalls Shipbuilding Division
Litton Industries

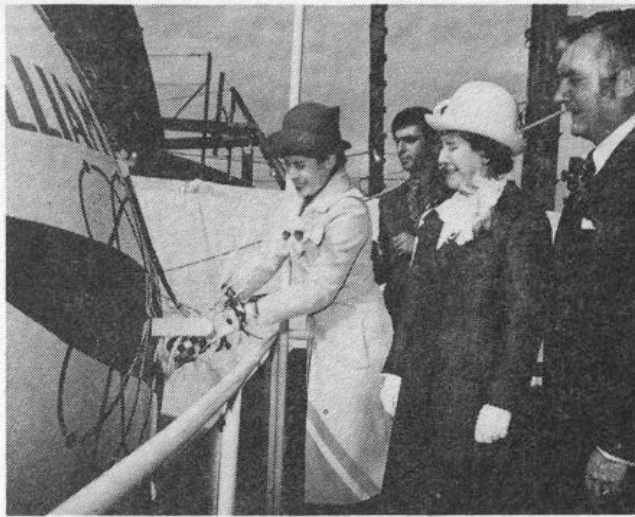
Keel Laid: 4 August 1969
Launched: 11 December 1971
Commisioned: 5 May 1973

Sponsored by
MRS. ANDREW R. GRAINGER

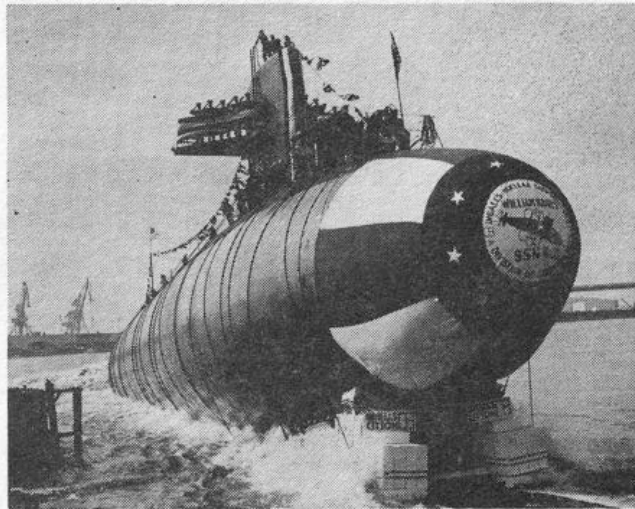
THE HONORABLE WILLIAM H. BATES
UNITED STATES HOUSE OF REPRESENTATIVES
1950-1969



U.S.S. William H. Bates is named in honor of the late United States Representative William H. Bates of Massachusetts, a man devoted to the vital importance of the nation's seapower. He served in the U.S. Navy for ten years, resigning his commission as Lieutenant Commander after being elected to Congress to fill the vacancy caused by the death of his father, George J. Bates. Congressman Bates served as representative from Massachusetts' sixth district from 1950 until his death in June 1969, becoming the senior Republican member of the House Armed Services Committee and the second ranking House member of the Joint Atomic Energy Committee. He was a vigorous advocate and effective supporter of the development of nuclear power for Naval vessels.



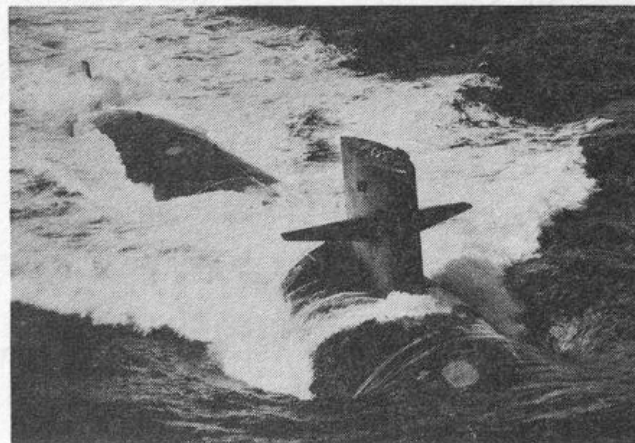
USS WILLIAM H. BATES (SSN680)



CHRISTENING – Mrs. William H. Bates, Matron-of-honor, and Massachusetts representative Silvio O. Conte, Principal speaker at the launching, look on as the ship's sponsor Mrs. Susan Bates Grainger smashes the champagne bottle on the sub's bow.

LAUNCHING – WILLIAM H. BATES plunges into the Pascagoula River at Ingalls Shipbuilding Division, Pascagoula, Mississippi

UNDERWAY – WILLIAM H. BATES steams at full speed during sea trials.



PROFILE OF USS WILLIAM H. BATES

USS William H. Bates (SSN680), built by Ingalls Shipbuilding Division of Litton Industries is a Nuclear-Powered Attack Submarine of the STURGEON Class.

William H. Bates is a streamlined, highly advanced and maneuverable anti-submarine warfare platform.

She is powered by a pressurized water nuclear reactor propulsion plant which provides reliability, high power, and the ability to operate independently of the outside atmosphere for extended periods.

She will carry the most advanced weapons and sonar systems available to the Submarine Force, including the SUBROC missile system which adds a potent attack capability.

These characteristics make William H. Bates one of the Navy's most effective anti-submarine warfare weapons in existence today.

In order to provide maximum crew comfort for extended operations, the ship has extensive air conditioning equipment. Special atmospheric control equipment removes irritants from the air and maintains the proper balance of oxygen, carbon dioxide and other atmospheric constituents during prolonged submerged periods. Large distilling plants provide plenty of fresh water, and electrolytic oxygen generators allow the submarine to manufacture oxygen from sea water.

The increased speed (over 20 kts. submerged), diving depth (over 400 feet) and maneuverability of today's attack submarine requires more reliable controls and quicker response on the operator's part. The William H. Bates control room, and auxiliary machinery room indicate the complexity and compactness of her equipment.

By the nature of her mission, the modern fast attack submarine demands long hours and a high level of training of her crew. A modern messing facility, feeding 32 men at a time, and an adjoining activities space where the crew may pursue hobbies or read, provide a welcome break in the daily routine.



The Commanding Officer

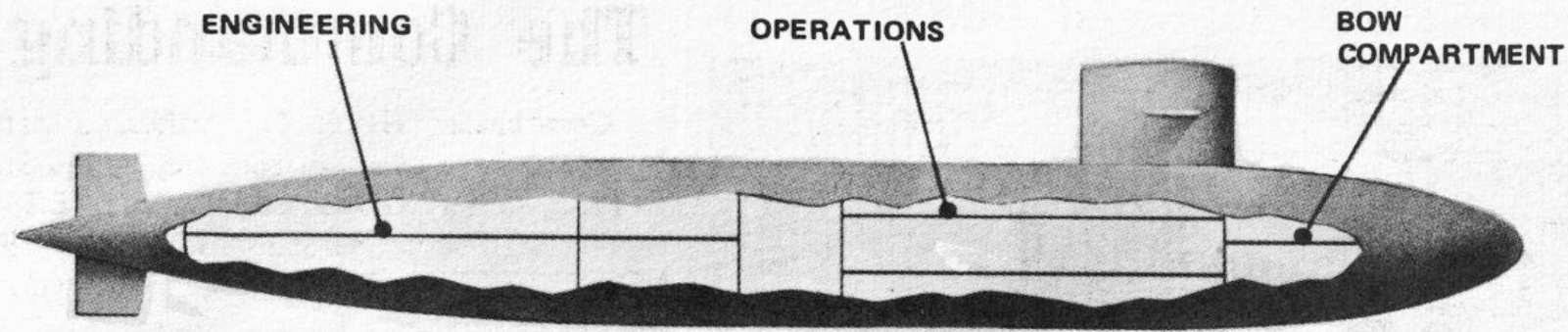
Commander Glenn N. Arthur, a native of Washington, Pennsylvania, graduated from the United States Naval Academy in 1955. He served onboard the USS EVERSOLE (DD-789) prior to entering Submarine School in January 1957, then aboard the USS SPIKEFISH (SS404) until his selection for nuclear power training in 1960.

From January 1961 until March 1963, Commander Arthur served as a member of the Precommissioning Unit of the Fleet Ballistic Missile submarine SAM HOUSTON (SSBN609) and participated in one Polaris Deterrent Patrol following commissioning.

Commander Arthur served as Engineer Officer on the USS THEODORE ROOSEVELT (SSBN600) from May 1963 until March 1967. During this period he participated in five Polaris Deterrent Patrols and the overhaul, refueling and conversion of this Fleet Ballistic Missile submarine.

Commander Arthur was assigned in August 1967 to the USS SAM RAYBURN (SSBN635) as Executive Officer and made four Polaris Deterrent Patrols. He served on the staff of Commander Submarine Force, U.S. Atlantic Fleet in the Polaris-Poşiedon Section from October 1969 until June 1971. He reported as Prospective Commanding Officer USS WILLIAM H. BATES (SSN680) in January 1972.

Commander Arthur and his wife, the former Dorothy Carroll of Houston, Pennsylvania reside in Gautier, Mississippi with their six children: Shelley, Marcy, Cindy, Dotty, Glenn and Mark.



COMPARTMENTATION

ENGINEERING — These spaces provide room for the turbines which produce electrical power and the propulsion turbines which drive the ship. The propulsion turbines are accompanied by reduction gears which transmit the power to the shaft, ultimately turning the screw to give motion to the ship.

OPERATIONS — This area, between the bow compartment and engineering spaces, provides space for navigational equipments ship control, and various habitability areas. The radio room, sonar room, officers state-rooms, wardroom, and ships offices are also contained herein. The lower level of the operations compartment is primarily occupied by the torpedo room.

BOW COMPARTMENT — This portion of the boat is primarily a habitability space sleeping 67 men. Quarters for the chief petty officers are found here as are the diesel generator and the forward escape trunk.

LIVING ACCOMMODATIONS

Berthing is assigned visitors embarking upon their arrival. Please use only the berth assigned you so that you can be located if necessary.

Heads and washrooms are located in the Operations Compartment Middle Level. Before using a head for the first time please consult a member of the crew for flushing procedures. Do not discard any solid object, no matter how small into the water closet as it may foul the seat of the overboard discharge valve.

Showers may be taken anytime, but because the number of shower facilities is very limited, showers should be taken as expeditiously as possible. There is no restriction on water. However, the ship's water making capacity, however large, precludes the "wasting" of water.

Messing arrangements have been made for you and you have been assigned a specific area and time to eat. All meals must be served in shifts so you are requested to be punctual in your arrival for meals and not to linger over coffee after finishing. Meals will not be announced but will be served on time. Smoking is normally permitted throughout the ship except in bunks, bilge areas, or in the vicinity of pyrotechnics or oxygen stations, however, the smoking lamp may be put out for certain evolutions.

CALLS

For embarked visitors, calls are made by the Duty Steward in the Wardroom and by the messenger from control for other berthing areas. Any of these persons will ensure that a visitor is called at any particular time he may designate.

GENERAL INFORMATION

EMERGENCIES

In the event of an emergency, stand fast but clear of all passageways and watertight doors so that ship's crew may be free to proceed to the scene. The crewman in charge of the compartment will direct your movements and keep you informed as soon as possible.

CAUTION

Do not attempt to operate any equipment, twist knobs, flip switches, or turn any valves without the assistance of a crew member. Please observe all warning signs.

MEDICAL FACILITIES

The ship has a Hospital Corpsman available at all times and he should be consulted for any illness or injury that may occur during the cruise. It is recommended that persons susceptible to motion sickness obtain medication prior to getting underway. The Hospital Corpsman may be contacted through the Chief of the Watch in Control.

SECURITY

Most features of the ship are of a classified nature. In addition, Sonar Control, Radio, ECM Room, Sonar Equipment Space, Nucleonics Laboratory, and all spaces aft of the Operations Compartment are security areas and only authorized personnel are permitted. Information concerning speed depth, weapons, fire control, sonar, ECM and the propulsion plant are classified.

ORDERS

If you are under military orders, please turn your orders in to the Yeoman in the ship's Office directly aft of the Operations Compartment access ladder. Your orders will be endorsed and ready for you to pick up at the end of your visit.

