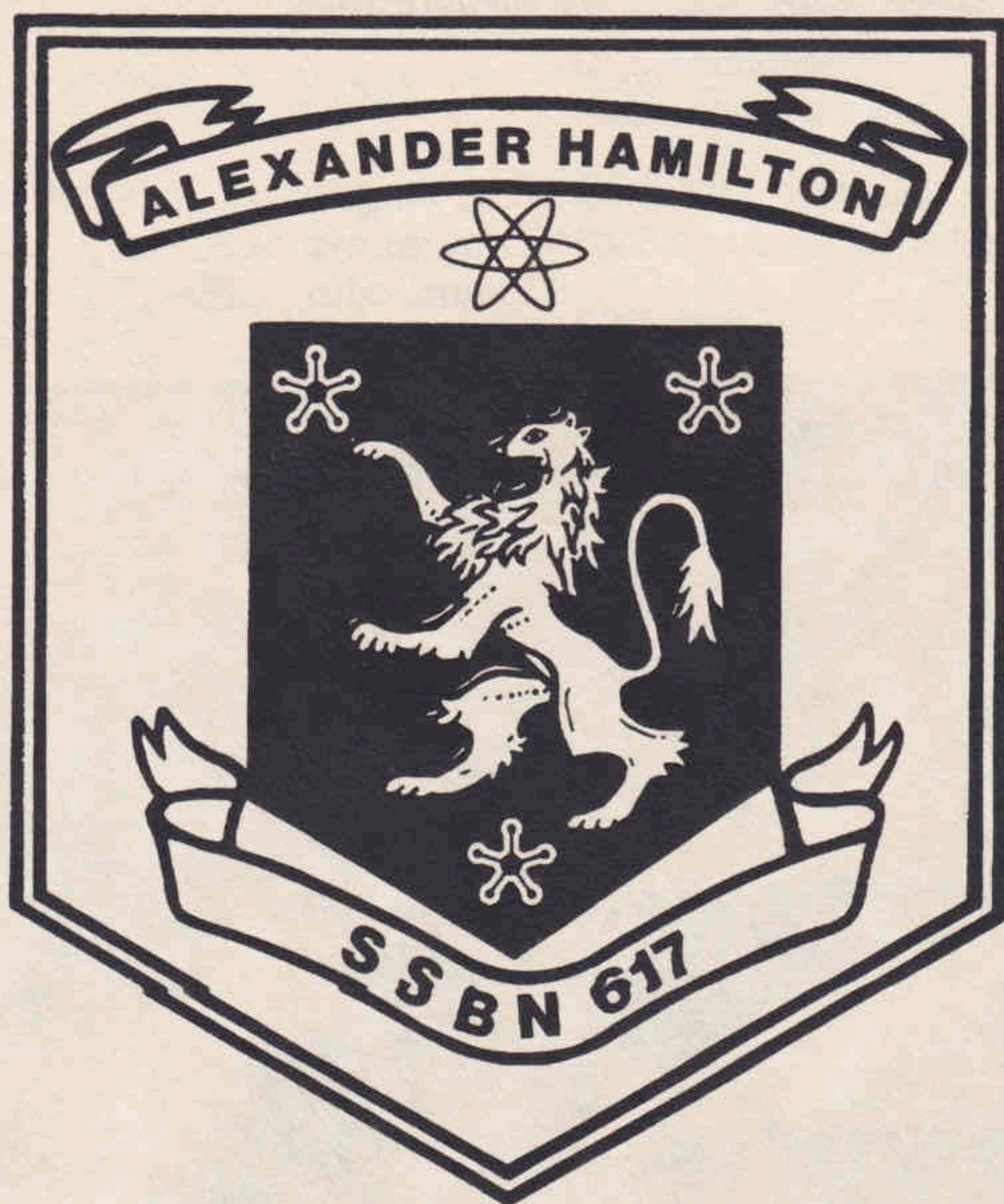


Welcome Aboard!



USS ALEXANDER HAMILTON
SSBN 617

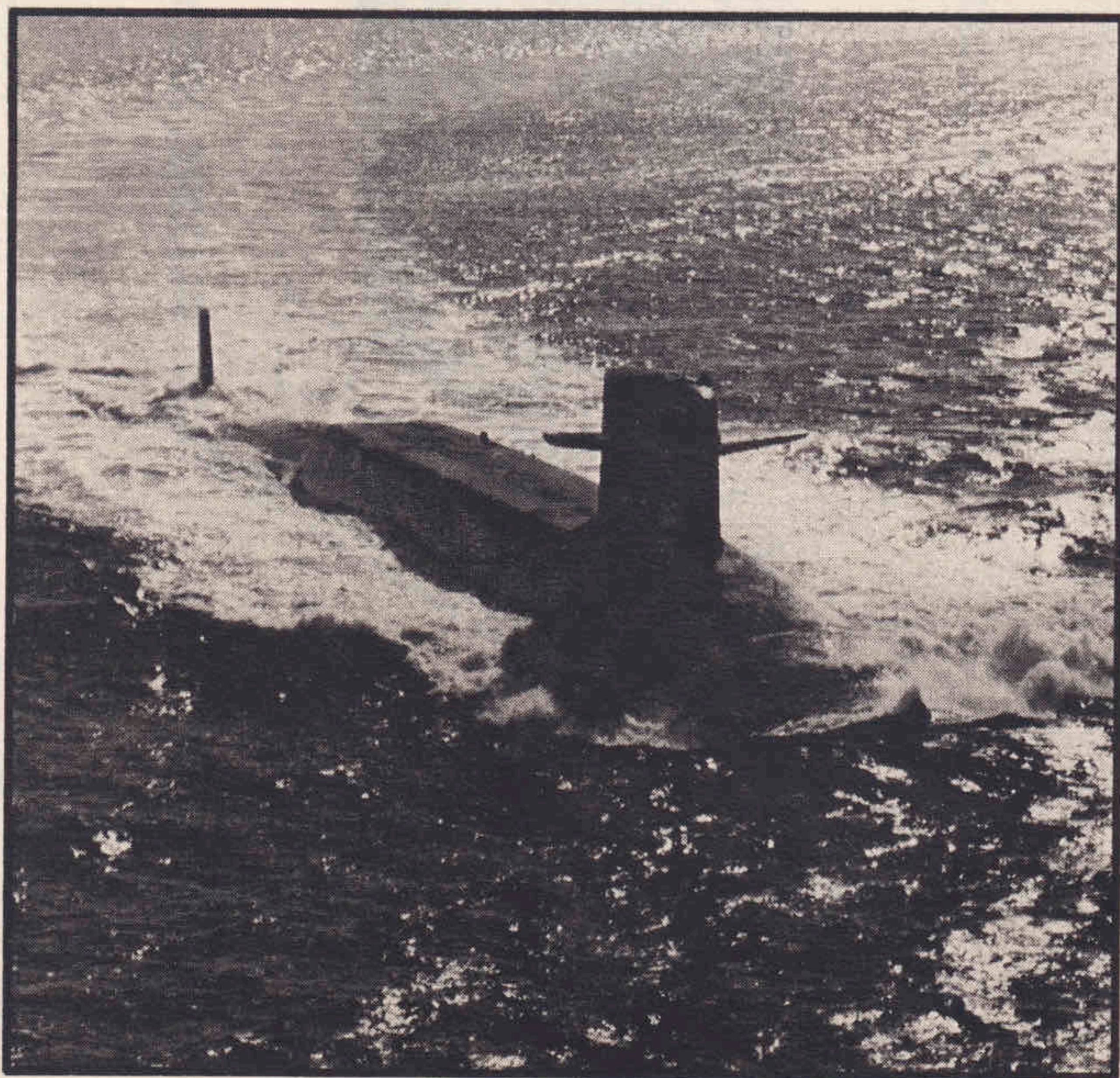
CAPTAIN'S GREETING !

To Our Guests:

On behalf of the officers and men of ALEXANDER HAMILTON, it is my pleasure to extend a sincere "Welcome Aboard" to each of you. The crew is anxious to answer any questions you may have concerning life on board a submarine.

As your hosts all of us hope that your visit is informative, interesting and enjoyable. Please let us know if there is anything we can do to make your stay more pleasurable.

B. J. Wegner
Commander, U.S. Navy
Commanding Officer



USS ALEXANDER HAMILTON (SSBN 617)

STATISTICAL DATA

Keel Laid	26 June 1961
Launched	18 August 1962
Commissioned	27 June 1963
Sponsored By	Mrs. Carolie Woods Noble <i>The Great, Great, Great Granddaughter of Alexander Hamilton</i>
Built By	General Dynamics Electric Boat Division
Length	425 Feet
Hull Diameter	33 Feet
Displacement	7000 tons (surfaced) 8,200 tons (submerged)
Missile Tubes	16
Speed Submerged	over 20 knots
Diving Depth	below 400 feet
First Overhaul and Nuclear Reactor Refueling	June 1967 - June 1968
Second Overhaul and Nuclear Reactor Refueling	January 1973 - April 1975
Third Overhaul and Nuclear Reactor Refueling	November 1986 - June 1989





COMMANDER BRIAN J. WEGNER
COMMANDING OFFICER

COMMANDER BRIAN J. WEGNER

UNITED STATES NAVY

Commander Wegner was born and raised in the village of Mishicot in northeastern Wisconsin, and received a 1971 Congressional appointment to the U.S. Naval Academy. He was commissioned in June 1975, earning a Bachelor of Science degree in Mathematics. Following commissioning, he was assigned to USS NATHANAEL GREENE (SSBN 636) (BLUE) until March 1976.

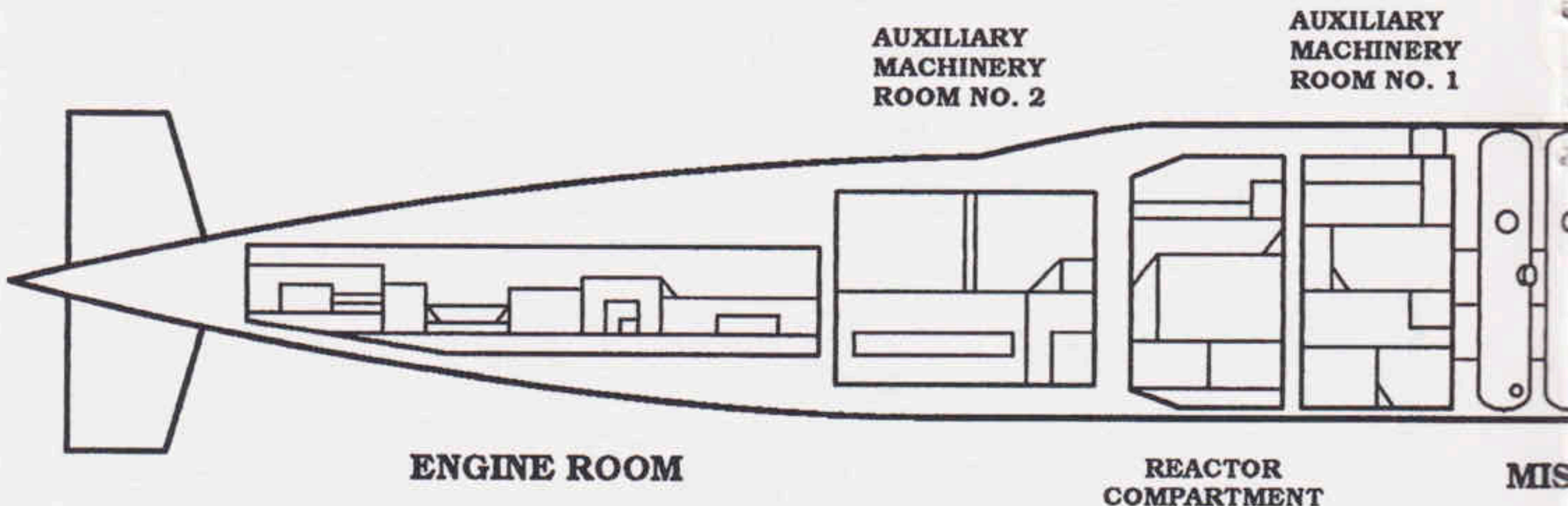
Commander Wegner completed Nuclear Power School in Orlando, Florida and nuclear power prototype training in Ballston Spa, New York in April 1977. Following completion of Submarine Officer's Basic Course in Groton, Connecticut in July 1977, he reported to USS THOMAS A. EDISON (SSBN 610) (GOLD) in Pearl Harbor, Hawaii, where he served in various division officer assignments from August 1977 to January 1980. Commander Wagner's next assignment was as Radiological Controls Officer of USS ORION (AS 18) in La Maddalena, Italy. He completed a follow-on shore tour at Commander Submarine Group EIGHT in Naples, Italy from June 1982 to September 1983.

Following completion of Submarine Officer's Advanced Course in March 1984, Commander Wegner served as Engineer Officer of USS SILVERSIDES (SSN 679) until April 1987. During his tour, USS SILVERSIDES completed a twenty month refueling overhaul in Puget Sound Naval Shipyard, Bremerton, Washington. He then served on the U.S. Atlantic Fleet Nuclear Propulsion Examining Board until July 1988. Commander Wegner was next assigned as Executive Officer of USS ATLANTA (SSN 712) from August 1988 to November 1990.

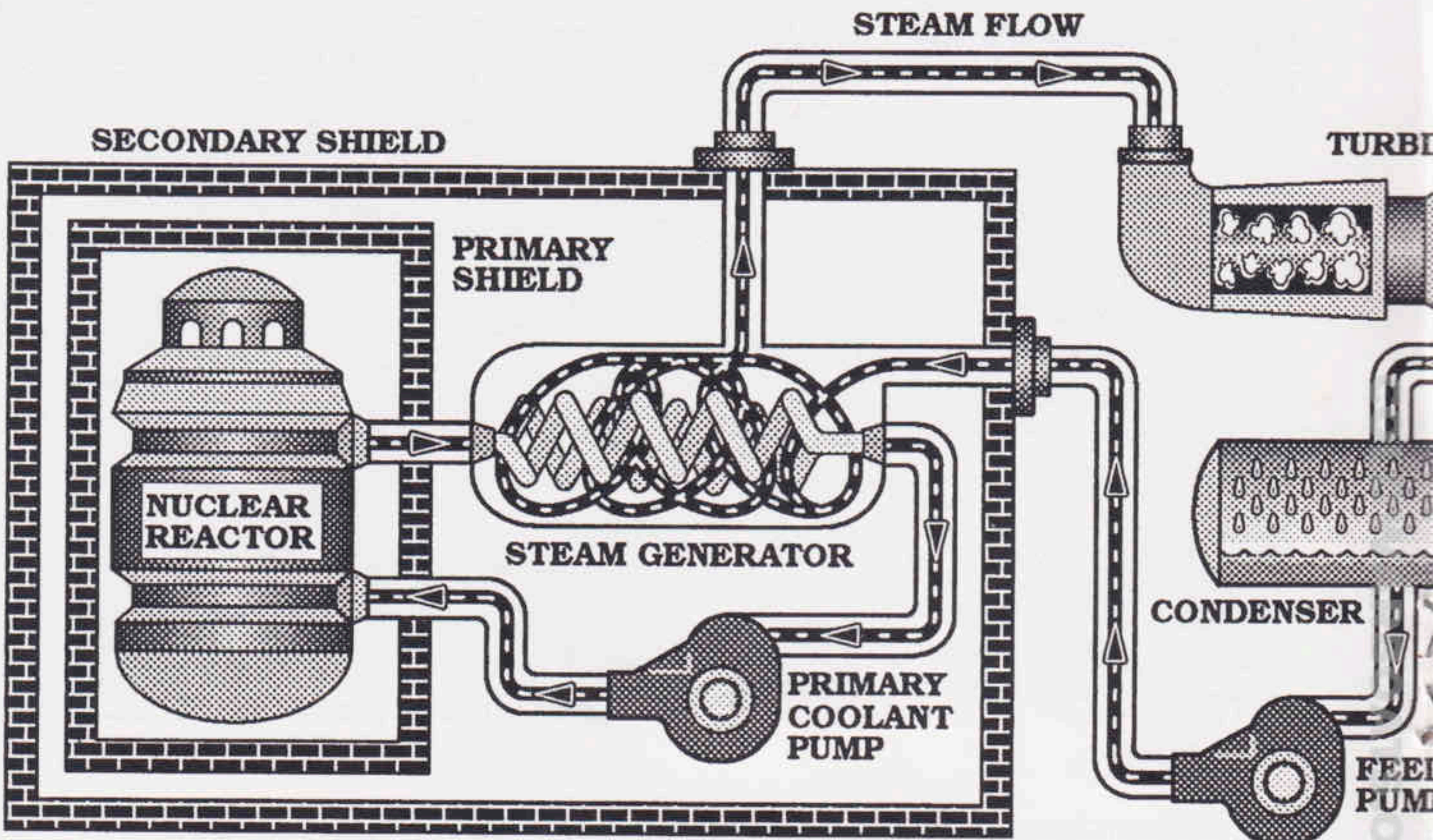
Commander Wegner successfully completed the Prospective Commanding Officer training pipeline in June 1991. He completed his first command tour as Commanding Officer of USS JOHN MARSHALL (SSN 611) from August 1991 to July 1992, during which the ship conducted an interfleet transit and deactivation in Puget Sound Naval Shipyard, Bremerton, Washington. Commander Wegner assumed command of Alexander Hamilton in July 1992.

Commander Wegner's personal awards include the Meritorious Service Medal, the Navy Commendation Medal with one gold star, the Navy Achievement Medal with two gold stars, the Navy Expeditionary Medal, and the National Defense Service Medal with one star.

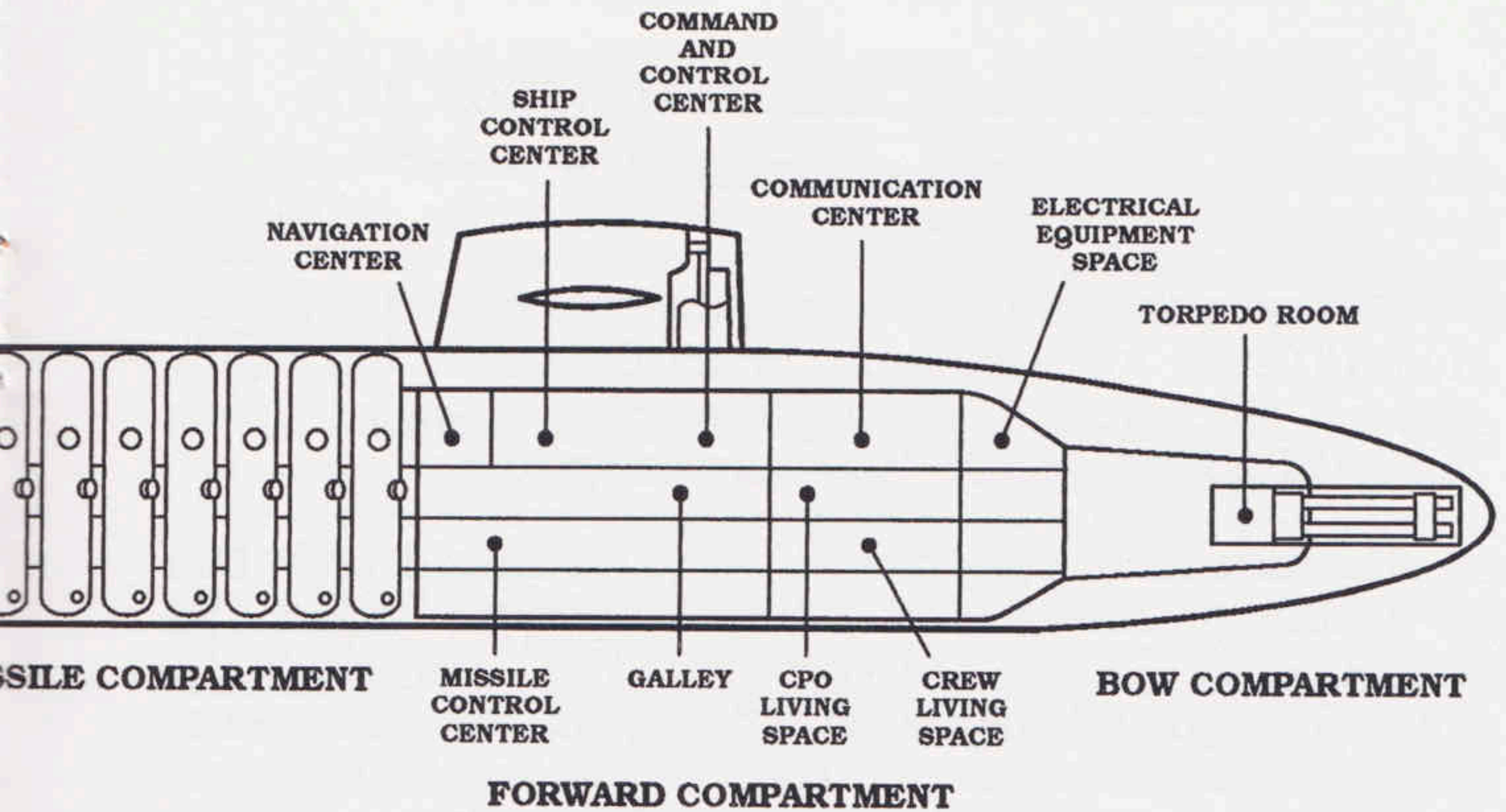
Commander Wegner is married to the former Lorijane Francis from Woonsocket, Rhode Island. They have two children, Nicole and Michaela.



USS ALEXANDER HAMILTON INTERIOR



THE NUCLEAR POWER PLANT DIAGRAM



HAMILTON (SSBN 617)
DIAGRAM

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 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 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.

USS ALEXANDER HAMILTON (SSBN 617)

DEPARTMENTS

The operation of such a complex ship as ALEXANDER HAMILTON is made possible by its dedicated and highly trained officers and crews. The men assigned make ALEXANDER HAMILTON the superb ship that she is.

The Executive Department ensures the smooth operation of routine business. Led by the Executive Officer, all departmental actions are coordinated to accomplish the ship's mission and specific objectives. The Chief of the Boat oversees all matters related to the crew's welfare. The Medical Department Representative is responsible for the health of all members assigned to the ship.

The Navigation/Operations Department led by the Navigator is responsible for determining an accurate ship's position and course to steer. Communications and conduct of ship activities are accomplished by the Operations Department.

The Weapons Department under the supervision of the Weapons Officer is responsible for the operation of missile, torpedo and fire control systems. Preservation of hull exterior and external systems is maintained by the First Lieutenant and Deck division.

The Engineer Officer heads the Engineering Department with responsibility for reactor systems, propulsion systems, hull, mechanical and electrical equipment. This largest of departments also maintains damage control, atmosphere control and interior communication equipment.

The Supply Officer leads the Storekeeper and Food Service divisions. The Storekeepers order, inventory and account for essential material used to maintain equipment reliability. The commitment to high service standards by the Food Service division represents a significant contribution to the submarine quality of life.

A DAY IN THE LIFE OF A SUBMARINER

Brian Thomas is a fictitious name for a typical ALEXANDER HAMILTON submariner. He is, we will imagine, a second class Quartermaster. As such, he works in the Quartermaster Division in the Navigation Department. (In the Navy, quartermasters are specialists in navigation.)

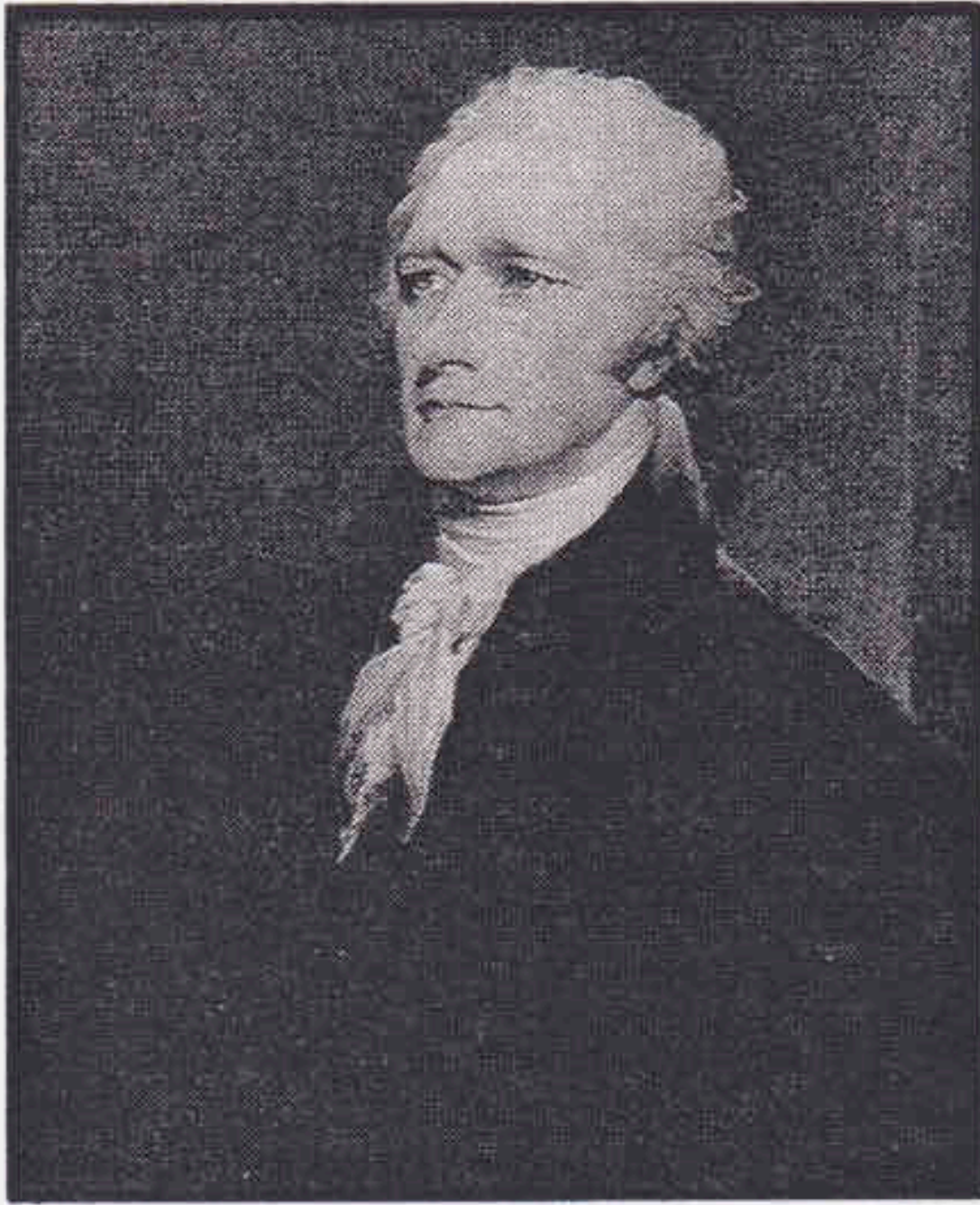
On a day when he has the 0600 to 1200 watch (6 a.m. to noon), Brian is awakened at 0500 by a messenger; this gives him 45 minutes to dress, shave and enjoy a large breakfast. In keeping with tradition, he reports to his watch station in the Control Room, where the Officer of the Deck also stands his watch, 15 minutes before his watch begins, in order to be briefed on the activities of the previous watchstander on his watch. This custom is most appreciated by the departing quartermaster. During this six-hour watch, Quartermaster Thomas plots the ship's position on the chart and assists the Officer of the Deck by recording and maintaining the ships log.

After his relief has taken the watch, Brian cleans up for the noon meal. Today's meal is followed in the Crews Mess by a "School of the Boat" lecture given by the Auxiliary Division Chief Petty Officer on the ship's hydraulic system. Since he is already qualified on ALEXANDER HAMILTON, Brian passes up the lecture in order to spend some time preparing for his First Class Quartermaster examination. At 1500 (3 p.m.), he has an appointment to examine a newly-reported seaman on his knowledge of the ship's periscopes and antennas for submarine qualification. Brian Thomas' immediate supervisor, a Chief Quartermaster, had told him to make some changes to several navigation charts and publications and to prepare an order for some new training materials - which took the rest of the afternoon.

The ship's daily drill, which today was unannounced, interrupted the task for about thirty minutes. Drills are conducted to test the crew's reaction to casualty and combat situations of various sorts: fire, loss of power, toxic gas, depth charge, and so on. Every drill is an "all hands" effort, even those catching up on lost sleep are summoned by the ship's alarms. Fire hoses are unrolled, medical bags opened, gas masks worn, equipment operated; nothing that can possibly be done to enhance the realism is neglected.

The movie after the evening meal was one he had seen before, so Brian read some more of a book he'd obtained from the ship's library. He then slept for a few hours before standing his next watch - the mid-watch, from midnight until six in the morning.

The schedule of our mythical Brian Thomas is not at all imaginary or exceptional. It is typical of what a submariner does during a usual workday at sea. It is perhaps a fair answer to the oft-posed question: What on earth do you do out there for sixty days or more?



ALEXANDER HAMILTON

1757 - 1804

Alexander Hamilton was a soldier, statesman, politician, writer, financier, patriot, economist, and scholar. He was born on 11 January 1757, on the island of Nevis in the West Indies and later came to the colonies to attend the King's College (now Columbia University) in New

York. The Revolutionary War interrupted his studies and he became intensely interested in the colonial cause. He organized an artillery company and was awarded its captaincy on examination. His bravery during the campaign of 1776 came to the attention of General Washington who promoted him to the rank of Lieutenant Colonel. During the ensuing four years, Alexander Hamilton served as private secretary and aide to the Commander in Chief. Later in the war, when he was again with a field command, his unit had the honor of capturing the first redoubt of the British works at Yorktown.

Following the war, he turned to politics and law. He was instrumental in changing the collection of states from a loose confederation to a strong central federal government concept. He served as the first Secretary of the Treasury and in 1790 founded the Revenue Cutter Service, the forerunner of the present day United States Coast Guard. For more than a decade following his federal service, Alexander Hamilton continued in politics in New York State and ultimately became embroiled in a feud with Vice President Aaron Burr, a political antagonist of long standing.

On 11 July, 1804, Hamilton was mortally wounded by Burr in a duel at Weekawken, New Jersey. His loss was a blow to the country for it silenced the voice of one of our outstanding creative thinkers.



SHIP'S HISTORY

USS ALEXANDER HAMILTON (SSBN 617) is the first ship of the United States Navy to bear the name. A revenue cutter of the same name did operate under Navy jurisdiction during the Spanish-American War but she never lost her identity as a revenue cutter. She was the second in a line of four revenue cutters named HAMILTON, or ALEXANDER HAMILTON, in honor of the First Secretary of the Treasury who established the Revenue Cutter Service.

ALEXANDER HAMILTON is the second of the Lafayette Class fleet Ballistic Missile Submarines. She is approximately 425 feet in length, 33 feet wide and displaces about 8,000 tons. The ship was commissioned on 27 June 1963. The ship's first overhaul was in 1967-1968. The second overhaul, refueling, and Poseidon conversion, was started in 1973 and was completed in April 1975. From commissioning until 1973, ALEXANDER HAMILTON operated out of Rota, Spain, as a unit of COMSUBRON SIXTEEN with off-crew offices located in Charleston, SC. After the 1973-1975 overhaul, ALEXANDER HAMILTON operated from Charleston, SC, as a unit of COMSUBRON FOURTEEN located in Holy Loch, Scotland. In March 1986, ALEXANDER HAMILTON returned to her homeport of Groton, CT. Between 1963 and 1986 ALEXANDER HAMILTON completed sixty-nine patrols, at the time, the most ever by an SSBN.

When ALEXANDER HAMILTON commenced overhaul at Puget Sound Naval Shipyard in November 1986, she was the first submarine to complete a full overhaul cycle of 12 years between refuelings. In June 1989 ALEXANDER HAMILTON completed her third overhaul. She completed four additional strategic deterrent patrols following the overhaul, operating out of Holy Loch, Scotland as a unit of COMSUBRON FOURTEEN. In May 1991 ALEXANDER HAMILTON combined crews and was assigned to the Pacific Fleet. Homeported in Bangor, Washington under Submarine Group NINE, she has been involved in numerous CNO Research and Development projects, and multinational ASW training exercises.



For more information on Navy career opportunities, see your local Navy Recruiter or call toll-free 1-800-327-NAVY.