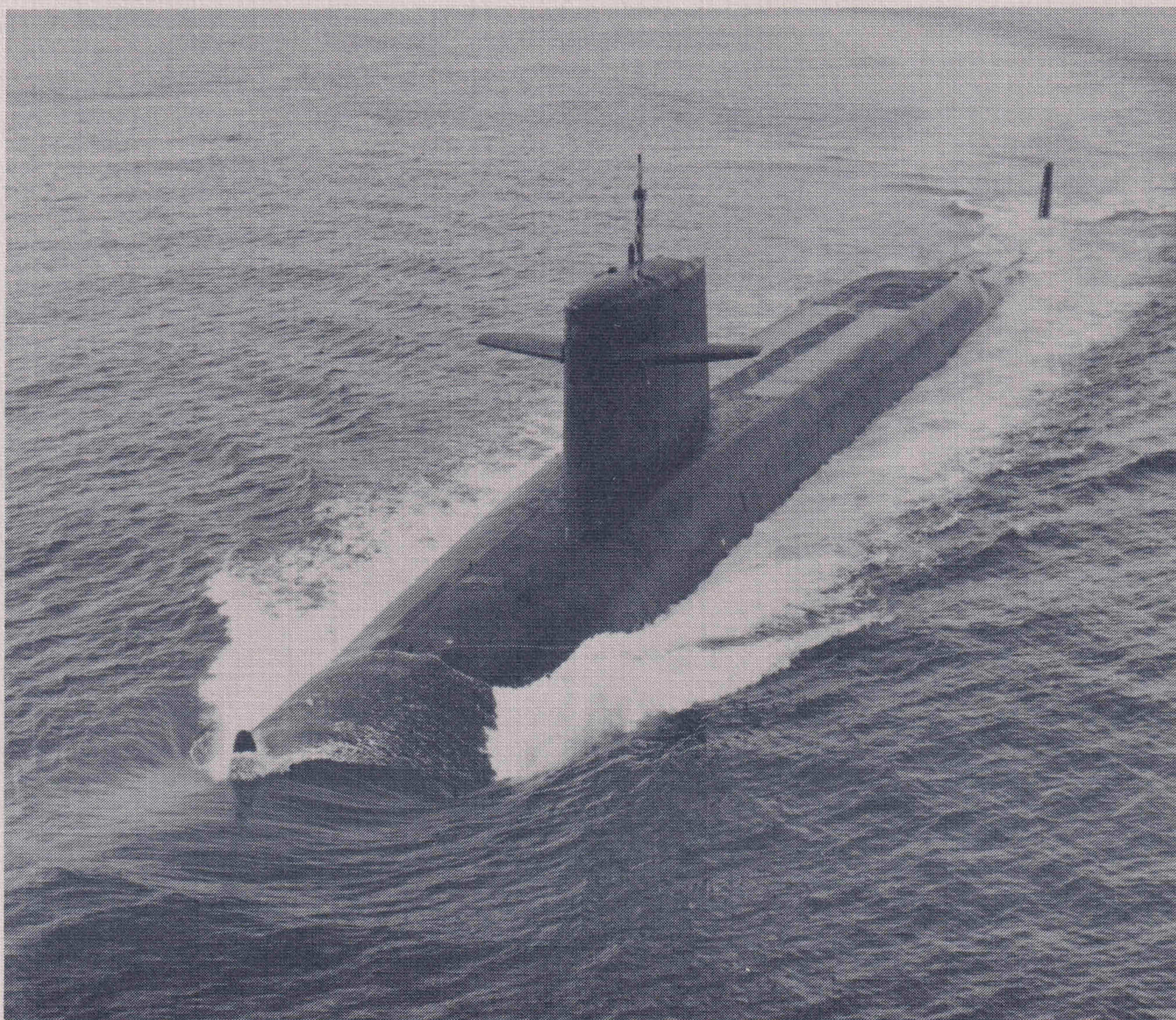


Welcome Aboard



USS Thomas Jefferson
(SSN 618)

WELCOME ABOARD

The officers and men of USS THOMAS JEFFERSON are glad to have you aboard as our guest. We are eager to show you one of the finest submarines in the Navy and how it accomplishes its mission as a powerful retaliatory force in the event of attack.

Please feel free to ask questions. Submariners are proud of their service and anxious for you to know about it. We hope you will carry away with you a bit of submarine lore and a better understanding of how we function, both in our complex systems and machinery and in the intangible bonds of esprit de corps that mark all submariners.

May your visit be an enjoyable and memorable one.

A handwritten signature in black ink, reading "W. W. Schmidt". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

W. W. SCHMIDT
Commanding Officer



COMMANDER WILLIAM W. SCHMIDT, USN COMMANDING OFFICER

Commander William SCHMIDT, son of Burt and Swanie Schmidt, attended school in Lewston, Idaho, and Spokane, Washington. He attended the University of Idaho, graduating in June 1967, with a commission from the NROTC program.

Following commissioning, he attended Nuclear Power and Submarine training schools and then joined the USS PARGO (SSN 650), where he qualified in submarines. He returned to the Naval Submarine School as an instructor, and went to the Precommissioning Unit for the USS GLENARD P. LIPSCOMB (SSN 685).

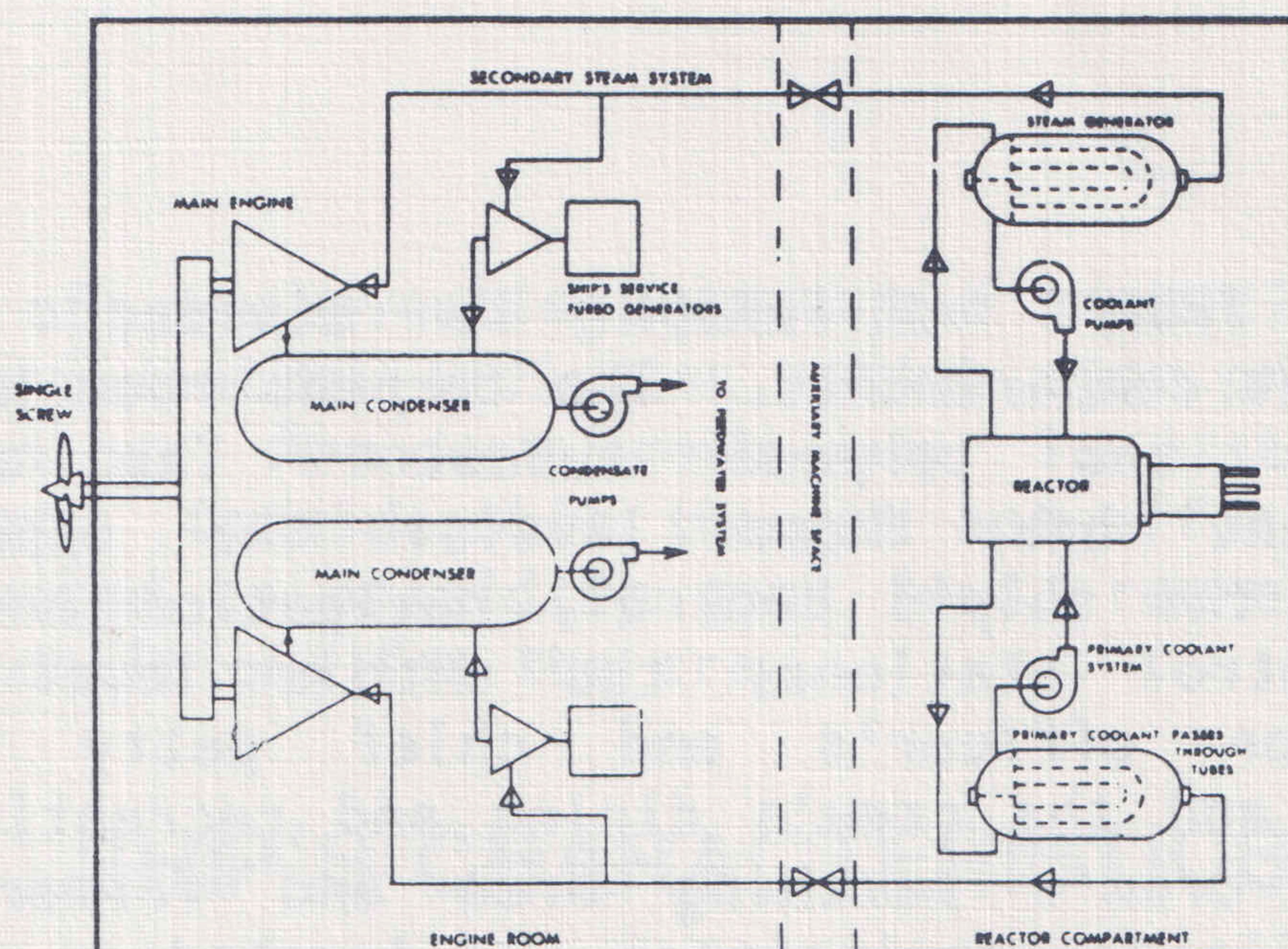
Commander SCHMIDT was transferred to Pearl Harbor as the Engineer Officer on the USS SWORDFISH (SSN 579) and then to Commander Submarine Force, U. S. Pacific Fleet Staff. He then served as Executive Officer on the USS SKATE (SSN 578)

Following Prospective Commanding Officer training, he reported to duty as Commanding Officer, USS THOMAS JEFFERSON (SSN 618).

Commander SCHMIDT is married to the former Alberta Garcia of Honolulu, Hawaii. They reside with their four children, Heidi, Jennifer, Heather and Derek in Charleston, South Carolina.

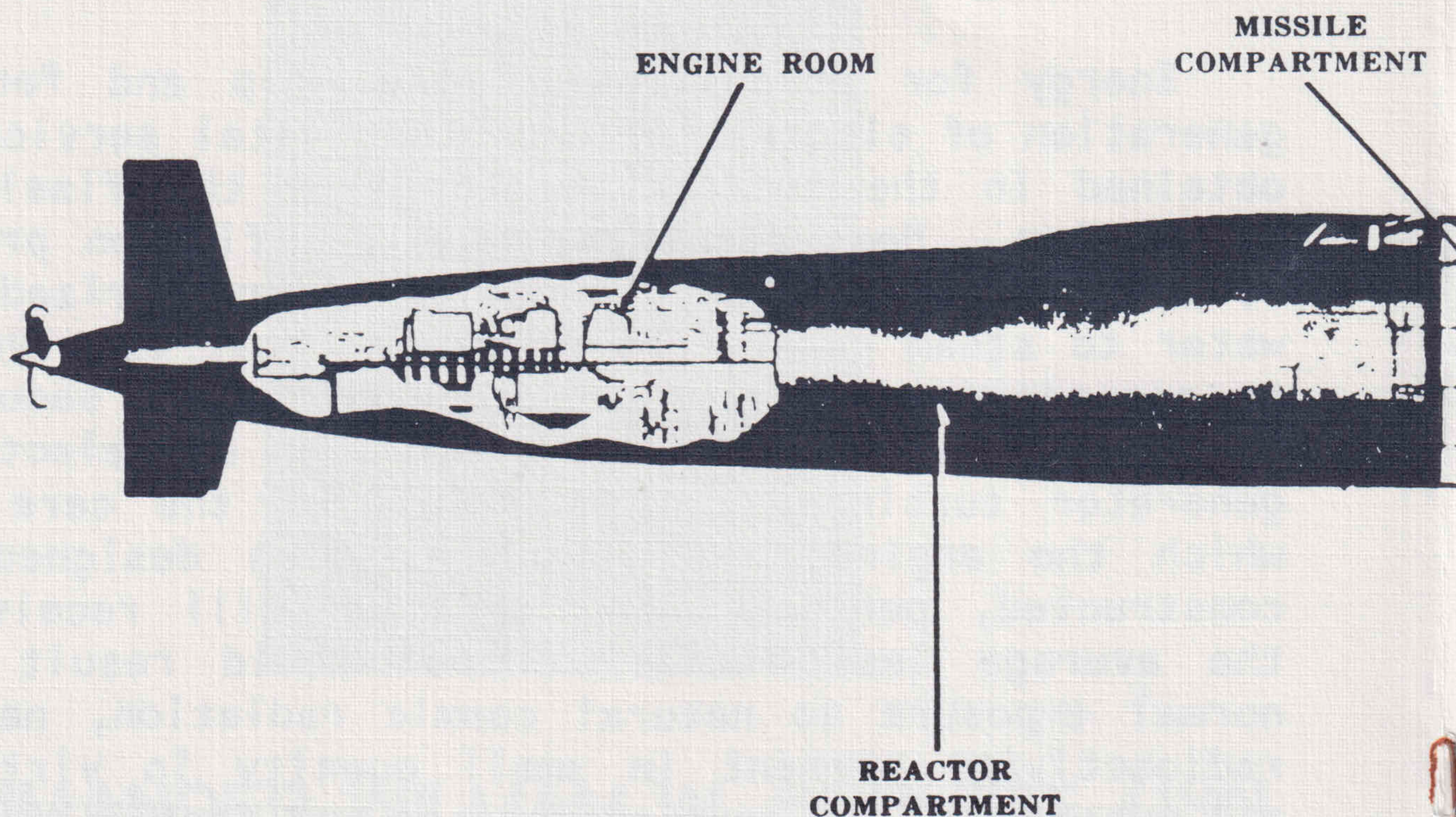
ENGINEERING PLANT

Energy for propulsion of the ship and for the generation of electricity and other vital services is obtained in the nuclear reactor from the fissioning of uranium. Heat resulting from the fission process is transferred through the medium of pressurized pure water to steam generators where the heat is given up to secondary water. Steam produced in the secondary system is used to power the propulsion and electrical generator turbines. As a result of the care with which the engineering plant has been designed and constructed, personnel on JEFFERSON will receive on the average less radiation than would result from normal exposure to natural cosmic radiation, natural radioactivity present in small quantity in virtually all substances and routine medical and dental X-rays.



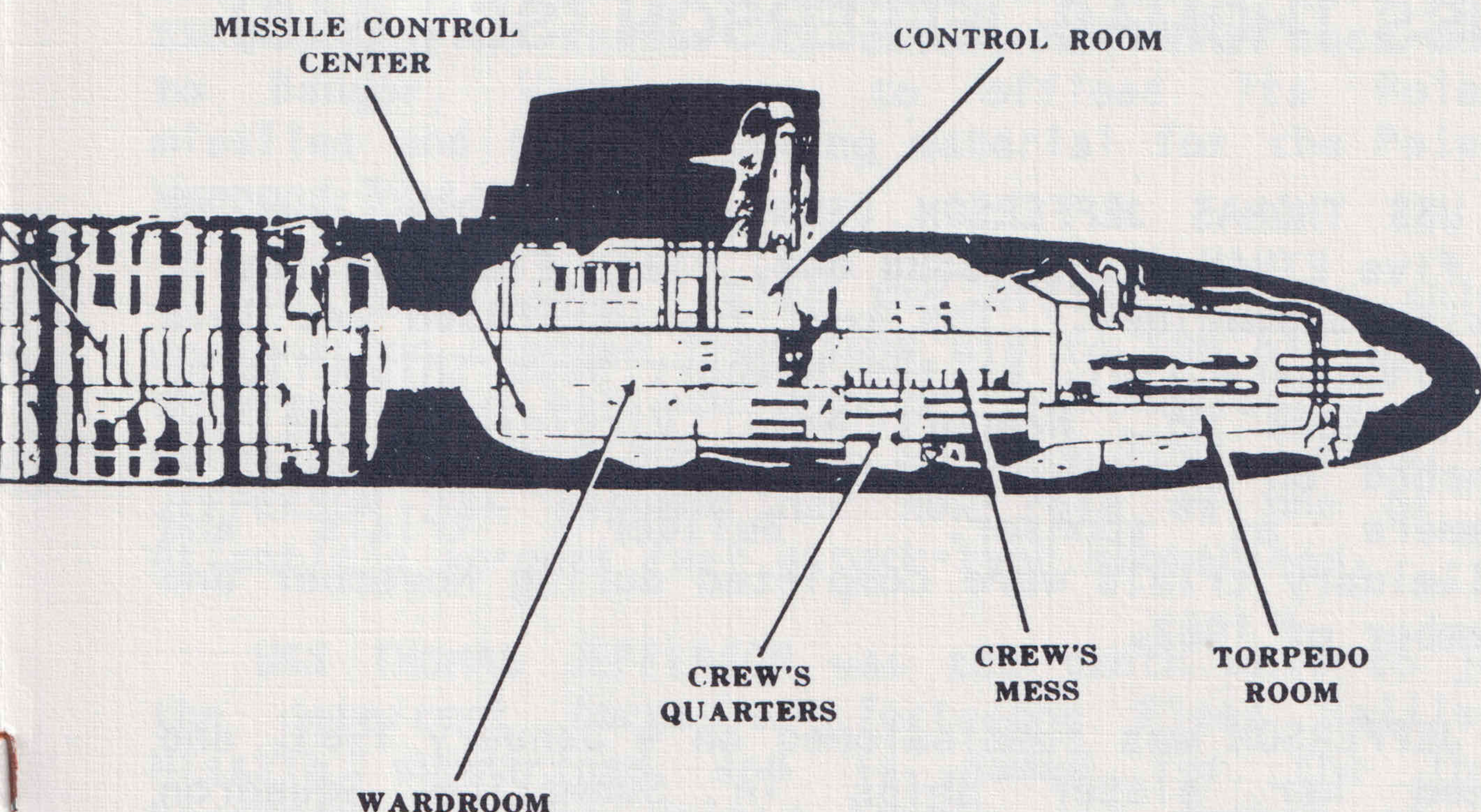
COMMUNICATIONS

Radio communication with submerged submarines have been possible for a number of years. The systems used have been devised with special care to protect the location of the submarine, maintaining the advantage of concealment. Tests have demonstrated that the Navy's world-wide net of radio stations has the power and the coverage necessary to exercise positive control over the submerged submarine.



USS THOMAS JEFFERSON is divided into six watertight compartments. The torpedo room houses the torpedoes and torpedo tubes. The operations compartment has three levels: the upper level contains the ship's control, navigation and torpedo fire control stations; the middle level provides space for officer's and chief petty officer's quarters and the crew's dining and recreation areas; and the crew's berthing area and former Polaris missile fire control center are located on the lower level. The middle compartment is the ship's largest compartment, housing the sixteen missile tubes (now empty). The remaining three compartments contain the engineering plant and provide for ship's propulsion and electricity from the nuclear reactor.

Major breakthroughs in technology were required to produce submarines capable of operations of several weeks isolated from the atmosphere. The nuclear reactor generates propulsive power and electricity without requiring oxygen or giving off exhaust, as internal combustion engines do. Oxygen for breathing is generated from sea water, and the air is



cleared of contaminating gases and particles by the atmosphere control equipment, which also provides air conditioning. Abundant fresh water is distilled from sea water. Considerable thought and effort has also been devoted to providing good food, recreation, and living conditions for the crew.

SHIP'S CHARACTERISTICS

Length:	410 ft
Beam:	33 ft
Maximum Depth:	In excess of 400 ft
Maximum Speed:	In excess of 20 knots
Submerged Displacement:	7874 tons
Ship's Complement:	130 Officers and crew
Number of Missile tubes:	16

SHIP'S HISTORY

USS THOMAS JEFFERSON (SSN 618)

USS THOMAS JEFFERSON (SSN 618) was the last of the five ETHAN ALLEN (SSBN 608) class Fleet Ballistic Missile Submarines. The keel for JEFFERSON was laid on 3 February 1961, at the Newport News Shipbuilding and Drydock Co., Newport News, Virginia. She was launched on 24 February 1962, with Mrs. Robert S. McNamara as sponsor. Builder's trials and preliminary trials were completed during November and December of 1962.

JEFFERSON was commissioned on 4 January 1963, and joined her sister ships in Submarine Squadron FOURTEEN during October of that year. After fifteen patrols from Holy Loch, Scotland, the ship returned to Newport News, in April 1967, for a shipyard overhaul. After completion of overhaul in 1968, JEFFERSON returned to Holy Loch to resume deterrent patrols until the spring of 1970, when she was transferred to Submarine Squadron SIXTEEN at Rota, Spain.

In the summer of 1973, JEFFERSON returned to the United States to conduct Midshipman Summer Training Operations from New London, Connecticut. On 14 December 1973, JEFFERSON received the Providence Plantations Concil Award presented annually to that SSBN in the Atlantic Fleet which demonstrated the most outstanding performance in carrying out her mission. Prior to entering Mare Island Naval Shipyard on the West coast, JEFFERSON completed thirty six deterrent patrols.

At the completion of the second overhaul in 1975, the JEFFERSON shifted her homeport to Pearl Harbor and joined Submarine Squadron FIFTEEN in Guam, where she performed her last strategic deterrent patrols as a two-crew FBM submarine. In both 1979 and 1980, the JEFFERSON was presented Submarine Squadron FIFTEEN's Battle Efficiency and Engineering Excellence Awards. In November 1980, upon completion of her 52nd patrol,

the JEFFERSON returned to Pearl Harbor where the two crews consolidated into one and the ship's role as an SSBN submarine neared its end. JEFFERSON then moved to Bangor, Washington, to offload its Polaris missiles and the supporting material for the Polaris Weapons Systems.

In March 1981, after the offload, the ship's designation changed from SSBN 618 to SSN 618 and the ship moved to her new homeport in Charleston, South Carolina, to join Submarine Squadron FOUR. Here, the JEFFERSON has assumed her new role as one of the Atlantic's largest fast attack-type submarines.

USS THOMAS JEFFERSON was the tenth unit to join the deterrent force of forty-one Fleet Ballistic Missile submarines and is named for the third President of the United States and author of the Declaration of Independence. Our ship's insignia, contains the ship's motto, "Hostility against Tyranny," which is an excerpt from the Jefferson credo, "I have sworn hostility against every form of tyranny over the mind of man." The silhouette depicts our namesake, whose "reputation of masterly pen" won for him the historic assignment to draft the Declaration of Independence. The sword represents this ship's military power to defend his ideas of freedom and self-government.

