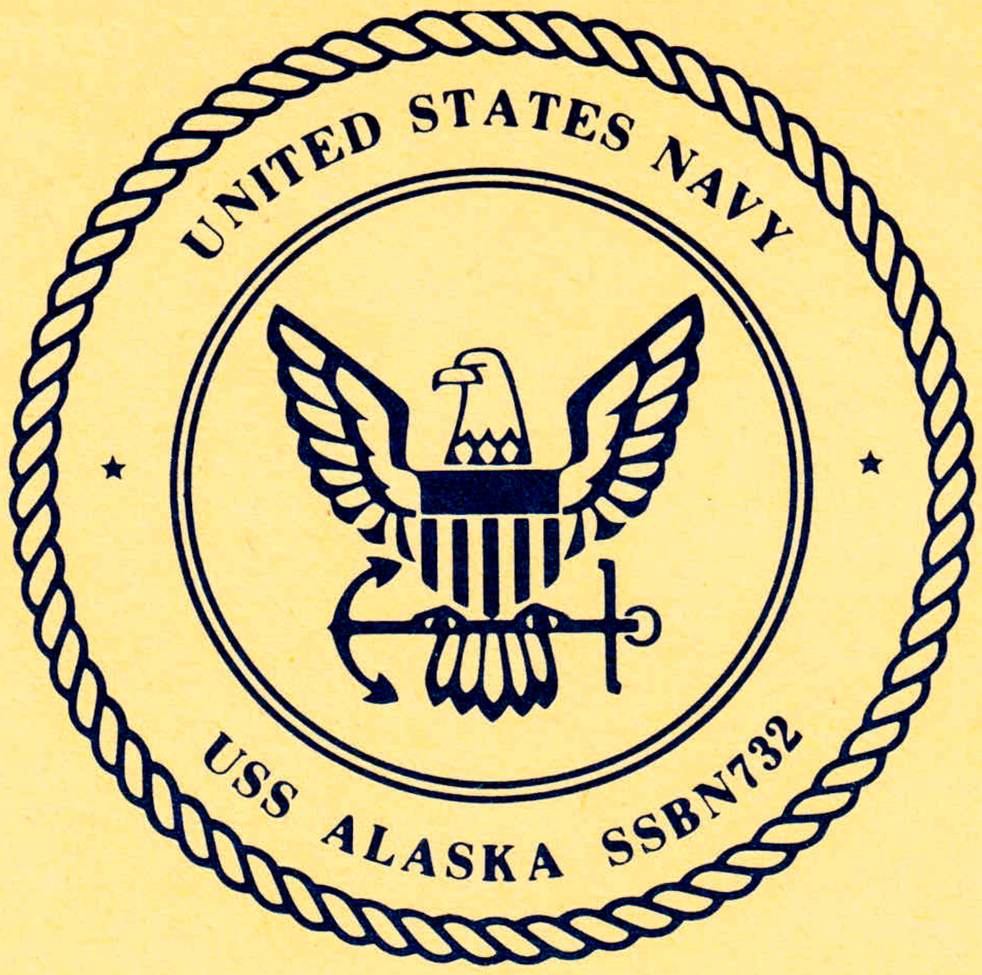
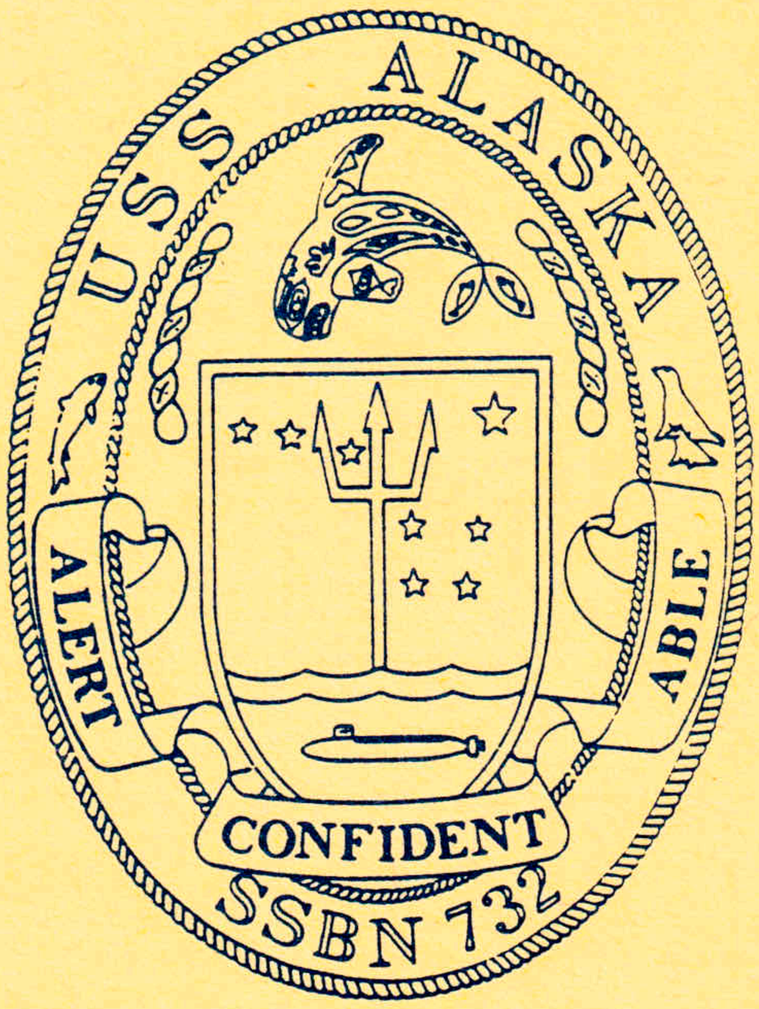


WELCOME ABOARD



USS ALASKA
(SSBN 732)

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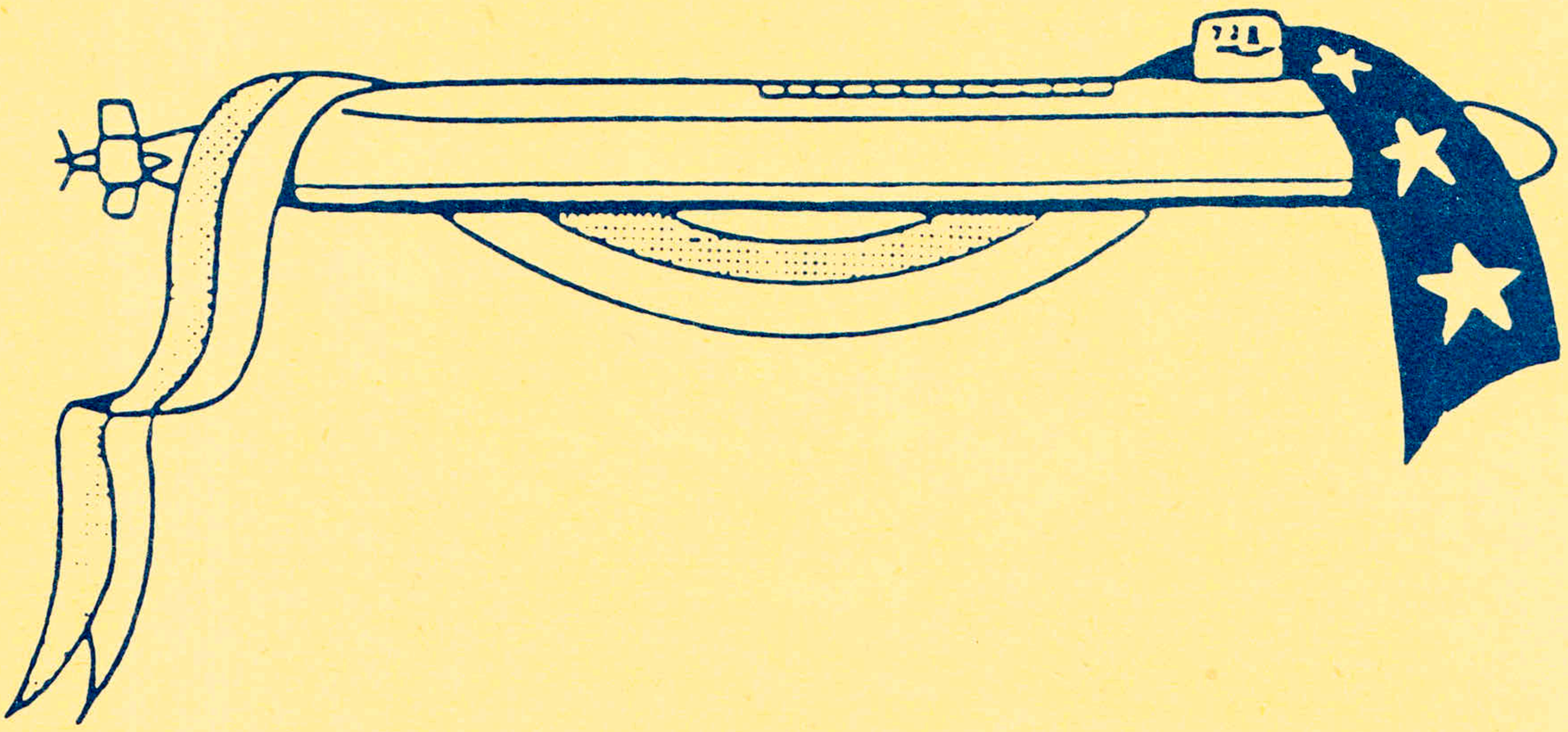

USS ALASKA
SSBN 732

STATISTICAL DATA

Launched	12 JAN 1985
First Sea Trials	18 SEP 1985
Delivered	26 NOV 1985
Commissioned	25 JAN 1986
Sponsor	Mrs. Catherine Stevens
Length	560 Feet
Displacement	
Submerged	18,750 Tons
Surfaced	16,764 Tons
Complement	
Officers	15
Chief Petty Officers	17
E—6 and below	125
	157

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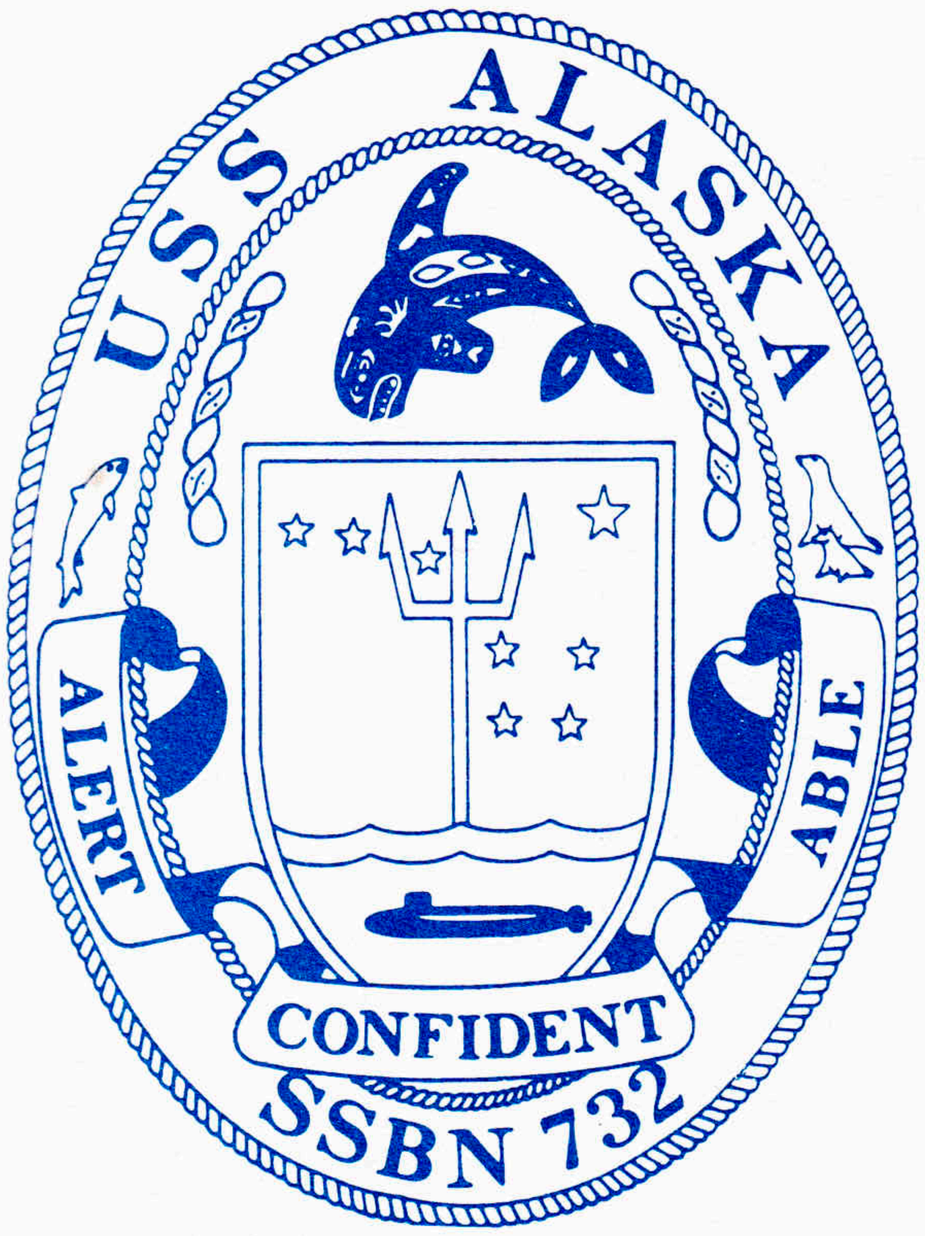

THE OHIO CLASS SUBMARINE

The Ohio Class submarines are the latest advancement in submarine technology. They are well equipped to accomplish their assigned mission, providing significant advances over previous classes of missile submarines. Specifically:

- Each Ohio Class submarine carries 50 percent more missiles than its predecessors (24 compared to 16).
- Ease of maintenance has been designed into the class, minimizing maintenance requirements and extending the period between lengthy shipyard overhauls. Ohio Class submarines are able to stay on patrols for longer periods with shorter time between patrols.
- The increased range of the TRIDENT I and TRIDENT II missiles enables Ohio Class submarines to operate in 10 times more ocean area than previous POLARIS/POSEIDON submarines.
- The longer missile range also permits basing them in the United States, rather than in foreign countries, at a substantial savings in logistic support. The first base in operation was in Bangor, Washington.
- The central command and control system of the Ohio Class submarine is the largest use of digital computers ever undertaken by the Navy for submarines.
- The increased size of the Ohio Class submarine affords much more spacious living quarters for the 160-man crew.
- Because of its size, it carries significantly better and more sonar gear than previous Polaris/Poseidon submarines.
- The total system was developed to ensure that the United States has a modern, survivable, strategic deterrent system in the 1990's and beyond.
- USS ALASKA is vital to the United States submarine force. Her mission is to maintain world peace through strategic deterrence.

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HISTORY OF USS ALASKA (SSBN 732)

USS ALASKA (SSBN 732) is the seventh TRIDENT Class Nuclear Powered Fleet Ballastic Missile Submarine and the fourth United States Navy ship to bear the name.

The keel for the current USS ALASKA (SSBN 732) was laid on 9 March 1983. On 12 January 1985, Mrs. Catherine Ann Stevens, the wife of Senator Ted Stevens from Alaska, christened ALASKA during launching ceremonies held in Groton, Connecticut.

The year between launching and commissioning was an exceedingly busy period. Builders Sea Trials, conducted between September and November 1985, successfully proved the operation of all ship's systems. Although a demanding period for both Navy and shipyard personnel, each sea trial set a record for efficiency and the ship was delivered an unprecedented ninety-four days early.

On 25 January 1986, USS ALASKA was commissioned at the Naval Underwater Systems Center, New London, Connecticut. Vice Admiral B. M. Kauderer, USN, was the Commissioning Officer and Senator Ted Stevens of Alaska was the principal speaker.

As the newest component of the fleet, the ship commenced shakedown operations and underwent an arduous series of shipwide inspections and trials. After the Blue Crew completed its operations which included the highly successful launch of a Trident I (C-4) missile, the Gold Crew relieved in February 1986 and continued the shakedown operations. Both crews established impressive records during this period.

In May 1986, the Blue Crew relieved the Gold Crew in New London, Connecticut, to take the USS ALASKA back into the shipyard at Electric Boat for the Post Shakedown Availability (PSA). Following PSA, the Blue Crew conducted several trials and then was relieved by the Gold Crew in Cape Canaveral, Florida.

On 3 September 1986, the Gold Crew began its voyage to its new homeport in Bangor, Washington. Following the transit of the Panama Canal, USS ALASKA headed to the city by the bay, San Francisco. After a stay in San Francisco, 96 dependents (fathers, sons and brothers) and eleven Alaskans including Governor Bill Sheffield then proceeded to Bangor, Washington.

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On 1 October 1986, the ship arrived at its new homeport and commenced preparations for the first Strategic Deterrent Patrol. In November and December 1986, both crews completed the first refit at Submarine Base, Bangor, and the Blue Crew then conducted the first USS ALASKA Strategic Deterrent Patrol. Subsequently the Gold Crew completed its first patrol in the spring of 1987.

In July 1987, the Great Ship visited the "Great Land" with both crews visiting their honorary homeports of Seward for the Blue Crew and Fairbanks and Fairbanks North Star Borough for the Gold Crew. The citizens of Alaska greeted the crews with true Alaskan hospitality and the strong ties between the state and the ship were further strengthened.

A key element of our nation's strategic deterrent forces, the USS ALASKA (SSBN 732) continues the proud tradition established by her predecessors.

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TRIDENT MISSILE

The Trident I missile is a three-stage, solid propellant, inertially guided fleet-ballistic missile. Its 4,000-mile range is a marked improvement over the 2,500-mile range of the Poseidon missiles currently in use on most of the ships in the nation's present fleet of missile-firing submarines.

The missile's manufacturer, Lockheed Missiles and Space Company, achieved the increase in range without a commensurate increase in physical dimensions over the Poseidon missile (a number of Poseidon subs have been backfitted with the Trident I) through several technological advances. Those advances were made in several key areas, including propulsion, micro-electronics and the weight-saving material area. Missile range is controlled by trajectory shaping with Generalized Energy Management Steering (GEMS).

In addition, Trident I uses an "aerospike" to increase its aerodynamic performance. The spike is attached to the front end of the missile and telescopes into position after launch.

The first Trident missile was launched from a flat pad at Cape Canaveral, Florida, on January 18, 1977. The missile was first deployed at sea aboard the USS Francis Scott Key (SSBN 657) in October, 1979. Trident subs carry 24 of the missiles. Each can be independently targeted.

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ALASKA — THE STATE

Spectacular. Magnificent. Breathtaking. Eavesdrop on a conversation about the nation's 49th state and the chances are very good that these adjectives will be heard often. The state's name — Alaska — comes from the Aleut for "Great Land." The name fits the huge land mass known as "The Last Frontier" and the "Land of the Midnight Sun."

Alaska's total area — 586,400 square miles — is one fifth the size of the rest of the United States put together and twice the size of Texas, the second largest state. Its coast line is longer than that of all the lower 48 states — 33,000 miles. It has 10 rivers longer than 300 miles, 3,000,000 lakes, North America's highest mountain (Mount McKinley at 20,320 feet) and more than half the world's glaciers. One glacier covers an area larger than that of the state of Rhode Island.

Purchased from Russia in 1867, Alaska became a judicial land district in 1884 and a territory in 1912. In 1955, Alaskans elected delegates to a constitutional convention and a year later the territorial voters adopted the Alaska Constitution. In 1958, the statehood measure passed both houses of Congress and was signed by President Eisenhower. On January 3, 1959, Alaska became the 49th state.

From the steep, mountainous fjord-indented region of southeastern Alaska to the tundra-covered rolling uplands and coastal plains of the Artic Slope, Alaska is a land of scenic wonders. Much of Alaska's primal beauty remains as it was when the state was purchased from the Russians. The variety of flora and fauna found in Alaska make it a naturalist's paradise. The bounty of its rivers and the coastal waters make it a fisherman's delight.

Today, major industries such as petroleum, commercial fishing and tourism as well as large military installations provide work for the state's residents. In 1982, for example, tourists in search of an Alaskan adventure poured $277 million into the state's economy. They came in cruise ships, airplanes and automobiles to see firsthand Alaska's scenic wonders and to savor its aura of individuality.

With its great size and widely scattered population centers, Alaska has developed the most sophisticated air transportation system in the United States. Alaska has the highest per-capita flight mileage as well as more airports than any other state. Additionally, private flying is more prevalent than in any other state. The state also enjoys a well-developed system of water transportation and an expanding system of roads. The Alaskan Railroad provides a key link in movement of goods and people.

Alaskans are especially proud of the University of Alaska with its main campus near Fairbanks and branches in Anchorage, Ketchikan, Juneau, Kenai, Palmer and Sitka. Its geophysical research center is world-renowned and the university is a leader in Artic research.

Cultural development has thrived in Alaska. Museums dot the state and Anchorage boasts a first-class symphony orchestra. Annual art, craft and other festivals also enrich life throughout the state.

Rich in history, rich in progress and populated by people who are warm, outgoing and display a real pioneer spirit, Alaska is truly the "Great Land."

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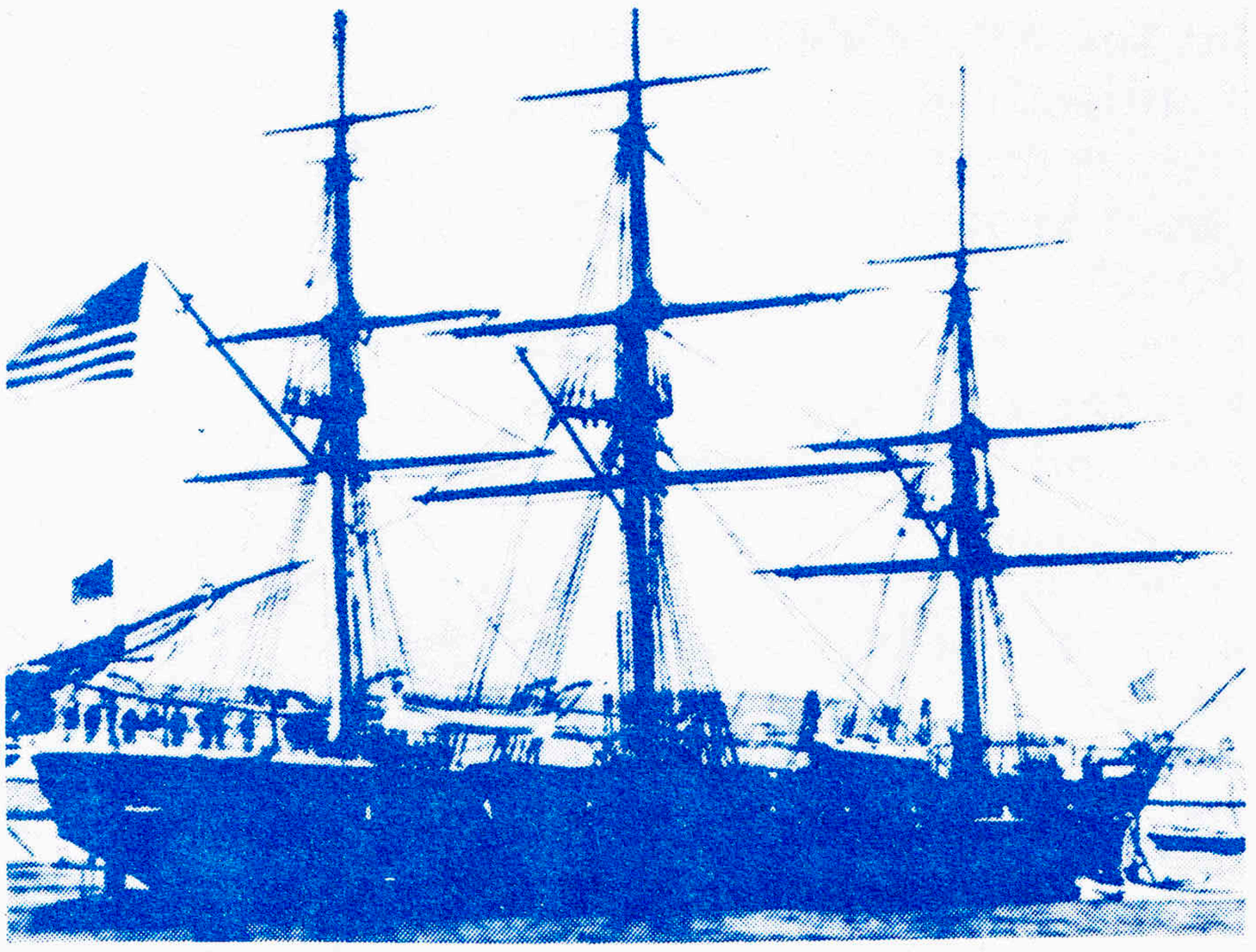
Other Ships Named Alaska



USS ALASKA

Alaska is the first submarine and the fourth U.S. Naval vessel to bear the name.

Her predecessors were a gunboat, a minesweeper and a large cruiser.

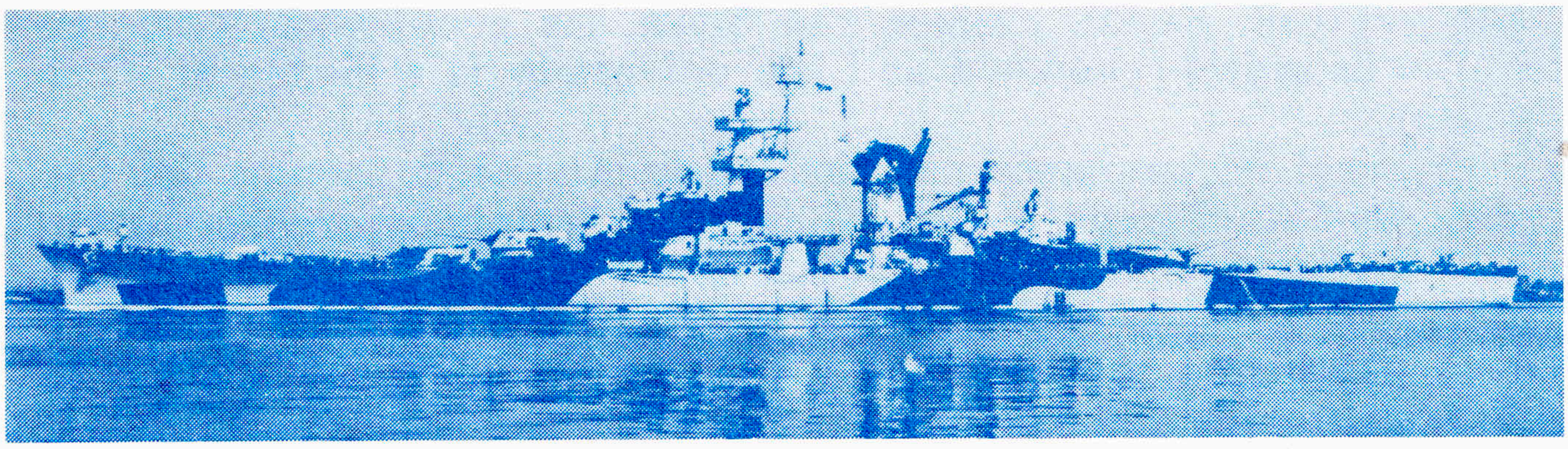
The gunboat, which served from 1869-1883, saw service with the Asiatic, European and Pacific Squadrons. While in the Asiatic Squadron, she took part in the Korean Expedition in May and June of 1871.

The second Alaska, built as a steam fishing vessel in 1881, had a short naval career. Chartered by the Navy in September, 1918, she was converted to a minesweeper and operated out of Charleston, South Carolina until decommissioned and returned to her owner in January, 1919.

The third Alaska (CB-1) joined the fleet in 1944 and saw combat service in the final months of World War II as part of the Pacific Fleet.

The 808-foot cruiser participated in the invasions of Iwo Jima and Okinawa, raids on the Honshu and Nansei Shotos and operations against Japan. For her war action, she received three battle stars.

Following the war, Alaska remained in the Far East supporting the occupation of Japan, China and Korea until November, 1945. Returning to the United States for pre-inactivation overhaul, she was decommissioned in 1947.



USS ALASKA (CB-1)

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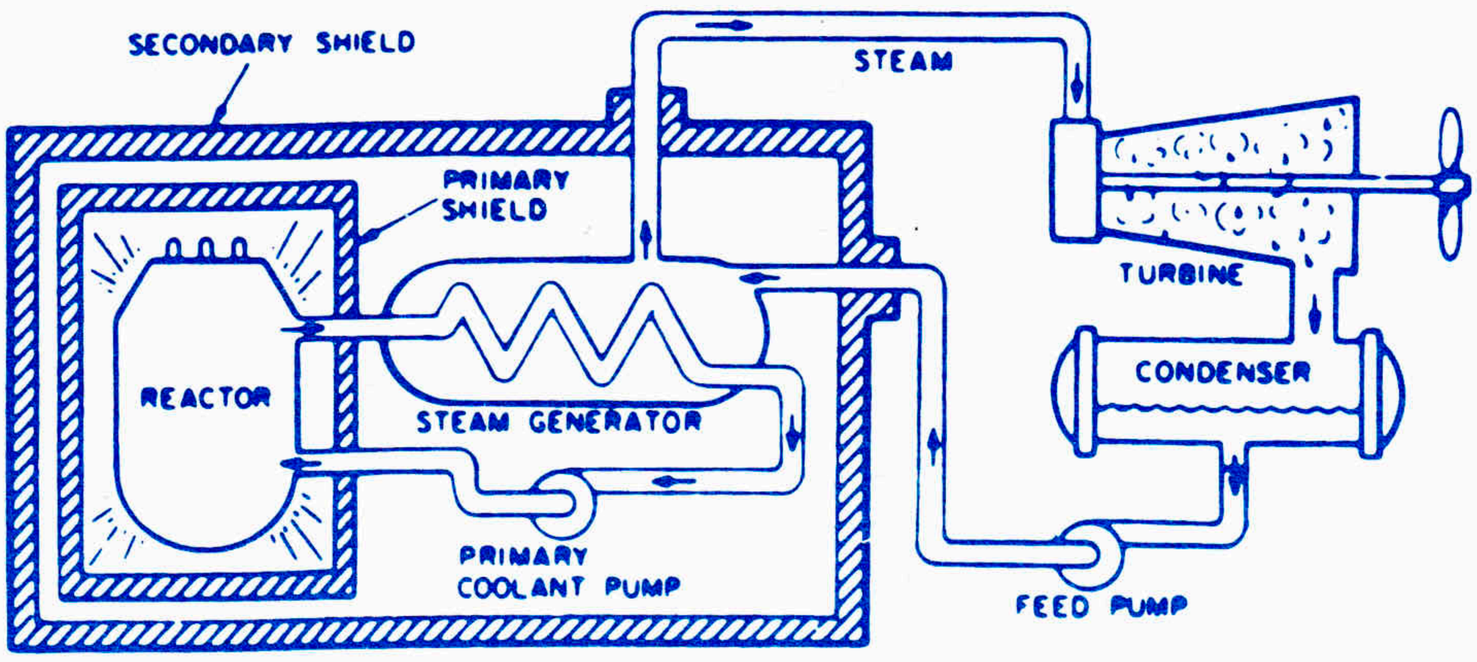
THE NUCLEAR REACTOR PLANT

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.

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EMERGENCIES

Should any emergency situation arise, alarms will be sounded and the word will be passed. You are requested to STAND FAST BUT CLEAR of all passageways and operating areas. Do not obstruct ladders, hatches, or watertight doors. Allow ship's personnel to perform required action without interference. The member of the ship's company in charge at the scene will explain the situation as soon as he is able. Please follow the instructions of the man in charge at the scene without hesitation. In most instances, the best place to be during a casualty or drill is in or near your assigned bunk. If the casualty or drill is in your berthing space, or if your assistance is desired, a ship's officer will contact you and give directions.

OPERATION OF SHIP'S EQUIPMENT

Do not operate any equipment or switches, position any valves or enter any posted areas without prior approval from ship's force to do so. Observe posted precautions and procedures in all operations.

In order to ensure the safety of the ship and to obtain satisfactory test data, guests are advised that all tests and all operations of the ship MUST be ordered, controlled, and conducted by ship's force.

SECURITY

Certain aspects of the ship's operational characteristics and certain areas of the ship are classified. The Radio Room, Sonar Room, Navigation Center, Data Processing Equipment Room, Missile Control Center, and the Engine Room are classified areas.

INJURY OR ILLNESS

Report any injury, no matter how minor, to the Medical Department Representative for treatment. The Medical Department Representative is available for medical advice at all times. Sick call is normally held at 0800 daily.

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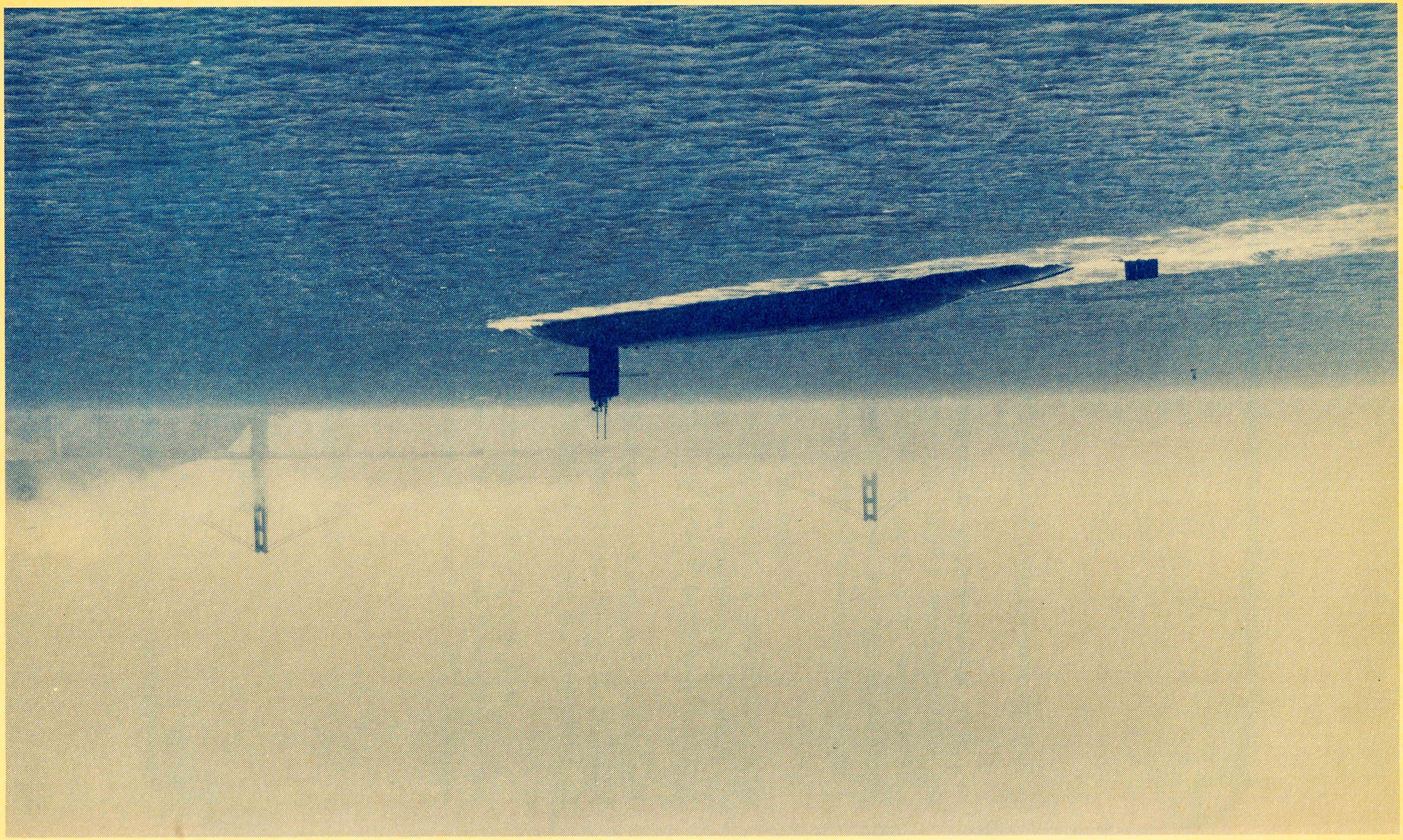

The Submariner

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 herself, 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.

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