



SUBMARINE FORCE
U.S. ATLANTIC FLEET



USS GRAYLING (SSN-646)



UNITED STATES SHIP GRAYLING

Welcome Aboard,

The officers and crew of Grayling take great pride in extending to you the hospitality of the Submarine Force of the United States Navy. It is our desire to make your visit with us as informative and pleasant as possible. All the members of the ship's crew are ready to assist you in any way possible; you have only to ask.

For those people who may be spending some time with us, bear in mind that this is a warship; Grayling is neither spacious nor designed for large numbers of people. We ask that you bear with us in this respect.

As your hosts, all of us in Grayling hope your visit will be informative, interesting, and pleasant and that this pamphlet can serve as a memento of your visit.

T. R. ECKERT
COMMANDER,
UNITED STATES NAVY

USS GRAYLING (SSN 646)

Built by
PORTSMOUTH NAVAL SHIPYARD
PORTSMOUTH, NEW HAMPSHIRE

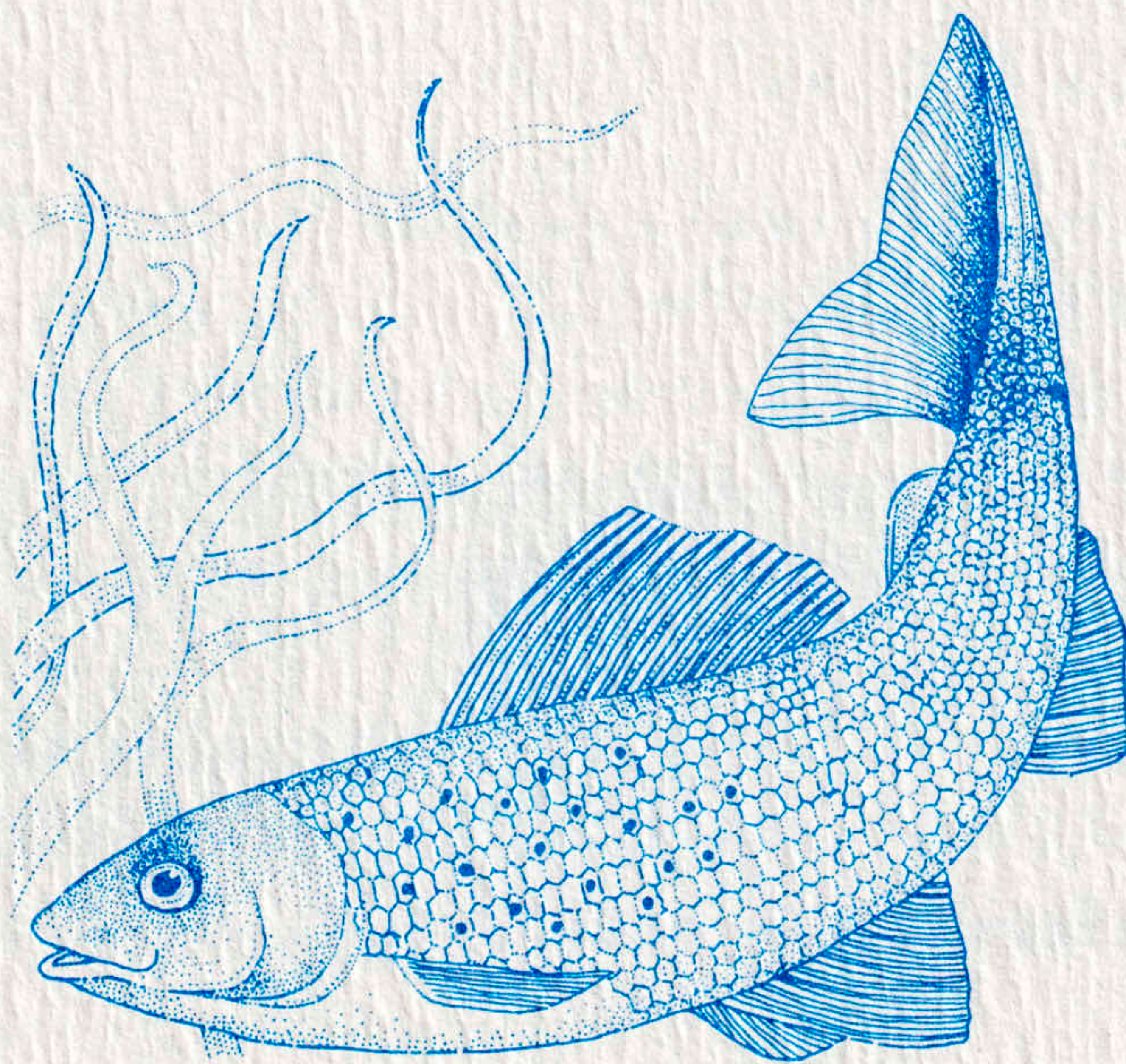
Keel laid 12 May 1964
Launched 22 June 1967
Commissioned 11 October 1969
Length 292 feet
Beam 32 feet
Displacement surfaced 4060 tons
Speed Over 20 Knots
Diving depth Over 400 feet
Assignment Submarine Squadron Four
Charleston, S. C.

COMMANDING OFFICERS

May 1967 - Oct 1971 CDR Charles R. Baron, USN
Oct 1971 - Nov 1974 CDR L. Stanard-Severance Jr., USN
Nov 1974 - Feb 1978 CDR Kenneth E. Cox, USN
Feb 1978 - CDR Thomas R. Eckert, USN

GRAYLING

A GRAYLING is a trout-like food and sport fish found in the clear fresh waters of Northern North America and Eurasia. The most common species, *Thymallus Arcticus*, is distinguished by a small mouth, large scales, unusually large eyes and a handsome silvery-purple color. In addition, the GRAYLING has a long flag-like dorsal fin and reaches lengths of up to eighteen inches.



SHIP'S MISSION

USS GRAYLING (SSN-646) is a fast attack nuclear submarine of the SSN 637 Class. Her primary mission is to seek out and destroy enemy ships of any type. She is equipped with the most advanced sonar and fire control system.

GRAYLING has been specially designed to operate quietly and indefinitely at high speeds while completely submerged. This gives her great advantage in offensive and defensive action.

COMMANDER
THOMAS R. ECKERT
United States Navy

Commander Thomas R. Eckert, a native of River Edge, New Jersey, graduated from the United States Naval Academy in 1961. He has served in destroyers and in both fleet ballistic missile and attack nuclear submarines. Commander Eckert served as Engineer Officer in USS SAM HOUSTON (SSBN 609) and as Executive Officer in USS LAPON (SSN-661).



In addition to his tours aboard ship, Commander Eckert served as a member of the U. S. Atlantic Fleet Nuclear Propulsion Examining Board. He was awarded the Navy Achievement Medal for this service and for service in HOUSTON. He is authorized to wear the SSBN Deterrent Patrol Insignia for participation in nine Polaris patrols.

Commander Eckert is married to the former Joan Marie Gatti of Hackensack, New Jersey. They have three children, Kim, Susan and Elizabeth.

HISTORY OF SHIPS NAMED GRAYLING

The first Grayling (SS-18) was built by the Fore River Shipbuilding Company of Quincy Massachusetts. Her keel was laid on the sixteenth of April, 1908, and she was launched on the sixteenth of June, 1908, under the sponsorship of Miss Catherine H. Bowles, daughter of the President of the Fore River Shipbuilding Company. She was commissioned in the Boston Navy Yard on the twenty-third of November, 1909, with Lieutenant Owen Hill, USN, commanding.

Grayling (SS-18) had an overall length of 134 feet and a submerged displacement of 337 tons. She could make 13 knots surfaced, 9.5 knots submerged and had a design depth of 200 feet. She had a complement of one officer and fourteen enlisted men, and was armed with four 18-inch torpedo tubes for which she carried four torpedoes. She was decommissioned on the eighteenth of January, 1922.

The second Grayling (SP-1259) was a motor boat built in Massachusetts in 1915. She was leased by the Navy from her owner, Mr. E. E. Gray, and commissioned on the twenty-second of May, 1917, for service as a patrol craft of the First Naval District at Boston. Following decommissioning, she was returned to her owner on the thirteenth of November, 1918.

The fourth Grayling (SS-209) was built by the Portsmouth Naval Shipyard. Her keel was laid on the fifteenth of December, 1939, and she was launched on the fourth of September, 1940, under the sponsorship of Mrs. F. Leary, wife of Rear Admiral Leary, USN. She was commissioned in the Portsmouth Naval Shipyard on the first of March, 1941, with Lieutenant Commander Eliot Olesen, USN, commanding.

Grayling (SS-209) had an overall length of 307 feet and a submerged displacement of 2370 tons. She had a top surface speed of 20 knots, a submerged speed of 8.75 knots and a design depth of 250 feet. She had a complement of 5 officers and 54 enlisted men, and was armed with ten 21-inch torpedo tubes, one 3-inch .50 caliber gun and four machine guns.

On December thirty-first, 1941, GRAYLING was the site of the ceremony where Admiral Chester W. Nimitz took command of the Pacific Fleet. Shortly after this, on the fifth of January, 1942, she left for the first of eight war patrols. During these patrols she created a distinguished record for herself by sinking several cargo ships and several large tankers. Grayling departed for her eighth war patrol on July thirteenth, 1943, under the Command of Lieutenant Commander Robert Marion Brinker, USN. She never returned. She was lost sometime between the ninth and twelfth of September while cruising the Lingayen Gulf waters.

USS GRAYLING (SSN-646)

The fifth GRAYLING (SSN-646) is named in commemoration of USS GRAYLING (SS-209), lost while conducting her eighth war patrol in the Pacific under the command of Lieutenant Commander Robert Marion Brinker, USN. The keel of the fifth GRAYLING (SSN-646) was laid 12 May 1964. Striking the first symbolic arc at the keel laying ceremony was Rear Admiral Olsen, USN, Retired, of York Harbor, Maine. Rear Admiral Olsen was the first commanding officer of GRAYLING (SS-209) and conducted three of her eight war patrols in the Pacific during World War II.

GRAYLING (SSN-646) was commissioned on 11 October, 1969 and shortly thereafter left Portsmouth for her homeport of Charleston, South Carolina. Following post shakedown availability, GRAYLING was assigned to several Chief of Naval Operations research and development projects. She participated in the MK 48 Torpedo Evaluation Program from September of 1970 to December of 1972 and was awarded two Meritorious Unit Commendations for her work. In October of 1972 GRAYLING became the second submarine in the Atlantic Fleet to become certified to carry an operational MK 48 Torpedo and in December of that year became the first submarine to conduct salvo firings of this new weapon. GRAYLING completed her first regular overhaul at Portsmouth Naval Shipyard, New Hampshire, in May of 1974. Following post overhaul refresher training and shakedown, she resumed operations with the U. S. Atlantic Fleet.

During the period from January through July of 1975 GRAYLING deployed to the Mediterranean as a member of the Sixth Fleet. In June of 1976 she was awarded the COMSUBLANT Engineering "E" and Weapons/Operations "A" for fiscal year 1976 and was the Submarine Force U. S. Atlantic Fleet nominee for the Arleigh Burke Fleet Trophy. From July until October of 1976 GRAYLING conducted an extended deployment in the North Atlantic, and from May thru October of 1977 was deployed as a unit of the Sixth Fleet in the Mediterranean.

