Welcome Aboard

UNITED STATES SHIP TINOSA SSN 606

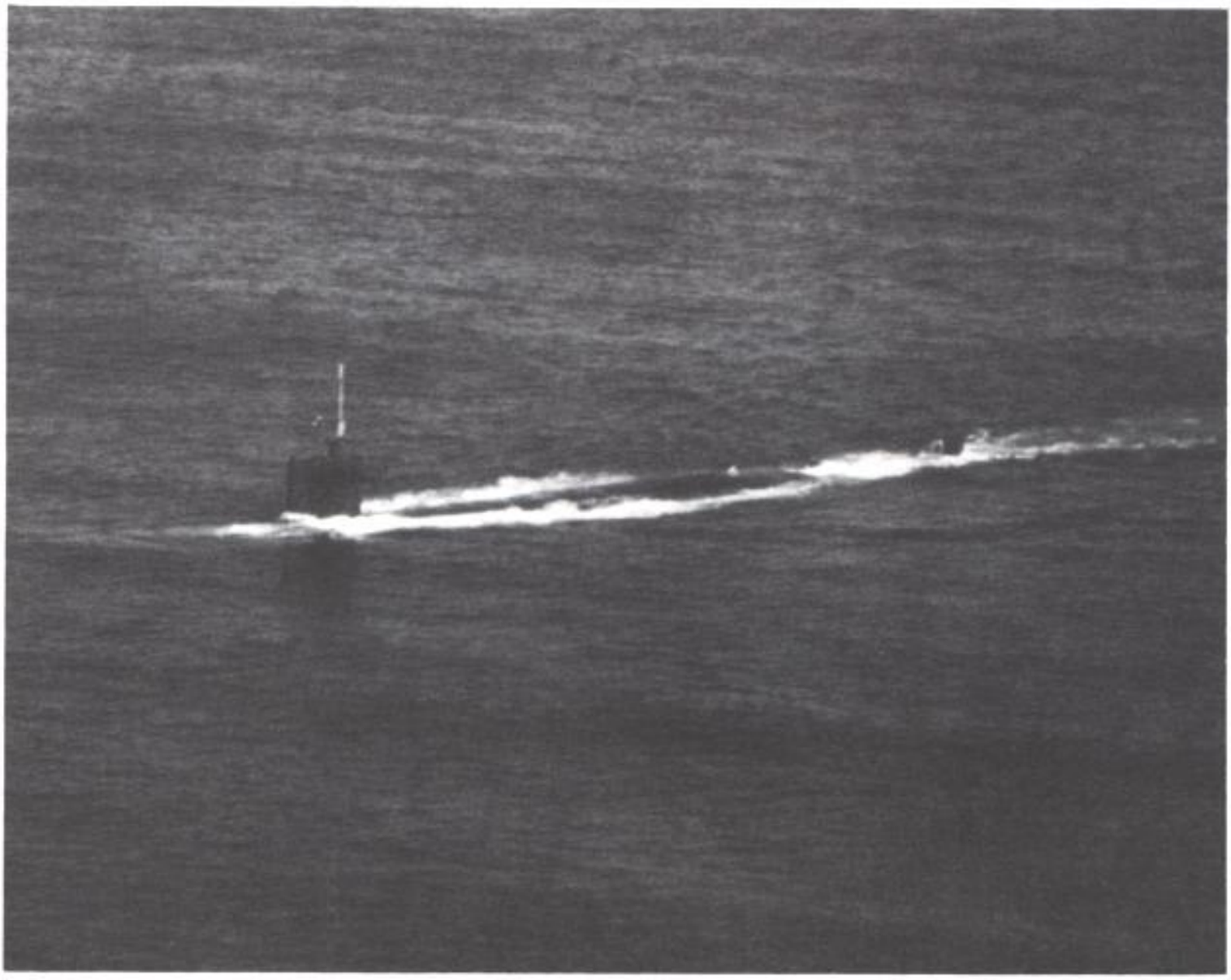
Commanding Officer USS TINOSA (SSN606) takes pleasure in welcoming you on board.

We hope that your visit to our ship will not only introduce you to the features of the submarine, but will also impress you with our pride in TINOSA, and our determination to make and keep her the finest possible.

It is our sincere desire to make your stay as pleasant as possible. If there is something we can do for you, please ask.

TINOSA FISH

The fish for which the ship is named (Caranx lugubris) reaches a length of 30 inches and has a sooty blackish, or grayish brown colored body. Though found in warm waters of both the Atlantic and Pacific Oceans, it is frequently seen only about Cuba where its common name, Tinosa, originated. The Tinosa has yellowish tipped pectoral and caudal fins, a large head and belongs to the Caragnidae along with the better known Pompano, Runner and Jack. Its flesh is often regarded as poisonous in Cuba and its sale there, at least at one time, was forbidden.



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The nuclear propulsion plant provides unlimited cruising range and allows the ship to remain submerged up to the limits of human endurance.

TINOSA was contructed at the Portsmouth Naval Shipyard, Portsmouth, New Hampshire. Her keel was laid 24 September 1959. She was launched 9 December 1961 and was commissioned 17 October 1964. A SUBSAFE overhaul was conducted at Portsmouth Naval Shipyard from May 1969 to December 1971. A second major overhaul, including the installation of a new long-life reactor core and the latest sonar system, was conducted at Ingalls Shipbuilding in Pascagoula, MS from August 1975 to December 1977.

GENERAL INFORMATION

ARRANGEMENT

The general arrangement of the ship is presented on the page at the left. The ship consists of five compartments: Forward Room, (8,817 cubic feet); Midships Compartment, (31,896 cubic feet); Reactor Compartment and Tunnel, (10,750 cubic feet) and Engine Room, (28,821 cubic feet).

CAUTION

Do not attempt to operate any equipment, twist knobs, flip switches, or turn any valves. There are members of the crew on watch in every compartment to assist you. Please observe all warning signs. Smoking is permitted throughout the ship except in bunks, bilge areas, or in the vicinity of pyrotechnics or oxygen stations.

EMERGENCIES

In the event of an emergency, stand fast but clear of all passageways and watertight doors so that ship's personnel 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 he is able. If you are requested to clear an area please do so expeditiously and quietly.

ACCESS AND CONGESTION

Visitors are always welcome in any authorized space (see Security section) when the operations of the ship permit. However, at most operating and control stations the space is very limited. As a result, it is necessary for any person not on watch to have permission of proper authority before being allowed in the space. This regulation is in effect at all times and for all persons embarked, including members of the ship's company. You are asked to conscientiously abide by these regulations. If allowed in an area so controlled, you will be requested to leave when necessary. Summarized below are those areas in which access in controlled in this manner and the name of the watchstander who may allow visitors in the area:

CONTROL ROOM - Officer of the Deck
Chief of the Watch (when surfaced)

SONAR CONTROL - Sonar Supervisor (NOTE: Only authorized personnel are permitted in this space.)

MANEUVERING ROOM - Engineering Officer of the Watch (NOTE: No visitors, official busniess only, permitted in this space.)

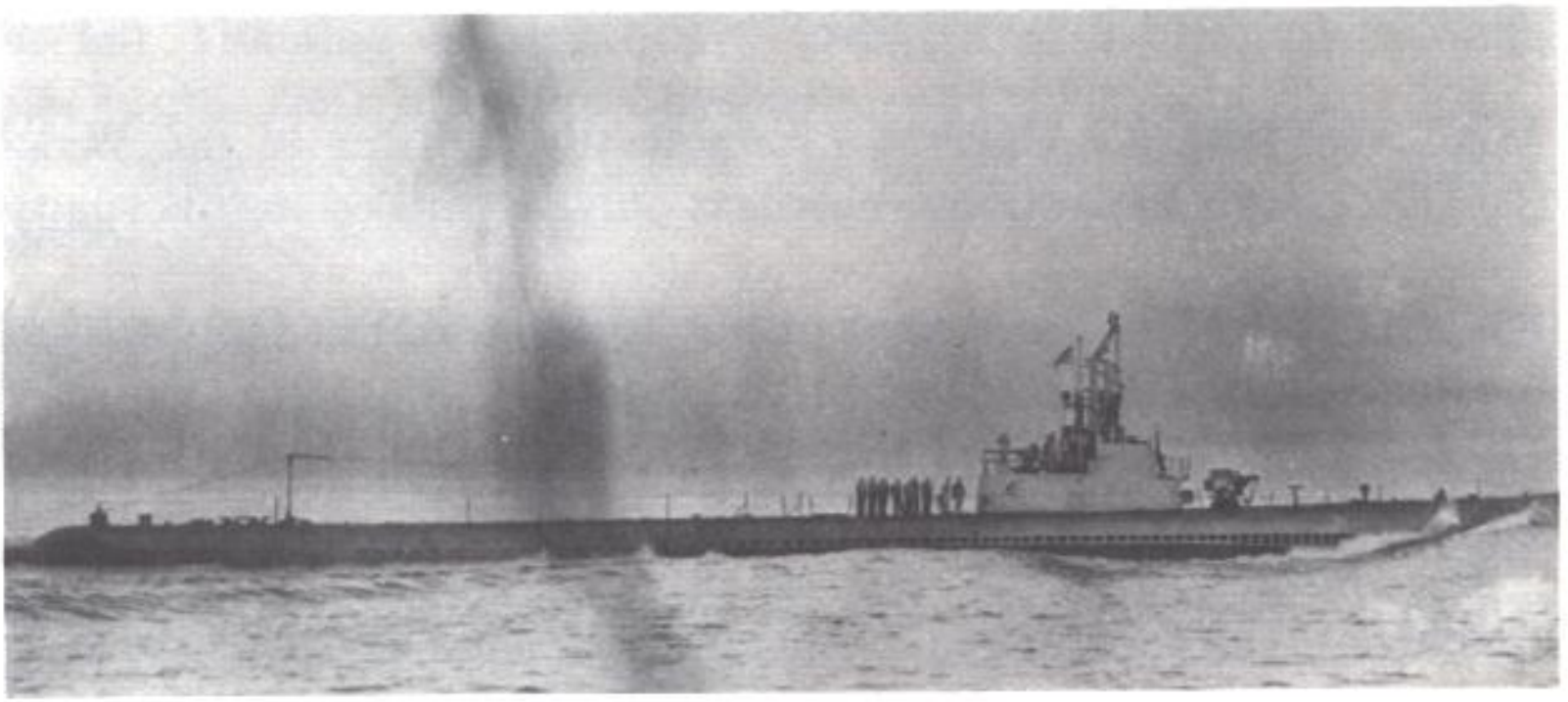
RADIO ROOM - Radioman of the Watch (NOTE: Only authorized personnel are permitted in the space.)

ACCESS TO BRIDGE -

The bridge area is very small, with room for only two watchstanders. In order to permit the watchstanders to have sufficient room to carry out their duties, visitors are not generally allowed on the bridge. The chief of the watch controls access to the bridge.

SECURITY -

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



The first USS TINOSA (SS 283) was built by Mare Island Naval Shipyard. She was commissioned 15 January 1943, under the command of Lieutenant Commander Lawrence R. Daspit, who later became Commander Submarine Forces, Atlantic.

The SS 283 made 12 World War II patrols, damaging 12 and sinking 22 enemy ships. Included among her outstanding achievements were collection of information which substantially improved torpedo reliability; and participation in the 1945 "Hellcat Raid" into the Sea of Japan for mine detection studies. Training for the later mission was directed by Commander W.B. "Barney" Sieglaff, who also achieved flag rank.

TINOSA and her crew earned 18 Bronze Stars, 1 Legion of Merit, 3 Navy Crosses and the Presidential Unit Citation.

The SS 283 was stricken from the Navy List of Ships 18 February 1959. Subsequently the hull was used in submarine damage control and salvage operations.

ORDERS

If you are under military orders, please turn your orders into the Yeoman in the Ship's Office (Midships Compartment, middle level, forward of the crew's mess.)

RADIATION SAFETY

All radiation warning signs and markers are to be observed. These consist of magenta and yellow signs, ropes or ribbons. Only authorized persons are allowed in areas marked "Radiation Area." No loitering is allowed.

THERMO LUMINESCENT DOSIMETERS

All personnel embarked are required to wear a Thermo Luminescent Dosimeter (TLD). You will be issued one upon boarding, if you do not already possess one. It is anticipated that you will receive no detectable radiation. In the event that you do, a report will be forwarded to your parent activity.

TLD's must be worn to all times, on your belt. Loss of a TLD should be reported to the Leading Engineering Laboratory Technician immediately. All TLD's issued by the Engineering Laboratory Technicians must be returned at the end of the cruise. Ensure that you have a TLD in your possession prior the ship getting underway.

MEDICAL FACILITIES

The Hospital Corpsman should be consulted for any illness or injury that may occur during the cruise. It is recommended that those personnel susceptible to motion sickness obtain medication prior to getting underway, however, medication for this purpose will be available throughout the cruise.

THE POWER PLANT

The power plant of a nuclear submarine is based upon a nuclear reactor which provides heat for the generation of steam. This, in turn, drives the main propulsion turbines and the ship's turbo-generators for electric power.

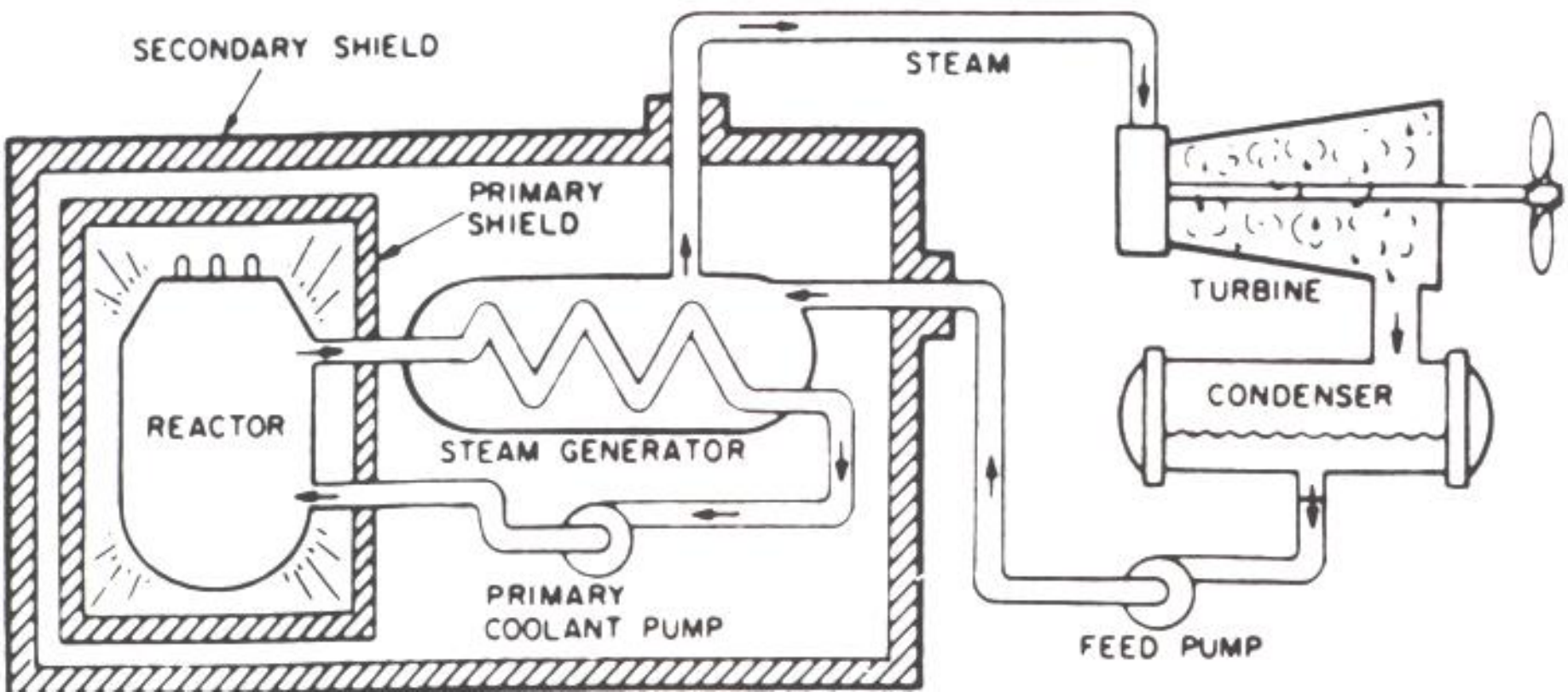
The primary system is a circulating water cycle and consists of the reactor, loops for piping, primary coolant pumps and steam generators. Heat produced in the reactor by nuclear fission is transferred to the circulating primary coolant water which is pressurized to prevent boiling. This water is then pumped through the steam generator and back into the reactor by the primary coolant pumps for reheating in the next cycle.

In the steam generator, the heat of the pressurized water is transferred to a secondary system to boil water into steam. This secondary system is isolated from the primary system.

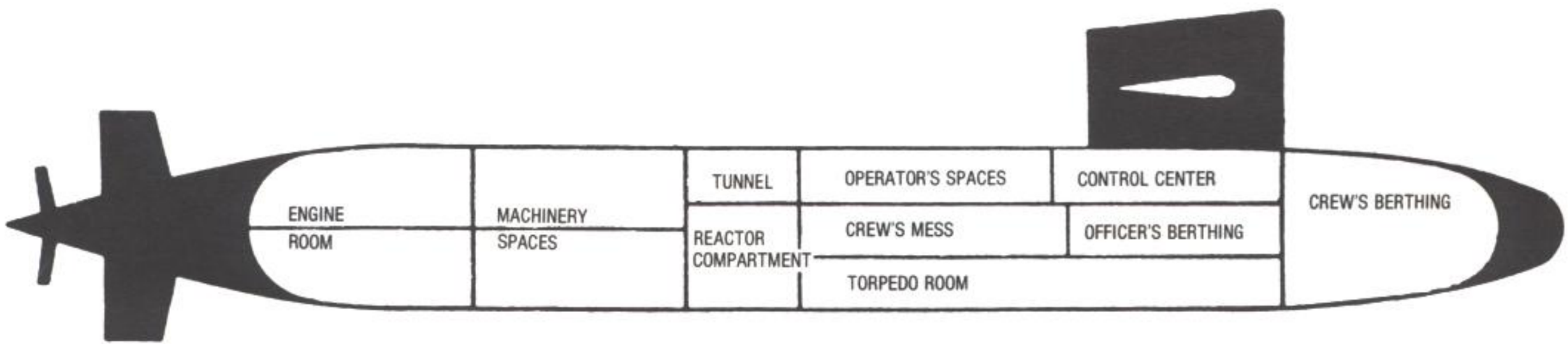
From the steam generators, steam flows to the engine room where it drives the turbo-generators, which supply the ship with electricity, and the main propulsion turbines, which drive the propellor. After passing through the turbines, the steam is condensed and the water is fed back to the steam generators by the feed pumps.

There is no step in the generation of this power which requires the presence of air or oxygen. This fact alone allows the ship to operate completely independent from the earth's atmosphere for extended periods of time.

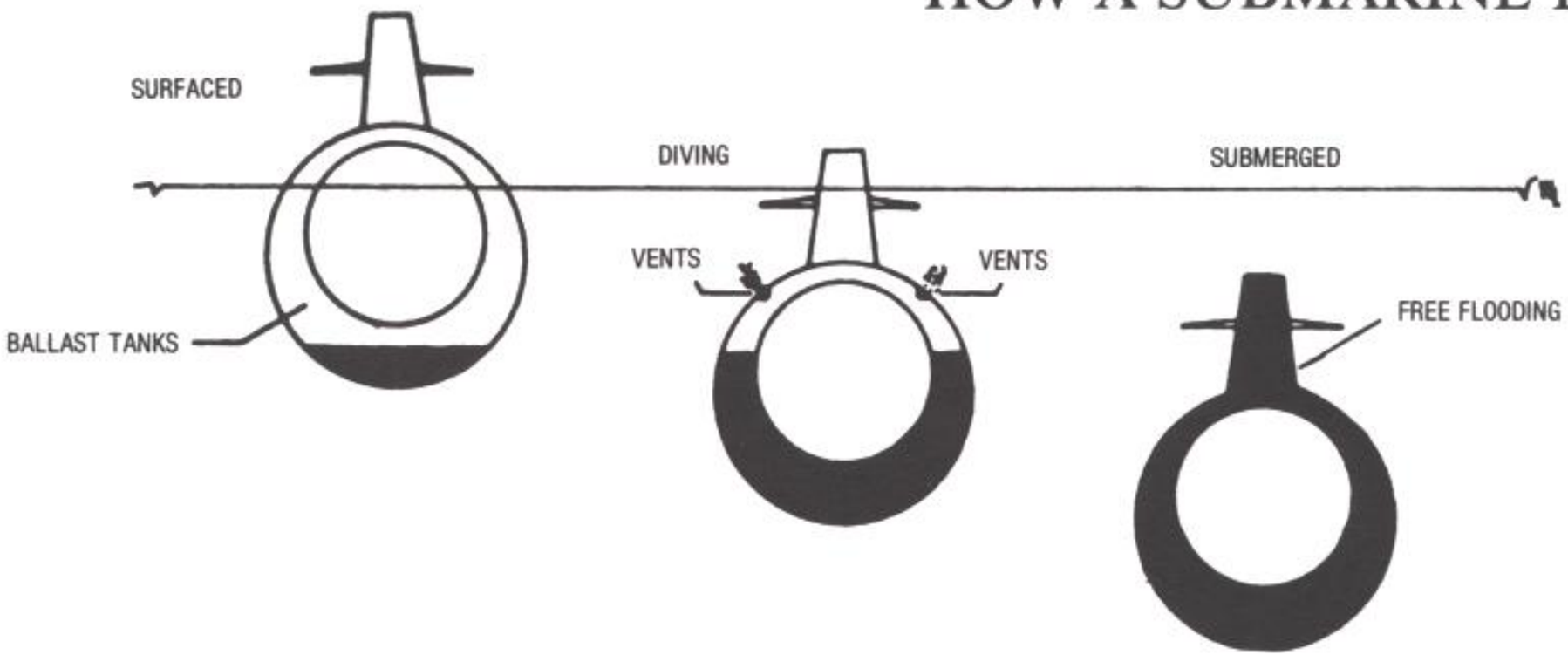
During the operation of the nuclear power plant, high levels of radiation exist around the reactor compartment. Heavy shielding protects the crew such that the crew members receive less radiation on submerged patrol that they would receive from natural sources ashore.



SUBMARINE COMPARTMENTS



HOW A SUBMARINE DIVES



LIVING ACCOMMODATIONS

Berthing is assigned visitors embarked upon their arrival. If possible, lockers will also be assigned. If it occurs that you are required to share a bunk, we request you make arrangements with the others assigned your bunk in order that no conflicts arise. Please use the the bunk assigned. This enables you to be located if necessary.

Heads and Washroom facilities are located throughout the ship. Please realize they are maintained by crewmen who consider the ship their home. Before using a head for the first time, please consult a member of the crew for proper flushing procedures. Please do not discard any solid object, no matter how small, into a water closet. It may foul the seat of the sanitary tank overboard discharge.

Showers may be taken anytime at your convenience, 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 watermaking capacity, while large, does have reasonable limits.

Messing arrangements will be established prior to your arrival and you will be 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 too long over coffee after finishing.

Three hundred meals per day are prepared in the 100 square feet of galley area. While at sea the cooks must provide all baked goods in addition to the normal cooking. Efficient space utilization, the use of easily cleaned material and hard work enable them to do this in an area which is probably smaller than your kitchen at home.

The messing area is used not only for eating but provides the only space available for recreation and is the only office space available to some departments.

DOLPHINS

Dolphins, the insignia of the United States Navy Submarine Service, identify the wearer as "qualified in submarines." The officers' insignia is a bronze gold-plated pin, while the enlisted insignia is a silver pin. Both signify completion of a rigorous training program.

The submarine insignia, designed by Captain (later Fleet Admiral) Ernest J. King, was adopted in March 1924. It is a bow view of a submarine proceeding on the surface with bow planes rigged for diving, flanked by dolphins in horizontal position with their heads resting on the upper edge of the bow planes. The dolphins on this insignia are symbolic of a calm sea and are the traditional attendants of Poseidon, Greek god of the sea.

In more recent times, dolphins for specialist officers in the Submarine Force have been developed. These include the engineering duty officer dolphins, medical officer dolphins, and supply corps dolphins. Regardless of the color of the pin or the insignia at the center, dolphins are worn with pride by members of the Submarine Force.

The emblem on the front cover was designed by Miss Jolene Sylvester (now Mrs. Jolene Polk). Her parents, Mr. and Mrs. Roland Sylvester were employed at Portsmouth Naval Shipyard during the time the ship was built. The emblem was chosen from many outstanding designs submitted by shipyard and ship personnel.

WELCOME ABOARD

UNITED STATES SHIP

TINOSA

SSN 606

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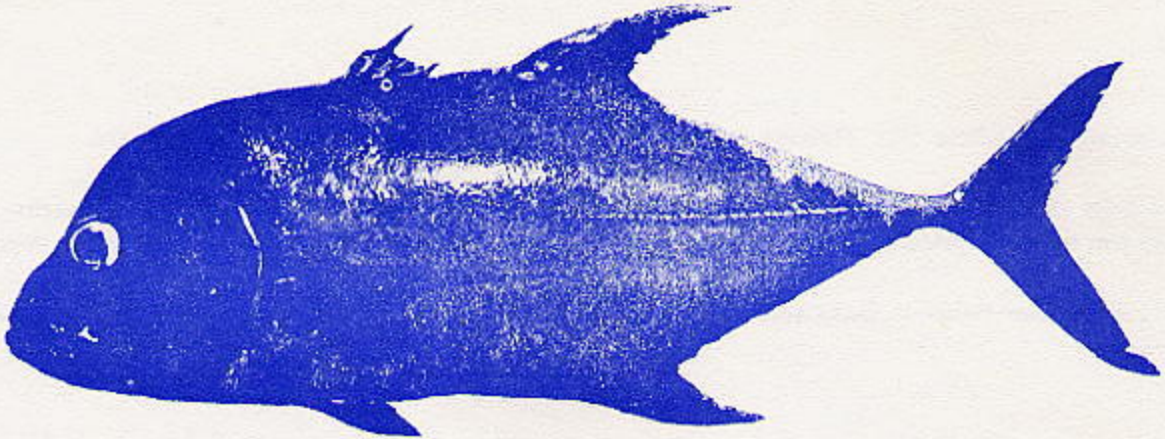

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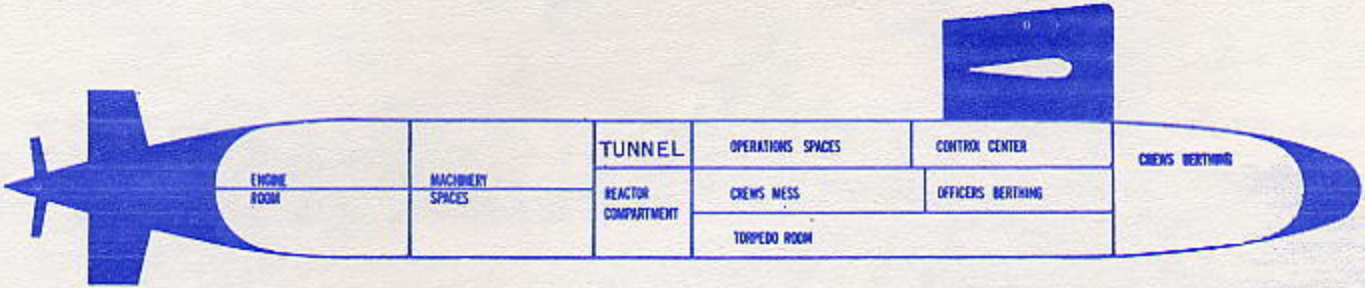

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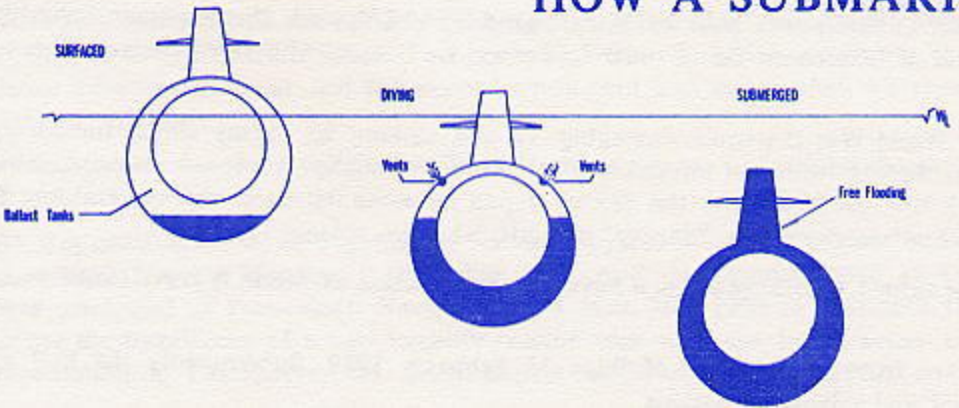

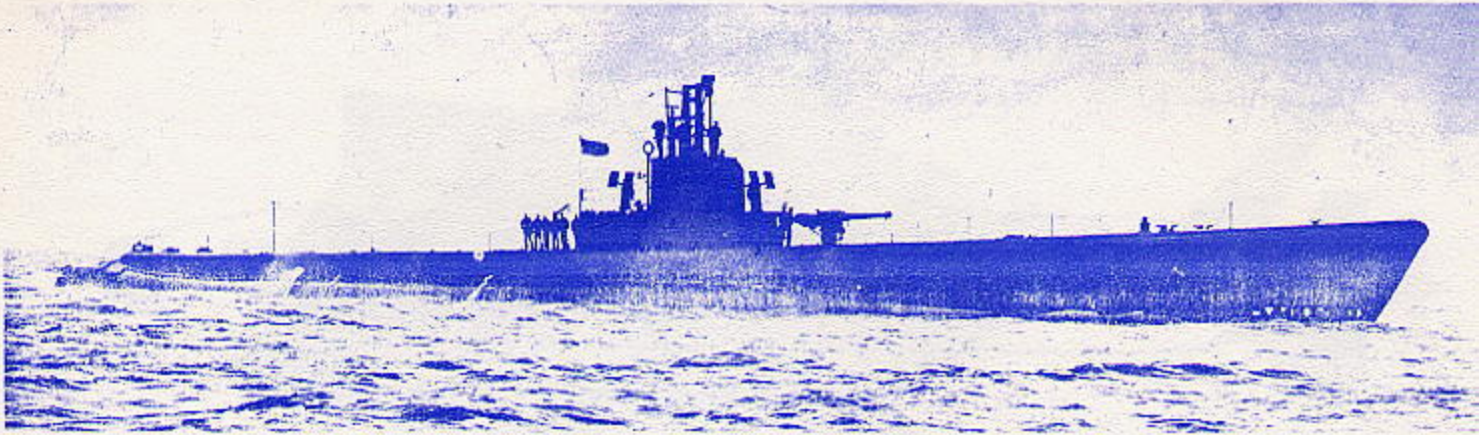

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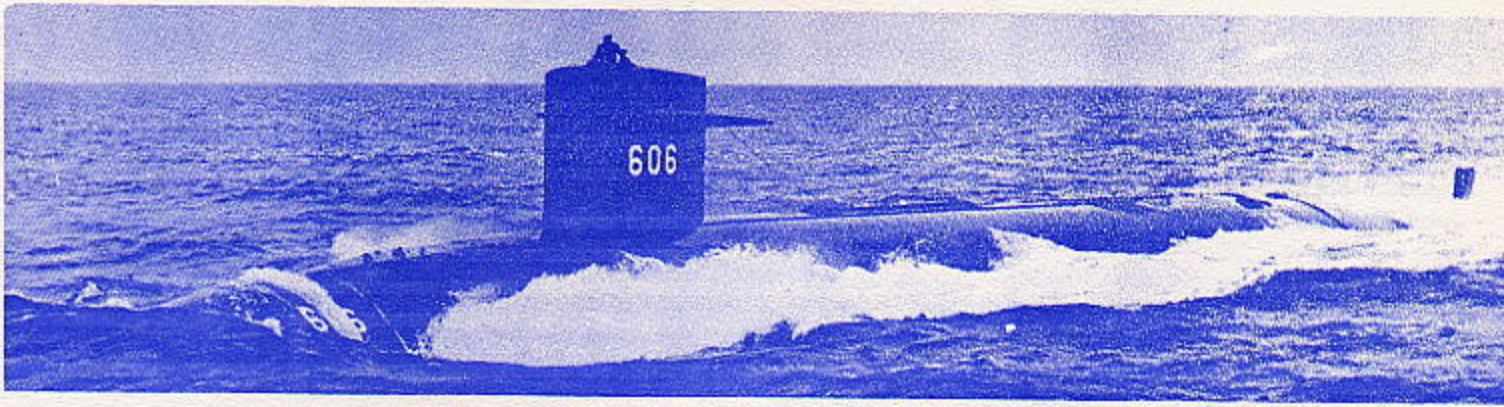

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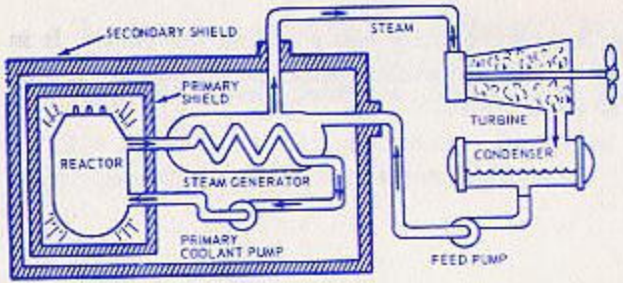

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SHIP'S HISTORY
U.S.S. TINOSA (SSN 606)

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TINOSA was constructed at the Portsmouth Naval Shipyard, Portsmouth, New Hampshire. Her keel was laid 24 September 1959. She was launched 9 December 1961, began sea trials 13 September 1964 and commissioned 17 October 1964.

On 5 January 1965, TINOSA arrived at the Submarine Base, New London, Connecticut, to assume her assigned duties under the Commander Submarine Development Group TWO. During the months of February and March she conducted her shakedown cruise, during which time she visited the ports of Norfolk, Virginia; Charleston, South Carolina; and San Juan, Puerto Rico. In August the ship visited the Naval War College at Newport, Rhode Island.

Since commissioning TINOSA has participated in various anti-submarine warfare exercises and operations designed to evaluate the 594 class nuclear fast attack submarine.