

# Welcome Aboard



## USS BUFFALO (SSN 715)



## **Welcome Aboard**

Aloha! On behalf of the Officers and Crew of the USS BUFFALO it is my pleasure to extend to you a warm and sincere welcome. We are privileged to have you on board as our guest and look forward to the opportunity to show you the vital role we play in the defense of our nation.

During your visit you will see one of the most modern and technologically advanced fighting ships in the United States Navy. Our biggest assets are the dedicated officers and crew of the ship, who are among the most highly trained in the world. This, coupled with the ship's advanced capabilities, make BUFFALO one of the most formidable weapons systems in the world.

Whether your stay is only for a pierside visit or for a trip with us to the depths of the sea, all of us on the BUFFALO TEAM hope your visit will be the highlight of your stay here in Hawaii.

**RALPH C. WARD**  
Commanding Officer  
USS BUFFALO (SSN 715)



## **COMMANDER RALPH C. WARD UNITED STATES NAVY**

Commander Ward is a native of Los Alamos, New Mexico. He graduated from the United States Naval Academy with distinction in May 1982, earning a Bachelor of Science degree in Ocean Engineering.

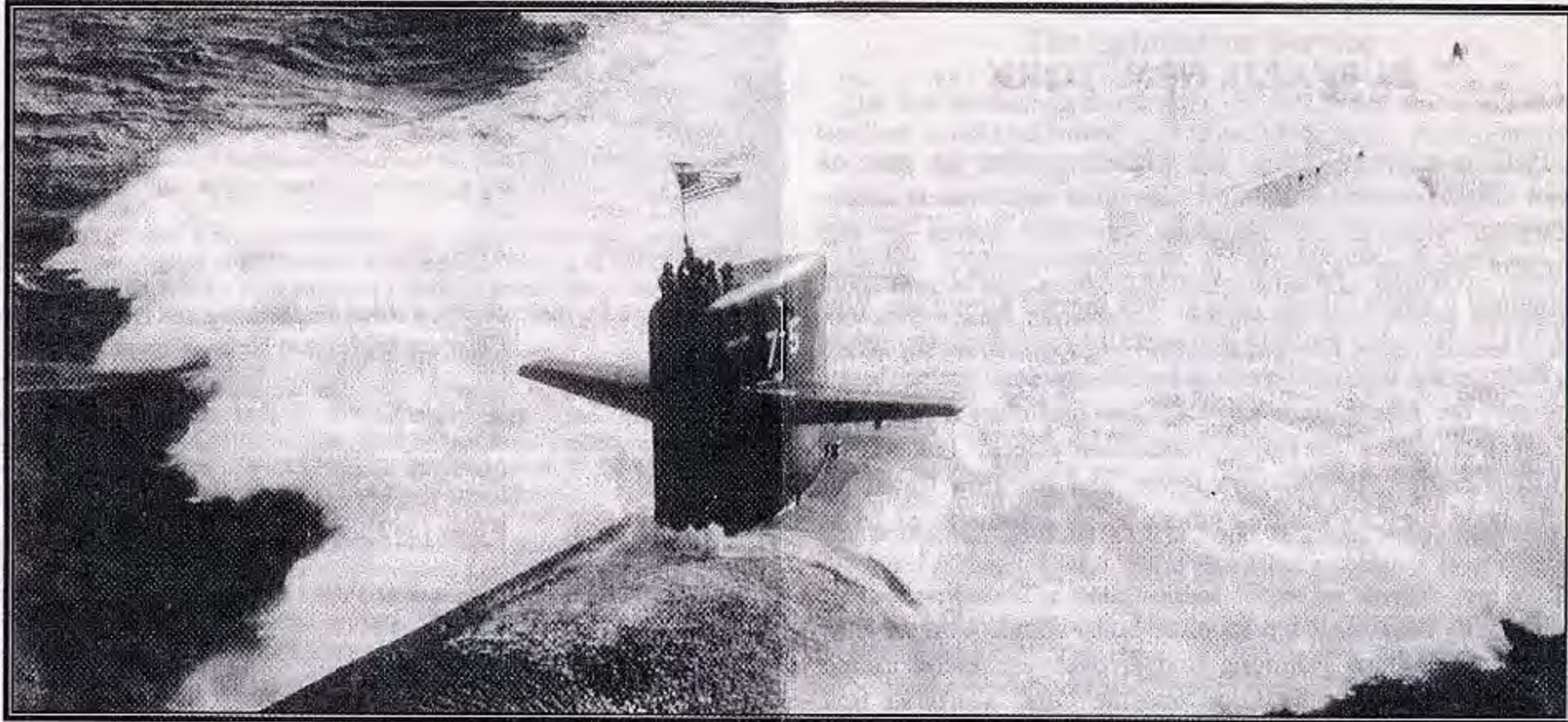
After completing nuclear power and basic submarine training in April 1984, Commander Ward reported to USS POLLACK (SSN 603) in San Diego. During this tour, he served in a variety of division officer assignments, completed two Western Pacific deployments and earned his submarine gold dolphins.

In July 1987, he was assigned to the Naval Postgraduate School in Monterey, California, where he earned a Master of Science degree in Physics. Commander Ward then reported in June 1990 as Engineer Officer of the Pre-commissioning Unit BOISE in Newport News, Virginia. USS BOISE (SSN 764) was commissioned in November 1992.

In July 1993 he was assigned as Material Officer for Submarine Squadron Seventeen in Bangor, Washington. From November 1995 through September 1997, he served as Executive Officer aboard USS HENRY M. JACKSON (SSBN 730), based in Bangor, Washington. Commander Ward then served as Operations Officer on the Pacific Submarine Force Tactical Readiness Evaluation Team between October 1997 and August 1999.

Commander Ward has been awarded the Meritorious Service Medal, the Navy Commendation Medal (3 awards), the Navy Achievement Medal (2 awards) and various campaign and unit awards.

He is married to Commander Christina Cummings Ward, USN, of Norwell, Massachusetts. They live with their children, Douglas and Emily, in Kailua, Hawaii.



The USS BUFFALO (SSN 715) is the Navy's 25<sup>th</sup> Los Angeles-class fast attack submarine. Her keel was laid on 25 January 1980 and she began her waterborne career on 8 May 1982, when launched at the Newport News Shipbuilding and Drydock Company in Newport News, Virginia. She was commissioned on 5 November 1983 in Norfolk, Virginia and one year later conducted an inter-fleet transfer to the Pacific Fleet Submarine Force via the Panama Canal. BUFFALO has been homeported in Pearl Harbor since 1984.

BUFFALO is a streamlined, highly advanced and complex fighting platform designed to defeat enemy naval forces alone or in consort with aircraft carrier naval battle groups. BUFFALO is an integral part of the Navy's ability to provide forward presence and power projection around the world. Her strengths include stealth, speed, endurance, and flexibility. With her advanced combat systems she can perform traditional sea control operations as well as strike targets far inland.

Powered by a safe, reliable and extremely powerful pressurized water nuclear reactor, BUFFALO has the ability to operate submerged for nearly unlimited periods at high speed.

The world's most highly trained and dedicated officers and crew are the backbone of the ship's ability to employ her state-of-the-art combat systems, electronic suites, and propulsion systems. It is this crew that makes BUFFALO formidable.

BUFFALO, like other 688-class submarines, is capable of carrying the most advanced weapons available to the submarine force. In her arsenal are the MK-48 advanced capability torpedo, mines and the TOMAHAWK land attack cruise missile. Additionally, BUFFALO is outfitted to carry a Dry Deck Shelter, allowing the covert submerged launch and recovery of Navy SEALs for special warfare missions.

## BUFFALO, NEW YORK

Buffalo, a proud city in the western part of the state of New York, is young compared with other northeastern cities. Although Lake Erie's shoreline was first visited by the French explorer LaSalle in the 17<sup>th</sup> century, Buffalo remained a small village until it was burned during the War of 1812. By 1825 Buffalo had literally risen from the ashes to become the western terminus for the greatest waterway of its day, the Erie Canal. The city has had close ties to the water throughout its history. Buffalo Creek, Lake Erie, Buffalo Harbor, the Niagara River, and the Erie Canal all influenced the city's development as an international trade center.

The City of Buffalo has much to boast about. Former U.S. presidents Millard Fillmore, and Grover Cleveland hailed from the city. Buffalo became the world's first commercially lighted town using power from nearby Niagara Falls. Buffalo remains the second largest urban center in the "Empire State", surpassed only by New York City.

From its beginning Buffalo has been a city in motion, and in striving for a better future it has been a leader and innovator. Among the "firsts" in Buffalo's heritage are the windshield wiper, the grain elevator, the parachute, the cardiac pacemaker, soft contact lenses, the motorcycle, and, of course, "Buffalo Wings". The City of Buffalo has grown from a frontier town to a mature metropolis rich in history and culture.

## The Submarine Service

The first submarine authorized for the U.S. Navy was approved by Congress in 1893 but was never accepted by the Navy. Finally, in April of 1900, the USS HOLLAND (SS 1) was commissioned and the submarine service was born. The USS HOLLAND was 54 feet long, displaced 74 tons, carried one officer and five enlisted men, and cost \$150,000. Progress came quickly, and by 1911 the U.S. Navy had 20 submarines, as large as 400-tons. In 1917, the USS SKIPJACK (SS 24) was able to cross the Atlantic. Hulls were now welded instead of riveted and propulsion was by diesel engine and battery instead of the hazardous gasoline engine. During World War I the leading class of submarine was the "L" class: 167 feet long, displacing 548 tons, and carrying two officers and 26 enlisted men. Although 20 American submarines reached the war zone, none played a major role during World War I. In 1941 the U.S. Navy entered World War II with 111 submarines, mostly of the "O," "R," and "S" class, short-range vessels developed during and after World War I but considered unsatisfactory for fleet service. The peak wartime submarine strength rose to 247 ships, mainly of the "Gato" class, which culminated years of extensive developmental work. This class was 312 feet long, displaced 1500 tons and carried seven officers and 70 enlisted men. During World War II, the U.S. Submarine Service accounted for almost sixty percent of all Japanese shipping losses, over 5,500,000 tons of shipping, including 1750 merchants and 200 warships. Following World War II major advances in submarine development rapidly occurred. The adaptation of the German snorkel allowed submerged operations on diesel engines, and improved high capacity batteries, and hull streamlining were incorporated. The advent of the naval nuclear propulsion plant allowed, for the first time, development of a true submarine, able to cruise the oceans and circumnavigate the globe without ever surfacing. Today the Navy relies heavily on these vessels, which include the Fleet Ballistic Missile (SSBN) type and the Attack Submarine (SSN) type. Continued advances in submarine technology are evident in USS SEAWOLF (SSN 21) and her sister ships CONNECTICUT (SSN 22) and JIMMY CARTER (SSN 23), and in the development of the Virginia class, the new attack submarine, scheduled to join the fleet in 2004.



### ***USS BUFFALO SEAL***

The globe symbolizes the United States Navy, which projects power the world over. The Buffalo, steaming into battle, is characteristic of the type of emblem chosen by earlier submariners, and portrays the esprit de corps of the "Silent Service". The dolphins, one gold and the other silver, represent the officers and enlisted men of the crew.

#### **"The Submariner"**

Only a submariner realizes to what 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 to each other for all aspects of operations on 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.



The insignia of the U.S. Navy's Submarine Service is a submarine flanked by two dolphins. Dolphins, traditional attendants to Poseidon, deity of sailors, are symbolic of a calm sea and are sometimes called "sailor's friend".

The origin of the U.S. Navy Submarine Service Insignia dates back to 1912. On June 13 of that year, Captain Ernest J. King, Commander Submarine Division Three, later a Fleet Admiral and Chief of Naval Operations during World War II, suggested that a distinguishing device for qualified submariners be adopted. (the original design was based on Captain King's own pen and ink sketches.)

Submarine qualification pins were first authorized for use in 1941, the officer wearing gold dolphins on the left breast while enlisted members wore silver dolphins embroidered on the right sleeve. Today both officer and enlisted insignia are worn on the left breast.

To "*Qualify Submarines*", a submariner must possess an in-depth knowledge of ship's construction, operation and damage control and demonstrate his reliability under battle conditions.



# WELCOME ABOARD



## VITAL STATISTICS

Keel Laid:	25 January 1980
Launched:	8 May 1982
Sponsored by:	Mrs. Jack Kemp
Ship's Compliment:	14 Officers 14 Chief Petty Officers 102 Enlisted
Length:	360 feet
Beam:	33 feet
Maximum Depth:	In excess of 400 feet
Maximum Speed:	In excess of 20 knots
Surface Displacement:	6,200 tons
Submerged Displacement:	6,900 tons

COMMANDING OFFICER  
COMMANDER CARL T. BERRY  
U.S.N.



Welcome to the BUFFALO,

On behalf of the officers and crew of BUFFALO (SSN-715) it is my pleasure to extend to you a hearty welcome aboard. During your visit on board we will show you one of the most modern, most complex units in our country's arsenal.

The primary mission of today's submarine force is anti-submarine warfare. With her high speed and deep diving capability, BUFFALO and her sisters are uniquely equipped to perform this vital mission in all the world's oceans.

BUFFALO's crewmembers are all volunteers for the submarine service. They have been extensively trained in formal Navy schools both before and since they were assigned to BUFFALO. Proud as we are of our ship, it is our men who imbue the submarine force with its surpassing qualities.

I hope your visit is both enjoyable and informative, it is our privilege to have you aboard.

Commanding Officer  
USS BUFFALO (SSN-715)

## DISTINGUISHED ANCESTRY OF THE BUFFALO

USS BUFFALO (SSN-715) bears the name of a proud city in western New York. The city of Buffalo has had close ties to the water for 150 years. It's shoreline was explored by the French explorer LaSalle in the 17th Century. In 1825 Buffalo became the western terminal for the Erie Canal, and later, using power from nearby Niagara Falls, Buffalo became the world's first commercially lit city.

The people of Buffalo have a lot of "firsts" in their heritage. The windshield wiper, grain elevator, parachute, cardiac pacemaker, soft contact lense, cellophane tape, and motorcycle were all developed in that city. Buffalo was also the birthplace of shredded wheat and rolltop desks. In Buffalo "spirits on ice" was renamed the "cocktails".

The Los Angeles Class Attack Submarine BUFFALO (SSN-715) is the third U.S. Navy ship to bear the proud name of BUFFALO. The first BUFFALO, a three gun sloop, was purchased by the United States Navy to serve as a flagship of the Delaware flotilla during the War of 1812.

The second BUFFALO was built by Newport News Shipbuilding in 1892 as a commercial vessel, the sixth hull constructed by the young shipyard. The government purchased the ship in 1898, fitted it out as an auxiliary cruiser and named it the BUFFALO.

In 1917, BUFFALO transported a special U.S. diplomatic mission to Russia. Upon its return, it was converted to a destroyer tender, and for the remainder of World War I was stationed off the coast of France and Gibraltar. After a final tour with the Asiatic Fleet in 1921, the ship was permanently decommissioned in 1922.

In 1942, plans were made to name an aircraft carrier BUFFALO. When the keel was laid, however, the vessel was renamed BATAAN, in honor of America's wartime operations in the Philippines.

In April 1944, the keel was laid for yet another BUFFALO...this time a cruiser. Before it was completed, however, the war ended and work on the vessel was cancelled.

It has been six decades since a BUFFALO ship has sailed in the country's defense. But now, another BUFFALO roams the sea representing the proud city whose name she bears, as one of the most sophisticated attack submarines in the Fleet.





**Commander  
CARL THOMAS BERRY, JR.**  
United States Navy

Commander Carl Thomas Berry, Jr., United States Navy, is the son of Mrs. Mary Ellen Miller and the late Carl Thomas Berry of Dalton, Georgia. He was graduated with distinction from the United States Naval Academy where he received a Bachelor of Science in Engineering with a major in Aeronautical Engineering. Following commissioning on 5 June 1968, he attended Princeton University where he received a Master of Science in Aerospace and Mechanical Sciences as a Guggenheim Fellow.

After entering the nuclear power program following graduate school in April 1970, Commander Berry completed Nuclear Power School, Nuclear Prototype Training and Submarine School. In July 1971, he reported to USS POGY (SSN 647) at Pearl Harbor, Hawaii. For his tour in several division officer assignments aboard USS POGY he was awarded the Navy Achievement Medal.

Commander Berry completed the Submarine Officer's Advanced course in Groton, Connecticut, in April 1975. He then reported as Engineer Officer, USS SARGO (SSN 583) in Pearl Harbor, where he was awarded a gold star in lieu of a second Navy Achievement Medal. From September 1978 to May 1980, he served on the staff of Commander Submarine Force, U.S. Pacific Fleet as the Force Scheduling Officer. From August 1980 until September 1983, he served as Executive Officer, USS NEW YORK CITY (SSN 696) in Pearl Harbor, where he was awarded the Navy Commendation Medal and gold star in lieu of a second award.

Commander Berry reports to USS BUFFALO from Prospective Commanding Officer training. He is married to the former Barbara Suzanne Laitila of Baltic, Michigan. They currently reside in Newport News, Virginia, with their son Carl III.





The USS BUFFALO (SSN-1715) is the Navy's 25th LOS ANGELES Class Fast Attack Submarine. Her keel was laid on 25 January 1980 and she began her waterborne career on 8 May 1982, when she was launched by the Newport News Shipbuilding and Drydock Company in Newport News, Virginia, and she was commissioned on 5 November 1982 in Norfolk, Virginia. Her assignment upon commissioning was to Submarine Squadron EIGHT.

BUFFALO is a streamlined, highly advanced and maneuverable anti-submarine warfare platform which employs the best the industry can offer in three major areas.

First she is powered by a pressurized water nuclear reactor of advanced design. This safe, reliable, and extremely powerful reactor

plant gives BUFFALO the ability to operate independent of the outside atmosphere for extended periods at high speed.

Second, the state of the art combat systems and electronics suites installed on board BUFFALO provide the nervous system that allows BUFFALO to perform her assigned missions. Computers are the backbone of the ship's sonar, fire control and navigation systems, the systems that give BUFFALO her formidable hunter-killer capability.

Finally BUFFALO carries the most advanced weapons available to the submarine force, including the MK-48 long range anti-submarine, anti-ship torpedo, the HARPOON anti-surface ship cruise missile, and the TOMAHAWK anti-surface ship and land attack cruise missile.

## GENERAL INFORMATION

### 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.

Dosimeters (TLD) must be worn at all times, on the front portion of the body, between the waist and the shoulder level and external to all clothing. Loss of a TLD should be reported to the Hospital Corpsman immediately. All TLD's issued by the ship must be returned at the end of the cruise. Ensure that you have a TLD in your possession prior to the ship's 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.

### 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.

### EMERGENCIES

In the event of an emergency, stand fast but clear of all passageways and the watertight door 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.

Should you see water leaking or smell smoke or have any question concerning the safety of the ship, please call it to the attention of one of the crewmen who will take proper action.

### SECURITY

Many features of the ship are of a classified nature. In addition, Sonar Control, Radio, ECM Room, and the entire ship aft of the Forward Compartment are security areas. Only authorized personnel are permitted in these spaces. Information concerning speed, depth, weapons, fire control, sonar, ECM, and the propulsion plant are classified.

### LIVING ACCOMMODATIONS

Berthing is assigned visitors embarking upon their arrival. If you are required to share a bunk, we request that you make arrangements with the others assigned your bunk in order that no

conflict arise. Please use only the bunk assigned so that you can 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 overboard discharge valve.

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. The ship's water-making 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 over coffee after finishing. Meals will not be announced, but will be served on time.

Smoking is permitted throughout the ship except in bunks, bilge areas, or the vicinity of pyrotechnics or oxygen stations.

The ship is completely air-conditioned and has equipment for revitalizing the air. Other facilities include a library, laundry, hi-fi stereo systems, soft drink and ice cream machines.

## **ORDERS**

If you are under military orders, please turn your orders into the Yeoman in the Ship's Office. The orders will be endorsed and ready for pickup at the end of your visit.

## **ACCESS AND CONGESTION**

Visitors are always welcome in any authorized space when the operations of the ship permit; however, at most operating and control stations space is very limited. As a result, it is necessary for persons not on watch to obtain proper authorization 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 is controlled in this manner and the name of the watchstander who may allow visitors in the area.

Bridge—Officer of the Deck, BCP Operator

Sonar Control—Sonar Supervisor (NOTE: Only authorized personnel are permitted in this space.)

Maneuvering Room—Engineering Officer of the Watch

Radio Room—Radioman of the Watch (NOTE: Only authorized personnel are permitted in this space.)



The auxiliary cruiser **BUFFALO**, in November 1898.

**Ship's Sponsor**  
**JOANNE KEMP**



Joanne Main Kemp was born and educated in California. As did her husband Congressman Kemp, she attended Occidental college, where she majored in education. She was graduated in 1958, the same year the Kemps were married.

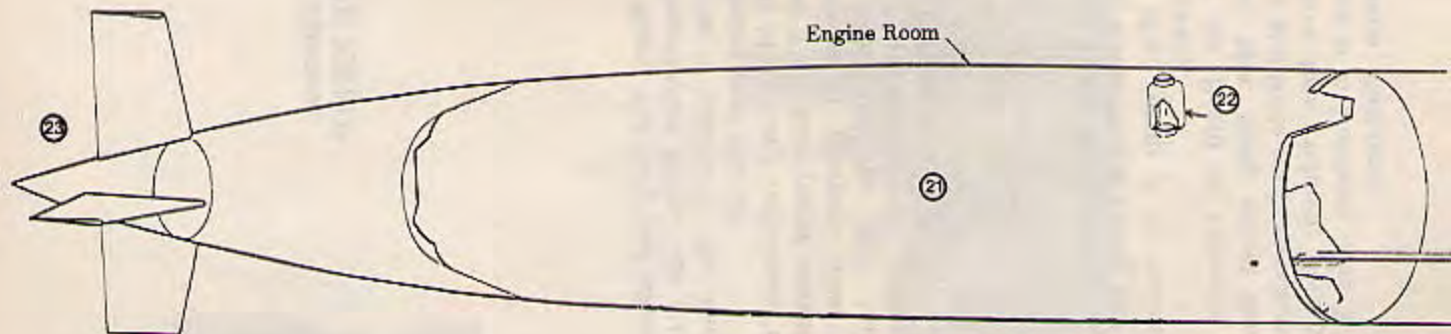
On 8 May 1982 Mrs. Kemp christened "BUFFALO" by smashing a bottle of New York champagne across the ship's bow during launching ceremonies at Newport News Shipyard. The Maid of Honor for the launching was Miss Judith Kemp, daughter of Congressman and Mrs. Kemp.

Joanne Kemp remains active in various religious, human rights and educational activities. She was president of the Republican Congressional Wives Club from 1980-1982, and is currently on the Board of Directors of CREED, The Christian Rescue Effort for the Emancipation of Dissidents.

She is a member of the International Club of Washington, D.C., the Congressional Wives Prayer Group and the Republican Women's Federal Forum. Mrs. Kemp is co-chairman of the Congressional Wives for soviet Jewry.

A member of the Board of Directors of the Seneca-Iroquois National Museum, Mrs. Kemp enjoys tennis and is the leader of weekly philosophy and Bible study meetings in the Kemp residence.

The Kemps have four children: Jeffrey, Jennifer, Judith and James. Their home is in Hamburg, New York, and they maintain a residence in Bethesda, Maryland.

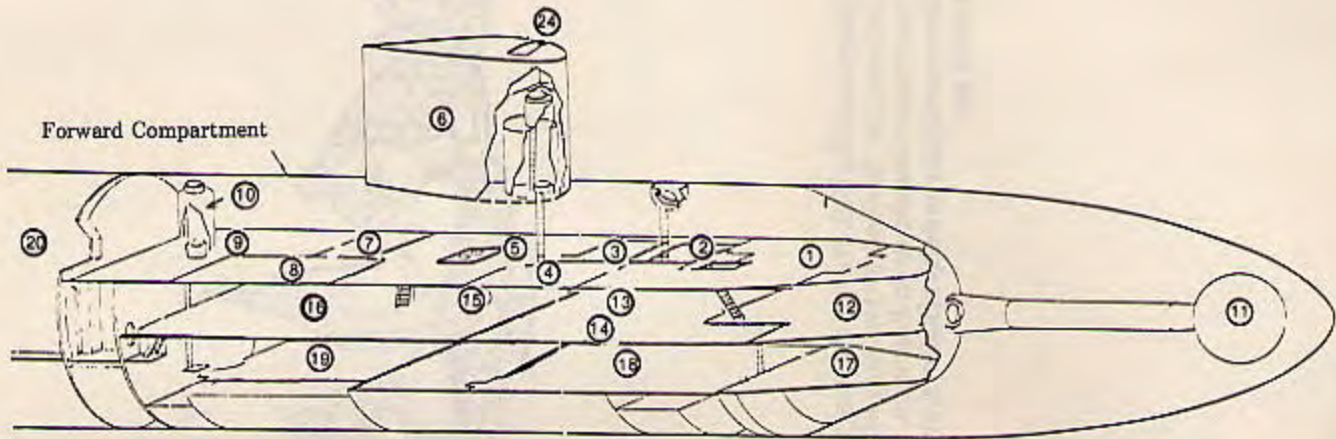


1. Combat Systems Electronics Space
2. Executive Officer's Stateroom
3. Commanding Officer's Stateroom
4. Sonar Control Room
5. Control Room/Attack Center
6. Sail
7. Navigation Equipment Space
8. Radio/ESM
9. Fun Room
10. Forward Escape Trunk

11. Sonar Sphere
12. Forward Crew's Berthing
13. Aft Crew's Berthing
14. Wardroom
15. Three inch Launcher Space
16. Crew's Mess
17. Storekeeper's Office
18. Torpedo Room
19. Auxiliary Machinery Room
20. Reactor Compartment

21. Engine room
22. Aft Escape Trunk
23. Stern Planes/Rudder
24. Bridge

Forward Compartment





Insignia of the U.S. Navy's Submarine Service is a submarine flanked by two dolphins. Dolphins, traditional attendants to Poseidon, Greek god of the sea and patron deity of sailors, are symbolic of a calm sea.