

**WELCOME ABOARD**



**UNITED STATES SHIP  
HADDOCK  
(SSN-621)**



## GENERAL INFORMATION

Welcome aboard USS HADDOCK (SSN-621). Whether you are on board for a guided tour, a cruise at sea, or a tour of duty, it is hoped that your time in HADDOCK will be interesting and informative.

A few general comments regarding your time aboard:

1. Please do not operate any equipment which you have not been instructed on the proper procedure. HADDOCK is an extremely complex ship. Improper operation of a system can cause unsafe conditions. If necessary a member of the crew will instruct you in the use of the sanitary system.

2. A great deal of the information about submarines is classified. This information will be provided to you based on knowledge of your clearance and need to know. Submarines today have continued the tradition of the "silent service". Please do not be offended if your questions are not answered.

3. In the unlikely event of an emergency, guests are requested to stand fast in an area out of the passageways, remain calm, and proceed as directed by a member of the crew.

4. If you are on board for an underway tour, meal hours and other activities are published in the Plan of the Day, which is posted in several locations. Generally the first sitting for meals is reserved for the on-coming watchstanders. It would be appreciated if guests can wait until there is space available after first sitting.

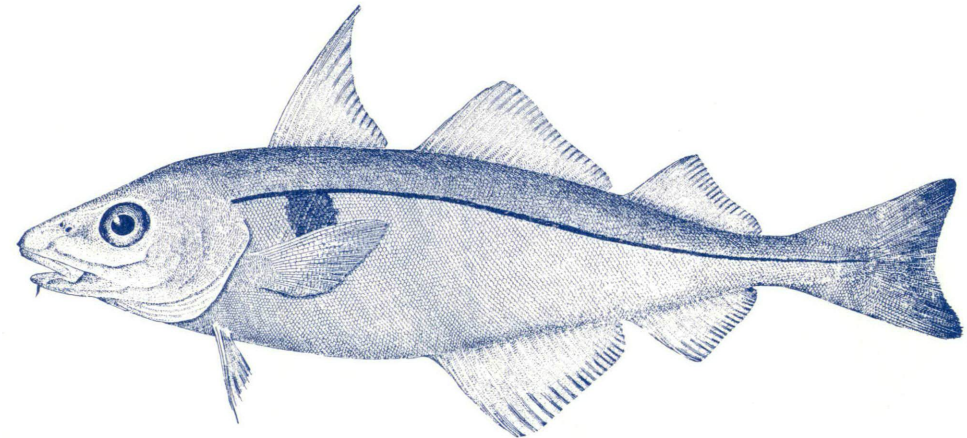
5. Some spaces aboard require special procedures or precautions prior to entry. You will be briefed on areas which you are not allowed to enter and there are signs which indicate these restricted areas. Please remain clear of these areas.

The crew of HADDOCK stand ready to make your time aboard as comfortable and enjoyable as possible. If anything can be done to assist you, please do not hesitate to ask. We are happy to have you aboard.

## SHIP'S NAME

USS HADDOCK (SSN-621) is named for an important food fish found on both sides of the Atlantic. The Haddock, *Melanogrammus Aeglefinis*, is a member of the family Gadidae which comprises many species, including some of our most valuable marine fishes. It is close to cod in both appearance and quality of food, and can be recognized on sight by the characteristic black lateral line which reaches from gill to tail.

More gregarious than the cod, the haddock swims in large compact schools in its migrations from place to place. On the American coast, it is rarely encountered north of the Straits of Belle Isle or south of Hatteras. On European shores it ranges from Icelandic waters to those of France and entirely surrounds the British Isles.



## SHIP'S EMBLEM

The ship's emblem consists of a nuclear submarine, surrounded by orbiting electrons, on a field of blue. The orbiting electrons, symbolic of the atom, represent the nuclear reactor plant which powers the ship. The blue field represents the ocean depths in which the HADDOCK operates. The twelve stars in the border and banner signify the twelve successful war patrols of the second HADDOCK during World War II.

The emblem was designed by Thomas Dunaway, a student in Pascagoula, where the ship was built. His design was selected from among many submitted by ship's company, shipyard workers and local students.



## HADDOCK'S CREW

While the ship is a complex and expensive product of modern technology, it is men who comprise HADDOCK's crew who make the ship operate and maintain the hardware in an operating condition. HADDOCK's crew is comprised of 15 officers and 115 enlisted personnel, of which 12 are chief petty officers.

All of the 15 officers, except the Supply Officer, have completed rigorous screening and one year of training required for nuclear power. About half of the officers are currently serving aboard their first ship in a 3 year tour. In addition to the heavy responsibility for running their divisions, these officers are expected to complete qualifications as Engineer Officer of the Watch and as Officer of the Deck, which leads to their completion of qualification in submarines, symbolized by the coveted Dolphins. For officers this process takes 12 to 15 months.

Almost all of the enlisted personnel also receive special training prior to reporting aboard their first submarine. For the 38 enlisted personnel who operate the nuclear propulsion plant this consists of 6 months of classroom training and 6 months of operations training at a land-based reactor prototype. The personnel who maintain the sonar, fire control, navigation, and other complex electronic systems also receive about one year of training in the electronic maintenance area. Most individuals will generally attend Navy schools related to submarines or their job aboard during their tour.

All personnel are required to complete qualification aboard HADDOCK. This is an intensive program in which each man must learn a great deal about his own assignment and something about everyone else's assignment. This is necessary to insure the teamwork required to operate a submarine and to insure that the correct action is taken in the event of an emergency. Personnel reporting aboard from another ship must re-qualify in HADDOCK. Qualified personnel are required to train and examine personnel who are not qualified. The qualification process is time consuming and challenging, such that qualified personnel can wear their Dolphins with pride.

The Chief of the Boat, commonly called the COB, is a master chief petty officer, who serves in a unique position as senior advisor to the Executive Officer and Commanding Officer and leader of the crew. He is responsible for the welfare, discipline, morale and performance of the crew. He assigns personnel to bunks, duty sections and watch stations. He trains and indoctrinates new personnel. Most importantly, the COB sets the standard of performance for the crew.

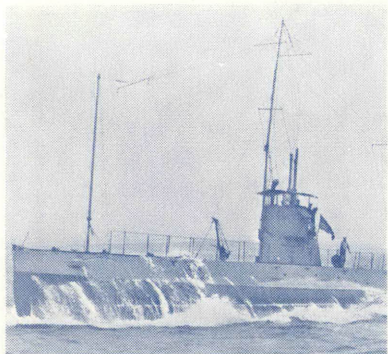
The confined space of a submarine, the long hours submerged, and continual challenges of qualification, watchstanding and maintenance, make submarine life difficult. Rewards for this life include the tangible benefits of submarine pay, advanced training, and generally superior meals; and the intangible benefits of pride in completing an important, tough job in a professional manner.



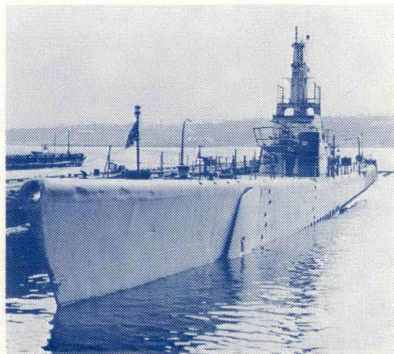


## HADDOCK'S HERITAGE

USS HADDOCK (SSN-621) is the third United States Submarine to bear the name, following the tradition of ships which saw service in World War I and World War II.



USS HADDOCK K-1 (SS-32)



USS HADDOCK (SS-231)

The first USS HADDOCK was the K-1 (SS-32), which was built at Fore River, Massachusetts, and delivered to the Navy in March 1914. The (SS-32) was assigned to overseas duty during World War I. She was stricken from the Navy list in December 1930 as a result of the London Treaty, which limited armaments.

The second HADDOCK (SS-231) was constructed at Portsmouth Naval Shipyard, New Hampshire. She was commissioned on 14 March 1942 and proceeded to join the Pacific Fleet. During World War II, USS HADDOCK (SS-231) distinguished herself during thirteen war patrols, under such legendary skippers as Roy Davenport, Arthur Taylor, John Roach, William Brockmay and A.E. Strow. HADDOCK accounted for 157,516 tons of enemy shipping sunk and 100,937 tons damaged. She was awarded four Presidential Unit Citations, the Philippine Republic Presidential Unit Citation and eleven battle stars. After the war (SS-231) returned to the east coast and continued service until stricken in June 1960. Copies of the reports of HADDOCK'S war patrols are on board and available for review upon request.

## USS HADDOCK (SSN-621)

The present USS HADDOCK (SSN-621) was constructed at Ingalls Shipbuilding Corporation at Pascagoula, Mississippi. She was christened on 21 May 1966 by her sponsor Mrs. Thomas G. Morris and commissioned on 22 December 1967 under the leadership of her first Commanding Officer, Commander Stan Anderson.

After commissioning, HADDOCK was homeported in San Diego, California, in the service of the United States Pacific Fleet. Following a successful deployment to the Western Pacific, HADDOCK'S homeport was changed to Pearl Harbor, Hawaii, where her first overhaul was completed in 1972. HADDOCK was awarded the Meritorious Unit Commendation for significant achievement during her next deployment to the Western Pacific.

In 1977, HADDOCK'S homeport was changed to Mare Island, California for completion of a 19 month refueling overhaul. HADDOCK is currently assigned as a unit of Submarine Squadron THREE, homeported in San Diego, California. She has been commanded by Commander Paul Grozen, Commander Kieth Garland, Commander Dan Bacon, and is presently commanded by Commander Gerald Davis.

USS HADDOCK (SSN-621) is a nuclear attack submarine, the last ship of the 13 to be commissioned in the design of the PERMIT (SSN-594) class. This class was the first to combine nuclear power, a tear-drop shaped symmetrical hull, and extensive sound quieting. The combination gives HADDOCK a capability of long submerged endurance, high speed, excellent maneuverability, and low detectability.

The ship's primary wartime mission is to detect, attack, and destroy enemy shipping, surface vessels or submarines. Her primary peacetime mission is to train so as to be ready for war, such that through readiness HADDOCK can play a part in the prevention of war.

During overhaul in 1977-1978, HADDOCK was equipped with the most modern sonar, weapons control, navigation, and communications equipment, providing her with a superior ability to carry out assigned missions. The coupling of the basic ship design as a sonar platform with a digital computer in the AN/BQQ-5 Sonar System provides an exceptional long range detection and tracking system of sounds in the ocean. The digital computer in the Mark 117 fire control system provides unprecedented flexibility and capability in determining target motion and control of weapons. The ship's inertial, satellite, and radio navigation systems provide excellent information regarding ship's position. The communications systems include satellite two-way systems and low frequency receivers which allow radio reception below the ocean's surface.

The nuclear propulsion plant provides the ship with essentially unlimited endurance, high speed, and exceptionally high degree of reliability. The ship's equipment includes evaporators capable of producing 8000 gallons of fresh water per day and machinery for measuring and controlling the constituents of the ship's atmosphere. The limitation on endurance is essentially established by the food stowage capacity as food is the single consummable item not produced on board.