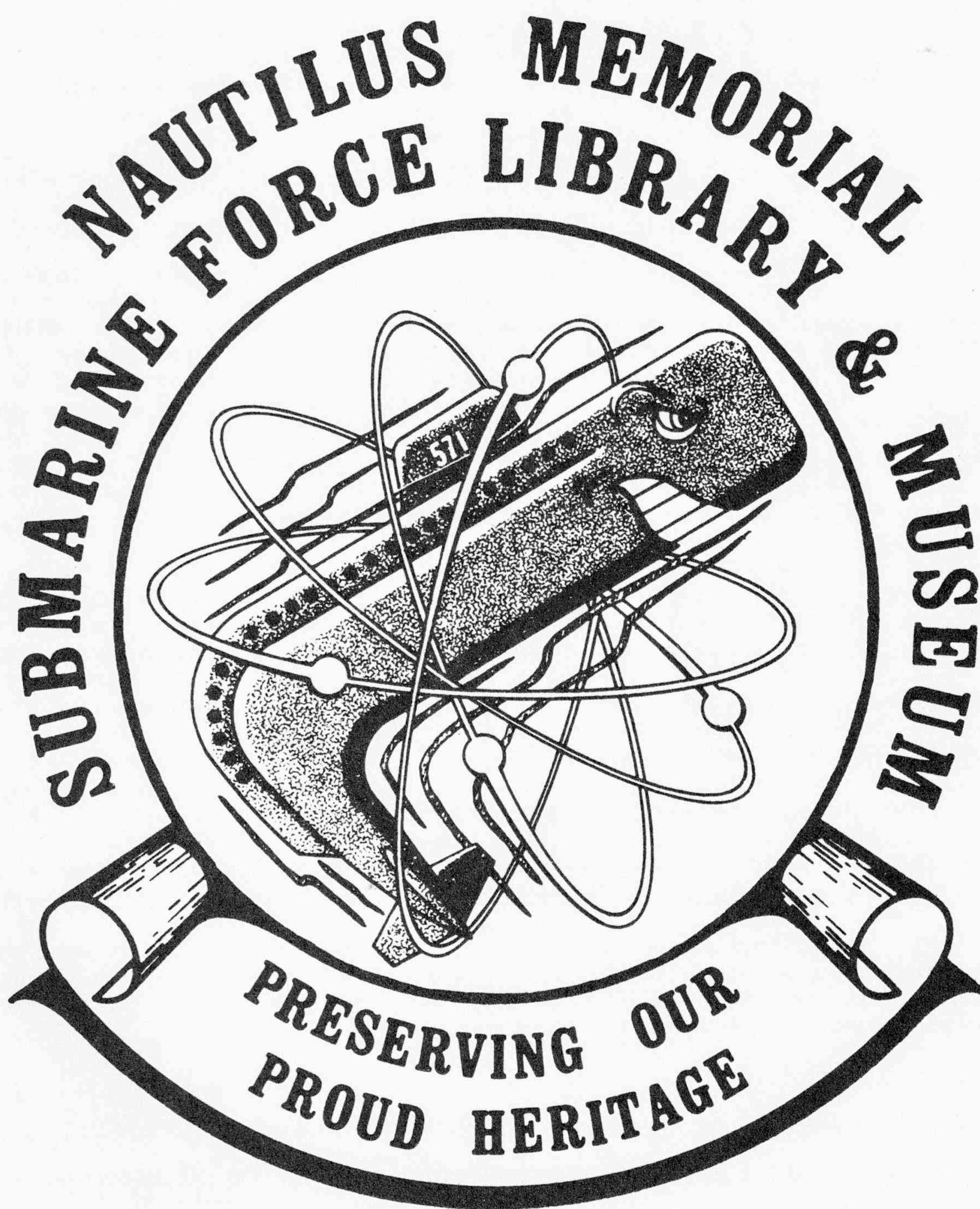
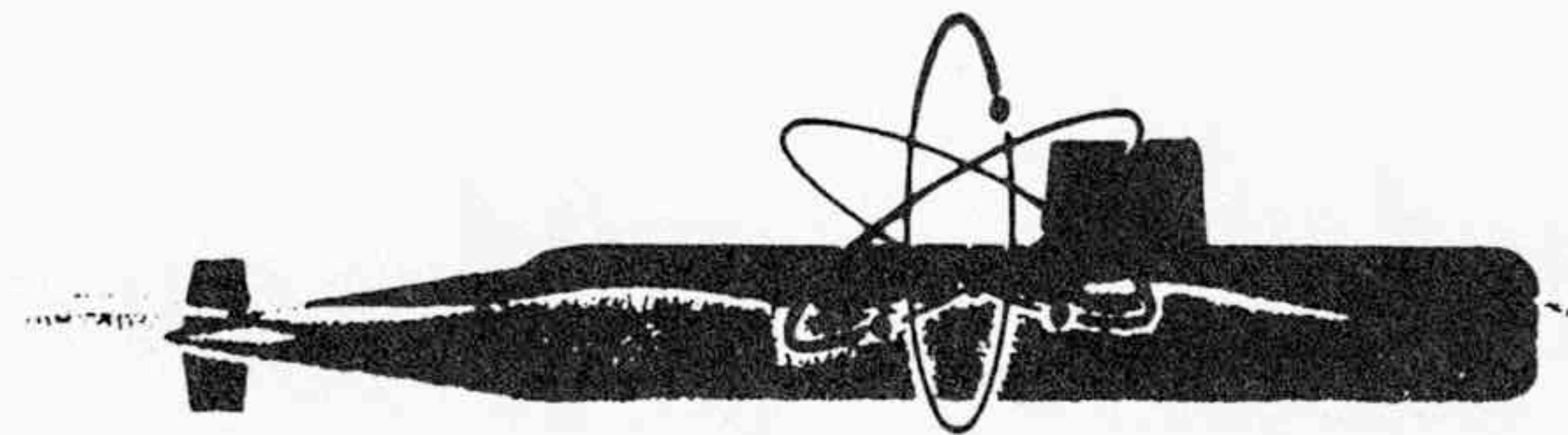


Welcome Aboard





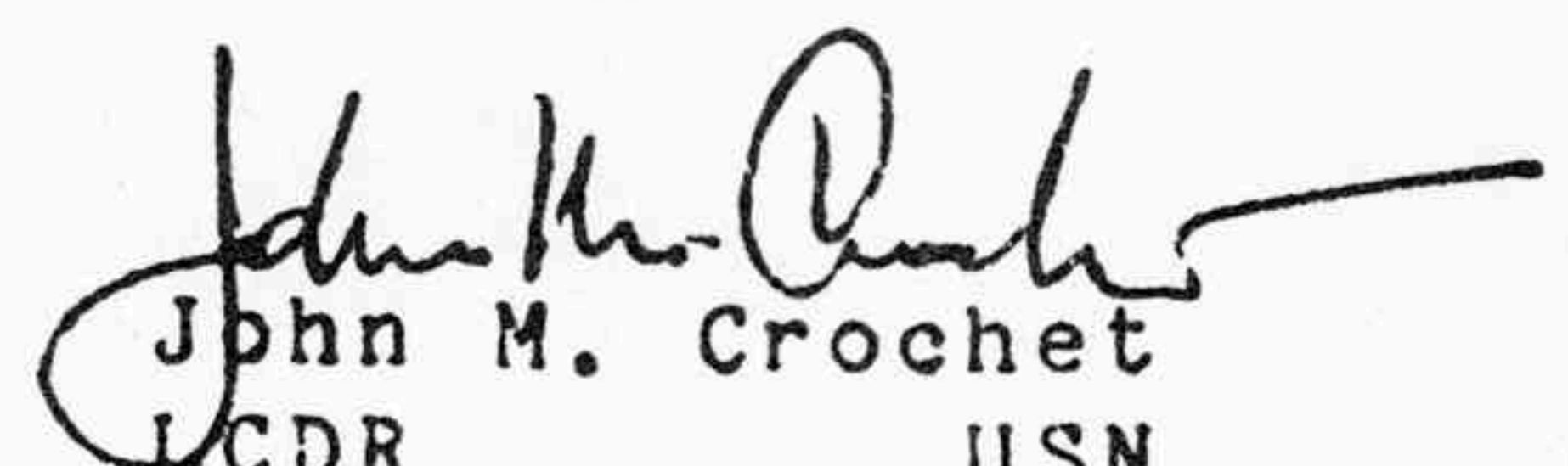
When Jules Verne wrote "Twenty Thousand Leagues Under the Sea" in 1869, he imagined a true submarine that could operate beneath the sea for indefinite periods, independent of the earth's surface and atmosphere:

"On the NAUTILUS men's hearts never fail them. No defects to be afraid of, for the double shell is as firm as iron; no rigging to attend to; no sails for the wind to carry away; no boilers to burst; no fire to fear, for the vessel is made of iron, not of wood; no coals to run short, for electricity is the only power; no collision to fear, for it alone swims in deep water; no tempest to brave, for when it dives below the water, it reaches absolute tranquility. That is the perfection of vessels."

In her day, the USS NAUTILUS (SSN 571) was indeed the perfection of vessels. Her design and construction, a real masterpiece of the shipbuilder's art, embodied the hopes, aspirations and experience of thousands of American submariners as well as the technical know-how of hundreds of scientists, engineers and craftsmen. As the world's first nuclear powered vessel, NAUTILUS could cruise deeper, faster, farther and longer than any previous craft in history. Her handpicked crews probably produced more flag officers than any previous American Naval vessel. She was clearly superior in every aspect.

NAUTILUS no longer plies the oceans of the world. Although she now lies dormant at the head of her pier at the Submarine Force Library and Museum, her mission is incomplete. Today, the United States Navy's "First and Finest" nuclear powered submarine, and the Submarine Force Library and Museum help members of the public trace the development and history of the "Silent Service" from David Bushnell's TURTLE to modern LOS ANGELES and OHIO class submarines. It is a proud history and one that we, as submariners, are thrilled to be able to share with you. Our ship, the NAUTILUS, continues to live as the first and finest exhibit of her kind in the world. She provides an exciting, visible link between yesterday's Submarine Force and the Submarine Force of the future.

With this in mind, we welcome you to the NAUTILUS Memorial and Submarine Force Library and Museum. We hope that you will enjoy your visit and that you may gain a richer and broader knowledge of the Submarine Service through it.


John M. Crochet
LCDR USN
Officer in Charge

COLDWARBOATS.ORG

A HISTORY OF USS NAUTILUS (SSN 571)

On Dec. 12, 1951, the Navy Department announced that the world's first nuclear submarine, SS(N) 571, would be the sixth ship of the fleet to bear the name Nautilus. Construction of Nautilus was made possible by the successful development of a nuclear propulsion plant by a group of scientists and engineers at the Naval Reactors Branch of the Atomic Energy Commission under the leadership of the then Captain Hyman G. Rickover, USN.

Authorized by Congress in July 1951, her keel was laid at the Electric Boat Division of General Dynamics Corporation, Groton, CT, by the Honorable Harry S. Truman, President of the United States on June 14, 1952. A year and a half later, on Jan. 21, 1954, Mrs. Dwight D. Eisenhower broke the traditional bottle of champagne across her bow as Nautilus slid down the ways into the Thames River.

On Sep. 30, 1954, Nautilus became a commissioned ship in the U.S. Navy. Present on this occasion were many distinguished guests, including ADM Donald H. Duncan, Vice Chief of Naval Operations, and ADM Jerauld Wright, Commander in Chief, U.S. Atlantic Fleet. In the commissioning speech ADM Wright stated, "Today the Navy turns a channel marker in the course of history," and indeed they did.

Many months of painstaking construction and dockside testing followed. The nuclear propulsion plant was designed by the Westinghouse Electric Corporation, and first operated on Dec. 20, 1954. The plant developed full power alongside the dock on Jan. 3, 1955.

On the morning of Jan. 17, 1955, at 1100 hours EST, Nautilus' Commanding Officer, CDR Eugene P. Wilkinson, USN, ordered all lines cast off and signalled the memorable and historic message "UNDERWAY ON NUCLEAR POWER", to the Submarine Force Commander, thus adding a new page to world and naval history. On Apr. 22, 1955, after rigorous and detailed testing of the ship's surface and submerged capabilities, USS Nautilus (SSN 571) was preliminarily accepted by the U.S. Navy.

In May, Nautilus headed for southern waters on her first shakedown cruise. Travelling 1381 miles in 89.9 hours, from New London to San Juan, Puerto Rico, she established several new records. It was the longest submergence for any submarine. It was also the first time a combatant submarine had maintained such a high submerged speed, about 16 knots average, for more than one hour.

From Jul. 11, to Aug. 5, 1955, rigorous exercises were conducted with hunter-killer groups in the Narraganset Bay areas and off the coast of Bermuda. These exercises were designed to investigate the effect of the radical increase in submerged speed and endurance of the Nautilus and anti-submarine warfare.

On Nov. 27, 1955, with the Honorable Charles S. Thomas, Secretary of the Navy, Lewis L. Strauss, Chairman of the Atomic Energy Commission, and other Navy and BEC officials present, Nautilus completed her 25,000th nautical mile. The ship commenced a restricted availability for the installation of new Sonar equipment and the repair of minor defects observed during the preceding year on Dec. 2, 1955. After the installation and repair period, Nautilus sailed to Key West, FL, conducting special tests enroute. Upon completion of these tests on Apr. 20, Nautilus returned to New London, a submerged run of 1152 miles. During the 35 day cruise in southern waters, the ship was underway 531 hours, 376 of which were spent entirely submerged.

From May 8 to May 10, the ship was demonstrated to the Navy's Board of Inspection and Survey for final acceptance trials, and on May 11, 1956, USS Nautilus (SSN 571) was accepted by the Navy "for unrestricted service." This final acceptance of such a truly unique ship is a tribute to the reliability of this vessel, a characteristic which predominated her history.

In Feb. 1957, after local operations and a leave and upkeep period, Nautilus entered the Electric Boat yard in Groton for her first refueling. On her first uranium fuel core Nautilus steamed 62,562 miles in two years, over half of which were spent submerged. To duplicate this performance, a conventionally powered powered submarine the size of Nautilus would have required over two million gallons of diesel fuel.

On May 15, 1957, Nautilus deployed to the Pacific to demonstrate her capabilities to units of the Pacific Fleet, including participation in a large scale fleet exercise called Operation Homerun. During her transit to the Pacific, Nautilus established another new record by cruising from the Panama Canal to San Diego, CA completely submerged, a distance of 3,049 miles. Her sole reason for surfacing on the cruise was to transit the Panama Canal.

Nautilus returned to New London, CT in July 1957 and had an availability until Aug. 19 to prepare her for her next trip which took her to latitude 87 North, 180 miles from the North Pole, and further north than any ship previously. Nautilus steamed 1383 miles under the polar ice cap on three excursions lasting a total of five and one-half days. On her way to the Arctic, Nautilus completed a dive of 287 hours, covering 4,039 miles. This polar trip was of great scientific importance. In the area in which she operated, Nautilus was able to gather many times the amount of data on ice characteristics and water depths than previously obtained in the whole of arctic exploration.

Following her northern trip and participation in the Norwegian Sea exercise, Nautilus returned to her home port for a period of upkeep and repair. On Apr. 1, 1958, she became a unit of Submarine Squadron TEN and was assigned to the first nuclear division, Submarine Division 102.

On June 9, 1958, Nautilus departed Seattle, WA, where she had stopped having again visited the west coast, under Top Secret orders. The orders stated that Nautilus was to conduct Operation Sunshine, the first crossing of the geographic North Pole by a ship. Nautilus passed the Aleutian Island chain and transited the Bering Sea. On June 17, the ship entered the shallow Chukchi Sea but was forced to turn back to Pearl harbor due to a combination of deep ship draft and shallow water.

Nautilus departed Pearl Harbor again on July 23, and set course northward on the voyage which, when completed, was one of the major historic accomplishments of this century. Passage into the shallow Chukchi Sea, where Nautilus surfaced, was uneventful. On Aug. 1, after two days of searching along the edge of the ice pack for deep water, Nautilus submerged in the Barrow Sea Valley and headed north.

At 2315 EDST, on Aug. 3, 1958, CDR William R. Anderson announced to the crew - "For the World, Our Country, and the Navy - The North Pole." With 116 men on board, Nautilus accomplished the "impossible," reaching the geographic North Pole - 90° North. After 96 hours and 1830 miles submerged under the ice, USS Nautilus surfaced in the Greenland Sea on Aug. 5.

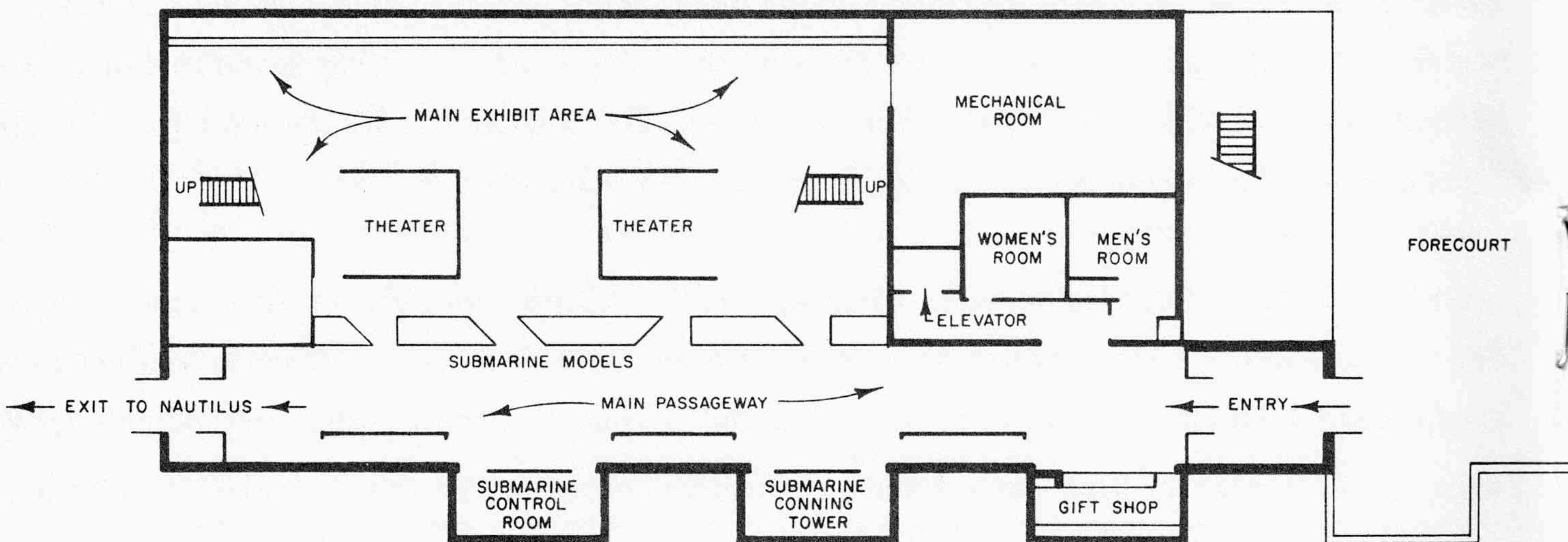
Commander Anderson was flown from Iceland to Washington, D.C. where he was presented the Legion of Merit by President Eisenhower. Upon CDR Anderson's return to Nautilus, she proceeded to Portland, England where Ambassador John Hay Whitney presented the First Presidential Unit Citation ever issued in peacetime. The citation read as follows:

"For outstanding achievement in completing the first voyage in history across the top of the world, by cruising under the Arctic ice cap from the Bering Strait to the Greenland Sea. During the period 22 July 1958 to 5 August 1958, USS NAUTILUS (SSN 571) the world's first atomic powered ship, added to her list of historic achievements by crossing the Arctic Ocean from the Bering Sea to the Greenland Sea, passing submerged beneath the geographic North Pole. This voyage opens the possibility of a new commercial seaway, a Northwest Passage, between the major oceans of the world. Nuclear power cargo submarines may, in the future, use this route to the advantage of world trade.

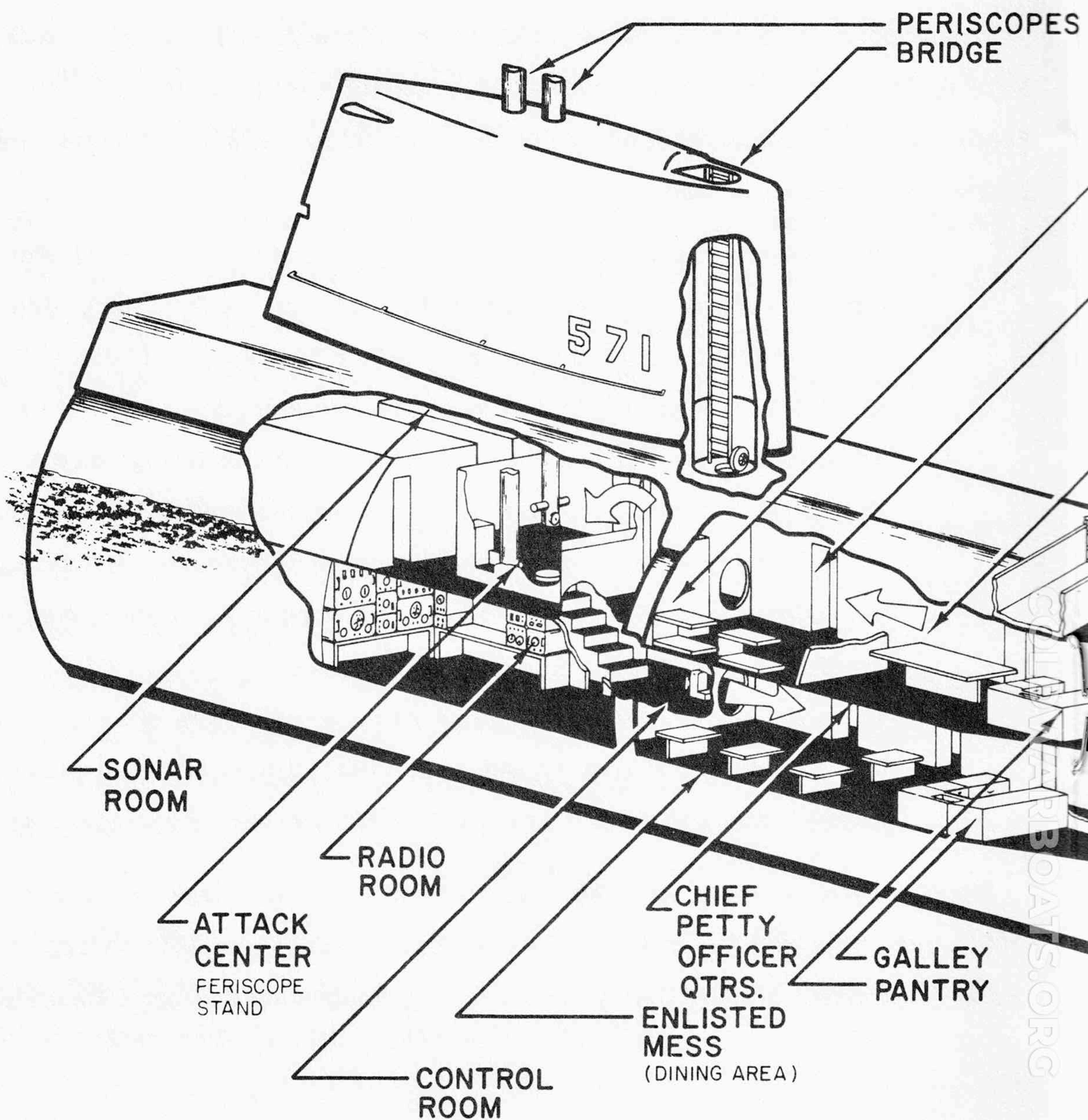
The skill, professional competence and courage of the officers and crew of the NAUTILUS were in keeping with the highest traditions of the Armed Forces of the United States and the pioneering spirit which has always characterized our country

Nautilus departed Portland on Aug. 18, 1958 and surfaced off New York City for a hero's welcome before returning to New London. She travelled over 3100 miles submerged in six days, 11 hours and 55 minutes at an average speed of more than 20 knots having established another submarine "first."

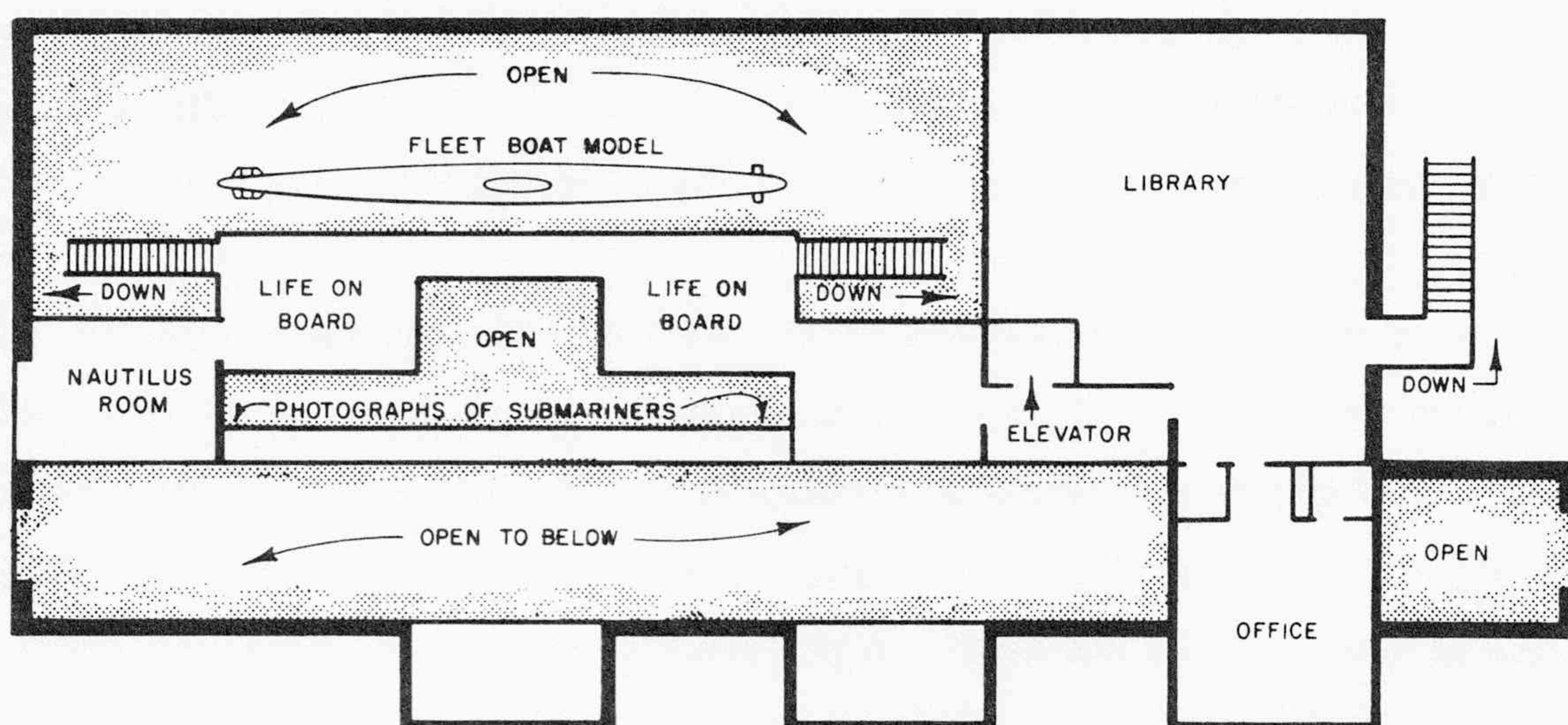
MUSEUM INTERIOR ARRANGEMENT



GROUND FLOOR



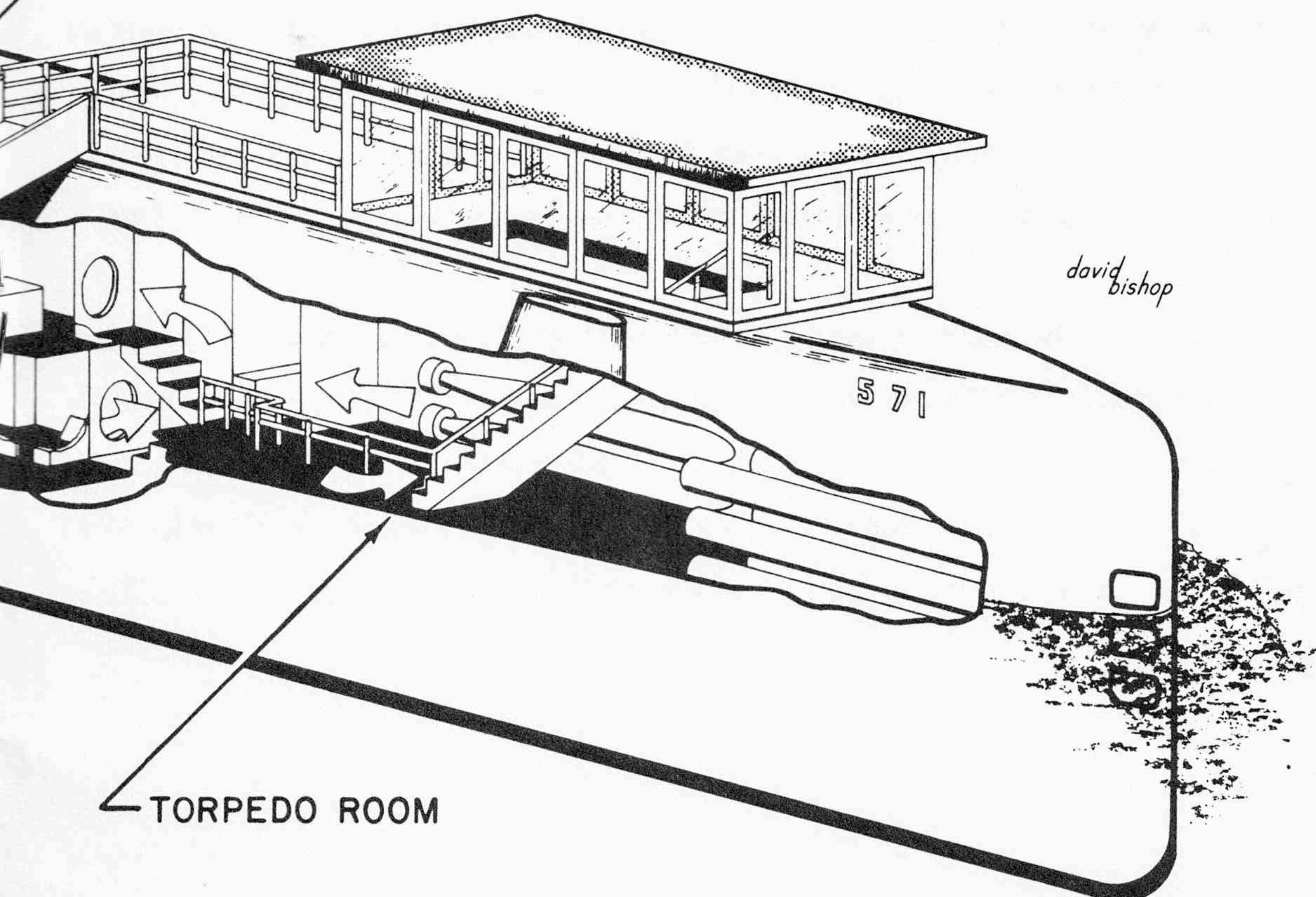
IT



SECOND FLOOR

NAUTILUS INTERIOR ARRANGEMENT

- OFFICER STATEROOMS
- COMMANDING OFFICER & EXECUTIVE OFFICER STATEROOMS
- OFFICER'S WARDROOM (DINING AREA)



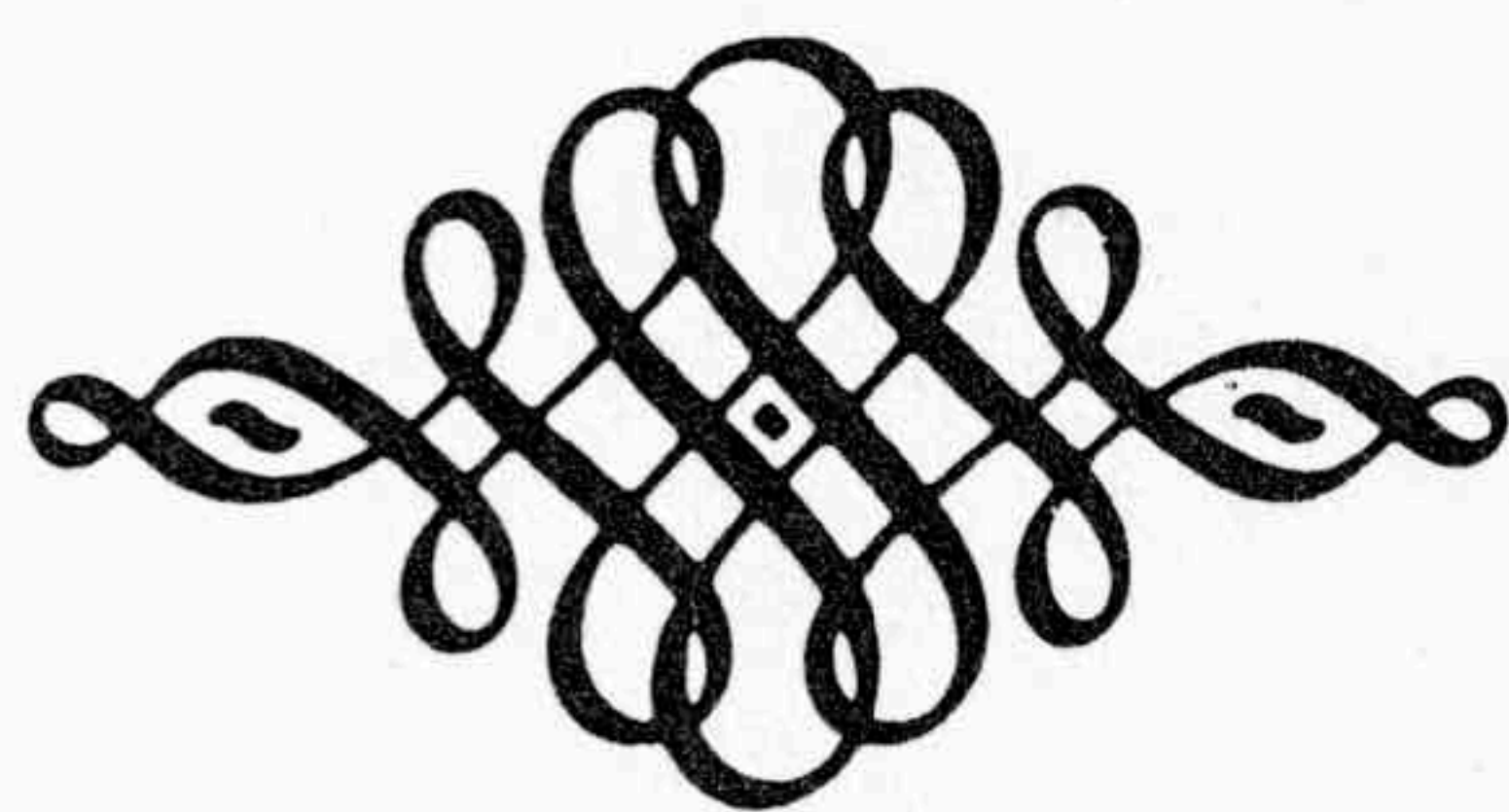
SHIPS NAMED NAUTILUS

The USS Nautilus (SSN 571) was descended from a long line of proud fighting ships. Nautilus first appeared on the Navy List as a schooner of twelve guns. Under the command of Lieutenant Richard Somers, she was with Commodore Preble's squadron in the Mediterranean during the campaign against the Tripolitan pirates. Her battle plaque was inscribed with the names Tripoli and Derne from this early war of our infant Navy. She continued in service until she was captured by a British squadron at the outbreak of the War of 1812.

Nautilus next appeared as a schooner which was commissioned in 1847 and played a role in the Mexican War. In 1911, Nautilus made her first appearance in the submarine force, although later that year her name was changed to H-2. Built in San Francisco, she saw service until 1922 when she was decommissioned.

During World War I, the name and tradition were carried on by a Motor Patrol Boat commissioned in 1917 and assigned to patrol and escort duty. The fifth Nautilus (SS 168), was built at the Mare Island Naval Shipyard in 1930 and was one of the Largest submarines ever built for our Navy. With the outbreak of the war in the Pacific, Nautilus quickly joined the fight and established the reputation which was to characterize her through the next three years of combat. On her first war patrol, she sank the Japanese Aircraft Carrier SORYU which had been previously damaged by aerial attacks.

On December 12, 1951, the Navy Department announced that the world's first nuclear submarine, SS(N) 571, would carry the name Nautilus.



On May 28, 1959, Nautilus entered the Portsmouth Naval Shipyard, Kittery, ME for her first complete overhaul - the first of any nuclear powered ship - and the change of her second fuel core. Upon completion of her overhaul, Nautilus departed Aug. 15, 1960 for a period of refresher training then deployed to the Mediterranean to become the first nuclear submarine assigned to the U.S. Sixth Fleet.

Nautilus celebrated her sixth anniversary on Jan. 17, 1961. This day also marked the keel laying of the Polaris submarine USS Lafayette (SSBN 616). Symbolically, the power used for the initial keel weld of the Lafayette was furnished by Nautilus' nuclear reactor. During the remainder of 1961 and into 1964, Nautilus participated in a number of training and evaluation exercises and during the summer and fall of 1962 participated in the naval quarantine during the Cuban crisis.

On Jan. 16, 1964, Nautilus departed New London enroute to her second complete overhaul. She arrived at the Portsmouth Naval Shipyard on the occasion of her ninth anniversary of "UNDERWAY ON NUCLEAR POWER," Jan. 17. The total number of miles steamed when the Nautilus shut down her reactor was 284,559 of which 220,714 were spent entirely submerged.

Following her rejoining of the Atlantic Fleet Submarine Force in the Spring of 1966, Nautilus re-entered the record books as she logged her 300,000th mile on Sep. 14.)n Aug. 15, 1967 she once again moved alongside Portsmouth Naval Shipyard for a refueling availability and in Dec. 1968 returned to the fleet.

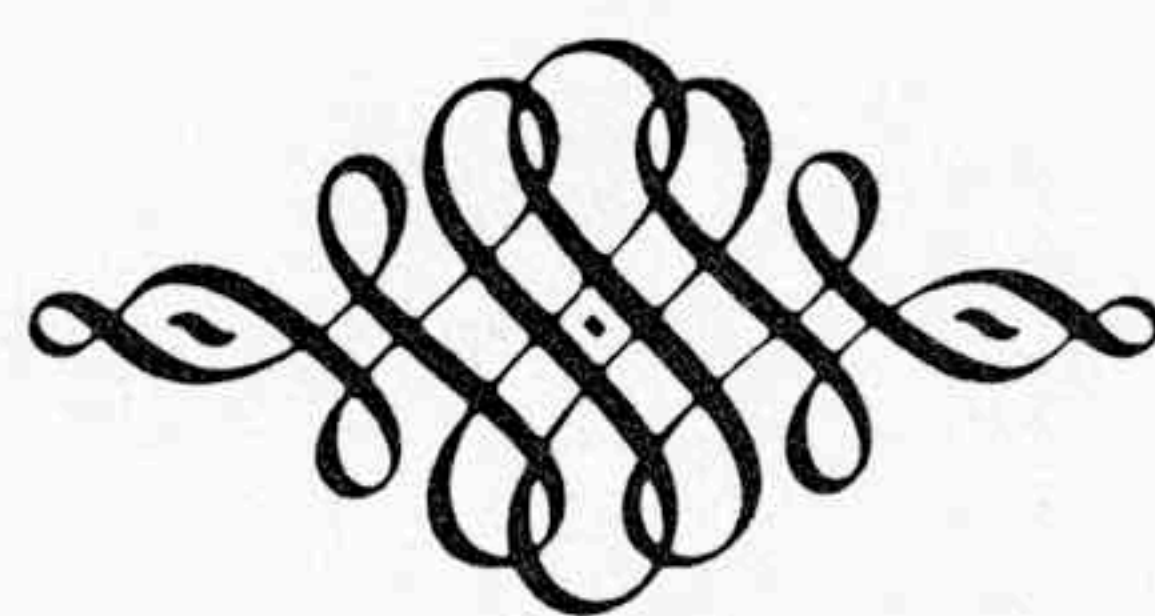
During the years 1969-76 Nautilus completed various operations and participated in two significant exercises - Agate Punch and Ocean Safari - in 1975. She had steamed over 35,000 miles during 1975. During the Bicentennial Weekend of 1976, Nautilus was awarded a White "A" by the Commander Submarine Force Atlantic for antisubmarine warfare weapons and operations excellence.

Nautilus continued from 1977-78 operating from its homeport of New London supporting the mission of the Commander Submarine Force Atlantic. In the Spring of 1979 Nautilus set out on her final voyage. The ship was last underway May 26, 1979, after a month-long voyage from New London. Following defueling of its nuclear reactor, the USS Nautilus (SSN 571) was decommissioned at Mare Island on Mar. 3, 1980.

During the next five years, Nautilus underwent Historic Ship Conversion at Mare Island Naval Shipyard, Vallejo, CA. On May 28, 1985, Nautilus left California under tow by USS Quapaw (ATF 110) and escorted by USS Tuscaloosa (LST 1187) up to the Panama Canal. Upon arrival at the Canal, she was taken under tow by USS Recovery (ARS 43) and was joined by escort vessel USS Hayler (DD 997) for the final leg of the journey to Connecticut. On Jul. 6, 1985, Nautilus arrived at Naval Submarine Base New London, Groton, CT.

NAUTILUS VITAL STATISTICS

KEEL LAID	June 14, 1952 by President Harry S. Truman
LAUNCHED	January 21, 1954
SPONSOR	Mrs. Dwight David Eisenhower
COMMISSIONED	September 30, 1954
"UNDERWAY ON NUCLEAR POWER"	January 17, 1955
LENGTH	319 feet
BEAM	27 feet
DISPLACEMENT	4092 tons (Surfaced)
MAXIMUM SPEED	In excess of 20 knots
MAXIMUM DEPTH	In excess of 400 feet
PROPULSION	Nuclear
ARMAMENT	6 torpedo tubes
COMPLEMENT (While in Commission)	11 officers, 100 enlisted



SUBMARINE FORCE LIBRARY AND MUSEUM

Originally established as "The Submarine Library" by the Electric Boat Division of General Dynamics Corp. in 1955, the Submarine Force Library and Museum soon gained respect for its archival and research value. In April 1964, the entire holdings were donated to the Navy and relocated to the Naval Submarine Base New London. The name "Submarine Force Library and Museum" was formally adopted in 1969.

The Submarine Force Library and Museum is governed jointly by the Commanders of the Atlantic and Pacific Submarine Forces and is locally administered as a division of the Submarine Base. Historical guidance is provided by the Curator of the Navy through the Navy Historical Center. This makes the museum the official repository of submarine related artifacts and information for the Submarine Force.

The purpose of the Museum is to remind submariners and inform new submariners of their mutual heritage and to contribute to the indoctrination and esprit de corps of submariners, Submarine School students and other potential submariners. In addition, it provides a center to stimulate among all persons, an interest in submarine history and a traditional home for the collection, preservation, and display of historical information, artifacts and memorabilia on the development of the submarine.

In April 1986, a new 14,000 square foot museum, almost five times larger than the former facility, opened. Included in the new complex is the Nautilus Memorial. The Nautilus, the first nuclear powered ship, is berthed at a pier adjacent to the museum. The Nautilus Memorial and Submarine Force Library and Museum is open to the public at no cost.

The new modern structure, located next to the Main Gate of the Submarine Base, takes advantage of "solar gain" with glass on the South, East and West sides. Curved metal panels cover the North side.

The total cost for the facility was \$7.9 million. The Federal Government has paid \$1.9 million, and the State of Connecticut has provided an additional \$1 million while guaranteeing the \$5 million raised by the Connecticut Nautilus Committee.

For more information on the Nautilus Memorial and Submarine Force Library and Museum, call (203) 449-3174.

USS NAUTILUS (SSN 571)
FORMER COMMANDING OFFICERS

COMMISSIONING
CDR EUGENE P. WILKINSON, USN

18 JUNE 1957
CDR WILLIAM R. ANDERSON, USN

22 JUNE 1959
CDR LANDO W. ZECH, JR., USN

20 APRIL 1962
CDR JEFFREY C. METZEL, JR., USN

12 OCTOBER 1963
CDR FRANCIS C. FOGARTY, USN

3 APRIL 1967
CDR NORMAN E. GRIGGS, USN

31 JANUARY 1970
CDR DAVID W. COCKFIELD, USN

24 JUNE 1972
CDR ALEX ANCKONIE III, USN

19 DECEMBER 1976
CDR RICHARD A. RIDDELL, USN

DECOMMISSIONING