

## Nomination for the Submarine Training Center Hall of Fame

### USS SKIPJACK (SSN585)

The USS Skipjack was the lead ship of her class incorporating many new changes into submarine design. The greatest alteration was the new tear-drop hull designed for optimum performance underwater. It was a radical new class and the hull design with a single propeller and improved ship controls of an airplane design called "Joy Stick Control" and its bow planes were positioned on the sail structure and it had no flat decking as on previous submarines outside their pressure hull. These features allowed Skipjack to quickly reverse direction, climb, dive and bank into turns like an airplane.

Powered by the new and more powerful S5W nuclear reactor allowing the ship to travel at full power for up to 100,000 miles.

The Skipjack's motto was "Radix Nova Tridentis", meaning the "Root of the New Sea Power" as every US attack submarine until 1988 turned out to follow the Skipjack's design. Upon completion of her sea trials she was the world's fastest submarine in 1958.

On her shakedown cruise in August 1959, she became the first nuclear ship to pass through the Straits of Gibraltar and operate in the Mediterranean Sea. After post-shakedown availability at Groton, the Skipjack conducted type training and participated in an advanced submarine exercise from May through July 1960, which earned the ship a Navy Unit Commendation, and a Battle Efficiency "E" award, an award it would receive three more times.

In 1961 the Skipjack participated in numerous ASW operations with Task Forces Alpha and Bravo in the Atlantic Ocean. This included the test launching of shape weapons from the torpedo tubes off of Fort Lauderdale, FL.

In January 1962, Skipjack went through "shock trials" out of Key West, Florida. Films produced during these trials have been used in submarine training for many years. Following these trials she entered Portsmouth Naval Shipyard in Maine for extensive overhaul lasting four and one-half months. After overhaul Skipjack returned to New London operating locally until departing in October for duty in the Mediterranean with the Sixth Fleet and Italian Navy during the Cuban Crisis. During her return from the Mediterranean Sea, Skipjack conducted the fastest submerged transit of the Atlantic Ocean on record.

During the next twenty-eight years the Skipjack operated with numerous navies and went through overhauls and upgrades traveling to many countries and ports as part of the Atlantic Fleet.

At Skipjack's decommissioning on April 19, 1990 Vice-Adm. Ronald M Eytchison noted that as recently as 1985, the Skipjack was able to best some of the Navy's best aircraft carriers and submarines in war games. During the course of its service life, the Skipjack sailed over 1 million nautical miles and made 1200 dives. The Skipjack still held the submerged transit of the Atlantic Ocean record at her decommissioning.