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## **Baton rouge class starship**

January 1995Stricken: 13 January 1995Fate: Submarine recyclingBadge: General Characteristics Class and Type: Los Angeles-class submarineDisplacement: 5,723 tons (surfaced) 5,723 tons (surfaced) 5 6,927 tons (sunken)[1] Length: 110.3 meters (361 ft 11 in)Beam : 10 meters (32 ft 10 in)Draft: 9.4 meters (30 feet 10 in)Propulsion: S6G nuclear reactor, 2 turbines, 35,000 hp (26 MW), 1 auxiliary engine 325 hp (242 kW), 1 shaft Speed: 15 knots (28 km/h) Level 33 knots (61 km/h) Sink 35 knots Test depth: 290 m (950 ft)Supplement : 12 officers; 98 enlistedArmament: 4 × 21 in (533 mm) bow tubes Mark 48 torpedo Harpoon missiles Tomahawk cruise missile USS Baton Rouge (SSN-689) was a Los Angeles-class nuclear-powered attack submarine which served with the United States Navy. Laid down with his kiel on November 18, 1972, The Beton Rouge was launched on April 26, 1975. He became the second Los Angeles-class submarine ordered on June 25, 1977. In 1995, after colliding with a Russian Sierra-class submarine, he became his first class to be disabled. The First and Currently Only Navy Ship of the United States was named for The Button Rouge, Louisiana. The design of the three main weapons are los Angeles-class submarines, followed by the Beton Rouge, the Mark 48 torpedo (above), the Tomahawk cruise missile (center), and the Harpoon anti-ship missile (bottom). The Battery Rouge was a nuclear attack submarine and was thus optimized for anti-submarine warfare (ASW) and strike operations. [2] For this purpose, he carried a complement of 26 weapons, including the ADCAP 48 mark torpedo - the main weapon of U.S. Navy submarines, Harpoon anti-ship missiles and subsonic Tomahawk cruise missiles. The latter, depending on whether it's anti-ship or strike species, has a range or 280 or 1,600 miles (450 or 2,500 kilometers) and is nuclear-compatible, although this capability is deployed on Los Angeles-class submarines. [2] Since the boat did not accommodate the vertical launch system found on the next Los Angeles-class submarines, harpoons and tomahawks of torpedo tubes were launched. The Buton Rouge can also place mobile mines marking 67 and mark 60 captors. [2] The boat propulsion system consisted of an S6G pressured water reactor based on the D2G reactor of the Bainbridge and Troxton cruiser classes. [3] Heat generated from the S6G reactor converts water into steam, powering two turbines, resulting in propeller shafts (see nuclear marine propulsion). Although the U.S. Navy discloses the boat's sinking speed to nodes +25 (+28 mph; +46.3 km/h),[4] civilian sources have claimed that Los Angeles-class submarines' Speeds to more than 33 knots (38 mph; 61 km/h). [5] The nuclear reactor lasted ten years. [2] Was a crucial component in The Canton Rouge's ability to carry out its mission of comprehensive defense, navigation and sonar systems. Among several sonar sets he could have was the sonar of the TB-23/29 thin line passive towel array, the Ametek BQS 15 range near the high frequency active sonar and raytheon SADS-TG active detection sonar. These systems worked to give Youton Rouge good situational awareness. [2] The boat's electronic support measures included a directional system, an interceptor and a Warner Radar. [2] On January 8, 1971, the construction and commissioning of the Contract for the Construction of The Button Rouge was awarded to the Newport News Virginia Shipyard, and his kiel was abandoned on November 18, 1972. [6] On April 26, 1975, with ms. Felixi's sponsor Edward Hebert, the wife of the U.S. Representative from district one and former chairman of the House Armed Services Committee, Button Rouge was commissioned on June 25, 1977, with Commander Thomas C. Maloney as his first captain. [1] [7] Based in Nurfack and dedicated to submarine squadron 8, the immediate date of the Beton Rouge was marked after launch with shakedown training in New London, Connecticut, among other experiments. During July 5-29, he drilled drills off the coast of New England and returned to Nurfack for a month after shaking. [1] From September 1977 to August 1978, he participated in numerous other experiments, such as acoustic experiments in Exoma Sound, the Bahamas, and weapons testing from Port Orglidaz, Florida. During this time, he returned periodically to Nurfack, docked alongside the USS L. Y. Thee, for awakening, the longest of which lasted from February to August. [1] Operational date in preparation for its first overseas assignment, The Bton Rouge was dispatched to New London in September for training before returning to Nurfack for last-minute checks before deployment. [1] He left the port on October 19, 1978, raising his first port of contact in La Maddalena, Sardinia, on November 1. The Buton Rouge also visited La Espzio and participated in various ASW exercises in the winters of 1978 and 1979. [1] USS Baton Rouge on underway near La Maddalena, Italy on 8 November 1984. The submarine returned to Nurfack from its first overseas assignment in March 1979. After standing down after deployment, The Bethon Rouge resumed normal operations later that year. These included participating in two major ASW exercises and visiting widely isolated locations such as Fort Lauderdale, Florida, and Halifax, Nova Scotia. [1] In July, he was assigned to the Submarine 8 squadron, but continued to use Nurfack as a base of operations. During September-October. The Beton Rouge participated in a major NATO exercise - Operation Ocean Safari - that took him. The Atlantic once again included a call in Rotterdam, Netherlands. He returned to Nurfack during the recent October part of that mission and spent the remainder of 1979 in a limited availability. In 1980, he was dispatched to the Indian Ocean and went around the Earth, crossing the line of international history and the Panama Canal. For deployment, he was awarded the Honor of the Navy Unit when he arrived at Nurfack. [8] As it was in the Indian Pacific in 1980, in 1981 The Beton Rouge again came under the command of commander-in-chief, the Atlantic Fleet (CINCLANTFLT), and then he received meritorious unit praise. [8] For the third time, The Beton Rouge was commanded by CINCPACFLT, which made its second deployment to the Mediterranean. [8] In the mid-1980s, the boat underwent an 18-month overhaul at the Norfolk Navy shipyrioth. The overhaul, which ended in spring 1986, in addition to the Bathon Rouge saw the AN/BQQ-5C sonar system, the CCS Mk-1 digital fire control system and the ESGN navigation system. [8] He made his third deployment to the Mediterranean in November 1986, and his fourth in January 1990. [8] Between the two assignments, The Bethon Rouge made expeditions to the North Atlantic, receiving the second praise of its exciting unit. [8] Collisions with the USS Baton Rouge's Kostroma before decommoation in 1995 also see: the submarine incident off The Island of Kildean at 20:16 local time on February 11, 1992, while on patrol on The Island of Kildean near Severomorsk, Buton Rouge under cdr command. Gordon Kremer collided with russia's Sierra Class attack submarine K-276 Kostroma. [9] The U.S. Navy said the collision occurred more than 12 miles (22 kilometers) offshore in international waters. [9] The U.S. Navy initially denied any damage that The Beton Rouge suffered, but it was later revealed that the boat suffered two cuts as well as dents and scratches. [10] The K-276 Kostroma was fully repaired until June 29, 1992, and continues in service to this day.[11] while The Button Rouge was de-serviced soon after. The Beton Rouge was repaired to make it 100% operational after the accident. The Navy at the time sought to make cuts in all classes of ships. The Buton Rouge was just unlucky enough to be out of business for that reason. This is recorded as a victory in the Russian Navy's Lofters, and the K-276 crew painted 1 bordering on a star in the sail, like Soviet submarines during World War II to show the number of their victories. Less than two years later, on November 1, 1993, The Bethon Rouge was placed on the reserve commission. On January 13, 1995, he became the first Los Angeles-class submarine to be disabled and struck by the marine ship registration after just 171/2 years of commission work. After refueling (It wasn't The Badon Rouge), some of his sister's ships Served 25 years or more. The former Buton Rouge entered the nuclear-powered ship-submarine recycling program and was discontinued on September 30, 1997. USS Baton Rouge shortly after her decommissioning (February 1995) USS Baton Rouge during sea trials 1977 References This article includes information collected from the public domain sources Dictionary of American Naval Fighting Ships and Naval Vessel Register. ^ a b c d e f g h Mann, Raymond A.; Cressman, Robert J. (28 February 2006). Baton Rouge. the u.s . Retrieved 4 January 2012. ^ a b c d e f USS Helena (SSN-725). Navy technology. Retrieved 5 January 2012. ^ Los Angeles class. Military-today.com. Retrieved 5 January 2012. ^ U.S. Navy Fact Sheet: Attack Submarines – SSN. the u.s . Retrieved 5 January 2012. ^ Mount, Mike (22 January 2005). Officials: U.S. submarine hit undersea mountain. Cnn. Retrieved 5 January 2012. 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