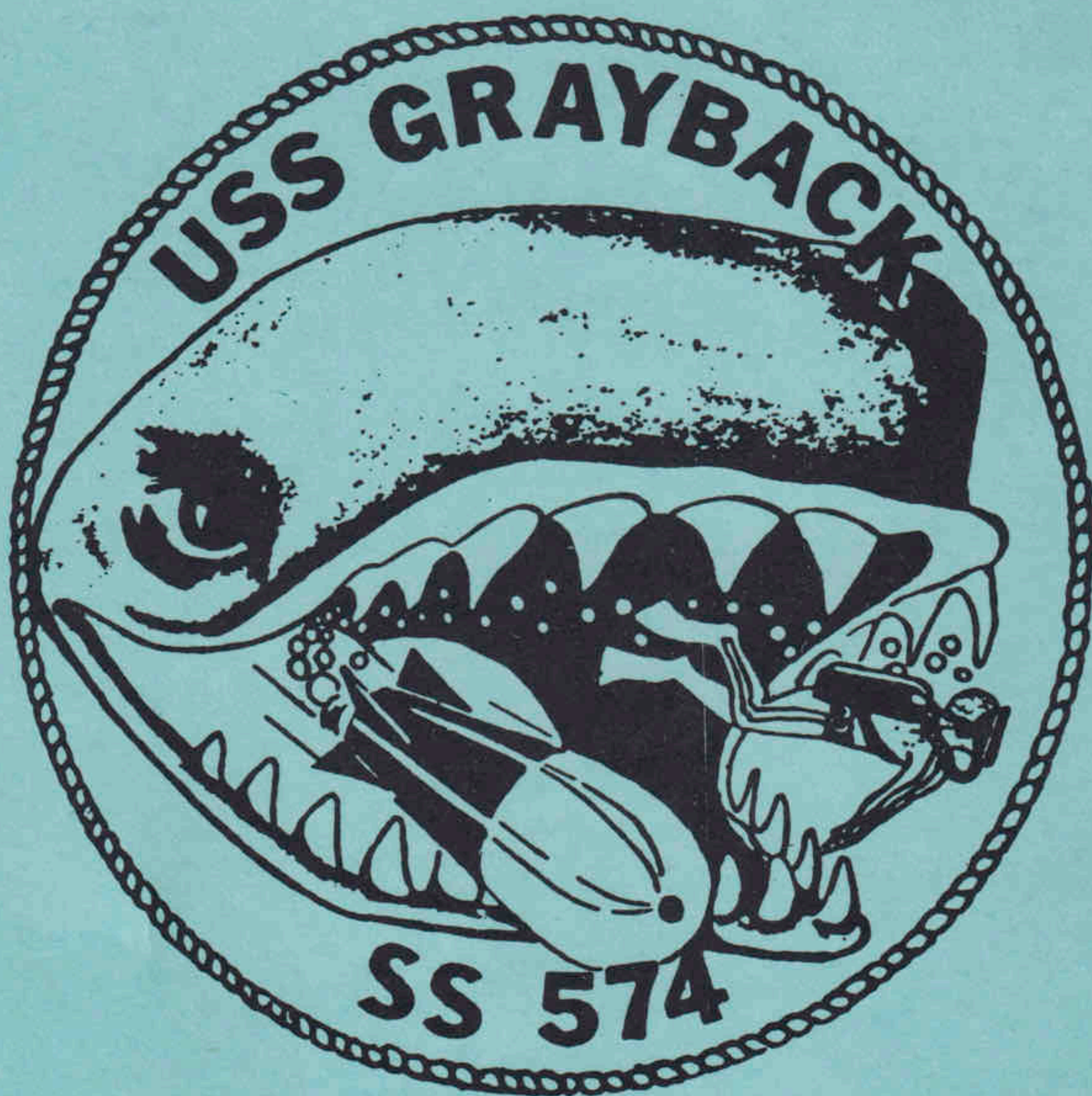


WELCOME ABOARD

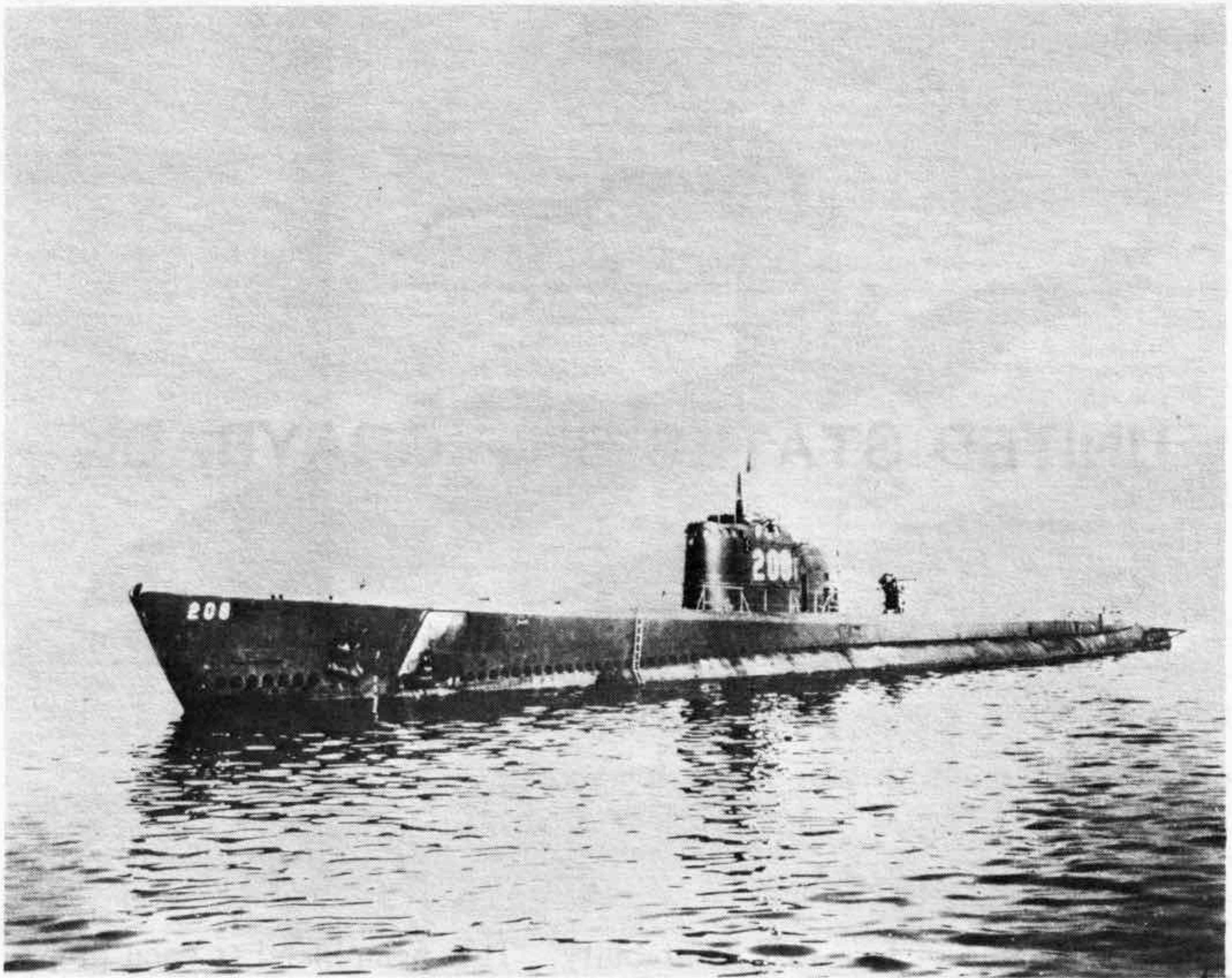


SUBMARINE FORCE
U. S. PACIFIC FLEET





Naming submarines after fish has been traditional throughout the Submarine Force. The original use of the name Grayback was for a herring-called branch herring, white herring or alewife, found along Atlantic Coast and land-locked in certain Great Lakes of North America. The latest insignia depicts the Grayback as a whale, symbolizing her magnitude and strength. Grayback's unique dual capabilities as a special warfare and fast attack submarine are represented by the scuba diver and torpedo, respectively.



Somewhere in the Pacific, at an unknown spot lies the submarine GRAYBACK (SS 208). A proud and fearless member of the "Silent Service," she was designed and built to destroy enemy ships, troops, and cargo. On ten war patrols during World War II the underseas marauder sent many thousands of tons of Japanese shipping to the bottom. That she was lost on her Tenth War Patrol, tells briefly and dramatically the sacrifice that submariners risk against the enemy and the ocean waters.



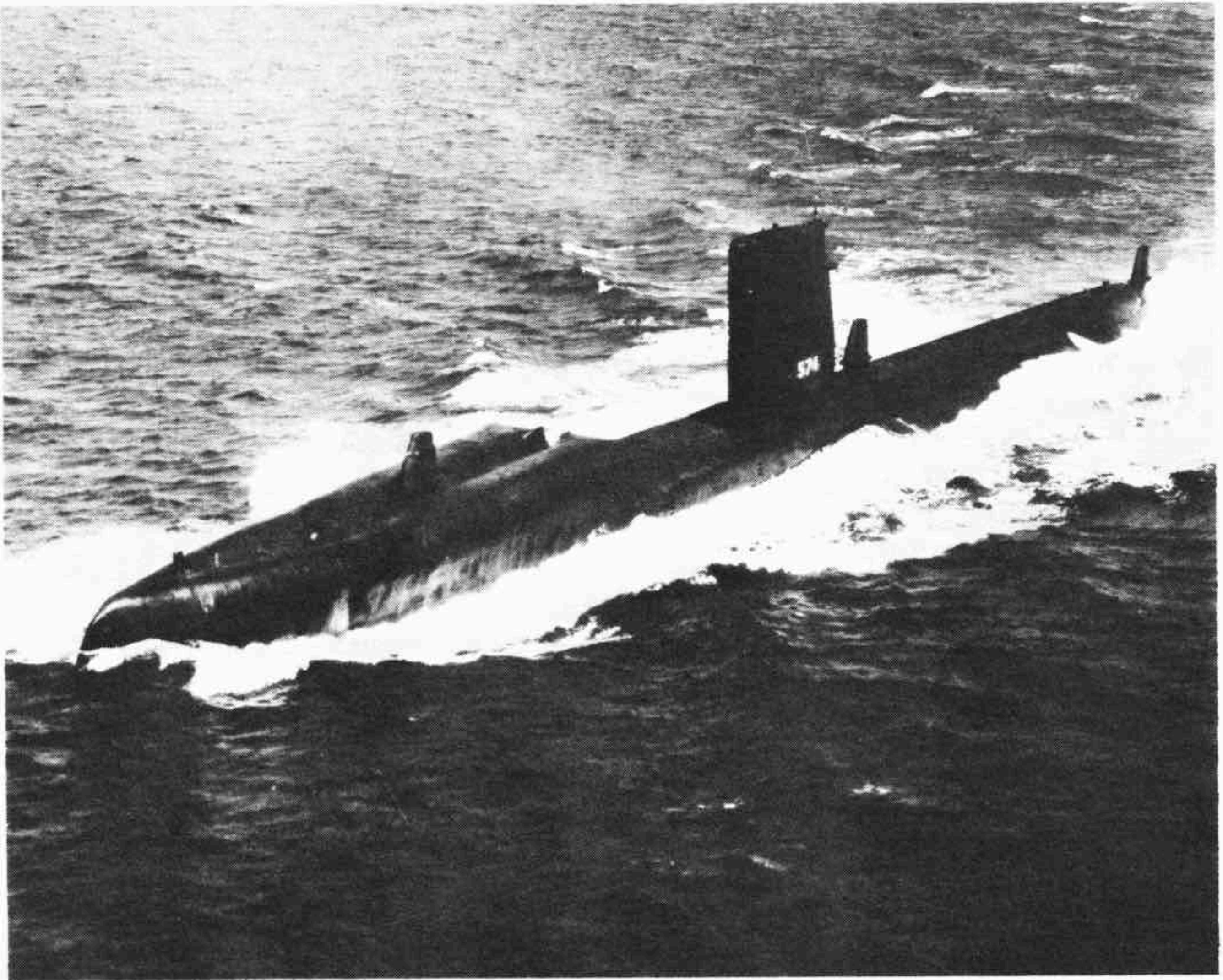
UNITED STATES SHIP GRAYBACK

The officers and crew take great pride in extending to you the hospitality of the Submarine Force of the United States Navy. All members of the ship's crew will assist you in any way possible.

Although a diesel submarine, GRAYBACK is comparatively spacious and comfortable in terms of habitability. This pamphlet has been prepared to introduce our ship to you. Please ask questions.

As your hosts, all of us in GRAYBACK sincerely desire to make your visit informative, interesting, and pleasant. Enjoy your visit.

**THE OFFICER'S AND MEN
OF THE USS GRAYBACK**



USS GRAYBACK (SS 574)

Built by

San Francisco Bay Naval Shipyard, Mare Island

Length	334 feet
Beam	30 feet
Displacement Surfaced	2900 tons
Speed	15 knots
Diving depth.	Over 400 feet
First Commissioned (SSG 574)	March 7 1958
Decommissioned	May 25 1964
Commenced Conversion to LPSS 574	November 7 1967
Commissioned LPSS 574	May 9 1969
Redesignated SS 574	July 1975

The Special Warfare Submarine USS GRAYBACK (SS 574) is the second ship of the fleet to carry the name.

She commemorates the fleet submarine USS GRAYBACK (SS 208) who earned the Navy Unit Commendation and eight battle stars for action resulting in the sinking of 63,835 tons of enemy shipping during ten war patrols between 1942-1944. She was lost on her tenth war patrol.

The present GRAYBACK was launched SSG 574 on 2 July 1957 by Mare Island Naval Shipyard, Vallejo, California, the first submarine designed from the start to carry the Regulus surface-to-surface missile. In September of the same year, GRAYBACK carried out the first successful launching of a Regulus II missile from a submarine. On 9 February 1959, GRAYBACK departed the shipyard and over the next two and one half years completed nine missile deterrent patrols. With the advent of the Polaris Missile Submarine however, the Regulus missile was relegated to history and the GRAYBACK decommissioned at Mare Island on 25 May 1964.

In November 1967, GRAYBACK commenced an extensive conversion to replace her Regulus associated equipment with the latest available equipment to support submarine amphibious operations. The conversion was the modification of the unique Regulus hangars, each of which were divided by the addition of a pressure bulkhead into a "wet" and a "dry" compartment, the "wet" compartments being configured to operate as a large pressure lock, capable of locking out large numbers of men and equipment while submerged. Following conversion, GRAYBACK was recommissioned as LPSS 574 on 9 May 1969. Upon completion of sea trials and stateside training, GRAYBACK deployed to her new homeport of Subic Bay, arriving on 27 February 1970, to become the first submarine permanently homeported outside the United States. GRAYBACK has operated as a unit of the SEVENTH Fleet both in a combat environment and in conducting Special Warfare training with United States and allied forces in Asia. From October 1972 to June 1973, GRAYBACK underwent overhaul in the U.S. Naval Ship Repair Facility, Yokosuka, Japan. Following overhaul, she returned to Subic Bay, resuming her role in support of the U.S. SEVENTH Fleet.

In July 1975, GRAYBACK's designator was changed from "LPSS" to "SS".

During 1976, GRAYBACK represented the United States overseas as a "Bicentennial Command", deploying throughout July 1976 on a goodwill cruise, circumnavigating the Philippines and visiting seven major Philippine cities.

From October 1976 through March 1978, GRAYBACK conducted her second overhaul overseas, this time at the Ship Repair Facility, Subic Bay. Following overhaul, GRAYBACK RESUMED her role in support of the U. S. SEVENTH Fleet and has continued to provide extensive Special Warfare and submarine training services to United States and allied Asian forces.

USS GRAYBACK (SS-574)

- FIRST SUCCESSFUL LAUNCHING OF REGULUS II MISSILE FROM A SUBMARINE
- ONLY SPECIAL WARFARE SUBMARINE IN THE U.S. FLEET
- LARGEST DIESEL SUBMARINE IN THE WORLD
- ONLY U.S. SUBMARINE ESPECIALLY CONFIGURED FOR BOTTOMING

RISK IS AN INSPIRATION IN SUBMARINE SERVICE

The tragic loss of the submarine Thresher and 129 men had a special kind of impact on the nation. . . . a special kind of sadness, mixed with universal admiration for the men who choose this type of work.

One could mention the Thresher without observing, in the same breath how utterly final and alone the end is when a ship dies at the bottom of the sea. . . . and what a remarkable specimen of man it must be who accepts such a risk.

Most of us might be moved to conclude, too, that a tragedy of this kind would have a damaging effect on the morale of the other men in the submarine service and tend to discourage future enlistment. Actually, there is no evidence that this is so.

What is it, then, that lures men to careers in which they spend so much of their time in cramped quarters, under great psychological stress, with danger lurking all about them?

Bond Among Them

Togetherness is an overworked term, but in no other branch of our military service is it given such full meaning as in the so called "silent service".

In an undersea craft, each man is totally dependent upon the skill of every other man in the crew, not only for top performance but for actual survival. Each knows that his very life depends on the others and because this is so, there is a bond among them that both challenges and comforts them.

All of this gives the submariner a special feeling of pride, because he is indeed a member of an elite corps. The risks, then, are an inspiration rather than a deterrent.

The challenge of masculinity is another factor which attracts men to serve on submarines. It certainly is a test of man's prowess and power to know he can qualify for this highly selective service. However, it should be emphasized that this desire to prove masculinity is not pathological, as it might be in certain dare-devil pursuits, such as driving a motorcycle through a flaming hoop.

Emotionally Healthy

There is nothing daredevilish about the motivations of the man who decides to dedicate his life to the submarine service. He does, indeed, take pride in demonstrating that he is quite a man, but he does not do so to practice a form of foolhardy brinkmanship, to see how close he can get to failure and still snatch victory from the jaws of defeat.

On the contrary, the aim in the submarine service is to battle the danger, to minimize the risk, to take every measure to make certain that safety rather than danger, is maintained at all times.

Are the men in submarines braver than those in other pursuits where the possibility of sudden tragedy is constant? The glib answer would be that they are. It is much accurate, from a psychological point of view, to say they are not necessarily braver, but that they are men who have a little more insight into themselves and their capabilities.

They know themselves a little better than the next man. This has to be so with men who have a healthy reason to volunteer for a risk. They are generally a cut healthier emotionally than others of similar age and background because of their willingness to push themselves a little bit farther and not settle for an easier kind of existence.

We all have tremendous capabilities but are rarely straining at the upper level of what we can do, these men are.

The country can be proud and grateful that so many of its sound, young, eager men care enough about their own statue in life - and the welfare of their country - to pool their skills and match them collectively against the power of the sea.

- Dr. Joyce Brothers

