

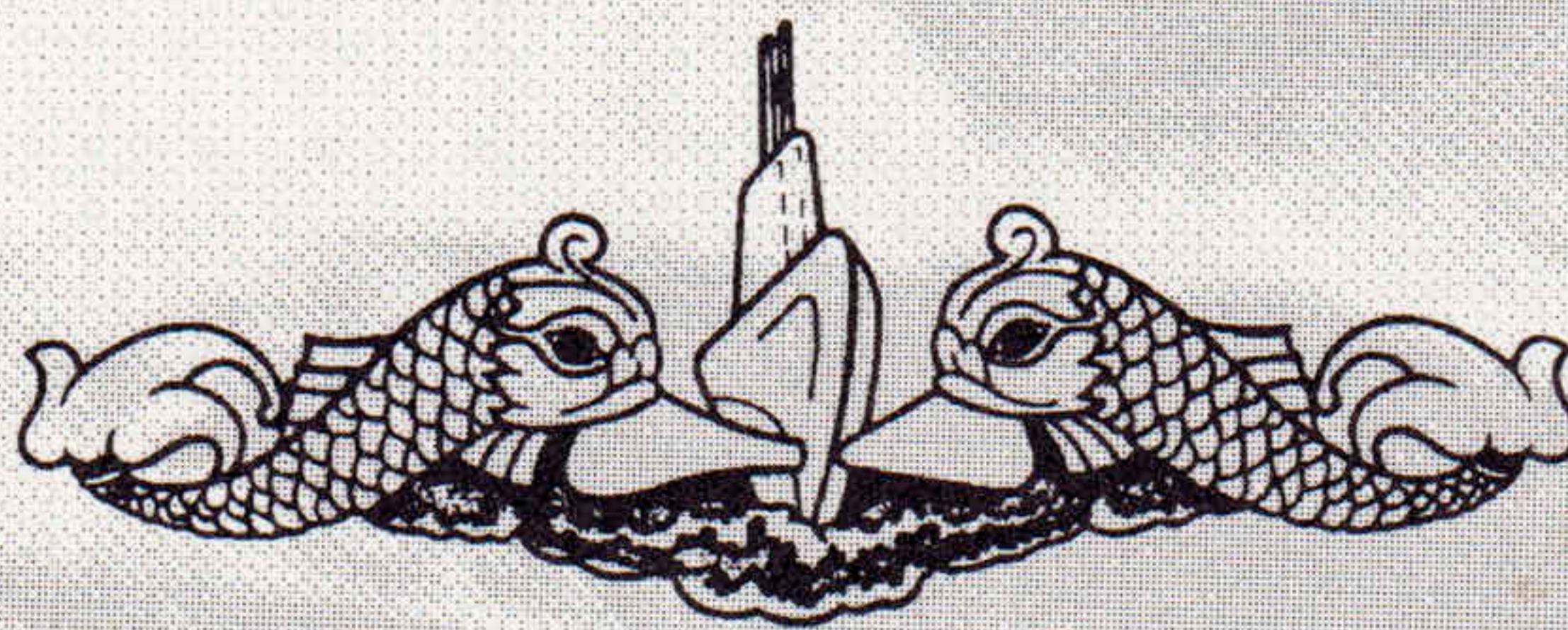


DECOMMISSIONED TODAY
Puget Sound Naval Shipyard

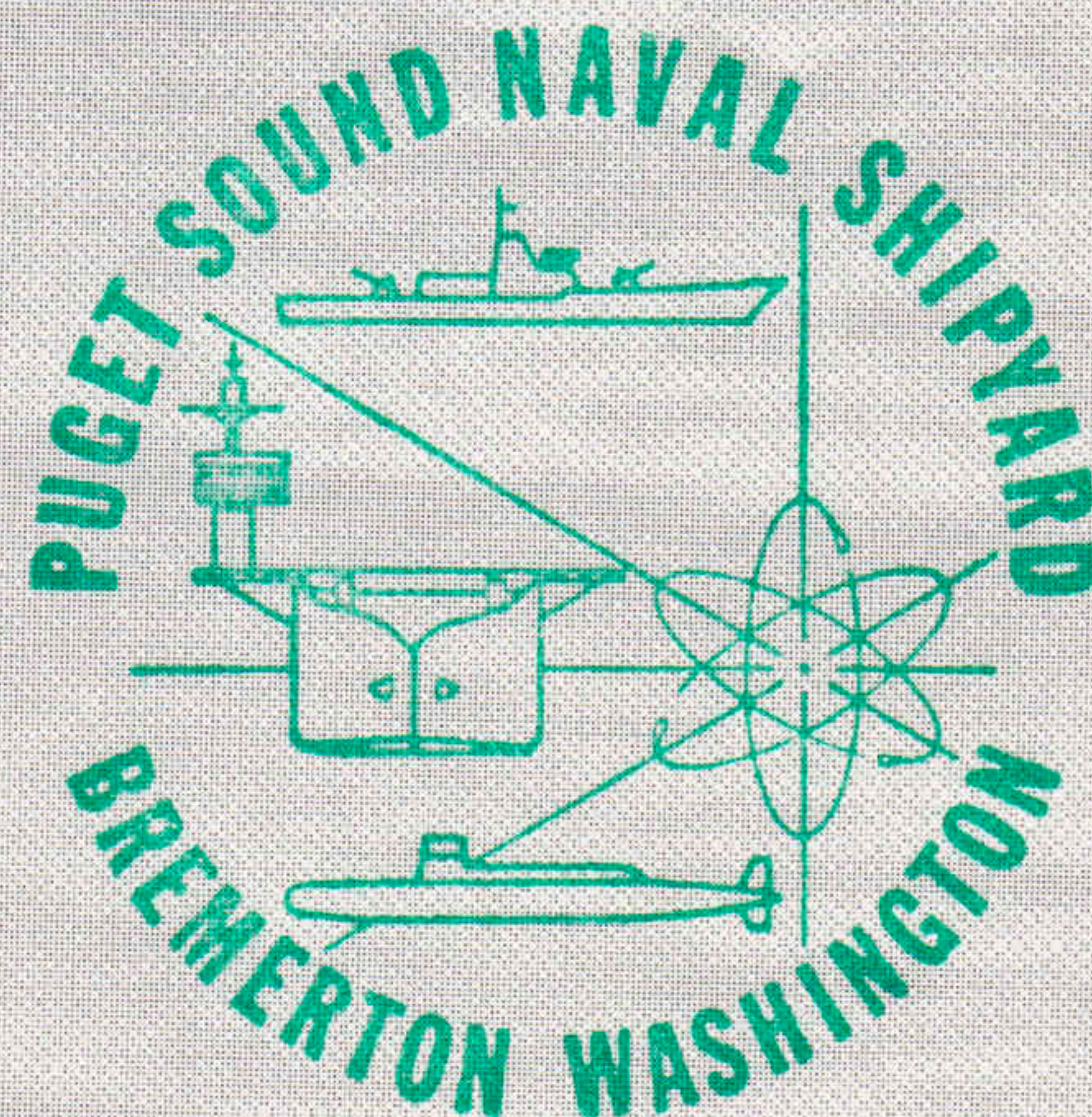
DEACTIVATION CEREMONY

UNITED STATES SHIP
PARGO
(SSN 650)

APRIL 1995



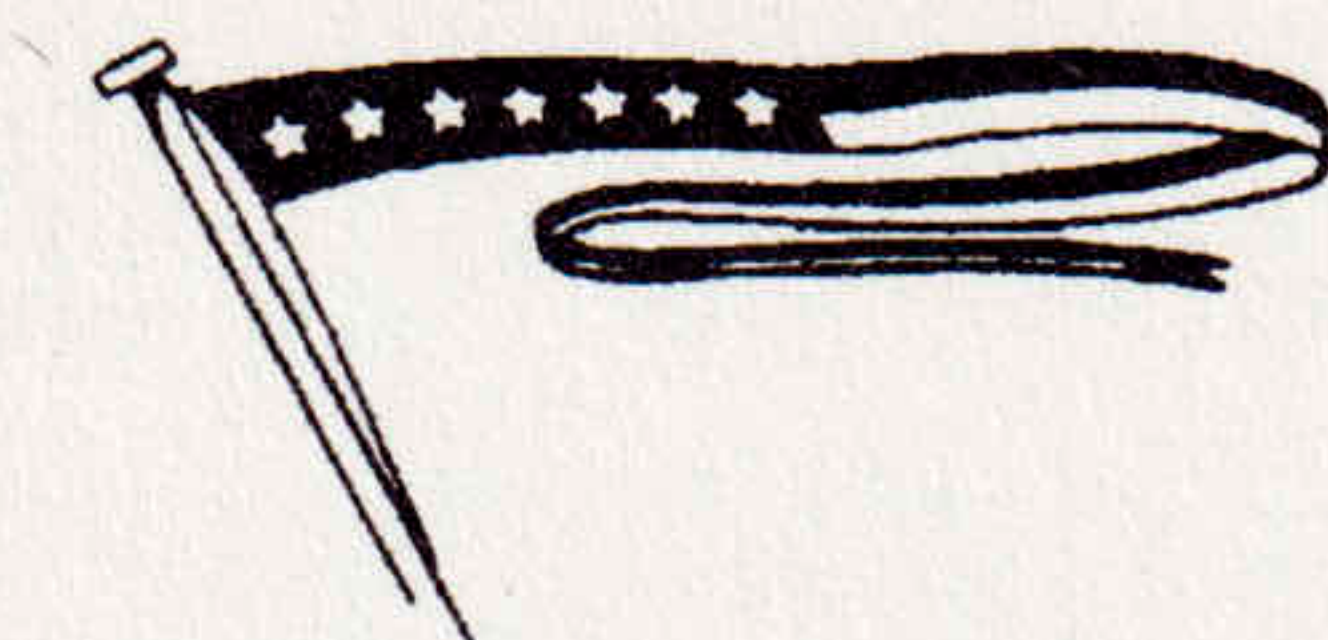
PUGET SOUND NAVAL SHIPYARD
BREMERTON, WASHINGTON



USS PARGO (SSN 650)



COMMISSIONED 5 JANUARY 1968



THE COMMISSIONING PENNANT

At the moment the commission pennant is broken, a ship becomes the responsibility of the Commanding Officer, who, together with the ship's officers and men, has the duty of making her ready for any service required by our nation, whether at peace or at war.

For centuries the commissioning pennant has been the symbol of a man-of-war. It is believed to date to the 17th century, when the Dutch were at war with the English. Duty Admiral Maarten Harpertzoon Tromp hoisted a broom at the masthead to symbolize his intention to sweep the English from the sea. This gesture was answered by British Admiral William Blake who hoisted a horsewhip, indicating his intention to chastise the Dutch. The victorious British thus set the precedent for a long, narrow commissioning pennant to symbolize the original horsewhip as the distinctive symbol of a ship of war.

The modern U.S. Navy commissioning is blue at the hoist with a union of seven white stars and a horizontal red and white stripe at the fly. It is flown from the masthead, except when displaced by the personal flag of an admiral or commodore aboard a flagship.



DECOMMISSIONING CEREMONY

The decommissioning ceremony signifies the end of an era, honoring all the men who have given their time and their energy to fulfill and surpass the aspirations held by those who stood in the commissioning ceremony. The decommissioning ceremony is not prescribed by Navy regulations, but rather is an honored product of Naval tradition where the commissioning pennant, ensign, and jack are hauled down for the last time, and the watch is secured. Custom has established that this ceremony be formal and impressive, a solemn occasion in which we pause to reflect upon the rich heritage of this ship and the United States Navy.

COMMAND AT SEA



THE PRESTIGE, PRIVILEGE AND THE BURDEN OF COMMAND

by Joseph Conrad

Only a seaman realizes to what extent an entire ship reflects the personality and ability of one individual, her Commanding Officer. To a landsman, this is not understandable—and sometimes it is even difficult for us to comprehend—but it is so!

A ship at sea is a distant world in herself, and in consideration of the protracted and distant operations of the fleet units, the Navy must place great power, responsibility and trust in the hands of those leaders chosen for command.

In each ship there is one man who, in the hour of emergency or peril at sea, can turn to no other man. There is one who alone is ultimately responsible for the safe navigation, engineering performance, accurate gunfiring and morale of his ship. He is the Commanding Officer. He is the ship!

This is the most difficult and demanding assignment in the Navy. There is not an instant during his tour of duty as Commanding Officer that he can escape the grasp of command responsibility. His privileges in view of his obligations are almost ludicrously small; nevertheless, command is the spur which has given the Navy its great leaders.

It is a duty which richly deserves the highest, time-honored title of the seafaring world - "CAPTAIN".

USS PARGO (SSN 650) COMMANDING OFFICERS

CDR S. A. White
JAN68 - JUL69

CDR J. B. HAGEN
SEP82 - DEC84

CDR D. R. Hinkle
JUL69 - APR73

CDR L. W. COOK
DEC84 - NOV88

CDR J. P. RANSOM, II
APR73 - JAN76

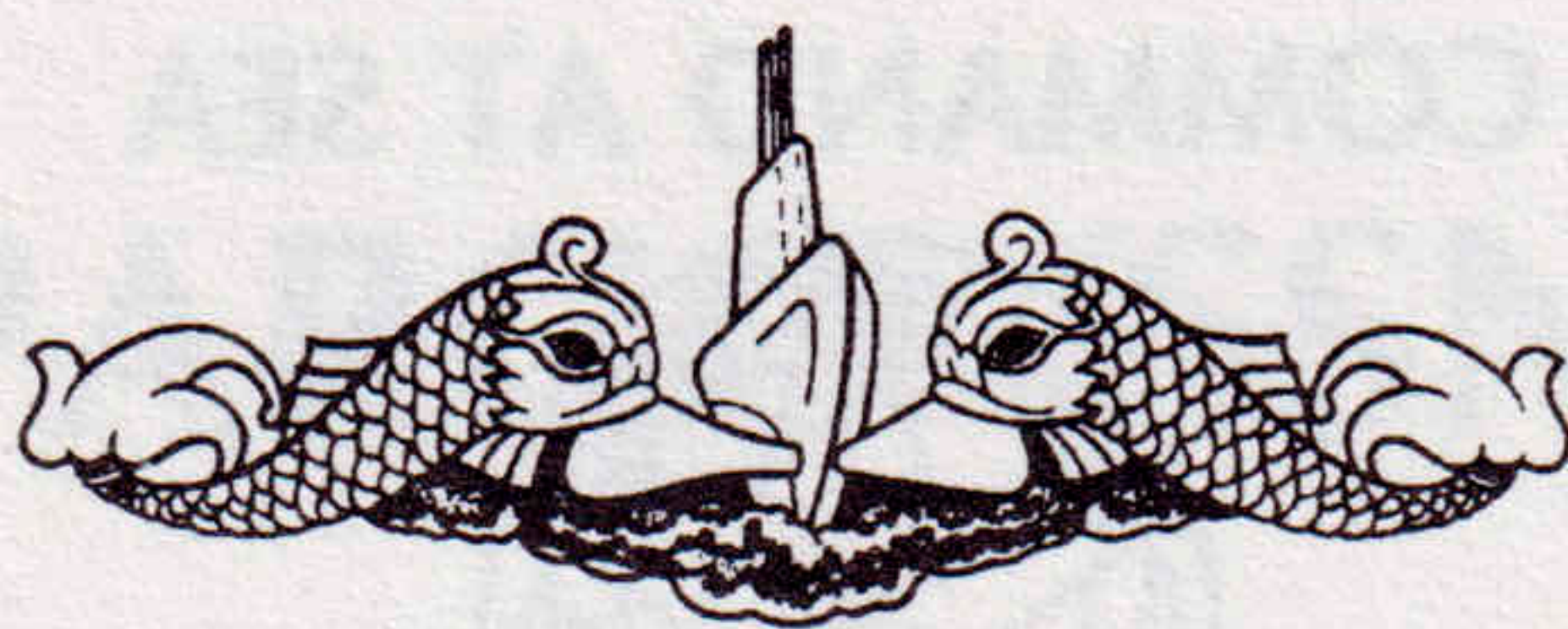
CDR D. W. HEARDING
NOV88 - AUG91

CDR J. H. PATTON, JR.
JAN76 - FEB79

CDR K. D. CASEY
AUG91 - JUN93

CDR H. J. CYBUL
FEB79 - SEP82

CDR B. J. WEGNER
JUN93 - MAR95



USS PARGO (SSN 650)

Keel Laid - Electric Boat Company, Groton, CT June 3, 1964
Launched - Electric Boat Company, Groton, CT September 17, 1966
Commissioned - Naval Submarine Base, Groton, CT January 5, 1968
Ship's Sponsor - Mrs. James L. Holloway

☆☆☆ CHARACTERISTICS ☆☆☆

Length 292 feet
Beam 32 feet
Submerged Displacement 4,630 tons
Speed Greater than 20 knots
Diving Depth Deeper than 400 feet
Crew Complement 14 Officers and 122 Enlisted
Armament Four 21" Torpedo Tubes

☆☆☆ UNIT AWARDS ☆☆☆

Navy Unit Commendation 1969
Battle Efficiency "E" for SUBBDEVGRU TWO 1970
Navy Unit Commendation 1970
Meritorious Unit Commendation 1971
Battle Efficiency "E" for SUBDEVGRU TWO 1971
Fire Control "E" for SUBDEVGRU TWO 1971
Navy Unit Commendation 1973
Navy Unit Commendation 1975
CINCLANTFLT Golden Anchor Award 1977
Battle Efficiency "E" for SUBRON TEN 1980
Engineering "E" for SUBRON TEN 1980
Anti-Submarine Warfare and Operations "A" for SUBRON TEN 1980
Meritorious Unit Commendation 1981
CINCLANTFLT Golden Anchor Award 1989
Anti-Submarine Warfare and Operations "A" for SUBRON TEN 1989
Battle Efficiency "E" for SUBRON TEN 1990
Anti-Submarine Warfare and Operations "A" for SUBRON TEN 1990
Supply Blue "E" for SUBRON TEN 1990
COMSUBLANT Silver Anchor Award 1990
Secretary of the Navy Letter of Commendation 1990
Meritorious Unit Commendation 1991
Anti-Submarine Warfare and Operations "A" for SUBRON TEN 1991
Damage Control Red "DC" for SUBRON TWO 1993
Meritorious Unit Commendation 1994



HISTORY OF USS PARGO (SSN 650)



The keel for USS PARGO (SSN 650) was laid on June 3, 1964, at the Electric Boat Division of General Dynamics Corporation, Groton, Connecticut, the same place the original PARGO (SS 264) was constructed in 1942. During the official ceremony, President Lyndon B. Johnson initialed the keel plate of PARGO, the sixth ship of the Sturgeon class to be built by Electric Boat. Coincidentally, PARGO was constructed on Ways 11, the very ways which gave birth to the world's first nuclear submarine, the USS NAUTILUS.

The 29th nuclear submarine to be launched by Electric Boat, PARGO combines the endurance and environmental independence of nuclear power with deep submergence, stealth, and the most advanced sensors to make her one of the Navy's most effective anti-submarine warfare platforms. A total of 29 SS 264 crewmembers, including both commanding officers of the original PARGO (SS 264), joined a jubilant crowd of over 2000 to witness the launching of PARGO on September 17, 1966, as she slid down the ways into the Thames River. Mrs. James L. Holloway, the ship's sponsor and wife of Admiral James L. Holloway (Retired), had no trouble finding PARGO's bow with the traditional champagne bottle, as she reportedly "hit the bow so hard, she drove PARGO way out into the river!"

After successfully completing sea trials, PARGO entered the Submarine Force, U.S. Atlantic Fleet, in a commissioning ceremony on January 5, 1968, at the U.S. Submarine Base New London, Groton, Connecticut.

Following commissioning, PARGO conducted acoustic trials, received an upgraded fire control system, and made preparations to participate in SUBASWEX 2-68. While underway for independent exercises on May 27, PARGO embarked VADM Schade, COMSUBLANT, and was assigned search and rescue duties for the missing USS SCORPION (SSN 589). PARGO continued her search efforts until June 7, locating two previously unknown sunken wrecks. In November, PARGO passed her final readiness wicket by successfully launching two SUBROC missiles. During the spring of 1969, PARGO embarked upon an operation in the Arctic basin which proved to be highly successful. As a participant in SUBICEX 1-69, PARGO steamed over 6000 miles under the Arctic icecap and surfaced more than twenty times through the ice. She amply demonstrated the ability of a single screw nuclear submarine to perform under the ice pack and was awarded the Navy Unit Commendation.

PARGO's achievements continued to build during the year as the ship loaded and launched the first MK 48 torpedoes from a submarine in September 1969. Nearly all of 1970 was devoted to technical evaluation of the MK 48 torpedo. The ship earned the Submarine Development Group TWO Battle Efficiency "E".

Following more MK 48 torpedo evaluations during the first half of 1971, PARGO transferred to Submarine Squadron TEN, homeported with the USS FULTON (AS 11) at State Pier, New London, CT on July 15. The ship entered the shipyard at Electric Boat Division, Groton, CT for an extensive, one year, non-refueling overhaul. PARGO received the Meritorious Unit Commendation for participation in MK 48 torpedo evaluations and the Submarine Development Group TWO Battle Efficiency "E" and Fire Control "E" for 1971. Completing overhaul in July 1972, PARGO conducted refresher training and post overhaul shakedown during August and September. The ship deployed to

the Mediterranean in October and successfully participated in a variety of joint exercises and NATO operations.

PARGO embarked upon a second Mediterranean deployment in July of 1974 to conduct operations under Sixth Fleet command. The ship's crew enjoyed liberty in Greece and Italy before entering upkeep in La Maddalena. PARGO's deployment continued through November and her outstanding performance was frequently the subject of commendatory messages from CINCUSNAVEUR, COMSIXTHFLT, and COMSUBGRU EIGHT. In early 1975, PARGO participated in fleet exercise AGATE PUNCH and conducted Independent Steaming Exercises (ISE) for COMSUBLANT in evaluation of emergency sortie procedures, for which she was awarded her second Navy Unit Commendation. Following Prospective Commanding Officer operations in August, the ship performed swimmer operations with U.S. Navy, Marine, and Army special warfare personnel.

In 1976, PARGO conducted various training exercises and ISE in the Narragansett Bay Operating Areas (NBOA) before entering a refueling overhaul at Electric Boat in Groton for the remainder of the bicentennial year. The ship remained in overhaul throughout 1977 and was awarded the CINCLANTFLT Golden Anchor Award for motivation and retention. During the spring of 1978, PARGO successfully completed sea trials and the ship deployed in November. During the first three months of 1979, PARGO performed at-sea training and participated in fleet exercise READDEX 1-79.

The second quarter of 1979 was dedicated to deployment preparations, as PARGO conducted in port and at-sea training and a major upkeep. On May 22 PARGO commenced a third Mediterranean deployment during which the ship performed independent submarine operations, joint fleet exercises (MULTIPLEX 2-79 and NATIONAL WEEK XXVII), and underwent two upkeeps alongside USS HOWARD W. GILMORE (AS-16) at La Maddalena. PARGO returned to New London on October 14. In late February 1980, PARGO transited to Portsmouth Naval Shipyard, Kittery, ME for a two month Selected Restricted Availability (SRA). Following sea trials, the ship participated in fleet exercise SOLID SHIELD 80. PARGO was awarded the Battle Efficiency "E", Engineering "E", and Antisubmarine Warfare and Operations "A" for superior performance during 1980. In early 1981, the ship deployed for special operations and received a second Meritorious Unit Commendation for posting outstanding results. The remainder of the year was spent conducting ISE, inspections, and certifications. In April 1982, PARGO once again transited the Atlantic Ocean to commence operations under Sixth Fleet for her fourth Mediterranean deployment. PARGO conducted ASW operations in NATO exercise DISTANT DRUM 1-82 followed by port visits in Naples and La Spezia, and returned to New London on August 15.

Late 1982 saw PARGO in port for upkeep, drydock, and SRA. Most of January to June of 1983 was devoted to in port training, ISE, certifications, and exams. PARGO deployed on July 27 for special operations and pulled into Norway and Belgium for liberty calls before arriving back home on October 29. Upon completion of a Tactical Readiness Evaluation in February of 1984, PARGO returned to New London to prepare for deployment. On May 21, the ship deployed to the Mediterranean for special operations. Ports of call included Toulon, France and Palma, Spain. PARGO transited back home on October 19.

In early 1985, PARGO steamed through the Panama Canal enroute to Puget Sound Naval Shipyard for overhaul of her sonar, fire control, and weapons systems. The ship completed overhaul in March 1987 and returned to the Atlantic Fleet. Arriving home in late June, PARGO conducted ISE, training, and certifications for the remainder of 1987. The ship completed her sixth and final deployment to the Mediterranean for special operations in 1988.

The first half of 1989 brought PARGO a myriad of operations in the local operating areas, including a Tomahawk Test Launch. The ship also conducted a cruise for family members in May and a VIP cruise in June. From July through December, PARGO spent the majority of her time performing ISE in the NBOAs and undergoing SRA. For demonstrating excellence in submarine operations and retention programs, PARGO was awarded the Submarine Squadron Ten Antisubmarine Warfare "A" and the CINCLANTFLT Golden Anchor Award. The ship deployed for two months to the North Atlantic on January 6, 1990. PARGO returned to the North Atlantic for a short deployment in September, followed by liberty call in Bermuda. The ship received the 1990 Battle Efficiency "E", Anti-Submarine Warfare "A", and Supply Efficiency "E" from Submarine Squadron TEN.

During the months of January and February of 1991, PARGO spent a majority of her time in drydock and underway in the Narragansett Bay Operating Areas conducting Pre-Overseas Movement (POM) workups. From March 1991 to July 1991, PARGO participated in LANTSUBICEX 1-91, spending 61 days under the Arctic Ice cap, steaming 14000 miles and surfacing through the ice eighteen times. During this time, she conducted a joint tactical development exercise with HMS TIRELESS (SSN 15), highlighted by a combined surfacing at the North Pole on May 7. After conducting a hazardous transit through the shallow, ice covered Bering Strait, PARGO arrived in Adak, AK for provisioning. The ship then conducted an operation in support of CINCPACFLT and arrived in Pearl Harbor for a port call and mini upkeep. PARGO returned to New London, CT on July 27, having completed the fourth circumnavigation of the North American continent. The ship transferred to Submarine Squadron TWO, home ported at U.S. Naval Submarine Base New London, Groton, CT and received a third Meritorious Unit Commendation for services rendered in the Arctic basin.

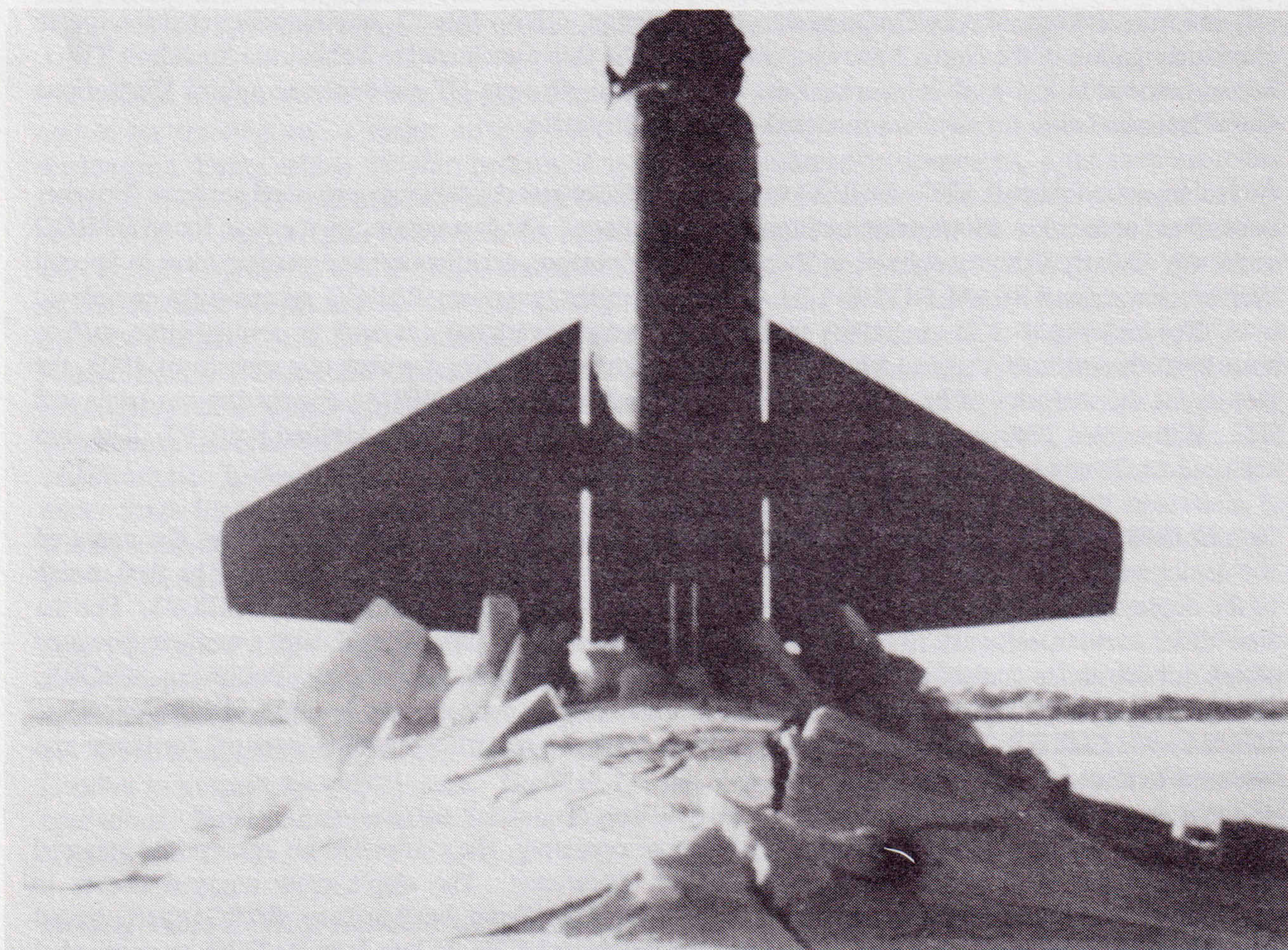
From January to August 1992, PARGO underwent upkeep and drydocking, provided services for other units, and conducted various examinations and inspections. The last quarter of the year found PARGO underway in early October enroute to Puerto Rico for weapon certification and participation in Special Warfare Exercise ABEAM DIVER 1-93. Throughout this exercise, PARGO successfully completed over fifty lock-out/lock-in evolutions from its forward escape trunk, as well as a night time surface launch off the coast of Vieques Island in the Caribbean Sea. During the first two months of 1993, the ship spent the majority of her time in upkeep and underway in the NBOAs conducting sea trials and ISE. With a Seal Team embarked, PARGO steamed south to participate in Unified Spirit 93. The ship returned to Groton in March.

In mid-1993, PARGO experienced another intensive maintenance and loadout period as she prepared for deployment. The ship completed POM certification and deployed on 11 August. The first month of the deployment involved the PARGO in an exercise of historical significance, SCICEX-93. For the first time, civilian scientists from various scientific disciplines embarked aboard a nuclear powered attack submarine to gather arctic environmental data for general public use. Following SCICEX, PARGO enjoyed a brief port visit in Bergen, Norway before participating in multi-national exercises Vendetta-93, COVEX-93, and JMC-933. On November 11, the USS PARGO steamed for home and returned to Groton eight days later.

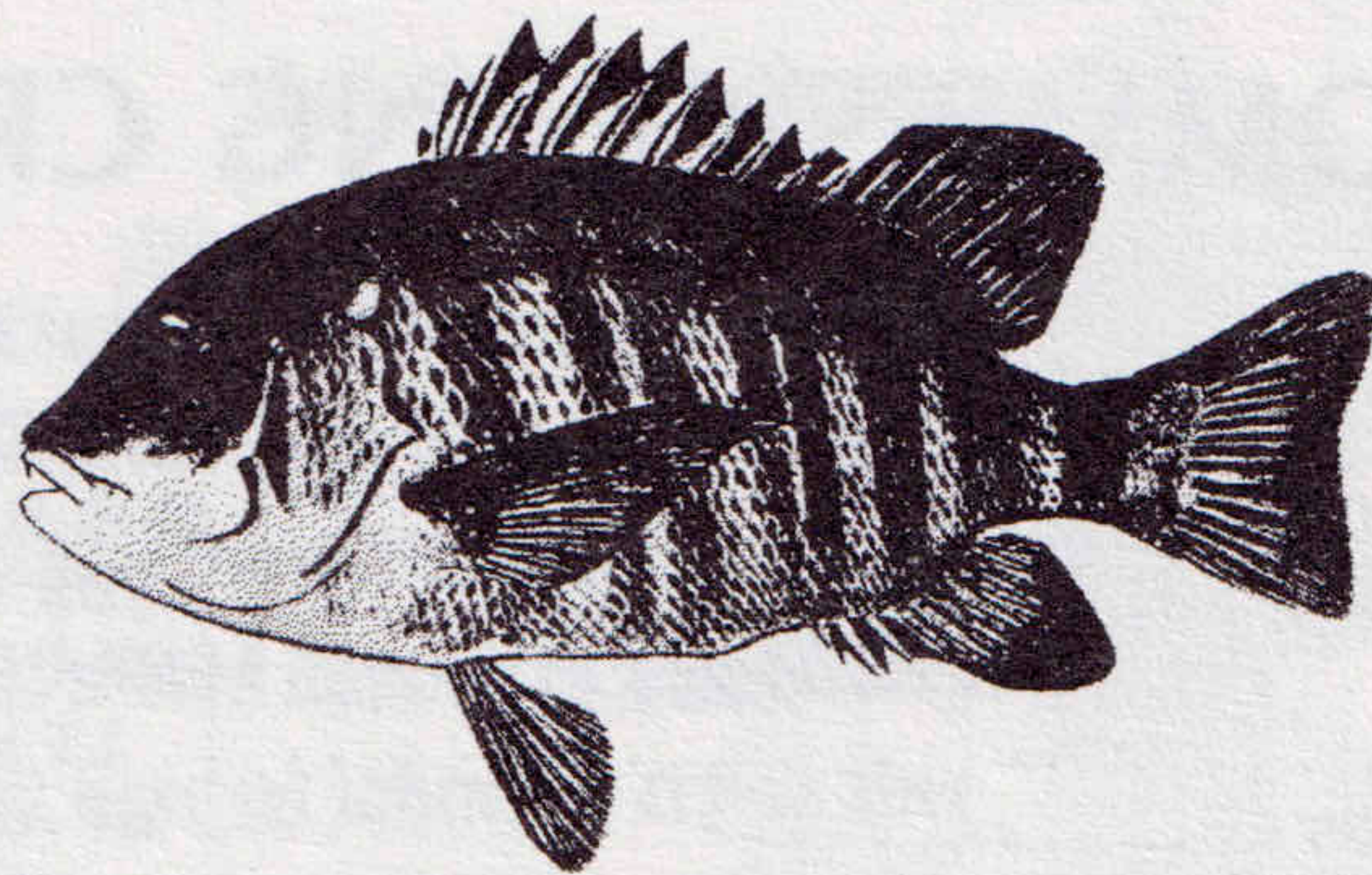
In the early months of 1994, PARGO's final year of operating, she completed an upkeep and steamed south to conduct torpedo exercises and swimmer operations. The ship's crew enjoyed liberty in Roosevelt Roads, Puerto Rico, and Port Canaveral, Florida. From April to June, PARGO participated in a major FLEETEX and Canadian exercise, and conducted ISE. In late June PARGO was extended at sea to conduct special operations in the Caribbean Sea in support of national security objectives. On 11 July, the ship returned to Groton, CT.

Despite the touch-and-go New England weather, the inactivation ceremony was held on 15 July with over 400 guests and families in attendance. The ship was honored with the attendance of past crew members, and crew members of the World War II diesel powered PARGO (SS 264), including retired RADM David B. Bell, USN, Commanding Officer of the diesel PARGO, who was the guest speaker during the nuclear powered PARGO's launching in September 1967.

PARGO got underway on 31 August, where she bid farewell to her lifelong operational homeport along the Thames River in New London and Groton, Connecticut for her final destination in Puget Sound Naval Shipyard, Bremerton, Washington where she was to be inactivated. However, rather than transiting to the Pacific Northwest via the Panama Canal, PARGO transited under the treacherous Arctic ice-cap and conducted yet another under-ice expedition (ICEX 2-94). In early October, the ship's crew enjoyed liberty in Esquimalt, British Columbia, and Alameda, CA. On 7 November, following a brief stop in Bangor, WA to off-load all food, weapons, and supplies, the ship arrived at Puget Sound Naval Shipyard for commencement of her inactivation availability. In mid April, the ship held it's final decommissioning ceremony where LCDR John E. Butala, Executive Officer of PARGO, turned-over the ship to the Commander of Puget Sound Naval Shipyard for final recycling and disposal, thus culminating the fine history of this 30 year "Potent Predator", USS PARGO (SSN 650).



USS PARGO (SSN 650) on the surface during Arctic exercises.

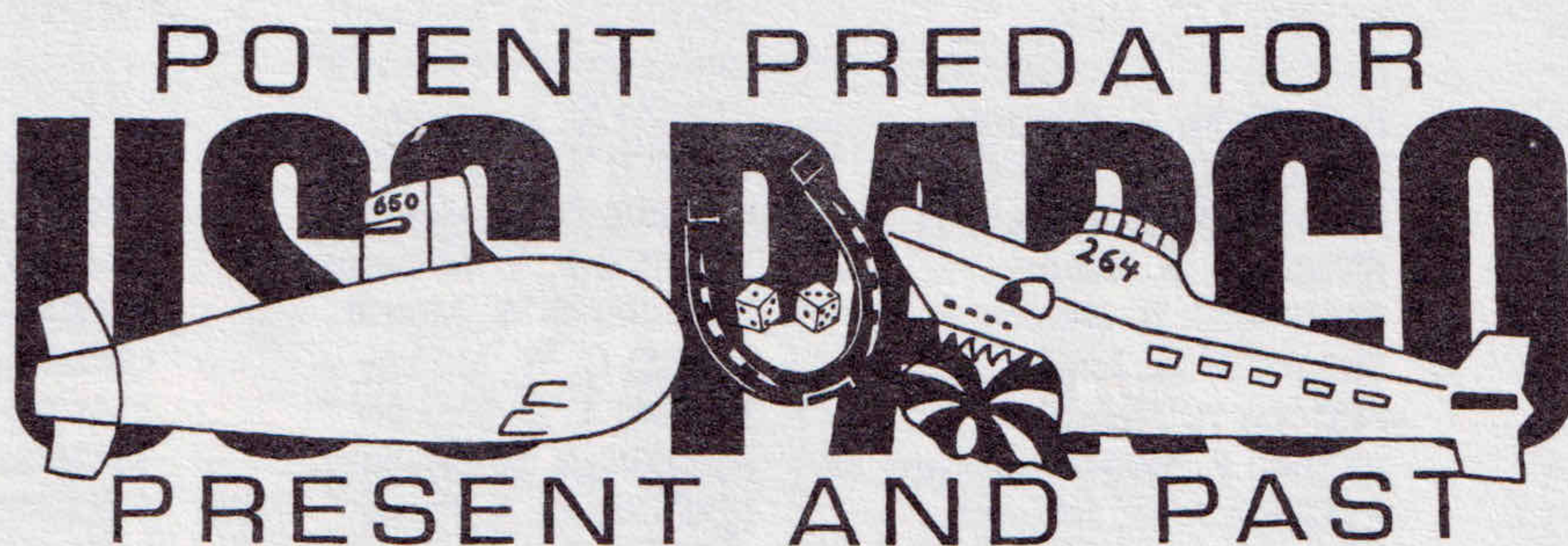


THE PARGO FISH

The PARGO, *Hoplgarus guntheri*, is a member of the Snapper family, *Lutjanidae*. The family comprises about 20 genera and some 250 species, the most common being yellow, black, and red PARGO. Distributed along the Pacific Coast of Central America, the PARGO is common in California. It is a popular food fish and may reach a length of about two feet and weigh as much as ten pounds.

The PARGO is greenish above and coppery pink below. It's head is olive and sides are marked by about eight dark stripes. It is readily distinguished from all other members of its family by the characteristic nostrils and dentition. The anterior nostril is at the extreme front end of the snout. It opens from the end of a barbel-like tube which hangs down above the nostril, a rather long and narrow oblique slit, is just in front of the eye. The teeth in both jaws are course and blunt; two rather long canines are present in the upper jaw.

Among sport fishermen, PARGO has a reputation for being unmatched in power and endurance. When PARGO strikes, it hits like a train and once hooked a PARGO knows neither how nor when to quit.



This program is dedicated to the fine men who have served on board PARGO over the years, to their families whose immense sacrifices go without saying, and to all those responsible for the construction and maintenance of this "Potent Predator" over the last 30 years.

DECOMMISSIONING CREW

OFFICERS

Commanding Officer CDR B. J. Wegner
Executive Officer LCDR J. E. Butala
Engineer LCDR C. B. Thomas
Navigator LT K. M. Blum
Weapons Officer LT A. G. Korson
Supply Officer LT R. D. Gay

LT R. G. Hutchison
LT K. A. Kicia
LT T. C. Ernst, Jr.
LT W. F. Trousdale

LT D. A. LaGassa
LT C. A. Benson
LTJG D. L. Capezzone
LTJG P. L. Dinius

CHIEF PETTY OFFICERS

Chief of the Boat - QMCS(SS) M. A. Ervin

RMCS(SS/SW) S. M. Canyon
STSCS(SS) R. N. Dawsonia, Jr.
MMC(SS) W. J. Syring
MMC(SS) I. S. Bannon, Jr.
ETC(SS) K. C. Bullion

MMC(SS) D. D. Cooper
MSC(SS) E. W. Patterson
EMC(SS) M. D. Schulte
YNC(SS) E. Robles
TMC(SS) L. W. Webster

MMC(SS) J. V. Caery
MMC(SS) J. D. Naylor
HMC(SS/SW) D. L. George
SKC(SS) S. D. Larive

ENLISTED

RM2(SS) R. P. Acuti
MSSN(SS) A. S. Agee
TM3(SS) C. M. Ahlefeld
MM2(SS) A. S. Alexander
STS1(SS) A. W. Allen
STS1(SS) C. R. Batts
EM3(SS) C. N. Behring
MS1(SS) J. W. Bowery
ET1(SS) A. J. Breaux, III
MM2(SS) W. W. Brillhart
SN(SS) W. B. Bronsveld
MS1(SS/SW) W. M. Cash
IC3(SS) M. L. Cheshier
ET1(SS) J. P. Chetney, Jr.
STSSN(SS) C. J. Clark
ET2(SS) K. D. Coons
MM2(SS) E. A. Crowder
EM2(SS) J. S. Davison
IC1(SS) D. Dashner, Jr.
FTSN(SS) D. J. Demaio
FT3(SS) A. E. Dewald
MM3(SS) M. L. Dickes
STS3(SS) D. M. Digregorio
EM2(SS) O. M. Dillahunty
YN3(SS) C. W. Eddins
MM3(SS) S. B. Franks

QM1(SS) S. K. Garrison
QM2(SS) J. V. Grant
EM2(SS) T. J. Grinsteinner
SN(SS) S. M. Hainsworth
ET2(SS) R. A. Hairr, II
QM3(SS) H. F. Halford
MM2(SS) R. E. Harris
MM2(SS) M. J. Heinzelman
MM2(SS/DV) M. D. Hern
ET3(SS) J. C. Hicks
MS2(SS) W. H. Holder, III
EM2(SS) M. G. Howard
STS2(SS) C. D. Hudson
MM1(SS) D. R. Hueg
ET2(SS) S. P. Huntley
RM2(SS) C. E. Jackson, Jr.
SK3(SS) J. M. Jenkins
MS3(SS) D. Johnson
FT2(SS) P. M. Johnson
STS2(SS) S. M. Johnson
MM1(SS) B. D. Jung
EM2(SS/DV) J. J. Kamm
ET2(SS) S. P. Kauff
MM3(SS) J. B. Kirkendoll
SN(SS) G. C. Koepfer

ET1(SS) R. S. Larvia
STS3(SS) J. C. Lauriano
MM1(SS) B. H. Lenz
MM2(SS) B. M. Magurno
MM1(SS) N. G. Mason
YN2(SS) C. R. McCormic
ET3(SS) M. H. McMullin
EM1(SS) R. E. McQuiston
MM1(SS) J. V. McVaigh
MM1(SS) J. P. Meador
EM1(SS) P. A. Meehan
ET2(SS) M. L. Meier
TM3(SS) R. Mesa
QM3(SS) D. C. Meyers
MM2(SS) F. T. Millwood
MM3(SS) D. A. Morrill
IC2(SS) C. W. Murphy
ET2(SS) T. E. Nafziger
STS3(SS) E. F. Parchuke
MM2(SS) D. A. Parker
EM2(SS) R. A. Peterson
STS2(SS) N. A. Pompa, Jr.
FT1(SS) R. R. Rankel
ET2(SS) R. M. Rupert, Jr.
STS3(SS) C. V. Rutherford

TM1(SS) W. E. Sanders
SKSN(SS) R. M. Schorr
IC1(SS) G. L. Securo
ET2(SS) D. A. Sheller
MM2(SS) E. L. Sherrill, Jr.
MM2(SS) J. C. Smallwood, Jr.
MM2(SS) J. H. Sparnon
MM2(SS) Z. G. Stearns
RM1(SS) M. J. Steinfeldt
EM1(SS) R. P. Stevens
MM2(SS) C. D. Storm
MM2(SS) C. G. Suess
MM1(SS) M. A. Terpening
STS1(SS) M. W. Tew
MM1(SS) H. G. Thomas
RM3(SS) R. D. Tucker
QM3(SS) D. A. Turley
EM1(SS) W. D. Vallance
RM2(SS) D. M. Vandevander
STS1(SS) B. J. Vansickle
MS2(SS) K. L. Venable
MM3(SS) P. M. Wadnizak
RM3(SS) A. B. Ward
MSSN(SU) E. A. Wilcox
IC2(SS) J. Wolfe

Submariner's Prayer

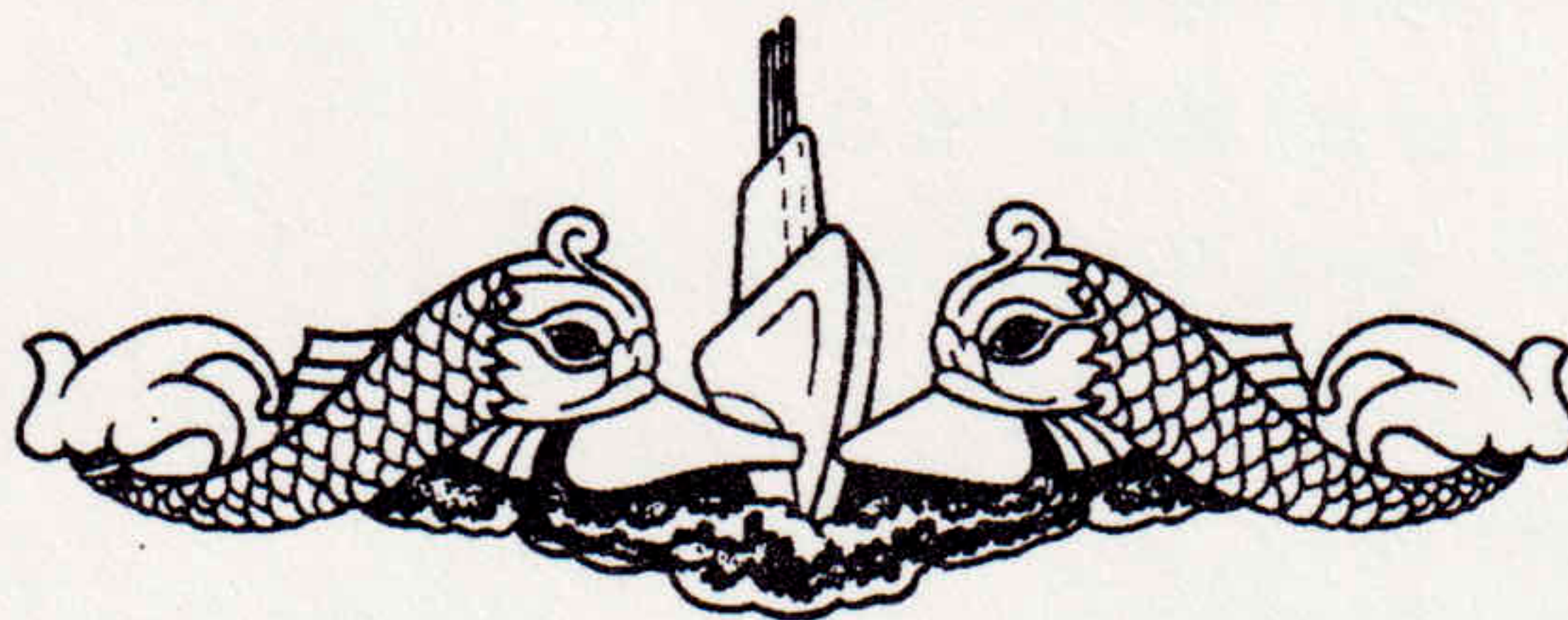
Eternal Father, strong to save,
Whose arm hath bound the restless wave,
Who bidst the mighty ocean deep
Its own appointed limits keep,
O hear us when we cry to thee
For those in peril on the sea!

Lord God, our power evermore,
Whose arm doth reach the ocean floor,
Dive with our men beneath the sea;
Traverse the depths protectively.
O hear us when we pray, and keep
Them safe from peril in the deep.

God, who dost still the restless foam,
Protect the ones we love at home.
Provide that they should always be
By thine own grace both safe and free.
O Father, hear us when we pray
For those we love so far away.

O Father, King of earth and sea,
We dedicate this ship to thee.
In faith we send her on her way;
In faith to thee we humbly pray:
O hear from heaven our sailor's cry
And watch and guard her from on high!

And when at length her course is run,
Her work for home and country done,
Of all the souls that in her sailed
Let not one life in thee have failed;
But hear from heaven our sailor's cry,
And grant eternal life on high!



"THE SUBMARINER"

Only a submariner realizes to what extent an entire ship depends on him as an individual. To a landsman this is not understandable and sometimes it is even difficult for us to comprehend, but it is so!

A submarine at sea is a different world in herself, and in consideration of the protracted and distant operations of submarines, the Navy must place responsibility and trust in the hands of those who take such ships to sea.

In each submarine there are men who, in the hour of emergency or peril at sea, can turn to each other. These men are ultimately responsible to themselves and to each other for all aspects of operations of their submarine. They are the crew. They are the ship.

This is perhaps the most difficult and demanding assignment in the Navy. There is not an instant during his tour as a submariner that he can escape the grasp of responsibility. His privileges in view of his obligations are almost ludicrously small, nevertheless, it is the spur which has given the Navy its greatest mariners -- the men of the Submarine Service.

It is a duty which most richly deserves the proud and time honored title -- "Submariner."