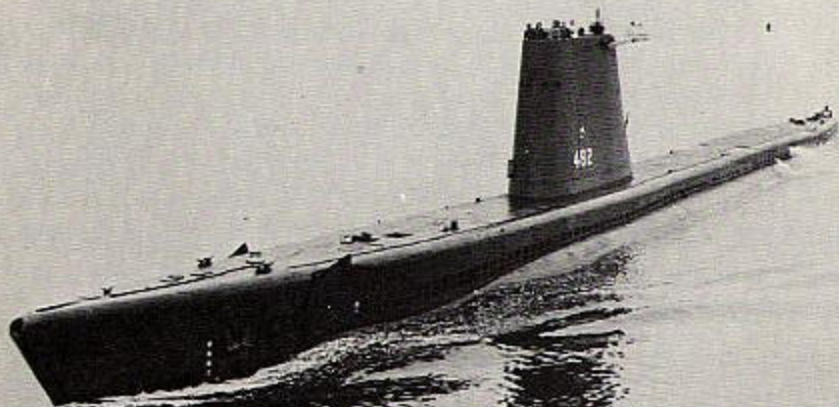




Welcome Aboard

USS IREX SS 482





The COMMANDING OFFICER, officers and crew of the USS IREX take this opportunity to welcome you aboard one of the Navy's finest submarines. We are very proud of our ship and are happy for this opportunity to show it to you. Should you have any questions concerning the aspects of a submariner's life, please feel free to ask your guide. I hope you will enjoy your tour on board.

Sincerely,

R. L. Koehler, LCDR USN
Commanding Officer
USS IREX (SS-482)

NOTES OF INTEREST

ALL SUBMARINES of the U.S. Navy, with the exception of the new fleet ballistic missile submarines, are named for fish or other denizens of the deep. The name IREX is an obsolete generic name for the Rainbow Runner, "*Elagatis Bininnutatis*." It is a member of the Jack family, and is found mostly in warm tropical waters a good distance from shore. It is known to deep sea game fishermen as a strong and very hard fighter. The name, we believe, is an appropriate one for this submarine.

THE SHIP. IREX was built as a so-called "thick skin" submarine during the final year of World War II and has been on continuous duty since she was commissioned. Shortly after the war she became the Navy's first snorkel-type submarine. The air-breathing snorkel tube, which allows a submarine to operate her engines while still below the surface of the ocean, proved so successful on IREX that it has since been installed on nearly all submarines. IREX is powered by two 2700 horsepower electric motors. These motors get their power from four 1600 horsepower diesel driven generators when operating on the surface and from storage batteries when submerged. IREX measures 311' 8" long and is 27' 4" wide at the broadest point on her beam. Her bridge, located at the top of the "sail," is about 32 feet above the waterline. She displaces 1845 tons on the surface and 2416 tons when submerged. Although her speed, depth and cruising range are classified, it can be said that she is capable of operating alone in any ocean for as many as 90 days, carrying out her missions in defense of our country.

THE CREW. The normal complement of IREX is 74 men and eight officers. The enlisted men have been trained both in their own special ratings and in the exacting science of submarining. The ratings normally found aboard IREX include Torpedomen, Quartermasters, Enginemen, Electricians, Machinist Mates, Interior Communications Electricians, Fire Control Technicians, Sonar Technicians, Electronic Technicians, Radiomen, Yeomen, Cooks and Stewards plus seamen and firemen.

All of these men, regardless of their specialty, receive extensive submarine training which begins with two months of formal Submarine School followed by months of practical training after reporting aboard. Only after a man is able to demonstrate a complete knowledge of the submarine, its systems and equipment is he awarded the dolphin insignia. An officer's submarine training is even more intensive. As a minimum, it requires six months of submarine school and at least a year of on-board qualification.

THE MISSION. The goal of everyone aboard is to maintain the ship and her crew in readiness in defending the United States. Our primary wartime mission, which is the same for all submarines except the POLARIS type, involves detecting, tracking, and destroying enemy submarines. While training for this mission, IREX handles many other important chores. Included among these are services to Submarine School, training exercises with other units of the U.S. Atlantic Fleet, tours of duty with the U.S. Sixth (Mediterranean) Fleet, and providing services to various NATO forces.



HISTORY OF USS IREX

The United States Submarine IREX was authorized by Congress on June 17th, 1943. Her keel was laid at the Portsmouth Naval Shipyard, Portsmouth, New Hampshire on October 2nd, 1944. Sponsored by Mrs. Allen J. Ellender, IREX was launched on January 26th, 1945. After her fitting out, IREX was commissioned on May 14th, 1945 with Commander Jack D. CROWLEY as her first Commanding Officer. During the months of June and July of that year IREX underwent a thorough and rigorous training period in the New London, Connecticut area preparing her for war in the Pacific. Her training completed, IREX departed for the Pacific combat area via the Panama Canal. While still in Panama, news of the end of hostilities was received. With receipt of this welcome news came orders canceling her Pacific assignment and new orders directing her to report to Key West, Florida, to operate with Submarine Squadron FOUR. The remaining portion of 1945 and until December 1946 IREX operated as a unit of Submarine Squadron FOUR in the Key West area.

By December 1946, the Navy had completed plans for a snorkel system in submarines and IREX was ordered to Portsmouth Naval Shipyard for the initial installation and test of the new device. On completing these tests in February 1948 IREX joined Submarine Squadron EIGHT in New London, Connecticut, as the first operational snorkel submarine.

From 1946 through 1955 IREX participated in many Fleet Exercises including PORTEX, NICOWEX, LANT-FLEX, CONVEX II, PACKEX II, and Springboard 55. In June 1955 IREX was awarded the Submarine Squadron EIGHT Efficiency Pennant and was selected as a candidate for the Atlantic Fleet Submarine Force Battle Efficiency Pennant.

In May 1956 IREX was again awarded the Submarine Squadron EIGHT Battle Efficiency Pennant and was further

honored in being awarded the Battle Efficiency Pennant of the Atlantic Fleet Submarine Force.

During 1957 IREX participated in Fleet and Group Exercises and on several occasions served as a Submarine School training ship. IREX entered the Philadelphia Naval Shipyard in July of this year for overhaul where she was fitted out with a new type high plastic sail which resulted in her present configuration.

After a short refresher period in the New London area IREX resumed operations with the Atlantic Fleet making several visits to foreign and domestic ports during the period from 1957 to 1962.

Early in January 1963 IREX departed New London for six weeks and participated in Operation SPRINGBOARD. Ports visited included San Juan, Puerto Rico; Saint Thomas and Saint Croix, in the Virgin Islands. After SPRINGBOARD, IREX provided services for Submarine School students while also preparing for another overhaul. In April, IREX again entered the Philadelphia Naval Shipyard for a regular overhaul period lasting four and one half months.

In September 1963, her overhaul completed, IREX conducted various local operations in the New London area as well as participating in SUBASWEX 1-64 where she again had occasion to stop for a brief period in Bermuda. In October 1964 IREX was deployed to the Mediterranean where she operated with various units of the U.S. SIXTH Fleet. From the Mediterranean IREX passed through the Suez Canal, the Red Sea, and the Arabian Sea to Karachi, West Pakistan for operations with units of the CENTO nations in Exercise MIDLINK VII. Ports visited on this cruise included Lisbon, Portugal; Malaga, Spain; and Beirut, Lebanon. While in Beirut, a donation of science books was made to a school for orphans as part of PROJECT HANDCLASP. Christmas was spent in Monaco where IREX entertained children of the small Principality with a holiday party.

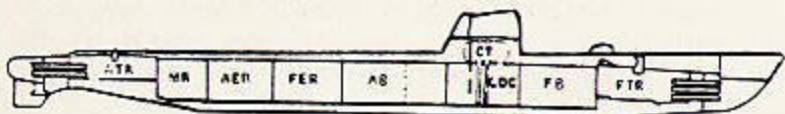
Returning home in January 1965, IREX participated in an anti-submarine exercise MINIBEX in March. April found IREX working with the Development Group on SUB-ASWEX 2-65 developing experimental ASW tactics.

In August she took part in the Surface/Air Barrier ASW Exercise CANUS-SILEX 1-65. Joint U.S. and Canadian Navy exercises were conducted in September, featuring a very enjoyable visit to Nova Scotia. After rendering Submarine School services in the Caribbean, IREX returned to New London in November for the holiday period.

In January of 1966 the IREX again participated in Operation Springboard in the Caribbean. On 4 May 1966 while conducting Submarine School Services IREX made her 10,000th dive. This momentous occasion was celebrated by a cake-cutting ceremony. In June IREX entered Philadelphia Naval Shipyard for a battery renewal to be followed during the winter of 1966-67 with a regular shipyard overhaul.

The overhaul was completed in March 1967 and IREX returned to the fleet. IREX participated in various fleet exercises during the remainder of 1967 and ended the year making preparations to join the Sixth Fleet in the Mediterranean in 1968.

During the tour in the Mediterranean IREX joined the French and Italian navies in various NATO fleet exercises. IREX returned to her home port of New London, Connecticut on 1 May 1968 and after extended upkeep again assumed her place in the U.S. Atlantic Fleet Submarine Force.



LEGEND

- FTR** Forward Torpedo Room. Six torpedo tubes and the escape trunk.
- FB** Forward Battery Compartment. Officer's berthing space. Entire space lower level contains battery for submerged propulsion.
- COC** Control Room. Diving stand and associated controls for submerged operations.
- CT** Conning Tower. Periscopes and torpedo firing controls.
- AB** After Battery Compartment. Crew's berthing and galley. Battery for submerged propulsion below decks.
- FER & AER** Forward and After Engine Rooms. Diesel engines, generators and auxiliary machinery.
- MR** Maneuvering Room. Electrical equipment and propulsion controls. Propulsion motors are located lower level.
- ATR** After Torpedo Room. Four torpedo tubes.

COMMANDING OFFICERS

USS IREX

CDR J. D. Crowley

CDR N. G. Ward

CDR R. A. Moore

CDR L. S. Robinson

CDR D. V. Murray

CDR R. S. Denbigh, Jr.

LCDR L. C. McCarty

LCDR R. W. Phipps

LCDR E. K. Snyder

LCDR J. G. Gallemore

LCDR L. S. Smith

LCDR H. L. Braly

LCDR G. B. Apthorp

LCDR H. R. Portnoy

LCDR R. L. Koehler