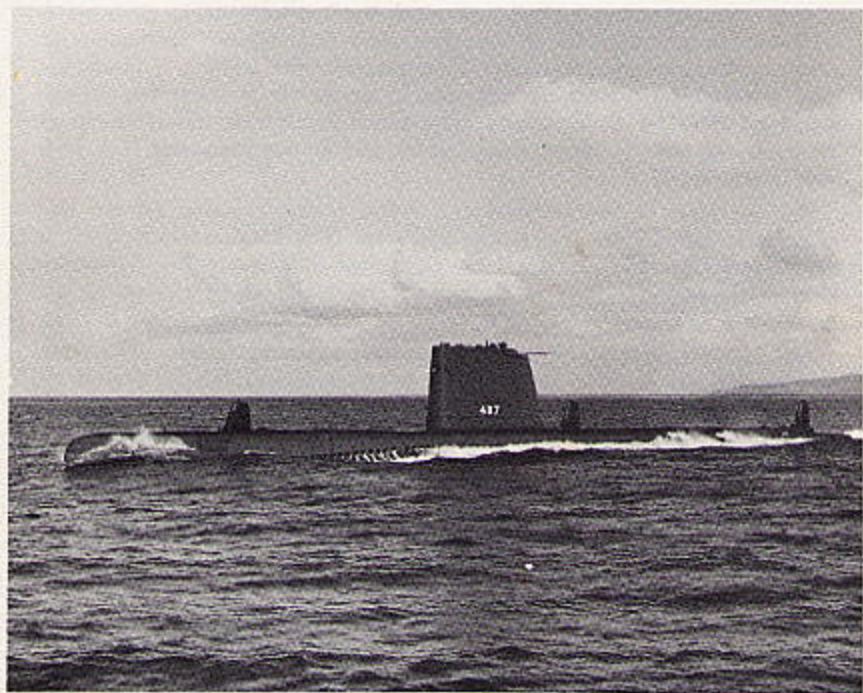


Welcome Aboard



U.S.S. REMORA (SS487)



THE SUBMARINE'S MISSION

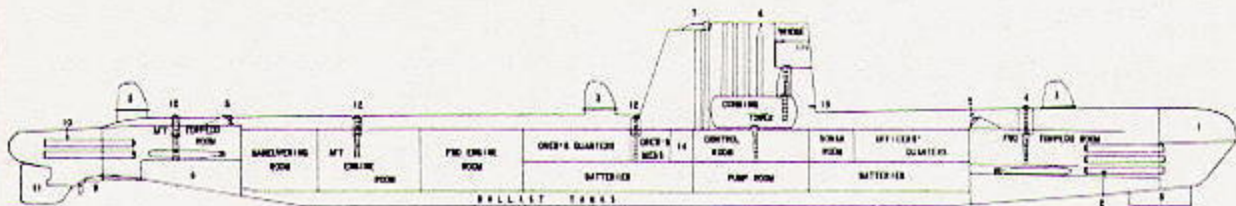
One of the most versatile weapons in the Navy's arsenal, the submarine, has been assigned missions as varied as the operation of war itself. These missions may be to penetrate enemy-controlled waters to deliver torpedo attacks against his shipping, or to deliver missile attacks against military installations or fleets at sea, and to mine harbors and channels. In support of fleet operations, they may be utilized as weather stations, as early warning radar stations, as radar picket ships, and in scouting and reconnaissance missions. They may provide amphibious assaults with landing of troops and underwater demolition teams. Disposed along the air routes to the enemy's homeland, they are readily available lifeguard stations for downed aviators. They may be used to supply cargo, arms, and ammunition, and fuel, or to evacuate besieged areas.

Not the least of the submariner's duties is the valuable service they perform by helping our own forces perfect anti-submarine warfare, one of the Navy's primary missions. An additional mission of the Submarine Service since World War II is that of Hunter-Killer: the locating and destruction of enemy submarines.

Until the conversion of our submarine fleet to nuclear power, submarines like Remora will continue to act as our far front line of defense deep in the heart of any enemy waters.



GUPPY III SUBMARINE COMPARTMENTATION



- | | |
|--------------------------|------------------------|
| 1. BOW BUOYANCY TANK | 8. STORE ROOM |
| 2. SIX TORPEDO TUBES | 9. PROPPELLERS |
| 3. SONAR DOMES | 10. FOUR TORPEDO TUBES |
| 4. FORWARD ESCAPE TRUNK | 11. RUDDER |
| 5. TORPEDO LOADING HATCH | 12. DECK HATCHES |
| 6. PERISCOPES AND MASTS | 13. WHISTLE |
| 7. SNORKEL MASTS | 14. GALLEY |



"Welcome aboard United States Ship REMORA, a unit of the Submarine Force, Pacific Fleet; Do not hesitate to ask our crewmembers of the 'Silent Service' any questions concerning the ship. We are proud of our ship and sincerely hope that you enjoy your visit. Should opportunity arise, you have my personal invitation to visit us again."

Commander B. R. HIGGINS, son of Mrs. Evelyn Sullivan of Ludington, Michigan, graduated from Antioch College in 1953 with a B. S. Degree in industrial engineering. Entering the Navy in the Fall of 1953, he was immediately ordered to Officer Candidate School in Newport, R. I., where he graduated and was commissioned an Ensign in April 1954. After two years aboard USS RAIL (MHC-37) homeported in the Canal Zone, Commander Higgins reported to Submarine School graduating in December 1956. He served over three years in USS BREAM (SS-243) during which time his billets included Gunnery Officer, Engineer, Operations Officer and Navigator. He reported to USS SABALO (SS-302) in August of 1960 where he served the next year and a half as Engineer, Operations Officer and Navigator. From February 1962 until August 1964 Commander Higgins was assigned to the Bureau of Naval Personnel in Washington, D. C., in the Polaris Training Section. This tour was followed by a year and a half as Executive Officer aboard USS WAHOO (SS-565) from which he was ordered to the U. S. Naval Postgraduate School in Monterey, California. Commander Higgins received a M. S. Degree in Management from the Naval Postgraduate School in July 1967 and assumed command of USS REMORA (SS-487) the following November.

Commander Higgins, his wife, the former Patricia Charteris of Hollywood, California, and their three children now reside in Honolulu, Hawaii.

HISTORY OF USS REMORA (SS487)

REMORA is a GUPPY-Snorkel submarine whose prime mission is destruction of enemy shipping and naval units in the event of war.

The keel was laid at the Portsmouth Naval Shipyard, Portsmouth, New Hampshire, on 5 March 1945. She was launched on 12 July 1945 and commissioned on 3 January 1946. Her first duty, after a shakedown cruise in the Caribbean area, was at New London, Connecticut, training officers and enlisted students of the submarine school. She served in this capacity for one year and then was ordered to the Mare Island Naval Shipyard for conversion to GUPPY II configuration.

REMORA arrived at Mare Island on 14 February 1947, where the installation of a snorkel, high capacity batteries, and streamlining of the superstructure took place during the following ten months. This conversion gave the boat much higher speeds submerged and the ability to remain submerged for extended periods without the necessity for surfacing. We were coming closer to the true submersible, though we were still dependent upon the outside atmosphere by use of the snorkel for long periods submerged.

After this conversion, REMORA operated out of San Diego, California, made five 6-month cruises to the Western Pacific, and was completely overhauled five different times, either at Mare Island or the San Francisco Naval Shipyard. In addition, she also made training cruises to Alaskan waters, Pearl Harbor, and up and down the Pacific coast.

In 1962 REMORA transferred to Pearl Harbor, Hawaii, where the Naval Shipyard converted her to GUPPY III. This consisted of lengthening her hull by 15 feet and her conning tower by 5 feet. It also included an extensive overhaul and modernization program designed to improve her capabilities and add many useful years to her life. Upon completion of the conversion REMORA remained in Hawaii and is presently home ported at Pearl Harbor, from which she made an eighth deployment to the SEVENTH FLEET in May 1967.

REMORA has traveled over 600,000 miles, 30% of which was submerged. She has made more than 6,000 dives, the longest period submerged without surfacing being 42 days. She has visited over 30 different foreign countries including Australia, Japan, Okinawa, Taiwan, the Philippines, Hong Kong, Canada, Mexico and several Hawaiian Islands. At present she is a member of Submarine Division 72, Submarine Squadron 7, Submarine Flotilla 5, Submarine Force U. S. Pacific Fleet.