

*Welcome*



*Aboard*

# *Welcome Aboard*

The officers and crew of USS PARGO (SSN 650) extend a sincere welcome. It is our pleasure to have you on board as our guest.

USS PARGO (SSN 650) was commissioned on 5 January 1968. A nuclear fast attack submarine of the SSN 637 (STURGEON) Class design, PARGO's primary wartime mission is to search out and destroy enemy submarines. She is homeported in Groton, Connecticut and assigned to Submarine Squadron Two.

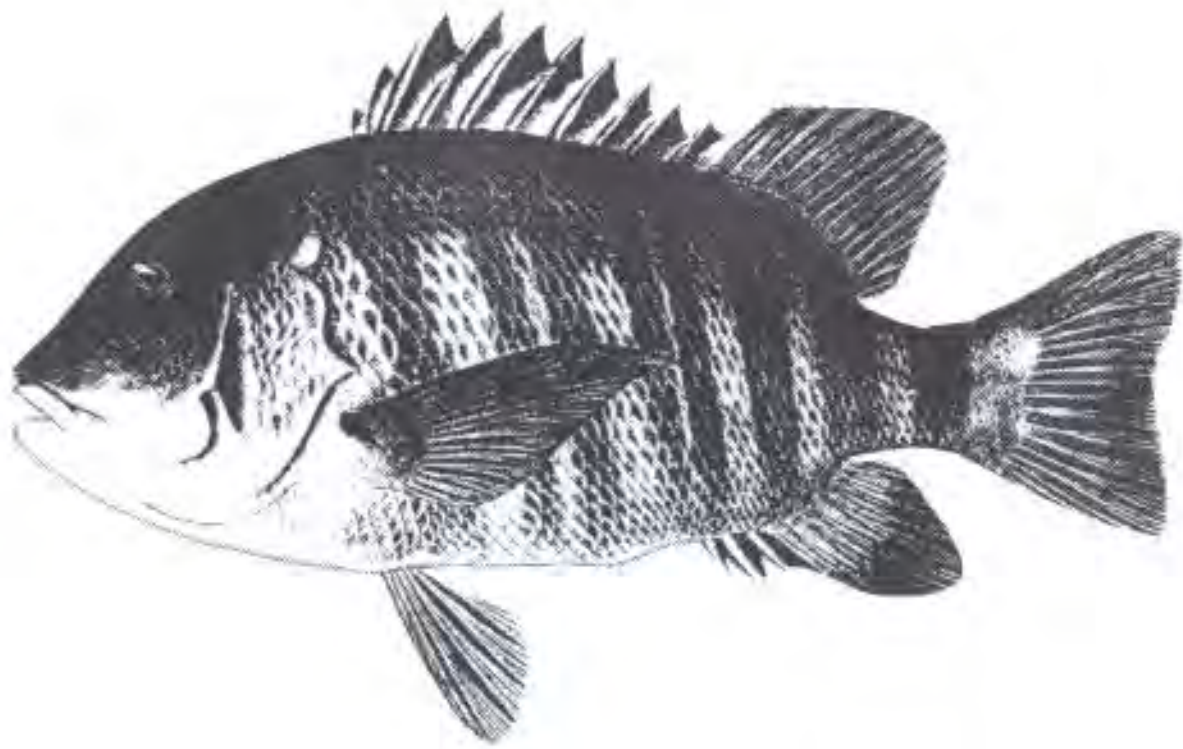
As your host during your visit, the officers and crew of PARGO hope your time on board will be informative, interesting and enjoyable. We look forward to showing you why USS PARGO (SSN 650) is the "BEST" submarine in the fleet.

Sincerely,

COMMANDER, U.S. NAVY  
Commanding Officer

# USS PARGO (SSN 650) STATISTICAL DATA

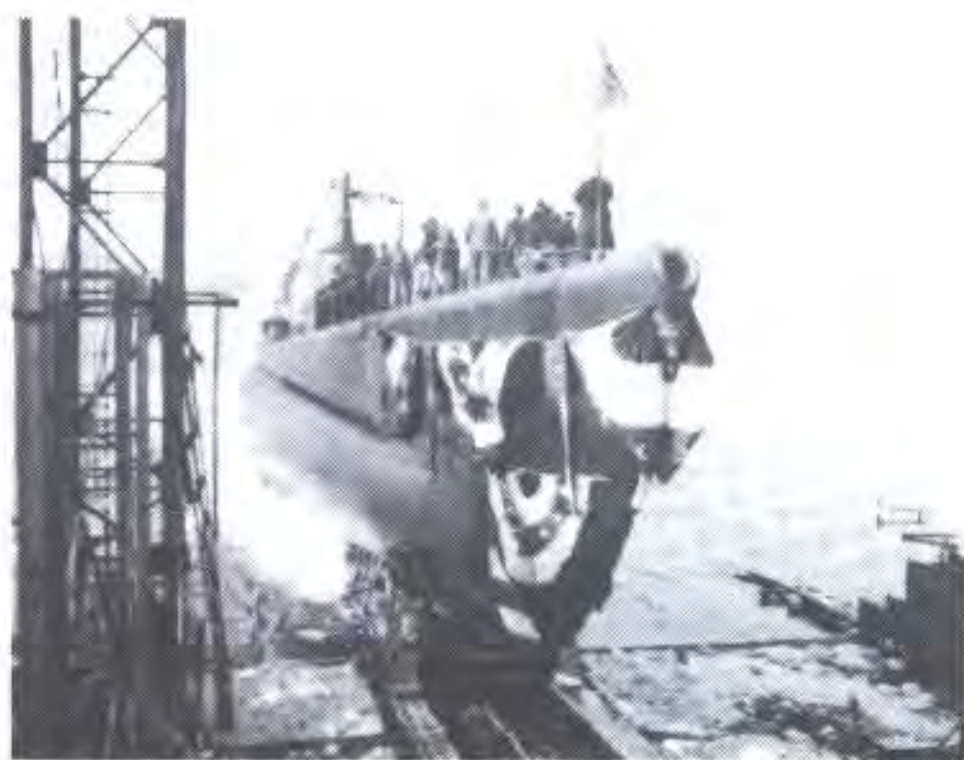
KEEL LAID	June 3, 1964
LAUNCHED	September 17, 1966
COMMISSIONED	January 5, 1968
SPONSORED BY	Mrs. James L. Holloway, Jr.
LENGTH	292 Feet
DISPLACEMENT	Surfaced .....4060 Tons Submerged .....4630 Tons
HULL DIAMETER	32 Feet
DRAFT	32 Feet
SPEED	Over 20 Knots
DIVING DEPTH	In Excess of 400 Feet
COMPLEMENT	Officers ..... 13 Chief Petty Officers ..... 14 E-6 and Below ..... 103 Total ..... 130



The PARGO, *Hoplopagrus 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 two feet and weigh as much as ten pounds.

The PARGO 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 mouth and is nearly as long as the eye. The posterior nostril, a rather long and narrow oblique slit, is just in front of the eye. The teeth in both jaws are coarse 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.



**Launching of USS PARGO (SS 264)  
24 January 1943**

The first USS PARGO (SS 264) was commissioned at the Electric Boat Company of Groton, Connecticut in April 1943. PARGO successfully completed eight war patrols in World War II for which she received eight battle stars. PARGO was officially credited with sinking 17 ships for a total of 27,983 tons. She was also credited with damaging an additional 10 ships. USS PARGO (SS 264) was stricken from the Navy List in 1960.

The PARGO (SS 264) carried two horseshoes in her wardroom throughout World War II. Much of the success she enjoyed was attributed to these horseshoes. As a result the horseshoe was incorporated into her battle flag. This tradition has continued on PARGO (SSN 650). The horseshoe design is the central feature of the ship's crest.



**Launching of USS PARGO (SSN 650)  
17 September 1966**

# USS PARGO (SSN 650)

The keel of the second USS PARGO (SSN 650) was laid down on 3 June 1964 at the Electric Boat Division of General Dynamics Corporation, Groton, Connecticut. President Lyndon B. Johnson initialed the keel during the official ceremony. PARGO was launched on 17 September 1966 under the sponsorship of Mrs. James L. Holloway, wife of Admiral James L. Holloway (Retired). PARGO was the 29th nuclear submarine launched by Electric Boat and was commissioned 5 January 1968 at the U.S. Submarine Base New London, Groton, Connecticut.

PARGO has been employed since commissioning in numerous operations in support of the national defense. During the spring of 1969, USS PARGO embarked upon an operation in the Arctic basin, steaming over 5,000 miles under ice and making 21 surfaces through the ice. On 12 April 1969 she surfaced at the North Pole. PARGO has deployed for operations in the Mediterranean five times in 1972, 1974, 1979, 1982 and 1988. She has completed three shipyard overhauls in 1971, 1976, and 1986. In 1990, she completed two extended operations in the North Atlantic. In the spring of 1991, PARGO returned to the Arctic basin, steaming 14,000 miles under ice, making 18 surfaces and surfacing twice at the North Pole. In addition, PARGO completed only the fourth circumnavigation of the North American continent.

PARGO's performance has earned numerous honors. She was awarded the Navy Unit Commendation for her under-ice work in 1969 and a Gold Star in lieu of a second award for operations conducted in 1973. She was awarded the Meritorious Unit Commendation on four occasions and earned two Atlantic Fleet Golden Anchor Awards for excellence in career retention in 1978 and 1990. PARGO has also been distinguished as the best submarine in her squadron on four occasions earning the Battle Efficiency "E" in 1970, 1971, 1980, and 1990.

PARGO's primary wartime mission is to detect, track and destroy enemy submarines. She combines the endurance and environmental independence of nuclear power with deep submergence, stealth and the most advanced sensors to give her this capability. Her combat control system is capable of firing the latest arsenal of anti-submarine weapons including the Tomahawk and Harpoon missiles and MK48 Torpedo. These characteristics make her one of the Navy's most effective anti-ship and anti-submarine platforms. She and her sisters serving the Navy's fleets in all parts of the world are a constant reminder to any and all potential enemies of the United States' Power for Peace.

# General Information

Welcome aboard USS PARGO! To make your indoctrination easier, the following information is provided:

## **BERTHING**

Your berthing assignment will be provided to you by the Chief of the Boat.

## **MESSING**

Ample and nutritional meals are served in the crew's mess and wardroom. Consequently there should be no reason for the consumption of food outside these spaces. The consumption of food on watch or in operating spaces is inconsistent with requirements for cleanliness and watchstander attentiveness. It is the ship's policy that no food be stowed or consumed except in designated stowage and messing areas. "Cookies from home" and wrapped or sealed containers of candies may be stowed in personal lockers. Beverages such as coffee, tea, milk and soft drinks may be consumed while on watch if contained in mess cups which will fit in existing cup holders.

## **EMERGENCIES**

Should any emergency situations arise, alarms will be sounded and the word will be passed. You are requested to **STAND FAST BUT CLEAR** of all passageways and operating areas. Do not obstruct ladders, hatches or watertight doors. Allow ship's personnel to perform required action without interference. Please follow the instructions of the man in charge at the scene without hesitation.

## **INJURY OR ILLNESS**

You are to report any injury, no matter how minor, to the ship's Corpsman for treatment. The corpsman is available for all related medical and dental problems 24 hours a day. If you have a known illness you should inform the corpsman upon your arrival on board.

# General Information

## OPERATION OF SHIP'S EQUIPMENT

Do not operate any equipment or switches, position any valves or enter any posted area without prior approval from ship's force. Observe posted precautions and procedures while conducting all operations. This is done for the safety of the ship and all personnel on board.

## SECURITY

Certain aspects of the ship's operational characteristics and certain areas of the ship are classified. The radio room, sonar space, and engine room are classified areas.

## LAUNDRY

The ship's laundry is located in operations compartment lower level aft of the torpedo room. The Chief of the Boat (COB) assigns divisional wash days which is the day that divisions will do their laundry. The COB will give you further information on this during the welcome aboard interview.

## HEAD OPERATION

There are heads throughout the ship. Only officers will use the officers head and the Chief Petty Officers will use the CPO head. Avoid excessive consumption of potable water. When you shower, soap down with the water off and then rinse; do not let the water run. There is a small push button on the shower head that acts as an on/off valve without disturbing the water temperature or spray pattern. Ensure that no articles, such as pencils, cigarette butts, toothpicks, rags, etc., fall into the commodes. Such articles have the potential to foul the pumps, pipes and valves associated with the sanitary system. WIPE SHOWERS AND SINKS CLEAN AFTER EACH USE.





## “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.”

# USS PARGO (SSN 650)

## Commanding Officers

CDR S. A. WHITE

CDR D. R. HINKLE

CDR J. P. RANSOME, III

CDR J. H. PATTON, JR.

CDR H. J. CYBUL

CDR J. B. HAGEN

CDR L. W. COOK

CDR D. W. HEARDING

CDR K. D. CASEY

CDR B. J. WEGNER





# WELCOME



# ABOARD



### COMMANDER JAMES P. RANSOM, II

Commander James P. RANSOM, II, entered the U. S. Naval Academy from his hometown of Collingswood, New Jersey, and was graduated and commissioned in June 1956. After duty aboard the anti-submarine aircraft carrier, USS TARAWA (CVS-40), he entered the submarine service in 1958.

Commander RANSOM's first submarine tour was aboard USS BASHAW (SSK-241), where he earned his gold dolphins. After nuclear training at New London and the Windsor prototype, he served on USS SEADRAGON (SSN-584), where he was commended for his sonar, communications, and weapons work during the joint SEADRAGON - SKATE 1962 Arctic operation. A shore tour as an instructor at the Bainbridge, Maryland Nuclear Power School followed. He then completed five years sea duty on two ships, USS HALIBUT (SSN-587) as Navigator, Operations and Project Officer, and USS GUARDFISH (SSN-612) aboard which he was Executive Officer. Two commendations were awarded for his duty performance during deployments on GUARDFISH. He completed a two year tour of duty as Commanding Officer of the Nuclear Power School at Mare Island, Vallejo, California prior to reporting to PARGO in March 1973.

Commander RANSOM, his wife Dale, and their sons, Jim, Scott and Tom presently reside in Gales Ferry, Connecticut.

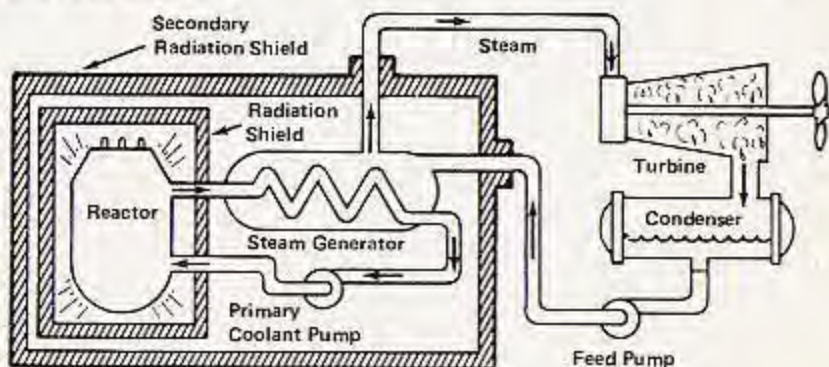
## THE POWER PLANT

The power plant of a nuclear submarine is based upon a nuclear reactor which provides heat for the generation of steam. This, in turn, drives the main propulsion turbines and the ship's turbo-generators for electric power.

The primary system is a circulating water cycle and consists of the reactor, loops for piping, primary coolant pumps and steam generators. Heat produced in the reactor by nuclear fission is transferred to the circulating primary coolant water. This water is then pumped through the steam generator and back into the reactor by the primary coolant pumps for reheating in the next cycle.

In the steam generator, the heat of the pressurized water is transferred to a secondary system to boil water into steam. This secondary system is isolated from the primary system in order to insure that all radioactive material is contained within the secondary shield.

From the steam generators, steam flows to the engine room where it drives the turbo-generators, which supply the ship with electricity, and the main propulsion turbines, which drive the propeller. After passing through the turbines, the steam is condensed and the water is fed back to the steam-generators by the feed pumps.



There is no step in the generation of this power which requires the presence of air or oxygen. This fact alone allows the ship to operate completely independent from the earth's atmosphere for extended periods of time.

## SHIPS HISTORY

PARGO is named for *Horloparagus guntheri*, or PARGO, an aggressive and voracious member of the Snapper family.

The first USS PARGO (SS-264) was commissioned at the Electric Boat Company of Groton, Connecticut in April 1943 and successfully completed eight war patrols in World War II for which she received 8 battle stars. PARGO was officially credited with sinking 17 ships for a total of 27,983 tons. She was also credited with damaging an additional 10 ships. USS PARGO (SS-264) was stricken from the Navy list in 1960.

The PARGO (SS-264) carried two horseshoes in her wardroom through World War II and the horseshoe theme was incorporated into her battle flag. This tradition is continued on the present PARGO by using a horseshoe design as a border of the ship's patch.

The keel of the second USS PARGO (SSN-650) was laid down on 3 June 1964 at the Electric Boat Division of General Dynamics Corporation, Groton, Connecticut. President Lyndon B. Johnson initialed the keel during the official ceremony. PARGO was launched on 17 September 1966 under the sponsorship of Mrs. James L. Holloway, wife of Admiral James L. Holloway (Retired).

The PARGO (SSN-650) is 292 feet long, displaces 4100 tons and has a crew of 120 officers and men. She was commissioned at the Naval Submarine Base New London on 5 January 1968 as a unit of Submarine Development Group TWO. In July 1971, PARGO was transferred to Submarine Squadron TEN.

PARGO has been employed since commissioning on various operations designed to enhance the effectiveness of the modern attack submarine as an element of our national defense. During the spring of 1969 USS PARGO embarked upon an operation in the arctic basin, steaming over 5,000 miles under ice and making 21 surfaces through the ice. On 25 April, PARGO surfaced at the North Pole.

From 1969 through 1971, PARGO was assigned to various sonar development projects and to the operational and technical evaluation of the MK 48 torpedo. Following a one year overhaul, PARGO deployed to the Mediterranean in October 1972. She completed operations with the SIXTH FLEET and returned home to New London in March of 1973.

PARGO's primary wartime mission is to detect, track and destroy submarines. In order to achieve this capability she has been equipped with an elaborate sonar system, a highly advanced installation capable of searching for and detecting targets on the surface and submerged at great ranges. Her weapon system is capable of firing the latest in this country's arsenal of anti-submarine weapons including the SUBROC missile and MK 48 torpedo.

PARGO's performance has earned numerous honors. She was awarded the Navy Unit Commendation for her under ice work. She has been twice awarded the Meritorious Unit Commendation for research and development projects. For two years running, PARGO won the Battle Efficiency "E" for excellence as the best of the submarines attached to Submarine Development Group TWO. She and her sisters serving with the Navy's fleets in all parts of the World are a constant reminder to any and all potential enemies of the United States' power for peace.



## GENERAL INFORMATION

### RADIATION SAFETY

All radiation warning signs and markers must be observed. These consist of magenta and yellow signs, ropes or ribbons. Only authorized persons are permitted in areas marked "Radiation Area". Heavy shielding protects personnel from radiation associated with the nuclear reactor. By observing posted radiation warning signs, you will receive less radiation submerged than you would receive from natural sources ashore.

### MEDICAL FACILITIES

The Hospital Corpsman should be consulted for any illness or injury that may occur during your cruise. It is recommended that personnel susceptible to motion sickness obtain medication prior to getting underway; however, medication for this purpose will be available throughout the cruise.

### EMERGENCIES

In the event of an emergency, stand fast but clear of all passageways and watertight doors so that ship's personnel may be free to proceed to the scene. The crewman in charge of the compartment will direct your movements and keep you informed as soon as he is able. Should you see water leaking or smell smoke or have any questions concerning the safety of the ship, please call it to the attention of one of the crewmen.

### WATCH STATIONS

Visitors are always welcome in any authorized space when operations of the ship permit. Space is limited at most operating and control stations however. As a result, it is necessary for any person not on watch to have permission of proper authority before being allowed in the space.

The bridge area is very small, with room for only two men. Guests cannot be accommodated, in order to provide the watchstanders sufficient room to carry out their duties.

## SECURITY

Most features of the ship are of a classified nature. In addition, Sonar and the Sonar Equipment Space, the Radio and Electronics rooms, Nucleonics Laboratory, and the entire ship aft of the operations compartment are security areas. Only authorized personnel are permitted in these spaces. Information concerning ships' speed, depth, weapons, fire control, sonar, electronics and propulsion plant are classified.

## CAUTION

Do not attempt to operate any equipment, twist knobs, flip switches, or turn any valves. There are members of the crew on watch in every compartment to assist you. Please observe all warning signs .

