Welcome Aboard!

UNITED STATES SHIP POGY
(SSN 647)

Welcome Aboard

Among the proudest and most enjoyable moments in a submariner's professional life are those spent exhibiting his ship to visitors. The relationship between the submariner and his ship is intimate to the point that he tends to radiate a *personal* pride in his submarine. His link with the heroism of past submarine achievements is strong and close. Most important, the submarine sincerely welcomes the visitor because it is to you that we devote our efforts and accomplishments, our sacrifices and exultations. We are most anxious for you to understand and perhaps even share in these feelings.

POGY is a nuclear powered attack submarine of the STURGEON (SSN637) class. Her principal mission as an *attack* submarine is to operate against submarine or surface ship targets. Surpassing the underwater capabilities of any class of ship before her, POGY carries detection, communications, navigation, propulsion and computerized weapons systems of the most advanced design. For months, she can cruise quietly submerged with a maximum of comfort for her crew, and with an ever ready potential for delivery of any submarine tactical weapon the Navy possesses—against submerged or surfaced vessels. This versatile warship, in addition to her primary capability of firing SUBROC missiles and conventional and nuclear torpedoes, can lay mines, perform reconnaissance, support frogman operations, transport troops and equipment, coordinate with surface ships and aircraft in conducting anti-submarine operations, and carry out rescue at sea missions: all without exposing herself to hostile forces or detection.

HOW A SUBMARINE IS ORGANIZED

Few modern institutions can rival the nuclear submarine for complexity and absolute self-sufficiency. The often inhospitable environment of the vast sea only intensifies the need for coordination of each crewman's activities. The keystone of the submarine organization is the Commanding Officer—the Captain of the ship. The responsibility for each operation of the submarine—in fact, the responsibility of each individual aboard—converge at the command level and create the Commanding Officer's ultimate charge: to successfully carry out the missions assigned. Whatever measures are required, in his judgment, to accomplish this task, the Commanding Officer is empowered to employ. It is this necessary conferral of discretion in an isolated circumstance that lends to the submarine command a sense of creativity and individuality.

Second in command is the Executive Officer—always next senior in rank to the Captain and not very far from attaining his own command. The *Exec*, or XO as he is informally called, offers his wide ranging experience to the submarine organization through direct coordination of the administrative and training activities of the ship. His knowledge and position extend his responsibilities and interests to every aspect of submarining.

The remainder of the ship's force is composed of six departments: Navigation, Operations, Weapons, Engineering, Supply and Medical. The first four are ordinarily led by the more senior officers of the ship who rank just below the Executive Officer. The more junior officers are assigned within these departments to act as division officers. Divisions are the smallest organizational units aboard, and consist of groups of enlisted specialists organized according to skills.

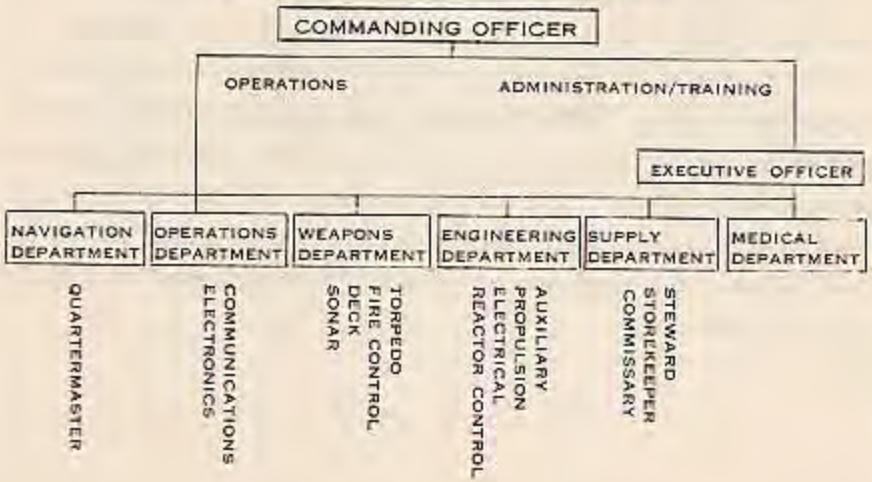
Every piece of material on the ship from the propeller to the paint job is assigned to a division and finally to an individual technician for its care. Each of these men soon becomes an expert not only in the technical functions to which his special training has been directed, but also in the demands of administration, leadership and instruction of his shipmates.

There is a second organization aboard the ship: the watch organization. Whereas the first organization is designed to maintain equipment, train and administer to the various groups of men, the watch organization is designed to conduct and coordinate the actual *operations* of the ship around the clock. This organization is ordinarily divided into three similar groups called sections. At any given time on the submarine one of these sections "has the watch." Each watch section is headed by the Officer of the Deck who carries out the Commanding Officer's orders during the hours of his watch. It is the Officer of the Deck who orders the ship's course, speed and depth, and conducts all combined shipboard evolutions. He is assisted by a second officer, the Engineering Officer of the Watch, who controls the reactor plant and all engineering evolutions in the propulsion plant.

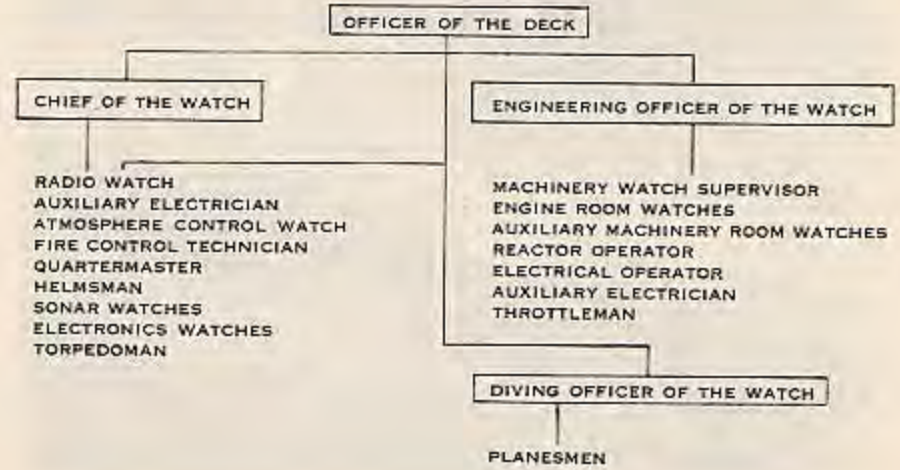
Each watch section consists, for example, of helmsmen, who steer the ship; throttlemen, to control the steam turbine engines; sonar operators, who silently probe the ship's environs; reactor operators, who control the ship's remarkable energy source; torpedomen, to service and launch POGY's weapons; radio operators, who continually maintain an invisible link with command centers ashore; and electricians, who supply power from the reactor for virtually every service on the ship. These watchstanders, among others, stand alertly by their equipment and stations throughout the duration of each watch.

The tempo of the watch is the heartbeat of the ship—and, since one third of a submariner's time is spent standing his watch, it is also the principal determinant of his day to day routine.

ADMINISTRATIVE ORGANIZATION



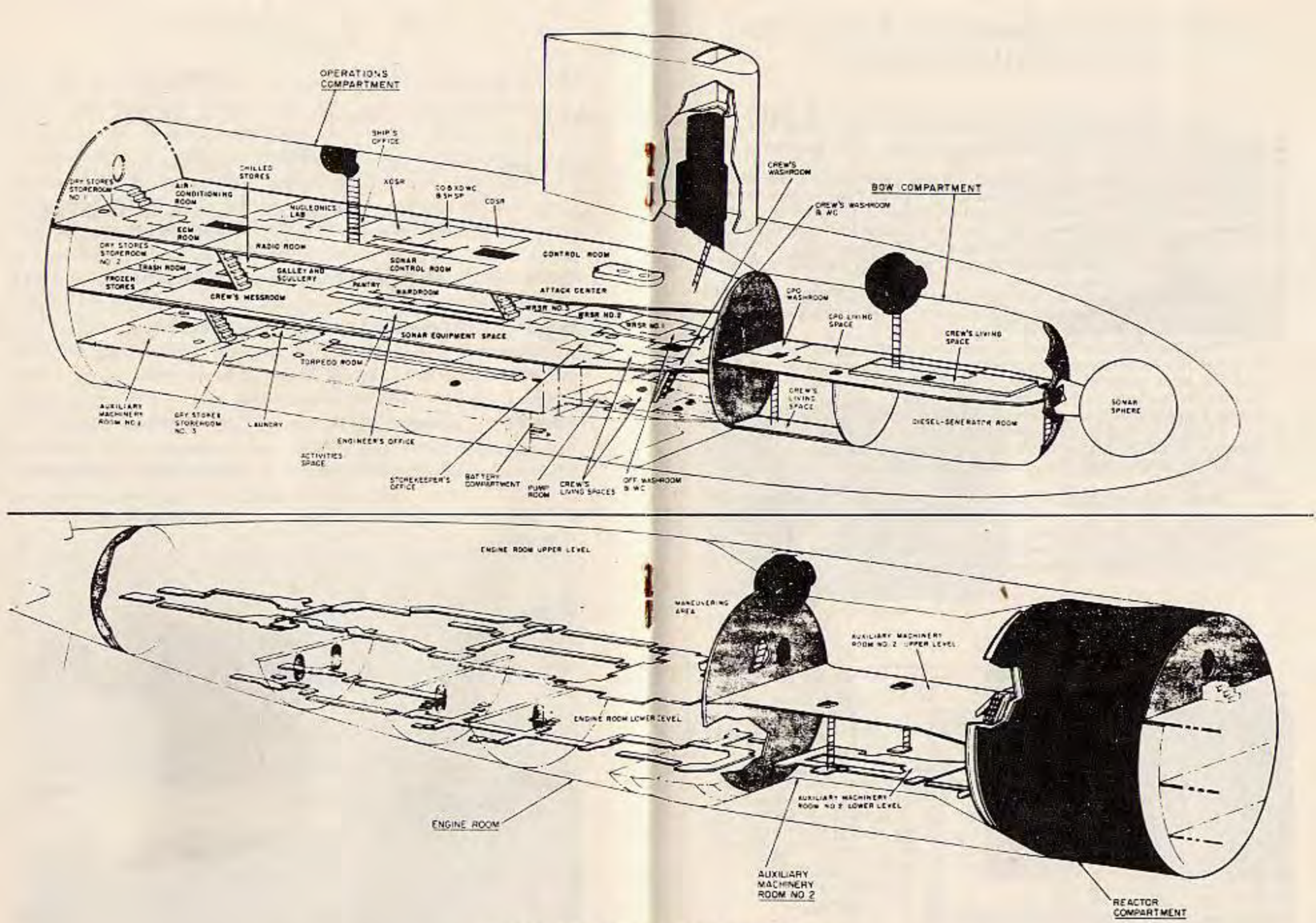
WATCH ORGANIZATION



HERITAGE

USS POGY (SSN647) is the second United States ship to bear this name. The first POGY (SS 266) was built in Manitowoc, Wisconsin and was commissioned in January 1943, Lieutenant Commander G. H. Wales commanding. By April of the same year she had departed on her first war patrol. From then until the end of the war, POGY made ten patrols. Her operations included anti-shipping patrols in the Western Pacific including the Formosa area and coastal waters of Japan. On her final war patrol, POGY made a mine field penetration into the Sea of Japan. POGY also conducted a lifeguard patrol during which she rescued ten aviators from a downed B-29 Superfortress. She sank 16 ships for a total tonnage of 62,633 placing her in the top ten percent in both categories for United States Submarines in World War II. For her actions she earned eight Battle Stars and eight Submarine Combat Insignia. For extreme heroism on her fifth and sixth patrols, she was awarded the Navy Unit Commendation. POGY was decommissioned and placed in the Reserve Fleet in January 1947. In September 1958 her proud name was struck from the Navy list.

	SS 266	SSN 647
LENGTH	311 Feet 9 Inches	289 Feet 6 Inches
BREADTH	27 Feet 3 Inches	31 Feet 8 Inches
DISPLACEMENT	2426 Tons	4780 Tons
BUILDER	Manitowoc Shipbuilding Co. Manitowoc, Wisconsin	Ingalls Nuclear Shipbuilding Div Pascagoula, Mississippi
SPONSOR	Mrs. Julius A. Furer	Mrs. George H. Wales
KEEL LAID	September 15, 1941	May 5, 1964
LAUNCHED	June 23, 1942	June 3, 1967
COMMISSIONED	January 10, 1943	May 15,1971
SPEED	8.75 Kts Submerged	Greater Than 20 Kts. Submerged
FIRST C. O.	LCDR George H. Wales	LCDR George W. Stolt, Jr.



SHIP'S ARRANGEMENT

HOW NUCLEAR POWER OPERATES A SUBMARINE

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.

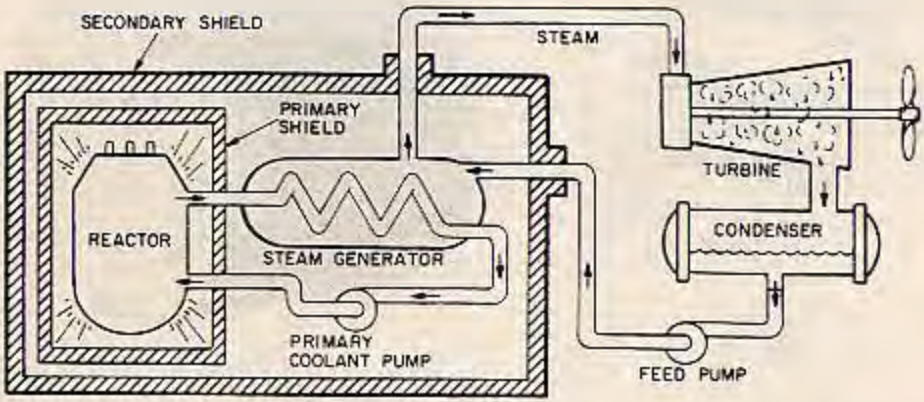
The primary system is a circulating water cycle and consists of the reactor, loops of piping, primary coolant pumps and steam generators. Heat produced in the reactor by nuclear fission is transferred to the circulating primary coolant water which is pressurized to prevent boiling. This water is then 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.

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.

During the operation of the nuclear power plant, high levels of radiation exist around the reactor and personnel are not permitted to enter the reactor compartment. Heavy shielding protects the crew so that the crew member receives less radiation on submerged patrol than he would receive from natural sources ashore.



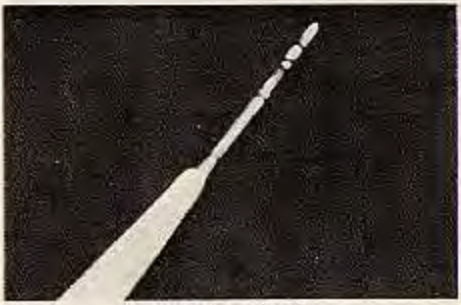
Courtesy General Dynamics Corporation

SUBROC
THE FLYING TORPEDO

SUBROC is the most revolutionary submarine attack weapon ever developed. It was conceived by submariners and technical experts who realized that there is a limit to how far torpedoes can travel.

The SUBROC missile is a submarine launched inertially-guided depth bomb, with a nuclear capability, for long-range destruction of hostile submarines. The size of the missile is such that it is fired from a standard submarine torpedo tube. The powerful rocket motor ignites underwater, turns the SUBROC upward and propels it out of the sea, high into the atmosphere.

Subroc emerges from below



Mid-flight acceleration

Separation of the motor from the bomb permits the warhead to continue its trajectory and sends the spent motor tumbling into the sea. The warhead plunges into the sea over the target and detonates. If a nuclear warhead is used, the lethal radius can easily compensate for target maneuvers after the time of firing.

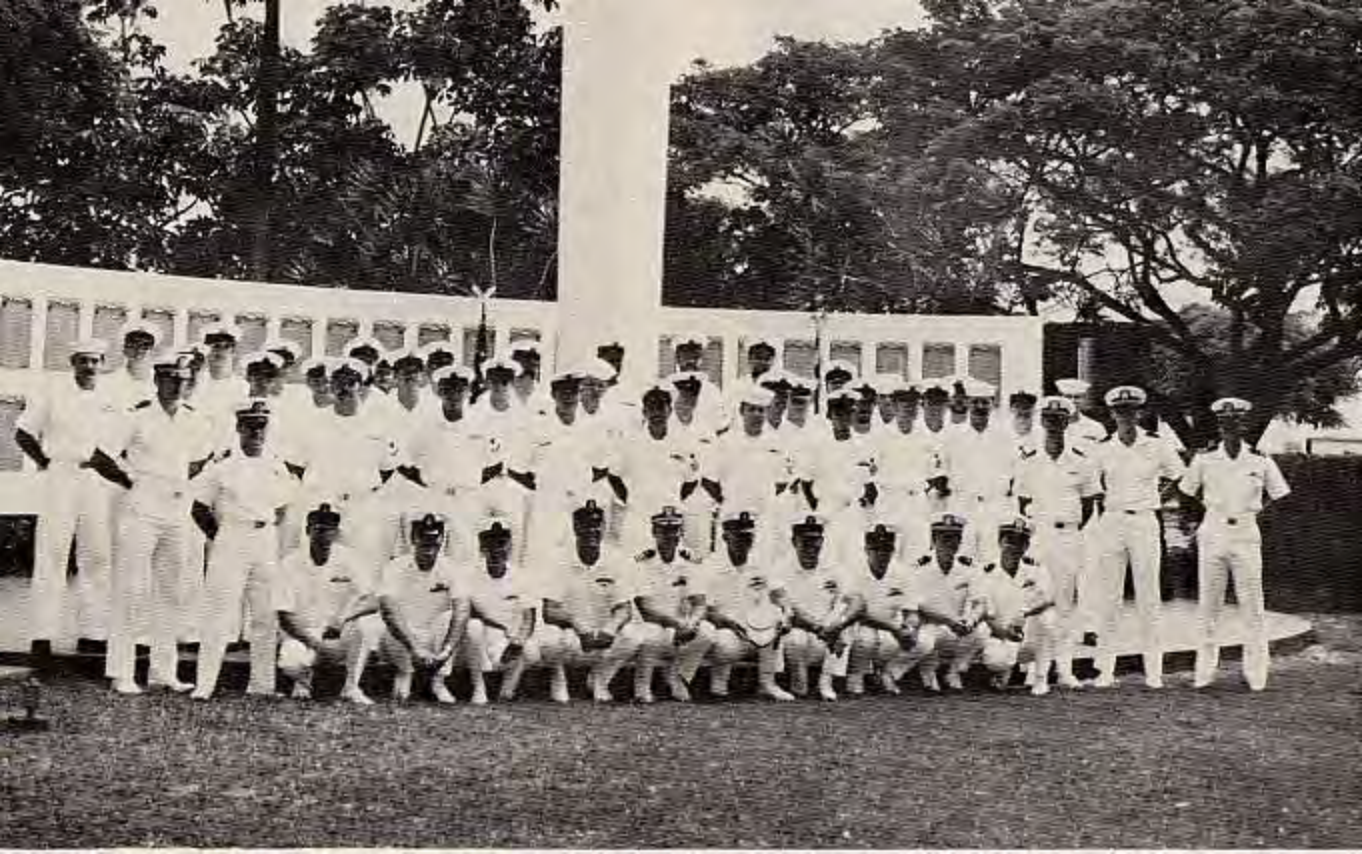
Warhead Separation

Courtesy Goodyear Aerospace Corp.


OGY SSN647

The Submarine Force
PACIFIC FLEET

All United States submarines are allotted to the submarine force of Pacific Fleet or of the Atlantic Fleet; POGY is assigned to the Pacific Fleet. The commanding officer of the Submarine Force, Pacific Fleet maintains his headquarters at Pearl Harbor; from there he assesses the readiness and skills of his forces, and he allocates submarines to the many varied missions and tasks for which he is responsible. POGY is a member of Submarine Squadron One stationed in Pearl Harbor.



WELCOME ABOARD!

UNITED STATES SHIP POGY
(SSN 647)

Welcome Aboard

The officers and men of USS POGY take great pride in extending to you the hospitality of the Submarine Force of the United States Navy. It is our desire to make your stay with us as pleasant as possible. All members of the ship's crew are ready to assist you in any way possible - you have only to ask.

As a warship, POGY is neither spacious nor designed for large numbers of people. Submariners are accustomed to this environment. If you need assistance or an explanation of the equipment or activities aboard, please do not hesitate to ask any crew member.

This pamphlet is provided as a memento of your visit. It also provides information necessary to ensure your health and comfort while aboard. As your hosts, all of us on POGY hope your visit will be informative, interesting and pleasant.

Commanding Officer
USS POGY (SSN 647)

UNITED STATES SHIP POGY
(SSN 647)

VITAL STATISTICS

Built by Ingalls Nuclear Shipbuilding Division
Pascagoula, Mississippi

Keel Laid	5 May 1964
Launched	3 June 1967
Sponsor	Mrs. George H. Wales
Commissioned	15 May 1971
Length	289 Feet 6 Inches
Beam	31 Feet 8 Inches
Displacement	4780 Tons
Speed	Greater than 20 knots submerged
Operating Depth	Greater than 400 feet
Officers	15
Enlisted	120

Built by Manitowoc Shipbuilding Company
Manitowoc, Wisconsin

Keel Laid	15 September 1941
Launched	23 June 1942
Sponsor	Mrs. Julius A. Furer
Commissioned	10 January 1943
Length	311 Feet 9 Inches
Beam	27 Feet 3 Inches
Displacement	2426 Tons
Speed	8.75 Knots
Operating Depth	312 Feet (Maximum)
Officers	6
Enlisted	67

HISTORY OF THE UNITED STATES SHIP POGY (SSN 647)

USS POGY (SSN 647) is the second United States ship to bear the name. The first USS POGY (SS 226) was built in Manitowoc, Wisconsin, and was commissioned in January 1943. POGY made ten war patrols in the Western Pacific and sank 16 ships for a total 62,633 tons of enemy shipping. For her action, she was awarded eight Submarine Combat Insignia with Battle Stars and two Navy Unit Commendations. POGY was decommissioned in January 1947 and her proud name was struck from the Navy list in September 1958.

The present day USS POGY (SSN 647) is a member of the STURGEON (SSN 637) Class of nuclear fast attack submarines, and was commissioned in May 1971. Shortly thereafter, POGY transited the Panama Canal and reported as a unit of Submarine Squadron ONE in Pearl Harbor, Hawaii, where she served until February 1980.

In 1976, POGY became the first ship in the Pacific Fleet to operate with the most advanced submarine Sonar System in the U.S. Navy, the AN/BQQ-5. The reputation POGY earned with that sonar system caused her to be deployed on short notice several times, and resulted in consistently superior performance by the ship and her crew.

In December 1981, POGY completed an extensive overhaul and nuclear refueling. She was assigned to the operational control of Commander, Submarine Development Group ONE, once again a member of the operational fleet and one of the most modern and formidable warships in the world.

In April 1984, POGY was assigned to the operational control of Commander Submarine Group FIVE in San Diego, and changed homeport to Naval Submarine Base, San Diego, California. POGY completed Western Pacific deployments in 1985, 1986 and 1988 and a Northern Pacific deployment in 1989.

From October 1989 to May 1991, POGY completed a twenty month non-refueling overhaul at Puget Sound Naval Shipyard, finishing on time, fully ready for return to Commander Submarine Group FIVE and the operating forces.

POGY completed extremely successful deployments to the Northern Pacific in 1992 and the Western Pacific in 1993 while earning consecutive COMSUBRON THREE Battle Efficiency "E" awards in 1992 and 1993.

DOLPHINS

Qualified submariners wear the traditional insignia: A bow view of a submarine proceeding on the surface with bow planes rigged for diving, flanked by two dolphins (traditional attendants to Poseidon, the patron deity of sailors) resting their heads on the bow planes.

"Earning Dolphins" is one of the most significant events in a Navy submariner's career - one of those special high points that instills great personal pride and recognizes a tremendous accomplishment.

Dolphins are earned through a process of "Qualifying". Individuals must learn the location of all major equipment, operation of all systems, damage control procedures and have a solid understanding of operational characteristics of their boat. Dolphin wearers qualify initially on one boat and must requalify on boats to which they are subsequently assigned.

Once Dolphins have been earned, they are awarded by the Commanding Officer in a special ceremony.

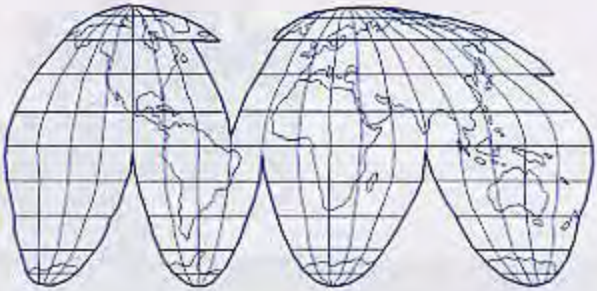
The origin of the U.S. Navy's Submarine Service Insignia dates back to 1923. On 13 June of that year, Captain Ernest J. King, USN, later to become Fleet Admiral and Chief of Naval Operations during World War II, and at that time Commander Submarine Division three, suggested to the Secretary of the Navy, via the old Bureau of Navigation, that a distinguishing device for qualified submariners be adopted. A Philadelphia firm, which had done work for the Navy previously, was approached with the request that it undertake the design of a suitable badge. Two designs were submitted by the firm and these were combined into a single design still in use today.

The Officer's Insignia is a gold plated metal pin, worn centered above the left breast pocket and above the ribbons or medals. Enlisted men wore the insignia, embroidered in silk, in white on blue for blue clothing, and in blue on white for white clothing. This was sewn on the outside of the right sleeve, midway between the wrist and elbow. In mid 1947 the embroidered device shifted from the sleeve of the enlisted men's jumper to above the left breast pocket. Subsequently, silver metal Dolphins were approved for enlisted men.

In more recent time, Dolphins for specialist officers in the submarine force have been developed. These include the Engineering Duty Officer Dolphins, Medical Officer Dolphins, and Supply Corps Dolphins. Regardless of the color of the pin or the insignia at the center, Dolphins are worn with exceptional pride by members of the Submarine Force.

USS POGY'S MISSION

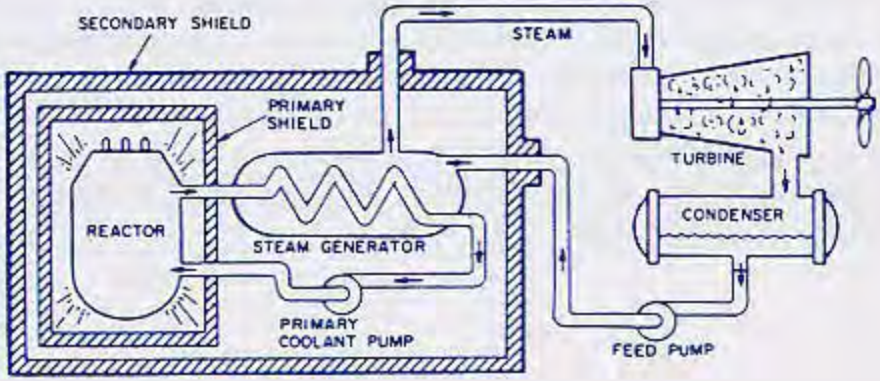
POGY is a nuclear powered fast attack submarine of the STURGEON (SSN 637) class. Her principal mission as an attack submarine is to seek out and destroy enemy submarines and surface ships. Although one of the Navy's older submarines, POGY's detection, communications, navigation, propulsion, and computerized fire control systems have been continually upgraded and are of the most advanced design. She is armed with wire-guided all purpose MK 48 torpedoes and Harpoon anti-ship missiles, and is also capable of laying mines, performing reconnaissance, supporting special forces operations, performing combat search and rescue, and conducting coordinated operations with other Naval or joint air, surface ship, and amphibious forces. She is the Navy's most capable under-ice platform, able to operate under and surface through the polar ice cap. Her nuclear reactor provides years of propulsion, electricity, air rejuvenation, and fresh water. She can cruise quietly submerged for months, with maximum crew comfort, limited only by the food she can carry and crew endurance. POGY's combination of speed, endurance, firepower, and above all, stealth enable her to operate independently anywhere on earth, in friendly or hostile waters, and make her a formidable weapon system in defense of our nation.



THE POWER PLANT

The USS POGY is powered by a nuclear power plant, which consists of a nuclear reactor with its associated circulating water system, steam cycles, and auxiliary machinery. The primary system is a circulating water cycle and consists of the reactor, identical port and starboard loops of piping, primary coolant pumps and the tubes of the steam generators. Heat is produced in the reactor by nuclear fission and is transferred to the circulating primary coolant water, which is pressurized to prevent boiling. This water is then pumped through the steam generator tubes, where it transfers its heat to the shell, or the secondary side of the steam generators, where it boils water to form steam. It is then pumped back to the reactor by the primary coolant pumps where it is heated for the next cycle.

The secondary system is the steam-producing cycle and is made up of the shell side of the steam generators, turbines, condensers and steam generator feed pumps. It is completely isolated from the primary system since the primary water which goes through the tubes of the steam generator while the water which is boiling to make steam is on the shell side of the steam generator. Steam rises from the steam generators and then flows to the engine room, where it drives the ship service turbo-generators, which supply the ship with electricity, and 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 divorced from the earth's atmosphere for extended periods of time.



Courtesy General Dynamics Corporation

GENERAL INFORMATION

LIVING ACCOMMODATIONS

Berthing is assigned to embarking visitors upon their arrival. If possible, lockers will also be assigned. Please use only the bunk assigned. This enables you to be located if necessary.

Heads and washroom facilities are located throughout the ship. Realize they are maintained by crewmen who consider the ship their home, so please help to keep them clean. If you're unsure, consult a member of the crew for proper flushing procedures. Do not discard any solid objects, no mater how small, into a water closet. It can easily foul the sanitation system.

Showers may be taken most anytime at your convenience, but because the number of shower facilities and water inventory is limited, showers should be taken as expeditiously as possible. Standard "Navy Showers" (wet down, water off, soap up, water on to rinse) are encouraged.

Messing arrangements are established prior to your arrival and you are requested to eat at the scheduled time. All meals must be served in shifts, so you are requested to be punctual and not to linger.

Smoking is permitted only in limited areas designated by the ship's smoking policy. If you are a smoker, please adhere to its guidelines. The smoking lamp is out whenever an emergency occurs.

EMERGENCIES

Should any emergency situation 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 the watertight doors. Allow ship's personnel to perform required action without interference. The member of the ship's company in charge in your compartment will explain the situation as soon as he is able. Please follow the instructions of the man in charge at the scene without hesitation. In most instances, the best place to be during a casualty or drill is in the Crew's Mess.

ACCESS AND CONGESTION

Visitors are always welcome in any authorized space when operations of the ship permit. Operating space is very limited. As a result, it is necessary for personnel not on watch to receive permission from a proper authority before being allowed in the space. This regulation is in effect for all persons embarked, including members of the ship's company. You are asked to abide by this rule. If allowed in a controlled area, you may be requested to leave when necessary. Summarized below are those areas in twhich access is controlled in this manner and the name of the watchstander who may allow visitors in the area.

Control Room	Officer of the Deck Chief of the Watch (when surfaced)
Sonar Control	Sonar Supervisor (Note: Only authorized personnel are permitted in this space)
Radio Room	Radioman of the Watch (Note: Only authorized personnel are permitted in this space)
Bridge	Officer of the Deck: Personnel visiting the Bridge are asked to consult the Chief of the Watch prior to proceeding up the ladder. The Chief of the Watch will obtain necessary permission for visitors to go on the Bridge.
Engine Room	Visitors are not routinely permitted in the engineering spaces.

SECURITY

Certain aspects of the ship's operational characteristics and certain areas of the ship are classified. The Radio Room, Sonar Room, Sonar Equipment Space and the propulsion spaces (Tunnel, Auxiliary Machinery Room Two, and Engine Room).

HOW A SUBMARINE IS ORGANIZED

Few modern institutions can rival the nuclear submarine for complexity and absolute self-sufficiency. The often inhospitable environment of the vast sea only intensifies the need for coordination of each crewman's activities. The keystone of the submarine organization is the Commanding Officer - the Captain of the Ship. The responsibility of each operation of the submarine - in fact, the responsibility of each individual aboard - converge at the command level and create the Commanding Officer's ultimate charge; to successfully carry out the missions assigned. Whatever measures are required, in his judgement, to accomplish this task, the Commanding Officer is empowered to employ. It is this necessary conferral of discretion, in isolated circumstances, that lends to the submarine command a sense of creativity and individuality.

Second in Command is the Executive Officer - always next senior in rank to the Captain and not very far from attaining his own command. The Exec, or XO as he is informally called, offers his wide ranging experience to the submarine organization through direct coordination of the administrative and training activities of the ship. His knowledge and position extend his responsibilities and interests to every aspect of submarining.

The Chief of the Boat is the principal enlisted advisor to the Commanding Officer. He keeps the command aware of existing or potential situations, procedures, and practices which affect the welfare, morale, job satisfaction and utilization of its enlisted members.

The remainder of the ship's force is composed of six departments: Navigation, Operations, Weapons, Engineering, Supply and Medical. The first four are ordinarily led by the more senior officers of the ship who rank just below the Executive Officer. The more junior officers are assigned within these departments to act as Division Officers. Divisions are the smallest organizational units aboard, and consist of groups of enlisted specialists organized according to skills.

Every piece of material on the ship from the propeller to the paint job is assigned to a division and finally to an individual technician for its care. Each of these men soon becomes an expert not only in the technical functions to which his special training has been directed, but also in the demands of administration, leadership and instruction of his shipmates.

There is a second organization aboard the ship: The Watch. Whereas the first organization is designed to maintain equipment, training and administer to the various groups of men, the Watch organization is designed to conduct and coordinate the actual operations of the ship around the clock. This organization is ordinarily divided into three similar groups called sections. At any given time on the submarine one of these sections "has the Watch". Each watch section is headed by the Officer of the Deck who carries out the Commanding Officer's orders during the hours of his watch. It is the Officer of the Deck who orders ship's course, speed and depth, and conducts all combined shipboard evolutions. He is assisted by a Second Officer, the Engineering Officer of the Watch, who controls the reactor plant and all engineering evolutions in the propulsion plant.

Members of each watch section include a Helmsman, who steers the ship; throttleman, to control the steam turbine engines; sonar operators, who silently probe the ocean's environs; reactor operator, who controls the ship's remarkable energy source; torpedomen, to service and launch POGY's weapons; radio operators, who maintain an invisible link with command centers ashore; and electricians, who supply power from the reactor for virtually every service on the ship. These watchstanders, among others, stand alertly by their equipment and stations throughout the duration of each watch.

The tempo of the watch is the heartbeat of the ship - and, since one third of a submariner's time is spent standing his watch, it is also the principle determinant of his day to day routine.

A DAY IN THE LIFE OF A SUBMARINER

John Radford is a fictitious name for a typical POGY submariner. He is, we will imagine, a Second Class Quartermaster. As such, he works in the Quartermaster Division in the Navigation Department. (In the Navy, Quartermasters are specialists in navigation.)

On a day that he has the 0600 to 1200 watch (6 a.m. to 12 p.m), John is awakened at 0430 by a messenger; this gives him 45 minutes to dress, shave and enjoy a large breakfast. In keeping with a Navy tradition, he reports to his watch station in the Attack Center, where the Officer of the Deck also stands his watch, 15 minutes before his watch begins, in order to be briefed on the activities of the previous watchstander. He relieves the watch at 0530 a custom most appreciated by the departing Quartermaster who can lay below and eat. During his six-hour watch, Quartermaster Radford plots the ship's position on the chart, assists the Officer of the Deck and maintains the ship's log.

After his relief has taken the watch, John cleans up for the noon meal. Today's meal is followed in the Crew's Mess by a "School of the Boat" lecture given by the Auxiliary Division Chief Petty Officer on the ship's ventilation system. Since he is already qualified on the POGY , John passes the lecture up in order to spend some time preparing for his First Class Quartermaster examination. At 1500 (3 p.m.), he has an appointment to examine a newly reported seaman on his knowledge of the ship's periscopes and antennas, for the seaman's submarine qualification. John's immediate supervisor, a Chief Quartermaster, had told him to make some changes to several navigation charts and publications and to prepare an order for some new training materials - which took the rest of the afternoon.

The ship's daily drill - which today was unannounced - interrupted the task for about thirty minutes. Drills are conducted to test the crew's reaction to casualty and combat situations of various sorts: fire, loss of power, toxic gas, depth charge, and so on. Every drill is an "all hands" effort - even those catching up on lost sleep are summoned by the ship's alarms. Fire hoses are unrolled, medical bags opened, gas masks worn, equipment operated. Nothing that can possibly be done to enhance the realism is neglected.

The movie after the evening meal was one he had seen before so John read some more of a novel he'd gotten in the ship's library. Then he can doze for a couple of hours before standing his next watch - the mid watch, from midnight until six in the morning.

The schedule of our mythical John Radford is not at all imaginary or exceptional - it is typical of what a submariner does during a usual workday at sea. It is perhaps a fair answer to the often posed question: "What on earth do you do out there?"

THE SUBMARINER

Only a submariner realizes to what extent an entire ship depends on him as an individual. A submarine at sea is a different world in itself. It is a submerged city; constantly vigilant of the demanding ocean, constantly ready to go into battle. In consideration of the protracted and distant operations of submarines, the Navy places great responsibility and trust in the hands of those who take these independent ships to sea.

In an hour of emergency or peril at sea, these men must turn to each other. They are responsible to themselves and to each other for the survival 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 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 of - Submariner.

A SUBMARINER'S PRAYER

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

Bless those who serve beneath the deep,
Through lonely hour their vigil keep.
May peace their mission ever be.
Protect each one we ask of Thee.
Bless those at home who wait and pray.
For their return by night or day."

Ship's Emblem

Military units have historically employed emblems as a means of organizational identification. Designed during the new construction period, the chosen insignia becomes an integral part of the ship. Closely associated with the crew and ship reputation, the emblem is proudly displayed on a wide variety of official documents and memorabilia. POGY's emblem displays the silhouette of both submarines to bear the name, symbolizing the dramatic improvement in capabilities from diesel to nuclear powered submarines, yet honors the proud tradition of excellence of submariners exemplified by their heroic deeds of World War II and promises to carry it into the future with the slogan "From Yesterday to Tomorrow". "No Ka Oi", Hawaiian for "Number One" indicates her crew's drive to be the best submarine in the Pacific Fleet.

Pamphlet created by YNCS(SS) Darryl S. Glasman
May 1994