The Prospective Commanding Officer, Officers, and Crew

request the honor of your presence

at the commissioning of

United States Ship PARCHE (SSN 683)

at Ingalls Shipbuilding Division

Pascagoula, Mississippi

on Saturday the 17 of August

at one-thirty P. M.

Uniform
Participants—Full Dress White
Guests—Service Dress White

USS PARCHE (SSN 683)

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Built by

INGALLS SHIPBUILDING DIVISION

Pascagoula, Mississippi

KEEL LAYING December 10, 1970

CHRISTENING January 13, 1973

LAUNCHING January 13, 1973

UNDERWAY ON INITIAL SEA TRIALS June 2, 1974

COMMISSIONED
August 17, 1974

Ship's Sponsor
MRS. PHILIP A. BESHANY

Matron of Honor
MRS. NATALIE B. BRANIFF

Commissioning
Commanding Officer
CDR. RICHARD N. CHARLES

SHIPS MISSION

The new PARCHE (SSN 683) is a STURGEON-Class submarine designed for a length overall of 300 feet, 6 inches, extreme beam of 31 feet, 8 inches, a surfaced displacement of 4,464 tons, submerged displacement of 4,967 tons, and accommodations for 12 officers and 100 men. Deep-diving submarines of vast range, ships of her class are adept in offensive operations against hostile submersibles. She will be particularly suited as a "killer submarine" for joint operations with units of the antisubmarine warfare forces. PARCHE will also have capabilities as a minelayer, supporter of underwater demolition team operations, and weather reference station. She may perform many types of reconnaissance and intercept missions; land and recover raiding parties; or provide lifeguard services. Vast range and terrible striking power through torpedoes are the hallmark of the nuclear-powered submarine. She is capable of speeds in excess of 20 knots at depths greater than 400 feet.

A HISTORY OF PARCHE

PARCHE (SSN-683), a nuclear-powered attack submarine, is named to commemorate the fighting tradition of the fleet submarine PARCHE (SS-384) which earned five battle stars and the Presidential Unit Citation for combat operations during World War II. She will be the second ship of the fleet to bear a French name for a "butterfly fish" known to science as *Chaetodon capistratus* (pronounced: ke-to-don cap-is-tra-tus). It is one of more than a hundred of these fishes, all of which are most vividly colored – thus the name "butterfly fish."

The Parche is one of the smallest and handsomest of the butterfly fishes. It probably never exceeds four or five inches in length. It occurs from southern Florida southward through the West Indies and Caribbean Sea area and also in Bermuda. It is very abundant in Puerto Rico.

The first PARCHE (SS-384) was built by the Portsmouth Navy Yard, New Hampshire. Her keel was laid 9 April 1943. She launched 24 July 1943, under the sponsorship of Miss Betty Russell, daughter of U.S. District Judge, Robert L. Russell of Winder, Georgia. The fleet submarine was placed in commission 20 November 1943, Commander Lawson P. Ramage, U.S. Navy, commanding.

PARCHE (SS-384) was designed for length overall of 311 feet, 6 inches; extreme beam of 27 feet, 3 inches; standard surfaced displacement of 1,526 tons; mean draft of 15 feet, 3 inches; a submerged displacement of 2,391 tons; surface speed of 20.25 knots; submerged speed of 8.75

knots; a designed complement of 6 officers and 60 men, and a designed depth of 400 feet. She was originally armed with ten 21-inch torpedo tubes; one 5-inch 25 caliber gun; one 40-mm, one 20-mm and two .50 caliber machine guns.

PARCHE completed local training exercises by 21 January 1944 when she departed the Submarine Base at New London, Connecticut, for duty in the Pacific. After brief operations out of Key West, Florida, she transited the Panama Canal 15 February 1944, bound for Hawaii. The submarine entered Pearl Harbor 6 March 1944 and got underway 29 March 1944 to conduct her maiden war patrol as a unit of a "wolf pack" which included fleet submarines BANG and TINOSA. This coordinated attack group of submarines operated under the leadership of Captain G. E. Peterson riding in PARCHE.

The wolf-pack topped off with fuel at Midway and entered the war patrol area south of Taiwan (Formosa) the 16th of April 1944. PARCHE was now within the boundaries of "Convoy College" – the waters laying between Taiwan, Luzon and the Asiatic Mainland. She would major in torpedo warfare in these waters where several main-line enemy convoy routes converged. A 10-ship convoy was attacked on 30 April 1944 and PARCHE blasted one enemy freighter with damaging hits before aircraft forced her under the sea.

In the early morning darkness of 4 May 1944, she made four daring attacks on another convoy, damaging two enemy ships and sinking the freighters TAIYOKO MARU (5,244 tons) and SHORYU MARU (7,475 tons). Her sister submarines put three enemy ships of the convoy under the sea in this savage wolf-pack action which deprived the enemy of a total of 30,542 tons of merchant shipping. PARCHE made a thorough photographic reconnaissance of military installations on the island of Ishi Gaki Jima before returning to Midway on 23 May 1944.

PARCHE again prowled the waters of "Convoy College" during her second war patrol and handily graduated with honors that included the award of the Medal of Honor to her commaning officer, Commander Lawson P. Ramage, U.S. Navy. She departed Midway on 17 June 1944, this time as a unit of a wolf-pack known as "Parks Pirates" which included submarines HAMMERHEAD AND STEELHEAD.

PARCHE destroyed a 300-ton patrol boat with gunfire on 24 June 1944 and entered the area south of Taiwan on the 30th. Her men had a few anxious moments the 4th of July when the submarine was detected on her approach to two cruisers and a destroyer. But she evaded the enemy gunfire and depth charges and continued her patrol. About two hours before high noon of 30 July 1944, STEELHEAD flashed word she was trailing a large convoy and PARCHE bent on four-engine speed on the surface to intercept.

An umbrella of Japanese patrol planes kept the convoy safe from the submarines during the daylight hours. By midnight both PARCHE and STEELHEAD were boring in for the attack and rapidly overhauling their quarry. Some three hours later, enemy rockets lit up the night to signal the convoy of danger. Torpedo hits from STEELHEAD had touched off the alert. PARCHE was already driving to stike the convoy's flank as the rocket glare revealed ships in silhouette and three escorts rushing about.

While maneuvering, PARCHE found herself between the escorts and their convoy, and as this was going on, the whole convoy reversed field and headed directly towards the submarine. PARCHE remained on the surface, driving through the center of a wheeling and milling convoy and firing nineteen torpedoes in forty-six minutes to obtain fourteen or fifteen exploding hits on enemy shipping. Although hemmed in on all sides by ships and enemy escorts trying to deliver counter-attacks, she daringly closed to firing positions to deliver her torpedo attacks on the surface.

When heavy gunfire erupted from a tanker and 20-mm and 40-mm guns additionally joined the enemy action, Commander Ramage ordered all lookouts from the bridge. Signalman First Class George C. Plume, Jr., chose to remain and work the Torpedo Data Computer. Despite the hail of bullets, Ramage remained on the bridge to more effectively maneuver PARCHE and increase the possibility of torpedo hits on the targets. One enemy vessel attempting to ram the submarine came within 200 yards. An enemy transport was cleared by less than fifty feet, having been stopped by "down-the-throat" torpedo blasts as it rushed towards the fighting PARCHE. The submarine continued through the convoy's protective screen, shooting fast and accurate torpedoes as she dodged in and out between madly scattering ships.

Within 46 minutes, PARCHE was clear of the "hornet's nest." Sunk in her fiery wake were tanker KOEI MARU (10,238 tons); the passenger-cargo ship MANKO MARU (4,471 tons); and the transport YOSHINO MARU (8,990 tons). PARCHE shared credit with STEELHEAD for the destruction of the last named ship. Other enemy ships had been damaged by PARCHE. Her commanding officer, Commander Lawson P. Ramage, became the first living submariner to receive the Medal of Honor which was awarded for extraordinary heroism during this action. The submarine was awarded the Presidential Unit Citation for daring combat achievements during the first and second war patrols.

PARCHE departed her patrol area 2 August 1944, bound for Tanapag Harbor, Saipan, where she transferred a sick pharmacist mate to submarine tender HOLLAND. She terminated her second war patrol at Pearl Harbor on 16 August 1944. Her third war patrol commenced 16 September 1944 when she left Pearl Harbor astern to search off San Bernardino Straits and south of Taiwan. But the sea was found void of targets worthy of torpedo fire and the submarine returned empty-handed to Midway on 2 December 1944.

PARCHE's fourth patrol was largely spent in the Nansei Shoto areas. She departed Midway on 30 December 1944 and attacked eight small ships 11 January 1945. The submarine was driven off by gunfire and held down by five escorts until the convoy escaped. Following this action, a loud knock developed n her superstructure while submerged. Since the noise would give away her position and lead to detection by the enemy, it was imperative that a remedy be found. The trouble turned out to be a bulkhead plate which had broken loose and was buckling in and out, forward of the loading hatch. The plate was soon cut out and the work was barely finished when an aircraft forced PARCHE to dive for cover. She was soon searching enemy convoy lanes running towards Naha, Okinawa.

On 19 January 1945, PARCHE scored damaging hits on an enemy oiler and a freighter. Several floating mines were sunk by gunfire as the patrol continued. She made her last kill on 7 February 1945 when she torpedoes and sank the freighter OKINOYAMA MARU (984 tons). While enroute back to Midway on 10 February 1945, two of her crew were washed overboard while work proceeded on ballast tanks. Despite all rescue efforts which included a five-hour search, the only evidence of the men remaining were the life rings floating on the water. Lost at sea where Motor Machinist Mates H. P. Leffler and Raymond J. Van Eperen. The submarine fueled at Midway on 16 February and returned to Pearl Harbor on 20 February 1945.

PARCHE conducted her fifth war patrol as a unit of a wolf-pack which included TRUTTA and LIONFISH. She departed Pearl Harbor on 19 March 1945; fueled at Tanapag Harbor, Saipan, on the 30 March 1945, then patrolled east of Honshu. She torpedoed and sank Japanese Minesweeper Number 3 (615 tons) on 9 April 1945; destroyed a small coastal freighter with gunfire on the 11th, and demolished two small craft in another surface gunnery action of 13 April 1945. Her torpedoes missed a cargo ship on 18 April but she had better luck on the 22nd when explosive hits were gained on a tanker. She returned to Midway on 30 April 1945.

PARCHE departed Midway on 25 May 1945 to conduct here sixth war patrol. After calling at Apra Harbor, Guam, 6-7 June 1945, she was assigned on a lifeguard station for aviators off the coast of Honshu. No rescues were necessary in her area by 18 June 1945 when she was released from station to patrol across the entrance of Tsugaru Strait. On 21 June 1945, she sank the freighter HIZEN MARU (946 tons). Several small craft were destroyed in surface gunnery actions before 26 June when she torpedoed and sand the ex-gunboat KAMITSU MARU (2,723 tons). The submarine was shaken by exploding depth charges dropped by the enemy escorts but escaped after four hours to continue her patrol.

She destroyed three trawlers on 1 July 1945, then again took lifeguard station off the coast of Japan for aviators of the fast attack carriers of the Third Fleet until 17 July 1945. On that day she rendezvoused with submarine CERO to take on board three rescued aviators and set course for Midway, arriving 23 July 1945. She terminated her sixth war patrol at Pearl Harbor on 28 July 1945.

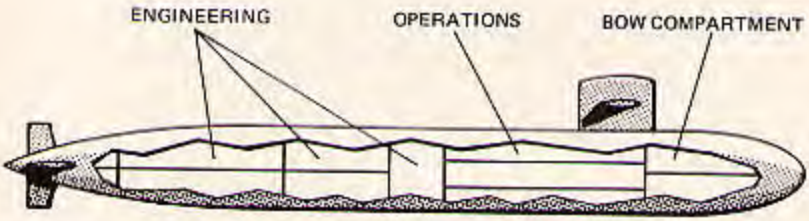
PARCHE departed Pearl Harbor on 31 July 1945 and reached San Francisco on 7 August 1945. She entered the Mare Island Naval Shipyard and was in overhaul status there when hostilities ceased. Her overhaul was complete by 5 December 1945. She operated from Tiburon Bay as a unit of Submarine Squadron 17 until 2 January 1946 when she sailed for Hawaii.

PARCHE arrived in Pearl Harbor on 9 January 1946 and trained in Hawaiian waters until 15 May 1946. She was then assigned to Joint Task Force One for duty as a target ship in "Operation Crossroads" – the atomic bomb tests to be carried out in the area of the Marshall Islands.

PARCHE departed Pearl Harbor on 22 May 1946 and anchored in Bikini Lagoon in the Marshalls on 1 June 1946. The submarine survived the atomic air burst test of 1 July 1946 and the underwater test of 25 July

1946. Following decontamination operations, she returned to Pearl Harbor on 7 September 1946.

PARCHE departed Pearl Harbor on 7 October 1946 and entered the Mare Island Naval Shipyard on 14 October 1946 for inactivation overhaul. She decommissioned at Mare Island on 11 December 1946. The submarine remained inactive until 10 February 1948 when towed to the Naval-Marine Corps Reserve Training Center, Oakland, California. There she was placed in the service of the Twelfth Naval District as a Naval Reserve Training Submarine. She was still in this service on 1 December 1962 when reclassified as an auxiliary submarine (AGSS-384). She continued duty as a Naval Reserve Training Submarine at Oakland until her name was struck from the Naval Vessel Register on 8 November 1969. PARCHE was sold for scrapping 24 July 1970 to the Zidell Exploration Incorporated.



COMPARTMENTATION

ENGINEERING – These spaces provide room for the pressurized-water type nuclear reactor, the steam turbine-generators which produce electrical power, and the propulsion turbines which drive the ship. The propulsion turbines are accompanied by reduction gears which transmit the power to the shaft, ultimately turning the screw to give motion to the ship. The engineering space are filled with complex electrical and fluid systems which support the main and auxiliary components of the propulsion plant.

OPERATIONS – This area, between the bow compartment and engineering spaces, provides space for navigational equipments, ship control, and various habitability areas. The radio room, sonar room, officers' staterooms, wardroom, and ship's offices are also located here. The lower level of the operations compartment is primarily occupied by the torpedo room.

BOW COMPARTMENT – This portion of the ship is primarily a habitability space and includes most of the crew's berthing. Quarters for the chief petty officers are found here, and a small machinery space houses the auxiliary diesel generator.

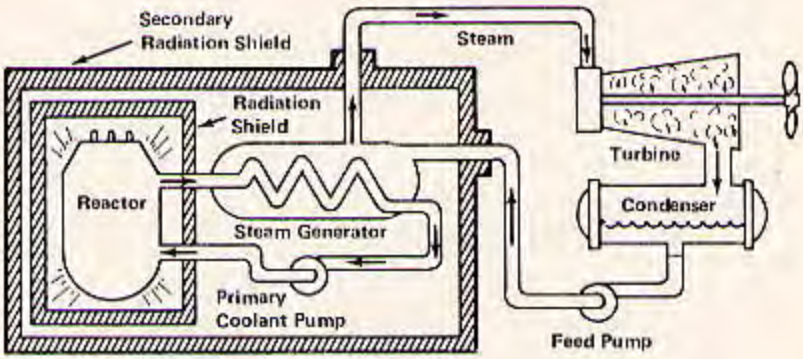
THE POWER PLANT

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 electrical 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.

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 feel 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.

GENERAL INFORMATION

RADIATION SAFETY

All radiation warning signs and markers are to be observed. These consist of magenta and yellow signs, ropes or ribbons. Only authorized persons are allowed in areas marked "Radiation Area." No loitering is allowed.

MEDICAL FACILITIES

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

CAUTION

Do not attempt 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.

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. If you are requested to clear an area please do so expeditiously and quietly.

Should you see water leaking or smell smoke or have any question concerning the safety of the ship, please call it to the attention of one of the crewmen who will take proper action.

ACCESS AND CONGESTION

Visitors are always welcome in any authorized space when the operations of the ship permit. At most operating and control stations the space is very limited, 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. This regulation is in effect at all times and for all persons embarked, including members of the ship's company. You are asked to conscientiously abide by these regulations.

ACCESS TO BRIDGE

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

SECURITY

Most features of the shop are of a classified nature. In addition, Sonar Control, Radio/ESM Room, Sonar Equipment Space, Nucleonics Laboratory and the entire ship aft of the Operations Compartment are security areas. Only authorized personnel are permitted in these spaces. Information concerning speed, depth, weapons, fire control, sonar, ESM, and the propulsion plant are classified.

IMPROVED HABITABILITY

The ship is completely air-conditioned and has equipment for revitalizing the air. Other facilities include a crew's lounge, library, laundry, hi-fi systems, soft drink and ice cream machines.

A submarine is not only a place of work for the members of the crew; it is also a home with excellent food, deep friendships and filled with the immeasurable pride of submarines.

While at sea there always must be those who maintain the vigil of the watch to ensure the fulfilling of the ship's vital mission and the safety of the ship and the crew.


USS PARCHE
PAR EXCELLENCE
SSN 683