SHIP'S INSIGNIA

The focal point of the emblem is the ship's namesake city written in the shape of a submarine and silhouetted against an ocean wave signifying USS CHICAGO's preeminent role in maintaining freedom of the high seas. This basic design was first used at the ship's launching on October 13, 1984. The "Windy City", entered in the blue field below the submarine, is the city's nickname and is symbolic of the great pride the Chicagoans have for their city. The predominant red, white, and blue colors are symbolic of the national ensign. Other elements of the design are adapted from the USS CHICAGO's history and City's Flag. The four stars at the top of the design (two on either side of the ship's name) represent the four United States Ships named CHICAGO: CA49, CA29, CA136 (which was later recommissioned as CG11), and SSN 721. The lower four stars (two on either side of SSN 721) denote the four stars of the City's Flag which represent the four major events in the City's history: the building of Fort Dearborn in 1803, the World's Columbian Exposition in 1893, the Great Fire of 1871, and the Century of Progress Exposition of 1933.

WELCOME

ABOARD

COMMANDING OFFICER

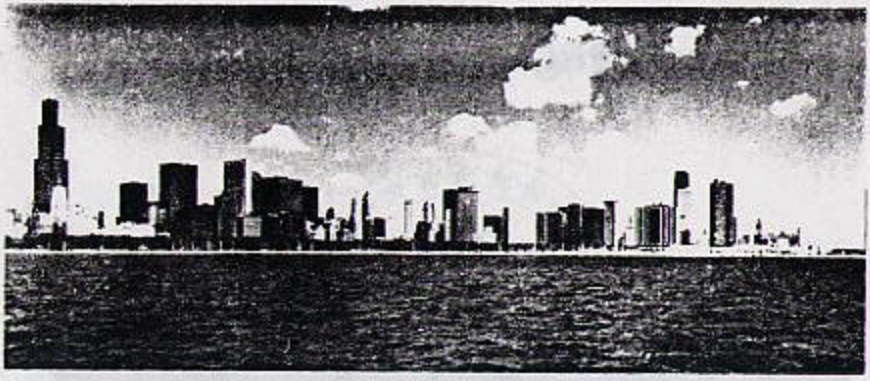
CDR GLENN H. WARD

UNITED STATES NAVY

A PROUD HERITAGE

The third CHICAGO (CA 136) was commissioned as a cruiser in 1945. As a member of the Third Fleet, CHICAGO supported carrier air strikes and furnished shore bombardment in the final attacks against Japanese home islands until the cease fire on August 15, 1945. The ship participated in the demilitarization of Japanese bases and became the flagship of the Naval Support Forces, Japanese Empire Waters in 1946. CHICAGO was placed out of commission in 1947 after earning one battle star for her service during World War II.

In 1958 CA 136 was reclassified as CG 11 and in 1964 was rechristened as the "Most Powerful Guided Missile Cruiser in the World". CG 11's primary mission was to operate independently or to provide defense for a task force against air, surface, and submerged threats. She saw extensive action during Vietnam and established a record by receiving 12 consecutive "E" awards for excellence in missilery. She also was awarded 11 Battle Stars, a Navy Unit Commendation and three Meritorious Unit Commendations for her Vietnam Service prior to being decommissioned in 1980. A committee has been established to have CG 11 donated to the city and serve as a museum.



CHICAGO, ILLINOIS
"Capital of the Midwest"

Chicago, like most American cities, has an origin that is humble and colorful. Chicago rose from a muddy flat of land that the Potowatomi Indians on the banks of the "Checagou" River traversed to gain access to the Des Plaines River.

In 1818, Illinois became a state, and on March 4, 1837, Chicago was incorporated as a city. Later a shipping canal connected Chicago with the Mississippi River, and one of the nation's major transportation centers was born.

By 1870, Chicago was the world's largest grain, livestock, and lumber market. A year later the Great Fire of 1871 claimed 300 lives and did $200 million dollars in damage.

Chicago's reconstruction attracted the world's foremost architects and engineers. One was William LeBaron Jenney, who replaced wood and brick with steel and glass to create the world's first skyscraper. It was a new dawn for Chicago—and America.

By 1890, Chicago was the second largest city in the United States. It had the world's largest mail-order houses. An American institution was born as Chicago became the leader in the retail industry.

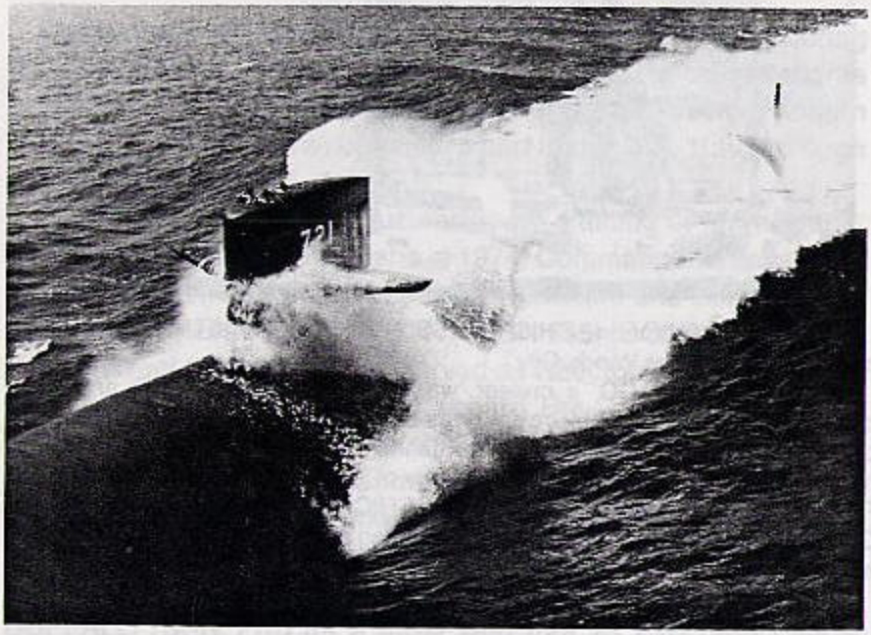
By the turn of the century Chicago was an industrial giant, an envied society haven and a budding center for the arts. In the 40's and 50's Chicago was burgeoning. One of the most important events of World War II took place in Chicago on December 2, 1942; The First controlled nuclear chain reaction was set off at the University of Chicago, opening new doors for the use of nuclear energy and ushering in a totally new age of science and technology.

Today more that eight million people live in the Chicago area. Because it has always been a city where industrious people could find good jobs, the Chicagoan fabric is textured by a rich heritage of ethnic groups.

The quality of life is enhanced by some of America's most famous museums and schools, performing arts centers and the renowned Chicago Symphony.

Chicago is still a major transportation center, a financial hub, and a monarch among great American cities.

USS CHICAGO (SSN 721)



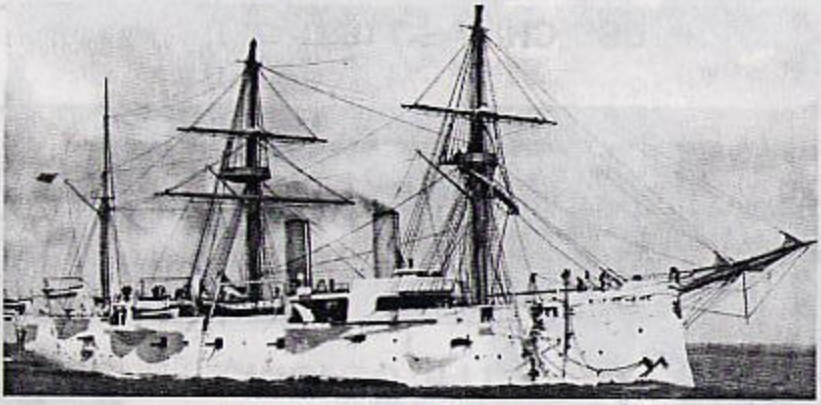
The USS CHICAGO (SSN 721) is the United States Navy's 145th nuclear powered submarine and the 34th of the Los Angeles class. She was christened "CHICAGO" by Mrs. Vicky Ann Paisley and launched on 12 October 1984 at Newport News Shipbuilding and Drydock Company in Newport News, Virginia. On 27 September 1986, USS CHICAGO was commissioned at the Norfolk Naval Base in Norfolk, Virginia.

USS CHICAGO was the first ship outfitted with a new, improved design vertical launch system. This system was installed during the ship's Post Shakedown Availability in 1987 and 1988.

USS CHICAGO left Norfolk, Virginia, arriving in her homeport of San Diego, California, in June 1988. The ship completed her first six month Western Pacific Deployment in 1989.

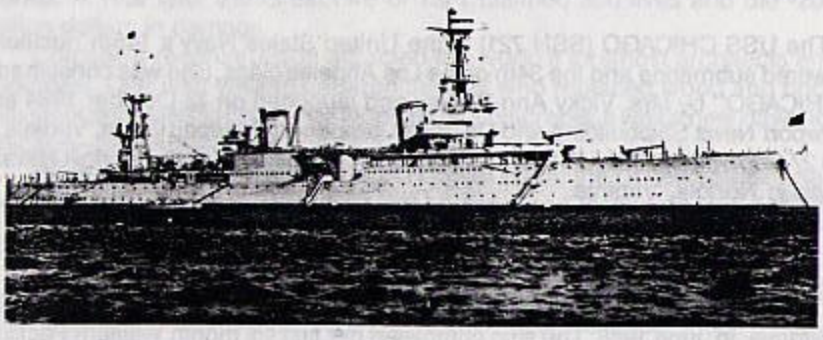
USS CHICAGO brings to the fleet the virtually unlimited endurance of her nuclear propulsion plant and the most advanced sonar and fire control systems onboard submarines today. The ship is capable of employing a full arsenal of submarine launched weapons, including multiple tomahawk cruise missiles from vertical launch tubes. Combining these advanced weapon systems with underwater stealth and powerful sensors makes USS CHICAGO a deadly force against enemy submarines and surface ships.

CHICAGO AT SEA



The attack submarine CHICAGO (SSN 721) is the fourth U.S. Navy ship to be named after "The Windy City."

The first CHICAGO, a cruiser, was commissioned in 1889 and was classified as CA 14 in 1920. The ship was one of the Navy's first warships to be built of steel. She served in both the Atlantic and Pacific Fleets. Two notable naval figures, Alfred Thayer Mahan, author of *The Influence of Sea Power,* and Fleet Admiral Chester Nimitz served on CHICAGO as Commanding Officer. CHICAGO served as the Submarine Force flag ship prior to being decommissioned in 1923.



The second CHICAGO (CA 29) also a cruiser, was commissioned in 1931. When the Japanese attacked Pearl Harbor on December 7, 1941, CHICAGO was at sea with Task Force 12. CHICAGO supported initial landings on Guadalcanal and the Solomon Islands. On August 9, the cruiser engaged the enemy in the Battle of Savo Island and was hit by a Japanese destroyer's torpedo. After repairs, CHICAGO participated in the Battle of Rennell Island where she was hit twice by torpedoes, causing severe flooding and loss of power. While under tow, CHICAGO was hit by four more torpedoes and sank on January 30 1943. CA 29 earned three battle stars for her action in World War II.

Commander Ward was born in Florida but moved often during his childhood as a member of a military family. He calls Alabama his home state. In 1973, he graduated with high honors from Auburn University where he was commissioned in the U.S. Navy through the NROTC program.

Following completion of nuclear power training at Mare Island, California and Idaho Falls, Idaho in 1974, Commander Ward served as Electrical Officer, Main Propulsion Assistant and Sonar Officer aboard USS HENRY L. STIMSON (SSBN 655) (GOLD), completing five deterrent patrols. He then served as Reactor Control Assistant and Damage Control Assistant aboard Pre-Commissioning Unit OHIO (SSBN 726) during the shipyard construction period.

In June 1981, Commander Ward reported aboard USS ARCHERFISH (SSN 678) where he served as Navigator and Operations Officer and participated in two Mediterranean deployments and a shipyard overhaul. In October 1984, he reported aboard USS BUFFALO (SSN 715) for a three year tour as Executive Officer where he completed two Western Pacific deployments.

Following his executive officer tour, Commander Ward served as Flag Secretary to Commander Submarine Force, U.S. Pacific Fleet. In April 1989, he commenced the submarine Prospective Commanding Officer training course. He relieved as Commanding Officer, USS CHICAGO (SSN 721), on November 15, 1989.

Commander Ward is authorized to wear the Meritorious Service Medal, Navy Commendation Medal with two gold stars, Navy Achievement Medal, Navy Expeditionary Medal, National Defense Medal, Battle Efficiency Ribbon with two "E"s and Navy Expert Pistol Medal.

Commander Ward is married to the former Lynn Boynton of Enfield, Connecticut. They have two daughters, Jennifer and Melissa, and make their home in San Diego, California.

SHIP'S INSIGNIA

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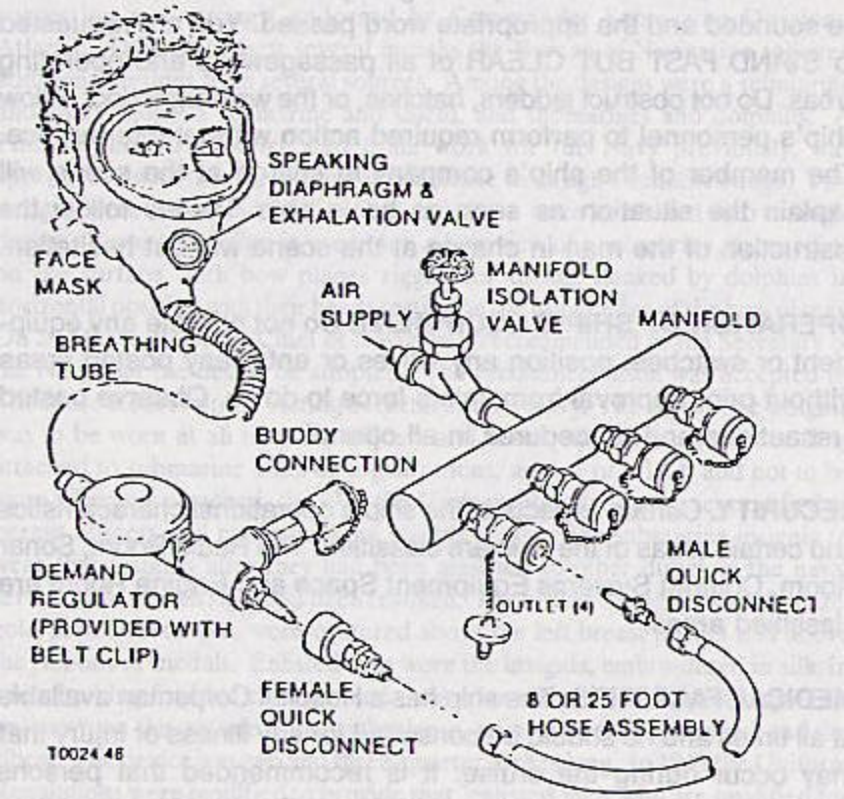
EMERGENCY AIR BREATHING MASK INSTRUCTION



Tighten side straps first, then tighten the top strap. Completely loosen all straps upon removal.

GENERAL INFORMATION

Please observe the following procedures while you are aboard.

WARNING SIGNS. Please observe all warning signs. Consult members of the ship's force for assistance in any matter.

EMERGENCIES. Should any emergency situation arise, alarms will be sounded and the appropriate word passed. You are requested to STAND FAST BUT CLEAR of all passageways and operating areas. Do not obstruct ladders, hatches, or the watertight door. Allow ship's personnel to perform required action without interference. The member of the ship's company in charge at the scene will explain the situation as soon as he is able. Please follow the instruction of the man in charge at the scene without hesitation.

OPERATION OF SHIP'S EQUIPMENT. Do not operate any equipment or switches, position any valves or enter any posted areas without prior approval from ship's force to do so. Observe posted precautions and procedures in all operations.

SECURITY. Certain aspects of the ship's operational characteristics and certain areas of the ship are classified. The Radio Room, Sonar Room, Combat Systems Equipment Space and Engine Room are classified areas.

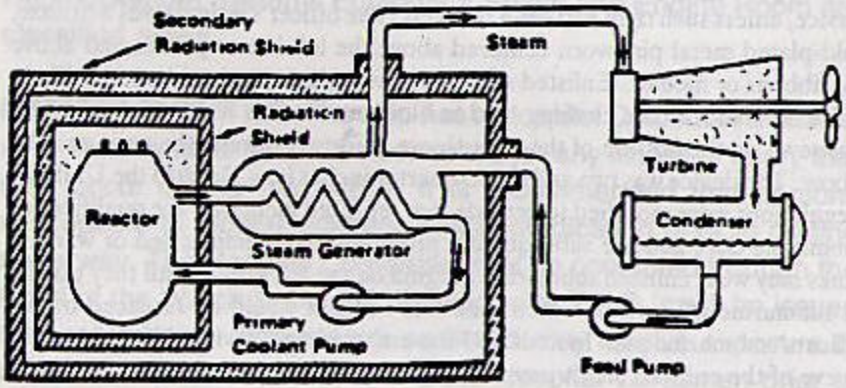
MEDICAL FACILITIES. The ship has a Hospital Corpsman available at all times and he should be consulted for any illness or injury that may occur during the cruise. It is recommended that persons susceptible to motion sickness obtain medication prior to getting underway. The Hospital Corpsman may be contacted through the Chief of the Watch in Control. Additionally, T.L.D.'s will be issued to those persons whose work on board may involve exposure to radiation. Please return these to the Hospital Corpsman prior to your departure.

SUBMARINE DOLPHIN INSIGNIA

The origin of the U.S. Navy 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 Bureau of Navigation (later known as BUPERS and now NMPC), that a distinguished device for qualified submariners be adopted. He submitted a pen-and-ink sketch of his own, showing a shield mounted on the beam end of a submarine, with dolphins forward of, and abaft, the conning tower. The suggestion was strongly endorsed by Commander Submarine Divisions, Atlantic. During the next several months the Bureau of Navigation solicited additional designs from several sources. Among the designs were a submarine and shark motif, a submarine and shield, and submarines and dolphins. A Philadelphia firm, which had done work for the Navy previously, was approached with the request that it undertake to design a suitable badge. Two designs were submitted by the firm and these were combined into a single design. It was the design in use today, a bow view of a submarine, proceeding on the surface, with bow planes rigged for diving, flanked by dolphins in horizontal position with their heads resting on the upper edge of the bow planes. On 20 March 1924, the Chief of Navigation recommended to the Secretary of the Navy that the design be adopted. The recommendation was accepted by Theodore Roosevelt, Jr. Acting Secretary of the Navy. The submarine insignia was to be worn at all times by officers and men qualified in submarine duty attached to submarine units or organizations, ashore or afloat, and not to be worn when not attached. In 1941 the Uniform Regulations were modified to permit officers and men who were eligible to wear the submarine insignia to wear that insignia after they had been assigned to other duties in the naval service, unless such right had been revoked. The officer's insignia was a bronze, 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 the elbow. The device was two and three-quarter inches long. In 1943 the Uniform Regulations were modified to provide that "enlisted men, who are qualified for submarine duty and are subsequently promoted to commissioned or warrant ranks may wear enlisted submarine insignia on the left breast until they qualify as submarine officers, at which time this insignia would be replaced by the officers' submarine pin. In mid-1947 the embroidered device shifted from the sleeve of the enlisted men's jumper to above the left breast pocket. A change to Uniform Regulations dated 21 Sep 1950 authorized the embroidered insignia for officers (in addition to pin-on insignia)and a bronze, silver plated, pin-on insignia for enlisted men (in addition to the embroidered device).

THE POWER PLANT

The propulsion plant of a nuclear powered ship is based upon use of a nuclear reactor to provide heat. The heat comes from the fissioning of nuclear fuel contained within the reactor. Since the fissioning process also produces radiation, shields are placed around the reactor so that the crew is protected. The nuclear propulsion plant in this ship uses a pressurized water reactor design which has two basic systems: the primary system and the secondary system. The primary system circulates ordinary water and consists of the reactor, piping loops, pumps and steam generators. The heat produced in the reactor is transferred to the water under high pressure so it does not boil. The water is pumped through the steam generators and back into the reactor for reheating. In the steam generators, the heat from the water in the primary system is transferred to the secondary system to create steam. The secondary system is isolated from the primary system so that the water in the two systems does not intermix. In the secondary system, the steam flows from the steam generators to drive the turbine generators, which supply the ship with electricity, and to the main propulsion turbines, which drive the propeller. After passing through the turbines, the steam is condensed into water which is fed back to the steam generators by the feed pumps. Thus, both the primary and secondary systems are closed systems where water is recirculated and reused. There is no step in the generation of this power which requires the presence of air or oxygen. This allows the ship to operate completely independent from the earth's atmosphere for extended periods of time.



THE SUBMARINE SERVICE

The first submarine authorized for the U.S. Navy was approved by Congress in 1893 but was never accepted by the Navy. Finally, in April of 1900, the USS HOLLAND (SS-1) was commissioned and the submarine service was started. The USS HOLLAND was 54 feet long, displaced 74 tons, carried one officer, five enlisted men and cost $150, 000. Progress came quickly and by 1911 the U.S. Navy had 20 submarines, the largest in the 400 ton class. In 1917 the USS SKIPJACK (SS-24) was able to cross the Atlantic; hulls were now welded instead of riveted and propulsion was by diesel engine and battery instead of the hazardous gasoline engine. During World War I the leading class of submarine was the L class;167 feet long, displacing 548 tons, carrying two officers and 26 enlisted men. Although 20 American submarines reached the war zone, none played a major role during World War I. In 1941, the U.S. Navy entered World War II with 111 submarines, mostly of the "O", "R", and "S" class, short range vessels developed during and after World War I but considered unsatisfactorily for fleet service. The peak wartime submarine strength rose to 247 ships, mainly of the "Gato" class which culminated years of extensive experiment and development work. This class was 312 feet long, displaced 1500 tons, and carried seven officers and 70 enlisted men. During World War II, the U.S. Submarine service accounted for almost 60% of all Japanese shipping losses, some 5,500,000 tons of shipping, including 1750 merchant and 200 warships. Following World War II, two phases of submarine development occurred. The first was the adaptation of the German Snorkel allowing submerged operation on diesel engines, improved high capacity batteries, and hull streamlining. The second and most significant was the advent of nuclear propulsion plants which allowed, for the first time, development of the true submersible able to cruise the oceans or circumnavigate the globe without ever surfacing. Today the Navy has over a hundred of these vessels, either of the Fleet Ballistic Missile (SSBN) type or of the Attack Submarine (SSN) type. Continued growth in the U.S. Submarine service is evidenced by the recent development and deployment of the Trident class SSBN and the Los Angeles class SSN submarines. A new fast Attack submarine, USS Seawolf (SSN 21), is under development and expected to be in service in the mid 1990's - a submarine for the 21st century.

SUBASE SAN DIEGO HISTORY

Ballast Point, a spur of land that projects into San Diego Bay, entered history in 1542 when Juan Rodriques Cabrillo, a Portuguese sailor in the employ of Spain, landed here. After six days of exploration, he raised the Spanish flag and named the entire San Miguel Bay. Almost 160 years later, Sebastian Vizcaino, a Spanish trader between Mexico and the Orient, visited the bay in November 1602. He renamed the bay San Diego in honor of San Diego De Alcala, a Franciscan Lay Brother. Upon his return to Mexico, Vizcaino reported that San Diego was excellent place to locate a settlement. His records establish Ballast Point as the site of the first Roman Catholic mass to be celebrated in what is now the state of California. A monument stands at the entrance to the SUBASE Chapel commemorating that religious service. Later the Spanish felt a need to protect San Diego Bay from foreign intruders. They chose Ballast Point as the site of a fort because the site afforded excellent protection at a narrow portion of the entrance to the ideal anchorage. Erecting an adobe enclosure, the Spaniards spotted nine-pounder cannons within embrasures. Tripping over the many thousands of stones worn round by the eroding action of the sea as they built their fort, the Spanish easily found a name for their fortification: Fort Guijarros (Spanish for cobblestone). The original location of Fort Guijarros is a California historic landmark. In later years, English speaking sailors used the pebble found here as ballast for their sailing ships, hence the name Ballast Point. In 1852, two years after California became a state, President Millard Fillmore set aside the southern portion of Point Loma, about 1400 acres, for military uses. Subsequently the land was assigned to the Army and named for Civil War Major General William Rosecrans. In 1959, Fort Rosecrans, a designated historic landmark, was turned over to the Navy. The Navy established a Submarine Support Facility November 1, 1963 on 288 acres of land. On November 27, 1974, the Submarine Support Facility became a shore command, presently serving personnel and units of COMSUBGRU FIVE, COMSUBRON THREE, COMSUBRON ELEVEN, COMSUBDEVGRU ONE, and SUBTRAFAC. On October 1, 1981, the Submarine Support Facility was redesignated a Naval Submarine Base.

KEEL LAID	**JANUARY 5, 1983**
LAUNCHED	OCTOBERT 13, 1984
COMMISSIONED	SEPTEMBER 27, 1986
SPONSOR	MRS. VICKI ANN PAISLEY
SHIP'S COMPLEMENT	14 OFFICERS 14 CHIEF PETTY OFFICERS 111 ENLISTED
LENGTH	360 FEET
BEAM	33 FEET
DRAFT	32 FEET
MAXIMUM DEPTH	IN EXCESS OF 400 FEET
MAXIMUM SPEED	IN EXCESS OF 20 KNOTS
SURFACE DISPLACEMENT	6,200 TONS
SUBMERGED DISPLACEMENT	6,900 TONS
BUILT BY	NEWPORT NEWS SHIPBUILDING AND DRYDOCK COMPANY, NEWPORT NEWS, VIRGINIA