

SSN 583



USS SARGO



**WESTPAC
DEPLOYMENT
1964**



U.S.S. SARGO SSN583

This book is dedicated to all those men in Sargo who stood those hours and hours of watch and did their job well.

ACKNOWLEDGEMENTS

Pictures, information, copy, and layout were done, in the most part, by Don Risenhoover TMC (SS), Charles Marin YNC(SS), and Bob Richards QM3(SS). A special thank you, however, goes to the many contributors among the crew who gave their helpful advice and time to the production of this cruise book.

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The USS Sargo (SSN 580) was commissioned at Mare Island Naval Shipyard on October 1st, 1968, Commander Daniel F. Brooks, U. S. Navy Commanding. During her first year of operations Sargo's Commanding Officer, Commander Daniel F. Brooks, U. S. Navy, received the Legion of Merit Award for outstanding service to his country.

Lieutenant Commander John H. Nicholson, U.S.N. relieved Commander Brooks in October 1969. January 1969 saw the start of the first extensive submarine Winter Arctic Operations. Sargo operated for over six thousand miles under the arctic ice and surfaced through 2 feet of ice at the North Pole. For this operation Commander Nicholson received the Legion of Merit Award. Sargo received the Navy Unit Commendation and thirteen Sargo crewmen were individually commended for accomplishments during this cruise.

Sargo then made several 4 - 6 month deployments to the Western Pacific. For one of the patrols Sargo received a second Navy Unit Commendation for the completion of an assignment of great value to the government of the United States.

On January 15, 1969 LCDR. Early, then Commanding Officer, was relieved by LCDR. Robert M. Douglas, U. S. Navy. Shortly thereafter, Sargo completed her overhaul at Pearl Harbor Naval Shipyard. Operations since then have included two additional deployments to the Western Pacific and various local operations in the Hawaiian Area.

Among the "firsts" earned by Sargo are the following:

- First nuclear powered ship to be built on the west coast.
- First ship to conduct extensive winter under ice operation.
- First nuclear ship to be overhauled at Pearl Harbor.
- First nuclear ship to operate in the southern hemisphere.

COMMANDING OFFICER



CDR. Robert M. DOUGLASS, USN

CDR Douglass, born in Minneapolis, Minnesota, on 1 November, 1926, is the son of Robert M. DOUGLASS and Dorothy DOUGLASS.

After completing high school in Anoka, Minnesota, he attended the University of Minnesota in 1944. He enlisted in the Navy in November of 1944 and served until July 1945, when he entered the Naval Academy on an appointment from the 3rd Congressional District of Minnesota.

After graduation from the Naval Academy in June, 1949, CDR. DOUGLASS reported to the USS RUPERTUS DD 581 where he served as Navigator and ASW Officer for a period of two years.

In 1951 he attended submarine school and was subsequently assigned in New London to the USS ARGONAUT SS 475 and as a division engineer on the staff of Commander Submarine Division 21.

In 1957, after attending nuclear power school and prototype training, he reported to Mare Island, California, as a member of the pre-commissioning detail of the USS SARGO SSN 583.

From 1959 to 1962 CDR. DOUGLASS served as Blue Crew Engineer Officer and Executive Officer of the USS PATRICK HENRY SSBN 599 while the ship was being built at Groton Conn. and during the first polaris patrols out of Holy Loch, Scotland.

In September of 1962 he reported to the U.S. Atomic Energy Commission, Washington, D.C., for further training and in January of 1963 he became Commanding Officer of the USS SARGO.

His parents, Mr. and Mrs. Robert M. DOUGLASS, reside at 1503 Second Ave. S., Anoka, Minnesota.

He resides with his wife, Marilyn, and two sons, Jeff 10 and John 5, in Foster Village, Honolulu, Hawaii.

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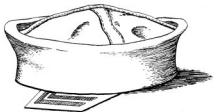


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DEPARTMENTS AND DIVISIONS AT WORK





WEAPONS TORPEDOMEN

The torpedo gang kept the ship's firepower at the ready by making continual checks on the "fish" to insure their readiness for use at any time. Maintenance and upkeep of the tubes, torpedoes and small arms occupied most of their working hours. The forward and stern rooms also served as bunking spaces and the torpedomen had the additional responsibility of keeping them clean. Many a bull session was started here and sea stories flew fast and furious at times. Music was provided by tape recorder for those who cared to listen and many found the forward room to their liking as a library.





FIRE CONTROL

The "FT" gang provided a vital link in the torpedo-to-target cycle. Without their knowledge to keep the Fire Control gear functioning at all times, a "perfect hit" could never be made. The Position Keeper was used constantly on routine watches to provide information on another ship's course, speed and range to avoid risk of collision or close contact. The FT's also provided services as watchstanders on many stations - from planesman to plotters.



MEDICAL

Chief Williams better known as Doc, was the sole member of the medical department on board during the cruise. However, his presence was felt by every crew member at one time or another! Besides administering shots and prescriptions for minor ailments, he gave his time to lectures in first aid, health, and spent many hours aft as stern room watch to help lighten the load for all hands.





YEOMAN

Better known as the "ship's scribes", these two men kept the paper work under control and handled countless administrative matters involving the crew and officers. Pay and leave records, reports and orders and the typing of the General Plan of the Day kept them busy.



SUPPLY AND COMMISSARY SUPPLY

Faced with a formidable task likened to finding a needle in the haystack, our two storekeepers, "Louie and Stores", usually came up with the right spare parts at times when they were badly needed. Much of their time was spent diligently straightening out musty files and bringing spare part inventories up to date when not standing watches as plotter or planesman.





COMMISSARY

Our three chefs, "MORGY, Squirrel and Andy", spent many hours in the galley turning out three meals a day and soupdowns at night. Faced with the job of making each day's meal different with a limited number of foods, they did a commendable job of keeping the grumbling to a minimum. Many mid-watches were spent in anticipation of Andy's rounds with a plate of hot pastries. The birthday cakes were appreciated by those who earned them.



STEWARDS

These three men spent many industrious hours keeping the wardroom bright and shiny, serving meals to the officers, changing linen and doing large amounts of laundry. They also provided hair cuts for the crew and doubled as movie projectionists when the need arose.





AUXILIARY DIVISION

The job of maintaining the complex air, oil, and water systems and repair of air conditioning, refrigeration and atmosphere control equipment was the responsibility of "A" gang. Aside from standing air manifold watches and acting as assistant to the Chief of the Watch, they spent many hours fixing leaks, replacing worn parts and keeping the ship's plumbing in good condition.



RADIOMEN

From within the radio shack could be heard the rapid high-pitched sound of clits, and dabs as the radioman copied another "sched". They received and sent messages controlling our movements and provided weather reports and time ticks for navigation. A large amount of time was spent copying press and news releases which provided our only source of information on the outside world during extended operations. News was appreciated by the crew because it removed some of the isolation felt by being away from home.





QUARTERMASTERS

These smiling young men, by various manipulations of LORAN, SINS and other not often used navigational aids such as weegee boards, darts, etc., successfully plotted our way from port to port. Watch hours were spent recording positional data, plotting fixes and keeping the ship's best position known.



ELECTRICAL DIVISION

The electricians on board had the task of keeping the ship's power supply functioning normally to run everything from a motor-generator set to an electric razor. They kept a clean battery well and maintained the hundreds of pieces of electrical gear such as motors, fuse panels, and switches. Watchstanding centered around the Electrical Plant Control Panel in maneuvering and the Auxiliary Electrician stations.







FORWARD ELECTRONIC TECHNICIANS

The forward "ET's" kept most of the forward electronic gear in Sargo in operating condition. Diligence perseverance seemed to be the watchword with this group. The radar repeater in the attack center was under continual attack day after day until its submission to repair. The majority of the time was spent in the ECM room listening and looking carefully to identify electronic contacts.



SONAR

The "ears of the ship" functioned well throughout the cruise thanks to the sonar gang. Approximated speed, range and direction of travel could be ascertained in time to give the conning officer a course of action to take on an unseen contact. Maintenance on the large pieces of electronic gear was also a major time consuming task for these men.





INTERIOR COMMUNICATIONS TECHNICIANS

The IC gang held down many jobs both fore and aft and provided valuable watchstanders. The announcing systems, atmosphere control, movies and repair of electrical gear were all their circuit.





AFT ELECTRONIC TECHNICIANS & RO'S

The ET's aft were concerned with the functioning of the electronic gear connected to the reactor plant and the many monitoring systems used to control it. Watchstanders were generally seen at the Reactor Plant Control Panel carefully keeping an eye on the instrument faces which indicated the condition of the primary system. Attention was given to the maintenance of the electronic systems aft and radiation monitoring. Days in port were spent deep in the reactor compartment cooling down and checking to see that all was well.





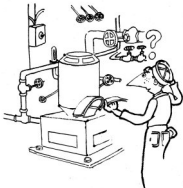
MACHINERY DIVISION

The men of "M" Div. provided the main repair and maintenance force for the many complex systems in the engineering plant. Watches were stood at a number of stations and the efficiency of their work proved itself during the trip. "Snipes" could be seen at the fresh water stills, diesel, feed station, drain pump as well as the upper level near the air conditioning plants. Many tedious watches were spent repairing piping leaks, doing chemistry on the loop, checking gauges and sight glasses and overhauling air compressors.





SHIP'S QUALIFICATION AND STUDY



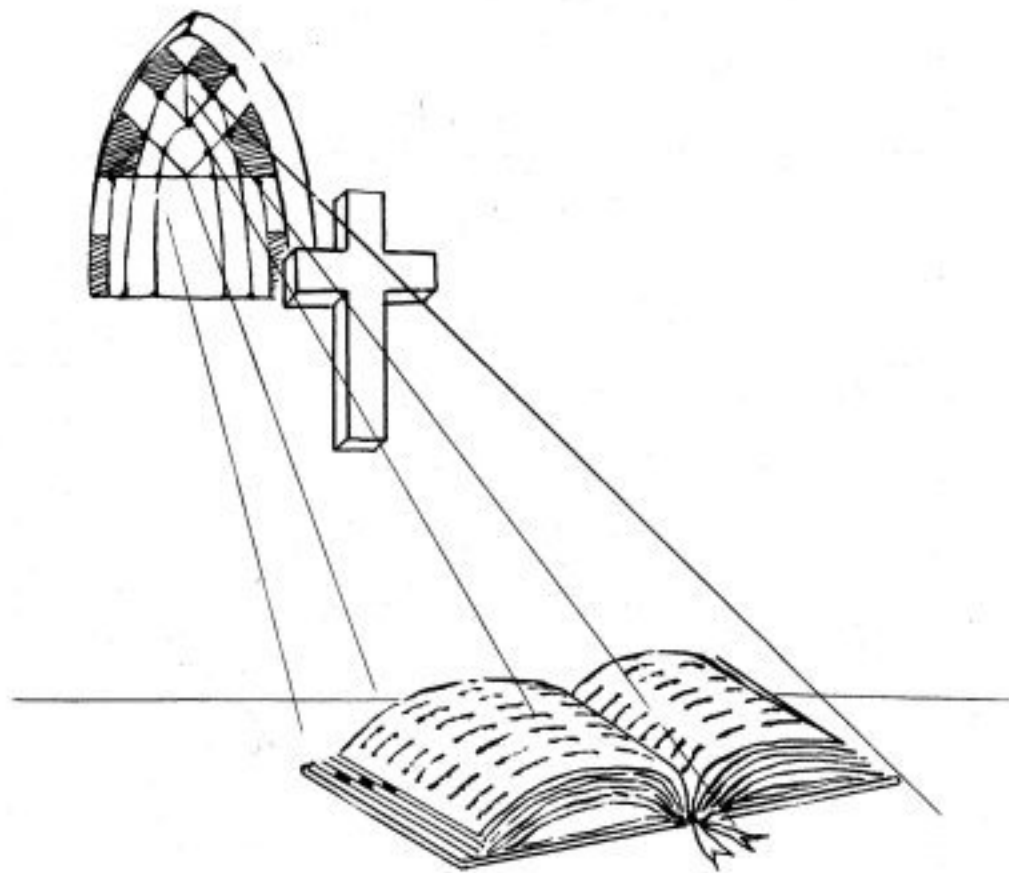
SHIP'S QUALIFICATION AND STUDY

Hours of hard study became routine for those qualifying and requalifying for the privilege of wearing a pair of submarine's dolphins while living in Sargo. Memorization of piping diagrams, facts and figures, and actual tracing out of the majority of valves, lines and equipment of each system constituted major parts of the work. Lectures were given on each subject and several checkoffs and signatures were required. As each man completed the qualification requirements, he was properly baptized into the league of submarines by being tossed over the side as soon as the boat entered port.





DIVINE SERVICES



DIVINE SERVICES

Sunday morning in the crew's mess were reserved for those who wished to attend Catholic or Protestant services. The time was spent in quiet meditation and thought or reading passages aloud from the Good Book.



CREWS MESS





CREW'S MESS

The crew's mess was the center of almost everything that happened aboard Sargo and at times took on the aspect of an old fashioned town meeting hall. Not only were meals of savory taste to delight the most critical epicure (according to the commissary department), served three times a day, but soup calls for those going on and coming off watch were available also. To some Sargotes this area must have seemed like home because they were seen here every time food was on the table.

Naturally, these people received the name of "chow hound". Notice if you will, the characteristic trait of this questionable canine - the open gapping mouth or one crammed as full as possible. Evidence of this trait was most noticeable during the 300 yard run at Physical Fitness Training in Subic Bay. Pant, Pant!

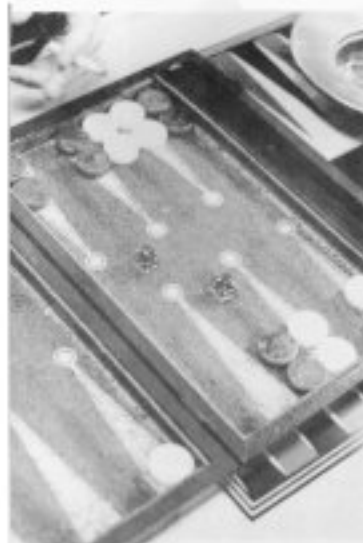




The mess hall also served as an entertainment center and a gathering place for crew members.

Lectures on qualifications were given in the mornings and afternoon. Damage control procedures, first aid and health, and general crew briefings were also held here. Many hours were spent watching movies by all crew members and it continued to be one of the main pastimes. The latest cinematic attractions and some of those rejected as too old for television made up the bill of fare.

Other diversions included acey ducy, bingo on Saturday nights, card games, dominoes, reading and study.





To serious Study



To music appreciation



or just shooting the breeze

Which was most predominant in the
Chiefs Quarters.



SWIM CALL



SWIM CALL

"Swim Call!" This was a welcome sound over the announcing system for most of the crew. Immediately there would be a mad scramble topside by those not on watch, and a plunge into the warm blue Pacific. The bow planes were used as a diving platform and most of the crew would lay around on the deck soaking up the sun. After they had their fill, they could relieve those on watch and the process could be repeated over again.



TARGET PRACTICE



GUNNERY QUALIFICATION

While underway on the surface, officers and men who had not been given the opportunity to fire the Thompson submachine gun or .45 caliber pistol were allowed to do so. Everything from empty milk cans to flying fish provided difficult targets. Shooting enthusiasts brought their personal weapons to the bridge also to provide entertainment and sport for all hands.



LIBERTY





U. S. O.

On our first visit to Naha the men of SARGO were fortunate enough to be hosts to a U.S.O. show featuring dancing and girls, singing and girls, and girls and girls. Their show was a big hit with the crew and we immediately adopted them into the Sargo fold and gave them a tour below decks. Unfortunately they could not go with us on our cruise because they had other show commitments, much to the disappointment of the crew.



NAHA

Since three visits were made to Okinawa during the cruise, Naha remained the foreign port where SARGO Crew members spent most of their liberty time and money. Shopping at the military exchanges produced a limitless number of good buys. Cameras, high fidelity stereo items and chinaware seemed to be running neck and neck as the most numerous items purchased. Most of the days were spent shopping, visiting the areas of interest in downtown Naha such as Black Market Alley, or snapping pictures of the Buddhist shrines and other historical places.







JAPAN

Two liberty rest and relaxation flights winged their way to the land of the Rising Sun during July and September. The flight over the picturesque islands of cultivated terraces and small fishing villages was climaxed by a view of Mt. Fuji rising from the mist. Many hands spent their time in Yokosuka taking advantage of bargain prices in jewelry, camera equipment and clothes. Others toured the shrines at nearby Kamakura or visited the bustling Nipponese capital city of Tokyo. Here, the Imperial Palace, Tokyo TV Tower, and the famous Ginza shopping and entertainment centers, were points of interest. All those who went to this ancient but modern growing country expressed a yen to return again.





HONG KONG

The mysteries of the Far East were unfolded to part of Sargo's crew on their rest flight to the free trade colony of Hong Kong during a break in operations in the month of July. Several days were spent shopping for gifts, touring the more famous spots in this British Crown colony, and enjoying the active night life. Trips to the Tiger Balm Gardens, where a wealthy Chinese merchant squandered his fortunes on grotesque statuary, pagodas, and luxurious furnishings for his mansion and a ride by tramway to the top of Victoria Peak for a magnificent view of Hong Kong, the bay and the sister city Kowloon were especially rewarding. A trip around the island and visits to the floating cities of junks was also an exciting diversion for some shipmates.

After seeing the multitudes of people living in refugee camps, on roof tops, and in the streets, someone remarked that the close quarters on board Sargo did not really seem so bad.

Advantage of bargain prices on almost any item imaginable was taken by crew members and an assortment of gifts were brought back. Transportation around the city was very reasonable. In fact, it has been rumoured that one sailor was seen riding back and forth on the Kowloon - Hong Kong Star Ferry all day long because it cost only two cents!





SARGO SNAPSHOTS





I shut my eyes and pretend its coffee

"Say, what gave you the first clue that I've run out of razor blades?"



You think I'm kidding about roast sea gull for lunch?



Let see.....If I mix it right, I know I can get something that will make a beard grow,



Let's see port is left and....



Wait till your wife sees that one



Risenhoover Portraits Inc.



I eat three cans of spinach a day! Toot, Toot!



Whats a four letter word containing Nutrons, Protons and Electrons





...paint and scrape EES, etc.



And then after I said that I got orders to a tugboat in Adak.



...and please no more down Angles.



out ... 1600...



No, I'm king of the Bow, mates.



Back in '45 I was alone on the bridge with destroyers to the right, cruisers to the left, planes overhead, and this Thompson in my hand and...

No, see, I was in this Barber's college and this recruiter comes along and...



Nunamaker? Again?

He's only been on watch 30 minutes



Its cheap all right but what is it?



...Dusty reached for his six gun with one lightnin' move.



What's that about Pratt?



Ha, ha. Its another fishing boat.



Squirrel. I know we've only been gone 5 months, but have I ever told you how good looking....



No....I've looked through every thing and I can't find a four letter word with penguins...



Mast, mast, funnel, mast



Arrghh! Another up angle and I'll be in the John with this fish Louie!

Ouch! Let go! I promise not to take your picture



Hee, hee! Wait until chief Parker finds out they secured the depth gauge again





Aloha