

## HISTORY OF USS SAILFISH (SS 192), (ex-SQUALUS)

The keel of the ill-fated SQUALUS (later renamed SAILFISH), was laid on 18 October 1937 at the U. S. Navy Yard, Portsmouth, New Hampshire. The Submarine slid down the ways eleven months later, on 14 September 1938, sponsored by Mrs. Thomas C. Hart, wife of Rear Admiral Hart, USN. She was commissioned USS SQUALUS SS-192 on 1 March 1939, with Lieutenant Oliver F. Naquin, USN, as first commanding officer.

SQUALUS was completely fitted out by 12 May, and then commenced her testing period off Portsmouth. After having made eighteen successful dives in the previous tests, while operating off the Isle of Shoals, the sub made a trial dive at 0740 on 23 May, from which she never recovered. Due to a mechanical failure, which caused the flooding of the after section of the ship, SQUALUS went to the bottom, settling 240 feet beneath the surface, and then commenced sending up smoke bombs to the surface, signaling her distress.

Her sister ship, the submarine SCULPIN, which had been alerted to look for the missing sub in that area, spotted one of the bombs at 1241 and marked the spot with a grapnel with a buoy attached.

Quickly, the whole nation was alerted. Divers, salvage and submarine experts were immediately dispatched to the scene of the disaster. Preliminary observations and preparations were made by a Navy diver. At 1130 the following the day the newly developed rescue chamber was lowered over the side of the USS FALCON and at 1247 contact was established with the entrapped crew.

In four trips, the last one attended by great danger because of weakening of the wires attached to the rescue chamber, all 33 men in the sub who lived after the ship made her fateful dive, were rescued. The fate of the remaining 26 submariners was determined by the fifth and last trip of the chamber to the bottom. The "diving bell" this time was attached to the after section of the sub, which was found to be flooded, leaving no doubt that the remaining 26 men had perished with their ship.

Rescue operations were secured at 2107 on 25 May 1939, and then the submarine salvage experts began the difficult and arduous task of raising SQUALUS from such a great depth.

The method used in the salvage operations involved the use of wood sheathed steel cylindrical pontoons which were to be attached to cables passed beneath the hull of the sub. These pontoons were submerged the "blown out" thus furnishing SQUALUS with the additional buoyancy necessary to raise her from the bottom.

The salvage operations were dogged with misfortune and new difficulties arose every day. On 12 August the submarine was raised 80 feet from the bottom, towed two miles, and then she struck an uncharted pinnacle and grounded. Finally on 13 September, SQUALUS rose from the bottom, her bow broke the water, and then misfortune struck, as she again plunged into the murky depths. However, that very same day the determined salvage crew again raised the sub and this time they met with success. That night, after laying on the ocean's floor for 113 days, SQUALUS was towed home into the Portsmouth Navy Yard, thus climaxing the grueling salvage task seldom (if ever) paralleled in the Navy's history.

As the black clouds of war had just then burst over Europe, the Navy needed every ship, so it was decided to recondition SQUALUS. The sub was decommissioned on 15 November 1939, and after six months of extensive overhaul, she was recommissioned on 15 May 1940, as USS SAILFISH (SS 192) with Lieutenant Commander M. C. Mumma, Jr., USN, as commanding officer.

Her refitting complete, SAILFISH held trial runs off Provincetown, Massachusetts, for three days (17 to 20 September 1940) and on 16 January 1941 she sailed to join the Pacific Fleet.

SAILFISH transitted the Panama Canal and following a refueling stop on the West Coast, proceeded to Pearl Harbor. The sub then sailed to Manila, Philippine Islands, where she operated with Submarines, Asiatic Fleet, until the Japs attacked Pearl Harbor.

At the outbreak of the war (7 December 1941) SAILFISH was at Manila, and on the following day she steamed out of Manila, en route to her First War Patrol along the west coast of Luzon.

That night she made her first contact, an enemy cargo ship, and the following night two more ships of the same type were contacted, but not attacked. At 0230 on 13 December contact was made with three Nip destroyers, and SAILFISH dived and commenced tracking. At 0250, firing position attained, she fired a brace of torpedoes at one of the enemy ships, and scored a hit. Immediately diving deep, she rigged for depth charge attack, which was quickly forthcoming. However, none of the 20 charges dropped were close enough to cause serious damage. Many breaking-up noises were heard, indicating that her target was sinking, and then the sub cleared the area.

Four days later on 17 December she returned to Manila, thus completing her initial war patrol, having sunk one of the first enemy warships to be accounted for by the U. S. Navy.

Her refit completed, SAILFISH got underway from Manila on 21 December on Second War Patrol. On the 22nd after picking her way through the mine fields, she made contact with a large Jap sub off Cabre Island. However, the enemy quickly disappeared into the depths and no attack could be made. Sighting two undesirable targets in the

previous days, it wasn't until 2 January 1942 that SAILFISH made contact with a vessel of sufficient size. This enemy ship was tracked and then fired upon, however, due to the radical zigzagging course the target was on, the torpedoes missed and the target passed out of sight.

She continued patrolling in her area off Taiwan, and on 26 January while patrolling off Cape St. Augustine, she made contact with an enemy cruiser, which was at too great a distance to be attacked. However, SAILFISH headed westward to intercept any ships the Jap may have been escorting. The following day at 0721 three enemy supply ships were sighted, but the sub was unable to close the distance. While trailing the supply ships, an enemy cruiser and two destroyers were sighted and tracked. Closing in, SAILFISH hove into position, the target being the Jap cruiser, and fired a spread of four missiles at her. The submarine then sought the "comforting" depths and rigged for depth charge attack. One torpedo explosion was heard, but the damage to the enemy ship could not be seen, as the Nip destroyers now were the hunters. One of the destroyers evidently knew where she was, and kept "sniffing" in her direction, but for some unknown reason no depth charges were dropped.

SAILFISH ran at 260 feet during the enemy drstroyer's search, and after three hours she came to periscope depth to find the horizon clear.

On 4 February, while transitting Peleng Strait an enemy merchantman was sighted, tracked and attacked, but no hits were scored. During the final days of the patrol she made few contacts, and on 14 February she made rendezvous with a station ship and entered Tjilatjaja, Java, thus completing her Second War Patrol.

After a short refit, SAILFISH got underway on 19 February for her Third War Patrol north of the Malay Barrier and after transitting Lombok Strait and Alas Strait, she entered her assigned patrol area.

On 28 February at 0030, SAILFISH made contact with a cruiser and two destroyers, and commenced tracking. However, upon approach no attack was made as the cruiser's silhouette resembled USS HOUSTON, and it was later assumed that this was the allied force under Admiral Doorman, Netherlands Navy, steaming from the Battle of the Java Sea, towards Soenda Strait from which the ships never returned.

Continuing her patrol, SAILFISH sighted an enemy destroyer on 2 March, maneuvered into position, and sent a brace of missiles at the DD. No hits were scored and the sub sought the depths. No depth charging was forthcoming. However, shortly thereafter she was subjected to a bombing by an enemy plane. Four hours later she came to periscope depth and found that the Japanese ship and planes had cleared the area.

That night, while on a southwesterly course, SAILFISH made contact with a Jap aircraft carrier escorted by four destroyers and commenced tracking. That the enemy knew of the sub's presence was proven when the enemy escorts commenced dropping depth charges. However,

SAILFISH was not to be frightened away from such a lucrative target. She dove into position at 2059 and fired a spread of four torpedoes at the carrier. Two hits were scored on the target and flames shot up 150 feet from the sinking ship.

The underseas raider quickly dove deep, commenced silent running and rigged for depth charge attack. The Nip destroyers then made a very accurate depth charge attack, dropping eight charges extremely close aboard (from 100 to 200 yards), but these caused little damage. SS-192 cleared the area and surfaced after not hearing the enemy escort for three hours.

SAILFISH evidently, now was the subject of an intense search by the Japanese, as in the following days, she sighted many enemy destroyers "sniffing" around for her, and was subjected to another fierce depth charging three days later.

During the latter part of her patrol, SAILFISH made contact with enemy shipping, but was unable to make any attacks. The sub proceeded to Fremantle, Australia, arriving there on 19 March, thus ending a very successful patrol.

Completing her refit, SAILFISH departed Fremantle on 22 March en route to her Fourth War Patrol. The ship steamed along the coast of Timor, through Malucca Strait, through Bangka Passage, through Sibutu Passage, and then commenced patrolling off Tarakan. However, this patrol brought only one contact (with no attack possible), and SAILFISH put in at Fremantle, ending her patrol on 21 May.

After her refit, SAILFISH steamed out of Fremantle on 13 June, en route to her Fifth War Patrol. She proceeded through Lombok Strait, Macassar Strait, Sibutu Passage and Balabac Passage, arriving in her assigned patrol area on 29 June.

SAILFISH continued patrolling in her area, and on 4 July, she sighted, tracked, and gained position to attack, only to find out that the target was an enemy hospital ship. On 9 July, while patrolling off the Indo-China coast, she made contact with an enemy freighter (about 7,000 tons) and commenced tracking. SAILFISH got into position and fired a brace of torpedoes at the target. The first missile scored a hit and immediately the freighter took a 15° list to starboard. Shortly thereafter, SAILFISH dove as a series of explosions was heard from an unknown origin (there were no other ship or planes in the vicinity). It is believed that the freighter sank shortly afterwards as no screw noises were picked up after the hit and upon surfacing an hour and a half after the attack, she was not in sight.

SAILFISH then cleared the area and continued her patrol, making contact with only one enemy vessel, before pulling into Fremantle on 1 August 1942, at the end of her patrol.

The submarine moved from Fremantle to Albany, Australia, for her refit, and on 28 August, with her refit completed, she steamed out of Albany en route to Brisbane, Australia. SS-192 arrived at Brisbane on 7 September, and on the 13th she departed Brisbane en route to the Buin-Faisi area, Solomon Islands, for her Sixth War Patrol.

The underseas raider contacted two Jap destroyers on 17 September and while making her approach, six more enemy destroyers were sighted no attack was attempted. At 1035 the following morning, contact was made with eight Nip destroyers and one cruiser, and again no attack was attempted against such suicidal odds.

On the 19th, contact was established with an enemy minelayer, which was tracked and attacked. SAILFISH fired a spread of three torpedoes, which missed, and then the sub dove deep and rigged for depth charge attack. Eleven accurate charges were dropped by the Jap mine-layer, causing much minor damage to the sub.

SAILFISH continued to patrol in her area, and during this patrol she made many contacts. However, due to overwhelming odds and bad weather, no attacks were possible. The sub moored at Brisbane, Australia, at 0900 on 1 November, thus completing her sixth patrol.

Her refit completed, SAILFISH got underway from Brisbane on 24 November en route to the southern coast of New Britain for her Seventh War Patrol. She made her first attack of this patrol on 2 December, when she fired a spread of four torpedoes at an enemy destroyer. No hits were scored and she was then subjected to a depth charge attack, which did no damage.

The sub made no contacts until 24 December, when, at 2345, an enemy submarine was sighted. Early Christmas morning the Jap approached and a brace of torpedoes was fired, scoring one hit. The Jap vessel's screws stopped immediately and from all indications she went to the bottom.

On 30 December, SAILFISH made two unsuccessful attacks on (1) an enemy freighter and (2) a destroyer, and after the last attack she was subjected to an accurate depth charging. She continued patrolling in her assigned area and shortly thereafter headed for Pearl Harbor, arriving there at 1200 on 15 January 1943, thus completing her seventh patrol.

Five days later, SAILFISH set sail for the Mare Island Navy Yard arriving there on the 27th. At Mare Island the sub underwent a major overhaul and on 22 April 1943, with her overhaul completed, she got underway for Pearl Harbor. Upon arrival at Pearl Harbor on 30 April the ship was refitted at the Submarine Base. Following a training period, a drydocking, and another training period, the sub got underway from Pearl Harbor on 17 May, en route to her Eighth War Patrol via Midway.

Arriving at Midway on the 21st, the sub topped-off fuel, took on fresh water and provisions and departed the same day.

After arriving in her assigned area, SAILFISH made many contacts which couldn't be turned into attacks, due to poor visibility and undesirable targets. However, on 15 June, while south of Todo Saki, two enemy vessels were sighted and tracked.

The targets were in line, and the sub made her approach on the leading ship, but as this vessel turned suddenly, making an attack impossible, SAILFISH dove crossed her track, and came up with her stern tubes on the second ship. A three torpedo spread was fired, scoring one hit, which left the enemy ship dead in the water. Many breaking-up noises were heard thereafter. The sub went deep, rigged for a depth charge attack and listened to 36 inaccurate charges dropped by the target's three escorts. SAILFISH then cleared the area of attack.

On 23 and 24 June targets were sighted, but no attacks were made due to their radical maneuvering. However, on the 25th three freighters with an escorting plane and ship came into view, and SAILFISH commenced her approach. Upon reaching position, the sub fired a spread of three torpedoes at the leading and most desirable enemy freighter, scoring one hit. The underseas raider sought the safety of the deep, rigged for depth charge attack and, while submerged, heard many breaking-up noises from the target, indicating that it was sinking. SAILFISH was set on by the enemy escorts and by three patrol craft, which had seemingly come from nowhere. During this depth charging, over twenty-six explosions were felt. An hour after the last charge was heard, SAILFISH came to periscope depth, and only one escort was sighted, searching in the area of attack. The sub then dove, re-rigged for depth charge attack, and during this ten-hour attack 71 charges were dropped by the enemy vessels, causing only minor damage.

The following day SAILFISH set course for Midway, mooring there on 3 July, thus concluding her eighth patrol. After completing a refit period, SAILFISH steamed from Midway on 25 July en route to her Ninth War Patrol.

The sub passed through the Bonins, Nansei Shoto, by Tokumo Shima, between Yoronshima and Okinoyerabu, and on to her patrol area -- the Formosa Straits. After making a few undesirable contacts here, she proceeded to the area off Okinawa Gunto, then to the area off Nakagusu before proceeding to Midway. Arriving at Midway on 16 September, SAILFISH transferred torpedoes to SPERRY, and then set sail for Pearl Harbor, mooring there on 20 September thus completing her Ninth War Patrol. All contacts made on this patrol were undesirable, and no target worthy of attack was sighted.

After being refitted, SAILFISH departed Pearl Harbor on 17 November, en route to her Tenth War Patrol via Midway. Arriving at Midway on 21 November, the sub topped-off fuel, took on fresh water and provisions, and departed the same day.

At 2348 on 3 December, while in typhoon weather, she made contact with an enemy vessel and commenced tracking. This contact soon developed into four Jap ships, and all ideas of a methodical approach

were abandoned, due to mountainous seas and driving rain. The contact was then found to be a fast group of men-of-war, composed of an aircraft carrier, a cruiser, and destroyers.

At 0012 on the 4th, SAILFISH selected the largest target (later found to be the carrier), and fired a spread of four torpedoes, scoring two hits. Immediately the enemy dropped 18 depth charges, and the sub went deep, but not far, as she did not want to lose contact with such desirable targets. After crossing astern of the target, she surfaced, and started tracking again. At 0552 -- in position -- she fired three more torpedoes at the cripple, scoring two solid hits, and immediately the enemy began an intense, but not accurate, anti-sub attack.

After the enemy fire had become more accurate, the sub dove and commenced reloading her tubes. Finally at 0748 she sighted the evasive (from sight) target, dead in the water. Depth control on the sub was still exceedingly difficult as the mountainous seas still prevailed. The times when the target could be sighted, it appeared that it's crew was about to abandon ship, and the carrier had a list to port and was slightly down by the stern.

At 0940 a three torpedo spread was fired at the carrier -- range 1,700 yards, and two hits were heard, followed by exceptionally loud breaking-up noises, which were not only heard on sound but also throughout the sub. The anti-sub action by the enemy was again intensified. While making a periscope sweep, looking for a destroyer at 0951, a Takao Class cruiser was sighted and the sub went deep, rigging for depth charge attack on the way down.

Seven more charges were dropped and at 1330 SAILFISH again came to periscope depth at the point of attack on the sunken carrier, and nothing was sighted. The sub then cleared the area and set course for her assigned patrol grounds.

On 7 December SAILFISH was taken by surprise by a Jap fighter plane, which strafed her. However, only superficial damage was caused by this attack and the sub proceeded forward, after escaping her attacker. On the 13th at 1154, contact was made with two enemy cargo ships with escorts, and the sub commenced tracking. Closing the sub hove into position, and at 2306 she fired a spread of four torpedoes at the two overlapping freighters. SAILFISH went deep, and then heard two solid explosions, the first having a double peak as if something within the target exploded when the missile did.

The submarine was then set on by the enemy escorts, which commenced attacking her with very heavy, but not very accurate, depth charges. During this time many breaking-up noises were heard from the sinking target, and at 0125 the next morning, the sub surfaced and began to close the Nip convoy again.

Upon closing the convoy at 0245, SAILFISH sighted one freighter dead in the water, plus five escorts. Where the other four escorts came from is just a matter for speculation. Due to suicidal odds, the submarine cleared the area.

Late in the night of 20 December, SAILFISH made contact with an enemy hospital ship which she let pass unmolested after ascertaining that there was nothing suspicious about the Nip vessel.

At 1020 on the 21st contact was made with a Jap convoy, consisting of six heavily loaded cargo ships with two destroyer escorts and SAILFISH commenced tracking. It was heartbreaking to have such choic targets with only five torpedoes on board. However, the largest ship was chosen and at 1133 SAILFISH swung into position and fired a three torpedo spread from her stern tubes at the chosen target. Two hits were scored on the target and shortly afterwards breaking-up noises were heard, indicating that the ship had sunk.

With one of the escorts heading directly towards her, SAILFISH sought the ocean depths, and rigged for depth charge attack. The enemy escorts dropped over thirty charges in their futile attempt to "kill" SAILFISH. At 1815, upon surfacing, the sub conducted a search for the convoy but failed to find it.

SAILFISH continued her patrol until 23 December 1943, when she set course for Pearl Harbor via Midway. Arriving at Pearl Harbor on 5 January 1944, the sub completed her Tenth (and most successful) War Patrol.

SAILFISH proceeded to San Francisco, and during the period between 15 January and 17 June the ship was completely overhauled, all battle damage repaired, and outstanding alterations were made. The sub then returned to Pearl Harbor, and on 9 July 1944, steaming in company with the submarines BILLFISH and GREENLING, she got underway from Pearl Harbor, en route to her Eleventh War Patrol in the area south of Formosa and north of Luzon.

Mooring at Midway on the 13th, the three-sub "wolf pack" topped off with fuel oil and departed Midway on the 14th.

After several unproductive weeks, during which only enemy small craft were sighted, contact was made with an enemy convoy at 1430 on 7 August. After over three hours of tracking, SAILFISH got into position and fired a spread of three torpedoes at the first target, a single-stack tanker. One hit was made on the tanker, which immediate seemed to disintegrate as within a fraction of a second there was nothing left but smoke and debris in the air.

SAILFISH then started tracking the remaining cargo ship (GREENLING evidently had eliminated one other ship of the convoy). However, this contact was lost during the night.



At 0029 on 18 August, a radar contact was made and SAILFISH commenced tracking a group of enemy vessels. This contact developed into a Jap battleship with three escorts, and the sub started closing in on the battleship. At 0135 -- in position, range 3,600 yards -- SAILFISH fired four torpedoes at the target. However, one of the escorts got into the path of the missiles and two hits sunk her, but left the larger ship unharmed. SS-192 dove into the murk and rigged for a depth charge attack, which was not forthcoming. Upon surfacing the sub was out-distanced by the faster surface ships.

SAILFISH's radar again made contact with an enemy convoy at 0245 on 24 August and the sub started her approach. The convoy was made up of four enemy vessels escorted by two small patrol craft and it was believed that BILLFISH would be able to get in on the attack. In position at 0333, SAILFISH fired a spread of four torpedoes, scoring two hits, and the Japanese cargo ship was lost in a cloud of smoke. The attacked vessel later broke in two and sank. SAILFISH dove, rigged for depth charging, and reloaded her tubes. The Japs dropped four charges, which caused no damage.

Again at periscope depth, SAILFISH closed in on the second freighter. At 0446 she gained position and fired in a spread of four torpedoes at the cargo vessel, scoring two hits, which enveloped the target in smoke. The Jap ship plunged down shortly thereafter. The sub then cleared the area of attack.

Shortly afterwards she headed toward Midway, mooring there at 1215 on 6 September 1944, thus completing her Eleventh War Patrol.

Following her refit, SAILFISH set course from Midway on 26 September 1944, in company with the submariners POMFRET and PARCHE en route to the area between Formosa and Luzon for her Twelfth War Patrol.

After passing through typhoon weather, SAILFISH reached her assigned area. While south of Formosa on 12 October, she rescued eleven Navy airmen who, being unable to reach their aircraft carriers, had ditched their stricken planes after making strikes on Formosa. On this day her guns sank a sampan and damaged a Jap tug, as the enemy vessels tried to beat her to a liferaft bearing surviving airmen. The following day another pilot was rescued, and shortly thereafter her radio transmitter went out of commission.

SAILFISH then made contact with the submarine PARCHE and headed for Saipan to debark the rescued airmen and to effect repairs, mooring there on 24 October. After one false start on the 28th, the undersea raider, repairs completed, and steaming in company with USS PARCHE and USS POMFRET, stood out of Saipan to continue her patrol on the following day.

At 0304 on 3 November SAILFISH made contact with an enemy convoy, consisting of a large transport and a cargo ship with four escorts. The sub started closing them and when in position at 0402, she fired a spread of four torpedoes from her bow nests at the transport which

was overlapping by one of the escorts. However, a last minute turn on the part of the target caused the torpedoes to miss, and SAILFISH went deep, shortly before the irksome escorts dropped seven -- not too close -- depth charges. An hour after the last charge had been dropped the sub surfaced to find the area clear. She then headed for Sabtang Channel.

The following day at 0822, contact was made with a seven-ship "killer" group of enemy patrol craft, which was easily avoided. At 1544 this group was recontacted and SAILFISH fired a four torpedo spread at one of the two enemy destroyers she was closing, scoring two hits which blew the destroyer out of the water. The sub then shifted her aim to the second Jap destroyer, which was steaming to the aid of her stricken cohort, and fired three missiles from her stern nests.

One hit was heard on the second target, which seemed to sink also. Shortly before and after shooting at the second vessel, several bombs landed close by. SAILFISH went deep and on the way down flooding and a fire were discovered in her after torpedo room, caused by the enemy bombing damage to a torpedo vent which refused to close. With the crew working as a single unit, the fire was quickly extinguished, the flooding stopped, and the ship was brought to an even keel.

SAILFISH, with the enemy "killer" group still searching managed to clear the area by brilliant maneuvering. Upon surfacing at 2340 an inspection of topside revealed one Jap "G-string" on her forecastle and one pair of Jap pants caught on her forward gun. SS-192 thereby claimed to be the first submarine to not only catch a Jap with his pants down but also to actually take them off.

On 9 and 10 November the sub rode out a moderate typhoon, and at 1805 on 24 November she made contact with an enemy convoy, consisting of four cargo ships in column with four escorts, heading for the shelter of the coast of Itbayat.

SAILFISH contacted POMFRET by radio and gave her the position of the targets, and after over two hours of tracking, while closing into position, one of the enemy escorts suddenly swung away from the column and headed directly for her. The submarine fired a three-torpedo "down the throat" shot at the escort, and two hits were apparently scored on the target as her pip disappeared from the radar screen and smoke was observed at the target. However, the submarine received quite a surprise, when upon swinging to attack the cargo ships, the escort whose pip had disappeared from the screen, started letting fly with his forward deck guns.

The escort scored one hit nearby, and submergence was held up until it was ascertained that the submarine had sustained no damage. SAILFISH went deep, and shortly afterwards six fairly close depth charges forced her deeper, but caused no damage. Three sets of screws now were picked up on the sound gear -- all hunting SAILFISH --, and

although the sub was running silent the enemy kept contact with her. During this four and a half hour depth charge attack, 27 more charges were dropped, uncomfortably close, and caused much minor damage to the sub, which slightly hindered her operation.

However, at 0135 the enemy apparently lost contact with SAILFISH and she cleared the area.

Shortly afterwards SAILFISH headed for Pearl Harbor via Midway, arriving at Pearl Harbor on 11 December, thus completing her twelfth and last war patrol.

Following her refit, SAILFISH stood out of Pearl Harbor on 26 December 1944, en route to New London, Connecticut, via the Panama Canal, arriving at New London, on 22 January 1945. For four and a half months SS-192 served as a target and training submarine in the New London area.

SAILFISH got underway from New London on 4 June en route to Guantanamo Bay, Cuba, arriving there on 9 June. The sub served in the area until 9 August, when she departed for Philadelphia, Pennsylvania. She docked at Philadelphia on the 14th, and remained there until 1 October, when she steamed to Portsmouth, New Hampshire, arriving there on the 2nd.

At Portsmouth inactivation was started on the sub, and on Navy Day (27 October 1945) she was decommissioned amid elaborate ceremonies at her "home" yard.

For 27 months SAILFISH was scheduled to be used as a target in Atomic Bomb or other conventional explosive tests, but this was cancelled, and the sub was authorized to be sold for scrap on 12 March 1948. USS SAILFISH was stricken from the U. S. Naval Vessel Registry on 30 April 1948.

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SAILFISH was awarded the Presidential Unit Citation for her extremely successful Tenth War Patrol. The citation reads:

"For outstanding performance in combat against strongly escorted enemy task forces and convoys in Japanese-controlled waters during the highly successful Tenth War Patrol. Despite extremely hazardous weather conditions, the SAILFISH regularly striking at enemy convoys accurately and with aggressive determination, completely destroyed four important hostile vessels and inflicted heavy damage on another. The superb combat efficiency and readiness for battle of the SAILFISH throughout this vital period reflects great credit upon her gallant officers and men and the United States Naval Service."

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LIST OF SUCCESSIVE COMMANDING OFFICERS

LT Oliver F. Naquin, USN	- 4 Jan. 1939 to 15 Nov. 1939
CDR M. C. Mumma, USN	- 4 March 1940 to 18 Dec. 1941
CDR R. G. Voge, USN	- 18 Dec. 1941 to 9 Sept. 1942
LCDR J. R. Moore, USN	- 9 Sept. 1942 to 17 July 1942
LCDR W. R. Lefavour, USN	- 17 July 1943 to 21 October 1943
LCDR R. E. M. Ward, USN	- 21 Oct. 1943 to Dec. 1944
LCDR L. Marcy, USN	- Dec. 1944 to 30 August 1945
LCDR R. I. Freedman, USNR	- 30 August 1945 to 27 October 1945

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The SAILFISH earned nine battle stars on the Asiatic-Pacific Area Service Ribbon, for participating in the following operations:

- 1 Star/Philippine Islands Operation (including Guam and other concurrent Asiatic Fleet Operations) -- 8 December 1941 to 6 May 1942
- 1 Star/Submarine Assessment -- 24 December 1942
- 1 Star/Leyte Operation -- 10 October to 16 December 1944
- 1 Star/Submarine War Patrol - Pacific -- 22 December 1941 to 14 February 1942
- 1 Star/Submarine War Patrol - Pacific -- 19 February to 19 March 1942
- 1 Star/Submarine War Patrol - Pacific -- 13 June to 1 August 1942
- 1 Star/Submarine War Patrol - Pacific -- 17 May to 3 July 1943
- 1 Star/Submarine War Patrol - Pacific -- 17 November 1943 to 5 January 1944
- 1 Star/Submarine War Patrol - Pacific -- 9 July to 6 September 1944

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STATISTICS

DISPLACEMENT	1,475 tons	ARMAMENT	- One 3-inch .50 calibre battery and eight 21-inch torpedo tubes.
LENGTH OVERALL	310 feet		
BEAM	27 feet	COMPLEMENT	- 82 officers and men
SURFACE SPEED	20 knots		

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NORTHAMOUTH, N.H. SALVAGING OF U.S. SUBMARINE BOATLMS AFTER BATTERY ROOM LOOKING REE  
SEPT 15 1919

104-10-2











WINDHOLM, N. H. SALVAGE OF U. S. SHIPWRECKED SUBMARINE, VIEW AT BEACHING SITE SHOWING EXTENSIVE DAMAGE TO SUPERSTRUCTURE CAUSED BY SINKING AT BOTTOM DURING EXERCISE



N.Y. PORTSMOUTH N.H. SALVAGING OF U.S. SUBMARINE SQUALUS. IN DRY DOCK AFTER REPAIRS BY AT BERTH AS 6







N. PORTSMOUTH, N.H. SALVAGING ON U.S. SUBMARINE SQUID. VIEW OF SALTY LADENKE YARD FROM AFTER PORT COGNAC

APR 12 1953



FORMERLY U.S.S. ARIZONA

REPAIRING CRUISE

GENERAL VIEW IN DRY DOCK

SEP 15 1931

NAVY DEPT

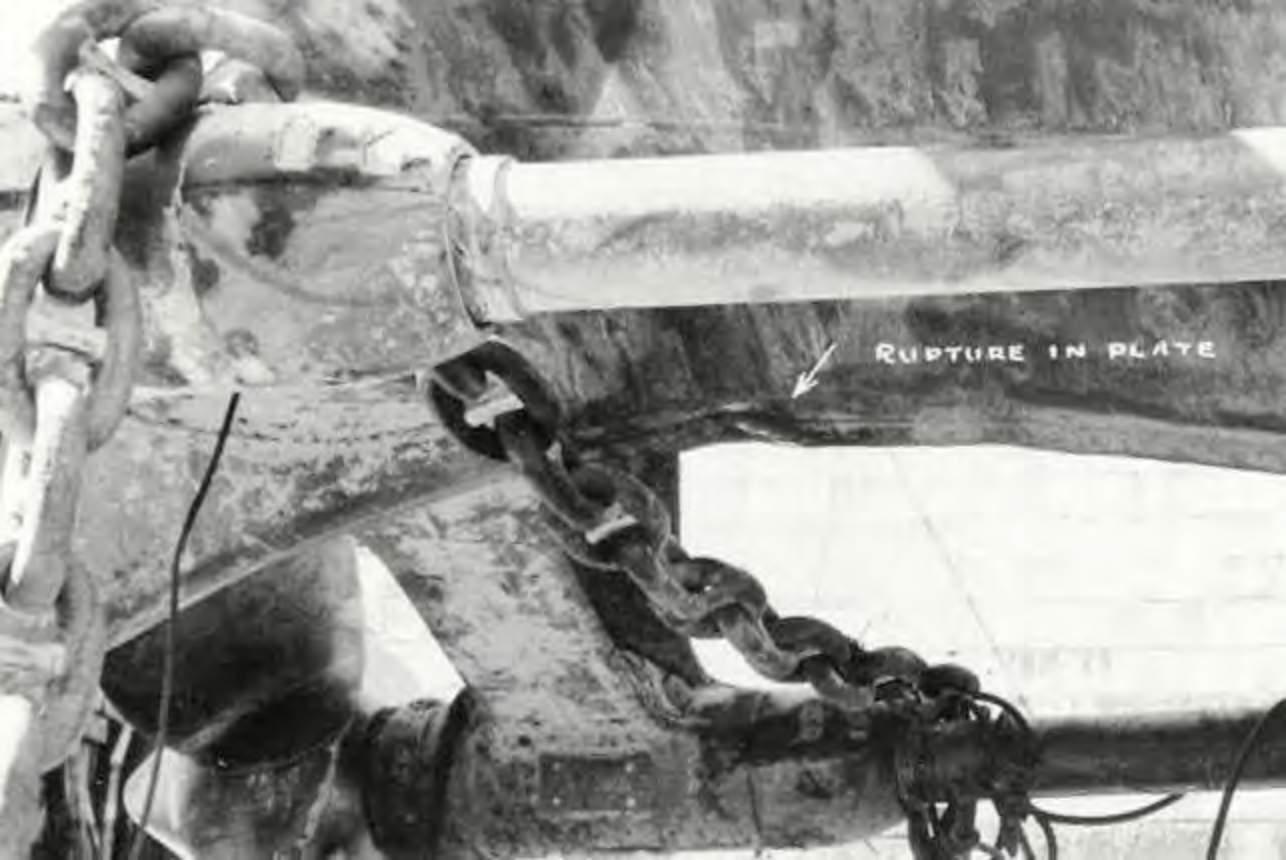


PORTSMOUTH, N.H. - BEHAVING BY U.S. SUBMARINE, SOLVING STEER VIEW LOOKING FORWARD, PORT 310

APR 1941

U.S. NAVY





RUPTURE IN PLATE



PERDUEBOTH A.H. SALVAGING OF U.S. SUBMARINE SQUALUS. VIEW AT FRAME 222. PORT SIDE SHOWING  
BUCKLING AND RUPTURED PLATE (NOTE FIGURES SHOWS APPROXIMATE DEFLECTIONS IN INCHES)

SEPT 16, 1939

THE END



UNDERWAY, DRY DOCKING OF U.S. COGNACINE CORVETTE. VIEW SHOWING BULKHEADS  
JULY 15, 1924



INTERIOR OF U.S. SUBMARINE SQUALUS  
LOOKING FORWARD

INTERIOR OF U.S. SUBMARINE SQUALUS  
LOOKING FORWARD



PORTSMOUTH H.N. SALVAGING OF U.S. SUBMARINE SQUADS SHOWING REMOVAL OF DAMAGED TORPEDOES  
THE DOCKING VIEW LOOKING EAST SEP 15 1938



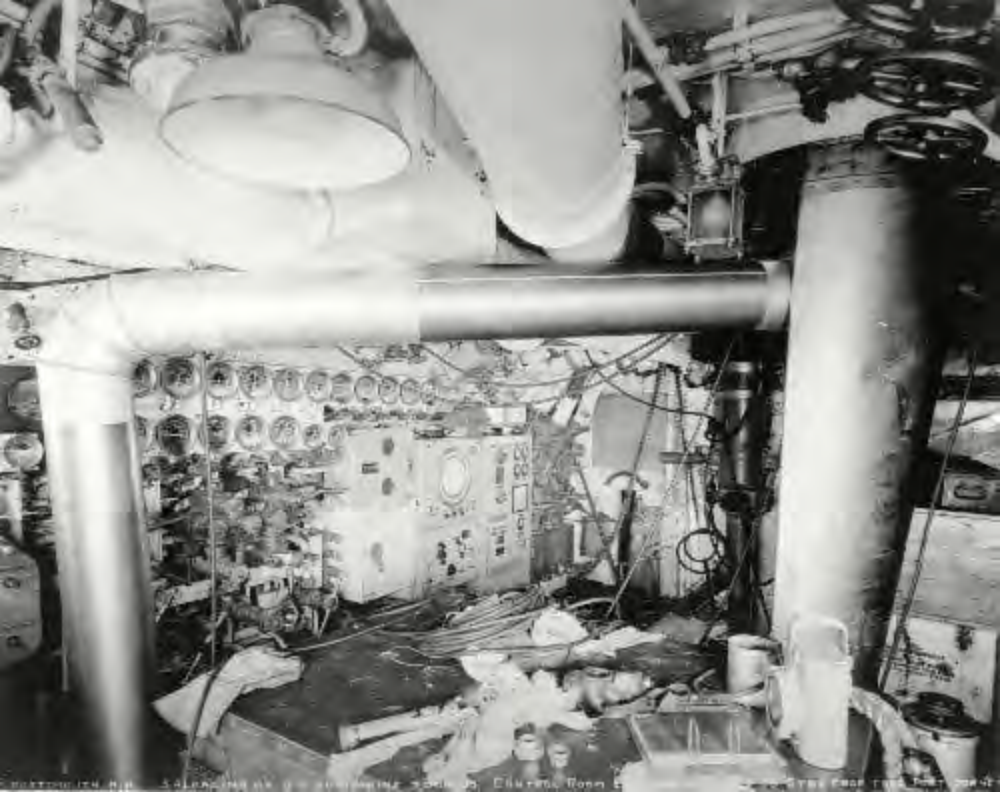
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APR 10 1945

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FOR INFORMATION, THE SUBMARINE OF THE UNITED STATES QUALITY CONTROL DIVISION, WASHINGTON, D.C. 20340



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CONTROL ROOM LOCATED AT FORWARD PART OF U.S. SUBMARINE. PHOTO BY U.S. NAVY.

