

# WELCOME ABOARD



## U S S BLENNY (SS 324)

Submarine Squadron Eight  
New London, Connecticut



WELCOME to the USS BLENNY. I am pleased that you are interested in the Submarine Service and we, the men of BLENNY, are happy to "show off" our ship.

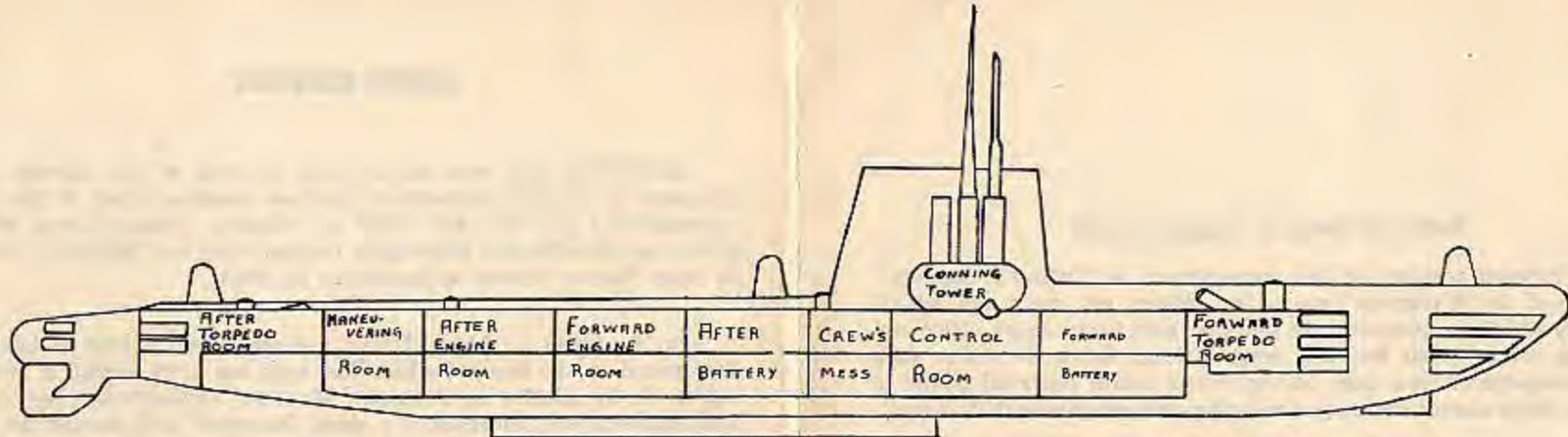
Although submariners belong to the "Silent Service" they are surprisingly talkative when given the chance to talk about their favorite subjects — submarines. The men of BLENNY will be pleased to tell you about any aspect of submarine life and submarine operations.

We hope you enjoy your visit and enhance your knowledge of the U. S. Submarine Service.

Sincerely,

J. R. DELANEY  
LCDR, USN  
Commanding Officer





## STRUCTURE

Following the end of the war **BLENNY** was homeported in San Diego, California and spent the next few years providing services to various fleet units and participating in various fleet exercises.

In 1951 **BLENNY** entered the San Francisco Naval Shipyard where she was converted to a snorkel-equipped submarine. Following this conversion, designed to give her greater submerged endurance, she conducted routine operations in the San Diego area and made a cruise to the Far East.

In May 1954 **BLENNY** was transferred to the Atlantic Fleet and assigned to Submarine Squadron Ten in New London, Connecticut. She participated in routine exercises until August 1955 when she was assigned to Submarine Development Group TWO and began evaluating new equipment and submarine tactics. In July 1960 **BLENNY** left the Development Group and became a member of Submarine Squadron EIGHT.

Operations at the present time are centered around training in anti-submarine warfare with the primary objective of maintaining fleet readiness. This objective is realized through participation in many types of exercises ranging from independent ship's casualty drills to full scale fleet exercises. In addition, **BLENNY's** operations help to train destroyers and aircraft in the art of antisubmarine warfare, and help introduce Submarine School Students and personnel designated for future assignment to nuclear submarines to the art of submarining.

The main hull, or "pressure hull," of the submarine is a cylinder closed at both ends, and is built to withstand the great pressures of deep depths. Atop the pressure hull is another cylinder of equal strength called the "conning tower." It is within these two cylinders that all the machinery, weapons, working and living spaces are located. Around the pressure hull is a second hull. It is between these two hulls that the ship's ballast and fuel tanks are located. On top of the outer hull is a built up walking deck. Around the conning tower is a streamlined covering called the "sail." It is only these portions of the ship that can be seen above the water. The main pressure hull is always almost completely underwater.

## INTERIOR

To aid you in understanding what you see as you walk through **BLENNY**, we shall briefly describe the compartments in sequence, beginning at the forward end and proceeding aft.

### Forward Torpedo Room

The bow nest of torpedo tubes occupies the forward end of the compartment, sometimes referred to as the "business end" of the ship. Here 12 members of the crew sleep and stow their clothes. In this space are carried all the torpedoes for the forward tubes. The crew's berths are fitted over, under and around the torpedoes and must be removed when the torpedoes are moved. The torpedoes are brought on board through a loading hatch in the overhead in the after part of the room. As you enter or leave the ship you will pass through the "escape trunk." A hatch at the top and bottom and an escape door on one side permit three or four men at a time to leave the ship while submerged.

## **Forward Battery Compartment**

The forward position of this compartment is "Officer's Country," consisting of the Wardroom (where the officers eat, work and relax), the pantry and four staterooms. In the after part is the ship's office and a berthing compartment for chief petty officers. Below the entire deck of this compartment is a huge battery which stores electrical power to drive the ship's motors submerged and gives the compartment its name.

## **Control Room**

In this room you will see practically all the controls for diving the ship, controlling it while submerged and surfacing it. The ship's main compass is located under the table in the center of the room. The green and red lighted panel on the port side is called the "Christmas Tree" and shows which openings in the hull are open or shut. The right hand section of the panel must be a "Green Board" before it is safe to dive. The Conning Officer is stationed in the Conning Tower, immediately above the Control Room, and gives orders to the Diving Officer who stands at the base of the ladder and who is responsible for the depth of the ship.

## **After Battery Compartment**

This compartment is divided into 3 rooms. First is the Galley and Crew's Dinette, where food for the entire 84 man crew is prepared and served. Beneath the deck is a large chill box and large freezer for storing perishable foods. Submarine cooks are the best in the Navy and are greatly responsible for the good morale of the crew. Meals are served family style and the crew is fed in three settings.

The next room is the Crew's Berthing Space, with bunks for 39 men. Below the deck is a second battery similar to the one in the Forward Battery.

The third room is the Crew's Washroom.

## SHIP'S HISTORY

BLENNY'S keel was laid on July 8, 1943 at the Electric Boat Company in Groton, Connecticut. She was launched April 9, 1944 and commissioned July 27, 1944. After an intensive training period, during which her crew became thoroughly familiar with her, BLENNY arrived in Pearl Harbor, Hawaii on September 28, 1944.

On November 1, 1944 BLENNY departed Pearl Harbor on her first war patrol in the South Pacific. She sank her first victim, a 300 ton sea-truck, by gunfire on December 14, 1944. Although not very large, the sea-truck was, nonetheless, a start. December 23rd marked the high point of this, her first patrol, for it was on this day that BLENNY sank a 10,000 ton transport heavily laden with Japanese troops. Shortly thereafter she departed her patrol zone for Fremantle, Australia.

After a period of refitting and retraining, BLENNY embarked on her second patrol. During the night of February 26, 1945 BLENNY made her presence felt as she sank a large tanker and damaged two others. On March 20 she sent one large and two medium size freighters to the bottom. Five days later BLENNY departed her patrol zone for Subic Bay.

BLENNY'S third war patrol was conducted in two parts. The first part was a period spent off the Indo-China coast acting as lifeguard for Army aviators engaged in bombing missions over the Japanese homeland. She encountered no targets during this time. After refueling, BLENNY arrived in the Java Sea, but again encountered very few targets. She did, however, sink an anchored submarine chaser on May 25 by backing into the shallow anchorage and using her stern torpedo tubes.

On the 5th of July 1945 BLENNY departed Subic Bay for her fourth war patrol, to be conducted in the Java Sea and off the Malayan Coast. By this time most of Japan's merchant fleet had been destroyed and targets were scarce. During the rest of the patrol many sampans, junks and small craft were sunk.

During this patrol the war with Japan ended. BLENNY and her happy crew headed for Subic Bay on 14 August, having sunk 73,335 tons of enemy merchant and naval ships and damaged an additional 24,500 tons.



SS-324



## **Freckled Lip Blenny**

Blennies are small (two inches) fish found in shallow water. Never venturing far from its hole, it will dart, tail first, into the hole when frightened.







*United States Fish Commission*  
**BLENNY**  
*Red Snapper*  
*At the Electric Boat Company*  
*Groton, Connecticut*



Mr. C. R. Hoxie.

7 Bill Ave.

Groton,

Conn.

U. S. S. BLENNY No 324



—:LAUNCHED:—  
AT  
ELECTRIC BOAT CO.

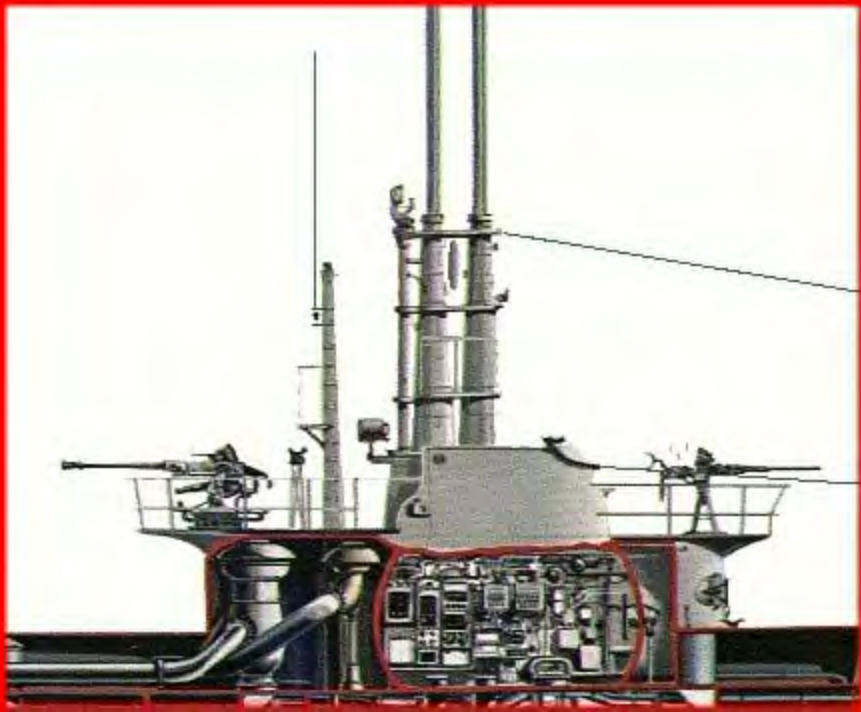
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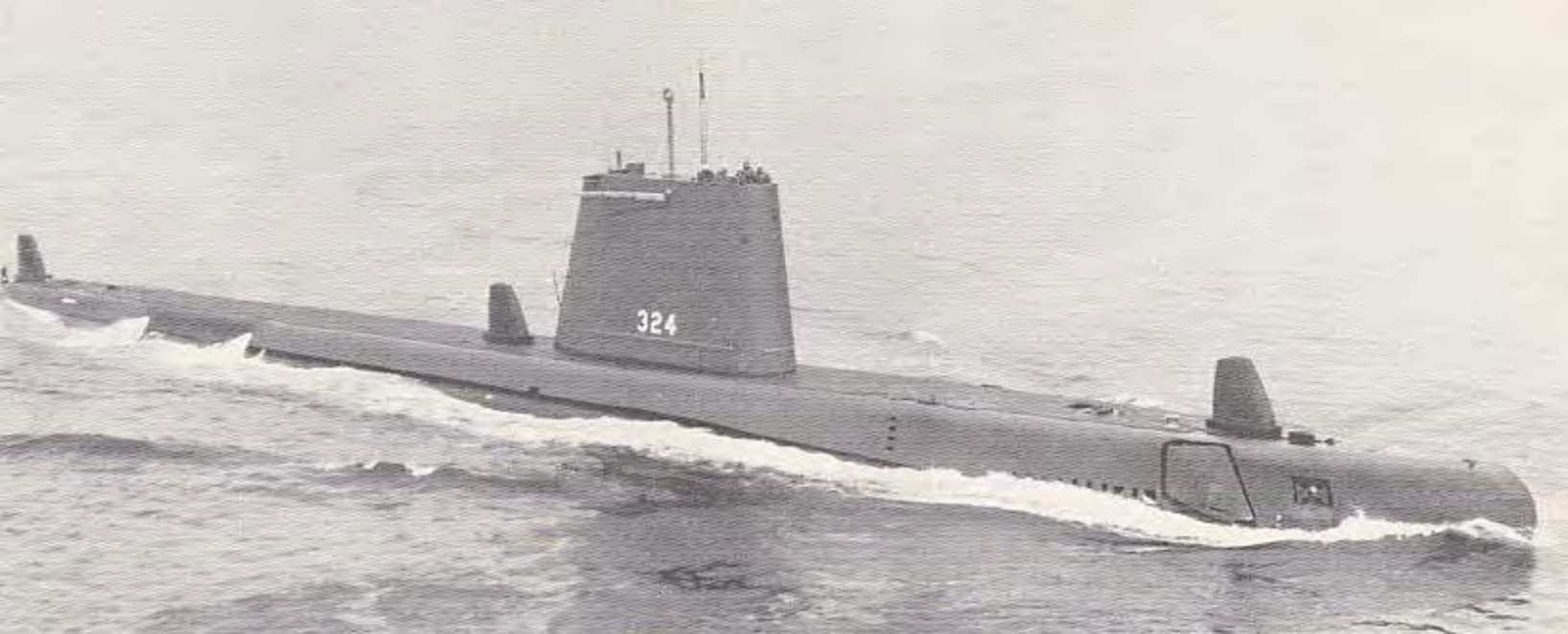


U.S.S.  
**BLENNY**  
KEEL LAYING

ELECTRIC  
BOAT  
CO.  
GROTON  
CONN.





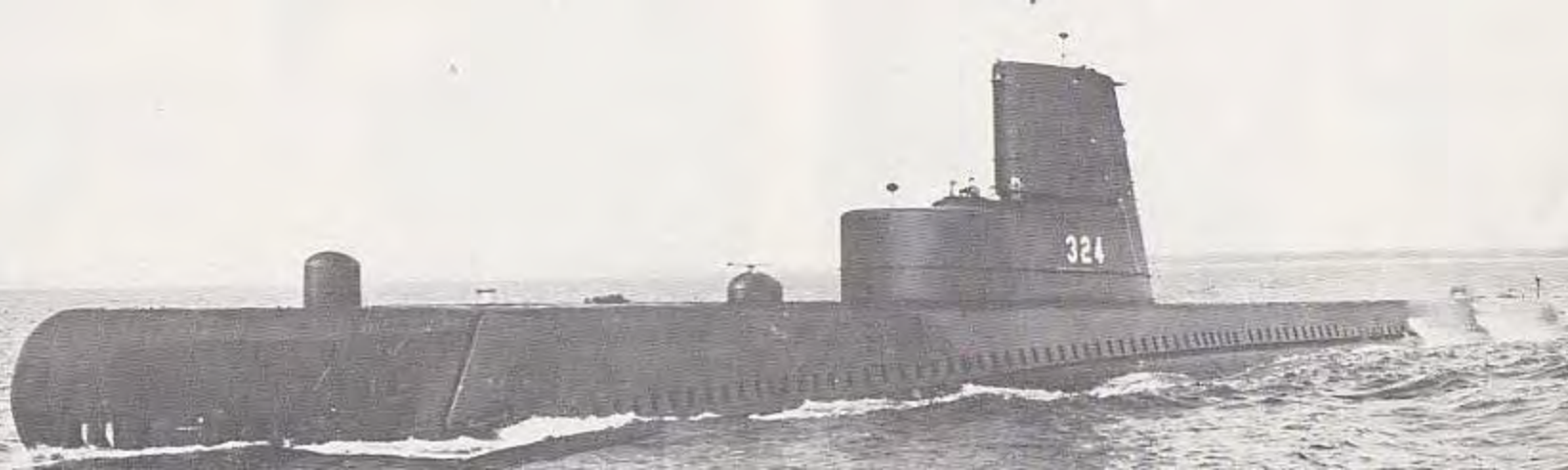




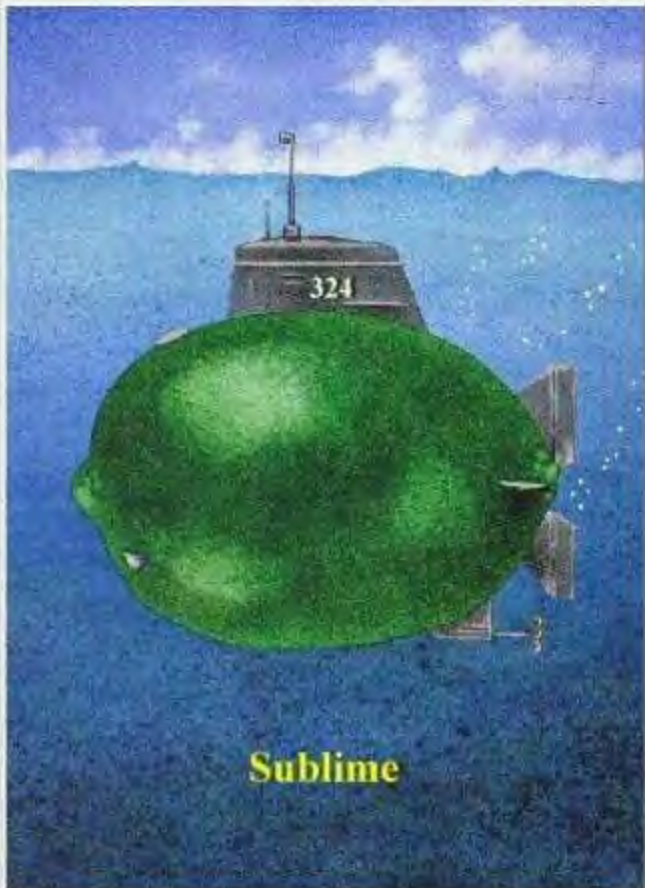












**Sublime**