

SHIP'S HISTORY

December 16, 1943 marked the day that the stout hearted American public of which the Electric Boat Company of Groton, Connecticut is so much a part, laid the keel of the U.S.S. CARBONERO (SS-337). Following expert guidance and workmanship she was launched October 19, 1944. The sponsor, Mrs. Stuart S. Murray, broke the traditional champagne bottle across the CARBONERO's prow as the ship slide quietly into the icy waters of the Thames River.

On February 7, 1945, Electric Boat Company of Groton, Connecticut declared the U.S. Submarine CARBONERO finished, and manned by the boat company's trial crew she proceeded up the Thames River to the Submarine Base, New London, Connecticut. Passing by the older boats of the fleet that were used to train many of CARBONERO's new crew, she slid easily into the finger pier crowded with spectators who had gathered to witness the addition of another American prowler to the Fleet that had carried the war to Japan's very door.

In a simple, but impressive ceremony, Captain Foster, representing Electric Boat Company, delivered CARBONERO to the U.S. Navy. Captain Mc Clean, U.S. Navy, accepted the boat for the Navy and Commander C. L. Murphy, U.S. Navy officially assumed command.

The following day began a month of loading, tests, trials, and training which gave many their first tests of real submarine life. The weather was typical New England winter, cold, wet, and unpredictable, yet CARBONERO missed only one day of training and finished her pre-Pacific duty with high praises from the Submarine Division Commander.

The many 'firsts' of the boat, from her initial dive to the deep depth tests, proved we had a tight boat and a sound crew, and that we would never have to worry about being a "hard luck boat."

Training in the shallow waters of Block Island Sound we had many a thrill as everyone learned what not to do, and why never again to do it. On one particularly cold and dreary morning, the Chief of the Boat brought aboard a small curly pup that was destined to warm the hearts of all the crew, including the Captain, even though she seemed to prefer his stateroom to leave her marks. The puppy was named Jessie Jackson Carbonero, complete with I.D. card and her name on the Sailing List. Soon Jessie proved herself as salty as any of the crew.

Three days before CARBONERO left New London for warmer water, Kate Smith came aboard to autograph a torpedo for Tojo and wish us good hunting. Typical of all such occasions it wasn't the guest who made the day memorable, but one of the crew. For the benefit of his waiting shipmates he walked the breast line from the pier to the ship - almost. When he was fished from the river with his dress blues wet and oily he was safely stowed until the ceremony was completed. Miss Smith wished us well and presented to the ship a number of her latest records. Unfortunately she was unable to inspect the boat.

On March 21, 1945, the USS CARBONERO left her berthing lines from pier nine, Submarine Base, New London, and officially began her long voyage to the other side of the world. Six days were spent enroute to Key West, Florida, where CARBONERO furnished services to the Fleet School. The ship bucked head winds and high seas on the way south, particularly off Cape Hatteras, where a large number of the crew suffered from sea sickness. But the warm winds and bright sunshine of the Florida Straits soon had everyone active and ready for chow.

The sonar training at Key West consisted of submerged operations for the P. C. boats who were training personnel on submarine sound detecting gear. CARBONERO would submerge and evade as the surface craft made sound runs and simulated depth charge attacks. Hand grenades or dummy mouse traps were dropped and resulting hits recorded. The days were short and the work easy, and liberty every evening in Key West soon rested everyone from the bitter cold and long hours of operations at New London.

In company with the U.S. Submarine DENTUDA, CARBONERO left Key West on April 12, 1945 for Balboa, Canal Zone. Only a small number of the ship's company had ever seen the Panama Canal and the prospect of crossing the "big ditch" was the main topic discussed during the four days of pleasant cruising south. Before sunrise on the 16th, the ten-hour passage began. The DENTUDA and CARBONERO shared the same lock, and topsides were crowded with all except the manuvering watch as the three lifts of Gatun Lock, one lift of Pedro Miguel, and two of Miraflores Lock were covered in a stifling dead heat. Arriving at Balboa in late afternoon all hands were eager to see the much discussed sights of Panama City. Unfortunately the training orders required anchoring in the Porlas Islands at night so leave, liberty and recreation was limited to the three days loading period after training.

The ship's first extensive torpedo exercise and approach problems were conducted in the Bay of Panama. Operating with destroyers who made zig zag runs simulating enemy convoys, CARBONERO fired twenty-seven exercise torpedoes and finished her nine days training with twenty-five hits.

On April 25, the CARBONERO proceeded in company with the USS DENTUDA and cargo ship, the USS ROLANNE, to Submarine Base, Pearl Harbor, T.H. arriving May 9th. Daily exercises were conducted during the two-week passage consisting of submerged approaches, night radar tracking, and emergency drills. On arrival all hands hoped there would be no more training and the CARBONERO would proceed at once on war patrol. After mooring alongside the submarine tender USS FULTON, three days were required for voyage repairs and another eight days continuing the training exercises so well conducted in Panama. This included daily submerged approaches, surface radar tracking and approaches, battle surface, firing all guns, and special mission exercise. On May 26th, after loading stores, torpedoes, ammunition, and fueling to capacity, CARBONERO at last set out on her first war patrol.

On May 30th, the ship crossed the 180th meridian, losing a full day and qualifying all hands for membership in the Silent Mysteries of the Far East, the Imperial Domain of the Golden Dragon. Each day friendly surface ships were sighted in waters just a few months previous the Japanese had ruled. On the morning of June 6th, we made contact with our escort and proceeded to Tanapag Harbor, Saipan and moored alongside the submarine tender USS ORION.

Staying overnight to refuel the CARBONERO left on June 7th, heading for her assigned patrol area off the Southern coast of Formosa.

On the morning of June 12th, Bataan Island was sighted and at noon the CARBONERO began passage of Bashi Channel, between Luzon and Formosa. While passing the city of Saeco, on Bataan Island, the army gave a demonstration of their bombing ability much to our enjoyment, as we were only seven miles off the beach, making the passage at high speed on the surface. Before dawn of the following day, we made contact with the submarine USS BUMPER and exchanging information concerning the patrol area, relieved her of further duty. The BUMPER proceeded to Subic Bay, P.I. for refit and the CARBONERO headed for the coast of Formosa.

To officially welcome us, the Nips air patrol came in low and fast in the dying light of sunset on the 13th June the CARBONERO made her first contact with the enemy, and submerged. No bombs were dropped but "our war" had started.

The next day the CARBONERO made her first "all day" dive while patrolling off the southwest tip of the Island. During the following nineteen days we covered the coast line from the city of Takao through the southern string of Islands extending to Luzon. Several times enemy planes made runs on us, but accomplished nothing other than driving us down. The army flew in a few times to drop their bombs on Ryukyu Sho Island and the city of Takao, but no shipping came dashing out of the harbor for us to attack.

One day we approached within sight of Takao on the surface and literally thumbed our nose, daring them to come fight. The only activity aroused was three Jap bombers who arose from a landing field just north of Jakao, flew out to sea a few miles and then returned.

On the third of July, we approached Ryukyu Sho Island submerged and surfaced amidst a small fleet of sampans. They were manned by Chinese or island native fisherman. None would come aboard, but they did toss us fresh fish. The CARBONERO had her first bombing on the 5th of July when watching two Jap "Bettys" make sweeps at Ryukyu Sho they started a run on us out of the sun. Two bombs or depth charges exploded after the CARBONERO was safely submerged. The next day contact was made with USS CABRILLA who was to relieve us on station. After exchanging movies, CARBONERO set course for Subic Bay, P.I.

As Captain Murphy stated; "The first patrol was disappointing, though all hands performed their duties admirably and with considerable enthusiasm. In spite of the lack of activity and opportunities for action, the morale and spirits of the crew remained high. The Submarine Combat Insignia was not awarded for this patrol.

11 Arriving at Subic Bay on July 8th, CARBONERO moored alongside the submarine tender USS HOWARD W. GILMORE. Admiral James Fife, USN, welcomed us to Subic and to our own squadron, operating with the U.S. 7th Fleet. The relief crew came aboard and the ship's company departed for rest and recreation at Camp Coe.

For two weeks the crew climbed the mountains, hunted, visited Manila, and the surrounding native villages. No matter what else happened it could always be depended upon to rain and the entire company more than welcomed the return

to the boat. It was here on the lifeless beach of the Philippines that our mascot, Jess, is now laid to rest. A truck carried her down. Jessie was buried with full military honors and her grave carefully marked with headstone and cross.

The four days post-raid training, after our rest period, consisted of the usual practice approaches, drills, and gun firing. Two additional days of sound services were given to local surface task units and upon their completion the CARBONERO was again ready for patrol.

At two o'clock on the afternoon of August 4th, the CARBONERO got underway for her second war patrol, which was to be conducted on the East Coast of the Malay Peninsula and in the Gulf of Siam. On August 8th, we sighted Pulo Tonggol Island off the coast of Siam, and shortly after, made contact with the USS BLENNY.

Agreement was made with the BLENNY to patrol the north while we searched to the south. The first day was spent submerged along the twenty fathom curve with nothing sighted but fishing boats. The following night after creeping inside the ten fathom curve, three miles off the beach, we contacted a schooner and large sampan. Both anchored and the crews abandoned ship when they spotted the CARBONERO. The schooner was left sinking from three 5"/25 cal. hits, and the sampan badly battered with 20 MM shells. The following day the Nips admitted knowledge of our presence when a twin float seaplane chased us down in ninety feet of water.

After dark we again closed the beach and early in the morning contacted a large Tavoy type schooner. The CARBONERO boarding party made their first pirate raid, and between their yelled instructions in native phrases and pistol shots through the sails, convinced the mixed Malay and Siamese crew it was best they head for the beach in their small boat. The schooner was fired and as the CARBONERO moved away was sunk with a few rounds of 40 MM and two 5"/25 cal. shells. She was bound for Singapore with a load of lump sugar and bottle caps.

The next night, August 11th, we ran down a large sampan in 4½ fathoms of water, after tracking in water that gave zero readings on the fathometer. The CARBONERO was now a gun boat. After boarding and again finding a cargo of sugar, she was sunk with 20 MM and 40 MM guns. Early the next night we continued our "one-a-day" routine and stopped a large Trengganu Junk with a shot across her bow. Again the CARBONERO pirates board and after putting her crew ashore in their small boat, she was sunk with five inch shells. The next three days the CARBONERO sank two large schooners and one junk with gun fire.

The following morning the CARBONERO was notified to discontinue attacks on junks and native craft, and while withdrawing seaward, was again bombed by "Hopeful Harry," our fighter pal. At noon the same day, Commander Submarines 7th Fleet, sent orders to cease all offensive operations against the Japanese. At last the war was over and the unpleasant task of sinking the last remnants of the once huge Japanese Merchant Fleet was finished.

CARBONERO had arrived too late to find any large enemy ships afloat but had proved herself capable at the last task the Submarines were called on to perform. The Submarine Combat insignia was awarded for this patrol.

The gun crews under the Torpedo and Cannery Officer, applied the only offensive action during the two patrols. The five inch gun crew was credited with sinking seven of the eight ships sunk by CARBONERO.

The CARBONERO arrived in Subic Bay, P.I. on August 19th. After several days inactivity, twenty passengers reported aboard and the CARBONERO in company with seventeen other submarines of her squadron set course for Pearl Harbor, T.H. At this time the boat as never before was a hubub of rumors and speculations. Where were we going after Pearl Harbor? We stayed only long enough to pick up a batch of welcomed mail and moved on for Seattle, Washington.

The CARBONERO remained in Seattle for six weeks, moving to Bellingham, Washington for Navy Day 1945, then back to Seattle where our Captain, CDR Murphy, was relieved by CDR Harper. Early in December 1945, we left Seattle for San Francisco, remaining there for a week, and then proceeding to San Diego for the Christmas Holidays where we enjoyed two weeks of liberty and recreation.

On January 2, 1946, the CARBONERO left San Diego for Pearl Harbor; ultimate destination, Philippines. Remaining in Pearl Harbor for one day, long enough to top off fuel, we departed for Subic Bay. The trip to the Philippines was calm and uneventful; weather was perfect.

Fifteen days after departing from Hawaii, we entered Subic, in the Philippines joining with other submarines of the Pacific Fleet. For a month we operated in the Subic Bay area, rendering services to escort vessels of the Pacific Fleet. In March 1946 the boat took a sight-seeing cruise around the Archipelago, spending two weeks seeing the points of interest around the Islands.

Returning to Subic, we continued our operations for another month, taking us well into May, 1946. At this time the Submarine Base at Subic was deactivated, coincident with post-war demobilization and all the submarines returned to San Diego, rendering services, and engaging in type training. In September, 1946 we went to San Francisco Naval Shipyard for overhaul, remaining in the shipyard three months. Completing our overhaul, we departed San Francisco Naval Shipyard, on December 18th, 1946, for San Diego, remaining there over the Christmas Holidays.

In January 1947, CARBONERO again headed west, for the Orient, via Pearl Harbor. Our first stop west of Pearl Harbor was at Singapore, where we stayed for a week in February. Taking departure from Singapore, we followed the coast of China north to the port of Tsingtao. We operated from Tsingtao for 1 month, leaving there at the end of March, with orders to proceed to Sasebo, Japan. We were just preparing to enter the channel to Sasebo, when we received a change of orders directing us to return immediately to the U.S. Following orders literally, we left without stopping in Sasebo, getting only a "long glass liberty" in Japan. Heading east we passed through the Golden Gate 18 days later. The date was April 19th, 1947. We proceeded to Mare Island Naval Shipyard, where we remained for 10 days. At the end of this time, we once more returned to San Diego. At this time a new program, which fired the interest of all submarine men was underway. This was the Submarine Guided Missile Program, and the CARBONERO was getting in on the ground floor. The summer of 1947, we were assigned to the Guided Missile Program as a control vessel.

Our duties for the next nine months consisted of standard submarine operations, and our new Guided Missile work. In March 1948, we proceeded to Mare Island Naval Shipyard for a three month overhaul. In June 1948, overhaul completed, we returned to San Diego, where CDR Harper was relieved by LCDR A. R. Strow. Throughout the rest of 1948, the CARBONERO continued her operations in Southern California, and her Guided Missile work. In May 1949, the USS NEPTUS installed a launching ramp on the after superstructure deck. The CARBONERO was now equipped to launch, as well as control Guided Missiles.

In June 1949, the CARBONERO took part in a series of Naval Reserve on a two-week training cruise, having our home port in San Francisco and Monterey. Returning to San Diego, the CARBONERO's post-war operations were continued. In October 1949 the CARBONERO participated in exercises MAINTAIN Hawaiian waters. One week in the exercises was the flying of a simulated missile on this vessel over land. Missions of the U.S. Pacific Fleet. The CARBONERO was also involved by antisubmarine operations from the West coast of the United States. After this event, the CARBONERO was ordered to San Diego.

The CARBONERO remained in San Diego over the Christmas holidays, and on January 6, 1950, our Captain, CDR Albert R. Strow, was relieved as Commanding Officer by LCDR R. B. Anderson. The new arrival, still acting as Commanding Officer our new Captain took the boat to San Francisco Naval Shipyard, for a four month overhaul.

Upon completion of the overhaul, we left San Francisco, went to Point Mugu, launched a missile, and then returned to Oakland, California for Armed Forces Day. During the celebration of Armed Forces Day, LCDR R. B. Anderson, the Commanding Officer of the CARBONERO, presented to COMSUBPAC, a plaque to the Commanding Officer of the Naval Supply Depot at Oakland, and a plaque to the Mayor of that city to express the gratitude of the Submarine Force to the Supply Depot and to show the CARBONERO's appreciation to the people of Oakland for the hospitality given the ship's company. Upon departure from Oakland, CARBONERO conducted a speed run (24 hour engineering run) to San Diego to commence refresher training, and to continue work in the Submarine Guided Missile Program.

Upon completion of the refresher training in July 1950, the CARBONERO was deployed to Pearl Harbor for five weeks. These weeks were spent in upkeep and type training with emphasis on mine laying.

In August 1950, CARBONERO returned to San Diego to carry out type training, Guided Missile work, and tender services to the Fleet Sonar School, the Underway Training Element, and COMAIRPAC. Operations were increased considerably and CARBONERO had an average underway speed of 5 knots for the next six months.

In February 1951, we found ourselves enroute to the great North West to tender services to COMFAIRVETS 4 in the Seattle, Washington area. This cruise lasted for 54 days. Our cruise was spent in ports such as Astoria, Seattle, Port Angeles, and Tacoma, Washington. During our cruise 130 dives were made in all types of weather, from calm weather to loading snow storms in 50 knot gales.

In April 1951, CARBONERO returned to San Diego and continued her tasks of rendering services, type training, and her work in the Guided Missile Program.

CARBONERO departed for Mare Island Naval Shipyard for her regular overhaul period late in September 1951.

In October 1951, shortly after our arrival in the Navy Yard, we said "Aloha" to our Commanding Officer, CDR R. G. ANDERSON, and welcomed aboard CDR W. P. MURPHY as our new Commanding Officer.

The month of February 1952 found us with the "new look" of "Fleet-Snorkel" about us as we left the Navy Yard. CARBONERO proceeded to San Diego, California where we were to undergo type training. The next few weeks were spent in type training, torpedo shoots, trying out of our new Snorkel, and generally shaking the Navy Yard's "shore duty" feeling out of our system. As with all other ball clubs, the month of March found the CARBONERO's team hard at practice for the coming season at Point Mugu, and after an unfortunate exhibition game with the team from DERBY, we stopped practice long enough to launch and control a Guided Missile before we took our ball club back to San Diego to face competition of the teams of SUBMARINE FLOTILLA ONE. In May and June of 1952 the CARBONERO joined other units of the Pacific Fleet off San Diego for "Operation Rex". During this operation the submarines made simulated attacks on surface units of the Fleet.

Upon completion of this operation the CARBONERO returned to active participation in the Guided Missile Program evaluating guidance equipment for the new Regulus Missile.

CARBONERO departed for Mare Island Shipyard in July 1953 where the ship underwent regular overhaul and received the Guidance System for the Regulus Missile. In October of the same year CDR W. P. MURPHY was relieved as Commanding Officer by LCDR J. O. HOUSE, JR. On completion of the overhaul the CARBONERO returned to San Diego and operated locally through the month of March. In April of 1954 the home port of the CARBONERO was changed to Port Hueneme, California, where operations were conducted in the Sea Test Range off the Naval Air Missile Test Center at Point Mugu for the remainder of the year.

During early 1955 CARBONERO was actively engaged in missile operations off Point Mugu. In April a cruise was made to the Hawaiian Islands. All hands enjoyed the trip very much; however, as with all cruises, everyone was glad to get back to Port Hueneme and their families.

CARBONERO operated locally out of Port Hueneme for the next few months prosecuting the "Regulus Missile Program" which was in full swing. On 17 September 1955, CDR J. O. HOUSE, JR, USN was relieved as Commanding Officer by LCDR H. L. MILHAN, USN and on 14 October the ship departed for a four month regular overhaul at Mare Island Naval Shipyard.

CARBONERO's stay at Mare Island proved to be a long one as many unforeseen difficulties arose. However, on 30 April 1956 she was pronounced complete and ready for sea in all respects, and proceeded to Port Hueneme, her home port.

Because of the additional time required to complete the overhaul, CARBONERO did not receive either refresher training or the cruise to a foreign port that usually follows a shipyard overhaul. Instead, CARBONERO was thrown immediately into the program of the evaluation of the guided missile, REGULUS I. In addition to this evaluation work there were upkeep periods and a fleet exercise, PACTRAEX.

PACTRAEX consisted of two phases. The first phase was a submarine penetration of a destroyer screen around a carrier task force. Bad weather was encountered for this phase of the exercise, a simulated guided missile attack on the west coast, proved interesting and successful.

Guidance equipment difficulties kept the ET's and FT's busier than usual during the month of June 1956 but by 9 July 1956 when units of SUBDIV 51 departed for Pearl Harbor, T.H., CARBONERO guidance equipment was completely operational.

The cruise to Pearl Harbor had a twofold mission. First was participation in the fleet exercise HUK/REGSUBEX; second was launching and guidance of two REGULUS I missiles.

SUBDIV 51 put up a good fight as the "ORANGE" aggressor forces in HUK/REGSUBEX. However, as was inevitable, CARBONERO, along with the CUSK and TUNNY had to submit to an overwhelming "BLUE" force of destroyers and aircraft.

The "stacked deck" game played in HUK/REGSUBEX was soon forgotten when CARBONERO hit Pearl Harbor and the crew had a liberty under their belt. Hotel Street, Waikiki Beach, Moana Hotel and Beeman Center saw many a CARBONERO sailor.

When CARBONERO departed Pearl Harbor for Port Hueneme on 28 July 1956 there were strong rumors that she would soon be back at Pearl Harbor for permanent duty. Meanwhile, back in the States, preparations were being made for another yard period - this time a three-week restricted availability for installation of a new radar antenna.

After return from Pearl Harbor, CARBONERO spent about two weeks in upkeep and on 23 August entered the Mare Island Naval Shipyard to begin her three week restricted availability.

Leaving Mare Island Naval Shipyard in September, CARBONERO returned to Port Hueneme and participated in local missile operations until February 1957.

March found CARBONERO in Alaska on an Alaskan training cruise with the crew enjoying a few days liberty in Kodiak. After learning a good lesson in Cold Weather Operations CARBONERO headed south for Port Hueneme, stopping in Seattle, Washington for five days of good liberty.

On 1 March 1957 the home port of CARBONERO was changed to Pearl Harbor and the actual move was effected on 13 May. On 31 May LCDR H. L. MILHAN, USN was relieved by LCDR E. C. MAUPIN, USN as Commanding Officer. In June the CARBONERO departed for another Alaskan Training Cruise and returned to Pearl Harbor in August.

After enjoying several weeks of local operations the boat went to Long Beach in November to engage in a special missile operation. Enroute the boat participated in the SAR mission in connection with the downed commercial airline. Upon return to Pearl Harbor the CARBONERO remained in on upkeep, leave and recreation status for the remainder of the year.

From January through April 1958 the CARBONERO participated in local operations. On 3 May 1958 the boat departed for West Pac for a two month deployment. During this period the crew enjoyed liberty in the Philippines, Hong Kong, and Japan. On 16 July the CARBONERO returned to Pearl Harbor loaded with gifts for dependents from the Orient.

During August 1958 through January 1959 CARBONERO went to Pearl Harbor Naval Shipyard for a much needed overhaul period.

Operating again, CARBONERO participated in the Regulus missile program and normal local operations. During this period the ship visited such ports as Hilo, Hawaii, La Haina, Maui, and Nawiliwili, Kauai. On 2 May 1959 LCDR E. C. MAUPIN, USN was relieved by LCDR R. A. PAGE, USN. Local operations combined with missile operations and a SUBEX occupied CARBONERO until August 1959 when the ship deployed again to the Western Pacific. This deployment lasted until February 1960 and included normal submarine operations with visits to Yokosuka, Sasebo, Beppu and Kobe, Japan; Subic Bay, Philippine Islands; and Hong Kong. Christmas was celebrated by all while in Yokosuka.

Upon her return on February 1960 CARBONERO continued work in the Regulus missile program and in normal submarine training until July. This month saw CARBONERO participating in a SLAMEX off the West Coast of the United States. San Francisco lived up to her name as a good liberty port and the boat returned to Pearl Harbor in mid August. Local operations and upkeeps again busied CARBONERO for the remainder of the year.

January 1961 started on a new year with a new commanding officer as on 30 January LCDR R. H. KOEHLER, USN, relieved LCDR R. A. PAGE, USN. Soon after the change of command in February, CARBONERO moved to the U.S. Naval Shipyard, Pearl Harbor and commenced a regular overhaul.



USS CARBONERO (SS 337)

WELCOME ABOARD It is with great pleasure that the officers and crew of **CARBONERO** welcome you aboard on behalf of the Commander Submarine Force, U.S. Pacific Fleet. It is hoped that you will enjoy your visit aboard this submarine which is an integral part of our Nation's Defense Team.

This submarine is typical of the 120 others serving throughout the U.S. Pacific and Atlantic Fleets. Some 30 more are moth-balled in a standby reserve status, ready for service at a moments notice in the event of a national emergency.

Although comprising but a small number of the Navy's ships and men, the Submarine Service is an essential of our nations' first line of offense as well as defense.

The Submarine Service boasts an esprit de corps rivaled by no other branch of the Navy. The officers and enlisted men, who man our submarines, are hand-picked volunteers. They are joined together by a common bond, symbolized by the "dolphins", the insignia of a submariner.

Although only 65 years old, the history of the U.S. Navy's Submarine Service is dramatic and marked with valor.

In 1900 the U.S. Navy acquired the **USS HOLLAND**, its first submarine. But it wasn't until World War II that U.S. submarines had a real opportunity to prove their worth.

Submarines are weapons of stealth and surprise. They nearly won two wars for Germany and they accounted to a large degree for our World War II victory over Japan. Our submarines sank more than 200 Japanese warships, but it was their sinking of 1,750 Japanese merchant ships which so weakened Japan that she could not withstand the final Allied campaigns.

Since the end of World War II our submarine development has progressed at a worldwind pace. The role of our submarine has greatly expanded and even greater roles are seen for them in the future. Troop carriers, cargo carriers, radar pickets, oilers and killer submarines have all made their debut. An entirely new concept of extending the attack horizon of the submarine was instituted with the advent of the guided missile. **CARBONERO** was one of the very first submarines in the world associated with launching aero-dynamic guided missiles. This experimentation eventually led to the strategic deterrent **REGULUS** missile system which was, in turn, supplanted by the globe girdling **POLARIS BALLISTIC** Missile System which is one of the chief deterrents of aggression today.

With these new nuclear submarines, the speed, endurance and range of our underwater force has increased enormously. In addition, scienti-

SHIP'S HISTORY

The USS CARBONERO is a World War II type submarine which has been modernized and equipped with a streamlined superstructure and a snorkel. Her keel was laid at Electric Boat in Groton, Connecticut on December 16, 1943. She was launched in October 1944 and commissioned on February 7, 1945.

During the remaining months of World War II, CARBONERO participated in two successful war patrols. No major Japanese shipping was sighted either in the Gulf of Siam or the Formosan waters patrolled but a number of smaller craft were destroyed by CARBONERO with gunfire.

When the war ended CARBONERO was ordered to Seattle, Washington for training and upkeep. In the following months she participated in a variety of operations including two trips to the Orient.

In April, 1947, CARBONERO was ordered into the Submarine Guided Missile Program. She participated in various phases of this program including the launching of two missiles and the evaluation of Regulus I guidance equipment.

Late in 1951 CARBONERO was converted to a streamlined snorkel equipped submarine. A snorkel is a retractable breathing tube which permits a submarine to take in and exhaust air while submerged. This enables the ship to operate her engines and to receive fresh air for prolonged periods while underwater.

In May 1957, CARBONERO was transferred to Pearl Harbor where she became a part of Submarine Division 91. In July 1959, Submarine Division 91 was dissolved and CARBONERO became the flagship of Submarine Division 12. Since 1959 CARBONERO has taken part in local operations in Hawaiian waters plus deployments to the Western Pacific area.

The CARBONERO is 311 feet long, 27 feet wide and displaces 1880 tons. She is manned by eight officers and 73 enlisted men. Her present employment consists of normal submarine operations.

fic development has continually extended the submarine's sonar, navigation, and weapons systems. These achievements give the U.S. Navy an overwhelming advantage over any opposing forces afloat.

The Commanding Officer hopes that you have profited by your visit and that you leave with a better understanding of your Navy's Submarine Service, which is on the alert day and night guarding America's shores and interests abroad.



COMMANDER JOSEPH J. DUNN, U.S. NAVY

Commander Joseph J. Dunn graduated from the United States Naval Academy and was commissioned an Ensign in June 1955. Upon graduation he served in USS FECHTELER (DDR870) until assignment to Submarine School in June 1957. Following graduation he served in USS CROAKER (SSK246) until June 1960.

He next reported for a year's study at the U. S. Naval Postgraduate School in Monterey, California. Upon detachment from Postgraduate School, Commander Dunn reported to the pre-commissioning detail of USS JOHN MARSHALL (SSBN611) and subsequently served as Weapons Officer during four Polaris Patrols. In December 1964 he reported to Fleet Submarine Training Facility, Pearl Harbor and served as Weapons and Administrative Officer until February 1967. Commander Dunn then served as Executive Officer in USS HARDHEAD (SS365) until November 1968 when he reported to the Staff, Commander Submarine Force, Pacific Fleet for temporary duty in the Plans Section. In April 1969 Commander Dunn became Commanding Officer, USS CARBONERO (SS337).

Commander Dunn is married to the former Patricia M. Cunningham of Springfield, Massachusetts. They have two children, Joseph and Elizabeth.

