

Welcome Aboard



U.S.S. DIDDON (SS 349)



U.S.S. BRIDON (SS-389)

LCDR CLYDE P. WAHL, USN

Commanding Officer

BRIDON 389881 has your visit to both pleased and honored. The officers and crew of **BRIDON** are pleased to meet you aboard and hope that this profile will answer a few of the many questions that you undoubtedly wish to ask. As of **BRIDON** are proud of our crew and will be happy to answer any additional questions that you may have.

BRIDON was built by the Electric Boat Company in Groton, Connecticut. Her keel was laid on 1 June 1944, and she was launched on 23 September 1945. On 23 March she was placed in commission by her first commanding officer, Lieutenant Commander John W. Sargent, USN. On 24 March 1946 she embarked for the first time. She was **BRIDON** three years, she is still going strong.

After a series of training and readiness cruises **BRIDON** was transferred to the Pacific Fleet in June 1946. Via the Panama Canal, San Francisco Bay, San Diego, California, a place she has called home in this fleet.

BRIDON has participated in most of the major fleet exercises conducted off the West Coast in the past decade as well as making a number of cruises to the Far East and the South Pacific. While her trips to **BRIDON**'s homeport she also has a number of West Coast fleet cruises. In San Diego, California approximately every two years she returns to her homeport in San Francisco Bay. **BRIDON** at Hunter's Point in San Francisco Bay 303144Z.

In August 1947 this vessel was in the line of an extensive conversion to a **BRIDON** type submarine. This conversion consisted primarily of the addition of high capacity torpedo storage berthing racks, and streamlining the hull and superstructure. This conversion makes her one of the fleet's most modern long range, high speed attack submarines.

Some of the many ports that the **BRIDON** has visited since commissioning include, in addition to those previously mentioned, the following: San Francisco Bay; San Diego; Pearl and Hermes, S.F.; Seattle; San Francisco; San Diego; San Diego; Hawaii; Johnston, Australia; Tokyo Bay; San Diego; San Diego; San Diego; and the Japanese ports of Yokohama, Nagoya, Osaka, and Kobe.

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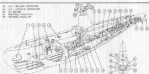
HOUSE is divided into nine separate waterlight compartments mentioned below:

1. Forward Torpedo Room, which has six torpedo tubes and an engine (air). Part of the case is located here;
2. Forward Battery Compartment, which contains part of our reserve battery (through one deck) and serves as the entrance and exit;
3. Control Room, which is the main control station of the ship when submerged;
4. Forward Deck, which is the main deck control station;
5. After Battery Compartment, which contains the ship's galley, crew's recreation space, part of our reserve battery (through the deck) and the main crew's living quarters;
6. Forward Engine Room, which contains two General Motors diesel engines and two Ford motor diesel engine plants;
7. After Engine Room, which contains two General Motors diesel engines;
8. Stowage Room, where the supplies of the ship is contained;
9. After Torpedo Room, which has four torpedo tubes and serves as a landing space for part of the crew.

HOUSE is approximately 100 feet long and 40 feet high above (20) feet. The overall complement consists of eight officers and 75 enlisted men.

STANDARD SUBMARINE COMPARTMENTATION

- 101 - 102 - FORWARD READING ROOM
- 103 - 104 - FORWARD READING ROOM
- 105 - 106 - READING ROOM
- 107 - 108 - READING ROOM



- 109 - 110 - CONNING TOWER
- 111 - 112 - MAIN DECK
- 113 - 114 - MAIN DECK HATCH
- 115 - 116 - AFT DECK
- 117 - 118 - AFT DECK HATCH
- 119 - 120 - AFT DECK HATCH

- 121 - 122 - MAIN DECK MACHINERY
- 123 - 124 - MAIN DECK HATCH
- 125 - 126 - MAIN DECK HATCH
- 127 - 128 - MAIN DECK HATCH
- 129 - 130 - MAIN DECK HATCH
- 131 - 132 - MAIN DECK HATCH

- 133 - 134 - MAIN DECK HATCH
- 135 - 136 - MAIN DECK HATCH
- 137 - 138 - MAIN DECK HATCH
- 139 - 140 - MAIN DECK HATCH
- 141 - 142 - MAIN DECK HATCH
- 143 - 144 - MAIN DECK HATCH

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
NAVAL HISTORY DIVISION (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF USS DIODON (SS 349)

USS DIODON (SS 349) is named for the Porcupine fishes which live among the weeds and corals of tropical seas. The Diodon is rarely used as food, being generally regarded as poisonous. The fish is covered by an armour of spines which stand erect when the alarmed Diodon inflates its robust body by gulping air.

DIODON was built by the Electric Boat Company of Groton, Connecticut. Her keel was laid 1 June 1944 and the fleet submarine was launched 10 September 1945, under the sponsorship of Mrs. Daniel Culliname, widow of Machinist Mate First Class Culliname who perished on board submarine GRUNION (SS 216) in 1942.

DIODON was placed in commission at the U. S. Submarine Base, New London, Connecticut, on 18 March 1946, Commander James M. Hingson, USN, in command. After local training in the New London area she put to sea on 29 April for a Caribbean shakedown cruise that took her to Bermuda, Rio de Janeiro and Bahia, Brazil; and Trinidad, British West Indies. She then transited the Panama Canal and joined Submarine Squadron SEVEN in San Diego, California, on 5 July 1946. Eleven days later she was bound northward with four submarines to conduct "Operation Iceberg" to the north of the Arctic Circle which was crossed on 29 July.

Alaskan waters were left astern on 14 August and DIODON spent the following months training along the coast of California out of San Diego. She departed that base on 17 February 1947 to take part in fleet problems and maneuvers in Hawaiian waters, returning home on 25 March for Fleet exercises along the California Coast. On 1 August 1947 she entered the Mare Island Naval Shipyard for a "Guppy" conversion which added snorkel equipment and streamlined her hull. She was also fitted with a larger battery capacity in an effort to allow her to attain greater submerged speed. This modernization overhaul was completed in March 1948 when she resumed training out of San Diego.

On 8 June 1948 DIODON again left San Diego for a stop at Kodiak, Alaska, thence to Arctic waters for special cold water operations. On 20 July she touched Adak for replenishment before continuing fleet problems on her way to the Hawaiian Islands. She cleared Pearl Harbor on 6 August 1948 for six months of operations along the western seaboard that included combined Fleet maneuvers off the north California and southern Oregon coasts during February and March 1949.

USS DIODON (SS 349)

DIODON became a unit of Submarine Squadron FIVE at San Diego in November 1949, making a training cruise for Naval Reservists to Acapulco, Mexico, the following month. Her training along the coast of California continued until 14 September 1950 when she sailed to support the United Nations Forces in Korea.

DIODON arrived off Guam in the Marianas Islands just in time to rescue six aviators down at sea after the collision of two training aircraft. Continuing on to Sagami Wan, Japan, she trained Korean frigates in basic anti-submarine warfare, then made a simulated patrol through Tsugaru Strait to Hokkaido. Here she transferred information to TILFISH (SS 307) before patrolling through La Perouse Straits to photograph traffic.

DIODON returned to the West coast from the Far East on 12 February 1951. After overhaul in the Mare Island Navy Yard, she trained along the coast from San Diego, taking time out 23 October-14 December 1952 for anti-submarine warfare training with aviators and ships of the Canadian Navy based at Esquimalt, British Columbia. During this duty, 6 November 1952, she submerged for the two-thousandth time as she slipped beneath the waters of Puget Sound. The following months were spent in tactics and exercises with other units to improve the anti-submarine warfare capabilities of the U. S. Pacific Fleet during operations along the western seaboard.

DIODON again sailed to support United Nation Forces in the Far East on 5 March 1954. This duty included a special shipping surveillance in La Perouse Straits, and anti-submarine exercises with the SEVENTH FLEET that took her to principal ports of Japan; Buckner Bay, Okinawa; and the British Crown Colony of Hong Kong. She terminated this Far Eastern cruise at San Diego on 7 September 1954.

DIODON's anti-submarine warfare training schedule along the western seaboard was resumed, including a training cruise to Acapulco and featured an underseas payday for her crew in March 1956. On this occasion she rested on the bottom, some 130 feet below the surface, while the paymaster descended in a diving bell to enter the submarine and pay the crew. This duty was followed by training in the Puget Sound area with units of the Royal Canadian Navy, 6 April-25 May 1956, overhaul in the San Francisco Naval Shipyard; and exercises with a carrier striking force along the coast of California.

DIODON departed San Diego on 12 November 1956 for duty with the SEVENTH FLEET that included her participation in "Operation Beacon Hill", one of the largest amphibious exercises since close of World War II. Operating from Yokosuka, she visited Nagoya, Hong Kong, and Manila. On 18 April 1957 she left Manila Bay astern for the Battle of the Coral Sea Celebration in Brisbane, Australia, thence by way of the Hawaiian Islands to San Diego where she arrived on 31 May 1957.

After overhaul in the San Francisco Naval Shipyard DIODON distinguished herself in simulated striking exercises along the western seaboard by being the only submarine of her force to make successful simulated attacks on both aircraft carriers representing the opposing forces. Her anti-submarine warfare tactics continued until 25 August 1958 when she again sailed for operations with the SEVENTH FLEET out of Yokosuka, Japan. After intensive anti-submarine warfare and combined fleet tactics in waters ranging from Hong Kong to Okinawa and waters of the Philippine Islands, she returned to San Diego on 3 March 1959.

DIODON underwent overhaul in the San Francisco Naval Shipyard (31 August 1959-28 January 1960), then carried out advanced hunter-killer training in local areas of San Diego until 26 May 1960 when she put to sea for the Far East. Touching the Hawaiian and Bonins Islands, she reached Yokosuka on 22 June. This tour with the SEVENTH FLEET again was taken up with intensive anti-submarine warfare and amphibious maneuvers in waters extending from the shores of Japan to those of Okinawa and the Marianas Islands. She returned to San Diego on 17 November 1960.

DIODON resumed her training in the San Diego Area, taking time out to represent the U. S. Pacific Fleet in the annual Buccaneer Days celebration at Santa Catalina Island in late April 1961. Her outstanding performance was rewarded by her receipt of the Battle Efficiency "E" for Submarine Division 52. She was also selected from among the submarines of the Pacific Fleet for the Marjorie Sterret Battleship award.

On 10 July 1961 DIODON departed San Diego for a ten week cruise to the Puget Sound area where she once again provided anti-submarine warfare training for Canadian and United States units based in the Pacific Northwest. She represented the Pacific Fleet Submarine Force at the Seattle Sea Fair Celebration 1-6 August 1961, and was a participating unit in the Fleet Review in Puget Sound that was a part of the Sea Fair Celebration. Returning to San Diego for upkeep in September, she soon put to sea for "Operation Sea Shell" along the Western Coast of the United States. As of 31 December 1961, she continues her training with Pacific Fleet units out of San Diego, California.

DIODON (SS 349) was awarded the Korean Service Medal and United Nations Service Medal for operations during 19 October 1950-12 January 1951; 31 March-27 July 1954. She also earned the Republic of Korea Presidential Unit Citation Badge for the period 19 October 1950 through 12 January 1951.

LIST OF COMMANDING OFFICERS

Lieutenant Commander James M. Hingson, USN:	18 Mar 1946 - Jul 1946
Commander Beverly R. Vanbuskirk, USN:	Jul 1946 - Jun 1948
Lieutenant Commander Clarence E. Bell, Jr., USN:	Jun 1948 - Jul 1950
Lieutenant Commander Grant A. Palmer, USN:	Jul 1950 - Jun 1952
Lieutenant Commander Robert S. Froude, USN:	Jun 1952 - Jun 1953
Lieutenant Commander Robert E. M. Conwell, USN:	Jun 1953 - Jan 1955
Lieutenant Commander Patrick J. Hannifin, USN:	Jan 1955 - Apr 1957
Lieutenant Commander Lewis O. Smith, USN:	Apr 1957 - Mar 1959
Lieutenant Commander Clyde F. Wahl, USN:	Mar 1959 - Feb 1961
Lieutenant Commander Thomas W. Cuddy, USN:	Feb 1961 -

ORIGINAL STATISTICS

LENGTH OVERALL:	311 feet 9 inches
EXTREME BEAM:	27 feet 3 inches
STANDARD DISPLACEMENT:	
Tons:	1526
Mean Draft:	15 feet 3 inches
SUBMERGED DISPLACEMENT:	
Tons:	2424
DESIGNED SPEED:	
Surfaced:	20.25
Submerged:	8.75
DESIGNED COMPLEMENT:	
Officer:	6
Enlisted:	60
ARMAMENT:	
Torpedo Tubes:	(10) 21-inch
Secondary:	(1) 5-inch .25 caliber gun
	(1) 40-mm
	(1) 20-mm
	(2) .50 caliber machine guns