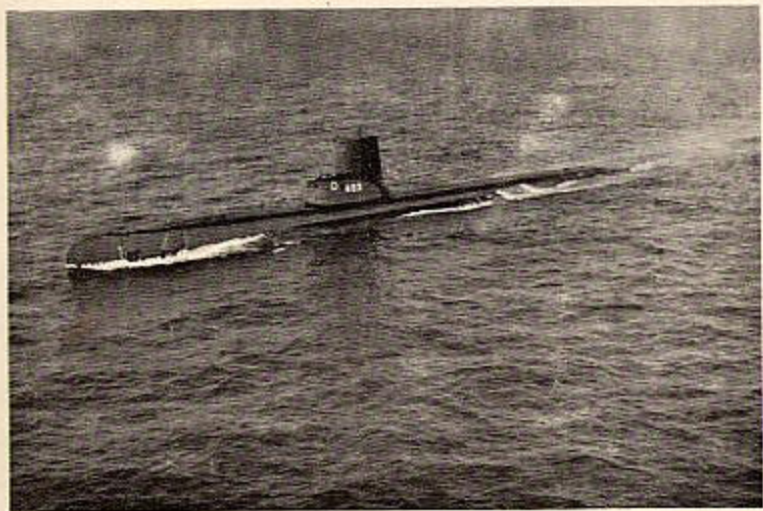


Welcome to . . .



U. S. S. ATULE (SS-403)

Submarine Squadron 12 - Key West, Florida



Welcome

WELCOME TO THE U.S.S. ATULE. We are pleased that you are interested in the Submarine Service and we are happy to "show off" our ship.

Although submariners belong to the "Silent Service", they are surprisingly gregarious when given the opportunity to talk about their favorite subject--submarines. The men of the Atule will be pleased to tell you about any aspects of submarine life and submarine operations that you ask about.

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

Sincerely,

THE CAPTAIN AND CREW

A WORD OF INTRODUCTION

TO SUBMARINES: All United States Submarines, with the exception of the Fleet Ballistic Missile submarines, are named for fish or other denizens of the deep. Atule is named after the Green-eyed Jack or Horse Mackerel. The first crew of Atule, however dubbed her the O'TOOLE, and that is why the ship's crest shows an Irish looking Mackerel toting a hod with a torpedo in it.

TO THE SHIP: Atule was built by the Portsmouth Naval Shipyard in Portsmouth, New Hampshire, in the early spring of 1944. Shortly after the war she was decommissioned, only to be called back into her country's service four years later. At that time Atule was converted to a Guppy Snorkel type submarine. The snorkel tube allows Atule to operate her diesel engines while still below the surface of the ocean. Atule is moved through the water by two 2700 horsepower electric motors. These motors get their power from any of four 1600 horsepower diesel engine driven generators when operating on the surface or snorkeling, and from storage batteries when submerged. Atule is 307'4" long and 27'4" wide at the widest point. Her maximum speed, depth, and cruising range are classified, however she can operate at sea without support for 90 days on a mission for our country.

TO THE CREW: The normal complement of Atule is 73 men and 8 officers. The enlisted men have been trained both in their own special ratings and in the exacting science of submarining. The ratings found aboard Atule include Torpedomen, Enginemen, Quartermasters, Electricians, Machinists, Interior Communications Electricians, Fire Control Technicians, Sonar Technicians, Radiomen, Electronic Technicians, Yeomen, Cooks, Stewards, plus seamen and firemen. All of these men regardless of their specialty receive extensive submarine training which begins with two months of formal Submarine School, followed by several months of practical training after reporting aboard. Only after a man has demonstrated a complete and detailed knowledge of the submarine, its systems and equipments is he awarded the dolphin insignia. An officer's submarine training is even more extensive. As a minimum it requires six months of submarine school and at least twelve months of on-board study and practical training.

TO THE MISSION: Atule must be ready to go to war at all times to defend her country. This first mission is backed up by her peace time mission of training to support the Navy and the armed forces as a whole. Atule assists in the training of submarine candidates from both the regular Navy and the Naval Reserve. On a wider scale Atule provides services to ships and aircraft of the fleet for the training of their personnel. Additionally, Atule promotes good will for the submarine force, the Navy, and the nation in all relations with military and civilian personnel.



COMMANDER ROBERT E. SCHLENZIG, U.S. NAVY

COMMANDING OFFICER USS ATULE (SS 403)

Commander Robert E. Schlenzig was born in Wildwood, New Jersey and subsequently lived in Havertown, Pennsylvania. Prior to entering the United States Naval Academy. He attended the University of Delaware and enlisted in the United States Navy in 1948. Upon graduation from the U.S. Naval Academy in June 1954 he was assigned to USS BORDERLON (DDR-881) homeported in Norfolk, Virginia. In January 1957, he entered the Naval Submarine School at New London, Connecticut. Following graduation in June 1957 Commander Schlenzig reported for a three year tour of duty in USS DOGFISH (SS-350) based in New London, Connecticut.

In 1960 he entered the U.S. Naval Postgraduate School for a postgraduate course in Ordnance Engineering. After graduation in June 1962 he attended a course of instruction at the Naval Guided Missile School at Dam Neck, Virginia and was then ordered to USS PATRICK HENRY-- (SSBN 599) and served as Navigator of that ship during five Polaris Patrols. In January 1965 he reported to the Staff, Deputy Commander Submarine Force, U.S. Atlantic Fleet and served until ordered to USS DOGFISH (SS-350) as Executive Officer in June 1966.

Commander Schlenzig, the son of Mr. and Mrs. Benhardt Schlenzig of Wildwood, New Jersey and Hollywood, Florida is married to the former Marion Doris Wilkins of Oaklyn, New Jersey. The Schlenzigs and their two children, Gregory and Jennifer reside in Key West, Florida.

INTERIOR

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

FORWARD TORPEDO ROOM

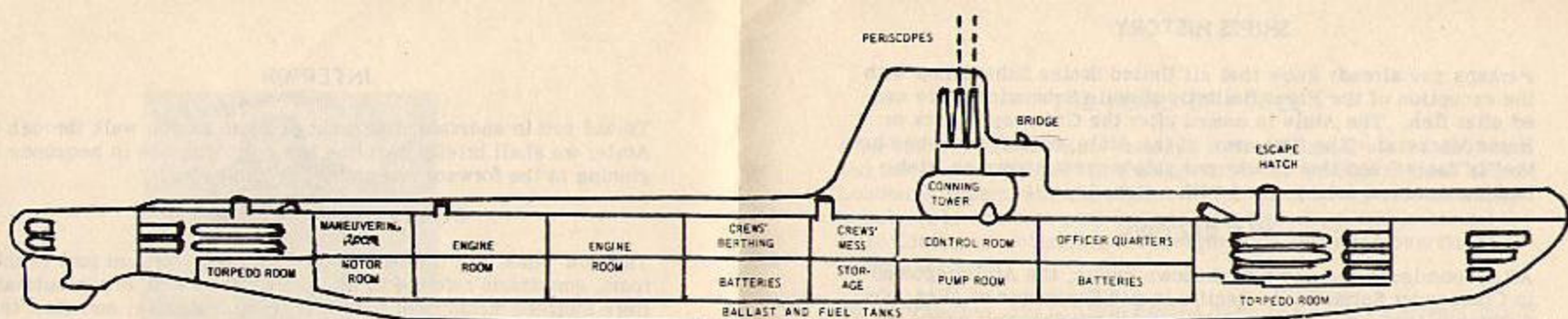
The bow "nest" of torpedo tubes occupy the forward part of this room, sometimes referred to as the 'business end' of the submarine. Here fourteen members of the crew sleep, eat, live, and stow their clothes and other personal gear. In this space are carried all the torpedoes for the forward tubes, and it is here that these torpedoes are maintained and repaired. The crew's berths are fitted over, under, and around the torpedoes and must be removed whenever torpedoes are moved or worked on. The torpedoes are brought on board through a loading hatch in the overhead in the after part of the room. Hydraulic oil, alcohol storage and emergency fresh water tanks are also located in this room. As you enter or leave the ship by this room you will pass through the "escape trunk". A hatch at the top and bottom and an escape door on one side permits three or four men at a time to leave the submarine submerged. This may be used for UDT operations or for emergency if the submarine should suffer a casualty and be forced to remain on the bottom.

FORWARD BATTERY COMPARTMENT

The forward portion of this compartment is "Officers' Country", consisting of the Wardroom (where ten officers eat, work, and relax), the pantry and three staterooms. In the after part of the compartment is the ship's office, and a berthing compartment for chief petty officers. Below the entire deck of this compartment is a huge wet cell 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 of the controls for diving the submarine, controlling it while submerged, and surfacing it. The ship's main gyro is located in the center of the room under the table. The green and red lighted indicator panel on the port side is called the "Christmas Tree" and shows at a glance which openings in the hull are open or shut. The left hand section of the indicator panel must be a "Green Board" before it is safe to dive the ship. The Captain or Executive Officer is stationed in the Conning Tower, which is 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 and attitude of the ship.



STRUCTURE

The main hull, or "pressure hull" of the submarine is basically a cylinder closed at both ends and built to withstand the great pressures found at great depths. Atop the pressure hull is another small 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 this outer hull is a built-up walking "deck", which is free-flooding, and around the conning tower is a streamlined covering called the "sail". It is only these portions of the submarine that can be seen while it is on the surface, which tends to make it appear smaller than it actually is. The main pressure hull is almost completely below the water.

AFTER BATTERY COMPARTMENT

This compartment is divided into three rooms. First is the Crew's Mess and Galley, where food for the 84 man crew is prepared and served. Beneath the deck is a large chill box and a large freeze box 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 in family-style and the crew is fed in three sittings.

The next room is the Crew's Berthing Space, containing 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.

FORWARD AND AFTER ENGINE ROOMS

These rooms contain four diesel engines. Attached to each engine is a large electrical generator which can produce electrical power for the ship's main motors or for the ship's two batteries. The Forward Engine Room contains two distilling plants for making fresh water from sea water and two air compressors for charging the air banks, which expel water ballast. The After Engine Room also contains the ship's air conditioner, designed to keep equipment dry and the crew comfortable in tropical waters.

MANEUVERING ROOM

The electrical power from the engine room is brought into the big switch boxes or "Cubicle" that occupies the forward half of this compartment. The two electricians mates on watch can, by pulling various levers, direct the electricity into the batteries or the main motors, or from the batteries to the main motors. The motors and associated machinery are located in the lower part of this compartment. The diesel engines are controlled remotely from this room.

THE YEARS OF PEACE

After the war ended, Atule returned to the Atlantic via Pearl Harbor and the Panama Canal. Operating out of the submarine base at New London, Connecticut, she performed the tasks of a peacetime navy. In July 1946 she took part in Operation Nanook, a cruise around the Arctic Circle, investigating the problems of submarine operations in those waters.

On 8 September, 1947, Atule hauled down her colors and went out of commission, a distinguished veteran, aged three years and three months. For three and one half years she was one of the "Grey Ghosts" of the New London group of the Atlantic Reserve Fleet.

Then she returned to her Portsmouth, New Hampshire, birthplace and in March of 1951 emerged from the drydock as a sleek new guppy 1A type submarine. Outfitted with a snorkel to permit use of her engines while submerged, and with a smooth, streamlined superstructure for greater speed under water, she rejoined the fleet a stronger, more advanced unit for a navy that was growing stronger and advancing daily.

Again operating out of New London, she helped train hundreds of students, officers, enlisted men who attended the submarine school there.

In July 1958, Atule was assigned to a new home port--Key West, Florida, the home of Submarine Squadron 12. She became a world traveler, participating in several extensive operations and fleet exercises in the Mediterranean. In 1965 she was chosen to represent the Submarine Force of the United States in the Unitas VI cruise circumnavigating the continent of South America.

During 1967 and 1968 Atule visited Montego Bay, Jamaica, Guantanamo Bay, Cuba, New Orleans, Louisiana and Pascagoula, Mississippi.

Even in peacetime Atule has continued to pay dividends on her construction costs. She has trained and helped to train numbers of submariners, and by her participation in fleet exercises, many surface sailors and airmen as well. She has assisted in the development and evaluation of new submarine tactics, techniques, and equipment. By acting as a target for anti-submarine forces, she has aided materially the development of effective tactics, techniques and weapons for anti-submarine warfare. We are very proud of her and of the role she plays as a unit of the world's finest navy.

CDR. J.H. MAURER USN	21 JUNE 1944	8 SEPT 1947
DECOMMISSIONED	8 SEPT 1947	8 MAR 1951
LCDR. B.C. BYRNSIDE JR. USN	8 MAR 1951	19 MAR 1953
LCDR. R.I. LANGLOIS USN	19 MAR 1953	6 MAR 1959
LCDR. D.W. SENCENBAUGH USN	6 MAR 1954	23 MAR 1956
LCDR. W.H. KNOLL JR. USN	23 MAR 1956	5 AUG 1958
LCDR. F.W. GRAHAM USN	5 AUG 1958	30 APR 1960
LCDR. D.M. KIRKPATRICK USN	30 APR 1960	17 FEB 1962
LCDR. J.F. WARD 11 USN	17 FEB 1962	10 JAN 1964
LCDR. J.H. SPILLER JR. USN	10 JAN 1964	12 MAR 1966
LCDR. R.W. FELLINGHAM USN	12 MAR 1966	2 FEB 1968
LCDR. R.E. SCHLENZIG USN	2 FEB 1968	

SHIP'S HISTORY

Perhaps you already know that all United States Submarines with the exception of the Fleet Ballistic Missile Submarines, are named after fish. The Atule is named after the Green-eyed Jack or Horse Mackerel. The first crew of the Atule, however, dubbed her the "O'Toole" and that is why our ship's crest shows an Irish looking mackerel toting a hod with a torpedo in it.

WAR RECORD

After commissioning and a shakedown cruise, the Atule reported to Commander Submarines, Pacific in mid September of 1944. On 9 October 1944, she left Pearl Harbor for her first war patrol in the South China Sea area. While the Atule was enroute to her assigned station the invasion of the Philippines began and the Atule was ordered to search for scattered units of the Japanese Fleet which were fleeing northward.

A week after the Atule reached the area assigned to her she made her maiden attack--sinking the largest Japanese transport still afloat, a 17,000 ton liner. A few days later the Atule sank another transport and a 1300 ton destroyer in a single attack. This was followed later in the patrol by a 600 ton minesweeper and a small destroyer. Atule climaxed her maiden patrol by torpedoing a 7,200 ton cargo ship, hitting it with four torpedoes out of four fired, while the ship was in supposedly safe Japanese-held harbor. The Atule departed station credited with five ships sunk and one ship destroyed. Commander John Howard Maurer, USN, of Washington, D.C., who was commanding officer then and for all succeeding war patrols, received the Navy Cross for his work during the first patrol.

During her second war patrol in the Yellow Sea, Atule made the best of scarce enemy shipping in the area by sinking a new 7,000 ton Japanese freighter. This was her only kill on a 62 day patrol.

Atule's third patrol, south of the island of Shikoku, brought no sinkings. This was due largely to superior American air power and the scarcity of Japanese shipping at this late stage of the war. She did receive credit for an assist, however, when she directed a B-29 to two attacking Japanese aircraft, one of which was shot down by the American bomber.

Toward the war's end, Atule made her fourth and last patrol, again entering Japanese territorial waters. While on station in the Tokyo Bay area, in support of air operations, she was assigned to anti-shiping patrol south of Hokkaido. In these waters far to the north, Atule met and torpedoed her last two victims, a pair of coastal defense ships. One of them was sunk, and the other was badly damaged and probably sank.

The crews proud boast was that they never fired torpedoes without hitting something, and that they had over 50% hit for all torpedoes fired.

