



WELCOME ABOARD



**U.S.S. REQUIN SS-481
SUBMARINE SQUADRON SIX
U.S. ATLANTIC FLEET**



VOLENS ET POTENS

SUBMARINE

SQUADRON



The captain, the officers, and the crew of the U.S.S. Requin welcome you aboard. We hope that you will find your visit on the Requin both interesting and pleasant.

The Requin, originally designed and built as a fleet type submarine, was converted to a radar picket in 1946 and to a fleet snorkel in the summer of 1959. The name Requin, translated from the French, means shark.

Requin was about to commence her first war patrol from Pearl Harbor when World War II ended. In Sept. 1945 Requin was transferred from the Pacific Fleet and reported for operations under Commander Submarine U.S. Atlantic Fleet. Requin is presently a unit of Submarine Squadron Six, with home port in Norfolk, Virginia.

Having participated in most of the Atlantic Fleet Exercises held since the end of World War II, Requin has seen duty from the ice floes of the Arctic to the tropical islands of the Caribbean and has operated in the North Sea, the Aegean Sea, the Adriatic Sea, and many of the smaller seas bordering on the Mediterranean.

Requin has made six cruises to Europe since May, 1949. Visiting ports in France, England, Italy, Greece, Spain, Turkey, North Africa, and the island fortresses of Gibraltar and Malta. On the American shores of the Atlantic her visits included ports in Canada, Cuba, Central America, and Puerto Rico and ports on the Atlantic Coast of the United States.

As a fleet snorkel Requin has added the important role of antisubmarine warfare to her capabilities equipped with special sonars which enable her to detect ships and other submarines at great ranges she can plunge into the depths of the ocean and carry on the battle against the submerged enemy.

The officers and men of the Requin represent almost every state in the United States. Many of them have been in the Navy for ten years or more,

having served aboard submarines that achieved outstanding war patrol records during World War II. Others are new in the Navy and in the Submarine Service. These men are all specialists in their particular job, whether the job is that of a seaman navigator, or cook. They have received their training in Navy schools and also on board the Requin where an intensive training program keeps Requin ready for any emergency at any time. The officers and men aboard Requin have all volunteered for submarine duty, most having served aboard cruisers, aircraft carriers, or destroyers.

We are proud of our ship and we want you to share this pride with us. All that can be seen of Requin above the waterline is the thin open plating of her superstructure and the squared off shape of her sail but down inside the Requin where there is never any sunlight, where we live and work and play, where we share the excitement of submarine duty, there is a maze of technical equipment not only making Requin one of the finest ships in the American Navy, but also protecting the life of the crew and of the ship on any mission which might be assigned. The heart of the Requin is buried in this maze of equipment but it cannot be seen. She is a small ship with a big heart. It is a strong heart that is not afraid of the deep sea or the challenge of a hard fight.

SHIP DATA

Authorized	17 June 1943
Built at	U.S. Naval Shipyard Portsmouth, N. H.
Keel laid	24 August 1944
Launched	1 January 1945
Commissioned	28 April 1945
Ship's sponsor	Mrs. Slade Cutter
Reported to Pacific Fleet	July 1945
Reported to Atlantic Fleet	September 1945
Converted to radar picket	1946
Converted to fleet snorkel	1959
Home port	Norfolk, Virginia

SHIP'S OFFICERS

Commanding Officer	LTJG A. L. Maynard
Executive Officer	Lt E. L. Frame
Engineer Officer	Lt R. D. Buzzard
Ass't Engineer Officer	LTJG N. K. Schilling
Communications Officer	LTJG D. L. Fahrney
Gunnery Officer	LTJG D. M. Thomas
Operations Officer	LTJG J. R. Gant
Supply Officer	LTJG R. P. Rowland

SHIP'S CREW

Chief of the Ship Truman, H. L. ENC(SS)

CHIEF PETTY OFFICERS

Lentsch, C. J. RMC(SS)

Drager, M. H. EMCA(SS)

Franklin, H. W. SOC

ROUTE OF VISIT

As you enter the ship through the escape trunk you will find yourself in the Forward Torpedo Room. This room's main function is contained in the forward section where you will see the six torpedo tubes. Aft of the tubes are the racks for stowage of reload torpedoes, both steam and electric types. Bunks are placed wherever there is room causing crowded conditions with a full load of "fish". The room also contains the officer's shower and head, the speed indicator and various electronic equipment for the ship's sonar.

Going through the hatch, you enter the Forward Battery. This is the living space for the officer's and Chief Petty Officer's. It contains a small galley, staterooms, the ship's office, and the wardroom. Below the deck is one of the two batteries, used for propelling the ship when submerged. It is interesting to note that although each cell is similar to your car battery cell, the Requin's cell weigh almost $\frac{1}{4}$ of a ton compared to the few pounds in your car. There are 126 such cells in each battery.

Passing through the next door, you enter the Control Room, the nerve center of the ship. Here the ship is controlled while submerged by use of the planes. The large wheels on the port side control these planes. You may notice our 'Christmas Tree' contains circles and dashes which indicate the open or closed status of vital valves, hatches floods, and vents. The various gauges indicate air pressure, hydraulic pressure, water pressure, etc. Below the deck are contained various pieces of auxiliary machinery and the sonar gear, closed due to the classified nature of the equipment. Above is the Conning Tower, where the two periscopes are contained, also closed due to the classification of equipment.

The next room is the After Battery, The crew's living and messing space. All the food is cooked here; everyone eats the same 'best chow in the world.' Below is the second battery, identical to the one already mentioned.

The next two spaces are the Forward and After Engine Rooms. Both of these rooms contain two diesel engines which drive two generators for use when on the surface or snorkeling. Below are various pumps and other related machinery.

The Maneuvering Room, which is next, is the center of control for the propulsion of the ship. The levers you see control whether the ship is run on the battery, on the generators or whether the battery is being charged by the generators. Below is the Motor Room and the shafts which turn the propellers.

The last room is the Stern Room. This space is a berthing and lounge space for the crew.

As you leave through the Stern Room hatch, we wish to thank you for visiting us and hope your tour has been an interesting and educational one.



