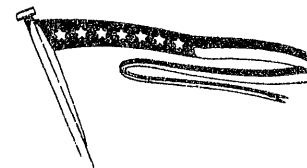


**UNITED STATES SHIP SAILFISH**  
**(SS-572)**

**Built by**  
**PORTSMOUTH N. H.**

AUTHORIZED ..... FEBRUARY 1, 1952  
KEEL LAID ..... DECEMBER 8, 1953  
LAUNCHED ..... SEPTEMBER 7, 1955  
COMMISSIONED ..... APRIL 14, 1956

Sponsored by  
Mrs. Lynde D. McCormick



**UNITED STATES SHIP SAILFISH**

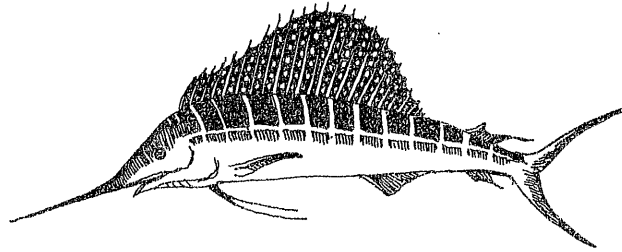
**WELCOME ABOARD**

The Submarine Force of the United States Navy takes pride in SAILFISH. I, the officers and crew take a special pride in her: SAILFISH is our ship and we extend to you a welcome to visit her confines.

SAILFISH is neither spacious nor in many cases comfortable, for that we do not apologize, she is a warship. We ask that you bear with us in any inconveniences you may find. We share them. This pamphlet has been prepared as a memento of your visit. It also provides information necessary to ensure your health and comfort while on board.

We of SAILFISH hope that your visit will be both interesting and memorable.

Commanding Officer  
USS SAILFISH (SS-572)



## SAILFISH

The Atlantic sailfish (*Istiophorus Americanus*) and the Pacific sailfish (*Istiophorus Grey*) are the more colorful members of the marlin family. The sailfish derives its name from the abnormally large dorsal fin. Sailfish are found only in the open oceans.

The long spear-like nose is used by the sailfish to strike and stun its prey, which the toothless fish then swallows whole.

The sailfish is sought only by the sport fisherman. When hooked the fish often exhibits a powerful "tail walking dance" across the water in an attempt to dislodge the hook. Fortunately the trend now is to release the majority of caught fish as the sailfish is becoming an endangered species.



## GENERAL INFORMATION

Members of the ship's company are stationed on watch in every compartment. See them for assistance in any matter. Under no circumstances should a visitor attempt to operate any equipment, turn any knobs, twist any dials, flip any switches, or turn any valves. Please observe all warning signs which may be posted.

### EMERGENCIES

In the event of an emergency the nature and location of such an emergency will be announced over the loudspeaker system and an alarm will be sounded. In such an event you are requested to stand fast but as clear of passageways and watertight doors as possible. The crewman in charge of the compartment will direct your movements and explain the situation as soon as time permits him to do so. If you are requested to clear the area, please do so expeditiously and quietly. Smoking is prohibited during emergencies.

Should you see water leaking, smell smoke, or have any question concerning the safety of the ship, please call it to the attention of a member of the ship's force who will initiate proper action.

## MEDICAL FACILITIES

The Medical Department Representative, a hospital corpsman, is available at all times. In the event of injury or illness that may occur while you are on board, please consult the corpsman immediately.

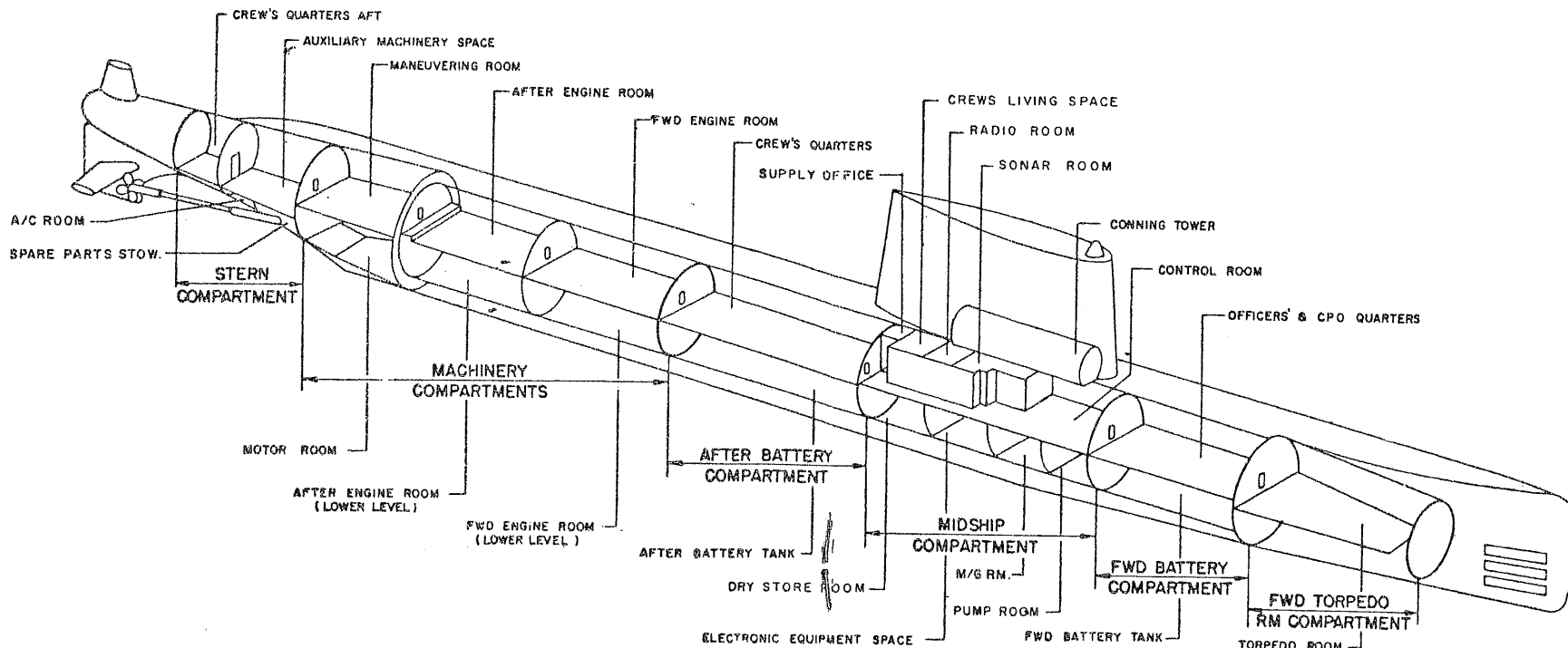
It is recommended that persons susceptible to motion sickness obtain medication prior to getting underway. However, medication for this purpose is always available.

## LIVING ACCOMODATIONS

Head and washroom facilities are located at four points in SAILFISH. They are maintained by ship's force who consider the ship their home. Before using a head for the first time, please consult a member of the crew for proper flushing procedures. Please do not discard any solid object, no matter how small, into a water closet. It may foul the seat of the sanitary tank overboard discharge.

Smoking is permitted throughout the ship except in bunks.

Personnel desiring to visit the bridge are asked to consult the Chief of the Watch in the Control Room who will obtain the necessary permission for visitors to go on the bridge.



## United States Ship SAILFISH

USS SAILFISH (SS-572) is the lead ship of the SAILFISH Class Submarine, 350 feet 6 inches long, with a beam of 29 feet 10½ inches and a displacement of 3150 tons submerged.

SAILFISH is powered on the surface by four Fairbanks-Morse 12 cylinder-opposed piston diesel engines that develop 2400 HP each. These four engines are coupled to four generators that are electrically connected through propulsion bussing to four motors. These motors are capable of delivering 4100 HP to each of SAILFISH's two propellers.

Submerged, SAILFISH uses her four batteries to deliver electrical energy to turn her motors and thereby her propellers. Each battery consists of 126 cells, each cell standing approximately 4½ feet high, 16½ inches on a side and containing 22 gallons of electrolyte.

The length of time these batteries can propel the ship depends on the rate at which they are discharged. Once discharged, SAILFISH must employ her engines to recharge her depleted batteries.

SAILFISH's armament - her torpedoes - are fired from any of 6 torpedo tubes located in the Torpedo Room. SAILFISH has the capability of seeking out and destroying both surfaced and submerged enemy elements.

## HISTORY OF THE ORIGINAL USS SAILFISH (SS-192)

The keel of the ill-fated SQUALUS (later renamed SAILFISH), was laid on 18 October 1937 at the U. S. Navy Yard, Portsmouth, New Hampshire. The submarine slid down the ways eleven months later, 14 September 1938, sponsored by Mrs. Thomas C. HART, wife of Rear Admiral HART, USN. She was commissioned USS SQUALUS (SS-192) on 1 March 1939, with Lieutenant Oliver F. NAQUIN, USN, as first Commanding Officer.

SQUALUS was completely fitted out by 12 May, and then commenced her testing period off Portsmouth. After having made eighteen successful dives in the previous tests, while operating off the Isle of Shoals, she made a trial dive at 0740 on 23 May 1939, from which she never surfaced. Due to a mechanical failure, which caused flooding of the after section of the ship, SQUALUS went to the bottom, settling 240 feet beneath the surface, signaling her distress.

Her sister ship, the submarine SCULPIN, which has been alerted to look for the missing sub in that area, spotted one of her buoys at 1241 and marked the spot.

Quickly, the whole nation was alerted. Divers, salvage and submarine experts were immediately dispatched to the scene of the disaster. Preliminary observations and preparations were made by a navy diver. At 1130, the following day the newly developed rescue chamber was lowered over the side of USS FALCON and at 1247 contact was established with the entrapped crew.

In four trips, the last one attended by great danger because of weakening of the wires attached to the rescue chamber, all 33 men in the sub who lived after the ship made her fateful dive, were rescued. The fate of the remaining 26 submarines was determined by the fifth and last trip of the chamber to the bottom. The "Diving Bell" this time was attached to the after section of the sub, which was found to be flooded, leaving no doubt that the remaining 26 men had perished with their ship.

Rescue operations were secured at 2107 on 25 May 1939, and then the submarine salvage experts began the difficult and arduous task of retrieving SQUALUS from the Atlantic.

The method used in the salvage operations involved the use of wood-sheathed steel cylindrical pontoons which were to be attached to cables passed beneath the hull of the sub. These pontoons were submerged, then blown dry, thus furnishing SQUALUS with the additional buoyancy necessary to raise her from the bottom.

The salvage operations were dogged with misfortune and new difficulties arose every day. On 12 August the submarine was raised 80 feet from the

bottom, towed two miles, and then struck an uncharted pinnacle and grounded. Finally, on 13 September, SQUALUS rose from the bottom, her bow broke the water, and then misfortune struck, as she again plunged into the murky depths. However, that very same day the determined salvage crew again raised the sub and this time they met with success. That night, after laying on the ocean's floor for 113 days, SQUALUS was towed home into the Portsmouth Navy Yard, thus climaxing a grueling task seldom (if ever) paralleled in the Navy's history.

As the black clouds of war had just then burst over Europe, the Navy needed every ship, so it was decided to recondition SQUALUS. The sub was decommissioned on 15 November, 1939, and after six months of extensive overhaul, she was recommissioned on 15 May 1940 as USS SAILFISH (SS-192) with Lieutenant Commander M. C. MUMMA, Jr., as Commanding Officer.

Her refitting complete, SAILFISH held trial runs off Provincetown, Massachusetts, for three days (17 to 20 September 1940) and on 16 January 1941 she sailed to join the Pacific Fleet.

SAILFISH transited the Panama Canal and following a refueling stop on the West Coast, proceeded to Pearl Harbor. The sub then sailed to Manila, Philippines Islands, where she operated with submarines, Asiatic Fleet, until the Japanese attacked Pearl Harbor.

At the outbreak of the war (7 December 1941) SAILFISH was at Manila, and on the following day she steamed out of Manila, enroute to her first war

patrol along the West Coast of Luzon.

SAILFISH ventured forth from various allied ports conducting a total of twelve war patrols during the course of the war. Those twelve war patrols accounted for the loss of 20 enemy ships in the Pacific Theater of operations. Included in the shipping sank by SAILFISH were two carriers, four destroyers, and a submarine.

SAILFISH was awarded the Presidential Unit Citation for her extremely successful tenth war patrol. The Citation reads:

"For outstanding performance in combat against strongly escorted enemy task forces and convoys in Japanese-controlled waters during the highly successful tenth war patrol. Despite extremely hazardous weather conditions, the SAILFISH regularly striking at enemy convoys accurately and with aggressive determination, completely destroyed four important hostile vessels and inflicted heavy damage on another. The superb combat efficiency and readiness for battle of the SAILFISH throughout this vital period reflects great credit upon her gallant officers and men and the United States Naval Service."

Following her last patrol, SAILFISH transited from Pearl Harbor to New London, Connecticut, where she served as a target and training submarine. Following these operations and a short period in Guantanamo Bay, Cuba, SAILFISH steamed to her point of origin: Portsmouth, New Hampshire. There, on Navy Day 1945 (October 27), SAILFISH was decommissioned amid elaborate ceremonies. On 30 April 1948, USS SAILFISH (SS-192) was stricken from the U. S. Navy Registry.