

**The Commanding Officer and All Hands
Welcome You Aboard
The Longest and Largest Diesel-Powered
Submarine in Service in the World**



USS SALMON (SS-573)



HISTORY OF THE USS SALMON (SS 573)

Built: Portsmouth Naval Shipyard, Portsmouth, New Hampshire.

Commissioned: August 25, 1956

SALMON is the third submarine of the U.S. Navy to bear that name. The first SALMON (SS 99L) was commissioned 8 September 1910. She later changed her number to (D 3) and operated out of New London, Connecticut during World War I. In March 1922, she was placed out of commission and sold as a hulk.

The second SALMON (SS 182) was commissioned 15 March 1938. She was the first of the new "S" class submarines that were built in accordance with the London Treaty of 1935 that placed limitations on armaments of the signatory powers. During an illustrious World War II career, SALMON (SS 182) made eleven war patrols and accounted for 24,107 tons of enemy shipping. She was awarded the Presidential Unit Citation and nine battle stars. In October 1944, after firing four torpedoes for hits on a Japanese Tanker, SALMON was subjected to a furious depth charging by four escort vessels forcing her to surface to avoid sinking. She stood-off her assailants with well directed gunfire and limped away under cover of a rain squall. Her injuries were too grave to justify overhaul and she was subsequently retired from service.

The present SALMON (SS 573) was constructed from the "keel-up" as a submarine radar picket ship. She was given extra length to house the complex electronic equipment used to fulfill her task as an early warning and aircraft control ship. Upon completion of the evaluation of the Submarine Radar Picket Program in 1961, much of her electronic equipment was removed. The additional space was then converted for use as a plotting center and crew's berthing. She now carries out the same tasks as her companion submarines of Flotilla ONE, located in San Diego, California. SALMON has deployed to the Western Pacific area many times, the most recent deployment being completed in August, 1972.

SALMON is one of the last of the conventionally-powered submarines to be constructed. In addition to being the longest diesel-powered submarine in the U.S. Navy, her outstanding performance of duty won her the coveted "E" award for excellence seven consecutive years, from 1958 through 1964, a record equalled only by a few ships in the Navy. In fiscal year 1971 SALMON received her second consecutive "E" and was acclaimed as the only diesel submarine to repeat winning this award in the Pacific during 1970. Her two recent "E"'s for a total of eleven make her one of the few ships to win as many awards.

The officers and men of SALMON welcome you aboard and hope that your visit will be pleasant and enlightening. Please feel free to ask questions concerning our "home".



Lieutenant Commander Robert T. BRANDT, USN

SALMON is commanded by Lieutenant Commander Robert T. BRANDT, a native of Erie, Pennsylvania. Lieutenant Commander BRANDT attended Pennsylvania State University, graduated with a Bachelors of Arts degree in Labor Management Relations in January of 1958. Upon graduating from Naval Officer Candidate School in 1958 he served on board the USS ESSEX (CVA-9) until April 1960, at which time he was ordered to CIC School, NAS Glynco, Georgia as an instructor. In December of 1961, he was ordered to Submarine School he reported to the USS CORPORAL (SS 346) where he qualified for his gold dolphins. After serving on the CORPORAL, Lieutenant Commander BRANDT then served aboard the USS ULYSSES S. GRANT (SSBN 631) as Navigator/Operations Officer, making four patrols. From December 1966 to January 1969 he served as Assistant Polaris Operations/Navigation Officer on Commander Submarine Force, U.S. Pacific Fleet's staff. After completion of this staff tour, his next tour of duty was as Navigator on the USS TANG (SS 563) until February 1970 and then as Executive Officer of USS GUDGEOR (SS 567) until June of 1971. In June of 1972, Lieutenant Commander BRANDT graduated from the College of Naval Command and Staff at the Naval War College, Newport, R.I.

Lieutenant Commander BRANDT, along with his wife, the former Patricia Stocker of Pittsburg, Pennsylvania and two children, Lynn and Eric, make their home in San Diego, California. He is an ardent sports enthusiast preferring golf and tennis, when the time allows.

COMMANDING OFFICERS OF SALMON

1. First Commanding Officer – LCDR Robert R. Hale – August 15, 1956
2. LCDR R. O. Newbern – July 1958 – February 1960
3. LCDR D. B. Whitmire – February 1960 – January 1962
4. CDR J. W. Haizlip – January 1962 – July 1963
5. LCDR J. E. Malloy – July 1963 – May 1965
6. CDR H. O. Burton – May 1965 – May 1967
7. LCDR Herman D. Winfree – May 1967 – January 1969
8. LCDR Anthony A. Hastoglis – January 1969 – December 1970
9. LCDR Harry M. Yockey – December 1970 – September 1972
10. LCDR Robert T. Brandt – September 1972

THE SUBMARINE

In addition to the normal mechanisms required to operate it on the surface, a submarine contains special equipment and tanks that enable it to dive and surface. Consequently it has more than twice the amount of equipment that a surface ship requires. This, coupled with its small size, makes it the most compact vessel afloat. Still, the submarine is designed and arranged along simple and logical lines and in spite of the apparent confusion of valves, lines, tanks, and wires, everything in the ship is situated logically and with an eye to ensuring maximum efficiency.

Very little of the pressure hull, which is designed to withstand sea pressure, is visible from outside the submarine. What you see instead is the superstructure, which floods as the ship submerges, the sail, also free-flooding except for the watertight conning tower, and the outside of the ballast and fuel tanks, which almost completely surround most of the pressure hull.

When the diving alarm sounds, hydraulically operated vents are open above each of the main ballast tanks. As the trapped air rushes out, water enters through flood ports at the bottoms of the tanks, destroying the ship's buoyancy. After the ship submerges, water is adjusted in variable ballast tanks to give the ship exact neutral buoyancy, allowing her to maneuver freely in three dimensions under the guidance of her rudder and diving planes. To surface the submarine, the vents are shut and high pressure air from storage tanks is blown into the main ballast tanks, forcing the water out the flood ports. This restores the ship's buoyancy and it bobs to the surface.

The pressure hull houses most of the ship's machinery and provides the living and working quarters for the crew. Internally it is divided into eight watertight compartments, separated by pressure-proof doors. The ninth compartment, the conning tower, is located above the control room.

The ship's propellers are turned by electric motors. On the surface or when snorkeling, power to the motors comes from diesel-powered generators. When submerged and not snorkeling, electric power is drawn from the batteries which are charged while the diesel engines are running.

