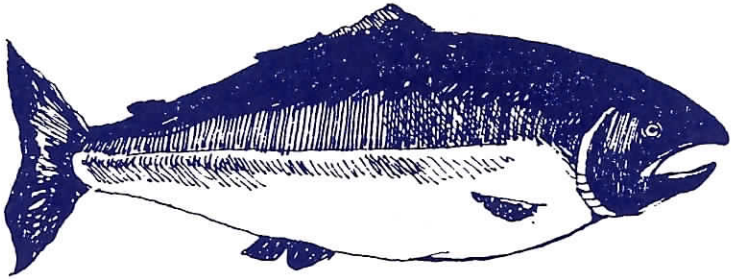
Welcome Aboard

United States Ship SALMON

USS SALMON (SS-573)

COMMISSIONED	Aug 1956
LENGTH	350.5′
BEAM	29′
DISPLACEMENT	2537 Tons of sea water
COMPLEMENT	8 officers 75 enlisted



SALMON

SALMON; in the broadest sense, the common name of fish family Salmonidae, which includes salmons proper, trouts, and chars. Commonly, the term is used for the Atlantic salmon (Salmo salar) and the six species of Pacific salmons (Oncorhynchus).

The adult Atlantic salmon averages about 10 lb. King salmon average about 23 lb., but individuals of 50 to 80 lb. are not uncommon. Chum salmon average about 10-12 lb., Coho Salmon, 7-10 lb.; Sockeye, 4-7 lb., and Pink salmon 3-6 lb.

Pacific salmon are anadromous; i.e., they live most of their life in the ocean, but as adults they return to the stream where they hatched in order to spawn.

Spawning grounds may be close to the sea, but the king and the chum salmons swim more than 2,000 miles up the Yukon to spawn in its headwaters. Sockeye ascend the Fraser River for more than 700 miles to spawn east of the Alaska panhandle. The migrating hordes of salmon, compelled by instinct, fight rapids and leap high falls until they reach their natal stream. Many pink salmon spawn on tidal flats where the water becomes salty on every tide.

Atlantic salmon, although fished commercially in certain areas such as Iceland, Newfoundland, and the Gulf of St. Lawrence, are valued chiefly as a sport fish. Fishing rights are leased for large sums along rivers in Europe and Canada. The king and coho salmons are prized sport fish in the larger rivers of the Pacific coast. The commercial fishery of Atlantic salmon nets only a few million pounds annually, but that of the Pacific salmon is close to 2,000,000,000 lbs.

LCDR Harold A. BUNCH, Jr. is a native of Macon, Georgia. He graduated from the Georgia Institute of Technology earning a Bachelor of Science Degree in Industrial Management and received his Ensign's commission through the NROTC program in 1961. After serving in USS PLYMOUTH ROCK (LSD-29) he attended Submarine School in 1963. Subsequent tours in Pearl Harbor, Hawaii were in USS BREAM (SS-243) and USS GREENFISH (SS-351). In 1968 he returned to Submarine School as an instructor in submarine tactics in the Officers Training Department and later became assistant to the Director of the department. In 1970 LCDR BUNCH completed Polaris Navigation training and was Navigator and Operations Officer in USS ROBERT E. LEE (SSBN-601) (B). He became Executive Officer of USS CORPORAL (SS-346) at New London, Connecticut in 1972. When CORPORAL was decommissioned LCDR BUNCH reported to the Naval Postgraduate School, in the Anti Submarine Warfare curriculum and was awarded the Master of Science Degree in Systems Technology upon his graduation in March 1976. LCDR BUNCH has been selected for promotion to the rank of Commander.

LCDR BUNCH is married to the former Mary Susan Chichester of Macon, Georgia.

HISTORY OF THE USS SALMON (SS 573)

SALMON is the third submarine of the U. S. Navy to bear that name. The first SALMON (SS 99) 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 Submarine Group Five, 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 completed a sucessful South American deployment (Unitas XVI) in October, 1975

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".

THE SUBMARINE

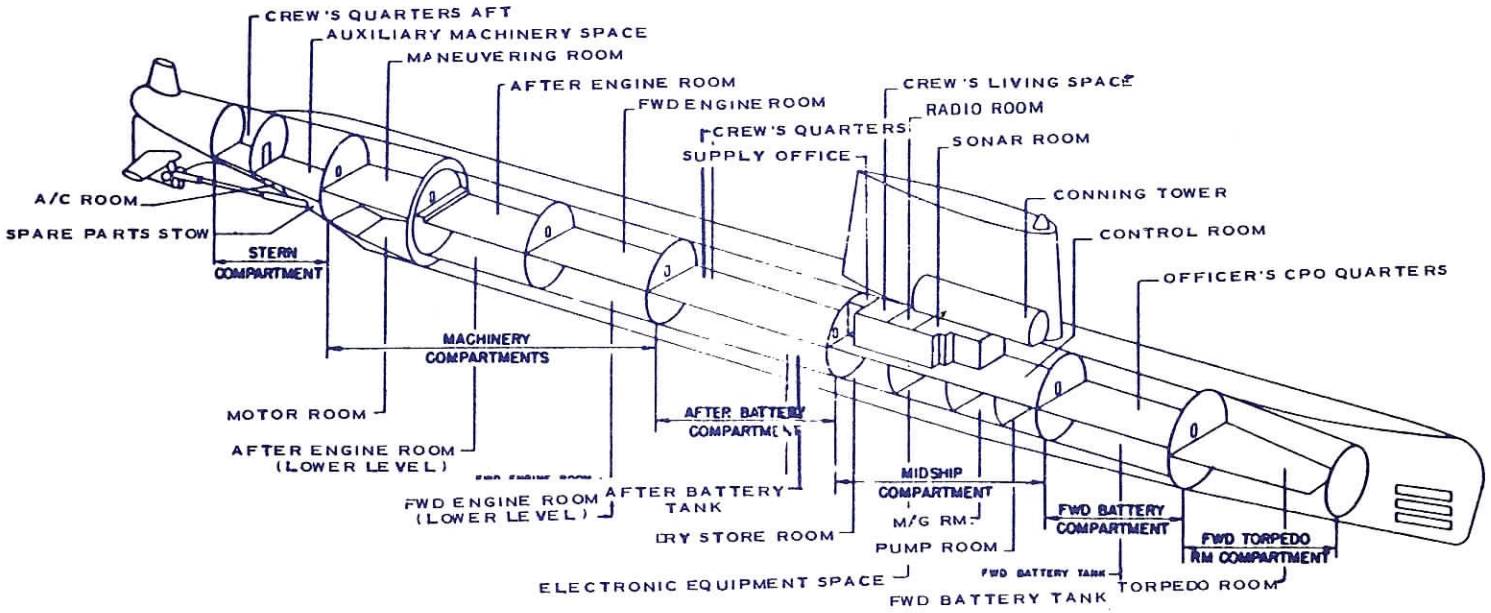
In addition to the normal mechanisms required to operate it on the surface, a submarine contains special equipment and tanks that enable it to dive and surface. Consequently it has more than twice the amount of equipment that a surface ship requires. This, coupled with its small size, makes it the most 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 surrounds 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 quarters for the crew. Internally it is divided into eight 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.


CREW'S QUARTERS AFT
AUXILIARY MACHINERY SPACE
MANEUVERING ROOM
AFTER ENGINE ROOM
FWD ENGINE ROOM
CREW'S QUARTERS
SUPPLY OFFICE
CREW'S LIVING SPACE
RADIO ROOM
SONAR ROOM
CONNING TOWER
CONTROL ROOM
OFFICER'S CPO QUARTERS
A/C ROOM
SPARE PARTS STOW
STERN COMPARTMENT
MACHINERY COMPARTMENTS
MOTOR ROOM
AFTER ENGINE ROOM (LOWER LEVEL)
FWD ENGINE ROOM (LOWER LEVEL)
AFTER BATTERY COMPARTMENT
AFTER BATTERY TANK
DRY STORE ROOM
MIDSHIP COMPARTMENT
M/G RM.
PUMP ROOM
ELECTRONIC EQUIPMENT SPACE
FWD BATTERY TANK
FWD BATTERY COMPARTMENT
FWD TORPEDO RM COMPARTMENT
TORPEDO ROOM


USS SALMON
573
SS 573