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SALMON

Salmon: A soft-finned, gamy fish which inhabits the coasts of America and Europe in northern latitudes and ascends rivers for the purpose of spawning. Salmon are highly valued for their rich, succulent meat.

SSR-573

Displacement:
Surfaced: 2,334 t.
Submerged: 3,168 t.
Length: 350’6
Beam: 29’1
Draft: 16’4
Speed:
Surfaced: 20.5 k.
Submerged: 15 k.
Complement: 95
Armament: 6 21 torpedo tubes
Class: SAILFISH

SALMON (SSR-573) was laid down on 10 March 1954 by the United States Naval Shipyard, Portsmouth N.H.; launched on 25 February 1956; sponsored by Mrs. Albert M. Bontier, widow of the late Comdr. A. M. Bontier who was lost when submarine SEA WOLF (SS-197) was sunk during a war patrol in the South Pacific early in October 1944; and commissioned on 26 August 1956, Lt. Comdr. Robert R. Hale in command.

SALMON, the second of a class of two radar-picket submarines and the largest and most powerful conventional-powered submarines in the United States Navy, conducted her shakedown cruise between 19 February and 10 May 1957, ranging from Newport, R.I., to Guantanamo Bay, Cuba. She departed Portsmouth for the west coast in late May, transited the Panama Canal on 3 July; visited Callao,

Peru; and proceeded to San Diego, Calif., arriving on the 25th.

SALMON conducted local operations in southern California waters, as a unit of Submarine Division (SubDiv) 33, until she began her first western Pacific deployment on 23 September. She sailed via Pearl Harbor and Midway to join the 7th Fleet off southern Japan on 19 October. For the remainder of the year she participated in fleet training exercises and special operations, with port calls at Yokosuka, Japan; Hong Kong, B.C.C.; Manila and Subic Bay, Philippines; and Kaohsiung, Taiwan. SALMON departed Yokosuka on 31 March 1958 and returned to San Diego on 19 April.

Resuming local operations, SALMON remained in the San Diego area for the rest of the year. From 6 January 1959 until 30 May, she underwent overhaul and limited conversion at Mare Island. Giving up a large radome from her superstructure, she gained instrumented missile guidance capability and improved, longer range sonar. SALMON then prepared for her second WestPac deployment.

SALMON departed San Diego on 17 July and sailed to Pearl Harbor where her crew received missile guidance training, then proceeded to Japan and joined the 7th Fleet on 21 August. She operated with the fleet in Allied training exercises, provided services for other 7th Fleet surface and subsurface units for training purposes, and made visits to various ports, before returning to San Diego on 14 February 1960.

Through 1960 and 1961, SALMON operated from San Diego with occasional visits to San Francisco, Astoria, Oreg.; Tacoma and Port Angeles, Wash.; and Esquimault, British Columbia. On 1 March 1961, she was reclassified SS-573; and, on 1 November, she was reassigned to SubDiv 52.

On 1 June 1962, SALMON departed San Diego for her third WestPac deployment. She visited Papeete, Tahiti from 13 to 16 June, then proceeded to Yokosuka for duty with the 7th Fleet. She subsequently operated with ASW hunter-killer groups in fleet exercises and often engaged in free-play

battle problems with individual surface units. During this deployment, she visited Hakodate and Sasebo, Japan; Naha, Okinawa and Hong Kong, B.C.C. SALMON returned to San Diego on 20 December and became flagship of Submarine Flotilla 1; and, in addition to that distinction, was awarded the Golden "E" for excellence in battle efficiency for the past five consecutive years, which rated her as the leading submarine of her division. SALMON was the first submarine to earn a Golden "E" and was to better that record by winning hashmarks signifying retention of that status during 1963 and 1964. On 3 June of the latter year, she put into the San Francisco Naval Shipyard to undergo FRAM II conversion. Departing the yard on 19 April 1965, as a modernized "GUPPY III," she moved to the Puget Sound, Wash., area for evaluation and sound tests. She then returned to San Diego, to resume local operations, on 4 May.

SALMON commenced her fourth WestPac deployment on 23 August. She joined Submarine Flotilla (SubFlot) 7 of the 7th Fleet on 14 September and conducted operations in Japanese and southwest Pacific waters until returning to San Diego on 20 April 1966. SALMON's fifth deployment to the western Pacific was from 20 March to 4 October 1967. During this tour, she provided services to 7th Fleet units operating off Vietnam in support of operations to counter communist aggression in southeast Asia. In September, she rendezvoused with ballistic missile submarines ULYSSES S. GRANT (SSBN-631) and KAMEHAMEHA (SSBN-642) somewhere in the Pacific to act as a simulated target sub for training in antisubmarine tactics.

Through the spring of 1968, SALMON underwent overhaul at San Francisco in preparation for support of the DSRV (Deep Submergence Recovery Vehicle) program, to evaluate submarine rescue and salvage equipment at extreme depths. On 1 June, she was redesignated AGSS-573 for her role as mother sub and underway submerged launching and recovery platform for the experimental mini-subs. However, delays in the program resulted in her return to San Diego for local operations, following preliminary trials at Puget Sound. She subsequently sailed on 25 October for her sixth WestPac deployment.

In November, SALMON visited Yokosuka and Hong Kong. >From 4 to 19 December, she conducted special operations off the coast of Vietnam, and, from 26 December 1968 to 10 January 1969, she participated in SEATO exercises out of Sangley Point in the Philippines. She then returned to Yokosuka and then proceeded to Sasebo for special operations before returning to the United States on 5 April.

SALMON arrived at San Diego on 25 April and conducted local operations for the remainder of the year. She resumed her former designation as SS-573 on 30 June. On 3 January 1970, she departed San Diego for her seventh WestPac tour. In February, she conducted type training in the Philippines with submarine HARDER (SS-568) and her sister sub, SAILFISH (SS-572). From there, she visited Buckner Bay, Okinawa; Bangkok, Thailand; Sasebo, Yokosuka, and Kobe, Japan; and Hong Kong B.C.C. She returned to San Diego on 27 June and resumed local operations. She remained so employed for the rest of 1970 and throughout 1971.

SALMON departed San Diego on 17 February 1972 on her eighth deployment to the western Pacific. In April, she rescued survivors from the Japanese coastal freighter KOEI MARU #2 which sank about 30 miles south of the entrance to Tokyo Bay. In July, she joined units of the Royal Australian Navy and Air Force in an antisubmarine warfare exercise. SALMON departed Pago Pago on 13 August and re-entered San Diego on the 26th.

She remained on the west coast for the remainder of 1972 and for the first five and one-half months of 1973. On 16 June, she headed west for what was to have been her ninth deployment to the Far East. Upon her arrival in Pearl Harbor, the deployment was canceled due to damage to her number three and number four main engines. On 10 August, she sailed back to San Diego to prepare for overhaul. SALMON entered Mare Island on 17 November and commenced overhaul nine days later. As of mid-June 1974, she is still at Mare Island.

SALMON was stricken from the Navy Register on 1 October 1977. She was disposed of as a target on 5 June 1993.

I

Welcome Aboard

United States Ship SALMON

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 then 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 streams, 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 large 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.

USS SALMON (SS-573)

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

CDR 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 CDR 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 CDR 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.

CDR 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 March, 1977. 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

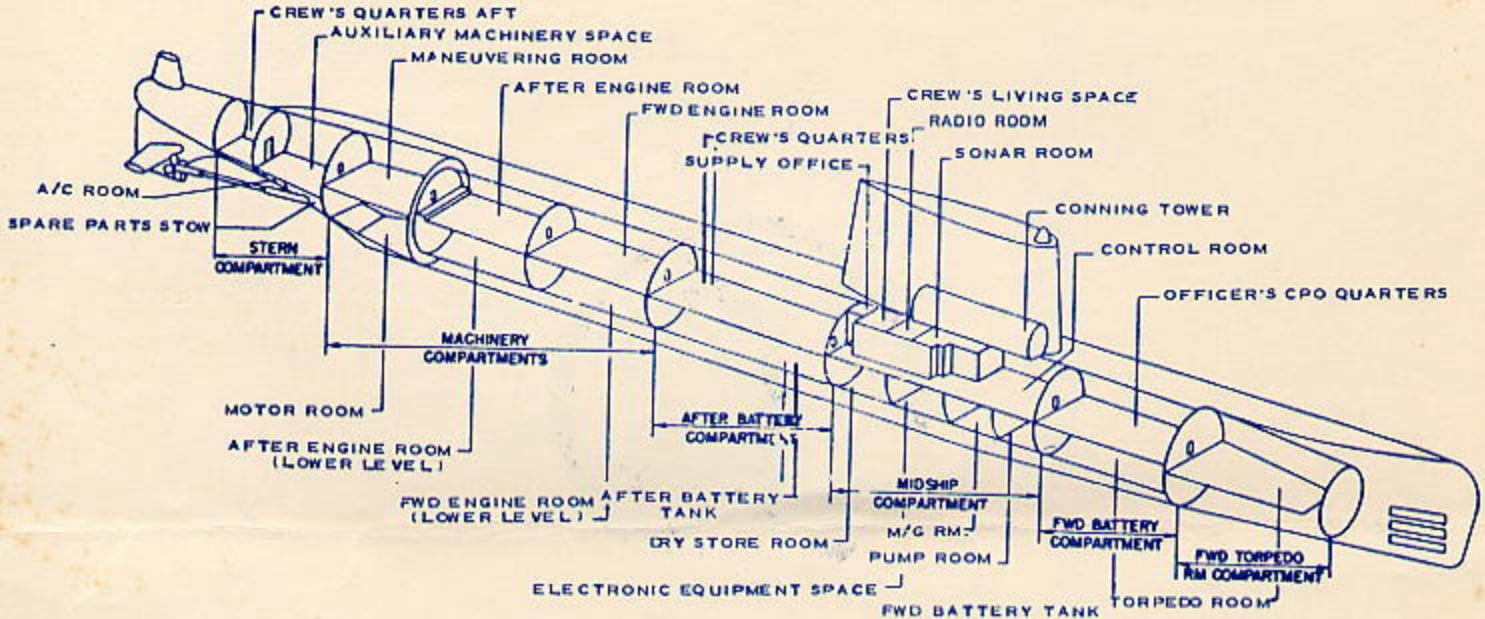
In addition to the normal mechanisms required to operate it on the surface, a submarine contains special equipment and tanks that enable it to dive and surface. Consequently it has more than twice the amount of equipment that a surface ship requires. This, coupled with its small size, makes it the most 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 TANK
AFTER BATTERY COMPARTMENT
DRY STORE ROOM
MIDSHIP COMPARTMENT
M/G RM.
PUMP ROOM
ELECTRONIC EQUIPMENT SPACE
FWD BATTERY TANK
FWD BATTERY COMPARTMENT
TORPEDO ROOM
FWD TORPEDO RM COMPARTMENT


USS SALMON
SS 573