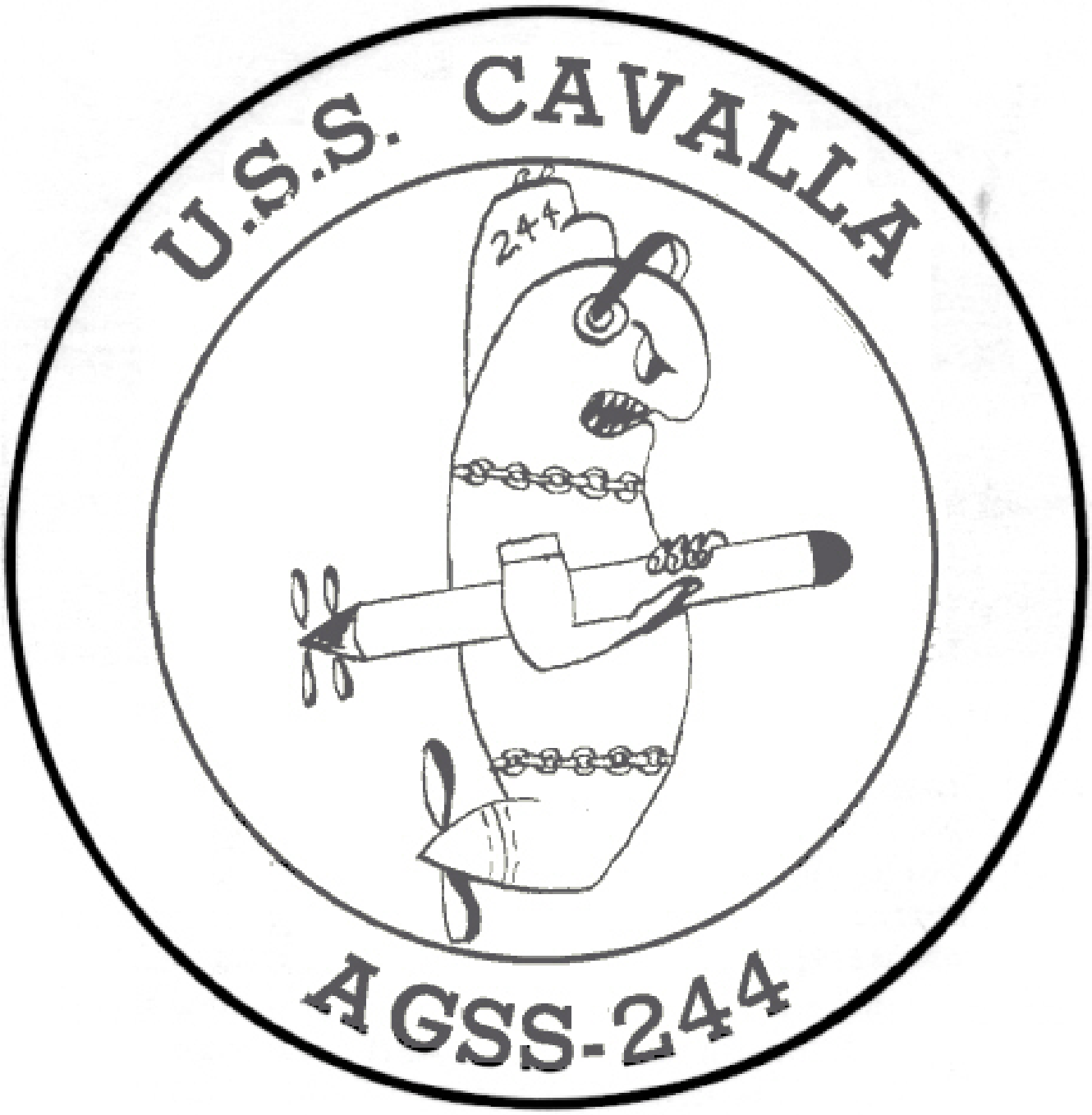
WELCOME ABOARD



Length	... 307 ft.
Beam	..... 27 ft.
Displacement .	1820 tons
Draft	..... 18 ft.
Surface Speed	. 18 knots

HISTORY OF
U.S.S. CAVALLA (AGSS-244)

U.S.S. CAVALLA was designed and built by the Electric Boat Company of Groton, Connecticut Her keel laid on 4 March 1943, she was launched on 14 November 1943 and commissioned on 29 February 1944, the first "leap year" boat built by E.B.

On 11 April 1944 CAVALLA got underway for the Pacific, arriving in Pearl Harbor on 9 May. After extensive training she proceeded to the Philippine area for her first war patrol which lasted 64 days. On 17 June a large Japanese fleet was detected and the decision was made to report the enemy fleet to U. S. Forces rather than disclose CAVALLA's presence by attacking. This information proved of great value to the American war effort and contributed to the Japanese defeat in the Battle of the Philippine Sea.

On 19 June a Japanese Task Force was sighted, consisting of a large aircraft carrier, two cruisers and three destroyers. The aircraft carrier, promptly sunk by three torpedoes from CAVALLA, proved to be the 30,000 ton SHOKAKU, which had participated in the Pearl Harbor attack. CAVALLA escaped practically unscathed despite the fact that over 100 depth charges were dropped. For this action she was awarded the Presidential Unit Citation.

After refitting, CAVALLA, on 30 August, commenced her second war patrol which lasted 53 days. A convoy was sighted and attacked but no hits were made. CAVALLA's operating base was changed to Freemantle, Australia.

Her third war patrol commenced on 14 November after a month's layover in Freemantle. This was a successful voyage: two freighters and a destroyer were sunk. An approach was also made on a battleship but CAVALLA was forced down to avoid collision with the escorts prior to reaching the firing point.

No sinkings occurred on the fourth patrol which began on 25 February 1945 and lasted 46 days. She did, however, succeed both in escaping an aircraft bomb and avoiding a submarine torpedo.

CAVALLA's fifth war patrol started on 20 April and lasted 30 days. She remained on lifeguard duty for downed B-29 fliers for two weeks; however, no American planes were shot down. Toward the end of her patrol she found the British submarine TERRAPIN on the surface in distress as a result of heavy depth charging. CAVALLA escorted her through the Java Sea, Lumbok Strait, and down to Freemantle without incident.

During the sixth war patrol hostilities between the United States and Japan ceased on the 18th day out. CAVALLA proceeded immediately to Tokyo Bay, nested alongside U.S.S. PROTEUS, a submarine tender, and remained until the signing of the peace treaty. She then returned to the United States and was decommissioned in January 1946. During her war service she logged 90,000 miles, made 570 dives and sank 34,180 tons of enemy shipping.

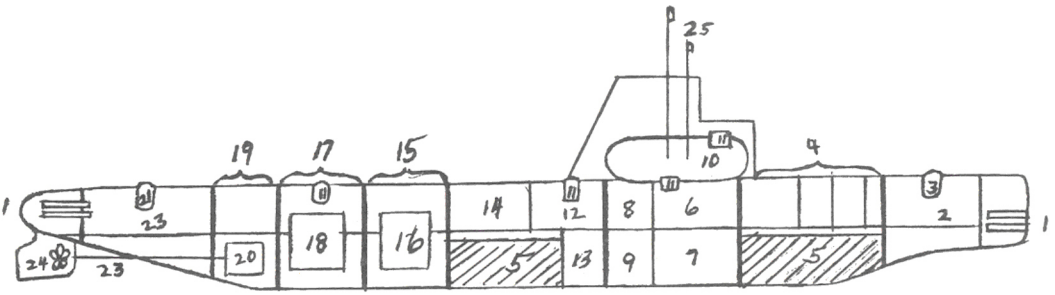
CAVALLA remained out of commission until 10 April 1951. She was then recommissioned and assigned to Submarine Squadron 10 in New London, Conn. In July 1952 she was decommissioned a second time to undergo conversion to a hunter-killer (SSK). The SSK designation was later dropped and she was redesignated (SS) because it was realized that all submarines were "anti-submarine" submarines and no differentiation was necessary. Upon recommissioning CAVALLA was assigned once again to Squadron 10, but was shortly thereafter transferred to Submarine Development Group TWO with which she is currently operating. CAVALLA was assigned the designation AGSS on 1 July 1963.

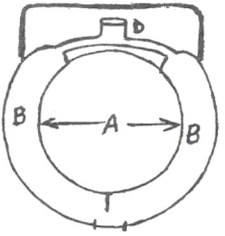
While in the Development Group CAVALLA has participated in many fleet operations and developmental projects of the Group, assisting in the Group's mission of developing tactics to effect the detection and destruction of enemy submarines in time of war. Submarine Development Group TWO was founded in 1949 for this mission.

CAVALLA, being an SSK conversion, is very similar to a fleet snorkel type submarine but carries a more advanced sonar. She is divided into nine separate compartments; eight inside the pressure hull, and the conning tower. The superstructure rests on this pressure hull and the sail covers the conning tower. She employs ballast tanks, which horseshoe around the pressure hull, to submerge and surface. While on the surface these free-flooding tanks are kept empty by the air trapped within. To submerge the air is released through vents and the tanks fill with water.

COMMANDING OFFICERS

LCDR H. J. KOSSLER, USN	FEB 1944 to JAN 1946
LCDR M. C. DUNCAN, USN	APR 1951 to JUL 1952
LCDR W. R. BANKS, USN	JUL 1953 to JUL 1955
LCDR W. S. DELANEY, USN	JUL 1955 to SEP 1956
LCDR G. M. HAYES, USN	SEP 1956 to DEC 1957
LCDR L. F. FITCH, USN	DEC 1957 to DEC 1959
LCDR R. Y. KAUFMAN, USN	DEC 1959 to MAR 1961
LCDR E. E. WILLIAMS, USN	MAR 1963 to MAR 1965
LCDR W. F. SMITH, USN	MAR 1965





A. PRESSURE HULL
B. BALLAST TANKS
C. FLOOD PORTS
D. VENTS
E. SUPERSTRUCTURE

1. TORPEDO TUBES
2. FORWARD TORPEDO ROOM
3. FORWARD ESCAPE TRUNK
4. PANTRY, WARDROOM, OFFICERS & CPO'S BERTHING
5. 126 CELL BATTERY
6. CONTROL ROOM
7. SONAR ROOM
8. RADIO ROOM
9. BLOWER ROOM
10. CONNING TOWER
11. HATCHES
12. CREW'S MESS
13. FOOD STORAGE
14. CREW'S BERTHING
15. FORWARD ENGINE ROOM
16. #1 MAIN ENGINE & GENERATOR
17. AFTER ENGINE ROOM
18. #3 & 4 MAIN ENGINES & GENERATORS
19. MANEUVERING ROOM
20. MAIN PROPULSION MOTORS
21. AFTER ESCAPE HATCH
22. AFTER TORPEDO ROOM
23. SHAFTS AND SCREWS (2)
24. RUDDER
25. PERISCOPES