Welcome Aboard

UNITED STATES SUBMARINE

CAPITAINE AGSS-336

Builder	Electric Boat Company, Groton, Connecticut
Authorized	10 April 1942
Keel Laid	2 December 1943
Launched	1 October 1944
First Commissioned	26 January 1945
De-commissioned	10 February 1950
Re-commissioned	23 February 1957

COMMANDING OFFICERS

CDR E. S. Frederick, USN	26 Jan. 1945 – 4 June 1948
LCDR L. R. Vasey, USN	4 June 1948 – 2 Oct. 1949
LCDR E. Dente, USN	23 Feb. 1957 – 30 Dec. 1958
LCDR W. H. Leisk, Jr., USN	30 Dec. 1958 – 18 Nov. 1960
CDR E. J. Treacy, USN	18 Nov. 1960 – 16 Aug. 1962
LCDR F. K. Feagin, USN	16 Aug. 1962 –

U. S. S. CAPITAINE (AGSS-336)

SHIP'S HISTORY

The U.S.S. CAPITAINE was constructed with funds received from the sale of War Bonds purchased by the citizens of Puerto Rico. For this reason she was given the Spanish name of a large, reddish-brown tropical fish. Mrs. Julia Rondomanski was the vessel's sponsor at the first commissioning ceremony.

After commissioning CAPITAINE conducted training operations in the New London, Connecticut area and then departed for Pearl Harbor on 7 March 1945. Training exercises were conducted during the voyage with the exception of a brief visit to San Juan, Puerto Rico. She continued on through the Panama Canal arriving at Pearl Harbor in April 1945.

On 6 May 1945 CAPITAINE departed from Pearl Harbor for her first war patrol. Twelve days later she refueled at the island of Saipan, and by the end of May she was on station off the coast of Indo China. With the war almost at an end, targets were very scarce. However, CAPITAINE was credited with a small Japanese patrol vessel, which she sank with gunfire. On 13 July 1945 CAPITAINE arrived in Fremantle, Australia, after a 62 day patrol. She began her second war patrol on 7 August 1945. This patrol was cut short by the Japanese surrender on 15 August 1945. With the war over, CAPITAINE was ordered to Subic Bay, Philippine Islands, where she operated until March 1946.

CAPITAINE then returned to the United States for assignment to Submarine Squadron SEVEN at San Diego, California, where she was employed in local operations. From 27 January until 30 April 1947 she made a peacetime training patrol to the Far East, visiting New Britain, Guam, Okinawa and Japan. Upon her return CAPITAINE again operated in the San Diego area until March 1948, when she reported to San Francisco Naval Shipyard for routine overhaul.

After a short post overhaul training period, CAPITAINE departed in August 1948 for her second peacetime training patrol. During this cruise she visited Australia, Guam, Japan, Okinawa, China and Hawaii, returning to San Diego in December 1948. This was CAPITAINE's last extensive cruise before reporting for decommissioning on 1 October 1949. In February 1950 she was placed "Out of Commission, In Reserve," and joined the reserve fleet at Mare Island Naval Shipyard.

Upon recommissioning in February 1957 CAPITAINE joined the U. S. Pacific Fleet and was assigned to Submarine Squadron FIVE at San Diego. During the summer of 1957 she made a two month cruise to the Puget Sound area. During this cruise she provided services to aircraft of NAS Whidbey Island, Washington, and to Canadian Navy

destroyers for Anti-Submarine Warfare (ASW) training. On weekends CAPITAINE visited Seattle and Tacoma for the purpose of providing training to Naval Reserve Submarine Personnel in the form of "U-DRIVE-IT" cruises. Her two free weekends were divided between the annual Seattle SEA FAIR Celebration and a Labor Day visit to Vancouver, British Columbia.

CAPITAINE then returned to San Diego and local operations until July 1958 when she departed for an extensive cruise to the Far East. The purpose of this cruise was to provide ASW training to the U. S. SEVENTH FLEET. It also gave her the opportunity to visit Japan several times, Okinawa, Chichi Jima, Hong Kong, and Hawaii. She then returned to San Diego shortly before Christmas 1958, where she operated until April 1959. At this time she made another short cruise to the Puget Sound area and then entered the San Francisco Naval Shipyard for routine overhaul until late October 1959.

After the completion of overhaul CAPITAINE operated in the San Diego area providing ASW services for units of the U. S. FIRST FLEET, and various other services for the Naval Ordnance Test Station, the Naval Electronics Laboratory, and Scripps Institute of Oceanography. During this time her designation (SS-336) was changed to (AGSS-336). The AG designation classified the CAPITAINE as an auxiliary submarine. She also had the opportunity during this period to participate in the 1960 Buccaneer Days Celebration at Catalina Island, the San Francisco Pacific Coast Festival, and the 1961 Seattle SEA FAIR Celebration.

At the end of fiscal year 1962 (July 1961-June 1962) Commander, Submarine Force Pacific, awarded CAPITAINE the Battle Efficiency "E" in Submarine Division FIFTY-ONE for that year. This award is made annually to the outstanding submarine of each division as recognition of her demonstrated ability to perform her mission.

In July 1962 CAPITAINE once again returned to the Puget Sound area. This time, however, it was to report to Puget Sound Naval Shipyard for a routine overhaul. In doing so, she became the first submarine to enter that shipyard for routine overhaul since the early years of World War II.

The officers and men of CAPITAINE welcome you aboard and hope that your visit will be both pleasant and enlightening. Please feel free to ask any questions you desire about this submarine; we are delighted to have the opportunity to show you our part of the United States Submarine Force.

HOW A SUBMARINE OPERATES

A submarine contains a multitude of devices and tanks to enable it to dive, proceed submerged, and surface, in addition to the machinery required to operate it on the surface. This makes it one of the most compact vessels afloat. Yet, despite the seeming confusion of valves, pipes, and other apparatus, the submarine is arranged along simple, logical lines, and everything is located to insure a maximum of efficiency.

The modern submarine consists of a hull and superstructure surrounded for the most part by various fuel and water ballast tanks. The pressure hull is designed to withstand sea pressure and contains most of the ship's machinery, in addition to providing space for living quarters. It is divided into eight watertight compartments separated by pressure bulkheads and provided with watertight doors. A ninth compartment, the Conning Tower, in the shape of a cylinder placed on its side, is located above the Control Room and connects with the Control Room through an access hatch.

The individual compartments are divided by platform decks into upper and lower sections. These sections contain the spaces housing the various equipments and provide living space for the submarine's officers and crew.

When the submarine rests on the surface, so little of it can be seen above water that it appears longer and more slender than it really is. Actually a submarine is approximately 300 feet long with the superstructure deck tapering almost to a point both fore and aft, and has a width of about 27 feet amidships.

The ballast tanks surrounding the pressure hull provide the means of changing the submarine's buoyancy. The problem is to take on just enough weight so that the ship will submerge. The weight taken on is water, and it is flooded from the sea into the ballast tanks. The air in the tanks is allowed to escape through vents as the water floods in. In effect, the submarine on the surface rides on a large bubble of air, and the release of this air allows the submarine to submerge.

As you step aboard our submarine, you will notice how bare the main deck appears as compared to most surface ships. The prominent structure protruding from the middle of the deck contains the Conning Tower and Bridge and houses the periscopes which come up through the pressure hull.

When you go below through the forward Escape Trunk, you will enter the Forward Torpedo Room. This is the forewardmost compartment in the submarine. It contains six torpedo tubes in its forward bulkhead which are fired with compressed air. The torpedo is the submarine's principle weapon, and needless to say, the role of the submarine

is to place a torpedo against the side of an enemy vessel. A torpedo is actually a guided missile which leaves the torpedo tube on a preset course, speed and depth to intercept the target. It is propelled by a small steam engine or electric motor which drives it through the water at a speed of about 50 miles per hour. The nose of the torpedo contains about one-half ton of high explosive.

The Forward Torpedo Room is also a berthing compartment for 18 of the submarine's crew. The men sleep between the torpedos on bunks which pull out. You will observe the limited quarters available for these men. To cheerfully endure the crowded quarters and adverse living conditions aboard a submarine, the men are carefully selected for this duty. Submarine duty is voluntary and the waiting list is long. Only in this manner can the high standards required of Submariners be maintained.

Stepping through the door leading aft, you will find yourself in the Forward Battery Compartment. The upper level of this compartment serves as a living space for the ship's officers and chief petty officers. Below the deck is one of the two main storage batteries which furnish power to propel the submarine when submerged.

The next compartment is the Control Room. This compartment is primarily the diving control station, and it is here that all the equipment necessary to submerge the ship is either located or operated. The control room gives the appearance of a bewildering maze of pipes, valves and other devices; however, they are all grouped into a logical sequence. Each of these devices is necessary and vital to the safe operation of the submarine, and before a man can be qualified in submarines he must know the location and use of all the machinery and equipment in each compartment. Down the starboard side (the side which you walk through) are the air manifolds. Air under pressure is directed from these manifolds to the various ballast tanks in order to blow out ballast water and thereby surface the submarine. On the port side you will see a row of levers. These levers control the vents on the ballast tanks. By means of these levers the vents are opened, air is allowed to escape and the submarine submerges. Above the levers is a large board with red and green lights. This board indicates the position of all hull openings on the ship. In general, a green light indicates an opening is shut; a red light indicates it is open. When the board is "green" it is safe to dive. The two large wheels control the bow and stern planes which maintain the desired depth under water.

Stepping aft into the next space the After Battery Compartment you will see the Crew's Dinette. The small enclosed section is the galley where food for 70 men and 8 officers is prepared three times daily. The mess hall is not large enough to accommodate the entire crew, so they must eat in shifts.

Next you will see crew's quarters, where approximately 30 men sleep. Beneath the deck in this compartment is another storage battery

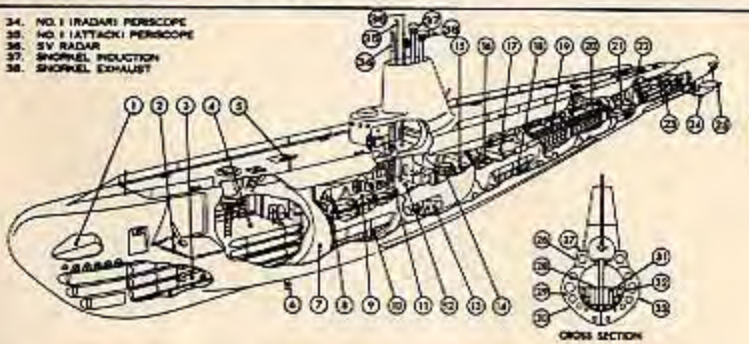
similar to the one in the Forward Battery Compartment. The crew's washroom is next, providing sanitary facilities for the crew.

Passing through the door, you will enter the Forward Engine Room. This compartment contains two large diesel engines and generators and other associated machinery. The next compartment is the After Engine Room which also contains two diesel engines and generators, and is essentially the same as the Forward Engine Room. The four diesel engines on the ship are the means of propulsion on the surface and are also used to charge the storage batteries.

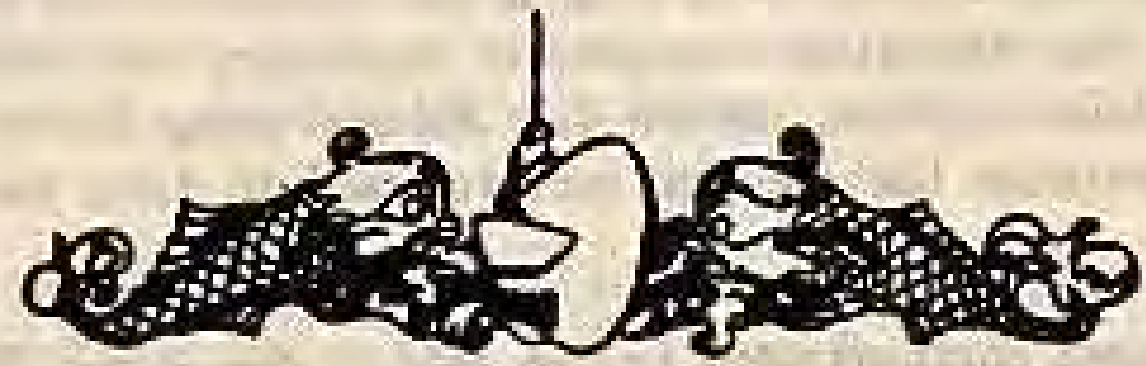
The small compartment following is the Maneuvering Room. Here is located all of the electrical equipment necessary to control the submarine's propulsion system. Below the Maneuvering Room is the Motor Room which contains the electric motors used to turn the submarine's propellors.

The aftermost compartment in the ship is the After Torpedo Room. It is equipped with four torpedo tubes similar to those in the forward Torpedo Room. In addition, there are bunks for 13 men. Berthing in this space, like in the Forward Torpedo Room, is very crowded, with torpedos and men sharing the available space.

STANDARD SUBMARINE COMPARTMENTATION



1. BOW BUOYANCY TANK
2. BOW PLANE
3. SIX TORPEDO TUBES
4. FORWARD TORPEDO ROOM
5. JT SOUND HEAD
6. PITOMETER LOG
7. MAIN BALLAST TANK NO. 1
8. FANTEY
9. OFFICERS' QUARTERS
10. FORWARD BATTERY
11. CONNING TOWER
12. CONTROL ROOM
13. PUMP ROOM
14. RADIO ROOM
15. GALLEY
16. CREW'S MESS (DIAGRAM)
17. CREW'S QUARTERS
18. AFTER BATTERY
19. FORWARD ENGINE ROOM (NO. 1 AND NO. 2 MAIN ENGINES)
20. AFTER ENGINE ROOM (NO. 3 AND NO. 4 MAIN ENGINES)
21. MANEUVERING ROOM
22. MOTOR ROOM (4 MAIN MOTORS)
23. AFTER TORPEDO ROOM (FOUR TORPEDO TUBES)
24. RUDDER
25. STERN PLANE
26. SUPERSTRUCTURE
27. MAIN DECK
28. PLATFORM DECK
29. BALLAST TANKS
30. BILGE KEELS
31. BATTERIES
32. INNER HULL
33. OUTER HULL



The "Dolphins" are a special insignia worn by personnel designated "Qualified in Submarines." This designation is achieved only after extensive study of submarine mechanics and operation. "Qualification in Submarines" is required of all men serving in submarines to ensure that every situation, no matter how grave, will be skillfully and competently handled by the first available man.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