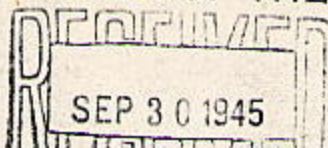


OFFICE OF THE



J. H. S. CHOPPER (SS342)
 COMMANDER SUBMARINE
 PACIFIC FLEET
 ADMINISTRATION

SS342/ A12
 Serial

Care of Fleet Post Office
 San Francisco, California

27 September 1945.

RESTRICTED

From: The Commanding Officer.
 To : The Secretary of the Navy.

Subject: Ship's History.

References: (a) ALPAC 202.

1. In accordance with reference (a) the following information is submitted.

- a. Keel laid on 2 March 1944 at the Victory Yard, E.B. Company, Groton, Conn.
- b. Launched on 4 February 1945.
- c. Sponsored by Mrs. G. S. DEERE of Quaker Hill, Conn.
- d. Commissioned at the Submarine Base, New London, Conn. on 25 May 1945.
- e. Lieutenant Commander S. FILIPPONE, USN, in command upon commissioning.

2. Upon commissioning, the ship was given an extended availability to permit the installation of latest radar and sonar equipment at the Submarine Base while she was fitting out. This period lasted until 2 June on which day the ship commenced her training period. Training on 2 June consisted of alongside training while the ship was being degaused.

On 3 June, the ship got underway for her shakedown and underway training. The first part of this intensive training, interspersed by a few days of availability, took place in Long Island Sound and the areas south of Montauk Point. The deep dive took place on 8 June.

The second part of the above training and testing consisted of four days torpedo firing at Newport and the third period simulated the first period in the fore mentioned areas except that during this last period the ship concentrated on making approaches and attacking targets.

On 24 June, the ship completed her training period in the New London area and was granted a few days for upkeep and final loading. On 25 June, the ship was hoisted on the marine railway at New London which proceeded to sheer a sheave pin when the railway was about ninety percent of the way up. The ship was to remain in dry dock only for a day but was not able to undock because of the above casualty until 30 June.

On the 4th of July the ship departed for Key West, Florida to render services to the Sound School and for a special project. This period lasted from 8 July until 24 July.

On 24 July the CHOPPER departed for Balboa, C.Z. for exercise torpedo firing and arrived on 28 July. The training period started immediately and lasted through 7 August. From 7 August to 12 August the ship remained in Balboa

U. S. S. CHOPPER (SS342)

SS342/ **AL2**
Serial

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at first loading for departure and then waiting to go in company with other ships for training enroute Pearl Harbor.

On 12 August the CHOPPER, CONGER and MEDREGAL reported to ComSubPac for duty, departed in company with the U.S.S. NEW BEDFORD (PF 17) for Pearl Harbor and held exercises enroute. The news that the war was over was received the evening of the 14th, but since no change in orders were received, no changes in daily drills and routine were made until such orders were received on the 19th. About 0300, the three submarines reversed course and left the NEW BEDFORD to continue her voyage alone. They arrived in Balboa on 24 August.

The CHOPPER was the first of this group of submarines to be ready for duty and the last to receive orders for departure from Balboa. This period at Balboa was utilized for reorganizing the personnel and material situation for peace times. Very few operations were conducted.

Finally, on 8 September she departed from Balboa, again enroute to Pearl Harbor where she arrived on 21 September.

S. FILIPPONE.

CC:
CinCPac
ComSubPacAd
File

U.S.S.

CHOPPER

SS-342





Welcome Aboard!



U.S.S. CHOPPER SS-342

Submarine Squadron Twelve

Key West, Florida

During World War II the submarine force, comprising less than two percent of the U.S. Navy, accounted for almost 65% of enemy shipping losses. In the early days after Pearl Harbor it was our submarines which, almost alone, held the line in the Pacific. They ranged the length of the Japanese Empire, carried the war to the coast of the Home Islands, and penetrated the Inland Sea almost at will. By the conclusion of hostilities they had swept the Pacific clear of enemy war and merchant shipping, rescued hundreds of allied aviators downed in the sea—and even destroyed at least one railroad train.

The officers and crew of CHOPPER take pleasure in welcoming you aboard. We are proud of our heritage, our ship and its mission, and are honored to share them with our guests. We sincerely hope that you will enjoy your visit, and that when you leave you will carry away a better understanding of the men, complex mechanisms and systems that make the submarine unique.

Commander Donald L. Forbes, USN
Commanding Officer

History of USS CHOPPER (SS342)

The USS CHOPPER (SS-342) was built by the Electric Boat Company, Groton, Connecticut, and commissioned on 25 May 1945. CHOPPER departed for the war zone in the Pacific via the Panama Canal in July of that year. The conclusion of hostilities between the United States and Japan occurred before CHOPPER entered the combat zone and she was diverted to the Philippine Islands.

CHOPPER remained in the Western Pacific area until early 1946, returning in March to San Diego, California, where she remained for three years. In July 1948 CHOPPER was awarded the Battle Efficiency Pennant for outstanding performance in the fleet.

In March 1949 CHOPPER returned to the Atlantic, reporting for duty as an operational unit of Submarine Squadron FOUR in Key West, Florida. In July 1950 she was again awarded the Battle Efficiency Pennant. Between September 1950 and April 1951 at the Electric Boat Company CHOPPER underwent conversion from a fleet-type submarine to a streamlined Guppy-type, returning to Key West in April 1951.

For the past fifteen years CHOPPER has operated out of Key West, transferring to Submarine Squadron TWELVE in the summer of 1959.

During these years CHOPPER successfully completed three tours of duty with the U.S. SIXTH FLEET in the Mediterranean and participated in five major NATO exercises. She again was awarded the Battle Efficiency Pennant in 1957, 1963 and 1964.

In April 1962 the President of the United States, John F. Kennedy, visited CHOPPER during an inspection of Key West Military installations.

CHOPPER'S most recent Mediterranean deployment was completed in August 1965. During 1966 she made port visits to Curacao, Netherlands Antilles; Trinidad; Cartagena, Colombia; and Ocho Rios, Jamaica during a one month Caribbean deployment. In July of 1967 she was again awarded the Battle Efficiency Pennant for Submarine Division 121.

CHOPPER is currently commanded by Commander Donald L. Forbes, USN.

A Few Facts About The CHOPPER

Type:	Guppy 1A
Building Yard:	Electric Boat Company, Groton, Connecticut
Launched:	4 February 1945
Commissioned:	25 May 1945
Approximate Cost:	\$ 7,000,000
Crew:	74
Officers:	9
Length:	307 Feet
Displacement:	1829 Tons, surfaced
Armament:	Six torpedo tubes forward, four aft
Guppy 1A Conversion:	September 1950
Propulsion:	Surfaced—4 diesel engines—diesel electric drive Submerged—storage batteries or diesel-electric propulsion using the snorkel
Speed:	18 knots, surfaced

To help you understand what you see, the following is a very brief description of the compartments you will see walking through the ship from forward aft.

FORWARD TORPEDO ROOM: The bow nest of torpedo tubes occupy the forward end of this compartment. Here also sixteen members of the crew sleep side by side with the spare torpedoes. The access through which you entered is the emergency escape trunk.

FORWARD BATTERY: So called because of the forward half of the main storage battery, which occupies the space below the deck. This also is the officer's and chief petty officer's living compartment and the site of the ship's office.

CONTROL ROOM: This is the nerve center of the ship. Practically all the controls necessary to submerge, operate and surface the ship are found here. The conning tower, directly overhead, and the Radio Room at the after end of the room are not open to visitors for security reasons.

AFTER BATTERY: This space contains the other main storage battery, as well as berthing, messing, and washroom facilities for the crew.

FORWARD AND AFTER ENGINE ROOMS: Here are found the four diesel engines, each coupled to a large generator. The generators are used to charge the batteries and/or propel the ship. Distilling plants, air compressors, refrigeration and air conditioning machinery are also found in the engine rooms.

MANEUVERING ROOM: The "cubicle," occupying the forward half of this compartment is used to direct electrical power into the batteries or main motors, or from the batteries to the main motors. The ahead or astern direction of the propellers and the speed of the main motors which drive the ship are controlled from this station.

AFTER TORPEDO ROOM: Aside from its smaller size, this room is basically the same as the Forward Torpedo Room.

