

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIP'S HISTORY SECTION

HISTORY OF USS PICUDA (SS 382)

USS PICUDA (SS 382) is named for the great barracuda of the Caribbean Sea and the tropical western Atlantic. A long, cylindrical-shaped fish with cone-shaped head and projecting chin, the barracuda may reach a length of seven feet. It has two dorsal fins, the first spinous and the second made up of soft rays. The mouth is large and the long jaws are filled with large knife-like teeth which lend to its sinister appearance and reputation. All of the barracudas, including the Picuda, are voracious and quite ferocious for their size. The usual habit of the barracuda is to rush its prey with great ferocity, usually striking but once.

PICUDA was built by the Portsmouth Navy Yard, Portsmouth, New Hampshire. Her keel was laid 15 March 1943 and she was launched 12 July 1943, under the sponsorship of Mrs. Robert H. English, widow of Rear Admiral Robert H. English, USN. The ship was placed in commission 16 October 1943, Lieutenant Commander Albert Raborn, USN, in command.

PICUDA remained in the Portsmouth Navy Yard to complete fitting out until 18 November when she commenced underway trials. Torpedo tube trials were completed off Newport, Rhode Island, 14-16 December, and she shifted to the submarine base at New London, Connecticut, for final training exercises. She put to sea from New London on 1 January 1944, reported for duty with the Pacific Fleet at Balboa, Canal Zone, on 13 January, and arrived at Pearl Harbor on 27 January 1944, joining the Pacific Fleet Submarine Force as a unit of Submarine Division 201, Submarine Squadron TWENTY.

PICUDA got underway from Pearl Harbor for her first war patrol on 17 February 1944. After topping off with fuel at Midway on the 21st, she set course for waters off the Caroline Islands, entering her designated patrol area on 29 February 1944. While off Puluwat Island the afternoon of 2 March, she spotted a freighter with two corvette escorts and made an end-around to gain ahead. As she closed for attack the convoy zigged away from her approach course, and she again surfaced for a high-speed run which brought her in favorable attack position about two hours before midnight. In an area not far from Truk, she let fly with a salvo of four torpedoes and was rewarded with four hits which ripped the target in two. As ex-gunboat SHINKY MARU, 2,672 tons settled to the bottom of the sea (6°-25'N; 148°-31'E), PICUDA went deep to evade a string of 15 depth charges dropped by the searching corvettes. At 0939, 7 March, she closed four merchantmen guarded by three corvettes and a trailing destroyer. After missing two freighters and evading the escorts she again closed the convoy at nightfall and was met by a hail of gunfire from the destroyer. Held down for a time by the fruitless efforts

of that enemy, she again surfaced to give chase, losing contact for a brief time in the inky morning darkness of 8 March 1942. Continuing the chase throughout the day, she again closed the convoy during the afternoon, only to have her approach spoiled by a patrol plane who dropped two bombs astern and held PICUDA under the sea. She was hopelessly outdistanced by the dawn of 9 March, and abandoned the chase.

On 18 March 1942, PICUDA changed course to patrol along the Saipan-Palau shipping lanes. She scored hits on a large enemy tanker that afternoon but was held down by two destroyers while the target escaped. She was off Yap Island a few minutes after the midnight of 19 March, and sent the 1,504-ton freighter HOKO MARU to the bottom with two torpedo hits (10°-06'N; 138°-10'E). Eleven days later she closed two freighters under escort of two destroyers off the western coast of Yap Island and let go five torpedoes at the largest merchantman. The first hit stopped the target dead in the water and a second torpedo tore off the port quarter to capsize cargoman ATLANTIC MARU, 5,873 tons, (12°-15'N; 145°-42'E). Two destroyers came down the torpedo tracks to hover over PICUDA and she was shaken by 26 exploding depth charges before she put these killers astern. With only one torpedo worth firing she returned to Midway on 5 April 1944. Upon completion of her refit, she took aboard student officers and men for indoctrination training exercises off Midway, 28-30 April. Three days later she formed a wolf-pack with PERCH and PETO. Commander F. W. Fenno, came aboard PICUDA the same day to assume duties as commander of the wolf-pack.

PICUDA put to sea from Midway with the wolf-pack on 4 May 1944 to conduct her second war patrol in waters off Formosa. She entered the Bashi Channel on 19 May and passed off Formosa. In the early morning hours of 22 May she commenced a surface approach on a passenger-freighter but was spotted by one of two escorting destroyers and opened out from target for a later try. She again headed in for attack about three hours before the noon hour but again went deep when detected by the destroyers. As she started down, a depth charge hit close to the conning tower and pushed her over to port. A third hit near her stern picked PICUDA up, giving her a large down angle. Pushed down by four more close hits as she reached 150 feet, eight others exploded overhead before she continued down. A total of eleven depth charges had exploded within a radius of 25 to 50 yards of PICUDA. They failed to put her out of action and she escaped at deep depth. She was back in business on 22 May. At 1842, she sent four bow shots streaking to sink river gunboat HASHIDATE, 1,200 tons, (21°-20'N; 117°-17'E). She also severely damaged the 3,172-ton cargo ship TSUKAUBA MARU with the same salvo. The latter enemy was polished off by land-based Army aircraft the following day.

On 2 June 1944 PICUDA closed a convoy of twelve ships hugging the coast of Formosa. After sending her contact report to the other submarines of her wolf-pack, she slipped between two of the three leading escorts and pressed home an attack on a large tanker. Three timed hits were heard as all escorts made for PICUDA. She skillfully maneuvered clear and sustained no damage from the 108 depth charges, which exploded on all sides and above from eight enemy vessels during the next hour. She continued to patrol the Formosa coast until 4 June then passed off Batuan Island and eastward of the Nansei Shoto to a point northward of Chichi Jima by 14 June. Two days later

she pointed her bow for Midway where she arrived 22 June 1944. Commander F. W. Fenno was detached from duty aboard PICUDA at Midway and she put to sea the next day to arrive at Pearl Harbor on 27 June 1944. During her refit period, 12 July 1944, Lieutenant Commander Albert Raborn was detached for duty on the west coast of the United States. Commander Glynn R. Donaho, commanding Submarine Division 222, took temporary command of PICUDA to serve as group commander of a wolf-pack composed of PICUDA, SPADEFISH (SS 411) and REDFISH (SS 395). This wolf-pack directed by Commander Donaho and known as "Donk's Devils" conducted one of the hardest-hitting submarine patrols of World War II.

PICUDA cleared Pearl Harbor for her third war patrol on 23 July 1944 and set course by way of Midway to lead "Donk's Devils" into "Convoy College", waters of the Luzon Straits between Formosa and Luzon. The first victim was a 9,589-ton passenger-cargo ship, downed by SPADEFISH northwest of Luzon on 19 August 1944. Three days later that valiant submarine downed the second victim off the coast of Formosa, a 10,023-ton tanker. On 25 August Commander Donaho took PICUDA into the fray to score a double-header. Shortly after daybreak he spotted ten ships hugging the coast some 4000 yards off the beach of Luzon. Slipping past five escorts, and with three enemy patrol planes over head, he sent six torpedoes streaking to sink cargoman KOTOKU MARU, 1,943 tons (18°-46'N; 120°-46'E), then skillfully maneuvered for a down-the-throat shot that spelled the doom of pursuing enemy destroyer YUNAGI, 1,270-tons. While this took place, REDFISH downed a 5,953-ton cargoman to the south. Two other wolfpacks in adjacent areas sent torpedoes in every direction the next night. As if they could avoid this lethal trap, Japanese convoys switched their shipping routes along the east coast of Formosa. Their effort was all in vain. SPADEFISH sent four cargo ships to the bottom along this new convoy route on 8 September while PICUDA probed deeper in the interior of Luzon Strait 16 September 1944, for a bold daylight attack on an eight-ship convoy, guarded by three destroyers and air cover. She severely damaged the 5,987-ton cargoman TOKUSHIMA MARU and scored hits for unknown damage to two other freighters. REDFISH pressed home an attack on the same convoy and downed a 7,311-ton tanker. Searching the southern border area of her assigned patrol area, PICUDA found another convoy hugging the north coast of Luzon the early morning of 21 September 1944 and sent the 1,948-ton freighter AWAJI MARU to the bottom (18°-43'N; 120°-52'E). Moving in on the same convoy, REDFISH sank a large tanker. These attacks concluded the patrol of "Donk's Devils" which accounted for the sinking of some 64,000 tons of enemy shipping and established a new record score for shipping sunk by American submarine wolf-packs. PICUDA made rendezvous with BARB and QUEENFISH, then set course in company of these two submarines to terminate her third war patrol in the lagoon of Majuro Atoll, 3 October 1944. Commander Evan T. Shepard, USN, relieved Commander Glynn R. Donaho as commanding officer of PICUDA, 6 October 1944. His brilliant leadership in the planning and directing attacks of "Donk's Devils", and extraordinary heroism as commanding officer of PICUDA during her third war patrol, culminated in the award of a gold star in lieu of a fourth Navy Cross to Commander Donaho.

At Majuro, PICUDA formed a new wolf-pack with QUEENFISH and BARB, known as "Loughlin's Loopers" and under leadership of Commander C. E. Loughlin in QUEENFISH. They respectively assumed the nicknames of "Peculiar", "Queerfish" and "Boob", and cleared Majuro Lagoon on 27 October 1944. Topping off with fuel at Saipan, 1-2 November, the wolf-pack pointed their bows to range over the northern waters of the East China Sea, westward of Kyushu. QUEENFISH struck the first blow on 8 November, downing two small freighters and an ex-gunboat. The second strike fell to BARB who sank a 10,438-ton transport on 10 November, then added a freighter to her score on 12 November. PICUDA was the submarine of "Loughlin's Loopers" who knocked the enemy for a loop and a loss of 21,657 tons of shipping; nearly half the score racked up by this valiant wolf-pack. On 17 November she commenced her contribution by sending the 9,433-ton passenger-cargo MAYSAN MARU to the bottom of the sea in the area southwest of Nagasaki. "Peculiar" contributed the other 11,281 tons on 23 November 1944. Closing a convoy off the Korean Archipelago and stealing between two lead escorts, she sank cargoman SHUYO MARU and passenger-cargoman FUKUJU MARU. She departed her patrol area six days later and returned from her fourth war patrol to moor in Apra Harbor, Guam, 2 December 1944.

On 29 December 1944 "Peculiar" put to sea for her fifth war patrol, heading with "Loughlin's Loopers" for the Formosa Straits and the East China Sea off the east coast of China from Shanghai to Kam Kit. On 7 January 1945, PICUDA received a contact report from BARB and closed a convoy in the straits of Formosa to inflict severe damage with four torpedo hits on the 10,045-ton tanker MUNAKATA MARU. She swung about to obtain a set-up on a cargo ship but a float plane roared within fifty feet of the water to break off this attack. On the afternoon of 8 January she again received a convoy contact report from BARB and slipped between two escorts of the starboard screen about four hours before midnight to pick out two large passenger-freighters. Three bow tubes fired at each target resulted in one hit on each of these. She swung and fired stern shots at a tanker, then discovered an escort dead ahead, 700 yards range, and was forced to clear. BARB moved in to complete the kill and the masts of three enemy vessels totalling 17,939 tons, went under the sea. The 2,854-ton coastal tanker HIKOSHIMA MARU, hit by both PICUDA and BARB, was disabled and ran aground. The freighter MEIHO MARU had a similar experience, and severe damage was inflicted on the 6,600-ton freighter HISAGAWA MARU as well as the 6,516-ton coastal tanker MANJU MARU.

PICUDA, having flashed contact report as she cleared the area, set course for lifeguard station in support of the THIRD FLEET airstrikes on Formosa. QUEENFISH departed the patrol area on 16 January and Commander Evan T. Shepard in PICUDA assumed the duties of group commander.

On 19 January 1945 PICUDA established a "blockade" of Formosa Strait, working north of Turnabout Island during daylight and running south at night. While engaged in this task on 21 January 1945, sounds of a furious battle caused Commander Shepard to remark, "something big must be happening on Formosa." Something "big" was happening on Formosa, --- the devastating air strikes of Vice Admiral McCain's mighty Carrier Task Force THIRTY-EIGHT.

In the early morning darkness of 29 January 1945 PICUDA made out at least three large ships in the rain and commenced tracking. The rain slacked as she approached dead ahead of a troop transport, overlapped by a freighter. One hit on the transport and two hits on the freighter were observed by PICUDA's officer of the deck. The transport, almost dead in the water, commenced shrill whistle blasts, and the mist dropped down to reveal the freighter enveloped in a huge cloud of steam and smoke. An enemy float plane interrupted the view and PICUDA was forced to abandon further attack. The victim sunk in this attack was passenger-cargo ship CLYDE MARU, 5,497 tons (25°-33'N; 120°-54'E). PICUDA touched at Tanapag Harbor, Saipan, 5-6 February, and arrived at Pearl Harbor on 15 February 1945.

PICUDA spent much of her sixth war patrol on lifeguard station off the coast of China. She got underway from Pearl Harbor on 15 March 1945 and cleared the replenishment base of Apra Harbor, Guam, on the 29th. She entered her patrol area of Kii Suido on 2 April for uneventful lifeguard duty in support of B-29 strikes until 22 April 1945. She was off the 20-fathom curve of the Yangtze Bank the next day and destroyed eleven floating mines with gunfire. Scanning the Yellow Sea on 27 April, she received a convoy contact report from Army aircraft and submerged ahead of the track by midnight. The convoy came in view shortly after the dawn of 28 April but PICUDA suffered the disappointment of misses on two overlapping freighters. Aerial bombs sent her for cover of the deep and the convoy escaped. She was again designated for lifeguard duty the next day and arrived on station, 9 miles off Yangtze Banks, on 2 May 1945. This uneventful mission was completed two days later and she commenced patrol to the south.

On 6 May 1945 PICUDA made rendezvous with SCABBARDFISH off the Nansei Shoto and received five members of an Army B-39 bomber and debarked these survivors at Tanapag Harbor 10 May 1945, transferring them to the Headquarters of the Twenty-First Bomber Command. After voyage repairs alongside ORION she cleared that port on 11 May for the east coast of the United States. She touched at Pearl Harbor, (20-22 May), San Francisco (28-31 May), then transited the Panama Canal to arrive at the Portsmouth Naval Shipyard, New Hampshire, 22 June 1945.

PICUDA was assigned to Submarine Division 201, Squadron TWENTY, U. S. Atlantic Fleet. She remained in the Portsmouth Naval Shipyard for major overhaul until 18 October 1945, then received visitors aboard at New London (23-24 October); Tomkinsville, New York (24-25 October); and Albany, New York (25-30 October). She shifted to the Submarine Base at New London on 31 October for duty as a training ship for the Submarine School.

PICUDA put to sea from New London on 12 November 1945 for a training cruise which included visits to Key West, Florida, and Havana, Cuba. Upon her return to New London, 26 November 1945, she was assigned to the New London Group of the SIXTEENTH inactive FLEET. She shifted to the Portsmouth Naval Shipyard on 12 December 1945 to commence preservation incidental to being placed in inactive status. Commander Evan T. Shephard was relieved by Lieutenant Commander James P. Marion, Jr., 3 January 1946. Twelve days

later PICUDA was ordered to cease inactivation and reported to the Second Fleet for duty as a unit of Submarine Division 81, Squadron EIGHT, U. S. Atlantic Fleet.

PICUDA prepared for active service in the Portsmouth Naval Shipyard until 18 February 1946 and shifted to the Submarine Base at New London the next day. In company with five other submarines of the New London Group, she cleared that base on 25 February for a tour of duty out of the Submarine Base at Balboa, returning by way of St. Thomas, Virgin Islands, to New London on 27 March 1946. PICUDA again entered the Portsmouth Naval Shipyard for inactivation on 27 March and was towed by a fleet tug to New London, 19 September 1946. She was placed out of commission, in reserve, on 25 September 1946.

PICUDA was assigned to the New London Group of the Atlantic Reserve Fleet until late in the year 1952 when she was towed to the Portsmouth Naval Shipyard for snorkel conversion. She was recommissioned on 19 June 1953, Lieutenant Commander Ted W. Swain, USN, in command. Her conversion was complete by 24 August 1953 and she shifted to the Submarine Base at New London. She reported for duty to Submarine Division 122, Squadron TWELVE, U. S. Atlantic Fleet.

PICUDA conducted torpedo firing trials off Newport, 31 August-4 September 1953, then steamed by way of Norfolk and Nassau in the British West Indies, to arrive at Key West, Florida, on 17 September 1953. She was assigned to duty as a training ship for Submarine Refit Training Group and based her operations for that command at Key West through September 1959. This duty included almost daily exercises in the Key West operating area, visits to gulfoports of the United States, and periodic training cruises to the waters of Cuba, Jamaica and Haiti. This service was intervened by special cruises from Key West and two tours of duty in the Mediterranean. On the first of these she operated off Norfolk, 24 April - 20 May 1954, participating in anti-submarine development exercises. On her second special cruise, she cleared Key West on 3 September 1954 and set course for waters of Northern Europe and the Mediterranean. She arrived at Londonderry, Northern Ireland, on 24 September for joint maneuvers with ships of the British Admiralty, then arrived at Gibraltar on 29 October to join units of the Sixth Fleet for "Operation Bright Bonfire". She returned to Londonderry on 14 November to resume hunter-killer and other anti-submarine warfare tactics with units of the British Fleet, and cleared that port on 25 November to resume her training duties at Key West on 11 December 1954. She again sailed from Key West on 6 January 1958 and arrived at Gibraltar on 18 January. Her tour with the Sixth Fleet included participation in "Operation ASCENDEX" and visits to the ports of Palma and Barcelona, Spain; Port de Monaco; and Genoa, Italy. She sailed from Gibraltar on 18 August 1958 and conducted hunter-killer exercises with destroyers in waters of Cuba and Jamaica before returning to Key West on 11 October 1958.

PICUDA underwent overhaul in the Charleston Naval Shipyard (13 October 1958 - 12 March 1959), followed by a brief period of refresher training in the New London-Newport area. She resumed her former duties at Key West on

27 March 1959 and put to sea from that port on 1 June for her second Mediterranean tour. She touched at Norfolk on 4 June 1959 and reached Gibraltar on the 15th. Operations in the Mediterranean during this tour included visits to Naples and Genoa, Italy; Marseilles, France; and Lisbon, Portugal. She departed the latter port on 26 August 1959 to resume training duties at Key West, Florida.

PICUDA earned the Navy Unit Commendation, six battle stars, and other awards for operations listed below:

1 Star/FIRST WAR PATROL-PACIFIC: 17 Feb - 5 Apr 1944

1 Star/SECOND WAR PATROL-PACIFIC: 4 May - 27 Jun 1944

1 Star/WESTERN CAROLINE ISLANDS OPERATION:

Assaults on the Philippine Islands: 9-24 Sep 1944

1 Star/FOURTH WAR PATROL-PACIFIC: 27 Oct - 2 Dec 1944

1 Star/LUZON OPERATION: 5-22 Jan 1945

1 Star/OKINAWA GUNTO OPERATION:

Assault and Occupation of Okinawa Gunto: 1 Apr - 6 May 1945

NAVY UNIT COMMENDATION:

17 Feb - 5 Apr 1944 - First War Patrol

4 May-27 Jun 1944 - Second War Patrol

23 Jul - 3 Oct 1944 - Third War Patrol

27 Oct - 2 Dec 1944 - Fourth War Patrol

5 Jan - 15 Feb 1945 - Fifth War Patrol

NAVY OCCUPATION SERVICE MEDAL (Europe): 14 Oct - 1 Nov 1954

PHILIPPINE REPUBLIC PRESIDENTIAL UNIT CITATION BADGE: 5-22 Jan 1945

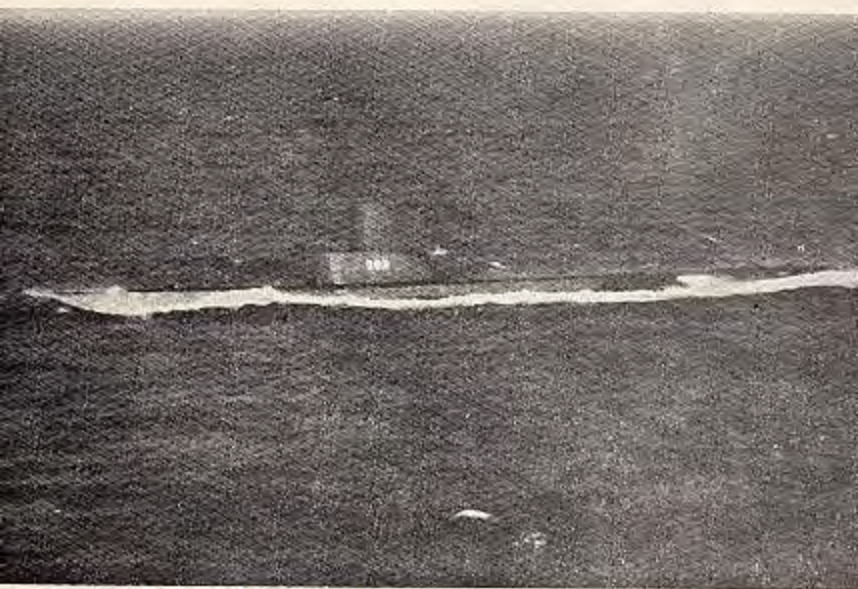
LIST OF COMMANDING OFFICERS

Lieutenant Commander Albert Raborn, USN:	16 Oct 1943 - 12 Jul 1944
Commander Glynn R. Donaho, USN:	12 Jul 1944 - 6 Oct 1944
*Commander Evan T. Shepard, USN:	6 Oct 1944 - 3 Jan 1946
*On board as Prospective Commanding Officer:	13 Jul 1944 - 6 Oct 1944
Lieutenant Commander James P. Marion, Jr., USN:	3 Jan 1946 - 4 Feb 1946
Commander Roderick K. MacLean, USNR:	4 Feb 1946 - 26 Jun 1946
Lieutenant Abraham K. Leichtman, USN:	26 Jun 1946 - 25 Sep 1946
Lieutenant Commander Ted N. Swain, USN:	19 Jun 1953 - 18 May 1955
Lieutenant Commander Vance R. Wanner, USN:	18 May 1955 - 14 Feb 1957
Lieutenant Commander Alexander Rentschler, USN:	14 Feb 1957 - 5 Mar 1959
Lieutenant Commander Richard I. Brooks, Jr., USN:	5 Mar 1959

ORIGINAL STATISTICS

LENGTH OVERALL:	311 feet, 6 inches
EXTREME BEAM:	27 feet, 3 inches
STANDARD DISPLACEMENT:	
Tons:	1526
Mean Draft:	15 feet, 3 inches
SUBMERGED DISPLACEMENT:	
Tons:	2391
DESIGNED SPEED:	
Surfaced:	20.25 knots
Submerged:	8.75 knots
DESIGNED COMPLEMENT:	
Officer:	6
Enlisted:	60
DESIGNED DEPTH:	400 feet
ARMAMENT:	
Torpedo Tubes:	(10) 21-inch
Secondary:	(1) 5-inch .25 caliber
	(1) 40-mm
	(1) 20-mm
	(2) .50 caliber
TORPEDOES:	24

Welcome Aboard!



U.S.S. PICUDA SS-382

HISTORY OF THE USS PICUDA (SS-382)

The Commanding Officer, Officers, and Crew of the USS PICUDA (SS-382) take pleasure in having you aboard. We are proud to show you our fine ship.

As the PICUDA, this vessel's namesake, is a powerful and deadly fish destroying its enemies with its rapacious teeth, so is the PICUDA designed to inflict deadly wounds on enemy shipping

PICUDA was built at the Portsmouth Naval Shipyard, Portsmouth, New Hampshire, and first commissioned on 16 October 1943 with LCDR A. RABON as Commanding Officer.

On New Years Day 1944 PICUDA departed to join the U. S. Pacific Fleet at Pearl Harbor. After an intensive training period, the PICUDA left Pearl Harbor on her first war patrol. On this patrol five aggressive attacks were made which resulted in the sinking of three enemy ships and damaging one, totaling about 10,000 tons.

In all, the PICUDA made six war patrols resulting in a total of 49,629 tons of shipping sunk. During this time, four Navy Cross decorations were presented to her successive Commanding Officers. The PICUDA was also awarded the Navy Unit Commendation for the combat record achieved on her first five patrols.

In September 1946 the PICUDA was decommissioned in New London, Connecticut and placed in an inactive status. PICUDA remained in the New London Group of the Reserve Fleet until late in 1952 when she was towed to Portsmouth for conversion to GUPPY IIA, which is her present designation.

The GUPPY IIA designation is given to World War II submarines that have been streamlined for greater underwater speed and maneuverability by removing the deck guns and streamlining the superstructure. In addition, PICUDA possesses the modern snorkel system. Air entering the boat through the snorkel permits the use of diesel engines when PICUDA is submerged.

PICUDA is 306 feet in length and has a surface displacement of 1800 tons. Her beam is 30 feet and she is air conditioned throughout. Her top speed is 18 knots surfaced and 13 knots submerged. She can cruise half way around the world at moderate speed.

She is divided internally into nine watertight compartments, seven of which have an upper and a lower level. The compartments from forward-aft are listed on the next pages.

FORWARD TORPEDO ROOM

The Forward Torpedo Room carries the main armament of the PICUDA, for here are six torpedo tubes and storage place for torpedoes. Sleeping bunks are arranged in a shelf-like manner among the torpedo storage racks.

FORWARD BATTERY

In the Forward Battery Compartment one-half of the storage battery is housed. This compartment also has living quarters for the Officers and Chief Petty Officers and a ship's office.

CONTROL ROOM

The Control Room is the nerve center of the ship. Here are controlled the diving and surfacing operations. As in the other compartments the number and varieties of equipment may seem complex, but each piece of gear and each valve is there for a definite purpose. It takes a long time to know and master this vessel, and it is only through teamwork, gained by having confidence in the knowledge of shipmates, that the many tasks are coordinated to carry out a particular evolution.

CONNING TOWER

The Conning Tower is the attack and navigation center of the ship. Here are located the periscopes, fire control equipment and steering mechanism.

AFTER BATTERY

The other half of the storage battery is located in the After Battery Compartment. Here the crew has its dining and recreation area. It would be hard to find a more compact or efficient galley. A radio, television set, and movie projector are available for relaxation. In the after end of this compartment is the main berthing area in the ship. The paint and lighting have been carefully selected to improve habitability.

ENGINE ROOMS

In the Engine Rooms you will find the main propulsion engines and generators which provide electrical power for turning the motors or charging batteries. PICUDA'S engines are Fairbanks-Morse 10 cylinder opposed piston diesels of 1600 horsepower each. In the Forward Engine Room is located one engine, air compressors for charging air banks for various uses on the ship, stills for producing fresh water from sea water, and the refrigeration plant. The After Engine Room contains two engines plus the air conditioning plant.

MANEUVERING ROOM

The Maneuvering Room houses the electric control cubicle from which the electric power is directed to the motors from the storage battery or the diesel-driven generators by experienced electricians. The main motors turn the shafts which turn the ship's propellers.

AFTER TORPEDO ROOM

The after Torpedo Room contains four torpedo tubes with stowage space for several torpedoes. Bunks are arranged among the torpedo racks and there is a storeroom for spare parts below the walking deck.

PRINCIPLE OF THE SUBMARINE

All of you have seen a bottomless tin can floating on the water. If a hole is punched in the top of this can the entrapped air escapes and the can sinks. That is how a submarine submerges. Large ballast tanks located around the hull are flooded to make the submarine dive. The submarine is controlled in depth by achieving a neutral state of buoyance where the weight of the water it displaces is exactly equal to the weight of the submarine. To surface a submarine, high pressure air is used to blow the water out of the ballast tanks, making the submarine light enough to rise to the surface.

Since recommissioning in 1953, PICUDA has participated in many major fleet exercises in the Atlantic Ocean and the Caribbean Sea, and made two Mediterranean cruises. She has visited many different countries operating as far South as the Straits of Magellan and as far North as the fringes of the Polar Ice Cap. PICUDA now operates as a unit of Submarine Squadron TWELVE home-ported in Key West, Florida. Prior to reporting aboard a submarine all personnel attend a special course at the Submarine School in New London, Connecticut from two to six months in length.

PICUDA is our home and we are proud to display her. Our men will be happy to answer questions. WELCOME ABOARD.

