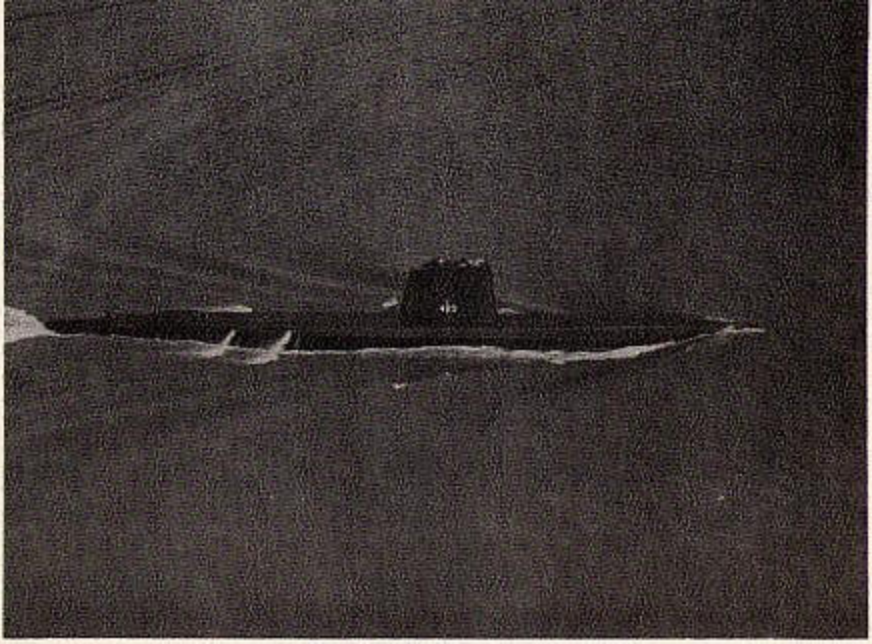
WELCOME ABOARD



Welcome to the USS SEA LEOPARD. I am pleased you are interested in the Submarine Service and we, the men of SEA LEOPARD are happy to "show off" our ship.

Although submariners belong to the "Silent Service" they are surprisingly talkative when given the chance to talk about their favorite subjects --- submariners. The men of SEA LEOPARD will be pleased to tell you about any aspect of submarine life and submarine operations.

We hope you enjoy your visit and enhance your knowledge of the U. S. Submarine Service.

Sincerely,
Commanding Officer

FORWARD AND AFTER ENGINE ROOMS

These rooms contain the three main propulsion engines each driving a large electric generator which can produce electrical power for the ship's motors or to charge the ship's batteries. The forward engine room contains the following equipment: 2 distilling plants for the making of fresh water, air compressors, and the Prairie–Masker Compressor. The after engine room contains 2 air conditioning plants.

MANEUVERING

The electrical power from the engine rooms is brought into the big switch-box or "Cubicle" which occupies the forward half of this compartment. The two electricians on watch can direct the electricity into the batteries or the motors, or from the batteries to the motors, to which are attached the propellers. The motors are located in the lower part of this room.

AFTER TORPEDO ROOM

This room is smaller but otherwise identical to the Forward Torpedo Room.

FACTS ABOUT THE USS SEA LEOPARD

LAUNCHED:	2 March 1945
COMMISSIONED:	11 June 1945
OFFICERS:	8
CREW:	77
LENGTH:	306¼ feet
DISPLACEMENT:	1833 tons surfaced
ARMAMENT:	6 torpedo tubes forward 4 torpedo tubes aft

SHIP'S HISTORY

On March 2, 1945 at Portsmouth Naval Shipyard, Portsmouth, New Hampshire, Mrs.Margaret Chase Smith Launched SEA LEOPARD with the traditional bottle of champagne. During the months that followed, SEA LEOPARD was fitted out, commissioned a man-of-war on June 11, 1945 and ordered to sail for the war zone in the Pacific to join the Submarine war of attrition against Japanese seapower. The war ended before SEA LEOPARD sailed for the war zone and she was ordered to Key West, Florida.

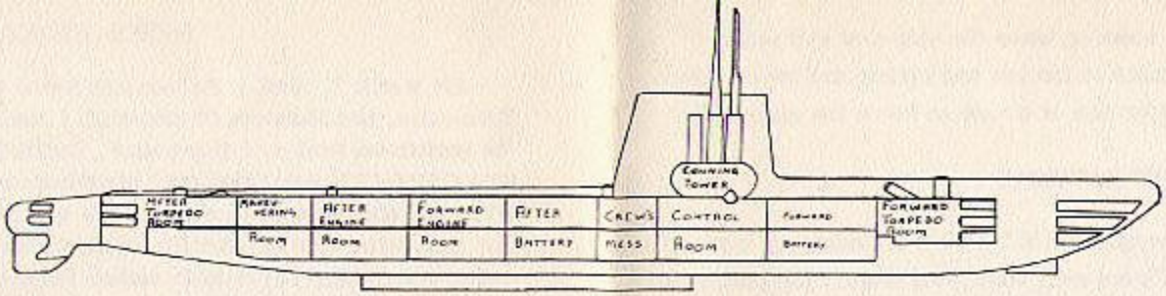
Looking back at the lessons of World War II, the Navy could see that the German U-Boats in the battle of the Atlantic and our own submarines in the Pacific had amply demonstrated the ability of a strong fleet of submarines to cripple a seafaring nation. The need to maintain our lines of communication with our allies throughout the world and the need to hold open the sea lanes over which vital raw materials must pass was also recognized, and when SEA LEOPARD arrived in Key West in early 1946 she found the Anti-Submarine Warfare Development Force already at work devising the means to combat the enemy of the future. SEA LEOPARD served as a live target for the Development Group, working against destroyers and aircraft, to provide a way of evaluating new tactics.

In 1949, SEA LEOPARD sailed to the Philidelphia Naval Shipyard to be converted from a fleet type submarine to a Guppy II submarine. She had been much the same as the submarines that had fought in the Pacific, but the conversion gave her a new streamlined form to increase her submerged speed. Her capacity was doubled to increase underwater speed and endurance, and a snorkel was installed to permit her to run beneath the surface for days with only a small pipe exposed. In addition, new equipment was packed into her already crowded hull to increase her fighting ability.

The "new" SEA LEOPARD found her home port at Norfolk, Virginia, the largest Naval Base in the world, where she joined Submarine Squadron Six as the Squadron Flagship. Her new look made SEA LEOPARD an even more demanding adversary of Atlantic Fleet ASW forces than she had been before.

For the next eight years, SEA LEOPARD continued to work in the business of anti-submarine warfare with units of the United States Atlantic Fleet and with ships of our NATO allies.

In April of 1958, Task Group Alpa was born, utilizing the services of an aircraft carrier, a squadron of destroyers, carrier and patrol aircraft, helocopters, and two submarines. This group was charged with perfecting techniques of ASW that had been developed, finding new ways to fight submarines, and training officers and men to be experts in this phase of Naval warfa



SEA LEOPARD was assigned duty in this new task force and remained with it until August 1960 when she left, SEA LEOPARD was the last charter member of Task Group Alfa.

The remainder of 1960 and the first half of 1961 found SEA LEOPARD at the Philidelphia Naval Shipyard undergoing regular overhaul. Following a Mediterranean depolyment SEA LEOPARD again joined Task Group Alfa in November 1961 and remained with them until August 1963, She entered Norfolk Naval Shipyard in December 1963 for an extensive overhaul.

After completing the overhaul in mid 1964, SEA LEOPARD joined operating forces of the U. S. Atlantic Fleet. In March 1965, SEA LEOPARD returned to Task Group Alfa in time for another Mediterranean deployment. Following this cruise, the ship required a period of interim docking at Newport News, Virginia. Then in January 1966, SEA LEOPARD rejoined Task Group Alfa for a Carribean cruise and a Mediterranean/ Northern Europe run. She returned home in September for a period of local operations which extended into January 1967.

The submarine then entered Norfolk Naval Shipyard, Portsmouth, Virginia for her regular six month overhaul. The overhaul had to be extended to August, but SEA LEOPARD finally returned to an operational status in fine shape. For the rest of 1967 and the first part of 1968, the ship became involved in local operations. In May 1968, SEA LEOPARD crossed the Atlantic to participate in the search for the illfated Scorpion. Then in July 1968, the ship once again crosses the Atlantic. This time SEA LEOPARD was making a Mediterranean deployment, from which she returned in November 1968. In the summer of 1969 SEA LEOPARD visited Northern Europe.

In January 1970, SEA LEOPARD once again visited the Philidelphia Naval Shipyard to undergo her regular overhaul. After completion of the overhaul in June 1970, SEA LEOPARD joined the operating forces to conduct type training and fleet exercises.

At present the men of SEA LEOPARD are still giving their best efforts to assist in the job of ensuring that the United States will have the upper hand in modern Anti-Submarine Warfare.

STRUCTURE

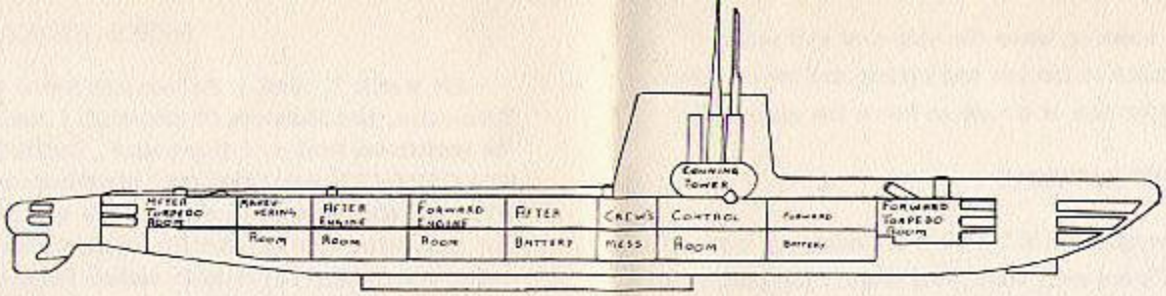
The main hull, or "pressure hull," of the submarine is a cylinder closed at both ends, and is built to withstand the great pressures of deep depths. Atop the pressure hull is another cylinder of equal strength called the "conning tower." It is within these two cylinders that all the machinery, weapons, working and living spaces are located. Around the pressure hull is a second hull. It is between these two hulls that the ship's ballast and fuel tanks are located. On top of the outer hull is a built-up walking deck. Around the conning tower is a streamlined covering called the "sail." It is only these portions of the ship that can be seen above the water. The main pressure hull is always almost completely underwater.

INTERIOR

To aid you in understanding what you see as you walk through SEA LEAPORD we shall briefly describe the compartments in sequence, beginning at the forward end and proceeding aft.

FORWARD TORPEDO ROOM

The bow nest of torpedo tubes occupies the forward end of the compartment, sometimes referred to as the "business end" of the ship. Here 12 members of the crew sleep and stow their clothes. In this space are carried all the torpedoes for the forward tubes. The crew's berths are fitted over, under and around the torpedoes and must be moved when the torpedoes are moved. The torpedoes are brought on board through a loading hatch in the overhead in



SEA LEOPARD was assigned duty in this new task force and remained with it until August 1960 when she left, SEA LEOPARD was the last charter member of Task Group Alfa.

The remainder of 1960 and the first half of 1961 found SEA LEOPARD at the Philidelphia Naval Shipyard undergoing regular overhaul. Following a Mediterranean depolyment SEA LEOPARD again joined Task Group Alfa in November 1961 and remained with them until August 1963, She entered Norfolk Naval Shipyard in December 1963 for an extensive overhaul.

After completing the overhaul in mid 1964, SEA LEOPARD joined operating forces of the U. S. Atlantic Fleet. In March 1965, SEA LEOPARD returned to Task Group Alfa in time for another Mediterranean deployment. Following this cruise, the ship required a period of interim docking at Newport News, Virginia. Then in January 1966, SEA LEOPARD rejoined Task Group Alfa for a Carribean cruise and a Mediterranean/ Northern Europe run. She returned home in September for a period of local operations which extended into January 1967.

The submarine then entered Norfolk Naval Shipyard, Portsmouth, Virginia for her regular six month overhaul. The overhaul had to be extended to August, but SEA LEOPARD finally returned to an operational status in fine shape. For the rest of 1967 and the first part of 1968, the ship became involved in local operations. In May 1968, SEA LEOPARD crossed the Atlantic to participate in the search for the illfated Scorpion. Then in July 1968, the ship once again crosses the Atlantic. This time SEA LEOPARD was making a Mediterranean deployment, from which she returned in November 1968. In the summer of 1969 SEA LEOPARD visited Northern Europe.

In January 1970, SEA LEOPARD once again visited the Philidelphia Naval Shipyard to undergo her regular overhaul. After completion of the overhaul in June 1970, SEA LEOPARD joined the operating forces to conduct type training and fleet exercises.

At present the men of SEA LEOPARD are still giving their best efforts to assist in the job of ensuring that the United States will have the upper hand in modern Anti-Submarine Warfare.

STRUCTURE

The main hull, or "pressure hull," of the submarine is a cylinder closed at both ends, and is built to withstand the great pressures of deep depths. Atop the pressure hull is another cylinder of equal strength called the "conning tower." It is within these two cylinders that all the machinery, weapons, working and living spaces are located. Around the pressure hull is a second hull. It is between these two hulls that the ship's ballast and fuel tanks are located. On top of the outer hull is a built-up walking deck. Around the conning tower is a streamlined covering called the "sail." It is only these portions of the ship that can be seen above the water. The main pressure hull is always almost completely underwater.

INTERIOR

To aid you in understanding what you see as you walk through SEA LEAPORD we shall briefly describe the compartments in sequence, beginning at the forward end and proceeding aft.

FORWARD TORPEDO ROOM

The bow nest of torpedo tubes occupies the forward end of the compartment, sometimes referred to as the "business end" of the ship. Here 12 members of the crew sleep and stow their clothes. In this space are carried all the torpedoes for the forward tubes. The crew's berths are fitted over, under and around the torpedoes and must be moved when the torpedoes are moved. The torpedoes are brought on board through a loading hatch in the overhead in

the after part of the room. As you enter or leave the ship you will pass through the e"escape trunk". A hatch at the top and bottom and an escape door on one side permit three or four men at a time to leave the ship while submerged.

FORWARD BATTERY

The forward portion of this compartment is "Officer's Country," consisting of the Wardroom (where the officers eat, work, and relax). the pantry and four staterooms. In the after part is the Captain's Stateroom and a berthing compartment for Chief Petty Officers. Below the entire deck of this compartment is a huge battery which stores electrical power to drive the ship's motors submerged and gives the compartment its name.

CONTROL ROOM

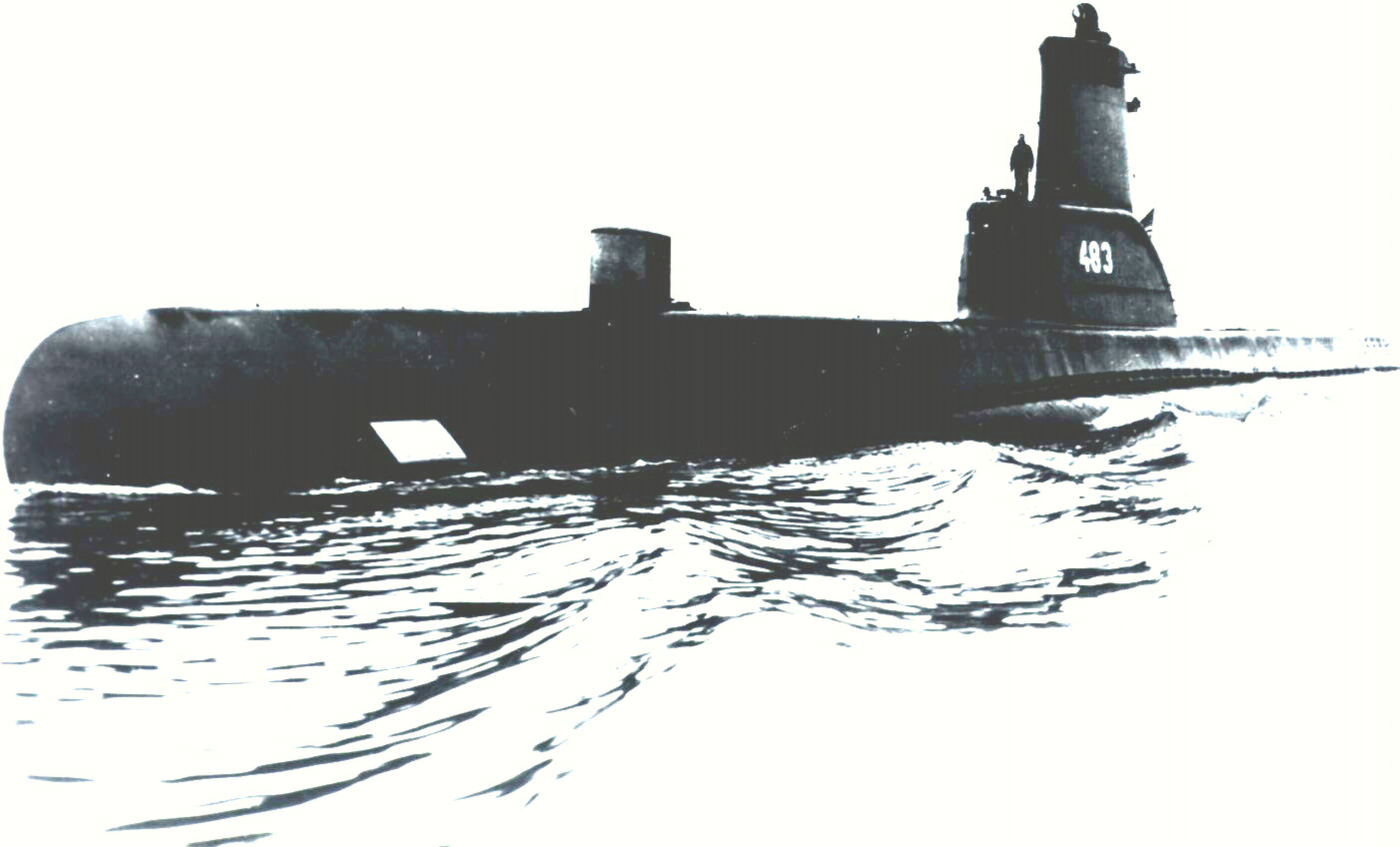
In this space you will see practically all the controls for diving the ship controlling it while submerged and surfacing it. The ship's main compass is located under the table in the center of the room. The green and red lighted panel on the port side is called the "Christmas Tree" and shows which openings in the hull are open or shut. The left hand section of the panel must be a "Green Board" before it is safe to dive. The Conning Officer is stationed in the Conning Tower, immediately above the Control Room, and gives orders to the Diving Officer who stands at the base of the ladder and who is responsible for the depth of the ship.

AFTER BATTERY COMPARTMENT

This compartment is divided into 3 rooms. First is the Galley and Crew's Dinette, where food for the entire 77 man crew is prepared and served. Submarine cooks are the best in the Navy and are greatly responsible for the good morale of the crew. Meals are served family style and the crew is fed in three settings.

The next room is the crew's Berthing space, with bunks for 24 men. Below the deck is another battery well similar to the one in the forward battery.

The third room is the crew's washroom.


483