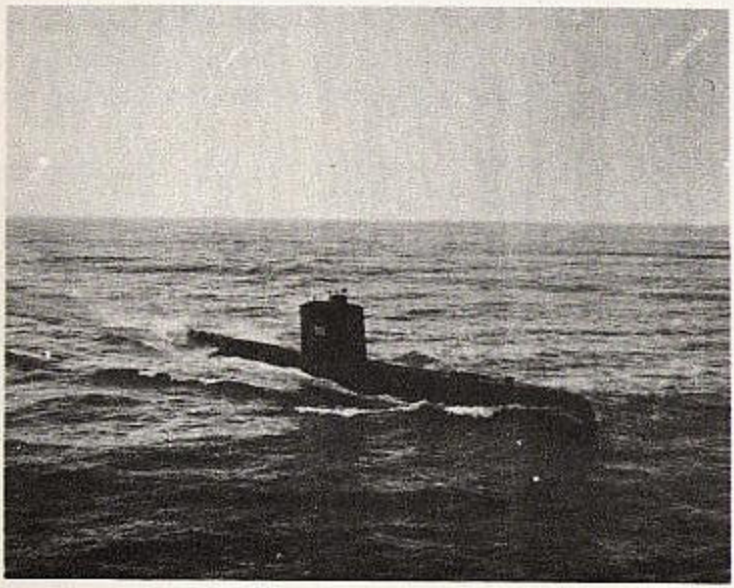
Welcome Aboard



USS TROUT

SS-566

★★★ ★★★

SHIPS HISTORY

USS TROUT (SS 566) was built by the Electric Boat Company at Groton, Connecticut and was commissioned at the Naval Submarine Base there on 27 June 1952. A 563 Class Diesel-Electric Submarine with a crew of 82 officers and men, she is powered by three Fairbanks-Morse Engines and two lead-acid batteries.

TROUT was homeported on the East Coast for 18 years, coming to the Pacific Fleet in mid-1970. She has several distinctive accomplishments to her credit and has operated extensively in both the Alantic and Pacific Oceans. TROUT set a record in 1959 by traveling the greatest distance under ice of any diesel-electric submarine. She has won the coveted Battle Efficiency "E" Award twice, and has made four Mediterranean deployments and two to the Western Pacific Ocean with the SEVENTH Fleet. In addition, TROUT has provided countless hours of service to Anti-submarine forces in the Atlantic and the Carribbean Sea. She has contributed also to important research and development work, acting as a test for submarine "shock test" in the early 1960's and as the primary firing ship in the operational and technical evaluation of the MK 48 Torpedo in 1971.

TROUT has served in a succession of submarine organizations. She began her life as a unit of Submarine Squadron TEN in New London, Connecticut, shifting to Submarine Squadron FOUR in Charleston, South Carolina in 1959 where she was homeported until 1970. In July of that year TROUT moved to her present homeport of San Diego, California and became a unit of Submarine Squadron THREE.

TROUT has had a busy and interesting career, but she is not the first United States Ship of that name to have done so. The first USS TROUT (SS 202) had a distinguished record during WWII.

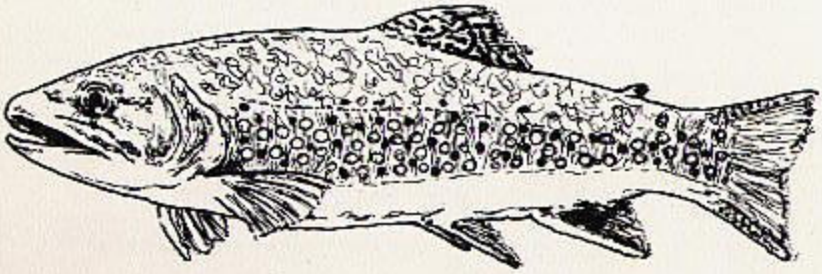
A veteran patroller TROUT left Pearl Harbor 8 February 1944 enroute to her eleventh patrol, topped off with fuel at Midway and left 16 February never to be heard from again. She was expected at Midway about 7 April; overdue, she was reported lost 17 April. From the Japanese since the war the following facts have been gleaned: On 29 February 1944 SAKITO MARU was sunk and another ship was badly damaged in 22°-44'N 131°-45'E. Since the TROUT was the only U.S. submarine which could have attacked at this time in this position but did not report the action, it is assumed she was lost during or shortly after this attack.

In her first ten patrols, TROUT sank 23 enemy ships, giving her 87,800 tons sunk, and damaged 6 ships, for 75,000 tons. TROUT's second patrol was most unusual: She delivered ammunition from Pearl Harbor to Corregidor in January 1942. To compensate for the weight of ammunition delivered, she brought back as a ballast 20 tons of gold, silver and securities to Pearl Harbor, whence it was taken to Washington for safekeeping. TROUT also sank a medium freighter and a patrol craft. From mid-March to mid-May 1942 TROUT patrolled in the Empire, sank a large tanker, three freighters and a gun-boat, and damaged a large freighter. The area south of Truk was the scene of TROUT's fifth patrol; here she sank a transport and damaged an aircraft carrier. During her sixth through tenth patrols TROUT sank a variety of freighters, tankers and other auxiliary vessels.

TROUT was awarded the Presidential Unit Citation for her second, third and fifth patrols. A monument in memory of the first TROUT stands today in Falmouth, Massachusetts near the Cape Cod Canal.

TROUT

The name Trout refers to any of a number of popular game fishes of the genus Salmo, related to the salmon, such as Brown Trout and Rainbow Trout. Members of the salmon family of the genera Salivelinus and Cristovoner are also commonly called Trout, as Brook Trout (Salvelinus fontinalis). Trout are found in most of the northern lakes and streams of North America. They are generally dark olive and black with red spots on the sides and seldom exceed 18 inches in length or weigh more than 10 pounds. The word Trout is from the Greek TROKTES meaning gnawer or one who torments by persistant biting.



LIEUTENANT COMMANDER BART E. BACON

Lieutenant Commander Bart E. Bacon was born in San Diego and graduated from the University of Washington in 1959. He entered the Navy as an Aviation Officer Candidate in Pensacola where he served as Regimental Commander and received his commission with the Class of 1961. He served tours of duty at Memphis, Saufley and Whiting Naval Air Stations and on board the carrier Yorktown (CVS-10).

He left Naval Air to pursue a career in submarines. After attending Submarine School in 1962, LCDR Bacon served in four San Diego based submarines; USS Redfish (SS-395), USS Segundo (SS-398), USS Volador (SS-490) and USS Salmon (SS-573). As a junior officer he received two CINCPACFLT letters of commendation and for his tour as Executive Officer of the Salmon he was awarded the Navy Commendation Medal.

LCDR Bacon has also served on the Staff of COMSUBRON THREE, in BUPERS as Enlisted Rating Coordinator for Submarines and most recently on the staff of the Commandant THIRTEENTH Naval District. LCDR Bacon is a graduate of the Armed Forces Staff College and Defense Intelligence School.

LCDR Bacon hails from a Submarine family. His father commanded USS Pickerel during WWII. One brother, CDR Roger Bacon is presently Commanding Officer of USS PATRICK HENRY (SSBN-599) and another brother, LCDR Dan Bacon, is presently Executive Officer of USS GUITTARO (SSN-665). LCDR Bacon's wife is the former Marlene F. Miller of Bremerton, Washington.

A Day in the life of a Submariner

Henry Watts is a fictitous name for a typical Trout submariner. He is, we will imagine, a second class Electricians Mate. As such, he works in the Electrical Division in the Engineering Department.

On a day that he has the 0600 to 1200 watch (6AM to 12 AM), EM2 Watts is awakened at 0500 by a messenger; this gives him 30 minutes to dress, shave, and enjoy a large breakfast. In keeping with the tradition, he reports to his watch station in the maneuvering room, where the Junior and Senior controllermen stand their watches, 15 minutes before his watch begins. He does this in order to be briefed on the activities of the previous watchstander on his time: a custom most appreciated by the departing electrician. As a controllerman it will be Henry's job to control the ships propulsion plant. On orders from the Officer of the Deck he will take power from either the main generators driven by diesel engines or the main storage battery to operate the submarines main motors. The main motors turn the ship's screws and drive it through the water. During his six-hour watch Henry will carry out the OOD's orders and maintain the engineering logs where the status of the ships propulsion equipment is recorded.

After his relief has taken the watch, Henry cleans up for the noon meal. Todays meal is followed by an "all hands" lecture on the Uniform Code of Military Justice. Through all hands lectures Henry is kept up to date on the latest policies and procedures of Trout and the Navy. After the lecture Henry enjoys a game of acey-deucey with a friend in the crews mess. Before he can finish his first game a messenger informs him there is a problem with No. 1 high pressure air compressor motor controller and the Chief Electrician wants Henry to look into it. On examination of the controller Henry finds that one of the controller holding coils is defective and must be replaced. While Henry is filling out a supply request form to draw the new coil from the ship's supply of repair parts the collision alarm sounds. Fortunately it is just a drill but it means all other activity must stop while the entire crew takes part. Drills are conducted to test the crews reaction to casualty and combat situations of various sorts: fire, loss of power, toxic gas, flooding and so on. Fire hoses are unrolled, medical bags opened, gas masks worn, equipment operated; nothing that can possibly be done to enhance the realism is neglected.

By the time the drill is over and Henry gets his spare coil and completes the repairs it's time for the evening meal. As soon as the mess decks are cleaned up after the meal, the compartment is rigged for a movie. Being an electrician Henry volunteers to operate the movie projector, which insures him a good seat. With the the movie over Henry "hits the rack" for a few hours sleep before his next watch which starts at midnight.

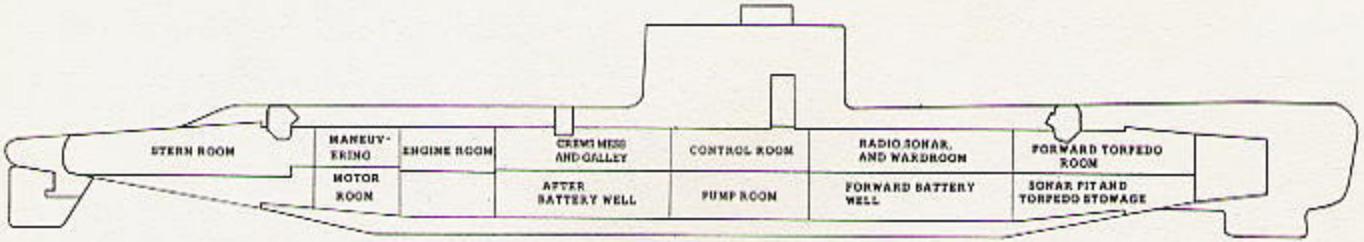
The schedule of our mythical Henry Watts is not at all imaginary or exceptional. It is typical of what a submariner does during a usual workday at sea. It is perhaps a fair answer to the often asked question: What do you do out there at sea?









USS TROUT (SS-566)

Length-277ft.
Beam - 27 ft.
Surface displacement- 1887 tons
Submerged displacement- 2381 tons
Builder- Electric Boat Company, Groton, Connecticut
Keel laid- 1 December 1949
Launched- 21 August 1951

Commissioned-27 June 1952
Complement-8 officers, 72 men
Armament-8 Torpedo tubes
Speed-greater than 10 Knots submerged
Depth-greater than 400 ft.