

Welcome Aboard



United States Ship 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, transferring to the Pacific Fleet in mid-1970. She has several distinctive accomplishments to her credit and has operated extensively in both the Atlantic and Pacific Oceans. TROUT set a record in 1959 by traveling the greatest distance under the ice of any diesel-electric submarine. She had 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 antisubmarine forces in the Atlantic and the Caribbean 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 a 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 San Diego, California and became a unit of Submarine Squadron THREE.

In 1977 TROUT returned to the east coast and entered the Philadelphia Naval Shipyard to prepare for turnover to the Imperial Iranian Navy.

During the summer of 1978 TROUT returned to New London and submarine Squadron TWO to complete the final stages of her long Navy Career.

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.



Commander Albert Wayne Drake

Commander Albert Wayne Drake was born in Burley, Idaho on 5 May 1935. Following Recruit Training in 1952, he reported to the USS INDIANA in which he served until August 1954 when he became a student at the Basic Enlisted Submarine School. His first submarine duty was in the USS RONQUIL (SS 396) where he earned his Silver Dolphins. This was followed by Basic Enlisted Nuclear Power School in 1957. After completion of Nuclear Power Training, Commander DRAKE reported to the precommissioning crew of USS SARGO (SSN-583) and served on board until May 1961. In 1959, while serving in USS SARGO, he was promoted to Chief Electrician's Mate and participated in the 1960 Artic Under Ice Winter Expedition. After USS SARGO he attended Instructor School and subsequently reported to Nuclear Power Training Unit, Idaho Falls, Idaho as an instructor. In September 1962, he received his Commission as Ensign under the Limited Duty Officer Program and attended Officer Candidate School. His first assignment as an officer was Pacific Reserve Fleet, Mare Island, California as Assistant Operations Officer and Security Officer.

In January 1964 he reported to USS GUDGEON (SS-567) serving as Supply Officer and Communications Officer and earned his Gold Dolphins. He then became Division Engineer on the Staff of Commander Submarine Division SEVENTY-THREE, and was selected as an unrestricted line officer. In 1967 he was assigned to USS WAHOO (SS-565) as Engineering Officer, followed by USS CATFISH (SS-337) as Weapons Officer, Operations Officer and Navigator.

After serving as Navigator in USS DARTER (SS-576) he reported to the Staff, Commander Submarine Force, U.S. Pacific Fleet as Training and Readiness Officer and then to Fleet Anti-Submarine Training Center Pacific as Director, Enlisted Training and Assistant Training Officer. In December 1973, Commander DRAKE reported to USS FLORIKAN (ASR-9) as Executive Officer and Navigator and relieved as Commanding Officer in August 1974. Commander DRAKE served as Commanding Officer until October 1976 when he received his orders to USS TROUT as Commanding Officer.

A Day in the life of a Submariner

Henry Watts is a fictitious 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 (6 AM to 12AM), 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. Today's 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 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 imaginery 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?

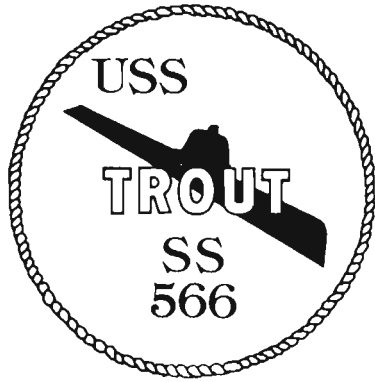
A veteran patroller TROUT left Pearl Harbor 8 February 1944 enroute to her eleventh patrol, topped off with fuel at Midway and left 16 February never to be heard from again. She was expected at Midway about 7 April; overdue, she was reported lost 17 April. From the Japanese since the war the following facts have been gleaned: On 29 February 1944 SAKITO MARU was sunk and another ship was badly damaged in $22^{\circ}44'N$ $131^{\circ}45'N$. 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 ship, 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

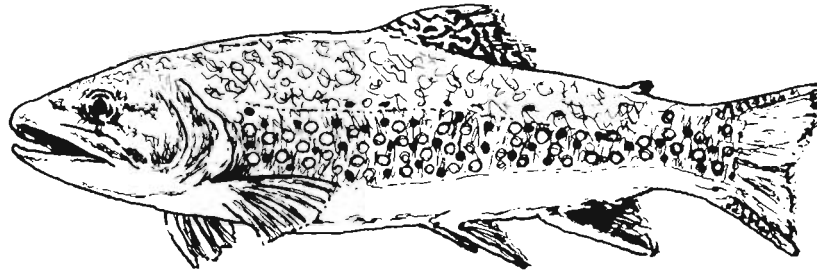
compensate for the weight of ammunition delivered, she brought back as a ballast 20 tons of gold, silver and securities to Pearl Harbor, whence it was taken to Washington for safekeeping. TROUT also sank a medium freighter and a patrol craft. From mid-March to mid-May 1942 TROUT patrolled in the Empire, 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.

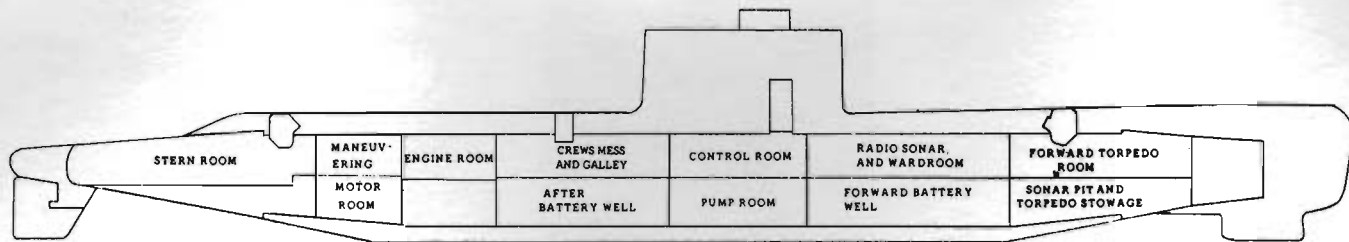
TROUT was awarded the Presidential Unit Citation for her second, third and fifth patrols. A monument in memory of the first TROUT stands today in Falmouth, Massachusetts near the Cape Cod Canal.





THE WORD TROUT IS FROM THE GREEK TROKTES MEANING GNAWER OR ONE WHO TORTURES BY PERSISTANT BITING. THE TROUT FAMILY IS COMPRISED OF TWO GROUPS DISTINGUISHED BY THEIR COLORING. SALVELINUS (CHARRS) LIKE BROOK AND LAKE TROUT HAVE LIGHT SPOTS ON A DARK BACKGROUND. SALMOS SUCH AS RAINBOWS AND BROWNS ARE LIGHT WITH DARK SPOTS. THE POPULAR GAME FISH IS FOUND WORLD WIDE NORTH OF 40° NORTH LATITUDE AND THOUGH TYPICALLY 12-15 INCHES IN LENGTH AND ABOUT ONE POUND IN WEIGHT, THEY CAN GROW TO WEIGH AS MUCH AS 70 OR 80 POUNDS.





USS TROUT (SS-566)

Length—277 ft.

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.