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## HISTORY OF USS SILVERSIDES (SS 236)

The famous submarine SILVERSIDES earned the undying praise and gratitude of her country in fourteen daring war patrols in enemy-held waters. During her spectacular career she sank 29 Japanese ships and damaged 15 others for a total of 221,113 tons of enemy shipping sunk or damaged. This menace to Japanese shipping started to come to life when her keel was laid at the Navy Yard, Mare Island, on 4 November 1940. Launched on 26 August 1941, SILVERSIDES was sponsored by Mrs. J. J. Hogan, wife of Dr. Hogan, Vallejo Chamber of Commerce representative in Washington, D. C.

SILVERSIDES officially joined the U. S. Navy on 15 December 1941 in a simple commissioning ceremony at Mare Island. Lieutenant Commander Creed C. Brulingame accepted the first command of the submarine. Since the attack on Pearl Harbor had just been made, SILVERSIDES was immediately sent out to make test runs so she could be pressed into service at the earliest possible time. Shakedown exercises were made at San Diego and the ship returned to Mare Island to complete her acceptance trials. On 4 April 1942, she was ready to be tested in battle and proceeded to Pearl Harbor for her final training before her first war patrol.

Underway from the Submarine Base, Pearl Harbor on 30 April, SILVERSIDES proceeded to her first war patrol area via Midway. The first enemy contact was a trawler of 350 tons patrolling off the coast of Japan on 10 May. The sub engaged in a spirited gunfight and the trawler opened up with machine gun and rifle fire. In closing to finish off the Jap ship, a burst of machine gun fire rattled toward the gun crew and bridge, killing the second loader instantly. The choppy sea made gun pointing erratic and several times the gun crew was knocked away from their gun. After at least 13 hits with the 3-inch deck gun, the trawler was left burning.

While patrolling on the surface 40 miles south of Honshu on 13 May, a periscope was sighted at 1000 yards. SILVERSIDES swung around and fired one torpedo from her stern tubes. The torpedo hit the Japanese submarine and the periscope disappeared never to be seen again.

Patrolling off the coast of Ichiye Saki on 17 May, SILVERSIDES apparently ploughed through a fish net for a loud banging. The conning tower directed the periscope aft to see a fish ~~net~~ <sup>net</sup> with a Japanese flag in tow. The attack was abandoned to avoid almost certain detection and the fish nets were cleared by deep submergence.

Later in the day another freighter steamed around a point of land and SILVERSIDES offered three torpedoes for the cause of the Empire. Two hits tore into the ship causing her to stop and then head for the shore belching black smoke. During this attack another ship

was sighted astern and two torpedoes were fired at maximum range for two solid hits. The first freighter blew up and disintegrated in a large cloud of smoke. The sub dove and heard another loud explosion from the direction of the second ship which indicated the worst for her. Again tangled in fish nets, SILVERSIDES disengaged herself and cleared the area.

A large freighter was sighted coming out of the haze, outbound from Kobe on 22 May. Two minutes after sighting the ship, three torpedoes were on their way. The first explosion blew off the bow of the ship and the second explosion erupted solidly under the bridge. When last seen the freighter's screws were out of the water and she was slipping below the surface rapidly with a 45 degree dive angle. A patrol vessel commenced depth charging and kept the sub down deep for about 12 hours until moonset. SILVERSIDES proceeded to the southern part of her patrol area to effect repairs and stop leaks.

Two torpedoes streaked out on a collision course with a tanker bound for Kobe on 3 June. One struck the ship and SILVERSIDES went deep for depth charging started immediately. For four hours the depth charging continued and a small coastal steamer seemed to be doing most of the work. She passed directly over the sub twice and the screws could be heard clearly. Thirteen depth charges went off almost simultaneously close aboard. A series of leaks in the engine room plus a shower of water through electric cables in the control room and elsewhere, made depth control difficult. The sub surfaced with the lights of about 30 boats in the area and considerable glow in the vicinity of the attack, probably from burning oil.

SILVERSIDES left her patrol area after 28 days on station and arrived at the Submarine Base, Pearl Harbor, on 21 June 1942. After a refit period, the deep sea marauder departed for her second war patrol on 15 July, stopping to refuel at Midway.

Wasting little time before her next action, SILVERSIDES put a shot across the bow of a 500 - ton trawler on 24 July. The trawler did not stop so a few more shots were fired which were not across the bow. About 50 hits left the trawler burning fiercely.

The early morning of 28 July brought the tops of two steamers over the edge of the horizon. SILVERSIDES made a submerged approach and cut loose with three of her best. Three hits ripped into the ship and made a "Hollywood" ending for the Jap. The ship sank so quickly that she had disappeared by the time the periscope swept around once to see if any escorts or patrol planes were in sight.

SILVERSIDES sighted four ships coming out of Kobe on 8 August and closed the shore to within 2 miles. The largest and last ship in the column, identified as the LYONS MARU class, was heavily laden and selected for the presentation of two torpedoes as a token of American friendship. One hit thundered into the ship below the stack and the MARU buckled in the middle with the bow and the stern racing each

other to see which would submerge first. Depth charging started immediately and continued until the submarine surfaced 57 depth charges later and cleared the area at 21 knots.

Attacks were commenced on a passenger-freighter outbound from Kobe on 12 August. The range was decreased to 1700 yards when the ship apparently sighted the sub and turned towards her. SILVERSIDES swung around for a stern tube shot but another look through the periscope indicated that the ship was within 50 yards by this time and nothing but grey paint could be seen. With patrol craft closing in on the scene it was high time for the submarine to dive to avoid ramming plus depth charges. The patrols gave up after hunting for the sub for two hours.

Destroyers were busily hunting down a very annoying American submarine around the approaches to Kobe on 14 August. SILVERSIDES watched them but carefully maneuvered so that they would not come to close. At 1805, a heavily loaded tanker was zig-zagging its way toward Kobe. Two torpedoes were fired and both missed. Another torpedo streaked out and hit the tanker with a loud explosion. Depth control was lost just about that time and spoiled the chance to take a look at the damage and the patrol boats were after SILVERSIDES with two depth charges which erupted for two record-breaking concussions for the submarine. After one and a half hours of being trailed by anti-submarine vessels, SILVERSIDES surfaced to escape. Behind her, many lighted small boats were seen with two searchlights trained on the water and an airplane flare over the attack area showing several fast-moving ships like destroyers apparently in the process of picking up survivors.

In the darkness of 31 August, SILVERSIDES closed in on some ship's lights observed in the water ahead of her course. The ship was a trawler of about 250 tons and took several hits with the 3-inch gun and for a half hour was raked with machine gun fire. When left, the trawler was listing to port with heavy smoke pouring from her and sinking rapidly. The following day another trawler was engaged with machine gun fire and automatic fire was returned scoring several hits on the conning tower. SILVERSIDES returned to the Submarine Base at Pearl Harbor on 8 September 1942 from her second war patrol.

Her refit completed, SILVERSIDES departed Pearl Harbor on 2 October for her third war patrol which took her to the waters around Truk, New Ireland and Buka. The first kill came on the night of 19-20 October when a ship was sighted off the MANILA MARU class - 11,600 tons. The first torpedo ran astern of the target. The second hit with such terrific force it knocked the skipper away from the periscope. The third torpedo hit under the after deck house. The screws stopped immediately and loud noises like bulkheads collapsing continued for about ten minutes. Before the patrol vessels forced her down, the sub notices the ship sinking with the poop deck under water and the bow in the air.

A dim white light was picked up on the rainy night of 9-10 October and SILVERSIDES pursued for about an hour before she could close the range to identify the target as a destroyer. The destroyer turned toward the sub and put herself in a position to draw three torpedoes from the stern tubes. One of the two resultant explosions caused a large column of smoke on the target. Twenty minutes later the destroyer was still in sight and two more torpedoes were sent her way. Shortly after, an explosion occurred on the target. Just then, sound equipment picked up the whirring of propellers and the sub was diverted to investigate. When she returned to look at the stricken destroyer, it had disappeared to Davy Jones' locker.

SILVERSIDES terminated the third war patrol as she pulled into Brisbane, Australia on 25 November. A refit period alongside USS SPERRY prepared the submarine for sea by 16 December and on the following day, SILVERSIDES departed Brisbane for the fourth war patrol which took place in the area around New Ireland.

A large enemy submarine was sighted on 6 January with a large naval ensign painted on the conning tower. SILVERSIDES fired three torpedoes for two hits. The first explosion blanked off the view of the target and the second explosion also ripped into the Jap sub. The target's propellers stopped immediately. SILVERSIDES went deep for about five minutes and upon surfacing sighted nothing but a flock of birds hovering over the target's last position.

A submerged approach on a large tanker in the darkness of early morning on 18 January brought SILVERSIDES into a position to let go with four stern torpedoes. The first hit in the bow completely obscured the bow in a column of spray. The second hit raised more spray, but the third torpedo hit the tanker under the stack aft. A tremendous explosion resulted and a pillar of smoke reached high up into the sky with flame and sparks at its base. Forced below the surface by escort vessels, the sub could hear breaking-up noises from the direction of the tanker. An escort vessel came across the stern and dropped eight depth charges which blew the gasket off the safety vent and knocked out three depth gauges. An air bubble popped to the surface and the escort used the bubble as a marker to let go with a barrage of depth charges which jarred the teeth of the submariners.

Shortly after noon on 20 January 1943, four freighters with escorts were picked up and trailed to figure out their zig-zag plan. The sea was glassy and precluded an undetected attack until dusk. At 1818 SILVERSIDES commenced her attack. A zig put the ships in such a disposition that three ships were in a solid line. Six torpedoes were fired into this perfect set-up and two hits were heard on one ship--two on a second and one hit on a third ship. The sub was by now dead ahead of one of the escorts and was forced to go deep and rig for depth charging.

The sound of ships breaking up was heard clearly for a half hour and sharp cracks indicated gun fire. There was much scurrying

about on the part of the escorts and only one of the merchantmen could be heard with screws turning. A depth charging ensued which made things complicated for the submarine for an air leak developed and a fuel leak and the sixth torpedo which was fired was found halfway out of the tube. A breakdown of the main induction operating gear revealed a box of breakfast food stuck under the bell crank lever. In the words of the skipper the situation was summed up with the following "Thus with a dangling torpedo with warhead attached, a fuel and air leak, an explosion in the main generator and Cream of Wheat in the main induction, all within two hours time, it was decided to leave the area two days ahead of schedule--" The submarine arrived back in Pearl Harbor on 31 January after a very successful patrol.

SILVERSIDES departed Pearl Harbor for her fifth war patrol on 17 May 1943, for offensive patrols around New Ireland and a special mine laying mission in the area around Bougainville. Although the primary mission of the patrol was minelaying, SILVERSIDES did not neglect her activity with the torpedoes.

During the night of 10-11 June, a large transport of about 10,000 tons with two escorts was trailed until a favorable position for firing was attained. Four torpedoes were sent toward the target at 10 second intervals. The first hit made the ship seem to jump out of the water and a streak of flame twice the ship's length shot out along the water line. The second hit erupted under the bridge in a large column of smoke and water. The third hit struck with such force that it was felt throughout the sub but not seen. SILVERSIDES at this time was giving her attention to an escort who came charging down the torpedo tracks. Not finding the submarine, they swept the surface with a searchlight. Just then an explosion on the target ship sent up a sheet of bright flame 200 feet into the air-completely enveloping the ship and completely illuminating one United States submarine. One of the escorts opened fire on the sub and picked her up in the cold merciless eye of a searchlight. The range to the escorts was closing rapidly and about a half-dozen shells prompted one of the quickest dives SILVERSIDES had ever made down to 100 feet. The bow planes on the sub jammed and she almost made another record coming back up to 35 feet. However, the one stern tube fired at the escort vessel on the way down served to engender sufficient respect in the Japs so they maneuvered and lost most golden opportunity to sink dishonorable sub.

The first barrage of depth charges came when SILVERSIDES reached 140 feet below. A valve opened between two tanks and fouled up the trim of the ship and the usual cork, paint, gauge glasses, motors, depth charges and loose gear were knocked about. Several more depth charges followed but upon surfacing no serious damage could be found. The fire on the target lit up the sky with periodic explosions shooting flames and sparks several hundred feet into the sky. By 0540 the sub was 25 miles away when a violent explosion ripped the atmosphere and the target was seen no more.

Her patrol ended on 16 July, SILVERSIDES pulled into Brisbane, Australia for a refit period. Lieutenant Commander J. S. Coye, Jr., relieved Lieutenant Commander C. C. Brulingame as commander of the submarine before it departed for her sixth war patrol on 21 July 1943. This was the unluckiest patrol for the submarine so far. A series of premature explosions and heart-breaking misses for no apparent reason prevented any successes along the Truk-Bismarck and Truk-Rabaul shipping lanes. On 4 September, after 54 days of discouraging experiences, SILVERSIDES returned to Brisbane, Australia for refit.

The seventh war patrol, which commenced on 5 October, had an altogether different complexion. The early morning of 18 October brought SILVERSIDES into firing range of a Jap convoy with overlapping targets. Six torpedoes were fired in succession with one "friendly" torpedo exploding prematurely to alert the Japs. However, two solid hits were heard before the depth charges chimed in with their unwelcome music. Later in the morning, upon surfacing, the sub cruised through the debris which included landing barges, lifeboats, life preservers, rafts and many small kegs. One of the latter was picked up in the hope it that might contain saki, but it proved to be a keg of pickled onions.

In the moonlight of early morning on 23 October another convoy drew the torpedo fire of four of SILVERSIDES stern tubes. The first torpedo exploded prematurely and the other three exploded after the convoy had been alerted. The sub was forced to dive but had another chance on a convoy shortly after midnight. Six torpedoes went after the largest ship in the lead and a medium freighter behind. Explosions and breaking up noises were heard but the escort vessels kept the sub under so there was no way of telling how many ships were left.

During the morning SILVERSIDES chased after the convoy and found two ships stopped, one of which was a freighter, listing with its bow blown off and the other was a medium sized freighter. Three other ships were milling around with the escorts patrolling the outer edges of the scene. One of the ships, the KAZAN MARU was dead in the water, and burning with no sign of life aboard. The ship sank while it was being watched and the top of the pilot house floated. From this bit of wreckage, the submariners succeeded in taking a 20 millimeter gun, some beautiful new scientific instruments, a book on coastal piloting and several other souvenirs.

The sub headed toward a passenger freighter which was burning fiercely though it did not appear to be sinking. SILVERSIDES slipped in another torpedo which struck in the same place as the first hit. The ship had its back broken but it did not sink readily. The crew came up topside to witness the result of their efforts. About half hour later the ship broke in two and sank rapidly. The sub cruised around the wreckage to find something by which to identify the ship but the fire had apparently destroyed most of the gear that usually floats.

The rest of the convoy was trailed again by the relentless SILVERSIDES and during the night of 25-26 October she maneuvered into firing position. Six torpedoes were fired at the single column of three ships. One of the ships appeared to be dead in the water and sinking when the sub had to "shove off" to avoid the patrol vessel. The patrol ended as SILVERSIDES pulled into the Submarine Base, Pearl Harbor on 8 November 1943.

After a normal refit period, SILVERSIDES departed for her eighth war patrol on 4 December which was conducted around the Palau Islands. On 26 December, the sub made underwater attack on an enemy freighter of approximately 5,000 tons. Four torpedoes were fired, three of which were believed to have exploded on a reef and the fourth resulted in a low order detonation after making a smoky run. This looked like an unsuccessful attack at the time due to the unavoidably long range. However, subsequent reports show that the freighter went down to the bottom.

An attack on a six-ship convoy was made shortly after midnight on 29 December which the Japs would like to forget. This battle was preceded by a one hour approach which accidentally put SILVERSIDES in the position of second ship in the enemy's starboard column. Skillfully extricating himself from this unfortunate position, the skipper made a snap attack with two stern torpedoes on a tanker at close range. Fortunately both torpedoes missed the target and accidentally hit a ship in the left side of the column. This lucky hit threw the entire convoy into a delightful state of confusion from which they never fully recovered.

SILVERSIDES shortly discovered that she was acting as escort to a freighter astern. Two "down the throat" shots from the stern tubes failed to hit so the sub skipper drew off to study the situation. Astutely analysing the radar screen, it was decided that the convoy was scattering with escorts furiously depth charging the vicinity of the torpedoed ship. This left SILVERSIDES within radar range of the three ships to the starboard column with no escorts. It was a wonderful opportunity for the sub but she had to work fast against the time of approaching dawn and frequent rain squalls were on the side of the Japs. SILVERSIDES delivered five skillful torpedo attacks which sank all three ships before daylight. One tanker, one freighter, and one passenger-freighter went down to the bottom by a SILVERSIDES "salute."

A 14-hour tracking and approach exercise for the sub on a tanker convoy resulted in no hits due to an extremely rough sea and SILVERSIDES returned to Pearl Harbor on 15 January to be refitted by the USS SPERRY.

Underway from Pearl Harbor on 15 February 1944, for her ninth war patrol, SILVERSIDES set her course again to an area in the vicinity of the Palau Islands. The first opportunity to fire torpedoes came as the result of a long chase after a convoy on 16 March. Three

torpedoes went sizzling after one of the ships for two hits. The first torpedo punched the Jap ship under the mast and the third one could only be heard, for by this time, SILVERSIDES had been forced deep by patrol vessels. A good pattern of "christianizing" depth charges rumbled down after the sub to start the counter attack. The breaking up noises on the Jap ship indicated that it sank within ten minutes.

Shortly after noon on 28 March, the mast of a ship pierced the horizon line and SILVERSIDES started out on a chase. The ship was a freighter with engines aft and an estimated tonnage of about 3,000 tons. The escort vessel towing her was of the converted trawler type with trees lashed to its mast for camouflage. When the ships steadied on a course to enter the harbor at Monokwari, four torpedoes streaked through the water to discourage her.

One of the torpedoes struck the Jap freighter amidships and broke her back. The ship commenced to sink rapidly and several men on the escort started to cast off tow lines. SILVERSIDES was forced deep by the sound of approaching screws and an explosion sounding like a depth charge. By the time she could come up to periscope depth, the target had disappeared.

On 8 April, 53 days after leaving Pearl Harbor, SILVERSIDES arrived at the Submarine Base, Brisbane, Australia. After a normal refit period, the sub departed for Marianas Islands area on 26 April for her tenth war patrol.

Early in the afternoon on 8 May, an inbound convoy consisting of six or seven ships plus at least five escorts was contacted near Port Apra. When the sub reached a firing position, a suspicious escort came in close to prevent firing the bow tubes and a set-up was quickly made on the stern tubes. Four torpedoes were fired at a freighter of 5,000 tons. One hit was heard and depth charges and breaking up noises followed.

Good hunting was promised when seven ships with escorts stood out of Apra Harbor on 9 May. SILVERSIDES trailed until later afternoon and surfaced to reach a position ahead of the convoy by dawn the next morning. The long chase was complicated by convoy course changes and escorts patrolling at considerable distance from the convoy. At 0539 on 10 May, a solid mass of overlapping ships drew all six torpedoes from the forward nest of torpedo tubes.

The next item on the program of activities was to save the ship from destruction and SILVERSIDES went deep and rigged for depth charging. The depth charges were not long in coming and were uncomfortably close. Loud breaking up noises were heard from the ships in the convoy and two distinct sinkings could be made out. About two hours after firing, SILVERSIDES surfaced to view the scene. Pictures were taken and the entire crew had a look through the periscope.

One ship was burning about three miles away with several escorts in the near vicinity. A barrage of 23 depth charges went off in rapid



succession. The Japs apparently were infuriated at the one most annoying submarine. Another barrage of 25 depth charges rumbled angrily about an hour later. Shortly after noon the patrol craft headed northward and SILVERSIDES closed in to investigate the ship which was still burning. Close inspection showed the ship to be abandoned and the gun crews were called to sink it. The ship's back was broken and the bow and stern were working diversely with the ground swells. Just then a Jap twin engined bomber posed over the horizon and postponed the "coup de grace." The plane circled around the target for a while and left. As preparations were being made to ventilate the ship with a torpedo, she sank of her own accord with a landing barge floating off just as the ship went under.

Just before midnight of 28-29 May, the moon set and SILVERSIDES started to close a convoy to track them for a firing run. Six torpedoes were fired at two freighters. The seconds ticked away and the submariners anxiously waited. Two hits were observed in both of the freighters followed by tremendous explosions which lit up the entire scene like daylight. The escorts were probably blinded by the holocaust which was raging astern and contributed their bit to the confusion by dropping twenty-six depth charges. Both ships disappeared from the radar screen within three minutes after they were hit and the violence of the explosion and fire made it doubtful that any of the crew survived. The ships were apparently loaded with gasoline and a million or so gallons burning made an awe-inspiring spectacle.

The last four torpedoes aboard SILVERSIDES were fired at two freighters in a convoy. For no particular reason they missed and a message was sent to another submarine telling her that SILVERSIDES' attack was ended and wishing her better luck. The large explosion and flare of the fire in the direction of the convoy was receipt enough for the message. SILVERSIDES returned to the Submarine Base at Pearl Harbor at the conclusion of her patrol on 11 June 1944.

The successful conclusion of the tenth war patrol made SILVERSIDES one of the outstanding submarines in the submarine force. On 13 June she proceeded to Mare Island, California for a navy yard overhaul.

By 4 September 1944, SILVERSIDES stood out of San Francisco Bay enroute to Pearl Harbor where at twelve day period of voyage repairs and training preceeded her departure for her eleventh war patrol on 24 September. The patrol was conducted in two phases, the first being a 41-day period with a wolf pack around Formosa and Kyushu. Although no damage was inflicted on the enemy, SILVERSIDES went through one of her most exciting and hazardous experiences. When it was apparent that a number of enemy patrol vessels were closing in on the badly damaged SALMON, SILVERSIDES, surfaced in order to distract their attention. The maneuver succeeded for the vessels turned their attention to SILVERSIDES while SALMON escaped. SILVERSIDES dove and evaded the Japs and left them with nothing but a lesson in the "come hither" technique.

SILVERSIDES and TRIGGER escorted SALMON back to the base at Saipan, arriving on 3 November. After one week for voyage repairs, SILVERSIDES commenced the second phase of the patrol which consisted of a 14-day anti-patrol vessel sweep around the Bonin Islands. She succeeded in damaging a 200-ton patrol vessel by gunfire during this period and arrived back at Midway on 23 November for refit.

Before the twelfth war patrol commenced, Commander Coye was relieved as skipper of the famous SILVERSIDES by Commander J. C. Nichols. Departing from Midway on 22 December, the sub set her course for her area in the East China Sea. The big event of this patrol was a torpedo attack on a large freighter believed to be of the 6,800 ton EMPIRE class. Since proof of the sinking could not be shown at the time, credit was given for having only damaged the ship. However, subsequent reports show that the ship was the 4,556 ton MALAY MARU and was actually sunk in the attack. After 49 days at sea, SILVERSIDES returned to Midway on 12 February 1945 to be refitted by USS AEGIR.

The thirteenth war patrol of SILVERSIDES was conducted around Bungo Suido and commenced with the ship's departure from Midway on 9 March 1945. The skipper of SILVERSIDES was commander of a coordinated attack group which included the submarines THREADFIN and HACKLEBACK. Lifeguard services were rendered in addition to the primary mission of sinking Jap ships.

On the night of 11-12 April, SILVERSIDES made two firing runs on a freighter with escort. One good solid hit was scored shortly after midnight which caused an internal explosion in the ship. The flames lit up the area and obliterated the middle and after part of the ship. The target sank without further persuasion while the escort had departed to investigate a previous premature explosion. The escort thus removed himself from the vicinity where he could be of some possible help to the cause of the Empire.

Two small ships were sighted pitching heavily in the seas of 19 April and SILVERSIDES closed in for a gun battle. Several miss-fires hampered the attack but the sub succeeded in damaging the largest vessel, which was a trawler of 450 tons. This was the last action of the war patrol and the sub returned to Pearl Harbor by way of Midway, arriving there on 25 April.

The fourteenth and last war patrol of the SILVERSIDES commenced when she stood out of the channel at Pearl Harbor on 30 May for lifeguard duty in the Shikoku and Honshu areas of the Japanese home islands. An Army Air Force pilot was rescued from the water on 22 July and two days later one of the aviators from the carrier INDEPENDENCE was brought aboard after his plane was forced down in the ocean. After 62 days on patrol, SILVERSIDES arrived at Guam on 30 July for refit by USS SPERRY.

The end of the war found the ship ready to start out on her fifteenth war patrol. However, orders were received to return to New York by way of Pearl Harbor and the Panama Canal. The submariners were glad the war was over and glad to be back in the good old "Uncle

"Sugar" when the famous SILVERSIDES tied up at Staten Island, New York on 21 September 1945. Home from the dangers of the deep, home from good hunting was the submarine SILVERSIDES.

Although her war career was over, the submarine had not outlived her usefulness. By Directive dated December 1946, USS SILVERSIDES (SS 236) was transferred to the NINTH Naval District for training reserves.

#### PRESIDENTIAL UNIT CITATION

On behalf of the President, Secretary of the Navy James Forrestal presented the SILVERSIDES with the PRESIDENTIAL UNIT CITATION, the text of which reads:

"For outstanding performance in combat during the Fourth, Fifth, Seventh and Tenth War Patrols in enemy Japanese-controlled waters. Daring in her tactics and tenacious in the face of particularly hazardous conditions, the USS SILVERSIDES tracked her targets with relentless aggression. In audacious defiance of heavy enemy escorts and air opposition, she boldly penetrated hostile screens to launch her torpedoes, striking repeatedly at every quarter with devastating results to the Japanese in the destruction of twenty-four ships and extensive damage done to additional vessels. Her exceptional skill and her intrepid fulfillment of perilous missions necessary to defeat a fiercely determined foe attest the superb combat readiness of her gallant officers and men."

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USS SILVERSIDES earned twelve Battle Stars on the Asiatic-Pacific Area Service Medal, for participating in the following operations:

- 1 Star/Capture and Defense of Guadalcanal -- 10 August 1942 to 8 February 1943
- 1 Star/Okinawa Gunto Operation  
Assault and Occupation of Okinawa Gunto -- 24 March to 30 June 1945
- 1 Star/THIRD Fleet Operations against Japan -- 10 July to 15 August 1945
- 1 Star/Eastern New Guinea Operation  
Finschhafen Occupation -- 22 September 1943 to 17 February 1944
- 1 Star/Submarine War Patrol - Pacific -- 30 April to 21 June 1942
- 1 Star/Submarine War Patrol - Pacific -- 15 July to 8 September 1942
- 1 Star/Submarine War Patrol - Pacific -- 17 May to 1 July 1943
- 1 Star/Submarine War Patrol - Pacific -- 4 December 1943 to 15 January 1944

- 1 Star/Submarine War Patrol - Pacific -- 15 February to 8 April 1944
- 1 Star/Submarine War Patrol - Pacific -- 26 April to 11 June 1944
- 1 Star/Submarine War Patrol - Pacific -- 24 September to 23 November 1944
- 1 Star/Submarine War Patrol - Pacific -- 22 December 1944 to 12 February 1945

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STATISTICS

OVERALL LENGTH	312 feet
BEAM	27 feet
SPEED	20 knots
DISPLACEMENT	1,440 tons

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Restencilled August 1951