

Office of Naval Records and History
Ships' Histories Section
Navy Department

HISTORY OF USS SALMON (SS 182)

The third vessel in the Navy to be named after a species of fish known as the Salmon was built by the Electric Boat Company, Groton, Connecticut, and launched on 12 June 1937. Sponsoring this new submarine was Miss Hester Laning, daughter of Rear Admiral Harris Laning, then Commandant of the THIRD Naval District. This vessel was the first of the new "S" class authorized in 1935 and built in accordance with the London Treaty for the Limitation of Armaments.

On 15 March 1938 the submarine was placed in full commission. USS SALMON (SS 182) and Lieutenant W. M. Stephens, USN, embarked as her first commanding officer. A routine shakedown training cruise was conducted during the spring and summer of 1938 as the sub ranged from Nova Scotia to the Gulf of Mexico while conducting her training operations.

By the time the war started SALMON had been with the Fleet for three years and was then operating out of the Philippines. On the day the Japanese attacked Clark Field, Manila, Philippines, SS-182 was underway from Formosa to Manila Bay. On about 10 December the submarine arrived at Manila and commenced preparations for her first patrol.

SALMON's First War Patrol commenced on 20 December 1941 as she stood out from Manila Bay enroute for her assigned patrol grounds in the Lingayen Gulf area. While surfaced and charging her batteries the night of 20 December, the watch sighted a vessel on the horizon shortly before midnight. Some thirty minutes later the contact was identified as two destroyers about 5,000 yards off and were then reported to be closing at low speed and maneuvering to keep their bow heads into the sub's stern.

As the ships closed to 2,500 yards, one destroyer presented a broad beam and SALMON fired a brace of torpedoes from tubes #7 and #8. Apparently the target speed was over estimated and both missiles failed to hit their mark. The enemy ships then commenced signalling with blinkers and turned toward the sub as their high speed approach began. As the leading ship closed to 1000-1500 yards, the sub fired another pair of "tin-fish" as the target made a turn and presented a good target for the attack.

After firing, SALMON started her dive and two time hits were heard and seen. The sound operator reported one set of screws missing around astern, running at high speed and then stopping. SS-182's first offensive contact with the enemy had apparently been successful.

One hour of silence passed before the skipper dared bring the sub to the surface and within minutes after coming up, the sound watch reported screws turning up off the port quarter, (0300) After peering

into the haze for several more minutes, a ship was sighted on a collision course at 1,000 yards and SALMON made a quick dive as the enemy passed almost directly above. Seven separate depth charge attacks ensued and evasive tactics continued throughout the day. Finally, at 1630, all seemed to be serene and clear and SALMON broke surface. No ships were in sight and shortly after dark, the sub commenced a needed battery charge.

Routine patrol continued and only minor contacts were made until the night of 26 December. While making a battery charge on surface, there suddenly appeared a large number of ships on both bows running a parallel and opposite course. SALMON immediately changed to battery power and charged in with decks practically awash. The firing set-up was ready with the plan calling for a four shot brace from the bow to However, just as she launched the torpedoes, a heavy depth charge attack came. Two of the charges were very close aboard and caused superficial damage in addition to shaking up all hands. Due to the noise of the depth charges, no hits could be identified as such and SALMON, at the moment, was more interested in initiating evasive tactics to clear the scene of these severe anti-sub actions. Three hours later all was clear and SALMON surfaced for another battery charge.

The remainder of the patrol was conducted in her assigned area as the sub continued on a southerly course, passing through the Basil Strait and on into the Davao Bay area on the south end of Mindanao Island. After transiting the Celebes Sea SALMON entered the Flores Sea and continued enroute for Tjilatjap, Java, via Lombok Strait. War Patrol One ended on the afternoon of 13 February and that night SALMON moored alongside the tanker TRINITY.

This fifty-seven-day patrol had been conducted under the most adverse conditions and superficial damage caused through long operations without proper refit were prevalent. The ventilating system was inoperative for several days and the last days of the patrol were conducted with no supply of coffee aboard. It was a tired crew and ship that put in at Tjilatjap for a rest which they knew would be brief. One week later the sub was refueled and ready for sea.

War Patrol Two was conducted in the area of the Java Sea during the period from 20 February to 23 March 1942. It was during this time that the strong Japanese forces were moving into the East Indies area and establishing their footholds on the islands of Java, Borneo and Celebes.

During the first several days many contacts were made with combatant ships and with merchantmen. The first attack on this patrol came on 25 February when a large ship was sighted steaming independently. An attack was pressed and two torpedoes fired at a range slightly less than 2000 yards. These missiles were heard to run hot, straight and true, but a radical change in course by the target caused a miss. The second spread was fired and as the enemy ship made another turn and charged directly for the sub, the torpedoes missed forward. A slight depth charging followed and the ship then disappeared over the horizon.

In the early hours of 27 February SALMON sighted three ships which were identified only as cruisers. Three destroyers running as escorts came into view and the sub submerged and commenced running at high speed in an attempt to catch the vessels. However, they soon disappeared from the sound scope and from view. It was later learned that on this day Admiral Doorman's force (consisting of a similar group that sighted) moved into position and had fought the Battle of the Java Sea.

On 2 March SALMON picked up a ship identified as a Kuma Class cruiser and after tracking and closing the range, she fired a spread of four torpedoes from periscope depth. All missiles missed and the cruiser made a wide sweep without dropping depth charges and disappeared over the horizon at high speed.

Another ship (identified as a Katori Class cruiser) was contacted on the 5th and preparations made for firing the bow tubes in the attack. Two torpedoes were sent on their mission and one minute and twenty seconds later a terrific explosion was heard. SALMON started deep. The escorting destroyer apparently back-tracked the torpedo wake and dropped seven depth charges close astern, causing slight damage to the sub. The escort then faded from sonar range and no further contact was made with either of the two ships.

On 23 March the returning sub effected rendezvous with escort vessels off the coast of Western Australia and proceeded into the harbor at Fremantle. In the period between Patrol #2 and #3 SALMON was submitted to an extended refit by the U. S. submarine repair facilities based at Fremantle. After a series of sound tests, trim dives and other training exercises underway in the latter part of April, the sub returned to her base and commenced loading supplies and torpedoes in final readiness for sea preparations.

War Patrol Three commenced on 3 May 1942 as the sub cleared Fremantle enroute for her operation area in the South China Sea. On 12 May SALMON transited Lombok Strait and after steaming northward through Makassas Strait, proceeded through Balabac Passage enroute across the South China Sea to her patrol grounds at the entrance to the Saigon River on China's east coast.

The first attack developed from a contact picked up on 25 May shortly after dark. After tracking the vessel for an hour, SALMON gained her position and fired a spread of four torpedoes. Four hits resulted. The sub went to 200 feet and rigged for depth charge attack from the two escorting ships. After this brief attack from the destroyers, a muffled explosion was picked up and loud water agitations were heard in the bearing of the target. Later it was found that SALMON's attack on this day had resulted in the sinking of the 11,441 ton repair ship ASAHI.

The following days were spent running on station without making any contacts. About sunset on 28 May smoke was sighted on the horizon and the sub commenced tracking at periscope depth. Fifth-five minutes

later SALMON fired a set of three missiles and two times hits were observed. As the vessel was not sinking fast enough, it was decided to put another torpedo into her; however, two successive runs failed to bring a hit. The boat stood by for almost three hours before the target slipped under the surface. This vessel was later found to be the 4,382-ton passenger cargo ship GANGES MARU.

While patrolling her assigned grounds, SALMON sighted destroyers on each of the following seven days but none of these contacts could be turned into attacks. The designated time in this area soon came a close and SS-182 commenced retracing her course. On 24 June she entered Fremantle at the end of Third War Patrol.

SALMON moved to Albany, Australia, where she arrived on 30 June to be refitted while her crew enjoyed a period of rest and recreation. After deperming on 21 July the submarine got underway on her Fourth War Patrol.

The station for this patrol was in the area of the approaches Balabac Strait and the Southern Palawan Passage off the southeastern end of the Philippines. Her course enroute and return was via the Lombok, Makassar and Sibutu Straits. During the period of this patrol (from 21 July to 8 September 1942) SALMON made but one contact with the enemy. On 7 August the sub sighted smoke on the Horizon and commenced her approach while tracking to determine her attack position.

Almost two hours after the initial contact, SALMON gained her firing position and sent a spread of three torpedoes at the single target vessel. All were heard running but due to unknown reasons, hits resulted. One more missile was then fired without further result. The target then speeded up and charged the sub firing her deck gun, dropping depth charges. The sub went deep and continued tracking the target which was now running a zigging course. Upon returning to periscope depth the target was observed at a range of 4,500-yards steaming at high speed. SALMON commenced trailing but soon the enemy disappeared over the horizon.

The remainder of the patrol was characterized by the lack of enemy activity and by the numerous minor casualties suffered by various valves and other functional gear. The patrol ended on 8 September. SALMON arrived at Fremantle and tied up in the submarine nest.

After a normal refit and routine trial and training runs, SALMON commenced her Fifth War Patrol on 10 October 1942 enroute for her assigned patrol grounds in the Manila Bay area. This turned out to be a false start however and due to a motor casualty on 11 October, the vessel was forced to reverse course and put in at Fremantle on the 12th. Repairs were effected and the following day the ship again stood out for her patrol grounds.

On 18 October SALMON put in at Exmouth Gulf and there topped off her fuel and fresh water tanks. At noon the sub threw off all lines and stood out of Exmouth Gulf for enemy waters. By the 29th, SS-1

had arrived off the coast of Mindoro, Philippines, after running across the Java and Celebes Seas, and on the 31st the sub took up patrol station at the entrance to Manila Bay in sight of Corregidor.

Patrol vessels were almost continuously in sight but SALMON's presence was not detected and routine patrol continued until the morning of 4 November. Masts and smoke were sighted rounding Luzon Point and the submarine commenced her approach to catch them before they turned into the channel of the bay. One torpedo was fired at the trailing ship of the four-ship convoy and was heard running on the sound gear. The target ship was observed to change course and it was therefore believed that the torpedo ship was observed to change course and it was therefore believed that the torpedo wake was sighted. The destroyers which were escorting the cargos commenced short scale echos ranging but failed to pick up their attacker. The vessels continued on course before SALMON could gain another attacking position. Although the attack was unsuccessful, the sub had gathered considerable knowledge about the vantage point for attack at the entrance to the bay.

On the 7th a single cargo ship of about 7000 tons was sighted and the silent raider commenced trailing to press home an attack. In the course of the night the target was lost and at dawn the submarine surfaced to search. At noon on the 8th smoke was sighted on the horizon and a course was set to intercept for attack. About an hour and a half later position was gained ahead of the convoy and it was found that there were about eight cargos and escorts. The sub passed by the leading destroyer and obtained a firing angle on the lead ship. Two torpedoes were fired and timed to 67 seconds as two very heavy explosions resulted.

Swinging right, SALMON maneuvered to fire on the second ship and came to periscope depth for a quick look and found that this vessel had changed course and was bearing down on her. People on deck were observed hurrying around and some were pointing at the periscope while others were heaving lines over the side "as though they were trying to snare us." The raider immediately started deep and sound reported high speed screws all around. As 160 feet keel depth was passed the escorts cut loose with their first salvo of depth charges and five explosions were felt near. More depth charges followed and the destroyers were heard sweeping all around, stopping periodically to listen. Soon their screws faded out as they cleared to catch their convoy.

When SALMON surfaced two hours later there was no sign of ships or smoke and the sub changed course to return to the Manila Bay area. To the crew, the results of the attack were very disappointing but it was felt that the condition of the sea was the cause of the limited amount of damage to the enemy. One moment four feet of periscope would be exposed and the next minute they would be ducked, making observation of the target's movements very difficult.

On the night of 9 November SALMON sighted a fully illuminated ship which turned out to be a properly marked hospital ship and was not subjected to attack. Shortly before midnight on the 10th a light was

sighted and was believed to be a patrol boat. Closer investigation revealed the contact to be a large enemy sampan with rising suns painted on boards nailed to the deck house. Orders were passed to the boat megaphone to come alongside but instead, he sped up and pulled away.

SALMON chased the fleeing vessel and after having her order to stop ignored, she put a burst of .50 calibre bullets across her bow. The sampan continued evasive maneuvers and was then raked from stem to stern with machine gun fire and many of the crew jumped over the side. Some of the shells must have hit a boiler and engine as it stopped and the sub then went alongside. The boarding party removed papers, a sextant, barometer, radio receiving set, a watch, spotlight and other articles. No radio transmitter could be found although the sub's radio watch had reported transmissions in the vicinity at the time the sampan was first challenged. Spirits were scattered in the engine room and she was set on fire. As the sub backed away, the enemy craft burned furiously. Soon afterwards the sampan exploded and a large column of fire and smoke shot into the sky for a few minutes and then died out.

On 13 and 14 November SALMON rode out a typhoon and routine patrol continued until the night of 17 November. Shortly before midnight contact was made with a group of ships and closer investigation revealed the convoy to consist of 5 or 6 merchantmen and escorts. SS-182 went to battle stations and commenced her attack at periscope depth. The sky was overcast and this tended to make observations very difficult. After much maneuvering, the submarine managed to get into the middle of the convoy and tracked her first target for the attack.

With range slightly more than 1000 yards, a spread of three torpedoes was fired on a 6000-ton cargo vessel and one hit was heard. Swinging around, the bow tubes were brought to bear on a 5000-ton tanker and SALMON cut loose with a single shot. This missile found its mark as a terrific explosion was heard 70 seconds after firing. The raider's work was not yet done and in spite of the fact that the two destroyers were seen to turn and charge down the middle of the convoy, the sub's skipper commenced setting up the third target for attack.

From her position 1400 yards from the 6000-ton tanker, SALMON fired a spread of torpedoes and two timed hits were heard. With no other targets in sight and destroyers closing in fast, the only place for the sub was the depths. Stations were manned for an anti-sub attack and the vessel went to 200 feet. The destroyers dropped their charges but none were too close. The sound gear operator reported loud crackling noises and muffled explosions on two bearings in the direction of the target and these sounded like ships breaking up. The destroyers continued their search for some time and their screw noises then faded out. SALMON was credited with one tanker sunk and two vessels damaged. This one sinking was later confirmed by the Japanese reports which stated the OREGON MARU (of 5,783 tons) was sunk on this date at the same position.

On 19 November SS-182 secured from her patrol area and stood enroute for Pearl Harbor via Luzon Strait. At dawn on the morning of 7 December, just one year after the attack on Pearl Harbor, USS SALMON moored port side to her berth in the submarine nest. War Patrol Five was successfully completed. In accordance with orders received that day, the sub cleared Pearl Harbor on 8 December enroute for Mare Island Navy Yard in San Francisco Bay, where the sub's overhaul was commenced on 16 December 1942.

On 3 February 1943 Lieutenant Commander N. J. Nicholas, USN, reported aboard and relieved Lieutenant Commander E. B. McKinney, USN, as commanding officer of SS-182.

By 19 March the overhaul period was completed and SALMON then stood out to conduct deep dives, fire dummy torpedoes and make full power runs before returning to dock to commence final readiness preparations. On 1 April 1943 she cleared on the return trip to Pearl Harbor. On the 8th SS-182 arrived at the Submarine Base in Pearl Harbor and there was given availability for voyage repairs and to renew the refrigerating plant. She went into drydock on 12 April for repairs to her propeller shaft and after conducting several days training underway, SALMON was ready for sea on 29 April.

Clearing Pearl Harbor on the 29th, the submarine arrived at Midway Island on 3 May and there topped off her fuel tanks and received provisions. SALMON then stood out enroute for her assigned patrol area off the coast of Kyushu and in the Nansei Shoto. Although many air and surface contacts were made in the early days of this patrol, no attack was pressed until 3 June when a convoy was picked up off the coast of Japan.

The contact was closed by the sub, running at high speed on the surface with the final stages of the approach being made submerged. SALMON fired a spread of four torpedoes at the near freighter and then swung to bring the stern tubes to bear at the second target. Three of the first missiles fired were heard to explode, one of them having missed the target but continuing on course, scored a hit on an overlapping cargo ship in the group. Of the three stern tubes fired, two hits were heard at the end of the proper time interval.

As one of the escorting craft (similar to a U.S. PC) was seen charging onto the scene, SALMON ducked her periscope and commenced a deep dive. Seven depth charges were dropped by the enemy before the started pinging to pick up the sub. About two hours later the sound screen reported all clear and the vessel surfaced after taking a look through the 'scope. After overtaking the ships before daylight, the sub decided on a dawn surface attack. However, the group of ships increased speed and made a radical course change which prevented any chance of the sub's overtaking them for another attack.

While in an attempt to overtake a convoy contact on 8 June, SALMON picked up a new group consisting of two aircraft carriers and escorts. She managed to keep the range constant by running at 18 knots.

but had no chance to reduce the range sufficiently for attack. In accordance with orders SALMON cleared the patrol area on 11 June and on the 19th she arrived at Midway Island for her refit period at the end of War Patrol Six.

At the end of routine refit and training, SALMON commenced her Seventh War Patrol on 17 July 1943 as she departed Midway enroute for her assigned area of patrol in the North Pacific and in the Okhotsk Sea. By 25 July the submarine had reached the area of patrol and found the fog extremely dense, limiting visibility to about 1,000.

On 7 August SALMON made a contact and was able to turn this into an attack. Upon gaining her position, four torpedoes were fired from a range of 1700 yards. No explosions resulted although the sonar operator reported hearing a hit which was evidently a dud. The target commenced firing his several deck guns at the sub's periscope and changed her course apparently in an attempt to ram the attacker. SALMON then went to 120 feet to avoid detection by possible escorting aircraft and while submerged, several light charges were heard and felt. Upon surfacing the convoy was not in sight.

Shortly after dark on the following night (8 August) another contact was made and the sub skirted the target, soon gaining a firing position from 1,800 yards. After firing, the radar operator tried to bring in the target and just as the pip appeared, three torpedoes ripped into the target ship. This vessel sank quickly as SALMON could not locate the target thirty minutes after firing.

After a day of rest another contact was picked up on the morning of 10 August and closer investigation proved it to be a well-deck freighter of about 4,000 tons. After closing to a range of 1,000 yards SALMON fired a spread of three torpedoes. One missed ahead, the second hit amidships and was seen to bounce off (a dud) and the third miss was not observed.

At this point many men appeared on the deck of the target and commenced throwing floatables over the side. SS-182 fired the fourth bow torpedo and the ship swung sharply upon sighting the wake and caused the shot to miss. This change of course gave the submarine a view from her stern forward and it was observed that the vessel was listing heavily and settling aft. From these appearances, the third torpedo had hit the ship without exploding and ripped through the hull plates.

The crew of the enemy ship was by now loading into lifeboats and the davits swung outward and the vessel was being steered on a course for beaching. SALMON attempted to prevent this procedure by firing another spread of four missiles. All but one missed this wildly maneuvering ship and the hit was scored just at the bow. The explosion carried a geyser high into the air and part of the forecastle sailed about 150 feet. The boats commenced pulling away and the ship sank 25 minutes later.

The ensuing two days rendered operations impossible due to heavy rain and fog and it was not until the 13th that another contact was made. The attack on this vessel was unsuccessful due to torpedo failure for reasons unknown. At the end of this attack SALMON stood out en route for her base as she had no more torpedoes with which to harass the enemy further. On 25 August 1943 the submarine ended her Seventh War Patrol as she arrived at Pearl Harbor.

A normal refit and training period was conducted while in port the readiness for sea preparations were completed by 27 September. On this date SALMON departed on her Eighth War Patrol to be conducted in the area of the North Pacific and the Okhotsk Sea. The sub arrived her assigned stations on 10 October and did not make her first contact until five days later. SALMON expended seven torpedoes on a large freighter with two hits being scored. The escort vessels prevented further action to sink the ship which, when last seen, was hampered in operations by a port list.

During this patrol the submarine contacted many Russian vessels and these contacts took up considerable time and fuel investigating. Many of these ships were improperly marked and were not prompt in their answer to recognition signals. Weather was intermittently bad in the area which considerably reduced effective patrolling.

On 28 October SALMON made contact with a freighter while patrolling off Nemuro Kaikyo on the northern tip of Hokkaido, Japan. After tracking the vessel part of the night, an attack position was gained on the target at 0230 (29 October) and SALMON fired four of her bow tubes from a range of 1500 yards. One explosion resulted and this was followed shortly by the escorting vessels' sporadic attack with depth charges and forced the submarine to 200 feet in evading. Upon surfacing, SS-182 gave chase and by 1010 she had pulled into position for another attack. A change in course by the target caused the torpedo to miss ahead. The silent raider was again forced down while the escorting vessels dropped their charges haphazardly and ineffectively. Upon surfacing the enemy was not in sight.

Intelligence reports later stated that this vessel sank on 30 October during a heavy gale. Although Japanese reports list this as a marine casualty, it is firmly believed the loss was due to SALMON's offensive attack on the 29th. No other attack was made on this patrol and on 5 November the submarine cleared the patrol area enroute for Pearl Harbor. After a brief stop at Midway on the 13th, SALMON arrived at Pearl Harbor on 17 November and reported to the Submarine Base the end of her Eighth War Patrol.

Upon completion of a routine refit period and after conducting various training exercises at sea, SALMON commenced her Ninth War Patrol on 15 December 1943 as she cleared Pearl Harbor enroute for her patrol area. On 19 December the sub put in at Midway for fuel and provisions and while there she suffered an operational casualty which delayed departure until the 28th. While surface cruising on 3 January 1944

an enemy four-engine patrol plane was sighted and SALMON dived. When passing 110 feet keel depth four bombs exploded on the surface directly overhead which resulted in considerable minor damage.

On 8 January SS-182 arrived on station and commenced her patrol operations which were without result until the 22nd. After having radar contact with the enemy shortly before mid-night, it was found that no attack could be pressed due to visibility conditions and at dawn the sub surfaced and commenced pursuit. After pulling into position astern of the convoy, it was noted that the group had reversed course and was heading for SALMON. Later it was learned that submarine SNOOK had attacked this group and it was for this reason that they reversed course. SALMON again commenced maneuvering for an attack position.

It was not until nightfall that the raider could bring her tubes to bear on the enemy and even then it was from a range of 4000 yards. Three hits were heard at the proper time intervals but could not be observed due to weather conditions. As the sub attempted to gain another attack position, the convoy steamed off and SALMON surfaced to pursue but lost them in a rain squall. The weather soon closed in due to winds, rain and fog, operations were considerably limited. On 4 February the ship cleared the patrol area and on 14 February 1944 she arrived at Midway Island at the end of War Patrol Nine.

The Tenth War Patrol for USS SALMON was conducted in the Caroline Islands area in the vicinity of Ulithi, Yap and Woleai and covered a period of fifty days, of which one-half were spent in the area. The primary mission of this patrol was photographic reconnaissance. During this period of this patrol (from 1 April to 21 May) there were but two attacks, both proving unsuccessful. This, however, was offset by excellent photographic coverage of her assigned objectives.

SALMON's Tenth War Patrol ended on 21 May at Pearl Harbor where she received fuel and lub oil before standing out on the 23rd enroute for Mare Island Navy Yard for overhaul. On 30 May 1944 SS-182 arrived at Mare Island and commenced her three month period of availability. During this time many improvements were made in the living and fighting conditions of the vessel and the latest offensive and defensive equipment was installed. After post-repair trials, the submarine cleared the West Coast on 4 September in company with SILVERSIDES on her return to the Submarine Base, Pearl Harbor.

On 6 September these two subs made rendezvous with TRIGGER and the group proceeded enroute, holding daily and nightly training in evasive maneuvers, dives and battle surface drills. These were to prove important to SALMON in her days to come. On 12 September the submarine arrived at Pearl Harbor and remained moored until the 17th when training exercises at sea were commenced. The days of 21-24 September were devoted to the activities involving readiness for sea preparations.

SALMON's Eleventh War Patrol commenced on 24 September 1944 when she cleared Pearl as a unit of the wolf pack comprised of submarine TRIGGER, SILVERSIDES and STERLET. This 41 day patrol was conducted in the area of Nansei Shoto and was terminated early because of extremely severe battle damage received as a result of anti-submarine action after a coordinated attack by this pack.

A brief stop at Tanapag Harbor, Saipan, (3-4 October) gave the vessels an opportunity to top off their fuel and lub oil tanks before proceeding to patrol grounds. A scouting line was formed on the 6th and four days later the silent raiders arrived on station. Routine patrolling was commenced and several patrol craft and planes were sighted along the Nansei Shoto chain.

On 21 October SALMON effected rendezvous with submarine BARBEL and transferred one of her officers who had fallen ill and was almost constantly in severe pain. The vessel returned then to her assigned station and resumed patrol.

On 30 October the pack made contact with a large tanker escorted by four frigate type ships. During the course of the day the target was lost twice in rain squalls and finally in the late afternoon, when SALMON was several miles off, she saw an explosion alongside the tanker. This proved to be a result of TRIGGER's attack which left the victim dead in the water and drifting with the wind.

Two hours later SS-182 pulled into position and fired a spread of four torpedoes with two hits resulting. (STERLET's torpedo run later produced the actual sinking and credit was divided equally between the raiders.)

As SS-182 had made her run, the escorting vessels were closing from their position 1000 yards off and by the end of the torpedo run these A/S ships were well into firing position. SALMON went deep at a depth in excess of 200 feet, she received a very severe depth charge which forced her into the realm of the unexplored. The combination of damage caused by the depth charges and the excessive depth to which she was forced, caused a large number of leaks and disabled practically all vital machinery.

For 20 minutes the officers and men of the unwilling explorer fought valiantly to repair the battle damage and to keep the vessel from going deeper. The skipper saw it was impossible to keep the ship at an even depth, so it was up to him to make the choice. Should he allow the boat to settle deeper or battle-surface and slug it out with the four enemy anti-submarine craft churning the water far, far above their heads? Seconds later the word was circulated throughout the aged vessel that SALMON was going to battle-surface.

The second that the deck broke water, hatches flew open and swamped crewmen lithly ran to their battle stations. A 15-degree list partially hindered the firecontrol party; practically all vital machinery was out of commission---the picture looked dark. The closest

escorts lay about 7000 yards away and to the surprise of the sub, her enemy did not as much as acknowledge their presence. Maybe the enemy hadn't sighted her. Maybe she was waiting for the assistance of her fellow escorts. Whatever the reason, it made no difference to SALMON these seconds were vital and precious.

Slowly the vessel rocked to an even keel as the list was overcome. Machinists and electricians pumped power back into the machinery as a lifeguard might coax a small spark of life into a drowned child. A brave and valiant crew prepared to fight to the finish. SALMON had no other choice but to fight, maneuver and hope. The seconds had been utilized. But even now their enemy began stalking and closing ever so slowly as though she might be feeling out the gun power of this surfaced raider.

Throughout the early stages of this attack, the sub's skipper showed rare resourcefulness and fine military judgement in maneuvering his ship as to maintain constant strategic advantage over his foe. SALMON's ammunition was closely guarded by conservation and she fired only when hits were fairly assured. After taking the brunt of the gunfire for some time, the enemy decided to wade into the fray without waiting for her consorts.

At this point the commanding officer of SALMON conned a most interesting and effectual series of defensive maneuvers in the form of offensive tactics. The sub was swung on her course until it was that of the attacker. With all guns blazing and running at the peak of all speed that could be mustered, the gallant vessel raked the enemy from stern to stern as she passed on an opposite and parallel course---range 1000 yards. This action completely stripped the enemy's guns and put her out of action.

The second enemy vessel came into range and was met with a hail of shells from SALMON's deck. Without further warning, this escort turned about and no other attacks made on the sub. SS-182 soon found safety in a rain squall and turned to repairing her battle damage. The following day, in accordance with her pleas, TRIGGER, SILVERSHAW and STERLET formed a protective group around the cripple as course was set for a friendly port. This escort was augmented by aircraft the second day and on 2 November 1944 SALMON arrived at Saipan and moored alongside USS FULTON.

On 10 November 1944 SALMON stood out from Saipan in company with submarine tender HOLLAND and after a brief stop at Eniwetok, she continued enroute for Pearl Harbor arriving on 23 November. Four days later she cleared for the West Coast and on 30 November she arrived San Francisco where she remained for the holiday season.

On 26 January 1945 SS-182 stood out from San Francisco Bay in company with the submarine REDFISH and an escort. After transiting the Panama Canal from 6-8 February, SALMON arrived at Portsmouth, Hampshire, on 17 February.

Tentative plans for the veteran included a yard period and then assignment as a training vessel in the Atlantic Fleet. However, the end of the war resulted in the abandonment of all plans and on 24 September 1945, the seven year-old submarine USS SALMON was decommissioned and turned over to proper authorities for disposal and scrap.

The Presidential Unit Citation has been awarded to the submarine SALMON for extraordinary heroism against enemy Japanese surface vessels during a war patrol of the underseas craft in restricted waters of the Pacific.

The text of the Citation reads:

"The extraordinary heroism in action against enemy Japanese surface vessels during a war patrol in restricted waters of the Pacific. Covering her assigned area with relentless determination, the USS SALMON contacted a large hostile tanker, boldly made her approach in defiance of four vigilant escort ships cruising within 1,000 yards of the target and launched her torpedoes to score direct and damaging hits. Damaged by terrific depth charging, the SALMON daringly battle-surfaced to effect emergency repairs and fight it out. Firing only when accurate hits were assured, she succeeded in keeping out of effective range of hostile guns and confused the enemy by her evasive tactics until the escort warily closed to ram. In a brilliantly executed surprise attack, she charged her opponent with all available speed and opened fire with every gun aboard to rake the target fore and aft and destroy most of the Japanese topside. Still maintaining her fire, she entered a rain squall to repair her damage before attempting the long run home on the surface. Although crippled and highly vulnerable, the SALMON had responded gallantly to the skilled handling of her stout-hearted and indomitable officers and men in turning potential defeat into victory."

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USS SALMON earned nine battle stars on the Asiatic-Pacific Area Service Medal, for participating in the following operations:

- 1 Star/Philippine Islands Operation (including Guam and other concurrent Asiatic Fleet Operations) -- 8 December 1941 to 6 May 1942
- 1 Star/Submarine War Patrol - Pacific -- 20 February to 23 March 1942
- 1 Star/Submarine War Patrol - Pacific -- 3 May to 24 June 1942
- 1 Star/Submarine War Patrol - Pacific -- 10 October to 7 December 1942

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- 1 Star/Submarine War Patrol - Pacific -- 29 April to 19 June 1943
- 1 Star/Submarine War Patrol - Pacific -- 17 July to 25 August 1943
- 1 Star/Submarine War Patrol - Pacific -- 27 September to 17 November 1943
- 1 Star/Submarine War Patrol - Pacific -- 15 December 1943 to 14 February 1944
- 1 Star/Submarine War Patrol - Pacific -- 24 September to 3 November 1944

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STATISTICS

| | |
|----------------|--|
| DISPLACEMENT | 1,450 tons |
| LENGTH OVERALL | 308 feet |
| BEAM | 26 feet |
| SPEED | 20 knots |
| CREW | 82 officers and men |
| ARMAMENT | Eight 21-inch torpedo tubes One 4-inch .50 calibre gun. |

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Stencilled June 1948
Restencilled May 1951