

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIP'S HISTORY SECTION

HISTORY OF USS FLYING FISH (SS 229)

USS FLYING FISH (SS 229) is named for fishes of tropic and warm temperate seas, which have long winglike fins and are capable of moving some distance through the air.

FLYING FISH was built by the Portsmouth Navy Yard, New Hampshire. Her keel was laid 6 December 1940 and she was launched 9 July 1941, under the sponsorship of Mrs. Husband E. Kimmel, wife of Rear Admiral Kimmel, USN, Commander-in-Chief, U. S. Pacific Fleet.

FLYING FISH was commissioned on 10 December 1941, Lieutenant Commander Glynn R. Donaho, USN, in command. The first U. S. submarine commissioned after the Japanese attack on Pearl Harbor; she completed training in the Newport-New London area on 6 April and put to sea from the latter port for the Pacific. She was three days out of Balboa on 20 April and making passage to Pearl Harbor when she sighted an army patrol plane and dived to escape a "mistakenly" dropped aerial bomb which exploded harmlessly at some distance in the sea. She surfaced after two hours to release an identification smoke float for benefit of the aircraft and reached Pearl Harbor on 2 May 1942 to commence final training.

FLYING FISH cleared Pearl Harbor on 17 May 1942 as one of the 25 Pacific Fleet submarines of Task Force SEVEN which was divided into three task groups for the defense of Midway Atoll. With eleven other submarines she formed the Midway Patrol Group (Task Group 7.1) which converged west of Midway on stations located like the points of an opening fan, screening that atoll from the expected onslaught of the Japanese Fleet. A second group of three submarines (7.2) were deployed on a scouting line east and a little north, between Midway and Oahu, while a third group of four submarines (Task Group 7.3) covered a position some 300 miles north of Oahu.

FLYING FISH took stationary patrol on a 3-10 mile front some 60 miles northwest of Midway on 21 May 1942 and was ordered on station patrol on the 100-mile circle from that atoll when the Historic Battle of Midway commenced on 4 June 1942. Ever ready to intercept the fleeing enemy fleet which never came her way she closed to patrol within twelve to 20 miles from Midway Lagoon 5-7 June, and came alongside the South Pier at Midway two days later for new patrol orders, emergency repairs, fuel and provisions. As such, she was the first submarine to refit at Midway.

The bastion of Hawaii, Midway was providing refit for two submarines at a time within six months, and could refit twelve simultaneously by the close of war. Supplied at Midway, FLYING FISH and other Pacific Fleet submarines could spend more patrol time in waters of the Japanese Empire.

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On 11 June 1942 FLYING FISH put to sea from Midway for waters of the Japanese Empire. Enroute off Wake Island the afternoon of 17 June 1942; two hits on an enemy tanker failed to explode as the depth mechanisms were set too shallow. Four minutes later she sent a salvo of 4 torpedoes streaking for the enemy who spotted the wakes in time to clear with a nimble maneuver and bent on frantic speed. Unable to overtake the tanker for another try, FLYING FISH passed off Iwo Jima on 20 June, crossed enemy steamer lanes from Formosa to the Van Damien Straits, then shifted to traffic lanes running from Formosa and along the China coast to Japan.

Before the morning of 1 July 1942, she let go a salvo of three torpedoes to miss a freighter and changed course "full rudder" as the target turned to ram. She chased this enemy to six miles short of the shoal water of the China Coast in a fruitless attempt to gain position for a second try. Her efforts were better rewarded the night of 3 July off the coast of Formosa, when she fired two torpedoes for a hit on an enemy destroyer. She shifted her search 20 miles south of Okinawa on 14 July, crossing steamer lanes towards the Philippines, then passed off Iwo Jima on the 17th and set course to terminate her first war patrol at Midway, 25 July 1942.

FLYING FISH put to sea from Midway for her second war patrol, 15 August 1942, and arrived on her patrol station, 15 miles north of Truk ten days later. She was eight miles from North Pass of Truk Lagoon, on 28 August when she sighted the masts of a KONGO Class battleship, screened by two destroyers and with aircraft cover. A daring silent run closed the range and FLYING FISH sent four torpedoes towards the enemy battleship, and two hits were picked up by her soundmen. As Lieutenant Commander Donaho watched, the battleship sent up a two-block flag hoist and blinked a message to the two destroyers who immediately answered and picked up speed to close FLYING FISH's position. Lieutenant Commander Donaho commenced a set-up on the destroyer closing from starboard but a geyser of water from an aerial bomb blurred his field of vision and FLYING FISH dived for cover of deep water. Thirty-six depth charges were heard before she returned to periscope depth almost two hours later to observe the two destroyers joined in their search by two harbor submarine chasers and five aircraft in the field of vision. An enormous cloud of black smoke hung over the scene of her attack and remained visible in the remaining hours of daylight.

When FLYING FISH upped periscope for a second look, a float plane dropped bombs directly astern and again drew the hunters. She missed one of the tormenting destroyers with a salvo of torpedoes, gaining only a string of seven depth charges for her trouble, then cleared to surface at 2105, having been down for 16 hours and five minutes. Excessive smoke from one of her engines again drew the trailing enemy destroyers to her in the moonlight and she went deep to evade eleven more depth charges. In the early morning of 29 August she cleared the area on 2 engine to resume battery and air charges.

On 2 September 1942 FLYING FISH caught one of the 400-ton patrol vessels, six miles northeast of Truk Lagoon, but two torpedoes failed to explode on hitting the target. This enemy ran down the torpedo tracks to drop three depth charges close aboard as FLYING FISH passed at 160 feet depth. In a

second run about ten minutes later, five additional depth charges exploded close aboard for considerable damage, and a second patrol vessel joined the search as FLYING FISH restored control and evaded. She returned to the scene near midnight of 3 September, firing two torpedoes as the same enemy patrol vessel crossed her stern, then watched him sink in the early morning darkness of 4 September 1942. Two hours later she spotted the second subchaser standing out of Truk Lagoon for its duty patrol and eased up on her starboard quarter to put the moon on the target's port. She fired a stern shot as the patrol vessel opened with erratic 3-inch gunfire, then swerved to clear the torpedo wake as FLYING FISH submerged. She endured seven runs of this enemy during the next hour then two enemy destroyers arrived on the scene to add to her problem. Depth charges rained down at the rate of one a minute for the next half-hour and 54 others were dropped in a four and one-half hour interval before FLYING FISH hauled off to eastward. The damage from the combined attacks left her in a condition which did not permit her to remain on station in such an active area. She departed her area on 5 September 1942, cruising off the Marshalls and Wotje Atoll before return to Pearl Harbor on 15 September 1942.

FLYING FISH conducted her third war patrol south of the Marshall Islands. She got underway from Pearl Harbor on 27 October 1942 and passed Mili Atoll on 3 November. Near the Carolines on 14 November, she spotted five destroyers emerging out of a rain squall and soon discovered these ships to be the starboard screen some 3000 yards from the main column of one light cruiser and five heavy cruisers with an equal number of screening destroyers to port. She slipped under the starboard destroyer screen, one of this enemy group passing directly overhead as she obtained a set up on the second cruiser in column and fired a spread of six torpedoes for no hits. An aircraft flew down her torpedo wakes as she dived to reload forward. She was back at periscope depth twenty-five minutes after firing but the high-speed task force had disappeared in the near zero visibility. On 19 November she set course for a new patrol station between Islands of the New Georgia Group and Santa Isabel Island. She sighted an abandoned Japanese landing barge tied up near the shore of Ramos Island that same day. A boarding party removed a hand grenade, packs of English cigarettes, a tin of meat, one can of Dutch beans and a knapsack of coarse white sugar. Apparently never used, the 70-foot craft was set adrift and sunk with 3-inch gunfire.

On 30 November 1942 FLYING FISH passed off Visu Visu Point, New Georgia Island and sighted the masts of a destroyer which she lost at 30-knot speed. In the darkness of 4 December, her SJ radar picked up a target at 7800 yards and soon three other targets showed on the screen. When the nearest closed to 3800 yards she submerged to forty feet, continued the approach by radar and sound, and let go with a salvo of four torpedoes. Her soundman heard one hit on target but was unable to pick up propeller noises of this target after the hit exploded. She closed the next nearest target and kept him on the screen until the echo got "fuzzy" and faded from view. She then approached the next target by radar and sound and fired her two remaining tubes for no hits. She was again off Visu Visu Point on 8 December 1942 when she sighted three destroyers to starboard and four others on her port quarter. She approached the latter, silhouetted in the early dawn at 30-knot speed and about 80 yards apart. One of a salvo of four

torpedoes hit the stern destroyer with a terrific explosion as Lieutenant Commander Donaho watched the three destroyers crossing astern, ready to fire stern tubes if range permitted. He did not see the enemy destroyer in the starboard group sink, but when he swung the periscope to pick them up again, only three of the previous four were in view. He had six of the enemy in view within six minutes after firing and there was no question in his mind as to the location of the seventh. FLYING FISH cleared the area during the night of 11 December and arrived at Brisbane, Australia, on 16 December 1942 to join the South Pacific Submarine Force.

On 6 January 1943 FLYING FISH put to sea from Brisbane to spend her fourth war patrol in reconnoitering the Marianas Islands. Moving through hurricane winds from 8 to 11 January, she passed through Vitiaz Strait on the 15th to submerge off the Bismarck Archipelago, then passed through the Carolines and off Truk. She took heavy seas through her conning tower on 22 January as she entered the area south of Guam, then closed within 15 Miles of Apra Harbor on 24 January 1943. Two days later, from a position 1500 yards outside the Calalan Bank, she fired a salvo of two torpedoes at a freighter in Apra Harbor. This enemy replied with gunfire as a torpedo hit forward and threw up a geyser of water. This victim was cargo ship TOKAI MARU of 8,359 tons. Severely damaged, she remained in Apra Harbor until six months later when SNAPPER finished the kill and watched her rise, bow in the air, and sink. FLYING FISH abandoned the scene of attack when three aerial bombs hit the water and shifted her search to the southeast of Saipan. On 6 February she entered Tinian's small Sunharon Roadstead and inched through barges to loose a brace of three torpedoes at a freighter moored at the quayside. The target belched smoke and took an immediate list as one hit scored forward for damage to passenger-cargo ship NAGISAN MARU, 4,391 tons. FLYING FISH "flew" but paused in her flight to loose a torpedo which discouraged a hunting destroyer from further anti-submarine measures. Ten days later she was off the Pagan Islands and penetrated the surface escorts in broad daylight to gain range on another freighter. Despite the presence of patrolling aircraft and surface escorts she sent a salvo of four torpedoes streaking for cargo ship HYUGA MARU, 994 tons, scoring two hits which put the masts of that enemy under the sea within 28 minutes (18°-30'N; 145°-47'E). When she returned to Pearl Harbor on 28 February 1943, her chart rooms were full of data regarding location of enemy installations, bases, landmarks, and general descriptions of topography in the Marianas Islands.

FLYING FISH cleared Pearl Harbor for her fifth war patrol on 24 March 1943, and after touching at Midway, set course for the coast of Honshu, Japan. She encountered high winds, rain, snow and hail as she entered her area on 31 March. Twelve days later she closed the beach of Shiriya Saka on the northernmost coast of Honshu and defied two armed trawlers and scouting float planes during the broad daylight approach on a freighter near the coast. Four torpedoes sped inshore to break the back of cargo ship SAPPORA MARU NO. 12, 2,865 tons (41°-23'N; 141°-30'E). She cleared this scene for an area to the south of Hokkaido, making a surface attack the afternoon of the 13th for two hits which gave a list to a large freighter who escaped in a blinding snowstorm. Two days later she lodged a torpedo in the stern of a three-island freighter who beached in a mass of flames on the haze-shrouded coast. Off the beach of Erimosaki in the late morning of

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17 April, FLYING FISH pounced on cargo ship AMAHO MARU, 2,769 tons, breaking the enemy's back with hits forward and aft. Bow and stern pointed upward in two sections as the flaming ship sank in a swirl of foamy steam (42°-04'N; 143°-22'E). She shifted slightly to patrol the Tsugara Strait to the north, and on 24 April 1943, sighted two medium freighters and an armed trawler crossing the strait. In near zero visibility she loosed four torpedoes and was rewarded by two columns of water and flame which left the sea covered with a broad expanse of wreckage. The victim of this attack was cargo ship KASUGA MARU, 1,377 tons (41°-43'N; 141°-21'E). Two miles off the beach of Momoni Saki on 1 May 1943, she made two hits at close range on another three-island freighter. The first hit was observed to tear off the stern and a second hit forward sent this enemy down stern first. FLYING FISH was shaken up considerably by depth charge runs of a torpedo boat, a destroyer, and three trawlers, but evaded this enemy group to patrol the Tsugaru Kaikyo-Eniro Saki Route until 4 May when she cleared the area for return to Midway on 11 May 1943.

Lieutenant Commander Donaho departed FLYING FISH for temporary additional duty at Pearl Harbor on 15 May 1943 and Submarine Division Commander, Captain F. T. Watkins reported aboard on the 26th to take FLYING FISH on her sixth war patrol. She sailed from Midway on 2 June 1943 and was off the Volcano Islands seven days later to press home two determined attacks for unconfirmed damage on a convoy of three freighters and two escorts. Cruising off Formosa on 2 July, she loosed three torpedoes which ripped off the steel stern of cargo ship CANTON MARU, 2,820 tons (25°-07'N; 119°-18'E).

A typhoon howled down the Formosa Channel on 7 July and Captain Watkins decided to depart the patrol area three days ahead of schedule on 9 July 1943. She ran into a fast convoy as she departed the area and continued chase for the next two days when her fuel ran low and she was forced to call it a day. About two hours later, the afternoon of 11 July, she destroyed a 125-foot auxiliary sailing vessel with gunfire, leaving it aflame from stem to stern. She touched at Midway before return to Pearl Harbor on 27 July 1943. Lieutenant Commander Donaho, now elevated to the rank of Commander, returned to take command of FLYING FISH on 28 July 1943.

FLYING FISH remained at Pearl Harbor for major overhaul until 4 October 1943 when she put to sea for her seventh war patrol, conducted off the Palau Islands. On 18 October she picked up an auxiliary aircraft carrier in the early morning moonlight and penetrated the destroyer escorts to send six torpedoes streaking for the target. Three torpedoes made an erratic run but one hit with a resounding explosion as the carrier zigged away into the night.

About an hour before the noon of 26 October 1943, FLYING FISH sighted eight merchant vessels with air and surface escorts. Keeping this convoy in view during the day, she made an end-around on the predicted course during the night and on the morning of 27 October gained attack position for two damaging hits on one target. She continued trailing the convoy and near midnight, pressed home a salvo of torpedoes which sank cargo ship

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NANMAN MARU, 6,550 tons, (12°-24'N; 134°-28'E). Crossing ahead of the convoy she unleashed four more torpedoes for another damaging hit to another target. Out of torpedoes, she watched the convoy cruise off into the morning darkness of 28 October 1943. She terminated her sixth war patrol at Midway on 6 November 1943. Thirteen days later Commander Glynn R. Donaho was relieved of his command by Lieutenant Commander Robert D. Risser, USN.

For extraordinary heroism as commanding officer of the FLYING FISH, Commander Donaho was awarded the Navy Cross and two Gold Stars in lieu of the second and third Navy Cross. He also received the Silver Star Medal and a Gold Star in lieu of an identical award for conspicuous gallantry and intrepidity in two other actions against enemy Japanese forces.

FLYING FISH's eighth war patrol was spent in the area between Formosa and the China Coast. She sailed on 30 November 1943 and entered her area on 14 December to patrol along and across shipping lanes extending from Manila and Indo-China to the coast of Formosa. On the Manila-Pescadores route near midnight of 15 December she picked up three cargo ships with two escorts headed for Takao. Making an end-around for a moonlight attack in the early morning of 16 December, she scored two hits under the stack of cargo ship GINYO MARU, 8,613 tons, and the after half of the target was obscured by smoke, steam and debris, as she took an immediate list and went under the sea (22°-27'N; 120°-08'E). She was again in the Pescadores Straits near midnight of 26 December when she spotted a tanker and two other large ships, flanked by two escorts. At 0214, 27 December she rocked the tanker with the tremendous explosion of two hits. As this enemy target slowed toward Takao, four torpedoes from FLYING FISH's bow tubes caught tanker KYUEI MARU, 10,071 tons, under the stacks, followed by another hit as this enemy disintegrated in tremendous clouds of black smoke (21°-42'N; 118°-05'E). She cleared her patrol area on 10 January and touched at Midway before terminating her eighth war patrol at Pearl Harbor on 28 January 1944.

FLYING FISH put to sea for her ninth war patrol on 22 February 1944, bound for waters of the Nansei Shoto near Okinawa. Off Iwo Jima on 12 March, she sent cargo ship TAIJIN MARU, 1,937 tons, to the bottom of the sea (25°-53'N; 131°-19'E). Pressing home an attack off the coast of Okinawa in the early morning darkness of 16 March, she downed passenger-cargo ship ANZAN MARU, 5,493 tons, and scored hits for damage to an enemy tanker (27°-41'N; 128°-41'E). She continued the chase for six hours in an attempt to finish off the tanker but was detected and held down by aircraft and destroyers while the tanker escaped. On the afternoon of 31 March 1944, FLYING FISH's lookout sighted a periscope, and she made a deft maneuver to avoid the wakes of two torpedoes, one of which passed off the port bow, and another about 100 yards on the starboard hand. While returning to Majuro Atoll, FLYING FISH closed the coast of Kita Diato Jima in pursuit of a freighter which pulled in to a landing place on the island's western coast. Two well-aimed torpedoes from 1700 yards off the beach hit aft the stack of cargo ship NINAMI MARU, 2,398 tons, and she settled to the bottom in a mass of stern debris and smoke (25°-56'N; 131°-18'E). She terminated her ninth war patrol at Majuro Atoll in the Marshall Islands on 11 April 1944.

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FLYING FISH spent her tenth war patrol in support of the Marianas Campaign. She sailed from Majuro Lagoon on 4 May 1944 to take patrol station between the Palau Islands and San Bernadino Straits. With other Fleet submarines she covered all avenues from the enemy Fleet concentration at Tawi Tawi in the Sulu Archipelago, which might sortie to contest the planned invasion of Saipan in the following weeks. She first covered the lanes between Ulithi, Yap and Palau Islands, diving north of the latter island during the dawn of 24 May, dead ahead of the track of a four-ship convoy. This enemy force passed six miles to the east and then to the west as FLYING FISH trailed at four engine speed. Near midnight she gained a good firing position on the starboard bow of the convoy and loosed four torpedoes. She was detected by one of the ships who sounded four shrill blasts on his whistle, and went ahead full speed on the last shot. One torpedo made an erratic run to explode close aboard and they regained control as escorts bore down. She went deep to evade a string of 28 depth charges, and surfaced near daylight to pick up smoke of the convoy on her port beam. At the crack of dawn, 25 May, she fired four torpedoes at overlapping targets, and evaded three runs of 5 depth charge patterns to surface near the noon hour. Enormous clouds of smoke from burning ships on the horizon marked the graves of passenger-cargo ship DIATO MARU, 4,466 tons; and passenger-cargo ship OSAKA MARU, 3,740 tons (11°-30'N; 134°-55'E).

On 10 June 1944 FLYING FISH headed for stationary patrol off San Bernardino Straits to keep close watch over the enemy fleet concentration at Tawi Tawi. On 15 June 1944, troops stormed ashore for the invasion of Saipan and that same afternoon FLYING FISH spotted Japanese Admiral Ozawa's carrier force as it emerged from San Bernardino Strait and steamed westward. She surfaced at 1920 and flashed her electrifying report to the Commander of the Pacific Submarine Force. Submarine CAVALLA heading westward to relieve FLYING FISH was ordered to scout across the estimated track of this Japanese carrier force and sank the powerful Japanese carrier SHOKAKU at the very moment of 19 June 1944 when Vice Admiral Mitscher's carrier planes were demolishing wave after wave of Japanese carrier aircraft attempting to reach the Marianas. FLYING FISH did not attempt to close the fleeing enemy force during the historic Battle of the Philippine Sea but was ordered to remain on station patrol until 23 June when she set course to receive fuel and torpedoes at Seeadler Harbor, Manus, Admiralty Islands. She touched at the latter port for that purpose on 29 June and terminated her tenth war patrol at Brisbane, Australia, on 5 July 1944.

FLYING FISH departed Brisbane for her ELEVENTH war patrol on 1 August 1944. Steaming by way of Seeadler Harbor for voyage repairs and fuel, she put to sea from the latter port on 9 August to patrol off the Davao Gulf, the Celebes Coast and cover routes leading from the Philippines to Halmanera. She was held down much of the time by night-radar equipped enemy planes, and put into Woendi Lagoon, near Biak, 29 August - 1 September, for fuel and voyage repairs. Four days later she entered the area off Menado Bay, Celebes, and on 7 September 1944, located a concealed enemy airstrip near the beach on the other side of Amorang Bay. She flashed the message of this find and on 18 September spotted large flight of B-24 bombers on their way to blast

the enemy airstrip on Celebes. The remainder of her patrol was spent on uneventful lifeguard station in support of airstrikes on Celebes. She touched at Midway on 18 October, then steamed by way of Pearl Harbor, 22-25 October, to arrive at the Hunters Point Shipyard, San Francisco, on 25 October 1944. Her extensive overhaul in the yard included the installation of a mine-detecting device which permitted a submarine to "hear" an enemy mine in the waters ahead. Gear for clearance of the menace was also installed. Now the Sea of Japan, guarded by mine fields, was not immune to torpedo attack.

FLYING FISH completed her post repair trials in the San Francisco Bay area and departed on 27 March 1945 for Fleet Mine and Sonar detection experiments with the University of California Research group which had worked to perfect the mine detection device. During 23-24 April she conducted comparison tests with submarine REDFIN for Commander, Submarine Force, Pacific Fleet, and Commander Submarine Force, Atlantic Fleet. She got underway from San Diego on 29 April and steamed by way of Pearl Harbor to arrive at Apra Harbor, Guam on 18 May 1945. At this port, under the direction of Commander W. B. "Barney" Sieglaff, she formed with eight other Pacific Fleet submarines for a "third degree" course in Japan Sea navigation and minefield penetration. Their mission, if successfully accomplished, would completely isolate Japan by severing the last of her overseas supply lines which carried imports across the Sea of Japan. Under the leadership of Commander E. T. Hydeman, these submarines formed a submarine task force known as "Hydeman's Hellcats". Further divided in three task groups of three submarines each, FLYING FISH formed in the third task group with BOWFIN and TINOSA. This task group under the command of Commander Robert D. Risser in FLYING FISH, was known as "Risser's Bobcats."

FLYING FISH sailed from Guam with the task group on 29 May 1945 and passed through the heavily mined Tsushima Strait in the third wave on 7 June 1945, to enter the Sea of Japan. Each submarine then proceeded independently to assigned areas. FLYING FISH headed northeast into the Japan Sea, bucking heavy weather, then set course north up the coast of Korea. On 10 June she headed for patrol station off Seinshin, Korea. A cargo ship stood out of the harbor and was greeted by a torpedo hit which blasted a hole amidships. Listing badly to port the target swung to port for ineffective fire at FLYING FISH's periscope with a 3-inch gun. Another torpedo hit polished this enemy off and two boats, carrying about twenty men in each, pulled away from the stricken craft and made for the beach. In less than two hours after the midnight of 10 June, FLYING FISH sank a passenger-cargo ship near the same location, and nosed through the wreckage while Commander Risser stood on the bridge, calling out in his best Japanese, "Don't be afraid, climb aboard." Only one of the fourteen survivors in the water paid heed to his invitation and was brought aboard. On 15 June she battle-surfaced to destroy ten brick-laden craft with gunfire and drive two others onto the beach. As she contemplated this action off Seinshin, a small tug with two boulder-laden barges in tow passed nearby and suddenly came to a halt above the lurking submarine. The tug's steersman of the first barge, had he been so inclined, could have spit on the periscope. Commander Risser quickly became aware that these people were constructing a new breakwater,

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and for a few anxious seconds, FLYING FISH sailors feared that they would constitute the corner-stone. Commander Risser did not wait for dedication ceremonies. He immediately shifted his submarine's position.

FLYING FISH left the Korean Coast in her wake on 22 June and sped to rendezvous off the Coast of Siberia. She completed passage of YETOFORU KAIKYO at 2356, 25 June and touched at Midway before arrival in Pearl Harbor on 4 July 1945. After a period of training at the Kaneohe Air Station she cleared Pearl Harbor on 29 August for return to the United States. Steaming through the Panama Canal locks she passed to the operational control of Commander, Submarines, U. S. Atlantic Fleet, and arrived at New London, Connecticut on 21 September 1945.

FLYING FISH became the flagship of Rear Admiral C. W. Styer, Commander, Submarine, Force, U. S. Atlantic Fleet, based at New London, Connecticut. During this duty, 19 January 1946, Commander Robert D. Risser was relieved of command by Commander John R. Middleton. Twelve days later Rear Admiral Styer was relieved by Rear Admiral John Wilkes.

Attached to Submarine Division 21, Submarine Squadron 2, FLYING FISH operated out of the Submarine Base at New London, conducting Reserve training cruises, usually in Long Island and Block Island Sounds. She entered the Portsmouth Naval Shipyard on 18 July 1946 for overhaul until 15 November, then resumed her training duties out of New London. Occasionally her cruises were more lengthy. This duty included long range battle practice with TOKE N ARGONAUT, RATON and THREADFIN, 28 April - 2 May 1947. From 15-25 August of the same year she joined with four submarines of Squadron EIGHT to exercise with a task force off Norfolk, Virginia, where she embarked midshipmen for training. On 22 October 1947, Turkish Vice Admiral Necat Ozedniz and his staff came aboard for a one-day cruise, the prelude to training of various Turkish naval personnel attached to the Submarine School at New London. She again underwent overhaul in the Portsmouth Naval Shipyard 22 April - 23 August 1948, and after refresher cruise to Quebec, Canada and Halifax, Nova Scotia, resumed training duties at New London on 10 September 1948. On 20 February 1949 she cleared New London for a training cruise to the Caribbean, calling at San Juan, Puerto Rico; St. Thomas, Virgin Islands, and Guantantmo Bay. She returned to her home base to resume training duties on 21 March. This duty was intervened by a cruise to Key West and return (11-27 January 1950) and special exercises at the Mine Test Range at Norfolk (3-4 October 1950).

FLYING FISH was reclassified as an auxiliary submarine (AG(SS) 229) on 29 November 1950 and relinquished her flag duty on 11 January 1951 to assume experimental sonar duty for the Underwater Sound Laboratory at New London. Alteration to fit her for this service was accomplished in the Philadelphia Naval Shipyard (20 February - 20 March 1951). She then commenced experimental operations in Long Island Sound and cruised to Bermuda and return in connection with the same project (23 August - 10 September 1951).

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On 31 January 1952 FLYING FISH was underway for exercises with units of Destroyer Division 302 when an intermittent noise was heard, followed by a slowing of the starboard shaft. She surfaced to find a three-quarter inch wire cable looped over her conning tower shears, and seemingly wrapped around the shaft. She returned to New London where three hundred and fifty feet of cable were unwound, including 16 coils wrapped about the starboard shaft. She had tangled with the nemesis of submarines, cables from fishing boats, this time from fishing boat "BLUEFIN" of Newport Registry. Luckily, only minor damage was done and FLYING FISH resumed her operations.

At 1053, 29 February 1952, FLYING FISH submerged to complete her 5,000th dive, becoming the first United States Submarine to achieve that record number. She carried many distinguished guests for this historic event: Secretary of the Navy, Dan A. Kimball; Rear Admiral Stuart S. Murray, Commander, Submarine Force, U. S. Atlantic Fleet; and four of her former commanding officers, including her first, Captain Glynn R. Donaho. She resurfaced and returned to New London where she debarked her distinguished passengers after rendering a 19-gun salute to the Secretary of the Navy. Except for an overhaul period in the Philadelphia Naval Shipyard, 8 July - 14 October 1952, and two training cruises to Bermuda, FLYING FISH remained on duty with the Underwater Sound Laboratory in local waters. Occasionally she acted as a schoolship for the Submarine Base and submarine Reservists.

FLYING FISH was placed in commission, in reserve, on 31 December 1953. She entered the Philadelphia Naval Shipyard for inactivation overhaul on 6 January 1954 and departed that yard in tow of Fleet tug PENOBSCOT (ATF 188) on 31 April. She arrived at New London the next day and was decommissioned at that port on 28 May 1954. She remained in reserve status until her name was stricken from the List of Naval Vessels on 1 August 1958. FLYING FISH was sold for scrapping on 1 May 1959. Dismantled by the North American Salvage Company, her metals were purchased by Luria Brothers and Company of Philadelphia, Pennsylvania.

FLYING FISH earned twelve battle stars for the operations listed below:

1 Star/MIDWAY: 3-6 Jun 1942

1 Star/SECOND WAR PATROL-PACIFIC: 15 Aug - 18 Sep 1942

1 Star/CAPTURE AND DEFENSE OF GUADALCANAL: 27 Oct - 16 Dec 1942

1 Star/FOURTH WAR PATROL-PACIFIC: 6 Jan - 28 Feb 1943

1 Star/FIFTH WAR PATROL-PACIFIC: 24 Mar - 11 May 1943

1 Star/SIXTH WAR PATROL-PACIFIC: 2 Jun - 27 Jul 1943

1 Star/SEVENTH WAR PATROL-PACIFIC: 4 Oct - 6 Nov 1943

1 Star/EIGHTH WAR PATROL-PACIFIC: 30 Nov 1943 - 28 Jan 1944

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1 Star/NINTH WAR PATROL-PACIFIC: 22 Feb - 12 Apr 1944

1 Star/MARIANAS OPERATION:

Battle of the Philippine Sea: 19-20 Jun 1944

1 Star/OKINAWA GUNTO OPERATION:

Assault and Occupation of Okinawa Gunto: 7-21 Jun 1945

1 Star/TWELFTH WAR PATROL-PACIFIC: 29 May - 4 Jul 1945

LIST OF COMMANDING OFFICERS

Lieutenant Commander Glenn R. Donaho, USN:	10 Dec 1941 - 15 May 1943
Lieutenant Walter L. Small, Jr., USN (Acting):	15 May 1943 - 26 May 1943
Captain Frank T. Watkins, USN:	26 May 1943 - 28 Jul 1943
Lieutenant Commander Glenn R. Donaho, USN:	28 Jul 1943 - 19 Nov 1943
Lieutenant Commander Robert D. Risser, USN:	19 Nov 1943 - 19 Jan 1946
Commander John R. Middleton, Jr., USN:	19 Jan 1946 - 10 May 1947
Commander Lawrence V. Julihn, USN:	10 May 1947 - 21 Dec 1948
Commander Freeland H. Carde, Jr., USN:	21 Dec 1948 - 4 Mar 1950
Lieutenant Commander John A. Whitacre, USN:	4 Mar 1950 - 22 Dec 1950
Commander Henry G. Reaves, USN:	22 Dec 1950 - 18 Jan 1951
Lieutenant Commander Robert G. Black, USN:	18 Jan 1951 - 6 Feb 1952
Lieutenant Commander Richard W. Phipps, USN:	6 Feb 1952 - 7 Apr 1953
Lieutenant Commander James C. Gibson, USN:	7 Apr 1953 - 23 Apr 1954
Lieutenant Philip N. Searles, USN:	23 Apr 1954 - 28 May 1954

ORIGINAL STATISTICS

LENGTH OVERALL:	311 feet, 8 inches
EXTREME BEAM:	27 feet, 4 inches
STANDARD DISPLACEMENT:	
Tons:	1526
Mean Draft:	15 feet, 3 inches
SUBMERGED DISPLACEMENT:	
Tons:	2410
DESIGNED SPEED:	
Surfaced:	20.25 knots
Submerged:	8.75 knots
DESIGNED DEPTH:	300 feet
DESIGNED COMPLEMENT:	
Officer:	6
Enlisted:	54
ARMAMENT:	
Torpedo Tubes:	(10) 21-inch
Secondary:	(1) 3-inch .50 caliber gun
	(2) .50 caliber
	(2) .30 caliber
TORPEDOES:	24