

## Tench Class Submarines

The submarines of the Tench class were an improvement over the previous Gato and Balao classes due to better interior machinery and ballast tank arrangements. Twenty-five were completed for the United States during, or immediately following WWII, though most never made a war patrol. Of the twenty-five completed, only two, TORSK and REQUIN, still exist within the United States. Several were sold to foreign countries and may (though not likely) still be in limited service.

The first table below lists the twenty-five completed as Tench class. Table two lists incomplete vessels, and table three lists the four that were started as Tench class, but later completed as GUPPY II class submarines. Dates for the first commissioning and final decommissioning are listed. Many of the class were decommissioned and recommissioned one or more times during their service lives, but this has been omitted to save space. Final dispositions are as listed in The Fleet Submarine in the U.S. Navy, by John D. Alden. If anyone has a more current status, please let me know.

### TENCH CLASS FLEET SUBMARINES

NAME COMMISSIONED DECOMMISSIONED DISPOSITION

USS TENCH (SS-417) October 6 1944 May 8 1970 Scrapped 1976  
USS THORNBAC (SS-418) October 13 1944 July 1 1971 Transferred to Turkey 1971, sold 1973  
USS TIGRONE (SS-419) October 25 1944 June 27 1975 Sunk as torpedo test target, Oct 25 1976  
USS TIRANTE (SS-420) November 6 1944 October 1 1973 Scrapped 1974  
USS TRUTTA (SS-421) November 16 1944 July 1 1972 Sold to Turkey 1972  
USS TORO (SS-422) December 8 1944 March 11 1963 Scrapped 1965  
USS TORSK (SS-423) December 16 1944 December 15 1971 Museum in Baltimore 1972  
USS QUILLBACK (SS-424) December 29 1944 March 23 1973 Scrapped 1974  
USS CORSAIR (SS-435) November 8 1946 February 1 1963 Scrapped 1963  
USS ARGONAUT (SS-475) January 15 1945 December 2 1968 Sold to Canada 1968 Scrapped 1977  
USS RUNNER (SS-476) February 6 1945 December 15 1971 Scrapped 1973  
USS CONGER (SS-477) February 14 1945 July 29 1963 Scrapped 1964  
USS CUTLASS (SS-478) March 17 1945 April 12 1973 Taiwan April 1973  
USS DIABLO (SS-479) March 31 1945 June 1 1964 Pakistan June 1964 Sunk Dec 4 1971  
USS MEDREGAL (SS-480) April 14 1945 August 1 1970 Scrapped 1972  
USS REQUIN (SS-481) April 28 1945 December 20 1971 Museum Tampa 1972 Museum Pittsburgh 1990  
USS IREX (SS-482) May 14 1945 November 17 1969 Scrapped 1971  
USS SEA LEOPARD (SS-483) June 11 1945 March 27 1973 Brazil March 1973  
USS ODAX (SS-484) July 11 1945 July 8 1972 Brazil July 1972 Scrapped 1981  
USS SIRAGO (SS-485) August 13 1945 June 1 1972 Scrapped 1973  
USS POMODON (SS-486) September 11 1945 August 1 1970 Scrapped 1972  
USS REMORA (SS-487) January 3 1946 October 29 1973 Sold to Greece Oct 1973  
USS SARDA (SS-488) April 19 1946 June 1 1964 Scrapped May 1965  
USS SPINAX (SS-489) September 20 1946 October 11 1969 Scrapped 1972  
USS AMBERJACK (SS-522) March 4 1946 October 17 1973 Sold to Brazil 1973

INCOMPLETE TENCH CLASS FLEET SUBMARINES  
NAME COMMISSIONED DECOMMISSIONED DISPOSITION

USS UNICORN (SS-436) Construction stopped

Jan 30 1946 Delivered incomplete

Sept 16, 1946 Scrapped 1959

USS WALRUS (SS-437) Construction stopped

Jan 30 1946 Delivered incomplete

Oct 2 1946 Scrapped 1959

TENCH CLASS COMPLETED AS GUPPY II  
NAME COMMISSIONED DECOMMISSIONED DISPOSITION

USS VOLADOR (SS-490) October 1 1948 August 18 1972 Leased to Italy 1972, sold 1977

USS GRAMPUS (SS-523) October 26 1949 May 13 1972 Sold to Brazil 1977  
Scrapped 1981

USS PICKEREL (SS-524) April 4 1949 August 18 1972 Leased to Italy 1972, sold 1977

USS GRENADIER (SS-525) February 10 1951 May 15 1973 Sold to Venezuela 1973

The charts above were compiled using information from *The Fleet Submarine in the U.S. Navy*, by John D. Alden. Published by the Naval Institute Press, 1988 edition.

## SPECIFICATIONS

Overall Length x Maximum Breadth: 311 ft. 8 in. x 27 ft. 3 in.

Displacement: 1,980-2,000 tons Surfaced; 2,415 tons Submerged.

Operating Depth: 400 feet.

Watertight Compartments: 8 plus conning tower.

Pressure Hull Plating: approx. 7/8 in. high tensile steel.

Torpedo Tubes: 6 bow; 4 stern; max load = 28

Deck Guns: 1 or 2 5-in./25-cal.

Maximum Speed: 20.25 knots surfaced; 8.75 knots submerged.

Cruising Range: 11,000 miles surfaced at 10 knots.

Submerged Endurance: 48 hours at 2 knots.

Fuel Capacity: 118,510 gallons.

Patrol Endurance: 75 days.

Propulsion: Diesel-electric direct with 4 main generator engines, 1 aux. generator.

2 main motors with 5,400 shaft horse power.

2 126-cell main storage batteries.

## CONSTRUCTION:

Number of boats: 80 boats ordered between 1943 and 1946,  
but only 26 completed.

Builders: Portsmouth (SS 417-424, 475-489); Cramp & Sons (SS 425);  
Electric Boat (SS 435); Boston (SS 522)

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HOME

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Builders: Portsmouth (SS 417-424, 475-489); Cramp & Sons (SS 425);  
Electric Boat (SS 435); Boston (SS 522)

## THE *TENCH* CLASS

*Number & Fiscal Year:* 80 ordered 1945-46, 25 completed (Hull numbers between 417-424 and 435-525. See Appendix 3 for details).

*Design Agents:* Circular of Requirements—Bureau of Ships; Detail—Portsmouth Navy Yard; Contract—Electric Boat Co.

*Building Yards:* Portsmouth—23, Boston—1, Electric Boat—1 (see Appendix 8 for details).

*Length Overall x Max. Breadth:* 311 ft. 8 in. x 27 ft. 3 in.

*Displacement:* Surfaced—1,570 tons standard; 1,980-2,000 tons normal; submerged—2,415 tons.

*Operating Depth:* 400 feet.

*Watertight Compartments:* 8 plus conning tower.

*Pressure Hull Plating:* 35-35.7# high-tensile steel (approx. 7/8 in.).

*Crew:* 10 officers, 71 men.

*Torpedo Tubes:* 6 bow, 4 stern.

*Torpedo Load, Max.:* 28.

*Mines:* Two in place of one torpedo, up to a maximum of 40.

*Deck Guns:* 1 or 2 5-in./25-cal.

*Max. Speed:* Surfaced—20.25 knots; submerged—8.75 knots (designed).

*Cruising Range, Surface:* 11,000 miles @ 10 knots (rated).

*Submerged Endurance:* 48 hrs. @ 2 knots.

*Fuel Capacity:* 113,510 gal. (rated).

*Patrol Endurance:* 75 days.

*Propulsion:* Diesel-electric direct (Arrangement G) with 4 main generator engines, 1 aux. generator engine, 5,400 SHP. 2 main motors, 2,740 SHP. 2 126-cell storage batteries. See Appendix 1 for machinery details.

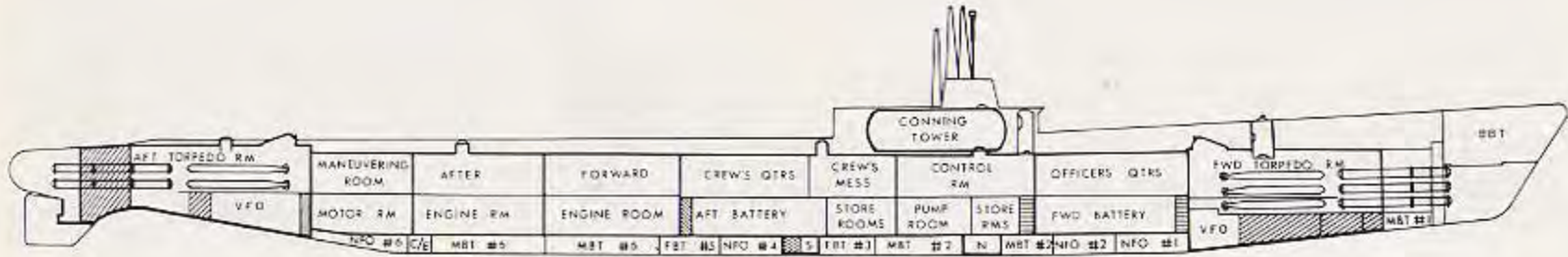


Figure 20. *Trench* Class, Portsmouth plan.

SS.417 *Tench*, SS.418  
*Thornback*, SS.419 *Tigrone*,  
SS.420 *Tirante*, SS.421 *Trutta*  
(*ex-Tomatate*), SS.422 *Toro*,  
SS.423 *Torsk*, SS.424  
*Quillback* (*ex-Trembler*);  
**Builder:** Portsmouth Navy  
Yard.  
**Date:** 1944–1944/44,  
SS.425 *Trumpetfish*, SS.426  
*Tusk*, SS.427 *Turbot*, SS.428  
*Ulua*;  
**Builder:** Cramp shipyards,  
Philadelphia.  
**Date:** 1943–1946/7.  
SS.435 *Corsair*, SS.436 *Unicorn*,  
SS.437 *Walrus*;  
**Builder:** Electric Boat, Groton.  
**Date:** 1945–1946/–.  
SS.475 *Argonaut*, SS.476  
*Runner*, SS.477 *Conger*,  
SS.478 *Cutlass*, SS.479 *Diablo*,  
SS.480 *Medregal*, SS.481  
*Requin*, SS.482 *Irex*, SS.483  
*Sea Leopard*, SS.484 *Odax*,  
SS.485 *Sirago*, SS.486  
*Pomodon*, SS.487 *Remora*,  
SS.488 *Sarda*, SS.489 *Spinax*,

SS.490 *Volador*;  
**Builder:** Portsmouth Navy  
Yard.  
**Date:** 1944–1945/48.  
SS.516 *Wahoo*;  
**Builder:** Mare Island Navy  
Yard.  
**Date:** 1944 cancelled 1944.  
SS.522 *Amberjack*, SS.523  
*Grampus*, SS.524 *Pickrel*,  
SS.525 *Grenadier*;  
**Builder:** Boston Navy Yard.  
**Date:** 1944–1946/51.  
Units of the same series  
cancelled in 1944:  
SS.429 *Unicorn* (II), SS.430  
*Vandace*, SS.431 *Walrus*,  
SS.432 *Whitefish*, SS.433  
*Whiting*, SS.434 *Wolfish*,  
SS.491 *Pompano*, SS.492  
*Grayling*, SS.493 *Needlefish*,  
SS.494 *Sculpin*, SS.526 *Dorado*,  
SS.527 *Comber*, SS.528 *Sea*  
*Panther*, SS.529 *Tiburón*;  
Units, to which names had not  
yet been assigned, cancelled  
in 1945: SS.438–SS.474,  
SS.495–SS.515, SS.517–SS.521,

SS.530–SS.562.

**Normal displacement:** 1,860  
tons surfaced; 2,428 – 2,414  
tons submerged.  
**Dimensions:** 311ft 9in x 27ft  
3in x 15ft 3in (91.6m x 8.3m x  
5.1m).  
**Machinery:** diesel: 4 General  
Motors or Fairbanks Morse;  
electric: 4 Elliot or General  
Electric or Westinghouse.  
**Maximum power:** 5,400hp  
surfaced; 2,740hp submerged.  
**Maximum speed:** 20.25 knots  
surfaced; 8.75 knots submerged.  
**Range:** 12,000 miles at 10  
knots surfaced; 95 miles at –  
knots submerged.  
**Torpedo tubes:** ten 21in  
(533mm); 6 forward, 4 aft;  
torpedoes: 24.  
**Guns:** one or two 5in (127mm)  
25-cal; two 40mm or 20mm  
(see notes).  
**Mines:** capacity for 40 mines  
in lieu of spare torpedoes  
**Complement:** 80–90.

## HISTORY OF USS TENCH (SS 417)

In their all-out surprise attack at Pearl Harbor, the Japanese hoped to repeat their successful Port Arthur performance which opened the Russo-Japanese War of 1904; to deal the U. S. Pacific Fleet a blow that would paralyze American sea power for months to come. Thus gaining the initiative, the Japanese forces could gather the Southwest Pacific into its embrace and fortify it before the U. S. Navy could strike back. In their overall war plan the strategists blandly ignored the U.S. submarine fleet. This cost them the sea lanes of the Pacific.

In ever-increasing numbers these undersea raiders roamed the Pacific, squeezing the life-blood from the Japanese shipping. By 1944 the American offensive was gaining momentum. On 1 April of this year the keel of the SS 417 was laid in the Navy Yard, Portsmouth, New Hampshire. She was to be the first submarine of a new class whose design incorporated the experience gleaned from two years of difficult but highly successful submarine warfare. She was equipped with a larger deck gun and greater horsepower for faster and deeper diving, and longer cruising. At the launching on 7 July 1944, she was christened the USS TENCH by Mrs. Lyndon Johnson, wife of the U. S. Representative from Texas. The fitting-out proceeded until 6 October when the TENCH was placed in commission with Commander W. B. Sieglaff, USN, as commanding officer.

Naval tradition dictates that submarines be named for denizens of the deep. Appropriately, the TENCH was named for a fish very tenacious of life, being capable of prolonged existence in the most arduous environments. To her crew she was known as "Tillie, the Tenacious Tench". The crew of this new sub was not fresh from submarine school. Commander Sieglaff brought with him the spirit of the USS TAUTOG as well as several men of this ship. The R-15, GUDGEON, and SEA DRAGON contributed other veterans.

After extensive training and testing of her new devices, the TENCH departed Pearl Harbor on 7 February 1945 for her first war patrol. She stopped at Saipan for fuel and to join a wolf pack in company with the SEA DEVIL, BALAO, and GROUPEE, known as "Barney's Boxers". On 27 February the pack got underway for the patrol area first in the China Sea west of Kyushu, then in the Yellow Sea. On the stormy night of 6 March she transited the Colnett Strait and entered the China Sea. Her equipment showed that Japanese radars had tracked her through the strait, but no anti-submarine action ensued, and dawn found her passing Dnajo Gunto, headed for Saishu To. Southeast of her, the Iwo Jima operation was in full swing.

The pack was employed in rotating patrol, weather reporting, photographing, and lifeguard duties. On 18 March the TENCH was ordered to take lifeguard station off the west coast of Kyushu for the FIFTH Fleet carrier plane raid on Nagasaki. Late in the morning search planes reported sighting a green dye-marker, presumably released by a downed flyer. The position was well inside a bay on the Kyushu coast inside of which was the small town of Akune. Hellcats came to cover her as she cautiously picked her way into Akune Bay. The reported dye marker proved to be no more than reflection from a shoal spot.



While speeding past Akune, taking color movies a mile from the beach, lookouts reported planes coming up astern from over the mainland. In water too shallow to permit her to dive, the TENCH found herself in an awkward situation. Fortunately they proved to be the carrier planes returning from the raid, and the TENCH had a ring-side seat as some fifty planes zoomed over Akune, jettisoning their remaining bombs on a railroad bridge, a tall factory stack, and a fuel dump.

The lack of torpedo targets was frustrating. Much time was spent exploding the abundant floating mines, and on 28 March she sank two steam trawlers with gunfire. A Japanese bomber forced her to submerge on 3 April. Upon surfacing at dusk, she made contact on a zigging, medium speed, radar equipped target. Soon there was contact on a second ship, larger, escorted by the first. Since the darkness was enhanced by fog, a surface attack was made on the larger ship. One torpedo hit was scored, setting off a progression of roman candle eruptions. The escort began dropping depth charges, but could not overtake the raider.

While departing the area the TENCH received orders to take station in a line of submarines deployed in the waters off Honshu and Kyushu. It was assumed that the remaining ships of the Japanese Fleet would attempt to interfere with the Okinawa landings. The assumption proved correct. On the night of 6 April a task force consisting of a super-battleship, a light cruiser and a number of destroyers sortied through the Bungo Suido for an attack on Admiral Spruance's forces. The force was spotted by the two submarines on watch at the Bungo exit. In accordance with orders, the subs gave up their chance to strike, and transmitted a series of contact reports. Acting on the information received, Admiral Mitscher's airmen descended upon this enemy force on the morning of April 7th. The Japanese ships were without air cover. The super-battleship was the first to go down, her steel plates torn open as though they were sheets of tin. Down went the others, gushing smoke and flame. Only a few American planes were lost in this action -- the dying convulsion of the Imperial Navy. By way of defending Okinawa, the action availed nothing. In fact, it relieved Spruance of further worry about interference from the Japanese Navy.

But the fighting at Okinawa was sufficiently violent for the invading American forces. Over 4,900 American sailors were killed. Thirty American ships were sunk and fifty were severely damaged. Responsible for nearly 80% of these casualties was the Kamikaze Special Attack Corps. If the Japanese Air Force had not been pressed for high-octane gasoline and Japanese aircraft manufacturers had not run short of aluminum and other building materials in the autumn of 1944, "Operation Iceberg" might have melted. Like the remnant Imperial Fleet, the Kamikaze Special Attack Corps was held in check by shortages largely created by the submarine attack on Japanese shipping.

The TENCH returned to the China Sea on 8 April to search for downed aviators. Early that morning she rescued a pilot and a radioman of a downed dive-bomber from the ESSEX. The success of submarines in lifeguard duty is ironical, for there is no naval vessel so essentially offensive. However, this rescue of two airmen was a greater thrill than the sinking of the 4250 tons of enemy shipping. The TENCH terminated her sixty-seven day patrol on 14 April 1945 when she arrived at Guam.

The sub was refitted in Apra Harbor, Guam. During this period, Commander J. H. Barnard II, USN, relieved Commander Sieglaff as skipper. However, due to a recurrence of eye trouble, Commander T. S. Baskett, USN, substituted for him and took the TENCH out on her second patrol.

The second run was made in the vicinity of Tsugaru Strait, the northern funnel into the Japan Sea. She was a member of a wolf pack led by the TORSK, though her operations were entirely independent due to the conduct of Japanese shipping. This area, including northeast Honshu and southeast Hokkaido, was known to be "hot". The Japanese had persisted in attempts to thrust shipping northward to Kuriles and southward to and from Tokyo. The shipping was strongly escorted, and several American submarines had been lost in this area. While patrolling surfaced on 25 May she sighted a periscope approaching out of the clinging surface haze. She dived, picked up the enemy sub on her sound gear, and successfully evaded him. The ensuing days were periodically marked by gun actions against motor luggers, picket boats, and steam trawlers to a total of 500 tons sunk.

But the real actions followed submerged patrols off traffic-laden promotories. The first action occurred off Shiriya Saki, Honshu's eastern boundry to the Tsugaru approaches. On the night of 1 June she began stalking a wary freighter hugging the coast. At 0200 the next morning she caught it just half a mile off the beach. A surface attack and two torpedo hits were sufficient to sink the MIKAMISAN MARU. Another surface attack on 4 June, near Shiriya, sank the heavy laden inter-island freighter, RYUJIN MARU, with one hit amidships.

Esam Saki represents Hokkaido's bulwark on Tsugaru Strait. The TENCH would run in from the sea under cover of darkness, submerge at dawn and work her way into Todohakke Wan, a small bay serving a village just above the strait. It was a complicated transit among the Japanese patrol boats, hindered by perpetual fog and heavy seas. On 9 June she caught and sank the freighter KAMISHIKA MARU for 2,857 tons. Then she successfully evaded the host of anti-submarine boats and planes, which dropped charges and bombs all day. The following day a submerged attack sank the small tanker SHOEI MARU No. 6, and brought another day of anti-submarine activity down upon her. Legions of planes and vessels from armed trawlers to destroyer escorts and frigates were after the TENCH, but they did not get close.

The submarine was now low on torpedoes, but still high in fighting spirit. On June 11th, she tackled a destroyer in a night surface attack. Sight contact could not be obtained, but she fired a salvo of torpedoes at the destroyer. One fish was seen to run erratic in a wide circle to the left, as the TENCH's rudder was thrown hard over to clear the area. Her turn suddenly brought her into a collision course with the erratic torpedo, still careening through the phosphorescent sea. No amount of speed and turns seemed to shake the torpedo. It doggedly closed and destruction seemed imminent. But the crazed torpedo passed deep under the fantail, and the TENCH sped out into the ocean, leaving the destroyer to its own frantic escape.

In the remaining five days of her patrol, the TENCH sank a motor-trawler with the deck-gun, and took aboard six survivors. She then returned to Midway Island for her inter-patrol rest and refitting.

She departed Midway on 12 July for her third patrol, once again to be conducted in the East China Sea and Yellow Sea. She was a member of a wolf-pack in company with the LIONFISH and BILLFISH. Just before cutting through the Ryukū chain into the China Sea the pack ran into Admiral Halsey's THIRD Fleet, which was preparing for a second strike on the Honshu coast. Three destroyers were detached to escort each of the submarines on a long detour around the fleet.

On 29 July the TENCH again ran Colnett Strait and commenced searching the area. The next day she contacted a trim motor lugger. To conserve heavy ammunition she perforated the lugger's water line with 40 mm projectiles. The entire crew had gone overboard on the opening fusillade, and one by one the nine Koreans were picked up.

From 2 to 4 August the TENCH rode out a full-fledged China Sea typhoon. On the morning of 6 August the Koreans were put into two small boats, and set adrift near the coast. That afternoon the submarine conducted a shore bombardment of the harbor at Osei To, a rocky island off western Korea. Four schooners were disintegrated, and five schooners, a sea truck, motor trawler, and the warehouses were severely damaged. The sub then moved north to the Gulf of Pohai area between the Kwantung Promontory of Manchuria and the Shantung Promontory of China. In the afternoon of 9 August she surfaced into a soupy fog to sink a sea-going tug and two large barges in tow with torpedoes. While retiring two bombs exploded some 500 yards on the port beam; overhead were two Japanese "Betty's".

Then in the early morning of 15 August, she learned of the Japanese surrender. She remained in her area until the 28th, returning to Guam on 2 September and orders for New London, Connecticut. There was a short stop at Pearl Harbor, one more at Balboa, and then on 6 October 1945 she tied up at New London -- a year from the day she had gone into commission. In that year she had steamed 80,000 miles and sunk 22,150 tons of enemy shipping, in three successful patrols.

The USS TENCH earned three Battle Stars on the Asiatic-Pacific Area Service Medal for participating in the following operations:

1 Star/Iwo Jima Operation

Assault and occupation of Iwo Jima -- 6-16 March 1945

1 Star/Okinawa Gunto Operation

Assault and occupation of Okinawa Gunto -- 17 March - 17 June 1945

1 Star. THIRD Fleet operations against Japan -- 1-4 August 1945

She also received the Navy Occupation Service Medal, Asia, for the period 2-3 September 1945. By Directive dated January 1947 the TENCH was placed out of commission in reserve, berthed at New London. In October 1950 the submarine was recommissioned, and as of July 1953 is active with the U. S. Atlantic Fleet.

OVERALL LENGTH	312 feet
BEAM	27 feet
SPEED	20 knots
DISPLACEMENT	1570 tons
COMPLEMENT	8 officers and 72 men

\* \* \* \* \*

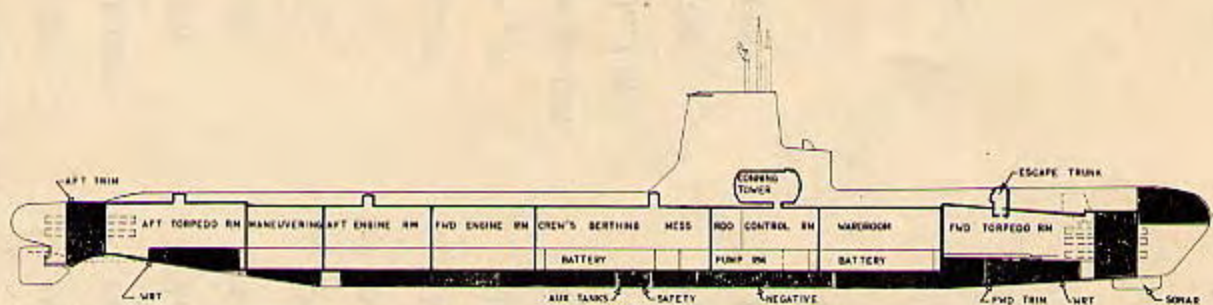
Compiled: January 14, 1954

# WELCOME ABOARD





**U.S.S. TENCH (SS-417)**

# COMPARTMENTS AND TANKS



## KEY

BALLAST   
 FUEL 

U.S.S. TENCH  
 SS 417



## USS TENCH (SS-417)

### SHIP CHARACTERISTICS

Overall Length	306½ feet
Beam	27 feet
Speed	19 knots
Displacement	1850 tons
Complement	10 Officers
	76 Men
Number of torpedo tubes	10

## COMMANDING OFFICERS

CDR. W. B. Sieglaff, USN	Oct. 1944 – Feb. 1945
CDR. J. H. Bernard II, USN	Feb. 1945 – April 1945
CDR. T. S. Basket, USN	April 1945 – Jan. 1947
CDR. F.N. Russell, USN	Jan. 1951 – Jan. 1952
CDR. G. C. Ball, USN	Jan. 1952 – Dec. 1952
LCDR. D. C. Peto	Dec. 1952 – June 1954
CDR. J. E. Plummer, USN	June 1954 – July 1955
CDR. D. C. Clements, USN	July 1955 – Feb. 1957
LCDR. H. B. Thomas, Jr., USN	Feb. 1957 – Feb. 1959
LCDR. R. B. Mills, Jr., USN	Feb. 1959 – April 1961
LCDR. J. M. Davis, USN	April 1961 – Jan. 1963
LCDR. J. A. Allen, USN	Jan. 1963 – Jan. 1964
LCDR. Bacon, USN	Jan. 1964 –



## HISTORY of U.S.S. TENCH (SS 417)

On April 1944 the keel of the TENCH was laid in the U.S. Naval Shipyard, Portsmouth, New Hampshire. TENCH was the first submarine of a class whose design incorporated the experience gained from two years of difficult but highly successful submarine warfare against Japan in the Pacific. TENCH was equipped with larger deck guns, greater horsepower for faster and deeper diving, and a longer cruising radius. Mrs. Lyndon B. Johnson, wife of the U.S. Representative from Texas, and now First Lady, Christened the TENCH 7 July 1944. Commander W. B. SIEGLAFF, USN, now Rear Admiral, assumed command 6 October 1944.

Naval Tradition dictates that submarines be named for denizens of the deep. Appropriately, TENCH was named for a fish very tenacious of life, being capable of prolonged existence in the most arduous environments, and this trait was proved by TENCH in combat against the enemy.

TENCH departed on her first war patrol 7 February 1945 as a part of "Barny's Boxers" with SEA DEVIL, BALAO, and GROUPER. During this initial patrol 4,250 tons of enemy shipping were sunk and TENCH successfully rescued two downed airmen from the ESSEX.

TENCH'S second patrol was again with a wolfpack however, due to the nature of the operations around Tsugaru Strait, the northern funnel into the Japan Sea, her operations were entirely independent. During the first part of the patrol TENCH sank a total of 800 tons of motor luggers, picket boats, and steam trawlers by deck gun fire. In surfaced torpedo action TENCH sank the freighter Mikamisan Maru and the freighter Ryusin Maru with a total of three torpedoes. During submerged attacks TENCH destroyed the freighter Kamishika Maru for 2,857 tons and the small tanker Shoei Maru No. 6. In the remaining 5 days of her second patrol TENCH sank a motor trawler with the deck gun and took aboard six survivors before returning to Midway for inter-patrol rest and refitting.

On 12 July TENCH departed on her third patrol in the East China Sea and Yellow Sea as part of a wolfpack in company with the LIONFISH and BILLFISH. The TENCH'S third and final patrol was highlighted by shore bombardment and destruction of small shipping in Oseito, a harbor in a rocky island off Korea.

In the early morning of 15 August, TENCH learned of the Japanese surrender. She remained on station until the 28th and returned to Guam in September where orders were received to return to New London, Conn. There were short stops at Pearl Harbor and Balboa, and then on 6 October 1945 TENCH tied up at the Submarine Base, New London, Connecticut.

One year from the day she had gone into commission TENCH had steamed 80,000 miles and sunk 22,150 tons of enemy shipping in three successful patrols.

The TENCH earned three battle stars and the Asiatic-Pacific Area Service Medal for the following operations:

1 Star—Iwo Jima Operation.

1 Star—Okinawa Gunto Operation.

1 Star—Third Fleet Operations against Japan.

—and the Navy Occupation Service Medal Asia for period 2-3 September 1945.

By direction of the Secretary of the Navy in January 1947 TENCH was placed out of commission in reserve, and berthed in New London, Connecticut.

In 1950 TENCH was ordered reactivated and converted into a streamlined Guppy 1A. Recommissioned in January 1951 she joined Submarine Squadron SIX at Norfolk, Virginia.

TENCH departed Norfolk in January of 1952 for a three month cruise in the Mediterranean as part of the SIXTH Fleet. While there the crew enjoyed liberty in Malta, Algeria, Sicily, Italy, and France.

The TENCH enjoyed winter cruises to St. Thomas and Virgin Islands in 1953 and 1954 as well as trips to Havana, San Juan, Key West, Miami, Ft. Lauderdale, New London and New York City. During this time TENCH was flagship Commander Submarine Squadron SIX.

TENCH was reassigned to Submarine Squadron TWO at New London, Connecticut in the Summer of 1955. In New London, TENCH was employed by the Submarine School Command in training new crews and officers for the Submarine Force.

In 1956, TENCH continued to operate as a unit of Submarine Division TWENTY TWO, participating in SPRINGBOARD '56 and other special fleet exercises.

During 1957, TENCH took part in SPRINGBOARD and in August TENCH entered the Philadelphia Naval Shipyard for a routine overhaul which was completed in December 1957 at which time she returned to New London for the Holidays.

TENCH participated in several training operations and exercises during 1958 which included such evolutions as ASW activities with aircraft and other Submarines, training cruises for Submarine School students and fleet maneuvers in the Mediterrean, where she had an opportunity to visit ports of call on the Riviera. Shortly thereafter, TENCH took part in fleet exercises which ended in May 1959. TENCH returned to New London for a short period of leave and general upkeep, then entered Portsmouth Naval Shipyard, Portsmouth, New Hampshire to have a new battery installed. Upon completion of the work and tests, TENCH departed on fleet exercises and training operations which ended prior to Christmas, enabling the crew to spend the Holidays in New London.

1960 found TENCH again participating in the numerous training and fleet exercises which continued through the summer. In October, TENCH entered the Philadelphia Naval Shipyard for routine overhaul. During the overhaul the four diesel engines were overhauled and many extensive repairs were made.

During the spring and summer of 1961, TENCH participated in various training operations with cruises to Maine in May, Bermuda in June, and Halifax in July. The remainder of the summer and the beginning of the fall saw TENCH participating in local operations around the New London area. Along with these local operations, TENCH was preparing for a Mediterranean deployment and on 10 October 1961 departed on a four month cruise for duty with the SIXTH Fleet. Christmas of 1961 and New Year's Day 1962 was spent on the Riviera in Monaco. While attached to the SIXTH Fleet, TENCH participated in various training exercises and visited ports in Italy, Spain, and Portugal before returning to New London in early February 1962.

Spring of 1962 again found TENCH participating in local operations in the New London, Connecticut, area. In May and June TENCH received a new battery at Philadelphia Naval Shipyard. During the summer and fall of the year, TENCH participated in fleet exercises.

Submarine Ice Exercise in March was the first trip of many for the TENCH in the year 1963. Besides fleet ASW operations, TENCH made cruises to Halifax, N. S. and Bermuda as well as participating in Officer and Enlisted Submarine School operations in local areas. The curtain came down on 1963 operations as TENCH again entered Portsmouth Naval Shipyard for overhaul.

In April 1964 TENCH left Portsmouth and conducted local operations and training. During the fall of the year TENCH participated in fleet exercises. The year 1965 began with a cruise to the Caribbean for operation SPRINGBOARD. She returned in March for upkeep and local operations including a trip to Halifax in June. On 1 July 1965 TENCH completed the operating year by being awarded the Division "E" for excellence in Battle Efficiency.