"SALVAGE SUBMARINE SQUALUS"

WHEN THE ORDER WENT OUT TO BRING A LOST SUBMARINE TO THE SURFACE, MANY THOUGHT THE MISSION TO BE IMPOSSIBLE

BY C.A. BARTHOLOMEW

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Jacket patch for USS *Squalus*.

The best known of the US Navy's submarine salvage operations was conducted on USS *Squalus* (SS-192) in 1932. Like submarines *S-51* (SS-162) and *S-4* (SS-109), *Squalus* was salvaged by lifting with pontoons, but there are some significant differences that make the *Squalus* operation noteworthy. The boat was sunk in 240 feet of water, significantly deeper than any previous submarine salvage. Better equipment was available in the form of the McCann Submarine Rescue Chamber, which was used to rescue crew members, and helium-oxygen diving equipment that allowed divers to work more effectively in the greater water depths.

The salvage was planned and conducted in three distinct stages. Unlike previous pontoon salvage operations, control pontoons limited the distance the ship was lifted in any single lift and no water was removed from the hull in deep water.

A new submarine, *Squalus* (Lieutenant Oliver F. Naquin in command) submerged with the main engine air induction valve open and flooded the aft compartments on the morning of 23 May 1939 off Portsmouth, New Hampshire. Submarine rescue ship USS *Falcon* (ASR-2), commanded by Lt. Grant A. Sharp, was on site within 24 hours. On 24 May 1939, in the first and only use of the McCann Rescue Chamber,

Dramatic image of the bow of the *Squalus* thrusting its way to the surface.