

HISTORY OF U. S. S. CAVALLA (AGSS-244)

U. S. S. CAVALLA was designed and built by the Electric Boat Company of Groton, Connecticut. Her keel laid on 4 March 1943, she was launched on 14 November 1943 and commissioned on 29 February 1944, the first "leap year" boat built by E. B.

On 11 April 1944 CAVALLA got underway for the Pacific, arriving in Pearl Harbor on 9 May. After extensive training she proceeded to the Philippine area for her first war patrol which lasted 64 days. On 17 June a large Japanese fleet was detected and the decision was made to report the enemy fleet to U. S. Forces rather than disclose CAVALLA's presence by attacking. This information proved of great value to the American war effort and contributed to the Japanese defeat in the Battle of the Philippine Sea.

On 19 June a Japanese Task Force was sighted, consisting of a large aircraft carrier, two cruisers and three destroyers. The aircraft carrier, promptly sunk by three torpedoes from CAVALLA, proved to be the 30,000 ton SHOKAKU, which had participated in the Pearl Harbor attack. CAVALLA escaped practically unscathed despite the fact that over 100 depth charges were dropped. For this action she was awarded the Presidential Unit Citation.

After refitting, CAVALLA, on 30 August, commenced her second war patrol which lasted 53 days. A convoy was sighted and attacked but no hits were made. CAVALLA's operating base was changed to Fremantle, Australia. Her third war patrol commenced on 14 November after a month's layover in Fremantle. This was a successful voyage: two freighters and a destroyer were sunk. An approach was also made on a battleship but CAVALLA was forced down to avoid collision with the escorts prior to reaching the firing point.

No sinkings occurred on the fourth patrol which began on 25 February 1945 and lasted 46 days. She did, however, succeed both in escaping an aircraft bomb and avoiding a submarine torpedo.

CAVALLA's fifth war patrol started on 20 April and lasted 30 days. She remained on lifeguard duty for downed B-29 fliers for two weeks; however, no American planes were shot down. Toward the end of her patrol she found the British submarine TERRAPIN on the surface in distress as a result of heavy depth charging. CAVALLA escorted her through the Java Sea, Lumbock Strait, and down to Fremantle without incident.

During the sixth war patrol hostilities between the United States and Japan ceased on the 18th day out. CAVALLA proceeded immediately to Tokyo Bay, nested alongside U. S. S. PROTEUS, a submarine tender, and remained until the signing of the peace treaty. She then returned to the United States and was decommissioned in January, 1946. During her war service she logged 90,000 miles, made 570 dives and sank 34,180 tons of enemy shipping.

CAVALLA remained out of commission until 10 April 1951. She was then recommissioned and assigned to Submarine Squadron 10 in New London, Conn. In July 1952 she was decommissioned a second time to undergo conversion to a hunter-killer (SSK). The SSK designation was later dropped and she was redesignated (SS) because it was realized that all submarines were "anti-submarine" submarines and no differentiation was necessary. Upon recommissioning CAVALLA was assigned once again to Squadron 10, but was shortly thereafter transferred to Submarine Development Group TWO with which she is currently operating. CAVALLA was assigned the designation AGSS on 1 July 1963.

At 1200 hours, 21 January 1971, the U. S. Navy transferred possession of CAVALLA to Paul F. Stolpman, Commander Submarine Seawolf Commission, at the mooring site at Orange, Texas. CAVALLA was then delivered to its permanent berth at Seawolf Park Galveston, Texas, completely refitted, painted, etc., and made a public historical tourist attraction on 11 April 1971 (the 71st anniversary of the U. S. N. Submarine Service) at a cost of approximately \$150,000.00 to the "SubVets" and the Galveston Park Board. The same day the \$14,000,000 CAVALLA was commissioned into the TEXAS NAVY, designated the Flagship of the M. B. Smiley Senior High School (Houston) NJROTC.

CAVALLA, being an SSK conversion, is very similar to a fleet snorkel type submarine but carries a more advanced sonar. She is divided into nine separate compartments; eight inside the pressure hull, and the conning tower. The superstructure rests on this pressure hull and the sail covers the conning tower. She employs ballast tanks, which horseshoe around the pressure hull, to submerge and surface. While on the surface these free-flooding tanks are kept empty by the air trapped within. To submerge the air is released through vents and the tanks fill with water.

Again, statistics do not tell a comprehensive story. Figures that run into thousands and millions lose meaning. To understand the submarine score, one must visualize the ships that went down - the great hulls and shining engines that were crushed in the sea's oppressive depths. The cargoes dumped, the lakes of oil spilled, the mountains of machinery destroyed in roaring fires and swirling waters.

Seawolf Park is dedicated to the memory of 3,505 officers and men of the U. S. Navy Submarine service who lost their lives during World War II.

Each state has been designated a lost submarine crew to perpetuate. Texas was assigned the USS Seawolf (SS197) which was lost on Oct. 3, 1944 with all hands - 83 officers and men plus 17 U. S. Army Rangers that were being transported to the Philippines.

The World War II Submarine on display at Seawolf Park is similar in most respects to Seawolf. Also available for viewing are Destroyer Escort Stewart, a Submarine Museum, Navy F-1 Jet Fighter, Torpedo and other Navy weapons and equipment.

Admissions of \$1.00 per adult and 50¢ for children under 12 are used for the maintenance of the submarine, D. E. etc. which are owned and operated by the Submarine Seawolf Commission.

U. S. SUBMARINES IN WORLD WAR II

Due to slipshod Japanese records, exact statistics may never be computable. But the part played by United States submarines in Japan's maritime demise is depicted with reasonable accuracy in the figures compiled after the war by the Joint Army-Navy Assessment Committee. According to this authority, United States submarines sank 1,113 Japanese merchant ships (of over 500 gross tons) for a tonnage total of 4,779,902 tons. They "probably" sank an additional 65 vessels, for an extra 225,872 tons. United States submarines also sank 201 Japanese naval vessels - a total of 540,192 naval tons. Thirteen "probables" in this category added 37,434 tons to the naval score. With the few "probables" added to the many certainties, U. S. submarines scored as below:

Number of Merchant Ships Sunk: 1,178

Merchant Tonnage Sunk: 5,053,491 tons

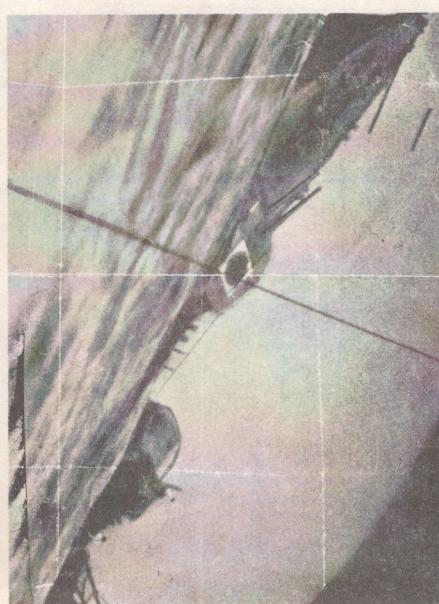
Number of Japanese Naval Vessels Sunk: 214

Japanese Naval Tonnage Sunk: 577,626 tons

In 1944, U. S. submarines sank one-third of all the major enemy combat vessels destroyed in the Pacific that year. The 201 Japanese warships and 13 "probables" sunk by U. S. submarines during the war comprised 29% of the enemy war-shipping sunk by all agencies in the Pacific conflict. About 55% of all Japanese shipping (merchant and naval) downed in World War II was sunk by U. S. submarines, an achievement accomplished by a force that consisted of less than 2% of the United States Navy's personnel.

Submarine Lifeguarding developed into a major task. The remarkable success of this U. S. Submarine effort resulted in the rescue of 504 American airmen shot down in enemy waters!

American submarine losses must be taken into account, and the Service suffered heavy casualties. Fifty-two out of 288 American submarines were lost in the war - almost one out of five. But only 48 went down in combat operations, and of these not more than 41 were downed by enemy action. The toll of lives was severe. Personnel strength of the submarine operating forces averaged 14,750 officers and men. The fatalities totaled 3,131 men and 374 officers. The hazards of underwater warfare are indelibly recorded in American casualty lists which show that six submarines lost their lives in the line of duty for every one non-submariner who died in Naval Service.



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World War II Submarine

Length 307 ft.

Beam 27 ft.

Draft 1820 tons

Surface Speed 18 knots

1 TORPEDO TUBES
2 FORWARD TORPEDO ROOM
3 FORWARD ESCAPE TRUNK
4 PANTRY, WARDROBE, OFFICERS & CPOS BERTHING
5 TURRET BATTERY
6 SONAR ROOM
7 SONAR ROOM
8 RADIO ROOM
9 BLOWER ROOM
10 COFFING COWER
11 KITCHEN
12 CHIEFS' MESS
13 FOOD STORAGE

14 CREW BERTHING ROOM
15 FORWARD ENGINE ROOM
16 FORWARD & GENERATOR
17 AFTER ENGINE ROOM
18 NO. 3 & MAIN ENGINES & GENERATORS
19 MANUFACTURING ROOM
20 MAIN PROPELLION MOTORS
21 AFTER ESCAPE TRUNK
22 SIGHTS AND SCREENS (2)
23 SHATS AND SCREENS
24 RIDERS
25 PERISCOPE

WELCOME

Destroyer Escort.
USS Stewart (DE-238)

ABOARD SUBMARINE

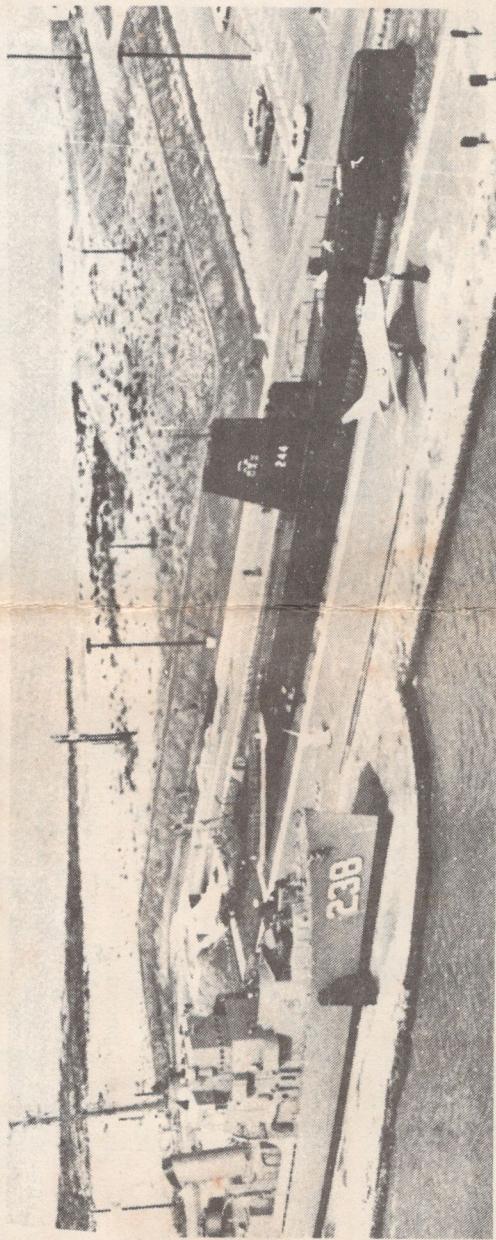


AGSS-244

Now comfortably berthed next to the Submarine Cavalla, DE STEWART was built at Brown Shipyard in Houston, commissioned in 1944, saw duty in the North Atlantic as convoy escort, and was decommissioned at Orange in 1947.

Submarine Seawolf Commission accepted command of the DE from the U.S. Navy and berthed it permanently at 10:00 a.m. February 23, 1974 to commemorate the "original" USS STEWART which the U.S. Navy attempted to scuttle in the initial stage of the Pacific conflict during WWII to prevent capture by the Japanese. Japan, however, re-floated and re-outfitted STEWART and put it into service which accounts for WWII reports of an enemy ship "that looks like one of ours." Found in Japan at the end of the war, STEWART was re-commissioned and put back into U.S. Navy service as USS RAMP. (Recovered Allied Military Property).

The D.E. was named for Rear Admiral Charles Stewart who commanded U.S.S. Constellation from 1805-13 and Old Ironsides from 1813-15.



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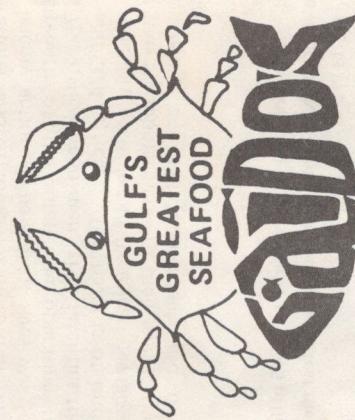
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