

Silver Strand Training Complex History

1885 - Coronado Heights (1888 bankruptcy)

1929 - USN Radio Compass Station IB

- Initially 2 sailors at current YMCA site
- Grew to 238 pers / 58 buildings by 1944 (Radio Direction Finder Station IB)

1942 - 1945 - Ft. Emory (part of Ft. Rosecrans)

1945 - Navy Radio Station IB (+ schoolhouse)

- Moved to Pensacola, FL in 1961

1959-2003 - Naval Radio Receiving Facility (NRRF)

2003 - ATC established as NRRF becomes SSTC

2014 - initial demolition for range construction

Plotting and Switchboard Room (PSR) Bunker

Rhombus antenna

Batt 134, intended for 2 x 16" guns

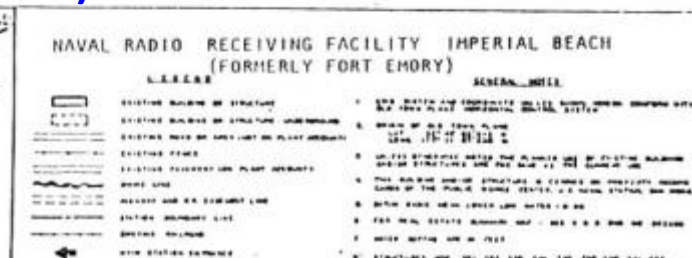
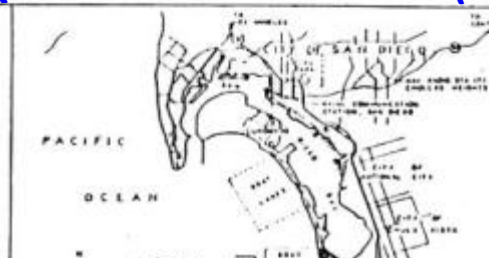
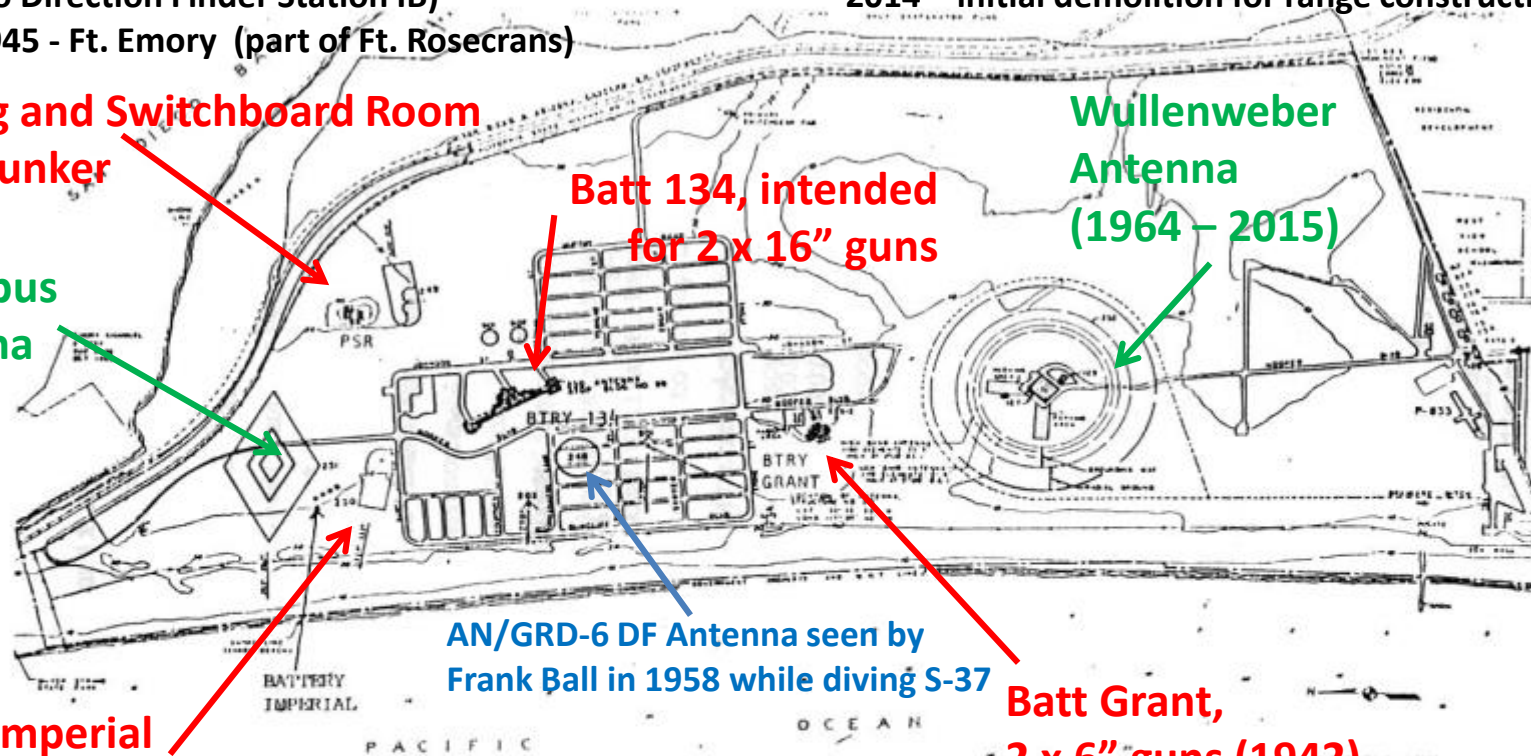
Wullenweber Antenna (1964 - 2015)

AN/GRD-6 DF Antenna seen by Frank Ball in 1958 while diving S-37

Batt Imperial 4 x 155 mm guns (1942)

x ← Submarine S-37 (1945)

Batt Grant, 2 x 6" guns (1942)

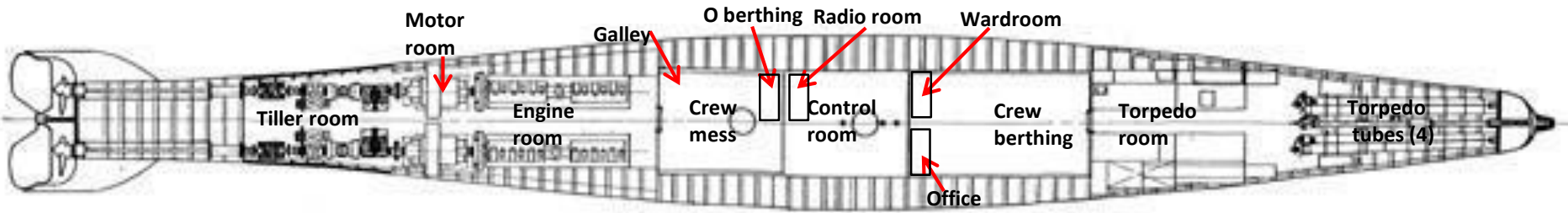
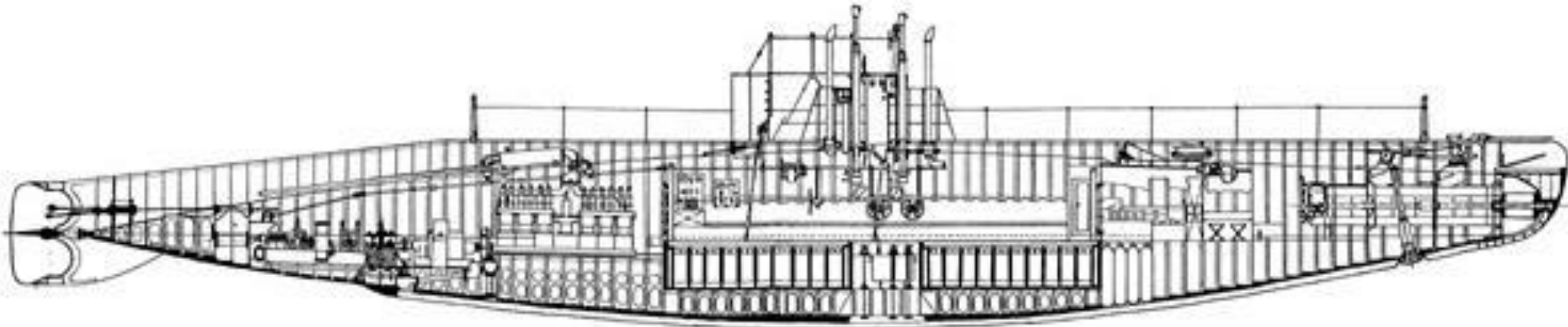
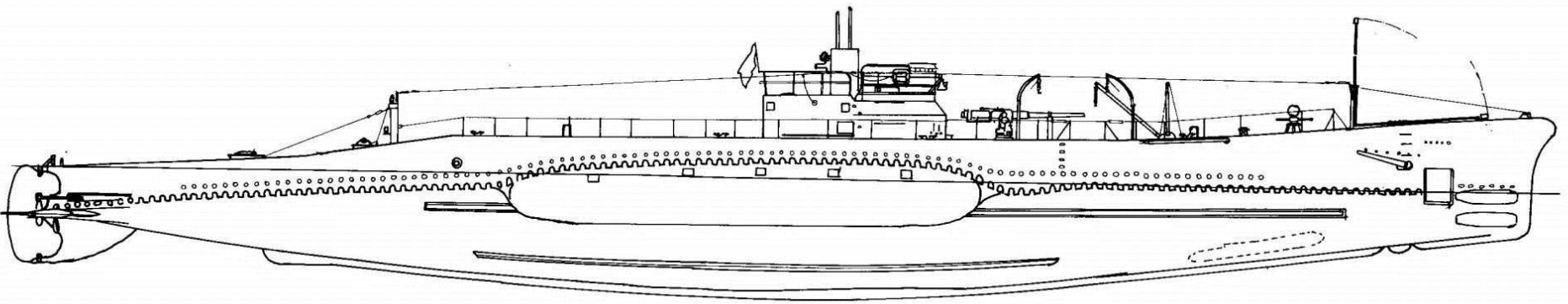




Launching of
U.S. Submarine "S. 37"
June 20th, 1919
at Bethlehem Shipbuilding Corp. Ltd.
Union Plant Potrero Works
S.F. Calif.
Miss Mildred Bulger
SPONSOR



51 x S-Class submarines were commissioned between 1920 – 1925. The 5400 NM range allowed US subs, for the first time, to cover trans-oceanic distance. 42 man crew, 219' long, 20.6 ' breadth, 854 / 1062 tons. They had 1 x 4" deck gun and 4 x 21" torpedo tubes, but they still lacked radar, fathometer, deciphering equipment and air-conditioning



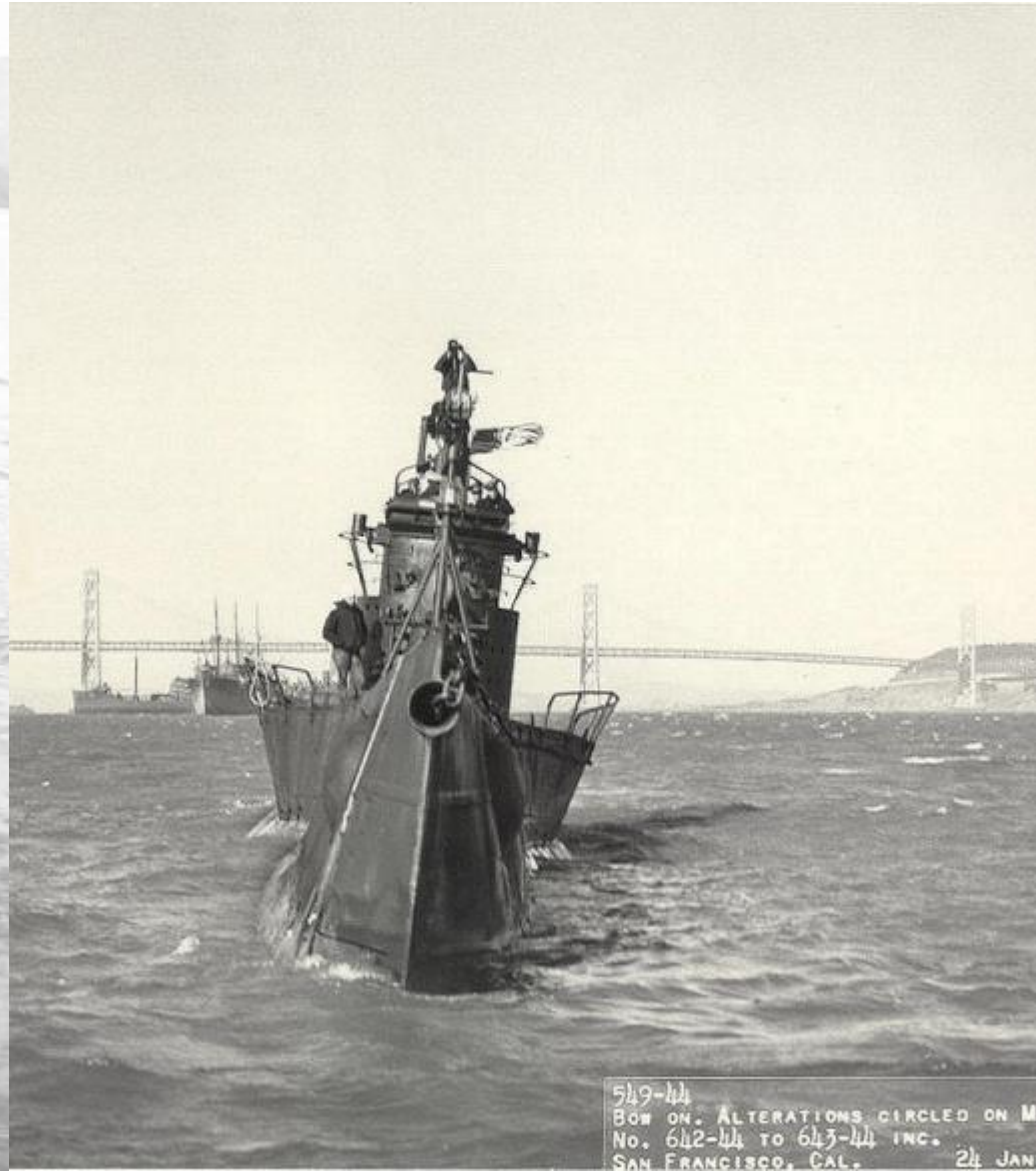


USS S-37 SS 142 U.S.S. S-37 (SS-142), on the THIRD War Patrol. On 8 February 1942, in enemy controlled waters of the Makassar Strait, off of Borneo. During a night surface attack against a division of Japanese destroyers, LT James Dempsey, the S-37 CO, attacked a Japanese convoy, torpedoing and sinking the destroyer Natsushiro (2033 tons). In this action S-37 became the first U.S. submarine ever to sink an enemy destroyer.

In July '42 S-37 also sank a Japanese merchant ship (2775 tons), and in Aug '42 she damaged another Japanese Destroyer. In Nov '42 S-37 left the AO for Pearl Harbor, and on to San Diego.

S-37 off Tsingtao, China

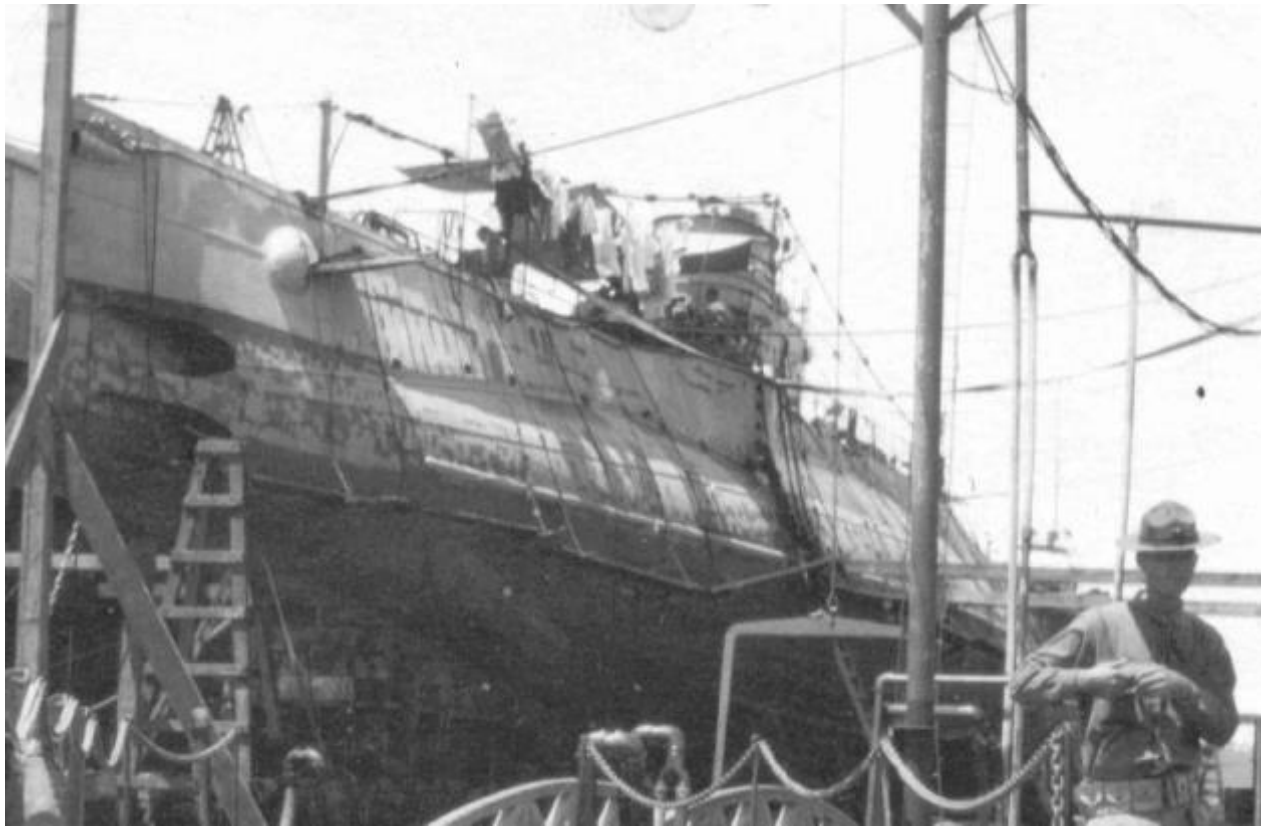
S-43 post overhaul trial runs, 1944, San Francisco Bay





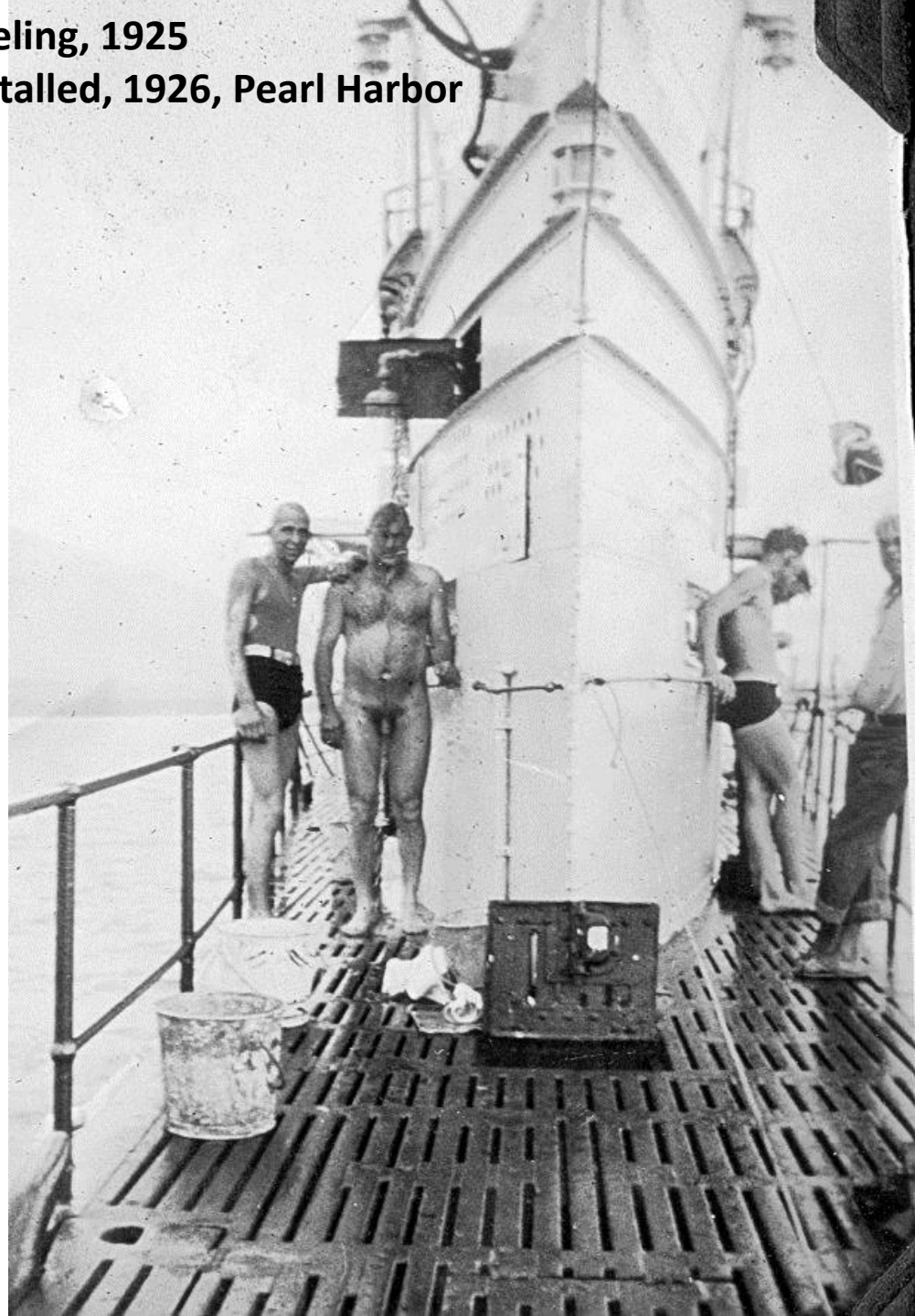


S-37 pier side, and in dry dock; Olongapo, Philippines



S-37 underway refueling, 1925

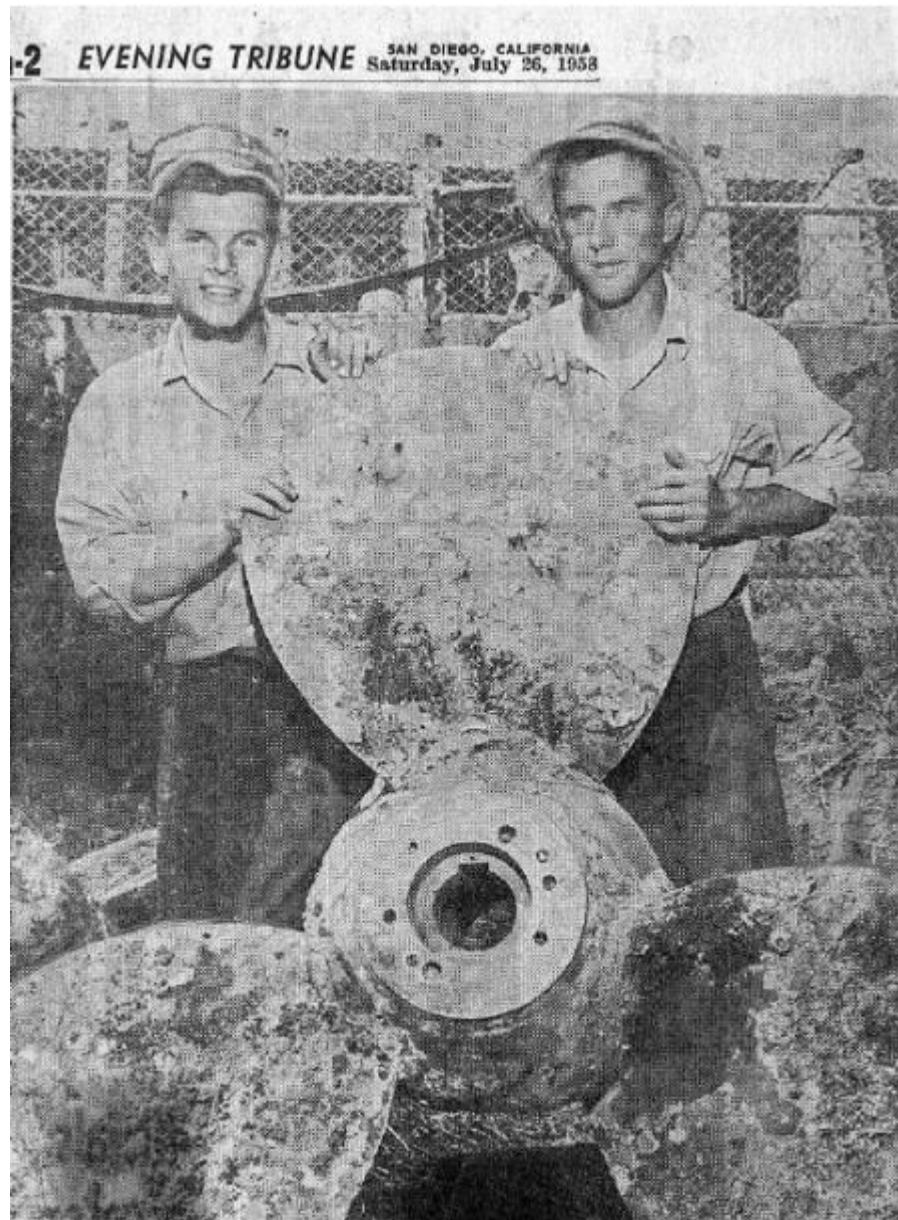
S-42 had shower installed, 1926, Pearl Harbor





S-37 sinking after tow line breaks, Apr 1945. S-37 drifted to shore, capsized and sunk upside down at ~20' depth. Frank Ball and Rob Gowdy located her in 1958. In 1963 S-37 was raised but sank again at ~30' depth. In early '80s divers cut a hole on port side to salvage many items. ATC reconfirmed the location of S-37 26 JUN 15 with free-divers, and followed this with a scuba dive on 9 JUL 15.

Frank Ball and Robert Gowdy with one of the two props they removed from S-37 in **1958**. This picture finally convinced the Navy that this was in fact a US Sub, which they previously denied.



SALVAGED PROPS — Divers Frank Ball, left, and Robert Gowdy show one of two 600-pound propellers they salvaged from a sunken submarine.

Salvage diver Jim Reeder, with his brother and father, spent many months on S-37 pumping in air, removing sand, and patching every hole they could find. On Oct 8 **1963**, with the aid of a tug and pontoons, S-37 popped to the surface, and within a few minutes rolled over and sank back to the bottom.



Submarine S-37 as plotted on Google Earth

(bow 32.36.244 / 117 08.238, stern 32 36.260 / 117 08.208)



WW II HQ
bunker for
spotting and
coordinating
fire support

16" gun
bunker

S-37 (SS-142) was launched in 1919, but not commissioned until 1923. 219' long, 42 man crew, 4" deck gun and 4 x 21" torpedo tubes. In 1942 S-37 sank 1 x Jap Destroyer, 1 x Cargo ship, and damaged 1 x Jap Destroyer. 5 x WWII Battle Stars. S-37 became a training sub in '43, and decommissioned in '45.

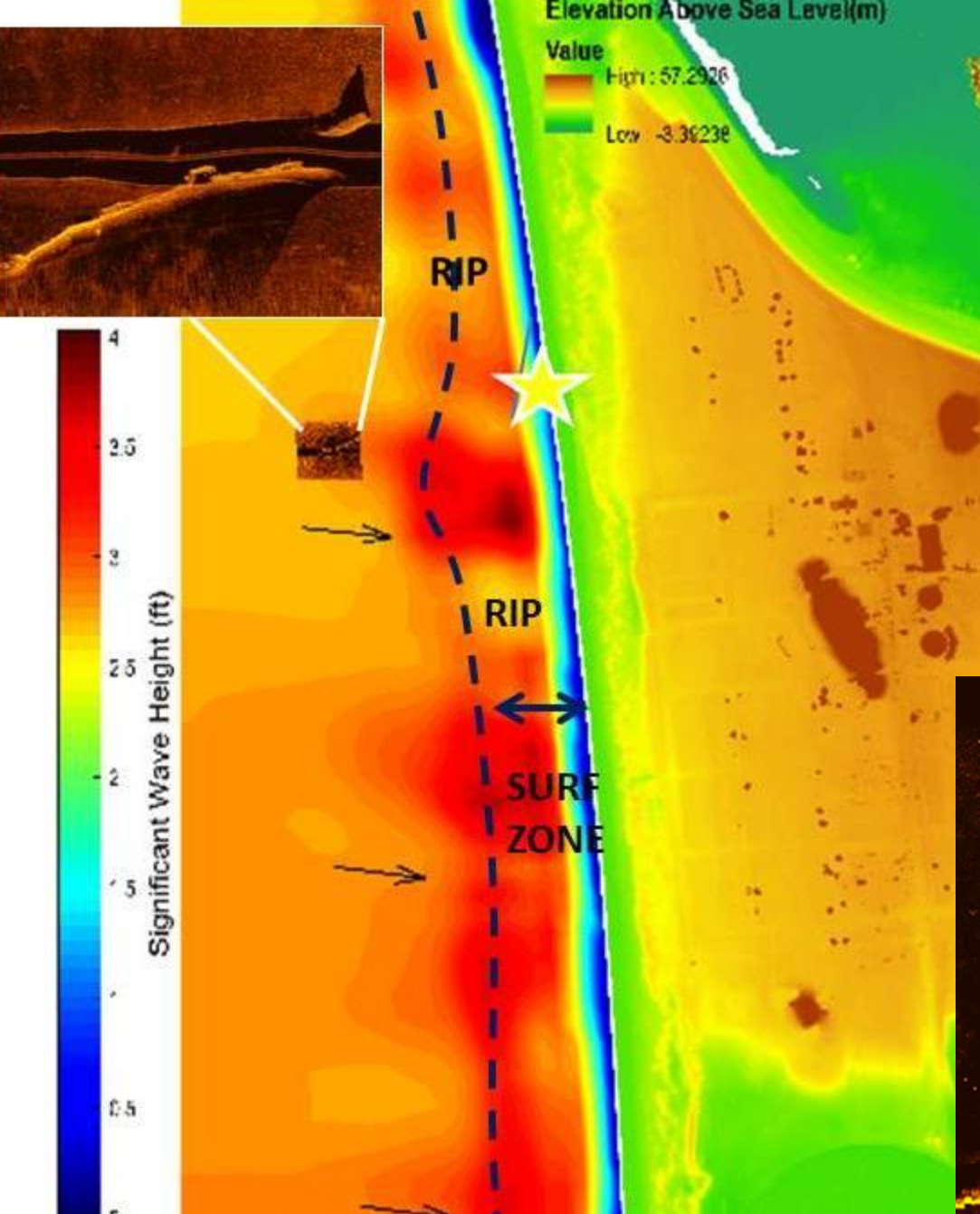
While under tow in Feb '45 to be a bombing target, her line broke and S-37 sank off of the SSTC. In 1958 salvage dives recovered the 2 x props (via dynamite!). In 1963 S-37 was briefly raised, but rolled over and sank close to the original location; where she rests today, mostly buried in sand.

S-37's Ship's wheel, Engine Telegraph, Torpedo Tube Selector, and Ship's Bell are all on display at the San Diego Maritime Museum.

Submarine S-37 as plotted on Google Earth
(bow 32.36.244 / 117 08.238, stern 32 36.260 / 117 08.208)



At low tide, S-37 can be seen on Google Earth



IVER S-37 (SS-142) CONOP

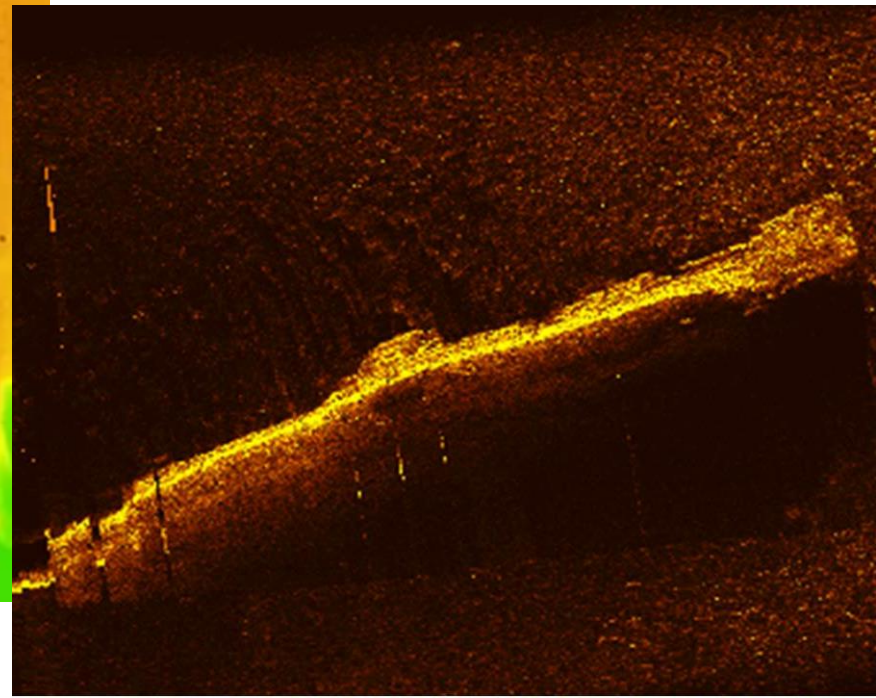
Who: SRT-1 METOC

What: IVER UUV Training

When: APR 2015

Where: Silver Strand Training Complex

Why: IVER training over the S-37 (SS-142) submarine wreck





ATC dive on S-37, 9 JUL 15





Unfortunately, our quest to locate any of the of the teak decking, for display or special presentations, was denied.

ATC dive on S-37, 9 JUL 15

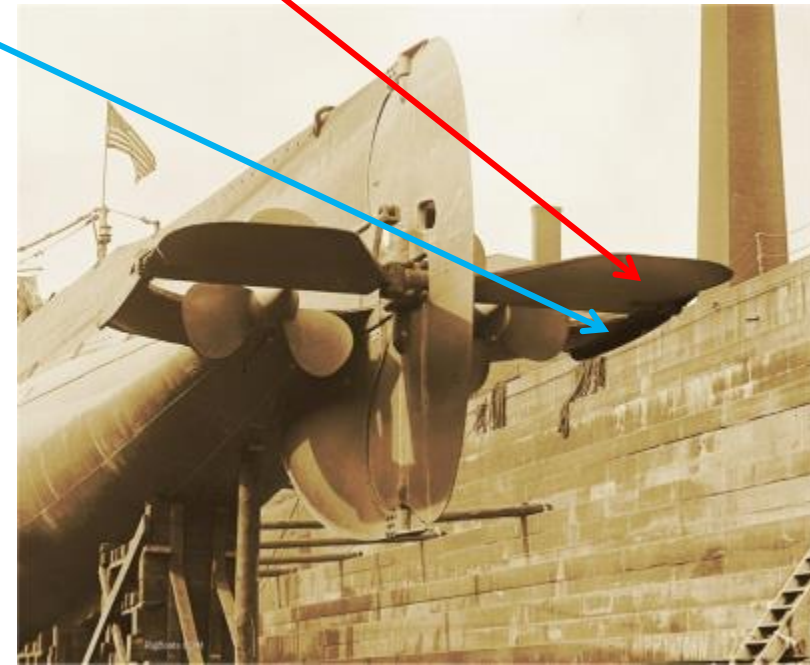
S-37 hull is ~20' depth at low tide, with a ~50 degree list to port



Bow hole
for towing
line / anchor



Starboard stern plane (horiz rudder is gone)



ATC dive on S-37, 9 JUL 15

Stbd stern plan support (Gudgeon)



Stbd stern plan support (Gudgeon)



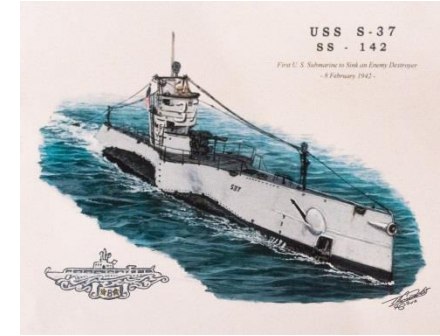
Prop shaft



Hole cut on stbd side



S-37 Brief to Navy Sub League, 8 SEPT 15





S-37 / S Class sub day

Frank Ball and Rob Gowdy with S-37 prop in July, 1958; and with S-37 blueprints at NSW ATC on 26 Feb, 2016

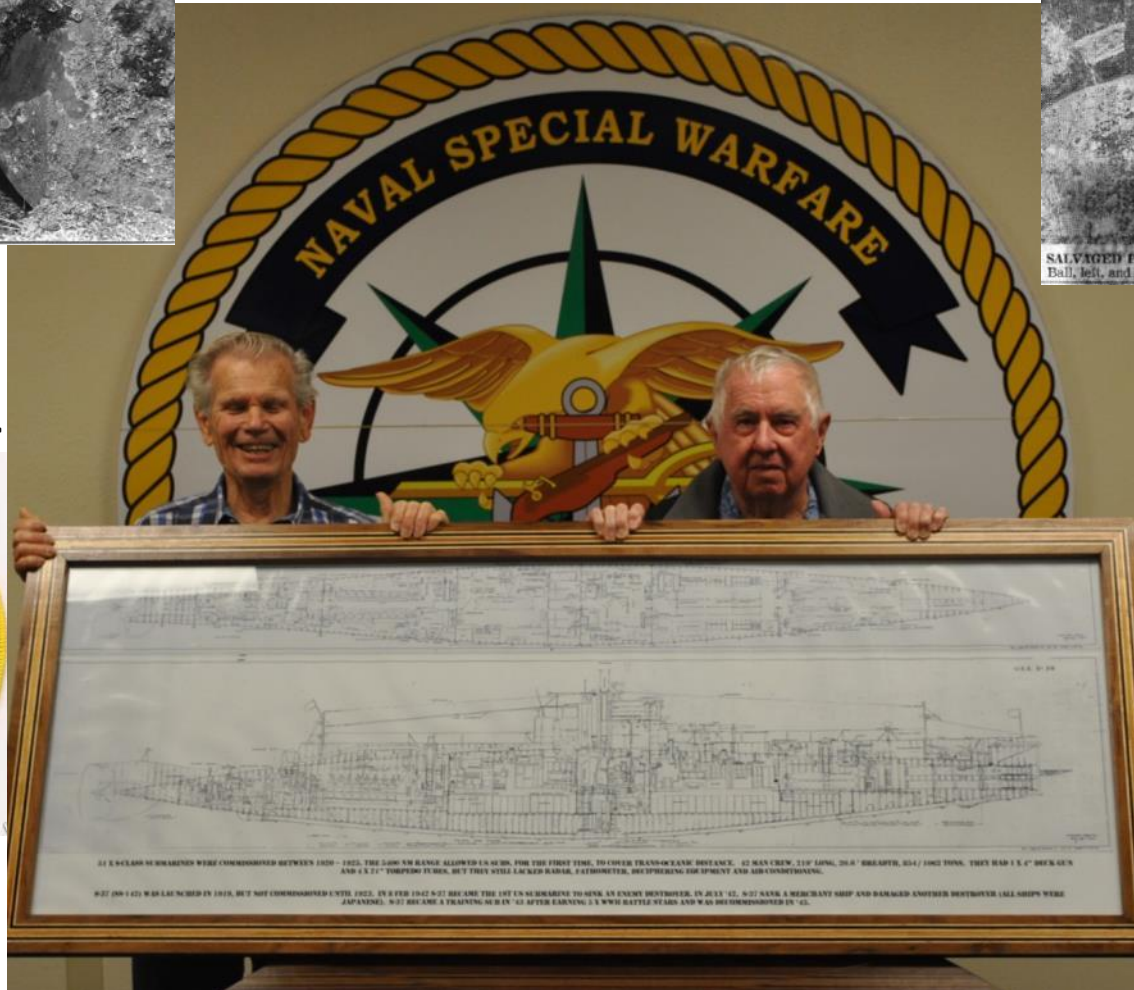


SALVAGED PROPS — Divers Frank Ball, left, and Robert Gowdy show one of two 600-pound propellers they salvaged from a sunken submarine.

On 8 Feb 1942, S-37 became the 1st US submarine to sink an enemy Destroyer



S-37 now rests only 1000 ft from our shores at ATC





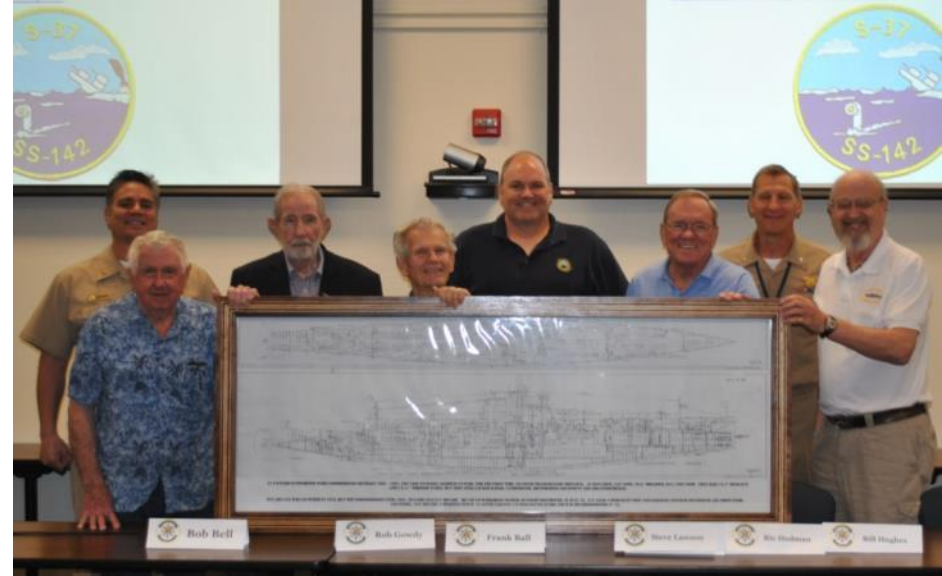
Our special Guest of Honor was S-32 veteran Bob Bell. These pics are of S-32 entering Dutch Harbor, Alaska on March 20th, 1943, after their most successful War Patrol. She is flying a broom from one of her periscopes (indicating a 'Clean Sweep' of their 5 enemy engagements!), and a 'Good Luck' bra from the other. Buster Ferrell (front) was Bob's Best Man when he married in Nov, 1943. Bob and Beth are still married today, 72 years later!



Frank Ball and Bob Bell at Navy Sub League S-37 brief, Sept '15

Bob Bell arriving at ATC with his grandson Darren, 26 Feb '16

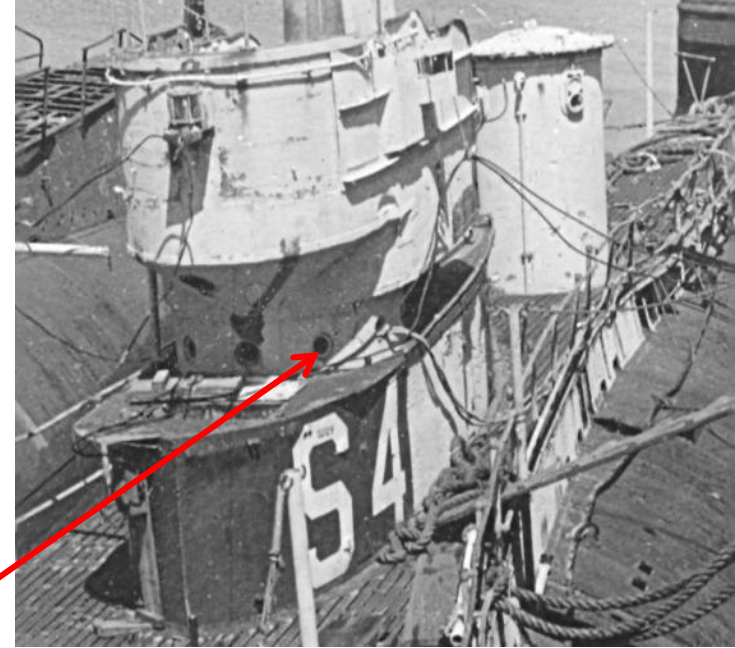
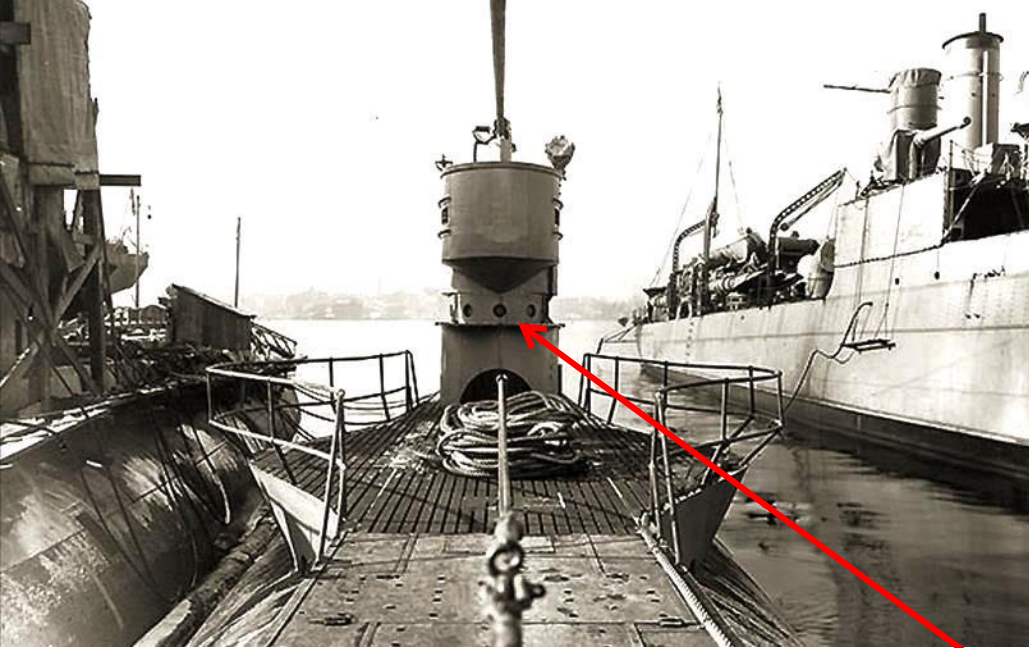




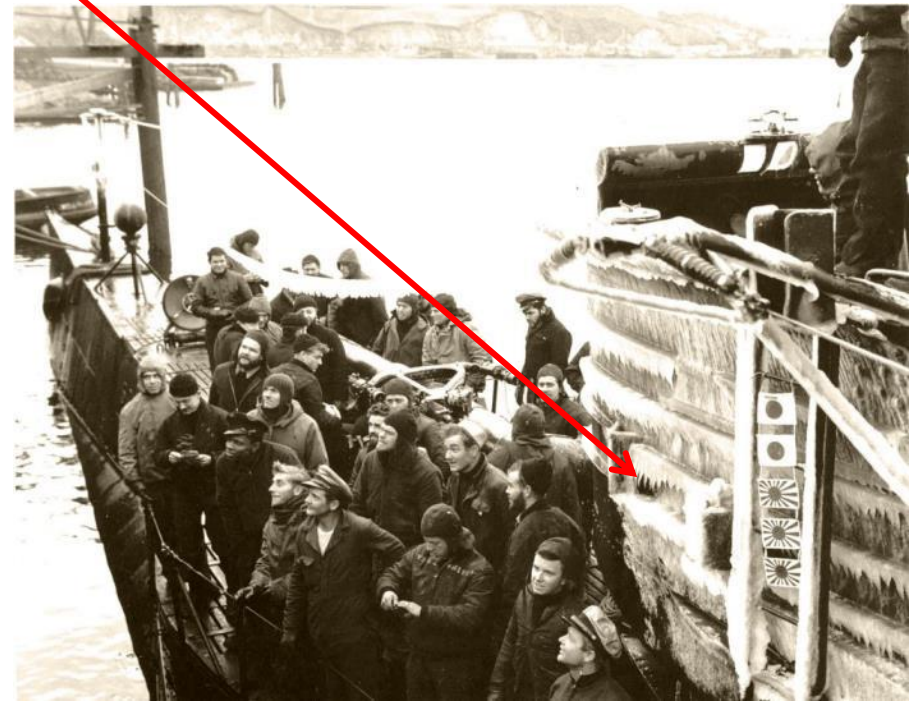
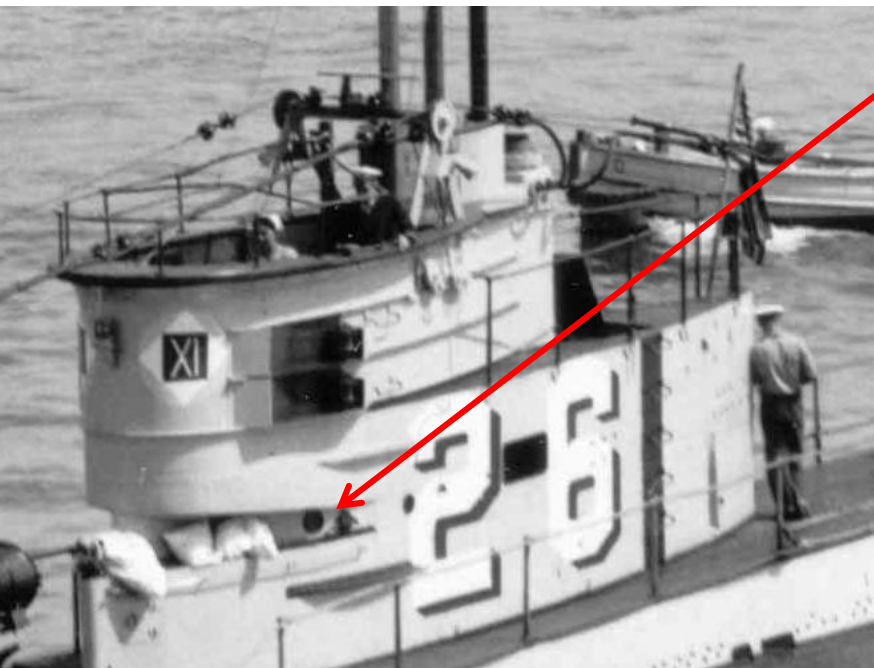
Our guest speakers included (L-R) Bob Bell (S-32 in WWII), Rob Gowdy & Frank Ball (S-37 discoverers in 1958), Steve Lawson (President, CA Wreck Divers), Ric Hedman (webmaster of Pigboats.com) and Bill Hughes (CAPT, ret / Navy Sub League VP) .

Pat Miller dove on S-37 extensively in the 1980s, and she showed us a porthole, a torpedo tube water level sight gauge, and small valve handles from S-37 she recovered during those dives.





S-Class sub portholes



Addl info on S-37

- <http://www.cawreckdivers.org/wrecks/S37.htm>
- [https://en.wikipedia.org/wiki/USS_S-37_\(SS-142\)](https://en.wikipedia.org/wiki/USS_S-37_(SS-142))
- <http://www.pigboats.com/ww2/s37.html>
- http://www.alpinehistory.org/pdf_docs/frank_ball_a_submarine_incident.pdf

