



USS Guavina (SS-362)

A fish which may reach a length of 2 feet indigenous to the West Indies and the Atlantic coasts of Central America and Mexico.

(SS-362: dp. 1,810; l. 311'9"; b. 27'3"; dr. 15'3"; s. 20 k.; cpl. 80; a. 15", 1021" tt.; cl. *Balao*)

Guavina (SS-362) was launched by the Manitowoc Shipbuilding Co., Manitowoc, Wis., 29 August 1943; sponsored by Miss Marie Roen; and commissioned 23 December 1943, Lt. Comdr. Carl Tiedeman in command.

After shakedown, *Guavina* was towed down the Mississippi in floating drydock by tug *Minnesota*, reaching New Orleans 24 January 1944. She underwent training exercises at New Orleans and at Balboa, C.Z., before reaching Pearl Harbor 5 April to prepare for her first war patrol. *Guavina* sailed 6 April 1944, on her first offensive cruise. On 22 April she sank by gunfire two trawlers loaded with lumber and cargo and 3 days later torpedoed a large maru. Her first big kill came 26 April when she sent torpedoes into two of the merchant ships in a seven-ship convoy. One of them, *Noshiro Maru*, sank almost immediately after three tremendous explosions. The second maru also exploded, although persistent depth charging prevented *Guavina* from staying around to observe the sinking. After standing lifeguard duty off Wake during air strikes 21-26 May, the submarine returned to Majuro Atoll 28 May. Her aggressive first patrol forecast even greater service for the nation.

On her second war patrol (20 June-31 July) *Guavina* sailed from Majuro to Brisbane, Australia, sinking 1 ship and rescuing 12 downed aviators. At 1324 on 3 July she picked up an obviously important ship with four escorts, and trailed her to get in attack position. Finally at 0348 the next morning *Guavina* fired four torpedoes, three of which hit and set off a tremendous explosion. The sub spent the next 3 hours running silent and deep to avoid a total of 18 depth charges and 8 aerial

Original Source: <http://www.history.navy.mil/danfs/g9/guavina.htm>

bombs, surfacing at 0643 to observe the wreckage of *Tama Maru*. While on lifeguard duty off Yap 2 to 21 July, *Guavina* picked up a total of 12 downed B-25 pilots, and then headed for Brisbane via Seeadler Harbor, Admiralty Islands.

Guavina's third war patrol (16 August-29 September) took her along the Philippine coast off Mindanao. On 31 August she opened fire on two small coastwise steamers, chasing them almost onto the beach before finally destroying them. Then, after a period of lifeguard duty, on 15 September *Guavina* sighted a large ship, later revealed to be a transport at anchor. Closing for the kill she loosed a salvo of three torpedoes. Only one hit, so she fired three more, scoring twice. Although the target was enveloped in fire and smoke, it still did not sink; so *Guavina* administered the final fatal blow with a spread of two torpedoes which totally disintegrated the target.

Departing Brisbane 27 October, *Guavina* headed to the South China Sea for her fourth war patrol. A night surface attack 15 November netted her a large maru; one torpedo hit caused a violent explosion, as the maru apparently was carrying aviation gasoline; a second fish sent through the fiery waters finished her. Tanker *Down Maru* fell victim to *Guavina* 22 November, and a second tanker anchored nearby met the same fate the following day. During the final month she searched for additional victims. Then finding unfavorable attack conditions, she sailed for port, making Brisbane 27 December.

Working first with *Pampanito* and then with *Becuna* and *Blenny*, *Guavina* spent her fifth war patrol (23 January-5 March 1945) again in the South China Sea. The value of the coordinated attack group was quickly proved as on 6 February *Guavina* was directed in for the kill by *Pampanito* and sank the 6,892-ton tanker *Taigyo Maru*. To avoid the subsequent depth charging, *Guavina* pulled the unusual maneuver of lying on the bottom near the stern of her recent victim. She returned *Pampanito's* favor the following day by providing a diversion in the form of four flares from her "Buck Rogers" gun as her sister sub maneuvered for a successful shot. *Guavina* sank another tanker, the 8,673-ton *Eiyo Maru*, 20 February, and suffered one of the severest depth chargings of the war. With no room to run, she lay on the bottom at 130 feet while Japanese escorts and planes dropped a total of 98 depth charges and bombs during the next 7 hours. Battered but undaunted, she sailed to the Fiji Islands, arriving 5 March for a badly needed refit.

On her sixth war patrol (21 March-8 May) *Guavina* worked in coordination with *Rock*, *Cobia*, and *Blenny* in the South China Sea. A lack of targets resulted in her returning empty-handed, but she did rescue five B-25 crew members 28 March before returning to Pearl Harbor 8 May. With six successful war patrols behind her she proceeded to the West Coast for overhaul. She departed San Francisco for Pearl Harbor 6 August, but with the end of the war returned to the States. *Guavina* then put in at Mare Island and was placed in commission, In reserve.

From March 1949, *Guavina* underwent extensive overhaul and modification for conversion to a submarine oiler at Mare Island, and was even equipped with a snorkel. *Guavina* recommissioned in the active fleet as SSO-362 1 February 1950 at Mare Island. After operations along the West Coast, she sailed to Norfolk via Balboa and San Juan 24 July to 25 August. Further operations out of Norfolk were followed by overhaul at Philadelphia and on 29 January 1951, *Guavina* reported to Key West, her new homeport.

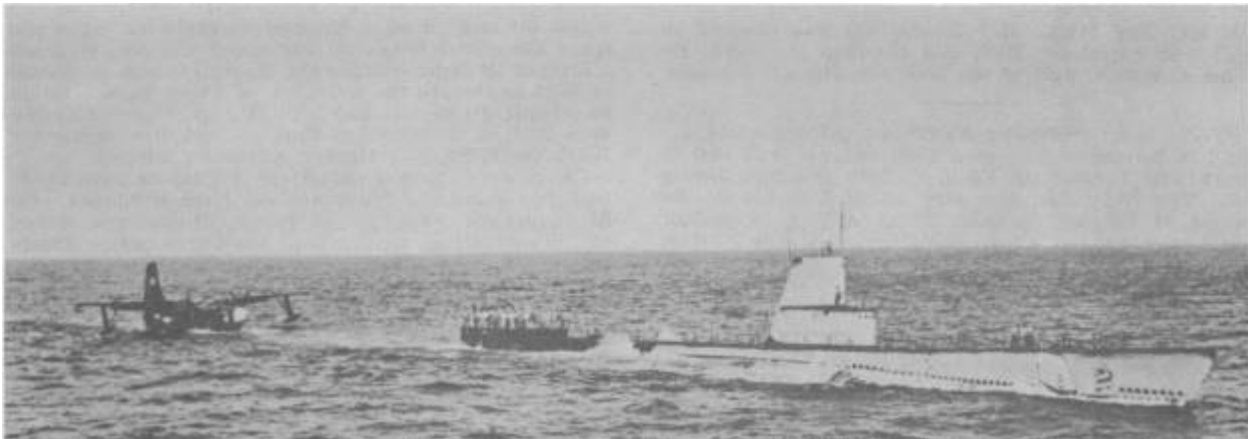
Operating out of Key West, *Guavina* cruised to the Caribbean and up the East Coast to Nova Scotia to test the concepts of fueling seaplanes and other submarines, although most of her work was in the Gulf of Mexico and the Straits of Florida. After overhaul at Philadelphia 18 April to 26 July 1952, *Guavina* was redesignated AGSS-362. Two more years of operations along the East Coast and

in the Gulf were followed by a second extensive overhaul at Philadelphia. To aid refueling, *Guavina* gained a large, raised platform over the after torpedo room, which was soon dubbed the "flight deck."

And a flight deck it soon became as in January 1956 *Guavina* began testing the concept of mobile support of seaplanes from a submarine oiler. After an initial 2-week trial period, *Guavina* and a variety of seaplanes carried out refueling development for most of 1956. Sailing from Charleston 18 September, the submarine headed for the Mediterranean. After her 2-month deployment there with the 6th Fleet and Patrol Squadron 56, *Guavina* returned to Key West 1 December, then put into Charleston for overhaul.

Emerging from overhaul 12 July 1957 with the new designation (AOSS-362), *Guavina* resumed her established pattern of testing various applications of submarine oiler and seaplane refueling concepts, operating principally in the Caribbean. Ranging along the coast from New London to Bermuda, she also engaged in antisubmarine exercises and other peacetime training missions. *Guavina* sailed into the Charleston Navy Yard 4 January 1959, and decommissioned there 27 March, going into reserve. She served as a training ship for reservists in the 5th Naval District until struck from the Navy List 30 June 1967 and used as a target for the Atlantic Fleet.

Guavina received five battle stars for World War II service.



USS *Guavina* (AOSS-362) fueling a P5M Patrol Seaplane in the open sea in 1955