

### HISTORY OF SUBMARINES NAMED BARBEL

Barbel, a cyprinoid fish, especially the European *Barbus vulgaris*, is commonly called a minnow or carp. It may be found in fresh water and is easily recognized by the absence of teeth in it's mouth. USS BARBEL (SS-316) is named for this fish.

The USS BARBEL was constructed by the Electric Boat Company at Groton, Connecticut. She was launched on 14 November 1943 under the sponsorship of Mrs. Harold A. Allen of Tacoma, Washington and commissioned on 3 April 1944 under the command of Commander R. A. Keating, USN. Her statistics were as follows: length, 311 feet 9 inches; beam, 27 feet, 2 inches; standard displacement, 1525 tons. Her armament consisted of one 4"/50 calibre deck gun and ten torpedo tubes.

After fitting out the BARBEL sailed for Pearl Harbor, T.H., where she arrived on 21 June 1944. She spent the period 28 June through 12 July training with elements of Submarine Force, U.S. Pacific Fleet in the Hawaiian area and on 15 July left Pearl Harbor for her first war patrol, topping off fuel at Midway on 19 July. She arrived on station off the Bonins on 27 July and commenced anti-shipping patrol in that area. On 2 August she sighted her first enemy vessel, a small freighter escorted by two patrol craft. BARBEL commenced her approach, but broke off upon the appearance of an airborne escort. On 4 August she sighted another small freighter but was unable to make an attack due to the imminence of an aggressive destroyer escort. The next day, however, her luck took a turn for the better, when she sighted the MIYAKO MARU, a passenger-cargo vessel of 970 tons, south of Tokuro Shima. BARBEL made a submerged approach to a point slightly ahead of her target and fired a spread of four torpedoes, one of which hit the MARU aft, blowing off her stern. BARBEL turned, dove deep and departed the area at full speed while three patrol craft escorts conducted a desultory depth charge attack in the area of the sinking vessel. While making a surface patrol northeast off Okinawa on 7 August, she made radar contact with an enemy vessel, made a night surface approach downwind and downsea in a force five sea, fired a spread of six torpedoes and awaited results. The fourth, fifth and sixth torpedos exploded against the target, but she steamed benignly on. BARBEL made an end-around run and took up a position where she could wait for her target to appear visually. The enemy ship, a tanker, materialized out of the haze at 900 yards range and BARBEL fired a spread of 4 torpedos from her stern tubes, seeing first one, then another torpedo explode against the tanker's hull. Five seconds later a tremendous explosion aboard the tanker lifted BARBEL bodily. The next day, she made radar contact with another MARU, but when she closed to 800 yards range, BARBEL's radar picked up numerous escorts, and while she was maneuvering to gain position on unescorted side of convoy, the convoy zigged away from the submarine, making attack impossible. Lady Luck leaned the other way on 9 August when BARBEL sighted a convoy of 3 large ships with six escorts. She maneuvered to gain

an attack position ahead and to the center of the convoy, picked two targets, the 2333 ton Boko Maru and the 1937 ton Yagi Maru, fired a spread of 4 torpedoes at the Boko Maru, shifted to the Yagi Maru, fired two torpedoes, and dived deep in the wake of the third vessel of the convoy to escape attack by the escorting vessels. She was forced to remain hovering near the bottom for several hours beginning at 0400, being subjected to an intense and determined depth charge assault. At 2100, with batteries low, air bad, and the crew exhausted, she blew ballast and surfaced. She found the area clear and beat a hasty surface retreat. On 13 August she sighted another maru, made a night surface approach, fired a spread of 4 torpedoes, two of which exploded with a large sheet of flame on the target, evaded the Maru's escorts and left the patrol area for Majuro Atoll, having expended all of her torpedoes. On 21 August she entered Majuro and spent the period 22 August through 4 September being refitted by the BUSHNELL.

On 13 September 1945 she departed from Majuro for her second war patrol. She arrived on station off Nansai Shoto on 23 September and two days later, while submerged, sighted two cargo ships. The ships were at such a distance as to preclude a submerged attack so BARBEL commenced tracking her targets so as to be in a position to make a surface attack that night. That night she closed and fired 5 torpedoes at the first target in line, the 1222 ton cargo ship BUSHU MARU. One torpedo prematurely exploded, one hit an escort, two hit the target, sinking her. BARBEL swung ship and fired a spread of three torpedoes from her stern tubes at the second ship in the convoy, succeeded in hitting her, dove and cleared the area. On 3 October she sighted a three ship formation standing in toward Iye Suido but was unable to close to an attack position prior to ships passing out of range. On 13 October she made contact with a five ship convoy escorted a destroyer and two smaller patrol craft. BARBEL closed and fired a spread of six torpedoes, all of which missed due to a last minute change in course by the convoy. She changed settings, fired one, then a spread of three. She managed to obtain one hit on the target and two hits on the escorting destroyer, but while maneuvering to a better attack position, the convoy changed course and passed out of range. Six days later she fired her last four torpedoes at a patrol vessel, all of which missed. On 20 October she departed the patrol area for Saipan, having expended all of her torpedoes. On 21 October, while enroute Saipan, she had a few close moments when she sighted a Japanese "I" Class submarine running on the surface, BARBEL having no ordnance with which to defend herself. On 24 October she entered Saipan Harbor. She spent the period 25 through 27 October receiving voyage repairs from the USS HOLLAND (AS-3).

BARBEL departed Saipan for her third war patrol on 30 October 1944, this time for operations in the Philippine Islands area. On 14 November she sighted a convoy of 2 large ships, the 4379 ton SUGIYAMA MARU and 4422 ton MISAKI MARU, escorted by four patrol craft. She maneuvered to an attack position, fired a spread of two, then four torpedoes at the leading ship. Two torpedoes hit the target setting off a large explosion and causing her to sink. BARBEL reloaded her tubes and waited for the second ship to come into range. She fired one torpedo, then a spread of three, hitting the target but not sinking her. She resumed tracking the target and later that night managed to get hit breaking the vessel in two abaft

of the stack. On 25 November she made radar contact on a destroyer, fired a spread of six torpedoes, all of which missed. She entered Freemantle, Australia on 7 December and moored. While at Freemantle, Commander Keating was relieved by Commander G. L. Raguet, USN, as commanding officer.

BARBEL left Freemantle for her fourth war patrol on 5 January 1945. She topped off at Exmouth Gulf on 8 January and proceeded to her area in the South China Sea via Lombok Strait, the Java Sea and Karimata Strait. Late in January she was ordered to form a wolf-pack with PERCH and GABILAN and patrol the western approaches to Balabac Strait and the southern entrance to Palawan Passage. On 3 February, BARBEL sent a message to TUNA, BLACKFIN, and GABILAN that her area was buzzing with Japanese aircraft, and three times enemy planes had attacked her, dropping depth charges. Raguet stated his submarine would transmit further information the following night. The expected transmission from BARBEL was not received. On 6 February, TUNA reported that she had been unable to contact BARBEL for 48 hours and had ordered her to rendezvous point on 7 February. BARBEL did not appear at the rendezvous. Evidently she never received the message from TUNA. Japanese aviators reported an attack on a submarine discovered off southwest Palawan on 4 February. Two bombs were dropped, and one landed on the submarine near the bridge. The sub plunged under a cloud of fire and spray. Unquestionably this was the BARBEL, going down in battle, with all hands. She was reported as lost on 16 February 1945.

During her period of active duty with the U.S. Navy, BARBEL was credited with the American Area Campaign Medal; the Asiatic-Pacific Area Campaign Medal with three stars, (Leyte Operation 10-24 October 1944, 1st combat war patrol 15 July - 21 August 1944, 2nd combat war patrol 30 October - 7 December 1944,) and the World War II Victory Medal.

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## USS BARBEL (SS316) (WAR LOSS)

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U.S.S. B/RBEL (SS316) - Report of Third War Patrol.

2. PROLOGUE.

Arrived Saipan from Second War Patrol on 24 October 1944, moored port side to U.S.S. HOLLAND (AS-3). From 25 October to 27 October received emergency and voyage repairs from U.S.S. HOLLAND. Fueled to capacity, took on 16 Mk. 18-0 torpedoes forward, 4 Mk. 23 and 4 Mk 14-3A torpedoes aft. Not docked, depermed, or wiped. No training period. Readiness for sea 28 October 1944.

3. NARRATIVE.

30 October 1944.

11 times HOW

1300(H) Underway from alongside U.S.S. FULTON (AS-11) in accordance with CTG 17.7 operation order 2-44, for ten day patrol under TF 71 and thence to Fremantle for refit.

1400(H) Cleared the nets at Saipan Harbor, joined escort (U.S.S. CORBESIER), proceeding at 12.5 knots speed of advance towards northwest safety lane.

1930(H) Entered safety lane, dismissed escort.

31 October 1944.

Proceeding through northwest safety lane, conducting daily drills.

November 1944.

0001 Cleared northwest safety lane, proceeding towards BALINGTANG CHANNEL.

November 1944.

1115 Sighted B'TAN ISLAND distant 45 miles. Shortly afterwards sighted other islands in LUZON STRAIT. Set course to pass through STRAIT at 20-00N latitude.

1330 Went to three engine speed to make transit.

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U.S.S. BARBEL (SS316) - Report of Third War Patrol.

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November 1944. (Cont.)

- 531 SC-1. Sighted tops of a DD through the high periscope. Commenced tracking  
'osit  
0-00N  
21-52E
- 545 Tops of DD visible from bridge. Dove to avoid detection, continuing through strait at 4 knots.
- 563 Saw and heard DD drop 5 depth charges. Charges evidently shallow as columns of water over the explosions was about 150 feet high.
- 5612 Heard two more depth charges.
- 5650 Sighted tops of one additional DD. These two DDs were evidently patrolling BALINGTANG CHANNEL in vicinity of SABTANG ISLAND.
- 5704 Sighted an additional DD (or DE) approaching from the vicinity of CALAYAN ISLAND. This one was pinging, making high speed, and evidently intent on joining the other two. Decided at this point to avoid this hunter-killer group and work around to the south.
- 5800 Surfaced, making four engine speed, commenced working around to the south and then westward, so that we would be clear and west of the shoals 25 miles north of CALAYAN ISLANDS by moonrise at 2150.

November 1944.

- 001 Resumed two engine speed, changed course to proceed along neutral zone.
- 0925 SC-2. Sighted U.S.S. POMFRET (SS391) surfacing distant 4000 yards.  
'osit  
0-39N  
19-01E  
Exchanged calls.
- 0948 Resumed course.
- 1005 POMFRET dove.
- 1300 Hold Divine Services.

November 1944.

- 1400 Entered area 4-7, commenced submerged patrol along northern limit. Utilized this opportunity to effect minor repairs and test all equipment.

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U.S.S. BARBEL (SS316) - Report of Third War Patrol.

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6 November 1944. (Cont.)

Upon inspection of all prescribed routes through area 4-7 it is found that there are three possible focal points, of which the one near the northeast corner of MACCLESFIELD BANK is the most important. These points are located at approximately 16-10N, 155-10E; 15-35N, 16-50E; and 14-50N, 117-05E. Therefore in order to cross the greatest number of routes possible scouting lines will be chosen through these points with courses normal to the mean axis of these routes.

These various possible scouting lines will be patrolled in succession, with a submerged patrol to be made in the area of greatest route concentration, the northwest sector of the area.

1745 Surfaced - commenced surface patrol to the westward.

7 November 1944.

0538 Dove, commenced submerged patrol in NW sector of area.

1155-1203 Surfaced for sun line, resumed submerged patrol.

1803 Surfaced, commenced surface patrol.

8 November 1944.

0603 Dove, submerged patrol in NW sector.

1800 Surfaced, commenced surface patrol to eastward.

2245 Heard three possible explosions, headed north at two engine speed to investigate a possible flash.

2330 Nothing in sight, sound, or radar. Resumed one engine patrol.

9 November 1944.

0555 Dove.

0616 Surfaced, commenced surface patrol to the eastward, on one engine. Winds and seas making up.

10 November 1944.

0600 Dove.

0630 Surfaced, commenced surface patrol on one engine. Strong winds and rough seas.



C O N F I D E N T I A L

U.S.S. BARBEL (SS316) - Report of Third War Patrol.

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11 November 1944.

- 0552 Dove, remained submerged to work on torpedoes and adjust brushes on #3 main motor.
- 1200 Surfaced, commenced surface patrol on western limit of area. Seas and winds have diminished.
- 2025 Commenced conversion of #1 FBT to MBT.  
2120 Conversion completed, dove to wash out tank.  
2132 Surfaced, resumed surface patrol.

12 November 1944.

- 0551 Dove.  
0605 Surfaced, commenced surface patrol on one engine.

13 November 1944.

- 0553 Dove, commenced submerged patrol in SW corner of area.  
1155-1207 Surfaced for sun line.  
1747 Surfaced, commenced patrol to westward.

14 November 1944.

- 0607 Dove.  
0644 Surfaced, commenced surface patrol to south of MACCLESFIELD BANK.  
0928 SC-3. Sighted smoke bearing 094T distant 15 miles. Commenced tracking.  
Posit.  
15-10N  
113-50E
- 1000 Apparently five ships, all smoking, on a westerly course. With plenty of sea room ahead, good visibility, and no moon tonight, will track from ahead during daylight and attack after dark. Enemy base course about 265T speed about 8.
- 416 AC-1. Heard and sighted MAVIS high overhead - apparently not detected.  
Posit Dove.  
5-C7N  
13-23E

C O N F I D E N T I A L

U.S.S. BARBEL (SS316) - Report of Third War Patrol.

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14 November 1944 (Cont.)

- 1444 Surfaced, resumed tracking.
- 1732 Commenced maneuvering to close sufficiently to check change of base course at sunset and yet not be detected.
- 1900 Put four engines on propulsion, manned battle stations torpedo, headed for convoy. Conditions excellent for night surface torpedo attacks. Light sea and light swell, clear dark night, with low scattered clouds. Later ran into three small passing showers.
- 1920 Have two large targets on radar - commenced radar tracking endeavoring to attain a favorable position on convoy starboard bow.
- 1946 Started in on attack leg, range to target 10,000 yards. Disposition of convoy as follows: Two large ships in column open order, one escort on each bow of leading target, second escort on stbd flank and quarter of second target.
- 1954 Convoy zigged towards, both stbd escorts headed for us, pinging. Came right to parallel convoy and check situation.
- 2021 Two escorts pursuing us to the northward, convoy zigged to southwest. Will try to work around to port flank of convoy.
- 2055 Escorts successfully evaded, came to course 220T to make end around.
- 2143 On port beam of convoy range 10,000 yards, pulling ahead nicely. One escort has headed off in a northerly direction, the other is on the stbd flank of the convoy.
- 2155 Started in on attack leg. The third escort is weaving across the bow of the leading ship. Will attack either the first or the second ship depending on the position of the escort then swing and shoot the stern tubes at the remaining ship.
- 2207 Situation shaping up fairly well. We are making 15 knots, target checking nicely on course 295. Leading escort now ahead of first target.
- 2210 Leading target zigging to the right, presenting 180 angle on bow, escort has crossed over to the port flank and is on port quarter of leading target. The other escort is still on the stbd flank, all three presenting a long line of targets. Second target still checking well on 295. It was either shoot with a good solution but poor track, or come out and start all over again. Decided to shoot.

U.S.S. BARBEL (SS316) - Report of Third War Patrol.

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14 November 1944. (Cont.)

2210:53 Fired #1 tube at second target, an AK.  
2211:03 Fired #2 tube " " " "  
2211:14 Fired #3 tube " " " "  
2211:25 Fired #4 tube " " " "  
2211:35 Fired #5 tube " " " "  
2211:45 Fired #6 tube " " " " . This torpedo was seen to  
broach shortly after leaving the tube, and run slowly and to the left.  
Swung right to clear. Stern tube shot at other target not considered  
advisable due to track and range.

2214:20 #1 torpedo heard and seen to hit.  
2214:31 #2 torpedo heard and seen to hit, followed immediately by a terrific  
explosion aboard, hurling large flaming chunks of wreckage 200 feet  
into the air. Target observed to be sinking. Size of pip on radar  
screen began to diminish, with pieces "melting off" the pip, as though  
the ship were disintegrating. This ship was also plotted as stopped  
dead in the water. It is considered that with two hits, and internal  
explosion, zero speed, visual and radar indications of breaking up  
and sinking, that the ship definitely sank. The two stbd escorts went  
wild, dropping charges, shooting guns and flares, and flashing lights.  
They gave that sector of the South China Sea a terrific pounding.  
Scores of flashes and explosions could be seen and heard, the followin  
additional explosion times were recorded.

Explosions.

2217:48	2223:35	2227:15
2218:10	2223:50	2227:30
2218:44	2223:55	2227:46
2222:40	2224:27	2240:55
2223:10	2225:20	2240:58
2223:12	2225:50	2241:20
2223:14	2226:00	

2227 Slowed to 2/3 to commence reload.  
2232 Changed course to 270 to parallel leading target.  
2255 Reload completed forward, c/c to 300T went ahead standard to get in  
position for second attack.  
2313 We are working into a good position well on the port bow of the target,  
the escort is on the port quarter of the target.  
2321 Target on course 215T, range closing rapidly. Will come in on a good  
sharp track to minimize my silhouette to the escort. Slowed to 2/3.  
2323 Turned in for the attack.

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U.S.S. BARBEL (SS316) -- Report of Third War Patrol.

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14 November 1944. (Cont.)

- 2324 Target and escort zigged directly towards us, range 2720 yards. This spoiled our bow tube shot, but we could make a nice stern shot out of it. Went ahead standard, left full rudder to course 235 to pull ahead and out on target stbd bow. Escort still on target port quarter. We were coming along nicely, and appeared to be still undetected. Slowed to 2/3 to let the target draw into position.
- 2326 Now things start to happen. The escort detected us, and challenged us by flashing lights, flashing the letter "J" at us several times in succession, followed by a shot from his bow gun (about a 4"). Thereafter he would flash three times, shoot three times, flash some more, and shoot some more. Went ahead full, turning to stbd to try and get the target between us and the escort, which would give me both protection and a good firing position. However, this didn't work because the target also swung to stbd to an approximately parallel course, and then he opened up with his stern chaser (about a 6" gun) and a machine gun. The escort (directly astern) was dropping his shells so close that the sound of the shells exploding as they hit the water could be heard very distinctly over the bridge TDC speaker. Each time a shell would hit all hands below would listen to see if we on the bridge would continue to talk - which we apparently did. Inasmuch as the TDC problem was still checking nicely with radar ranges and bearings, decided to commence shooting with the stern tubes.
- 2327+50 Fired #7 tube. Checked fire, shifted to TBT bearings, radar ranges, bridge estimate of angle on the bow. With target bearing 103 relative, range 2210 yards, 90 port angle on the bow, resumed fire.
- 2328:30 Fired #8 tube. Both ships still shooting at us.
- 2328:40 Fired #9 tube.
- 2328:49 Fired #10 tube, turned 30° to port.
- 2330:30 Timed hit heard and felt. Did not see the flash, but immediately thereafter the target was enveloped in an enormous cloud of coal dust. He also stopped shooting. The following additional explosions, undoubtedly depth charges, were heard and timed.
- Explosions.
- |         |         |         |
|---------|---------|---------|
| 2330:30 | 2332:00 | 2333:35 |
| 2331:15 | 2332:05 | 2334:25 |
| 2331:35 | 2333:10 |         |
| 2331:45 | 2333:15 |         |
- 541 Slowed to make reload aft, turned back toward target.
- Reload completed aft, resumed tracking.

## U.S.S. BARREL (SS316) - Report of Third War Patrol.

4 November 1944. (Cont.)

358 With the target tracking on a northerly course, with the escort still on the port quarter, decided to cross astern and attain a position on the stbd flank.

5 November 1944.

- 018 Escort now plots on the stbd quarter, so decided to stay on the port flank.
- 110 Target beginning to zig left again. Things look brighter.
- 128 Turned in for attack phase, slowed to 2/3.
- 134 Target dead ahead, range 6800 yards, and zigged straight for us. Turned to port, went ahead standard to open out and then attack on stbd bow. This commenced another period of jockeying for position while trying to figure out just what the target was doing.
- 139 In good position for stern shot, slowed to 1/3.
- 141 Target zigging towards us again, speeded up to stay ahead.
- 148 Turned to port to make attack from port bow of target - then the target turned to port.
- 200 Turned to stbd to stay ahead of the target and figure out just what kind of zig plan he is now using. Was remaining about 3800 yards ahead of the target, showing very little silhouette, and thereby able to verify target courses obtained from plot by visual observations of angle on the bow. We then determined that the target had superimposed a constant helm plan on a normal zig plan, with the escort zigging astern of the target in such manner as to change quarters on the limit of each zig.
- 206-0212 Solution checking nicely in TDC, augmenting radar ranges and bearings with TBT bearings and estimates of angle on the bow.
- 212 Turned to stbd to keep a small silhouette presented, made tubes fully ready aft. Escort now on stbd quarter of target.
- 214 Slowed to 1/3, range now 3820 yards.
- 215:07 Fired #7 tube.
- 215:15 Fired #8 tube.
- 215:27 Fired #9 tube.
- 215:38 Fired #10 tube, with ahead full, came right to course 030T to give the escort a little sea room.

U.S.S. BAREEL (SS316) - Report of Third War Patrol.

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15 November 1944. (Cont.)

- 0217:35 #8 torpedo hit at fireroom after bulkhead. The ship immediately broke in two abaft the stack, the after section sinking in about five seconds. The forward section pointed upwards at about 45 degrees, then slowly slid down and under. Called the fire control party to the bridge to the bridge to watch him sink, which he very obligingly did in about four minutes.
- In the meantime the escort made a wide sweep in our direction and then headed to the southwest at his best speed. Did not consider him large enough for a torpedo attack.
- 0218:40 Explosion  
0220:22 Explosion  
0220:55 Explosion
- 0236 With the escort definitely out of the way, set course for the scene of the first attack, just in case anything should be there.
- 0245 Slowed to three engine speed, commenced charging on one main and the auxiliary. Secured from battle stations.
- 0430 Made thorough radar and visual search at scene of the first attack. There was absolutely nothing there.
- 0608 After 22 1/2 miles and 20 1/2 hours of pursuit and attack we were all pretty tired, so dove to rest up enroute our area.
- 1300 Upon checking the torpedoes forward, it was found that the battery compartment of one torpedo was flooded, having flooded through a gasket in a handhole plate. No appreciable chlorine was present.
- 1746 Surfaced, returning to area at one engine speed. Dismantled flooded torpedo, removed the battery and threw overboard. Reassembled torpedo.

16 November 1944.

- 0542 Made morning dive.
- 0605 Surfaced, commenced surface patrol in southern half of area.

17 November 1944.

- 0542 Made morning dive.
- 0615 Surfaced, conducting surface patrol in southeastern part of area.
- 1700 Sent serial one, giving patrol results.

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U.S.S. BARBEL (SS316) - Report of Third War Patrol.

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7 November 1944. (Cont.)

- 830 Departed area, enroute MINDORO STRAIT.
- 1300 Upon receipt of new orders, set course for PALAWAN PASSAGE. Sent acknowledgement of orders.

8 November 1944.

- 223 SC-4. Radar contact on three targets, range 5500 yards. Commenced  
osit tracking. By the next maximum radar range obtained, verified by  
3-21N sighting at 4500 yards, determined the targets to be three patrol  
18-32E craft. Avoided.
- 418 SC-5. Radar contact 6500 yards, with 10 on radar interference. Although  
osit unable to successfully exchange challenges by SJ, feel certain this was  
3-03N a U.S. submarine, undoubtedly the HALDO. Avoided to the westward.  
18-26E
- 1534 Dove, conducting submerged patrol in PALAWAN PASSAGE.
- 748 Surfaced, proceeding at two engine speeds.

9 November 1944.

- 1537 Dove, conducting submerged patrol in PALAWAN PASSAGE.
- 300 Held Divine Services.
- 754 Surfaced, conducting surface patrol.

10 November 1944.

- 1533 Dove, conducting submerged patrol covering western approaches in  
North BALABAC STRAIT.
- 557 SC-6. Sighted small fishing craft.  
osit  
-26N  
16-48E
- 300 Surfaced, patrolling at five knots.

C O N F I D E N T I A L

U.S.S. BARBELL (SC-116) - Report of Third War Patrol.

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November 1944.

30 SC-7. Made sight and radar contact on small fishing boat, distant  
sight 650 yards. Avoided.  
-18N  
16-47E

100 SC-8. Made sight and radar contact on small fishing boat, distant  
sight 750 yards. Avoided.  
-20N  
16-45E

136 Dove, conducting submerged patrol to west of N. BALABAC STRAIT.

103 Surfaced, patrolling to westward of N. BALABAC STRAIT.

November 1944.

138 Dove, commenced submerged patrol.

105 AC-2. Sighted "MAVIS" bearing 270T distant 1 mile.  
sight  
-27N  
16-47E

103 Surfaced, commenced surface patrol.

145 Sighted flare distant 4000 yards. Bearing 140T. Dove.

November 1944.

105 Surfaced, resumed surface patrol. Nothing in sight, sound, or radar.

145 Dove, commenced submerged patrol.

103 Surfaced, commenced surface patrol.

130 Sighted a white flare on BALABAC ISLAND. White lasted about 30 seconds.  
Unable to determine its significance.

November 1944.

145 Dove, commenced submerged patrol.

152 Surfaced, set course to clear area to the southward in accordance with  
prescribed routing.



U.S.S. BARBEL (SS316) - Report of Third War Patrol.

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5 November 1944.

- 553 Dove, commenced submerged patrol north of BRUNEI BAY.  
812 Surfaced, proceeding at two engine speed towards GREAT NATOENA,

6 November 1944.

- 409 SC-9. Picked up target on radar bearing 276T distant 8870 yards. Reversed course to 050T put four engines on commenced tracking. Manned battle stations torpedo.
- 415 Came right to 090T at 10 knots to track.
- 421 With the range rapidly decreasing, went ahead standard speed, opened opened out to 150T. Target appears to be a destroyer. Set torpedo depth 6 feet.
- 425 Target tracking at 20-22 knots, range 3450 yards. Came left to course 100T to check the solution. We will have to get a quick set up and and shoot if we are to shoot at all.
- 428 Came left to firing course of 040T, shifted to TBT bearings and radar ranges. Slowed to 2/3 to shoot.  
  
With range 3020 yards, bearing 347 relative, it was necessary to fire then or not at all.
- 430:10 Fired #1.  
430:22 Fired #2.  
430:32 Fired #3.  
430:43 Fired #4.  
430:51 Fired #5.  
431:05 Fired #6.
- 432 All ahead full, left full rudder, came to course 256T to open out and wait for results. There were none. It is believed that the torpedoes ran under, as the target appeared to be a DE rather than a destroyer, and the target tracked out on course 110T, which was used in firing. There were no end of run explosions, and the target gave no indication that our presence was suspected. It is believed that a 3 foot setting should have been used, although a 6 foot setting is believed satisfactory for a destroyer.
- 441 Secured from battle stations, reloaded the three remaining torpedoes forward.
- 508 Made dawn dive.

C O N F I D E N T I A L

U.S.S. BARBEL - Report of Third War Patrol.

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16 November 1944. (Cont.)

- 1615 Surfaced, proceeding at three engine speed towards GREAT NATOENA.  
2235 Sighted GREAT NATOENA ISLAND bearing 320T distant 50 miles.

17 November 1944.

- 1614 Dove, proceeding submerged in northern approaches to KARIMATA STRAIT in order remain undetected.  
1712 Surfaced, proceeding on three main engines.

18 November 1944.

- 1605 Dove, proceeding submerged in northern part of KARIMATA STRAIT in order to avoid detection.  
1644 AC-3. Sighted unidentified single engine plane vicinity KARIMATA ISLAND.  
posit  
L-22S  
108-06E  
1300 H. M. Neptunus Rex and Royal Party came aboard and officiated at appropriate ceremonies.  
1600 H.M. Neptunus Rex and his Royal Party returned to their domain, wishing a fine crew of Shellbacks an excellent trip.  
1725 AC-4. Sighted unidentified plane vicinity KARIMATA ISLAND.  
posit  
L-35S  
108-15E  
1905 Surfaced, proceeding on 3 main engines.

19 November 1944.

- 1220 SC-10. Sight and radar contact on trawler bearing 164T distant 7620.  
posit  
L-47S  
109-36E  
1730 Transit completed, proceeding at three engine speed through JAVA SEA.

C O N F I D E N T I A L

U.S.S. BAREL (SS316) - Report of Third War Patrol.

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29 November 1944. (Cont.)

- 1202 SC-11. Sighted fishing craft bearing 055T. Distant 6 miles. Avoided.  
posit  
4-36S  
110-31E
- 1230 SC-12. Sighted fishing craft bearing 068T distant 6 miles. Avoided.  
posit.  
4-41S  
110-39E
- 2030 Commenced converting #3 and #5 FBT to HE.
- 2230 Conversion completed, dove to flush out tanks.
- 2250 Surfaced, resumed three engine speed.

30 November 1944.

- 0538 SC-13. Sighted fishing fleet south of GREAT MASALEMBO ISLAND. Avoided.  
posit.  
5-43S  
114-14E
- 0845 AC-5. Doubtful sighting of unidentified plane distant 8 miles. Dove.  
posit.  
5-57S  
114-40E
- 0917 Surfaced, all clear. Resumed three engine speed.
- 1542 Crossed the 100 fathom curve, which was very plainly marked by tide rips. Went to four engine speed (16.8 knots) to reach position for transit of LOBOK STRAIT.
- 2215 Picked up LOBOK ISLAND on radar bearing 157T distant 33 miles. The southerly wind is heavily laden with the scent of sandalwood.
- 2255 SC-14. Sighted sailing vessel bearing 218T distant 5 miles. Avoided  
posit  
7-52S  
116-12E

U.S.S. BARBEL (SS-306) Report of Third War Patrol.

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1 December 1944.

0045 Manned battle surface stations and manned 4" gun, 20mm guns, and 30 cal. machine guns. Worked up to full speed on four main engines, which with a draft of 17 feet and a foul bottom gave us 17-1/2 knots. The moon was full, with scattered cumulus clouds. Visibility 6 miles, light haze inshore. The sea was glassy smooth.

0100 Entered LOMBOK STRAIT.

0110 SC-15. Sighted sailing vessel bearing 290T distant 6 miles.  
posit  
8-16S  
115-55E

0130 SC-16. Sighted patrol craft bearing 144T distant 6 miles. Changed  
posit course to the west side of LOMBOK STRAIT to work around patrol craft.  
Lombok He subsequently tracked at 10 knots on courses from 340 to 270, which  
Strait indicated that he was apparently patrolling on an east west line  
half way through the Strait. We were evidently not sighted and  
experienced no difficulty in evading this patrol craft. APR gave no  
indications of radar in LOMBOK STRAIT, and after experience with Jap  
shore-based radar in the NANSEI SHOTO area I consider this conclusive  
proof that no Jap radar was operative at the time of our transit  
through LOMBOK STRAIT.

0300 Transit completed, slowed to standard on four engines, secured from  
battle stations.

0700 Slowed to two engine speed.

1229 SC-17. Sighted U.S.S. PADDLE bearing 135T distant 8 miles. Exchanged  
posit recognition signals, call signs, and information via SJ radar.  
10-58S  
115-24E

1402 SC-18. Sighted U.S.S. HAMMERHEAD bearing 150T distant 8 miles.  
posit,  
11-13S  
115-25E

2-5 December 1944.

Proceeding at two engine speed, making daily trim and training dives.

C O N F I D E N T I A L

U.S.S. BARBEL (SS316) - Report of Third War Patrol.

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7 December 1944.

0500 Contacted escort YMS11, proceeded towards harbor.

0730 Moored port side to berth 3, north wharf, Fremantle.

C. WEATHER.

No unusual weather conditions encountered. This is the first run we hav'nt ridden out a typhoon.

D. TIDAL INFORMATION.

The tides encountered were in accordance with the tide tables and sailing directions.

E. NAVIGATION AIDS.

No navigational lights were seen burning. The charts for the areas covered appeared accurate.

## E. SHIP CONTACTS.

No.	Time & Date	Lat. & Long.	Type	Initial Range	Est. C. & Speed	How Contact	Remarks
1.	:4 Nov.	:121-52E	: One Mutsuki Type DD, : Two unident. DD or DE	:34,000 :yds.	:000 :8	:High :Peris.	:Balintang Channel - Patrol
2.	:5 Nov.	:112-01E	: Submarine	:3500 :yds.	:315 :6	: :SD	:U.S.S. POMFREY
3.	:14 Nov.	:113-50E	: 1 AK, 1 AP, : 3 small escorts	:35,000 :yds	:260 :8½	:Smoke in :High :Peris.	:Attacks 1,2,3. Both sunk.
4.	:16 Nov.	:113-30E	: 3 patrol craft	:5500 :yds	:000 :12	: :R	: Evaded
5.	:16 Nov.	:116-26E	: Possibly USS HADDO	:6000 :yds	:000 :10	: :R	: 10 cm radar : interference
6.	:20 Nov.	:116-48E	: Fishing Boat	:5000 :yds	:000 :3	: :P	: Off North Balabac : Strait
7.	:21 Nov.	:116-47E	: Fishing Boat	:650 :yds	:lying :to	: :R, SN	: Avoided
8.	:21 Nov.	:116-45E	: Fishing Boat	:750 :yds	:lying :to	: :R, SN	: Avoided
9.	:26 Nov.	:112-50E	: PGE	:8840 :yds	:120 :23	: :R	: Attack #4
10.	:29 Nov.	:109-36E	: Trawler	:7620 :yds	:055 :7	: :R	: Avoided
11.	:29 Nov.	:110-31E	: Fishing Boat	:12,000 :yds	:112 :2	: :P	: Avoided
12.	:29 Nov.	:110-39E	: Fishing Boat	:12,000 :yds	:112 :2	: :P	: Avoided
13.	:30 Nov.	:114-14E	: Fishing Fleet	:5 mi. :	:Various :	: :P, SD	: Avoided
14.	:30 Nov.	:116-12E	: Sailing Vessel	:5 mi. :	:000 :4	: :SN	: Avoided

## U.S.S. BARBEL (SS316) - Report of Third War Patrol.

F. SHIP CONTACTS (Cont.)

No.	:Time & :Date	:Lat & :Long.	: :Type	:Initial :Range	:Est. C. :& Speed	:How :Contact	: :Remarks
15.	:0110 :1 Dec.	:8-16S :115-55E	: :Sailing Vessel	:6 mi. :	:000 :4	: :SN	: :Avoided
16.	:0130 :1 Dec.	:Lombok :Strait	: :Patrol Craft	:6 mi. :	:340-270 :10	: :SN, R	: :Avoided
17.	:1229 :1 Dec.	:10-58S :115-24E	: :USS PADDLE	:8 mi. :	:030 :14	: :SD, P	: :Exchanged Recognition Signals
18.	:1402 :1 Dec.	:11-13S :115-25E	: :USS HAMMERHEAD	:8 mi. :	:020 :14	: :SD, P	: :
:	:	:	:	:	:	:	:
:	:	:	:	:	:	:	:
:	:	:	:	:	:	:	:
:	:	:	:	:	:	:	:
:	:	:	:	:	:	:	:

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C. AIRCRAFT CONTACTS.

No.	Time & Date	Lat. & Long.	Type	Range	Mission	How Contacted	Remarks
1.	:1416 :14 Nov.	:15°07'N :113°23'E	: Mavis	: 3 mi.	: Tran	: SD	: Not detected
2.	:1105 :22 Nov.	: 3°27'N :116°47'E	: Mavis	: 1 mi.	: Pat	: P	: Not detected
3.	:0644 :28 Nov.	: 1°22'S :108°06'E	: Single engine : Unident.	: : 10 mi.	: : Tran	: : P	: : Not detected
4.	:1725 :28 Nov.	: 1°35'S :103°15'E	: Unident.	: 10 mi.	: Pat.	: P	: Not detected
5.	:0845 :30 Nov.	: 5°57' S :114°40'E	: Unident.	: 8 mi.	: Pat.	: SD	: Doubtful contact
6.	:1730 :6 Dec.	: 30°59'S :114°36'E	: Twin Engine : Recco	: : 6 mi.	: : Pat.	: : SD, R	: : Exchanged recognition signals
	:	:	:	:	:	:	:
	:	:	:	:	:	:	:
	:	:	:	:	:	:	:



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U.S.S. BARREL (SS316) - Report of Third War Patrol.

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H. ATTACK DATA.

U.S.S. BARREL                      Torpedo Attack No. 1                      Patrol No. 3  
Time: 2211                      Date: 14 November 1944                      Lat. 15-04N                      Long. 112-45.5E

Target Data - Damage Inflicted

Description:                      Second in column of two large ships and three escorts. Smoke of convoy picked up in high scope and tracked all day, attacking after dark. Medium AK, with plumb bow, counter stern, composite superstructure, MPM, similar to BIYO MARU class.

Ship(s) Sunk:                      One medium AK similar to BIYO MARU class (EC) 5400 tons.

Ship(s) Damaged or  
Probably Sunk:

Damage determined by:                      Two timed hits seen and heard, followed by terrific explosion which blew off the after sections of the ship. Target observed to be sinking and breaking up by sound and radar, tracked at zero speed.

Target Draft: 15'                      Course: 300                      Speed: 8-1/4                      Range: 2240                      At firing.

OWN SHIP DATA

Speed: 11                      Course 340                      Depth: Surface                      Angle:

FIRE CONTROL AND TORPEDO DATA

Type Attack:                      Night surface radar attack. Used radar ranges and TBT bearings.

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U.S.S. BARREL (SS316) - Report of Third War Patrol.

H. ATTACK DATA. (Cont.)

U.S.S. BARREL	Torpedo Attack No. 1			Patrol No. 3		
Tubes Fired:	1	2	3	4	5	6
Track Angle, Torp.	151 $\frac{1}{2}$ P	152 $\frac{1}{2}$ P	153 $\frac{1}{2}$ P	154 $\frac{1}{2}$ P	155 $\frac{1}{2}$ P	156 $\frac{1}{2}$ P
Gyro Angle	348 $\frac{1}{2}$	347 $\frac{1}{2}$	346 $\frac{1}{2}$	345 $\frac{1}{2}$	344 $\frac{1}{2}$	343 $\frac{1}{2}$
Depth Set	6'	6'	6'	6'	6'	6'
Power		E l e c t r i c				
Hit or Miss	Hit	Hit	Miss	Miss	Miss	Miss
Erratic	No	No	No	No	No	Possible
Mark Torpedo	18-0	18-0	18-0	18-0	18-0	18-0
Serial No.	54293	54088	53730	53693	53827	53399
Mark Exploder	4-7	4-7	4-7	4-7	4-7	4-7
Actuation Set		C o n t a c t				
Actuation Actual	Contact	Contact				
Mark Warhead	18	18	18	18	18	18
Serial No.	218	82	680	1006	618	120
Explosive		T o r p e x				
Firing Interval	0	10	11	11	10	10
Type Spread	2 $\frac{1}{2}$ R	1 $\frac{1}{2}$ R	$\frac{1}{2}$ R	$\frac{1}{2}$ L	1 $\frac{1}{2}$ L	2 $\frac{1}{2}$ L
Sea Conditions	2	2	2	2	2	2
Overhaul Activity		U. S. S. FULTON				

Remarks: Despite the sharp track, decided to fire due to the difficulty of obtaining a favorable position, and the extended target formed by the leading ship and one escort.

#6 torpedo may have run erratic, because it was seen to sheer out to port and apparently run slow immediately after firing.

The misses were due to the spread coverage and the possibility of a zig to the right.

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U.S.S. BARREL (SS816) - Report of Third War Patrol.

ATTACH DATA. (Cont.)

U.S.S. BARREL  
Time: 2328

Torpedo Attack No. 2  
Date: 14 November 1944

Patrol No. 3  
Lat. 15-03.5N Long. 112-33.0E

Target Data - Damage Inflicted

Description:

Loading ship of two large ships escorted by three small escorts. After attack # 1, this target and one escort proceeded on ahead, the escort taking station on either quarter. Clear dark night, no moon, target was a medium armed AP, plumb bow, counter stern, KEM, and a long high superstructure, which gave it the appearance of an escort carrier at long ranges at night.

Ship(s) Sunk:

Ship(s) Damaged or  
Probably Sunk.

One Medium AK (TU) 4000 Tons.

Damage determined by:

Timed hit heard and felt. Hit about amidship resulted in cloud of coal dust that obscured target.

Target Draft: 20' Course 210/298 Speed:  $9\frac{1}{2}$  Range: 2210 At firing.

OWN SHIP DATA

Speed: 15 Course 270 Depth: Surface Angle:

FIRE CONTROL AND TORPEDO DATA

Type Attack:

Night radar surface attack. Used radar ranges, TBT bearings. Fired making full speed while under heavy machine gun and shell fire by both target and escort.

C O N F I D E N T I A L

U.S.S. BARBEL (SS316) - Report of Third War Patrol.

H. ATTACK DATA: (Cont.)

U.S.S. BARBEL	Torpedo Attack No. 2			Patrol No. 3
Tubes Fired:	7	8	9	10
Track Angle	108P	107 $\frac{1}{2}$ P	104P	103P
Gyro Angle	105-3/4	104 $\frac{1}{2}$	103 $\frac{1}{2}$	102 $\frac{1}{2}$
Depth Set	6	6	6	6
Power	High		High	
Hit or Miss	Miss	Miss	Miss	Hit
Erratic	No	No	No	No
Mark Torpedo	14-34	23	14-34	23
Serial No.	24865	52849	40521	49235
Mark Exploder	16-4	16-4	16-4	16-4
Actuation Set		C o n t a c t		
Actuation Actual				Contact
Mark Warhead	16-1	16-1	16-0	16-0
Serial No.	11675	12448	11522	3693
Explosive		T o r p e x		
Firing Interval	0 sec	28 sec	12 sec	9 sec
Type Spread	2 $\frac{1}{4}$ R	3/4R	3/4L	2 $\frac{1}{4}$ L
Sea Conditions	2	2	2	2
Overhaul Activity		U.S.S. HOLLAND		

Remarks: Number 7 tube fired on data generated in TDC. Bridge sent down estimated angle on bow which gave 86° zig away which was put into TDC and remaining torpedoes were fired from resulting data, using radar ranges and TBT bearings. Timed hit from #10 tube heard and felt, immediately following which target was obscured in dense cloud of coal dust.

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U.S.S. BARBEL (SS316) - Report of Third War Patrol

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H. ATTACK DATA, (Cont.)

U.S.S. BARBEL

Time: 0215

Torpedo Attack No. 3

Patrol No. 3

Date: 15 November 1944

Lat. 15-14.5N

Long. 112-13.5E

Target Data - Damage Inflicted

Description:

Same target as attack No. 2.

Ship(s) Sunk:

One medium AP (EU) 7500 Tons.

Ship(s) Damaged or

Probably Sunk:

Damage Determined by:

Saw torpedo hit at about fireroom after bulkhead. Ship immediately broke in two, the after section sank in about five seconds. The forward section pointed upward at about 45 degrees, then slid slowly down, disappearing from sight and radar in about four minutes.

Target Draft: 20'

Course Constant helm 243/258 Speed: 9 Range 3830 at firing

OWN SHIP DATA

Speed: 5

Course

340

Depth:

Surface

Angle:

FIRE CONTROL AND TORPEDO DATA

Type Attack:

Night surface radar, radar ranges TBT bearings. Obtained a position 4000 yards ahead of target on same course, slowly pulling out on target stbd bow, maintaining a small silhouette, and shooting when a favorable track was reached.

C O N F I D E N T I A L

U.S.S. BARBEL (SS316) - Report of Third Way Patrol.

4. ATTACK DATA. (Cont.)

U.S.S. BARBEL	Torpedo Attack No. 3		Patrol No. 3	
Tubes Fired:	#7	#8	#9	#10
Track Angle	75S	77½S	82S	84½S
Gyro Angle	15S	160½	165	167½
Depth Set	6	6	6	6
Power	High		High	
Hit or Miss	Miss	Hit	Miss	Miss
Erratic	No	No	No	No
Mark Torpedo	14-3A	23	14-3A	23
Serial No.	22940	49170	40429	41113
Mark Exploder	6-4	6-4	6-4	6-4
Actuation Set		C o n t a c t		
Actuation Actual	None	Contact	None	None
Mark Warhead	16-1	16-1	16-1	16-1
Serial No.	11619	13404	12137	34189
Explosive		T o r p e d o		
Firing Interval	0	9 sec	11 sec	11 sec
Type Spread	2¼L	3/4L	3/4R	2¼R
Sea Conditions	2	2	2	2
Overhaul Activity		U.S.S. HOLLAND		

## Remarks:

Fired on a constant helm target on the extreme left leg of the zig. Timed hit for #8 torpedo seen, the misses due to spread coverage and the stopping of the target with the torpedo hit.

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U.S.S. BARBEL (SS316) - Report of Third War Patrol.

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I. ATTACK DATA. (Cont.)

U.S.S. BARBEL                      Torpedo Attack No. 4                      Patrol No. 3  
Time: 0430                      Date: 26 November 1944                      Lat. 04-33N Long. 112-50E

Target Data - Damage Inflicted

Description:                      PGE about 1500 tons.

Ship(s) Sunk:                      None.

Ship(s) Damaged or  
Probably sunk:                      None.

Damage determined by:

Target Draft: 8'      Course: 110      Speed: 22½      Range: 2910 (at firing)

OWN SHIP DATA

Speed: 12      Course: 040      Depth: Surface      Angle:

FIRE CONTROL AND TORPEDO DATA

Type Attack:                      Night <sup>in</sup> surface radar, radar ranges and TBT bearings.

C O N F I D E N T I A L

U.S.S. BARBEL (SS316) - Report of Third War Patrol.

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1. ATTACK DATA. (Cont.)

J.S.S. BARBEL	Torpedo Attack No. 4			Patrol No. 3		
Tubes Fired:	#1	#2	#3	#4	#5	#6
Track Angle	142S	143S	144S	145S	146S	147S
Gyro Angle	032	033	034	035	036	037
Depth Set	6	6	6	6	6	6
Power		E l e c t r i c				
Hit or Miss	Miss	Miss	Miss	Miss	Miss	Miss
Erratic	No	No	No	No	No	No
Mark Torpedo	18-0	18-0	18-0	18-0	18-0	18-0
Serial No.	53767	53732	53976	54061	54205	54275
Mark Exploder	4-2	4-2	4-2	4-7	4-7	4-2
Actuation Set		C o n t a c t				
Actuation Actual		N o n e				
Mark Warhead	18-0	18-0	18-0	18-0	18-0	18-0
Serial No.	1015	46	218	1015	1059	619
Explosive		T o r p e d o				
Firing Interval	0	12 sec	10 sec	11 sec	8 sec	14 sec
Type Spread	2 $\frac{1}{2}$ L	1 $\frac{1}{2}$ L	1 $\frac{1}{2}$ L	1 $\frac{1}{2}$ R	1 $\frac{1}{2}$ R	2 $\frac{1}{2}$ R
Sea Conditions	1	1	1	1	1	1
Overhaul Activity		U.S.S. FULTON				

Remarks: Although the misses may have been due to incorrect estimates of course and speed, it is believed that the torpedoes ran under the target, which was smaller than initially estimated.



U.S.S. BARREL (3826) - Report of Third War Patrol.

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I-A. TORPEDOES.

Sixteen Mk. 18-0 torpedoes were carried forward. Four Mk. 14 torpedoes were carried starboard side and four Mk. 23's port side in the after room. Gravities were taken every third day and charging was done against voltage in order to keep the cell tops dry and it is felt that this procedure prevented grounds. No difficulties were encountered with the steam torpedoes.

On the night of 15 November a quick reload was made forward and the tubes were flooded and allowed to remain flooded for approximately twenty-two minutes. The tubes were not fired and after the attack it was discovered that the battery compartment of one torpedo had flooded through No. 3 hand hole. The gasket was found to be faulty. Because the battery had been completely immersed in salt water and was generating chlorine it was removed from the torpedo and thrown overboard.

No tube or fire control casualties occurred.

I. MINES.

No evidences of mining operations were encountered.

I. ANTI SUBMARINE MEASURES AND EVASION TACTICS.

In the night surface attacks of 14-15 November, the convoy formation consisted of two large ships and three small escorts. The leading escort patrolled ahead weaving across alternate bows of the leading target. The other two escorts patrolled one on each flank speeding up and then stopping to listen. This maneuver made it extremely difficult to attain a good firing position. After one target had been eliminated, two escorts remained in the vicinity conducting area depth charging, the remaining target and escort proceeding ahead. With one target and one escort the escort patrolled astern weaving across alternate quarters of the target.

The escorts used both echo ranging and listening to detect an attacking submarine. Inasmuch as there were no indications of enemy radar it is believed that our screw noises were picked up when the range was less than 400 yards and the speed greater than 10 knots. The first time we were detected two of the three escorts left the convoy to drive us off, with one escort remaining well out on the flank where we were last seen. This move was countered by shifting to the other flank. The second time we were detected the escort drove us away with reasonably accurate shellfire, assisted by shellfire from the target.

Evasion tactics consisted of high speed running on the surface and then changing the direction of attack.

C O N F I D E N T I A L

U.S.S. BARBEL (SS316) - Report of Third War Patrol.

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K. MAJOR DEFECTS AND DAMAGE.

1. Main Engines (GM 2734). Casualties to the main engines were mainly the same as on the previous patrols, five (5) cylinder head studs, dwg. #25027, pc. #2, were broken. On November 17 when one stud on #10 unit and one on #11 unit of #3 main engine was broken, it was found that #11 camshaft bearing cap, dwg. #25022, pc. #1, was also broken. Vibration set up in the cylinder head due to the broken stud was carried through the lub oil jumper to the bearing cap, causing the latter to fail at the point where the jumper is attached. On 29 November the flexible coupling on #2 main engine lub oil discharge line to the cooler carried away. It was replaced with a spare in 30 minutes.

2. Evaporators. No 2 Kleinschmidt evaporator had to be secured on 30 November due to salting up of the coils. No. 1 unit was secured on 3 December for the same reason.

3. Wardroom Ice Machine. The wardroom ice machine compressor belt broke on 10 November, several make-shift belts were made, but none held up. The ice box was out of commission the remainder of the patrol.

4. Main Engine Muffler Elbows. The muffler elbows on #2 and #3 main engines were burned through or corroded through by the hot exhaust gases. These elbows were patched during the last voyage repairs as the same trouble was experienced on the last patrol. New elbows should be installed during the coming refit as this casualty allows the mufflers to be bypassed, making surface operations hazardous due to the engine noise.

5. Bottom Paint. Considerable fouling of the bottom paint is evidenced by the fact that the maximum speed obtainable is only 17-1/2 knots. The Barbel was last docked at the Submarine Base, Pearl Harbor, 28 June 1944.

L. RADIO.

No major casualties were suffered.

Reception of VIXO Bakers Fox broadcasts was good, and no serial messages were missed.

4370 kcs. frequency is unreadable during daylight hours, and there is much interference from other stations on this band.

9250 kcs. frequency is continuously jammed, with the heaviest jamming occurring at 0600Z and 1700Z.

12630 and 16150 kcs. bands are slightly jammed.

Japanese jamming stations are of sufficient power to block out all VIXO frequencies completely. However, they are not tuned exactly on frequency and the VIXO signal may be read thru the jamming. On only one occasion was the Barbel radioman unable to copy Bakers because of enemy jamming.

Three messages were sent by Barbel to VIXO. Contact was made rapidly and the transmissions completed satisfactorily.

Reception of Radio, Hochwan, (NKN) broadcasts was sometimes good, and at other times poor. On 19 November, one message sent by NKN was unreadable due to atmospheric conditions. On 23 November, the second of three messages sent by NKN was completely blocked out by Radio, Guam, (NPN) calling NDP4. NKN operators are excellent.

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U.S.S. BARBEL (SS316) - Report of Third War Patrol.

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M. RADAR.

SD Radar. Used only when proceeding to and from patrol areas. No casualties.

SJ Radar. The only casualties suffered were routine failures of tubes and lamps due to overaging. Early in the patrol all tubes in the SJ were tested on the tube tester and all weak tubes were replaced.

The following tube replacements were made:

8	-	6AC7 tubes	6	-	VR 150-30 tubes
5	-	6AG7 tubes	2	-	VR 105-30 "
3	-	6L6 "	1	-	706 AY "
1	-	6X5GT "	1	-	Ktal Converter
3	-	6SN7 "			

Range sensitivity was excellent, high mountain ranges were picked up at 30,000 yards and floating debris consistently gave visible pips up to 2,000 yards.

No evidences of enemy radar were observed.

I. SOUND.

No major defects.

No opportunity was had to observe sound conditions, as all attacks were made on the surface and at high speed.

J. DENSITY LAYERS.

Density layers were not encountered at depths of less than 100 feet, to this depth the water was found to be always mixed (or isothermal). As most of the patrol was conducted at periscope depth only the cards of depths greater than 100 feet are noted below.

Card No.	Date	Time (-8)H	Latitude	Longitude	Deepest Depth Recorded	Remarks
3	2 Nov.	1600	20°15'N	132°50'E	450'	Isothermal to 125'. 13° Neg. grad. from 125' to 300'. 7° Neg. grad. from 300' to 450'.
	6 Nov.	1300	16°57'N	118°06'	390'	Isothermal to 190'. 4° Neg. grad. from 190' to 240'. 10° Neg. grad. from 240' to 300'. 5° Neg. grad. from 300' to 390'.
4	14 Nov.	0700	15°07'N	133°23'E	270'	Isothermal to 110'. 12° Neg. grad. from 110' to 270'.

WATER SAMPLES. (Cont.)

Sample No.	Date	Time	Latitude	Longitude	Deepest Depth Recorded	Remarks
20	20 Nov.	1300	8°20'N	116°46'E	450'	Isothermal to 100', 2° Neg. grad. from 100' to 200'. 11° Neg. grad. from 200' to 450'
22	22 Nov.	1300	8°26'N	116°47'E	390'	Isothermal to 100', 2° Neg. grad. from 100' to 200'. 8° Neg. grad. from 200' to 280'. 6° Neg. grad. from 280' to 390'.
25	25 Nov.	0600	6°16'N	114°52'E	390'	Isothermal to 140'. 3° Neg. grad. from 140' to 220'. 1° Neg. grad. from 220' to 245'. 8° Neg. grad. from 245' to 300'. 3° Neg. grad. from 300' to 390'.

P. HEALTH, FOOD AND HABITABILITY.

The health of all hands was excellent. There were no admittances to the binnacle list other than the usual run of minor cuts and bruises.

Food was ample, varied, and very well prepared. The abundance of fresh bread, rolls, pastries, doughnuts and cakes, that were provided by a conscientious cook was a major contribution to the morale of the BARBEL.

Habitability was very good due to the comfortable weather and the number of days spent on the surface. However an additional blower in the supply line forward of the control room is recommended to improve ventilation in the forward battery compartment and the forward torpedo room.

Q. PERSONNEL.

a. No. of men on board during patrol	-	72
b. No. of men qualified at start of patrol	-	51
c. No. of men qualified at end of patrol	-	62
d. No. of unqualified men making first patrol	-	0
e. No. of men advanced in rating	-	9

U.S.S. BARBEL (SS316) - Report of Third War Patrol.

MILES STEAMED - FUEL USED.

Base (Saipan) to area	-	1080 miles	-	29,135	gallons
In Area	-	2618 miles	-	24,662	gallons
Area to base (Fremantle)	-	2590 miles	-	52,693	gallons

DURATION.

Days enroute area	-	8
Days in area	-	18
Days enroute to base	-	13
Days submerged	-	14 (3 enroute)

FACTORS OF ENDURANCE REMAINING.

Torpedoes	Fuel	Provisions	Personnel Factor
4	10,748 gallons	12 days	0 days

Limiting factor this patrol - The patrol was terminated by order CTF 71.1. It is felt that the fighting efficiency of all hands has dropped sufficiently to warrant a zero days endurance factor. This is due to the length of this patrol which followed a 41 day second patrol with only a 6 day refueling and rearming period at Saipan between patrols.

REMARKS.

The battle torpedo station bridge personnel are deserving of the highest praise for their exemplary conduct while under heavy and accurate shellfire during the second attack on the night of 14 November. The accurate information provided the Commanding Officer by the bridge personnel enabled the Barbel to deliver a successful attack under trying circumstances.

The torpedo loading plan with electric torpedoes forward and steam torpedoes astern proved highly satisfactory. It is considered that this plan has two distinct advantages. First, wakeless torpedoes are forward where they can best be used for submerged approaches, and second, for ten torpedo salvos in night surface firing the speed differential at an average range of 2500 yards will permit the obvious advantage of stern tube hits within thirty seconds of bow tube hits.

FE24-71/A16-3

UNITED STATES NAVY

12b/ar 1615

Serial 01576

24 December 1944. *P*

C-O-N-F-I-D-E-N-T-I-A-L

SECOND ENDORSEMENT to:  
USS BARBEL Com. Ltr.  
A16-3 Serial 043, dated  
7 December, 1944. Report  
of Third War Patrol.

From: The Commander Submarines, SEVENTH FLEET.  
To: The Commander in Chief, UNITED STATES FLEET.  
Via: The Commander, SEVENTH FLEET.

Subject: U.S.S. BARBEL (SS316) - Report of Third War  
Patrol - Comment on.

1. BARBEL's Third War Patrol was conducted in the SOUTH CHINA SEA east and south of MACCLESFIELD BANK and in PALAWAN PASSAGE.

2. During the morning of the 14th of November BARBEL sighted a convoy consisting of two marus and three escorts, and decided to take the fullest advantage of adequate sea room, no moon and favorable visibility by tracking during daylight and attacking after dark. The first approach was thwarted by two escorts who chased BARBEL out of the formation at 2021, but at 2210 BARBEL was back in position and sank the leading AK with two hits from the bow tubes. The remaining maru and three escorts were now thoroughly alerted and BARBEL was called upon to exhibit the utmost approach skill during the next four hours in order to complete two additional attacks and sink the last target.

3. It is of interest to note that this thirty nine day patrol was separated from a previous forty one day patrol by only a six day refueling and re-arming period at SAIPAN.

4. The award of the Submarine Combat Insignia is authorized for this patrol.

5. The Force Commander welcomes BARBEL to the Southwest Pacific Area and congratulates the Commanding Officer, Officers and Crew on this short but aggressive patrol which inflicted the following damage on the enemy:

Serial 01576

24 December 1944.

C-O-N-F-I-D-E-N-T-I-A-L

SECOND ENDORSEMENT to:  
 USS BARBEL Conf. Ltr.  
 A16-3 Serial 043, dated  
 7 December, 1944. Report  
 of Third War Patrol.

Subject: U.S.S. BARBEL (SS-316) - Report of Third War  
 Patrol - Comment on.

SUNK

1 - AK (Similar BIYO MARU - EU)	5,400 Tons	(Attack No.1)
1 - AK (Medium - EU)	4,000 Tons	(Attack No.2 and 3)
	<hr/>	
Total	9,400 Tons	

R. W. CHRISTIE.

DISTRIBUTION:

Cominch	(3)	Direct	CTG-71.5	(2)
Vice Cpnav	(2)	Direct	CTG-71.8	(2)
Vice Cpnav Op-23c	(1)		CTG-71.9	(2)
Com1stFlt	(1)		ComSubRon-12	(2)
Com2ndFlt	(1)		DivComsSubRon-12	(1 each)
Com7thFlt	(2)		DivComsSubRon-18	(1 each)
ComSubs1stFlt	(30)		DivComsSubRon-26	(1 each)
ComSubs2ndFlt	(4)		ComSubDiv-162	(1)
CTF-71	(7)		S/M School N.L. Conn.	(2)
CTG-71.3	(2)		SubAd, Mare Island	(2)
CTG-71.4	(2)		S/Ms 7thFlt	(1)

THIS REPORT WILL BE DESTROYED PRIOR TO  
 ENTRY INTO ENEMY CONTROLLED WATERS.

*R. B. Miller*  
 R. B. MILLER,  
 Flag Secretary.

CONFIDENTIAL

FIRST ENDORSEMENT to  
U.S.S. BARBEL - Report  
of Third War Patrol.

From: The Commander Submarine Squadron EIGHTEEN.  
To: The Commander in Chief, United States Fleet.  
Via: (1) The Commander Submarines, SEVENTH FLEET.  
(2) The Commander SEVENTH FLEET.  
Subject: U.S.S. BARBEL (SS316) - Report of Third War Patrol.

1. The third patrol of the U.S.S. BARBEL was of thirty-nine days duration which followed closely after the previous patrol that had lasted forty-one days.

2. Area coverage was very good. Selection of focal points in the assigned portion of the South China Sea resulted in contacts which were developed into three torpedo attacks.

(a) Attack No. 1 on 14 November was a night surface radar attack upon a convoy of two medium AKs and three escorts. Six torpedoes were fired from a range of 2,240 yards with 153° track angle which obtained two hits and removed the entire after parts of one of the AKs of the convoy.

(b) Attack No. 2 was a follow up on the remainder of the convoy. While under heavy gunfire from both escorts and the AK four torpedoes were fired at a range of 2,210 yards on a 105° track angle. Only one hit was obtained which obscured the target in smoke and coal dust.

(c) Attack No. 3 was a continuation of the actions begun in the previous attacks. After considerable maneuvering for a favorable attack position four torpedoes were fired from 3,830 yards on a 80° track angle to produce one hit which finished off the medium AK damaged in the previous attack.

(d) Attack No. 4 took place in the early morning of 26 November against a PGE type of craft in which six torpedoes were fired from 2,910 yards on 145° tracks. All missed. The target was apparently unaware that he had been fired upon.

3. The material condition of BARBEL is very good. All auxiliary machinery and equipment indicated that it has been well maintained and properly operated.

4. The Squadron Commander welcomes the Commanding Officer, officers and crew of BARBEL to this area and congratulates them upon the aggressiveness displayed as well as the results obtained in these well developed attacks.

*Harry A. Guthrie*  
HARRY A. GUTHRIE.



SS316/A16-3

Serial: 043

C O N F I D E N T I A L

U.S.S. BARBEL (SS316)  
Cerc Fleet Post Office,  
San Francisco, Calif.  
7 December 1944.

From: The Commanding Officer, U.S.S. BARBEL.  
To : The Commander-in-Chief, United States Fleet.  
Via : (1) The Commander Submarine Division ONE TWENTY ONE.  
(2) The Commander Submarine Squadron EIGHTEEN.  
(3) The Commander Strategic Force, Pacific Fleet.  
(4) The Commander-in-Chief, U.S. Pacific Fleet.

Subject: U.S.S. BARBEL (SS316), Report of Third War Patrol.

Enclosure: (A) Subject Report.  
(B) Track Chart (Comsubpac)

1. Enclosure (A), covering the third war patrol of this vessel conducted in the SOUTH CHINA SEA, during the period 30 October 1944 to 7 December 1944, is forwarded herewith.

*R. A. Keating, Jr.*  
R. A. KEATING, Jr.