

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 09B9)
SHIPS' HISTORIES SECTION

HISTORY OF SHIPS NAMED BARB

USS BARB (SS(N) 596) is the second ship of the Fleet to be named for a kingfish which inhabits the waters along the Atlantic Coast.

The first BARB (SS 220) was built by the Electric Boat Company of Groton, Connecticut, where she was launched, 2 April 1942, under the sponsorship of Mrs. Charles A. Dunn, wife of Rear Admiral Charles A. Dunn, USN. The submarine was placed in commission, 19 June 1942, Commander J. R. Waterman, USN, in command. BARB conducted shakedown training out of Submarine Base, New London, Connecticut, and in September 1942, was assigned to the newly formed Submarine Squadron FIFTY.

In October 1942, BARB, with other submarines of Squadron FIFTY, steamed to the northwest coast of Africa. On her first patrol, BARB conducted reconnaissance and furnished weather information to the fleet, prior to, and during the invasion of North Africa. On 7 November 1942, she landed seven Army scouts on the beaches of Safi, preparatory to the invasion on 8 November 1942. After this operation, she sailed to Roseneath, Scotland, and conducted her next four war patrols out of that base in the Bay of Biscay and areas off Norway and North Iceland, and later in the mid-Atlantic. Her fifth war patrol was completed on 1 July 1943, and BARB steamed for the Submarine Base, New London, Connecticut, arriving 24 July 1943. After brief overhaul, she departed New London for the Pacific, arriving at Pearl Harbor in September 1943.

BARB cleared Pearl Harbor, 30 September 1943, for her sixth war patrol. On 19 October 1943, she closed a passenger-cargo vessel escorted by two destroyers. Intermittent rain squalls greatly reduced visibility of the target and at daybreak, she was forced to abandon surface chase and regain contact at periscope depth. In position for attack, BARB made ready to fire her bow tubes when the target swung sharply to port, leaving BARB still seeking her first kill. Three mornings later, BARB intercepted another freighter and twice commenced approach for surface attack, but each time Japanese planes sent her for the depths and finally she was forced to give up the chase. On the night of 29 October 1942, BARB fired four torpedoes at an overlapping target of a four-ship convoy, scoring two hits on a cargo ship and obtaining one hit on another. However, a sinking could not be confirmed. BARB returned to Pearl Harbor on 26 November and on 2 December, sailed for overhaul in the Mare Island Naval Shipyard, returning to Pearl Harbor, 15 February 1944.

On 2 March 1944, BARB departed Pearl Harbor on her seventh war patrol which was conducted west of the Marianas in the Guam-Truk-Saipan shipping lanes and to the east of Formosa. On 24 March 1944, an enemy

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plane sighted BARB on the surface and dropped several bombs which caused little damage except to shatter a few light bulbs. On 28 March, off Rasa Island (Okino Daito Shima), cargo ship FUKUSEI MARU, 2,219 tons, was tracked for four hours because of her unusual actions. Shortly before midnight, BARB let go a lethal spread of three torpedoes which broke the target in two (24°-25' N; 131°-11' E). This enemy was believed to have been a decoy, apparently attempting to draw BARB within range of shore batteries and searchlights.

On the night of 17 April 1944, BARB in a joint action with STEELHEAD, closed to within a mile of a congested industrial area of Rasa Island (Okino Daito Shima) to bombard targets including a phosphate plant and warehouses. BARB scored a direct hit in the main installation, toppling the large steel conveyor loading hoist of the phosphate plant and scored another hit in the Island's center, causing a blue-white flare of over 100 feet, followed seconds later by a tremendous explosion, believed to have been explosives or chemicals. The last explosions were heard one hour after the attack ceased. BARB returned from patrol 24 April 1944. On 28 April 1944, Commander John R. Waterman was relieved by Lieutenant Commander Eugene B. Fluckey, USN. Commander Waterman was awarded the Legion of Merit for exceptionally meritorious service as commanding officer of BARB during her first five war patrols, and the Bronze Star Medal with Gold Star in lieu of the second Bronze Star Medal, for meritorious service during BARB's sixth war patrol and for heroic service in contacting and sinking an enemy anti-submarine vessel as well as the daring bombardment of Rasa Island during BARB's seventh war patrol.

BARB departed Midway Island, 21 May 1944, on her eighth war patrol which was conducted in the area along the Kurile Island Chain; the north coast of Hokkaido and in the Sea of Okhotsk. On 31 May, in the Okhotsk Sea, she commenced approach on a single large tanker but broke contact upon observing Russian lights. Later in the day as the haze lifted, a large merchant ship came in full view. BARB was forced down by aerial bombs and depth charges but returned to periscope depth to fire three torpedoes, sinking cargo ship KOTO MARU, 1,053 tons (48°-21' N; 151°-19' E). Immediately afterwards, she sighted a merchant ship, but upon surfacing to give chase, was faced with machine gun fire from two power army barges, loaded with survivors of KOTO MARU. Lieutenant Commander Fluckey decided against gun action in order to keep contact with the new target and completed an end around on her port quarter to fire three torpedoes in a submerged attack, sinking passenger-cargo MADRAS MARU, 3,802 tons (47°-52' N; 151°-02' E).

A lone high-speed target was sighted on 2 June 1944 and BARB missed with three bow torpedoes, after which the enemy turned down the torpedo track, opening fire with her guns and scattering depth charges as she came. On 7 June 1944, BARB made her way into the interior of the ice-fields in the northern area of the Kurile Islands chain, dodging drifts as she went. Many 50 to 60-foot columns of ice were seen with seals basking on the smaller chunks. Seriously hampered by haze and fog, BARB investigated the Sakayohama anchorage but found it bare. On 11

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June 1944, she sank two trawlers with gunfire after chase through the icefields and shortly thereafter, sighted two smoke streaks. After a four-hour chase, she intercepted two cargo ships in echelon with the lead ship 300 yards to starboard of a larger second ship. Three bow torpedoes were fired at the lead ship, scoring one hit in her stern. BARB then swung left to fire 3 bow torpedoes at the second ship, scoring one hit in the stern, and a second hit between the stern and funnel, sinking cargo ship TOTEN MARU, 3,823 tons (46°-58' N; 143°-50' E). BARB now commenced approach on the crippled lead ship, which was swinging in a 180° turn. As BARB passed at 680 yards, the enemy opened fire with her midships guns without success. At a range of 1,900 yards, BARB fired 3 stern torpedoes, one of which must have touched off the target's magazine for cargo ship CHIHAYA MARU, 1,161 tons, blew sky high (46°-58' N; 151°-20' E). On 13 June 1944, BARB fired her final two stern torpedoes, sinking passenger-cargo TAKASHIMA MARU, 5,633 tons (50°-47' N; 151°-20' E). The enemy escort churned the sea with 38 depth charges but BARB escaped, having dropped a five gallon can of oil over the side to give the escort a target for practice when daylight came. BARB departed her patrol area 28 June, enroute to Midway, arriving 5 July 1944.

By now the U. S. submarine force had steadily grown to a point where bold wolf pack attacks, wiping out entire convoys, were replacing the strikes launched by single submarines. Accordingly, on her ninth war patrol, BARB with QUEENFISH and TUNNY, formed Task Group 17.6. Departing Pearl Harbor on 4 August, the attack group conducted "wolf pack" tactics with a destroyer while enroute to Midway, arriving 9 August. On 10 August 1944, the submarines cleared Midway, forming a scouting line at intervals of 20 miles. BARB completed passage of Luzon Straits on 23 August and was assigned patrol in an area on the Manila-Hong Kong route.

In company with QUEENFISH and TUNNY, BARB took part in a joint operation on 31 August. The pack, later joined by a second submarine attack group, converged upon a heavy Japanese convoy in the Luzon Straits. Before BARB had time to attack, QUEENFISH had already done a commendable job on a tanker. BARB found herself looking down the throat of the port and center column of the convoy, raising her periscope in time to see the leading escort blow up. However, a soundman reported a torpedo on constant bearing and the periscope was retracted in order to let it pass overhead if it came by. Two more explosions were heard and the convoy began to change course to the east, coming into position for BARB.

Three torpedoes were fired at overlapping ships, scoring a hit on a tanker and two on a freighter. Although BARB was in action during the entire previous night and under attack during most of the day, the crew took 45-minute catnaps in shifts rather than give up pursuit of the panicky convoy. After a five-hour submerged chase, she came within range of a cargo vessel with two sub-chaser escorts on her quarter. At this crucial moment, BARB encountered a fiendish anti-submarine weapon - a bird that patrolled ahead of BARB, upon spotting her periscope,

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would perch on it and drape his tail feathers over the exit-windows. As an attack approach would reach its final stage, the sleepless eyes of the approach officer saw only tail feathers. He banged and shook the scope, then shouted at the bird to no avail. The scope was then lowered and alternately raised, the bird hovering as it went under, and; hopping back on when it was raised. As a last resort, both scopes were raised, one a few seconds ahead of the other as a feint and the problem was overcome. BARB then fired three torpedoes, which hit the target amidships. The first hit unceremoniously, dumped fifteen lookouts, dressed in whites, from the catwalk around the bridge into the water. The other hits broke the target in two, sinking cargo ship OKUNI MARU, 5,633 tons (21°-14' N; 121°-22' E).

BARB cleared the area to escape the prowling escorts, and on 1 September 1944, a Japanese plane surprised her on the surface, dropping two bombs a few minutes after BARB crash-dived. The explosions ripped off the port antennae and broke several light bulbs and gauges. A sampan with four masts came into view on 4 September, and BARB closed in and shelled it from the surface. Six Japanese were seen abandoning ship as automatic weapons kept hitting until the range was so close that the twin 20mm would not depress sufficiently to bear. A plane interrupted the attack and BARB sought cover beneath the enemy. The Japanese crew members tried to draw attention to BARB by shouting and waving their arms at the pilot, but the plane disappeared over the horizon. A few minutes later, BARB surfaced, firing ten rounds of 4-inch into the ship, sending it down stern first. Later in the day another plane made a run on BARB while she was fully surfaced. Her radical course threw the enemy plane off, and BARB was able to dive to safety.

Waiting for a convoy which had been reported heading her way, BARB was disillusioned on 9 September 1944 when the main body of ships passed just out of range. A trailing escort became the target for three torpedoes, each missing, whereupon BARB became the target for a concentrated search by planes and escorts. On 14 September BARB joined four of the wolfpack submarines for a shipping sweep, but found an armed escort group instead. She let go three torpedoes for no hits on a destroyer, then teamed with QUEENFISH to move in on an escort who was now frantically sending out recognition signals towards the surfaced BARB. About this time, the enemy destroyer swept the sea with a powerful searchlight which came to rest on BARB, and followed up with a barrage of gunfire. The next moment is best described in the words of Commander Fluckey: "Set new record for clearing the bridge!" BARB dived for the deep and answered her tormentor with a salvo of three torpedoes before clearing the area.

On 16 September 1944, BARB received a message to proceed to an area, (18°-42' N; 114°-15' E) where a Japanese transport carrying Allied prisoners of war had been sunk on the night of 12-13 September 1944. The ship carrying them to Japan had been sunk by American submarines, unaware

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of the passengers and the Japanese had refused to rescue them. BARB converted all torpedo skids into three bunks each and organized the ship to take one hundred survivors aboard if still alive. Enroute to the area, 16 September, she encountered a heavy convoy, and since she had to reduce speed in order to arrive in the search area during daylight, she decided to attack. Stalking the convoy until an overlapping target (a tanker just beyond a carrier) appeared, BARB fired all her bow tubes sinking tanker AZUSA MARU, 11,177 tons, and escort aircraft carrier UNYO, 20,200 tons (both sunk 19°-18' N; 116°-26' E).

On the afternoon of 17 September 1944, BARB spotted several small wooden life rafts to which the survivors were clinging. The men were hysterically grateful for their rescue. They had been in the water for five days. Several men were too weak to take the lines thrown them. These were rescued by the valiant efforts of Lieutenant Commander R. W. McNitt, USN, Lieutenant J. G. Lanier, USNR, and MoMM2c C. S. Houston, who dove in after them. BARB took 14 aboard, and before they were landed in Pearl Harbor, were presented with \$300, a gift of the crew that represented every cent that was on board. BARB returned to Majuro, 3 October 1944.

On her tenth war patrol, BARB was again a unit of a coordinated attack group with QUEENFISH and PICUDA, the group commander in QUEENFISH. On 27 October 1944, she headed for the East China Sea to the westward of Kyushu. On 10 November, a transport crossed her sights and BARB fired her first spread of torpedoes, obtaining one hit between the funnel and stern and a second smashed abaft the stack, nearly tearing down the superstructure. The enemy took a 30 degree list, but refused to sink and slowly turned toward the beach in an attempt to run aground. BARB slowly swung toward port and opened fire with her guns, followed with two torpedoes, both missing. A blinker light on the damaged transport kept flashing continuously, life rafts were being lowered from both sides, and frantic sailors were leaping into the sea. Now within 500 yards, BARB decided to make a periscope attack because she was drawing too near for automatic range. Some of the men suggested that throwing spuds and using oranges as tracers would do the trick but it took a third torpedo to finish the job. Transport GOKOKU MARU, 10,438 tons, rolled over and sank stern first (33°-24' N; 129°-04' E). The gunfire and explosion attracted several patrol boats and as BARB made her way clear, she could hear depth charges erupting in the sea.

While on lifeguard station off the Korean coast, 11 November 1944, BARB followed up a contact reported by QUEENFISH, and after an hour's search, found a convoy of eleven ships, escorted by four destroyers. Running in mountainous seas, BARB left a path of foam abreast about 100 yards on each side. In the early morning of 12 November, she sneaked into position firing two torpedoes, sinking cargo ship MARUO MARU, 4,823 tons (31°-29' N; 125°-36' E). She then sent a pair of torpedoes streaking toward a large freighter, which although hit, did not sink. She next fired three torpedoes at overlapping targets, sinking cargo

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ship GYOKUJO MARU, 5,596 tons (31°-29' N; 125°-36' E). She also scored a hit on the overlapping target for unconfirmed damage. Two hours later BARB found herself sandwiched between the two escorts, with pings raining off both her sides. One escort seemed to be starting her run and the crew braced themselves for the explosions, but none came. On 14 November, two Japanese schooners were sighted. One of them turned in an attempt to ram but was cut down by automatic fire short of his mark while the four-inch gun was used to sink the other. On 17 November 1944, word of a convoy, including a large aircraft carrier, was received from QUEENFISH. BARB made contact in the evening, and after sending a report to other submarines of the pack, sent five torpedoes toward the carrier who swerved on a radical course as the order to fire was given, and the torpedoes streaked past the target. Unable to regain contact, BARB returned to Midway on 25 November 1944.

BARB formed a coordinated attack group with QUEENFISH and PICUDA on her eleventh war patrol, departing Midway on 19 December 1944. This patrol was conducted in the Formosa Straits and East China Sea off the east coast of China from Shanghai to Kam Kit. On 8 January 1945, while in the northern reaches of Formosa Straits, the submarines picked up a convoy. BARB tracked the convoy for five hours in order to allow PICUDA who was farthest away, time to gain an intercepting position. BARB then made a bold submerged daylight attack in shallow water, on the starboard echelon of the convoy, first firing three bow tubes and following through with a stern tube attack. Four torpedoes hit target, the third hit causing a tremendous explosion which shattered a light bulb in the conning tower as BARB was forced sideways and down by its force. Escorts of the convoy took up search on the unattacked side of the convoy formation while BARB reloaded forward in preparation for another attack. As she commenced approach on a ship, a destroyer headed for BARB, but she had no torpedoes forward and was forced to lay on the bottom. She then made a second and third attack, firing six torpedoes, followed by a spectacular explosion in which the target resembled a gigantic phosphorous bomb, splashing shrapnel in a pattern as far as 4,000 yards ahead of BARB. In this action BARB sank passenger-cargo ANYO MARU of 9,256 tons (24°-55' N; 120°-26' E); tanker SANO MARU of 2,854 tons (24°-55' N; 120°-26' E); and Cargo SEINYO MARU of 5,892 tons (24°-31' N; 120°-29' E). Only one ship of the convoy remained and this one was turned over to QUEENFISH as BARB commenced search for any ships which might have escaped near the minefields.

On 23 January 1945, BARB was patrolling the China Coast in search of a convoy with whom she had lost contact during the previous day and rounded Incog Islands to commence an inshore surface search when she discovered an entire convoy anchored in the lower reaches of Namkwan Harbor, firing eight torpedoes for eight hits. Cargo TAIKYO MARU of 5,244 tons, settled and sank (27°-04' N; 120°-27' E). A large ammunition ship blew up in a tremendous explosion and one unidentified vessel had its entire side blown out. Two other vessels could be seen burning but smoke from the ships hit, on fire and exploding obscured all ships and further observation of damage was not possible. BARB retired at high

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speed on the surface in a full hour's run through uncharted, heavily mined and rock-obstructed waters. Although, the Japanese records do not account for ships sunk as the result of BARB's attack on NamKwan Harbor, it is estimated that 36,000 tons of Japanese shipping was laid useless. On 29 January 1945, BARB fired her remaining four stern torpedoes at a large freighter in company with a transport and one escort with unconfirmed results, returning to Midway on 10 February 1945. In recognition of his valor during this outstanding patrol, Commander Fluckey was awarded the Congressional Medal of Honor.

Upon completion of her eleventh war patrol, BARB was sent home for a yard overhaul and alterations, which included the installation of 5-inch rocket launchers.

BARB returned to the Pacific in the spring of 1945. She commenced her twelfth and final war patrol on 8 June. This patrol was conducted in the areas north of Hokkaido and east of Karafuto, Japan. On 21 June 1945, she sank two small craft in a fifteen-minute surface battle, then set course for the north shores of Japan. Although bombed during the afternoon of 21 June, BARB took position off the port of Shari on the north coast of Hokkaido by midnight to unleash the initial rocket assault in American submarine warfare early in the morning darkness of 22 June 1945. Twelve rockets sizzled off into the center of the Hokkaido town of Shari. The Japanese apparently believed an air raid was in progress as shore-based air search radar and lights were immediately turned on. As BARB departed the area, 23 June, she encountered a two-masted wooden trawler and sank it with gunfire. One prisoner was taken aboard.

After an unsuccessful convoy attack and counter-attacks by Japanese escorts, BARB launched a shore bombardment on a seal rookery on the eastern side of Kaihyo at the eastern extremity of the Karafuto Peninsula, on 2 July 1945. With water only six fathoms deep and at a range of 800 yards, BARB literally stood on the outskirts of the town and sent in salvo after salvo. A fire broke out in one of the large buildings near the center of the town and quickly spread to others. Huge flames were now seen licking through the flimsy buildings and sections of rooftops were flying into the air. Three sampans tied alongside the docks were gutted and oil drums could be seen burning farther inshore. BARB lay to for a time, then intending to land a commando party, Commander Fluckey moved toward the beach but withdrew upon discovery of four pill-boxes on the island's plateau. However, BARB scored a direct hit with her 40mm gun on the front of one pill-box, stoving it in. The next morning, 3 July, BARB conducted rocket bombardment on the town of Shikuka on the western shore of Patience Bay, Karafuto Peninsula. Hits exploded in a concentration of buildings, but no fires were started. On 4 July while in the Aniwa Bay area, BARB intercepted and sank cargo SAPPORO MARU #11 of 2,820 tons (46°-04' N; 142°-14' E). A concentrated search was made by at least two pairs of escorts, but BARB escaped by running east silently for four hours along the shallow edges of the minefield.

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Shifting to a new area, BARB sank a Japanese lugger with gunfire on 8 July and a diesel sampan on 11 July 1945. She intercepted a cargo vessel with a destroyer escort vessel on 18 July, scoring one hit into the stern of the Japanese destroyer escort CD-11 of 800 tons setting off his depth charges and blowing his stern away in a tremendous explosion. The destroyer escort sank (46°-04' N; 142°-16' E) but the other target swerved in time to avoid torpedoes. Having expended the last of her torpedoes, BARB could not finish the uproar.

Although she was out of torpedoes, BARB was not out of ideas. On 19 July 1945, she patrolled in Patience Bay, searching for a suitable spot where a railroad ran along the coast. A position near Otasamu on the East coast of Karafuto was chosen. Train times were observed and noted and a plan was conceived to land a saboteur force to plant a 55 pound demolition charge under the tracks, to be exploded by the train passing over and closing a micro-switch. On the night of 22-23 July, heavy clouds hid the moon causing pitch darkness favorable for the planned action. At midnight, a saboteur party of eight men, four each in two rubber boats, awaited the word to shove off. Commander Fluckey, groping for a parting message bid them good-bye: "Boys, if you get stuck, head for Siberia, 130 miles north, follow the mountain ranges, good luck."

The compass of the first boat became erratic and a haze then covered the two peaks upon which their navigation depended. As a result, they landed about 50 yards from a house. What had been observed from BARB as grass turned out to be waist-high bull rushes which crunched and crackled with every move. Lieutenant W. M. Walker, USNR, leader of the party, arose from a crouch, preparatory to crossing a road, and fell head-first into a four-foot ditch. Picking himself up and cautioning the other men against a similar fate, he dashed across the road, only to fall head-first into another ditch. After stealing forward about 100 yards, the men found the railroad tracks. One man was sent to investigate an object up the track and came back to report that it was a lookout tower. When asked why he had not whistled a signal according to the plan of communication, he stated that he had tried, but upon seeing the tower, his mouth had dried up. About this time a train loomed about 100 yards down the track and the men dived for the bushes as it sped past. The charge was then set, and as the party reached their boats, another train swung around the bend and came roaring down the tracks. The engine's boiler wreckage blew two hundred feet in the air and crashed down in a mass of flame and smoke. An estimated twelve freight cars, two passenger cars, and one mail car piled up and rolled over the track in a mass of writhing, twisting wreckage as Lieutenant Walker and his party paddled furiously for BARB.

On 24 July 1945, BARB poured three salvos of rockets into the factory section of Shiritori. Assorted light and heavy explosions shook the area and thick smoke clouds obscured the targets. A similar assault was directed against Kashiho this same day. Several sampans were sunk by gunfire on 25 July and that afternoon, another shore bombardment on Chiri was launched by BARB.

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With only automatic ammunition remaining, BARB was determined to expend every available means of destruction before returning to port. On 26 July she hit Shibetoro with a devastating gun attack. Large oil tank fires were started and a lumber mill was turned into a blazing mass. The fires reached a sampan building yard where it consumed 16 building cradles and 35 brand-new sampans.

During the bombardment of 26 July, BARB had attacked a trawler. Although set afire and burning for hours, this stubborn enemy refused to sink. On 27 July, Commander Fluckey made an extra effort to sink the trawler as the result of a wager made by the first lieutenant that he would not sink fifteen ships during this patrol and that officer now refused to count those destroyed as the result of the shore bombardment.

Completely out of ammunition, Commander Fluckey rang the collision alarm and swung the bow of his fleet submarine to push under "number 15" by ramming at five-knot speed, and forced a groan of defeat from the first lieutenant who had wagered 32 ounces of "Midway's best." BARB terminated this patrol at Midway on 2 August 1945, and on the 17th, Commander Eugene B. Fluckey was relieved by Commander Cornelius P. Callahan, Jr., USN. In addition to the Congressional Medal of Honor, Commander Fluckey received the Navy Cross and Gold Stars in lieu of a second, third and fourth Navy Cross for service in BARB. He also wears the ribbon for the Presidential Unit Citation awarded BARB for patrols 8 through 11, and the ribbon for the Navy Unit Commendation awarded to BARB for her twelfth war patrol.

BARB cleared Midway on 21 August 1945 for return to the United States. Touching at Pearl Harbor (28-29 August) and transiting the Panama Canal on 15 September, she arrived at the Submarine Base of New London, Connecticut, on 21 September 1945. She visited Philadelphia for the Navy Day Celebrations (24 October-1 November) and entered the Marine Railway Drydock at New London the 5th of November 1945 for inactivation overhaul. She was placed in commission, in reserve, at New London, on 9 March 1946, and remained in port until placed out of commission on 12 February 1947 and assigned to the New London Group, U. S. Atlantic Reserve Fleet.

BARB was recommissioned at New London on 3 December 1951, Lieutenant Commander Charles B. Bishop, USN, in command. She was assigned to Submarine Division 42, Squadron FOUR, U. S. Atlantic Fleet, and spent the next three months in a schedule of training in the Narragansett Bay outer operating area. She passed under the Groton-New London bridge the morning of 20 February 1952 for refresher training off Guantanamo Bay, and after final alterations in the Portsmouth Naval Shipyard, reported for duty at the U. S. Naval Station, Key West, on 12 April 1952. With other units of her Squadron, BARB spent the next two years as a part of the refit and training group which conducted operations in local waters of Key West. This duty was intervened by periodic refresher training out of Guantanamo Bay, and overhaul in the Boston Naval Shipyard (16 December 1952-23 March 1953). She terminated her

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duty at Key West on 16 January 1954 and arrived at New London four days later. She shifted to the Portsmouth Naval Shipyard on 26 January 1954 and was decommissioned in that yard on 5 February 1954 for a "Guppy Class" modernization conversion which included installation of a snorkel in preparation for loan to Italy. She was again commissioned in the yard on 3 August 1954, Commander George E. Everly, USN, in command.

BARB became a unit of Submarine Division 82, Squadron EIGHT, and first put to sea from the Portsmouth Naval Shipyard on 16 November 1954 for sea trials. She arrived in the submarine basin of New London the 20th and continued snorkel tests and other training in waters of local areas until 13 December 1954. On that day, at 1530, BARB was decommissioned, the colors of the United States of America were hauled down; and, the Italian colors raised, as BARB was re-commissioned ENRICO TAZZOLI in the Italian Navy and turned over to the Government of Italy under terms of the Military Assistance Program. Her American name, BARB, was cancelled on 28 April 1959 and she was designated SS-220 on the Navy List. She has remained on loan to the Government of Italy as of 1 April 1960.

BARB earned the Presidential Unit Citation, Navy Unit Commendation, eight battle stars, and other awards for the operations listed below:

1 Star/NORTH AFRICAN OCCUPATION:

Algeria-Morocco Landings: 8-11 Nov 1942

1 Star/SIXTH WAR PATROL-PACIFIC: 30 Sep-28 Dec 1943

1 Star/SEVENTH WAR PATROL-PACIFIC: 2 Mar-25 Apr 1944

1 Star/EIGHTH WAR PATROL-PACIFIC: 21 May-9 Jul 1944

1 Star/WESTERN CAROLINE ISLANDS OPERATION:

Assaults on the Philippine Islands: 9-24 Sep 1944

1 Star/TENTH WAR PATROL-PACIFIC: 27 Oct-25 Nov 1944

1 Star/LUZON OPERATION: 3-22 Jan 1945

1 Star/THIRD FLEET OPERATIONS AGAINST JAPAN: 13-15 Jul 1945

PRESIDENTIAL UNIT CITATION - 8th, 9th, 10th, and 11th War Patrols:
1944-1945

NAVY UNIT COMMENDATION: Twelfth War Patrol - 1945

PHILIPPINE REPUBLIC PRESIDENTIAL UNIT CITATION BADGE: 3-22 Jan 1945

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LIST OF COMMANDING OFFICERS

Commander John R. Waterman, USN:	19 Jun 1942 - 28 Apr 1944
Commander Eugene B. Fluckey, USN:	28 Apr 1944 - 17 Aug 1945
Commander Cornelius P. Callahan, Jr., USN:	17 Aug 1945 - 9 Mar 1946
Lieutenant Commander Max C. Duncan, USN:	9 Mar 1946 - 19 Mar 1946
Lieutenant Commander Sigmund A. Bobczynski, USN:	19 Mar 1946 - 8 Apr 1946
Commander John P. Currie, USN:	8 Apr 1946 - 21 Jun 1946
Lieutenant Commander Sigmund A. Bobczynski, USN:	21 Jun 1946 - 12 Apr 1947
Lieutenant Commander Charles B. Bishop:	3 Dec 1951 - 22 Apr 1952
Lieutenant Commander Allen B. Catlin, USN:	22 Apr 1952 - 6 May 1952
Commander Frank N. Shamer, USN:	6 May 1952 - 20 May 1952
Lieutenant Commander Harry J. Brown, Jr., USN:	20 May 1952 - 2 May 1953
Lieutenant Commander Curtis W. Bunting, USN:	2 May 1953 - 11 Jan 1954
Lieutenant Lamar L. Woodward, USN:	11 Jan 1954 - 5 Feb 1954
Lieutenant George E. Everly, USN:	3 Aug 1954 - 13 Dec 1954

ORIGINAL STATISTICS

LENGTH OVERALL:	311 feet, 9 inches
EXTREME BEAM:	27 feet, 3 inches
STANDARD DISPLACEMENT:	
Tons:	1526
Mean Draft:	15 feet, 3 inches
SUBMERGED DISPLACEMENT:	
Tons:	2424
DESIGNED SPEED:	
Surfaced:	20.25 knots
Submerged:	8.75 knots
DESIGNED COMPLEMENT:	
Officer:	6
Enlisted:	54
DESIGNED DEPTH:	300 feet
ARMAMENT:	
Torpedo Tubes:	(10) 21-inch
Secondary:	(1) 3-inch .50 caliber
	(2) .50 caliber
	(2) .30 caliber
TORPEDOES:	24

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The second BARB (SS(N) 596) is under construction by the Ingalls Shipbuilding Corporation of Pascagoula, Mississippi. The nuclear-powered submarine is scheduled to be launched in January 1962.