

UNITED STATES SHIP BARBEL

Change of Command



6 AUGUST 1976

THE CEREMONY

The Change of Command Ceremony is a time-honored tradition which formally restates to the officers and men of the command the continuity of the authority of Command. The Change of Command of a naval ship, conducted before the assembled company of the Command, is a unique transfer of total responsibility, authority and accountability from one individual to another.

SHIP'S INSIGNIA

In the center of the insignia is the traditional fish representative of the submarine force. The BARBEL is a freshwater, soft finned fish (*Barbus Fluviatilis*) with four soft projections on its lips (represented as teeth) primarily found in European waters.

The oversized barbell in the fish's mouth represents the ship's ability to successfully carry out any task regardless of its size.

The submarine dolphin insignia represents the symbol of qualified submariners everywhere, of which BARBEL is a proud and worthy member.

The motto of the BARBEL is "HANNO HO" which is Hawaiian for "ONE MORE TIME" and indicates the ship's aggressive enthusiasm to carry out its mission.

Program

***OFFICIAL PARTY ARRIVES**

***THE NATIONAL ANTHEM**

***INVOCATION**

REMARKS

Commander Submarine Squadron THREE
Captain C.R. Bell
United States Navy

REMARKS AND READING OF ORDERS

Lieutenant Commander John T. Regan
United States Navy
Commanding Officer, USS BARBEL (SS580)

REMARKS AND READING OF ORDERS

Lieutenant Commander Arthur Van Saun
United States Navy
Prospective Commanding Officer, USS BARBEL (SS580)

REPORT OF RELIEF OF COMMAND OF USS BARBEL (SS580)

***BENEDICTION**

CONCLUSION OF CEREMONY

***OFFICIAL PARTY DEPARTS**

GUESTS DEPART

MUSIC

**Guests Standing*



LCDR JOHN T. REGAN, U.S. NAVY
Commanding Officer

Born on 24 June 1939 in New York, New York, Lieutenant Commander Regan attended parochial schools in New York, followed by entrance into the United States Naval Academy. He graduated from the United States Naval Academy and was commissioned an Ensign, U.S. Navy in June, 1962.

After commissioning, he attended submarine school, graduating in December 1962. He served in USS GRAYBACK SSG-574) from January 1963 to April 1964, and in the submarine USS REMORA SS-487) from April 1964 to June 1966. He then was assigned to Submarine School as a tactics instructor from July 1966 to June 1968. In July 1968 he reported to USS BARBEL (SS-580) where he served as Operations Officer and Navigator until July 1970. From July 1970 to June 1972 he was assigned as an instructor in the College of Naval Command and Staff at the Naval War College, Newport, Rhode Island. While there he earned his Master's Degree in International Affairs from George Washington University. Prior to being ordered to Command of USS BARBEL (SS-580), he was Executive Officer of USS BARBEL (SS-580) from September 1972 until April 1974.

Lieutenant Commander Regan is married to the former Jeannine C. Barton of Grapevine, Texas. They have one daughter, Angela, age 12.



LCDR ARTHUR VAN SAUN, U.S. NAVY

Lieutenant Commander Van Saun commenced active duty in December 1956 as a seaman in USS CUSK (SS-348). He graduated from the United States Naval Academy as an Ensign, U.S. Navy in June 1962.

After commissioning he served three years in USS O'BRIEN (DD-725). He graduated from submarine school in December 1965 and served as Engineer Officer in USS WAHOO (SS-565) until June 1968. He then attended the Naval Postgraduate School earning a Masters in Management with the class of 1969. Following Postgraduate School he served as Engineer Officer in USS GREENFISH (SS-351) for a year, reporting to BARBEL (SS-580) as Operations Officer and Navigator in July 1970. In April 1972 he was assigned as Executive Officer USS GRAYBACK (LPSS-574) and in this capacity participated in GRAYBACK's Viet Nam war operations. He departed GRAYBACK in August 1973 and served as Chief Instructor Navy and Staff Officer Submarines at the Royal Australian Joint Anti-Submarine School, New South Wales, Australia through January 1976.

Lieutenant Commander Van Saun is married to the former Janet P. Stancer of Long Beach, California. They have one son, Roderick Arthur, age 11 and two daughters, Elizabeth June, age 9 and Samantha Carol, who is a new addition to the family, age 2 months.

USS BARBEL (SS580)

HISTORY OF THE USS BARBEL (SS580)

BARBEL's keel was laid in ceremonies at Portsmouth, New Hampshire, on 18 May 1956. The ship was launched under the sponsorship of Mrs. Bernard L. Austin on 19 July 1958 and was commissioned on 17 January 1959.

As the first ship of her class and design, BARBEL was occupied with builder's trials, special tests, and a post shakedown overhaul until the summer of 1960. She was then made an operational unit of Submarine Division 62 in Norfolk, Virginia.

In January 1962 BARBEL transited the Panama Canal to San Diego, California where she operated with Submarine Division 33 for six months.

BARBEL moved again in July 1962 when she reported to Pearl Harbor as flagship to the newly formed Submarine Division 133, operating in the mid-Pacific and deploying for operations in the Western Pacific with the SEVENTH Fleet.

In April 1964 BARBEL departed for Puget Sound Naval Shipyard for overhaul. Upon completion of the overhaul and extensive testing, she returned to Pearl Harbor as the first "SUBSAFE" submarine.

In October 1965 BARBEL again deployed to the Western Pacific as a unit of the SEVENTH Fleet. During this period she visited Brisbane, Australia, and carried out joint exercises with the Australian and British navies. She returned to Pearl Harbor in April 1966.

Subsequent to an extensive restricted availability in Pearl Harbor Naval Shipyard, December 1966 again saw BARBEL enroute to the Western Pacific. After seven months as a unit of the SEVENTH Fleet BARBEL returned to Pearl Harbor for local operations until the commencement of shipyard overhaul in February 1968.

BARBEL completed her shipyard overhaul in January 1969. Upon completion of shakedown operations and predeployment training operations she deployed to the Western Pacific as a unit of the SEVENTH Fleet. This deployment lasted six and one-half months and was completed in December 1969. During this period BARBEL visited various ports in Japan and Hong Kong, B.C.C.

In September 1970 BARBEL again deployed to the Western Pacific. During this period BARBEL visited various ports in Japan, Taiwan, the Philippine Islands and Hong Kong. She returned in March 1971 and in May commenced a regular overhaul in Pearl Harbor Naval Shipyard, completing in March 1972.

July of 1972 found BARBEL again deployed to the Western Pacific for duty with the SEVENTH Fleet. This time BARBEL visited various ports in Japan and Hong Kong, B.C.C.

During the year of 1973 BARBEL conducted various local operations in mid-Pacific and prepared to enter Pearl Harbor Naval Shipyard for an upkeep prior to another deployment. In January 1974 BARBEL once again deployed to the Western Pacific for operations with the SEVENTH Fleet. During this deployment BARBEL visited ports in Japan, Taiwan, the Philippines, Hong Kong and Korea.

BARBEL returned to Pearl Harbor in July 1974 and commenced local operations in the mid-Pacific prior to entering Pearl Harbor Naval Shipyard for a battery replacement in January 1975.

After completion of the battery replacement in March 1975, BARBEL conducted local operations in the Hawaiian area until June 1975, when she transited to Mare Island Naval Shipyard, Vallejo, California, for a regular shipyard overhaul.

SHIP'S COMPANY

WARDROOM
LCDR U.D. HEKEL
Executive Officer

LT W.E. CHESNUT
Navigational Operations Officer

LT J.E. ANDERSON
Weapons Officer

LT C.W. HITT
Assistant Engineer Officer

LT T.E. COLUMBIA
Supply Officer

LT J.G. MORGAN, JR.
Engineer Officer

LTJG J.B. FRANK, JR.
Assistant Operations Officer

ENS J.E. HELM
Food Services Officer

ENS P.A. ARMSTRONG
Assistant Training Officer

CHIEF PETTY OFFICERS
QMCISS J.N. SUNSERI
Chief of the Boat

ENC(S) J.G. DAVID
ETC(S) E.W. DAVIES
RMC(S) T.B. KING
STSC(S) D. DADE
EMC(S) E.D. TRINIDAD

ENC(S) R.A. PIERCE
ENCS(S) P.F. HARRINGTON
EMC(S) J.A. SEARCY
IC(S) E.G. SPENCER

CREW

EM(S) T.L. ACKERMAN
SA(SU) D.C. ALEXANDER
QMSN(SU) D.C. ANDERSON
EM(SU) D.E. BAHR
MS(SU) C.G. BERNARDI
SA(SU) R.C. BEST
MM(S) R.D. BINEGAR
STS(S) D.E. BREWER
SA(SU) R.E. BUFFINGTON
TM(SU) E.L. BURCHFIELD
SA(SU) R.D. COLLETT
SA(SU) O.E. CONLEY
FTG(S) T.L. CUMMINGS
ETN(S) J.K. CURTIS
EM(S) D.K. DALE
EM(S) R.C. DASALLA
SA(SU) R.C. DENGUYER
EN(SU) D.A. ELLIOTT
EM(SU) D.W. FISHER
FA(SU) R.J. GARDNER
SKN(S) D.F. GONZALEZ
MS(S) R.B. GREVE
ETR(SU) R.T. JINEBACK
HM(SU) M.E. McCORMACK
STS(SU) M.A. McLAUGHLIN
ICFN(SU) G.A. MEISTER
IC(S) K.P. MOERMAN
EN(S) R.E. MYERS
TM(SU) M.P. NETZEL
TM(SU) W.E. NIGH
SN(SU) J.E. OLSEN
MM(S) D.E. PALMER
FA(SU) M.T. PETERUS

SA(SU) C.L. GUMMERSON
MM(S) R.W. HAYDEN
RMSN(SU) J.C. HUTCHINS
ENFA(SU) M.M. JOHNSON
STS(SU) H.W. JONES
EN(S) T.D. JONES
FTG(SU) K.D. JONES
IC(S) J.E. KARHU
EM(SU) J.L. KEMMIS
FA(SU) J.E. LANG
EM(SU) W.B. LAWTON
TM(S) R.C. PHARR
QM(S) D. POCAPALIA
TM(S) W.F. POSPISIL
RM(S) T.A. SATTERLEE
MSSN(S) D.W. SCHMIDT
SKN(S) J.W. SCHOOF
YNSN(SU) T.L. SCREWS
STS(S) T.C. SEAS
MMFN(S) B.D. SKRAMSTAD
YNSN(SU) R.B. SLATER
QMSN(SU) L.D. SMITH
FA(SU) T.H. SMITH
EM(SU) J.A. SPEICHER
SK(S) T.L. STAGGS
EN(S) C.G. SWENSON
EM(S) J.M. TRAHAN
RM(S) T.L. TRONSON
SK(SU) K.A. VANDERHEIDEN
MSSN(SU) D. VANDOORNIK
MS(S) K.L. VENETT
YN(S) C.R. WHITLOCK
STS(SU) M.A. WILLARD
EN(S) D.L. WYATT



**USS BARBEL (SS 580)
PREVIOUS COMMANDING OFFICERS**

Lieutenant Commander Ord Kimzey, Jr.	Jan 59 - Jul 60
Commander Joseph J. Meyer, Jr.	Jul 60 - Jul 62
Commander Harry D. Train II.	Jul 62 - Jul 64
Commander William A. Coale	Jul 64 - Aug 66
Lieutenant Commander Donald S. Cambell, Jr. .	Aug 66 - Apr 68
Commander John W. Renard	Apr 68 - Mar 70
Commander James G. Thomas	Mar 70 - Jun 72
Commander Howard S. Eldredge	Jun 72 - Jun 74
Lieutenant Commander John T. Regan	Jun 74 - Aug 76

*"MAY ALL YOUR WINDS BE FAIR WINDS
AND
MAY ALL YOUR SEAS BE FOLLOWING SEAS"*

United States Ship Barbel



Presented to

on the occasion of visiting

U.S.S. BARBEL (SS 580)



DATE

B. W. PATTON, CDR, USN
COMMANDING OFFICER



COMMANDER BERNARD W. PATTON, USN

Commander Patton commenced active duty in the Navy Nuclear Field, earning his Silver Dolphins in USS Nautilus (SSN571) in October 1959. Following acceptance in the Navy Enlisted Scientific Education Program in 1963, he was assigned to North Carolina State University where he received Bachelor and Professional Degrees in Electrical Engineering.

Following commissioning at Officer Candidate School in October 1967 and brief tours on USS Bang (SS385) and USS Angler (AGSS240) Commander Patton attended Submarine School and Fleet Ballistic Missile Weapons School and was assigned to USS Simon Bolivar (SSBN641) in November 1968. He served as First Lieutenant, Assistant Weapons Officer and then Weapons Officer completing four Polaris patrols, overhaul and Poseidon conversion, shakedown operations and Bolivar's first Poseidon patrol. He then reported to Strategic Systems Project Office as Weapons Assistant in the Operations and Evaluation Branch. In January 1975, Commander Patton was ordered to the Joint Chiefs of Staff National Emergency Airborne Command Post where he served as Strategic War Plans Advisor until July 1976. From August 1976 until January 1978 he served as Navigator and Operations Officer in USS Darter (SS576) followed by a tour as Executive Officer in USS Blueback (SS581) until late 1979.

Commander Patton is married to the former Betsy Ann Oar of Houston, Texas and has three daughters, Laurel Ann, Michelle Marie and Stephanie Yvonne.



USS BARBEL (SS 580)

BARBEL, a high speed, highly maneuverable attack submarine, is the first of her class and one of the first submarines built to incorporate the advanced design features of USS ALBACORE (AGSS-569). In many ways, the BARBEL is the first and last at the same time. She is the first attack submarine with the ALBACORE hull, yet she is a member of the last class of Diesel-Electric Submarines built by the United States Navy. Except for the small superstructure and a fairwater to house the masts and antennas, the hull of the BARBEL is circular.

The high maneuverability of the BARBEL is realized by the use of the teardrop hull form. This hull form and its ship control systems are pioneers of the type now used on Nuclear powered submarines and are particularly suited for high speed operation.

As a diesel powered submarine the BARBEL is able to provide the speed and versatility of a nuclear powered submarine together with the silence of battery propulsion submerged. This makes BARBEL effective and efficient man-of-war.

HISTORY OF THE FIRST BARBEL (SS 316)



The first BARBEL was launched on the 14th of November 1943 at Electric Boat Company, Groton, Conn. After commissioning on 3 April 1944 she departed under the command of Commander R. A. Keating, USN for the Pacific Theater, arriving in Pearl Harbor on 21 June 1944.

BARBEL was credited with sinking 10 ships totaling 55,200 tons and damaged two ships totaling 14,000 tons during her first three war patrols. Her first patrol was made in the Nensei Shoto chain. She sank three medium freighters, a large freighter of 19,600 tons, and a large tanker. In the same area on her second patrol, BARBEL sank a freighter and two escort vessels. She also damaged another freighter and a tanker. Her third war patrol began 30 October 1944 in the South China Sea where two medium freighters were sunk by her torpedoes.

Following this patrol, Commander Keating was relieved as Commanding Officer by Lieutenant Commander C. L. Raguette, USN, in Fremantle, Australia. BARBEL sailed from there on her fourth war patrol on 5 January 1945, to take station in the South China Sea.

On the 3rd of February, while patrolling south of Palawan Passage as part of a wolfpack, she reported heavy air activity and several air attacks, and that she would report further the following night. This was the last word heard from the BARBEL. Japanese records indicate that on 4 February 1945, a plane attacked a submarine in position 7°-49.5'N 116°-47.5'E off southwest Palawan scoring one hit near the bridge with one of two bombs dropped. It appears almost certain that this attack sank BARBEL.

HISTORY OF THE USS BARBEL (SS580)

BARBEL's keel was laid in ceremonies at Portsmouth, New Hampshire, on 18 May 1956. The ship was launched under the sponsorship of Mrs. Bernard L. Austin on 19 July 1958 and was commissioned on 17 January 1959.

As the first ship of her class and design, BARBEL was occupied with builders trials, special tests, and a post-shakedown overhaul until the summer of 1960. She was then made an operational unit of Submarine Division 62 in Norfolk, Virginia.

In January 1962 BARBEL transited the Panama Canal to San Diego, California, where she operated with Submarine Division 33 for six months.

BARBEL moved in July 1962 to Pearl Harbor as flagship to the newly formed Submarine Division 133, operating in the Mid-Pacific and deploying for operations in the Western Pacific with the Seventh Fleet.

In April 1964 BARBEL departed for Puget Sound Naval Shipyard for overhaul. Upon completion of the overhaul and extensive testing, she returned to Pearl Harbor as the first "SUBSAFE" submarine.

In October 1965 BARBEL deployed to the Western Pacific as a unit of the Seventh Fleet. During this period she visited Brisbane, Australia, and carried out joint exercises with the Australian and British Navies. She returned to Pearl Harbor in April 1966.

Subsequent to an extensive restricted availability in Pearl Harbor Naval Shipyard, December 1966 saw BARBEL again en route to the Western Pacific. After seven months as a unit of the Seventh Fleet, BARBEL returned to Pearl Harbor for local operations until the commencement of shipyard overhaul in February 1968.

BARBEL completed her shipyard overhaul in January 1969 and deployed once more to the Western Pacific, returning in December 1969.

In September 1970, BARBEL again deployed to the Western Pacific. As in previous deployments BARBEL visited various ports in Japan, Taiwan, the Philippine Islands and Hong Kong. She returned in March 1971 and in May commenced a regular shipyard overhaul in Pearl Harbor Naval Shipyard, completing in March 1972.

July of 1972 found BARBEL deployed to the Western Pacific, a sixth time for duty with the Seventh Fleet.

In 1973 BARBEL conducted various local operations in the Mid-Pacific, deploying the seventh time to the Western Pacific in January 1974. During this deployment, BARBEL added a port visit to Korea to her usual itinerary.

After six months as a unit of the Seventh Fleet, BARBEL returned to Pearl Harbor and participated in operations in the Hawaiian area. BARBEL then conducted an overhaul at Mare Island Naval Shipyard, completing in November 1976. BARBEL then visited Victoria and Vancouver, Canada, and Seattle, Washington.

BARBEL transited to Pearl Harbor in December 1976. Early 1977 found BARBEL conducting local operations in the Hawaiian area, deploying in August 1977 to the Western Pacific for the eighth time. During her six-month deployment, Barbel conducted various operations with units of the Seventh Fleet and visited ports in Japan, the Philippine Islands, Hong Kong and Taiwan.

BARBEL returned to Pearl Harbor in February 1978 and conducted local operations in the Hawaiian area and operations in the Eastern Pacific until July 1979.

In July 1979, BARBEL deployed to the Western Pacific for the ninth time. During this deployment, BARBEL again conducted various operations with units of the Seventh Fleet and visited ports in Japan, the Philippines, Hong Kong, Okinawa and South Korea.

BARBEL returned to Pearl Harbor in December 1979 for continued local operations in the Mid-Pacific area and a Selected Restricted Availability at Pearl Harbor Naval Shipyard.



When operating on the surface, BARBEL'S ballast tanks are empty. In this condition she has positive buoyancy and floats in the same manner as do surface ships.



In order to dive, valves at the top of the ballast tanks are opened to vent off the air entrapped in those tanks and water floods in through ports at the bottom of the tanks. As the tanks fill, the ship loses positive buoyancy and sinks beneath the surface. Special trimming tanks are used to adjust the ship's weight until it has neutral buoyancy and is balanced fore and aft. Up and down movement is controlled by tilting the diving planes at the bow and stern.



When it is desired to surface, the vent valves at the tank tops are shut and compressed air from storage bottles is released into the tanks. The expanding air expels the water out the flood ports, until the tanks are empty once more and the submarine floats to the surface.



CDR ARTHUR VAN SAUN, U.S. NAVY

Commanding Officer

Commander Van Saun commenced active duty in December 1956 as a seaman in USS CUSK (SS-348). He graduated from the United States Naval Academy as an Ensign, U.S. Navy in June 1962.


After commissioning he served three years in USS O'BRIEN (DD-725). He graduated from submarine school in December 1965 and served as Engineer Officer in USS WAHOO (SS-565) until June 1968. He then attended the Naval Postgraduate School earning a Masters in Management with the class of 1969. Following Postgraduate School he served as Engineer Officer in USS GREENFISH (SS-351) for a year, reporting to BARBEL (SS-580) as Operations Officer and Navigator in July 1970. In April 1972 he was assigned as Executive Officer USS GRAYBACK (LPSS-574) and in this capacity participated in GRAYBACK's Viet Nam war operations. He departed GRAYBACK in August 1973 and served as Chief Instructor Navy and Staff Officer Submarines at the Royal Australian Joint Anti-Submarine School, New South Wales, Australia through January 1976.

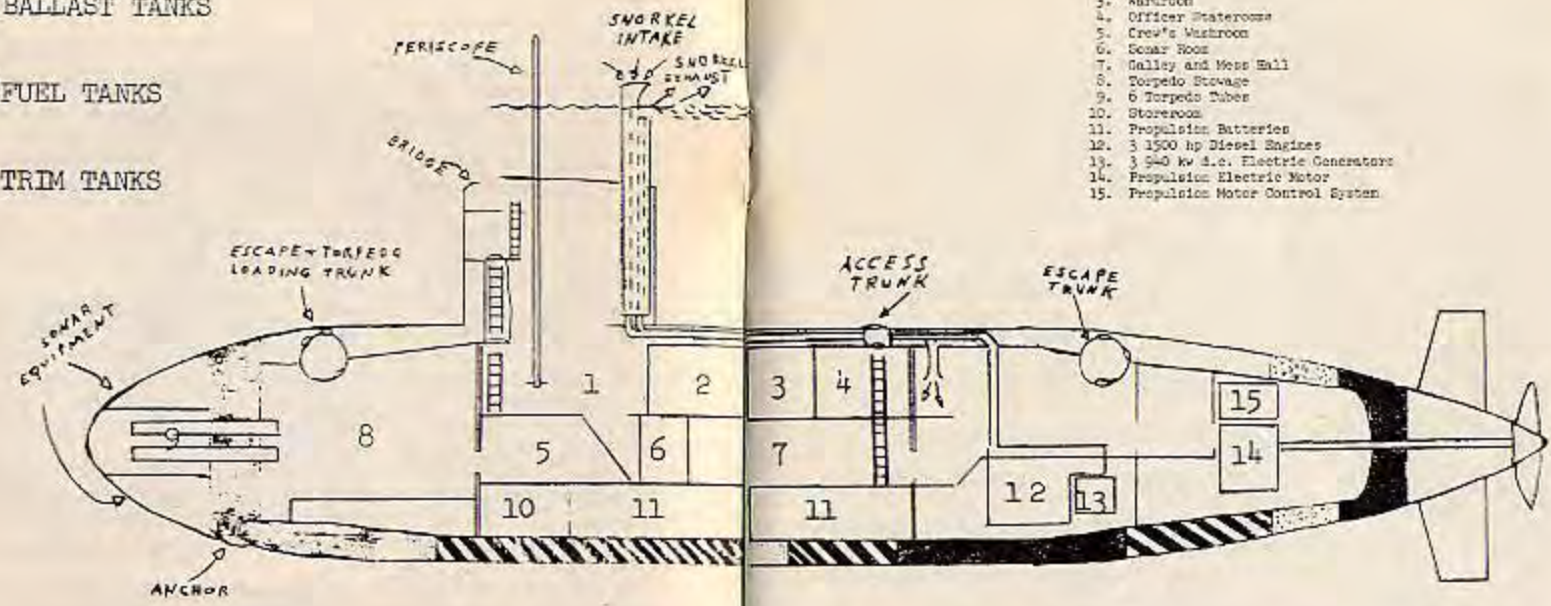
PREVIOUS COMMANDING OFFICERS

Lieutenant Commander Ord Kimzey, Jr. Jan 59 - Jul 60
Commander Joseph J. Meyer, Jr. Jul 60 - Jul 62
Commander Harry D. Train II Jul 62 - Jul 64
Commander William A. Coale Jul 64 - Aug 66
Lieutenant Commander Donald S. Cambell, Jr. Aug 66 - Apr 68
Commander John W. Renard Apr 68 - Mar 70
Commander James G. Thomas Mar 70 - Jun 72
Commander Howard S. Eldredge Jan 72 - Jun 74
Lieutenant Commander John T. Regan Jun 74 - Aug 76
Commander Arthur Van Saun Aug 76 - Jul 78
Commander Gerald K. Hamilton Jul 78 - Jun 80
Commander Bernard W. Patton Jun 80 -

 BALLAST TANKS

 FUEL TANKS

 TRIM TANKS



1. Control Room and Attack Center
2. Radio Room
3. Wardroom
4. Officer's Messrooms
5. Crew's Messroom
6. Sonar Room
7. Galley and Mess Hall
8. Torpedo Storage
9. 6 Torpedo Tubes
10. Storeroom
11. Propulsion Batteries
12. 3 1500 hp Diesel Engines
13. 3 940 kw d.c. Electric Generators
14. Propulsion Electric Motor
15. Propulsion Motor Control System

Internal arrangements. In the torpedo room are the facilities for the stowage and handling of a wide variety of potent undersea weapons. Hydraulic and pneumatic equipment is employed extensively to increase the speed and ease with which torpedoes can be loaded, fired, and reloaded. The actual firing of torpedoes is usually done remotely from the fire control station.

Housed within the two living levels of the amidships compartment are messing and berthing facilities for the officers and men, the ship control station, fire control station, radar, sonar, and radio rooms. Located below the second level are the two, huge electric storage batteries.

The machinery compartment contains all the propulsion equipment and auxiliary machinery. Packed into this space are the components that provide A. C. and D. C. power, compressed air and hydraulic service, air conditioning and refrigeration, fresh water and all the facilities that are needed to keep *BARBEL* operating completely independent of the outside world for long periods of time.

Propulsion plant. The source of all power aboard *BARBEL* is her three powerful diesel engines and attached electric generators. When operating on the surface, the generators supply power to the propulsion motor or to

charge the storage batteries. When submerged, the batteries discharge to the motor to maintain propulsion. When *BARBEL*'s is completely submerged the engines must remain idle because there is no means of providing a constant resupply of air.

Snorkel operation. At certain times for *BARBEL*, it is desirable to remain submerged to prevent detection. But to remain submerged, the batteries must be re-charged periodically. Snorkeling permits the accomplishment of both requirements. With the ship near the surface, the snorkel is raised and air enters the ship through the induction piping. The engines consume air and fuel and discharge the exhaust gasses through the snorkel exhaust pipe in the after end of the sail. In this manner, batteries can be charged while presenting only a small, difficult-to-detect target.

Berthing and messing facilities. Bunks for each crewmember are arranged in groups of semi-private cubicles. Each bunk has an individual, fluorescent reading lamp and individually controlled air conditioning air outlets. Meals are prepared in the spotless, modern galley and served in the wardroom and in the crew's dinette. Submariners are famous for the outstanding quality of their meals.

