



USS BERGALL



SS 320



THE MIGHTY "BEE"

BRIEF HISTORY OF USS BERGALL (SS-320)

USS BERGALL (SS-320) was launched at Electric Boat on 16 February 1944.

BERGALL arrived at Pearl Harbor for assignment on 13 August, 1944, under command of LCDR John M. Hyde, and was assigned to the Seventh Fleet for her first patrol in the South China Sea. BERGALL made several successful strikes on her first patrol, sinking a 4,000 ton cargo ship and, the largest merchant vessel she was to sink during the war, the 10,528 ton tanker NIPPON MARU.

On BERGALL's second patrol, which began 2 December 1944, she was damaged by enemy shellfire after a successful attack on an enemy cruiser. Despite a hole in the pressure hull that made it impossible to dive, Commander Hyde made a daring surface run from French Indo-China, through Karimata and Lombok Straits to Australia.

After repairs BERGALL was on station for her third patrol off Lombok Strait 26 January 1945. The following day BERGALL sank a coastal minesweeper. In February she scored a single hit on a battleship deployed in a small enemy task force.

She formed a wolfpack with two other submarines and left Subic Bay 4 March, 1945, to scour the Indo-China coast. Target shortage was acute since submarine attrition had reduced enemy shipping to a dribble, and BERGALL returned to Australia from her fourth patrol without a strike.

Her fifth and last patrol began 12 May, 1945, with Commander Hyde acting as coordinator for another wolfpack. Several small craft were sunk with gunfire and 13 May BERGALL sank two small tugs and five barges. A mine explosion ended BERGALL's war service and Commander Hyde put into Subic Bay 17 June 1945 for damage assessment. After temporary repairs, BERGALL sailed for Portsmouth, New Hampshire for overhaul.

Although BERGALL had entered the war late, she compiled an impressive record and earned four battle stars. She is credited with sinking or damaging 100,000 tons of enemy shipping.

Following the war, BERGALL was assigned to operations in both the Atlantic and Pacific fleets. After 1950, most of her operations were conducted as a training unit at the Submarine Base in Groton, Conn.

BERGALL was decommissioned in Turkey on 17 October 1958 and assigned to that nation on a loan basis. She now serves the Turkish Navy under the name TURGUT REIS.

BERGALL is the second submarine to bear the name. The first was built by Electric Boat in 1944, and during World War II sank or damaged over 100,000 tons of enemy shipping.

BERGALL is the 43rd SSN and the 84th nuclear submarine launched for the U.S. Navy.

BERGALL is named for a small fish native to the New England coast with very strong teeth and spines that make it a formidable creature to attack. Its small size and ability to vary its color to its surroundings make this fish virtually undetectable.

The BERGALL's nuclear reactor, modern atmosphere control equipment, distilling plant and sophisticated communications and navigation suite allow her to operate submerged at depths in excess of 400 feet and speeds over 20 knots indefinitely - the only restriction being the endurance of the crew. To date, she has logged over 250,000 nautical miles submerged.

BERGALL was the first submarine to carry the MK 48 torpedo in a warshot configuration. This advanced torpedo combined with the BQQ-5 sonar system and MK 117 underwater fire control system provides her with a most effective anti-submarine warfare platform.

Because of her history of superior performance, she has been selected on numerous occasions to test and evaluate new concepts in sonar technology, electronic countermeasures and weapons as well as being the first submarine on the East Coast to support Deep Submergence and Rescue Vehicles (DSRV's).

For her accomplishments, she has been awarded the Navy Unit Commendation, three Meritorious Unit commendations, and Commander, Submarine Force, U.S. Atlantic Fleet Awards for excellence in Battle Efficiency ("E"), Anti-submarine Warfare ("A"), Weapons Proficiency ("E"), Damage Control ("DC") and Communications ("C"). BERGALL was twice awarded the Commander, Sixth Fleet "Hook 'Em" award during deployment to the Mediterranean in 1977 and 1982.

BERGALL also has the distinction of appearing in two movies - "The Submarine" and "Topside Safety".

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

HISTORY OF SHIPS NAMED BERGALL

USS BERGALL (SS(N)-667), a nuclear-powered submarine, is the second ship of the fleet to bear the name of a marine fish belonging to the fish family Labridae and scientifically known as Tautoglabrus adspersus. She is named in commemoration of veteran fleet submarine BERGALL (SS-320).

The Bergall has very strong teeth. Its dorsal and anal fins have very strong spines, making it a formidable creature to attack. It is a bottom feeder and browses among weeds, stones and piles, picking up or biting off barnacles and small mussels. This marine fish has an average length of six to ten inches and its coloration varies to duplicate the bottom on which it occurs. The upper parts may be dark reddish brown with a distinct bluish hue. It is variously mottled with blue, brown and red. Those found over mud bottoms are usually uniform brown or sepia, while those caught in deep water are as red as the Rosefish and may be speckled all over with blackish dots over sandy bottoms. The Bergall occurs along the Atlantic coast of North America on the off-shore banks from Labrador and the Gulf of St. Lawrence, southward to New Jersey and the entrance to the Chesapeake Bay. This fish is very common in the Gulf of Maine.

The first BERGALL (SS-320), a fleet submarine, was built by the Electric Boat Company, Groton, Connecticut. Her keel was laid 13 May 1943. She launched 16 February 1944, under the sponsorship of Mrs. James A. Elkins, wife of Judge Elkins of Houston, Texas. The fleet submarine commissioned at the Submarine Base, New London, Connecticut, 12 June 1944, Commander John Milton Hyde, USN, commanding.

BERGALL (SS-320) had a length overall of 311 feet, 9 inches; extreme beam, 27 feet, 3 inches; standard displacement of 1,526 tons; mean draft, 15 feet, 3 inches; submerged displacement of 2,424 tons; designed surface speed, 20.25 knots; submerged speed, 8.75 knots; and a designed complement of 6 officers and 60 men. She was originally armed with ten 21-inch torpedo tubes; one 5-inch .25 caliber gun; one 40-mm gun; one 20-mm gun; and two .50 caliber machine guns.

BERGALL trained out of the Submarine Base at New London, Connecticut, until 15 July 1944, then sailed for Hawaii. As she proceeded towards the Panama Canal she participated in indoctrinational life guard duty with an army training aircraft. When about 100 miles north of Mona Passage, the training plane crashed into the sea about a thousand yards abeam. The two pilots were rescued from the water, unhurt, and were landed at Panama. The submarine entered Pearl Harbor 13 August 1944 for final combat preparations and sailed 8 September 1944 to conduct her first war patrol off the coast of French Indo-China.

BERGALL topped off with fuel at Saipan (19-20 September 1944), then searched enemy shipping lanes running towards Formosa. From that point she proceeded off Cape Varella and began scouting the coast of Annam (now Vietnam). Aerial bombs drove her down 25 September 1944 but she escaped harm. On 9 October 1944 she demolished a small coastal freighter of about 700 tons with one torpedo hit. She again scored a sinking 13 October 1944 when she outfoxed two submarine chasers and gained torpedo hits that sent a 4,182-ton cargo ship plunging to the bottom of Camrahn Bay. She received a severe depth charging in retaliation but escaped damage to patrol the area south of Saigon and shipping lanes running towards Singapore.

BERGALL took a new station in the western approaches to Balabac Strait the morning of 26 October 1944. After midnight she launched six torpedoes in a night radar attack on the 10,528-ton Japanese tanker NIPPO MARU. That target was shaken by four heavy explosions, became a flaming wick, and sank in Latitude 7°-09' North; Longitude 116°-06' East. Fourteen depth charges echoed far distant from the evading submarine as she escaped the wrath of the escorting Japanese destroyer. She departed her patrol area 29 October and shook off a fast submarine chaser which landed shells in her wake the night of 2 November as she transited dangerous Lombok Strait. The submarine returned safely to Fremantle, Australia, 8 November 1944.

BERGALL put to sea on her second war patrol 2 December 1944, again headed for the coast of Indo-China. Late in the afternoon of 13 December her high periscope picked up a target steaming towards Royalist Bank off the southern coast of Indo-China. These coastal waters were extremely shallow, ranging from 11 to 14 fathoms, with several 6-fathom spots. Moreover, the smooth limpid sea and clear evening would give the submarine little protection, adding to the difficulty in these shallow depths of a successful submerged attack and the even more hazardous submerged retirement.

When the target put on speed and gained ahead of the submarine, BERGALL surfaced and bent on four-engine speed to make an "end-around" on the surface by nightfall. But the target passed into the shallow coastal waters before attack range was closed. Soon the American submariners could clearly make out the large stack of a heavy cruiser. The water was so shallow that the BERGALL was unable to reach a position ahead for a submerged approach. Though the sea was glossy-clear, it was a moonless night - one factor in the submarine's favor. Soon it developed that the target had company, either a destroyer or another cruiser.

Balancing the risks against chance of success, Commander John M. Hyde made his decision "to make our attack on the surface like a PT boat." BERGALL raced forward on the starlit surface. At some 3,000 yards, she sent six bow torpedoes spinning towards overlapping

targets. At 2038 she completed firing and turned away. Two minutes later a tremendous flaming explosion ripped Japanese cruiser MYOKO completely in half. Commander Hyde observed: "The explosion forced the two ends of the ship apart so that there were two huge fires which after ten minutes, were about 1,000 yards apart. Radar now had three pips instead of two. The stern section of the target had a definite down angle towards its newly acquired bow. The bridge structure was completely demolished and was not seen after the explosion although the other parts of the hull were seen. The bow section had a decided up angle. . . The escort made no effort to chase us but stopped abeam of the target while we opened range to 10,000 yards to reload forward."

As BERGALL had fired at overlapping targets and had not been pursued, it was reasoned that the second enemy warship had been damaged. As she sped back into the fray, a two-round salvo of eight-inch shells came her way. One landed in the submarine's wake, close to the stern. The other pierced her forward torpedo hatch, tearing a hole in the pressure hull. A searchlight swept the submarine's sector of the sea but failed to steady on her as she turned away at four-engine speed. A second salvo landed a few hundred yards off port bow, a third salvo landed a few hundred yards to starboard as BERGALL raced away from the scene "determined to put as much distance as possible between us and the scene of action by daybreak - nine hours away."

BERGALL's men spent the remainder of the night "extinguishing small electrical fires, moving sound gear and electrical motors from under the loading hatch, clearing out the compartment of debris and keeping spray out with mattresses."

For all her daring and trouble BERGALL had sank "half a ship." The severed bow section of Japanese cruiser MYOKO continued to float and was finally towed into Singapore where it was found at the close of the war. Though BERGALL was not officially credited with a sinking, she had subtracted the use of one whole cruiser from the war fleet of Japan.

With her pressure hull holed, and unable to dive, BERGALL was committed to a surface run of the enemy gauntlet all the way from French Indo-China, through the dangerous Karimata and Lombok straits, and on down to Australia. But guts and ingenuity of her men saved her. After two days she made rendezvous with fleet submarine ANGLER whose men assisted in further temporary repairs so that if mandatory, BERGALL could dive in shallow water and sit on the bottom.

Commander Hyde reasoned: "To have scuttled our ship in itself seemed unthinkable and it wasn't much further to deep water in the

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right direction than it was in the wrong. The weather was very much in our favor too. The sky was heavily overcast with rain storms coming from west northwest". One officer and 51 men were transferred to ANGLER while a skeleton crew of eight officers, headed by Commander Hyde, and 21 men remained on board BERGALL to take her through the Java Sea and Lombok Strait to Exmouth Gulf. ANGLER served as protector, remaining in company in case it became necessary to abandon ship. Through brilliant planning and skillfully taking advantage of weather conditions, Commander Hyde returned the damaged BERGALL from the heart of enemy controlled waters, undetected, and without further damage. She entered Exmouth Gulf 20 December 1944 where her pressure hull was repaired by arc welding. Three days later she arrived at Fremantle to prepare for further combat.

BERGALL departed Fremantle 19 January 1945 and came off Lombok Strait the 26th. For the next few days she would attempt to eliminate the Japanese patrol nuisance in the strait and gain information on targets worthy of attack from the air. The night of 27 January 1945 she sank Japanese Coastal Minesweeper No. 102, picking up two survivors for intelligence purposes. She sank a patrol boat the night of 30 January. She cleared the Strait the following day for rendezvous 2 February 1945 with the Perth-bound submarine BLUEGILL. Captain P. G. Nichols, who had embarked in BERGALL for the special mission to Lombok Strait, and the two prisoners were transferred to BLUEGILL for return to Australia.

BERGALL once again set course for the coast of Indo-China. On 7 February 1945 she attacked a convoy sneaking along the coast towards Camranh Bay. Six torpedoes were launched towards two fleet tankers but BERGALL had no chance to evaluate the results. Two Japanese destroyers made an express run right down the torpedo tracks and spent a lively four hours dumping a hundred depth charges in the hope of killing the American submarine. Respite came with the appearance of American Liberator bombers and the submarine escaped the lethal wrath of the enemy above. On 13 February 1945, she intercepted a Japanese task force making a dash from Singapore toward Hainan. High speed battleships, cruisers and destroyers proved hard targets to close range on. But BERGALL did manage to get within little less than 5,000 yards, firing six torpedoes for unknown results. She did not go unnoticed by the Japanese destroyers who gave her a violent shaking with 85 exploding depth charges. But she hugged the bottom on evasion courses and escaped with only minor damage. She put into Subic Bay 17 February 1945.

BERGALL formed a "wolf-pack" with BLUEBACK and BLENNY and departed Subic Bay 4 March 1945 to again scour the Indo-China coast along the

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Japan-Singapore lanes. But the submarine attrition had reduced enemy shipping to a dribble and target shortage was so acute that the submarine had no chance for a kill. On 15 March she rescued four Army aviators from a raft. She returned to Fremantle from this fourth war patrol 17 April 1945.

BERGALL departed Fremantle 2 May 1945 to serve as coordinator of a wolf pack that included fleet submarines COBIA, HAWKBILL and KRAKEN. A month was spent patrolling the coasts inside the Gulf of Siam. She riddled a small coastal steamer with gunfire 18 May and destroyed five 100-ton barges and two tugs in a moonlight gunfire attack 30 May 1945. The afternoon of 12 June she moved in on a convoy of two small coastal oilers and a freighter under escort of a single submarine-chaser. But water less than 60 feet deep prevented her getting within effective range. She waited for nightfall, hoping to move in on the surface for the kill.

There was no moon as BERGALL probed the black night in waters that left less than a fathom under her keel. As midnight passed one man said: ". . . it's the thirteenth, we ought to be in some kind of a jam soon." He had in mind that the submarine had received her first depth charging 13 October 1944; was holed by an 8-inch shell 13 December 1944; and had been heavily depth charged by Japanese destroyers 13 February 1945.

Trouble was not long in coming. Having investigated most like places, the submarine entered a bight near Kaw Luem on the Malayan Coast. She had completed her search and was reversing course with full left rudder. At this moment there was a powerful explosion close to the port side abeam of her maneuvering room. Its force lifted BERGALL's stern three or four feet, tripping out all propulsion, jammed the rudder full left; tossed several of the crew out of their bunks in the after room, and sheered a number of bolts. There was a physical displacement of main motors and reduction gears. Three after torpedo tubes were distorted to the extent that torpedoes had to be withdrawn by chainfall and fresh torpedoes could not be loaded.

Commander Hyde wisely decided that structural damage might be even greater than visible to the eye and put into Subic Bay 17 June 1945 for a thorough damage assessment. His submarine had evidently wandered inside the boundaries of an offensive minefield laid to hamper enemy coastal shipping. Extremely good fortune and excellent shiphandling had saved the submarine from disaster.

BERGALL underwent temporary repairs in Subic Bay, then made her way to Pearl Harbor, thence through the Panama Canal to the Portsmouth Naval Shipyard, New Hampshire, arriving 5 August 1945. She completed overhaul as hostilities ceased with Japan and the formal surrender was signed on board battleship MISSOURI in Tokyo Bay 2 September 1945.

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BERGALL arrived in Pearl Harbor from the eastern seaboard 2 January 1946 and was underway nine days later for Guam, Marianas Islands. She based in Apra Harbor until 10 April 1946 when she left Guam astern for overhaul in the Pearl Harbor Naval Shipyard, arriving 26 April 1946.

After nearly a year in Hawaiian waters, BERGALL departed Pearl Harbor 1 April 1946 for special cold weather operations. After calling at Attu, she explored the southern extremity of the ice field in the Bering sea. During 19-20 April she investigated an uncharted shoal spot, finding the depth at 8 fathoms. She called at Dutch Harbor and Kodiak, then visited Seattle during 14-29 May 1947. Following a two-day visit to Astoria, Oregon, she returned to Pearl Harbor 8 June 1947.

BERGALL trained out of Pearl Harbor until 17 October 1947, then sailed to take part in task force maneuvers along the California coast. She returned to base 22 November and served on the Hawaiian Sea Frontier until 14 May 1948. She then steamed for overhaul in the Mare Island Naval Shipyard. The submarine resumed operations out of Pearl Harbor 20 October 1948 and departed that base 3 December 1948 to serve with the Seventh Fleet in the Far East.

BERGALL made a good will visit to Brisbane, Australia, 20-27 December, then set course for Seventh Fleet operations ranging from Apra Harbor, Guam, to ports of Japan and Buckner Bay, Okinawa. After antisubmarine warfare tactics with Navy aircraft patrol squadrons out of Buckner Bay, she departed 14 February 1949 to resume training at Pearl Harbor, arriving 28 February 1949. Operations in Hawaiian waters resumed until 10 June 1950 when she set course for the Panama Canal, thence to the Submarine Base, New London, Connecticut.

BERGALL arrived at New London 1 July 1950. She was assigned to Submarine Division 81, Squadron Eight, U. S. Atlantic Fleet. During the remainder of her career, most operations were conducted as a unit of the Training and Refit Command of the Submarine Base, New London. This duty was largely carried out in waters of local operating areas, but there were periodic assignments for the Operational Development Force that took BERGALL south to the Virgin Islands, The Bahamas, Bermuda, and bases on the coast of Florida. She also joined in several Atlantic Fleet antisubmarine warfare problems conducted with units of the Royal Canadian Navy as far north as Halifax, Nova Scotia. There was also time out for overhaul in the Philadelphia and Portsmouth Naval Shipyards, and two tours of service with the Sixth Fleet in the Mediterranean. On her first tour, she departed New London 9 November 1955 for a call at Lisbon, Portugal, thence to Nice, France, where she joined units of the Sixth Fleet. Joint Fleet Readiness Exercises were interspersed with liberty calls

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at Naples, Leghorn, Monaco, and Barcelona.

She departed Gibraltar 18 January 1956 and returned to New London, 28 January 1956. Her second tour began 31 August 1957 when she left New London astern for Clyde, Scotland. After participating in combined maneuvers with major units of North Atlantic Treaty Organization Navies in "Operation Strikeback", she joined units of the Sixth Fleet in Phaleron Bay, Greece, 18 October 1957. Combined fleet operations took her to Malta and ports of Italy before she departed Gibraltar 26 November. The submarine resumed operations out of New London 6 December 1957.

BERGALL departed New London 14 July 1958 to base her operations from Key West, Florida, as a unit of Submarine Division 121, Squadron Eight, U.S. Atlantic Fleet. There, final preparations were made for service in the Turkish Navy. She departed Key West 26 September 1958, enroute by way of Gibraltar to Izmir, Turkey, arriving 15 October. She decommissioned there 17 October 1958 and was delivered on a loan basis to the Republic of Turkey under terms of the Military Defense Assistance Program. She serves the Turkish Navy under the name of TURGUT REIS (S-342). Her American name of BERGALL was cancelled 22 March 1965 to permit assignment to a new nuclear-powered submarine.

BERGALL (SS-320) received four battle stars and other awards for the operations listed below. Her first, second, third and fifth war patrols were designated successful for the award of the Submarine Combat Insignia.

- 1 Star/FIRST WAR PATROL-PACIFIC: 8 Sep 1944-8 Nov 1944
- 1 Star/SECOND WAR PATROL-PACIFIC: 2 Dec 1944-23 Dec 1944
- 1 Star/THIRD WAR PATROL-PACIFIC: 19 Jan 1945-17 Feb 1945
- 1 Star/FIFTH WAR PATROL-PACIFIC: 12 May 1945-17 June 1945

NAVY OCCUPATION SERVICE MEDAL (Asia Clasp):

21 Jan 1949-6 Feb 1949

10 Feb 1949-14 Feb 1949

CHINA SERVICE MEDAL: 7 Feb-9 Feb 1949

LIST OF COMMANDING OFFICERS - USS BERGALL (SS-320)

Commander John M. Hyde, USN	12 Jul 1944-17 Sep 1944
Commander Thomas K. Kimmel, USN	17 Sep 1945-26 Mar 1946
Lieutenant Commander Stephen L. Johnson, USN	20 Mar 1948-30 Dec 1948
Lieutenant Commander Raymond I. Clayton, USN	30 Dec 1949-13 Feb 1950
Lieutenant Commander Philip T. Glennon, USN	13 Feb 1950-23 May 1950

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Lieutenant Commander Robert M. Kunhardt, USN	28 May 1952- 3 Sep 1954
Lieutenant Commander Warren A. Giassetta, USN	3 Sep 1954-23 Mar 1956
Lieutenant Commander Herbert B.M. Harris-Warren, USN	23 Mar 1956-22 Jun 1957
Lieutenant Commander Elmer H. Kiehl, USN	22 Jun 1957-17 Oct 1958

The second BERGALL (SSN-667), a nuclear-powered submarine, is under construction by the General Dynamics Corporation, Electric Boat Division, Groton, Connecticut. Her keel was laid 16 April 1966. She is scheduled to launch early in 1968, under the sponsorship of Mrs. Ray C. Needham, wife of Vice Admiral Ray C. Needham, U.S. Navy.

BERGALL (SSN-667) is a STURGEON-Class nuclear powered submarine designed for a length overall of 292 feet, 3 inches; extreme beam 31 feet, 8 inches; surfaced displacement of 3,800 tons; submerged displacement of 4,600 tons; and accommodations for 12 officers and 95 men. Her armament includes four torpedo tubes.