

8.1 Konvoi SG.6, CHATHAM, ARLYN & LARAMIE 27-28/08/1942, CHATHAM, LARAMIE & ARLYN in Alliierten Quellen

Im August 1942 war die Uboot-Zeit = (Deutsche Sommer Zeit) = [GMT (oder 'Z') + 2]
Admiralty War Diary 27/08/42 (<https://www.fold3.com/image/302122966>, micro serial number K-7-C)

America and West Indies.

Attacks on Convoy S.G.6: 3 ships torpedoed. U.S. hired transport CHATHAM which left Sydney C.B. as part of Convoy S.G.6 but had apparently proceeded ahead of the rest of the convoy was torpedoed and sunk at 1255Z today in 51° 52' N. 55° 30' W. (in the eastern end of the Straits of Belle Isle). SS ARLYN in the same convoy was torpedoed at 0052Z/28 (and is believed to have sunk later), and U.S. tanker LARAMIE was torpedoed on 28/8 in 51° 52' N. 55° 46' W., and the convoy was ordered to return to Sydney. The day was marked by the unusually large number of submarines sighted. LARAMIE reached port successfully.

Convoy S.G. 6 CHATHAM. 2 ships sunk by mine or torpedo in 051° 52' N. 055° 30' W. at 1255Z/27. (C.O.A.C. Halifax, 1523Z/27 to Admt.) Two ships torpedoed in 051° 51' N. 055° 30' W. at 1255Z/27. (N.S.H.Q. Ottawa, 1543 G.M.T./27 to VIBRAN.) Following has been received from A.O.C. E.A.C. begins. Botwood (R) No. One Group Command Control from No. 116 B.R. Squadron. 2 ships sunk 51.51 N. 55.30 W. more lifeboats with survivors. Getting H.M.C.S. TRAIL to pick up survivors. 1343Z/27. Ends. (N.S.H.Q. Ottawa, 1603Z/27 to Admt., Cominch, (R) C.O.A.C., P.O.N.F., C.T.F. 24.) My 1523/27th amend to read one ship sunk by torpedo. (C.O.A.C. Halifax, 1505Z/27.) My 1603Z/27. Aircraft amended report to one transport sunk. Escort safe. Survivors being rescued. T.O.O. 1531Z/27. (N.S.H.Q. Ottawa, 2240Z/27.)

Admiralty War Diary 28/08/42

America and West Indies.

Attacks on S.G.6. and S.C.94. Sinking of ARLYN see 27/8. Survivors have been picked up from SS VENI; the ship was apparently lost in convoy S.C.94 which was attacked from 5/8 onwards, making a twelfth ship sunk in this convoy.

Laut die diaries:

CHATHAM torpediert/versenkt 27/08/42, 1255Z (=1455 DSZ), in 51°52'N 55°30'W (=AH9823)
ARLYN torpediert 28/08/42, 0052Z (=0252 DSZ), vermeintlich nachher gesunken.
LARAMIE torpediert 28/08/42, keine Zeitangabe, in 51°52'N 55°46'W (=AH9823), erreichte einen Hafen

Laut "Lloyd's War Losses" (LWL) Bd.1, S.522-523:

CHATHAM versenkt von Uboot 27/08/42 in 51°53'N 55°48'W (=AH9822)
ARLYN versenkt von Uboot in 51°53'N 55°48'W (=AH9822)

2 Zeitangaben zu ARLYN in LWL:
27/08/42, 0930pm L.A.T. (oder ist es 'L.T.?) und
28/08/42, 1230am GMT

Laut "Lloyd's War Losses" Bd.2, S.1546:

LARAMIE beschädigt durch Uboot 28/08/42, keine Zeitangabe in 51°44'N 55°40'W (=AH9825)

Das Kürzel 'L.A.T.' wird nicht erklärt im Lloyd's. Wenn es 'L.T.' sein sollte, wäre es m.e. 'Local Time'.

Admiralty War Diaries und Lloyd's nennen keine weitere Schiffe die um den 27.-28./08/42 in die Gegend von Belle-Isle, Canada, torpediert wurden von ein Uboot.

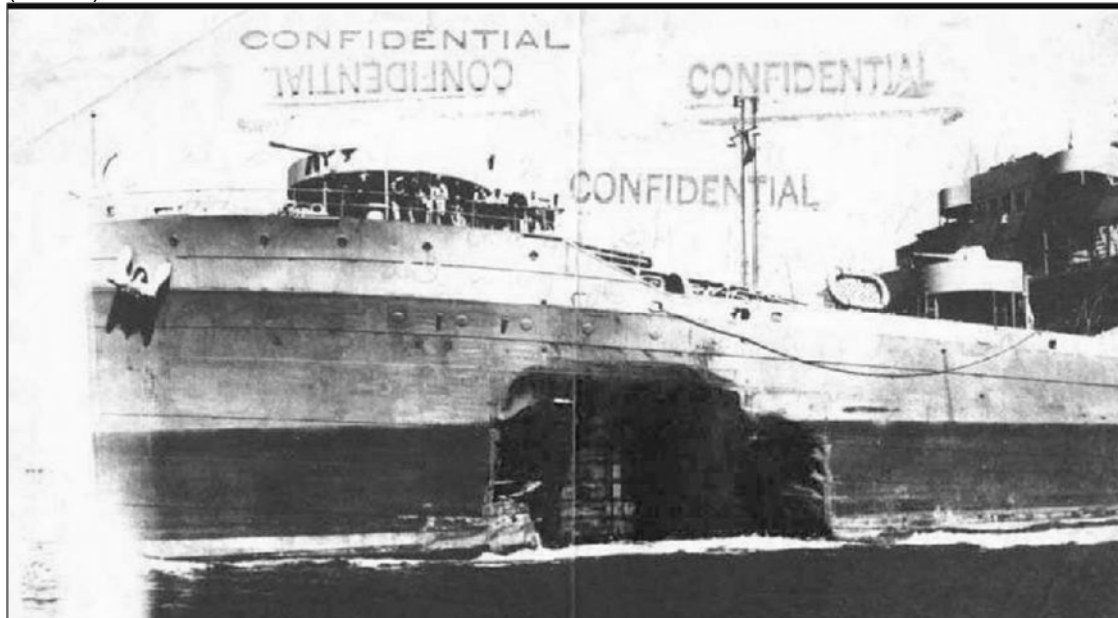
Angaben aus Arnold Hague's database:

SG.6f bestand aus 1 Dampfer (CHATHAM) und 1 Geleitschiff (USCG MOJAVE)

SG.6s bestand aus 5 Dampfer (ALCOA GUARD, ARLYN, BISCAYA, HARJURAND und LARAMIE) und 2 Geleitschiffe (USCG ALGONQUIN und USCG MOHAWK)

Es fand sich kein Konvoi-Bericht für SG.6, nicht im TNA, weder bei NARA, und es fanden sich keine Logbücher der erwähnte Geleitschiffe.

<http://www.navsourc.org/archives/09/19/091901604.jpg> zeigt ein Bild der vom Torpedo-Treffer beschädigter USS LARAMIE (AO-16)



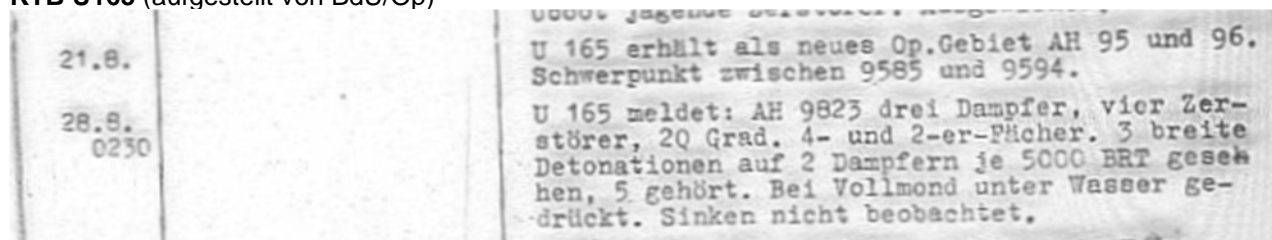
27/08/1942, Uboots-Angriffe in deutsche Quellen

Am 27/08/42 waren nur U165, U513 und U517 im Seeraum wo die Angriffe auf SG.6 statt fanden.

U513 kehrte Heim vom Feindfahrt, und meldete in sein KTB keinen Angriff an diese 2 Tagen.

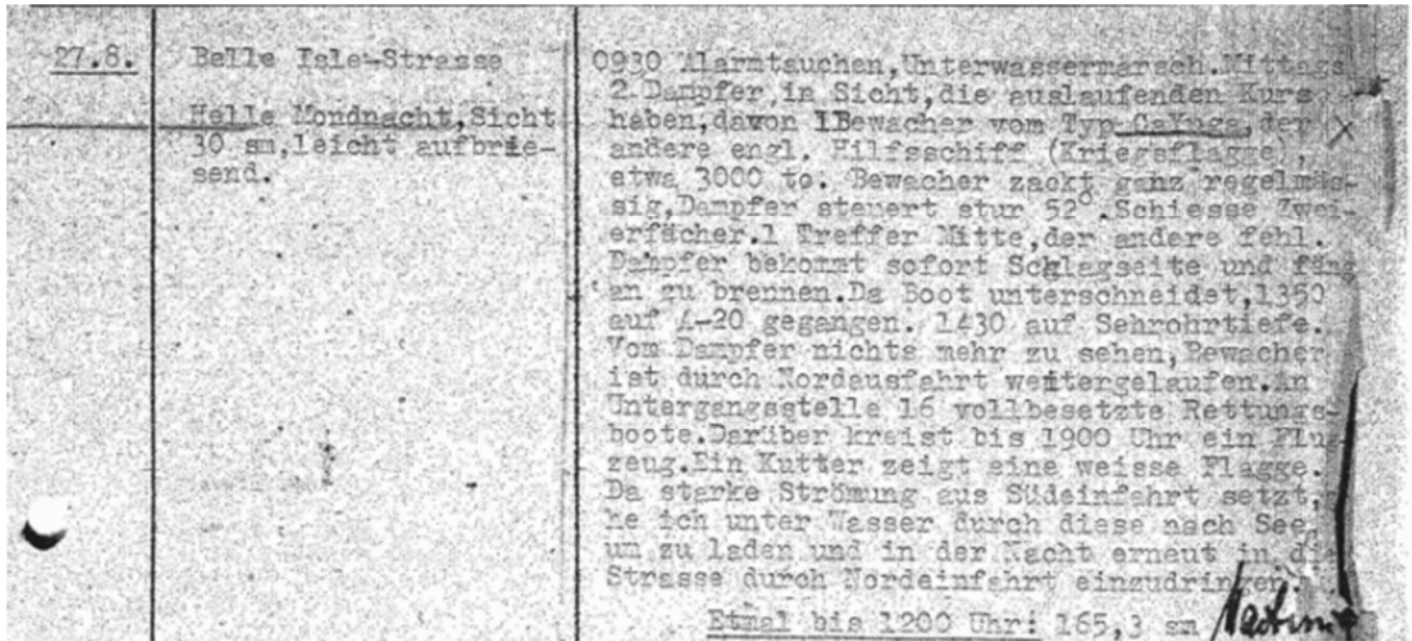
Die Angriffen auf SG6 gehen aufs Konto von U165 und/oder U517.

KTB U165 (aufgestellt von BdU/Op)



Angriff auf die CHATHAM am 27/08/42.

Das KTB U165 erwähnt keinen Angriff auf ein (kleines) Geleit oder einen Dampfer am 27/08/42 um 1455DSZ. Hätte es einen solchen gegeben, wurde U165 es sicherlich gemeldet haben in der Funkspruch vom 28.



U517 meldet einen Dampfer mit 1 Bewacher (= wie SG.6f) zu sichten am Mittag vom 27. mit auslaufenden Kurs (=aus die Straße von Belle-Isle nach N/O). U517 erzielt einem Treffer mit ein Zweierfächer. Der Dampfer bekommt Schlagseite und brennt. Um 1350, nach dem Angriff, geht U517 auf A-20, und am 1430 ist vom Dampfer nichts mehr zu sehen.

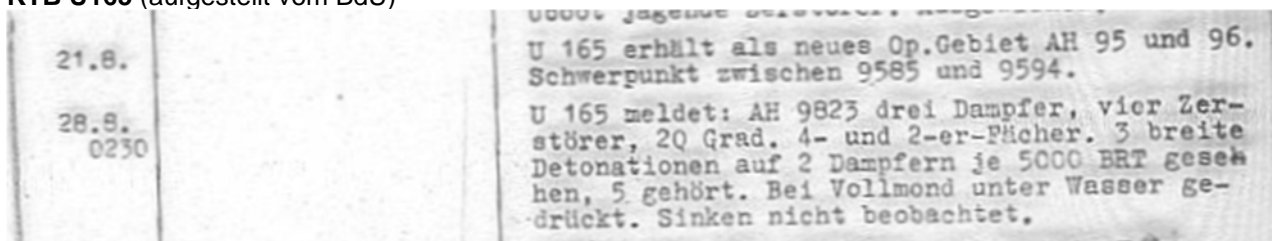
Die Torpedoschußmeldung in ASS gibt den Angriff von U517 in AH9823 (=51°51'N 55°35'W) um 1348 DSZ (=1148Z): https://www.historisches-marinearchiv.de/projekte/ass/ausgabe.php?where_value=2427&lang=1

Die Beschreibung vom 'Konvoi', und dem Ort des Angriffes decken voll mit die Admiralty War Diary Angaben zum Angriff auf die CHATHAM.

Zwischen Adm War Diary und die Schußmeldung gibt es einen Unterschied von einer Stunde in Bezug auf Zeitpunkt vom Angriff, aber es ist deutlich: die CHATHAM wurde am 27/08/42 torpediert und versenkt von U517.

28/08/1942, Uboots-Angriffe in deutsche Quellen

KTB U165 (aufgestellt vom BdU)



Der im KTB U165 erwähnten Funkspruch wurde mitgelesen von U517 (siehe KTB U517 hiernach), aber ist nicht vorhanden in die TNA Defe3-Akten /189 oder /190 die kaptierte Funksprüche aus diese Periode enthalten.

AH9823 (= 51°51'N 55°35'W) liegt nahe dem Ort wo die Admiralty War Diaries den Angriff auf SG.6 dokumentieren wobei die LARAMIE torpediert wird, und der Zeit von 0230 (DSZ) = 0030Z, kommt gut überein mit der im Adm diary angegebenen Zeit zum Angriff auf die ARLYN.

Die Zusammenstellung des von U165 gemeldeten Konvois weicht ab von die von SG.6, aber U165 bemerkt 7 Schiffe und der Konvoi SG.6S bestand aus 7 Schiffen (siehe <http://www.convoyweb.org.uk/misc/index.html>).

Zweifelsohne bezieht der gemeldetem Funkspruch sich auf einem Angriff von U165 auf Konvoi SG.6S.

U165 meldet im Funkspruch Detonationen auf 2 Dampfer, und nur 2 Dampfer dieses Konvois wurden torpediert am 28/08/42 laut die Admiralty records und Lloyd's: ARLYN und LARAMIE.

Die ARLYN und LARAMIE müssen von U165 in selbem Angriff torpediert worden sein (mit eine kurze Zeit zwischen den 4- und der 2-er-Fächer).

Weil in Uboot-Funksprüche zu einem Ereignis der TOO (Time Of Origin) nicht der Zeit ist der Spruch wurde abgesetzt sondern der Zeit des Ereignisses dass gemeldet wird, sehe ich es nicht als ein Problem der Funkspruch der dem Angriff meldet hat ein TOO 0230 (DSZ) während die Adm Diaries der Angriff erst deuten um 0252 DSZ =0052Z.

KTB und Torpedoschußmeldung U517

28.8. Belle Isle-Strasse

0200 aufgetaucht. Absicht: Ausserhalb Belle-Isle herum in die Nordeinfahrt bis Grenze Or.-Gebiet. 0245-0315 L.G.-Schiessen in rw. 290°. Das ist unsere Versenkungsstelle. Sollte das die uns zuge dachte Bekämpfung sein? (Nach Meldung U-165 dort Geleitzug gestoppt) 0815 nw. 240° Schatten. Als langsam trudelnden Dampfer (zwei Masten, ein Schornstein) ausmacht Marcu AH 9594. Erste LAL Pügeschuss, bei wahrscheinlich Fahrtüberschätzung. Torpedo abgedreht und mit Heckaal versenkt. Mit Torpedo abgelaufen und Qu. 9559 0956 getaucht, um Küstenverkehr zu beobachten. Da nichts beobachtet, langsam die Belle Isle-Strasse zurück. 1800 Uhr treibendes Wrackteil im Ölfleck an Versenkungsstelle gesichtet.

Etwa bis 1200 Uhr: 79,6 *Rechnung*

https://www.historisches-marinearchiv.de/projekte/ass/ausgabe.php?where_value=2431&lang=1

U 517 (Schießendes Fahrzeug) **Geheim!** Lt. S. Brandt, DVO. (Dienstgrad, Name und Dienststellung des Schützen)

Datum: 28.8.42. Ort: AH 9589 Uhrzeit des Schusses: 0842/44

Wassertiefe: 100 m. Wetter: Mondnacht Sicht: klar Wind: SSW 3

Seegang: 1 Dünung: Richtung u. Stärke: keine

Ziel: Frachtdampfer, havariert (Name) (Größe) (Länge) (Tiefgang)

Beladezustand u. Ladung: Heck sehr tief liegend

Erfolg: Treffer / Fehlschuß / Angriffsschuß / Fangschuß (auf gestoppt liegendes Ziel)

Lfd. Nr.	Einzelanschuss	1	2	3	4
1	Zeittakt in sec und Streuwinkel in Graden				
2	Art, Nummer, Aptierung	67	9509	38649	
3	V. und eingestellte Laufstrecke				

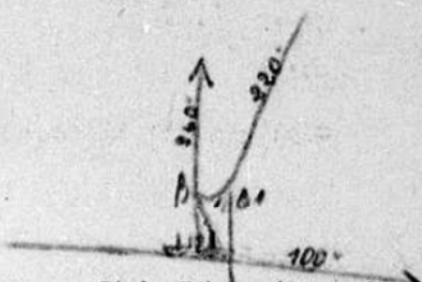
Schußunterlagen nach Schätzung.

Dampfer macht sehr geringe Fahrt und lag mit Heck ungewöhnlich tief. Schlagseite. Keine Abwehr.

1. Fehlschuß vermutlich durch Fahrtüberschätzung.

Wirkung am Ziel, Höhe und Aussehen der Sprengkule, Zeit bis zum vollkommenen Untergang. Wahrnehmungen im eigenen Boot:

Treffer hinten 30 hohe Sprengkule. Zusammenknicken in zwei Hälften und sofort schneller Untergang.



U517 feuerte ein erster Torpedo (Fehlschuß) am 28/08/42 um 0842 (DSZ), und ein zweiter (Treffer) um 0844 (DSZ), auf einem havariertem Frachtdampfer, der versenkt wurde mit dem 2. Torpedo.

Die DSZ-Angriffszeiten kommen überein mit resp. 0642Z und 0644Z, **etwa 6 Stunden nach dem Angriff von U165.**

Am 28/08/42 torpedierte U165 2 Schiffen (ARLYN und LARAMIE).

Die LARAMIE wurde 'nur' torpediert, nicht versenkt, und laut Lloyd's abgeschleppt nach Sydney, Nova Scotia.

Der am 28/08/42 von U517 versenktem (bereits havariertem) Dampfer kann daher nur die ARLYN gewesen sein.

Was ich nicht deuten kann ist die Zeitangabe im "Lloyd's War Losses" zu die ARLYN, '28/08/42, 1230am GMT'

Robert M. Browning Jr. (der USCG-Akten, casualty reports, usw. einsehen könnte) in "U.S. merchant vessel war casualties of World War II" gibt der Angriff auf die ARLYN am 27/08/42 um 2130 (ship's time) in 51.53N-55.48W.

Da der Angriff zwischen 52,5°W und 67,5°W statt fand, ist der Z-Zeit vom Angriff = (local ship's time +4 Stunden). Der Angriffszeit laut Browning war daher 0130Z am 28/08/42, oder 0330 DSZ. Eine Stunde nach U165's Meldung.

Laut Browning blieb die ARLYN treiben bis die Versenkung durch U517 **6 Stunden später.**

Heute in DIJKBOOT:

Nummer	Datum	Zeit	Nr.	Bootnr.	Flottille	Kommandant	Pa	Ereignis (FST)	Feit	Referentie	Quadrat
12812	27.08.1942	13u48	2	U517	10	HARTWIG Paul	1	Angriff auf Geleitzug	2tw	C CHATHAM 5649T US AH98 +	AH98
27932	28.08.1942	21u32	1	U165	10	HOFFMANN Eberhard (25)	1	Angriff auf Geleitzug	SG6	T LARAMIE 7252T US AH98 x	AH98
5825	28.08.1942	21u32	2	U165	10	HOFFMANN Eberhard (25)	1	Angriff auf Geleitzug	SG6	C ARLYN 3304T US AH98 x (+ door U517)	AH98
12813	28.08.1942	08u42	1	U517	10	HARTWIG Paul	1	Angriff auf Nachzügler	SG6 - 2x1t	C ARLYN 3304T US AH98 + (x door U165)	AH98

Was wird geändert/ergänzt?

CHATHAM, Angriff U517

- Werde angeben die CHATHAM war ein 'romper' vom Konvoi SG6;
- Typ wird geändert in Passagierdampfer;
- Quad wird ergänzt bis AH9823, wie in die Torpedo-Schußmeldung.

ARLYN, Angriff U517. Satz wird in 2 zerlegt.

- 1.Satz: U517 feuert 1 Torpedo um 08u42 auf das noch treibende Wrack der ARLYN, Fehlschuß;
- 2.Satz: U517 feuert einen zweiten Torpedo auf das Wrack um 08u44, Treffer, ARLYN sinkt;
- Beide Sätzen bekommen in QUAD AH9558, wie in die Torpedo-Schußmeldung U517;

LARAMIE, Angriff U165

- Die Zeit vom Angriff auf die LARAMIE wird geändert in 02u30, QUAD in AH9823, beides gemäß die Funkmeldung U165;
- Werde in die Datei angeben die LARAMIE erreichte Sydney, Nova Scotia.

ARLYN, Angriff U165

- Die Zeit vom Angriff auf die ARLYN wird geändert in 02u30, QUAD in AH9823, beides gemäß die Funkmeldung U165;
- Beim Angriff von U165 auf dem Konvoi SG6 wird angegeben sie feuerte ein 4- und ein 2-er Fächer.

Wahrscheinlich ein 4-er Fächer aus die Bugrohren und kurz danach der 2-er Fächer aus die Heckrohren. Die Zeit um das Heck in Richtung SG6 zu drehen und Daten in die Feuerleitanlage für die Heckrohren ein zu bringen dürfte erklären (aber es gibt keine richtige Anhaltspunkte dafür!) wieso der Funkspruch U165 redet von '02u30' (=0030Z), während die Adm.War Diaries von eine Torpedierung der ARLYN reden um 0052Z oder gab es mal ein Typo wobei eine 3 durch eine 5 ersetzt wurde? U165 wurde auch der Zeit vom Angriff geben, und die Adm War Diaries der Zeit ein Dampfer wurde torpediert: zwischen beide liegt der Zeit die Torpedos waren unterwegs zum Ziel.

Browning, der US-Akten der USCG und Berichte von Überlebenden einsehen könnte, gibt zu U165 vs. ARLYN 2130 (lokaler Zeit) = 0130 Z = 0330 DSZ

Für die Zeit '1230am GMT Aug.28' in "Lloyd's War Losses" bei die ARLYN habe ich keine Erklärung.

8.2 Konvoi TAW.15

Unsere Aufmerksamkeit wurde auf dieses Konvoi gezogen weil ASS und uboat.net die Torpedierung von die 3 Dampfer dieses Konvois am 27/08/42 dokumentieren, während "Lloyd's War Losses" den 28/08/42 gibt. Allgemein verwendet Lloyd's GMT-Zeiten.

Ist dies weil diese Quellen eine andere Zeitbasis verwenden, oder ...

Ende August 1942 waren U94, U164, U217, U511, U553, und U558 im Quadrat EC wo die Angriffen auf TAW15 statt fanden. U94 kehrte nicht zurück seiner Feindfahrt, und U164, U217, U553 und U558 machten keine Meldung von einen Angriff auf einem Konvoi in EC am 27 oder 28/08/42.

Es bleiben U94 und U511 zu betrachten.

U94

<http://www.uboatarchive.net/U-94A/U-94VP-92ActionReport.htm> bringt ein 'action report' vom Catalina P6 der VP-92 (USN), worin der Angriff mit 4 Tiefenbomben auf einen tauchendes Uboot dokumentiert ist, Angriff am 27/08/42 um 0230 in 'Zeitzone 4'. Position: Lat 1740, Long 7450 (umgerechnet: EC1533 = Windward Passage, südlich von Jamaica und Haiti).

Weiter unten, nach dem eigentlichem 'action report', folgen Nachträge woraus hervor geht der Angriff sollte zwar am 27. statt gefunden haben, aber um 2230Q (27/2230Q = 28/0230Z).

1. Die Befragung der Überlebenden von U94 (siehe <http://www.uboatarchive.net/U-94A/U-94INT.htm>);
2. Die Beschreibung der Ereignisse rundum TAW15 in "No higher purpose" (Douglas, Sarty & Whitby: the official operational history of the Royal Canadian Navy in the second world war, 1939-1943, Vol II part 1, pages 421-424) und
3. Der War Diary der USS LEA, escort commander TAW15 (vorhanden at <https://www.fold3.com/image/267853305>) machen klar der Angriff vom Catalina fand nicht statt am frühen Morgen am 27. sondern in der Nacht vom 27-28/08/42.

Das KTB BdU meldet zum 27/08/42 (siehe <http://www.uboatarchive.net/BDU/BDUKTB30310B.htm>):

U94 made contact at 2030 with a convoy in EC 1927, course 330°, slow speed. Flying-boat escort. At 2215 convoy was in EC 1912, at 2358 in EC 71 and at 0432 in EC 1614, course 0°, speed 11 knots.

U511 erwähnt diese Meldungen ebenfalls in sein KTB (zum 27. und 28/08/42), und reagierte darauf um in Angriffsnähe vom durch U94 gemeldetes Konvoi zu kommen.

Beide KTB, BdU und U511, sind weitere 'Zeugen' der Verlust von U94 - eingeleitet durch den oben erwähnten Flugzeugangriff - fand nicht morgens am 27. statt sondern abends (Zeitzone Q), oder am 28. Morgens früh (Zeitzone Z).

USS LEA meldet in sein War Diary

Convoy in latitude 17°54' N. longitude 74°36' W., on course 351°T., speed 8 knots. Bright moonlight with moon directly overhead. Wind force 4 from east; sea 4 from east.

At 2300, August 27, the explosion of three depth charges was heard. Shortly thereafter an aircraft flare was sighted on port quarter of convoy followed by another barrage of depth charges. LEA went to full speed and headed for the flare. In about ten minutes rockets and gun fire were seen on port quarter. LEA went to general quarters and headed for the OAKVILLE. OAKVILLE reported over 3000 Kcs. voice that she had rammed a submarine twice and was now firing at her. He was asked if he

Die Befragung der Überlebenden U94 ... (siehe <http://www.uboatarchive.net/U-94A/U-94INT.htm>)

SINKING OF U-94

The fact that ITES avoided detection by aircraft all day long on August 27, 1942, seems to have led him to recklessness that night. After contacting the anticipated convoy (Convoy TAW-15 en route from Trinidad to Key West) ITES told GEBESCHUS that if they sighted aircraft they would "wait until the last minute" to submerge.

U-94 had been on the surface for an hour under a full moon; wind force and sea were 4 from east. ITES had maneuvered into position within the convoy screen to fire a torpedo at one of the escort destroyers when one of his lookouts sighted a plane. The executive officer who was watching another sector is said to have replied: "You are seeing ghosts". However, the "ghost" was a USN PBY plane, and U-94 crash dived. ITES cursed and remarked to GEBESCHUS: "I've avoided that plane all day, and now that I'm ready to attack he sees me".

The PBY plane dropped four 650-pound depth charges from 50 feet, then dropped a flare. U-94 was somewhere between 30 and 60 feet below the surface, according to prisoners' estimates, when this plane's depth charges exploded.

The U-boat nosed upward and surfaced. The crew made vain efforts to submerge.

Meanwhile, HMCS OAKVILLE closed. According to her report on the action, she had seen the airplane flashing "S's" by signal lamp as well as the flare. She proceeded at full speed ahead toward the flare, at which spot five depth charges set at 100 feet were dropped. Shortly afterwards OAKVILLE obtained QC (Asdic) contact. Less than one-half minute afterwards, a lookout sighted the bow of a submarine on the bearing indicated, about 100 yards distant, and slowly opening. Course was altered to ram. The

U-boat passed under OAKVILLE's bow, but bumped against the corvette's port side when the latter turned hard to port. OAKVILLE opened fire and altered course to ram again. She scored a hit on the conning tower and one 4-inch shell carried away the U-boat's deck gun. U-94 appeared to be taking avoiding action by increasing her speed. OAKVILLE rammed the starboard side of the U-boat, then dropped depth charges, one of which appeared to explode directly under the U-boat which rapidly decreased speed. OAKVILLE then opened range and rammed a third time, this time squarely abaft the conning tower.

"No higher purpose", unter Verwendung von HMCS OAKVILLE's RoP TAW15, gibt

one exploded directly below the U-boat, which rapidly decreased speed. King increased the distance between the two vessels and swung around to ram once again. Ites decided, apparently after the second ramming, to give up the fight. Despite a bullet wound in his leg, he climbed below deck and ordered his crew to abandon ship.²³¹ Oakville bore in upon the submarine and rammed it "squarely abaft the conning tower" at 0345z. The Canadian crew felt three distinct shocks as the corvette ran right over the battered U-boat.²³² King brought his ship around and pulled her port side along U 94 and ordered away the boarding party. In fairly difficult sea conditions Sub-

Lawrence he had better get up, "we're sinking," and ordered the prisoners over the returned to the deck, and at approximately 0400z, the submarine sank by the stern, her bow rising high above the sea then silently settling beneath the surface.²³⁴

Am 28/08/42 um etwa 0230Z warf die Catalina P6 der VP-92 (USN) Tiefenbomben auf ein tauchendes Uboot nahe TAW15. HMCS OAKVILLE hörte und sah die Explosionen der Tiefenbomben auf etwa 1 Seemeile Entfernung und drehte auf die Stelle zu, geholfen durch von die Catalina abgeworfene Fackeln. HMCS OAKVILLE beschoß und rammte das Uboot, U94, dass am 28/08/42 um etwa 0400Z sank. 0400Z = 0600DSZ

KTB BdU gibt die letzte Meldung von U94 am 28/08/42 um 0432 (DSZ) aus EC1614. 0432DSZ = 0232Z.

Fazit:

- U94 wurde versenkt vor es zum Angriff auf TAW15 kam.
- Alle im Konvoi TAW15 am 27-28/08/42 torpedierte Schiffe kommen aufs Konto von U511.

U511

U511 kehrte Heim von der Feindfahrt und ASS im HMA zeigt beide Torpedoschußberichte i.B. U511's Angriff auf Konvoi TAW15. Beide sind datiert **27/08/42**. https://www.historisches-marinearchiv.de/projekte/ass/ausgabe.php?where_value=2424&lang=1

Das KTB U511 erwähnt – wie auch das KTB BdU – die von U94 abgesetzte Funkmeldungen über den Standort, Kurs und Fahrt vom Konvoi TAW15, und dies bis die frühe Morgenstunden am **28/08/42** (Deutsche Sommer Zeit, DSZ).

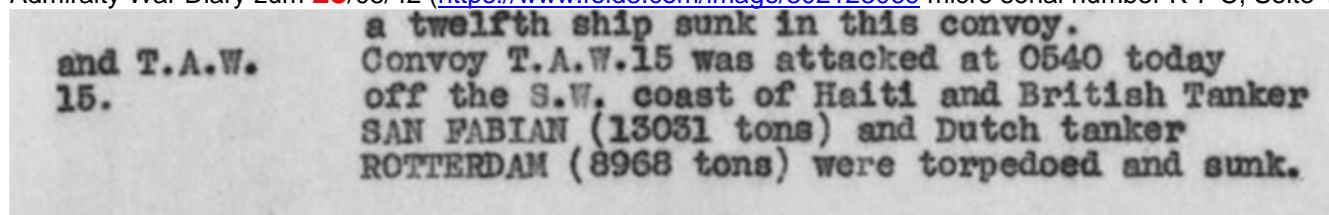
0500 (DSZ) im EC1298: U511 hört mehrere Explosionen, sieht was Flak-schießen ähnlich ist in 140°, und steuert darauf zu.
0600 (DSZ) im EC1299: U511 taucht um besser zu hören. Starke Geräusche in 100-120°. Taucht wieder auf.
0615 (DSZ) im EC1299: Konvoi in Sicht (KTB U511 gibt eine Beschreibung von was es sieht).
0629 (DSZ) im EC1299: 4tw, über Backbord abgedreht und 2tw auf einem großen Tanker.
0631 (DSZ) im EC1299: getaucht vor Zerstörer. Während des Tauchens 3 starke Explosionen gehört wovon einer eine 'Doppelexplosion', dann 2 scharfe Explosionen (Tiefenbomben? Flugzeugbomben?). Leichtes beben im Boot, dann 2 Torpedo-Explosionen, starkes beben im Boot. Vielleicht der große Tanker der explodiert. Keine weitere Abwehr.

Das KTB datiert der Angriff am 28/08/42, die Torpedoschußmeldungen am 27/08/42.

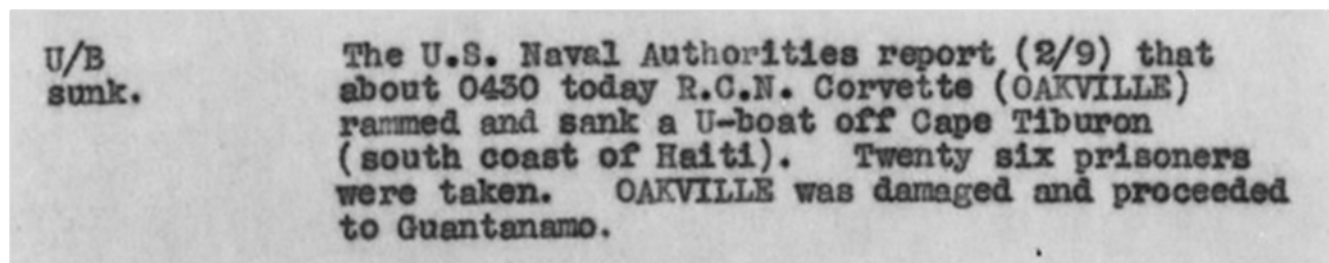
Aus die detaillierte Beschreibung der Ereignisse rundum TAW15 in 'No higher pupose' (mit Verwendung vom RoP der HMCS OAKVILLE), der War Diary USS LEA, die von BdU und U511 aufgezeichnete Funkmeldungen von U94, kann man nur feststellen:

- Die Datierung der Torpedoschußmeldungen U511 mit 27/08/42 ist falsch, richtig wäre 28/08/42.
- Dem 'Action report' der Catalina der U94 Angriff ist ebenfalls falsch. Die Uhrzeit muss 2230Q am 27/08/42 sein, spät Abends, nicht am früh Morgen vom 27.

Admiralty War Diary zum **28/08/42** (<https://www.fold3.com/image/302123069> micro serial number K-7-C, Seite 1107)

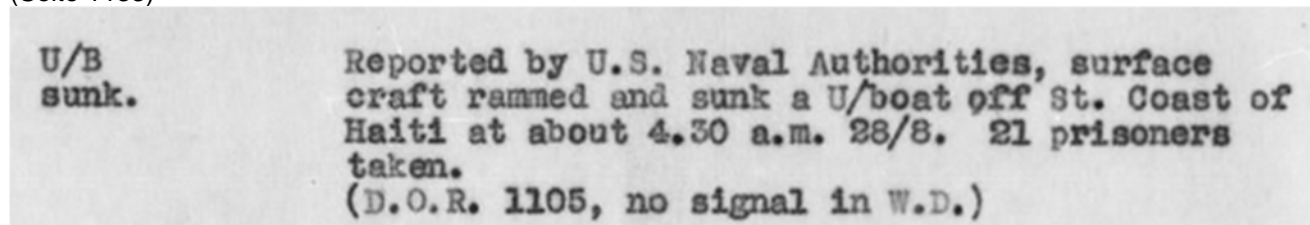


and T.A.W.
15. a twelfth ship sunk in this convoy.
Convoy T.A.W.15 was attacked at 0540 today
off the S.W. coast of Haiti and British Tanker
SAN FABIAN (13031 tons) and Dutch tanker
ROTTERDAM (8968 tons) were torpedoed and sunk.



U/B
sunk. The U.S. Naval Authorities report (2/9) that
about 0430 today R.C.N. Corvette (OAKVILLE)
rammed and sank a U-boat off Cape Tiburon
(south coast of Haiti). Twenty six prisoners
were taken. OAKVILLE was damaged and proceeded
to Guantanamo.

(Seite 1133)



U/B
sunk. Reported by U.S. Naval Authorities, surface
craft rammed and sunk a U/boat off St. Coast of
Haiti at about 4.30 a.m. 28/8. 21 prisoners
taken.
(D.O.R. 1105, no signal in W.D.)

Die Admiralty Zeit-Angaben weichen ab von die anderer Quellen, aber das Datum ist auch hier den 28/08/42, genau wie im 'Lloyd's War Losses'.

Die Torpedierung der 3 Schiffen im Konvoi TAW15 durch U511 fand statt am 28/08/42, gleich ob man Z oder DSZ-Zeitzonen-Angaben macht.

Q-Zeit oder Lokaler Zeit = Z – 4 Stunden

DSZ (wie verwendet auf Uboote im Augustus 42) = Z + 2 Stunden.

TNA Akte ADM237/247, ein Bericht von ein Interview mit der Master der SAN FABIAN, gibt den Torpedo-Angriff auf die Dampfer am 28/08/42 um 0035 EWT (Eastern War Time, 0035 EWT = 0435Z = 0635DSZ).

3. The convoy proceeded without incident until 2330 on 27th August when I heard heavy depth charging and gunfire from the port beam of the convoy. I saw one submarine sunk after being ramméd by the Canadian Corvette OAKVILLE which ramméd the submarine, then stood off and fired 2 shells into her and then ramméd her a second time. The OAKVILLE then fired rockets and the American Destroyer "LEE" went over and picked up 22 survivors from the submarine.

4. Nothing further occurred until 0035 on 28th August when the ship astern of me the "ROTTERDAM" was struck by a torpedo in the engine room on the port side. At the same time the Gunlayer aft telephoned to say that a torpedo had passed 20 feet from our stern and could be plainly heard making a hissing noise. This torpedo struck the ESSO ARUBA, which was Commodore's ship, in the port side amidships.

5. Almost immediately at 0035 E.W.T. we were struck by a torpedo on the port side on the stoke hold bulkhead between the bunker and No. 1 tank, the force of the explosion smashed the after coffer dam bulkheads. The tank lids of the cofferdam and bunker were blown off, the decks split and a large hole blown into the ship's side. As the torpedo struck a sheet of flame leapt to a height of about 100 ft. and burned for about 1 minute and then subsided. A tremendous column of water and oil was thrown into the air, and the after part of the ship was a mass of oil and debris.

"EWT" ist kurz für "Eastern War Time", eine Zeit-Zone mit 4u Zeitunterschied zu GMT (Z).

Diesem Bericht gibt als Reihenfolge der Torpedierungen:

ROTTERDAM: versenkt

ESSO ARUBA: beschädigt, Teil seiner Ladung ging verloren, aber das Schiff erreichte auf eigener Kraft Guantanamo Bay wo der Rest der Ladung von einem anderen Tanker übernommen wurde. Nach erste Reparaturen ging das Schiff nach Galveston wo es definitiv repariert und erneut in die Fahrt genommen wurde

SAN FABIAN: versenkt

Die ROTTERDAM und ESSO ARUBA waren Tanker, die SAN FABIAN ein Frachter.

In DUKBOOT wird die Reihenfolge der Torpedierungen gemäß ADM237/247 geändert in

- 1) ROTTERDAM**
- 2) ESSO ARUBA**
- 3) SAN FABIAN.**

8.3 Das Ende von U852 03/05/44 aus (meist) Alliierter Sicht

Admiralty War Diary, 03/05/44 (<https://www.fold3.com/image/301341655>, S.31)

East Indies

U/Boat
destroyed

10. 3 Wellington aircraft of the Aden Command on A/S patrol carried out a succession of attacks on a German U/Boat south-west of Socotra from first sighting at 0245 yesterday. The enemy was reported in the early hours of today near Ras Hafun (south of Cape Guardafui) damaged and unable to dive. Her crew blew her up at 0224 as she approached the shore, where she grounded at 0224 in 09.35 N. 50.48 E. and FALMOUTH landed a party who rounded up survivors. The midships section of the vessel and the conning tower were intact and some gear was recovered.

Admiralty War Diary, 03/05/44 (<https://www.fold3.com/image/301341706>, S.41)

U/boat
destroyed
off Cape
Guardafui.

FALMOUTH reports U/boat was blown up by own crew at 0224/3 as she approached. U/boat was close inshore last reported position being 009° 32' N. 050° 45' E. Landing party is now ashore rounding up survivors.

(2) The destruction of this U/boat was entirely due to aircraft of the Aden Command who had carried out a succession of attacks from 1st sighting at 0245 2nd May and damaged the U/boat to the extent she was unable to dive. (C. in C.E.F. 030514Z).
W.D. Note:(c.f. C. in C.E.F. 030324).

Admiralty War Diary, 04/05/44 (<https://www.fold3.com/image/301341799>, S.60)

U/B
destroyed
off Ras
Hafun
3rd May.

The following in amplification of my 030514.

2. U/Boat is lying aground in 009 degs. 35' N. 050 degs. 48' E. Midships section and conning tower intact and partially above water, for and after ends blown up with the torpedoes.

3. Crew totalled 66. FALMOUTH has 5 officers including Captain and 30 ratings, PARRETT has 7 ratings and RAIDER 2 ratings. 3 known killed.

Remainder unaccounted for but unknown number killed by A/C. Search on shore is continuing.

4. RAIDER reported she has recovered portable gear including instruments and radar dipoles. Length of dipoles each 17 centimetres.

5. Wreck is being guarded and arrangements for further investigation being made.

6. Air H.Q. Aden reports 18 sorties were flown and locating attack made. U/Boat was shadowed night of 2nd/3rd May and bombed at dawn. U/Boat put up heavy and light flak. (C. in C.E.F. 040924.)

T.L.'s congratulations on destruction of this U/B before it could commence operations.

(D.A.U.D. 042102B.)

Es gibt mehrere TNA Akten mit Daten die sich beziehen auf den Verlust von U852, zu viele um hier detaillierte Angaben aus diese Akten (ADM199/518, AIR27/118/9, AIR27/118/10, AIR27/2135/17, AIR27/2135/18 und AIR27/2136) zu machen. E.Zimmerman hat sie ausgewertet (toller Arbeit!!) und hiernach ein Ausschnitt aus seine ACATTACK-Datenbank:

Day	Month	Year	Area	AC	Time	Zone	Weapons	Damage AC	Damage UB
2	5	44	Indian Ocean, south of Cape Guardafui, Somali 10.34N 52.00E coded position JLST3400 (Position falls in grid MP95)	Wellington E/621Sq	421	Z	6 DCs on submerging U/B / Strafe / Flak	None. The aircraft investigating a wake sighted at 8 miles, then spotted a fully surfaced U/B, course 350 degrees, speed 12 knots. As the Wellington approached U852 began to dive but the C/T was still visible when the stick of 6 DCs was released from 50 feet. The first DC of the stick fell directly in the swirl and the rest of the charges directly along the presumed track of the now submerged U/B. The F/Gunner heavily strafed the U/B during the approach, tracer strikes being observed on the C/T. First oil was observed and 5 minutes later U/B again broke surface. In obvious difficulty the U/B opened fired on the a/c while the Wellington gunners continued to rake the U/B scoring more hits. E/621 remained on the scene circling and trading fire with the U/B until well past PLE. Fl/Lt Mitchell and his crew left the scene at 0750/Z, by which time Wellington U/621 had arrived and attacked (see entry) and taken over the mission of holding contact on the U/B.	Severe. U852 was forced to surface by a fractured main inlet pipe which caused heavy flooding and started a fire. The Wellington shadowed the U/B sending base reports until U/621 arrived, attacked and had taken over the task of keeping contact with the U/B. E/621 past PLE, departed landing at base with only 30 gallons of fuel remaining. Source 177 records that U852 reported by FT an air attack at 0818 hours in grid MP97.
2	5	44	Indian Ocean, south of Cape Guardafui, Somali near 10.34N 52.00E (Position falls in grid MP95)	Wellington U/621Sq	642	Z	6 DCs on surfaced U/B / Strafe / Flak	Hit by 20mm shell in starboard air cooler. No casualties, returned safely to base. Wellington U/621 was the second a/c on the scene, sighting a surfaced U/B at 0630/Z hours, distance 25 miles, course 180 degrees, speed 12-14 knots. Fl/Lt Wade went to the attack immediately and in the face of heavy flak released his stick of 6 DCs which fell close to but ahead of U852's bows and possibly caused some damage. Having been hit during the approach the a/c took evasive action after passing over the U/B which itself was turning hard to starboard. The aircraft despite her own damage circled the scene taking photographs and witnessed several further attacks on the U/B (by Y & F/621) before setting course for base at 0850/Z hours.	Probably some. This attack was in no way fatal but the U/B was still forced to remain surfaced mainly as a result of the damage inflicted by E/621 in the first attack.
2	5	44	Indian Ocean, south of Cape Guardafui, Somali near 10.34N 52.00E (Position falls in grid MP95)	Wellington Y/621Sq	818	Z	2 runs; DCs on surfaced U/B / Strafe / Flak	Hit and aileron control damaged. Landed safely, no casualties. Made contact with the U/B at 0818/Z making her the third #621 Wellington to contact U852. Carried out two depth charge attacks as well as two further strafing runs. All runs were made from a height of 50 feet against heavy flak. During one of the strafing runs the Wellington was hit and the aileron controls were damaged. Remained on scene shadowing and witnessed further aircraft attacking the U852 with both DC and strafing runs. At 1157/Z commenced homing HMS PARROT to the scene. Left U/B at 1310/Z in order to land before nightfall, a precaution due to the flak damage suffered.	It seems unlikely that any serious further damage was inflicted on U852 by these attacks.
2	5	44	Indian Ocean, south of Cape Guardafui, Somali coded JLST 0806 = 10.08N 52.06E (Position falls in grid MP98)	Wellington F/621Sq	840	Z	2 runs; 4 x 2 DCs on surfaced U/B / Strafe / Flak	None. F/621 was the fourth Wellington to arrive on the scene sighting U852 at 0835/Z hours. Attacking the violently evading U/B at 0840 hours with a stick 4 DCs released from 50 feet. The approach was made in the face of heavy flak and at the same time the U/B was strafed and hits were seen of the decks. Two of the DCs appeared to fall close to the U/B. Two minutes later a second second dummy run was made in which the U/B was strafed and again hits were seen on the hull. At 0844/Z (ORB is very faint, possibly 0944Z) an attack was made with the remaining two DCs, one of which appeared to explode near the C/T covering the U/B in spray and raising her stern slightly. In both attacks the charges fell close to the skillfully evading U/B but caused no visible damage. The a/c departed early with engine trouble but returned to base safely.	It seems unlikely that the attacks by F/621 added much damage to U852's already dire situation.

2	5	44	Indian Ocean, south of Cape Guardafui, Somali 10.10N 51.53E (Position falls in grid MP98)	Wellington T/621Sq	845	Z	5 DCs on surfaced U/B / Strafe / Flak	<p>None. On a strike mission against a U/B which had been previously attacked and was being shadowed by other Wellingtons of #621. An oil slick was sighted and on following it at 0835/Z a surfaced U/B was sighted on a course of 170 degrees. Initial attempts to attack down the U/B's track were foiled by violent evasive maneuvers and flak by the U/B as well as gun issues of the a/c. Initial attempts to coordinate with other a/c on the scene failed, but at about 0850 another Wellington was seen taking advantage of the diversion caused by T/621 and made a good attack down the track of the U-boat. (this was probably F/621 although both it and Y/621 were on scene). With the U-boats attention diverted T/621 carried out an attacking run down the track releasing a stick of 5 DCs. The depth charges were seen to explode about 20 yards to starboard of the U/B's hull and it was later discovered the #1 charge had hung up. During the approach the U/B was heavily raked and casualties were inflicted on the gun crews. Having it was believed expended all DCs and nearly out of gun ammunition the captain decided to make for nearby Suiscuiban to rearm and carry out a second sortie.</p>	<p>None. This attack seems unlikely to have caused further damage to U852 but the heavy strafing almost certainly inflicted several casualties, the U-boat during the course of many aircraft attacks had seven of her crew killed and other wounded.</p>
2	5	44	Indian Ocean, south of Cape Guardafui, Somali 10.04N 51.25E (Position falls in grid MP97)	Wellington D/621Sq	1307	Z	Strafe / Flak	<p>None. Departed base in tandem with Wellington T/621 (W/Cdr P. Green) to make a coordinated strike on a U/B under attack by #621 aircraft since the early morning. A third Wellington Q/621 failed to take off due to engine trouble. Both aircraft made for the estimated position of U852 but initially found nothing. During the search T/621 went down to investigate a flame float burning in the midst of an oil patch. Taking this to be the position of the U-boat W/O Ryall attacked releasing a stick of six DCs into the slick before the error was realized. The search was continued and at 1255/Z the U/B was sighted, having obviously doubled back from her previous position in an effort to throw off the pursuit. The Wellington carried out a strafing run to create a diversion for T/621. During the run hits were observed over the deck of the U/B and while passing over T/621 was seen to begin her approach. From the perspective of the crew of D/621 these DCs made a good straddle of the U-boat. Following this attack D/621 set course for base landing at 1400/Z.</p>	<p>None but both ORB entires indicate this run helped quell flak so it may have inflicted casualties or at least caused the gun crews to scramble for cover.</p>
2	5	44	Indian Ocean, south of Cape Guardafui, Somali 10.04N 51.25E (Position falls in grid MP97)	Wellington T/621Sq	1308	Z	6 DCs on surfaced U/B / Strafe / Flak	<p>None. Having carried out an earlier attack the Wellington landed at nearby Suiscuiban to rearm, where it was found the #1 DC had hung up in the earlier attack. On the ground a plan was made to make a coordinated attack on the U-boat with two other Wellingtons. The plan fell apart when Q/621 failed to take off and D/621 (W/O J.P. Ryall) mistakenly attacked a flame float with it's depth charges during an extended search for U852. After an extended search the U/B was found by homing on the shadowing a/c. The position indicated the U-boat had reversed course in an attempt to lose her pursuers and possibly be closer to land. After a first run in which the U/B was heavily strafed but DCs were not dropped due to U852s evasive actions. T/621 made a second run under the cover of a strafing run by D/621 and laid her stick of 6 DCs across U852's beam just forward of the C/T. The attack was made from low height and as flak had been virtually quelled by this point and apparent excellent straddle was made with hull between #2 and #3 DCs but when the plumes subsided the U/B was apparently undamaged. It was surmised that #3 failed to explode or may have broken up after hitting the hull. Initially the Wellington set course for base but then under orders from command returned to the scene homing HMS PARROT. T/621 landed at 1626/Z.</p>	<p>Apparently no serious damage</p>

2	5	44	Indian Ocean, south of Cape Guardafui, Somali 09.56N 51.03E (Position falls in grid MP97)	Wellington G/8Sq	1351	Z	6 DCs on surfaced U/B / Strafe / Flak	Hit by 20mm shell, no casualties no serious damage. The a/c was airborne on a A/S hunt to follow up the earlier attacks by #621 squadron. After a short search the U/B was found fully surfaced and it immediately opened fire on the Wellington. During the initial approach hard evasive maneuvers by the U/B foiled the attack although the F/Gunner raked the submarine. A second approach out of the sun was made and a stick of six DCs made a good straddle in a pass from starboard quarter to port bow. Despite an apparently damaging attack U852 continued on course now toward the Somali coast and as night approached after shadowing for three hours, the U/B was eventually lost in the ground echo. The boat was seen again that night by G/8 close offshore and beached near Bender Beila, Somalia allowing follow up forces to quickly locate it.	Probably some and likely some casualties as well, seven of U852's crew were killed during the numerous a/c attacks on the boat. At 0220/3 the boat was attacked as she lay beached off the shore at Bender Beila by Wellington D/8 (see entry). The DCs failed to explode, probably due to the shallow water.
3	5	44	Indian Ocean, ashore at Bender Beila, Somali 09.32N 50.45E (Position falls in grid MP97)	Wellington D/8Sq	220	Z	6 DCs on beached U/B	None. The shadowing of U852 by G/8 the previous day allowed other a/c of 8 squadron to be sent to follow up. X/8 (F/O G.R.D. Atherstone) was the first to find the U/B at 0200 hours. The submarine was stationary and lying in shallow water about 40 yards from shore. There was no sign of life, the boat apparently having been abandoned by it's crew. Shortly after X/8, Wellington D/8 arrived and received permission from HMS FALMOUTH which was approaching the position, to attack. Six DCs were released but failed to explode, probably because the water was too shallow. A few minutes later and explosion was observed which blew off both stern and bow of the submarine and left it on fire. The naval escort then sent a landing party ashore and assisted by the Somalian Camel Corps, at 0305 they accepted the surrender of U852's crew.	Eck ordered his U/B deliberately beached where she was destroyed by scuttling charges. Seven of her crew were killed in the previous air attacks while the remaining 59, including some wounded surrendered ashore.

KTB BdU 01/05/44

III. Reports on the Enemy:

- a) 1) Air attacks: U 846 attacked in BF 5745 at 0115, and U 852 in MP 97 at 0818 on 2.5.

KTB BdU für 31/05/44

U 852 must also be presumed lost. The boat left Kiel on her first operational voyage on 18.1.44, bound for the Indian Ocean.

The boat sank two steamers of 11,685 GRT on the outward voyage and then proceeded through the Mozambique Channel into the Gulf of Aden. The last message received was a report of an aircraft attack on 2.5. in Grid MP 97. Nothing since then. Loss probably as a result of this attack. An English press report of the sinking of a German U-boat by a British aircraft in the Gulf of Aden is available.

8.4 "CLAN MACMAB" => "CLAN MACNEAB"

DUIKBOOT: angegriffen von UA am 03/12/41

Lloyd's Register (<https://hec.lrfoundation.org.uk/archive-library/lloyds-register-of-ships-online>) kennt kein Schiff namens CLAN MACMAB. Auch unbekannt bei Gröner und Jordan.

Nachgeschaut im KTB UA: da stehen 2 mögliche Namen für den angegriffenem Frachter, aber der erste -CLAN MACNAB - sank bereits 17/03/41 in eine Kollision mit der norwegische STRIX im Konvoi SL68. Der zweite – CLAN MACMAB - ist nirgends aufgelistet (Lloyd's, Jordan, Gröner, ...).

Helfen die Admiralty War Diariesaus?

Admiralty War Diary 03/12/41 (Fold3.com, micro serial no. K-13-B, Seite 1264)

U-Boat Campaign.

S.S. CLAN MACBEAN reported being attacked by U/B at 1310 today in 24.42 S., 06.09 W., or in the latitude of Walvis Bay.

Und auf S.1288

Ships Attacked.

CLAN MACBEAN. Following has been read: SSSS 24° 42' S., 06° 09' W., CLAN MACBEAN. Torpedo sighted. (Freetown W/T, 1310/3.) Steer for position 005° W., of S., thence direct to P. (C. in C.S.A., 1500/3, to CLAN MACBEAN.)

Admiralty War Diary 05/12/41 (Fold3.com, micro serial no., S.1345)

CLAN MACBEAN. ASTER's 0001Z/5 (see South Atlantic) Have you any definite information that CLAN MACBEAN has been sunk? (D.T.D. 1546A/5 to C. in C. S.A.) Reply: 1216/7.

Admiralty War Diary 07/12/41 (Fold3.com, micro serial no., S.1458)

CLAN MACBEAN. Your 1546/5. Hope from wording of SSSS signal that she escaped. (C. in C. S.A. 1216Z/7 to Admty.)

Admiralty War Diary 08/12/41 (Fold3.com, micro serial no., S.1477)

South Atlantic.

CLAN MACBEAN. Request reasons why CLAN MACBEAN was not routed in accordance with Admty. 2311A/23 whilst CLAN MACNAUGHTON which sailed on the same day was correctly routed. (D.T.D. 0020A/8 to F.O.I.C. Simonstown.) Admty. 0030/8 (70020/8). Neither ship was routed in accordance with your 2311/23 as this was not received until 1100/27. That CLAN MACNAUGHTON's route did happen to comply with this signal was due to policy of dispersing route as widely as possible. CLAN MACBEAN being slow and coal burning given shortest route possible subject to instructions contained in your 1505/20/11. (N.C.S.O. Capetown 1547B/8 to Admty.)

CLAN
MACBEAN. Your 1546A/5 (Request for information as to
whether CLAN MACBEAN has been sunk.) CLAN
MACBEAN reported in position 10° 19' S. 6°
44' W. at 1345Z/9.
(C. in C. S.A., 1531Z/9 to Admty.)

TNA Akte ADM1/11522 deutet darauf hin es war tatsächlich die CLAN MACBEAN die einen U-Angriff entkam:

ADM 1/11522

MERCHANT NAVY (64): Awards to officers of S.S.CLAN MACBEAN for saving ship
from enemy submarine

1941

Auf <http://www.bandcstaffregister.com/page493.html> steht eine Zeichnung



mit die Unterschrift...

Clan MacBean

Members of a German gun crew are left to their fate after their submarine crash-dives to avoid being rammed by the Clan MacBean whose captain had decided that attack was the best form of defence.

© Courtesy Caledonian Investments

Alles deutet darauf hin UA griff nicht ein unbestehender CLAN MACMAB/CLAN MACNAB an, sondern der Britische Frachter CLAN MACBEAN, 5000T.

Ob die Geschichte stimmt der angegriffenen Dampfer versuchte UA zu rammen, und die Besatzung von UA's Geschütz geriet dabei ins Wasser, könnte nicht bestätigt werden mit die Angaben in UA's KTB.