



1943



1972



THE BANG GANG NEWSLETTER

Published to perpetuate the memory of USS BANG (SS-385) and her Crew

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FALL/WINTER 2006

WWW.USSBANG.COM

ISSUE-43

JOSEPH W CHAMP

SETH P HENDERSON



1921 — 2006

1925 — 2006



LOST AND FOUND



This column is dedicated to informing you of any additions, deletions, or corrections to our active roster.
It has been brought to our attention that the following shipmates have passed away and will be placed on Eternal Patrol.

Joseph W. Champ, QM1 (43-45), WP1,2,3,4,5,6

Seth P. Henderson, RM2 (44-46), WP5,6

Neil Jones, EM3 (57-58)

John Sousa, YN1 (59-60)

SHIPMATES, REST YOUR OARS!



The following shipmates have changed their mailing address.

Please let us know when your address has changed or you may not receive the next Newsletter.

LASTNAME	FIRSTNAME	ADDRESS	CITY	ST	ZIPCODE	PHONE	Y-O-B
Adamek	James R	1008 Riviera Dr	Norman	OK	73072-7623		57-59
Foglesong	Lloyd	3839 Lake Blvd Apt 122	Oceanside	CA	92056-4650	(760) 940-1330	43-44
Gunny	Robert R	1460 Silver Peak Ave	Pahrump	NV	89048-5481	(775) 537-0274	44-45
Harrison	William H	401 Elise Lane	Melborne	FL	32940-7345	(321) 255-5895	61-62
Kielbasa	William J	4 Dartmouth St	Danvers	MA	01923-1712	(978) 774-0499	68-70
Morgana	Richard J	695 Talcottville Rd Apt 16B	Vernon Rockvl	CT	06066-2392		62-64

The following shipmates are new (found) additions to our roster. Your committee is thankful for all your help in locating them and we will continue our search until we have attempted to locate everyone.

LASTNAME	FIRSTNAME	ADDRESS	CITY	ST	ZIPCODE	PHONE	Y-O-B
Clark	Christopher M	3314 S Pine St	Tempe	AZ	85282-5757		66-68



THANK YOU!

Since our last publication, the following shipmates have generously donated to our slush fund.



**Bob Cellupica
Mildred Champ
Marv Christenson
Karl Evans**

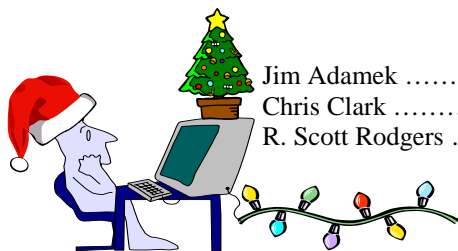
**John Fitzsimmons
Lloyd Foglesong
Dick Gahan
Bob Gunny**

**Neil Jones
John Kraft
Gerald Maly**

**Jim Maney
Byron Murray
John Murray**

**Jack Myers
Neil Tierney
Dino Toro
Richard Wolfe**

**THE INTERNET
CONNECTION
CHANGES SINCE LAST
PUBLICATION**

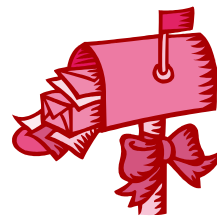
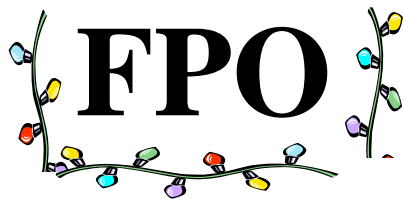


Jim Adamek jimadamek@cox.net
Chris Clark cmclark@odel.edu
R. Scott Rodgers RUSSELL001@woh.rr.com

Lee Sivil usshoney@charter.net
Bill VonDerLieth bang385@cableone.net
Ed White cedwhite@ct.metrocast.net



MAIL CALL



This column is dedicated to all the letters we receive from you. Any info about yourself or others you want to share with your shipmates will be published here. Think of this as a combination of the bulletin board in the Crew's Mess and the IMC.

Editor's Notes and Ramble: Hi Shipmates! I just returned from 7 days of special ops in the Carribean aboard a huge target. Enjoyed the cruise but now find myself rushing to get this Newsletter out to you. Bad planning on my part.

This year has brought us a lot of sorrow with so many of our shipmates leaving us for Eternal Patrol. And, I regret to say that the sadness continues.



Joe Champ was an original Plank Owner who helped commission BANG in 1943 Portsmouth, NH, guided her to the Pacific Theater during WWII, stayed aboard for all six of her war patrols, and then guided her back to Portsmouth, NH. Shortly thereafter he left her. Sound familiar? Well it should as I said basically the same thing two issues ago about **Joe Hutchins**. In fact,

everything I said about Joe Hutchins applies to Joe Champ also. Two fine gentlemen who had a job to do—and did it. The only wording that needs to be updated is the number of Originals we still have on our mailing list. That number is now 17 with only 2 serving all six patrols. Joe's widow **Mildred** mailed the following to me:

Sending a note to advise that my husband, Joseph Champ died on Thursday, September 7, 2006. He struggled with lung cancer from March until his death.

He served on the USS Bang from 1943—1945, including all six of her war patrols in the Pacific.

We attended several BANG Reunions. It was great to meet old friends of Joe's and take part in the activities.

We always looked forward to receiving the 'Bang Gang Newsletters' and as everyone has said—you do a great service to the BANG Submariners.

I am enclosing Joe's obituary in case you want to mention something in the Newsletter. Also enclosing a donation to the Slush Fund in Joe's memory.

Joseph W. "Bud" Champ, 85, of the Sanatoga Ridge Community, Lower Pottsgrove, went home to be with his Saviour on Thursday, Sept. 7, 2006, and died at home with his family at his side. Formerly of Cedars, he was the husband of 63 years to Mildred (Garis)

Champ.

Born Feb. 20, 1921, in Philadelphia, he was a son of the late Joseph and Ella Mae (Tomlinson) Champ. He was a graduate of The Williamson Free School of Mechanical Trades in Media, Class of 1940 in the Brick-Masonry Program. Mr. Champ was a veteran of World War II, serving in the U.S. Naval Submarine Service on the U.S.S. "Bang" for six patrols in the South Pacific.

Mr. Champ was retired from the James Hamilton Construction Co. of West Chester and the Haverstick-Borthwick Co. of Plymouth Meeting. He was an active member of First Presbyterian Church at Airy & DeKalb St., Norristown, where he served as a Sunday School Teacher, Deacon, Trustee and Elder.

In addition to his wife, he is survived by two daughters, Amy Roye (David) Frascetta of King of Prussia and Kristine Holly (Alan) Beck of Yerington, Nev.; a son, Dale Timothy (Joy) Champ of Millstone, N.J.; five grandchildren: Jason Beck and Holly Beck Holst of Reno, Nev., Tim Beck of San Diego, Calif., Megan and Scott Champ of Millstone, N.J.; three great-granddaughters; a stepgreat-grandson; several nephews and a niece. He was preceded in death by a sister, Anne Champ, and brother, James Champ.

Interment will be at Riverside Cemetery in Norristown.

In lieu of flowers, memorial contributions may be made to Visiting Nurses Assoc. of Pottstown Hospice Program, 1963 E. High St., Pottstown, PA 19464, or to the First Presbyterian Church, 113 East Airy St., Norristown, PA.

If you wish to contact Mildred, her address is:

Mildred Champ
2461 E High St Apt J-103
Pottstown, PA 19464



Seth 'Whitie' Henderson arrived aboard BANG in December 1944 from Division 202 Relief Crew. He was aboard for BANG's final two war patrols and then rode her back to Portsmouth, NH. Whitie continued to stay aboard BANG for another year before transferring to Spinax (SS489). Though he missed the first four of BANG's Patrols, I consider

him no less a hero than the rest of his WWII shipmates and, like all BANG shipmates, we who survive mourn his passing.

Whitie's son Dana sent me the following:

My father passed away late last month (October). He was a submariner and very proud of his service in both WWII and Korea. I am enclosing information regarding him and hope you will publish it in your next Newsletter.

YOUNTVILLE - S. P. "Whitie" Henderson died on Wednesday, Oct. 25, 2006, in Yountville. He was 80 years old. He was born on Nov. 4, 1925.

Born and raised in Highland Park, Los Angeles, he graduated from Franklin High School and entered the U.S.N. Submarine Service in 1942. During his tour of duty as a radioman on the U.S.S. Bang, he had an opportunity to show outstanding courage by rescuing a downed fighter pilot in open water in the South Pacific. He also had employment history with the United Parcel Service, and in business equipment and television/movie industry video sales.

Later, while stationed at Portsmouth Naval Shipyard in Maine, he met the girl of his dreams at a U.S.O. dance and they married on Sept. 8, 1945. He convinced her to move from New England to Southern California, where they began their lives together and started a family. He was recalled to active duty during the Korean conflict and then returned to the Los Angeles area upon being discharged.

Whitie began his career working in the television and movie industry where he met and worked with many famous people. During this time, he was active in the Optomist International and spent a term as lieutenant governor of the organization.

He was a very positive, outgoing person who made good friends easily. Eventually, he and "Kay" settled between Palm Desert and the Napa Valley/Yountville area. Golf and his newest pleasure, bocce ball, continued to introduce him to great friends and fulfill his joy of friendly competition.

He died comforted by the thoughts of his most wonderful friends and his family.

Whitie is survived by his wife, Kathleen (McLaughlin) Henderson; son, Dana Henderson of Napa; daughter, Heidi Juarado of Caldwell, Idaho; sister, June Ross of Glendale; grandchildren, Cory and Ashley Dawson, Kristen Brown, Sean Henderson, Amy Kincaide; four great-grandchildren; and many extended family members throughout Southern California. He was predeceased by his parents, Theodore and Uarda Henderson. No services will be held.

Those wishing to contact Dana may do so at:

Dana Henderson
1729 Tanen St
Napa, CA 94559



Neil Jones reported to BANG 2/21/57 and transferred to Halfbeak (SS352) on 9/16/58. He was in attendance at most of our Reunions and helped host our 2001 Reunion in Mystic. In trying to describe Neil, the word 'unique' keeps coming to mind. You never knew what to expect him to say or do next. His whole life seemed to be run on spur-of-the-moment decisions. He was always

thinking to keep one step ahead.

And, like the way he lived his life, Neil's death was no different. He just did it. The month before Neil's son called me to report the sad news, I received a call from Neil requesting I send him a ballcap because he lost all of his hair to chemo. He joked about changing his name to Kojack and mentioned the up-coming reunion at Albuquerque. Like in the past, I expected him to show up any second.

The following obituary was found in a NJ newspaper. And, to reiterate Neil's uniqueness, please read the last paragraph. According to his son, this was Neil's death wish.

Neil Jones, 68, of Dayton died Wednesday, Oct. 18, 2006, at Robert Wood Johnson University Hospital, New Brunswick.

Born in New York, he resided in Queens and Long Island before moving to Dayton three years ago. Mr. Jones was a member of South Brunswick Senior Center, where he served as a ranger and held a position on the advisory board. He was a Navy veteran of the Korean War and served on the USS Bang SS385.

Son of the late Cornelius and Mary Jones, he is survived by a son and a daughter-in-law, Neil and Laura Jones of East Stroudsburg, PA; a daughter and son-in-law, Nora and Tony Zaccaria of Oceanside, CA; a sister, Catherine Donohue of FL, and a granddaughter, Jessica Rose Zaccaria.

Burial was at Brigadier General William C. Doyle Veterans Memorial Cemetery, Arneytown.

Memorial contributions may be made in Neil's memory to USS Bang, c/o Gene Lockwood, 512 Windsor Gate Circle, Virginia Beach, VA 23452.

Gary Dannenbaum reported on the death of **John Sousa, Jr.** John came aboard BANG from Trigger (SS564) on 6/15/59 and transferred to George Washington (SSBN598) on 1/4/60. I was unable to find his obituary in any of the MA newspapers and was unsuccessful in getting in touch with his family so I do not have any other details about him. I was still aboard BANG when he arrived but we were in the Philly Yards at the time for a battery change so I don't think we saw much of each other during the

summer months. At the end of September he probably cut my separation papers.

*Along the shore I spy a ship
As she sets out to sea;
She spreads her sails and sniffs the breeze
And slips away from me.*

*I watch her fading image shrink,
As she moves on and on,
Until at last she's but a speck,
Then someone says, "She's gone."*

*Gone where? Gone only from our sight
And from our farewell cries;
That ship will somewhere reappear
To other eager eyes.*

*Beyond the dim horizon's rim
Resound the welcome drums,
And while we're crying, "There she goes!"
They're shouting, "Here she comes!"*

*We're built to cruise for but a while
Upon this trackless sea
Until one day we sail away
Into infinity.*

TILL WE MEET AGAIN SHIPMATES!!!



Joe Leonardi has notified me that he recently spent 5 days in the hospital and left with a pacemaker. After a few days at home he had to return to ICU for 5 days. Haven't heard anything else so I guess things are OK now. Hope to see you and Marion at the next Reunion Joe.

Bob Swank, our Secretary, writes that "at the end of May another major problem has arisen for Shirley. She started coughing up blood and a CT scan showed a tumor mass in her chest. It's not operable and the only option is radiation therapy and chemotherapy. She has completed 30 radiation treatments and is now having her chemo. Don't know the duration of treatments or outcome. Last year was bad enough and now this has to happen". This message came to me in September. Please keep Shirley in your prayers.

Ed Gandy left the Taunton Reunion with a "See you next year in Charleston". For those of you who wondered "Where's Ed?" in Charleston, I found out the answer just last month. It seems that some time between the two aforementioned Reunions he fell and injured his back. Serious enough to wind up in rehab for 6 or more months so, he wasn't at home to answer the phone. Happy to say that he is now at home on the mend and talking about next year's Reunion.

ATTENTION ALL SHIPMATES ON BOARD JANUARY 1957. I received the following request and told the gentleman that I would pass it on. Now I was aboard during that operation but have no idea what went on topside as I was either down in the galley serving you guys gourmet delights or over at the 'Club Bermadu' getting myself in shape to prepare the next one. Maybe this will ring a bell with some of you Techs. And, if it does, contact him. I'm sure he will be happy to hear from you.

Hello all; I am wondering if any of you might have been on BANG in January 1957. That month BANG operated out of Bermuda carrying three engineers and a technician from Bell Labs for demonstration trials of the Demon Lofar classification system that was later to become the BQQ-3 classification sonar for the nuclear sub fleet.

For these tests a linear array was installed in the superstructure forward of the sail. BANG consistently detected and classified a target sub at ranges in excess of 100 miles.

I was one of the BTL engineers and I would like to refresh my memory of this trip with some one who might have been on the boat at that time.

The BANG trial followed R & D that had been conducted a few years earlier on the CAVALLA. You can find more on this by going to CAVALLA's web page, or to Google, and clicking on "Civilian Submariner."

Hoping this rings a bell,

Regards,

Donald Ross

8870 Villa La Jolla Drive #216

La Jolla, CA 92037

858-453-4415

donaldnmiross@mac.com

Member: Naval Submarine League

In case you haven't noticed on the front page, we now have a new Web Master, **Bill Fenton**. **Jim Fricke** had to reluctantly step down because his current employer was putting greater demands on his 'free' time and Jim no longer was able to keep our site updated in a timely manner.

To Jim I say "**Thank You**" for all the physical and financial effort you devoted to the initial set up of our web site and maintaining it over the years. Hopefully all the extra time you're giving your employer will result in an early retirement so that you may join the rest of us at our Reunions.

To Bill I say "**Thank You**" for stepping up and relieving Jim of his duty. I know you have the support of all your shipmates to help you succeed.

HAPPY HOLIDAYS—SHIPMATES!!!

The writings and material within this Newsletter are the sole responsibility of its Editor and in no way reflect the opinion of its readers, the Bang Gang.Phil Beals

Lloyd Foglesong, a MotorMachinistMate (43-44, WP1,2,3), "I went into the Navy November 7, 1939 with my brother Leo, who ended up on the carrier Saratoga and he stayed in for 30 years. I signed up for 6 years. When we got back to New London after the war ended my wife wanted me to get out of the Navy and go home to Nebraska where we had a little girl who was born July 25, 1944.

In 1940 me and my brother were on a 4 stack destroyer that was one of 50 slated to be leased to the British when they asked for volunteers for Submarine duty. Out of 450 only 4 of us passed the test and went to New London. Two of us reported to the Base, one to the Tender USS Beaver AS-5, and I was sent to the R-7, R-9, R-15 detail to re-commission them. My brother rode the destroyer to Nova Scotia to train the British sailors how to operate it. He then left for the Saratoga and spent all of the war aboard her becoming a Boiler Tender Chief.

I had two good teachers aboard the 'R' Boats. A 16 yr vet MM from Kansas who got called back in and George Shadix, a 12 yr vet from Alabama, who taught me all about the big Nelseco engine. After the war I ran into George again as he was manager of the Chief's Club on the Sub Base at New London. After visiting him a few times, I hear that he and his girlfriend ran off to Canada with thousands of dollars of the Club's money. The last I heard he was locked up in Portsmouth, NH where I put BANG in commission in 1943. I doubt that he is still there as he must be close to 100 by now. I was 87 in October and my sis gave me a big dinner at her home with a couple nieces and friends.

We had no tools at first and we used a long bent chisel and a sledge hammer to tighten the nuts on the 1" bolts that held the piston liner down and used navy white line to compress the piston rings so we could let the pistons down. Later the Base machine shop made us some open end wrenches to use.

We wore coveralls over our dungarees and when they got full of grease and dirt we would put them in a big oil drum on the dock, poured boiler compound on them, and then inserted a steam line to clean them. We would then hang them in the engine room to dry.

As you know, most of the best skippers of WWII Boats were trained on the 'R' and 'S' Boats. I had three CO's who all went to new construction before I did. I stayed on the 'R' Boats for 3 years training others for new construction. Here are a few incidents that happened during that time.

We went to Bermuda and there was a French submarine tied up that never left the dock. It had its fresh water tanks full of wine and its sailors would sit topside and drink all day long.

In Guantanamo Bay there was a Russian Sub with a

half women crew who were bigger than their short, stocky counterparts and did the same work as them. In St. Thomas, V.I., we had an "all american" center from Georgia Tech come aboard as an Ensign. One day he told us that he was going to get us in shape by running up a mountain which turned out to be nothing but a high hill with the center cut out to catch the rain water. Now, the crew aboard the USS R-15 were already in good shape—swimming, running on the beach, and playing softball, volleyball, and horseshoes—so I told Ensign Wright that he was going to be the last to reach the top—and he was. He then admitted that we were already in pretty good shape.

In May 1941 we were in Panama watching a Jap ship go by hauling scrap iron to Japan. I said to my skipper that next they will be shooting it back at us and he replied in the affirmative.

I could write a book about the "R" Boats but it would take too long. My friend Jim Sterling did. He called it "Wake Of The Wahoo". Jim was a yeoman aboard Wahoo with Morton and Kane until her final patrol. He and I broke from the WWII SubVets San Diego Chapter in the mid 60's and started the Ventura County Chapter where I'm a life member. We were the first presidents of the Ventura Chapter and built it up to 53 members. Jim later move to Kingman, AZ and then to the Navy Home in Gulfport, MS where he died a few years ago.

I was in New London when President Roosevelt came to inspect the troops and subs down at the pier. We stood in the hot sun about an hour waiting for him. In 1945 I was in San Diego, at a bar on Broadway, waiting to go on leave from Pearl Harbor when they announced his death.

After 33 days leave, I returned to Pearl and Finback. When the war ended we were getting rockets put on our deck fore and aft and were in our second week of trials. Barb was already fitted and on patrol. We were to be the 2nd one.

In a earlier Newsletter article you stated that you were not sure if I put Barb in commission—I didn't. I did overhaul both Barb and Snook in Midway. The Snook officers wanted me to go to sea with them but, I said that I wasn't ready to go back out yet.

One time Frank Leahy, the coach of Notre Dame came to Midway. He stopped to watch me, **Bill Vangen**, the **Koci brothers**, and other BANG shipmates play football. Bill played fullback for him before getting drafted out of college. I was kicking the ball 65-70 yards and coach Leahy asked if I was the punter on my football team in Nebraska. I replied "no" that my friend did the punting because he could place them out around the 5 or 10 yard line. Coach then said that the war was not going to last too long and he was going to take me and Bill Vangen back to Notre Dame to play football.

I last seen Bill up in Garden Grove, CA — close to my cousin's place. He and coach Leahy were advertising for Schlitz Brewery. Bill and I would write to each other a few times a year. Then I got word from his wife that he died. The last time that I have seen her was when I went to the Las Vegas convention at the Riviera Hotel.

I still have the bronze plaque of USS BANG on my wall that an admiral gave to me while attending the Bang Gang reunion at the Grant Hotel in San Diego. I got it for being the oldest shipmate in attendance. **Earl Bronson** is older than me but he wasn't there. I think he joined the Navy in 1936 and made war patrols on Plunger before putting BANG in commission as Engineering Officer.



Later six of us rented a car and drove to Warner Springs, CA to visit with Earl. Last time I saw him. He died the next year or two. A great guy!

I also lost some of my oilers and assistants like **'Knobby' Ferris, Ralph Knight**, and others.

I was planning to try to make both the WWII National in Laughlin, NV and the Bang Ganger in Albuquerque but was too broke at the time. With the cost of a room at \$99.00 in New Mexico, I wasn't too sure. But, at \$20.00 in Laughlin, I would have been good for a night. Sorry I didn't make it as I was hoping to see more of the Bang Gang.

I am enclosing my change of address and a check for the Slush Fund and the very good Newsletter that you put out. I enjoy re-reading them. Last night I read the note that **Mona Knight** sent in about hearing from me at Xmas time with a card and note. I did write to Ralph a lot. Also, to **Bob Jutstrom** and **Ed Kracker** too. I really enjoyed the long news article about **Joe Hutchins**. He was in the other engine room with **Pete Holman**.

I counted 84 deaths in the last Polaris magazine I received. One BANG and two Finback men I served with.

Take care and wish everyone a Merry Xmas and Happy Holiday too.".... *Lloyd, thank you for the fine*

synopsis of your times aboard the 'R' Boats. Maybe not wooden ships but definitely iron men. I had the honor of meeting Forest (Jim) Stering at a dinner we gave honoring the SubVets in the Gulfport Navy Home. Our talk was brief but I was able to let him know how much I enjoyed his book. Stay well shipmate and keep in touch as we may have a Reunion in your 'backyard' soon.

Gerald Lagestee, an ElectriciansMate (61-62), "I got the latest issue of the Newsletter today. You do a good job with it and thanks for including my 'Biography After Bang', as I call it.

Still no word on when my surgery will be performed—all I can say is 'all ahead flank'. My divorce is traveling along at 'dead slow turns'. If I could put some gilly in the gas tank I would do it in a heartbeat.

While I was on Cattfish, the electricians were told to order 5 gallons of gilly for cleaning motors, generators, controllers, and the cubicle. The unit of issue was 5 gallons and since we had ordered 5, we received 25 gallons. Needless to say we were ecstatic when it arrived. We used some of it to prime ourselves before heading to the Horse and Cow, a bar that catered to smoke boat sailors in San Francisco. It later moved to Vallejo and is now in Bremerton, WA."*Jerry, I'm glad to hear that you decided to ignore the mistake in the gilly order. Can you imagine the paper work involved in trying to return 20 gallons of gilly??? You probably saved half a forest. I'll drink to that!*

Bill VonDerLieth, an IC Electrician (52-57, ComCrew3), "I wish to thank all for your remembrance of Margie, she had a real rough past two years. Last October she had a bad stroke and we almost lost her. We knew that the next stroke could do her in, which it did.

I would have liked to have joined you in Albuquerque but things are still in a turmoil so I want you to know that I will be thinking of all of you. Maybe next year.".... *Bill, though we enjoy your attendance at the Reunions, we understand where your priorities are at this time. Whenever you decide to join us again please be assured that you will be welcomed with open arms.*

Ed White, a TorpedoMan (56-60), "Just a line to let you know my e-mail address has changed. Want to thank you for the great job you are doing with the gang bang paper. Keep up the good work. It's nice to hear how all the guys are doing. Although we are slowly losing a lot of the old diesel boat sailors. Have a nice reunion this year. I won't be able to be there. Good luck." *Thanks for sending us you change in E address, Ed. Glad to hear you enjoy the Newsletter.*

Stu Savage , Commanding Officer (56-59), "I was late getting my photos developed from the Reunion, but here is a copy for your perusal. You should recognize everyone except possibly the man with the straw hat in the photo with Sidney. He is the owner of the bar in Santa Fe where the Jazz band played. I had his name and the name of the bar, but I can't find it. I'm sure that Gary knows—I'm sending him a copy of the picture of Sidney and the owner. Merry Christmas, Happy Holidays and all that to you and Dot and the 'Gang'." *Thanks Stu for the photos. Will try to get them published as space allows.*



Dino Toro, an IC Electrician (56-58), "I'm writing snail mail so that I may make a few purchases from the Small Stores.

I thank you for the great job you do with the Newsletter. I am sorry to read of **Steve Russo** and **Al Arnold** both passing on. Seems the world gets emptier every day."*Thanks, Dino, for the small stores order. This year indeed has been a bad one for shipmates we served with. Makes you wonder who's next.*

Rose Jarvies , widow of **Jack Jarvies**, an Officer (56-57), "This works and it just takes a minute....Get your message to "our troops" today....and pass this site on to all you know..... If you go to this website, <http://www.lets saythanks.com>

you can pick out a thank you card and Xerox will print it and it will be sent to a soldier that is currently serving in Iraq. You can't pick out who gets it, but it will go to some member of the armed services.

How AMAZING it would be if we could get everyone we know to send one!!!

This is a great site. Please send a card. It is FREE and it only takes a second." *Thank you, Rose for showing us another way to let our troops know that we are behind them 100%.*

Neil Tierney , a QuarterMaster (54-56), "I really appreciate your forwarding me many of the earlier editions of the Bang Gang Newsletter.

I enjoyed learning about the current "doings" of shipmates, recalled more of the fine crew I had the pleasure of serving with. I recalled many, but one name stood out, **Steve Russo** -- Steve was a class act. So, it is with particular sadness, I read in the latest newsletter about Steve's passing. Also, I was saddened to learn of several others who have passed on, including **Al (Blackie) Arnold**. Like you, Blackie played a large role in my qualifying and, over the years (1954-1956) I took great comfort in knowing that Blackie and I were on the same watch. I regret that it was only recently I thought to "google" the USS Bang web site and learn of our alumni. For sure, if I had known, I would have made our reunion in Taunton, MA, this being my hometown and my wife and I being graduates of Taunton High ('52).

This may be old news to you and our shipmates, but I'll pass it along anyway. A few years ago, with a free afternoon in the Roanoke, VA marketplace I checked out a naval/maritime museum (not sure of the proper title) and was stunned to see a rather large scale model of the USS Bang (SS385) prominently displayed with a very brief bio. I talked to a few of the museum staff, explaining that I had served aboard Bang, but was unable to get much more info out of them at the time--no mention was made of the alum, newsletter, or the rest of Bang's story. Shipmates visiting that area might want to pay a visit to the museum. Also, the museum might welcome some of the history that you have about the boat.

I'll be mailing a contribution for the slush fund. Feel free to use it for postage or any other expenses that in your judgment, are related to Bang business.

Again, thank you for your immediate response and proving me with the back copies of the Bang Gang Newsletters."*Neil, thank you for the donation and the 'heads up' on the Roanoke display. It is indeed worth looking into.*

Richard Barringer , a SONarman (52-55), "Came down off the mountain and flew to NY for the granddaughter's wedding. Returned to CA on 9/5, went to surgeon on 9/6, and returned to the lake on 9/7 for another 2-3 weeks...weather permitting.

Foot is doing pretty good...have a boot now, but still have crutches and a wheelchair. I am gradually putting a little bit of weight on it, but not overdoing it.

All this has taken its toll.....I lost 34# in 6 weeks. I'm at 130# right now. I have to get fattened up before I fade away to nothing.

I had to put Sierra down. She had bone cancer in her shoulder and foreleg. She was in too much pain. I hated to do it...we had been together for over 12 years and she was the best of the best. She is buried on the hill behind the house in Portola. It is a great loss to me, personally. It sort of puts a cap on

this year's bad summer. I miss her tremendously. Well, I got down off the mountain 9/20. I am now at my daughter's in Portola for the winter. I plan to return to Rochester in April to finish packing, put the house up for sale, then move out here. I pulled another boo-boo before I left the lake - I tried to drive my truck with my walking boot on, and I sideswiped a tree.....tore off mirror and caved in the door on passenger side. This has really been quite the summer. I sure hope that I have used up my allotment of bad luck for this year. It is supposed to come in threes, but I have exceeded that. (1) Frostbite in all ten toes, (2) split left temple running into shelf, (3) broke heel into four pieces, (4) lost Sierra, and (5) damaged truck. Workman's Comp also denied my claim for the broken heel.....that is not over yet. I will get a lawyer if necessary. Nights are getting colder, but the days are beautiful. I'm getting settled in slowly.

I did buy a 24' truck for moving. It was cheaper to buy this truck than rent a 16' one. After the move is done, I will sell it and probably get more than I paid for it. I got a real deal at only \$3500. It's a diesel, all new tires, 3 new batteries, hydraulic tailgate, has a little bit of rust, and the driver's seat needs replacing. I am getting around much better now. The walking boot has helped tremendously. I am now trying to wean myself from the boot. I can manage for an hour or two, then I have to get back into the boot. Still some aches and pain, but nothing compared to what it was. The surgeon is pleased with my progress....especially at my age. (26) Hopefully, there will be no more incidents to report."Yes indeed, Richard. 2006 has definitely been a bad year for you personally and also for the 'Gang' with its loss of shipmates. Lets pray that 2007 will be better for all of us.



Marv & Joann Christenson



Alida & Lee Sivil



Dale & Rosie Larson

CHRISTMAS



KWANZAA



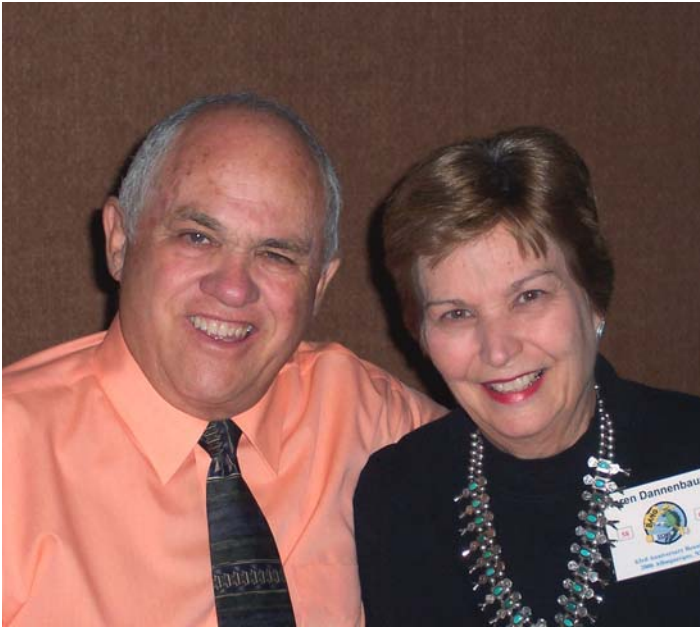
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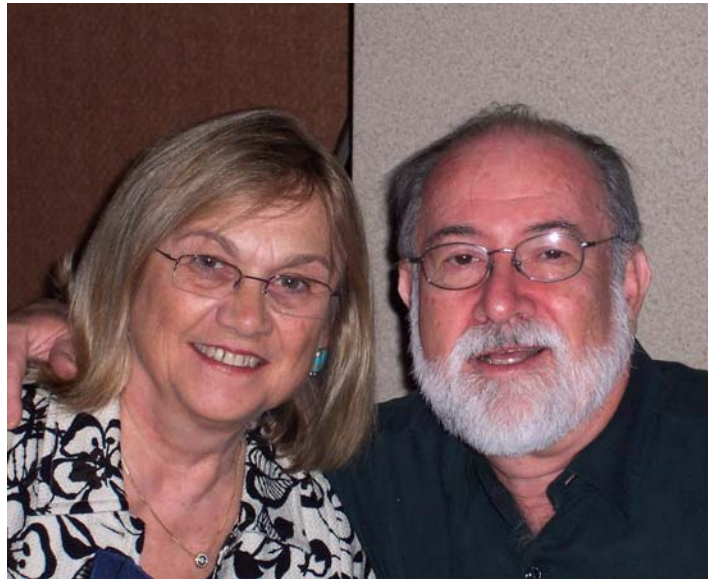
Chuck Savage & Sidney & Stu Savage



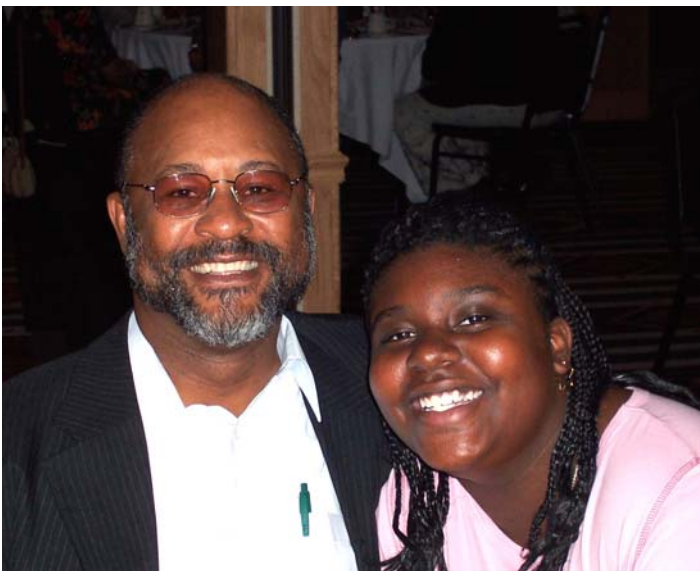
Connie & Deane Hadfield



Gary & Karen Dannenbaum



JoAnn & Harry Ross



David Smith & Granddaughter



Jack & Judy Myers



Hal & Edith Wilkins



Teresa & Henry Kozloski



Bill & Joan Fenton



John & Rita Fitzsimmons



Ralph & Claire Gates



John & Darlene Kraft



Carol & Byron & John Murray



Ed & June Kracker & Al Cadenhead

USS BANG (SS385) MEMORIAL SITES

"Keeping The Memory Alive"

Albacore Park - Portsmouth, NH

Tree and Engraved Ground Marker

Battleship Park - Mobile, AL

Engraved Walkway Brick

Mathis Plaza Waterfront Park - S. Toms River, NJ

Engraved Walkway Brick

Deterrent Park - Silverdale, WA

Engraved Walkway Brick

Veterans Memorial Park - Pensacola, FL

Submarine Lifeguard League Memorial Stone

Idaho Science Center - Arco, ID

Engraved Bronze Plaque @ Hawkbill Memorial

Veterans Freedom Memorial – Tampa, FL

Engraved Walkway Brick

USS Lapon Memorial Sail – Springfield, MO

Engraved Walkway Brick

Clarion Hotel – Charleston, SC

Framed Trilogy Drawing on Lobby Wall.



Bob & Betty Gunny



**Wade & Marion Eichhorn
Linda & Barbara**



Andy & Jean McKaye



PRICES WILL NEVER BE LOWER THIS YEAR!

And, we are eliminating the Sales Tax!!! These items may be purchased by mail or at the Reunion. Send your order to **Phil Beals**.

Make your check payable to **USS BANG** and be sure to add a few bucks extra to cover the postage. All proceeds from these sales are deposited directly into our Slush Fund.

Navy Blue Ballcap - USS BANG SS385 embroidered in gold with silver dolphins and solid or mesh top.

Please state your choice.....\$8.00

BANG Photos - 40's, 50's, 60's 8x10 black & white as shown on back page.

Please state your choice.....\$3.00

Jacket Patches - 40's, 50's, 60's 5 inch in full color as shown on back page.

Please state your choice.....\$5.00

WWII Battle Flag Patch - 3x5 inch full color.....\$5.00

1" Lapel/Hat pins - depicting above jacket patches & battle flag. **Please state your choice**.....\$4.00



REUNION UPDATE



ALBUQUERQUE, NM 2006
BRANSON, MO 2007



The Albuquerque Reunion is now history and what an enjoyable reunion it was for those in attendance. As you can see from the photos everyone was having a good time. This was mostly due to the untiring stamina of our gracious hosts, **Gary and Karen Dannenbaum and Family**. They went to no ends to satisfy our needs and solve any problems that came up. The only thing they found some difficulty doing was changing the weather for us so the Balloonists could make their ascent. But, after all, they are just mere mortals so it took them a couple of days. And then, on the day we were leaving, we awoke to a beautiful dawn with its skies filled with hundreds of balloons just waiting to fill the memory cards of our digital cameras. I think Gary planned it that way to encourage us not to leave.



While the balloons were grounded we were kept entertained with a trip to Santa Fe and frequent tours to the Sandia Indian reservation to help our native brethren. On the bus trip to and from Santa Fe our guide entertained us with numerous informational bits about the area and also sang us an operatic aria. We reciprocated after we got back by inviting him to our Hospitality Room. After a few hours of sea stories and libation he left with a drink in each hand heading for the nearest Navy Recruiting Office.

Thank you Gary and Karen for being such gracious hosts and I know it saddens you both to know that we are unable come back next year.

Speaking of next year, shipmate **Ron Athey** has generously offered to host our 2007 Reunion in Branson,

MO. Ron is busily finalizing all the details and we will publish his detailed report in the next issue.

The Albuquerque sailing list follows:

- Beals, Phil and Dot
- Cadenhead, Al
- Christenson, Marv and JoAnn
- Cohen, Ike & Michelle
- Daigle, Roland and Audrey
- Dannenbaum, Gary and Karen
- Eichhorn, Wade & Marion & Linda
- Fenton, Bill and Joan
- Fitzsimmons, John and Rita
- Gahan, Richard
- Gates, Ralph & Claire
- Gunny, Bob and Betty
- Hadfield, Deane & Connie
- Kozloski, Henry and Teresa
- Kracker, Ed & June
- Kraft, John and Darlene
- Larson, Dale & Rosie
- Lockwood, Gene
- Maly, Gerald
- Maney, Jim & Lois
- McKaye, Andy & Jean
- Murray, Byron & Carol
- Murray, John
- Myers, Jack & Judy
- Ross, Harry and Jo Ann
- Savage, Stu & Sidney and Chuck
- Sivil, Lee and Alida
- Smith, David & Juanita & Granddaughter
- Wilkins, Hal & Edith

This year, at our business meeting, we discussed ways to increase reunion attendance and make YOUR reunion more appealing to you. Your Reunion Committee has decided that it would be best to get your feedback on this matter and would like to hear from you about what would interest you most in this and all future reunions.

Please complete the brief survey on the opposite page and return it as soon as possible to:

Bill Fenton
185 Haviland Road
Stamford, CT 06903-3326

YOUR FEEDBACK WILL BE TAKEN SERIOUSLY!!!

1) Have you ever attended a Navy ship reunion? Yes _____ No _____

2) How many times have you attended the US Submarine Vets Conventions?

(WWII) 0 _____ 1 _____ 2 _____ 3 _____ More _____ I go every year! _____

(USSV) 0 _____ 1 _____ 2 _____ 3 _____ More _____ I go every year! _____

3) What locations would interest you most for a future BANG reunion? Please choose three:

<input type="checkbox"/> Atlanta, GA	<input type="checkbox"/> Austin, TX	<input type="checkbox"/> Boston, MA	<input type="checkbox"/> Chicago, IL
<input type="checkbox"/> Cleveland, OH	<input type="checkbox"/> Dallas, TX	<input type="checkbox"/> Daytona, FL	<input type="checkbox"/> Eugene, OR
<input type="checkbox"/> Groton, CT	<input type="checkbox"/> Honolulu, HI	<input type="checkbox"/> Nashville, TN	<input type="checkbox"/> New Orleans, LA
<input type="checkbox"/> New York City	<input type="checkbox"/> Oakland, CA	<input type="checkbox"/> Orlando, FL	<input type="checkbox"/> Green Bay, WI
<input type="checkbox"/> Philadelphia, PA	<input type="checkbox"/> Portsmouth, NH	<input type="checkbox"/> San Diego, CA	<input type="checkbox"/> San Antonio, TX
<input type="checkbox"/> Saratoga, NY	<input type="checkbox"/> St Louis, MO	<input type="checkbox"/> Savannah, GA	<input type="checkbox"/> Seattle, WA
<input type="checkbox"/> Virginia Beach/Norfolk, VA	<input type="checkbox"/> Other: _____		

4) Would you be interested in hosting a Reunion in your home town? Yes _____ No _____

5) Please rank the following in importance (1 to 9) that sways your decision to attend a Reunion.
(1 being the most important)

<input type="checkbox"/> Distance to travel	<input type="checkbox"/> Linked with US Submarine Vets Conventions
<input type="checkbox"/> Cost	<input type="checkbox"/> Other shipmates you served with being there
<input type="checkbox"/> Local attractions (Tours)	<input type="checkbox"/> Availability of liquor & beer in hospitality room
<input type="checkbox"/> Time of year	<input type="checkbox"/> Entertainment/Family Events
<input type="checkbox"/> Other: _____	

6) How many days are ideal? (Not counting arrival and departure travel days)

1 _____ 2 _____ 3 _____ 4 _____ 5 _____ 6 _____ More _____

7) We have typically held BANG reunions in the fall (Sept - Nov). What is the best time for you?

Spring Summer Fall Winter

8) If you have never attended a BANG reunion what has been the main reason?

Not Interested Health Reasons Can't Afford It Still Working

Other: _____

9) What would interest you most in attending a future BANG reunion?

10) Additional comments:

PHIL BEALS, EDITOR
BANG GANG NEWSLETTER
2127 OAHU DRIVE
HOLIDAY, FL 34691-3625



CHRISTMAS TREE

FIRST – CLASS MAIL
FORWARDING SERVICE
REQUESTED

Merry CHRISTmas



PRAISE OUR MILITARY! - AND PRAY FOR THEM TOO.

