



1943



1972



THE BANG GANG NEWSLETTER

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

PRESIDENT - Bill Fenton 4422 Organ Mesa Loop Las Cruces, NM 88011-8403 (575) 639-4655 ss385@ussbang.com
VICE PRES - Paul Schramm 3402 Onondaga St Kalamazoo, MI 49004-1636 (269) 345-0859 inkazoo@hotmail.com
SECRETARY - Harry Ross 2882 W 232nd St Torrance, CA 90505-2855 (310) 612-6629 harrypross@gmail.com
TREASURER - Issac (Ike) Cohen 26 Rossetti Ct. Brick NJ 08724-2426 (908) 334-0027 ikecohen415@gmail.com
EDITOR - Eric H. Ericson, III 926A Savannas Pt. Dr. Ft. Pierce, FL. 34982 (978-491-0114) eric735244@aol.com
CHAPLAIN—David Smith 318 N Catherine St. Middletown, PA 17057 (717-944-4393
WEB MASTER - Bill Fenton 4422 Organ Mesa Loop Las Cruces, NM 88011-8403 (575) 639-4655 ss385@ussbang.com
STOREKEEPER-Isaac(Ike) Cohen 26 Rossetti Ct. Brick NJ 08724-2426 (908) 334-0027 ikecohen415@gmail.com

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YEAH! SUMMER HAS RETURNED AND NOW IT IS TIME FOR:



PARADES!



THE BEACH!



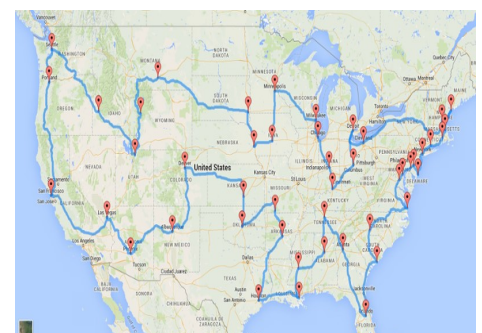
BBQ'S !



GOLF!

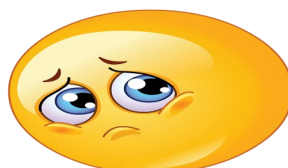


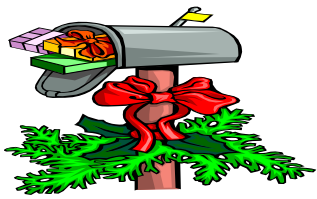
BOATING!



ROAD TRIPS!

BUT ALAS, NO REUNIONS!





FPO



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 1MC.

Hello, once again Shipmates, Friends, Spouses, and Significant Others,

First of all, my apologies for the tardy arrival of this issue of the newsletter. There are several reasons for the late delivery. As you can see by the first page, we will again be postponing this year's reunion. I know that this is getting a little old but the reasons will be made clear later on. We will, and I mean **WILL** have a reunion next year in Washington DC no matter what happens. As anyone who has run a reunion knows, it is a time consuming enterprise, the term "herding cats" keeps coming to mind. Well trying doing it three times! I am very lucky that I have Jennifer Wilson to help me along, also I am grateful to shipmate Paul Schramm for all his help, (over and over again! Thanks Paul). We will again, at this writing still use the Hilton Double Tree in Crystal City, Arlington as our reunion headquarters. Which is another reason for the delay. Last week Jennifer, who is the hotel liaison, received word from the hotel that they were going to charge us \$500.00 corkage fee for the liquor we used in the Hospitality Room. This was not the case in the last two negotiations, and Jennifer is working on this issue. Knowing Jennifer, I'm sure it will be resolved because after last year, I don't think any hotel wants to jeopardize future business.

Finally, like a lot of businesses, the Covid-19 pandemic has played havoc at my local printer, Staples. My contact at Staples has retired, and now for the third time I have to break in a new NQP, (Non Qualified Printer) Just what I needed right now, a new "striker." Pulling the new guy through the order of the pages should be a real fun time. Now I know how "Woody" Herward felt dragging me through hydraulics. In the end I'm sure everything will come out okay!

The letter I emailed to the digital shipmates and sent to those on the snail mail list who had attended past reunions, is further on in the newsletter. It gives, I think, a good explanation for the reasons why this year's reunion was cancelled. We are using the same hotel for now as the Hilton is, on paper, the best venue for our needs. It is close to public transportation, basically across the street from Reagan National Airport, right off the highway, and close to over 100 restaurants in Arlington and Alexandria. Speaking about the hotel, it goes without saying that if you have made a reservation at the Hilton DoubleTree Crystal City, CANCEL it now! We will send out new registration info in due time.

One of the responses that came up the most from those who said they could not make the reunion, was that while they couldn't make it this year, they were sad that they couldn't get together with their shipmates. Well we may have fixed that problem! Again, thanks to the hard work of Jennifer, President Bill Fenton, and the Board, we have come up with a location where we can get together later this year! The particulars will be in the Lucky Bag, but it will be at the Ocean Reef hotel, in Myrtle Beach, SC. The venue for the last reunion. It will be from Sunday, October 3rd to Wednesday, October 6th, with check out on the 7th. This NOT a reunion, it is a "get together" so the ground rules have changed. Again, all is revealed in the Lucky Bag!

Finally, once again my apologies for the late arrival of the Bang Gang Newsletter; (I know how you all wait anxiously for its arrival, Ha Ha!) I promise the next one will be early, as long as I don't have to train another "Striker!"



NOW A FEW LETTERS FROM SHIPMATES AND FRIENDS

Our Secretary, Harry Ross received a letter from Shipmate Jerry Maly,

Hello Harry, just a few words now. You can let the editor of the paper that my surgery was in April and now have been in a hospice in Mesa AZ. I have been here for about 6 weeks now. I am trying to get my strength back so I can go back home.

I served aboard the BANG from Sept 1965 to Jan 1966. I served aboard 5 different boats including the HALFBEAK which was the first boat I qualified on in Nov 1963. That was very important to me and I had many great shipmates on all the submarines I served on, but I believe the greatest was the BANG. I was part of the first BANG gang who lived together at a house on Long Island Sound. It was initially started by Buddy Hanewald and myself. I think I could name most of them. In my opinion besides Buddy and of course you, Harry, Billy Cromie, Tommy Street, Woody Herward, Merle Meyer, Andy, Jay Reed, a mate named Jack and one other who I can't think of at the moment. But we were a pretty tight group. We had some great times including the first weekend, the Jug Inn, riding in the parade in Old Saybrook and the trip to St. Thomas and the Virgin Islands where we had a ball game with the locally stationed Marines. Many great times in a short time. I also had stage 4 throat/tonsil cancer diagnosed in June 2005, but due to a miracle I am cancer free today, praise God. I could use some prayers for the latest situation. I intend to send a small amount for the slush fund which I have been wanting to do. I was blessed to attend 2 reunions, one in Albuquerque and another along with my wife and some family in San Diego. We had a great time and thank you for the great job hosting.

Thanks Jerry for your letter, I remember the "snake ranch" also, from the couple of visits I made while on the BANG. We all hope you regain your strength and are able to see your shipmates in a future reunion. We will be praying for your continued good health.

From Shipmate Steve Weber– Yo, Eric good to hear from you; we had our shots, so we're fearless reunion goers. Looking forward to the next one. Sea story time: so when the BANG was in overhaul in Philly in 63, the bulkhead lining in the forward battery was removed when they replaced the battery, There among the outboard piping nest, right next to the pressure hull, we discovered some of the WWII conning tower log books. Reading through the logs there were entries about being depth charged, and they said on two occasions the boat "went to 900 feet to withstand the explosions" Interesting, because years later the USS Chopper SS342 on 11Feb 69 lost electrical power, planes went to full dive and the boat took a 48 degree down angle, and the bow was at 1040 feet before commencing a wild ride to the surface. Thanks for all your good work. Steve Webster.

Thanks Steve for your kind words, Portsmouth sure knew how to build a boat back then! In the "Lucky Bag" I have a story about another WWII PNS boat that believe it not, is STILL in service. Be sure to read it! Hope to see you next year in D.C.

From Keith Miner, Billy Cromie's nephew– Hi Eric, My name is Keith Miner, Chief "Billy Bang" Cromie was my uncle. I am his oldest nephew and a 26 year Army retiree E-7 intel analyst with service with the 101st and 82nd Airborne, 11th Special Forces and special operation command. My mother shared your email with me. I always considered submariners part of a special operation community and greatly enjoyed sharing stories with Uncle Billy even when we couldn't share particular stories if you know what I mean. Congratulations on a great job keeping the faith with your shipmates and on the honor of being one of the first Stories of Service. As we in the airborne community say "Hooah!"

Thanks Keith for your kind words, your Uncle meant the world to me as he did to all his shipmates. Thank you for your long and distinguished service, and as they say, "Airborne All the Way!"



TARGET FOR TODAY

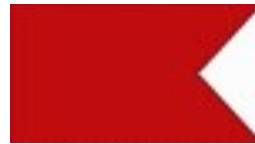
USS OZARK (MCS-2) MINE COUNTERMEASURES SUPPORT SHIP



NOVEMBER



DELTA



BRAVO



TANGO

Today's "Target for Today" is the USS Ozark MCS-2 which our shipmate Charles J "the fuel king" Dougherty served on from January 1969-November 1970. The Ozark was commissioned 23 Sep 44 as LSV-2. She served in the Pacific in WWII and participated in the Luzon, Iwo Jima and Okinawa Campaigns and Occupation, earning three battle stars. She was redesignated MCS-2 18 Oct 1956 and stationed in Norfolk.

The Ozark displaced 5,875 tons, with a length of 451 ft. 4 inches, and a beam of 60 ft 2 inches. She had a 20 ft draft and a speed of 20.3 knots. During her original designation as LSV-2 she had armament of 2 single 5"/38 dual purpose gun mounts, 4 twin 40mm AA gun mounts and 20 single 20mm AA gun mounts. Her complement included 114 Officers and 450 Enlisted. In her MCS configuration she had two helicopters (MCS configuration).

The Ozark was transferred to the National Defense Reserve Fleet, (James river Group) 1 Sep 1971. She was decommissioned and struck from the Naval Register 1 Apr 74.

She was "loaned" to the Air Force 7 Oct 75, which turned out to be a big mistake. Her duty with the Air Force was to be a "target" for practice bombing, but a F-4 Phantom "accidentally" fired a live Maverick missile and it struck the Ozark leaving a 30 foot hole in her starboard side and exploding below decks. The Ozark was deemed unsalvageable and sunk. She now lies in 300 feet of water 30 miles south off the coast of Destin Florida. That's what happens when you loan a ship of the line to the "9 to 5 service". While on board Ozark "Doc" took part in the Apollo space shots, including Apollo 11. Everyone hoped the capsule would land in the Pacific, because if it didn't the ship would be in quarantine for 90 days, which would have extended Doc's time on board just before he was due to muster out. But all worked out and Doc became our duty Photographer.



Doc's CO Capt. Theodore Pstak



Under way from the yards in Portland OR 1944



Leaving the builder's Yard in 1944



Underway on patrol circa 1944-45

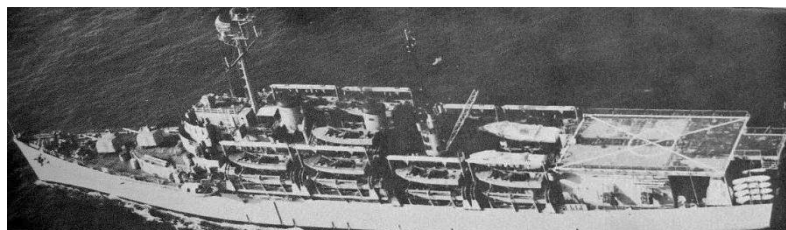
Previous photos of Ozark designated LSV-2



Under way as MCS-2



Over head shot showing helicopter deck



Overhead shot showing armament, the twenty 36' MSL's and helicopter deck

**PICTURES, UNLESS OTHERWISE NOTED, ARE COURTESY OF NAVSOURCE .ORG
SHIPS PATCH COURTESY OF MIKE SMOLENSKI**



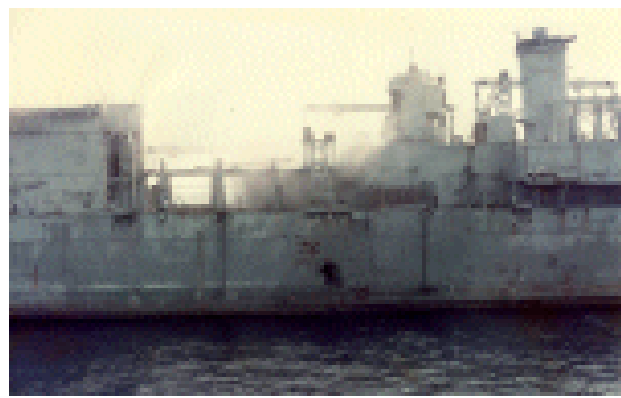
Underway showing helicopter on deck



Another overhead shot



This is what happens when you let the Air Force play around with ships



A thirty foot hole in the hull can really make your day.



The Ozark with a twelve degree Starboard list due to flooding of three forward decks from the maverick missile explosion

IMPORTANT UPDATE ON THE 2021 BANG REUNION

Dear Shipmates and Friends,

After last year's postponement of the USS BANG reunion, I know we have all been looking forward to getting together once again. Unfortunately, that is not to be. After long and detailed discussions with the board and the organizers, we have decided to cancel indefinitely the USS BANG reunion in Washington, DC There are several reasons for this.

While the main reason for last year's postponement was the COVID-19 virus, and despite the great improvement in battling it, there are pockets in the country, and the area around The District and surrounding communities where the virus has remained stubborn. The vaccines have been the main factor in finally getting the virus under control, but universal acceptance and inoculation still lags in some areas. In short there is still quite a bit uncertainty that would prevent us to honestly say we could have a worry-free reunion.

Then there was the situation that occurred 6 January on the Capitol steps. It is a get-together landscape that would lend hesitancy to any gathering. So, it is with a heavy heart and great disappointment that I must say we will not have the reunion this year.

I sent out an email blast earlier this month asking people if they would DEFINITELY be coming. Of all the respondents, only 27 said they would. This would not make the reunion financially viable. Of those who said they would not be attending about 90% said the reason was fears about the unrest in the DC area. A concern I can readily agree with. I would like to take a minute to express my thanks and great appreciation to those who replied. It was on TRULY short notice, (due to contractual requirements, deposits, tour companies, and such), and everyone stepped up admirably. I cannot express my profound gratitude and appreciation to all those who responded and also gave me such a sense of pride in being a shipmate!

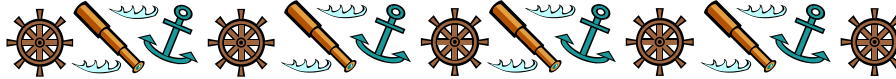
The one comment that just about all who responded was the sad prospect of not being able to get together as a crew once again. We may be able to help with that. The Board, along with Jennifer Wilson is working on a get together for later in the year. It will not be a full-blown reunion but rather a chance for us to get together and do what we do best: interact with our shipmates. I hope to have more info in the next newsletter. While I'm on the subject, I'd like to thank Jennifer Wilson for all her invaluable help in planning not one, but TWO reunions! I could not have done it without her. I'd also like to thank our President, Bill Fenton, for all his guidance and advice along the way. All your hard work and dedication was greatly appreciated. Well, that's the straight skinny as they say. Disappointing but not the end of the world. We will get together once again, and the next reunion should be a real blow-out as we have had plenty of practice, and after the past couple years, we ALL need a drink!

All the best,

ERIC



LOST AND FOUND



This page 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.

IRWIN BRUCE PIERSON LT (61-63)

LAWRENCE "LARRY" PENNELL YNC



SHIPMATES, REST YOUR OARS

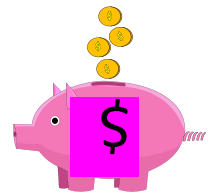
The following shipmates are new (found) additions to our roster. Your committee is thankful for all who helped in locating them and we will continue our search until we have attempted to locate everyone.

NONE TO REPORT



THANK YOU!

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



**ALAN THOLE PAUL LOTT DICK FLANAGAN
BARBARA PANKEY ED "TEX" SCHOVAJSA
BARBARA JUTSTROM (IN MEMORY OF HER SON ROBERT)
ANDY MCKAYE LARRY SCHAFER
GEORGE AND PATRICIA ARCHER**

THE FOLLOWING SHIPMATES HAVE CHANGED THEIR E-MAIL ADDRESS

ALAN FORRY allan.forry47@gmail.com

LENNY FAGOTTI NotSquiggy@yahoo.com

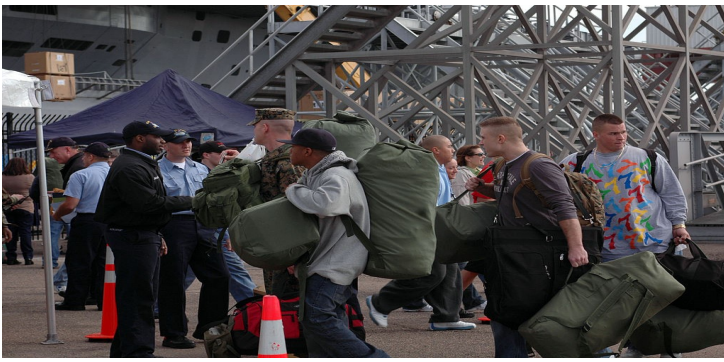


Lawrence "Larry" Pennell– World War Two veteran and retired Navy Yeoman Chief Petty Officer passed away on April 25, 2021. He was 98 years old. Born on October 28, 1922 in Portland Maine, Chief Pennell was the son of Sumner L. Pennell and Elsie P. Baker Pennell. He attended Portland and South Portland Schools. Larry joined the Naval Reserve, 19th Division in Portland on 18

December, 1939 as a Seaman Apprentice. He made war patrols aboard the USS ANGLER (SS240) and served briefly aboard the USS BANG (SS385) at the end of the war. Chief Pennell was discharged from the Navy in September 1948, but reenlisted in March 1950 and retired for good on November 4, 1966 after 25 years of dedicated and honorable service. His wife of 56 years, Hester M. Pennell passed away on March 29, 2002. Chief Pennell was a life member of the U.S. Submarine Veterans of World War II; a member of the Veterans of Foreign Wars Post 6859, Woodfords, ME. And a member of American Legion Post 178, Waterville, ME. He was a life member of the Maine Mechanics Association and a member of the Odd Fellows Fraternity Lodge #6. Larry was awarded the Navy Submarine Combat Insignia; Good Conduct Medal (5 stars); World War II Victory Medal; Asia Pacific Campaign Medal; American Campaign Medal; American Defense Service Medal; Navy Occupation Service Medal; and the National Defense Service Medal. He was also authorized to wear the Philippines Liberation Medal.

Irwin Bruce Pierson– deployed on Eternal Patrol on June 24, 2021. Irwin was born on March 8, 1928. Irwin qualified in Submarines on the USS SEA DEVIL (SS400) in 1947. Irwin served on the USS BANG (SS385) as a Lieutenant from 1961-63. He mustered out as a Lieutenant Commander. Besides the BANG LCDR Pierson also served on Submarines USS ENTEMEDOR (SS340), USS HALFBEAK (SS362), USS CUSK (SS348) and the USS NAUTILUS (SSN571)





THE LUCKY BAG

Well Shipmates, friends, and faithful readers,

It seems that for the last couple of newsletters this page has been dedicated to the seemingly never ending story of the annual reunion. The only “annual” part has been the writing about why the reunion has been cancelled, and what we are going to do next. Well, here we go again, but hopefully this really will be the last article about a cancellation.

To recap, this year’s reunion has been cancelled and rescheduled for next year, same place, and to be honest, probably around the same time. Why probably? Jennifer is working on getting a later date, hopefully in September to escape the heat. That will be decided later. I’ll be looking again at tour venues, D.C is full of them, most free, or minimal cost. One venue that we may lose is the tour of the Capitol building, the fence comes down today, as of this writing, but it still is not open for visitors. The Marine Corps Museum is open, as is Mt Vernon, (actually it never closed), but the Navy Yard Museum is closed as it is part of a working Naval Base, and as of yet not allowing visitors. I think that will change as time goes by. By the way, if you watch the CBS television program NCIS, you will see the “headquarters” of the office of Mark Harmon, AKA agent Jethro “Gunny” Gibbs. That is the Navy Yard and the Museum is just off to the right of the screen, partially obstructed. I’m looking into trying to get a tour of the Pentagon, which is virtually next door to the hotel. It, however, only opens appointments 90 days prior to the requested tour date, so that is, as always lately with just about this whole reunion thing, in “flux”. The Pentagon, is at the moment, is also closed to tours, but that should also change as the year goes by. In any case, we will be having tours, a hospitality room and a banquet, just not this year. So what are we going to do? So glad you asked.

As I noted earlier in the Newsletter, one of the regrets almost all the respondents of the letter asking those who might be attending, was although they couldn’t attend, they would miss seeing their shipmates, and members of their shipmate’s families. So, thanks to Jennifer and the board, we fixed that! We will be having a get together in October! Here are the pertinent details.

Where: The Ocean Reef Resort in Myrtle Beach, SC. This was the venue for the last reunion (for those of us who can remember back that far!)

When: Sunday, October 3, 2021-Wednesday, October 6, 2021 check out Thursday October 7th.

Room Rates: OCF \$121.81/nt OCF \$125.92/nt these rates include all taxes and fees. Call for reservations at either of these two numbers:

Ocean Reef Resort
7100 Ocean Reef Blvd
Myrtle Beach, SC 29572
1-866-433-1325 or 1-866- 740-2618

If you have any problems, give me a call at 1-978-491-0114 and I’ll have Jennifer get in touch with her rep at the Ocean Reef.

VERY IMPORTANT INFORMATION !!!!

Since this is not a “regulation” reunion, but just a get together to see our old shipmates and friends, we do not have the “leverage” a full scale reunion brings to the table. In other words, no banquets, no included hospitality room etc, so we have to improvise.

As such we will have a \$100.00 per person deposit fee that will help defray the cost of the hospitality room, and liquor. Other than that, what ever you spend is up to you. Those who were at the last Ocean Reef reunion know that there is more than enough to do to keep us occupied. Those who golf may want to bring your clubs, there is a wonderland of courses nearby. Now for the most important information:

WE NEED EVERYONE WHO IS COMING TO THE “GET TOGETHER” TO SEND THEIR CHECK FOR AND THE NAMES OF THOSE ATTENDING IN TO ME BY **AUGUST 15, 2021.**

Make out your check to and send it to:

Eric H Ericson
926 Savannas Pt. Dr. APT A
Ft. Pierce, FL 34982-5163

Hope to see everyone there!

Now a little “field day” operation, I’ll be going over the ship’s roster to see which us has an email address. The reason is that there will be instances in the future that require a quick response. I know a lot of shipmates have an email address, yet prefer a hard copy of the newsletter. I am going to have a special file for the “snail mail” people that will be used only if a urgent reply is needed. This will NOT, repeat NOT, replace your hard copy. So if you have an email address, but have not sent it into the roster, or have changed it, please send me an email with your address so I can put you in the file.



Now a letter from **Don Hall**, a friend of former BANG CO ADM Sinclair:

Although tis photo was not taken on the BANG, it may be of interest to see how a former CO progressed on his career. ADM Sinclair served as CO aboard the USS Leahy CG16 (74-76), in 1975, Sinclair was chosen to sail the Leahy to the Soviet port of Leningrad as part of a warship exchange. Actress Liz Taylor was there on a movie assignment, and took the opportunity to join then CAPT. Sinclair for lunch aboard the Leahy. *Just like we always knew, Bang sailors always got the pretty girls!*

Finally, The USS CUTLASS (SS478) was sold to Taiwan in 1973 and the name changed to the *Hai Shih*. It has been learned it is *still* in service with the Taiwanese Navy, *and recently underwent a refurbishing!* According to the Taiwanese Navy Public Relations dept. The *Hai Shih* is good to go for another *TEN* years!

Yep, PNS knew how to build a boat!



Hai Shih at dock

Words of Wisdom for this issue:

You know it is all going downhill when you get a senior discount...

And you didn't ask for it.

Until I see you next time shipmates..*Fair Winds and Following Seas!*

Eric H. Ericson, III-Editor
Bang Gang Newsletter
926A Savannas Pt. Dr.
Ft. Pierce, FL 34982-5163



FIRST – CLASS MAIL
FORWARDING SERVICE
REQUESTED



PRAISE OUR MILITARY! - AND PRAY FOR THEM TOO.

