



U.S.S. BANG (SS385)

SS385/A16-3 Serial (017-44)

Care of Fleet Post Office San Francisco, California 14 May 1944

From:

The Commanding Officer.

To:

The Commander-in-Chief, United States Fleet. (1) The Commander Submarine Division 202.

Via:

(2) The Commander Submarine Squadron 20.

(3) The Commander Submarine Force, Pacific Fleet.

(4) The Commander-in-Chief, United States Pacific Fleet.

Subject:

U.S.S. BANG - Report of War Patrol No. One.

Enclosure:

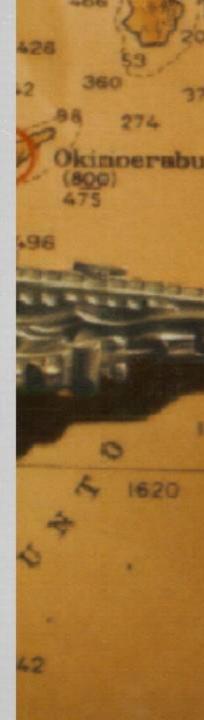
(A) Subject Report.

(B) Track Chart (ConSubPac only).

Enclosure (A), covering the first war patrol of this vessel conducted in the area around the southern half and south of Formosa during period March 29, 1944 to May 14, 1944, is forwarded herewith.

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Subject: U.S.S. BANG - Report of First War Patrol.

(A) PROLOGUE:

The U.S.S. BANG was commissioned 4 December 1943. Arrived at Pearl Harbor 7 March 1944. Post voyage repairs 7-11 March and training 12-28 March. Sound tests on 26 March. Readiness for sea 29 March 1944.

(B) NARRATIVE

29 March - 2 April

1600WW/29 Underway from Pearl to Midway in accordance with ComTaskForce 17
Operations Order No. 109-44. In company with USS PARCHE and USS
TINOSA as coordinated attack group. Conducting daily dives and drills.

2 April

0825(Y) Arrived Midway. Fueled ship.

3 April

1200(Y) Departed Midway. Proceeding to area via prescribed routing, in company with PARCHE and TINOSA. Crossed date line, set calendar ahead one day.

5-15 April

Normal cruising, daily dives, training.

16 April

O500(K) Entered area. All time KING unless otherwise stated. Patroling in accordance with detailed plan for coordinated patrol and attack as outlined by Commander Task Group 1725.

0632 Submerged. 1938 Surfaced.

17 April

0643 Submerged. 1950 Surfaced.

18 April

0650 Submerged. 2005 Surfaced.

2105

Subject: U.S.S. BANG - Report of First War Patrol.

> SJ radar contact; distinct but small pip, range 4000 yards. Set up on TDC and determined speed to be 19 knots. Maneuvered to put astern and soon found two more pips range about 3500 yards on port bow and beam. Thought these might be small patrol boats, so attempted to maneuver to avoid detection. Could not avoid range closing to 2000 yards. Nothing could be seen from bridge although night was clear, moonless with good starlight visibility. Finally opened range to 5000 yards where all pips were lost. Stopped and listened for screws, no contact. A few minutes later a bird was heard squawking overhead. It is believed that these contacts were on large birds flying close to the surface of the water. Resumed patrol.

19-23 April

Patroling submerged during daylight and on surface at night in accordance with instructions fro coordinated patrol.

24 April

0050 SJ radar contact range 4000 yards. Maneuvered to put astern. TDC determined speed to be 6 knots, course 1700. Numerous other small pips were picked up at ranges 2500 to 5000 yards and bride sighted one small boat at 2700 yards. It is believed that this wax a small fishing fleet since course 1700 would be taking them direct from Formosa to a 40 fathom bank. Maneuvered to avoid detection.

0655 Submerged. 0802

Sighted plane, distance 3 miles with small angle on the bow.

(Plane contact No. 1.) Went to 140 ft. Back to periscope depth. Plane not in sight.

0825 2042 Surfaced.

25-27 April

Patroling submerged in daylight, on surface at night.

28 April

0720 Submerged. 1335 Sighted plane, distance 19 miles. (Plane contact No. 2.) Went to 100 ft. 1345 Back to periscope depth. Plane not in sight.

2047 Surfaced.

29 April

0715 Submerged.

Subject:

1750

U.S.S. BANG - Report of First War Patrol.

1720 Sighted smoke on horizon bearing 134°T. Commenced approach. (Ship contact No. 1.)

Having determined that target could not be closed submerged, surfaced. Smoke visible only through periscope on surface. This smoke had first been sighted at 20 miles while submerged with 10 feet of periscope exposed. This contact was so faint that it was a doubtful contact for the first 10 minutes. Only the keen vision and diligent searching of CHAMP, J.W., CMZc, USNR who was alternating with the officers of the deck on periscope sweeps, made possible the contact.

Closed to bring tops of masts into view of periscope, then commenced end around. As many as twelve distinct and separate columns of smoke were seen at one time. TDC showed convoy to be zigging between 180°T. and 220°T. making 11 knots.

This coordinated attack group was listening on the intership frequency with the SD mast for the first five minutes of each hour while submerged. Sent contact reports at 1800, 1900, 2000, and 2100. Received first receipt from TINOSA at 1900 and PARCHE at 2100. BANG had been patroling an area to the southeast of the TINOSA and PARCHE when contact was made, and at 2100 a plot showed that their most probable position was 60-70 miles to the north west of the convoy. With a speed difference of only 7 knots it seemed unlikely that they would be able to overtake before daylight. I decided then to make a night periscope attack as soon as possible (it was clear, bright night, with one-quarter moon), rather than wait for the more favorable surface attack after moonset, which was at 0222, in hopes that by so doing the convoy would be temporarily scattered and its advance slowed to the extent that the PARCHE and TINOSA might get in before dawn.

2145 Crossed 11 miles ahead of convoy, checked course 210°T; going over to attack from port flank to take advantage of the moonlit horizon to the west and to attempt to drive the convoy away from the coast of Luzon in the direction of the PARCHE and TINOSA.

2215 Submerged to radar depth.

2230 Went to 60 ft. 2232 Convoy zigged

Convoy zigged 50° left to course 160°T. placing me on the starboard-flank. The axis of the convoy seemed to be 0-180° in three columns, 4 or 5 ships in each column, about 1000 yards between columns, and 1000 - 1500 yards between ships in column. One escort was patroling from side to side ahead, escorts in close on the bows of the leading outboard ships, one escort about abeam of the third ship in the near column. These were all that I could see; there were undoubtedly more escorts. I selected as my targets a large tanker, the 2nd ship in the near column, and a freighter astern of her, intending to fire three torpedoes at each, then to swing to bring my stern

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tubes to bear on the most likely target. 2254 On course 0700T, closing the track, and waiting for the tanker to come on. While sweeping around I found a fleet type destroyer bearing 005° relative, angle on the bow 90 starboard, range 1500 yards. Where she came from I don't know, unless she had dropped back from ahead, and on my previous sweep I had seen her with a sharp angle on the stern and had mistaken her for the escort on the bow of the leading ship. She looked so big now that at first glance I thought she was a heavy cruiser. She was slowly overtaking and overlapping the leading Maru in the starboard column. I swung right to 090° and at 2256 fired 4 torpedoes at the destroyer, then in perfect line with the Maru. Shifted target and fired 2 torpedoes at the tanker originally selected as my first target. Between the firing of the second and fourth torpedoes I had swept around to lecate the tanker to be ready to shift my set-up as soon as possible. I came back on the destroyer just as the fourth torpedo left the tube, and to my dismay discovered that she had zigged away and was presenting a 150 starboard angle on the bow. I thought at first that she had seen the torpedo wake or my periscope, but since she had taken no offensive action against me during the torpedo runs, it is believed that she was merely changing course as she patrolled. Torpedo explosions occurred at 2-10, 22-12. and 2-39. On first hit the DD turned on red and green yard arm lights. The first hit was observed in the low of the Maru which had been in line with the DD at the time of firing. It is believed that the second hit was also in this target, but smoke resulting from first hit prevented definite verification. The third hit, timed to be in the tanker, was not observed due to the urgency of continuing the attack with the stern tubes.

> I swung left after firing at the tanker and began searching for a target for my stern tubes. I was getting lined up to fire on the Maru astern the tanker when at

heard series of depth charges - searched around again and found a fleet type destroyer bearing 200 relative, angle on the bow 70 starboard, range 1500 yards. I was swinging slowly left at the time immediately ordered full right rudder and gave set-up for firing on the destroyer. The destroyer was gaining bearing faster that I could swing and the JDC kept reporting "no solution generated." I tried to catch up by going ahead standard on the port and two-thirds on the starboard, but the destroyer, who was swinging slowly toward me (the angle on the bow remained 90 starboard for over a minute in spite of the change of bearing), continued to gain bearing. She was still dropping depth charges that were jarring the boat. At she swung hard toward me, and with relative bearing 300, angle on the

bow 30 starboard, range 1200 yards I had to give up, and ordered 400 ft.

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CONFIDENT	PIAL 1
Subject:	U.S.S. BANG - Report of First War Patrol.
2305	Two depth charges, set shallow, exploded directly over head as we passed 300 ft. About 20 more depth charges within the next 45 minutes. None very close.
2310	Sound heard high noise level and popping noises, in direction of target group, that sounded like ship sinking.
	30 April
0020	Having heard nothing for 30 minutes, carefully reloaded three (3) torpedoes at 450 ft., then planed up to periscope depth. Nothing in sight. Came up to radar depth. No pips.
0138	Surfaced and began chase.
0150	SJ radar contact bearing 166°T, range 19000 yards. Began end around to east. Moon now low in the west.
0210	Second radar contact, smaller plp, 8000 yards astern of first target. Shortly after sighted large Maru bearing 160°T, and destroyer bearing 260°T.
0230	Two more small radar pips, one 1500 yards ahead and one 1500 yards astern of the large Haru - range to Haru 12000 yards. The situation now seemed to be: A large Maru with two escorts in close, one ahead and one astern, and a third escort about 4 miles astern.
0246	The escort well astern headed over toward me. At range 7500 yards
	she was recognized to be a fleet type destroyer - angle on the bow
	about 25 port. Changed course and headed directly toward her and commenced approach. With range 6000 yards, relative bearing 0°, angle on the bow 25 port, she began signaling, and was answered by a ship on her starboard quarter. I could not see this other ship, except for her signal lights, and there was no radar pip on her
	bearing. Just after signaling the destroyer headed over toward this other ship. She was plotted making 15 knots so the approach on her was given up. Changed course to continue end around on Maru, and found that the escort that had been close astern of her had reversed course and was heading back to where the destroyer had been.
	one exchanged signals with the destroyer that was leaving. Recognized this escort to be another fleet type destroyer and wave set-up
	for approach on her. The closest I could get was 4500 yards. Resumed approach on Maru. I had been drawn over to the west by the destroyers and now found that instead of making an end around I was 8000 yards directly astern of the Maru, who now had only one close
	escort. This escort was patrolling across her bow. Decided to come up astern of her and fire when I got in to about 2000 yards. As the range closed I saw that this target was a very large AP, and the fact that she was so heavily escorted and was separated from the rest of the convoy indicated that she was especially valuable. I
0353	decided to fire all six bow tubes at her. Fired 6 torpedoes, range 2300 yards, angle on the bow 160° port. Saw target zig right immediately after firing. All torpedoes missed. Swung left for a stern tube shot. Target had steaded after a 50°
ad.	zig and neither she or the escort gave any indication that they knew I had fired. Gave set-up for stern shot, told TDC to start shooting and received report "no solution light." I thought the TDC just hadn't had time to catch up to the new problem, so con-

Subject: U.S.S. BANG - Report of First War Patrol. tinued constant TBT bearings from the bridge. When TDC still did not fire I thought they were waiting for another from me so I ordered "go ahead and start shooting." At 0356 fired 4 torpedoes. These torpedoes turned right 15 to 20 degrees and all missed well to starboard of the target. Later check showed that the after angle solver was not working properly. (See section K - Major defects and damage.) The TDC operator had interpreted my second order to mean that he was to start shooting regardless of the correct solution light. He did right. It was my mistake in not checking that he had a solution before ordering firing the second time. 0040 Reloaded and began end around. Decided to come in from ahead this time and get in for a close range large track angle shot if at all possible. Fortunately the escort decided at this time to patrol astern, she came down the starboard side of the target as I went up her port side, and began patroling across her stern about 1500 yards from her. 0506 In position ahead of base course of target; bearing 60 relative, angle on the bow O, range 7000 yards. Target zigging on 5 minute legs. 0518 Fired 4 remaining torpedoes forward, angle on the bow 50 starboard, range 1800. I was swinging with the target to keep a relative bearing of zero to avoid detection during the torpedo run. The first . explosion caused a tremendous flash from the center of the target, range was then 1300 yards and half of the target was on my starboard bow and half on the port. The concussion was so great on the bridge that it felt as if there had been a bodily push away from the target. The second hit caused a ripple of flame throughout the entire length of the target. Target sank amid cloud of dense smoke. 0519 Swung hard left to bring the stern tubes to bear on the escort another fleet type destroyer. She evidently thought I was on the other side of the ex-target because she ran out and dropped a few depth charges, then came over near where a section of the stern was sticking up vertically about 50 feet out of the water, and dropped four of what appeared to be small lights in the water. They were probably life rafts. I had slowed to 1/3 speed and was trying to get a set-up on her, but the nearest she came to me was 2200 yards and she was maneuvering too radically then for me to fire. I had opened out to 3800 yards before she started toward me at high speed. I went ahead flank, cleared the bridge with the exception of myself and the executive officer, and hoped that she had no definite

alerted destroyer so at

0535 set course 160°T, flank speed, attempting to locate the convay.

0558 SJ radar contact bearing 300°T, range 11500 yards. Nothing in sight.

0700 Sighted smoke on the horizon bearing 305°T. This was the convoy.

contact and would give up before opening fire. She soon changed course radically and the range opened fast. Did not see how I could get in for a stern tube shot, my only remaining torpedoes, on an

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Subject:	U.S.S. BANG - Report of First War Patrol.
	A milet shawed that she had made made a summer of wheat 1500m
	A plot showed that she had made good a course of about 150°T since my
0010	first attack. Began end around.
0740	Received message from PARCHE to take position as trailer. Sent my
	position relative to convoy, and received message to trail ahead
	until after PARCHE and TINOSA attack.
1013	In position 12 miles ahead of convoy. Sighted plane to left of
	convoy. (Plane contact No. 3.) Submerged. Not sighted by plane.
1050	Heard series of explosions that lasted until 1126.
1140	Convoy had zigged left after attack by PARCHE and TINOSA and had run
	for almost an hour perpendicular to my initial bearing from her.
	Range to near ship of convoy was now 9 miles and the angle on the
	bow was about 120 starboard. If the convoy came back immediately
	to her base course I would still have no chance to get in for an
	attack. Plot showed the convoy to be making good, since my first
	attack, a course directly for Lingayen Gulf, and she was at this time
	only 90 miles from the gulf. With her plane escort it seemed highly
	improbable that a daytime surface end around could be made, and,
	unless diverted, the convoy would make port very soon after dark.
1142	Surfaced and set course to entercept track to Lingayen, flank speed.
1145	Periscope watch saw one ship of convoy sinking.
1215	Sighted plane coming in toward me. (Plane contact No. 4.) Submerged
	No attack by plane.
1350	Convoy was now drawing away on a northerly course. Surfaced and began
	trailing about 15 miles astern.
1440	Sighted plane over convoy. (Plane contact No. 5.)
1453	Submerged when plane headed toward me.
1652	Smoke barely visible. Surfaced and began overtaking convoy. Convoy
	had now changed course from OO5°T to O85°T.
1750	Sighted plane over convoy. (Plane contact No. 6.)
1820	Sighted masts of two ships (Ships contact No. 2.)
1830	Diana baddan tarand and control control wo. 2.)
1900	Plane heading toward me, submerged.
1900	Two ships identified as MINEKAZE class destroyers. They plotted to
2050	be coming down from the direction of Takao to join the convoy.
2050	Surfaced. Smoke of convoy barely visible, bearing 080°T.
2110	SJ radar contact bearing O81°T, range 12100 yards. Began approach.
2112	Bridge sighted two destroyers coming in fast with 00 angle on the bow
2114	Leading destroyer fired two rounds from her forward gun. Submerged.
	Range 7800 yards. I had tried to stay up, hoping that the destroyers
	had not seen me and were just searching around.
2117	At 100 ft., trying to get plot from sound bearings when two depth
	charges exploded. Went to 400 ft. About 20 more depth charges within
	the next three hours. The first few were small charges but the remai
	der were definitely jumbo size. None very close. The last three
	charges were single charges one-half hour apart. I believe that thes
	were the same two destroyers I had first picked up at 1820 and that
	they were not a part of the regular escort group but had been called
	down from Takao just to get us. Decided to remain down until after
	moonset. Unfortunately I had not been able to get out my report on

1620

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> convoy change of course before diving. The Japs had been using CW and voice, on the same frequency assigned for intership communication for that day, all afternoon. I thought the PARCHE and TINOSA were on the surface, trailing as I was, and did not want to break in for fear that our communications would be completely jammed. Had started to send dope on convoy as soon as fix was determined after surfacing at 2050, but was forced down before I could get it out.

1 May

0405 Surfaced. No contacts. Sent out latest information I had on convoy and my position. Received orders to return to area.

0750 Submerged.

1017 Sightedoplane going away. (Plane contact No. 7.)

2045 Surfaced.

2 May

0733 Submerged.

1545 Sighted plane going away. (Plane contact No. 8.) 2042

Surfaced.

3 May

0100 Effected rendezvous with PARCHE and TINOSA.

0130 Resumed patrol, rendezvous completed.

0715 Submerged.

Received contact report from TINOSA. Surfaced and began chase. 1204

1328 Sighted plane. (Plane contact No. 9.) Submerged.

1357 Plane not in sight. Surfaced.

Sighted plane. (Plane contact No. 10.) Submerged. 1425

1510 Plane not in sight. Surfaced.

1750 Sighted submarine. (Ship contact No. 3.) Range 9 miles. Believed to be PARCHE or TINOSA.

Sighted four columns of smoke, bearing 065°T. (Ship contact No. 4.) 1842

1952 One ship left convoy and headed out to south. Submerged when mast came in sight from bridge. This ship looked like a Maru but she was making fairly high speed. She may have been a Q ship trying to draw subs away from the convoy.

2028 Ship not in sight. Surfaced and began trailing convoy as instructed by PARCHE.

2230 Sighted masts of convoy.

2303 Received message from PARCHE to attack port flank. Began end around. Bright clear moonlight, with few mcattered clouds. Observed four escorts patroling from 5000 to 8000 yards aste rn of the convoy.

4 May

0030 Heavy clouds began forming and the sky was becoming overcast.

0115 Heard three explosions in direction of convoy.

0745

Subject: U.S.S. BANG - Report of First War Patrol. 0125 Changed course to open out on escort who was about 8000 yards on port side of convoy. Resumed end around. In position. Target bearing 180° relative , range 13000 yards . 0205 Waiting for target to close range. 0210 . Heard several explosions. Target soon after plotted as stopped. Started reversing course to close when another target to left of first was found. Went over, got in front of her, range 9000 yards and waited for her to come up. At range 7500 yards she stopped and engaged in a gun duel with some ship that appeared to be on her starboard quarter. It looked like these ships were firing at each other, but there may have been a third ship that they were firing - at. At this time found another target to her left. This target showed a much larger pip on the radar even though the range was greater. Went over and got in front of her, range 9000 yards, and waited for her to come up. When range had closed to 5500 yards the rain squall that had been sheltering no moved away leaving me silhouetted against a clear moonlit horizon. Pulled out and went over to the protection of another squall just to the east of the target expecting to fire for a port track. Just as I was getting into position two destroyers were sighted coming down from the north heading toward my target - at this time a second target was found about 3000 yards on the starboard quarter of the first. The destroyers were followed going down and taking position between the two Marus. I was at this time 6000 yards ahead of my target she had zigged right giving me a 15 port angle on the bow - all stopped, relative bearing 180 waiting for her to close. At 4000 yards the group made another big zig to the right placing me 3200 yards from the track. I wanted to pull out and get ahead again, but at this time the clouds had lifted in the north and cast and I did not think I could got in to a better range without being sighted. The solution was checking perfectly and the four ships were directly in line; Maru at 3400, destroyer at 4200, destroyer at 5500, and Maru at 6200 yards. So at 0332 fired four torpedoes. Two hits in near Maru and one hit in near destroyer. Both targets sank. After firing changed course left and ran at flank speed to the portection of a rain squall on the port quarter of the target group. 0356 Reported results and expenditure of torpedoes to PARCHE and received instructions to proceed home. 0630 Submerged. 0915 Heard series of 31 distant depth charges. 2059 Surfaced. 6 May 1000 Departed area. 7 May

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ton trawler. (Ship contact No. 5.)

Sighted ship bearing 160°T range 18000; looked like 500 - 700

ENCLOSURE (A)

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Subject:	U.S.S. BANG - Report of First War Patrol.
	8 May
0955	Sighted Sally type plane, distance 8 miles. (Plane contact No. 11) Submerged.
1034	Surfaced.
1255	SD radar contact, 24 miles. Lost contact at 30 miles. (Plane contact No. 12).
1423	Sighted Sally type plane, distance 6 miles. (Plane contact No. 13). Submerged.
1428	At 150 feet, heard 2 depth charges estimated distance 400 yards. Evidently dropped by plane on second run.
1500	At periscope depth sighted plane about 5 miles, coming toward us - back to 150 ft. (Plane contact No. 14).
1540	At periscope depth sighted plane about 4 miles, back to 150 ft. (Plane contact No. 15).
1710	At periscope depth sighted two planes about 6 miles, back to 150 ft. Decided to wait until two hours after sunset before surfacing. (Plane contact No. 16).
2114	Surfaced.
	9 llay
0930	SD contact 40 miles. Lost contact. (Plane contact No. 17).
*	14 May
1230(Y)	Crossed International Date Line.

Subject: U.S.S. BANG 7 Report of First War Patrol.

(C) WEATHER

The weather encountered in the area followed closely that indicated in the Sailing Directions and Pilot Chart. There were occasional small electrical storms, but no heavy weather.

(D) TIDAL INFORMATION

Currents were in general aggreement with those indicated in large scale charts of the area.

(E) NAVIGATIONAL AIDS

No regular navigational aids were observed. Excellent radar fixes were obtained on the northern islands of the Batan Group.

(F) SHIP CONTACTS

	<u> </u>	ILHUIU		INITIAL	EST.		
NO.	TIME DATE	LAT. LONG	TYPE(S)	RANGE (YARDS)	COURSE	HOW CONT	REMARKS
1.	1720(K) 29 Apr.	1180-471	*Convoy	40,000	200	P	Attacks No. 1, 2, 3 and 4.
2.	1820(K) 30 Apr.	119°-361 .18°-241	2 DD's	22,000	170 18	P	Joined convoy Contact No. 1.
3.	1750(K) 3 May	190-001	SS	18,000	090 16	P SD	Believed to be PARCHE.
4.	1842(K) 3 May	117°-231 20°-131	***Convoy /	34,000	080	P SD	Attack No. 5.
5.	0745(K) 7 May	22°-55N 138°-33E	Trawler	18,000	340 7	SD	Maneuvered to avoid being sighted.



^{*}Convoy was never entirely seen at one time. There were at least twelve ships plus escorts, including at least one AO and one AP. At least four fleet type destroyers were seen. It is believed the convoy had at least 10 escorts.

^{**}Convoy was never entirely seen at one time. As many as six separate distinct columns of smoke were seen. As many as five escorts were seen at one time. At least two of the escorts were fleet type destroyers.

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Subject: U.S.S. BANG - Report of First War Patrol.

(G)	DATE	LAT. LONG	TYPE(S)	INITIAL RANGE (MILES)	EST. COURSE	HOW	REMARKS
1.	0802(K) 24 Apr.	21-28.5N 120-55E	Mavis	3	335	P	-
2.	1335(K) 28 Apr.	20-52 118-40	Sally or Nell	12	090	P	-
3.	1013(K) 30 Apr.	18-25N 119-05E	Mavis	10	Var.	SD	Convoy escort.
4.	1215(K) 30 Apr.	18-10N 119-10E	Mavis	8	Var.	SD	Same plane, Contact No. 3.
5.	1440(K) 30 Apr.	18-10N 119-20E	Mavis	в	Var.	SD	Same plane, Contact No. 3.
6.	1750(K) 30 Apr.	18-33N 119-35E	Mavis	n	Var.	SD	Convoy escert.
7.	1017(K) 1 May	19-25N 119-45E	Mavis	2	010	P	
8.	1545(K) 2 May	20-02N 118-58	Mavis	2	-	P	-
9.	1328(K) 3 May	19-18N 116-32E	Mavis	9	Var.	SD	Patrolling.
10.	1425(K) 3 May	19-32N 116-46	Mavis	9	Var.	SD	Patrolling.
n.	0955(K) 8 May	23-17N 142-13E	Sally	8	Var.	SD	Patrolling.
12.	1255(K) 8 May	23-24N 142-52E	-	24	-	R	Not seen.
13.	1423(K) 8 May	23-26N 143-05E	Sally	6	060	SD	Dropped two depth charges.
14.	1500(K) 8 May	23-27N 143-05E	Sally	. 5	Var.	P	Searching.
15.	1540(K) 8 May	23-27N	Sally	- 4	Var.	P	Searching.

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Subject: U.S.S. BANG - Report of First War Patrol.

(G)	AIRCRAFT C	ONTACTS (C	THEMTAT					
NO.	TIME DATE	LAT. LONG	TYPE(S)	RANGE (MILES)	EST. COURSE	HOW	REMARKS	
16.	1710(K) 8 May	23-27N 143-10E	Two Sally	6	Var.	P	Searching.	
17.	0930(K) 9 May	24-00N 146-40E	-	40	-	R	Not seen.	



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(H) ATTACK DATA

U.S.S. BANG

TORPEDO ATTACK No.1.

PATROL No. 1.

Time: 2256(K)

Date: 29 April 1944 Lat: 190-261 Long: 1180-451

TARGET DATA - DAMAGE INFLICTED

Description: Convoy consisting of at least 12 ships with minimum of 4 DD escorts (Probably 8 or more escorts). One AO, one AP and four fleet type destroyers identified. Others seemed to be 5000-9000 ton AK's. Contact initially made by sighting smoke through periscope while submerged. Bright mnonlit night at time of attack.

Ship(s) Sunk: None.

Ship(s) Damaged or One 7000 ton AK probably sunk.

Probably Sunk: One 3000 ton AC damaged.

One AK or DD possibly damaged.

Damaged Determined By: Saw torpedo hit AK followed by smoke from her bow to bridge. Heard torpedo explosion at time of this hit. Heard high noise level and popping noises at 400 feet over JK ten minutes after attack on bearing of the AK, which may have been her sinking. Heard two other torpedo explosions one timed to hit AO, the other possibly a second hit in first AK or a hit in another AK or DD.

Target: DD Draft 10 ft. Course: 160° Speed: 10.5 Range: 1800 yds.

AK Draft 27 ft. Course: 160° Speed: 10.5 Range: 3000 yds.

AO Draft 28 ft. Course: 160° Speed: 10.5 Range: 2800 yds.

OWN SHIP DATA

Speed: 2.5 knots Course: 090 Depth: 60 ft. Angle: 0° (at firing)

FIRE CONTROL AND TORPEDO DATA

Type Attack: Night periscope depth attack. Fired four torpedoes using 1° spread between torpedoes applied from forward aft by means of the offset knob on TDC, at DD range 1800 yards in line with AK range 3000 yards and second AK range 4000 yards; then fired two torpedoes using 2° spread from forward aft by means of offset knob on TDC at AO range 2800 yards.

Subject: U.S.S. BANG - Report of First War Patrol.

		IRST TAR	TTACK No	. 1.	SECOND	T A DOWN
Tubes Fired	#1	#2	#3	#4	#5	#6
Track Angle	1238	1238	1238	1238	958	958
Gyro Angle	013	013	Q13½	014	345	344
Depth Set (ft)	. 6	6	6	6	6	. 6
Power	-	-	. 1	High	High	High
Hit or Miss	Hiss	Hit	Hit	Miss	Miss	Hit
Erratic	No	No	No	No	No	No
Mark Torpedo	23	23	23	14-3A	14-3A	14-3A
Serial No.	41077	53005	41068	41864	40095	40695
Mark Exploder	6-4	6-4	6-4	6-4	6-4	6-4
Serial No.	8528	8845	1455	8018	803	5993
Actuation Set	Contact	Contact	Contact	Contact	Contact	Contact
Actuation Actual	-	Contact	Contact	-	-	Contact
Mark Warhead	16-1	16-1	16-1	16-1	16	16-1
Serial No.	3959	12684	2905	11955	2124	3071
Explosive			TORPEX			
Firing Interval	0	8	16	24	45	53
Type Spread	1½R	½R	½L .	1½L	1R	IL
Sea Conditions		SL	IGHT SWEI	IL		
Overhaul Activity		U.S. Sul	marine.	Base, Pe	earl Hart	or.

Remarks: Continued on next page.

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Subject:

U.S.S. BANG - Report of First War Patrol.

ATTACK No. 1. (Continued)

Remarks: Below Sketch shows conditions as seen at time of firing. Torpedoes hit at 02m 10s; 02m 12s; and 02m 39s. after firing. From the below table it can be seen that there are various combinations of possible hits. The only hit observed corresponded to the time of the first explosion and was in ARI. It is believed that the first two hits were in this AK and that the discrepancy between the difference between the time of explosions, 2 seconds, and between time of firing, 8 seconds, is due to-different running speeds of the two torpedoes; and that the third hit was in the AO.

	Torpedo run to correspond to time of					
Torpedo Hit	M	#2	#3	#4	#5	#6
2 - 10 2 - 12 2 - 39	3310 3360 4210	3220 3270 3925	3000 3050 3710	2780 2830 3500	2240 2290 2970	2010 2060 2730

d AK7

4. AK6

AN AND AKS

SM = DD AKI AK2 AK

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Only one degree spread between torpedoes was used when firing at the DD to enhance the possibility of hits on the Marus in line with her.

Subject: U.S.S. BANG - Report of First War Patrol.

U.S.S. BANG TORPEDO ATTACK No. 2. PATROL No. 1.

Time: 0353(K) Date: 30 April 1944 Lat: 190-221 Long: 1190-00

TARGET DATA - DAMAGE INFLICTED

Description: One large AP of convoy of attack No. 1. This ship was at first believed to be a 17000 ton AP, but later identification with large angle on the bow at range of 1300 yards showed her silhouette to be identical to that of page 88 of O.N.I. 208-J (issue August 24, 1942), a 10400 ton AP. One DD escort patroling ahead; two other DD's that had been patrolling astern had just left her.

Ship(s) Sunk: None.

Ship(s) Damaged or Probably Sunk: None.

Target Draft: 29 ft. Course: 130°T. Speed: 9.5 knots Range: 2300 yds.

OWN SHIP DATA

Speed: 10 knots Course: 150°T. Depth: Surface Angle: 0° (at firing)

FIRE CONTROL AND TORPEDO DATA

Type Attack: Night surface radar attack, using constant radar ranges and constant TBT bearings to TDC. Used 1° spread between torpedoes, applied from forward aft by means of the offset knob on the TDC.

Subject: U.S.S. BANG - Report of First War Patrol.

-		AT	TACK NO.	2.		
Tube Fired	#3	- #4	#5	. #6	#1	#2
Track Angle	160P	160P	160P	160P	160P	160P
Cyro Angle	354	355	356	357	358	359 -
Depth Set (ft)	8	8	8	8	8	8
Power	-	High	-		High	High
Hit or Miss	Miss	Miss	Miss	Miss	Miss	Miss
Erratic	No	No	No	No	No	No
Mark Torpedo	23	14-3A	23	23	14-3A	1,4-3A
Serial No.	53007	26163	52990	53001	39348	26777
Mark Exploder	6-4	6-4	6-4	6-4	6-4	6-4
Serial No.	8606	791	17468	8609	10644	3520
Actuation Set			CONTACT			
Actuation Actual	-	-			-	-
Mark Warhead	16-1	16-1	16-1	16-1	16-1	16-1
Serial No.	11729	6242	5898	12057	12120	5551
Explosive			TORPEX			
Firing Interval	0	8	16	24	32	40
Type Spread	2L	1L	0	1R	2R	3R
Sea Conditions		S	LIGHT SHE	IL		
Overhaul Activity	,	U.S. Su	bmarine E	Base, Pea	rl Harbo	r.

Remarks: Target zigged right immediately after firing. Spread was offset one degree to right realizing that a zig to the right would give the target the greatest chance to avoid. If the spread had been applied from aft forward I do not believe the target could have avoided since the first torpedo reached the track 40 seconds before the last one did.



Subject: U.S.S. BANG - Report of First War Patrol.

U.S.S. BANG TORPEDO ATTACK NO. 3.

PATROL No. 1.

Time: 0356(K) Date: 30 April 1944 Lat: 190-22' Long: 1190-00

TARGET DATA - DAMAGE INFLICTED

Description: Same as for Attack No. 2.

Ship(s) Sunk: None.

Ship(s) Damaged or

Probably Sunk: None.

Target Draft: 29 ft. Course: 180°T. Speed: 9.5 knots Range: 3200 yds.

OWN SHIP DATA

Speed: 11 knots Course: 340°T. Depth: Surface Angle: 0° (at firing)

FIRE CONTROL AND TORPEDO DATA

Type Attack: Night surface radar attack, using constant radar ranges and constant TBT bearings to TDC. Used 1 spread between torpedoes applied from forward aft by means of the offset knob on the TDC.

Subject: U.S.S. BANG - Report of First War Patrol.

			ATTACK No.	3.
Tubes Fired	119	#10	#7	#8
Track Angle	1608	1603	1608	160S
Gyro Angle	*195	*195	*195	*195
Depth Set (ft)	8	8	8	8
Power	-	2	High	High
Hit or Miss	Miss	Miss	Miss	Miss
Erratic	No	No	No	No
Mark Torpedo	23	23	14-3A ·	14-3A
Serial No.	41008	52970	40575	40261
Mark Exploder	6-4	6-4	6-4	6-4
Serial No.	8859	14075	8049	742
Actuation Set		CONTACT	(NORTH	
Actuation Actual	-	=	-	-
Mark Warhead	16-1	16-1	16	16
Serial No.	12103	11996	2512	11077
Explosive		TORPEX		
Firing Interval	0	8	16	24
Type Spread	ılR	½R	½L	1½L
Sea Conditions		SLIGHT	SWELL	

Overhaul Activity U.S. Submarine Base, Pearl Harbor.

Remarks: *Check of TDC after firing showed that the after angle solver was not solving. Correct gyro angle should have been 184. Did not see wakes in time to check fire.

Subject: U.S.S. BANG - Report of First War Patrol.

U.S.S. BANG

TORPEDO ATTACK No. 4.

PATROL NO. 1.

Time: 0518(K) Date: 30 April 1944 Lat: 190-11 Long: 1190-101

TARGET DATA - DAMAGE INFLICTED

Description: Same as for Attack No. 2, except DD was now patrolling astern.

Ship(s) Sunk: One 10,400 ton AP.

Ship(s) Damaged or

Probably Sunk: None.

Damage determined by: Saw ship explode, break in half and sink.

Target Draft: 29ft. Course: 090°T, Speed: 10.0 knots Range: 1800 yds.

OWN SHIP DATA

Speed: 4 knots Course: 320°T. Depth: Surface Angle: 0° (at firing)

FIRE CONTROL AND TORPEDO DATA

Type Attack: Night surface radar attack, using constant radar ranges and constant TBT bearings to TDC. Used 3° spread between torpedoes, applied from forward aft by means of the offset knob on the TDC, for the first three torpedoes. Fired the fourth torpedo with torpedo gyro set on zero using lead angle from bridge.

Subject: U.S.S. BANG - Report of First War Patrol.

		1	TTACK No.	4.	
Tubes Fired	#3	#4	#1	#2	
Track Angle	60S	60S	60S	60S	
Gyro Angle	015	012	009	000	
Depth Set (ft)	8	- 8	8	8	
Power	High	High	-	_	
Hit or Miss	Miss	Hit	Hit	Miss	
Erratic	No	No	No	No	
Mark Torpedo	14-3A	14-3A	23	23	
Serial No.	39981	39190	41247	46144	
Mark Exploder	6-4	6-4	6-4	6-4	
Serial No.	11171	8615	8854	8565	
Actuation Set		CONTAC	T		
Actuation Actual	-		Contact	-	
Mark Warhead	16-1	16-1		16-1	
Serial No.	12354	12056	11708	9662	
Explosive		TORPEX		**	
Firing Interval	.0	.9	17-	1-05	
Type Spread	4½R	12R	12L	0	
Sea Conditions		ODERATE SW			F31/1
Overhaul Activity	U.	S. Submari	ne Base,	Pearl Ha	rbo

Remarks: I checked fire after the third torpeda left the tube because the first two torpedo wakes seemed to be leading the target too much (This impression was natural because the first two torpedoes were spread ahead of the MOT), and having seen 10 previous torpedoes miss this target I decided to fire the fourth torpedo bow and arrow; so came right, took a 10° lead on the stern and fired with a zero gyro angle. I knew that a zig toward could not make this torpedo miss, whereas I thought a zig away would bring the other torpedoes on better. The second and third torpedoes hit at lm 15s, and lm 23s after firing - there was very little left of the target when the fourth torpedo got there.

Subject:

U.S.S. BANG - Report of First War Patrol.

U.S.S. BANG

TORPEDO ATTACK No. 5.

PATROL No. 1.

Time: 0332(K)

Date: 4 May 1944

Lat: 20 -581

Long: 1170-591

TARGET DATA - DAMAGE INFLICTED

Description: One 5000-9000 ton AK or AP identified at 3400 yards as silhouette similar to page 59, 60 or 62 in 0.N.I. 208-J (issue August 24, 1942). This target gave largest radar pip at greater range than two other Marus. Two destroyers, best seen with 90 angle on the bow at 4000 yards, very long and low, tapering from highest point about \$\frac{1}{2}\$ length from bow back to stern, believed to be UN-1 class, 0.N.I. 41-42. One Maru otherwise unidentified. These ships in line at time of firing.

These ships part of convoy consisting of at least six Marus and five escorts that had been scattered by previous attacks by PARCHE and TINOSA.

Ship(s) Sunk: One 5000-9000 ton AK or AP. One DD.

Ship(s) Damaged or Probably Sunk: None.

Damage Determined By: Saw and heard two hits in Maru, saw her explode in flame, saw her radar pip disappear. Heard hit in DD, saw her radar pip disappear. Was entering rain squall for protection at time of explosions and could see Maru only by fire with which she burned before she sank. Could not see DD at time of hit, but saw her pip very definitely disappear about one minute after the Maru sunk. The four ships had all been sighted on the bridge before firing, their pips were distinct and separate at time of firing. The PPI showed the very definite disappearance of the two near pips.

Target (Maru) Draft: 27 ft. Course: 065°T. Speed: 7.8 knots Range: 3400 yds.
(DD) Draft: 10 Ft. Course: 065°T. Speed: 7.8 knots Range: 4200 yds.

OWN SHIP DATA

Speed: 0.5 knots Course: 340°T. Depth: Surface Angle: 0° (at firing)

FIRE CONTROL AND TORPEDO DATA

Type Attack: Night surface radar attack, using constant radar ranges and constant TBT bearings to TDC. Used 1° spread between torpedoes applied from forward aft by means of the offset knob of TDC.

Subject: U.S.S. BANG - Report of First War Patrol

1		A	TTACK No.	. 5.
Tubes Fired	#9	#10	#7	//8
Track Angle	95P	95P	95P	95P
Gyro Angle	169	169	170	171
Depth Set (ft)	7	7	7	7
Power	-	High	-	High
Hit or Miss	Hit	Hit	Hit	Wiss
Erratic	No -	No	No	No
Mark Torpedo	23	14-3A	23	14-3A
Serial No.	53065	39491	41071	25305
Mark Exploder	6-4	6-4	6-4	6-4
Serial No.	3836	123	8430	11267
Actuation Set	Contact			
Actuation Actual	Contact	Contact		
Mark Warhead	16-1	16-1	16-1	16-1
Serial No.	11374	11614	11617	11385
		TORPEX		
Firing Interval		8	16	25
Type Spread	1½L	½L	àR	1gR
Sea Conditions		ODERATELY	CHOPPY	
Overhaul Activity	U.S.	Submarine	Base, P	earl Harbor.

Remarks: Target group was lined up as shown in below sketch at time of firing.

€ AK € 00 € 00 € RP

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The time of hits were recorded as 2m 15s, 2m 2ls, and 2m 45s after first torpedo was fired. The time of run, and plot of data, indicates that the first torpedo fired hit the DD, and the second and third torpedoes hit the AP.

Subject: U.S.S. BANG - Report of First War Patrol.

(I) MINES

No remarks.

(J) ANTI-SUBMARINE MEASURES AND EVASION TACTICS

The two convoys attacked both had destroyer escorts and seemed to employ them in close to the flanks and patrolling at a distance ahead and astern.

The first convoy apparently had no plane escort on the 29th, but did have a plane escort after the attacks on the night of the 29th and 30th. The second convoy's plane escort was sighted about 20 miles astern of the convoy five hours before the convoy was picked up. On several occasions these planes got into eight miles before we dove, but we were apparently never sighted by them. They were flying very low and were always picked up by the lookouts, never by the SD radar.

The two destroyers that joined up with the convoy just before sunset on the 30th, had evidently been called out from Takao after the convoy had been attacked. They probably saw me before I submerged and waited until after dark to come for mo. They either had much better lookouts than the others encountered, or they had some means of radar detection, because they were barely visible when first sagkted coming directly for me at about 27 knots. The leading destroyer opened fire at about 8000 yards. Dove after second flash and did not see fall of shot. Several splashes were heard on the way down. They dropped several light charges, then began using very heavy ones. None were close.

On both depth charge attacks evasion was accomplished at 400 to 450 feet under a gradient of 20 degrees, running at two-thirds speed. I do not believe they ever made a contact after we got down.

By taking advantage of a protecting background and presenting a very small silhouette when in close we were never detected on a surface attack. The light gray paint is evidently very good protection on a night surface attack.

The plane which attacked on the afternoon of 8 May came in low from astern. He was in to about six miles before we dove. His two depth bombs did not come for over six minutes, indicating that he made a dummy run before he let go.

(K) MAJOR DEFECTS AND DANAGE

 Bow planes tilting shaft: Series of loud thumps heard when tilting. from rise to dive, apparently caused by seizing of starboard hull bearing. Also indications of heavy loading on tilting motor. First noticed April 28; no apparent cause. Not remedied by lubrication. Will be investigated during refit. Subject:

U.S.S. BANG - Report of First War Patrol.

MAJOR DEFECTS AND DAMAGE (Continued)

- Main induction piping: Appreciable leakage at deep submergence, believed to be caused by faulty flange gasket. Approved alteration for welding up all flanges in main induction piping will remedy this defect.
- After angle solver: Torpedoes took wrong angles during attack with stern tubes on morning of April 30, due to failure which later was found to be caused by:
 - (a) After tangent motor damping too tight.
 - (b) Center contractor of after sine follow-up head dirty.
 - (c) Reed of one brush in after tangent motor broken.

Repairs were effected by:

- (a) Decreasing damping of tangent motor (This had been increased by SubBasPearl).
- (b) Cleaning center contactor of sine head.
- (c) Replacing defective brush on tangent motor.
- (d) Adjusting roller on sine head.
- 4. Lub oil cooler, #3 main engine: Unusual engine heating and the presence of a small layer of lub oil on top of water column in sight glass of FV expansion tank prompted investigation which revealed that the lower cooler had a ruptured tube. The tube was successfully plugged as per manufacturer's instructions, cooler reassembled, and engine flushed with trisodium phosphate solution. Thereafter operation was normal. Work was accomplished on a normal daily dive.

(L) RADIO

In general radio reception was very good. Nightly schedules were copied on 9090 kcs and 4525 kcs. Nothing was heard on 450.

At 1600 G.C.T., April 14 definite jamming (long dashes) was heard on 6380 kcs. At least three nearby Japanese stations were heard on 9090 kcs on the same day.

This vessel was equipped with a Voy Call voice modulator for the TBL-7, and an RBH receiver for communications between ships of the "Wolf Pack." Performance of these units provided dependable communications. The vertical antenna was successfully used for reception submerged, but there was no occasion for transmitting submerged. All communications on this circuit were carried out on 2006, 2102, 2160 or 2204 kcs. Frequencies shifted at 0000 G.C.T., daily. Alternate frequencies on the 400 kc band were provided but not used.

Subject: U.S.S. BANG - Report of First War Patrol.

On April 30 while on the surface near a large enemy convoy with destroyer and plane escorts, strong and clear Jap voice transmissions were heard on 2204 kcs. With an intrepreter on board we might possibly have gotten all the dope on the convoy.

(M) RADAR

SJ-1 radar: Performance was satisfactory in all respects. Maximum ranges were as follows:

High land - 75,000 yards. Large vessel - 24,000 yards. Destroyer - 19,500 yards.

SD-4 radar: This radar was operated 5 seconds out of every minute. Contacts believed to be planes were made at 24 and 40 miles, but this radar did not pick up numerous planes in visual contact, ranges 6 to 12 miles, at altitudes of 2° to 7°.

(N) SOUND CEAR AND SOUND CONDITIONS

The only occassions on which the sound gear could be used in proximity to targets was on the submerged attack on April 29, and on the destroyers attacking us on May 1.

- JK: Performance entirely satisfactory. Enemy echo ranging subsequent to attack was on 16-17 kcs.
- JP: This equipment lacked previous sensitivity on this patrol, and had an oscillatory howl on the 500, 3000 and 6000 cycle bands. This will be thoroughly checked during refit.
- QC: No sound ranges were taken.

Subject:

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U.S.S. BANG - Report of First War Patrol.

(O) DENSITY LAYERS

				ISOTHERMAL			
Date	Time GCT	Position '	to feet		to feet	E GRADIENT degrees	
Apr 4 to Apr 5	Morning Dives	Midway Area	100	-	-,	-	
6	2303	27-12N 170-25E	65	69	400	63	
7	1729	27-05N 165-29E	80	68	400	60	
8.	1653	27-07N 159-59E	120	68	220	64	
9	1711	26-42.5N 156-17E	220	65	130	. 66	
10	1822	26-06N 153-37E	80	66	220	- 64	
13	1846	24-01N 144-30E	None	None	220	71.–68	
15	2003	22-22N 133-01E	210-400	70	210	73-70	
16	1932	22-00N 129-20E	150	71	400	67	
17	1943	23-16N 126-53E	.80	70	400	67	
18	1950	23-08N 124-47E	80	70	400	67	
19	1955	23-00N 123-10E	80	76	400	- 69	
20	1955	22-47N 122-55E	80	74	400	71	
21	1958	22-17N 122-45E	80	73	400	68	
22	2000	21-14N 121-55E	80	74	400	68	

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Subject:

U.S.S. BANG - Report of First War Patrol.

(0) DENSITY LAYERS (Continued)

Date	Time GCT	Position	to feet	RMAL degrees	NEGATIV to feet	E GRADIENT degrees
Apr 23	1940	21-14N 121-09E	150	77	400	72
2/4	1955	28-56N - 120-05E	140	79	160	78
25	2006	21-09N 119-45E	100	78	400	69
26	2002	21-17N 119-20E	120	79	390	71
27	1940	21-05N 118-49E	120	80	340	65
28	2020	20-47N 118-55E	100	79	None	None
29	2015	19-03N 119-12E	100	83	450	61
30	1115	19-25E 119-47E		82	160	77
May 1	0730	18-38N 119-51E	100	83	450	62
3	2015	19-20N 116-41E	60	79	380	62
7	1900	22-55.5N 140-58.5E	55	77	100	70
8	0323	23-25.5N · 142-54E	80	79	280 .	. 72
				AVC	114	

(P) HEALTH, POOD, AND HABITABILITY

Kerama Retu

The general health of the crew was excellent. Two days were lost by one man due to boils which the pharmacists mate treated successfully. Food was ample and satisfactory. Temperature in the forward battery compartment was uncomfortably high, especially during submerged days in warm water, although both air conditioning plants were operating at full

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ENCLOSURE (A)



Subject: U.S.S. BANG - Report of First War Patrol.

HEALTH, FOOD, AND HABITABILITY (Continued)

capacity. The after battery compartment, on the other hand, was so cool as to require the use of blankets in some instances. This condition was remedied to a certain extent by the use of restrictor rings in certain supply ventilation louvers, but it is proposed that a more satisfactory solution might lie in the installation of an auxiliary air cooling unit in the supply ventilation line in the forward end of the control room.

(Q) PERSONNEL

The performance of duty by officers and men was excellent, showing the results of the concentrated training at Portsmouth, New London, and Pearl Harbor. In particular, it is desired to commend the lockouts for a fine job.

(a)	Number	of men on board during patrol	7
(b)	Number	of men qualified at start of patrol	3
(c)	Number	of men qualified at end of patrol	5
(d)	Number	of unqualified men making their first	
	patrol		1/
(e)	Number	of men advanced in rating during patrol	ı

(R) MILES STEAMED - FUEL USED

	MILES	FUEL
Pearl to Midway	1150	13,140
Midway to area	3340	31,800
In area	3243	31,770
Area to Midway	3380	45,430

(S) DURATION

Days enrou	ite area	17
Days in ar	rea	21
Days enrou	rte to base	9
Days subme	rged	17

(T) FACTORS OF ENDURANCE REMAINING

Torpedoes	0
Fuel	8000 gals.
Provisions	30 days
Personnel factor	25 days
Limiting factor this patrol	Torpedoes

(U) REMARKS: None.

SUBLACINE DIVISION TWO HUNDRED TWO

FE5/202/A16-3

Care of Fleet Post Office. San Francisco, California.

Serial: (025)

15 May 1944.

CONFIDENTIAL FIRST ENDORSEMENT to CO BANG Conf ltr. SS385/ Al6-3 Serial (017-44) dated 5-14-44.

Prom: To : The Commander Submarine Division T.O HUIDLED T.O.

The Commander-in-Chief, United States Fleet. (1) The Commander Submarine Squadron T LATY.

Via :

(2) The Commander Submarine Force, U.S. Pacific Fleet.

(3) The Commander-in-Chief, U.S. Pacific-Fleet.

Subject:

U.S.S. BANG (SS385) - Report of War Patrol Number One.

- The first war patrol of the U.S.S. BANG covered a period of 46 days of which 20 days were spent in the assigned area. The patrol was terminated by expenditure of torpedoes. BANG was a member of a "wolf pack" consisting of two additional submarines, PARCHE and TIMOSA.
- Although this was the first war patrol which the Commanding Officer has ever made, it was characterized throughout by determination and aggressiveness. The U.S.S. BANG had the distinction of having been shelled. bombed and depth charged as well as having inflicted heavy losses to the enemy on its first war mission.

ATTACK NUMBER ONE.

Four torpedoes were fired at a fleet type DD in line with an AK at a range of 1800 yards. Shortly after firing, the DD changed course resulting in the torpedoes missing this ship and at least one and possibly two of them hitting the AK. The two remaining torpedoes in the bow tubes were then fired at an AO at a range of 2800 yards. The third hit which was heard was probably in this tanker. An unsuccessful attempt was then made to swing the submarine into position for an attack on a DD which had started dropping depth charges about 1500 yards away. The Commanding Officer tried to remain at periscope depth and thus maintain the initiative but he was forced to go to deep submergence when the DD turned toward him at a range of 1200 yards.

ATTACK NUMBER THO.

Six torpedoes were fired on a 160 degree track at a range of 2300 yards at a large AP with three DD escorts. The target zigged 50 degrees immediately after firing and all torpedoes missed.

SUBLIGHTINE DIVISION THO HUNDRED THO

A16-3

(025)

Subject: U.S.S. BANG (SS385) - Report of War Patrol Number One.

ATTACK NURBER THREE.

Four torpedoes were fired from the stern tubes at the same target three minutes after attack number two. All missed due to a misunder-standing between the Conning Officer on the bridge and the fire control party in the conning tower as a result of a material failure to the T.D.C.

ATTACK NULSER FOUR.

After two unsuccessful attacks 3ANG finally reached her stride again. One hour and twenty two minutes after attack number three, the four torpedoes remaining forward were fired at the large AP on a 60 degree track at a range of 1800 yards. Two hits were obtained in this well executed attack and the target observed to sink quickly.

ATTACK MULBER FIVE.

This attack was made on the remnants of the original convoy sighted on 29 April following the intervening attacks by the other two members of the "wolf pack", PARCID and TINOSA. The last four torpedoes on board were fired from the stern tubes on 95 degree tracks at four ships in line, 2 AK's and 2 DD's. Two hits were obtained on an AK at 3400 yards and one hit on a UN-1 class DD at 4200 yards. Both ships sank.

All the foregoing attacks were conducted at night. The first attack was made at periscope depth but the remainder were made on the surface.

- 4. Attention is invited to the radio voice transmissions which were heard from a large enemy convoy and to the potential value of such transmissions if the "wolf pack" leader were provided with an interpreter. It is understood that our government has trained large numbers of interpreters in the Japanese language.
- 5. Referring to the remarks under section (?), both the air conditioning and the ventilation are unsatisfactory forward of the control room in all submarines of this division. The solution proposed by the Commanding Officer of installing a cooling unit and a booster blower in the supply ventilation line at the forward end of the control room has been successfully tried in the U.S.S. KUSKALLUNGE.
- 6. Health and morale of officers and men upon return from patrol were excellent. The material condition of the ship is very good and refit will be accomplished in the normal period.



SUBMARINE DIVISION TWO HUNDRED TWO

A16-3

(025)

Subject:

U.S.S. BANG (SS385) - Report of War Patrol Number One.

7. The Commanding Officer, officers and crew are congratulated on this splendid patrol and for inflicting the following damage upon the enemy:

SUNK

1 HAKONE class AP
1 UH-1 class DD
2,300 tons (Attack No.5)
1 AK or AP
8,000 tons (Attack No.5)
TOTAL
20,700 tons

DALWED

1 AK 7,000 tons (Attack No.1)probably sunk 1 AO 8,000 tons (Attack No.1) TOTAL 15,000 tons

GRAND TOTAL 35,700 tons

L.S. PARES

cc: BANG

FC5-20/A16-3

SUBMARINE SQUADRON TWENTY

Serial 030

Care of Fleet Post Office, San Francisco, California, 16 May, 1944.

CONFIDENTIAL

SECOID ADDRESS THT to GO EAG Conf. Ltr. S8385/ A16-3, Serial 017-44 dated 14 May, 1944.

From: To : The Commander Submerine Squadron T TITY.
The Commander-in-Chief, United States Fleet.

Via :

(1) The Commander Submarine Force, U.S. Pacific Fleet.

(2) The Commander-in-Chief, U.S. Pacific Fleet.

Subject: U.S.

U.S.S. BANG (SS385) - Report of "ar Fatrol Number One.

- The remarks of Commander Submarine Division 202 in his endorsement are concurred in.
- 2. The development and execution of night attacks was especially well done; full advantage being taken of light conditions, rain squalls and giving the enemy a small silhouette.
- 3. Lookouts showed outstanding ability and alertness. On many occasions they picked up planes that were not picked up by radar. A modification to the SD antenna, which it is believed may overcome the present disadvantage of the blind spots in the radiation pattern transmitted by the SD, is now being developed by the personnel of this Squadron.
- 4. Investigation of the loud thumps in the bow plane tilting shaft has shown the cause to be lack of lubrication. Additional lubrication lines are being installed.
- Inspection of main induction mipin brought to light several loose bolts on flanges.
- 6. The thought has been advanced that an underwater JP would be of great advantage to a submarine on the surface. Investigation and development is recommended.
- Installation of an auxiliary air cooling unit in the supply ventilation line forward is recommended for all submarines.
- 8. The Commanding Officer, officers and crew are congratulated on an outstanding first patrol and for the serious damage they so ably inflicted on the enemy.

LEO L. PACE.

Copy to: CO BANG CSD-202

S MARINE FORCE, PACIFIC FLEET FF12-10/A26-3(15)/(16) Care of Fleet Post Office. Serial 01055 San Francisco, California, 29 May 1944. CONFIDERTIAL 6 01561 NOTE: THIS REPORT WILL BE THIRD ENDORSEMENT to BANG Report of First War Patrol. ... ENTERING PATROL AREA. COMSUBSPAC PATROL REPORT NO. 430. U.S.S. BANG - FIRST WAR PATROL. From: The Commander Submarine Force, Pacific Fleet. To : The Commander-in-Chief, United States Fleet. Via : The Commender-in-Chief, U. S. Pacific Fleet. Subject: U.S.S. BANG (SS385) - Report of First War Patrol. (29 March to 14 May 1944). The first war patrol of the BANG was the first for the new Commanding Officer, as such. The BANG conducted its patrol in the Luzon Straits Areas, and was one of three submarines forming a coordinated attack group. The BANG made five aggressive attacks on the two large convoys contacted. The morning attacks on the 29-30 of April were particularly tenacious and aggressive. Of note is the 20 degree temperature gradient that the BANG located and used in evading anti-submerine vessels successfully. This patrol is designated as successful for Combat Insignia Award. The Commander Submarine Force, Pacific Fleet, congratulates the Commanding Officer, officers, and crew for this aggressive and successful first war patrol. The BANG is credited with having inflicted the following damage upon the enemy: S-U-N-K 1 - Transport (HAKONE MARU class) - 10,400 tons (Attack No. 4). 1 - Passenger-Freighter (class unknown) - 7,500 tons (Attack No. 5). 1 - Destroyer (UN-1 class) 2,300 tons (Attack No. 5). TOTAL - 20,200 tons D-A-M-A-G-E-D 1 - Freighter (class unknown) 7,000 tons (Attack No. 1). 1 - Tanker (class unknown) 8,000 tons (Attack No. 1). TOTAL 15,000 tons GRAND TOTAL 35,200 tons bution and authentication C. A. LOCKWOOD, Jr. on following page.