

USS BANG (SS 385)
Second War Patrol
6/6/44 – 8/2/44





Start: Midway
End: Pearl
Days: 82
Miles Steamed: 11,856
Location: South China Sea and South of Formosa
Attacks: 3
Sunk: 3 Ships - 24,000 Tons
Damaged: 1 Ship - 7,500 Tons
Torpedoes Fired: 16
Awards: Navy Cross, Submarine Combat Insignia

of 27 Sep 58

BY gzc

DATE 4/22/71

SS385/A16/A4
Serial (023-44)

U.S.S. BANG (SS385)
Care of Fleet Post Office
San Francisco, California

DECLASSIFIED

2 August 1944.

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.
Via: (1) The Commander Submarine Division 42.
(2) The Commander Submarine Squadron 4.
(3) The Commander in Chief, United States PACIFIC Fleet.
Subject: U.S.S. BANG (SS385) - Report of War Patrol Number TWO.
Enclosures: (A) Subject report.
(B) Track Chart (for ComSubsPac only).

1. Enclosure (A) covering the second war patrol of this vessel conducted in the South China Sea area south of Formosa during the period 6 June 1944 to 2 August 1944, is forwarded herewith.

A.P. GALLAGHER.

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

(A) PROLOGUE

Arrived Midway on May 14, 1944, from first war patrol. From May 15th to May 30th received an excellent refit from the U.S.S. PROTEUS (AS19) and Submarine Division 202 Relief Crew. Repairs were thorough and orderly, and the ship was in an excellent state of cleanliness when the crew returned aboard. From May 31st to June 3rd had three days and two nights of training. Loaded on June 4th and 5th and was ready for sea June 6th.

(B) NARRATIVE

6 June

1530(Y) Departed Midway enroute area in accordance with ComTaskFor 17 Operations Order 195-44, conducting daily dives and drills.

14 June

- 0508(K) Just as dawn was breaking, made simultaneous bridge and SJ radar contact (see Section (H), lack of sensitivity of radar) on lone tanker, range 10,000 yards, angle on the bow 60° starboard. (Ship Contact No. 1.) Came right to put target astern and open out, and commenced tracking while gaining position ahead. Kept target's tops in sight through high periscope.
- 0829(K) Submerged with target bearing 187°T, angle on the bow 3° port, range 20,000 yards. Target was tracked at 11 knots, zigzagging 30° to right and left of base course 010°T on thirty minute legs. She was unescorted by either planes or surface ships.
- 0855(K) Target on right leg, angle on the bow 30° port, range 7,500 yards, course 040°T.
- 0903(K) Target obscured by heavy rain. Wind and sea were force 4-5. There were numerous rain squalls all around the horizon, which soon closed in until periscope visibility was practically zero. Planed up to radar depth, but there was no pip. The PFI showed a solid sheet of rain up to 15,000 yards in the direction of the target.
- 0919(K) Surfaced in a heavy downpour of rain. Opened out to gain position ahead for another approach when target could be located. Ran out of rain storm at about 0940(K).
- 0945(K) Sighted target coming out of rain, angle on the bow 30° port, range 14,000 yards, on base course 010°T. Submerged. I had not been able to get ahead of the track and now could not remain on the surface without being detected. Went to 120 feet and for 25 minutes ran at full speed, 8 knots, heading for a 120° port track.
- 1018(K) Came to periscope depth and slowed. Target range 9,000 yards, angle on the bow 90° port. Her course, 080°, was farther to the right than she had steered all morning. She had evidently sighted me before I dove. Waited for a while, hoping for a zig back, but the angle on the bow continued to increase. Opened out, and at
- 1140(K) Surfaced and commenced end-around. Sent contact report.
- 1525(K) Received new patrol assignment from ComSubPac. I had almost gained position ahead of the tanker and decided I could use two more hours on

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- the approach and still arrive at new station on time. Variable visibility had made end-around difficult and target was lost for 3 periods. Now visibility was increasing, the range was 22,000 yards, and there was danger of being sighted, so took one last chance and
- 1549(K) Submerged to 150 feet and for 45 minutes ran at standard speed, 6 knots, on course 070°T, to close base course, hoping target would zig back soon.
- 1639(K) Came to periscope depth and slowed. Target range 6,500 yards, angle on the bow 30° port, course 010°T. Closed for ten minutes at full speed. At the next look, target had zigged away to 045°T. With a nearly flat battery and no more time available, decided to accept an unfavorable position, and at
- 1701(K) Fired three torpedoes from the bow nest, range 3,600 yards, angle on the bow 120° port. Third torpedo hit just forward of the stack with a run of 2 minutes 54 seconds. End-of-run explosions of other torpedoes were at 5 minutes and at 5 minutes 10 seconds. Target took a 15° port list, commenced to settle by the stern, and rigged out her lifeboats. Took a series of still and motion pictures. I thought she was certainly going down but she kept underway at about 7 knots, zigzagging. Eventually she righted herself to about a 7° port list and down by the stern about 5°. The tanker was empty.
- 1730(K) Heard a muffled explosion in the direction of target.
- 1735(K) Surfaced, ran normal to direction of new station until target was out of sight, then set course for new station. When target was last seen she seemed to be still taking water and her bow was up at an 8° angle. This was a hard one to give up but we had no more time in which to finish her off. Hope the heavy seas completed what we couldn't.

16 June

- 0700(K) Patrolling assigned station on surface.
- 1140(K) Sighted unidentified plane, 8-10 miles. (Plane Contact No. 1.) Submerged. Periscope patrol.
- 1240(K) Surfaced.

17 June

- 0848(K) Sighted two unidentified planes, 10-12 miles. (Plane Contact No. 2.) Submerged. Surfaced 15 minutes later.
- 0936(K) Sighted two unidentified planes, 10-12 miles. (Plane Contact No. 3.) Submerged. Surfaced 20 minutes later.
- 1500(K) Sighted four unidentified planes, 10-12 miles. (Plane Contact No. 4.) Submerged. Surfaced 30 minutes later.
- 1630(K) Sighted one unidentified plane, 10-12 miles. (Plane Contact No. 5.) Submerged. Surfaced 15 minutes later.
- 1702(K) Sighted two unidentified planes, 10-12 miles. (Plane Contact No. 6.) Submerged. Surfaced 25 minutes later.

18 June

- 0625(K) Sighted one unidentified plane, 8-10 miles. (Plane Contact No. 7.)

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- Submerged. Surfaced 20 minutes later.
- 0654(K) Sighted one unidentified plane, 10-12 miles. (Plane Contact No. 8.)
Submerged. Surfaced 20 minutes later.
- 0724(K) Sighted two medium bombers, 8-10 miles. (Plane Contact No. 9.)
Submerged. Received ComSubPac's orders to new patrol station, 100 miles to south, just before diving.
- 0756(K) Surfaced. Set course for new station. Up to now I had been diving as soon as plane contact was verified regardless of distance or course of plane, considering it of prime importance to avoid detection. Eight lookouts were stationed, three with binoculars searching the water and horizon, three sky lookouts with binoculars, and two sky lookouts without binoculars. In addition a continuous high periscope watch was maintained. The SD radar was not used at all because of the chance that it might afford a means of our detection, and because it was unreliable in picking up low flying planes. From information available enemy force might reach my new station shortly after dark. I would not be able to make it if planes continued to keep me down, so decided to remain on surface unless planes were headed toward me or until they had converged to eight miles.
- 0812(K) Sighted two SBD's, 10-12 miles. (Plane Contact No. 10.) Submerged at 0815 when they had closed to about 8 miles.
- 0840(K) Sighted one SBD by periscope, 5 miles. (Plane Contact No. 11.)
- 0930(K) Surfaced.
- 1037(K) Sighted one SBD, 10-12 miles. (Plane Contact No. 12.) Minimum range 9 miles. Was not sighted.
- 1358(K) Sighted one SBD, 10-12 miles. (Plane Contact No. 13.) Minimum range 10 miles. Was not sighted.
- 1501(K) Sighted two SBD's, 8-10 miles. (Plane Contact No. 14.) Planes heading toward us. Submerged. Surfaced 15 minutes later.
- 1554(K) Sighted one SBD, 8-10 miles. (Plane Contact No. 15.) Plane headed toward us. Submerged. Surfaced 35 minutes later.

19 June

- 0540(K) Sighted unidentified plane in dim twilight, range 1 mile. (Plane Contact No. 16.) Submerged.
- 0602(K) Heard two distant depth charges. Considering the possibility of enemy force in vicinity with thick air coverage, decided to patrol submerged with high periscope observations.
- 1303(K) Surfaced.
- 1410(K) Sighted two unidentified planes, 10-12 miles. (Plane Contact No. 17.) Submerged. Surfaced 25 minutes later.
- 1455(K) Sighted one unidentified plane, 10-12 miles. (Plane Contact No. 18.) Submerged. Surfaced 15 minutes later.
- 1730(K) Sighted one SBD, 8 miles. (Plane Contact No. 19.) Submerged. Surfaced one hour later.

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20 June

- 0530(K) Submerged for morning twilight to avoid plane detection. Surfaced at 0634.
0638(K) Sighted two SBD's, 8 miles. (Plane Contact No. 20.) Submerged. High periscope patrol.
1135(K) Surfaced.
1155(K) Sighted two unidentified planes, 10-12 miles. (Plane Contact No. 21.) Minimum range 10 miles. Was not sighted.
1200(K) Sighted tops of ships in high periscope in direction of planes. (Ship Contact No. 2.) Submerged and commenced approach. When range had closed to 8,000 yards definitely identified ships as U.S. Task Force. Broke off approach and began opening out. Took too many looks (for experience in identifying different types) and at 3,000 yards was detected by a destroyer. Went to 250 feet and exchanged recognition signals.
1345(K) Commenced periscope depth patrol.
1540(K) Sighted one SBD, 5 miles. (Plane Contact No. 22.)
1715(K) Surfaced.
1721(K) Sighted one unidentified plane, 10-12 miles. (Plane Contact No. 23.) Submerged. Periscope depth patrol.
1853(K) Surfaced.
2200(K) Sighted series of groups of 2 to 7 white lights about 6° above horizon bearing 000°T. They appeared to be some type of parachute pyrotechnics. These occurred intermittently for about one and one half hours. Headed for them and closed about 12 miles, but they still seemed to be well beyond the horizon.

21 June

- 0530(K) Received orders from ComSubPac assigning search area for downed aviators. Proceeding to area.
0705(K) Sighted a metal tank about 7 feet long, probably a plane's gas tank. Sank it. Searched area in vicinity for one half hour.
1015(K) In assigned area. Sighted rubber life boat with BuAero marking. Took it aboard to see if there was any identification on it. None found.
1018(K) Sighted four U.S. destroyers. (Ship Contact No. 3.) Exchanged recognition signals.
1030(K) Sighted two PBW's, 8-10 miles. (Plane Contact No. 24.) Exchanged recognition signals. Within the next hour sighted and investigated about 20 life rafts and boats. All were empty.
2147(K) Received orders from ComSubPac to new patrol station. Set course for new station.

22 June

- 0350(K) Radar interference on SJ, bearing 230° to 250°T.
0455(K) SJ radar contact, 5 pips, ranges 16,000 to 28,000 yards. (Ship Contact No. 4.) Commenced approach. Rain set in and visibility closed to 2,000 yards. I was evidently detected by radar for target group tracked

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as zigging radically away. Speeded up and headed directly toward, in hopes of establishing identity if visibility improved. One pip changed course and began closing me rapidly. At 0530 submerged; range had decreased to 5,500 yards and visibility was now less than 1,000 yards. At 250 feet exchanged recognition signals with friendly destroyer.

0548(K) Surfaced.
0615(K) Sighted one TBF and one F6F, 8-10 miles. (Plane Contact No. 25.) Exchanged recognition signals.
0624(K) Sighted one TBF, 8-10 miles. (Plane Contact No. 26.) Exchanged recognition signals.
0820(K) Received orders from ComSubPac to proceed to area. Set course to 270.
0915(K) Sighted eight SBD's, 12 miles. (Plane Contact No. 27.) One plane closed and exchanged recognition signals.
0950(K) Sighted one unidentified plane, 12 miles; did not close. (Plane Contact No. 28.)

25 June

0652(I) Sighted unidentified plane, 8-10 miles. (Plane Contact No. 29.) Submerged. Conducting submerged patrol in area.
1115(I) Surfaced.
1525(I) Submerged.
1630(I) Sighted two engine patrol plane, 10 miles. (Plane Contact No. 30.)
2015(I) Surfaced.
2130(I) Effected rendezvous with SEAHORSE and GROWLER. Commenced coordinated patrol. Submerged in daylight, surface at night.

26 June

2040(I) SJ radar contact and bridge sighting of about 10 fishing boats, range 5,000 to 8,000 yards. Avoided.

27 June

0520(I) Observed fire beyond horizon, bearing 340°T. Fire burned for 10 to 15 minutes. Closed direction until submerging at 0550.
0845(I) Sighted hospital ship (Ship Contact No. 5), properly marked, on course 040°T speed 7 knots. Took pictures.
1105(I) Sighted LAVIS type plane, 8 miles. (Plane Contact No. 31.)
1450(I) Sighted small open fishing boat.

28 June

GROWLER departed, SEAHORSE and BANG patrolling together.

29 June

0205(I) While patrolling on course 270°T, sighted light on horizon bearing 080°T. Decided this was either: (a) A fishing vessel, (b) A radar equipped "Q" ship searching for subs, or, (c) A decoy to lead subs away from important

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- targets. Did not investigate. Later convoy contact about 50 miles to the west of this light indicated strong possibility that this was a decoy.
- 0557(I) Sighted smoke bearing 281°T (Ship Contact No. 6). SJ radar found 6 pips, ranges 24,000 to 27,000 yards on this bearing. Started approach. Stacks and mast soon visible with a small port angle on the bow. Visibility was too good for me to present the silhouette necessary to open out for surface tracking.
- 0605(I) Submerged - range 21,000 yards. Target group soon made a large zig to the right - a submerged approach was impossible, so opened out until smoke was barely visible and at
- 0710(I) Surfaced and commenced end-around. Sent contact report to SEAMORSE immediately, and again at 0800. No receipt. SEAMORSE was listening with SD mast raised for the first three minutes after each even hour. At 0815 Japs began using voice on same frequency that I had sent contact reports.
- In view of probable air coverage conducted end-around out of range of visibility of tops, with smoke barely visible. Convoy plotted zigging 40° to right and left of base course 205°T, speed 14 knots.
- 1320(I) Sighted MAVIS type plane, 10 miles. (Plane Contact No. 32.) Submerged. Plane was about 8 miles ahead of convoy and had an angle on the bow of 45°. Had not yet gained position ahead - convoy was bearing 005°T, distance 36,000 yards - but I could not stay up without danger of being sighted. I was 20° from the base course, or about 12,000 yards from the track, so went to 200 feet and ran for 45 minutes at standard speed (6.5 knots) heading in for 120° track to base course. Sea was flat calm with very light ruffle on surface, bright sunlight, excellent visibility. At 5,500 yards observed convoy in three columns, axis 0-180°T; a zig had just placed me in front of east column, convoy course 225°T. Leading ship of center column was about abreast second ship in each flank column. Headed in across target track and at
- 15-08-14(I) commenced firing four bow torpedoes at second ship in west column, range 1,750 yards, 90° port track. At
- 15-08-55(I) Commenced firing two bow torpedoes at leading ship in center column, range 750 yards, 80° port track. At
- 15-09-54(I) Commenced firing four stern torpedoes at leading ship in east column, range 1,300 yards, 105° starboard track.
- Heard five hits from bow tubes while getting set up for stern shots. After firing aft swept around and saw big hole that had been blown up through deck in large engine aft MARU (first target); saw second target listed about 20° to port, port deck line under water, and port half of bridge structure blown away; swept around and saw second MARU in east column firing what looked like 20 m.m. tracers at us, causing many splashes all around the periscope. She was swinging towards us, angle on the bow 15° starboard, range 600 yards, so ordered 450 feet. Angle on the bow 0° at my last look at her. Saw third target just before periscope went under, swinging away, angle on the bow 110° port. A few seconds later heard three torpedo hits spaced and timed perfectly for hits in her. The first depth charge, close but above us as we

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passed 200 feet, I believe was dropped by the MARU who was firing at our periscope. Four minutes after first firing heard two loud explosions thirty seconds apart, followed by a sustained heavy rumble that lasted for about 20 seconds. A sustained depth charge attack, totaling 125 charges, started six minutes after the attack. Ran at standard speed for ten minutes then evaded on steady course at $2/3$ speed at 500 feet. We were under a 16° negative temperature gradient. I do not believe we were ever contacted, but a large area was systematically covered. Depth charges were set deep and came close.

This was a beautiful convoy. All ships looked new and trim. Only one was smoking heavily, and four others were smoking lightly. I was surprised to see so many ships when their tops came up.

The center ship in the second column may have been a CVS; she was certainly not an ordinary MARU. She had very little superstructure with a heavy squat tower amidships.

Calm sea, air cover, and pinging escorts made it impossible to use much periscope. My one good look was at 10,000 yards. Three looks from there in to firing position were very brief with only one foot exposure. Ran deep between looks. Did not see the escorts, except for their tops at long range (was afraid the sun on my periscope glass might attract the attention of their more alert lookouts), but one was tracked by sound passing fairly close astern, and another at a long range ahead. After the attack heard five separate sets of pinging.

- 1834(I) After reloading at 400 feet, with no depth charges for an hour and a half, and only weak pinging astern, planed up to periscope depth. Saw two CHIDORI torpedo boats maneuvering around scene of attack, range 14,000 yards. They dropped 17 depth charges at 1937, then shoved off on course 190° T. With convoy speed of 14 knots I was now too far astern to make another chase, so at
- 2039(I) Surfaced and set course to station for patrol with SEAHORSE.

30 June

- 0803(I) Surfaced to investigate possible smoke.
0845(I) Submerged. False contact; clouds.

3 July

- 1620(I) Surfaced due to reduced visibility.
1736(I) Submerged, visibility normal.
2250(I) On surface. Received contact report from SEAHORSE, set course to intercept.

4 July

- 0106(I) Heard several distant explosions.
0300(I) Heard two distant explosions.

4 July

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- 0328(I) Sighted smoke, commenced approach.
- 0410(I) Had radar contact and bridge sighting (Ship Contact No.7) of one freighter and three escorts; one escort about 1,500 yards on each bow of freighter, and third escort patrolling from side to side ahead. Range to freighter 15,000 yards. It was a bright, moonlight night with scattered clouds and visibility was too good for surface approach, but not good enough for submerged. Decided to track ahead and make surface approach after moonset, which was at 0445. Began closing at about 0435; clouds were now heavy in the west; target bearing 120°T, base course 305°, speed 7. Had TDC set up on freighter, but inside 5,000 yards kept bow pointed exactly toward escort patrolling ahead to avoid being sighted by her. This escort was identified as WAKATAKE class destroyer. Intended to wait until she crossed over to starboard side of target then cut in astern of the near port escort, and fire for a 120 track, range 1,500 to 2,000 yards, on the freighter. At a range of 3,500 yards to destroyer, when she was on extreme south leg of her patrol, instead of heading back across target track, she steadied up, giving me about a 5° port angle on the bow. Shifted TDC set-up to her. Night was now so dark that she could not be seen until she was inside 3,000 yards, and I had better background protection than she had. I had no intention of firing at her, I was merely keeping a zero silhouette and set-up on her as a precaution until she crossed over to other side of target. At range 2,500 yards she gave a 0° angle on the bow and speeded up. I did not see how I could possibly have been sighted - but now I could not turn to get out without being seen; I did not want to dive because I was afraid I would not be able to get up again before dawn, and planes might then keep me from getting in an attack; it was useless to fire at long range because it would be too easy to avoid torpedoes; so held on until range had closed to 1,300 yards, when at
- 0506(I) Fired three torpedoes, gyro angle 0°, angle on the bow 0°. Submerged immediately after firing. Just before leaving the bridge saw target turning left, but number one torpedo was 15 seconds on its way for a run of 35 seconds and I did not think he could possibly avoid. Raised periscope to watch explosion, intending to surface immediately afterwards and run out for another try at the freighter. No explosion at 50 seconds so ordered 450 feet and rigged for depth charge.
- 0510(I) While passing 350 feet, first of series of about 20 depth charges. Many of these were quite close but resulted in no serious damage.
- 0745(I) At periscope depth, nothing in sight.
- 0800(I) Heard distant depth charging.
- 0805(I) Surfaced and commenced search.
- 1013(I) Regained contact, smoke bearing 024°T. Commenced end-around out of sight of tops.
- 1229(I) Sighted plane (Plane Contact No. 33) coming in, distance 6 miles. Submerged, Continued approach at 200 feet making standard speed.
- 1330(I) Heard pinging and fast screws. Went to 400 feet.
- 1342(I) First of series of about 20 depth charges. Some of these were very close before I went to 500 feet. They could evidently contact me at 400 but not 500 feet. Continued approach on freighter at 500 feet, with two escorts depth charging astern.

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- 1445(I) Heard pinging forward of starboard beam. This was the bearing that the target was expected to be on.
- 1525(I) At periscope depth sighted freighter, angle on the bow 15° port, range 9,000 yards. One destroyer escort (WAKATAKA class) was patrolling from side to side ahead. Commenced approach. Next look, range 7,500 yards, angle on the bow 20° starboard, looked good. JP reported fast light screws in the direction from which I had been depth charged, Periscope look showed tops of masts on this bearing. Next few looks at target showed angles on the bow of 90° starboard, 150° port and 90° port. At
- 1600(I) Saw two planes over target (Plane Contact No. 34). Target was circling, range 7,000 yards, flying a huge Jap merchant flag at her fore, smoking heavily. She was a small freighter, not over 300 feet long. Considered possibility of this being a "Q" ship. At last look saw plane heading toward me, distance two miles, in line with freighter. Destroyer at this time was heading toward me. Went deep. At
- 1615(I) Two escorts pinging on short scale, one on each bow in close. They evidently lost contact. We left them astern and headed for target. Started planing up for look at about 1650. Escorts soon closed in pinging on short scale. At
- 1708(I) Received one depth charge, very close. Back to 500 feet. Escorts pinging and listening for next two hours but they did not regain contact. Decided to wait until at least two hours after sunset before surfacing. It was a full moon night and I wanted to give the planes a chance to give up first. I had probably been sighted at periscope depth by the planes, and they had called in the escorts who were depth charging my previous position to coordinate their attack before coming after me. Periscope sighting was unlikely because I had taken no look at any speed greater than 2.5 knots, with a maximum periscope exposure of three feet, and minimum range 6,500 yards.
- 2240(I) Surfaced, 90 miles southeast of Hongkong. Nothing in sight, set course back to area.
SEABORSE departed area.

6 July

- 1642(I) Surfaced due to reduced visibility.
1734(I) Submerged. Visibility normal.
2030(I) Surfaced.
2145(I) Exchanged recognition signals and call signs with U.S.S. STEELHEAD by keying radar interference.

7 July

- 1521(I) Surfaced due to impossibility of maintaining depth control in tide rips (see Section (D) - Tidal Information).
1730(I) Out of tide rips, submerged.

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8 July

- 0433(I) Effected rendezvous with TILEFISH. Began coordinated patrol with TILEFISH, SAWFISH, and ROCK.
- 0600(I) Submerged on plane contact (Plane Contact No. 35), distance one mile. Overcast and dark, plane probably sighted our wake as we were making 15 knots to gain patrol station. Plane was flashing red light at us as we dove.
- 0604(I) One depth bomb, not close.
- 0930(I) Sighted plane. (Plane Contact No. 36).

9 July

- 0755(I) Surfaced due to tide rips and reduced visibility.
- 0930(I) Submerged.
- 1255(I) Surfaced due to reduced visibility.
- 1405(I) Submerged.

12 July

- 0602(I) Submerged. SD radar contact, distance 7 miles. (Plane Contact No.37)

16 July

- 1440(I) While submerged sighted periscope about 3,000 yards distance, believed to be SAWFISH patrolling adjacent area. Had no fix in past 24 hours due to overcast sky. Put periscope bearing astern and ran at 250 feet for one hour at 2/3 speed.

17 July

- 1150(I) Sighted MAVIS type plane (Plane Contact No. 38), distance 6 miles.
- 1603(I) Sighted unidentified plane (Plane Contact No.39) distance 10 miles. Departed area at sunset. Enroute Midway.

18 July

- 0520(I) Exchanged recognition signals and call signs with USS PIRANHA by keying radar interference.
- 1506(I) Sighted two planes. (Plane Contact No. 40) distance 8 miles. Submerged. Periscope depth patrol.
- 1710(I) Surfaced.

29 July

- Crossed International Date Line.
- 0900(Y) Moored Midway. Fueled ship.

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29 July

1525(Y) Departed Midway. Enroute Pearl.

1750(Y) Sighted periscope 2000 yards on port beam, swung right, put astern and zigged at full speed. No attack.

2 August

Arrived Pearl.

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(C) WEATHER

Normal weather for the period was encountered.

(D) TIDAL INFORMATION

In the South China Sea, currents were as described in applicable publications and charts.

In the vicinity of Lat. 21-27N, Long. 117-22E, tide rips were encountered such turbulence that depth control was impossible. Heavy rips were prevalent in the area bounded by latitudes 20-35N and 21-30N, and longitudes 117-10E and 117-30E.

(E) NAVIGATIONAL AIDS

No regular navigational aids were encountered. Excellent radar and visual fixes were obtained on SHOKOTO SHO, KOTO SHO, and various peaks on TAIWAN, and excellent radar fixes on the islands of the BAITA group.

(F) SHIP CONTACTS

NO.	TIME DATE	LAT. LONG.	TYPE(S)	INITIAL RANGE (YARDS)	EST. COURSE SPEED	HOW CONT	REMARKS
1.	0508(K) 14 June	21-55N 142-43E	Tanker	10,000	010T 11 kts	R, SD	Attack No. 1.
2.	1200(K) 20 June	13-35N 138-42E	U.S. Task Force	28,000	310T 16 kts	SD	-
3.	1018(K) 21 June	14-55N 138-32E	4 US DD's	18,000	Various	SD	-
4.	0455(K) 22 June	15-32N 136-55E	U.S. Task Force	16,000	140T 14 kts	R	-
5.	0845(I) 27 June	20-30N 120-32E	Hospital ship	18,000	040T 7 kts	P	-
6.	0557(I) 29 June	18-47N 119-07E	Convoy	24,000	205T 14 kts	SD	Attack No. 2.
7.	0410(I) 4 July	19-22N 115-07E	1 AK 1 DD 2 Escorts.	15,000	305T 7 kts	SN	Attack No. 3.

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(G) AIRCRAFT CONTACTS

CONTACT NO.	1	2	3	4	5	6
DATE	6/16	6/17	6/17	6/17	6/17	6/17
ZONE	-10	-10	-10	-10	-10	-10
TIME	1140	0848	0936	1500	1630	1702
LAT.	15-10N	15-30N	15-28N	15-26N	15-36N	15-41N
LONG.	139-26E	139-50E	139-45E	139-07E	139-08E	139-07E
SPEED	13	10	10	10	10	10
COURSE	265	205	180	000	040	000
TRIM	Surf	Surf	Surf	Surf	Surf	Surf
* MINUTES	-	-	-	-	-	-
NUMBER	1	2	2	4	1	2
TYPE	Betty	Unk	Unk	Unk	Kate	Unk
PROBABLE MISSION	Pat	Pat	Pat	Pat	Pat	Pat
HOW CONTACTED	Lookout	Lookout	Lookout	Lookout	Lookout	Lookout
INITIAL RANGE	7	8-10	10-12	10-12	10	10-12
ELEVATION ANGLE	10	5	4	3	3	2
% RANGE AND BEARING	ND	ND	ND	ND	ND	ND
SEA STATE:						
(HEADWIND)	4	2	2	2	2	2
DIRECTION, RELATIVE	270	220	040	040	000	040
VISIBILITY, MILES	30	32	30	30	30	30
(CLOUDS)						
HEIGHT FT.	2000	2000	2000	2000	2400	2400
PERCENT OVERCAST	60	50	50	40	40	40
(MOON)						
BEARING (REL)	DAY	DAY	DAY	DAY	DAY	DAY

* Minutes since last SD radar search.

% Range and relative bearing of plane when it detected submarine.

CONFIDENTIAL

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

AIRCRAFT CONTACTS (Continued)

CONTACT NO.	7	8	9	10	11	12
DATE	6/18	6/18	6/18	6/18	6/18	6/18
ZONE	-10	-10	-10	-10	-10	-10
TIME	0625	0654	0724	0812	0840	1037
LAT.	15-15N	15-17.5N	15-20N	15-18N	15-14.5N	14-59N
LONG.	138-58E	138-58E	138-58E	139-41E	139-58E	139-58E
SPEED	10	10	10	14	2	14
COURSE	000	320	000	180	180	180
TRIM	Surf	Surf	Surf	Surf	Per	Surf
* MINUTES	-	-	-	-	-	-
NUMBER	1	1	2	2	1	1
TYPE	Unk	Unk	Medium Bomber	SBD	SBD	SBD
PROBABLE MISSION	Pat	Pat	Pat	Pat	Pat	Pat
CONTACTED	Lookout	Lookout	Lookout	Lookout	Per	Lookout
INITIAL RANGE	8-10	10-12	8-10	10-12	5	10-12
ELEVATION ANGLE	4	2 1/2	2	4	4	2
% RANGE AND BEARING	ND	ND	ND	8 mi 090	ND	ND
SEA STATE: (BEAUFORT)	1	1	1	2	2	2
DIRECTION,						
RELATIVE	020	060	020	200	200	200
VISIBILITY,						
MILES	28	27	28	27	27	27
(CLOUDS)						
HEIGHT FT.	18000	18000	18000	18000	18000	18000
PERCENT OVERCAST	60	60	60	60	60	60
(MOON)						
BEARING (REL) DAY	DAY	DAY	DAY	DAY	D/Y	D/Y

* Minutes since last SD radar search.

% Range and relative bearing of plane when it detected submarine.

CONFIDENTIAL

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

AIRCRAFT CONTACTS (Continued)

CONTACT NO.	13	14	15	16	17	18
DATE	6/18	6/18	6/18	6/19	6/19	6/19
ZONE	-10	-10	-10	-10	-10	-10
TIME	1358	1501	1554	0540	1410	1455
LAT.	14-16N	14-24N	14-20N	13-44.5N	13-53N	13-53N
LONG.	138-58E	139-54E	138-55E	138-51E	138-41E	138-45E
SPEED	3	8	9	10	9	9
COURSE	180	180	180	270	090	090
TRIM	Surf	Surf	Surf	Surf	Surf	Surf
* MINUTES	-	-	-	-	-	-
NUMBER	1	2	1	1	2	1
TYPE	SPD	SPD	SPD	Unk	Unk	Unk
PROBABLE MISSION	Pat	Pat	Pat	Pat	Pat	Pat
CONTACTED	Lookout	Lookout	Lookout	Lookout	Lookout	Lookout
INITIAL RANGE	10-12	8-10	8-10	1	10-12	10-12
ELEVATION						
ANGLE	3	3	4	10	5	2
% RANGE AND BEARING	ND	6 mi 270	4 mi 240	1 mi 056	ND	12
SEA STATE: (BEAUFORT)	2	2	2	2	2	2
DIRECTION, RELATIVE	200	200	200	180	180	180
VISIBILITY, MILES	30	30	30	3	30	30
(CLOUDS) HEIGHT FT.	18000	15000	15000	10000	15000	15000
PERCENT OVERCAST	60	60	60	70	50	40
(MOON) BEARING (REL)	DAY	DAY	DAY	DARK	DAY	DAY

* Minutes since last SD radar search.

% Range and relative bearing of plane when it detected submarine.

CONFIDENTIAL

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

AIRCRAFT CONTACTS (Continued)

CONTACT NO.	19	20	21	22	23	24
DAY	6/19	6/20	6/20	6/20	6/20	6/21
S ZONE	-10	-10	-10	-10	-10	-10
U TIME	1700	0638	1155	1540	1721	1000
B LAT.	13-53N	14-49.5N	13-42N	13-33N	13-30N	14-30N
M LONG.	138-36E	139-56E	139-55E	138-55E	138-56E	138-56E
A SPEED	10	10	10	2	10	10
I COURSE	270	180	000	180	000	000
N TRIM	Surf	Surf	Surf	Per	Surf	Surf
E * MINUTES	-	-	-	-	-	-
NUMBER	1	2	2	1	1	2
TYPE	SD	SD	Unk	SD	Unk	PDM
PROBABLE MISSION	Pat	Pat	Pat	Pat	Pat	Pat
HOW CONTACTED	Lookout	Per	Lookout	Per	Lookout	Per
INITIAL RANGE	8	8	10-12	5	10-12	8-10
ELEVATION						
ANGLE	6	7	3	5	5	4
% RANGE AND BEARING	ND	ND	ND	ND	ND	4:1 355
UNCLASIFIED: (REMARKS)						
C DIRECTION,	2	2	2	2	2	2
N RELATIVE	150	100	150	150	160	120
D VISIBILITY,						
I MILES	32	20	30	30	32	32
T (CLOUDS)						
I HEIGHT FT.	20000	15000	20000	20000	20000	20000
O PERCENT						
N OVERCAST	40	70	40	90	70	20
S (REMARKS)						
BEARING (REL)	DAY	DAY	DAY	DAY	DAY	DAY

* Minutes since last SD radar search.

% Range and relative bearing of plane when it detected submarine.

CONFIDENTIAL

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

AIRCRAFT CONTACTS (Continued)

CONTACT NO.	25	26	27	28	29	30
DAY	6/22	6/22	6/22	6/22	6/25	6/25
S ZONE	-10	-10	-10	-9	-9	-9
U TIME	0615	0624	0915	0950	0652	1630
B LAT.	15-29N	15-30N	15-39N	15-39N	21-44N	22-01N
M LONG.	136-42E	136-42E	137-27E	138-21E	122-22E	121-52E
A SPEED	10	10	14	14	14	3
I COURSE	265	265	285	285	313	270
N TRIM	Surf	Surf	Surf	Surf	Far	Far
E * MINUTES	-	-	-	-	-	-
	1					
NUMBER	1	1	2	1	1	1
	TBF					2 Engines
A TYPE	FAF	TBF	SED	Unk	TOFSY	Bomber
I PROBABLE						
R MISSION	Pat	Pat	Pat	Pat	Trans	Pat
C HOW						
R CONTACTED	Lookout	Lookout	Lookout	Lookout	Far	Far
A INITIAL						
F RANGE	10-12	10-12	12	12	8-10	10
T ELEVATION						
	3	4	4	1	4	2
% RANGE AND	8 mi	8 mi	5 mi			
BEARING	270	260	250	ND	ND	ND
SEA STATE:						
C (BEAUFORT)	2	2	2	2	3	2
O DIRECTION,						
N RELATIVE	110	110	120	150	140	200
D VISIBILITY,						
I MILES	22	26	30	30	25	20
T (CLOUDS)						
I HEIGHT FT.	15000	18000	25000	25000	15000	26000
O PERCENT						
N OVERCAST	40	40	20	20	90	70
S (MOON)						
BEARING (REL)	DAY	DAY	DAY	DAY	DAY	DAY

* Minutes since last SD radar search.

% Range and relative bearing of plane when it detected submarine.

CONFIDENTIAL

Subject: U.S.S. BANG (SS355) - Report of SECOND War Patrol.

AIRCRAFT CONTACTS (Continued)

CONTACT NO.	31	32	33	34	35	36
DAY	6/27	6/29	7/4	7/4	7/8	7/8
S ZONE	-9-	-9-	-9-	-9-	-9-	-9-
U TIME	1105	1320	1229	1600	0600	0930
B LAT.	20-23N	17-59N	20-15N	20-15N	20-04N	20-53N
h LONG.	120-49E	118-25E	115-45E	115-45E	118-59E	117-47E
A						
R SPEED	3	17.5	2	2	15	2
I						
N COURSE	215	230	350	350	305	205
E						
TRD:	Per	Surf	Per	Per	Surf	Per
* MINUTES	-	-	-	-	-	-
NUMBER	1	1	1	2	1	1
A TYPE	MAVIS	MAVIS	SALLY	Unk	2 Engine Land Bomber	HELL
I PROBABLE			Esc	Esc		
R MISSION	Pat	Esc	H	H	Pat	Pat
C HOW						
R CONTACTED	Per	Lookout	Per	Per	Lookout	Per
A INITIAL						
F RANGE	8	10	6	1.8	1	2
T ELEVATION						
ANGLE	5	3	10	8	35	10
% RANGE AND			4 mi		1 mi	
BEARING	ND	ND	120	ND	350	17
SEA STATE:						
C (BEAUFORT)	3	2	2	2	2	3
O DIRECTION,						
N RELATIVE	135	170	200	200	090	160
D VISIBILITY,						
I MILES	30	30	30	30	10	25
T (CLOUDS)						
I HEIGHT FT.	25000	20000	20000	15000	25000	5000
O PERCENT						
N OVERCAST	20	10	30	20	30	40
S (MOON)						
BEARING (REL)	DAY	DAY	DAY	DAY	DAWN	DAY

* Minutes since last SD radar search.

% Range and relative bearing of plane when it detected submarine.

CONFIDENTIAL

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

AIRCRAFT CONTACTS (Continued)

CONTACT NO.	37	38	39	40	41	42
DAY	7/12	7/17	7/17	7/18	7/21	7/22
ZONE	-9	-9	-9	-9	-10	-10
TIME	0602	1150	1603	1506	0942	1310
LAT.	21-13.5N	21-20N	21-11N	20-15N	20-54N	21-30.5N
LONG.	118-08E	119-33E	119-38E	121-35E	139-20E	145-45E
SPEED	5	2.5	2.5	10	15	14
COURSE	180	150	150	090	083	090
TRIM	Surf	Per	Per	Surf	Surf	Surf
* MINUTES	0	-	-	.5	-	-
NUMBER	Unk	1	1	2	1	1
TYPE	Unk	MAVIS	Flying B oast	2 Engine Bomber	PBY	PBY
PROBABLE MISSION	Unk	Pat	Pat	Pat	Pat	Pat
HOW CONTACTED	SD	Per	Per	Lookout	Lookout	Lookout
INITIAL RANGE	7	6	10	5	4	7
ELEVATION	-	4	3	20	3	4
ANGLE	-	4	3	20	3	4
% RANGE AND BEARING	ND	ND	ND	ND	ND	Unk
SEA STATE: (BEAUFORT)	3	2	2	4	3	2
DIRECTION, RELATIVE	090	120	120	090	100	100
VISIBILITY, MILES	5	25	25	7	30	30
(CLOUDS) HEIGHT FT.	1000	20000	20000	800	500	1000
PERCENT OVERCAST	50	40	40	80	50	40
(MOON) BEARING (REL)	DAY	DAY	DAY	DAY	DAY	DAY

* Minutes since last SD radar search.

% Range and relative bearing of plane when it detected submarine.

Type of S/A Camouflage on this patrol - Light Gray.

CONFIDENTIAL

Subject: U.S.S. BANG (SS365) - Report of SECOND War Patrol.

AIRCRAFT CONTACTS (Continued)

NOTES:- Abbreviations used in the above forms are:

Surf - Fully Surfaced.
Per - Periscope Depth.
O - (Under Radar) - Plane was initially picked up by SD Radar.
Pat - Patrol.
H - Hunt for Submarine.
Esc - Escort for convoy.
Trans- In Transit.
Unk - Unknown
ND - Not Detected.

Terminology of ONI 249 (JAPANESE AIRCRAFT MANUAL) is used to describe Japanese aircraft.

CONFIDENTIAL

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

(H) ATTACK DATA

U.S.S. BANG (SS385)

TORPEDO ATTACK NO. 1.

PATROL NO. 2.

Time: 1701(K)

Date: 14 June 1944

Lat: 23°-15'N

Long: 143°-15.00

TARGET DATA - DAMAGE INFLICTED

Description: Empty tanker. Nearest estimate SYOYO MARU, page 286, OMI 200-4 (revised), except he had a short heavy goal post between forecast and bridge structure. Estimate certain.

Ship Damaged: One 7000-8000 ton AO.

Damage Determined By: Saw and heard one hit forward of stack. Saw target list and settle by stern, and put out life boats.

Target Draft: 14' (light) Course: 044° Speed: 10 (At firing)
Range: 3600

OWN SHIP DATA

Speed: 4.0 Course: 080° Depth: 58' Angle: 0° (at firing)

FIRE CONTROL AND TORPEDO DATA

Type Attack: Day periscope attack. Fired three torpedoes using 11° between torpedoes applied from aft forward by means of the offset knob on TDC. Kept constant periscope bearings to TDC during firing.

CONFIDENTIAL

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

ATTACK NO. 1

Tubes Fired	#1	#2	#3
Track Angle	134P	136P	138P
Gyro Angle	10R	8R	6R
Depth Set	9	9	9
Power	-	High	High
Hit or Miss	Miss	Miss	Hit
Erratic	No	No	No
Mark Torpedo	23	14-3A	14-3A
Serial No.	52831	26495	25 772
Mark Exploder	6-1A	6-1	6-1A
Serial No.	12817	6487	8369
Actuation Set		CONTACT	
Actuation Actual	-	-	CONTACT
Mark Warhead	16-1	16-1	16
Serial No.	13265	12171	11826
Explosive		TORPEX	
Firing Interval	0	8	16
Type Spread	1½R	0	1½L
Sea Conditions		Rough, force 4-5	
Overhaul Activity		U.S.S. PROTEUS	

Remarks: Nine foot depth set because of rough sea conditions. Believe a shallower depth would have caused more damage on empty tanker.

CONFIDENTIAL

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

U.S.S. BANG (SS385)

TORPEDO ATTACK NO. 2(a)

PATROL NO. 1

Time: 1508(I) Date: 29 June 1944 Lat: 17°-13'N Long: 118°-24.15E

TARGET DATA - DAMAGE INFLICTED

Description: Large engine aft MARU. Considerable superstructure amidships, believed to be freighter, but possibly a tanker. One of convoy of at least 11 MARUS including two tankers and one possible C.S., with five or more escorts, two of which were identified as CHIDORI torpedo boats. Contact initially made by sighting smoke in dawn twilight. Visibility unlimited at time of attack. Estimate uncertain.

Ship Sunk: One large engine aft freighter or tanker.

Damage Determined By: Heard three hits in this MARU. Saw large hole amidships that had blown up through the deck. Heard loud explosion followed by heavy persistent rumbling noise three minutes after she was hit.

Target Draft: 29' Course: 225° Speed: 14.0 Range: 1750 yds,

OWN SHIP DATA

Speed: 2.0 Course: 320° Depth: 66' Angle: 0°

FIRE CONTROL AND TORPEDO DATA

Type Attack: Day periscope attack. Fired four torpedoes using 2° spread between torpedoes, applied from aft forward by means of the offset knob on the TDC. Kept continuous periscope bearings to the TDC during firing.

CONFIDENTIAL

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

ATTACK NO. 2(a)

Tube Fired	#1	#2	#3	#4
Track Angle	89P	93P	97P	101P
Gyro Angle	356	352	348	344
Depth Set	6	6	6	6
Power	-	-	-	High
Hit or Miss	3 Hits			
Erratic	No	No	No	No
Mark Torpedo	23	23	23	14-3A
Serial No.	61808	33832	53067	24169
Mark Exploder	6-1A	6-1A	6-1	6-1
Serial No.	7917	13136	10548	11909
Actuation Set	CONTACT			
Actuation Actual	CONTACT			
Mark Warhead	16-1	16-1	16-1	16
Serial No.	9442	11819	9346	13264
Explosive	TORPEX			
Firing Interval	0	8	16	24
Type Spread	3R	1R	1L	3L
Sea Conditions	Flat calm			
Overhaul Activity	U.S.S. PROTEUS			
Remarks:	See attack 2(c).			

CONFIDENTIAL

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

U.S.S. BANG (SS385)

TORPEDO ATTACK NO. 2(b)

PATROL NO. 1

Time: 1508(1) Date: 29 June 1944 Lat: 17°-13'N Long: 118°-24.'5-

TARGET DATA - DAMAGE INFLECTED

Description: Large passenger freighter of convoy of attack No. 2(a). This ship was selected early in the approach as the best target of the group with the exception of a possible CVS astern of her. She was very long with two goal posts forward and two aft. Estimate uncertain.

Ship Sunk: One large passenger freighter.

Damage Determined By: Heard two hits in this MARU. Saw large hole under bridge that had blown up through deck and blown port half of bridge away. Target listed 20° to port, deck line under and going down.

Target Draft: 29' Course: 225° Speed: 14.0 Range: 750 yds.

OWN SHIP DATA

Speed: 2.0 Course: 320° Depth: 66' Angle: 0°

FIRE CONTROL AND TORPEDO DATA

Type Attack: Day periscope attack. This ship selected as primary target of convoy - TDC kept set up on her and one sound head trained constantly on her with bearings coming in continuously until just before firing, when set-up was shifted to target at greater range (attack No. 2(a)), then back to her. Fired two torpedoes spread 2° aft and 2° forward of MDI with offset knob on TDC. Kept continuous periscope bearings to TDC during firing.

CONFIDENTIAL

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

ATTACK NO. 2(b)

Tube Fired	#5	#6
Track Angle	82P	90P
Gyro Angle	003	354 $\frac{1}{2}$
Depth Set	6	6
Power	High	High
Hit or Miss	Hit	Hit
Erratic	No	No
Mark Torpedo	14-3A	14-3A
Serial No.	40829	26309
Mark Exploder	6-1	6-1A
Serial No.	7248	12383
Actuation Set	CONTACT	
Actuation Actual	CONTACT	
Mark Warhead	16	16-1
Serial No.	1274	10621
Explosive	TORPEX	
Firing Interval	0	8
Type Spread	2R	2L
Sea Conditions	Flat calm	
Overhaul Activity	U.S.S. PROTEUS	
Remarks:	See attack 2(c).	

CONFIDENTIAL

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

U.S.S. BANG (SS385)

TORPEDO ATTACK NO. 2(c)

PATROL NO. 2

Time: 1509(I) Date: 29 June 1944 Lat: 17°-13'N Long: 118°-24'E

TARGET DATA - DAMAGE INFLICTED

Description: Freighter similar to TERUKAWA MARU, page 198, ONI 208-J (rev. 1). This ship was not smoking at all at 14 knots. One of convoy at attack No. 2(a). Estimate certain.

Ship Probably Sunk: One freighter similar to TERUKAWA MARU.

Damage Determined By: Heard three torpex hits in this MARU timed and spaced perfectly for torpedoes fired at her.

Target Draft: 26' Course: 205° Speed: 14.0 Range: 1300 yds.

OWN SHIP DATA

Speed: 2.5 Course: 320° Depth: 63' Angle: 0°

FIRE CONTROL AND TORPEDO DATA

Type Attack: Day periscope attack with stern tubes immediately after firing bow tubes in attacks 2(a) and 2(b). Torpedoes spread 1° aft, 0°, 0°, and 1° forward by means of the offset knob on the TDC. Target observed to be turning slowly away during firing. Angle on the bow 20° less than that estimated was given to TDC to give less lead angle to torpedoes and thus allow for turn during torpedo run.

CONFIDENTIAL

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

ATTACK NO. 2(c)

	#7	#8	#9	#10
Tube Fired	*	105S	108S	111S
Track Angle	060*	166	168 $\frac{1}{2}$	172
Gyro Angle	6	6	6	6
Depth Set	-	-	-	-
Power	Miss	Hit	Hit	Hit
Hit or Miss	No	No	No	No
Erratic	23	23	23	23
Mark Torpedo	52791	61772	52765	61850
Serial No.	6-4	6-4	6-1A	6-4
Mark Exploder	17421	17416	2536	8650
Serial No.		CONTACT		
Actuation Set		CONTACT		
Actuation Actual	16-1	16-1	16-1	16-1
Mark Warhead	10934	11571	12462	9397
Serial No.		TORPEX		
Explosive	0	10	18	26
Firing Interval	1L	0	0	1R
Type Spread		Flat	calm	
Sea Conditions	U.S.S. PROTEUS			
Overhaul Activity				

*Solution not generated.

Remarks: On attacks 2(a) and 2(c) a point of aim $1/4$ of target length inside stern was taken since the range to the target was sufficient to allow for maneuver to avoid on sighting the wakes, and with angle on the bow near 90° any appreciable maneuver in either direction would tend to make the torpedoes pass ahead. On attack 2(c), since target was actually observed to be turning away, the angle on the bow was deliberately underestimated by 20° as a further precaution against the torpedoes passing ahead. On attack 2(b) the target was so close that no maneuver could cause the torpedoes to miss, so the MOT was taken as point of aim.

The 17 seconds between attack 2(a) and 2(b) seemed long, and the 51 seconds between 2(b) and 2(c) was like as many minutes. In my anxiety to get the stern torpedoes out as soon as possible I said something that influenced the officer at the firing key to fire No. 7 tube before a solution was generated. I also told the assistant TDC operator to use 2° spread for the stern tubes, meaning 2° between torpedoes. This was my mistake since the approach party has been instructed that I will always give over-all spread.

A stern tube spread of 1L, 0, 0, 1R was set, whereas 3L, 1L, 1R, 3R was intended. Fortunately the spread coverage was not needed. Steps have been taken to prevent a recurrence of the above mistake.

CONFIDENTIAL

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

The below sketch shows the formation of the convoy as well as I could make out at the time of firing:



1 - Attack 2(a)
2 - Attack 2(b)
3 - Attack 2(c)

4 - Fired at periscope
5 - Possible CVS
6 - BANG

7-8 - Escorts
9-10-11 - Probable
location of
other escorts

CONFIDENTIAL

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

U.S.S. BANG (SS385)

TORPEDO ATTACK NO. 3.

PATROL NO. 2.

Time: 0506(I)

Date: 4 July 1944

Lat: 19°-32.'3N

Long: 115°-28.'5E

TARGET DATA - DAMAGE INFLECTED

Description: One WAKATAKE destroyer. This destroyer was one of three escorts protecting one small AK. The other two escorts were not identified. These were probably the remnants of a convoy previously attacked by SEAHORSE.

Visibility very poor. No moon, sky overcast.

Estimate certain. Verified by periscope sighting at 6500 yards with excellent visibility later in the day.

Ships Sunk: None.

Ships Damaged: None.

Target Draft: 8'3"

Course: 335°

Speed: 15

Range: 1300 yds.

OWN SHIP DATA

Speed: 3.5

Course: 155°

Depth: Surface

Angle: 0°

FIRE CONTROL AND TORPEDO DATA

Type Attack: Down the throat shot. Three torpedoes spread O, $\frac{1}{2}$ R, $\frac{1}{2}$ L by means of the offset knob on the TDC. Constant TBT bearings and radar ranges to the TDC.

CONFIDENTIAL

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

ATTACK NO. 3.

Tube Fired	#1	#2	#3
Track Angle	0	0	0
Gyro Angle	0	000.5	359.5
Depth Set	6	6	6
Power	-	-	-
Hit or Miss	Miss	Miss	Miss
Erratic	No	No	No
Mark Torpedo	23	23	23
Serial No.	49433	52951	49355
Mark Exploder	6-1A	6-1A	6-1
Serial No.	8376	8627	6442
Actuation Set		CONTACT	
Actuation Actual		CONTACT	
Mark Warhead	16	16-1	16
Serial No.	10060	10938	2826
Explosive		TORPEX	
Firing Interval	0	8	16
Type Spread	0	$\frac{1}{2}$ R	$\frac{1}{2}$ L
Sea Conditions		Slight chop	
Overhaul Activity		U.S.S. PROTEUS	

Remarks: The wakes were seen heading directly for the target. Due to the limited time that the target had to maneuver it is believed that the torpedoes might have run under.

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

(I) MINES

No remarks.

(J) ANTI-SUBMARINE MEASURES AND EVASION TACTICS

Attack No. 1 - Unescorted tanker. No anti-submarine measure.

Attack No. 2 - Convoy with five escorts and air coverage. A successful day end-around was made by staying outside the range of visibility of the tor. The plane was patrolling close to and ahead of the convoy. After the attack evasion was effected by running at $2/3$ speed on constant course under a 16° temperature gradient. One hundred and twenty-five depth charges were dropped but I do not believe that contact was ever established; they were covering the area in which we were believed to be by laying patterns with a systematic plan.

Attack No. 3 - One freighter with three escorts and air coverage. On first approach we were detected by sound, radar or sighting at 3500 yards on a very dark night by a destroyer escort. Sighting is possible but not probable. A zero silhouette was maintained from 5000 yards with maximum speed of 6 knots. Whatever the means of contact it was evidently considered doubtful since no offensive action was taken other than speeding up and heading toward us at 2500 yards. Range closed to 1100 yard while we were still on the surface.

Subsequent day end-around was not completed when we were forced down by a plane. Plane evidently sighted us and notified the escorts who were over us, depth charging, a little over an hour later. Depth charging was very deliberate and quite accurate. At 400 feet they had good contact and the charges were deep and close, although we were under a 20° gradient. [At 500 feet contact was again lost and evasion was effected at $2/3$ speed; but contact was regained when we came back to 350 feet.]

On an attempted day approach we were evidently sighted by a plane, at periscope depth, in a moderately choppy sea. This vessel was painted with light gray camouflage.

(K) MAJOR DEFECTS AND DAMAGE

1. Main motor brushes: On six occasions, one shaft had to be put out of commission for two to five hours to renew defective main motor brushes. Defects discovered were cracked brushes and loose brush rivets. Sixty-four of the sixty-six brushes renewed were in that brush row which trails the commutator by twenty degrees in the ahead position. Defective brushes were discovered in all four main motors.

The cause seems to be in a slight up-and-down motion of the brushes, believed caused either by the angle at which the brushes are set with the radial of the commutator (twenty degrees), or by application of brush tension at the bottom of the brush, or by a combination of these two causes. This theory is

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

supported by: (a) The occurrence of only two like casualties among the brushes in the twenty degree leading position, (b) Excessive wear of steel brush clips at point where tension is applied to brushes in the twenty degree trailing position as contrasted with the lack of wear on the brush clips in the leading position, (c) Non-occurrence of like casualties in the main generators, whose trailing brushes are set at ten degrees with the radial of the commutator. After a few months, the result of this up-and-down motion is a wearing away of the carbon around the brush rivet which results in turn in excessive play of the steel brush clip and rivet, which either breaks off the upper part of the track or wears off the rivet head, allowing the steel clip and rivet to drop down on the commutator, with potential scoring of and serious damage to the commutator bars.

There is reason to believe that these casualties were not occasioned by a defect in the design of brush used or by eccentricity of the commutators, as these defects would show up in damage to all brushes instead of to only those in one specific location. The suggested remedies to eliminate this brush movement are: (a) To decrease the angle of the trailing brushes with the radial of the commutator, and (b) To move the point of application of the tension from the bottom to the center or upper part of the brushes.

2. Portsmouth drum type motor controllers: So much trouble has been experienced with the drum type motor controllers installed on board, particularly those used in starting trim pump, drain pump, hydraulic plants, and low pressure blower, that it is considered that they are a detriment to military efficiency. Principal faults are as follows:

(a) Necessity for constant instruction and supervision of operating personnel to avoid excessive starting current and flashing and burning of the starter contact fingers. In spite of repeated and comprehensive instruction, this condition persists. It is particularly serious when starting with high voltage, during a battery charge.

(b) Controllers are extremely noisy, constituting a menace during depth charge attack (particularly applicable in the case of trim pump and hydraulic plants). None of the air check bumpers operates properly.

(c) Installation in most cases is unfavorable for accessibility, necessitating complete removal for even minor repairs.

(d) Dripping lubricants from the various moving parts cause insulation deterioration and frequent grounds or short circuits.

(e) Constant loosening, cracking, and breaking of the carbon contacts, breaking or loss of tension of the numerous springs, and wearing of other moving parts cause frequent minor breakdowns which sometimes require complete disassembly, thereby decommissioning the unit for appreciable lengths of time.

It is considered that the substitution of Cutler-Hammer controllers would be a decided advantage, in the following order of desirability: trim pump, hydraulic plants, low pressure blower, drain pump.

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(L) RADIO

Reception was good on 6380 and 9090 kcs. No deliberate interference was encountered on these frequencies. Reception of MKN on 4155 kcs. was strength four at all times. Only one opportunity was afforded to listen to 12,465 kcs. while in the area. No test message was heard at that time.

Was unable to break the first MKN messages of July, numbers 73, 74, and 75. Numbers 85 and 94 of July could not be broken.

Three transmissions made on 8470 kcs. got through without difficulty in spite of enemy jamming. One message was sent on 8290 kcs. after making preliminary call-ups on 8470 without results. Three transmissions were made in daytime on 12705 kcs. without difficulty.

The low frequency wolf pack frequencies were found unsatisfactory because of consistently heavy static and rapid attenuation of signals. Frequency 304 kcs. was always covered by a radio beacon station which was on the air continuously and varied from strength three to five in different parts of the area. This station made a minute and a quarter dash followed by call sign "A7" sent three times. A beacon station was heard on 285 kcs. but caused negligible interference. The 2000 kcs. band is excellent except that the Japs use it too.

(M) RADAR

SJ-1 Radar: The sensitivity of the SJ-1 was quite low at the beginning of the patrol as evidenced by the fact that on June 13th we did not pick up our first target, a large tanker, until the range was 10,000 yards. We also had difficulty in tracking this target.

The 721A gas tube in the Transmitter-Receiver was changed, since it was showing signs of aging and was cutting down sensitivity because of increased internal resistance. The crystal was changed to further increase the sensitivity. Several 6AG7 tubes in the second video stage were substituted until the one was found which gave the best echo response. The bottom casting of the antenna feeder assembly was slightly out of line and caused the shape of the transmitter pulse and echo response to change as the antenna rotated. This was adjusted for optimum performance. The "on-time" of the transmitter had to be adjusted to 160 milli-ampere high voltage rectifier current with the fine frequency pulse control turned to maximum. Improved sensitivity was shown by picking up our second group of targets at a range of 27,000 yards with a clear steady pip.

SJ-1 radar performed satisfactorily for the remainder of the patrol with exception of the following minor repairs:

- (a) Three "A" scopes, 5HP1's, were replaced because of uncontrollable intensity of one and complete loss of electronic emission in the others.
- (b) The step generator of the Range Indicator Unit developed an oscillating condition and with the Range Mark Cable removed produced steps all across the screen. It was found that an 1800 ohm resistor shunted across L-1

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

would stop these oscillations without interference with the development of the step or precision sweep. Readjustment of R587 and C539 in the Range Unit had to be made, and range counter had to be adjusted.

(c) Two volt meters, M301, on the Regulated Rectifier, were replaced.

(d) The coaxial cables in the receiver section of the transmitter worked loose and caused loss of grass and echoes.

(e) A 5U4G rectifier tube in a Regulated Rectifier went bad causing low voltage output and was replaced with a new one.

SD-4: On the previous patrol and during training period it was observed that the SD radar would not pick up a plane of altitudes lower than 6°. It was considered that the hazard of being detected by using the SD was greater than the possible advantage to be gained by its use.

On this patrol the SD was not used until the morning of July 8th, when a plane got within a mile of us in early morning twilight. After this the SD was used during twilight or periods of reduced day visibility. On July 18th, while the SD was in operation, two planes came within seven miles, one at an elevation of 2° and the other at 10°. Neither plane was detected by the SD radar.

The SD is considered of doubtful value unless it can be made to pick up low flying planes.

Interference: No radar interference was noticed on the SD-4 radar. The interference encountered on the SJ-1 radar was all due to known friendly submarines.

(N) SOUND GEAR AND SOUND CONDITIONS

While operating about 300 miles west of Saipan screws of a large friendly task force were picked up on the JK at 20,000 yards.

Supersonic conditions in the China Sea area were fair to poor. Pinging was heard up to 15,000 yards. Screws were heard at ranges from 3000 to 8000 yards. Sharp gradients were always present in this area. The JP picked up screws of a high speed escort at 20,000 yards.

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(c) DENSITY LAYERS

Date and Time (GCT)	Position	ISOTHERMAL to feet	degrees	NEGATIVE GRADIENT to feet	degrees
June 7 0707	Midway Area -	90	72	100	69
9 0304	26-39N 171-03E	90	75	-	-
10 2317	25-25N 164-06E	90	76	400	62
11 0330	24-38N 158-33E	90	79	-	-
12 0356	22-59N 150-19E	120	82	210	60
13 2229	22-29N 142-25E	100	82	-	-
16 0142	15-17N 139-56E	200	82	-	-
16 1950	15-18N 139-00E	220	82	400	78
18 1940	13-52N 138-56E	160	81	-	-
19 1920	13-33N 138-56E	240	81	-	-
21 1930	15-31N 137-14E	240	81	-	-
24 2037	22-19N 124-30E	130	81	-	-
25 2045	21-20N 141-40E	100	82	-	-
26 2050	20-21N 120-33E	90	82	-	-
27 2105	19-23N 119-42E	140	81	360	64

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

(O) DENSITY LAYERS (Continued)

Date and Time (GCT)		Position	ISOTHERMAL to feet	NEGATIVE GRADIENT degrees to feet degrees		
June 28	2105	17-16N 118-30E	120	82	450	62
	29 2107	19-48N 118-04E	100	82	-	-
	30 2105	19-53N 117-45E	60	82	-	-
July 1	2107	18-51N 117-00E	110	82	-	-
	2 2120	19-20N 115-23E	100	82	450	60
	3 2005	19-20N 115-20E	40	82	450	56
	4 2108	19-27N 115-50E	60	82	100	73
	5 2117	19-30N 116-48E	110	83	150	76
	6 2117	20-49N 117-23E	90	81	150	78
	7 2100	20-44N 118-04E	100	81	260	74
	8 2106	20-22N 117-10E	60	82	120	78
	9 2113	20-24N 117-13E	60	80	120	76
	10 2105	21-20N 118-07E	100	81	-	-
	11 2102	21-06N 118-07E	80	80	100	78

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

(O) DENSITY LAYERS (Continued)

Date and Time (GCT)	Position	ISOTHERMAL to feet	degrees	NEGATIVE GRADIENT to feet	degrees
July 12 2110	21-18N 118-00E	100	82	-	-
13 2105	21-12N 118-43E	100	81	-	-
14 2110	21-17N 119-27E	120	81	-	-
16 2115	21-02N 119-20E	160	81	260	74
17 2110	21-21N 119-40E	160	81	-	-
18 2245	20-38N 120-40E	140	82	160	78

(P) HEALTH, FOOD, AND HABITABILITY

The health of the crew was in general excellent. One man lost one day from catarrhal fever. One officer lost nine days due to fever, cause undetermined, treatment was effected with sulfathiazole.

Provisions obtainable at Midway were decidedly limited. No fresh frozen foods and insufficient canned fruits and juices were obtained. Flour was of extremely poor quality. Graham crackers provided a popular diversion, but were packed in 5 gallon cans which proved too large for the normal rate of consumption; constant soginess resulted.

The habitability of the ship was excellent. The auxiliary air conditioning unit installed in the supply line in the control room during the last refit effected a tremendous improvement in temperature and humidity of the forward part of the ship. In future installations, however, it is believed that a variable speed motor for the fan in this unit would be more desirable than the constant speed AC motor installed in this ship, by reason of greater flexibility thereby afforded the system.

(Q) PERSONNEL

The performance of duty of officers and men was excellent. Intense interest was shown by new men in qualification, and with the cooperation of the old hands, a majority of these new men were qualified on this, their first patrol.

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

(Q) PERSONNEL (Continued)

Again it is desired to commend the lookouts for a continued fine performance. All hands feel confident in their dependability.

(a) Number of men on board during patrol	73
(b) Number of men qualified at start of patrol	52
(c) Number of men qualified at end of patrol	67
(d) Number of unqualified men making their first patrol	13
(e) Number of men advanced in rating	21

(R) MILES STEAMED - FUEL USED

	<u>MILES</u>	<u>FUEL</u>
Midway to temporary area	2410	38975
In temporary area	916	8550
Temporary area to area	1085	11580
In area	2308	17580
Area to Midway	3887	44920
Midway to Pearl	1250	18000

(S) DURATION

Days Midway to temporary area	9
Days in temporary area	5
Days temporary area to area	4
Days in area	22
Days area to Midway	14
Days Midway to Pearl	4
Days submerged	24

(T) FACTORS OF ENDURANCE REMAINING

Torpedoes	8
Fuel (at Midway)	2000 gallons
Provisions	20 days
Personnel Factor	INDEFINITE
Limiting factor this patrol	OPERATION ORDER

(U) REMARKS: None.

FB5-42/A16-3

Serial (048)

G-C-N-F-I-D-E-N-T-I-A-L

1st Endorsement to
Report of War Patrol
No. 2 - U.S.S. BANG.

SUBMARINE DIVISION FORTY-TWO,
Care of Fleet Post Office,
San Francisco, California,
3 August 1944.

From: The Commander Submarine Division FORTY-TWO.
To : The Commander in Chief, United States Fleet.
Via : (1) Commander Submarine Squadron FOUR.
(2) Commander Submarine Force, Pacific Fleet.
(3) Commander in Chief, U.S. Pacific Fleet.
Subject: U.S.S. BANG (SS385) - Report of
War Patrol Number Two.

1. The Second War Patrol of the BANG was conducted in the South China Sea, south of Formosa. The patrol was of 58 days duration in which 31 days were spent in the areas.

2. The Commanding Officer of the BANG commanded a Wolf Pack consisting of the U.S.S. BANG, SEAHORSE, and GROWLER. The GROWLER remained with the pack only four days when required to leave due to fuel shortage.

3. The BANG made seven contacts.

Contact 1- Attack (1). Empty tanker unescorted, 3 bow torpedoes fired, one hit.

Contact 2- U.S. task force, exchanged recognition signals.

Contact 3- Four U.S. DD's, exchanged recognition signals.

Contact 4- U.S. task force, exchanged recognition signals.

Contact 5- Enemy hospital ship.

Contact 6- At least an eleven ship convoy heavily escorted in which 3 ships were attacked.

Attack (2a). 4 bow torpedoes fired, two hits on large engine aft Maru.

Attack (2b). 2 bow torpedoes fired, two hits on large passenger freighter.

Attack (2c). 4 stern torpedoes fired, three hits on Terukawa type freighter.

Contact 7- Attack (3). 3 torpedoes were fired down the throat at Wakatuke destroyer. No hits. This destroyer was one escort of a convoy consisting of two escorts and an AK. Destroyer probably had doubtful Radar contact which caused him to close the BANG.

FBS-42/A16-3

Serial (048)

C-O-N-F-I-D-E-N-T-I-A-L

SUBMARINE DIVISION FORTY-TWO,
Care of Fleet Post Office,
San Francisco, California,
3 August 1944.

1st Endorsement to
Report of War Patrol
No. 2 - U.S.S. BANG.

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

4. It is recommended that damage inflicted on the enemy be assessed as follows:

<u>SUNK</u>		
Attack 2(a)	1 large AK or AO	(EU)
" 2(b)	1 large AK	(EU)
" 2(c)	1 AK similar to Terukawa Maru	(EU)

<u>DAMAGED</u>		
Attack 1.	1 AO similar to Syoyo Maru	(EU)

5. The health and morale of the officers and crew on arrival was excellent. Material defects and repairs will be accomplished during a normal refit.

6. The Commanding Officer, officers and crew of the BANG are congratulated on the results of their aggressive patrol, i.e., the damage the BANG rendered the enemy, and the assist given a sister ship when several enemy escorts left their convoy to depth charge her thus leaving the convoy poorly protected which resulted in a very damaging attack made by the SEAHORSE.

D. F. Williamson
D. F. WILLIAMSON.

FC5-4/A16-3

Serial: 0297

SUBMARINE SQUADRON FOUR 11/rg

Fleet Post Office,
San Francisco, California,

7 August 1944.

C-O-N-F-I-D-E-N-T-I-A-L

SECOND ENDORSEMENT to:
USS BANG - Report of
Second War Patrol.

From: The Commander Submarine Squadron FOUR.
To: The Commander-in-Chief, U.S. FLEET.
Via: (1) Commander Submarine Force, PACIFIC FLEET.
(2) Commander-in-Chief, U.S. PACIFIC FLEET.
Subject: U.S.S. BANG (SS385) - Report of War Patrol
Number TWO.

1. Forwarded.

2. Excellent coordination of the fire control party gave the BANG eight hits from ten torpedoes fired at three different ships in one hundred (100) seconds (attack #2); an enviable record. The Commanding Officer has spent most of his submarine service studying methods of torpedo fire. He has made this subject a specialized hobby and he is now reaping well-deserved benefits in practical application, resulting in sunken enemy tonnage.

3. The Commander Submarine Squadron FOUR adds his congratulations to the Commanding Officer, officers and crew of the BANG for this second excellent and aggressive patrol.

E. F. Erick
E. F. ERICK.

SUBMARINE FORCE, PACIFIC FLEET
FF12-10/A16-3(15)/(16)

hch

Serial: 01673

Care of Fleet Post Office,
San Francisco, California,
11 August 1944.

CONFIDENTIAL

THIRD ENDORSEMENT to 14 AUG 1944
BANG Report of
Second War Patrol.

NOTE: THIS REPORT WILL BE
DESTROYED PRIOR TO
ENTERING PATROL AREA.

COMSUBSPAC PATROL REPORT NO. 492.
U.S.S. BANG - SECOND WAR PATROL.

From: The Commander Submarine Force, Pacific Fleet.
To : The Commander-in-Chief, United States Fleet.
Via : The Commander-in-Chief, U. S. Pacific Fleet.

Subject: U.S.S. BANG (SS385) - Report of Second War
Patrol. (6 June to 2 August 1944).

1. The second war patrol of the BANG was conducted in the South China Sea Area around Formosa. Part of the patrol was also spent in the area surrounding the Battle of the Philippine Sea. About 10 days were spent patrolling with two other submarines as a coordinated attack group.

2. The BANG conducted three aggressive torpedo attacks. The second attack consisted of an excellent end-around run on a large and heavily escorted convoy which resulted in the BANG gaining an opportune attack position. After careful planning the BANG delivered a 10 torpedo attack which sank three enemy vessels. Attacks attempted later on a convoy, which had been successfully attacked by the U.S.S. SEAHORSE (SS304), were frustrated in each attempt by enemy air screens and escort vessels. These attempts undoubtedly drew off some of the escorts conveying vessels that were attacked and sunk by the SEAHORSE.

3. The entire patrol of the BANG was exceptionally well conducted and results gratifying in spite of intense enemy anti-submarine activity.

4. This patrol is designated as "Successful" for Combat Insignia Award.

5. The Commander Submarine Force, Pacific Fleet, congratulates the Commanding Officer, officers, and crew for this highly aggressive and successful war patrol. The BANG is credited with having inflicted the following damage upon the enemy:

SUBMARINE FORCE, PACIFIC FLEET
FF12-10/A16-3(15)/(16)

Serial : 01673

hch
Care of Fleet Post Office,
San Francisco, California,
11 August 1944.

CONFIDENTIAL

THIRD ENDORSEMENT to
BANG Report of
Second War Patrol.

NOTE: THIS REPORT WILL BE
DESTROYED PRIOR TO
ENTERING PATROL AREA.

COMSUBSPAC PATROL REPORT NO. 492.
U.S.S. BANG - SECOND WAR PATROL.

Subject: U.S.S. BANG (SS385) - Report of Second War
Patrol. (6 June to 2 August 1944).

S U N K

1 - Large Tanker (class unknown)(EU) (Attack No. 2A).	- 10,000 tons
1 - Large Passenger-Freighter (class unknown)(EU) (Attack No. 2B).	- 7,500 tons
1 - Freighter (TERUKAMA MARU class)(EC) (Attack No. 2C).	- 6,500 tons
TOTAL	<u>24,000 tons</u>

D A M A G E D

1 - Tanker (SYOYO MARU class)(EC) (Attack No. 1).	- 7,500 tons
TOTAL SUNK AND DAMAGED	<u>31,500 tons</u>

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