

USS BANG (SS 385)
THIRD WAR PATROL
8/27/44 – 9/29/44





Start:	Pearl
End:	Midway
Days:	43
Miles Steamed:	9,163
Location:	Northeast Formosa and Southern Nansei Shoto
Attacks:	6
Sunk:	5 Ships - 31,400 Tons
Damaged:	2 Ships - 9,800 Tons
Torpedoes Fired:	24
Awards:	Navy Cross, Submarine Combat Insignia

DECLASSIFIED - DOD DIR, 5200.8

of 27 Sep 58

BY 92C

DATE 4/22/77

SS385/A16
Serial (030-44)

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

DECLASSIFIED

29 September 1944.

From: The Commanding Officer.
To: The Commander in Chief, U.S. FLEET.
Via: (1) The Commander Submarine Division 61.
(2) The Commander Task Group 17.5.
(3) The Commander Submarine Force, U.S. PACIFIC Fleet.
(4) The Commander in Chief, U.S. PACIFIC Fleet.

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

Enclosures: (A) Subject Report.
(B) Track Chart (for ComSubsPac only).

1. Enclosure (A) covering the third war patrol of this vessel conducted in the area to the Northeast of Formosa and the Southern part of the Nansei Shoto during the period 27 August 1944 to 29 September 1944, is forwarded herewith.

A.R. CallaHer
A.R. GALLAHER.

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(A) PROLOGUE

Arrived Pearl Harbor on August 2, 1944, from SECOND War Patrol. Received refit from Submarine Base, Pearl Harbor, and Submarine Division 42. Relief Crew from August 3rd to August 19th. Training exercises from August 20th to August 24th. Loaded on August 25th and 26th, ready for sea August 27th.

(B) NARRATIVE

27-31 August

1330 VW/27 - Underway from Pearl Harbor to Midway Islands in accordance with Com-TaskForce 17's Operation Order No. 290-44. Conducting daily dives and drills.

31 August

0830(Y) Arrived Midway. Fueled ship, pulled No. 2 periscope to adjust alignment of bearing, repaired Bendix Log.

1 September

0900(Y) Departed Midway, enroute area. Crossed date line, set calendar ahead one day.

3 September

Barometer dropping, wind and sea increasing in intensity.

4 September

1548(Y) With barometer at 29.54, running at full speed with force 6 sea on starboard quarter, one larger wave broke over, and much water was shipped down the main induction and conning tower hatch, causing damages as listed in Section (K). This was the parting touch of the storm, as the seas moderated and the barometer began to rise immediately afterward. Sea was force 3-4 for the next four days.

5-8 September

Normal cruising enroute area. All time KING, unless otherwise stated.

9 September

1305 Sighted smoke bearing 016°T, and soon after, sighted tops of masts through high periscope on same bearing. (Ship Contact No. 1.) Put them astern and commenced tracking.

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- 1325 Submerged, as the bearing has remained constant, looking as if we were on the target's track, and I wanted to avoid possible plane detection. Ran at 2/3 speed away from target to prolong the problem while tracking.
- 1350 Surfaced. Target had tracked as making two zigs to his left, base course now appeared to be to the left of the original estimate and we were too far from his track to get in submerged. Continued tracking and adjusted position to get ahead of new estimate of base course.
- 1430 Submerged. Target bearing 000°T, base course 180°T, zigging on 15 minute legs between course 220°T and 140°T. Commenced approach. At 10,000 yards, could make out one escort patrolling ahead of one AK and one AO in column. Sea calm, visibility excellent. At range of 3800 yards, the AK had a 10 degree port angle on the bow, escort 2500 yards away with a 3 degree port angle on the bow. Resisted impulse to head out for a stern tube shot, since target was on left leg of zig plan and due to zig right before firing time. Headed directly for escort to reduce silhouette, since he was pinging. Rigged for silent running and dropped down to 75 feet, keeping one sound head on target to TDC, and the other on the escort. Bearing on escort remained constant for five minutes; was beginning to wish I had headed out for a stern shot, when escort began to draw ahead, indicating a zig to the right. TDC soon showed that the target had made the expected zig. Swung with escort until the firing course was reached, then steadied, came up to periscope depth, put final set-up in TDC and at 1616 Commenced firing three torpedoes at AK, range 1700 yards, angle on the bow 90 port. At 1616-32 Commenced firing three torpedoes at AO, range 1900 yards, angle on the bow 70 port. Saw two hits in AK, one about 75 feet aft, and the other about 75 feet forward of the MDT. Target broke in half. Saw two hits in AO, one in stern, other in middle. Target completely obscured by dense black smoke. After firing at AO, saw a third ship, AK, about 4000 yards astern of her, and sound reported pinging on the starboard beam soon after we started deep. I had not seen this other AK and escort before firing, since they were quite a bit astern of the leading group, and because I had been very cautious about my periscope exposure in the calm sea. I had taken no look for 12 minutes before my firing look. After seeing the hits in the AO, I swung around and saw that the leading escort was heading toward me - ordered 400 feet. Received the first pattern of depth charges while passing 350 feet, all above. Running at 450 feet at 2/3 speed under a 17° negative gradient. Both escorts were on us, alternating runs. During the next hour and a half, they dropped about 70 depth charges, many of them very close. They were not pinging, but were listening and using hedge hog, sonobombs, or something else between the depth charge runs. All kinds of minor explosions that sounded quite close were heard. These were predominated by salvos of 16 to 20 double sounds; as, pop-pop, 2 second interval, pop-pop, etc. At times, these seemed to completely surround us. After about an hour and a half of this, I thought we had lost them, as the only thing we could hear was slow light screws that sounded quite a distance astern. Twenty minutes of quiet and we were beginning to feel relieved, when JP reported light screws dead

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ahead getting louder. I ordered right full rudder and we had swung through about 30 degrees, when we heard the escorts screws through the hull, passing right over us. It was so long after he had passed that I thought we were safe - then, as the saying goes, all hell broke loose. 16 depth charges about one second apart, above very slightly and to port very slightly. We were at 475 feet when they started, but the bow was knocked down and we were at 580 feet, making standard speed with a 10 degree up angle before we caught the boat. A large shower of water poured down from the conning tower lower hatch from the bilges, due to the up angle, and I was trying to get up through it to see if the cause of the water leak could be repaired or whether the conning tower would have to be abandoned, when I heard a definite thump on the hull, followed by a tremendous explosion. I believe this was a depth charge that bounced off our side. Lights were knocked out, the starboard sound head and JP were knocked out, all sea valves had been opened, oxygen and acetylene flask valves opened, and fuel filling and transfer valves opened, causing some fuel oil to shift from all normal tanks to No. 4 fuel ballast tank. This was a close one, but we are very thankful that it was evidently the last of their depth charges. There were no more attacks, although we were certainly more noisy than we had been, what with all kinds of superstructure noises, air noises, and pumps running.

2055 Surfaced. All clear. We found that the glass in the bridge gyro repeater was shattered, the forward end of the periscope shears dented in, gun sights and rudder angle indicator dished in, breech cover of the 4" gun split open, lookout platform support stanchion broken loose, and all deck lockers loose. Repaired all major damages except SJ lobe switching which was out for the remainder of the patrol, the starboard sound head out of commission, and two air bottles had to be bled down and secured.

10 September

0609 Submerged, effecting repairs.
1100 Surfaced.
1627 Sighted plane, distance 10 miles. (Plane Contact No. 1.) Submerged.
1657 Surfaced.
1730 Received report of plane sighting of CL on course 270°T, speed 20 knots. Reversed course to get on track, and commenced search along track until 0200. Covered speeds from 25 to 10 knots, no contact.

11 September

1630 Sighted plane, distance 10 miles. (Plane Contact No. 2.) Submerged.
1700 Surfaced.

12 September

1022 Entered area and submerged.
1940 Surfaced.

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13 September

0610 Submerged.

2010 Surfaced.

14 September

0647 Submerged.

2008 Surfaced.

15 September

0651 Submerged.

1557 Surfaced. Periscope depth difficult to hold because of force 3-4 seas.

1709 Sighted plane, distance 10 miles. (Plane Contact No. 3.) Submerged.

1805 Surfaced.

16 September

0705 Submerged.

2000 Surfaced.

17 September

0640 Submerged.

1440 Sighted plane, distance 7 miles. (Plane Contact No. 4.)

2020 Surfaced. Had planned to round northern tip of Formosa into China Sea tonight, but now decided to wait until wind and sea moderated so that a submerged patrol could be conducted without danger of broaching.

18 September

0635 Submerged.

2014 Surfaced. Seas moderated during the night, so I planned to make submerged patrol tomorrow close to northeast tip of Formosa and cross into the China Sea tomorrow night.

19 September

0615 SJ Radar contact at 30,000 yards. (Ship Contact No. 2.) Commenced tracking. Estimated base course 110°T, speed 7 knots. Six pips on radar. Adjusted position ahead on track.

0651 Submerged to 350 feet to get bathythermograph indication - back to periscope depth and commenced approach. At 8400 yards, I selected a large AO, the second ship in south column as primary target. Could now count 8 Marus and 5 escorts. At 3000 yards with AO's angle on the bow 30 degrees starboard, the nearest escort had a sharp starboard angle on the bow at about 2000 yards range. Escort was alternately pinging and listening. Rigged for silent running and dropped to 140 feet to get into a negative gradient that broke at 120 feet. Commenced tracking by sound. Escort passed directly

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overhead. Started up to periscope depth when another escort was picked up by sound on the port beam, with bearing steady. Sound bearings to TDC showed AO coming on nicely. I was tempted to make a sound shot, when bearing on the escort began to drop aft and bearing on AO remained constant. AO passed directly overhead soon after the escort passed about 600 yards astern. Sound now picked up heavy screws on the port bow, so I adjusted course, shifted TDC to new target and came up to periscope depth. Found medium AK sharp on port bow for bow tube target and another medium AK on port quarter for stern tubes. The AO had a 170° port angle on the bow and the set-up was not good enough to fire at her.

0915 Commenced firing four bow tubes at AK, range 1400 yards, angle on the bow 60° starboard.

0915-55 Commenced firing four stern tubes at second AK, range 1200 yards, angle on the bow 70° port. Went immediately to 400 feet, as I had seen another escort, while swinging from bow to stern target, at about 2000 yards with a 0° angle on the bow. Heard two timed hits in each target. Breaking up noises were heard through the hull in the direction of the stern target. 20 minutes later, slow heavy screws were heard to fade out on bearing 270°T, indicating that the other target was crippled and heading back toward Formosa. Very deliberate depth charging began 4 minutes after firing. Three escorts were detailed to the job. They boxed us in and let us have about 80 charges, in patterns of 3, 6, or 9, during the next 4½ hours. We were running silent at 450 feet under a 24 degree negative gradient. It was very disconcerting to find that they could stay on us under these conditions. Two escorts would ping while the other made the run. Most of the depth charges sounded directly above us, but I doubt if any were set deeper than 300 feet. We finally pulled out from between them but could hear their screws astern for another hour and a half.

1730 Came to periscope depth, nothing in sight.

2050 Surfaced.

20 September

0640 Submerged.

1648 Picked up pinging on sound, bearing 217°T. Headed toward.

1655 Sighted smoke bearing 215°T. (Ship Contact No. 3.) Commenced approach. Masts of two ships soon in sight, later could make out six ships. As I was unable to close to less than 12,000 yards, paralleled estimated targets' course, 070°T, and ran at 2/3 speed.

2030 Surfaced. Went ahead full speed and started battery charge.

2041 SJ Radar contact on target group, range 23,200 yards. Commenced end around. Got on convoy's track and studied disposition while tracking. There appeared to be six Larus in 3 columns with an escort ahead on either beam and possibly one astern. Crossed over to south of track to take advantage of better background; no moon, sky about thirty percent overcast, and commenced approach. As the leading escort got inside of 6000 yards, kept bow pointed at him until he had passed. The range to beam escort was 5000 yards, so I

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swung and pointed the bow at him. He was only 1000 yards from the south column, so I planned to let him get by and come in for about 120° track, 2500 yard range shot at leading ship, and 90° track, lesser range at second ship in south column. Everything was clicking along, when, at about 5 minutes until firing time, a check on the PPI showed that the leading escort had reversed course and was heading back towards us. I got on the bridge just in time to see him exchange some kind of flashing light signals with the beam escort. Started to swing toward him to reduce silhouette, as I did not believe we had been sighted, when he opened out giving me a fairly large angle on the bow - tracked him as passing about 1500 yards ahead, and being fairly close to the target group. The beam escort was now dropping astern so shifted TDC back to leading ship in south column and was just about ready to fire when the former leading escort made a radical change in course, giving a 20° angle on the bow swinging towards at 1800 yards. I thought he had detected us, so with 3 ships over-lapping, range to nearest 2200 yards, angle on the bow 80° starboard, at

21 September

- 0015 Commenced firing 6 bow tubes. Swung right with full rudder and flank speed, steadied, and at
- 0017-15 Commenced firing 4 stern tubes at second ship in south column, a large AO, range 1700 yards, 100° port angle on the bow. Heard three hits from bow tubes and saw flashes of hits on two targets. Escorts never saw us - evidently he thought the attack was from the other side because as soon as bow torpedoes hit, he started over toward other side of convoy. Heard two hits in AO, saw her enveloped in smoke and disappear from the PPI screen. With escorts all on the other side, slowed to 1/3 speed and paralleled target group at 5000 yards. Radarman reported another pip had disappeared from screen. Saw one pip separate from group and dropping astern. Set this pip up on TDC and tracked him as being stopped. One escort left convoy and came over to him - soon after this, the pip disappeared from the screen. With no more torpedoes, set course for home. Although radarman reported the disappearance of 3 pips, the sinking of the third ship can not be indisputably claimed.
- 0636 Submerged.
- 1510 Sighted friendly submarine bearing 247°T, range 6000 yards. (Ship Contact No. 4.) Watched him disappear over the horizon.
- 1552 Surfaced.
- 1745 Sighted friendly submarine bearing 180°T, range 16,000 yards. (Ship Contact No. 5.) Range gradually opened and he disappeared astern.

22 September

- 1040 Sighted plane, distance 10 miles. (Plane Contact No. 5.) Submerged.
- 1104 Surfaced.

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23 September

1408 SD contact 16 miles, closed to 9, submerged. (Plane Contact No. 6.)
1443 Surfaced.

24 September

0853 Sighted plane, 11 miles, submerged. (Plane Contact No. 7.)
1945 Surfaced.
1517 SD contact, 22 miles. (Plane Contact No. 8.) Received IFF response.
1559 Sighted plane, 12 miles. (Plane Contact No. 9.) Did not close.

25-29 September

Enroute Midway.

29 September

Crossed International Date Line.
Moored Midway.

(C) WEATHER

On September 3rd, 4th, and 5th, while enroute area, encountered a cyclonic storm, first contacted about 600 miles west of Midway. It was accompanied by force six and greater wind and seas. The storm center was apparently moving in a west-northwesterly direction at about 20 knots.

Weather in the area was fairly clear with calm seas except for a three day period of force four to five northerly wind with accompanying rough seas and overcast skies. This weather continued for over a day after the barometer had risen to over 30.00, and the choppy seas were particularly noticeable on the axis of the Japan current.

(D) TIDAL INFORMATION

Currents were generally as indicated on large scale charts of the area.

(E) NAVIGATIONAL AIDS

Samuchō Kaku light on northeastern Formosa was observed at 20 miles with same period given in light list, but with different characteristics. As observed: On 2 seconds, off 10 seconds, on 2 seconds, off 14 seconds; period 28 seconds.

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(F) SHIP CONTACTS

<u>NO.</u>	<u>TIME</u> <u>DATE</u>	<u>LAT.</u> <u>LONG.</u>	<u>TYPE(S)</u>	<u>INITIAL</u> <u>RANGE</u> <u>(YARDS)</u>	<u>EST.</u> <u>COURSE</u> <u>SPEED</u>	<u>HOW</u> <u>CONT</u>	<u>REMARKS</u>
1.	1305(K) 9 Sept.	29-01N 137-37E	*Convoy	32,000	180 10	SD	Attacks No. 1&2
2.	0615(K) 19 Sept.	24-59N 122-21E	**Convoy	30,000	110 7	R	Attacks No. 3&4
3.	1655(K) 20 Sept.	25-07N 122-57E	***Convoy	35,000	070 8	JK Sound (pinging)	Attacks No. 5&6
4.	1510(K) 21 Sept.	23-47.5N 125-11E	US S/M	6,000	270 15	P	-
5.	1745(K) 21 Sept.	23-48N 125-10E	US S/M	16,000	030 15	SD	-
6.	0518(K) 26 Sept.	22-10N 153-26E	US S/M	15,000	270 15	R	-

*Convoy of one AO, two AK's, and two escorts.

**Convoy of eight merchantmen, at least one of which was an AO, and 5 or more escorts.

***Convoy of six merchantmen, at least one of which was an AO, and 3 or more escorts.

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(G) AIRCRAFT CONTACTS

CONTACT NO.	1	2	3	4	5	6
DATE	9/10	9/11	9/15	9/17	9/22	9/23
S ZONE						
U TIME	1627	1630	1709	1440	1040	1408
B LAT.	27-47N	26-42N	23-18.5N	24-25N	23-37N	22-42N
M LONG.	135-01E	134-09E	124-01.5E	122-41E	130-09E	136-42E
A						
R SPEED	15	15	15	2	14	17.5
I						
N COURSE	000	240	270	120	100	105
E TRIM	Surf	Surf	Surf	Per	Surf	Surf
*MINUTES	1	1	1	None	1	0
NUMBER	1	1	1	1	1	1
A TYPE	BETTY	NELL	BETTY	TOPSY	BOMBER	-
I PROBABLE						
R MISSION	Pat	Pat	Pat	Trans	Pat	Unk
C HOW						
R CONTACTED	Lookout	Lookout	Lookout	Per	Lookout	SD
A INITIAL						
F RANGE	10	10	10	7	10	16
T ELEVATION						
ANGLE	3	3/8	7	3	3	-
ANGLE AND BEARING	ND	ND	ND	ND	ND	ND
SEA STATE:						
C (BEAUFORT)	0	1	4	3	3	3
O DIRECTION,						
N RELATIVE	0	320	080	000	120	130
D VISIBILITY,						
I MILES	25	25	25	20	20	30
T (CLOUDS)	0u	Cu	Cu-Ci	Cu		Cu-Ci
I HEIGHT FT.	1000	1000	10000	10000	10000	10000
O PERCENT						
N OVERCAST	4	6	6	3	4	4
S (MOON)						
BEARING (REL)	D/Y	DAY	DAY	D/Y	DAY	DAY

*Minutes since last SD radar search.

XRange and relative bearing of plane when it detected submarine.

Type camouflage this patrol - Light Gray.

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(G) AIRCRAFT CONTACTS (Continued)

CONTACT NO.	7	8	9
DATE	9/24	9/24	9/24
S ZONE			
U TIME	0853	1517	1559
B LAT.	22-09N	22-15N	22-15N
M LONG.	142-09E	143-45E	143-56E
A SPEED	17.5	15	17
I COURSE	090	095	090
N TRIM	Surf	Surf	Surf
E *MINUTES	1	0	0.0
NUMBER	1	1	1
A TYPE	B24	-	4 Engine Bomber
I PROBABLE MISSION	Pat	Unk	Unk
C HQ			
R CONTACTED	Lookout	SD	Lookout
A INITIAL RANGE	11	22	12
T ELEVATION			
ANGLE	3	-	3
% RANGE AND BEARING	ND	ND	ND
SEA STATE:			
C (BEAUFORT)	2	2	2
O DIRECTION,			
N RELATIVE	010	000	000
D VISIBILITY,			
I MILES	25	25	25
T (CLOUDS)	Cu	Cu	Cu
I HEIGHT FT.	1000	1000	1000
O PERCENT			
N OVERCAST	4	4	4
S (MOON)			
BEARING (REL)	DAY	DAY	DAY

*Minutes since last SD radar search.

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

Type camouflage this patrol - Light Gray.

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(H) ATTACK DATA

U.S.S. BANG (SS385)

TORPEDO ATTACK NO. 1.

PATROL NO. 3.

Time: 1616(K)

Date: 9 Sept. 1944

Lat: 28°-53'N

Long: 137°-42'E

TARGET DATA - DAMAGE INFLICTED

Description: Convoy consisted of one AO (nearest estimate, HOKKO MARU, ONI 208J (revised) page 265); one AK (nearest estimate, MYOGI or HOKUYO MARU, ONI 208J (revised) page 208); one unidentified medium AK; one new type destroyer escort; and one unidentified escort. Fired at leading AK. Clear daylight.

Ship Sunk: One AK (similar to MYOGI or HOKUYO MARU). EU.

Damage determined by: Saw and heard two hits, saw ship break in half. Heard breaking up noises through hull.

Target Draft: 24 Feet

Course: 180°

Speed: 10.0

Range: 1700 yds.

OWN SHIP DATA

Speed: 2.0

Course: 245°

Depth: 65 feet

Angle: 0°

FIRE CONTROL AND TORPEDO DATA

Type Attack: Day periscope. Sound tracking for 12 minutes; prior to firing to avoid detection by escort passing close aboard. Final periscope set-up to TDC just before firing, and constant bearing given during firing. Fired three torpedoes spread 1½, 0, 1½ from aft forward by means of the offset knob on the TDC.

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ATTACK NO. 1.

Tubes Fired	#1	#2	#3
Track Angle	100P	103P	106P
Gyro Angle	15R	12R	9R
Depth Set (ft.)	6	6	6
Power	-	-	-
Hit or Miss		2 Hits	
Erratic	No	No	No
Mark Torpedo	23	23	23
Serial No.	41498	49552	50054
Mark Exploder	6-4	6-4	6-4
Serial No.	2478	12643	1317
Actuation Set		CONTACT	
Actuation Actual		CONTACT	
Mark Warhead	16-1	16-1	16-1
Serial No.	18026	34194	34209
Explosive		TORPEX	
Firing Interval	0	8	8
Type Spread	Divergent, 1° 5' between torpedoes		
Sea Conditions	Slight swell		
Overhaul Activity	U.S. Submarine Base, Pearl Harbor.		

REMARKS: The miss was due to spread used.

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TORPEDO ATTACK NO. 2.

PATROL NO. 3.

Time: 1616-32(K) Date: 9 Sept. 1944 Lat: 28°-55N Long: 137°-42E

TARGET DATA -DAMAGE INFLICTED

Description: Same convoy as Attack No. 1. Fired at AO.

Ship Sunk: One AO (similar to HOKKO MARU). EU.

Damage determined by: Saw and heard two hits. Saw ship settling completely enveloped in dense smoke. Heard breaking up noises through hull.

Target Draft: 24 feet Course: 180° Speed: 10.0 Range: 1900 yds.

OWN SHIP DATA

Speed: 2.0 Course: 245° Depth: 65 feet Angle: 0°

FIRE CONTROL AND TORPEDO DATA

Type Attack: Immediately after firing in attack No. 1, gave new periscope set-up on AO to TDC, and constant bearings during firing. Fired three torpedoes spread 1½, 0, 1½ from aft forward by means of the offset knob on the TDC.

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ATTACK NO. 2.

Tube Fired	#4	#5	#6
Track Angle	80P	83P	86P
Gyro Angle	35R	32R	29R
Depth Set (ft.)	6	6	6
Power	-	-	-
Hit or Miss		2 Hits	
Erratic	No.	No	No
Mark Torpedo	23	23	23
Serial No.	50498	61905	52996
Mark Exploder	6-4	6-4	6-4
Serial No.	21884	8776	17427
Actuation Set		CONTACT	
Actuation Actual		CONTACT	
Mark Warhead	16-1	16-1	16-1
Serial No.	10607	20864	11931
Explosive		TORPEX	
Firing Interval	0	8	8
Type Spread	Divergent, 1° 5' between torpedoes		
Sea Conditions	Slight swell		
Overhaul Activity	U.S. Submarine Base, Pearl Harbor.		
REMARKS:	The miss was due to spread used.		

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U.S.S. BANG (SS385)

TORPEDO ATTACK NO. 3.

PATROL NO. 3.

Time: 0915(K) Date: 19 Sept. 1944 Lat: 24°-56N Long: 122°-14.5E

TARGET DATA - DAMAGE INFLICTED

Description: Convoy consisting of two AK's (best estimate, similar to ADEN MARU, ONI 208J (revised), page 189); one large AO; five unidentified merchantmen; and five or more escorts. Escorts seen only with near 0° angle on the bow, estimated as CHIDORI type. Clear daylight. Fired at ADEN MARU type AK.

Ships Damaged or

Probably Sunk: One AK (similar to ADEN MARU). EU.

Damage determined by: Heard two timed hits in this AK. Twenty minutes after attack heard slow heavy screws in opposite direction from direction of movement of convoy.

Target Draft: 27 feet Course: 090° Speed: 7.0 Range: 1400 yds.

OWN SHIP DATA

Speed: 2.0 Course: 340° Depth: 65 feet Angle: 0°

FIRE CONTROL AND TORPEDO DATA

Type Attack: Day periscope. Had to run under bow and beam escort to get in. Below periscope depth using sound tracking only for 20 minutes prior to firing. Final periscope set-up to TDC just before firing. Fired four torpedoes spread 3, 1, 1, 3 from aft forward using the offset knob on the TDC.

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ATTACK NO. 3.

Tube Fired	#1	#2	#3	#4
Track Angle	61S	64S	67S	70S
Gyro Angle	351	354	357	0
Depth Set (ft.)	6	6	6	6
Power	-	-	-	-
Hit or Miss		2 Hits		
Erratic	No	No	No	No
Mark Torpedo	23	23	23	23
Serial No.	4962B	50103	62475	49994
Mark Exploder	6-4	6-4	6-4	6-4
Serial No.	18307	7414	18550	540
Actuation Set		CONTACT		
Actuation Actual		CONTACT		
Mark Warhead	16	16	16-1	16
Serial No.	14229	10327	14122	14047
Explosive		TORPEX		
Firing Interval	0	8	8	8
Type Spread	Divergent, 2° between torpedoes			
Sea Conditions	Slightly choppy			
Overhaul Activity	U.S. Submarine Base, Pearl Harbor			

REMARKS: One miss due to spread, the other probably due to target maneuver during torpedo run or to control errors.

CONFIDENTIAL

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

U.S.S. BANG (SS385) - TORPEDO ATTACK NO. 4. PATROL NO. 3.

Time: 0915-55(K) Date: 19 Sept. 1944 Lat: 24°-56N Long: 122°-14.5E

TARGET DATA - DAMAGE INFLICTED

Description: Same convoy as Attack No. 3. Fired at ADEN MARU type AK.

Ship Sunk: One AK (similar to ADEN MARU). BU.

Damage determined by: Heard two timed hits in this AK. Heard prolonged breaking up noises through hull.

Target Draft: 27 feet Course: 090° Speed: 7.0 Range: 1200 yds.

OWN SHIP DATA

Speed: 2.0 Course: 340° Depth: 65 feet Angle: 0°

FIRE CONTROL AND TORPEDO DATA

Type Attack: Same approach as for Attack No. 3. Immediately after firing bow tubes gave set-up for stern tubes, kept constant bearings to TDC during firing, and applied 3, 1, 1, 3 spread from aft forward by means of the offset knob on the TDC.

CONFIDENTIAL

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

ATTACK NO. 4.

Tube Fired	#7	#8	#9	#10
Track Angle	76P	79P	82P	85P
Gyro Angle	205	202	199	196
Depth Set (ft.)	6	6	6	6
Power	-	-	-	-
Hit or Miss		2 Hits		
Erratic	No	No	No	No
Mark Torpedo	23	23	23	23
Serial No.	49812	61959	49732	62503
Mark Exploder	6-4	6-4	6-4	6-4
Serial No.	6709	18552	7784	86
Actuation Set		CONTACT		
Actuation Actual		CONTACT		
Mark Warhead	16	16-1	16	16-1
Serial No.	20871	3437	16564	34190
Explosive		TORPEX		
Firing Interval	0	8	8	8
Type Spread	Divergent, 2° between torpedoes			
Sea Conditions	Slightly choppy			
Overhaul Activity	U.S. Submarine Base, Pearl Harbor.			

REMARKS: One miss due to spread, the other probably due to target maneuver during torpedo run or to control errors.

A night photograph of a boat on the water. A bright light source, possibly a moon or a distant light, creates a long, curved reflection on the dark water. The boat is visible in the middle ground, and the foreground shows the choppy surface of the water.

PATROL NO. 3.

Long: 123°-58E

Description: Convey consisting of one AO (very long (450 ft. by binocular formula) and low, with stack extremely aft, best estimate, RIKKO MARU, ONI 208J (revised) page 283); five unidentified medium merchantmen; and three or more escorts, probably CHIDORI type. Fired at three over-lapping merchantmen. Moonless night with about 30% overcast.

Ships Damaged or

Probably Sunk: One medium AK. EU.

Damage determined by: Heard three hits from salvo of six torpedoes. Saw flash in two different targets from two of the hits. Tracked one pip detached from rest of convoy and stopped, and pip disappearing. Radar reported another pip disappearing but evidence of sinking not considered positive.

[illegible]

*Targets over-lapping.

OWN SHIP DATA

Speed: 8.0

Course: 335°

Depth: Surface

Angle: 0°

FIRE CONTROL AND TORPEDO DATA

Type Attack: Night surface. Fired six bow tubes, spread 1° between torpedoes by means of the offset knob on the TDC at three over-lapping targets, ranges 2200 to 3900 yards.



CONFIDENTIAL

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

ATTACK NO. 5.

Tube Fired	#6	#5	#4	#3	#2	#1
Track Angle	50S	52S	54S	56S	58S	60S
Gyro Angle	355	356	358	*355	*350	*345
Depth Set (ft.)	6	6	6	6	6	6
Power	-	-	-	-	-	-
Hit or Miss			3 Hits			
Erratic	No	No	No	No	No	No
Mark Torpedo	23	23	23	23	23	23
Serial No.	49993	50346	50278	62272	50530	62453
Mark Exploder	6-4	6-4	6-4	6-4	6-4	6-4
Serial No.	7113	1522	18269	8035	520	12935
Actuation Set			CONTACT			
Actuation Actual			CONTACT			
Mark Warhead	16-1	16	16-1	16	16	16
Serial No.	17083	6462	18066	14100	14239	16403
Explosive			TORPEX			
Firing Interval	0	8	8	8	8	8
Type Spread	Divergent, 1° between torpedoes					
Sea Conditions	Slightly choppy					
Overhaul Activity	U.S. Submarine Base, Pearl Harbor.					

NOTE: *Swung right after 3rd torpedo fired.

REMARKS: This attack, firing the entire nest of bow tubes into a group of overlapping targets, is not considered to be as good as making a series of individual attacks at definitely selected targets, but the proximity and maneuvers of the escort led me to believe that I had been detected (possibly by radar interference, in which my exact position was not known) and that I would soon have the escort on me; and I wanted to inflict as much damage as possible before this occurred.

CONFIDENTIAL

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

U.S.S. BANG (SS385)

TORPEDO ATTACK NO. 6.

PATROL NO. 3.

Time: 0017-15(K) Date: 21 Sept. 1944 Lat: 25°-21N Long: 123°-58E

TARGET DATA - DAMAGE INFLICTED

Description: Same convoy as Attack No. 5. Fired at the AO.

Ship Sunk: One AO (similar to RIKKO MARU). EU.

Damage determined by: Heard two hits in this target. Saw target sinking and enveloped in dense smoke. Pip of this target soon disappeared from radar screen.

Target Draft: 29 feet Course: 230° Speed: 8.0 Range: 1700 yds.

OWN SHIP DATA

Speed: 10.0 Course: 120° Depth: Surface Angle: 0°

FIRE CONTROL AND TORPEDO DATA

Type Attack: Same approach as for attack No. 5. Immediately after firing bow tubes swung right and opened outer doors on stern tubes, at this time did not know whether I would be escaping from the escort or firing at the tanker which was the trailing ship in the south column. Immediately after first bow torpedo hit, tanker swung right. I steadied with him sharp on my port quarter and as his angle on the bow passed through 90° fired four stern tubes spread 1½, ½, ½, 1½ from aft forward by means of the offset knob on the TDC.

CONFIDENTIAL

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

ATTACK NO. 6.

Tube Fired	#10	#9	#8	#7
Track Angle	100P	102P	104P	106P
Gyro Angle	190	188	186	184
Depth Set (ft.)	6	6	6	6
Power	-	-	-	-
Hit or Miss	2 Hits			
Erratic	No	No	No	No
Mark Torpedo	23	23	23	23
Serial No.	50016	50473	50400	50020
Mark Exploder	6-4	6-4	6-4	6-4
Serial No.	2174	13180	8342	1275
Actuation Set	CONTACT			
Actuation Actual	CONTACT			
Mark Warhead	16	16	16	16
Serial No.	18096	20882	14260	12305
Explosive	TORPEX			
Firing Interval	0	8	8	8
Type Spread	Divergent, 1° between torpedoes			
Sea Conditions	Slightly choppy			
Overhaul Activity	U.S. Submarine Base, Pearl Harbor.			

REMARKS: Misses due to target continuing to swing during torpedo run. On attacks 5 and 6 fired lower tubes first because I believe they afford less chance of detection on launching.

CONFIDENTIAL

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

(I) MINES

No remarks.

(J) ANTI-SUBMARINE MEASURES AND EVASION TACTICS

Following the attack on 9 September the escorts were able to maintain contact (not pinging) on me while I was at 450 feet, under a 17° negative temperature gradient, running silent at 75 turns. Numerous minor explosions prior to their depth charging runs indicate the use of something else in addition to depth charges. Evasion was effected by maneuvering when sound indicated the escort was beginning a run, and between runs by heading in the same general direction to get away from the scene of my torpedo attack.

Following the attack on 19 September the escorts were again able to maintain contact on me - this time I was at 450 feet, under a 24° negative temperature gradient, running at 60 turns. Two escorts were pinging while another made the run. Evasion was effected by running away from the scene of the attack when not maneuvering to avoid depth charges on the escorts runs. It is not believed that any of the depth charges were set for greater than 300 feet, whereas on 9 September many were set as low as 450 feet.

Prior to the attack on 21 September the unaccountable maneuvers of the escorts just before I attained firing position may indicate that my presence had been detected, possibly by indications of radar interference. My location was not known since no attack was made on me. Evasion was effected on the surface.

(K) MAJOR DEFECTS AND DAMAGE

1. The following damages are due to shipping salt water down the conning tower hatch and main induction on September 4th:

ELECTRICAL - Flooded out No. 2 H.P. Air Compressor motor.
Flooded out hull ventilation exhaust blower rheostat.
Flooded out hull ventilation supply blower rheostat.
Flooded out main engine cooling motors in both engine rooms.
Flooded out No. 1 & 2 distiller motors.
Flooded out distiller feed pump motor.
Flooded out ammeter to No. 2 distiller.
Flooded out auxiliary generator.
Flooded out voltmeters of Nos. 1 & 2 generator panels.
Flooded out ammeters of Nos. 1 & 2 generator panels.
Flooded out lighting box for running lights, located in conning tower.
Flooded out rudder angle indicator in conning tower.
Grounded out 3 MB forward engine room indicator boxes.
Grounded out constant reading thermometer fuse box in forward engine room.
Grounded out constant reading meter on forward engine room instrument panel.

CONFIDENTIAL

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

(K) MAJOR DEFECTS AND DAMAGES (Continued)

C&R - Flooded out drain pump sump.
Flooded out crankcases of both H.P. Air Compressors.

RADAR - IFF-ABK- Lead to R182 to ground shorted out.
IFF-BN-Main power switch and R212 shorted out.

2. The following damage was caused by depth charging on September 9th:

ELECTRICAL - Bridge gyro repeater glass shattered.
Bridge IMC-7MC press to talk switch rendered inoperative.

C&R - Sea valve on #1 Sanitary Tank discharge developed leak at flange and hull.

RADAR - SJ-1 lobe switching out. Lobe switching motor contacts will not open.

SOUND - QB sound head lost sensitivity. Head probably damaged.
JB - bakelight fuse holder No. 1087-A blown apart.
The connection of the hydrophone cable to the main jack was broken also.

ORDNANCE - TDC time motor failed due to loose terminal on the governor.
4" gun breech cover split.
Torpedo tube muzzle door gaskets are beginning to roll in at the guide stud slot.

(L) RADIO

Reception of NKN was good on both frequencies.
Three messages were transmitted on 8470 kcs. without difficulty.

(M) RADAR

SJ-1 Radar: This equipment gave excellent operation with few materiel failures. These are as follows:

- (1) Magnetron developed several modes and echo response dropped off. Returned transmitter and renewed tubes 5D21 and 6X5 in the transmitter-receiver unit antenna feeder tuning was found to be very critical.
- (2) High voltage current increased and the "on-time" potentiometer was adjusted to lower it to normal.
- (3) Transmitter pulse rate began to vary, A-Scope became jittery and high voltage current became excessive. The modulator switch tube 5D21 was renewed.
- (4) Shunt in meter 0-500 DC voltmeter (M-1) in control unit burned out.
- (5) False echoes appeared from 500-3500 yards. The crystal converted was replaced.

CONFIDENTIAL

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

(M) RADAR (Continued)

(6) Other damages due to depth charging listed in Section (K), Major Defects and Damages.

MAXIMUM RANGES

200 ft. Tower on Midway	36,000 yards.
Land	55,000 yards.
Land	80,000 yards.
Land	30,850 yards.
AO	30,000 yards.
SS	15,000 yards.
DD	21,000 yards.
AK	27,000 yards.

IFF - No difficulties other than listed in Section (K).

SD-4 Radar: This gear gave good reliable operation. A minimum of trouble was experienced in keeping it tuned and in good operating condition. Only objection is that it will not pick up low flying planes.

APR-Radar Detector: The 75-300 MC tuning unit was used the majority of the time, while the 300-1000 MC unit was used only when the enemy was thought to be in the immediate vicinity.

(N) SOUND GEAR AND SOUND CONDITIONS

All sound gear gave good results until September 9th, when the JP and QB were damaged as listed in Section (K). After repairing JP, it gave excellent results, proving very valuable during evasion tactics.

Sound conditions ranged from good to poor. On one occasion, pinging was picked up at a range of about 35,000 yards, which led to attacks number 5 and 6. The JP sound gear several times picked up screws at ranges 2 to 4 thousand yards greater than the supersonic gear. All sound gear was used in tracking multiple targets during approaches below periscope depth.

CONFIDENTIAL

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

(O) DENSITY LAYERS

Date and Time (GCT)		Position	ISOTHERMAL to feet degrees		NEGATIVE GRADIENT to feet degrees	
Sept. 1	2200	Midway Islands	110	82	440	68
9	1950	29-04N 137-35E	-	82	450	66
12	2031	25-07N 129-30E	60	86	100	82
13	2010	25-50N 128-04E	60	85	100	84
14	2047	24-14N 126-15E	60	86	100	83
17	2040	25-00N 123-30E	60	84	100	82
19	2051	24-00N 122-00E	120	84	450	60
24	2255	22-11N 142-23E	140	84	400	68

(P) HEALTH, FOOD, AND HABITABILITY

Health and habitability were very good. Food was ample and well prepared. The fresh frozen fruits and vegetables were especially appreciated, and it is regretted that the frozen food stowage capacity did not permit carrying more.

(Q) PERSONNEL

Performance of personnel was high as usual. The close depth charging received after the first attack shook all hands up somewhat, but the majority snapped back to normal quickly.

It is desired to pay tribute to the electrical force, the unsung heroes of the submarine service. During times of stress, such as after taking a green wave down the hatch and after depth charge attacks, they were called upon to put in many extra man-hours of repair work under very trying conditions. They invariably turned in a performance that left nothing to be desired.

CONFIDENTIAL

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

(Q) PERSONNEL (Continued)

Number of men on board during patrol	75
Number of men qualified at start of patrol	59
Number of men qualified at end of patrol	66
Number of unqualified men making their first patrol	14
*Number of men advanced in rating during patrol	0

*Under the new rating system, which went into effect at the end of the last patrol, certain deserving and fully qualified men on board cannot be advanced. This system is particularly hard on those men of which only a small number are allowed submarines, such as gunner's mates, ship's cooks, etc.

(R) MILES STEAMED - FUEL USED

	<u>MILES</u>	<u>GALLONS</u>
Pearl to Midway	1266	12,985
Midway to Area	3255	35,025
In Area	1492	10,415
Area to Midway	3150	60,060

(S) DURATION

Days Pearl to Midway	4
Days Midway to Area	10
Days in Area	10
Days Area to Midway	9
Days Submerged	10

(T) FACTORS OF ENDURANCE REMAINING

Torpedoes	None
Fuel	15,000 gallons
Provisions	40 days
Personnel	Indeterminate

Limiting factor this patrol - Expenditure of torpedoes.

(U) RADIO AND RADAR COUNTERMEASURES

Radio: Reception of NPIs between the hours of 1830Z and 1930Z was impossible due to weak and fading signals.

On the nights of 19, 20, and 21 September, heavy intermittent interference was encountered on all Haiku frequencies. This interference seemed to be intentional, as it started about the time of each schedule and consisted of unrelated dots and dashes which were not recognizable as either Japanese or Morse Code. It was possible to piece together and fill in missing groups from later schedules.

Voice interference, which seemed to be friendly, was present at times on 2880 kcs.

CONFIDENTIAL

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

(U) RADAR AND RADIO COUNTERMEASURES (Continued)

Radar: There were two definite enemy radar contacts observed on the APR.

The first was at 0455(K), September 13, in latitude 26-52N, longitude 131-15E. This was a 98 megacycle, 800 cycle per second, pulse width 55 microseconds, and with a probable rotation of search antenna every 1 minute and 49 seconds.

The sweep across the SPA indicator unit lasted 17 seconds, the pulse gradually increasing then decreasing. There seemed to be large minor lobes in the antenna pattern. Analysis indicates Japanese Mark 1 Mod 1 land-based early warning type radar, although the pulse width was measured to be twice as wide as listed in enemy countermeasures bulletins.

The second contact was at 2210(K), September 13th, at latitude 25-45N, longitude 131-20E. This was 160 megacycle, pulse width 15 microseconds, and lasted for a short length of time. Local interference was experienced at 100 megacycles.

No attempts at countermeasures were made by this vessel.

(V) REMARKS:

On attack No. 1 on 9 September, the two hits in the AK were barely audible, at a range of 1700 yards, yet these hits were seen to do terrific damage, breaking the target in two almost immediately. Had they not been seen these hits could only have been recorded as doubtful. A few seconds later, attack No. 2, two hits in a loaded tanker at approximately the same range, were good and loud.

SEMARINE DIVISION SIXTY-ONE

FB5-61/A16-3

Serial: 0113

Care of Fleet Post Office,
San Francisco, California,
1 October 1944.

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

FIRST ENDORSEMENT to
U.S.S. BANG Report of
War Patrol No. 3.

From: The Commander Submarine Division SIXTY-ONE.
To : The Commander-in-Chief, United States Fleet.
Via : (1) The Commander Submarine Force, Pacific Fleet,
Subordinate Command, Navy No. 1504.
(2) The Commander Submarine Force, Pacific Fleet.
(3) The Commander-in-Chief, U.S. Pacific Fleet.

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

1. The third war patrol of the U.S.S. BANG was conducted in the area between Northeast Formosa and the Southern part of the Mense Shoto. This was a short patrol lasting thirty-three days of which ten days were spent in the area.

2. Three contacts with enemy convoys were made all of which resulted in successful attacks.

ATTACKS No. 1 & 2 - On 9 September a smoke contact developed into a convoy consisting of 1 AO and 2 AKs protected by two escorts. The first attempt at a submerged attack was unsuccessful due to distance from the track. The BANG surfaced, improved her position and dove. An attack at periscope depth followed the masterly use of sound to avoid escorts and attain a favorable firing position. Six torpedoes were fired, three at an AK and three at an AO. Two hits were obtained in each target. The AK was seen to break in half and the AO was enveloped in dense black smoke and seen to settle.

This attack was followed by very severe depth charging by the escorts. While considerable damage was done, the staunchness of the ship and skillful tactics avoided serious damage.

ATTACKS No. 3 & 4 - On 19 September a pre-dawn radar contact was developed into a submerged attack on an eight ship convoy with five escorts. Again excellent use was made of sound to avoid escorts and reach a favorable position for attack on two AKs after a zig had given unfavorable tracks on the first target selected, an AO. Four bow and four stern tubes were fired for two timed hits in each target. The stern target is believed sunk and the other damaged.

Heavy depth charging also followed this attack; the wakes (16 IXIII torpedoes) from both bow and stern tubes undoubtedly gave the escorts excellent information on the submarine's position. The charges were accurately placed but fortunately were set too shallow and no damage was sustained.

FB5-61/A16-3

Serial: 0113

Care of Fleet Post Office,
San Francisco, California,
1 October 1944.C-O-N-F-I-D-E-N-T-I-A-LSubject: U.S.S. BANG (SS385) - Report of THIRD War Patrol.

ATTACKS No. 5 & 6 - A late afternoon contact on a convoy of six ships with three or more escorts was followed by a night radar attack. In spite of maneuvers by the escorts, a good position for attack was reached. The six bow tubes were fired at three overlapping ships and the ship swung to fire the stern tubes at a large AO. Three hits were obtained in two ships from the bow tube torpedoes and two hits in the AO from the stern tube torpedoes. This resulted in an AK sunk, an AK damaged and the large AO sunk. Confusion of the enemy assisted in successful evasion on the surface.

3. In all attacks the situations were correctly analyzed and brilliant execution of the attack plans resulted in maximum practicable damage being inflicted on the enemy. The use of the sound gear on the submerged attacks is a striking example of what can be done with this equipment.

4. The maneuvers of the escorts on the night surface attack is evidence that the enemy escorts vary their stations and tactics to suit visibility conditions.

5. The numerous small explosions noted on the first attack may have been sono-bombs or hedge hogs or the result of the enemy's well known indiscriminate gun firing. The ability of the escorts in tracking for attacks is believed attributable to sonic listening. The BANG was attempting evasion at 70-80 rpm. While this speed is well below cavitation speeds and therefore the super sonic noise level is low, it is possible that the sonic noise level may have been high. As the enemy is particularly adept at sonic listening, the effect of speeds in excess of quietest creeping speeds on the sonic noise level is considered an excellent subject for investigation by the research detail. It is believed that a distinction should be made in all sound surveys and calculation between sonic and super sonic noises particularly in view of the fact that the enemy almost invariably achieves his best results sonically.

6. This brilliant and highly successful patrol is indicative of a ship that is beautifully organized, trained and handled in all departments. The ability and perseverance of the ship's personnel in overcoming the handicap of foul weather throughout the patrol and in repairing the damage incident to shipping water in the storm encountered early in the patrol was again demonstrated in the repair of the damage resulting from the severe depth charging following the first attack.

7. The BANG returned from patrol in very good shape with all repairs within the capacity of the ship's force completed. All defects will be corrected during the period of a normal refit.

SUBMARINE DIVISION SIXTY-ONE

FB5-61/A16-3

Serial: 0113

Care of Fleet Post Office,
San Francisco, California,
1 October 1944.

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

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

8. The Commanding Officer, officers and crew of the BANG are sincerely congratulated on this outstanding and aggressive patrol. Refitting of this ship is considered an honor and a pleasure.

9. It is recommended that the BANG be credited with having inflicted the following damage on the enemy:

SUNK

1 - AK (Myogi Maru Type) (EU) - - - - -	4,000 tons (Attack #1)
1 - AO (Hokko Maru Type) (EU) - - - - -	7,500 tons (Attack #2)
1 - AK (Arden Maru Type) (EU) - - - - -	4,000 tons (Attack #4)
1 - Medium AK (EU) - - - - -	4,000 tons (Attack #5)
1 - AO (Rikko Maru Type) (EU) - - - - -	10,000 tons (Attack #6)
Total Sunk -	29,500

DAMAGED

1 - AK (Arden Maru Type) (EU) - - - - -	4,000 tons (Attack #3)
1 - AK (Arden Maru Type) (EU) - - - - -	4,000 tons (Attack #5)
Total Damaged	8,000 tons
Total sunk and damaged	37,500 tons.

J. C. Broach
J. C. BROACH.

Al6-3

COMMANDER SUBMARINE FORCE, PACIFIC FLEET, (jc)
SUBORDINATE COMMAND, NAVY NO. 1504

Serial: 0162

Care of Fleet Post Office,
San Francisco, California,
1 October 1944.

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

SECOND ENDORSEMENT to
CO, USS BANG(SS385) re-
port of Third War Patrol.

From: The Commander Submarine Force, Pacific Fleet,
Subordinate Command, Navy No. 1504.
To : The Commander in Chief, U. S. Fleet.
Via : (1) The Commander Submarine Force, Pacific Fleet.
(2) The Commander in Chief, U.S. Pacific Fleet.
Subject: U.S.S. BANG(SS385) - Report of THIRD War Patrol.

1. Forwarded, concurring in the remarks contained in the first endorsement and adding most hearty congratulations to the Commanding Officer, officers and crew upon the completion of this third successive outstanding war patrol.

J. M. Will
J. M. WILL

FF12-10/A16-3(15)

Serial 02264

CONFIDENTIAL

SUBMARINE FORCE, PACIFIC FLEET

hch

Care of Fleet Post Office,
San Francisco, California,
October 15, 1944.

18 OCT 1944

THIRD ENDORSEMENT to
BANG Report of
Third War Patrol.

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

COMSUBSPAC PATROL REPORT NO. 543.
U.S.S. BANG - THIRD 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 Third War Patrol.
(27 August to 29 September 1944).

1. The third war patrol of the BANG was conducted in the area to the northeast of Formosa and the southern part of Nansei Shoto.

2. This outstanding patrol is the third in succession for the BANG. Three convoys were contacted and six aggressive, expert attacks made. The ability, courage and perseverance displayed by the BANG, both in the attacks and the evasion, including successful evasion of two very severe depth chargings, either of which might have been fatal, are object lessons for all. It is noted that the often reported "numerous small explosions" accompanying the anti-submarine attacks was again encountered by the BANG. No definite explanation of their cause has yet been advanced.

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

4. The Commander Submarine Force, Pacific Fleet, congratulates the commanding officer, officers, and crew for this brilliant and highly successful patrol. In three patrols the BANG has built up the remarkable record of 11 ships sunk including one destroyer, for 75,600 tons and five ships damaged for 32,300 tons. The BANG is credited with having inflicted the following damage upon the enemy during this patrol:

S U N K

1 - AK (LYOGI or HOKUYO MARU Type) (EC)	- 4,000 tons (Attack No. 1)
1 - Medium AO (HOKKO MARU Type) (EC)	- 7,600 tons (Attack No. 2)
1 - AK (ADEN MARU Type) (EC)	- 5,800 tons (Attack No. 4)
1 - Medium AK (EU)	- 4,000 tons (Attack No. 5)
1 - Large AO (EU)	- 10,000 tons (Attack No. 6)

TOTAL SUNK

31,400 tons

FF12-10/A16-3(15)

Serial 02264

CONFIDENTIAL

THIRD ENDORSEMENT to
BANG Report of
Third War Patrol.

COMSUBSPAC PATROL REPORT NO. 543.
U.S.S. BANG - THIRD WAR PATROL.

Subject: U.S.S. BANG (SS385) - Report of Third War Patrol.
(27 August to 29 September 1944).

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

D A M A G E D

1 - AK (ADEN MARU Type) (EC)	- 5,800 tons (Attack No. 3)
1 - Medium AK (LU)	- 4,000 tons (Attack No. 5)

TOTAL DAMAGED	9,800 tons
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TOTAL SUNK AND DAMAGED	41,200 tons
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DISTRIBUTION:

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S/L School, NL	(2)
ComSoPac	(2)
ComSoWesPac	(1)
ComSubsoWesPac	(2)
CTF 72	(2)
ComNorPac	(1)
ComSubsPac	(40)
SUBAD, LI	(2)
ComSubsPacSubOrdCom	(3)
All Squadron and Division Commanders, Pacific	(2)
SubsTrainPac	(2)
All Submarines, Pacific	(1)

C. A. LOCKWOOD, Jr.

E. L. HYNES, 2nd,
Flag Secretary.