



USS BANG (SS 385)  
Sixth War Patrol  
3/25/45 - 5/18/45

ON MEKES  
1984



**Start:** Guam  
**End:** Pearl  
**Days:** 88  
**Miles Steamed:** 12,133  
**Location:** Luzon Straits & East of Formosa  
**Attacks:** No Targets Sighted  
**Sunk:** N/A  
**Damaged:** N/A  
**Torpedoes Fired:** 0  
**Lifeguard:** 4/22 rescued downed pilot, Ensign Donald Corzine  
**Awards:** Submarine Combat insignia





SS385/A16  
Serial: (07-45)

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

18 May 1945.

~~DECLASSIFIED~~ -A-I

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

1. Enclosure (A), covering the SIXTH War Patrol of this vessel conducted in the Luzon Straits and East Formosa areas during the period 25 March 1945 to 18 May 1945 is forwarded herewith.

*O. W. Bagby*  
O. W. BAGBY.

DECLASSIFIED-ART. 0445, UPRATING 5510.1C  
BY OP-0989C DATE 5/23/72

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Subject: U.S.S. BANG, Report of War Patrol Number Six.

(A) PROLOGUE

Arrived Guam from 5th War Patrol February 24th. Underwent an excellent refit in the normal period by PROTEUS and SubDiv 202 in spite of extensive main engine work.

Lt. Comdr. Oliver A. Bagby, USN, relieved Comdr. Antone R. Callahan, USN, as Commanding Officer.

Ship conducted normal training under the guidance of Comdr. R. R. McGregor, USN, whose suggestions for improvement of battle organization proved to be very valuable.

Readiness for sea date 25 March.

(B) NARRATIVE

<u>Officers</u>	<u>No. of Previous War Patrols</u>
Lt. Comdr. O. A. Bagby, USN.	8
Lt. J. F. Jones, USNR.	10
Lt. E. S. Romig, USNR.	0
Lt(jg) W. E. Spengler, USNR.	4
Lt(jg) C. R. Tucker, USN.	3
Lt(jg) J. E. Heg, USNR.	4
Lt(jg) J. F. Cline, USNR.	4
Ensign W. A. Dunn, USN.	2
Ensign L. W. Clark, USNR.	0

<u>CPO's</u>	<u>No. of Previous War Patrols</u>
WHITWORTH, W. T., CTM	9
HANSEN, E. S., CMOH	4
HUTCHINS, J. R., CMOH	5
LEWIS, J. P., CMOH	4
GOSS, G. H., CEM	5
ROBINSON, E., CEM	4

NOTE: All times Item unless otherwise specified.

25 March

1400 Underway from Guam in company with SNOOK and BURRFISH; OTC, Commanding Officer SNOOK. Picked up escort, PC 1082, outside harbor entrance.

1800 Crossed ahead of large friendly convoy on westerly course.



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- 1830 Escort released. Proceeding to area, conducting dives, training, and radar tracking drills enroute.
- 2040 Contacted friendly submarine on opposite course (SC #1). Unable to get her call by SJ. Had been warned of numerous friendly subs during briefing.
- 2318 Received message from SNOOK informing pack that she was returning to base for repairs and telling BURRFISH to take charge. SNOOK left formation.

26 March

- 1200 Posit Lat. 15-55N, Long. 140-00E.
- 1715 SD contact, 20 miles. Showed IFF. Did not close.

27 March

- 1200 Posit Lat. 18-49N, Long. 136-41E.
- 1405 SD contact, 17 miles. Showed IFF. Did not close.

28 March

- 0330 Radar interference to southward, followed by pip at 11,000 yds. (SC #2). Attempted to identify, but was unable to read her call. Evidently friendly submarine on opposite course.
- 0905 SD contact, 10 miles. Exchanged recognition by flashing light with B-24.
- 1145 Three ships on horizon, bearing 320°T (SC #3), on approximately opposite course. Identified as one DD and two DE's. Exchanged recognition signals with DD.
- 1200 Posit Lat. 20-45N, Long. 131-30E.
- 1530 SD contact, 10 miles. Showed IFF. Did not close.

29 March

- 1020 Sighted ship on horizon, bearing 238°T (SC #4). Recognized friendly submarine shears, on opposite course. Passed too far for exchange of calls.
- 1200 Posit Lat. 21-51N, Long. 126-51E.

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- 1405 SD contact, 20 miles. No IFF. Did not close.  
1619 SD contact, 18 miles. Showed IFF. Did not close.  
2200 Received orders from ComSubsPac to patrol Luzon Strait south of 20-30N.

30 March

- 0100 Parted company with HURFISH.  
0250 SJ picked up Batan Islands at 80,000 yds.  
0615 Submerged on station.  
1200 Posit Lat. 20-05N, Long. 122-14E.  
1940 Surfaced.

31 March

- 0611 Submerged.  
1200 Posit Lat. 19-42N, Long. 122-18E.  
1935 Surfaced.

1 April

- 0613 Submerged.  
1200 Posit Lat. 19-18N, Long. 121-01E.  
1517 Sighted 12 planes flying in formation on southerly course at about 15 mile range. Appeared to be medium bombers. The evening fix later showed we had been set some twenty miles to the westward of our D.R. and since we had been patrolling across the western approaches to Luzon Straits, it is assumed that we reached the track of Philippine based planes returning from their day's work over Formosa.  
1601 Sighted patrolling FBAY.  
1719 Sighted patrolling FBAY.  
1943 Surfaced.



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2 April

0615 Submerged.

1200 Posit Lat. 19-17N, Long. 121-02E.

1443 Sighted 18 planes flying in formation on southerly course.  
Resembled B-25's.

1720 Sighted unidentified plane at about 12 miles on northerly course.

1944 Surfaced.

2 April

0600 Submerged.

1200 Posit Lat. 20-14N, Long. 121-36E.

1710 Sighted unidentified plane on easterly course.

1950 Surfaced.

4 April

0610 Submerged.

1200 Posit Lat. 20-15N, Long. 122-14E.

1947 Surfaced.

5 April

0607 Submerged.

1200 Posit Lat. 19-47N, Long. 122-22E.

1943 Surfaced.

6 April

0617 Submerged.

1200 Posit Lat. 19-29N, Long. 122-19E.

1942 Surfaced.



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7 April

0615 Submerged.  
1117 Sighted B-24 on northerly course.  
(u) SUBMERGED  
1200 Posit Lat. 18-52N, Long. 122-29E.  
1942 Surfaced.

8 April

0610 Submerged.  
1200 Posit Lat. 18-58N, Long. 122-29E.  
1935 Surfaced.  
2000 - 2100 Encountered a series of radar pips at ranges of 4,000 - 5,000 yds. Surface of sea smooth, night dark but clear. At first turned away and tracked, but this pip disappeared at 7,000 yds., making about 20 knots. Chased down the next pip until it was practically underfoot with nothing visible. It then flitted out to 6,000 yds. and disappeared. These were evidently large birds or phantoms.

9 April

0607 Submerged.  
1055 Sighted B-24 on southerly course.  
1200 Posit Lat. 20-04N, Long. 121-35E.  
1940 Surfaced.  
2300 Received orders to proceed to lifeguard station east of Formosa for British carrier strikes. Set course for new station. During our stay in the Luzon Straits area we encountered various types of landbased radar interference, which are described under section (U).

10 April

0610 Submerged in Bashi Channel.  
1200 Posit Lat. 21-32N, Long. 122-06E.



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1933 Surfaced. Proceeding up east coast of Formosa. Wind and sea picking up from NNE to force 5.

11 April

0600 On lifeguard station for scheduled strikes. Sea rough, sky heavily overcast with squalls and general low visibility.

1200 Posit Lat. 23-19N, Long. 121-55E.

1408 Assumed strikes were called off.  
Submerged to re-stow gear and get some rest.

1935 Surfaced. Wind and seas moderating.

2300 Received word that air strikes had been postponed until the following two days.

12 April

0613 Submerged. We were being plagued by several different types of Jap radar, and considered it advisable to be submerged during morning twilight in view of the heavy overcast.

0900 Surfaced. Sea state 3; visibility poor to fair, but improving.

1200 Posit Lat. 23-35N, Long. 121-47E.

1517 Sighted large plane resembling B-29 at great range on northerly course. Evidently did not see us.

1600 Submerged.

1935 Surfaced.

13 April

0615 Submerged.

0900 Surfaced. Sea fairly calm, weather clear. Overcast soon closed in, however, in typical east-of-Formosa style.

1200 Posit Lat. 23-18N, Long. 121-55E.

1400 Received the sad news of the death of the Commander-in-Chief. This news came as a tragic shock to all on board.



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- 1729 Submerged.
- 1942 Surfaced.
- 2300 Received orders shifting our lifeguard station to the northeast of Formosa.

14 April

- 0612 Submerged.
- 1200 Posit Lat. 23-45N, Long. 122-00E.
- 1239 Sighted possible life raft through periscope, with two figures on it. Closed to investigate. One of the figures soon spread its wings and flew off.
- 1300 Surfaced. Floating object appeared to be wreckage of a small boat.
- 1325 Submerged.
- 1922 Surfaced.

15 April

- 0605 Submerged. Main induction failed to show closed at 30 feet, so surfaced immediately. Investigation revealed that a casualty had emerged in the starter of the second hydraulic pump, which is usually started on the diving alarm (see Major Defects and Damage). The drain on the plant caused by bow plane rigging, vents, and exhaust valves was too much for one pump to handle, causing main induction to close sluggishly. No damage was sustained this time; however, we fully concur in all the unpleasant things ever said about drum type controllers.
- 0610 Submerged.
- 0820 Sighted B-24 on northerly course, apparently on routine patrol.
- 1200 Posit Lat. 24-44N, Long. 122-11E.
- 1248 Sighted PB4Y on southerly course.
- 1432 Surfaced.
- 1440 Submerged.
- 1923 Surfaced.



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16 April

0603 Submerged.

1200 Posit Lat. 25-05N, Long. 122-39E.

1455 Surfaced.

1535 Submerged.

1927 Surfaced.

2300 Received orders to lifeguard the next day for 5th Air Force east of central Formosa. Proceeding south to this point.

17 April

0605 Submerged.

0932 Surfaced. Wind and sea force 2, weather fairly clear.

1200 Posit Lat. 23-02N, Long. 121-52E.

1210 Made rendezvous with our PBY cover.

1250 Sighted PBY about 12 miles to westward, on southerly course. He nosed over to investigate, then proceeded on his way.

1300 PBY departed, strike completed.

1309 Submerged.

1552 Surfaced to guard air rescue schedule.

1710 Submerged.

1925 Surfaced.

18 April

0610 Submerged.

1200 Posit Lat. 24-35N, Long. 122-38E.

1221 Sighted group of nine P-38's on easterly course.

1514 Surfaced.



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1525 Submerged.

1925 Surfaced.

2200 Received orders for lifeguard the next day.

19 April

0607 Submerged.

1200 Posit Lat. 24-08N, Long. 122-30E.

1239 Surfaced on lifeguard station. Wind and sea force three from southward, unusual in this area of almost uninterrupted north-east weather. Sky overcast. No planes were over contacted, but we had been told our cover would orbit to eastward. Scattered conversation heard over VHF.

1320 Sighted large floating mine which was sunk by gunfire without exploding.

1600 After short period of calm, wind reversed direction to NNE, force 4 to 5, and sea began building up.

1715 Submerged.

1925 Surfaced in rough seas.

2230 Received orders for lifeguard the next day.

20 April

0603 Submerged. Seas too heavy to hold constant periscope depth.

1200 Posit Lat. 24-05N, Long. 122-06E.

1203 Surfaced on lifeguard station. Sky completely overcast with strong wind and rough seas.

1213 Sighted B-24 at about 8 miles on westerly course. He gave no indication of having seen us. No other planes were sighted, and nothing heard on VHF. It seems probable that scheduled strikes were called off on account of weather.

1342 Submerged.

1550 Surfaced to guard air rescue schedule.



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- 1600 Sighted and exchanged calls with patrolling B-24. He had nothing to report.
- 1637 Submerged.
- 1927 Surfaced. Barometer high, but seas still state 5 to 6 from NNE with heavy overcast.

21 April

- 0602 Submerged.
- 0935 Sighted PB4Y heading southeast.
- 1200 Posit Lat. 24-34N, Long. 122-47E.
- 1348 Surfaced. Weather clear and seas moderating.
- 1415 Received orders to leave present lifeguard station and proceed to point in vicinity of Sekishima Gunto to search for downed aviators. Proceeding at four engine speed.
- 2150 Southwest of Iriomote Jima encountered strong 156 mc radar interference similar to that encountered by BATFISH on Jap submarine (see section U). Swung ship to determine bearing, but found it to be emanating from the island.
- 2330 Arrived at reported position of downed aviators and commenced search southeast of Ishigaki Jima.

22 April

- 0500 Began feeling distant explosions and seeing occasional flashes, presumed to be carrier planes striking Ishigaki Jima and Miyako Jima.
- 0630 Began making contact with carrier planes. Requested information on any downed aviators and after a brief flurry of communications learned that we were within 20 miles of a downed Hellcat pilot in rubber boat. Planes furnished cover and guided us in.
- 0737 Took aboard Ensign Donald E. Corzine, file #382983, U.S.S. CHENANGO Hellcat pilot. He had been in the water fourteen hours but was in excellent condition and very glad to be aboard. Replacement clothing was no problem except for his size thirteen shoes. It might be added that this rescue did more for the morale of the crew than anything else could have done with the exception of sinking ships. Every officer and man is proud to have been of some help to those who are now the ball carriers.



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- 0740 Proceeding with search for downed aviators previously reported in our orders.
- 0800 Released fighter cover. Thereafter during the day numerous planes were contacted, mostly flying high enroute to or from their carriers.
- 1200 Posit Lat. 24-03N, Long. 124-16E.
- 1635 Completed search of probable southern sector. Dove and headed north, intending to transit the channel to eastward of Ishigaki Jima immediately after dark and continue search to northward. Strong northerly winds yesterday would have driven survivors to southwest, but with moderation of weather the northerly current would have taken charge.
- 1937 Surfaced.
- 2100 Received orders to return to our assigned lifeguard station to the northeast of Formosa. Proceeding westward. Learned later that the survivors for whom we had been searching had been picked up by a PEM.

23 April

- 0607 Submerged on station.
- 0620 Sighted unidentified single engine fighter plane on westerly course.
- 1200 Posit Lat. 24-40N, Long. 122-37E.
- 1930 Surfaced.
- 2214 Dove for SJ contact at 4000 yds, moving in fast, nothing in sight. Suspected a plane, although APR had indicated no radars other than the customary assorted land-based air search equipment.
- 2243 Surfaced; all clear. During remainder of night we made numerous other close-in contacts, moving at various speeds. A check for phantoms in accordance with ComSubTrainPac Information Bulletin showed they were real pips. We are always bothered with these during very calm smooth nights as this was. My only explanation is that they possibly were porpoises or blackfish, of which a large number were seen during the daytime.



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24 April

0008 SJ contact at 6000 yds (SC #5). Tracked at five knots on course from northeast Formosa coast to Yonakuni Jima. On closing to look over this contact, found that he appeared to be a small fishing boat. Since visibility conditions were too indistinct for successful gun shooting, decided to let him go. Considered also the possibility that he may have been an advance feeler for some larger movement to follow, of supplies or ammunition. However, this turned out to be wishful thinking.

0607 Submerged.

1200 Posit Lat. 24-31N, Long. 122-40E.

1928 Surfaced.

25 April

0557 Submerged.

1200 Posit Lat. 24-18N, Long. 122-34E.

1923 Surfaced.

26 April

0558 Submerged.

1200 Posit Lat. 24-25N, Long. 122-36E.

1527 Surfaced.

1535 Submerged.

1908 Sighted unidentified single engine plane on southeasterly course.

1932 Surfaced.

27 April

0127 Detected weak APR signal, 175 mc. Believed to be enemy airborne. This signal appeared several times, then faded out.

0555 Submerged.

0838 Sighted northwest-bound "Val". Japs are definitely running some kind of tripe between northern Formosa and Sakishima Gunto, morning and evening. Planes fly low and fast, on steady courses.



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1200 Posit Lat. 24-11N, Long. 122-23E.

1448 Surfaced.

1507 Submerged.

1925 Surfaced.

2350 Jap 150 mc airborne radar detected on APR, coming in strong. When signal reached saturation at half-gain, keyed SD, but no contact. Signal continued strong, being keyed intermittently, for about 15 minutes, then gradually faded out.

28 April

0553 Submerged.

1200 Posit Lat. 24-24N, Long. 122-35E.

1405 Sighted unidentified single engine plane about seven miles away, circling. He disappeared shortly.

1526 Surfaced.

1553 Submerged.

1740 Sighted unidentified plane on northeasterly course.

1745 As periscope was being swung in low power sweep, QM saw plane on our port bow, distance estimated 1 1/2 miles, in the act of letting a bomb go. Plane believed to be Val. Heard bomb through hull, and a minute later another as we went to 150 feet. This plane was not the same one sighted five minutes earlier, since he had disappeared on a bearing fifty degrees away. An all-around periscope sweep had been made in the interim, but the second plane must have dived from high altitude. Sea was state 2 to 3, our speed 2.5 knots with 6 feet of periscope exposed, taking alternate low and high-power sweeps.

1807 Returned to periscope depth. All clear.

1817 Sighted six single engine planes, distance three miles, zero angle, flying low. Went deep. These boys are really earnest.

1919 Returned to periscope depth. All clear. Decided that during the several days we had inhabited this part of the area (northwest of Yonakuni Jima), we must have been sighted on the surface during daylight while up for the afternoon fix or the evening Air Operation Intelligence Circuit schedule, or else our SD had been D-F'd.



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We had been using the SD intermittently on account of the usually heavy overcast. I do not know why our dive bomber friend should have been so far off unless he never saw us at all.

1947 Surfaced. In view of stepped up air activity in this vicinity during the past several days, and the full moon, decided to move southwestward toward the Formosa coast.

2230 Received ComSubPac Serial five five directing BANG to remain on station until sunset May 3rd.

29 April

0556 Submerged.

1200 Posit Lat. 22-48N, Long. 121-37E.

1930 Surfaced. Using SD intermittently since it is just beginning to get dark and a heavy overcast prevails.

1949 SD contact, 6 miles.

1950 SD contact closed to 4 miles. Dove. It has become impossible to guard the first A.O.I.C. schedule unless it is shifted at least 1/2 hour later. However, none of our lifeguard assignments so far has been received on that schedule.

2016 Surfaced. All clear.

30 April

0552 Submerged.

1200 Posit Lat. 22-49N, Long. 121-32E.

1950 Surfaced.

1 May

0550 Submerged.

1200 Posit Lat. 22-32N, Long. 121-25E.

1355 Sighted B-24 on southerly course.

1948 Surfaced. Low barometer with force two wind and seas from south. By midnight wind reversed direction, increased in force, and seas built up to state five from north. Frequent squalls and lighting. St. Elmo's fire on radio antennas caused APR signals all over the dial.



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2 May

- 0558 Submerged. Had to keep sea on the beam to maintain periscope depth.
- 0800 Experienced deep rumbling and heavy throbbing sensation, lasting about 20 seconds. My first reaction was that the OOD had sighted something dead ahead and close and was backing emergency. A quick check revealed no abnormal conditions. From what I have heard and read concerning the effect of earthquakes on ships, I am certain that this was an earthquake.

1200 Posit Lat. 22-55N, Long. 121-45E.

1951 Surfaced. Seas moderating.

3 May

- 0553 Submerged.
- 1200 Posit Lat. 21-46N, Long. 121-49E.
- 1948 Surfaced. Departing area.

4 May

- 1100 Exploded floating mine with gunfire.
- 1200 Posit Lat. 20-37N, Long. 125-39E.

5 May

- 0740 Made trim dive.
- 0756 Surfaced.
- 1200 Posit Lat. 20-46N, Long. 132-21E.

6 May

- 1200 Posit Lat. 18-00N, Long. 137-45E.
- 2000 SJ radar interference appeared on port bow.





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2045 Passed friendly submarine at 10,000 yds. on opposite course. From advance information, assumed to be BUMPER, although we were unable to establish communication by SJ keying. He appeared to be attempting to communicate with us also, but we could not read signals.

7 May

0530-0600 Sighted four B-29's apparently nearing the end of their China - Mariannas flight on which we had advance information.

0620 Made trim dive.

0631 Surfaced.

1200 Posit Lat. 14-45N, Long. 142-40E.

1400-1800 Sighted many friendly planes.

1826 Exchanged calls and greetings with U.S.S. SEACAT on opposite course.

2320 Exchanged calls with U.S.S. BILLFISH on opposite course.

8 May

0335 Exchanged calls with Saipan escort, PC 1591.

0430 SEGUNDO, JACK and MUSKALLUNGE joined up. Proceeding to Saipan.

1058 Moored in nest alongside ORION. We received very efficient service during our brief sojourn here. Facilities worthy of particular note were one-day laundry service, and recreation parties for the men arranged with an absolute minimum of effort on our part. During this period our SD mast was pulled to replace damaged mast in MUSKALLUNGE. MUSKALLUNGE's mast was installed in BANG to take back to Pearl. From Saipan to Pearl we will be without an SD radar, but will be able to use the ABK unit of the IFF to indicate our friendly nature to planes having IFF.

9 May

1829 M Underway in company with SEGUNDO and JACK. Picked up escort, LCI 1098, at harbor entrance.

2330 M Escort released. SEGUNDO and JACK proceeded on patrol and BANG set course for Pearl. Sighted many friendly planes using running lights during remainder of night.

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2340 M Sighted hospital ship on starboard bow making 15 knots on course 300°T. Slowed to let him pass ahead well clear.

10 May

0710 M Made trim dive.

0740 M Surfaced.

1200 M Posit Lat. 16-57N, Long. 147-19E.

11 May

1110 M Passed U.S.S. JALLAO on opposite course.

1200 M Posit Lat. 18-20N, Long. 152-55E.

12 May

0657 M Made trim dive.

0707 M Surfaced.

1200 M Posit Lat. 19-26N, Long. 158-47E.

13 May

1200 M Posit Lat. 20-22N, Long. 165-10E.

14 May

1200 M Posit Lat. 20-52N, Long. 172-02E.

15 May

1200 M Posit Lat. 20-50N, Long. 178-45E.

1630 M Crossed international date line.

15 May (Repeated)

0230 Y Passed U.S.S. TUNNY and U.S.S. SKATE on opposite course.

1000 Y Advanced clocks one hour to Xray time.

1200 X Posit Lat. 20-55N, Long. 174-36N.





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16 May

1200 X Posit Lat. 20-51N, Long. 168-37W.

1400 X Advanced clocks one hour to William time.

17 May

0700 W Made trim dive.

0730 W Surfaced.

1200 W Posit Lat. 20-45N, Long. 163-02W.

1800 W Advanced clocks  $\frac{1}{2}$  hour to Victor-William time.

18 May

0600 VW Rendezvous with U.S.S. BASHAW and Pearl escort, PC 1077.

Moored SubBase Pearl.

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(C) WEATHER

Seasonal weather was encountered throughout.

(D) TIDAL INFORMATION

Currents agreed with those shown on large scale chart of the area in set. However, drift was found to be from maximum shown to as much as two knots over maximum, particularly in the Japan Current off the east coast of Formosa.

(E) NAVIGATIONAL AIDS

None sighted.

(F) SHIP CONTACTS

NO	TIME DATE	LAT. LONG.	TYPE	INITIAL RANGE	EST. COURSE SPEED	HOW CONTACTED	REMARKS
1	2040(I) 25 March	14-10N 143-30E	Submarine	4,400	100° -	Radar	Friendly
2	0330(I) 28 March	20-52N 133-10E	Submarine	11,000	118° -	Radar	Friendly
3	1145(I) 28 March	20-40N 1 DD 132-00E 2 DE's		18,000	085° -	Lookout	Friendly
4	1020(I) 29 March	20-40N 126-30E	Submarine	16,000	090° -	Lookout	Friendly
5	0008(I) 24 April	24-24N Small 122-37E Fishing boat		6,000	100° 5 knots	Radar	On course from north Formosa to Yonakuni

(G) AIRCRAFT CONTACTS

Enemy aircraft contacted on this patrol were concentrated in the last week of April when there had been no very recent friendly air strikes on northern Formosa. Fighter planes were sighted apparently running morning and evening trips between northern Formosa and Sakishima Gunto. On April 28, west of Yonakuni Jima, a Val dropped two light bombs 1 1/2 miles away, and shortly afterward six single engine planes passed close and low, possibly on anti-submarine sweep.





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(G) AIRCRAFT CONTACTS (CONT'D)

Two night fliers were contacted, one with 150 meg radar. No enemy medium or heavy bombers were sighted.

(H) ATTACK DATA

No attacks were made.

(I) REMARKS

No remarks.

(J) ANTI-SUBMARINE MEASURES AND EVASION TACTICS

At 1745(I) on 28 April, in Lat. 24-24N, Long. 122-36E, while submerged, a Val type dive bomber was seen to drop a bomb about 1 1/2 miles from us on our port bow. This bomb was heard through the hull, and a second bomb was heard a minute later as we went to 150 feet. Bombs were evidently small and sounded more like surface bombs than depth bombs.

Shortly after returning to periscope depth twenty-two minutes later, six single engine planes were sighted flying low with a zero angle, distance about three miles. We went deep again and were not detected.

During the previous several days we had been in this same vicinity. It is quite possible that our presence had been detected by:

- (a) Sighting from plane,
- (b) Sighting from Yonakuni Jima, or
- (c) D-Fing our SD which we used intermittently while surfaced during daylight.

Planes may have been making systematic sweeps without having actually located us, or the dive bomber might have sighted our six feet of exposed periscope, lost it, and then let go where he thought it had been. Sea was state 3; our speed 2.5 knots. Sighting of the hull submerged would have been unlikely.

(K) MAJOR DEFECTS AND DAMAGE

Hull and Machinery:

(a) Vapor Compression Still #2: After approximately 100 hours of operation a bad knock developed in the compressor. Clearances were re-adjusted and the unit returned to operation. Although the knocking continued, the unit makes good water.



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Subject: U.S.S. BANG, Report of War Patrol Number Six.

(K) MAJOR DEFECTS AND DAMAGE (CONT'D)

Hull and Machinery (cont'd)

(b) No. 1 Main Engine (Fairbanks-Morse): The overspeed latch on this engine tripped out several times at both 650 and 720 RPM. The latch was honed three times before satisfactory results were obtained.

A small crack developed on the liner waterjacket of number three cylinder at the air starting cock. It is possible that this may have developed during the fifth patrol and was not discovered during the last refit.

(c) No. 4 Main Engine (Fairbanks-Morse): A  $\frac{1}{2}$  inch crack developed on the liner waterjacket of number nine cylinder at the indicator cock. Patched and bonded, and the engine remained in operation.

(d) Gyro Compass, Master: Again on this patrol, after about three weeks of operation a loud noise was heard in the master gyro and the oscillator motor failed shortly thereafter. Disassembly revealed the worm and pinion gears worn beyond repair. This is the third time this same casualty has occurred to this unit. In each case the gears were worn only in one place indicating some misalignment which two refit activities have failed to discover. The oscillator motor was disconnected and the gyro placed back in operation with satisfactory results.

(e) Drum Type Controllers: The usual failures were encountered once again on this patrol, one of which provoked a very dangerous situation. During a routine dive on 15 April, #1 hydraulic pump controller failed on the fourth stage and the pump could not be started. Due to lack of hydraulic capacity, the main induction failed to close, as the bow planes were being rigged out at the time. The boat was immediately surfaced and only a slight amount of water entered the induction. Upon inspection of the controller it was found that the set screw on the gear was out of adjustment. This, like similar incidents, once again stresses the vital need for the more positive magnetic controllers, particularly on hydraulic pumps, trim pump, and turbo-blower.

(f) Ammeters, Main Control Cubicle: During the first two weeks of the patrol all of the battery ammeters failed. It was necessary thereafter to determine battery charging rates by subtracting the auxiliary load from the generator output. The cause of this casualty has not been determined but is believed to be an undetected ground in the circuit.



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(K) MAJOR DEFECTS AND DAMAGE (CONT'D)

Hull and Machinery (cont'd)

(g) Trim Tank Gauges: During the latter part of the patrol the liquidometer gauges on the forward and after trim tanks became very erratic. The after trim gauges failed to register until two or three hours after the tank had been pumped or flooded. A discrepancy of about 5000 lbs developed between the gauge in the control room and that in the after torpedo room. The forward trim tank gauge in the control room stuck on the 25500 lb mark. The gauge in the forward torpedo room continued to operate, erratically, for a few days when it too became stuck. For the remainder of the patrol it was necessary to pump the trim tanks to and from the auxiliary tanks when compensating the boat.

Ordnance and Gunnery:

None.

(L) RADIO

Radio reception was good with no major difficulties encountered. Reception on 9090 kcs. keyed from Guam daily was used for the most part and received with signal strength 5.

All transmissions were cleared satisfactorily.

Only one major casualty occurred. On April 15, the power supply unit of the R&K receiver was grounded out due to water dripping from a ventilation duct. The power transformer (T-201) was shorted, causing it to burn out, and the current regulator resistor (R-201) and tube (V-201) were damaged. Repairs were satisfactorily effected and unit placed back in commission.

(M) R.D.R.

SJ: This radar worked well during this patrol. The casualties were few and maximum ranges were continuously obtained by only occasionally making minor adjustments to the transmitter-receiver unit. A policy of continuous protective maintenance was followed which prevented a great many troubles before they occurred.

For navigational information a simple unit containing a delay multivibrator, clipper and cathode follower was added to extend the range of the range step. This was arranged so that it could be introduced into the system whenever needed.

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(N) RADAR (CONT'D)

Troubles that occurred are as follows:

SJ:

1. Oscillation of range step on A scope and precision sweep.
2. Flashing of sweep on the PPI scope at irregular intervals.  
Replaced 6AC7's (V6-V7) in viduocircuit and 6L6-G of the sweep amplifier. Tubes shorted out.
3. High voltage disappeared from transmitter.  
Faulty wiring in control unit repaired.
4. Changed other various tubes such as 5U4-G's, 6SN7's and the 721-A after 350 hours in order to bring up sensitivity.

A few sample ranges obtained by this radar are as follows:

Land (Luzon)	123,000 yards. (Secondary return)
Land (Batan Island)	100,000 yards.
Land (Kashoto Island)	59,600 yards.
Aircraft (PBV)	17,000 yards.
Land (Formosa)	142,000 yards. (Secondary return)

SD: Nothing new to report.

BN: On one occasion while on lifeguard the BN gave an indication on the SD scope of a pulse not unlike an emergency pulse from an ABK. This pulse was steady at about 4 miles, and was present whenever the BN was switched on. Upon investigation the BN was found inoperative due to absence of outgoing pulses. After much searching the trouble was found in the IF strip with R54 A,B,C, and D burned in half and in the remote control potentiometer R51 in the SD panel shorted to ground. Repairs were made and BN retuned where upon the gear operated perfectly. No cause could be found for this failure except possible excess IC voltage.

APR: This gear operated well with the usual troubles due to ageing tubes. The 955-S in TN-2 were replaced due to becoming noisy. The 6SJ7-G was replaced in the trigger circuit of the SPA-1.

(N) SOUND GEAR AND SOUND CONDITIONS

All sound gear gave satisfactory performance. No material difficulties were encountered. Sound conditions were good.



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(O) DENSITY LAYERS

DATE & TIME (GCT)	POSITION	ISOTHERMAL		NEGATIVE GRADIENT	
		TO FEET	DEGREES	TO FEET	DEGREES
29 March 2100	20° 11'N 122° 09'E	60	78°	-	-
1 April 2100	19° 10'N 120° 56'E	60	79°	400	69°
8 April 2100	19° 45'N 121° 45'E	220	82°	330	77°
24 April 2100	24° 29'N 122° 34'E	200	80°	300	77°
28 April 0500	24° 32'N 122° 38'E	200	79°	350	75°

Daily dives in vicinity Lat. 25° 00'N, Long. 122° 30'E showed isothermal to 100 feet with temperature changes from 69° to 81° at periscope depth.

(P) HEALTH, FOOD & HABITABILITY

Good.

(Q) PERSONNEL

(a) Number of men detached after previous patrol.	12
(b) Number of men on board during patrol.	75
(c) Number of men qualified at start of patrol.	69
(d) Number of men qualified at end of patrol.	72
(e) Number of unqualified men making their 1st patrol.	6

(R) MILES STEAMED - FUEL USED

	<u>Miles</u>	<u>Gallons</u>
Guam to area	1474	15,130
In area	5555	40,620
Area to Saipan	1584	21,820
Saipan to Pearl	3520	56,000

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(S) DURATION

Days Guam to area	5
Days in area	35
Days area to Saipan	5
Days Saipan to Pearl	11
Days Submerged (more than 7 hours)	32

(T) FACTORS OF ENDURANCE REMAINING (UPON ARRIVAL SAIPAN)

Torpedoes	21
Fuel	32,000 gallons
Provisions	20 days
Personnel	Indeterminate
Limiting Factor This Patrol - Orders from ComSubsPac	

(U) RADIO, RADAR AND SOUND COUNTERMEASURES

INTERCEPT OF ENEMY SIGNALS

DATE TIME (I)	SHIP POSITION	FREQUENCY IN MC	PRF CPS	PULSE WIDTH IN U SEC	ANTENNA ROTATION
30 March 1930	20° 10'N 122° 25'E	43	20	25	Irregular

Remarks: Strong with small trailing land return pip. No previous record of this type of radar. Land based.

Sketch:





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(U) RADIO, RADAR AND SONAR COUNTERMEASURES

INTERCEPT OF ENEMY SIGNALS (CONT'D)

DATE TIME (I)	SHIP POSITION	FREQUENCY IN MC	PRF CPS	PULSE WIDTH IN U SEC	ANTENNA ROTATION
2 April 0230	18° 51'N 120° 53'E	388	250	6.5	Irregular

Remarks: Unable to determine type as it is not listed.

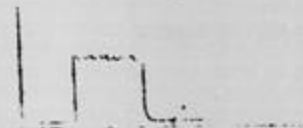
Sketch:



2 April 0400	18° 45'N 120° 54'E	216	500	5	3
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Remarks: Unable to determine type as it is not listed.

Sketch:



2 April 0400	18° 45'N 120° 54'E	216	180	3	0.7
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Sketch:




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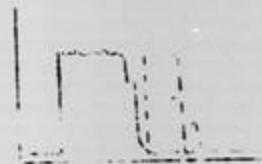
(U) RADIO, RADAR AND SONAR COUNTERMEASURES

INTERCEPT OF ENEMY SIGNALS (CONT'D)

DATE TIME(I)	SHIP POSITION	FREQUENCY IN MC	PRF CPS	PULSE WIDTH IN U SEC	ANTENNA ROTATION
2 April 0530	18° 57.5'N 121° 04'E	388	250	See Remarks	None
Remarks: Very weak signal. Although there were no apparent sweeps the strength would vary slightly. Land based with small trailing land returns.					
Sketch:					
					
3 April 2100	19° 39'N 121° 10'E	Same intercept as 1930, 30 March. Remarks: Saturation on SPA-1, Gain at 5½			
4 April 2130	20° 10'N 121° 40'E	Same intercept as 1930, 30 March.			
5 April 1945	19° 38'N 122° 20'E	43	25	25 to 30	Keyed and erratic

Remarks: This radar was a very strong, land based radar. At a distance of 20 miles from land the SPA-1 scope was saturated at a gain setting of 2. The dotted lines in the sketch indicate the appearance of strong land return.

Sketch:





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(U) RADIO, RADAR AND SONAR COUNTERMEASURES

INTERCEPT OF ENEMY SIGNALS (CONT'D)

DATE TIME(I)	SHIP POSITION	FREQUENCY IN MC	PRF CPS	PULSE WIDTH IN U SEC	ANTENNA ROTATION
7 April 1930	19° 21'N 122° 21'E	43	20	20 to 60	Irregular

Remarks: Very strong and of the same type as 1930, 30 March. At this time there were about 4 radars on at this frequency with pulse widths varying from 20 to 60 micro-seconds.

8 April 2000	19° 30'N 122° 17'E	Same intercept as 1930, 30 March.			
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9 April 2000	20° 13'N 121° 30'E	220	175	2.5	35
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Remarks: Very weak. Again no record of this type of radar.  
Sketch:



10 April 0230	20° 06'N 122° 19'E	Same as 1930, 30 March.			
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Remarks: Several of this type of radar at this frequency. The power of this radar increased very rapidly and was strongest at 0243 to 0315.

11 April 2400	22° 25'N 121° 46'E	97	750	30	Irregular
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Remarks: It secured at 0300  
Sketch:



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(U) RADIO, RADAR AND SONAR COUNTERMEASURES

INTERCEPT OF ENEMY SIGNALS (CONT'D)

DATE TIME(I)	SHIP POSITION	FREQUENCY IN MC	PRF CPS	PULSE WIDTH IN U SEC	ANTENNA ROTATION
11 April 0000	22° 25'N 121° 46'E	175	195	7	Irregular

Sketch:



11 April 0045	22° 35'N 122° 43'E	72	450	20	Irregular
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Remarks: Strong land based. Died out at 0300.

Sketch:



11 April 0300	23° 05'N 121° 42'E	80	500	50	Irregular
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Sketch:



11 April 0300	23° 05'N 121° 50'E	70	450	25	Irregular
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Remarks: Land based.

Sketch:





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(U) RADIO, RADAR AND SONAR COUNTERMEASURES

INTERCEPT OF ENEMY SIGNALS (CONT'D)

DATE TIME(I)	SHIP POSITION	FREQUENCY IN MC	PRF CPS	PULSE WIDTH IN U SEC	ANTENNA ROTATION
11 April 0625	23° 24'N 121° 58'E	155	400	8	Irregular

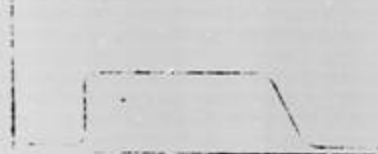
Remarks: Two radars were observed on this frequency, the other appearing at 1000. Weak with pulse width changing from 5 to 8 u sec at various intervals.

Sketch:



11 April 1930	23° 04'N 121° 50'E	43	20	20 to 50	Keyed
11 April 1945	23° 20'N 122° 00'E	72	450	20	Steady

Sketch:



12 April 0120	23° 00'N 121° 51'E	97	750	30	See Remarks
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Remarks: Very weak. Made irregular sweeps every 2 minutes.

12 April 0500	23° 38'N 121° 59'E	73	400	30 to 40	Irregular
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Remarks: Saturated signal of land based radar.

Sketch:



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(U) RADIO, RADAR AND SONAR COUNTERMEASURES

INTERCEPT OF ENEMY SIGNALS (CONT'D)

DATE TIME(I)	SHIP POSITION	FREQUENCY IN MC	PRF CPS	PULSE WIDTH IN U SEC	ANTENNA ROTATION
12 April 0610	23° 40'N 122° 00'E	Same intercept as 0625, 11 April.			
12 April 0900	23° 26'N 121° 58'E	Same intercept as 0605, 11 April.			
12 April 0900	23° 26'N 121° 58'E	Same intercept as 0120, 12 April.			
13 April 2230	23° 00'N 121° 45'E	160	450	5	1
Sketch:					
14 April 0550	23° 07'N 121° 50'E	Same intercept as 0500, 12 April.			
14 April 1930	23° 45'N 122° 00'E	Same intercept as 0300, 11 April.			
14 April 1930	23° 45'N 122° 00'E	154	500	8	Steady

Remarks: Strong.

Sketch:

14 April 2145	24° 01'N 122° 06'E	Same intercept as 0500, 12 April.			
15 April 0505	24° 50'N 123° 25'E	Same intercept as 2230, 13 April.			



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(U) RADIO, RADAR AND SONAR COUNTERMEASURES

INTERCEPT OF ENEMY SIGNALS (CONT'D)

D.TS TIME(I)	SHIP POSITION	FREQUENCY IN MC	PRF CPS	PULSE WIDTH IN U SEC	ANTENNA ROTATION
15 April 1930	29° 50'N 122° 49'E	43	20	20	None
Remarks: Seems to be same type as 1930, April 11, There are 3 or 4 different radars of this type on the same frequency.					
15 April 1930	29° 50'N 122° 49'E	Same intercept as 0300, 11 April.			
16 April 0430	24° 56'N 122° 13'E	Same intercept as 2230, 13 April.			
16 April 1930	24° 52'N 122° 24'E	Same intercept as 1930, 15 April. 0300, 11 April. 2230, 13 April.			
Remarks: Three radars observed at this time.					
17 April 0510	23° 23'N 121° 54'E	Same intercept as 0500, 12 April.			
17 April 1030	23° 08'N 121° 52'E	Same intercept as 1930, 14 April.			
17 April 1230	22° 55'N 121° 36'E	180	180	5 to 7	2

Remarks: Quite strong - checks with our SK (Received during lifeguard)

Sketch:




17 April 1630	22° 56'N 121° 35'E	Same intercepts as 1930, 15 April. 2230, 13 April. 0120, 12 April.			
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(U) RADIO, RADAR AND SONAR COUNTERMEASURES

INTERCEPT OF ENEMY SIGNALS (CONT'D)

DATE TIME	SHIP POSITION	FREQUENCY IN MC	PRF CPS	PULSE WIDTH IN U SEC	ANTENNA ROTATION
18 April 0400	24° 11'N 122° 23'E	80	400	30 to 40	Irregular
Sketch:					
					
18 April 1930	24° 23'N 122° 37'E	Same intercepts as 2230, 13 April. 0400, 18 April.			
19 April 0500	24° 00'N 122° 23'E	Same intercept as 2230, 13 April.			
19 April 1600	24° 10'N 122° 25'E	Same intercepts as 2230, 13 April. 0400, 18 April. 1930, 14 April.			
21 April 2200	24° 06'N 125° 14'E	156	500	10	Irregular

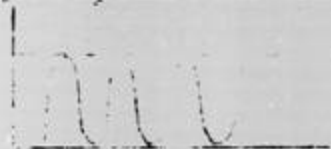
Sketch:



21 April  
2200 24° 06'N  
125° 14'E See Remarks.

Remarks: This had the looks of a 103MC carrier modulated with 100% modulation at 350 CPS. It made constant sweeps at 1 R.P.M. Maybe a Jap radar beacon - land based.

Sketch:





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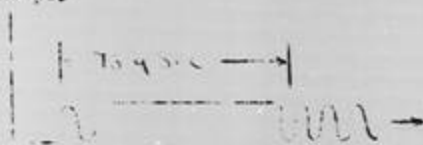
(U) RADIO, R.D.R. AND SONAR COUNTERMEASURES

INTERCEPT OF ENERGY SIGNALS (CONT'D)

DATE TIME(I)	SHIP POSITION	FREQUENCY IN MC	PRF CPS	PULSE WIDTH IN U SEC	ANTENNA ROTATION
22 April 1200	24° 01'N 124° 12'E	104	350	Very wide	1

Remarks: The full scale sweep is as seen in the sketch. Made regular sweeps.

Sketch:



23 April 1500	24° 20'N 122° 32'E	Same intercepts as 2230, 13 April. 0400, 18 April.			
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23 April 2220	24° 38'N 122° 27'E	155	-	-	Come on suddenly
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Remarks: A plane contact was made on the SJ shortly after this intercept was made.

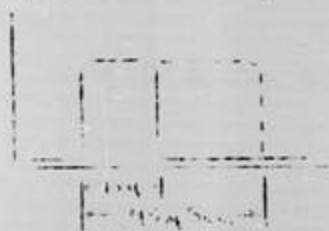
24 April 0530	24° 24'N 122° 35'E	70	500	25 to 30	Irregular
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24 April 0545	24° 24'N 122° 35'E	Same intercept as 2230, 13 April.			
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25 April 2000	24° 28'N 122° 37'E	80	450	See Remarks	Irregular
------------------	-----------------------	----	-----	-------------	-----------

Remarks: The pulse width would vary about 100 times per second.

Sketch:



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(U) RADIO, RADAR AND SONAR COUNTERMEASURES

INTERCEPT OF ENEMY SIGNALS (CONT'D)

DATE TIME(I)	SHIP POSITION	FREQUENCY IN MC	PRF CPS	PULSE WIDTH IN U SEC	ANTENNA ROTATION
27 April 0100	24° 32'N 122° 41'E	175	200	10	Steady - but varies slightly

Remarks: Japanese air borne

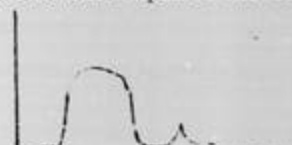
Sketch:



28 April 0000	24° 13'N 122° 14'E	152	900	7.5	Steady - but keying
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Remarks: Checks with Japanese air borne Mark IV(old).

Sketch:



28 April 0030	24° 12'N 122° 12'E	Same intercepts as 1930, 14 April. 0400, 18 April.			
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29 April 1945	22° 21'N 121° 33'E	Same intercepts as 2230, 13 April. 1930, 11 April.			
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30 April 0200	23° 07'N 121° 50'E	Same intercept as 0120, 12 April.			
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30 April 2315	23° 23'N 121° 49'E	154	450	4	Irregular
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Remarks: Fairly strong - land based. Pulse narrower than usual.

Sketch:





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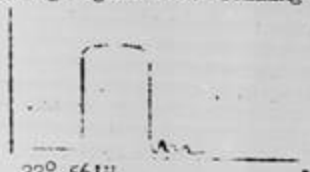
(U) RADIO, RADAR AND SONAR COUNTERMEASURES

INTERCEPT OF ENEMY SIGNALS (CONT'D)

DATE TIME(I)	SHIP POSITION	FREQUENCY IN MC	PRF CFS	PULSE WIDTH IN U SEC	ANTENNA ROTATION
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1 May 2000	22° 56'N 121° 40'E	38	50	20	Irregular
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Remarks: Strong signal with trailing land echos.  
Sketch:



1 May 2000	22° 56'N 121° 40'E	43	Same intercept as 1930, 11 April.		
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Remarks: Three distinctive radars at this frequency.

1 May 2000	22° 56'N 121° 40'E	73 to 75	450 to 500	30	Irregular
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Remarks: Several radars as indicated above at this frequency.

2 May 2010	22° 59'N 122° 46'E	39	Same intercept as 2000, 1 May.		
		43	Same intercept as 1930, 11 April.		
		74	Same intercept as 2000, 1 May.		

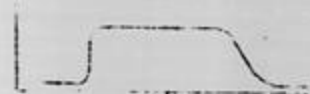
2 May 2010	22° 59'N 122° 46'E	41	50	25	Irregular
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Remarks: Quite strong.  
Sketch:



2 May 2255	22° 32'N 121° 43'E	78	750	45	Steady
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Remarks: The power output of this radar was varied. Was quite steady on.  
Sketch:



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Subject: U.S.S. BANG, Report of War Patrol Number Six.

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(V) REMARKS

Modification to the SJ radar mentioned under section (II) is considered worthy of special note. This in no way affects the operation of the equipment, but when cut in permits exact ranges to be taken on landmarks out to 110,000 yds. It was devised by the radar officer, Lt(jg) W. E. Spengler, USNR, and on this patrol of almost continuous overcast weather with unpredictable currents ranging from one to over four knots, its use made navigation simple, where it would otherwise have been a nightmare.

The downed aviator picked up on 22 April was located for us by planes. Too much emphasis cannot be placed on the value of air assistance in searching. A fighter plane first located and reported him, then lost him as we were proceeding to the spot. We passed his position several miles away thinking he was still ahead, and turned back only after his buddies had relocated him. Even so, with planes zooming his position dead ahead of us and with an alert watch, both bridge and periscope, his yellow rubber boat was not sighted until about 2½ miles away. Sea was state 2. Upon close approach, considerable green dye was visible, some of which had been dropped by the planes who were coaching us in, with the mistaken idea that it would be of some use. A smoke float in this case would have been of very great value in the event that planes themselves had had to depart prior to the rescue.

Many officer-hours are spent on patrol deciphering messages. This load seems to be increasing as time goes on. I believe that if the wording of messages were made as simple as possible consistent with good practice, a service would certainly be done submarines on patrol. I have in mind particularly the rhetorical gymnastics, freak expressions, and items of questionable general interest sometimes appearing in the nightly news messages.

The Submarine Bulletin for March 1945 was received on board at Saipan on our way to Pearl. I would like to express a hearty "Well Done" to the makers of that very valuable booklet. Certainly hope it continues.



MEERK  
1004



SUBMARINE DIVISION FORTY-FOUR

FE5-44/A16-3/(1)

Care of Fleet Post Office,  
San Francisco, California.  
22 May 1945

Serial ( 056 )

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

FIRST ENDORSEMENT to  
U.S.S. BANG SIXTH WAR  
PATROL.

From: The Commander Submarine Division FORTY-FOUR.  
To : The Commander-in-Chief, United States Fleet.  
Via : (1) The Commander Submarine Squadron FOUR.  
(2) The Commander Submarine Force, Pacific Fleet.  
(3) The Commander-in-Chief, U.S. Pacific Fleet.  
Subject: U.S.S. BANG (SS 385) SIXTH WAR PATROL - Comments on.

1. The Sixth War Patrol of the U.S.S. BANG was conducted in the IJAZON Straits and East FORMOSA areas. The patrol was the first for the new Commanding Officer as such. The patrol was of fifty-five days duration.

2. No contacts were made worthy of torpedo fire and thus no torpedo attacks were conducted. Much of the time was spent performing life guard duty and on 22 April the BANG had the pleasure of rescuing a Naval pilot who had been in the water for fourteen hours.

3. The modification made to the SJ radar by Lieutenant (jg) W. E. Spangler, U.S.N.R., is of note. This modification enabled the BANG to take extremely long ranges on land marks and improved the efficiency of their navigation particularly during the many overcast days in their area.

4. The BANG returned from patrol in a most shipshape condition and with morale high. The BANG now returns to the West Coast for a modernization overhaul.

5. The Commander Submarine Division Forty-four congratulates the Commanding Officer, Officers and crew of this fine outstanding submarine for the efficient manner in which its patrol was conducted and for the rescue of one of our carrier pilots.

*E. W. Grenfell*  
E. W. GRENFELL

MEERK  
O 1004

SUBMARINE SQUADRON FOUR  
Fleet Post Office  
San Francisco, California

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FC5-4/A16-3

24 May 1945.

Serial: 0390

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

SECOND ENDORSEMENT to  
USS BANG (SS385) - Re-  
port of Sixth War Patrol.

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

1. Forwarded, concurring in the remarks of the  
Commander Submarine Division FORTY-FOUR.
2. The Squadron Commander congratulates the Com-  
manding Officer, officers and crew of the BANG upon the comple-  
tion of that vessel's Sixth War Patrol.

*W. V. O'Regan*  
W. V. O'REGAN.

MEERK  
1004



6 01302

FF12-10(A)/A16-3(18)

SUBMARINE FORCE, PACIFIC FLEET

Ga

Serial: 01241

Care of Fleet Post Office,  
San Francisco, California,  
26 May 1945.

CONFIDENTIAL

THIRD ENDORSEMENT to  
BANG Report of  
Sixth War Patrol.

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

COMSUBSPAC PATROL REPORT NO. 766  
U.S.S. BANG - SIXTH 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 Sixth War Patrol  
(25 March to 18 May 1945).

1. The sixth war patrol of the BANG, under the command of Lieutenant-Commander O. W. Bagby, U. S. Navy, was conducted in the Luzon Straits and area off the east coast of Formosa. The BANG, along with the EURFISH and SMOOK, formed a coordinated attack group with the commanding officer of the SMOOK as group commander. Lifeguard services were rendered in addition to offensive patrol.
2. This well conducted patrol produced no contacts. However, the BANG had the privilege of rescuing one downed carrier pilot.
3. Award of Submarine Combat Insignia for this patrol is authorized.
4. The Commander Submarine Force, Pacific Fleet, congratulates the commanding officer, officers, and crew of the BANG for the completion of this successful patrol.

MERILL COMSTOCK.

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

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