

E. Andrew Wilde, Jr., Editor

**The U.S.S. *Jacob Jones* (DD-130) in World War II:
Documents, Photographs and Survivors' Interviews**

Needham, Massachusetts
Privately published by the editor
First Edition 2006



Scanned and electronically published by
Destroyer History Foundation
Bolton Landing, New York
2006

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USS *Jacob Jones* (DD-130) in World War II

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E. A. Wilde, Jr.
August, 2006

Jacob Jones *

Jacob Jones was born near Smyrna, Del., in March 1768. Appointed Midshipman 10 April 1799, he served in *United States* during the quasi-war with France. In 1803 he sailed in frigate *Philadelphia* to the Barbary coast. On 31 October, when *Philadelphia* ran aground near Tripoli harbor, Jones was captured by the Tripolitans and held prisoner for 20 months. Upon his return to the United States, he served in *Adams* and *Argus* and on 4 June 1810 took command of sloop *Wasp*.

After the outbreak of war with England, *Wasp* captured brig *Dolphin* 13 October 1812; and defeated British ship-of-war *Frolic* in a bitter struggle off the Delaware capes on the 18th. Commissioned Captain 3 March 1813, Jones then commanded *Macedonian* and later in the war rendered valuable service to Commodore Chauncey on Lake Ontario.

Upon the return of peace with England, he again commanded *Macedonian*, joined the Mediterranean Squadron under Commodore Decatur, and took part in securing lasting peace with the Barbary powers. Captain Jones assumed command of the Mediterranean Squadron in 1821; and in 1824 he was appointed to the Board of Navy Commissioners. Two years later he became commander of the U.S. Naval Forces in the Pacific. At the time of his death, 3 August 1850, Commodore Jones was the commandant of the Naval Asylum in Philadelphia.

* *Dictionary of American Naval Fighting Ships, Volume 3.*
Washington: Naval Historical Center, 1968.



The sponsor's party at the christening ceremony for the Jacob Jones at New York Shipbuilding Corporation's yard, Camden, New Jersey, on November 20, 1918. The Sponsor (far left), Mrs. Cazenove Doughton (Florence C. Jones), was the great-granddaughter of the late Commodore Jacob Jones (1768-1850). With her, left to right: Mr. S.H. Ling, Mrs. Lele Young, Mrs. Jones, Mr. Arch Taylor, Mr. Workman, Miss Mildred Lee and Mrs. Florence Lee..
 (U.S. Naval Historical Center Photograph #NH 98158)

Office of Naval Records and History
Ships' Histories Section
Navy Department

HISTORY OF USS JACOB JONES (DD 130)

The JACOB JONES (DD 130) destroyer of 1,090 tons displacement, was built by the New York Shipbuilding Company, New Jersey and launched on 20 November 1918, with Mrs. Cazenove Doughten, great granddaughter of Captain Jacob Jones, acting as sponsor. This vessel was the second named in honor of Captain Jacob Jones, USN, who was born near Smyrna, Delaware in March 1768 and died at Philadelphia 3 August 1850.

He cruised under Captain John Barry in the early part of the last century, was captured by the Tripolitans and held prisoner for twenty months. After his release he returned to the United States and fought during the war of 1812 in the Atlantic and on Lake Ontario.

After the war ended he commanded the MACEDONIAN under Commodore Decatur in the Mediterranean Squadron; from 1824-1826 he was one of the board of Navy Commissioners; from 1826-1830 he commanded the Pacific Station. At the time of his death in 1850 he was Commandant of the Naval Asylum, Philadelphia.

The first destroyer named JACOB JONES, was built by the New York Shipbuilding Company, and sunk by enemy submarine on 6 December 1917, between Brest, France and Queenstown, Ireland, with a loss of two officers and sixty-two men.

After commissioning on 20 October 1919, the second JACOB JONES (DD 130) was fitted out, took the usual shakedown cruise, and was assigned to the Pacific. From 1922 until 1930 the then new Destroyer was out of commission at San Diego. In 1931 the ship was assigned to scouting force duty in the Atlantic where she remained until 1937 when she returned to the Pacific for duty.

The Japanese attack on Pearl Harbor on 7 December 1941 found the JACOB JONES back in the Atlantic engaged in patrol and escort duty. However, the war career of this gallant destroyer was destined to be short lived. Like her predecessor, the 1,200 ton World War I destroyer of the same name, her doom was to be sealed by an enemy submarine.

The JACOB JONES departed Brooklyn Navy Yard at 1100 on 27 February 1942, under the command of Lieutenant Commander Hugo David Black, Jr., USN, and was attacked and sunk by an enemy submarine at approximately 0500 on 28 February off Cape May, New Jersey. There were only eleven survivors consisting of nine engineroom and two apprentice seamen ratings. It has been established that prior to receiving the first torpedo hit, the enemy submarine was not sighted nor was the torpedo.

The first warning of attack came when two or possibly three torpedoes struck on the port side. They struck in rapid succession with lapse of but seconds between the first and final explosion. One torpedo apparently struck just aft of the bridge and exploded the ship's magazine. As a result of this terrific explosion everything forward of the point of impact was sheered off. The ship, which had been steaming at fifteen knots, immediately went dead in the water and listed heavily to port. The chart room, bridge, officers' and petty officers' quarters were completely destroyed. Another torpedo struck approximately forty feet forward of the fantail and sheered off everything above the keel plates and shafts, destroying the crew's quarters located in that section. There was really little more than the midships section left of the destroyer.

The enemy submarine was never actually sighted after the attack but all survivors reported seeing a spot of light approximately eight inches in diameter which was variously estimated at being from 100 yards to a mile away from the ship, positioned at one time on the port hand and at another time on the starboard hand, which might either indicate that the submarine was circling the ship or the ship was changing position. There was no attempt by the enemy to board the crippled destroyer, no attempt to hail or question any of the survivors, nor were they machine-gunned or shelled.

The survivors reported that only one officer, Ensign Smith, an assistant engineer, was seen subsequent to the attack, who was so badly injured that he was practically incoherent at all times prior to his death. But the discipline of the crew in the absence of officers was reported to be excellent. All men attempted to man their battle station and lower boats, but the lowering of boats proved impossible because of the insufficient number of uninjured personnel to perform the operation, and because the decks were slippery and piled high with twisted iron and steel. All but about 35 men were killed or disabled and of those only 11 lived to tell the story. The remainder died in life rafts or were killed by depth charges when the ship sank.

It was a calm moonlit night - almost dark - the JACOB JONES slid bow first beneath the waves to her final resting place, having remained afloat about forty-five minutes after being torpedoed.

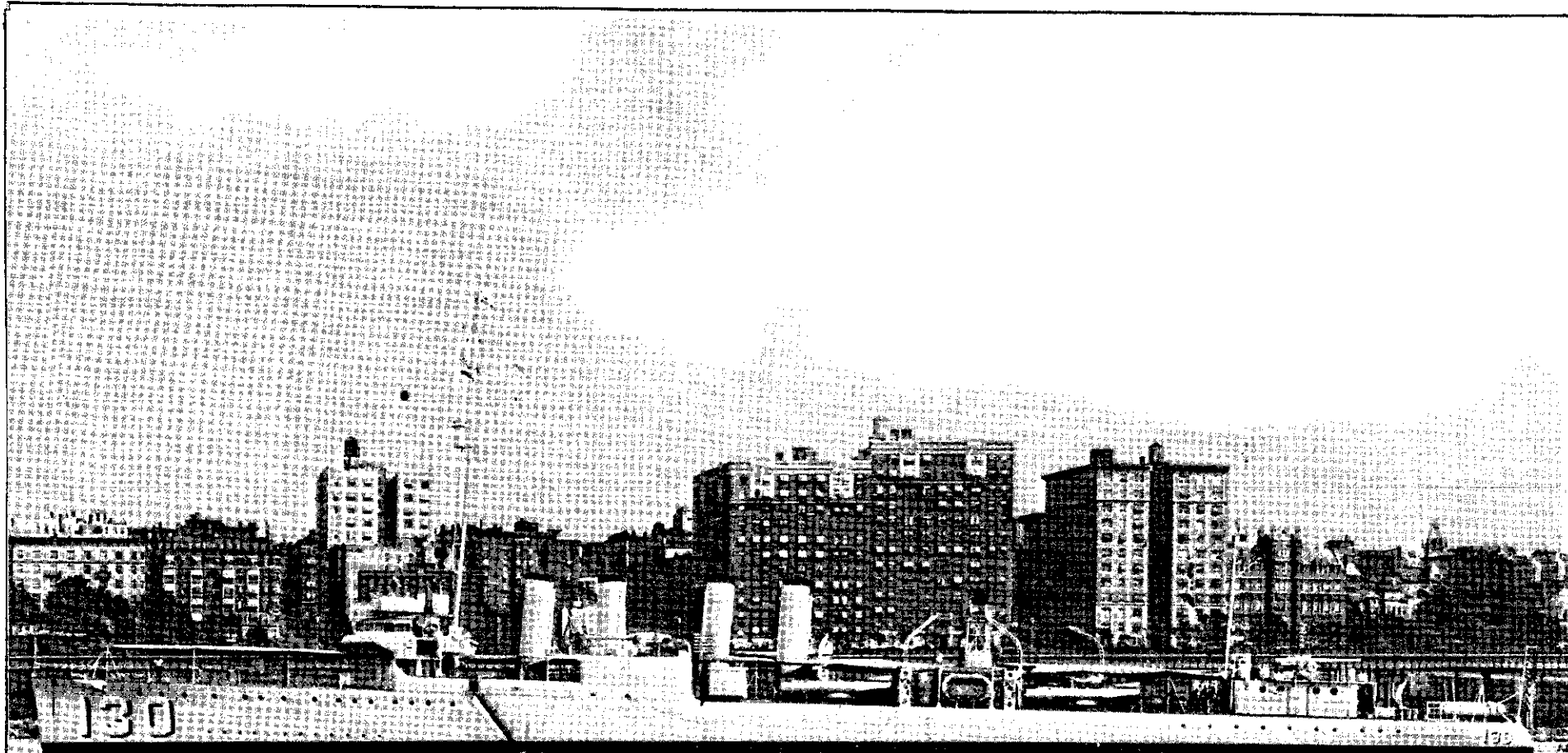
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STATISTICS

DISPLACEMENT	1,090 tons	BEAM	30 feet
LENGTH OVERALL	314 feet	SPEED	35 knots

* * * * *

Restencilled: August 1952



USS Jacob Jones (DD-130), a 1,090-ton Wickes-class 'flush-decker' destroyer, was originally commissioned in 1919. As shown, in the late 1930's, she was armed with four 4-inch/50 single-purpose (surface targets only) guns, four triple-tube 21-inch torpedo mounts, one 3-inch/23.5 anti-aircraft gun on the stern and possibly two .50-cal. machine guns. When she was refitted for escort duty in 1941 the 4-inch guns, the two after banks of torpedo tubes (Mounts 3 and 4) and the 3-in. gun were landed. They were replaced with six 3-inch/50 dual-purpose guns effective against both surface and aerial targets (two of them were mounted where the after torpedo tubes had been located), a 'Y-gun' depth charge projector on the stern and two additional .50-cal. machine guns. (U.S. Naval Institute Collection)

(DD-130: dp. 1,090; l. 314'5"; Sl'8"; dr. 8'8"; s. 35 k.; cpl. 113; a. 4 4", 2 3" cal. mg., 1221" tt.; cl. Wickes)

The second *Jacob Jones* (DD-130) was laid down 21 February 1918 by the New York Shipbuilding Corp., Camden, N.J., 20 November 1918; sponsored by Mrs. Cazenove Doughton, great-granddaughter of Commodore Jacob Jones; and commissioned 20 October 1919 at the Philadelphia Navy Yard, Lt. Comdr. P. H. Bastedo in command.

After fitting out at Philadelphia, *Jacob Jones* sailed 4 December for shakedown in the Atlantic. She arrived Pensacola, Fla., 22 December to continue her training and departed 3 January 1920 for the Pacific. Arriving San Diego 26 January, she operated along the California coast on antiaircraft and firing exercises. She entered Mare Island Navy Yard 17 August for repairs and overhaul and assumed a reserve status. Returning to duty with Destroyer Force, Pacific Fleet, 18 June 1921, she operated out of San Diego until decommissioning 24 June 1922.

Recommissioned 1 May 1930, *Jacob Jones* trained in coastal waters from Alaska to Mexico as a plane guard for the Navy's budding aircraft carriers. Following Battle Fleet maneuvers during August, she entered Mare Island in November for repairs. The destroyer sailed 4 February 1931 for Panama, where she resumed plane guard duty for *Langley* (CV-1). *Jacob Jones* transited the Panama Canal 22 March and sailed for maneuvers in the Caribbean. She sailed for the United States 1 May and took part in joint Army-Navy maneuvers in the Chesapeake Bay 26 to 29 May. During the remainder of the summer, she operated with Destroyer Division 7 along the New England coast before retiring to the Boston Navy Yard 2 October for overhaul.

Jacob Jones steamed from Boston 1 December for maneuvers off Haiti. On 13 February 1932 she departed the Caribbean to begin 13 months of plane guard duty and torpedo practice along California. She returned to Guantanamo, Cuba, 1 May 1933 for general drill and battle problem exercises, and on the 26th she sailed for Norfolk to undergo self-upkeep on rotating reserve.

Following 2 months of overhaul at Charleston, *Jacob Jones* returned to Guantanamo 29 November for scouting and firing exercises. She interrupted her maneuvers 29 June 1934 and sailed for Port au Prince, Haiti, where she served as an escort during President Roosevelt's "Good Neighbor" visit to Haiti. She resumed Caribbean operations in July and participated in landing force exercises at Guantanamo during September. She retired from the Caribbean late in November and entered Norfolk Navy Yard 3 December 1934 for several months of upkeep.

Source: http://www.history.navy.mil/danfs/j1/jacob_jones-ii.htm

On 30 September 1941 she departed Guantanamo with Destroyer Division 54 to prepare for escort duty in the North Atlantic. *Jacob Jones* received 2 months of upkeep and inspection at Norfolk and on 1 December 1941 departed for convoy escort training along the New England coast. Clearing Boston Harbor 12 December, she sailed to Argentia, Newfoundland, to begin her escort duty. On 16 December she escorted *Mackerel* (SS-204) and *S-33* (SS-138) through heavy seas to Boston and returned to Argentia the 24th. *Jacob Jones* once again departed Argentia 4 January 1942 escorting *Albatross* (AM-71) and *Linnet* (AM-76). While steaming to join Convoy SC-63, bound for the British Isles, *Jacob Jones* made an underwater contact and commenced a depth charge attack. Losing contact with the submarine, she escorted her ships to the convoy and returned to Argentia 5 January.

Sailing from Argentia 14 January 1942, *Jacob Jones* joined Convoy HX-169, which was headed for Iceland. The convoy encountered a violent storm; heavy seas and winds of force 9 scattered its ships' convoy. Separated from the convoy, *Jacob Jones* steamed independently for Hvalfjordur, Iceland. Though hampered by a shortage of fuel, an inoperable gyro compass, an erratic magnetic compass, and the continuous pounding of the storm, *Jacob Jones* arrived on the 19th. Five days later, she escorted three merchant ships to Argentia. Once again heavy seas and fierce winds separated the ships; and *Jacob Jones* continued toward Argentia with one Norwegian merchantman. She detected and attacked another submarine 2 February 1942, but her depth charges yielded no visible results.

Arriving Argentia the 3d, she departed the following day and rejoined Convoy ON-59, bound for Boston. Reaching Boston 8 February, *Jacob Jones* received a week of repairs. She sailed on the 15th for Norfolk and 3 days later steamed from Norfolk to New York.

In an effort to stem the losses to Allied merchant shipping along the Atlantic coast, Vice Admiral Adolphus Andrews, Commander of the Eastern Sea Frontier, established a roving ASW patrol. *Jacob Jones*, Lt. Comdr. Hugh P. Black in command, departed New York 22 February for this duty. While passing the swept channel off Ambrose Light Ship, *Jacob Jones* made a possible submarine contact and attacked immediately. For 5 hours *Jacob Jones* ran 12 attack patterns, dropping some 57 depth charges. Oil slicks appeared during the last six attacks but no other debris was detected. Having expended all her charges, *Jacob Jones* returned to New York to rearm. Subsequent investigation failed to reveal any conclusive evidence of a sunken submarine.

On the morning of 27 February, *Jacob Jones* departed New York harbor and steamed southward along the New Jersey coast to patrol and search the area between Barnegat Light and Five Fathom Bank. Shortly after her departure, she received orders to concentrate her patrol activity in waters off Cape May and the Delaware Capes. At 1530 she spotted the burning wreckage of tanker *R. P. Resor*, torpedoed the previous day east of Barnegat Light; *Jacob Jones* circled the ship for 2 hours searching for survivors before resuming her southward course. Cruising at a steady 15 knots through calm seas, she last reported her position at 2000 and then commenced radio silence. A full moon lit the night sky and visibility was good; throughout the night the ship, completely darkened without running or navigation lights showing, kept her southward course.

In May 1935 *Jacob Jones* embarked midshipmen from the Naval Academy for an Atlantic training cruise. She returned to Norfolk 7 June for 3 months of coastal patrols and maneuvers. She steamed to New York in September to participate in destroyer maneuvers and operated out of New York until entering Brooklyn Navy Yard January 1936 for upkeep and inspection.

On 15 June 1936, *Jacob Jones* departed New York with reserve officers on board for training cruises in the Caribbean which continued through September. In October she participated in joint Army-Navy coastal maneuvers; and, following her annual inspection at Norfolk, she participated in minesweeping training during February 1937. In March she trained officers of the 5th Fleet Reserve and in June she resumed training cruises for midshipmen. She continued to operate as a practice ship for reserve officers until 15 January 1938 when she departed Norfolk for fleet landing exercises and battle maneuvers in waters off Puerto Rico and the Virgin Islands. *Jacob Jones* returned to Norfolk 13 March for overhaul. In June she resumed operations out of Norfolk, serving as a carrier plane guard and conducting torpedo and gunnery practice.

After attending the Presidential Regatta in September, *Jacob Jones* prepared to sail for Europe to join Squadron 40-T in the Mediterranean. Organized in September 1936 to protect and evacuate Americans from Spain during the civil war, the squadron remained in the western Mediterranean cultivating friendly relations with European nations while protecting American interests. Departing Norfolk 26 October, *Jacob Jones* reached Gibraltar 6 November, and arrived Villefranche 17 November. She operated out of that French Mediterranean port on patrol until 20 March 1939. She visited Algiers 24 to 25 March 1939 and, during the next 7 months, steamed to various Atlantic European ports from Rotterdam to Lisbon. Departing Lisbon 4 October, she sailed for the United States and anchored at Norfolk the 14th.

Resuming her coastal operations, *Jacob Jones* conducted plane screening patrols from Norfolk to Newport, and in December she escorted *Seadragon* (SS-194) during the new submarine's Caribbean shakedown.

After 2 months of upkeep and inspection at Norfolk, *Jacob Jones* sailed for Charleston 4 April 1940 to join the Neutrality Patrol. Organized in September 1939 as a response to the war in Europe, the Neutrality Patrol was ordered to track and report the movements of any warlike operations of belligerents in the waters of the Western Hemisphere. The basic purpose of the patrol "was to emphasize the readiness of the United States Navy to defend the Western Hemisphere." In June, after 2 months of duty with the Neutrality Patrol, *Jacob Jones* returned to training midshipmen.

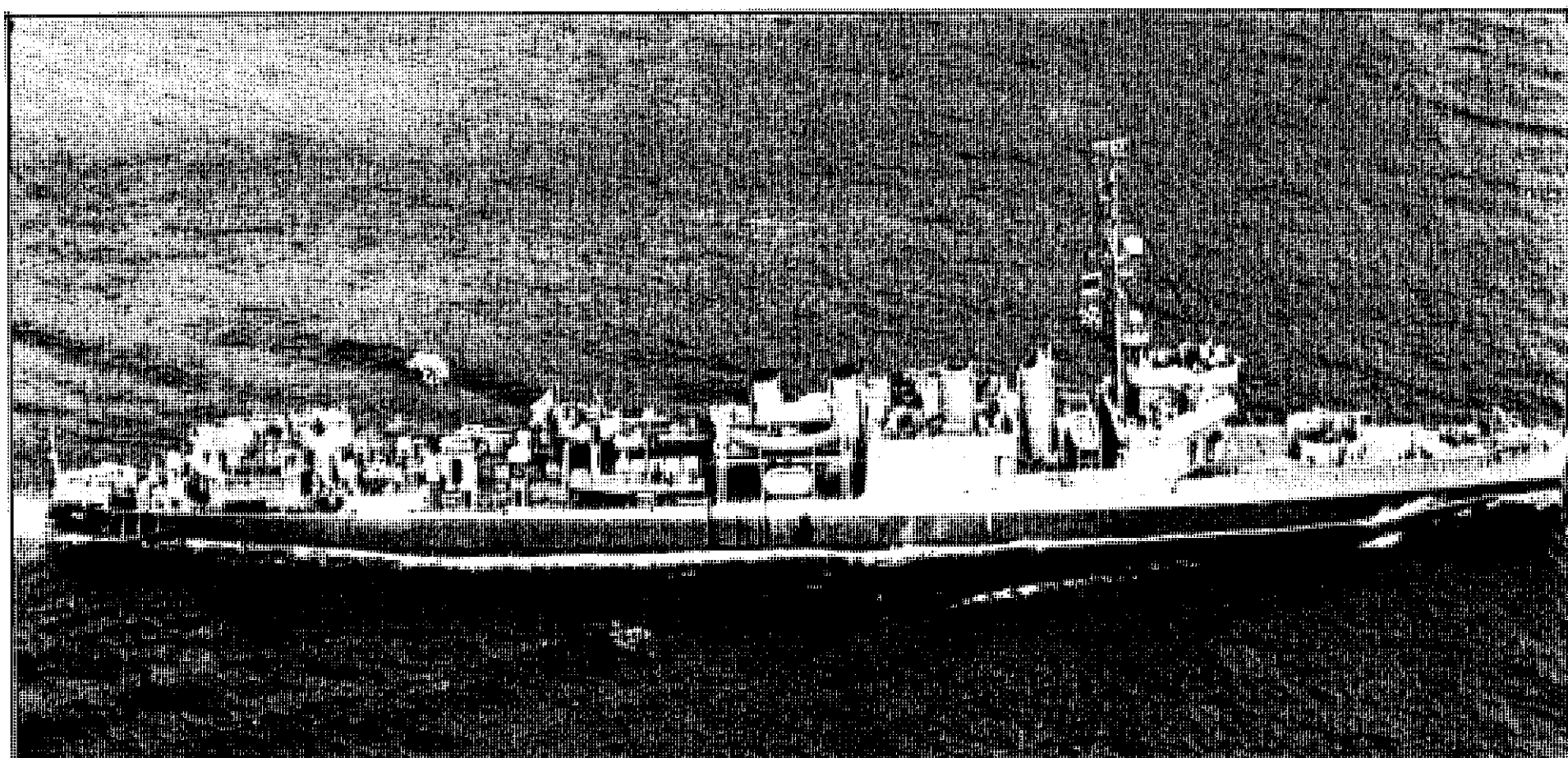
In September, *Jacob Jones* departed Norfolk for New London, Conn., where her crew underwent intensive ASW sound school training. Returning briefly to Norfolk 6 December, she sailed to Key West for further ASW training. She resumed her operations with the Neutrality Patrol in March 1941, patrolling the waters from Key West to Yucatan Channel. In May she joined the ships which guarded the waters of Vichy-controlled islands, Martinique and Guadeloupe in the Lesser Antilles. *Jacob Jones* maintained her Caribbean operations throughout the summer.

At the first light of dawn 28 February 1942, undetected German submarine *U-578* fired a spread of torpedoes at the unsuspecting destroyer. The deadly "fish" sped unsighted and two "or possibly three" struck the destroyer's port side in rapid succession.

According to her survivors, the first torpedo struck just aft of the bridge and caused almost unbelievable damage. Apparently, it exploded the ship's magazine; the resulting blast sheered off everything forward of the point of impact, destroying completely the bridge, the chart room, and the officers' and petty officers' quarters. As she stopped dead in the water, unable to signal a distress message, a second torpedo struck about 40 feet forward of the fantail and carried away the after part of the ship above the keel plates and shafts and destroyed the after crew's quarters. Only the midships section was left intact.

All but 25 or 30 officers and men, including Lt. Comdr. Black, were killed by the explosions. The survivors, including a badly wounded, "practically incoherent" signal officer, went for the lifeboats. Oily decks, fouled lines and rigging, and the clutter of the ship's strewn twisted wreckage hampered their efforts to launch the boats. *Jacob Jones* remained afloat for about 45 minutes, allowing her survivors to clear the stricken ship in four or five rafts. Within an hour of the initial explosion *Jacob Jones* plunged bow first into the cold Atlantic; as her shattered stern disappeared, her depth charges exploded, killing several survivors on a nearby raft.

At 0810 an Army observation plane sighted the life rafts and reported their position to *Eagle 56* of the Inshore Patrol. By 1100, when strong winds and rising seas forced her to abandon her search, she had rescued 12 survivors, one of whom died en route to Cape May. The search for the other survivors of *Jacob Jones* continued by plane and ship for the next 2 days; but none were ever found.



This view of USS Roper (DD-147), a sister ship of Jacob Jones, shows where 3-inch guns Nos. 4 & 5 were re-erected forward of the after deckhouse (port gun forward of the starboard mount). Because this picture was taken later in the war it shows the SL surface-search radar antenna that would have replaced the crow's nest on the foremast of Jacob Jones. These Wickes-class destroyers were powered by four oil-fired boilers and geared turbines with twin screws. Nine ships of this class were sunk in the war. Characteristics:

Displacement	1,000 tons	Maximum beam	30' 11 1/2"	Shaft H.P.	26,000 hp.
Length overall	314' 4"	Maximum draft	12' 00"	Designed speed	35 knots

(U.S. Naval Institute Collection)

*Excerpt from Destroyers in Action
by Richard A. Shafter.**

"A Lovely Ship"

Destroyers! Mention the word and the layman's mind will conjure up a picture of a little ship steaming death-defying, head-on into the fire from an enemy battlewagon's heavy guns. In the heavy seaway the little ship is tossing like a cork, with the white water breaking high over her bows. Then suddenly she swerves hard to starboard. There are a couple of splashes on her portside and a moment later appear the bubbling wakes of the tin fish she has sent on their voyage of destruction. And a short while later there is a terrific crash. The enemy's sides and decks are clothed in sheets of smoke and flame from the explosions that tear her inwards apart. And another naval battle is won.

It is an inspiring picture that has adorned many a calendar sent by solicitous ship's chandlers and seed stores to their customers, to be remembered by for the rest of the year. The practice looks different. Whether it's even more romantic than the calendar artist envisioned, or just a drab, humdrum existence, depends very largely on the point of view of the individual man who crews a "tincan." One thing, however, can be said for it: it's most versatile. If Kipling's crack about the liner has of late found an officially sanctioned variation to describe the glamour girl of the Navy, "The Carrier, she's a Lady," then it can safely be varied once again: "The destroyer, she's a workhorse."

Pulling binder, hay rig, threshing machine or the "democrat" for the family on its way to church, it's all one to a farmer's workhorse. A Navy workhorse may be on antisubmarine patrol today: dropping depth charges in their prescribed pattern all over the spot where the cooperating Navy flier believes he has seen the underwater raider; tomorrow, she may be riding herd on a convoy of merchantmen: running breathlessly and tongue-lolling around her flock, shoos stragglers into line, and then tackling, in the manner of good and faithful sheepdogs anywhere, all enemies regardless of size and number, whether aircraft, surface squadron, or wolf pack. Or they might install a pair of steel ovaries on her decks and give her a load of ugly horned eggs to drop in waters the enemy's fleet is certain to traverse. Then again, they might give her a

pair of paravanes to tow and send her out to sweep the channels leading to a new invasion beach clear of the mines which the enemy himself has sown there, and then the next day convert her into a fast transport and send her in with a deckload of Marine Raiders who are to establish the first beachhead foothold. And while weird landing craft are yet on their way with reinforcements, supplies, tanks and artillery, the destroyer that has landed them will stand by to give the Leathernecks who are digging themselves in on the narrow coral strip whatever fire support her 4- or 5-inch guns are capable of.

Then again, on duty with a task force, the destroyer is in the van and on the flanks of the capital ships, scouting, protecting, running interference and when the actual engagement begins, throwing a smoke screen around the carrier or battlewagon to spoil the enemy's gunnery. When disaster comes, when carrier, battleship or cruiser has received the deadly wound that causes the decks to buckle and burst with the explosion of magazines and fuel tanks, it's the destroyer that rushes in close, though the heat may blister what patches of paint are still left on her sea-bitten plates, and takes off the men still left alive after the unsuccessful battle to save their doomed ship. As the hull of the big capital ship slowly drifts down with the tide, a roaring inferno, yet still floating, it is the destroyer's job to come in and send the once proud craft to the bottom with a torpedo, to save her from the last ignominy of having her dead body defiled by the enemy's hands.

Rescue missions generally are hardly more than mere routine assignments among the manifold jobs that are a destroyer's lot. Many a flier, shot down by ack-ack, or forced down in a gale, later got back in the fight simply because some indefatigable DD would not give up the search. A quart of whiskey for her skipper and ten gallons of ice cream for her wardroom became the traditional price that any carrier gladly paid to a DD for each of its fliers delivered back aboard or safely landed in port.

"Let the DD's do it!" has almost become axiomatic with the Navy whenever there is a particularly unpleasant or difficult job under discussion. Their speed, their maneuverability, their relatively high firepower

for their size, and their comparatively low building price, have made destroyers not merely the most versatile, but ton for ton the most efficient, naval craft ever devised. They are the Navy's true "expendables."

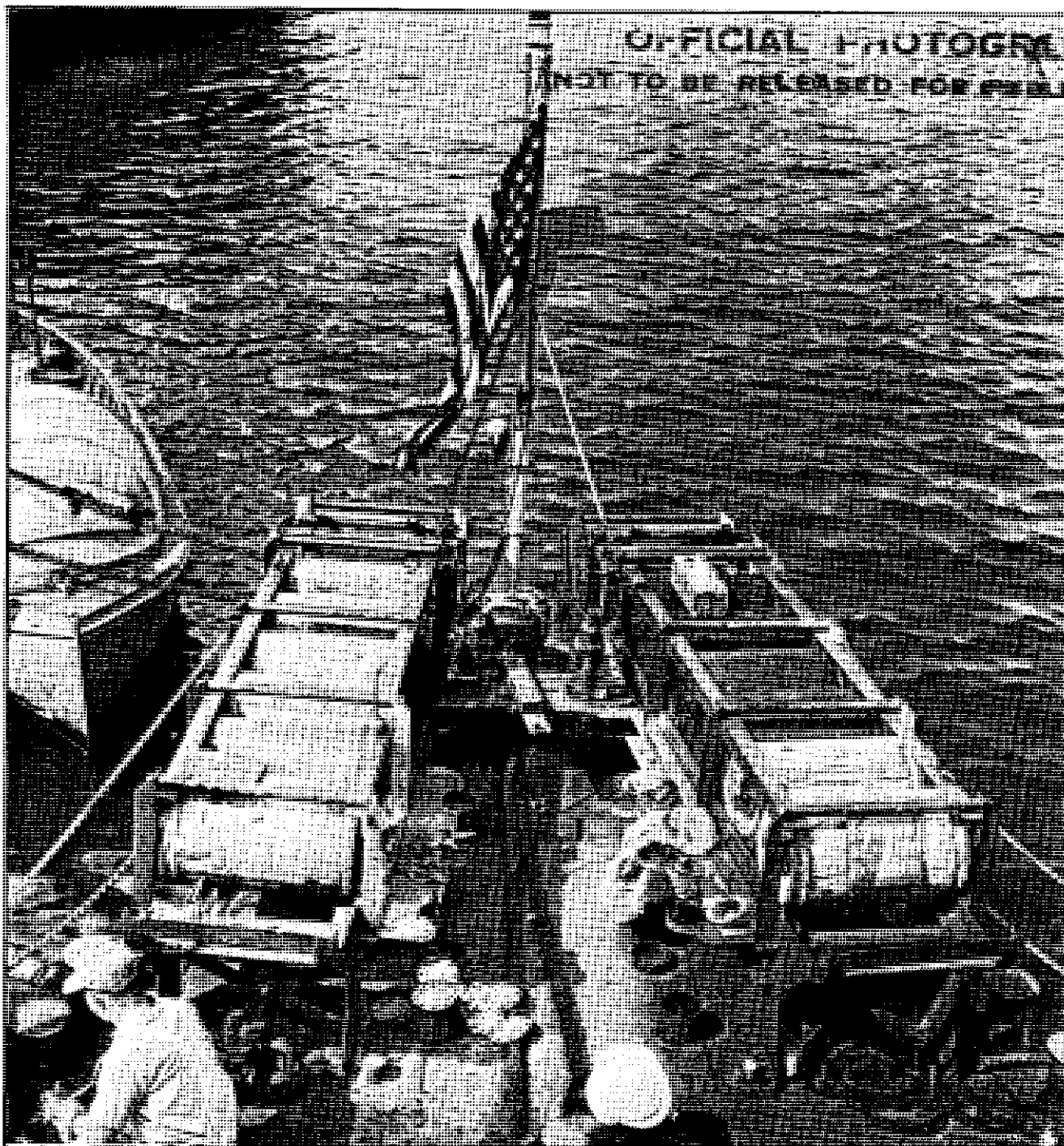
The spirit of the little ships reflects itself in that of their crews. Destroyermen are a bit apart from the rest of our man-of-war men. On their small ships they have to do without many of the comforts the crews of carriers, battleships or even cruisers enjoy. They live in cramped quarters. There is no canteen or ship's service booth where a man might get a coke, an ice cream or western story pulp magazine. Yet the destroyer man, though he beefs about it all and swears it's a dog's life, in his innermost heart glories in the hardships his particular trade imposes upon him. He's inclined to look down on the men from the big ships as "softies." His walk is a "destroyer roll." His hat sits precariously on one eyebrow. He is the bane of the Shore Patrol.

He'll abuse his ship roundly as the most uncomfortable, leakingest, buckingest crate that ever went to sea. But let somebody else pass unfavorable comment on her and he's up in arms. Asked why he wasn't applying for a transfer after he had given a lengthy and extremely critical recital of his ship's famed action, a survivor of the *Borie* put it all in a nutshell. "Me? No, thanks! There's too much red tape on a big ship for me. On a destroyer you know everybody with their good sides and their faults. And everybody knows you. You can't sham on a DD. You gotta be a sailor, mister."

Destroyers get into the blood not merely of the men that serve in them, but of anybody who has been given a chance to get acquainted with them. Even a master of the hard-boiled school of writing like John Steinbeck can wax dithyrambic over a little ship. After spending part of his correspondent's tour of duty aboard a DD he wrote:

"A destroyer is a lovely ship, probably the nicest fighting ship of all. Battleships are a little like steel cities or great factories of destruction. Aircraft carriers are floating flying fields.

"Even cruisers are big pieces of machinery, but a destroyer is all boat. In the beautiful clean lines of her, in her speed and roughness, in her curious gallantry."



OFFICIAL PHOTOGRAPH

NOT TO BE RELEASED FOR PUBLICATION

The stern depth-charge racks on Jacob Jones looked like the ones shown on Leary (DD-158), another Wicks-class destroyer. These charges contained 300 lbs. of TNT and weighed 420 lbs. They could be set to explode at various depths from 30 to 300 feet (in 1942; later models allowed settings up to 600 feet). Typically, a destroyer would lay a pattern of charges over the suspected position of a submarine and hope that one would explode close enough to cause damage. The effective radius of damage for these charges: 30 ft., fatal; 60 ft., serious; 90 ft., moderate to slight. The 'Y-gun' centerlined just forward of the stern racks on Jacob Jones could project these charges to both sides. The unit was fixed, but variations in range from 50 to 120 yards were obtained by altering the weight of the powder in the impulse charge.

(Official U.S. Navy Photograph; National Archives #19-N-45046)

~~SECRET~~
~~CONFIDENTIAL~~
SECURITY INFORMATION

ACTION REPORT

USS JACOB JONES

DD 130

SERIAL S-009

23 FEBRUARY 1942

ANTI-SUBMARINE ACTION BY SURFACE SHIP, REPORT OF.

REPORT COVERS ACTION OF 22/23 FEBRUARY
1942, WHILE PROCEEDING TO SEA VIA THE
SWEPT CHANNEL OFF AMBROSE LIGHT VESSEL.
(C.O. HUGH D. BLACK).

ORIGINAL

c/o P.M., New York, N.Y.,
February 23, 1942.

~~CONFIDENTIAL~~
DECLASSIFIED

From: Commanding Officer.
To : Commander Task Force FOUR.

Via : Anti-Submarine Officer. (Captain Wilder D. BAKER)

Subject: Submarine Attack, Report of.

1. On Sunday evening February 22, 1942 the U.S.S. JACOB JONES was proceeding to sea via the swept channel off Ambrose Light Vessel; when the first of a series of contacts (sound) were made. In this report the usual form for reporting contacts has not been used as a total of twelve attacks during a period of five and one half hours were made when 57 depth charges were expended. During this entire period the speed of the JACOB JONES was constant at 15 knots. Sound conditions excellent, visibility excellent, sea smooth, little wind and generally perfect conditions prevailed. All times zone plus four.

2. At 1844, ships head 167 true made excellent sound contact, bearing 165 true, range 1200 yards. Bearings steady on 165 true. When range decreased to 1000 yards, the chemical recorder was started and excellent tracings were obtained. Relative speed was 11 knots. Lost contact at 200 yards. Firing time was taken from the chemical recorder. At 1855 dropped 3 charges from port rack and four from starboard rack, fired "Y" gun. At 1915 noticed oil slick, fired "Y" gun into slick. Resumed search. At 1920 regained contact, range 700 yards, bearing 330 true. Bearings swinging left. Relative speed showed 11 knots. Dropped standard pattern. This attack was approximately 2½ miles from the first attack. 1943 more oil patches were observed and the smell of diesel oil was noted. At 2037 regained contact at 500 yards and at 2040 dropped standard pattern, resumed search. At 2052 made contact range 1200 yards, lost contact at 200 yards. At 2054 dropped standard pattern. At 2105 regained contact at 1000 yards and lost contact at 200 yards. Attack was carried out on course 165 true, but as there were not any more charges in the racks, no charges were dropped at this time. The crew were at general quarters, and all gun's crews except numbers two and three and the machine guns were used to break out depth charges from below. At 2143 made contact at 1900 yards, bearing 185 true. Bearings changed slowly to 190 true and remained steady. Relative speed 14 knots. Fired 3 charges from starboard rack, other charges not ready. At 2152 made brief contact but lost it. At 2155 made brief contact but lost it. At 2212 made contact at 500 yards, relative speed 15 knots, bearing constant. At 2214 dropped standard pattern. At 2246 made contact at 450 yards. Relative speed 15 knots, no change in bearing. At 2247 dropped 3 charges from starboard rack. At 2319 regained contact at 1500 yards. Bearings steady, relative speed 15 knots. At 2322 dropped 3 charges from starboard rack. At

Serial S-009

~~CONFIDENTIAL~~ **DECLASSIFIED**Subject: Submarine Attack, Report of.

2328 made contact at 1300 yards, bearing 105 true. Relative speed 15 knots, bearing steady. At 2331 dropped three charges from the port rack. At 2343 made contact at 1000 yards, bearings steady on 270 true. Relative speed 15 knots. At 2345 dropped 4 charges from the starboard rack. At 2359 secured from general quarters having expended 57 depth charges with no more on board.

3. Depth settings were for 50 and 100 feet alternately, the depth of the water in the area being 17 and 27 fathoms. At various times during the attack propeller noises were heard. The ship's position was fixed accurately at each attack by cross bearings of navigational markers. The position of the submarine during the last five attacks was estimated to be sunk on the bottom, 4000 yards, bearing 357 true from Buoy X-Ray. Position of Buoy X-Ray is 40-12-30 N and 73-45-30 W.

4. A continuous search was kept all during the night, and frequent sound contacts were made and developed which, when contact was lost, placed the submarine in the same position as during the last attacks. After daylight on the 23rd a large area of oily water was noted around the area of the attacks; a sound contact was made and developed which again plotted in the same as those mentioned during the night.

5. PC507 was in the area at daylight of the 23rd was given the position of the submarine and directed to remain in that area to search for further evidence of destruction. The JACOB JONES returned to port to replenish her exhausted supply of depth charges.

6. It is the opinion of the Commanding Officer, officers and men of this vessel, who made the numerous attacks during the five and one half hours of activity, plus the large area of oil and the smell of oil, that the submarine was sunk.

/s/ Hugh D. BLACK.

cc to:

Capt. W.D. BAKER.
East Coast Sound School.
ComEastCoastFront.
File.

COPY

FIRST ENDORSEMENT to
JACOB JONES ltr A9-16
serial S-009 of
2-23-42

5 March 1942.

~~CONFIDENTIAL~~ **DECLASSIFIED**

From: Atlantic Fleet Anti-Submarine Warfare Officer.
To : Commander Task Force FOUR.
Subject: Submarine Attack, Report of.

1. The attack reported in basic correspondence is a fine example of the persistent spirit so necessary in warfare.
2. The Commander Eastern Sea Frontier has been requested to investigate the location of the supposedly sunken submarine but, to date, nothing has been done in this matter and it is not desired to hold up correspondence longer for this report. The careful plotting of positions as given in paragraph 2 of the basic letter does not quite check with the plot as given in the morning board diagram submitted with the report. This discrepancy is probably due to current existing at the time.
3. It is believed that at least half the depth charges dropped, those set at fifty (50) feet, were not effective as it is to be expected that the submarine would go as low as possible. In this connection, it is very desirable that a depth charge with contact fuse and a maximum depth fuse, insuring expulsion on the bottom, be developed.
4. It is not agreed that a submarine was destroyed because, (a) it is doubted that a submarine would be operating in that depth of water and in the vicinity of a swept channel; (b) it is highly probable that a wreck is in the near vicinity of the attacks and that the large amount of oil reported could have come from that source; (c) it is believed that when damage has accumulated to an extent making the crew of the supposed submarine fearful of their continued existence, they would have surfaced and surrendered. When information is received from Commander Eastern Sea Frontiers as to the presence of a submarine in the locale reported, Commander Task Force FOUR will be advised by despatch.
5. It is unfortunate that the well deserved letter of commendation earned by the Commanding Officer of the JACOB JONES can no longer be delivered to him.

Copy to:
East Coast Sound School
ComEastSeaFront
Cinclant (complete)
Cominch (complete)

/s/W. D. BAKER

File No.

A16-3/CTF-24

Serial

00121

UNITED STATES ATLANTIC FLEET
TASK FORCE TWENTY-FOUR
U. S. S. PRAIRIE, Flagship

~~CONFIDENTIAL~~

Care Postmaster, New York, N. Y.,

SECOND ENDORSEMENT to
JACOB JONES ltr A9-16
serial S-009 of
2-23-42

DECLASSIFIED

From: The Commander Task Force TWENTY-FOUR
To: The Commander in Chief, United States Fleet
(Readiness Division).
Via: The Commander in Chief, United States Atlantic Fleet.
Subject: U.S.S. JACOB JONES - Submarine attack.

1. Forwarded.

2. The favorable remarks in paragraph one of the first endorsement concerning persistent attack are concurred in. The observation and opinions in paragraphs two and three are generally concurred in.

3. Although Commander Task Force TWENTY-FOUR only has at hand such evidence as appears in the basic letter, that evidence points to slightly different conclusions from those expressed in paragraph four of the first endorsement. Credence must be given to the facts reported by the Commanding Officer, JACOB JONES, and the following points are brought out in his letter:

- (a) Sound conditions were excellent.
- (b) Movement of the target was indicated in the earlier attacks by a relative speed differing from the ship's speed.
- (c) Propeller noises were heard at times.
- (d) The ship's position was fixed accurately at each attack.
- (e) The navigational fixes confirm the fact that the target moved at times and in the latter stages of the attacks did not move.
- (f) The fact that sound bearings of the target changed adds to the evidence that the target was moving.

File No.
AL6-3/CTF-24
Serial
00121

UNITED STATES ATLANTIC FLEET
TASK FORCE TWENTY-FOUR
U. S. S. PRAIRIE, Flagship

~~CONFIDENTIAL~~

CLASSIFIED

Care Postmaster, New York, N. Y.,

Subject: U.S.S. JACOB JONES - Submarine attack. MAR 22 1942

4. Commander Task Force TWENTY-FOUR cannot pass without comment the expressed doubt that a submarine would be operating in that depth of water and in the vicinity of the swept channel; submarines have repeatedly operated close to harbor entrances and the relatively ineffectual anti-submarine operations existing on the Atlantic seaboard in February were an invitation to reconnaissances of that nature.

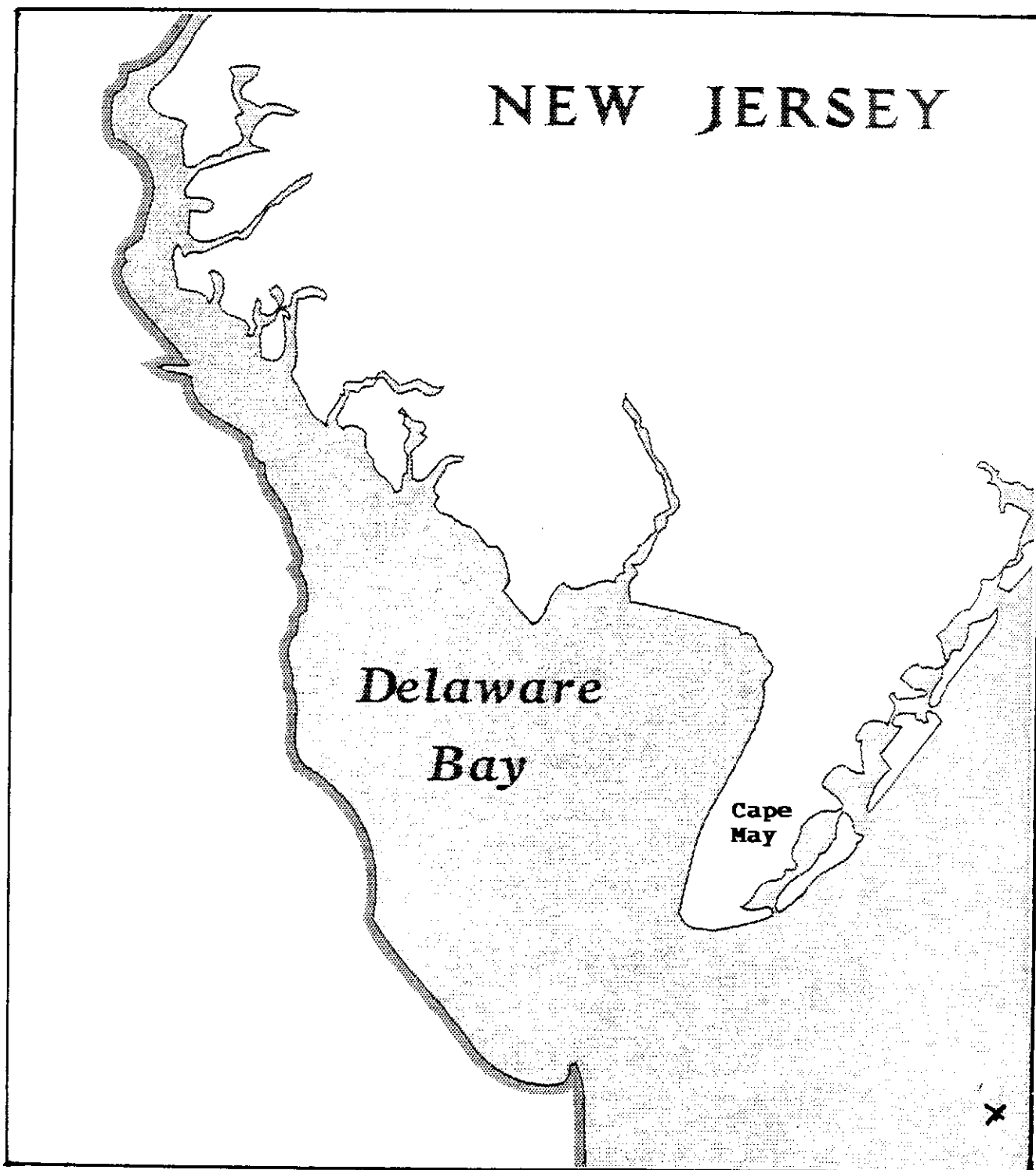
5. The presumption that a wreck was the source of reported oil appears to have no more foundation in fact than the presumption that the oil was coming from a sunken submarine; this is a matter to be determined by examination rather than presumption.

6. The expressed belief that the submarine would have surfaced if badly damaged is, after all, an opinion.

7. Proof of destruction will only be conclusive if subsequent examination locates and identifies a sunken submarine at the plotted position. Provided that no sunken non-submarine wreck is found at the plotted position, it would appear that the report of the Commanding Officer, JACOB JONES, must be accepted as a submarine contact with strong probability of destruction. It is recommended that final action be withheld pending examination of the reported sunken object. If the reported sunken object does not prove to be a non-submarine wreck it is recommended that suitable posthumous award be made on the basis of proven destruction, or reasonable evidence of damage, as appropriate.

A. L. BRISTOL

Copy to:
CTG 31.9



USS Jacob Jones (DD-130) (Lt. Cdr. Hugh D. Black, USN) was sunk by U-boat U-578 about 26 miles southeast of Cape May, New Jersey, (X above) at approximately 0500 on February 28, 1942. Two (possibly three) torpedoes slammed into the World War I destroyer without warning while she was on an antisubmarine patrol. The damage was so extensive that only about 35 crewmembers were able to abandon ship, and many of them were killed by exploding depth charges when the ship went down. Only 11 survivors were rescued 4 or 5 hours later out of the ship's complement of 149 officers and men.

(Map: www.nationalgeographic.com/expeditions/delaware)

NAVY DEPARTMENT

IMMEDIATE RELEASE

MARCH 3, 1942

NAVY DEPARTMENT COMMUNIQUE NO. 50

The Navy Department issued the following communique, outlining the Naval situation based on reports received up to 10:00 A.M. (EWT), March 3, 1942:

ATLANTIC AREA

The USS JACOB JONES, a World War destroyer, was sunk by an enemy submarine off Cape May, New Jersey, just before dawn on February 28, 1942.

There were only eleven survivors consisting of nine engine room ratings and two apprentice seamen. Factual information in regard to the circumstances that led to the sinking is sparse because of the lack of deck ratings among the survivors. It has been established, however, that prior to receiving the first torpedo hit, the enemy submarine was not sighted nor was the torpedo.

The first torpedo blew up the bow and apparently killed all the personnel on the bridge as well as the men sleeping in the forward living compartments. The second torpedo, which was fired after the submarine circled ahead of the JACOB JONES, blew up the stern and all the depth charges.

The only survivors, except one man from the after engine room, were in the amidship section when the stern was blown up.

The Commanding Officer of the USS JACOB JONES was Lieutenant Commander H. D. Black, U. S. Navy.

The next of kin of those lost have been notified.

There is nothing to report from other areas.

* * * * *

HEADQUARTERS
FIRST NAVAL DISTRICT
North Station Office Building
150 Causeway Street, Boston, Mass.

PUBLIC RELATIONS OFFICE

BACKGROUND MATERIAL

RELEASE THURSDAY AFTERNOON,
MARCH 19, OR THEREAFTER.
PRESS AND RADIO.

THE U.S.S. JACOB JONES

The U.S.S. JACOB JONES, a 1200-ton World War destroyer, was sunk by an enemy submarine off Cape May, New Jersey, shortly before dawn on February 28, 1942. There were only eleven survivors consisting of nine engineroom and two apprentice seaman ratings. It has been established that prior to receiving the first torpedo hit, the enemy submarine was not sighted nor was the torpedo.

The Commanding Officer of the U.S.S. JACOB JONES was Lieutenant-Commander H. D. Black, U.S. Navy, whose widow and two children live in Winchester, Mass.

The JACOB JONES was the second destroyer bearing that name to be sunk by enemy submarines. Her predecessor went down with 64 men on December 6, 1917, while enroute from Brest, France, to Queenstown, Ireland.

Both destroyers were named in memory of Captain Jacob Jones, U.S. Navy, a hero of the war of 1812 and the war with the Barbary pirates. Captain Jacob Jones was appointed a midshipman in 1799 and commissioned a captain in 1813. He was serving aboard the frigate PHILADELPHIA when that vessel was captured by the Tripolitans who held her officers prisoners for twenty months.

Upon his release Jones returned to the United States. During the war of 1812 he commanded the WASP, British ship of war, and forced the surrender of his adversary after a severe engagement lasting 43 minutes. He later commanded the MACEDONIAN and assisted Commodore Chauncey on Lake Ontario until the close of the war.

Again in command of the MACEDONIAN he joined the squadron under the command of Commodore Decatur in the Mediterranean, operating against the Barbary pirates. He captured an Algerian brig and later took part in securing permanent peace with the Barbary powers.

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IN REPLY ADDRESS
COMMANDANT
FOURTH NAVAL DISTRICT
AND REFER TO NO.
A6-8/A16-3

FOURTH NAVAL DISTRICT
DISTRICT STAFF HEADQUARTERS
BUILDING NO. 4
NAVY YARD, PHILADELPHIA, PA.

~~DECLASSIFIED~~
~~SECRET~~

March 2, 1942.

From: Commandant, Fourth Naval District.
To: Chief of Naval Operations.

Subject: U.S.S. JACOB JONES - sinking of on February 28,
1942 - report on.

Enclosures: (A) Combat Intelligence Report prepared by
(Herewith) DIO, 4th Naval District.
(B) Interviews with Survivors.
(C) ONI Report Form NNI 142.

1. Enclosures (A), (B) and (C) are forwarded
herewith for information.

2. The urgency of delivery of this document is
such that it will not reach the addressee in time by the
next available officer courier. The originator therefore
authorizes the transmission of this document by registered
mail within the continental limits of the United States.



A. E. WATSON

Copies to:
Cominch.
O.N.I.
Comeastseafon.
Comone.
Comthree.
Comfive.
Comsix.
C.O. A.S.W.

FINISHED FILE *W. J. Jones*
3/5/42

RECEIVED S-C FILES

Room 2055

MAR 3 1942

ROUTE TO: 10-11

Op File No. (SC) 411-1/DP

Doc. No. 411-1/DP

Copy No. 1 of 2

PRN 332476

DECLASSIFIED
SECRET

SUBJECT: Combat Intelligence and Information of Possible Value as
Combat Intelligence Gathered From Interview with Surviving
Members of the USS JACOB JONES, sunk by Enemy Action at
0500, February 28, 1942, position 74° 29' W., 38° 42' N.

The attack on the USS JACOB JONES took place at approximately 0500, February 28, 1942. At the time of the attack the JONES was proceeding in a general southerly direction at a cruising speed of 15 knots. She was not zig-zagging at the time, nor had she been zig-zagging at any time prior to the attack. She was running completely blacked out above decks and was not showing any running lights nor were her navigation lights burning. The normal watch was set and apparently on the alert. The first warning of the attack came when two or possibly three torpedoes struck on the port side. Torpedoes struck in rapid succession, the lapse of but seconds between the first and final explosion. One torpedo struck just aft of the bridge and apparently exploded the ship's magazine. As a result of this explosion everything forward of the point of impact was sheered off. The Chart Room, bridge, officers quarters and petty officers quarters were totally destroyed. Another torpedo struck approximately 40 feet forward of the fantail and sheered off everything above the keel plates and shafts, destroyed the crew's quarters located in that section. There was absolutely no warning prior to the attack. The one officer who was in position of good vision was a gunner manning a machine gun in the crow's nest. This witness reported no wakes from the torpedoes although he had been looking to the starboard side just prior to the attack. The submarine itself was not sighted although several of the survivors reported seeing a spot of light approximately 8 inches in diameter, which was variously estimated at being from 100 yards to a mile away from the ship. The position of this light was variously estimated as on the port and starboard sides which might either indicate that the submarine was circling the ship or that the ship itself was changing position. One witness stated he might have seen the conning tower of the submarine, although he qualified this statement that the object which he saw might have been a life raft. No attempt was made to board the USS JACOB JONES prior to its sinking. This statement being verified by survivors who remained on the ship until just before she finally went under. No attempt was made to hail or question any of the survivors nor were they machine-gunned or shelled. Inasmuch as all officers, boatswains and chief petty officers failed to survive no information was obtainable as to what, if any, code books or confidential material was on board or the possible disposition of it. Survivors reported that only one officer was seen subsequent to the attack. This officer was identified as an Ensign Smith, an assistant engineer, and further reported that Ensign Smith was so badly injured that he was practically incoherent at all times prior to his death. It was further reported that the destruction of the ship, that the chart room, bridge and officers quarters was such that it was doubtful if any attempt could have been made to salvage or dispose of any confidential material contained therein. Discipline of the crew in the absence of officers was reported to be excellent. No boats were succeeded in being launched although two were not damaged. The reason given for the failure to launch boats was that there were not sufficient uninjured personnel available to

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SUBJECT: Combat Intelligence.

-perform the operation of the boats, this coupled with the fact that debris was piled about on the decks and all gear was coated with oil, making it next to impossible. Suggestion was made by some of the crew members that more might have survived had the boats been carried in a position whereby they might have been lowered into the water directly over the side rather than having to be broken out of their cradles. Several survivors reported an odor similar to carbide following the explosion and further testified that small fires broke out in several sections of the ship similar to those caused by water coming in contact with lumps of carbide. It was a calm, moonlit night, practically no seas, light northwest breeze force 2, with a slightly hazy horizon, visibility being good. Prior to the attack at about 1530, February 27, 1942, the USS JACOB JONES had sighted burning wreckage off Manesquon and circled this area for approximately two hours. So far as could be ascertained from the surviving Radio Mate radio silence had been maintained from 2130 at which time a message had been transmitted, frequency of 2716. A listening watch had been kept at all times on both low and high frequency. This survivor, however, had not been on duty since 2400. The Radio Mate suggested that there is a possibility that the receiving set, which was maintaining a listening watch at 0500 might have been giving off a secondary signal.

FOURTH NAVAL DISTRICT
DISTRICT INTELLIGENCE OFFICE
1432 Bankers Securities Building, Juniper and Walnut Sts.
Philadelphia, Pa.

SECRET

1 March 1942

MEMORANDUM FOR:

Captain W. T. Smith, USN, (Ret.)
District Intelligence Officer,
FOURTH Naval District.

SUBJECT:

Interviews with survivors of the USS JACOB
JONES, sunk by enemy action at 0500, 28
February, 1942.

In pursuance with your instructions Lieutenant Commander John B. Kane, USNR, Lieutenant (jg) T. P. Talbot, USNR, Ensign R. M. Dickie, USNR, Chief Machinist's Mate T. F. Jordan, USN, (Ret.), and Yeoman R. Byren, USNR, left Philadelphia at 1040 and proceeded by Navy station wagon to the U. S. Coast Guard Station at Lewes, Del. The party was accompanied by 2 representatives from the Bureau of Immigration and Naturalization, and 3 representatives of Public Relations proceeded by separate car. Upon arriving at Lewes, Del., information was received to the effect that the survivors would not be taken to Lewes, Del., but rather to the U. S. Naval Air Station, Cape May, N. J. The interviewing party was instructed to stand by for further orders from the District Intelligence Officer, which were received at approximately 1500, and were to return to the District Intelligence Office, Philadelphia, Pa.

Upon arriving at the District Intelligence Office, Lieutenant Commander Kane, USNR, Lieutenant T. P. Talbot, USNR, Ensign R. M. Dickie, USNR, and Yeoman R. Byren, USNR, were instructed to proceed to the U. S. Naval Air Station, Cape May, N. J., to assist Lieutenant A. J. Fleming, Jr., USNR, to prepare the necessary reports on the interviews. The interviewing party arrived at the U. S. Naval Air Station, Cape May, N. J., at 2200 and were advised by the Navy Medical Officer that the survivors had been given a sedative and could not be interviewed until 1000 the following morning. At 1000 the interviewing party interviewed the following survivors of the USS JACOB JONES:

1. HOLLENBECK, L. F., GM3/c	234-29-90
2. PANTALL, George E., F3/c	283-61-04
3. MOODY, Thomas R., MM2/c	287-30-99
4. OBERG, A. E., R3/c	212-55-13
5. JACOBSEN, Rudolph F., MM1/c	299-10-46

SUBJECT: Interviews with survivors of the USS JACOB JONES,
sunk by enemy action at 1500 on 28 February, 1942.

6. STORL, Adolph R., AS	642-02-80
7. TIDWELL, Joseph Paul, F2/c	279-75-53
8. STRUTHERS, J. S., AS	224-47-20
9. ROUSSELL, Woodrow A., WT2/c	201-65-34
10. MEIGET, J. W., MM/c	405-68-66
11. DORS, Richard, MM/c	201-65-46

The above list constitutes the entire known survivors.

STRUTHERS, J. S., AS, stated that the USS JACOB JONES left the Brooklyn Navy Yard between 1000 and 1100 on 27 February, 1942, proceeding on a general southerly course, and that he did not know their mission or specific course; that at 0500, 28 February, 1942, he was on duty and standing on the starboard side of the galley deck when the attack occurred; that he had had no previous warning, and that the first knowledge of the attack was when the ship was struck by a torpedo; that he believes that there were two torpedoes in rather rapid succession, but he was not able to determine the exact place where the torpedoes hit; that had the torpedoes hit on the starboard side he would have been in a position to see their wake, but that no wake was visible to him; that he did not see the attacking vessel, although before abandoning ship he saw a light which appeared first on the starboard side and then on the port side; that this light resembled a yellow buoy light of lantern size; that this light gave no directional beam, and he judged its position to be a few feet above the water; that following the striking of the torpedoes there was no opportunity for any defensive action as the guns of the ship were immediately disabled; that the ship remained above the surface about three quarters of an hour; that he abandoned ship in a life raft which was thrown over the port side; that as the life raft drifted he observed a large hole in the ship and a great deal of wreckage; that he did not observe the damage forward; that in all, three life rafts were thrown over the side, and no boats were launched, although one boat was cut loose, and came to the surface after the ship sank; and that he saw no occupants in this boat; that he observed no fire on board ship, and did not believe that the boilers blew because of the fact that there were survivors from the engine room; that he saw no officers after the attack; that the discipline aboard ship after the attack was very good; that when the ship sank several of the depth charges exploded and killed or injured some of the survivors who were in the water; that the weather at the time of the attack was clear; that there was no wind, and a rather calm sea; that the survivors were in the rafts about 4 or 5 hours before they were picked up at 0930 by the USS EAGLE; that prior to that they had been spotted by an airplane patrol; that the only thing that he saw indicating the presence of a submarine was the above described light.

MOODY, Thomas R., MM2/c, stated that the USS JACOB

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SUBJECT: Interviews with survivors of the USS JACOB JONES,
sunk by enemy action at 0500 on 28 February, 1942.

JONES left the Brooklyn Navy Yard about 1130 on 27 February, 1942; that he believed that they were proceeding on their regular patrol; that he did not know the general course taken; that about 1300 they sighted a burning tanker, and stayed in the general vicinity of this tanker for about two hours; that after nightfall the JONES was proceeding completely blacked out; that she was steering a straight course, and her speed was a normal cruise speed of approximately 15 knots; that the attack took place approximately 0500 on 28 February, 1942, at which time dawn was just beginning to break, although it was still dark, and there was a dull moon shining; that at the time of the attack witness was stationed in the aft engine room below decks; that he heard two explosions which sounded like depth charges set at 50 feet; that there were 3 explosions, and the ship rolled heavy to port; that these explosions were only seconds apart; that the engines were stopped by the explosions, and the whole aft end of the ship blown out by the force of the explosions; that he went on deck and eventually abandoned ship about one hour after the attack; that after the attack he only saw one officer, an Ensign Smith; that Ensign Smith was badly dazed and appeared to be seriously injured; that both the forward and aft section of the ship were completely destroyed, although midships remained intact; that he abandoned ship in a life raft, which had been thrown over the starboard side; that this raft contained 15 other members of the crew, including Ensign Smith; that when the ship sank this raft was so close to her that when the depth charges went off they were apparently right under the raft; that many of the men on the raft received fatal injuries from these terrific concussions; and that eventually only 3 of the original 15 survived; that none of the men who succumbed of their injuries were brought ashore as this raft had no center section, and when the men were unable to hold on they slipped off into the water; that following the attack he did not see any submarine; that he did see a light which appeared similar to a buoy light; that this light had a steady glow, but no beam; that he first saw this light off the port side, and later off the starboard side, but could not determine whether the light was moving around the ship or whether the ship itself was swinging; that this light later disappeared; and that at no time did he see the shape of a submarine; that the crew of the USS JACOB JONES had no opportunity to take any defensive action; that the entire forward part of the ship from just aft of the bridge was destroyed; that approximately 30 men out of the entire complement survived the torpedo blast; that the discipline of these men was very good, and order was maintained; that at the time of the attack the weather was clear, but no breeze; that they were approximately 4½ hours on the raft before being spotted.

JACOBSEN, Rudolph F., MM1c, stated that the USS JACOB JONES left the Brooklyn Navy Yard about 1130 on 27 February, 1942; that it was his opinion that they went out to search for survivors of two tankers which had been reported burning; that

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SUBJECT: Interviews with survivors of the USS J. B. JONES,
sunk by enemy action at 0500 on 28 February, 1942.

he did not know their orders, and did not know the course on which they were proceeding, although it was generally southerly; that at the time of the attack, which took place at 0500 on 28 February, 1942, he was on watch in the engine room; that the explosions of the torpedoes hitting the ship was his only knowledge of the attack; that there were at least two explosions similar to depth charges going off; that all of the ships fuses were evidently blown as the ship immediately went dark; that he attempted to communicate with the bridge, but was unsuccessful; that he came on deck and saw that the whole stern had been carried away; that the explosions had opened up the No. 1 fire room; that he believes that the torpedoes hit the port side because of the fact that the port stern was caved in; that the ship kept afloat for one hour after the attack; and that he abandoned ship just before she went under; that there were no officers topsides to give orders; that of the entire complement he saw only about 30 men on deck after the attack; that the Chiefs' compartment was entirely destroyed as well as the Officers' quarters and the bridge; that when the ship eventually went under there were still a few men on board; that discipline on board after the attack was good, and all able hands took their regular stations in attempting to abandon ship; that there was no possibility of taking any defensive action; that he saw a light about 100 yards off the port bow, which looked like a buoy light, which he thought might be a surfaced submarine, although he could not see any part of the submarine itself; that no attempt was made to hail the vessel nor was there any shell fire. The weather at the time of the attack was good; that there was a dull moon and slightly cloudy skies, and the horizon was not sharp; that after coming on deck the water tender reported to him that he had secured all of the valves; that the ship was entirely blacked out when he came on deck; that it appeared to him that the only members of the crew who survived the original attack were those on watch at the time; that the casualties after abandoning the ship was caused by the discharge of depth bombs, and not from explosions; that he believed that prior to the attack that the depth bombs were not armed, but that he believed the force of the explosions caused them to become armed; that he had no knowledge as to what code books or confidential papers might have been carried on the vessel, nor did he have any knowledge as to what, if any, action was taken to secure or destroy any code books or confidential papers that might be on board, although because of the nature and location of the damage he believed that that section of the ship where they normally would be kept, namely the bridge or master's quarters, was so destroyed that no person occupying those quarters could have survived, or if they had survived, could have reached them; that the JONES went under bow first; that when the stern rose above the water it appeared to him that for a distance of 40 feet all the stern structure above the shaft and keel plates had been carried away by the force of the explosions; that the only thing peculiar about the attack which he noticed was when he came on deck there seemed to him to be a

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SUBJECT: Interviews with survivors of the USS JACOB JONES,
sunk by enemy action at 0500 on 28 February, 1942.

strong odor which he identified as being similar to carbide; that in his opinion such substance might have been contained in the torpedo heads; and that his opinion was further born out by the fact that a number of small fires broke out on deck; that these fires were similar to those which might have been caused by small lumps coming into contact with water; that the reason that the survivors were unable to launch the life boats was caused by the fact that there were not sufficient able bodied men on deck to man the lines and hoist the boats out of their cradles; that they were further handicapped by debris, and the entire structure was made slippery by fuel oil; that more of the crew might have been saved had the life boats been carried swung out over the side of the ship.

HOLLENBECK, L. F., GM3/c, stated that the USS JACOB JONES left the Brooklyn Navy Yard on 27 February, 1942, apparently to go in search of survivors of the two tankers which had been reported afire off the Jersey Shore; that he did not know the orders under which they were sailing; that at 0400 on 28 February, 1942, he took his station in the crow's nest; that the ship was completely blacked out, and carried no running lights or navigation lights; that the first knowledge he had of the attack was when he heard the explosions which seemed to take place just aft of the deck house; that there were two hits, one in the forward section, and one aft; that the explosions caused debris to be thrown all over the deck, and seemed to be similar to a terrific jar; that he at first attempted to free a new life raft or net which they had shipped on board at the Brooklyn Navy Yard; that he was unable to free this raft because it was covered with debris; that the explosions of the torpedoes caused no large fires, but there were a number of small fires on deck; that following the explosions he noticed an odor very similar to that of carbide; that following the explosions it appeared to him that there were not more than 30 or 40 of the entire complement who survived the attack; that only one officer, an Ensign Smith, appeared on deck, and this officer was in bad physical condition; that the decks of the ship were slippery with oil, which made it difficult to work, although able bodied men on deck did their duties as well as possible; that they abandoned ship approximately ten minutes before she finally sank; that he was in a position where he could have seen the wake of the torpedoes, but did not see such a wake; that he was of the opinion that the torpedoes struck the starboard side because there was very little debris on the port side; that the torpedo which struck forward sheered off the entire forward section back to and including the bridge; that the stern section was destroyed down to the shaft; that they had no chance for defensive action as the guns on the fantail had been blown away, and one of the stacks had fallen on the guns on the galley deck house; that the only guns fit for service were the machine guns, and as they were unable to see the submarine, no action was taken; that the weather conditions at the time of the attack were good, and the survivors were picked up about four hours after the attack; that a number of men on the life raft

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SUBJECT: Interviews with survivors of the USS JAMES B JONES,
sunk by enemy action at 0500 on 28 February, 1942.

of which he was an occupant were killed when the depth charges went off almost directly beneath this raft; that he believes that many of those who survived the original attack were killed by the explosions of the depth charges; that no attempt was made to hail the ship, nor was any attempt made to board the ship; that he believes that the officer's quarters were destroyed by the original attack; that he felt that had the whale boats been so arranged so that they could have been swung out instead of up there might have been more of the crew saved; and that there were not sufficient able bodied men on deck to handle the boats as they were.

PANTALL, George E., F3/c, stated that he was on duty in No. 2 fire room at the time of the attack, having taken over at about 0455; that he placed the time of the attack at about 0500 as he had only been on duty for about five minutes when the torpedoes hit; that there were two explosions, the effect of which he described as being a heavy jar; that following the torpedoing, the ship stayed afloat for approximately one hour; that as a result of the hits both the forecabin and bridge were blown away, and the officer's quarters destroyed; that he did not see the submarine, although he did see a light on the water approximately 100 yards off the port bow; that he again saw this light off the starboard side, and thought that the light moved rather than the ship swinging; that although the visibility was good he was unable to see the submarine; that he abandoned ship at about 0600, and the ship sank about two minutes later; that approximately 30 or 40 men survived the original attack, but that the depth charges which went off after the ship sank killed a number of the survivors who were swimming in the water; that both the Chiefs' and Officers' quarters were destroyed; that discipline on board after the attack was good, and everyone able manned his station to abandon ship; that they had no chance for defensive action as the aft guns had been destroyed, and one of the stacks was on top of the forward guns; that following the explosions of the torpedoes he noticed the odor of carbide gas; that he believes that the torpedoes struck on the port side; that the torpedo which struck aft blew the entire aft compartment out; and that he only saw four men whose normal station would have been in the aft section of the ship.

OBORG, A. E., R3/c, stated that at the time of the attack he was off duty asleep in his quarter's in the stern of the ship; that about 0500 the explosions threw him out of his bunk, and that this was the first knowledge he had of the attack; that there were two explosions, one being at the aft bulkhead between the firemen's quarter's; that the effect of this explosion was to blow everything completely off the stern; that he left his quarter's by climbing over the debris and through a hole in the skin of the ship on the port side and walked forward; that he was certain that the torpedoes hit on the port side; that because there were no officers present no orders were given to abandon ship; that he did not see what damage was done

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sunk by enemy action at 0500 on 28 February, 1942.

forward, but he was unable to go further forward than the end of the galley; that he did not see a submarine, although he did see a yellow light, which appeared to be approximately 100 feet off the port side; that this light frequently went off and on, and was raised a little out of the water; that he was last relieved from duty at 2400 on 27 February, 1942; that the last radio message that he sent out was approximately at 2100 on 27 February, 1942, but that since he was not on duty after that he did not know whether any additional messages were sent out; that they maintained a listening watch, and he believes that it was possible that the style of the receiving set which they had could have put out a secondary signal when being used to listen on the low frequency.

ROUSSELL, Woodrow A., WT2/c, stated that he was on duty at the time of the attack, which took place at about 0500 on 28 February, 1942; that the first warning he had of the attack was when he felt the explosions; that there were two definite explosions, and there might have been a third; that the effect of the explosions was that the whole ship seemed to vibrate violently; that there was a terrific hole in the deck above the No. 1 fire room; that the only officer he saw following the attack was Ensign Smith; that they abandoned ship approximately one hour after the attack; that he did not see a submarine, but did see a light on the starboard side, which disappeared 15 minutes later, but he did not know whether this light came from a submarine; that this light was not very bright, and may have been a torch from one of the life rafts from the USS JACOB JONES.

(NOTE: As this witness was apparently suffering from internal injuries his testimony was not extensive.)

TIDWELL, Joseph Paul, F2/c, stated that he was on duty at the time of the attack, which took place at about 0455 on 28 February, 1942; that he believes that three torpedoes struck in rapid succession; that he believes that the entire complement of the crew with the exception of 25 or 30 men were killed or disabled by the explosions; that he saw no officers following the attack; that at the time of the attack the weather was clear and visibility good and getting better; that he saw a light on the water, and believes he could almost make out a conning tower, although this might have been a life raft; that no attempt was made to hail the boat or the survivors; that he believes the ship's magazine was hit by one of the torpedoes, and he believes that the officers' quarters was so destroyed that it was questionable whether anyone located in that part of the ship could have survived, and he is sure that any code books kept in that section of the ship could not have been reached.

STORM, Adolph R., AS, stated that he was on watch at the galley deck house at the time of the attack; that he saw no torpedo wake, but thought that one of the torpedoes hit on the

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SUBJECT: Interviews with survivors of the USS J. B. JONES,
sunk by enemy action at 0500 on 28 February, 1942.

starboard side; that the bow of the ship was completely torn off and the skin bent back; that the stern was almost shot off; that there were two definite hits, one forward and one aft, the aft one being on the fantail; that he saw a light on the surface and assumed it to be a submarine about 100 yards off the starboard side; that this light was only visible for about 15 minutes; that at the time of the attack he saw a bright flash of light forward; and that there was a definite odor of carbide; that he abandoned ship approximately two minutes before she went under; that he abandoned ship on the port side, and with the exception of the damage forward and aft, he saw no damage on the port side; that no officer's were seen on deck following the attack; and that he believes the magazine blew up as there was a terrific concussion; that only 30 or 40 men survived the original attack.

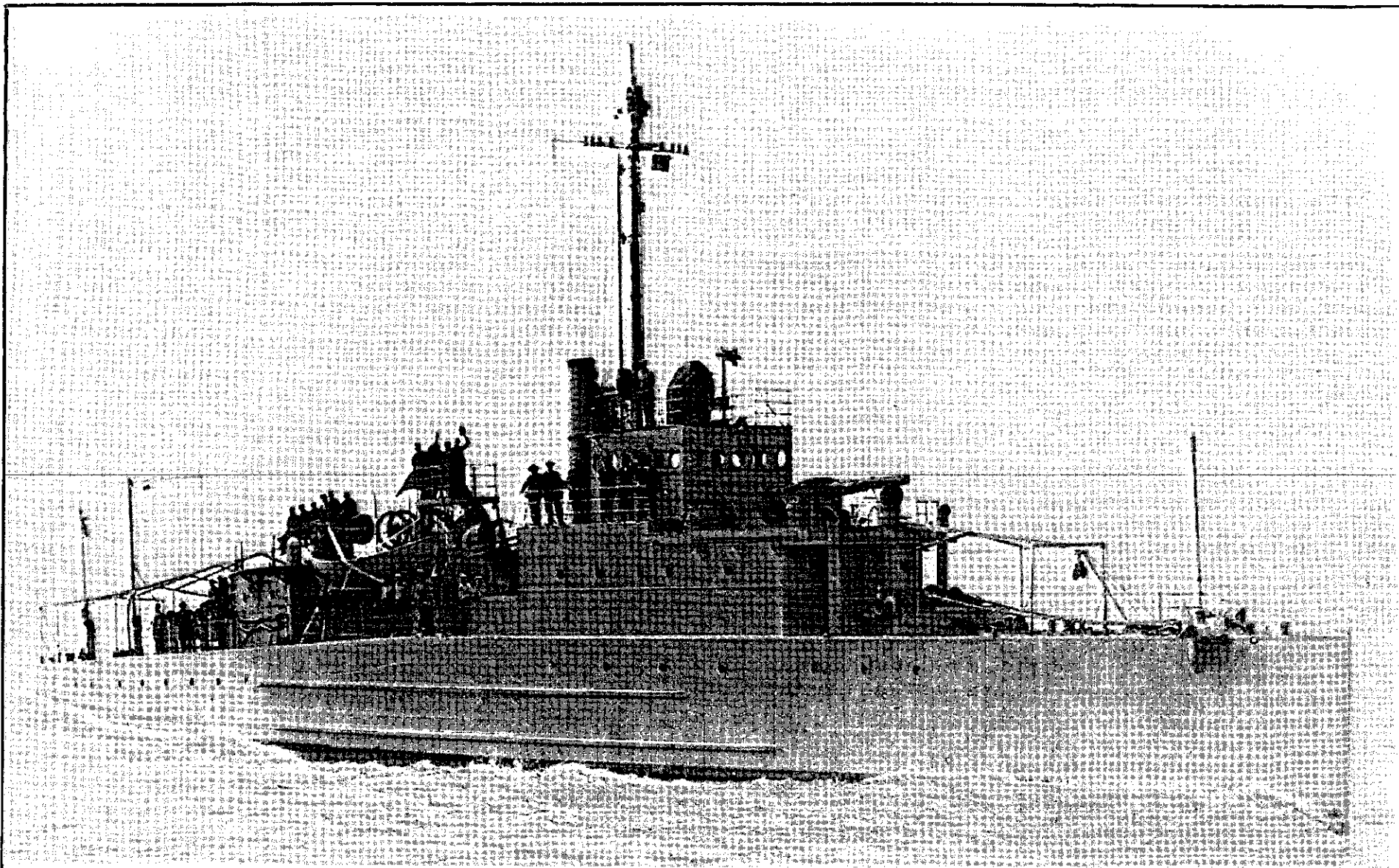
DORS, Richard, MM/c, stated that he was on duty at the time of the attack, and heard three explosions all of about the same intensity; that he first thought it was gun fire; that the first explosion stopped the ship, and the second moved her aft, and he could not determine the effect of the third; that he believes the first torpedo struck the starboard side; and that everything from the No. 2 boiler forward was blown away; that he saw a light on the water, which he thought might have been from a submarine; that although 30 or 40 men survived the original attack many others were killed as a result of the explosions of the depth charges after the ship sank.

MEIGET, J. W., MM/c. stated that he was on duty at the time of the attack, which consisted of two or three torpedoes striking the ship; that one of these was forward, and two aft; that immediately following the explosions all of the lights went out; that he saw a light off the starboard side; that he did not know what damage was done forward as he did not go there, but that the effect of the explosions aft destroyed everything above the shafts for about 40 foot; that he believes the torpedoes might have hit on the starboard side.

Thomas P. Talbot

THOMAS P. TALBOT
Lieutenant (jg), USNR.

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The Eagle Boat PE-2 at her builder's trials in 1918. Sixty of these patrol craft were completed in 1918-1919, but only eight remained in commission in late 1941. Early on February 28, 1942, USS Eagle PE-56 of the Inshore Patrol was directed to some life rafts sighted by an Army observation plane. Unfortunately, there were only 12 survivors of the Jacob Jones to be rescued by this Eagle Boat, and one of them died while en route back to the U.S. Naval Air Station, Cape May, New Jersey. Characteristics of the Eagles:

<u>Displacement</u> (std.)	430 tons	<u>Beam</u>	25' 9"	<u>Armament:</u>	2 4-in./50, 1 3-in./50
<u>Length</u> (overall)	200' 9"	<u>Speed</u>	18 knots		on the fantail, depth charges

(National Archives (private collection))

UNITED STATES SHIP EAGLE 56Saturday 28
(Day) (Date)February 19 42
(Month)ZONE DESCRIPTION plus 4

REMARKS

00 to 04

Steaming on Inshore Patrol off Delaware Capes, on various courses at various speeds, standard speed 12 knots (330 RPM). Boilers #1 and #2 steaming on the line. Main engine on back pressure. Maintaining Battle Condition II. 0005 Passed Channel Buoy #5 abeam to port, on course 210° (p s c), distance approximately 5 miles. 0037 Passed Fenwick Island Shoal Buoy #2 abeam to starboard, on course 204° (p s c), distance 100 yards. 0047 Passed Fenwick Island Light abeam to starboard, on course 205° (p s c), distance 14 miles. 0231 Passed Sugar Point Buoy #3 abeam to starboard, on course 204° (p s c), distance 8 miles. 0313 Passed Winter Quarter Shoal Buoy "6A" abeam to starboard, on course 204° (p s c), close aboard. 0317 Passed Winter Quarter Shoal Buoy "6A" abeam to port, on course 024° (p s c), distance 500 yards. Average Steam; 250, Average RPM; 330.

T. H. Morris
T. H. MORRIS.
Lieut. (jg), USNR.

04 to 08

Steaming as before. 0620 Fenwick Island Shoal Buoy #2 abeam to starboard, on course 000° (p s c), distance 1 mile. 0654 Passed Channel Buoy #5 abeam to starboard, on course 025° (p s c), distance 1 mile. Average Steam; 250, Average RPM; 270.

W. G. Dutton
W. G. DUTTON.
Lieut. (jg), USNR.

08 to 12

Steaming as before. 0815 Mustered crew on stations, no unauthorized absentees. 0815 Sighted U.S. ARMY OBSERVATION PLANE and exchanged signals. 0826 U.S. ARMY OBSERVATION PLANE dropped message. Commenced steaming on various courses at various speeds, standard speed 12 knots (330 RPM), to pick up message. 0838 Picked up message from 104 A C OBSERVATION SQUADRON U.S. ARMY. Commenced steaming on course 120° (T) at standard speed 12 knots (330 RPM), to pick up survivors reported by U.S. ARMY PLANE. 0907 Sighted small boat, one point on the port bow. General Quarters. 0911 Sighted raft with survivors, broad on the starboard bow. Commenced maneuvering on various courses at various speeds, standard speed 12 knots (330 RPM), to pick up survivors. 0922 Picked up 3 survivors aboard from raft. Took raft in tow with 4 bodies. 0934 Cut raft adrift. 0941 Picked up 4 survivors from second raft. 0954 Picked up 2 survivors from third raft. 1000 SMITH, Carl 265 86 06, WT2/c, survivor died. 1002 Picked up 3 survivors from fourth raft. 1058 Maneuvering alongside motor whaleboat adrift, no survivors aboard. 1144 Secured from General Quarters, set Battle Condition II. Commenced steaming en-route NAVAL SECTION BASE, CAPE MAY, NEW JERSEY, on course 316° (p s c) at various speeds, standard speed 12 knots (330 RPM), having picked up the following survivors from U.S.S. JACOB JONES at Long. 74°27'; Lat. 38°42': DORS, Richard, 201 65 46, MM1/c, HOLLENBECK, Louis Frederick, 234 29 90, CM# /c, MERGET, John William, 405 68 66, MM1/c, OBERG, Albert Ernest, 212 55 13, RM3/c, PANTALL, George Edward, 283 61 04, F3/c, MOODY, Thomas Ryan, 287 30 99, MM2/c, JACOBSEN, Rudolph Floyd, 299 10 46, MM1/c, ROUSSELL, Woodrow Albert, 201 65 34, WT2/c, STORM, Adolph Ring, 642 02 80, AS, STRUTHER, John Swan, 224 47 20, AS, TIDWELL, Joseph Paul, 279 75 53, F2/c, SMITH, Carl, 265 86 06, WT2/c. Average Steam; 250, Average RPM; 207.

G. M. Street
G. M. STREET.
Lieut. (jg), USNR.

12 to 16

Steaming as before. 1223 Shifted to back pressure. 1237 Shifted to maneuvering combination. 1241 Contacted and spoke to U.S.C.G. 471. 1300 Passed Five Fathom Shoal Buoy "FLS" abeam to starboard, on course 320° (p s c), distance 500 yards. 1420 Secured from Battle Condition II. 1430 Commenced standing into Cape May Harbor on various courses at various speeds, standard speed 12 knots (330 RPM). Captain at Conn, Navigator on Bridge. 1440 Passed Cape May Harbor Jetty Light abeam to port, close aboard on course 350° (p s c). 1459 Moored port side Pier #2

Approved: *F. W. Parsons*
F. W. PARSONS.
Lieut. Comdr., USNR.
Commanding.

Examined:

G. M. Street
G. M. STREET.
Lieut. (jg)

ADDITIONAL SHEET

U. S. S. EAGLE 56

Date February 28, 1942

12 to 16 (contd')

Berth A, NAVAL SECTION BASE, CAPE MAY, NEW JERSEY, with 6 manila lines. 1507 Body of SMITH, Carl, 265-86-06, WT 2/c, USN removed to base. 1540 Received the following provisions for General Mess, inspected as to quantity by Lieut. (jg) T. H. MORRIS; from U.S.S. Y.P. 30; 30 lbs of bread. 1544 Completion of transfer of the following survivors of the U.S.S. JACOB JONES to base; DORS, Richard, 201-65-46, MM 1/c, USN, HOLLENBECK, Louis Frederick, 234-29-90, GM 3/c, USN, MERGET, John William, 405-68-66, MM 1/c, USN, OBERG, Albert Ernest, 212-55-13, RM 3/c, USN, PANTALL, George Edward, 283-61 04, F 3/c, USN, MOODY, Thomas Ryan, 287-30-99, MM 2/c, USN, JACOBSON, Rudolph Floyd, 299-10-46, MM 1/c, USN, ROUSSELL, Woodrow Albert, 201-65-34, WT 2/c, USN, STORM, Adolph Ring, 642-02-80, AS, USN, STRUTHER, John Swan, 224-47-20, AS, USN, TIDWELL, Joseph Paul, 279-75-53, F2/c, USN. 1545 Lieut. (jg) HALSEY came aboard to pay crew. 1558 Lieut. (jg) HALSEY left ship having paid ship's company. 1558 Made all preparations to get underway. Average Steam; 250, Average RPM; 209.4.

W. G. Dutton
W. G. DUTTON.
Lieut. (jg), USNR.

16 to 18

Moored as before. 1611 Underway pursuant to Inshore Patrol operating schedule, standing out of Cape May Harbor on various course at various speeds, standard speed 12 knots (330 RPM), Captain at Conn, Navigator on Bridge. 1626 Passed Cape May Harbor Jetty Buoy abeam to starboard, close aboard on course 155° (p s c). 1628 Commenced steaming enroute Lat. 38° 44', Long. 74° 27' on course 135° (p s c) at various speeds, standard speed 12 knots (330 RPM). Set Battle Condition II. 1740 Five Fathom Bank Lighted Bell Buoy "FLS" abeam to port, on course 120° (p s c), distance 1400 yards. 1743 Steaming on various courses at various speeds, standard speed 12 knots (330 RPM), searching for wreckage, rafts and boats of U.S.S. JACOB JONES. Average Steam; 250, Average RPM; 320.1.

T. H. Morris
T. H. MORRIS.
Lieut. (jg), USNR.

18 to 20

Steaming as before. Made daily inspection of magazine and smokeless powder samples, condition normal. 1941 Passed Five Fathom Buoy "FLS" abeam on course 310° (p s c), Distance 2 miles. Resume William Patrol. Average Steam; 250, Average RPM; 318.2.

W. G. Dutton
W. G. DUTTON.
Lieut. (jg), USNR.

20 to 24

Steaming as before. 2124 Passed Fenwick Island Shoal Buoy #2 abeam to starboard, on course 200° (p s c), distance 250 yards. 2226 Passed Fenwick Island Shoal Buoy #2, on course 204° (p s c), abeam to starboard, distance 300 yards. Average Steam; 250, Average RPM; 283.4.

G. M. Street
G. M. STREET.
Lieut. (jg), USNR.

Approved:

F. W. Parsons
F. W. PARSONS.
Lieut. Comdr., USNR.
Commanding.

Examined:

G. M. Street
G. M. STREET.
Lieut. (jg)

U. S. N. Navigator.

Commander Eastern Sea Frontier, War Diary, February 1942.

Report of sinking of Jacob Jones (DD-130), 28 February 1942
Eastern Sea Frontier in February was named.

Throughout the month of January, she had been on patrol and escort duty in the North Atlantic, protecting shipping on the sea lanes between America and England. Early in the month, after returning to this coast, she lay over in Boston for a few days before proceeding to New York. Upon arrival here, the ship entered the Navy Yard for brief overhaul and minor repairs.

On the morning of February 27, her captain, Lieutenant Commander Hugh Black, came to Headquarters, Eastern Sea Frontier to report his ship ready for sea. In conference with Captain Stapler, the nature and extent of the repairs that had been made, and his new duty were discussed. THE JACOB JONES was to patrol and search the area between Barnegat and Five Fathom Bank Lighted Buoy. By day she was to keep some forty miles offshore, running along the 100 fathom curve, while at night she was to move inland to search "approximately five miles off the line of lighted buoys" between the north and south extremities of her patrol area. After these matters had been settled and charts for the district reviewed, the Captain returned to his ship.

At 1130, February 27, the JACOB JONES proceeded to sea. Shortly after her departure, when the destroyer DICKERSON "became available," word was sent to the JACOB JONES from Commander, Eastern Sea Frontier, that the two vessels would divide the search and patrol area between them, at the line of 39-10 North latitude. Early in the afternoon, word was received at Headquarters, Eastern Sea Frontier, that the two ships were "proceeding in company in direction of the Delaware Capes." On their way they passed the burning hull of the R. P. RESOR, torpedoed off Sea Girt the day before. The JACOB JONES circled the ship for two hours looking for survivors but could

find none. She then returned to her course leaving a Navy tug standing by.

Three hours later, at 1956, the destroyer notified Eastern Sea Frontier that she was patrolling on a course of 211 at a speed of fifteen knots. Her 2000 position was given as 39-15N; 74-13W. After that, for the rest of the night, the JACOB JONES kept radio silence though a listening watch was maintained, as always, in the radio room.

Throughout the night the ship, completely darkened without running or navigation lights showing, kept on her southward course. A light wind was blowing but the sea was quite calm. Overhead clouds moved slowly across a hazy sky lit by a full moon. At 0400, the watch was changed. The ship was in "Condition 2" with one-third of the crew standing by. A man was in the crow's nest and several men were on either side of the galley deck house. The ship was not zigzagging. About 0500, as the moon began to fade into the hazy sky, the first streaks of dawn were breaking over the eastern horizon. At this hour, one torpedo broke into the port side of the JACOB JONES with a tremendous explosion, and a second or two later, another plunged into the after part of the ship.

George Edward Pantall was a fireman third class aboard the JACOB JONES. At 0500, on the morning of February 28, he was on watch in the No. 2 Fireroom, watching the guages. When the first torpedo hit, he was "knocked over against the board we had the other guages on, and then another one hit, and the floor plates were shaken out of their place. All I could think of was I wanted to get out of there." In the moment or two during which the engine room watch waited to see what would happen, Pantall picked up a life preserver. The water tender looked at the guages and saw that the pressure

had dropped to fifty pounds. Turning to the watch he said, "All right boys, go ahead up through the hatch." So they "went up through the hatch on topside."

On deck, George Pantall "looked forward of the ship where the first torpedo hit, and I seen what that done and I didn't bother to go aft to see what happened there." The water tender went over to the master valves and secured the fireroom boilers. Then he joined the rest of the crew at the lifeboats.

Adolph Ring Storm, apprentice seaman, was standing his watch at 0500 on the starboard side of the JACOB JONES on top of the galley deck house. Without warning "there was a tremendous concussion and a flash of flame, and I was knocked down, sir. I could see the flash of flame from where I stood. I was in back of the splinter shield of the gun mount. There was a tremendous flash of flame just forward of me on the starboard side. There was a tremendous concussion. It knocked me down." He stayed down on the deck, dazed but not unconscious, for a minute or two. When he recovered from the shock, he got up and climbed down the ladder to the rain deck. Once there, he ran to help the rest of the crew with the lifeboats.

The two torpedoes landing almost simultaneously on the port side of the JACOB JONES had done almost unbelievable damage. The first one may have exploded the ship's magazine, for it took off everything forward of a point just aft of the bridge, including the chart house, the bridge itself, the officers' and petty officers' quarters. The second, striking aft about forty feet forward of the fantail carried away the after part of the vessel above the keel plates and shafts. About all that was left was a center section.

In the clearing light, the crew looked over their ship. To one "everything forward was just a mass of tangled steel all torn away and everything. No bridge at all." Another saw that "Number 1 stack and the bridge were gone. Number 2 stack was laying over against the galley deck house, and the deck over Number 1 fireroom was rolled up against the galley deck house. The deck over the forward compartments was rolled up against the machine gun nest over the top of the engine room."

It was obvious that the JACOB JONES would sink. The men—only about twenty-five of them were able to get out on deck after the explosions—went immediately to the lifeboats. All the officers had been killed save one who was so badly wounded that he was dazed and "practically incoherent" throughout the time the ship stayed afloat. Under the direction of a rating, "Dusty" Rhodes, the crew set to work to break the boats out of their cradles, only to find they were jammed in the skids. Oil running over the decks and fouling the lines and rigging hindered the work. A life raft was launched with some men, to whom a line was thrown from the deck. This line was rigged to a lifeboat but the men on the raft "couldn't do any good with it." On deck, they cut the boats free from the cradles but with the slippery footing and the oily lines, it was impossible to get the necessary purchase to get the boats away. So the men turned to the rafts. George Pantall got away on the first one, but returned for some reason, to the ship. He went to the steamfitters' room "and there was a fellow standing at the door. The fellow said to me, 'When the ship starts to go I'll tell you.' It didn't seem long before the man looked in the door and said, 'The ship is going down,' so I left."

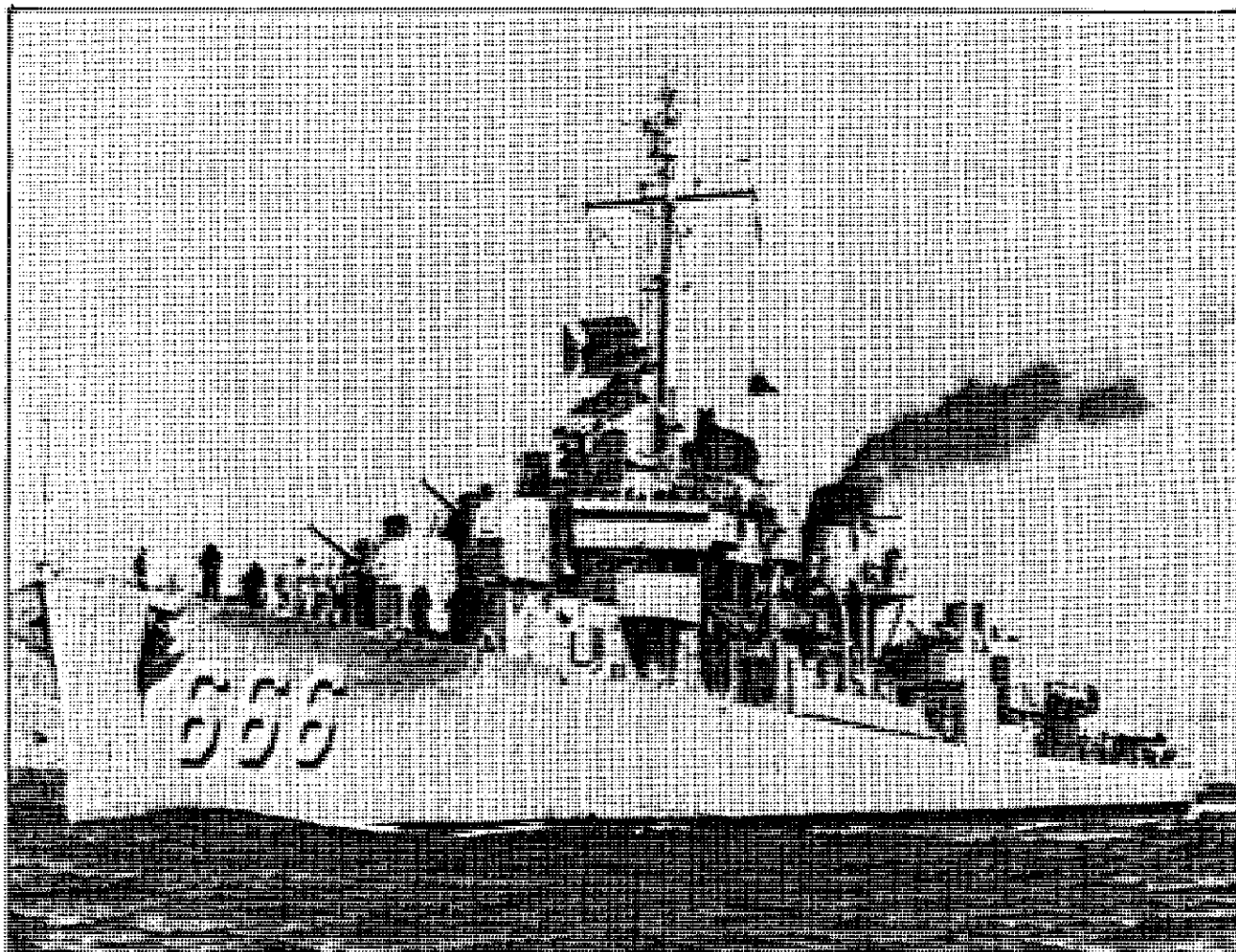
Four or five rafts were launched from the JACOB JONES before she went down. On most of them, there were only three or four men but one carried fourteen. This raft was very close to the ship when she lifted her stern high in the air and slipped down into the ocean bow first. Seconds later, one of the men saw a sheet of flame rise out of the water and "a little jar" run across the face of the sea. Then a column of water was shot skyward, falling a moment later over those on the raft beneath. The depth charges on the JACOB JONES were going off. The fourteen survivors on the nearby raft took the full force of the concussion. Some were killed. "They just died, one at a time, that's all."

It was toward this raft that George Pantall was swimming when the ship went down. He got there after the depth charges had gone off, to find that "there was no room on it for me, so I hung around on the side of it, and then a wave would come along--or something-- and wash the fellows overboard, and I finally got on the side of the raft. I laid on the side."

It was about 0600 when the ship sank. Two hours later, at 0810, the life rafts were sighted by First Lieut. L. R. Blackburn, Jr. in an observation plane. A few minutes later the pilot made contact with the USS Eagle 56 which changed its course in the direction indicated by the plane. At 0858, the EAGLE 56 picked up a message dropped from the plane giving the course to the life rafts as 120. The ship at 0907 sighted an empty lifeboat. Fifteen minutes later she came alongside a raft on which were three men and four bodies. Some little time was taken in getting the three survivors aboard because the sea was building up before a strong wind. When the men were brought on deck, it was decided, in view of their weakened condition to search

Immediately for other survivors leaving the bodies on the raft until later. The raft was taken in tow. For an hour and a half the Eagle boat searched the area. About 0930, she cast off the raft which was beginning to break up. A half-hour later, twelve survivors had been picked up, but the search went on another hour before the Eagle boat was ordered to proceed to Cape May with the rescued men. Carl Smith, the water tender, died on the way in. For the next two days, the search continued by plane and ship but no further trace of survivors was found anywhere.

The JACOB JONES was the first man-of-war sunk within the limits of the Frontier by enemy action. How much the element of bad luck entered into her sinking, none can be sure. The normal watch was set and "apparently on the alert." No man saw any evidence of a submarine and no man saw even the wake of the torpedoes before they struck. It is quite possible that the meeting between the destroyer and the U-Boat was simply ill fortune and it is also possible that the German picked up a secondary signal from the radio used on the listening watch. Obscure though the causes of the encounter may be, the result is well defined—the loss, at a critical moment, of an efficient destroyer and a well trained, experienced crew.



The Fletcher-class destroyer USS Black (DD-556) was named after the commanding officer of Jacob Jones, Lt. Cdr. Hugh D. Black, USN. A sister ship, USS Marshall (DD-575), was named to honor the executive officer of Jacob Jones, Lt. Cdr. Thomas W. Marshall, Jr., USN. Both officers were killed when their ship was torpedoed off New Jersey on February 26, 1942. Purple Heart Medals were awarded to them posthumously. (Official U.S. Navy Photograph)

THE "JAKIE"

Albert E Oberg

The USS *Jacob Jones* (DD130) was an old World War One destroyer, 314 feet, 4 inches long, (almost as long as a football field) by 30 feet 6 inches wide. She was one of a class known to sailors as "Four Stackers" for the four big smoke stacks each had. Started some nine months before the end of World War One, she was not completed and commissioned until October 1919, eleven months after that war ended. Mothballed only three years later, she was recommissioned in 1930 and served continuously until the last day of February 1942.

As a seaman 2nd class with a total of less than six months in the Navy, I joined the crew of the "Jackie" in New London, Connecticut in September 1940, transferred with ten others from the USS *Doran* (DD185), a similar ship, in Halifax, Nova Scotia. The *Doran* had just been turned over to the British Navy as a part of the trade of fifty US destroyers in exchange for the use of a number of British bases in American waters. As a British ship she became the 'HMS *St. Marys*.'

The "Jakie" was in New London to learn submarine detection and destruction techniques while a U.S. submarine developed evasion techniques. In December we headed south, stopping briefly December 6th at Norfolk and then on to Key West, Florida for further Anti-Submarine-Warfare training. As we passed the coast of the Carolinas and Georgia the reason for our training became obvious; masts of ships, sunk in the shallow waters could be seen along the coast. In January I was temporarily transferred to Elementary Radio School in Key West for ten weeks of training, and started standing radio watches immediately on my return to the ship. My advancement to Radioman 3rd Class came June 1st.

In late March we started neutrality patrol in the Caribbean, first based in Key West and patrolling between Key West and Yucatan. This was ideal duty with a lot of shore leave in Key West and while at sea, cruising slowly in warm, calm waters. The fishing was good and our ship's cook had been a chef at The Greenbriar, the famous resort hotel in West Virginia. We enjoyed several gourmet seafood dinners.

In June we were transferred to the base in Guantanamo Bay, Cuba, and patrolled near Martinique and Guadeloupe. This was for me, the worst duty of my entire time in the navy. Fortunately it lasted only about three months. On radio watch twelve hours a day, I also had four hours of other duties. The rest of the time was free for eating, washing, sleeping and recreation. Unfortunately, a very loud poker game near my bunk many nights kept me awake when I was not on duty. After one afternoon of beer and baseball at Guantanamo we returned to the ship about five PM and I was faced with a long radio watch. Each hour of watch consisted of fifty minutes of copying morse code and a ten minute break. After struggling through the first fifty minutes, I got a towel

Editor's Note: Albert E. Oberg is probably the only living survivor of the destroyer Jacob Jones sunk on February 28, 1942. He sent me his updated narrative in January, 2006, and I have included it in my booklet uncut and unedited.

E. Andrew Wilde, Jr.

The "Jakie," pg. 2 of 6.

from my locker, soaked it in cold water and wrapped it around my head like a turban. Every few minutes I'd give it a slight squeeze so water would trickle down my face and neck. During each ten minute break I refreshed the water and managed to survive for five long hours.

On the 30th of September 1941 we headed north to spend the winter in the North Atlantic. After two months upkeep in Norfolk, and now based in Boston we were having gunnery practice off Cape Cod and I was on radio watch when the news of the Pearl Harbor attack reached us. The news was soon followed by the message, "Execute war plan ---- against Japan." It was followed later by "Execute war plan ---- against Germany." A few days later we were on our way to our new base in Argentia Bay, Newfoundland, for North Atlantic convoy duty.

Our first escort duty, on December 16, took us back through heavy seas to Boston. We returned to Argentia on the 24th. Our second job, on January 4th, 1942, was to escort two merchant ships to rendezvous with an England bound convoy. An underwater echo was received before we were out of sight of Cape St. Mary's and a depth charge attack started. Contact with the submarine, if there was one, was lost and the only result was acres of dead herring and within a few minutes, a cloud of hungry, squawking seagulls looking for a free meal. We delivered the ships to the convoy and returned to Argentia the next day.

Our next duty, starting January 14th, was to help escort a convoy of merchant ships, headed first for Iceland and thence on to England. Before we got to Iceland a violent storm overtook us and scattered the convoy. Waves were about as long as the ship and so high that as we rode over the crest of a wave, our bow and stern were completely out of water at the same time. From that vantage point, sometimes we could see only the masts of the ships we were escorting. They were riding in the troughs of waves that were high enough to hide them. Occasionally when riding down a wave, the bow would dig into the next wave, burying the foc'sle deck under tons of water. On one such occasion, standing on top of the after-deck house, I was able to look forward and see the yardarm lower than the horizon. In the chief's quarters some of the stanchions which supported the foc'sle deck buckled, allowing the deck to sag and making many of the chief's bunks unusable. We limped into Hval Fjördur, Iceland alone on the 19th of January.

Traveling from the aft sleeping quarters forward to eat or go to the radio shack in that kind of weather required some agility and careful timing. We had to wait inside a watertight door, listening to up to a foot of water washing over the deck. When it stopped we would step outside, quickly secure the door and jump up a few steps of a nearby ladder (stairway). There we would wait for the next wave to pass. When it was gone we would run to the searchlight tower about fifty feet farther forward, and go up

steps again while the next wave passed. Our next dash was to safety in an enclosed space next to the galley. All of this had to be done while the ship was pitching up and down as we headed into the waves or rolling, sometimes as much as 45 degrees each way as we ran parallel to the waves.

Once inside the radio shack, we had other problems. When the bow pitched high as we neared the crest of a wave the carriage of our aged typewriter would slide to the left (toward the stern) so that most of our typing piled up on the right edge of the paper. We finally solved that problem with a system of rubber bands but were never able to correct another problem. As the bow descended rapidly after cresting a wave the typewriter carriage would descend more slowly than the body of the typewriter and the keys, resulting in lines of type that curved and only a part of each letter was printed. When the bow hit the next wave the carriage would return to normal. We learned to remember what was coming in through our earphones and type quickly while the carriage was in its normal position. When the ship rolled, as it did most of the time in the North Atlantic, we had a different problem. Chairs in the radio shack were not secured to the deck. In order to stay in place we screwed a screw eye into the edge of the desk on each side of the typewriter. A short piece of rope with a halyard clasp spliced into each end was passed around the back of the chair and hooked to the screw eyes. By bracing our feet against the bulkhead (wall) behind the desk it was possible to tighten the rope so we could stay in place no matter how much we rolled.

Meals were a problem for everyone. In the galley the ships cooks had to avoid falling against the hot range while contending with sliding pots and pans and while caldrons of boiling soup and coffee spilled as the ship rolled, making the deck wet and slippery, adding to the danger of serious burns and other injuries. Mess cooks (usually apprentice seamen) had to prepare tables in our quarters and carry the food down two decks and clean up after we finished eating. In retrospect, eating was probably the easiest part. We quickly learned to brace ourselves in place and hang on to our plates as we ate. In the very worst conditions we were given only sandwiches.

We left Iceland five days later (Jan. 24th 1942) in much better weather, heading for Argentia, escorting three merchant ships. Again heavy winds scattered the ships and we continued on to Argentia with a lone Norwegian merchantman. After one probable submarine contact on Feb. 2 and unknown results of our attack we arrived at Argentia the next day and went on with another convoy to Boston for a week of much needed repairs. It was during this time that a group of us in a restaurant, found ourselves, each with our feet alongside the back legs of our chairs, ready for quick adjustment in case the restaurant rolled or pitched and hanging tightly onto our plates to keep them from sliding.

We were sent to Norfolk on the 15th and were immediately sent back north again, this time to New York to join a roving Anti-Submarine-Warfare Patrol that was being

The "Jakie," pg. 4 of 6.

established to attempt to reduce the devastating losses of shipping along the east coast. I have learned since that that patrol consisted of one destroyer: Jakie.

On our first patrol, on the night of February 22nd we made an apparent submarine contact before we were fully out of New York Harbor and attacked. An oil slick was our only indication of success. German records do not show any U Boat lost at that time and place.

We departed New York again on February 27th on our 2nd and last patrol to search and patrol the area between Barnegat Light and Five Fathoms Bank. A change of orders sent us to Cape May and the Delaware Capes. Enroute we encountered the burning wreckage of a torpedoed tanker, the "R.P. Resor". We searched for two hours but finding no survivors we continued toward our assignment. I tried repeatedly to call radio New York to report but could not make contact. Finally the Navy radio station at Balboa, Canal Zone called and told me to give them my message and they would relay it.

Before dawn, the next morning, off Cape May, New Jersey, we were hit on our port side by two torpedoes from the German submarine, U-578, commanded by Korvettenkapitän Ernst-August Rehwinkel. The first hit just astern of the bridge, exploding the ship's forward magazine and destroying everything and everybody forward of #2 stack which was left tilted back over the galley. Gone instantly were the bridge, the radio shack, the chartroom, the forward fire room and the quarters for the officers, the chief petty officers, the right arm rates and the seamen. If I had been on duty I would have been in the radio shack. There were no survivors from the forward portion of the ship.

The second torpedo, only seconds later, hit astern, perhaps a few feet forward of the bulkhead that separated the steering engine room from the aft sleeping quarters, where left arm rates and firemen slept. Everything aft of the point of impact was blown away. The port side of the ship forward of the point of impact was blown inward and forward until it was stopped by an upright locker about 15 inches from the stern end of my bunk and my head. I was aware of a blast of heat blowing past my face but I do not recall the sound of the blast. The blast also ruptured the high pressure steam line to the steering engine and the diesel tank that was the forward bulkhead (wall) of the sleeping quarters and the forward end of my bunk. Tons of TNT in the torpedo warheads and depth charges stored under the deck fortunately did not explode. I was thrown from my bunk and through the escaping steam. I received what I was told was a third degree burn on my back but I was immediately covered with diesel oil from the ruptured tank which cooled it and sealed it from air so it was never very painful. It was several hours later, after we were brought to the Navy Section Base at Cape May, NJ, that I learned that I had more than just a slight bruise.

What had been below deck sleeping quarters was now a junkyard open to the stern and the port quarter. From my position amid the rubble I could dimly see the submarine off our port quarter. They very briefly turned a light on us and apparently decided that we were harmless. They disappeared into the dark. I was the only survivor in that part of the ship and didn't know if anyone else was alive until I heard voices from the main deck. The man in the bunk above mine was not protected by the locker and died there. The man who slept in the bunk below mine was on watch in the radio shack. When I realized what had happened and what was likely to follow my first thought was, "The folks at home are sure going to feel bad about this."

It was warm for the last day of February and we were under strict orders to sleep with our clothes on, so cold was not a problem. The ladder (stairway) to the main deck was on the starboard side and not badly damaged so I was able to go top-side. The aft deckhouse was almost completely gone. I went forward and found a life jacket in an overhead locker in the passageway near the galley. The aft fire room and the forward and aft engine rooms were all that remained of the hull. It stayed afloat for about forty five minutes until daylight.

On deck I joined about twenty to twenty five shipmates trying to get lifeboats off. We were unable to move them and so cut at least one of them loose, hoping that when the ship went down it would drift free and possibly someone might be able to use it. The ship that eventually rescued us saw it but it was empty. With the deck getting closer to water level, a shipmate and I cut loose a life raft, pushed it overboard and jumped into it. We paddled forward along the port side calling others to join us, warning that there wasn't much time left. One other shipmate finally joined us. Near the forward end of what remained of the ship we became caught on jagged metal. In the struggle to get off we lost our paddles and drifted in a semicircle around to what was left of the stern.

Just before it sank the stern end started to rise and we drifted toward it. The propeller shafts stuck out above us like giant drumsticks. A piece of the hull came up under our raft and started to lift us. We got free a few minutes before it went down. As it went down, the wash pushed us out and free of the wreckage. The propellers were the last to go under.

There were still a few men aboard moments before it went down, even as the stern was rising before the final plunge. I don't know if they got off in time. As far as we knew at that time, the three of us on our raft were the only survivors. We did not see anyone else until hours later. Anticipating the explosions of the depth charges still on board when the ship reached their preset depths, I raised my feet to the top of the ration boxes in the center of the raft and so was entirely out of water when they went off. Actually it was an unnecessary precaution. The danger is water forced with brief but

The "Jakie," pg. 6 of 6.

great pressure into any submerged body opening. Others we learned later, were less fortunate. Two survived with internal injuries and others died.

An Army Observation plane spotted our rafts and reported our position to USS Eagle (PE56) of the Inshore Patrol. We were in the water about 4 to 5 hours, twelve men on three or four rafts, before they picked us up. One man died just as the rescuers were about to pick him up. We were at Cape May for about ten days of debriefing and rest. On March 10, 1942, sufficiently recovered to return to duty, I was given orders to report to the Navy Receiving Station at Boston by March 25th for reassignment. On my way home to Vermont I had the unique thrill of seeing my name and home town in lights circling the NY Times Building in New York City. The news of the sinking had just been released.

The German submarine that sank us was sunk by allied bombers October 10, 1942 off Cape Ortegal, Spain. All hands were lost. The Eagle, the ship that rescued us, unfortunately suffered a fate similar to ours. Off the coast of Maine shortly before the end of the war it took a torpedo from the Uboat 853 with 49 lives lost.

Awaiting reassignment in Boston after two weeks at home was one of the loneliest times of my life. My next assignment was aboard the USS PC477, a patrol craft which I boarded in April 1942 at Key West, Florida. After a few weeks along the east coast we headed through the Panama Canal and up the coast to San Diego and on to The Hawaiian Islands where we did several months of inter-island escort and patrol duty. From Hawaii we traveled southwest via Palmyra, Samoa and New Caledonia to our new assignment in the Southwest Pacific. We were in the New Hebrides and in the Solomon Islands where we saw some action. After a short visit to Noumea, New Caledonia and an extended R & R in Auckland, New Zealand, we were reassigned to duty under Gen. Mc Arthur, based in Cairns, Australia, and teamed up with a couple of New Zealanders, we did escort duty in the Coral Sea, along the Great Barrier Reef and along both the north and south coasts of New Guinea. I left the PC477 as a Chief Radioman in November 1944 in the Solomon Islands, hitch-hiked a ride on a flight to the Admiralty Islands and there caught an ammunition ship headed for Hawaii. Another ship took me to Treasure Island in San Francisco Bay. There I was given two weeks leave, traveled by train to Vermont and return. Back at Treasure Island, I was assigned to the USS Presidio (APA88), an attack transport, in San Pedro, CA. We crossed the Pacific carrying a load of Seabees [Navy construction workers], the 3rd time for me. We had just left the Philippines en route to the coast of Japan when the war ended. We continued on to Tokyo Bay and had liberty in Yokosuka, Yokahama, and Tokyo before returning to Treasure Island in San Francisco Bay. There I was given 39 days delayed orders to report to Boston for an honorable discharge after 73 months of service.

Albert E Oberg

U.S.S. Jacob Jones (DD-130)

Officer Complement When Sunk, 2/28/42*

	<u>Rank</u>	<u>Branch</u> ¹	<u>File #</u>	<u>U.S. Naval Academy Class</u>
BLACK, Hugh David	LCDR	USN	060311	1926
MARSHALL, Thomas Worth, Jr.	LCDR	USN	063370	1930
BRONSTEIN, Benjamin R.	LTjg	USNR	116152	- -
SCHRENK, Edward L.	LTjg	USNR	079984	- -
SHADINGER, Gail J.	LTjg	USNR	080808	- -
HANSON, Burton Roalkvam	ENS	USN	085326	1940
SMITH, Norman Carl	ENS	USN	123505	1942

* * * * *

* All these officers were killed when the ship was torpedoed off Cape May, New Jersey, on February 28, 1942.

¹ Non-graduates of the U.S. Naval Academy shown as USNR.

Sources:

1. A machine-generated list of casualties at Archives II in the 'Battle Books' (RG 24) prepared by BuPers after the war listing casualties by battle/campaign, by ship. (Copy of the pages applicable to Jacob Jones courtesy of Ships' Histories Branch, Naval Historical Center, Washington Navy Yard.)
2. U.S. Naval Academy's Register of Alumni, 1996 Edition.

E. A. Wilde, Jr.
January, 2005

U.S.S. Jacob Jones (DD-130)

Enlisted Complement When Sunk, 2/28/42*

ALLEN, C. J.	346-56-72	BM2c
BALLEN, Charles William	262-82-74	F2c
BALLEW, James Robert	262-51-17	F1c
BARNES, Herbert McClellan	320-61-39	BM2c
BECKMAN, William Joseph	279-72-25	SC3c
BOLEN, Henry Howard	295-56-04	GM3c
BOYD, Sherman Taft	355-72-10	WT1c
BRANSON, John Richard	266-52-76	S2c
BREWER, John Tol	268-57-45	S1c
BROCK, Hobert	287-20-46	MM1c
BURDICK, Allen Frost	268-86-07	S2c
BURNS, John C. Feltner	256-35-90	Cox.
BURTH, Frank Anthony	238-42-68	PhM1c
BYKLOW, Bennie	328-88-03	S1c
CALLAHAN, James Albert	321-61-72	S1c
CHAJHOWSKI, Anthony John	223-06-59	WT1c
CHAMBERLAIN, Russell D.	212-55-06	Y2c
CLEMENS, Finch Woodrow	279-47-67	MM1c
COLLIER, Samuel Mims, Jr.	656-22-15	MM2c
CORDES, Raymond Frederick	268-57-39	RM3c
COWART, Melvin Wright	268-57-43	SM3c
CRUZAN, James F., Jr.	375-71-11	MM2c
CURLIN, Robert Buriel	410-43-52	EM3c
CURRY, Pinkney Leroy, Jr.	268-93-97	S2c
DAVIS, Chester Arthur	261-82-07	CK2c
DOBBINS, Lawrence Spencer	265-33-09	MM1c
<u>S</u> DORS, Richard	201-65-46	MM1c
DUFFY, James Richard	410-52-24	F1c
EDWARDS, Harry	274-13-18	CGSTDA
EDWARDS, Thomas David	262-62-69	GM3c
EMBREUS, George Robert	283-24-88	SK2c
EVANS, Alfred	262-93-14	StM3c
FIELDS, Ira Ped	287-38-30	GM3c
FONTENOT, Elmo	274-43-21	TM3c
GAUTNEY, Willie Burl	272-74-17	S2c

* All but 11 of the 142 enlisted complement were killed when the ship was torpedoed off Cape May, New Jersey, on February 28, 1942. (See the Notes and Summary of Casualties on Page 4.)

GODDARD, James Warren, III	262-71-55	SF3c
GREENE, Edgar James	262-72-11	S1c
GREENWOOD, Arnold	201-69-38	FCM3c
GREGORIC, Charles August	300-39-28	S2c
HAAC, Donald Edwin	321-33-12	MM2c
HADDEN, Hoyt Harry	268-58-49	GM3c
HALL, John Victor	262-95-72	S2c
HALLER, Thomas Darwin	250-35-28	MM2c
HARRIS, James Edward	311-67-68	S1c
HARVEY, Eddie Louis	360-52-70	StM3c
HEATLEY, Joseph Burke	258-37-53	S2c
HEDRICK, Charles Marion	658-03-71	S2c
HEEC, George Bernard, Jr.	279-58-85	QM2c
HOFFER, Robert Franklin	173-22-14	BMP
HOLDEN, Charles Merle	300-39-55	S2c
HOLLADAY, John Anthony	224-40-24	S2c
<u>WS</u> HOLLENBECK, Louis F.	234-29-90	GM3c
HOLMES, Charles McDonald	604-05-66	S2c
HOWARD, George Fielding	207-29-11	F1c
HOTT, Edward	223-86-72	RM3c
HUFF, John Roland	652-01-45	S2c
HUNTLEY, John Foster, Jr.	600-01-06	S2c
HUTCHISON, Robert Lee	266-09-92	S1c
HYNES, William Patrick	223-86-28	F1c
IDAROLA, Charles Angelo	223-86-73	F1c
IVEY, Everett Leon	295-56-15	F1c
<u>S</u> JACOBSEN, Rudolph F.	299-10-46	MM1c
JANISE, Vernon Lee	346-77-34	SC2c
JARDEL, Thomas Edward	243-70-10	F1c
JOHNSTON, George S.	274-06-15	B1c
JONES, Melvin Lafayette	266-52-67	S2c
JONES, Richard Harrison	642-01-34	S2c
KAISER, Harry Franklin	402-82-59	F2c
KANACH, Charles Edward	206-28-72	CMMP
KANCAS, Eino William	666-01-78	S2c
KAUPP, William Frederick	223-48-87	TM2c
KOWALSKI, Leonard Thomas	311-83-13	S2c
KWIARKOSKI, Franklin S.	224-39-89	S2c
LAMBERT, Willard H.	287-52-72	F2c
LATIMER, Philip Elisha	410-99-09	SM2c
LUKOWICZ, Casimer John	321-32-89	M2c
MARINO, Joseph James	316-76-87	F2c
MATEO, Macario	497-85-34	ST2c
MATHEWS, Charles C., Jr.	268-26-11	TM2c
McCLARY, John Marion	262-53-81	S1c

	MCDONALD, Thomas William	223-52-83	GM2c
	McKINNEY, Harold Leroy	266-46-93	S2c
	McKINNEY, Nathan L.	266-52-73	S2c
	McNEIL, Jesse Elwyn	262-41-15	StM1 c
	MEALY, James Irwin	300-39-19	S1c
<u>WS</u>	MERGET, John W., Jr.	405-68-66	MM1 c
	MILLER, James Marshall	341-43-73	CWTP
	MILLER, Sylvester Vernon	143-01-31	WT1c
<u>WS</u>	MOODY, Thomas R.	287-30-99	MM2c
	MURRAY, John Francis	400-26-07	Cox.
	NEE, Edwin Thomas	507-21-83	CTMA
	NELON, David Edward	262-36-10	EM3c
<u>WS</u>	OBERG, Albert E.	212-55-13	RM3c
	ONEAL, Charles Bertram	267-56-53	CMMP
	ONIEL, James Leroy	311-16-50	BM2c
	OWENS, Arley Royce	382-18-32	GM3c
<u>S</u>	PANTALL, George Edward	283-61-04	F3c
	PARKER, Reed Barnard	212-52-45	Y2c
	PARKER, Roy Abbott	212-68-25	S1c
	PARKINSON, Stanley George	380-30-15	BM1c
	PATTERSON, Truman	341-33-73	CMMP
	PETERSON, Herbert Richard	409-93-23	SM2c
	PICCOLO, Charles Louis	224-41-10	S2c
	PITT, Guyler Storm	380-80-49	SG2c
	PLANTE, John Joseph	666-01-91	S2c
	POLLOCL, Charles Kimball	652-01-44	S2c
	PROFFITT, Charles M.	336-34-14	CGMA
	RAY, Sanford Farris	295-56-22	CM3c
	REBUZZINI, John Claudio	207-14-36	WT1c
	RHODES, Wilbur Everett, Jr.	250-52-36	SF3c
	ROBERSON, John Baxter	262-69-90	StM2c
<u>WS</u>	ROUSSELL, Woodrow A.	201-65-34	WT2c
	RUPERT, William F., Jr.	311-83-27	S2c
	SCHULTZ, Hobert Farrell	346-77-21	SK3c
	SHEELEY, Arnold Cleford	223-84-39	GM3c
	SMITH, Allen Fredrick	224-47-18	AS
	SMITH, Carl	265-86-06	WT2c
	SMITH, Lawrence	622-18-32	AS
	SOLOMON, Robert Wesley	606-05-41	AS
	SOMMERVILLE, Guy Wilber	608-02-44	AS
	STEGENGA, George	622-17-49	AS
	STMARTIN, Chester Albert	666-03-74	AS
<u>S</u>	STORM, Adolph Ring	642-02-80	AS
<u>S</u>	STRUTHERS, J. S.	224-47-20	AS
	STUBBE, Harris Blake	321-32-90	F1c

TABAROSWIKI, Jose H. John	666-03-63	AS
TAGEY, George Edmonds	223-96-71	F1c
TARSA, Peter Walter	202-06-74	AS
TAYLOR, Donald Coates	666-03-73	AS
TAYLOR, Lynn Anson	238-71-05	F2c
TERP, Perry Jens	223-96-74	F1c
<u>S</u> TIDWELL, Joseph Paul	279-75-53	F2c
TWILLIE, Clarence Alton	266-07-04	FCM3c
VANDER MOLLEN, Leo Jacob	300-39-40	F3c
VANORMAN, Dennis Ray	287-31-07	WT2c
VANSICKLER, William G.	311-69-30	F3c
VIRGIN, Stanley Polhill	407-46-64	CEMA
WARBURTON, William H., Jr.	238-61-07	RM2c
WHITE, Charles William	342-42-21	F3c
WHITMER, Moses Jimmie	287-54-03	S2c
WYLIE, Howard Eugene	652-03-10	AS
ZAMIATOWSKI, Jerome A.	300-39-39	S1c

* * * * *

Notes:

S Unwounded survivor (Total: 6)
WS Wounded survivor (Total: 5)

Summary of Casualties:

	<u>Killed</u>	<u>Wounded</u>	<u>Not Wounded</u>	<u>Complement on 2/28/42</u>
Officer	<u>7</u>	<u>0</u>	<u>0</u>	<u>7</u>
Enlisted	<u>131</u>	<u>5</u>	<u>6</u>	<u>142</u>
	<u>138</u>	<u>5</u>	<u>6</u>	<u>149</u>

Sources:

1. A machine-generated list of casualties at Archives II in the 'Battle Books' (RG24) prepared by BuPers after the war listing casualties by battle/campaign, by ship. (Copy of the pages applicable to Jacob Jones courtesy of Ships' Histories Branch, Naval Historical Center, Washington Navy Yard.)
2. Report on the sinking by Commandant, Fourth Naval District, 3/2/42, Enclosure (B) "Interviews with Survivors." (Copy courtesy of Ships' Histories Branch.)

E. A. Wilde, Jr.
 January, 2005



Reed Parker



Roy Parker

Memories At Sea

by Beth Haley

Fifty years ago, as a high school freshman, I learned that my two older brothers had been lost at sea — not in the war theater, but 85 miles off Cape May, N.J. on Feb. 28, 1942. This information was held "hush hush" by our government. We were supposed to have had the "European theater" in control. The German subs were patrolling our coast just looking for our destroyers who were knocking them out of commission. Pearl Harbor had just happened and the East Coast waters were being stripped of defense.

The tragedy left our family numb, but I still remember the outpouring of sympathy from residents of Westboro. Neighbors and others brought bouquets of flowers of pastel colors to help console my mother. They would sit with her listening to the stories of my brothers' young lives. The Selectmen, Fire and Police Chiefs and those who worked with them, plus many of

Dad's friends came to bolster his courage. Many of Mom's friends and neighbors came with food for meals, and sweets to serve with coffee. These dear people helped us to keep the housework and washing done. This went on for over two weeks. It would be hard to find this kind of caring for a few days today. I do have a friend who has helped me many times.

This year, Memorial Day, 1992, the Parker family and friends as well as other caring people of Westboro stopped by the Memorial Stone for Reed and Roy Parker. The American Legion paid homage to them as they passed by.

The memorial service was made possible through the efforts of Jack, our son, who took many hours of research and a trip to Cape May, N.J. to get all the information he could gather about the report. He found the map marking the site of the Jacob Jones, information from the library there, old

newspapers reporting the event, a tape of the ocean waves at Cape May. He even brought home a bottle of sea water and sand from the beach.

My unsettled feeling of losing my brothers is slowly giving way to calm. I am now able to read the letters they sent home.

Reed and Roy were very happy being together with their "Navy family" as well as their family at home.

After tears and long embraces with Jack in shared sorrow and happiness, I wondered what finer gift a son could give his mom than this one of love "that no money could buy."

Thanks again to all who shared the day with us. Jack, I love you.

Edit. Note: Beth Haley was a student of the Intergenerational Writing Course, 1992, held at the Public Library. She would like to thank Elizabeth Eidlitz of Hopkinton for her direction.

In reply address not the signer of
this letter, but Bureau of Navigation,
Navy Department, Washington, D. C.
Refer to No. **Nav-642-GEP**

#212-68-25
#212-52-45

NAVY DEPARTMENT
BUREAU OF NAVIGATION
WASHINGTON, D. C.

March 12, 1942

Subject: **PARKER, Roy Abbott, Seaman 1st class, USN.,**
PARKER, Reed Barnard, Yeoman 2d class, USN.

My dear Mrs. Parker:

Reference is made to your letter of March 6, 1942,
in which you request further information concerning the
fate of your sons, Reed Barnard and Roy Abbott Parker.

This Bureau deeply regrets to confirm the report
that your sons were reported lost when the U.S.S. JACOB
JONES was torpedoed and sunk off the coast of New Jersey,
while in combat with the enemy. No bodies were recovered.

Taking this opportunity to extend to you my personal
sympathy in your profound sorrow, and trusting that the
knowledge that your sons died upholding the principles of
Justice, Freedom, and Democracy, will in some degree soften
your deep bereavement, I am,

Sincerely yours,

RANDALL JACOBS
Chief of Bureau


D. W. Cannon
By direction

Mrs. Harry W. Parker,
Warren Street,
Westboro, Massachusetts.

IN REPLY ADDRESS
COMMANDING OFFICER
AND REFER TO NO.

U. S. NAVAL SECTION BASE
CAPE MAY, NEW JERSEY

March 11, 1942.

Mrs. Harry W. Parker
Warren Street
Westboro, Massachusetts


Dear Mrs. Parker:

We wish to acknowledge receipt of your letter of March 7th concerning your two sons, Reed and Ray Parker who were serving on the U.S.S. JACOB JONES.

According to reports the explosions were of such magnitude that casualties occurred instantaneously and consequently there would be no prolonged personal suffering. The disaster took place before dawn while men were still asleep and it is probable that casualties never were aware of what happened.

We share your pride in your boys; and your letter which evidences such courage, bravery, and self-sacrifice makes us proud of their Mother.

Very truly yours,


E. C. KLINE,
Lieutenant Commander, U.S.N.R.,
Commanding.

Feb. 24, 1943
N.Y.C. N.Y.

Dear Mrs Parker;

In request to the ad you put in
"Our Navy" I am writing to you. My name
is George Pantall and I was in the
Jacob Jones when she was sunk.

I know your both your boy and
if I can help you in any way I would
be only to glad.

My address is:

George Pantall
U.S.S. South Dakota
% Postmaster
New York City, New York
Div. "A"

Sincerely Yours
George Pantall

Address reply to
Commandant,
First Naval District
and refer to:
Public Relations Office
PRO-2/arc(025)

HEADQUARTERS
FIRST NAVAL DISTRICT
NORTH STATION OFFICE BUILDING
150 CAUSEWAY STREET, BOSTON 14, MASS.

6 January 1944

Mrs. Harry W. Parker
Warren Street
Westboro, Mass.

Dear Mrs. Parker:


Receipt is acknowledged of your letter of January 4 in which you requested information as to the posthumous award of the Purple Heart Medal in the cases of your two sons who died in the service of their country while serving in the United States Navy.

I hope you will overlook the fact that this letter is more of a personal than an official nature. My reasons for making it personal is that I am from Southboro, have so many friends in Westboro, and my oldest son, now a first class motor machinist's mate in the Navy, resided on East Main Street, Westboro, in the last house on the left before you cross the Westboro-Southboro line. Hence I feel I should make this letter personal rather than official in tone.

Navy regulations provide that the Secretary of the Navy is authorized, in the name of the President of the United States, to award the Purple Heart posthumously, to any persons serving in the Armed Forces of the United States, who died as result of wounds or who were killed in action subsequent to December 6, 1941. The regulations provide that the Purple Heart will be forwarded the next of kin, as indicated on the records of the deceased, in event death in action or as result of wounds occurs.

You may expect to receive the Purple Hearts from the Chief of the Bureau of Naval Personnel, Navy Department, Washington, D.C., with an appropriate letter covering the transmittal. I cannot predict just when you may expect to receive these decorations as it is difficult to state just when the Navy Department will, in the routine of departmental business, reach the material in your specific case.

I read with regret of your sad loss at the time it occurred and I wish to extend my sincere sympathy in the loss of your two sons, both of whom died for their country and served in keeping with the highest traditions of the Naval service. If I can be of further assistance to you please feel free to call upon me.

Very truly yours,

J. H. Burke,
Lieutenant, USN (Ret.)

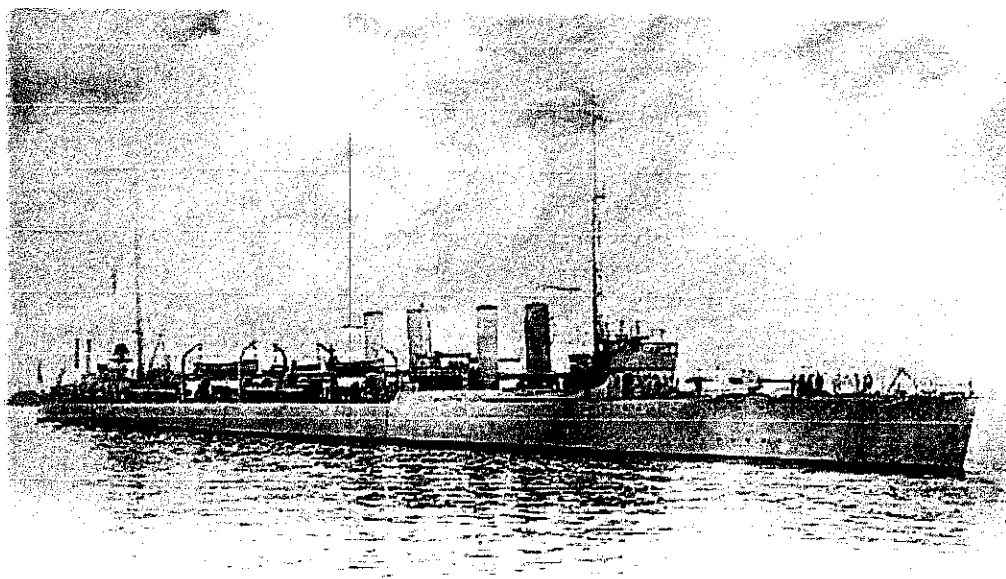
Asst. Public Relations Officer



The parents of two brothers lost aboard Jacob Jones were presented with the Purple Heart Medals awarded posthumously to their sons: Reed B. Parker, Yeoman Second Class and Roy A. Parker, Seaman First Class. The picture has no caption, but the ceremony was probably held at Boston, Massachusetts, in 1944.

(Courtesy of family records)

U.S.S. Jacob Jones - DD-130



circa 1919

Type: destroyer, U.S. Navy
Built: 1919, Camden NJ USA
Specs: (314 x 31 ft) 1090 gross tons, 145 crew
Sunk: Saturday February 28, 1942
torpedoed by U-578 - 134 casualties
Depth: 120 ft

The *Jacob Jones* was torpedoed while searching for survivors of the *R.P. Resor*. Today the *Jacob Jones* is a mass of twisted wreckage. The stern section is almost unrecognizable. The midsection is sitting upright. The boilers and engine are still visible, although most hull plates appear to have been blown off. The midsection torpedo tubes still have torpedoes in them. Gun shells are often found in the sand and surrounding wreckage. The bow is on its side with a relief of about 10 ft. Visibility is generally very good, sometimes in excess of 100 ft, averaging 30 ft or so. She is routinely visited by sunfish, turtles, and tuna.

The U.S.S. Jacob Jones (DD-130) in World War II

Bibliography/Sources

Books:

- Dictionary of American Naval Fighting Ships (Vols. 1,3,4 for destroyers; Vol. 4, Appendix II, for Eagle-class). Washington: Naval Historical Center, 1959-1969.
- Register of Alumni, Book 2, Classes of 1918-1996. Annapolis: U.S. Naval Academy Alumni Association, Inc., 1996 Edition.
- Alden, John D., Flush Decks and Four Pipes. Annapolis: Naval Institute Press, 1965.
- Fahey, James, The Ships and Aircraft of the U.S. Fleet, Victory Edition. New York: Ships and Aircraft, 1945.
- Ross, Al, The Destroyer Campbeltown. Annapolis: Naval Institute Press, 1990.
- Whitley, M. J., Destroyers of World War Two. Annapolis: Naval Institute Press, 1988.

Miscellaneous:

- Action reports, Jacob Jones. National Archives II/College Park, Maryland, Record Group 38.
- Casualty Lists, WWII-Related, National Archives II/College Park, Record Group 24 ("Battle Books," listing casualties by campaign by ship).
- Conversation with survivor Albert E. Oberg in January, 2006.
- Deck logs, USS Eagle 56 (PE-56), National Archives II/College Park, Record Group 24.
- News releases, WWII. Operational Archives Branch, Naval Historical Center, Washington Navy Yard.
- Personal records: family of the brothers Reed and Ray Parker (K.I.A.'s) with their nephew, Jack Haley, in Westboro, Mass.
- Report of sinking dtd. 3/2/42 by Commandant Fourth Naval District with transcripts of survivors' interviews. Copy in ship's folder at Ships' Histories Branch (see below).
- Ships' Histories Branch, Jacob Jones folder, Naval Historical Center, Washington Navy Yard.
- War diary, Eastern Sea Frontier. Copy in ship's folder at Ships' Histories Branch (see above).
- Websites: www.history.navy.mil/danfs/j1/jacob_jones
www.history.navy.mil/photos/images
www.nationalgeographic.com/expeditions/deleware
www.njscuba.net

E. A. Wilde, Jr.
May, 2006

USS Jacob Jones (DD-130) in World War II

Acknowledgments

Much of the material in this historical compilation was obtained from the U.S. Naval Historical Center at the Washington Navy Yard and the National Archives ('Archives II'), College Park, Maryland. I was assisted by Robert J. Cressman, Head, Ships' Histories Branch; Edwin C. Finney, Jr., Curator's Branch, Photographic Section and Barry L. Zerby, Archivist, Modern Military Records, Textual Archives Services Division of National Archives/College Park.

Individuals outside the government who provided important material include Gustavus R. Ide, Jr. and his wife, Priscilla, who contributed the newspaper article about the brothers Reed and Ray Parker as well as copies of the correspondence from the Navy Department; the family of these brothers: their sister, Beth Haley, and her son, John Haley, Jr., who allowed me to use this material; Richard F. Cross, III, who provided several photographs and Captain George A. Ripsom, USNR (Ret.), who, with the help of the Tin Can Sailors Association was able to locate the only living survivor of USS Jacob Jones. This ex-radioman, Albert E. Oberg, provided me with the most interesting material in my booklet: his narrative, The "Jackie."

About The Editor

E. Andrew Wilde, Jr., Commander, USNR (Ret.), received his commission through the NROTC Program at Dartmouth College in 1950. Following graduation he saw action off Korea aboard the USS Douglas H. Fox (DD-779) when this destroyer duelled with numerous North Korean shore batteries in the Sea of Japan. Many of the photographs he took during this period have been donated to the Naval Historical Foundation, and two of them appeared in the coffee-table book, The Navy, published by the Foundation in 2000. After completing three years of active duty he began a civilian career in public accounting and later in management positions at Raytheon Company in Waltham, Massachusetts.

In 1993 he developed a strong interest in naval history and began editing a series of illustrated ships' histories primarily of U.S. destroyers sunk in World War II. Primary source documents such as action reports, ships' war diaries, medal citations and muster rolls are included in these histories as well as many firsthand accounts. His booklets are not for sale, but he sends complimentary copies to the survivors and to the families of crewmembers killed on these vessels.

Commander Wilde is a life member of the Naval Historical Foundation and the U.S. Naval Institute.

Historical Compilations by the Editor:

(Destroyer/Destroyer Escort Hulls in World War II)

<u>United States Ship</u>	<u>Date Sunk/ (Damaged)</u>	<u>Area</u>	<u>Killed/ Wounded¹</u>
<u>Aaron Ward</u> (DD-483)	04/07/43	Guadalcanal	42/139*
<u>Barton</u> (DD-599)	11/13/42	Guadalcanal	164/32
<u>Borie</u> (DD-215)	11/01/43	North Atlantic	27/00
<u>Colhoun</u> (APD-2)	08/30/42	Tulagi	51/18
<u>Corry</u> (DD-463)	06/06/44	Normandy	24/55
<u>Cushing</u> (DD-376)	11/13/42	Guadalcanal	72/67
<u>DeHaven</u> (DD-469)	02/01/43	Guadalcanal	168/40
<u>Douglas H. Fox</u> (DD-779)	(05/17/45)	Okinawa	10/36
<u>Drexler</u> (DD-741)	05/28/45	Okinawa	158/54
<u>Duncan</u> (DD-485)	10/12/42	Guadalcanal	48/35
<u>Emmons</u> (DMS-22)	04/06/45	Okinawa	60/78
<u>Fiske</u> (DE-143)	08/02/44	North Atlantic	33/65
<u>Glennon</u> (DD-620)	06/10/44	Normandy	25/49*
<u>Halligan</u> (DD-584)	03/26/45	Okinawa	160/43
<u>Hammann</u> (DD-412)	06/06/42	Midway	84/63
<u>Laffey</u> (DD-459)	11/13/42	Guadalcanal	59/114
<u>Lansdale</u> (DD-426)	04/20/44	Mediterranean	49/76
<u>McFarland</u> (AVD-14)	(10/16/42)	Guadalcanal	12/13
<u>Meredith</u> (DD-726)	06/09/44	Normandy	35/28
<u>Monssen</u> (DD-436)	11/13/42	Guadalcanal	145/37
<u>Perry</u> (DMS-17)	09/13/44	Angaur/Peleliu	8/17
<u>Preston</u> (DD-379)	11/15/42	Guadalcanal	117/26
<u>Spence</u> (DD-512)	12/18/44	Luzon, P.I.	315/24
<u>Strong</u> (DD-467)	07/05/43	Cent. Solomons	45/61
<u>Walke</u> (DD-416)	11/15/42	Guadalcanal	82/48

* * * * *

Notes:

* Total for two engagements with the enemy

1 Including those presumed dead more than a year subsequent to the date they were reported missing either due to enemy action or by drowning.

E. Andrew Wilde, Jr.
Commander, USNR (Ret.)
June, 2005

Locations Where Historical Compilations by the Editor
Are Available For Researchers

¹ Air Zoo, Guadalcanal Campaign Collection, Potage, Michigan
ECU Manuscript Collection, Joyner Library, Greenville, NC
Louisiana Naval War Memorial Library, Baton Rouge, Louisiana

² Maine Maritime Museum Library, Bath, Maine
Mariners' Museum Research Library, Newport News, Virginia
Mystic Seaport's G. W. Blunt White Library, Mystic, Connecticut

National Archives II Library, College Park, Maryland

³ National D-Day Museum Library Collection, New Orleans, LA
National Museum of Pacific War, War Studies, Fredericksburg, TX

Naval Historical Center, Navy Dept. Library, Washington Navy Yard
_____, Operational Archives Branch, Washington Navy Yard
_____, Ships' Histories Branch, Washington Navy Yard

Naval War College, Naval Historical Collection, Newport, RI
N.Y. Public Library, 42nd & 5th Ave., Room 315, New York, N.Y.
² Portland Public Library, Portland Room, Portland, Maine

⁴ Tin Can Sailors, Inc., Research Library, Somerset, Massachusetts
US Naval Academy, Nimitz Library Special Collections, Annapolis
U.S. Naval Institute, History Division, Beach Hall, Annapolis, MD

U.S. Navy Memorial's Research Library, Washington, D.C.
USS Slater (DE-766) Library, Albany, New York

* * * * *

Notes:

¹ Only ships which participated in the Guadalcanal Campaign:
Aaron Ward, Barton, Colhoun, Cushing, DeHaven, Duncan, Laffey,
McFarland, Monssen, Preston, Walke.

² Only Bath-built ships: DeHaven, Drexler, Emmons, Meredith,
Spence, Strong

³ Only ships sunk off the Normandy Beachhead: Corry, Glennon,
Meredith

⁴ By appointment only: (508) 677-0515

E. A. Wilde, Jr.
June, 2006

