

E. Andrew Wilde, Jr., Editor

**The U.S.S. *BARTON* (DD-599) in World War II:
Documents, Recollections and Photographs**

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The U.S.S. Barton (DD-599) in World War II

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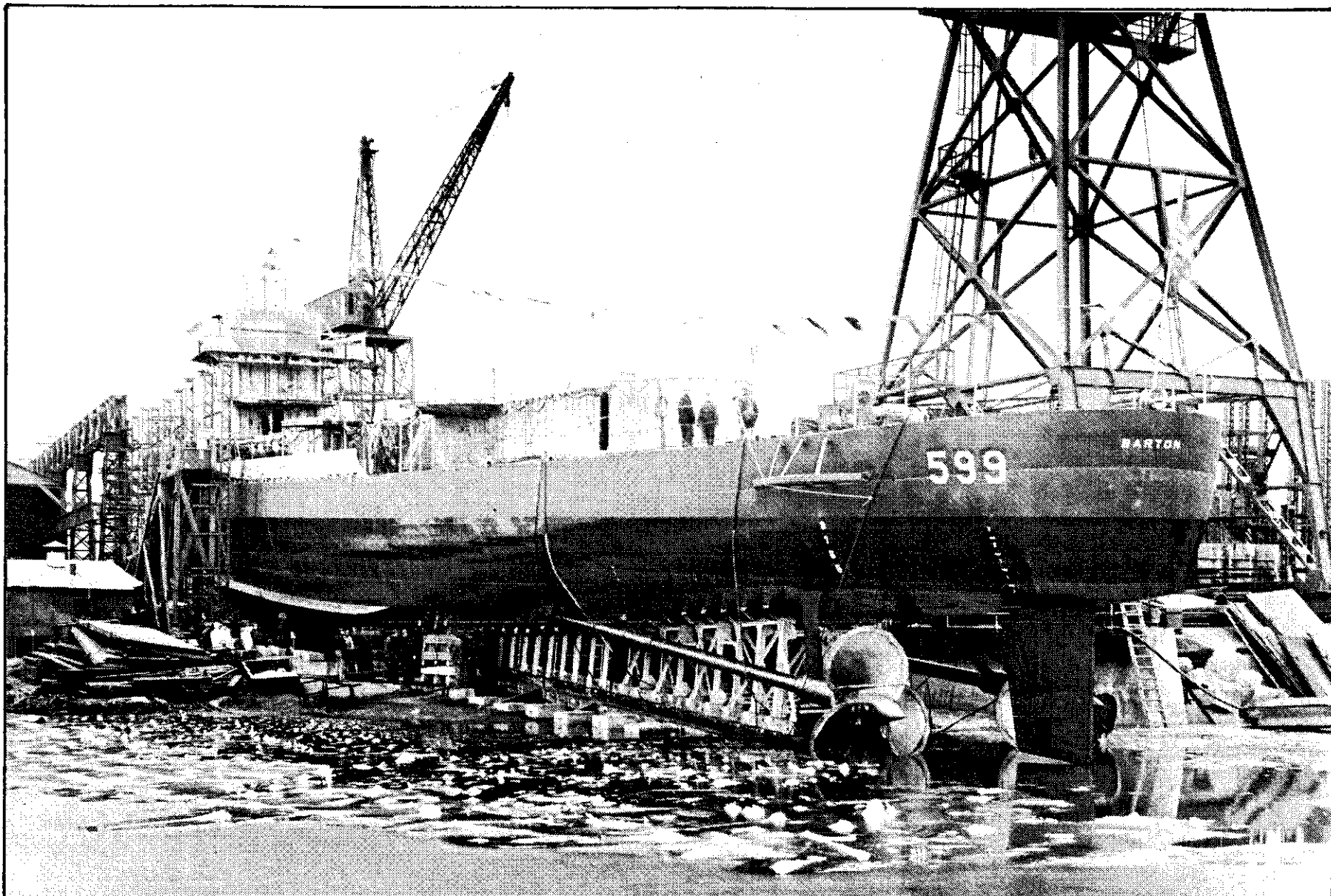
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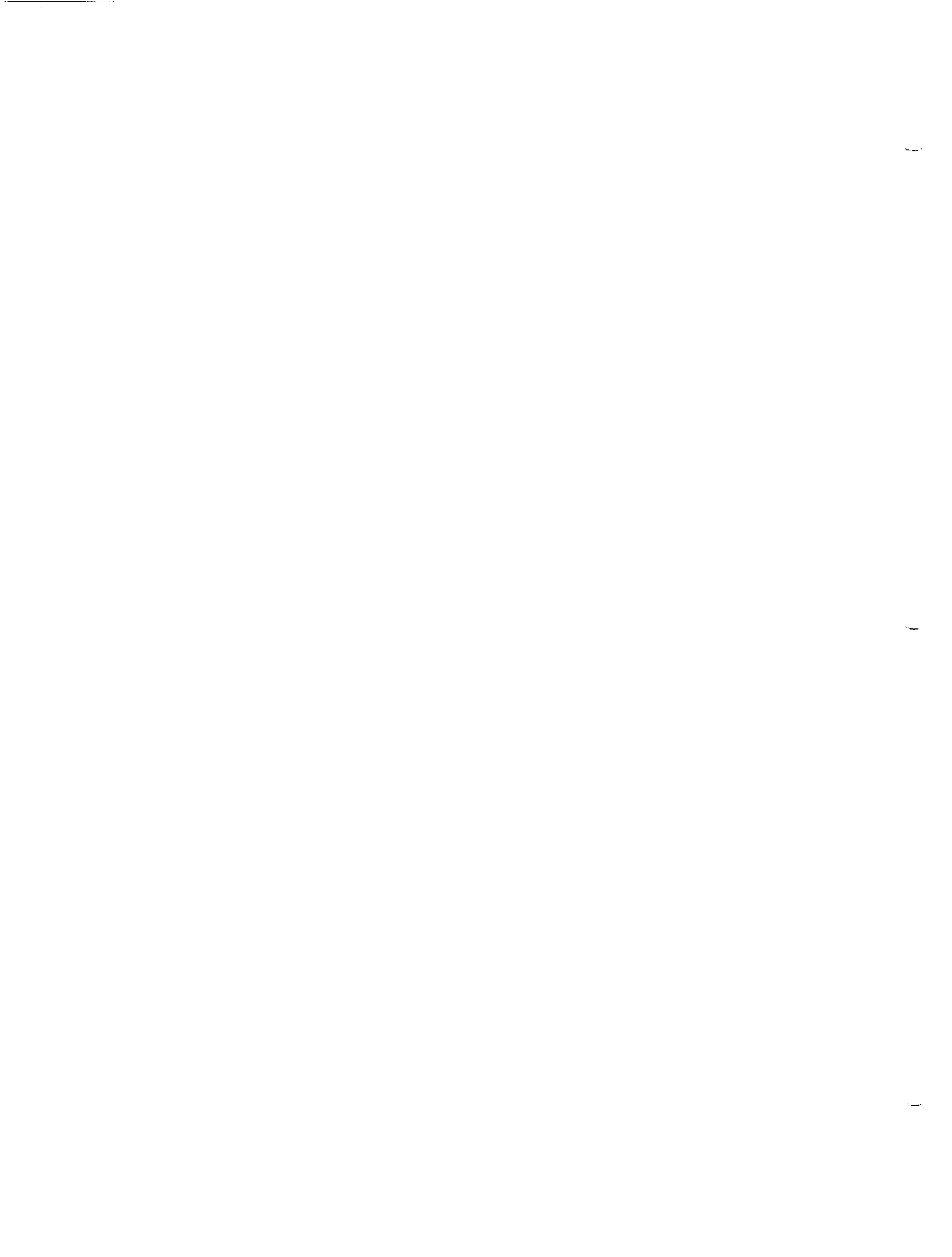
Any man who may be asked what he did to make his life worthwhile can respond with a good deal of pride and satisfaction, "I served in the United States Navy."

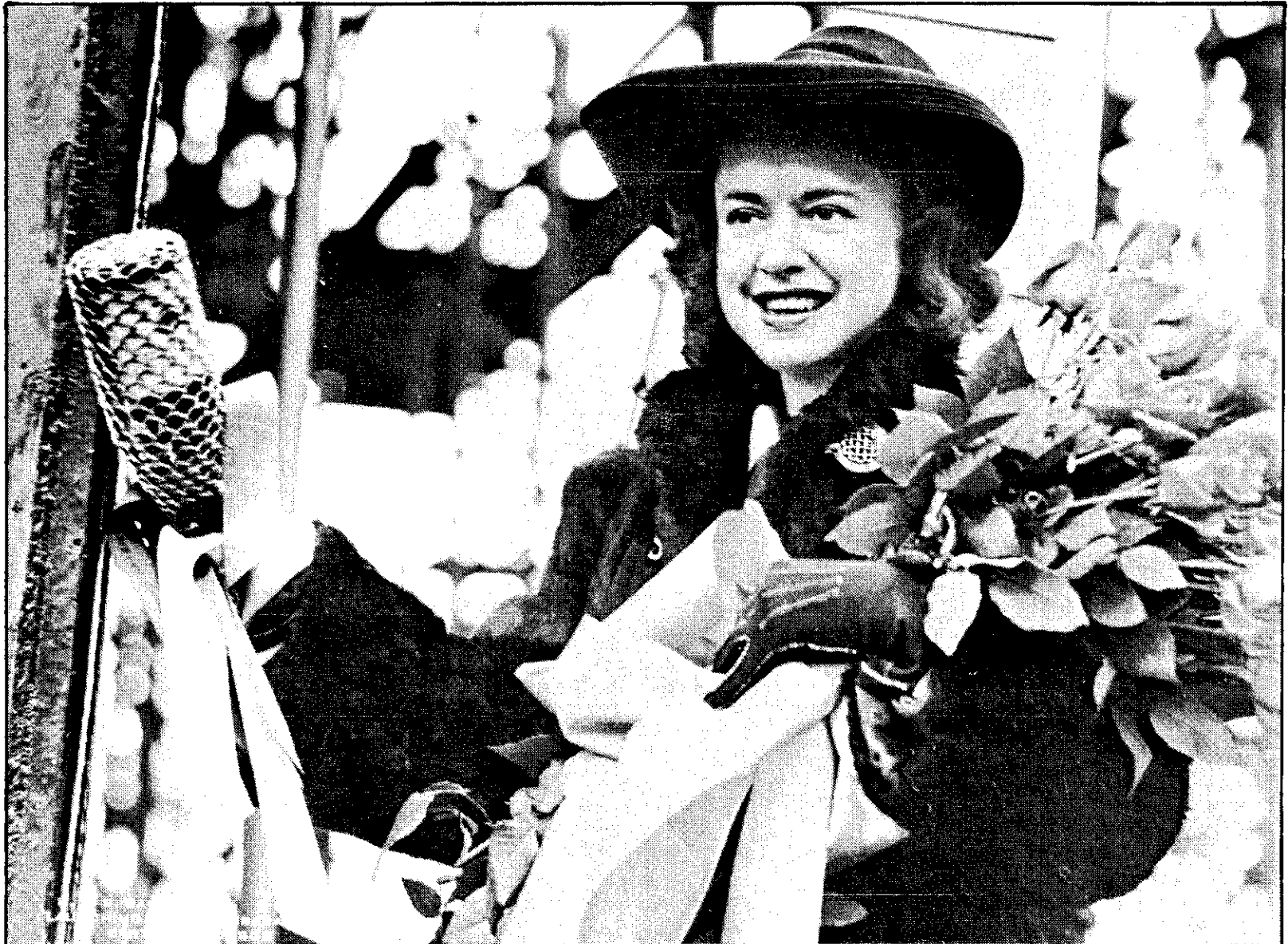
- President John F. Kennedy, addressing the new class of midshipmen at the United States Naval Academy on August 1, 1963.





The U.S.S. Barton (DD-599) on the ways ready for launching on January 31, 1942, at Bethlehem Steel's Fore River Yard in Quincy, Massachusetts. The Barton was the fourth of eight 1,620-ton Benson/Bristol-class destroyers built there from mid-1940 to early 1943. With just a single rudder these ships had a turning diameter of 960 yards at 30 knots. The later Sumner-class destroyers were fitted with twin rudders, and they could turn in 700 yards at the same speed. (National Archives)



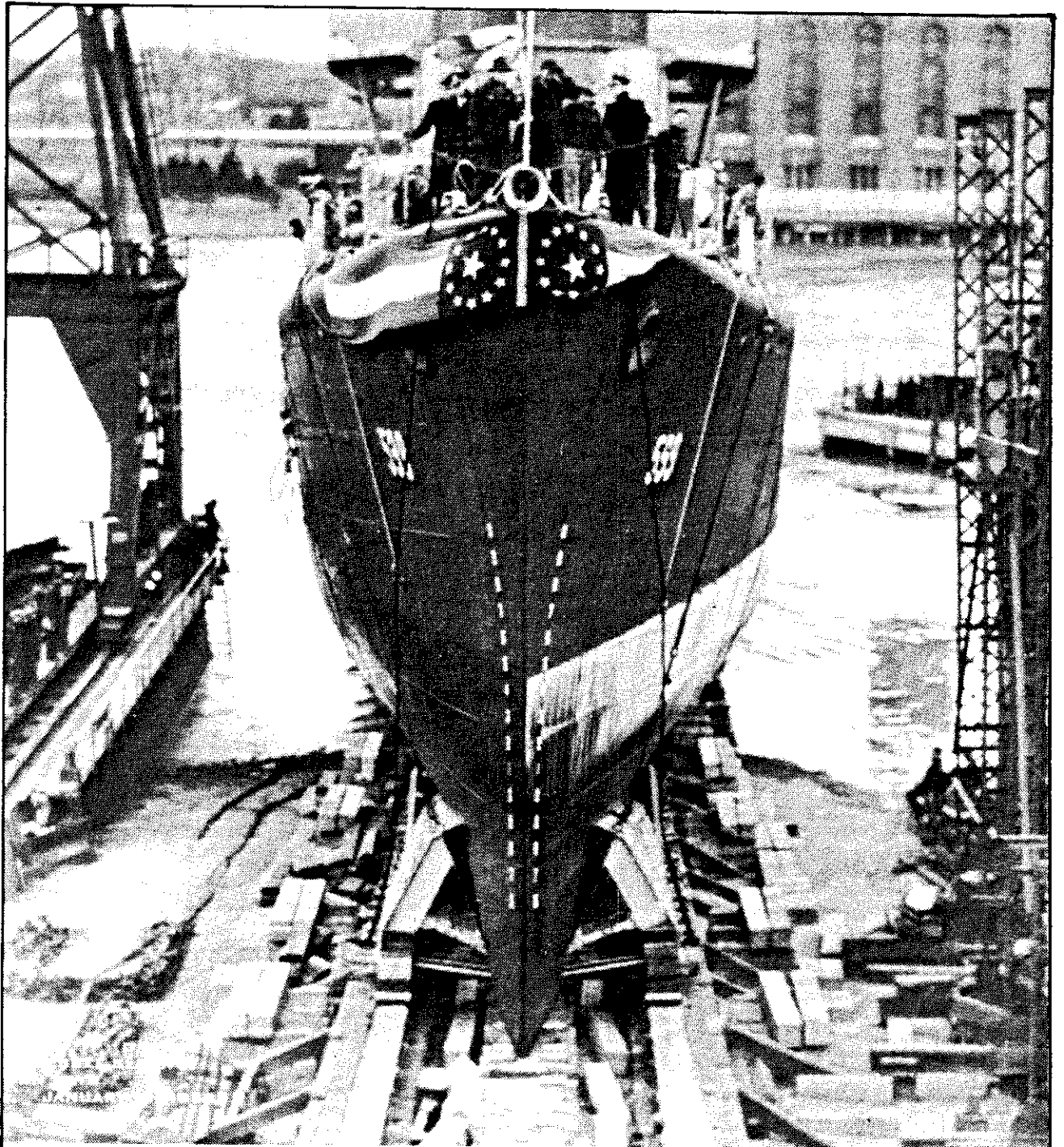


The Navy Department designated Miss Barbara Dean Barton as sponsor for the U.S.S. Barton (DD-599), named in honor of her grandfather Rear Admiral John K. Barton. Admiral Barton (1853-1921) served as Engineer-in-Chief and Chief of the Bureau of Steam Engineering before retiring in 1908. He graduated from the U.S. Naval Academy in 1873. (N. Archives)

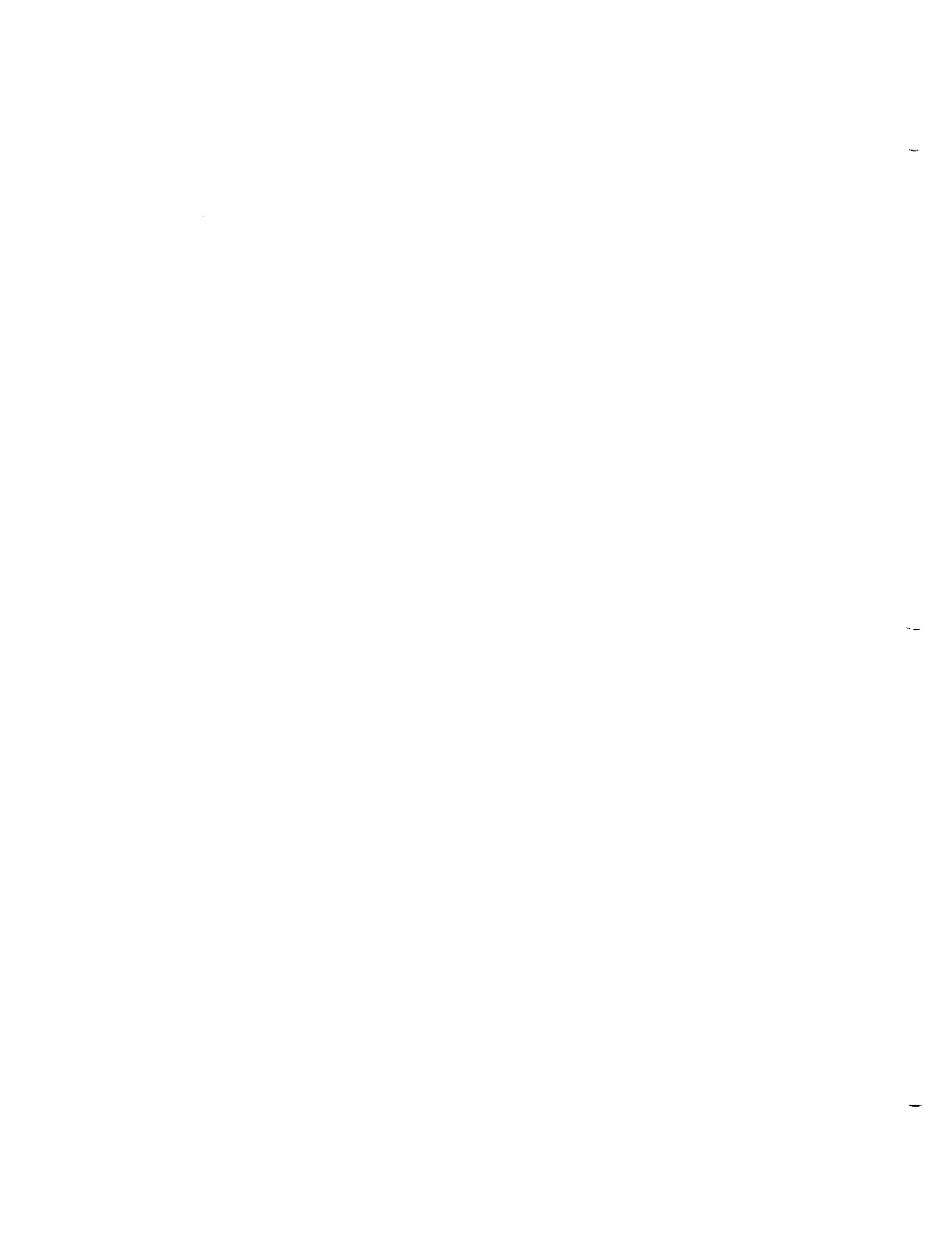


The U.S.S. Barton (DD-599) was christened on January 31, 1942, at the Bethlehem Steel Co., Quincy, Massachusetts, by Miss Barbara Dean Barton. After fitting out the Barton was commissioned at the Boston Navy Yard, Charlestown, Massachusetts, on May 29, 1942, Lieutenant Commander Douglas H. Fox, USN, in command. (National Archives)





The U.S.S. Barton (DD-599) slid down the ways at Bethlehem Steel's Quincy Yard on January 31, 1942. When she was laid down in May, 1941, she was a "repeat" Benson-class ship, but changes in her armament while she was under construction made her a "Bristol"-class destroyer with improved anti-aircraft protection in place of the No. 3 gun mount and one of the torpedo-tube mounts. Both class descriptions are correct. (National Archives)



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

The first Barton (DD-599) was laid down on 20 May 1941 at Quincy, Mass., by the Bethlehem Steel Company's Fore River plant; launched on 31 January 1942; sponsored by Miss Barbara Dean Barton, a granddaughter of the late Rear Admiral Barton; and commissioned at the Boston Navy Yard on 29 May 1942, Lt. Comdr. Douglas H. Fox in command.

Barton arrived at Newport, R.I. on 18 June 1942 and reported for duty in the Atlantic Fleet. Following a brief shakedown in Casco Bay, Maine, the new destroyer performed local escort duty through late July, escorting Salinas (AO-19) to Portland, Maine, on 29 June and escorting the new battleship Massachusetts (BB-59) to Hampton Roads. On 2 August, Barton reported to Commander, Eastern Sea Frontier, for temporary duty. She carried out antisubmarine patrols between escorting New York (BB-34) to New York City. Barton then shifted to Boston and accompanied Savannah (CL-43) to Norfolk.

Convoying Massachusetts to Casco Bay, in company with O'Bannon (DD-450) and Nicholas (DD-449), Barton then rendezvoused with Nicholas, Mead (DD-602) and Washington (BB-55) at New York, and sailed for the Pacific on 23 August. Transiting the Panama Canal between 28 and 30 August, Barton - in Task Group (TG) 2.12 - reached Tongatabu, in the Tonga Islands, on 12 September and later sailed for New Caledonia.

Assigned to Task Force (TF) 17, formed around the fleet carrier Hornet (CV-8), Barton sortied from Noumea on 2 October with that force which also included two heavy cruisers, two light cruisers, and five destroyers. A large concentration of enemy shipping in the Buin-Faisi-Tonolei area of the Shortland Islands was considered a threat to ongoing American operations on Guadalcanal, in the Solomons, and prompted TF-17's sweep northward.

On 5 October, Hornet's air group, although plagued by bad weather, managed to damage two destroyers and sink a transport and claimed to have damaged three other ships. It also scored hits on runways and buildings at the airstrip at Kieta.

Within a short time, the Guadalcanal campaign entered a new phase. On 13 October, the Japanese, in an effort to take Henderson Field, the valuable airstrip on Guadalcanal, began mounting daily air raids and nightly bombardments by surface warships. With the situation critical, the Japanese renewed their land campaign to take the airstrip on 23 October.

Barton was at sea with the task forces formed around Hornet and Enterprise (CV-6) when the Japanese engaged these forces on 26 October in the Battle of the Santa Cruz Islands. Barton screened Hornet during the attacks by Japanese planes that stopped that carrier dead in the water and ultimately forced her abandonment. Exhibiting "superb judgment and expert seamanship," Lt. Comdr. Fox maneuvered Barton expertly; and his ship rescued 235 men from the stricken Hornet.

A few days after the battle, Barton performed an unusual rescue operation. An Army C-47 had taken off from Henderson Field at 1930 on 20 October during an intense enemy artillery bombardment. Straying off course and becoming lost while attempting to reach New Caledonia or Efate, in the New Hebrides, the plane ditched on a reef when its fuel

ran out. Eight days later an Army plane discovered the wreck, and an Australian bomber dropped blankets, food, and cigarettes to the survivors. Three Navy PBY's arrived the following day and landed close to the reef in a rough sea.

The PBY's took on board the six crew members and 19 passengers from rubber rafts, but found that the sea state prevented them from taking off, and they radioed for help. Barton reached the scene on 30 October and, despite the "extreme darkness and adverse conditions," maneuvered carefully in the vicinity of the dangerous reefs. Despite the imminent threat of enemy submarines, Barton rescued the stranded men without incident. The last of the PBY's to be unloaded collided with the destroyer and sank while being brought alongside. Some of its crew spent two and one-half hours in the water before Barton located them in the darkness and brought them on board. The ship reached Noumea on 31 October, and put her passengers safely ashore.

Barton remained at Noumea until 8 November, when she sailed for Guadalcanal as one of the escorts for four transports of TF 67 under Rear Admiral Richmond K. Turner. She rendezvoused with Rear Admiral Daniel J. Callaghan's TG 67.4 near the eastern end of San Cristobel Island on the morning of the 11th. Intelligence indicated that a major Japanese push was underway against Guadalcanal, and troops and equipment had to be landed by 12 November to meet the expected thrust.

At 0540 on 12 November, the transports of TG 67.1 anchored off Kukum Beach, Guadalcanal, while two cargo ships anchored off Lunga Point; the cruisers and destroyers deployed in two protective semicircles. At 0718, enemy 6-inch shore batteries opened fire on the anchored transports, eliciting counterbattery fire from Helena (CL-50) at 0728 and from Shaw (DD-373) and Barton at 0743. The fire from these ships joined that of Marine artillery to put the enemy guns out of action. Meanwhile, the disembarkation and unloading from the transports and cargo vessels continued.

That afternoon, Japanese planes swept in to attack the transports; accurate and heavy antiaircraft fire from the screening ships, however, met them and destroyed all but one of the attacking 21 "Betties." That evening, knowing of the approach of the enemy, Rear Admiral Turner cleared out his transports, leaving the covering force under Rear Admiral Callaghan to oppose the expected Japanese night bombardment.

In deciding to send TG 67.4 northward to attack the enemy force - estimated as at least two battleships and two to four heavy cruisers, with a proportionate number of destroyers - the tactical situation had been carefully considered. Weighing the available options, Rear Admiral Turner concluded that this was the only way the enemy could be stopped. Even if the force was sacrificed entirely, their sacrifice would probably prevent the bombardment of the airfield and inflict enough damage on the enemy to thwart his attempt to land reinforcements.

At 1815 on the 12th, Rear Admiral Turner's transports and cargo ships steamed eastward out of Savo Sound, while TG 67.4 passed through Sealark Channel and turned northward through Indispensable Strait, deployed in "Battle Disposition Baker One" - a column of ships with four destroyers, Barton among them - bringing up the rear. Task Group 67.4 entered Lengo Channel at midnight. The sky was overcast, the moon had set, and the night was utterly dark.

At 0124, near Lunga Point, radar picked up ships to the northwest -

Japan's "Volunteer Attack Force," under Rear Admiral Hiroaki Abe, consisting of two battleships, a light cruiser, and 14 destroyers - and, shortly thereafter, the word of "enemy forces in the immediate vicinity" was passed on board Barton. The action that ensued soon became a wild melee; ranges varied from 1,000 to 8,000 yards, with most firing being done at 5,000 yards.

At about 0145, Lt. (j.g.) Harlowe M. White, USNR, who, within a short period of time, would find himself Barton's senior surviving officer, observed the leading ships of the American column opening fire to port. Admiral Abe was not aware of the Americans until the Japanese destroyer Yudachi sighted Callaghan's warships at 0142. Task Group 67.4's opening fire took the enemy by surprise with his forces in disarray and with bombardment shells, rather than armor-piercing ammunition, ready.

Barton opened fire with her forward 5-inch guns soon after seeing enemy searchlights illuminate American ships ahead of her. Her forward guns trained to port and fired approximately 60 rounds, while the after guns opened fire soon afterwards, hurling about 10 rounds from each gun before they fell silent, no longer able to bear upon the enemy ships.

Barton altered course to port, moving closer to the enemy column, and launched one torpedo in the direction of the leading Japanese ship, followed by four more a few seconds later. About seven more minutes of continued firing ensued from the destroyer's 5-inch battery before the ship had to stop her engines to avoid a collision with an unidentified ship - possibly the Aaron Ward (DD-433) - just ahead of her. A few seconds later, a torpedo from the Japanese destroyer Amatsukaze, one of eight fired at 3,000 yards range, tore into Barton's forward fireroom. A few seconds later, a second struck her forward engine room. The two "Long Lances" broke the ship in two. Fletcher (DD-445), bringing up the rear of the American formation, observed Barton explode at 0156. To observers on board Fletcher, Barton "simply disappeared in fragments."

Fletcher spotted the wake of a torpedo by the flames from the disintegrating Barton and altered course to avoid the "Long Lance" and escaped damage, but passed through Barton's struggling survivors, injuring several. Forty-two survivors were later rescued by Portland (CA-33), and landing craft from Guadalcanal. Among the dead was the ship's commanding officer, Lt. Comdr. Fox, whose distinguished command of Barton was recognized in the naming of the destroyer Douglas H. Fox (DD-779) in his honor.

By their sacrifice, Barton and her sailors had helped to turn back the Japanese attempt to pound Henderson Field in a desperately fought action. The valor of the men of TG 67.4 won a victory against heavy odds and enabled the American Marines to hold Guadalcanal.

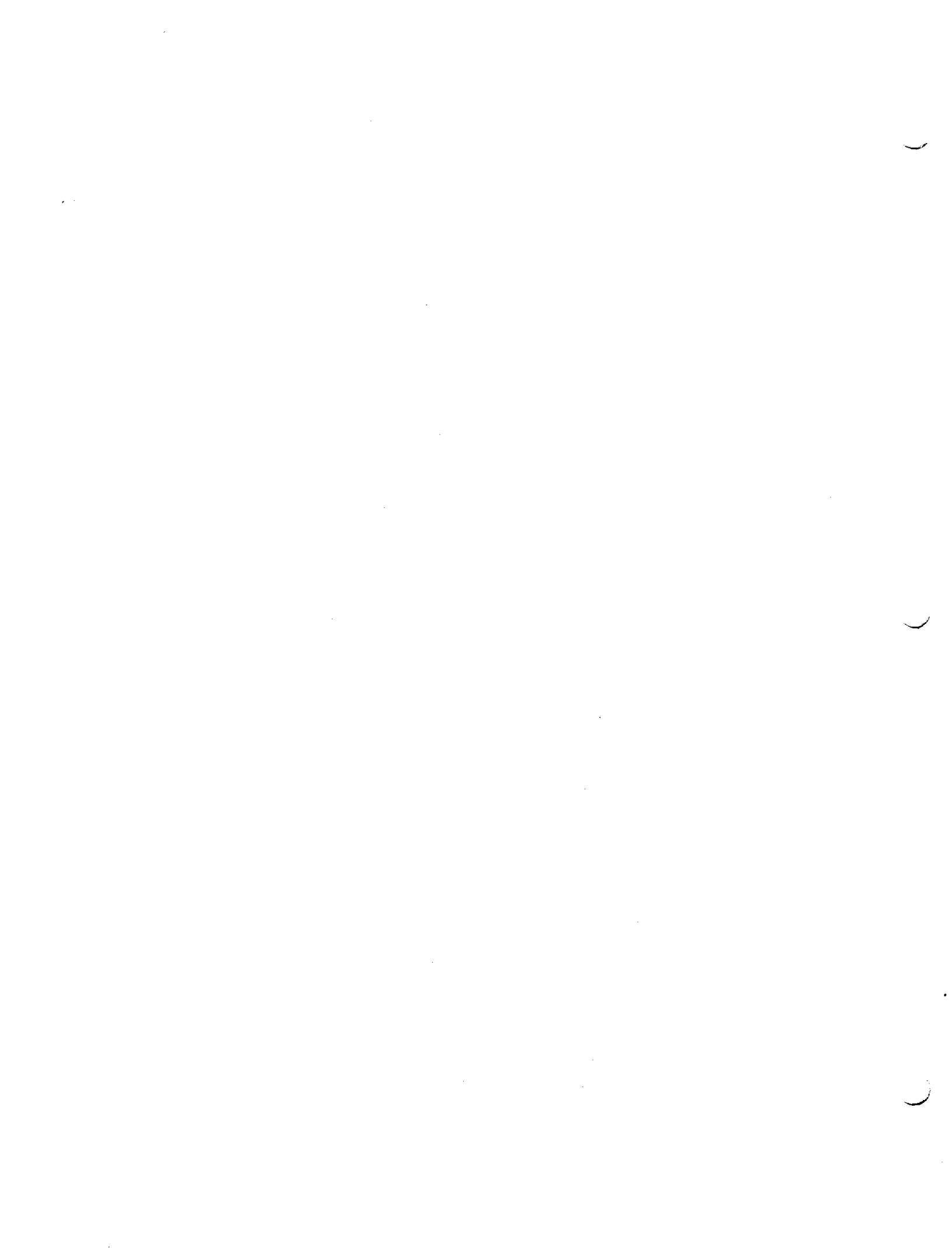
In slightly less than half a year of active duty, Barton earned four battle stars for her World War II services.

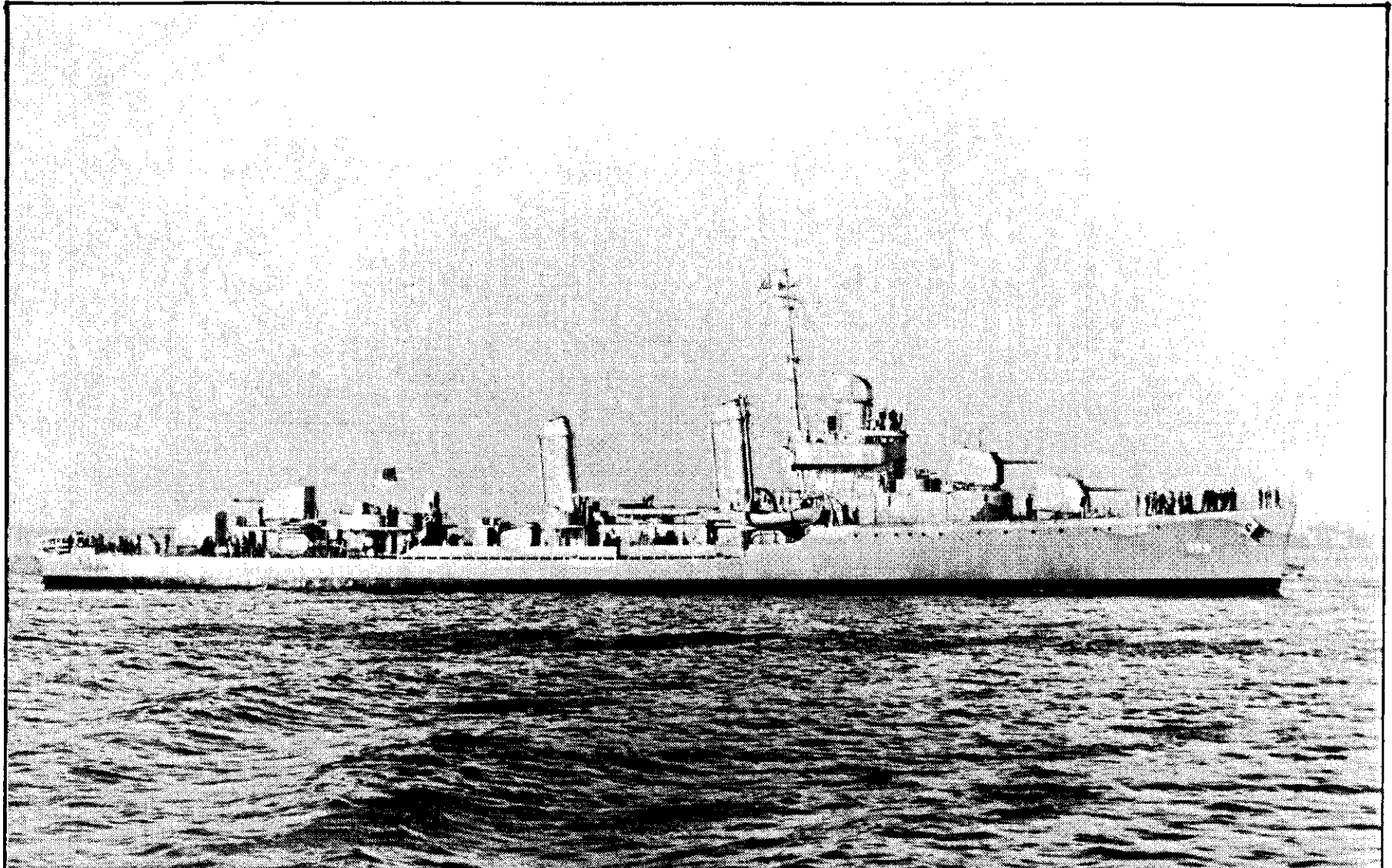
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Statistics: Std. Displacement 1,620 tons Beam 35 ft., 4 in.

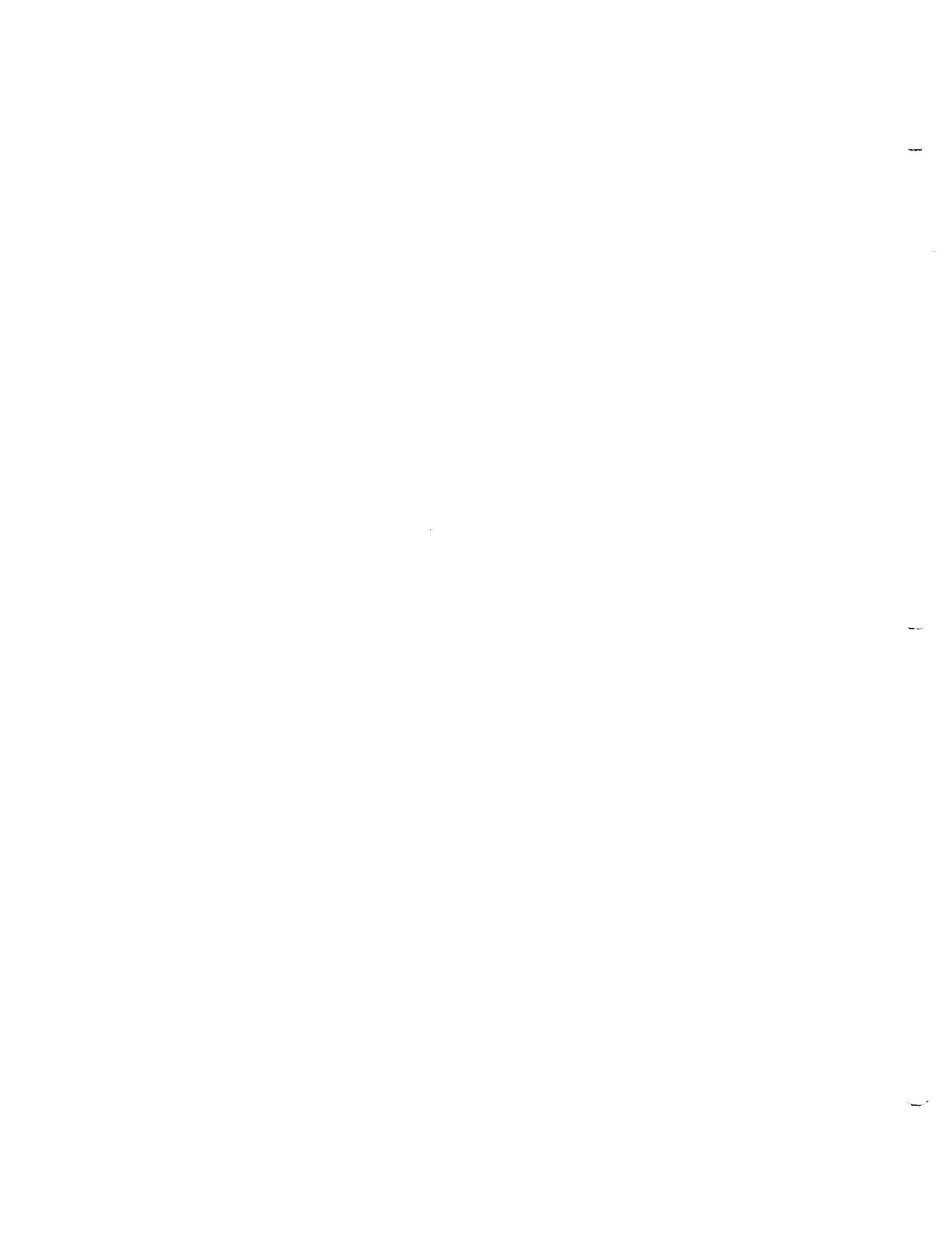
Length Overall 348 ft., 2 in. Speed 37.0 knots

Armament: Four 5-in./38 dual-purpose guns; five 21" torpedo tubes; AA battery of 1.1/75 (Quad) and 20-mm's.





*The USS Barton (DD-599) was one of the "repeat" Benson-class destroyers ordered in 1940, also referred to as the Bristol-class. These ships sacrificed the forward-facing, after 5-inch mount No. 3 to improve their anti-aircraft armament. A 1.1-inch/75 quad machine cannon was mounted on the starboard side of the after deck-house (just aft of the stub-mainmast with the colors), offset by a 20-mm. to port. A 36-inch searchlight is mounted just forward of this mast. The after quintuple torpedo-tube mount was also sacrificed to offset the weight of added depth charge capacity and splinter protection bulwarks for bridge and machine gun personnel.
(Official U.S. Navy photograph taken during completion trials in May, 1942, in Boston Harbor.)*



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, shooing 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 reenforcements, 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.

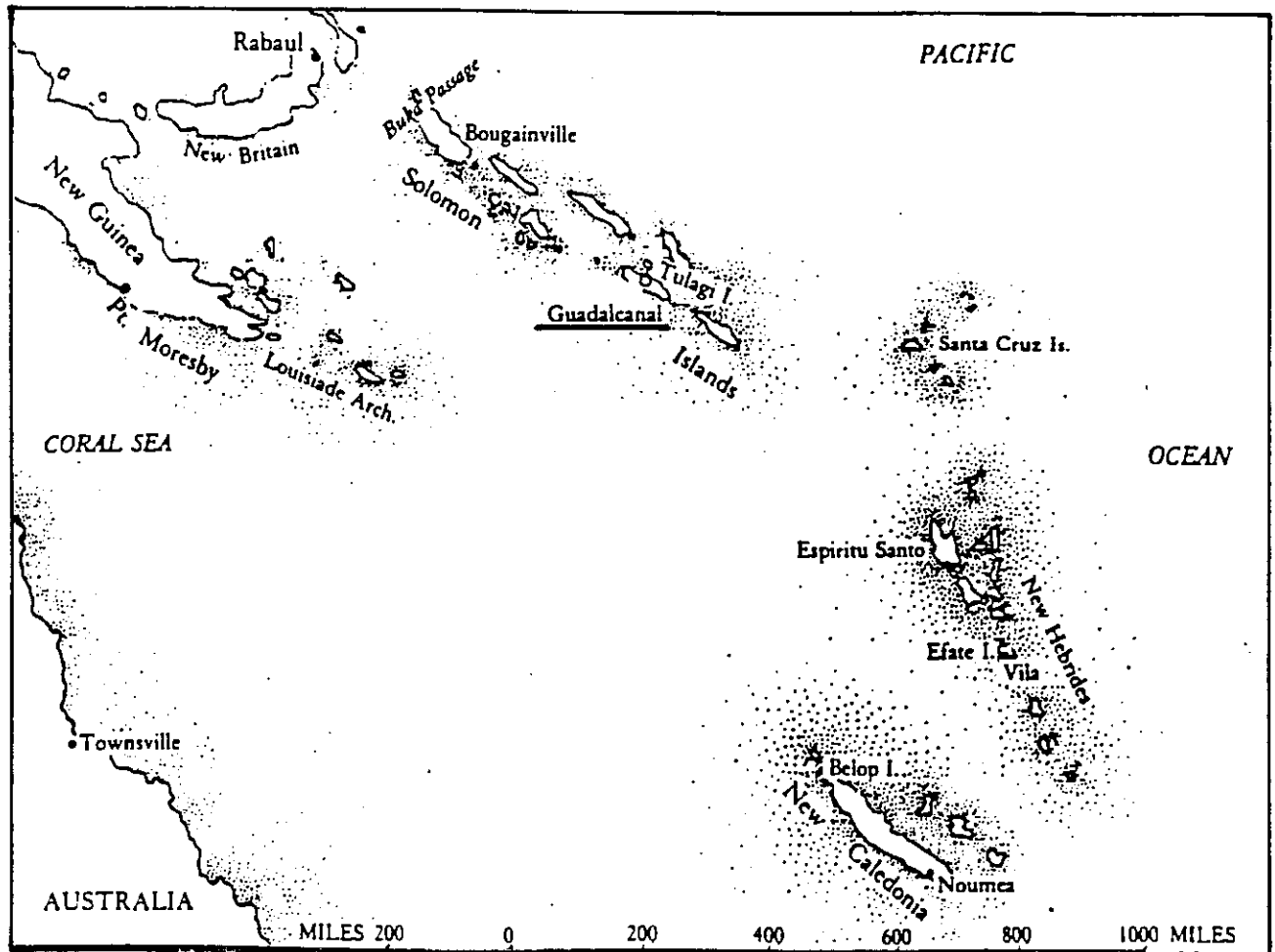
"Even cruisers are big pieces of machinery, but a destroyer is all boat. In the beautiful clean lines of her, in her speed and roughness, in her curious gallantry."

U.S.S. Barton (DD-599) - Service in 1942
 (Documented by Deck Log entries through 10/31/42)

<u>Date</u>	<u>Departed</u>	<u>Arrived</u>	<u>Date</u>	<u>Remarks</u>
				Commissioned at Boston Navy Yard, 5/29/42. Joined Atlantic Fleet at Newport, R.I., 6/18/42. After shakedown training in Casco Bay, Maine, returned to Boston 7/21. In drydock 7/23-24. Full power run off Boston, 7/31.
08/02	Boston	Norfolk	08/03	with <u>Massachusetts</u> (BB-59), <u>McCalla</u> (DD-488) and <u>Nicholas</u> (DD-449). Operated off <u>Virginia</u> with <u>McCalla</u> 8/4-8/9.
08/12	Norfolk	Boston	08/14	Escorted <u>New York</u> (BB-34) to New York City; continued on to Boston.
08/15	Boston	Norfolk	08/17	with <u>Savannah</u> (CL-43) and <u>Nicholas</u> .
08/17	Norfolk	Casco Bay	08/18	with <u>Massachusetts</u> , <u>Nicholas</u> and <u>O'Bannon</u> (DD-450).
08/20	Casco Bay	New York	08/21	with <u>Nicholas</u> .
08/23	New York	Colon, Canal Zone	08/28	Sailed for the Pacific escorting <u>Washington</u> (BB-56) with <u>Nicholas</u> and <u>Meade</u> (DD-602). Transited the Panama Canal on 8/28.
08/29	Balboa, Canal Zone	Tongatabu, Tonga Islands	09/14	Crossed Equator on 9/2 at 100 degrees West longitude. Crossed international date line 9/13. Advanced date to 9/14.
09/15	Tongatabu	Noumea, New Caledonia	09/26	Joined Task Force 17 on 9/17 as screening unit for <u>Hornet</u> (CV-8) and cruisers. Headed for the War Zone.
10/02	Noumea	Noumea	10/31	Screened TF 17 ships in the Battle of the Santa Cruz Islands on 10/26. Rescued 235 <u>Hornet</u> survivors. On 10/30 rescued 25 passengers and crew from a ditched C-47 plus 19 crewmembers from 3 disabled PBY Catalinas.
11/08	Noumea	Lunga Point, Guadalcanal	11/12	Escorted Task Group 67.1 (Transport Group) with 4 transports to Guadalcanal; then joined TG 67.4 (Support Group). On 11/12 shot down several attacking aircraft and fired on enemy gun positions. Sunk by two Long Lance torpedoes early on 11/13/42.

E. A. Wilde, Jr.
January, 2000

Guadalcanal and the Solomon Islands in World War II



Noumea to Rabaul. (Courtesy Australian War Memorial)

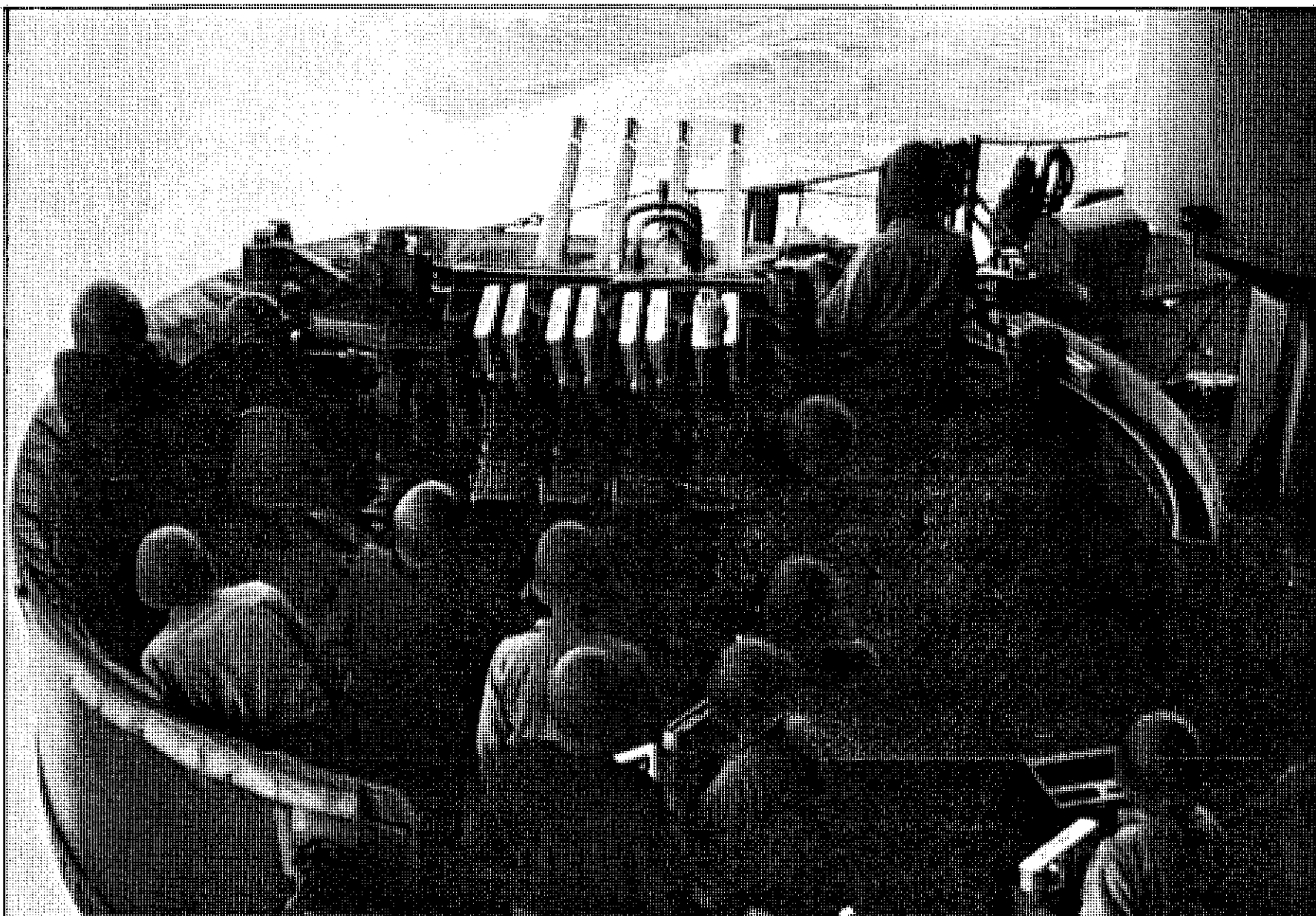
In the summer of 1942 the Solomon Islands, streaming 600 miles southeast from New Britain (upper left), assumed a great strategic importance. For the Japanese, their seaplane base at Tulagi (center) and the airfield they were completing on Guadalcanal formed part of a defensive perimeter for their principal base at Rabaul. For the United States, these bases in the lower Solomons threatened both her supply lines to Australia and her advance bases in the New Hebrides and on New Caledonia.

The decisive Guadalcanal Campaign began on August 7, 1942, when the U.S. Marines seized both Tulagi and the airfield across the bay. It ended six months later when the Japanese evacuated their remaining troops.

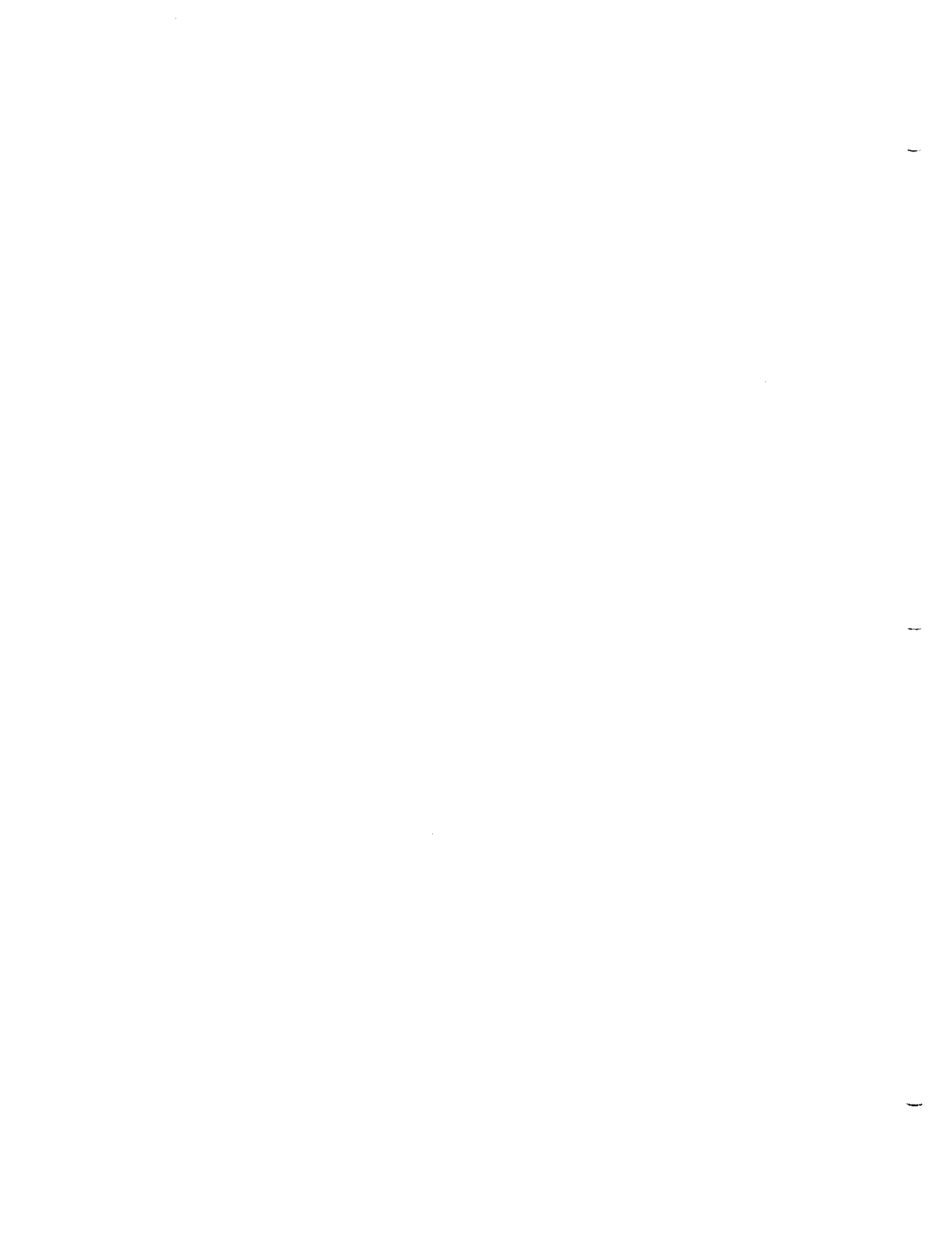
The victory was truly a turning point in the Pacific War. A captured Japanese document read, "Success or failure in recapturing Guadalcanal . . . is the fork in the road which leads to victory for them or for us." After the island was secured the Japanese offensive was over, and the Allies began their long island-hopping march to Tokyo Bay.

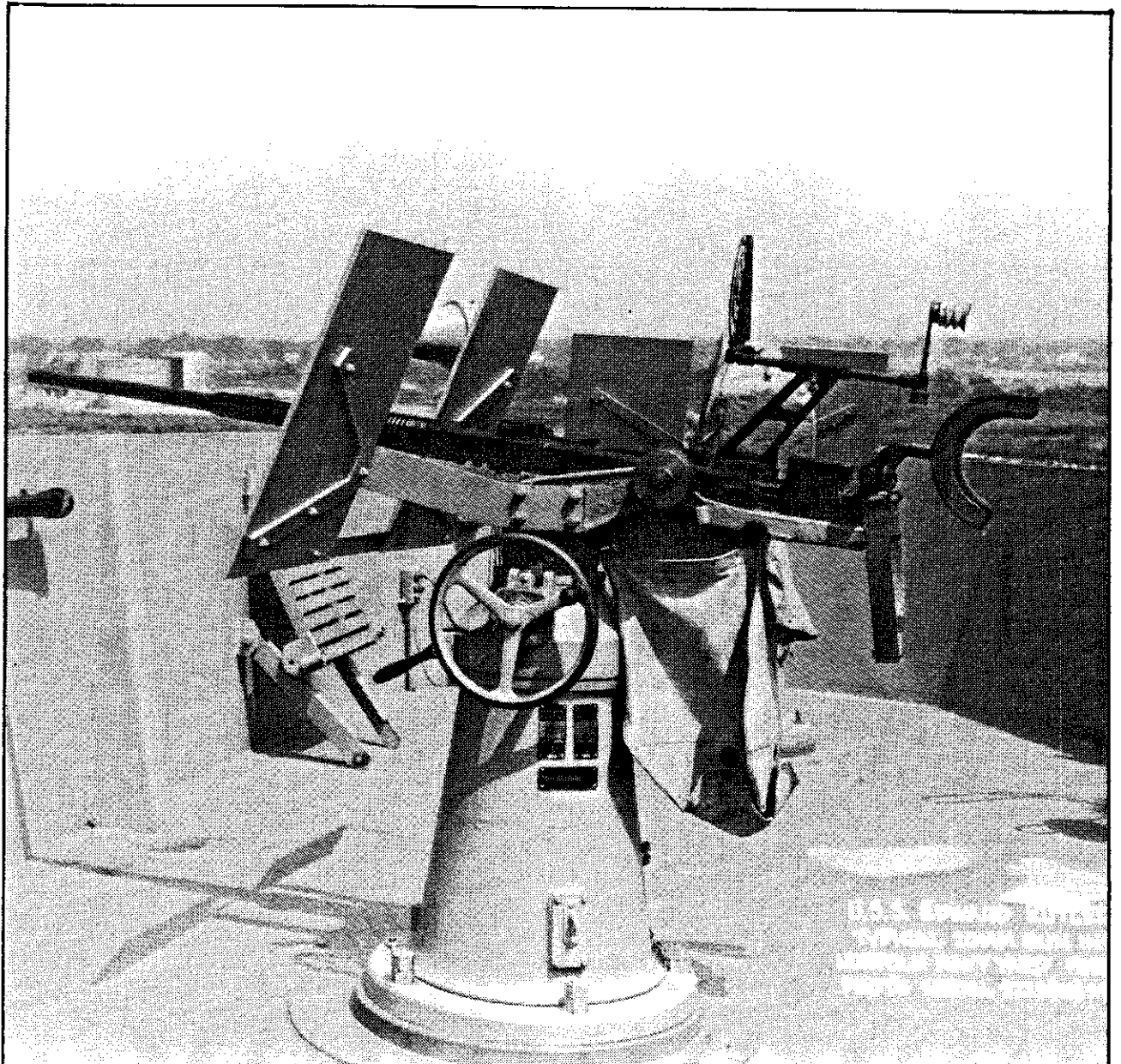
E. A. Wilde, Jr.
February, 1996





The Barton's first contact with the enemy was during the Battle of the Santa Cruz Islands when Japanese planes attacked the aircraft carrier she was screening, the USS Barnet (CV-3), on 26 October 1942. Her quad 1.1-inch machine cannon, similar to this mount on the USS Banger (CV-4), was credited with splashing three of the enemy planes, and her 20-mm's (see next page) accounted for four more. The "one point one" fired 150 one-pound shells/minute from each barrel. It was dubbed "The Chicago Piano" for the way its four barrels recoiled independently. (Official U.S. Navy Photograph.)





U.S.S. Spruance (DD-370)
Typical anti-aircraft
gun on the deck of the
USS Spruance (DD-370)

In 1941 the 20-mm Oerlikon air-cooled machine gun began to replace the .50-cal. water-cooled machine gun as the Navy's standard light antiaircraft weapon. (It was also called a machine cannon because it fired explosive shells.) This early Mark 4 version with an open-ring sight required a four-man crew: the gunner, a trunnion operator (to adjust the height of the gun carriage) and two loaders. When fitted with the Mark 14 gyroscopic sight, introduced in 1943, a range setter was also required to enter range data. The Oerlikon had an effective range of 1,600 yards and fired at a rate of 450 rounds/minute. (Official USN Photo.)

UNITED STATES SHIP

Barton (DD-599)Monday 26 October, 1942

(Day)

(Date)

(Month)

ADDITIONAL REMARKS

0000 - 0400

Steaming in station #3 in anti-submarine screen E6 on Task Group 17 and in company with Task Force 61. Base course is 305T & PGC, 288 PSC. Standard speed 20 knots, formation speed 23 knots, 218 RPM. Zig-zagging according to standard plan. Boilers #1, #3 and #4 in use for steaming purposes. The ship darkened and in condition of readiness II. Sound search and FD radar search being conducted as prescribed.

W. E. Quint
Ensign, USNR

0400 - 0800

Steaming as before on base course 305T & PGC, 288 PSC. Standard speed 20 knots, 191 RPM. Formation speed 23 knots, 223 RPM. 0535 Set condition #1. 0610 Came to course 110T for plane launching. 0627 Set condition #2. 0628 Changed base course to 265T & PGC, 249PSC. 0647 Changed formation to A.S. screen to C-5. Took station #5 in position 5080 on guide. 0652 Came to course 110T for plane launching. 0705 Returned to base course 265T. 0710 Came back to course 110 for further plane launching. 0714 Returned to base course. 0720 Changed base course to 270T & PGC, 260PSC.

H. M. White
LTj.g., USNR

0800 - 1200

Cut in all boilers. 0800 Formed antiaircraft screen. Set condition I. Prepared to repel aircraft attacks. Steaming on upwind (120) and downwind (300) courses to launch planes for attacks on reported enemy positions and ships. 0929 Went to general quarters. 1011 Enemy planes diving on carrier. Commenced firing with 5-inch and machine guns and continued firing until 1020. Carrier badly damaged by bombs, torpedoes and burning planes. Destroyer went alongside. Commenced circling carrier. 1045 Additional bombers came in, commenced firing. At 1109 attacks ceased. Ceased firing. Received 20-mm hole in after stack and minor shaking up from near bomb miss port bow, abeam port, and port quarter. Continued circling carrier. Ammunition expended: 5-inch, 130 rounds; 1.1/75, 800 rounds; 20-mm, 1000 rounds. Carrier appeared badly hurt, however was afloat while heavy cruiser attempted to take her in tow. Claim enemy planes shot down by machine guns as follows: 1.1's, 3; #1, 3, 4, 6, 20-mm, one each.

D. H. Fox

1200 - 1600

Steaming as before, circling carrier while attempts were being made to get her under way in tow of heavy cruiser.

D. H. Fox

UNITED STATES SHIP Barton (DD-599) Monday 26 October 1942
(Day) (Date) (Month)

ADDITIONAL REMARKS

1600 - 2000

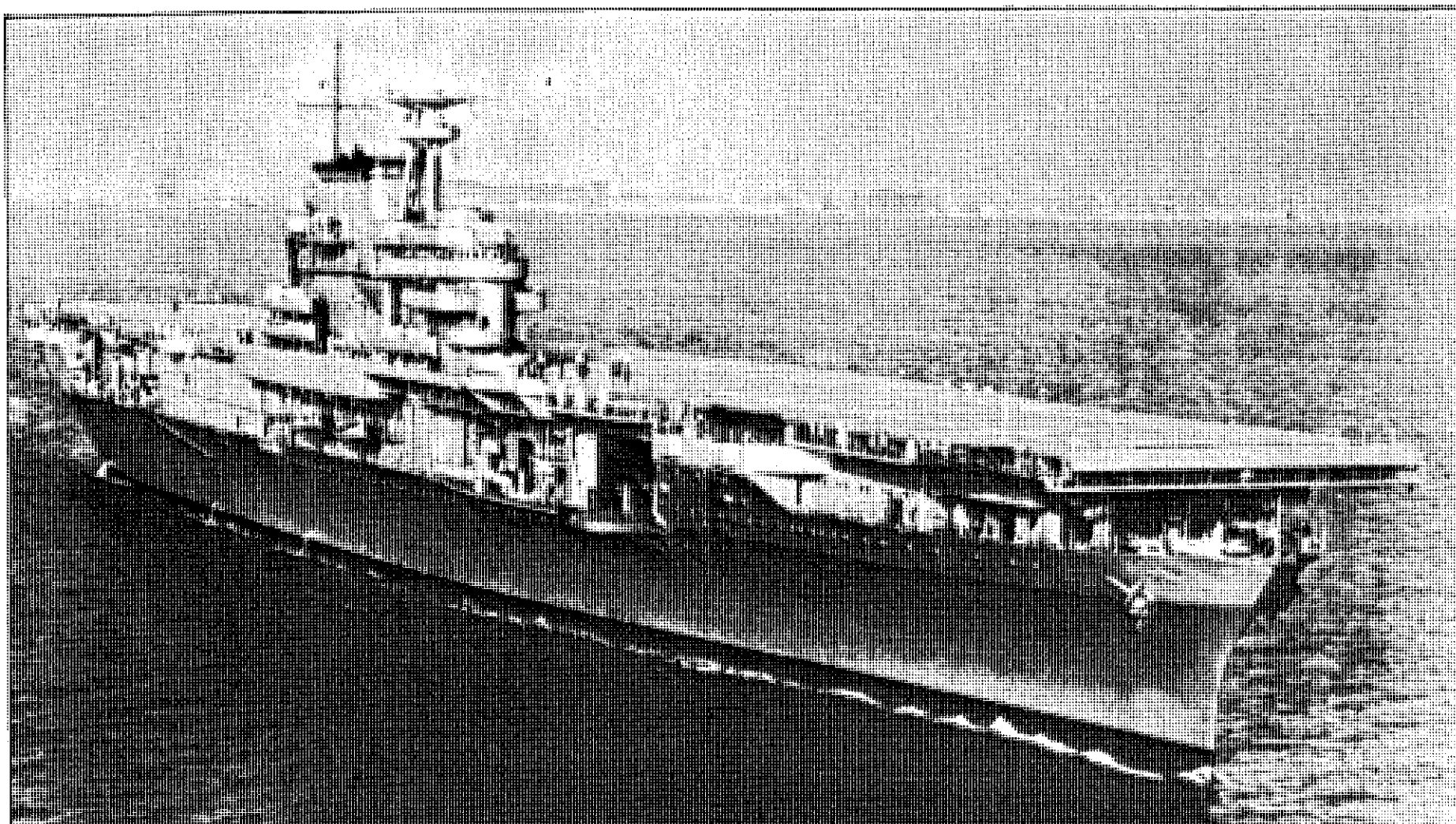
Steaming as before. 1620 Received warning of air attack. 1623 Commenced firing at dive bomber planes. 1946 Commenced firing at horizontal bombers. Carrier badly hurt and being abandoned. 1654 Stood in toward carrier to rescue survivors. 1756 Ceased operations to clear area on report of third bombing attack. 1802 Commenced firing at dive bombers. 1821 Attack over. Proceeding to carrier to continue rescue operations. 1855 Completed rescue. Survivors on board per list attached. Commenced forming _____ formation on cruisers. Two destroyers remained to sink carrier with torpedoes. Steadied on course 152T & PGC, speed 25 knots, zigzagging. Expended 50 rounds 5-inch AA, 1200 rounds 20-mm, 800 rounds 1.1/75.

D. H. Fox

2000 - 2400

Steaming as before. 2305 Secured boiler #2.

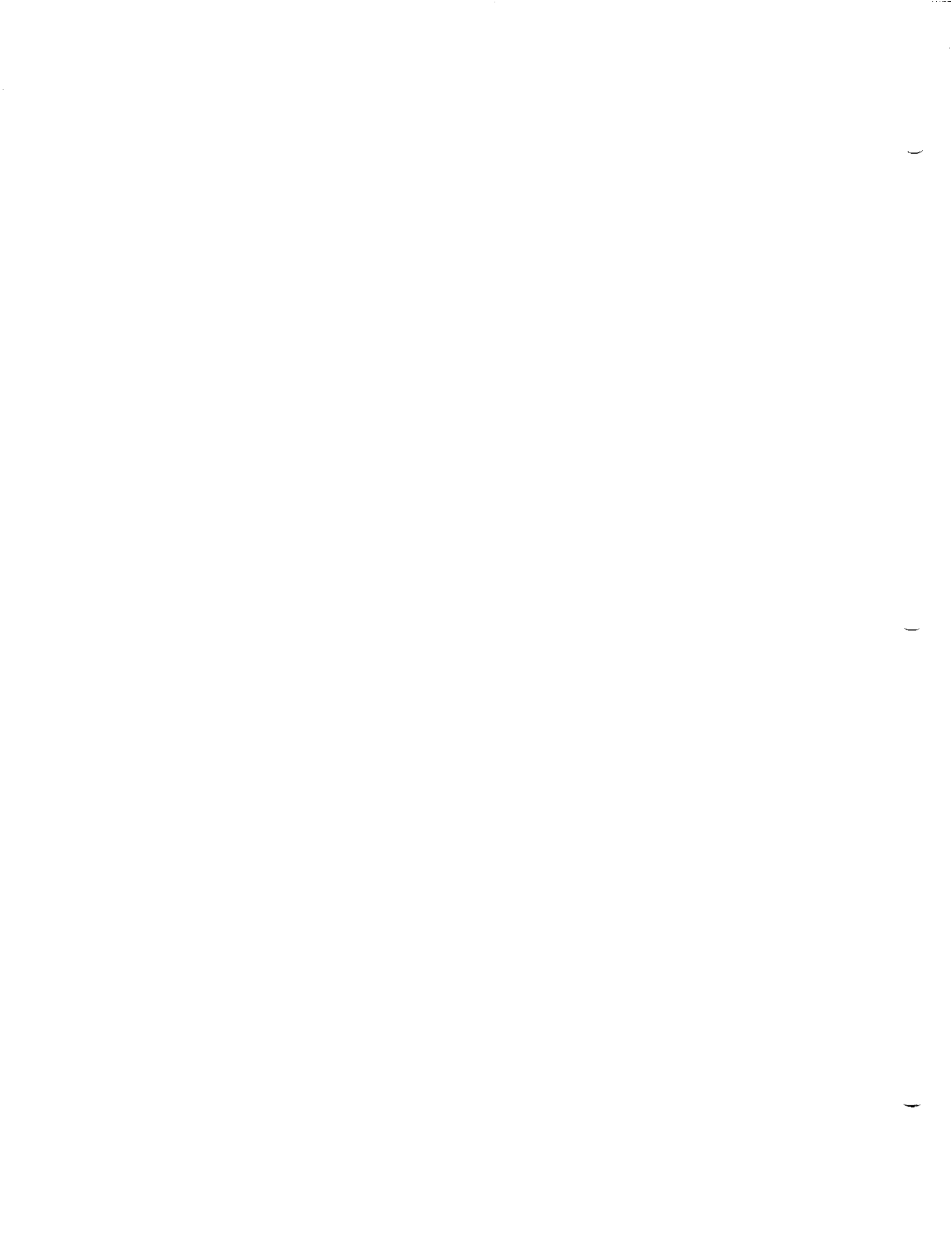
D. H. Fox

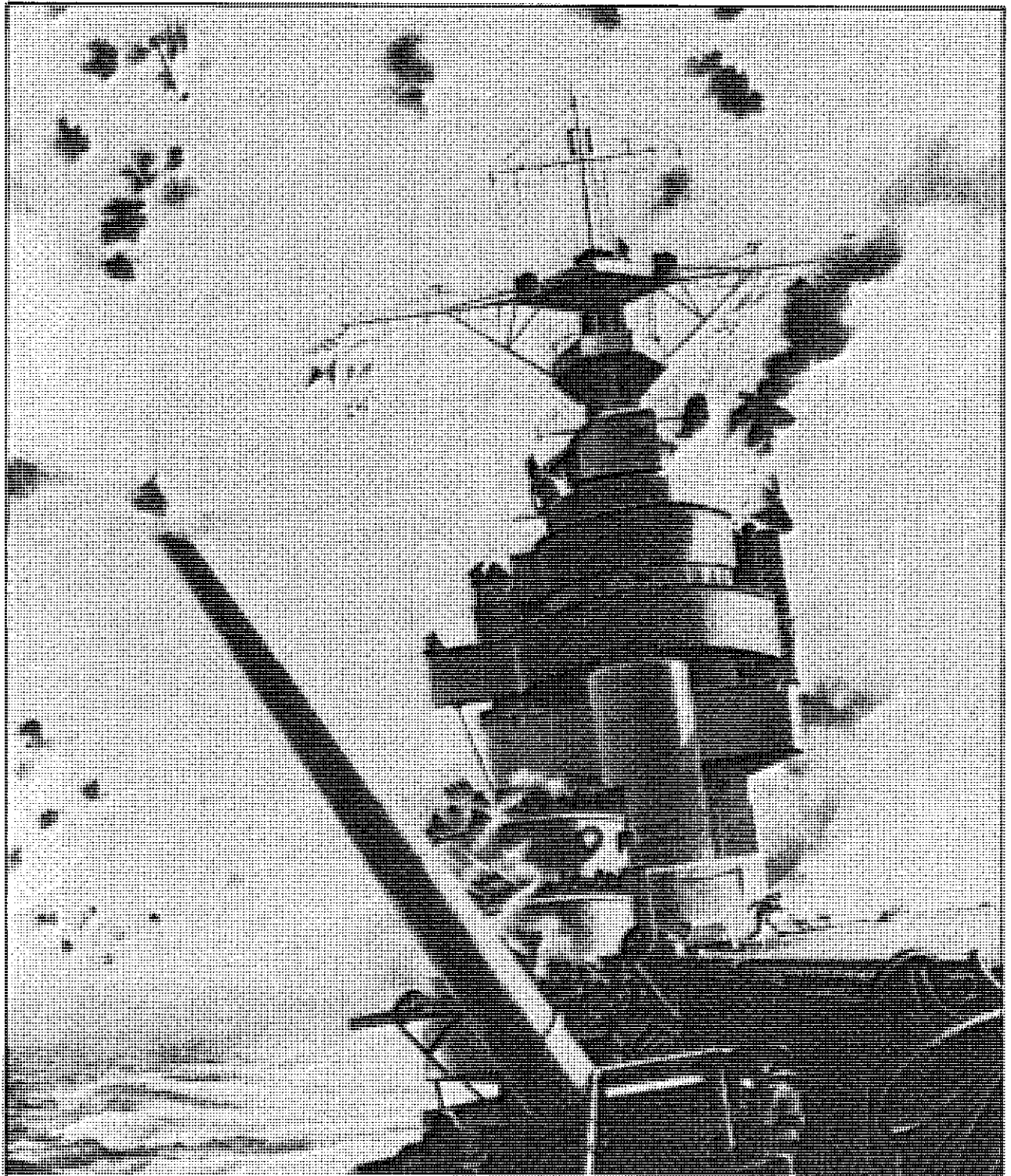


The modified Yorktown-class aircraft carrier USS Hornet (CV-8) (Capt. Marc A. Mitscher, USN) in late 1941 before her 5-inch, 38-caliber, dual-purpose surface and anti-aircraft guns had been mounted and before she was painted to a Measure 12 camouflage scheme. The 19,000-ton (more than 23,000 tons when combat-loaded) vessel was launched December 14, 1940, and commissioned at Norfolk, Virginia, October 20, 1941. When her air group was embarked she was home to almost 3,000 officers and men. Other characteristics were:

Length Overall:	609'6"	Armament:	8 5-inch/38 dual-purpose, 4 quad 1.1-inch
Beam:	83'3"		mounts, 16 20-mm. machine cannons
Mean Draft:	27'6"	Steam power (nine boilers):	120,000 H.P.
Planes:	80-85	Maximum Speed:	33 knots

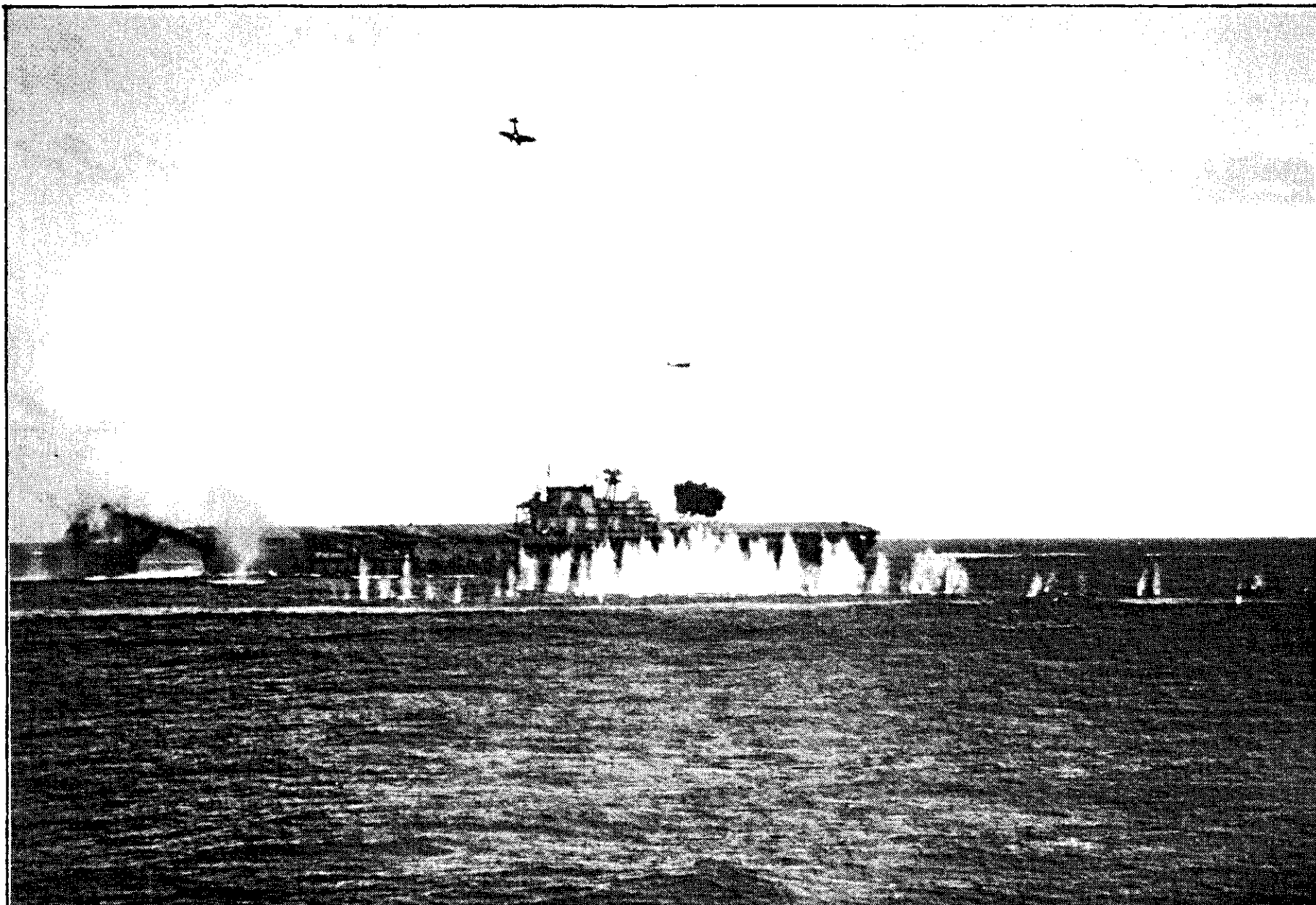
(U.S. Naval Institute Collection)



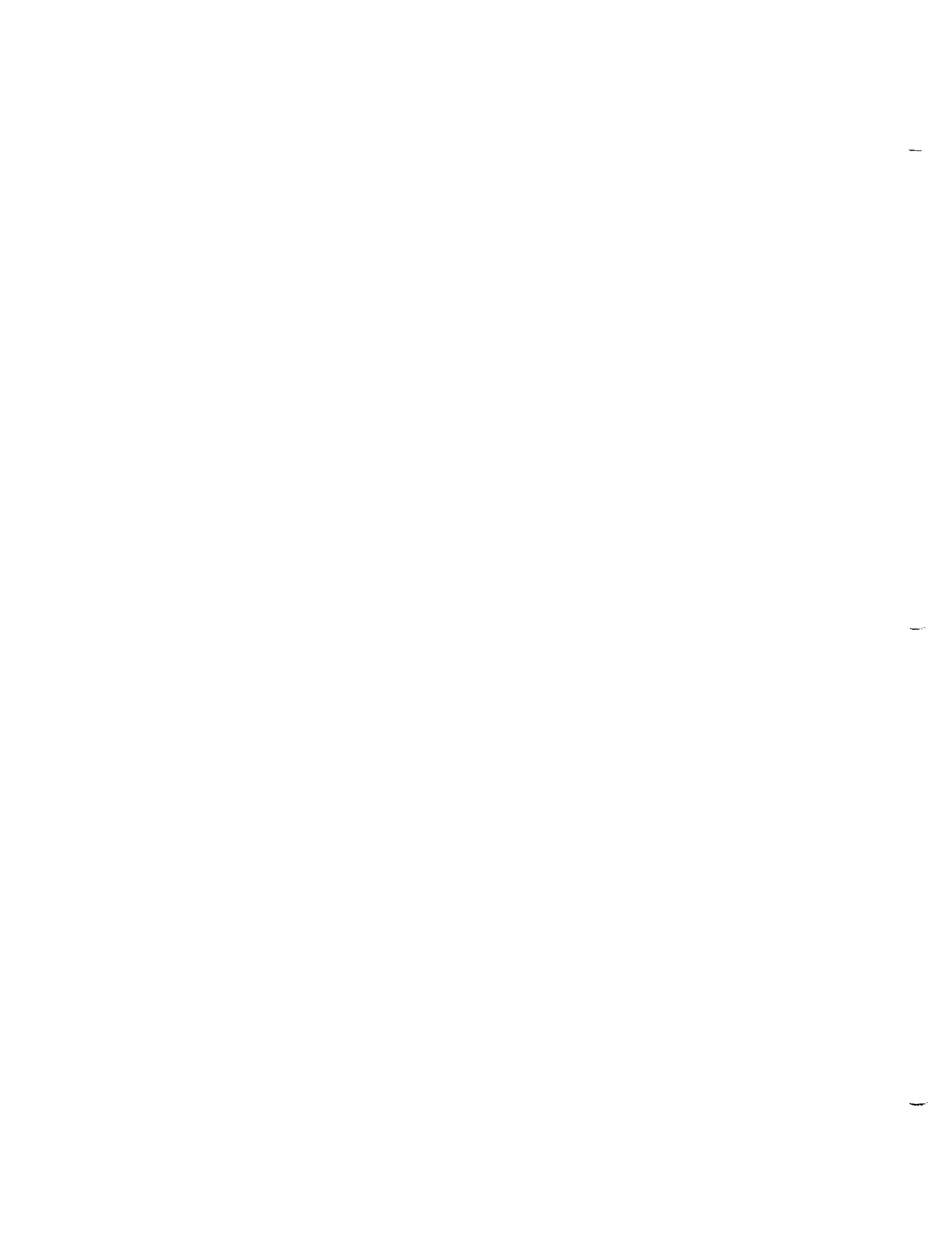


This painting, "The Fighting Hornet - Pacific (1942)," by Tom Lee depicts the "Zero" suicide bomber which dove into the Hornet's stack before crashing through the ship's flight deck. A wing-mounted 132-lb. (60-kg) bomb and flaming gasoline from the plane caused 10-20 casualties on the signal bridge, but the dive-bomber's 551-lb. (250 kg) armor-piercing bomb was a dud. Note the two quad 1.1-inch anti-aircraft gun mounts below the bridge. (Official U.S. Navy Photograph.)





The USS Hornet (CV-8), listing to starboard from torpedo hits and under attack by Japanese planes, at the Battle of Santa Cruz on October 26, 1942. When she was finally abandoned the USS Barton (DD-599) rescued 235 of her survivors, including LCdr. Francis D. Foley, USN, who has recently written two articles about his experiences aboard the Hornet and the Barton. (Official U.S. Navy photograph.)



Every Good Ship Has a Heart

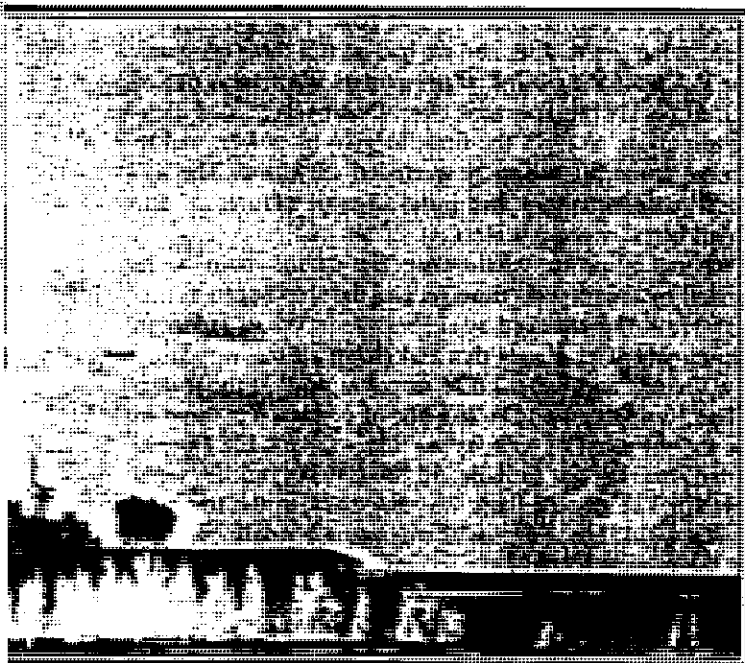
By Rear Admiral Francis D. Foley, U.S. Navy (Retired)

Sailors the world over share the belief that every good ship has a heart. The USS *Hornet* (CV-8) was one such ship, and she was stout hearted as she defiantly withstood monumental punishment by foe and friend alike.

In June 1942, when Captain Charles P. Mason got orders to command the *Hornet*, I was a lieutenant commander, a rank I had just made at the Naval Air Station, Jacksonville, Florida. He asked if I would like to go with him.

I quickly agreed and was on hand in Pearl Harbor when Mason relieved newly promoted Rear Admiral Marc Mitscher following the Battle of Midway. I was immediately assigned duty as air operations officer. My station was air plot, which was up in the island structure just aft of the bridge and charthouse. The combat information center and air control, where the fighter directors operated, were also in the island structure; they were directly beneath me. I had an open scuttle and discovered during our training period around Hawaii that I could look right down and see what their board showed and what their radars were picking up. That was useful, but, of course, it was an extremely vulnerable place to be, as we found out.

NAVAL INSTITUTE



I was feeding everything from air plot to the ready rooms by teletype, and they were firing things back to me. The air officer was Lieutenant Commander Marcel Gouin, who was a real pro. He insisted that every pilot's navigation—as much as he could foresee before leaving the ship on a mission, be it a search sector or anything with a specific objective assigned—be relayed back to me and I check it. No flight could leave the ship until I checked the navigation calculations. My crackerjack assistant and I worked feverishly; we didn't hold up a single operation. Nobody ever had to wait to man his plane while we checked the navigation.

Our air group consisted of close to 80 airplanes, plus 20 new F4F-4s and one unarmed F4F-7 photographic reconnaissance plane. Twenty-one fighters were stowed, with wings folded back, up in the overhead of the hangar deck. The gallery deck did not extend all the way across the ship under the flight deck, so there were bays between the girders that were big enough to accommodate a fighter, or, in fact, a spare dive-bomber or two. We took these aircraft aboard before leaving Pearl and preserved the engines and many fittings in cosmoline, taking special care with their guns. We hoisted them up into the overhead not knowing whether we would be the ones to use them. Fate decided that in short order.

On 17 August the *Hornet* departed Pearl as the flagship of Task Force 17, commanded by Rear Admiral George Murray, with four cruisers, six destroyers, and an oiler. Our mission was to support the struggle for Guadalcanal, where the Marines had landed ten days before. Word of the Battle of the Eastern Solomons reached us en route, too late to help the *Enterprise* (CV-6), which was damaged and returned to Pearl. Her aircraft were sent to "Cactus" [Guadalcanal]. The *Hornet* joined the *Wasp* (CV-7) and the *Saratoga* (CV-3) in a defensive patrol to the southeast. Air battles over Cactus were in our favor, but our operational losses were heavy. The *Hornet* withdrew and ferried Marine pilots aboard who flew off 20 F4F-4s, which we had recommissioned from the overhead. The replacement fighters participated in an air battle over

Old Glory still flies from the *Hornet's* gaff after a Japanese dive-bomber—seen moments earlier (inset), plummeting toward the carrier—crashed on the signal bridge.

Henderson Field even before landing there!

We spent quite a bit of time up in "Torpedo Junction"—east of Guadalcanal and north of Espiritu Santo—in the New Hebrides. We were present when the *Saratoga* (CV-3) suffered torpedo damage on 31 August. Nevertheless, she managed to recover and fly off 30 aircraft to Guadalcanal. We were also part of a task force torpedoed on 15 September. That day, the *Wasp* (CV-7) was sunk, and the *North Carolina* (BB-55), which was close aboard us at the time, was hit by a torpedo forward. The *O'Brien* (DD-415), one of our destroyers, lost her bow. I remember that she was right there on our port beam. She took a torpedo that was meant for us, as had the *North Carolina*. The *Hornet* recovered the *Wasp's* airborne aircraft and flew them off to Guadalcanal.

Since the *Enterprise* (CV-6) had already gone to Pearl Harbor for repairs, the *Hornet* became the only U.S. carrier in the South Pacific. An intercepted message passed on by Commander South Pacific read: "Destruction of 'Blue Base' [our tactical call] is primary objective of Imperial Fleet!" This aroused a roaring cheer of defiance within the ship. On 2 October our carrier and four cruisers—without our destroyers—raced northward to attack concentrated shipping in the Shortlands. During the Battle of Cape Esperance, a savage surface action off Savo Island on 11 and 12 October, Task Force 17 acted as a covering force. Battle damage was heavy on both sides, but our troop reinforcements did get through. On 16 October the *Hornet* launched a squadron strike against Santa Isabel to the northwest. Meanwhile, Task Force 17 closed the south coast of Guadalcanal and launched a day-long series of strikes on numerous targets of opportunity, particularly around Tasafaronga, not far from Henderson Field. We remained for some days, charging up and down off the southern coast of the island, launching repeated strikes. The only thing that ever got around our way was an enemy submarine. The Japanese aircraft seemed to ignore us, and the wind was so light that we were making high speed most of the time.

The month wore on, and the Japanese began marshaling major forces to regain Guadalcanal. Their composition—initially unknown to us—consisted of 5 battleships, 4 operational carriers, 12 cruisers, 27 destroyers, and 12 submarines, plus 220 land-based aircraft near Rabaul. The *Hornet* was operating with the *Enterprise* as part of Task Force 61, which was conducting a counterclockwise sweep north of the Santa Cruz Islands. On the night of 25 October, the *Hornet* had a large group poised for a moonlight strike with heavy weapons, but contact reports were sketchy. An enemy force was spotted about 0700 the next day about 300 miles northwest. The newly repaired *Enterprise* launched 16 armed scouts in a 90°-arc to investigate more closely. At 0832 the *Hornet* launched a strike

of 24 SBDs, 15 TBFs, and 15 F4F-4s. The *Enterprise* flew off a 19-plane strike. Leaders reported passing Japanese attack groups about 60 miles out, attesting to the jump they had on us.

About 1010 the enemy struck. The *Enterprise*, temporarily shielded by a rain squall, was literally ignored. Concentrating on us, the Japanese attacked savagely despite heavy antiaircraft fire, which splashed many. A heavy bomb hit the flight deck aft, causing severe damage; two near misses shook us up. The leader of 15 dive-bombers, his plane on fire, bore in, hitting us with three bombs. One detonated on the flight deck, another as his plane plummeted into the stack, and the third was a heavy dud that penetrated to the gallery deck. The shattered signal bridge, just over my head, suffered 12 killed or wounded and was aflame from a gasoline fire.

Closely coordinated with this dive-bombing from port came a perfectly executed torpedo plane attack from starboard. Twelve Kates, in line abreast, bore in so low that many had to hop over our screen to avoid hitting the destroyers' masts. Disregarding our murderous point-blank gunfire, they planted two torpedoes into us amidships, adjacent to the forward engineering spaces. Flooding commenced

immediately. A third underwater detonation followed closely thereafter: a torpedo explosion in our wake during a hard-right turn that jammed the rudders.

A lone Kate in a shallow dive lengthwise pulled out low ahead, executed a tight 270°-flipper turn, then bore back into us to port, forward of the 5-inch gun gallery. Its fuselage came to rest under the forward elevator, which resulted in a stubborn fire that was enlivened by the Kate's machine-gun ammunition. At this point 11 separate fires were raging in the ship, and we had no fire-main pressure. Our P-500 "handy billy" water pumps were soon out of fuel, so bucket brigades took over. Destroyers started coming alongside to fight the fires, to give us power, and to receive some 80 seriously wounded crewmen. The aggressive seamanship and indefatigable efforts of our "small boys" were priceless.

We had no power whatsoever. The engine rooms were flooded by the torpedo damage, and the ship began to list. We were being attacked by successive waves of Japanese twin-engine land planes that had flown all the way from New Guinea and Rabaul. The ship was dead in the water.

The *Northampton* (CA-26), one of our cruisers, tried to tow the ship, but as soon as the line was taut, the *Hornet* started shearing out to starboard because her rudders were jammed. The minute there was any slack in the towline, out she would shear again. Then an attack would come in and the cruiser would have to cast off because she was a sitting duck. That happened three times. Our own 2-inch wire towing cable, roused from the after elevator pit, was manually snaked to the forecandle over the hangar



COURTESY OF THE AUTHOR

Commander Foley on board an aircraft carrier circa 1945

deck—which, with foam all over it, was slippery as hell—but it was time consuming for the crew to haul it by hand. There must have been 500 people working on it, hauling that heavy wire lengthwise up the deck. With a 15° list then on the ship, this was difficult.

We regained tactical communication on the TBS voice radio and task force warning nets, but were incommunicado with our strike aircraft. Our combat air patrol could see the disabled carrier, but the strike crews didn't know our condition. The enemy turned all his guns on the *Enterprise*, which was gathering in all the airborne returnees, the *Hornet's* SBDs having made six 1,000-pound bomb hits on the Japanese carrier *Shokaku* and three on the cruiser *Chikuma*, putting both out of action.

My job in air plot was about over, but I had reams and reams of intelligence material. I must have had 50 feet of it, all lying out on the deck in air plot. I figured that we had better save it, so my teletype operator and I rolled it up into a tight bundle, put waterproof tape around it, and I tucked this package—which looked like a cartridge for a player piano—into my shirt. I joined the fire fighting on the flight deck.

Commander Apollo Soucek, the executive officer, came down and said, "Francis, come with me to make an inspection of the ship." We were mainly concerned about what was happening on the forecastle. We had to climb down on the port side. The ladder had been damaged by the second plane that had flown into the ship, but we wormed our way down.

We managed to get down from the flight deck to the forecastle deck, and the first thing we saw was a 250-pound bomb sitting on the deck—fuzed, of course—which apparently had been knocked off the wing of the Jap plane in the elevator well. Exchanging only a nod of assent, we managed to free the bomb and roll it gingerly into the shallow scupper, then worm it over the side. It splashed harmlessly into the sea, to our immense relief!

Hundreds were gathered up forward, struggling with the towing problem. Consulting with the first lieutenant, the exec agreed to have the *Hornet's* own towing wire roused out and brought forward to help. Going aft to the hangar deck, we oversaw efforts to deal with the burning suicide plane in the forward elevator well, as its machinegun ammunition continued to cook off. We next over-

saw the transfer of the wounded to a destroyer on the port quarter. On the fantail we found many casualties and critically wounded crewmen. Another destroyer was nosed in, using a busy highline to transfer them.

We lost 135 men; the remains of several shipmates, placed in weighted bags, were being consigned to the deep. Two chaplains were saying prayers, and, of course, the senior medic and an honor guard were there. Down below, the damage control people were doing everything that could be done to get those engine rooms back in commission, but they couldn't get the water out of the ship. No power, no nothing. The exec and I inspected after steering, consulted about the still-jammed rudders, and agreed that we should use emergency blocks and tackles.

In mid-afternoon six torpedo planes attacked, scoring



U.S. ARMY (TOM LEA)

Waiting to be picked up by the destroyers that were circling the stricken *Hornet* like Indians around a wagon train, the ship's crew fight and claw their way to the life rafts.

one hit to starboard that started flooding in the after engine room. Another detonated close aboard to port after passing under the bow. Our list increased to 14-1/2°. The word "Stand by to abandon ship" was passed. At 1640 five dive-bombers attacked, scoring very near misses. The defiant *Hornet's* list increased to 18-1/2°.

At 1650 we were ordered by Vice Admiral William Halsey, who was down in Nouméa, to abandon ship and sink her. My abandon-ship station was on the fantail where I was the senior line officer present. The men had already started breaking out the several dozen life rafts—each would hold 12 men and support a lot more—stacked up under the ramp area. The wind was maybe three or four knots at the most, and the ocean was like a mill pond. The trouble is, the rafts had been drifting away. That meant

that the one closest to the ship was the one that everybody started going for, and some of the men were jumping over the side. Most of them were going down man ropes that we had rigged.

I went down the rope carrying a .45 pistol, a whistle, the teletype roll that was still tucked in my blouse, and my Abercrombie and Fitch watch. I got in the water and could see that I was virtually helpless. What the hell to do with all this fighting to get on the life rafts going on? So I started blowing my whistle, yelled "Follow me!" and swam away from the ship. The rest of our task force was circling around the ship like Indians around a wagon train. One destroyer at a time would peel off and come in and pick up survivors and then get back out. When she was full, another one would come in. I kept blowing that whistle and yelling, and shipmates followed me.

A U.S. destroyer and Japanese land-based bombers came in simultaneously. I remember hearing those twin-engine bombers and thinking, "My God, how did they get way down here?" Then those damn bombs came through the clouds. We all thought, "If we get away with this, we're really going to be lucky." But the bombs, of course, were aimed at the *Hornet*, not the people in the water. Some hit. One blew a 5-inch gun—the whole gun mount—30 feet in the air! When those bombs hit the water, we felt like we had been hit by a blockbuster.

I swam away from the ship with these people behind me, and then a destroyer, the *Barton* (DD-599), stood in. The chief boatswain's mate up on the bow had a line-throwing gun. He'd see somebody out there having trouble, and he'd shout through a megaphone, "Hey, sailor, sailor! Heads up!" And he'd put the projectile right over the guy's head, saying, "Just hold on. Wrap it around your waist and hold on." He did that with 20 people until he ran out of line. I swam to the cargo nets over the *Barton's* side and climbed aboard.

Two hundred and thirty-five people from the *Hornet*

joined me aboard that destroyer. Once again, I was the senior man. We had to find out who they were: get their names, rates, and serial numbers. We separated them by divisions and, with help from the *Barton*, set up their berthing and messing. It was a hell of a lot of work and organizing in a big hurry.

After they got all the ship's company off the *Hornet*, the task force retired to the southeast at high speed. The destroyers *Mustin* (DD-413) and *Anderson* (DD-411) were assigned to give her the *coup de grâce*. Of the 16 torpedoes they put into the *Hornet*, only 9 detonated. All that did, apparently, was put the ship back on an even keel! She was very low in the water, helpless, but not sinking. They then fired 350 rounds of 5-inch ammunition—including some star shells—into her, hoping to rupture and ignite the gasoline system. Burning furiously, the *Hornet* still remained afloat. Japanese records reveal that four more torpedo hits were required to put her down. Few combatants have ever successfully withstood heavier punishment: 7 major bombs, 16 live torpedoes (plus 7 duds and 2 close detonations), 2 suicide planes, and 350 rounds of point-blank 5-inch ammo.

Loss of the *Hornet* was serious, but the enemy had suffered, too. Two Japanese carriers plus a heavy cruiser were out of action for months, and many other ships were seriously damaged. Their aircraft and experienced flight crew losses were twice as great as ours. The formidable enemy force retired from the Solomons, giving us time to regroup, and they never again initiated a major carrier action in that area. The Battle of Santa Cruz proved to be a turning point in the Pacific theater. And the *Hornet* proved herself to be a good ship with a great heart.

Admiral Foley—named Francis Drake for a famous naval ancestor of his—graduated in 1932 from the U.S. Naval Academy. His two-volume set of memoirs is available from the Naval Institute's oral history department.

A Boatswain's Mate's Worst Nightmare

The first visit by Commander Naval Surface Forces Atlantic to an underway Coast Guard cutter called for detailed preparations. Under the chief's watchful eye, the young boatswain's mate had prepared the fantail and the side boys, and he had rigged a Jacob's ladder that would please Noah. The side boys stood ramrod straight, no distracting Irish pennants and no offending smiles in their cap covers.

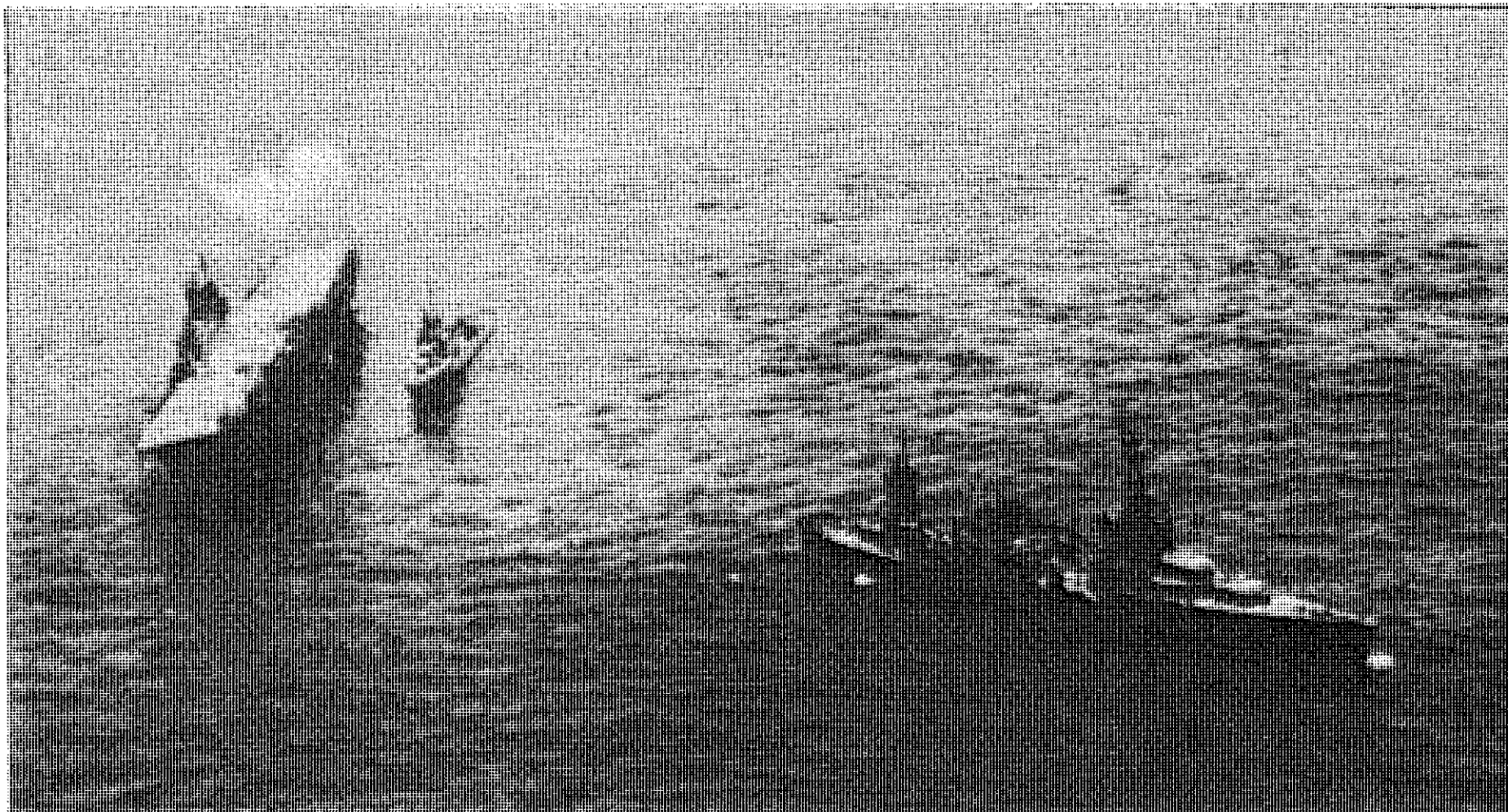
All was ready except one last detail. The boatswain's mate had to disconnect the lifeline above the Jacob's ladder before the admiral could climb aboard. No problem.

The admiral's launch approached as the cutter rolled with the swells. The waves slapped hard against the side, sending spray across the fantail. With a leap and outstretched arms, the admiral propelled himself across the gap separating the launch and Jacob's ladder. Simultaneously, the boatswain's mate grabbed the snap hook holding the lifeline. Panic. The snap hook did not open. Fear. Despite his strength and numerous silent oaths, the snap hook refused to cooperate. Desperation. More oaths, more muscle power, and even a prayer. Still no joy and no more time. Despair.

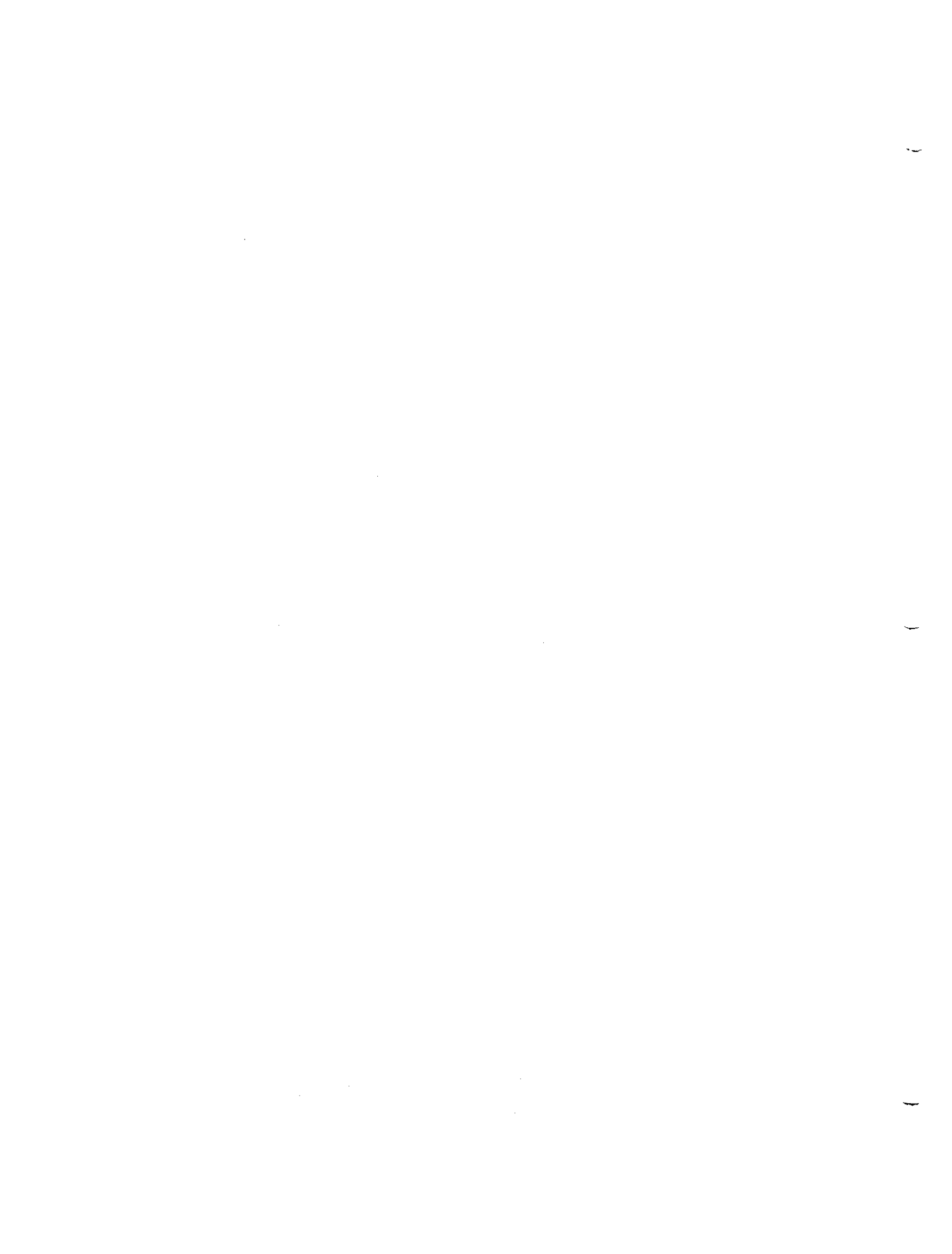
His face pressed against the locked snap hook, the boatswain's mate watched his career disappear in the ship's wake. The admiral climbed until he was level with the sailor's forlorn face. Holding onto the wretched lifeline, he said with a laugh, "Your worst nightmare has come true. An admiral dangling on the side of your ship, who can't come on board. It can't get much worse."

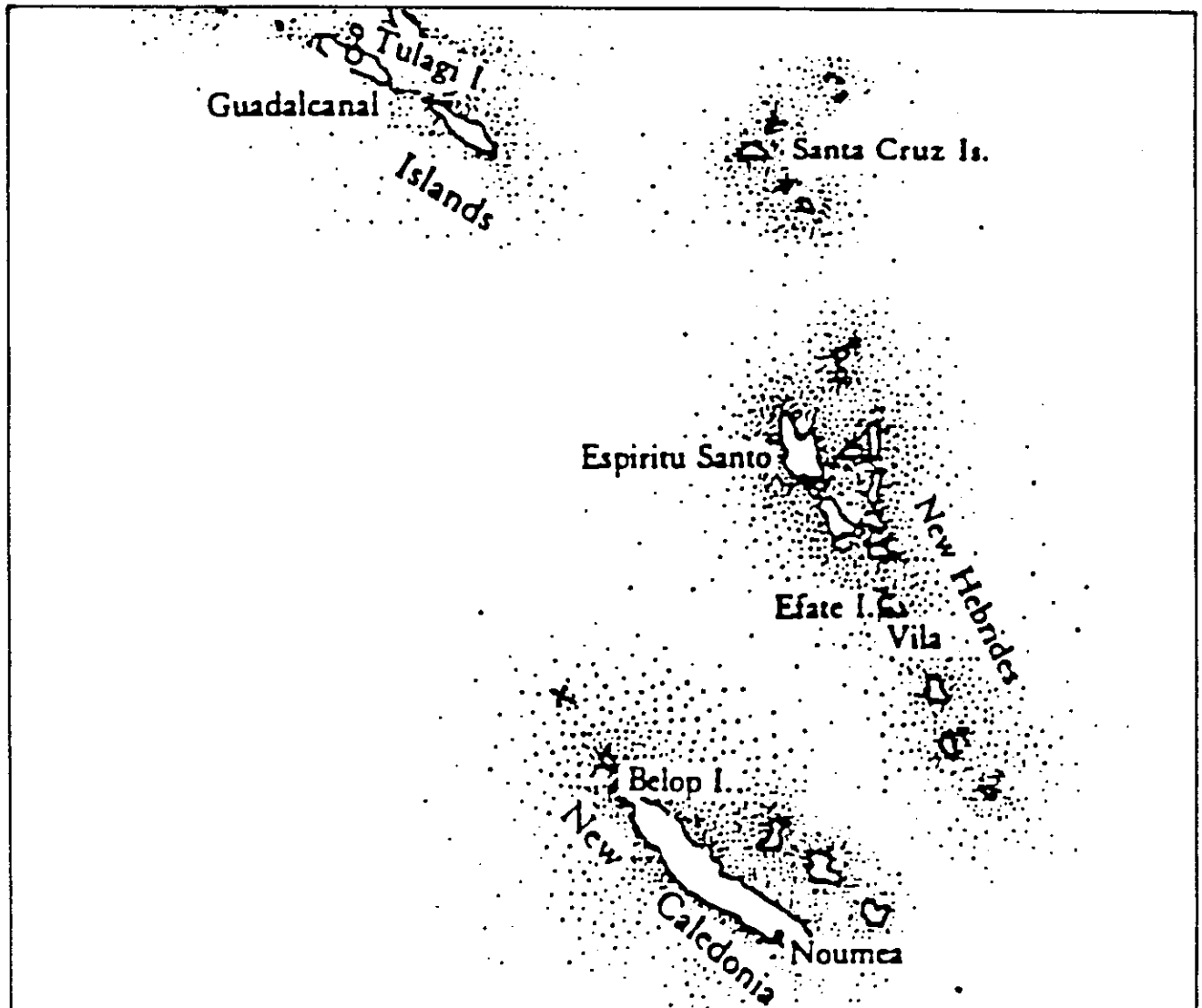
"Admiral, you don't know my chief," came back the anguished reply.

Captain Bruce Stuhbs, USCG

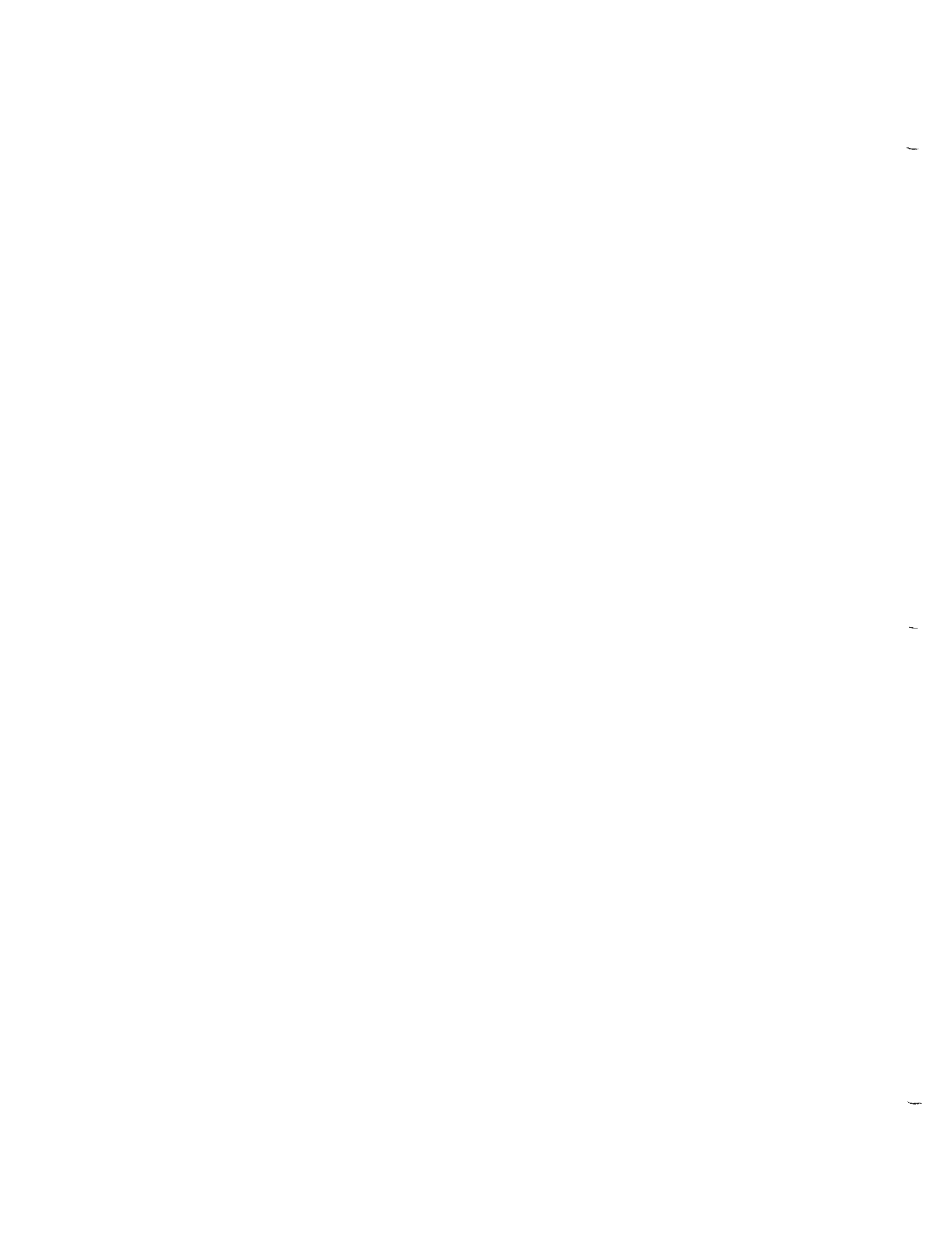


This is the last photograph taken of the USS Hornet (CV-8) (Capt. Charles Perry Mason, USN). It shows her on October 26, 1942, dead in the water from the three torpedo hits she took in her engineering spaces during the Battle of the Santa Cruz Islands. One of Task Force 17's six screening destroyers is alongside to take off the wounded and air department personnel, and the heavy cruiser USS Northampton (CA-26) is maneuvering to tow the severely damaged carrier. At this point the fires started by numerous bomb hits and the crashes by two suicide bombers were under control. Time ran out for the Hornet a few hours later as units of the Japanese fleet approached. After she was abandoned two U.S. destroyers hit the ship with nine torpedoes and over 400 rounds from their 5-inch guns, but the blazing and exploding wreck was finally sunk by the Japanese shortly after midnight with four of their Long Lance torpedoes. The Northampton was sunk off Guadalcanal on November 30, 1942, in the Battle of Tassafaronga. (U.S. Naval Institute Collection)





Early on 29 October 1942 the Barton was detached from Task Force 16 in the waters east of the New Hebrides and ordered to rescue the passengers and crew of a C-47 transport which had ditched on a coral reef about 70 miles northwest of New Caledonia (X). On the following day she rescued all of the 25 passengers and crew from the transport plus 19 crewmembers from 3 PBY Catalinas which had landed on the water near the reef but were then unable to take off. The Barton put all of her passengers, including the 235 survivors she had rescued earlier from the USS Hornet, ashore at Noumea, New Caledonia, late on the 31st.



The New York Times, November 6, 1942

WOUNDED MARINES MAROONED ON ATOLL

Saved by Destroyer After Forced Landing of Hospital Plane

LOS ANGELES, Nov. 5 (AP)—The story of how twenty American marines, sick, wounded and tired to their core after weeks of soul-wrenching battle on Guadalcanal, started for temporary peace and safety only to face and win a new struggle for life was related today by Bill Henry of The Los Angeles Times, home from the South Pacific.

The men were "sitting cases," some of them wounded, some ill, some both, when they set out from Guadalcanal on Oct. 19 in an Army Douglas transport. The plane was manned by Lieutenant Cecil Petty, pilot; Eugene Ecklund, co-pilot; Corporal Larry Ingalls, radioman, and Corporal Roy Meuret, engineer. Those were all the names the military authorities made public, and they announced no addresses.

They were bound for a hospital somewhere in the Pacific, but a few hundred miles out from Guadalcanal ran into bad weather. There was not enough fuel to get back to Guadalcanal.

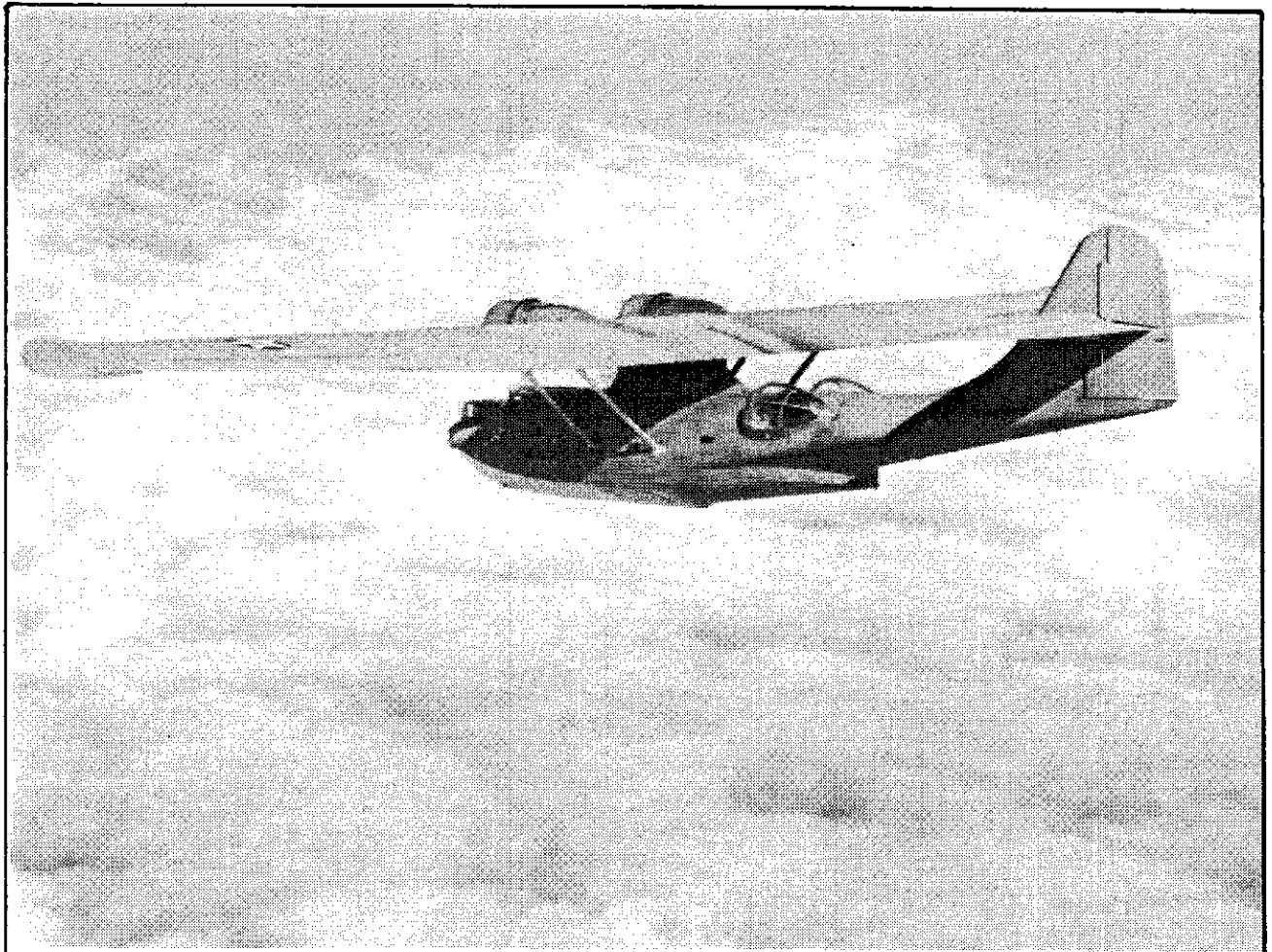
Lieutenant Petty recalled a coral reef not too far away and headed for it. They soon sighted the atoll, a rocky bit of coral always partly awash.

The pilot brought the big land plane down in three feet of water, and it skittered across the calm sea. No one was hurt, but the radio was broken.

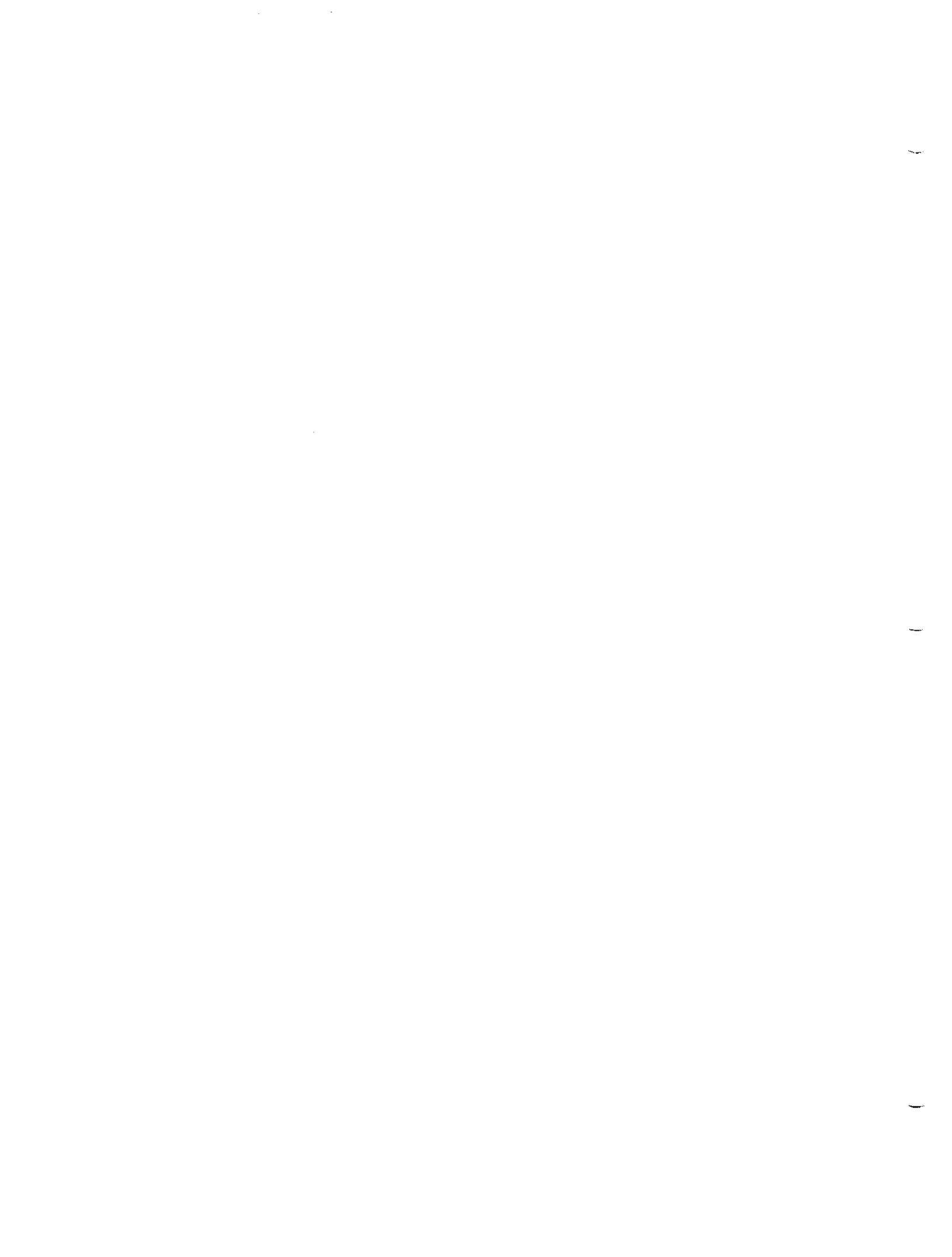
Food and water were rationed, and a lookout was posted atop the plane, while the crew got the radio into shape and began flashing their position.

On receipt of their call, swift land planes set out, speedily found the disabled transport, and dropped food, water and medicine. One or two of those on the transport retained sufficient strength to swim after the supplies.

The slower naval seaplanes came soon afterward, but a storm rose as the sick and wounded were being transferred, and the seaplanes could not get off the water. The arrival of a United States destroyer solved the new difficulty, however.



The Consolidated PBY Catalina was the Navy's principal patrol bomber flying boat in World War II. The PBY-5 model shown was powered by a pair of 1,200 hp Pratt & Whitney radial engines, giving it a maximum speed of 195 mph and a range of about 3,000 miles. It was armed with 4 machine guns (a .30-cal. in the bow and hull tunnel and two .50-cal. in the waist blisters.) and either two tons of bombs, two torpedoes or eight depth charges. The 104-foot wing provided great lift and carried its entire fuel load. (N. Archives.)



KV10/A7-1/rfb

HEADQUARTERS, FIRST MARINE AIRCRAFT WING,
FLEET MARINE FORCE, C/O POSTMASTER, SAN FRANCISCO, CALIFORNIA

November 2, 1942.

From: The Commanding Officer
To: The Chief of the Bureau of Aeronautics,
Navy Department, Washington, D.C.
Subject: News letter for the period ending 31 October
1942.

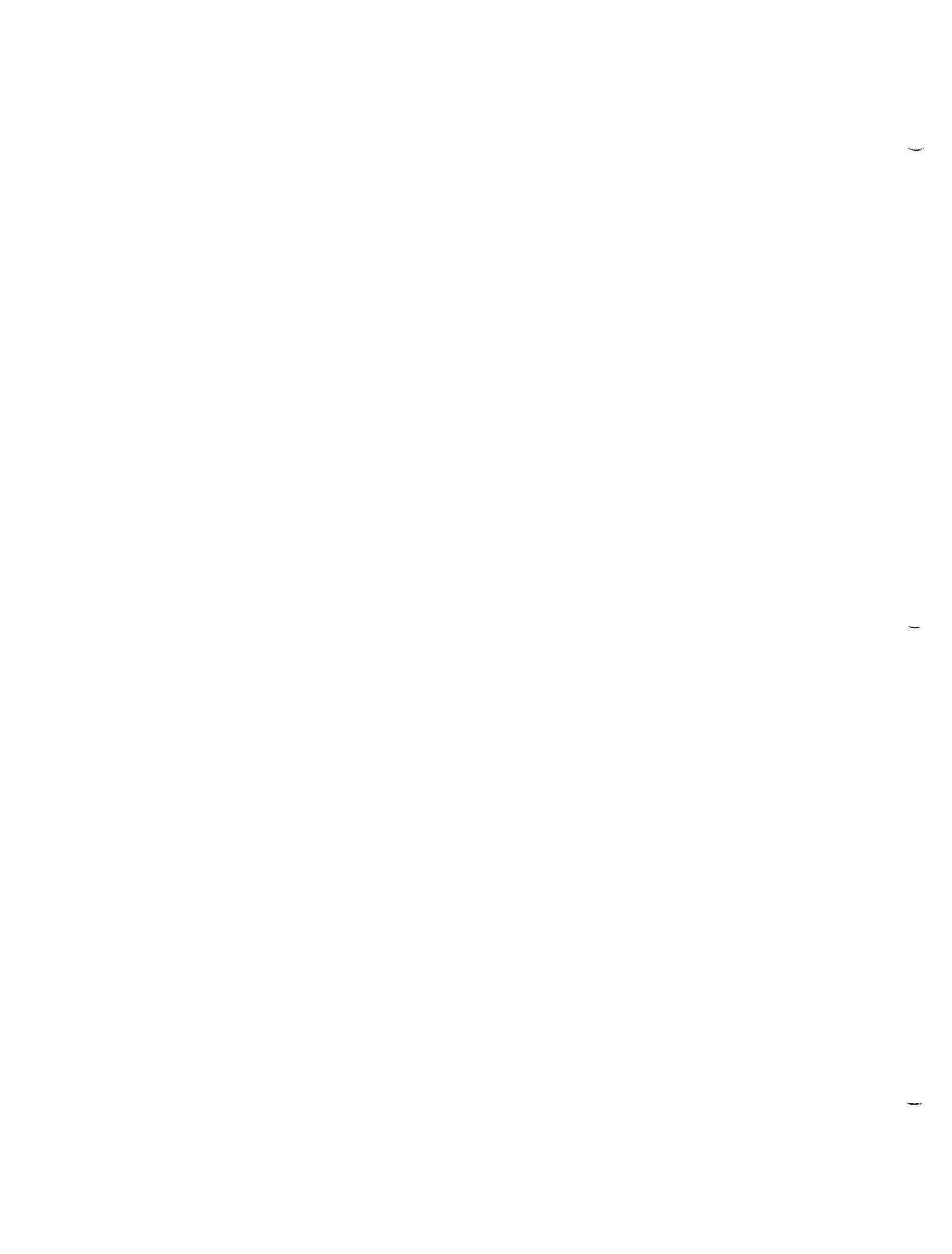
1. An Army DC-3 with a crew consisting of a pilot, co-pilot, both lieutenants, two ensigns as navigators and two Army non-commissioned officers left Cactus for Button on October 20 at 1930 carrying as passengers 18 Marine officers and men and one pharmacist mate. The field at Cactus was being subjected to artillery fire at the time.

2. After some three hours in the air and failure to find Button the plane was kept on a southerly course in the hope of finding either Roses or even New Caledonia. However at 0600 the fuel was exhausted and the pilot made an excellent landing on a reef covered with about three and a half feet of water. At high tide, it was later found, there was about six feet of water over the reef.

3. All hands stayed on top of and even at times in the plane and the small amount of food and one and one half gallons of water were rationed. For the first three days the weather was clear and the sea calm and no one was too uncomfortable. The next five days however there was intermittent rain and squalls and the waves broke over the top of the plane adding wet clothing and the consequent chill to the hunger caused by short rations.

4. On the 8th day an Army transport plane flew over, left and returned with an Australian Air Corps Hudson both of which dropped blankets, food and cigarettes some of which were within reach and in usable condition when picked up. On the 9th day three PBY's arrived and landed close to the reef in a rough sea.

5. The entire crew and all passengers of the DC-3 were taken aboard the PBY's from rubber rafts, and boats. The PBY's pilots found then however that they were unable to get off the water on account of the sea and radioed for assistance which arrived in the form of the U.S. destroyer, Barton, on the 10th.



KV10/A7-1/rfb

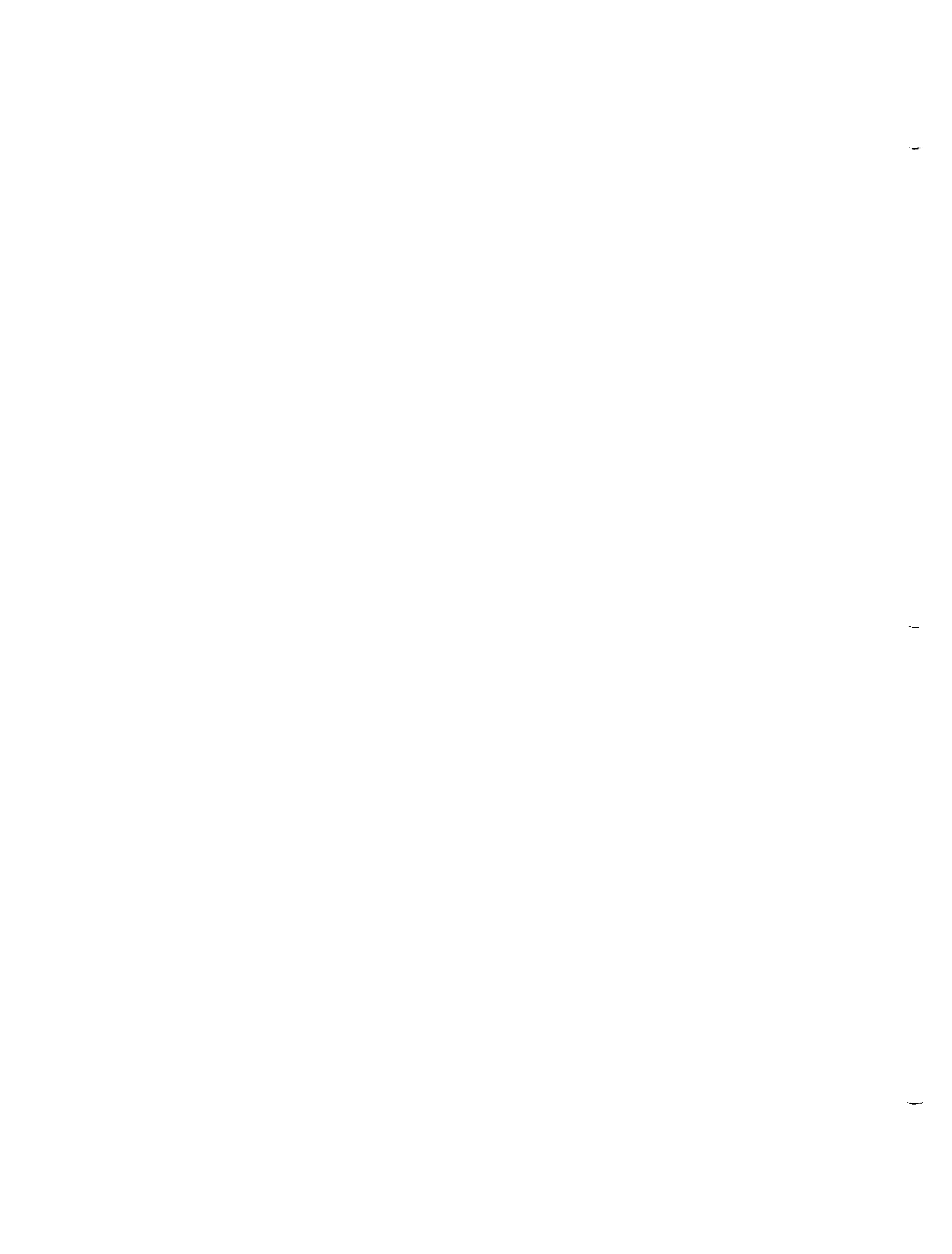
Subject: News letter for the period ending 31 October
1942.

6. All hands were transported to the Barton without incident until the last of the PBY's to be unloaded crashed into the Barton and sank while being pulled up alongside. Some of the men aboard were in the water about two and one half hours in the dark before being picked up. The Barton put in at Noumea on October 31 and put all 25 men and officers ashore.

7. The location of the reef was placed rather vaguely by Gunner Bradly as about 100 miles north of the north end of New Caledonia. His physical condition and morale were excellent and that of the others in proportion according to Bradly.

ROY S. GEIGER.

Retyped 1/20/00
E. A. Wilde, Jr.



Spartan, Dartin', BARTON

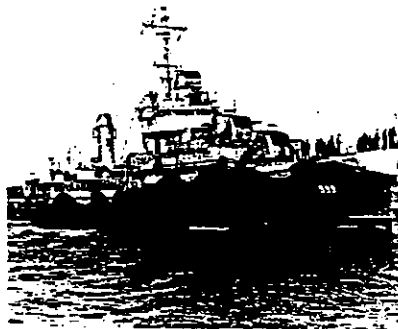
Rear Admiral Francis D. Foley USN (Ret.)

"Now hear this . . . this is your Captain speaking . . . all hands not on watch or manning a battle station topsides, get below decks and stay there. Anyone topsides must be wearing a life jacket. I'm going to open this baby up to full power. Anyone who falls over the side, that's your tough luck because we are not turning back to pick you up. We have been ordered to the rescue of a planeload of Marines from Guadalcanal down on a reef hundreds of miles from here. They have priority . . . that is all . . . carry on." . . . "ALL ENGINES AHEAD . . . FULL!"

Those emphatic orders were issued by LCdr. Douglas M. Fox, USN '26, Commanding Officer of USS BARTON (DD-599), an escort in TF-16 which had lost HORNET (CV-8) two days previously, 26 Oct. 1942, at the Battle of Santa Cruz. TF-16 was replenishing and regrouping east of the New Hebrides, avoiding, "Torpedo Junction" by a wide margin. There were 235 of us HORNET survivors aboard BARTON who could not be accommodated in the oiler she had just been alongside because the latter was already chock-a-block with other survivors. BARTON withdrew at high speed to carry out her rescue mission.

We survivors more than doubled the size of the ship's company and had already been assisting our new-found friends in BARTON, turning to wherever we could to help, from the bridge to after-steering. My Classmate LCdr. Herbert Coleman, USN '32, was the Exec. He and I, as senior line survivor on board, had quickly come to agreement on organizational measures and, since many of my gang were engineering personnel, watch-standing below decks was eased for the destroyer sailors. Soon, they even trusted us! "Doug" Fox made me feel welcome on the bridge while "Herbie" shared his room and clothes with me. All hands were to feel even more united by the challenge in store for us.

The Marine air transport was reportedly down on Le Fabre Island, located on D'Entrecasteaux Reef which stretches several hundred miles to the northwest of New Caledonia. Le Fabre was approximately 300 miles to the southwest of the TF-16 replenishment ren-



dezzvous, by rthumb-line. However, both, the New Hebrides Islands and the formidable French Reef intervened, necessitating a circuitous passage around navigational obstacles. Speed was reduced at nightfall when it became obvious that Le Fabre could not be reached during daylight. Meanwhile, word was received that the downed plane was 60 miles south of the position originally given and that, additionally, there were two PBY's down at sea, drifting westward from the corrected location! Time permitted a sweep of the most likely area, but the Catalinas were not located. BARTON therefore worked her way back to the reef at daylight, by which time several multi-engine aircraft appeared overhead trying to help. An Army bomber actually guided BARTON to her objective. To our surprise, we found that the downed Marine plane had been joined by another aircraft, a Patrol Squadron ELEVEN PBY, which had apparently run aground on a coral head during an unsuccessful rescue attempt. We had our hands full, but fortunately there were no casualties.

The two downed planes were clearly visible, close together, near the northern end of a large lagoon, with all hands clustered on their wings. They were about 3,000 yards from the closest point of the ship's approach to the western side of the Reef. An easterly wind of some 30 kts prevailed, the reef creating a limited lee from both wind and sea. Two motor-whaleboats were launched, but the depth of water, angrily sloshing over the perimeter crannies, was in-

sufficient to permit entry into the lagoon. A young BARTON officer, Ens. James P. Sommers, USN '42, somehow managed to worm his way through with a line which he passed to a plane crewman in the lagoon to permit ferrying by rubber boat. This worked briefly until the line parted. The second motor-whaleboat under another very determined BARTON officer, Lt. John G. Downing, USN '35, used a line-throwing gun (with its last cartridge, all others having been expended several days before rescuing struggling HORNET swimmers!). The second line held, permitting painstaking ferrying of all remaining stranded, one-by-one, via rubber boat out through the perimeter of the Reef to the first MWB, then around coral heads to the second, closer to the ship. Seventeen survivors of the Marine Corps plane, including LCol. Randolph McC. Pate who went on to be Commandant (1956-60) who had been marooned for ten days, plus the eight-man crew of the PBY, were brought aboard BARTON where they were examined by the ship's doctor and Cdr. Emil J. Stelter, MC USN, Medical Officer of HORNET.

With boats recovered, BARTON was west-bound by 1530, again at high speed, guided by another VP-11 PBY overhead to their squadron mates some 70 miles away, their drift slowed by sea anchors. We reached them at 1800. Although seemingly intact, both planes had suffered structural damage and were not safe to fly. The wind remained at about 30 kts. with seas very rough and white-capped. Having recently completed three years duty in PBY's, I spent my time on BARTON's bridge conferring with "Doug" Fox until he asked me to go to the fantail and council crewmen. They were obviously unfamiliar with seaplanes and minus much gear as fending-off poles to avoid damage to tender skin. A towing bollard on a plane immediately astern had already carried away and rigging a reliable substitute bridle was questionable at best. The other Catalina had sufficient fuel to taxi about 300 miles, well short of the nearest base at Noumea. The skipper wisely left the decision on "what do" up to the two Patrol Plane Commanders themselves. Reluctantly, they decided to "abandon ship" in

view of the over-all situation. Of course this also relieved the obvious submarine risk to BARTON, with almost 500 men on board, had she been involved in escorting and/or towing damaged aircraft through rough seas for several days. Both plane crews were taken aboard the ship, carefully safeguarding their prized code books and Norden bombsights, as had their squadron mates on the reef. I winced at the thought, but agreed to putting the two PBY5's down by gunfire. BARTON was off again, this time for Noumea.

Upon arrival in port my HORNET contingent was trucked by night up to our ship's rest camp already established in the low hills beyond the city. Needless to say, the arrival of 235 "missing-in-action" shipmates evoked a rousing cheer from all hands already there. I reported to my skipper, Capt. Charles P. Mason, USN '12, and handed over to him a roster of my gang plus a carefully preserved teletype script of all information passed from Air Plot to HORNET's squadron Ready Rooms in connection with the Battle of Santa Cruz, to round out

the ship's action report.

Sad to say, two weeks later, 13 November 1942, BARTON herself was hit by two torpedoes and sunk while participating in the Naval Battle of Guadalcanal as part of a landing support group under RAdm. D. J. Callaghan, USN '11. She lost almost 90% of her ship's company, including "Doug" Fox, "Herbie" Coleman, "Jack" Downing, and "Jim" Sommers. In just six weeks in the South Pacific, fiesty BARTON had earned four battle stars! Douglas M. Fox won a second Navy Cross for his performance of duty in the operation recounted above and was deservedly honored later by having a destroyer, DD-722, named for him for his over-all accomplishments. Both "Jack" Downing and "Jim" Sommers were cited and awarded posthumous decorations for their determined rescue efforts at the reef. A replacement BARTON was commissioned a year later to garner six battle stars in WWII plus one in the Korean conflict.

Moral of this story is: never underestimate what a "small boy" (or two) can do.

~~CONFIDENTIAL~~

ACTION REPORT

USS BARTON

DD-599

SERIAL C-19

1 NOVEMBER 1942

RESCUE OPERATIONS , REPORT OF.

REPORT OF LCDR. D. ^{H.}M. FOX, USN, COVERING
RESCUE OPERATIONS AT 1135, ON 29 OCTOBER
1942, IN LAT. 19.15 S, LONG. 163.10 E,
WHILE OPERATING INDEPENDENTLY UNDER COM-
MAND OF TASK FORCE 16.

NAVAL HISTORY DIVISION

November 1, 1942.

~~CONFIDENTIAL~~ ASSIFIED

From: Commanding Officer.
To: Commander South Pacific Force.

Via: Commander Destroyer Squadron TWO.
Commander Task Force SEVENTEEN.
Commander Task Force SIXTY-ONE.

Subject: Rescue Operations.

1. In early morning of October 29, while operating temporarily with Task Force SIXTEEN, this vessel received orders to proceed to a point on a reef in Latitude 18-15S Longitude 163°-00'E and rescue personnel from an air transport. Speed was gradually increased to 32 knots in an attempt to reach the point before dark. When the ships position could be checked accurately it was found to be impossible to reach the point before dark and course and speed were adjusted to reach Fabre Island in D'Entrecasteaux Reefs at sunrise. The vessel was unable to raise any activity by radio to report plans until night. During the night NPL 456 was received changing the position of the wreck one full degree in latitude to the southward (19-15) and reporting two patrol planes drifting westward. Course and speed were altered to arrive at a point 60 miles down wind from the wreck at sunrise. At this time a sweep was made upwind toward the wreck on French Reef but neither drifting plane was sighted. The reef was not sighted on schedule so course was changed to the southward for one hour then eastward to pick up the northern most point of land. Art Island was sighted at 1135 and the reef shortly after. Following the reef and guided by an Army Bomber the vessel located the transport plane (abandoned) and 11-P-7 close together on the end of French Reef.

2. The reef furnished little lee. The wind eas about 30 knots and the sea even close in was very rough. By use of echo ranging equipment it was found the ship could not safely approach inside of 3000 yards distance from the planes. It was planned to use both whaleboats in the rescue. As usual the first boat failed to start when in the water so the second boat was sent in alone. It found the patrol plane lying across the reef beyond two lines of breakers. The reef ran in a direction of 335° true, the wind was strong from 110° true and the swells from 200° true. The depth of water over the reef varied from two to thirty feet and the seas were breaking so high over it that it was impossible to get the boat through to the plane.



November 1, 1942.

~~CONFIDENTIAL~~ **DECLASSIFIED**

Subject: Rescue Operations. (Con't)

Attempts to heave a line to the plane failed so the boat officer, Ensign J. B. Sommers, U. S. N., swam it through the reef where he was met by one of the plane crew. The line was used to aid in ferrying a rubber life float through the reef. The line parted after one man got through. By this time the second boat was in with a line throwing gun which succeeded in getting a line over with the last cartridge on the boat and the ship. The second boat was anchored between wind and sea and had hold of the first boat with a long painter. Survivors were ferried through the reef on the rubber raft to the first boat and through the coral heads to the anchored boat. The transport plane survivors were on the tenth day and were little help. A member of the boat crew had to make each trip in the small raft. Seventeen were brought off including the plane crew. The operation was completed at 1530. A patrol plane reported the bearing and distance of the two drifting planes and the vessel headed toward them.

3. The two drifting planes were reached at 1800. They were drifting at about two knots in a heavy sea with a 30 knot wind but appeared to be riding fairly well. The position of these planes had been broadcast several times during the day. One had been sending MO's. There is no doubt in the writer's mind that their position was known by the enemy. NPM 502 (received October 31) showed submarines D/Fed in positions 16-167, 18-167, 18-160, and 19-163. The position of the wrecked plane was Lat. 19-15S, Long. 163-10E, the position of the drifting planes was Lat. 19-07S, Long 162-20E. On board this vessel at this time were 235 survivors from another disaster not including the 17 from the reef nor the ships complement of 222. From dispatches received, however, it appeared extremely urgent that the planes be reached. A complete sound search was made before any other action was taken. The first plane pilot asked the ship if it would standby over night and stated he had gas for 300 miles. He was informed that the nearest base was over 300 miles and of the status of the ship in regards to survivors. He decided to abandon and was informed that the decision was up to him and that the ship was still willing to standby. He abandoned and ten were picked up including a few survivors from the transport. The regular pilot of the second plane was one of those removed from the reef. He ordered his plane abandoned. By the time it was reached evening twilight was about over. A line was thrown to the plane and the plane hauled up to the quarter. One man was taken out before the ballard on the plane carried away. The plane drifted aft and commenced to sink so the personnel took to the rafts.



November 1, 1942.

~~CONFIDENTIAL~~

~~DECLASSIFIED~~ -----

The men on one raft were picked up very shortly. The port main calculator then broke down so it took some little time to maneuver into position to get the second raft. Seventeen were picked up including some transport survivors. No one was lost in any of the foregoing operations.

4. Movements were greatly hampered by the necessity to keep the ship moving radically. After completion course was laid to the northward for one half hour then gradually changed to southeast to skirt the rescue position. Shortly after passing the latter position a definite radar contact was made from the direction of the rescue. Within one hour two more contacts were made in that vicinity. With the ship overloaded course was laid away from these contacts. The expected moderation of wind and sea did not materialize the next day and high head winds were met right in to the anchorage.

5. Were the writer to attempt to take men off a plane in rough water again, one of the ship's life rafts with a long lead on it would be dragged across the plane's bow. The rubber rafts are unpredictable and require considerable twisting of the ship to pick up.

W. H. Fox
D. H. FOX.

Copy to:
ComairSoPac.

DESTROYER SQUADRON TWO

H2-10/Serial 0280.

CONFIDENTIAL

% Fleet Post Office,
San Francisco, Calif.,
November 3, 1942.

FIRST ENDORSEMENT to
CO BARTON ltr H2-10
Serial C-19 dated
November 1, 1942.

From: Commander Destroyer Squadron TWO.
To : Commander South Pacific Force.

Via : Commander Task Force SEVENTEEN.
Commander Task Force SIXTY-ONE.

Subject: Rescue Operations.

1. Forwarded.

2. It is believed that great credit is due to the Commanding Officer of the BARTON for performing this rescue effeciently and promptly under difficult and dangerous conditions.


ARNOLD E. TRUE

H2-10

UNITED STATES PACIFIC FLEET
Flagship of COMMANDER TASK FORCE SEVENTEEN.

CONFIDENTIAL

November 4, 1942.

2nd endorsement to
CO BARTON ltr. H2-10
Serial C-19 dated
November 1, 1942.

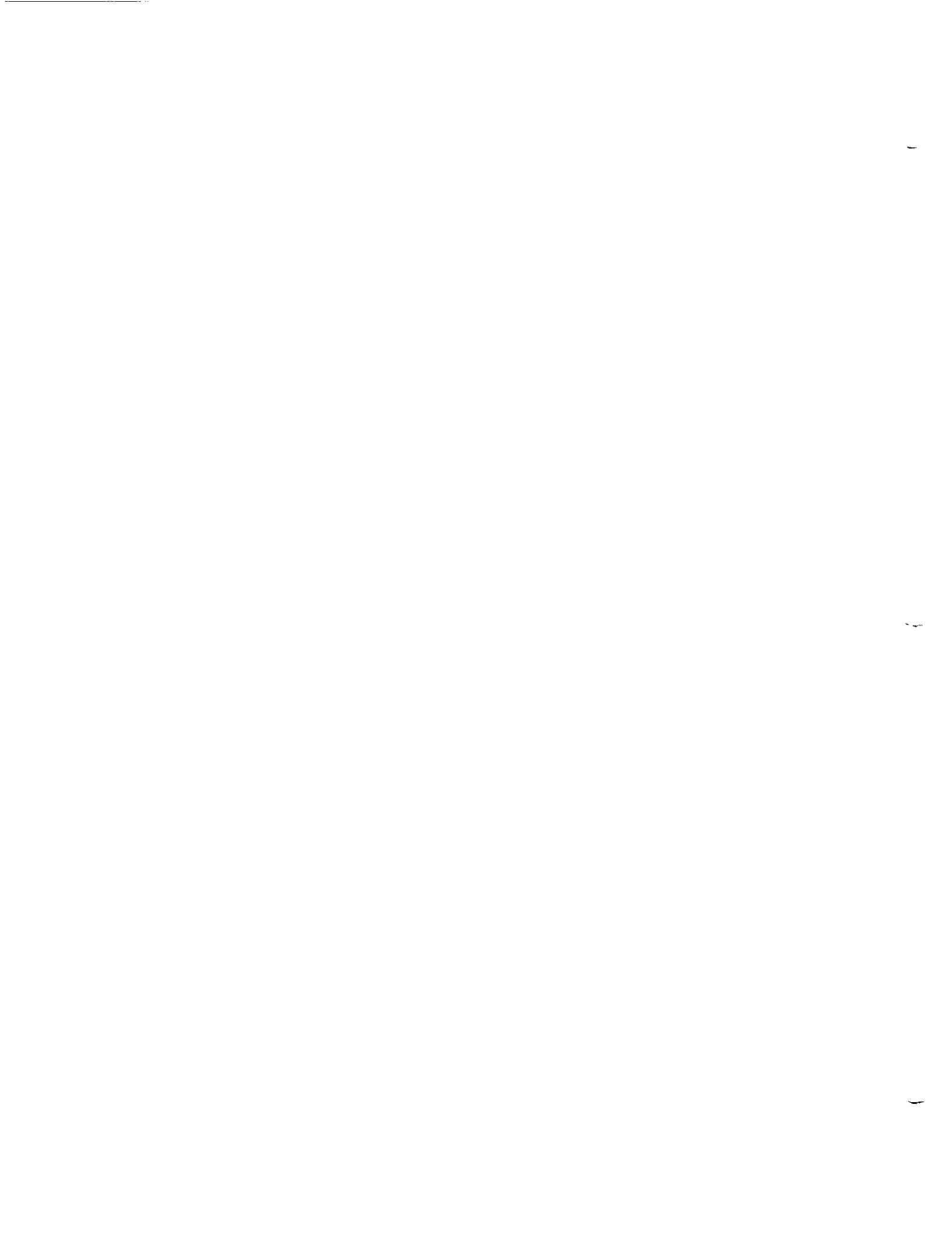
From: Commander Task Force SEVENTEEN.
To : Commander South Pacific Force.
Via : Commander Task Force SIXTY-ONE.
Subject: Rescue Operations.

1. Forwarded concurring in remarks contained in first endorsement.

2. By copy of this endorsement Comdesron TWO is directed to submit appropriate recommendations for commendation of Commanding Officer BARTON and such members of his ships company who merit special recognition for their part in this operation.


G. D. MURRAY

Copy to:
Comairsopac
Comdesron 2
CO BARTON



H2-10

UNITED STATES PACIFIC FLEET
FLAGSHIP OF COMMANDER TASK FORCE SIXTEEN

Serial:

227

~~CONFIDENTIAL~~ CONFIDENTIALIFIED

7 NOV 1942

THIRD ENDORSEMENT to
CO EARTON ltr. H2-10
Serial C-19 dated
November 1, 1942.

From: Commander Task Force SIXTY-ONE.
To : Commander South Pacific Force.
Subject: Rescue Operations.

1. Forwarded.

2. The rescue operations reported in the basic letter were performed under extremely difficult and hazardous conditions. That they were completely successful was due to the high courage, fine seamanship and excellent judgement displayed by the Commanding Officer of the U.S.S. BARTON and to the courageous devotion to duty of the officers and men under his leadership.



T. C. KINKAID.

Copy to:
Comdesron 2
CO EARTON.



THE SECRETARY OF THE NAVY

WASHINGTON

The President of the United States takes pleasure in presenting the NAVY AND MARINE CORPS MEDAL to

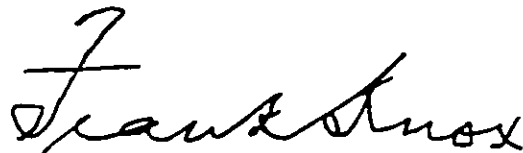
LIEUTENANT JOHN G. DOWNING, UNITED STATES NAVY

for service as set forth in the following

CITATION: ¹

"For heroic conduct while attached to the U.S.S. BARTON during the rescue of survivors of damaged aircraft near French Reef, New Caledonia, on October 30, 1942. With cool courage and utter disregard for his own personal safety, Lieutenant Downing volunteered to organize two boats detailed to remove personnel from a wrecked plane, stranded deep inshore of the edge of a reef. Fighting a high wind and imperiled by treacherous swells breaking against jagged rocks, he personally directed operations which resulted in the successful rescue of seventeen officers and men without injury to either survivors of the aircraft or members of the boat crews. His gallant initiative and resourceful ingenuity were in keeping with the highest traditions of the United States Naval Service."

For the President,



Secretary of the Navy.

¹ Awarded posthumously. Lt. Downing was killed when the Barton was sunk in the Naval Battle of Guadalcanal on November 13, 1942. This citation is courtesy of his widow, Benita Downing.

E. A. Wilde, Jr.
January, 2000



THE SECRETARY OF THE NAVY

WASHINGTON

The President of the United States takes pleasure in presenting the NAVY AND MARINE CORPS MEDAL to

LIEUTENANT JUNIOR GRADE JAMES B. SOMMERS
UNITED STATES NAVY

for service as set forth in the following

CITATION:

"For heroic conduct while attached to the U.S.S. BARTON during the rescue of survivors of damaged aircraft near French Reef, New Caledonia, on October 30, 1942. While in charge of a boat attempting to remove officers and men from a wrecked plane stranded on a reef, Lieutenant (junior grade) Sommers, although a strong wind was in force and heavy swells were breaking against jagged rocks, gamely swam a line in to the stricken craft. By his successful accomplishment of this hazardous feat he enabled his own and an accompanying boat to effect a rescue without injury to either survivors of the aircraft or members of the boat crews. His cool courage and utter disregard for his own personal safety were in keeping with the highest traditions of the United States Naval Service."

For the President,

FRANK KNOX

Secretary of the Navy.

Retyped from a copy of the citation in his biographical file at the U.S. Naval Academy. The medal was presented posthumously to his mother, Mrs. Martha B. Sommers.

*E. A. Wilde, Jr.
December, 1999*



THE SECRETARY OF THE NAVY

WASHINGTON

The President of the United States takes pleasure in presenting the GOLD STAR in lieu of the second NAVY CROSS to

LIEUTENANT COMMANDER DOUGLAS HAROLD FOX
UNITED STATES NAVY

for service as set forth in the following

CITATION:

"For extraordinary heroism as Commanding Officer of the U.S.S. BARTON during action against enemy Japanese forces near Santa Cruz Islands on 26 October and during the arduous task of locating and rescuing survivors of damaged aircraft near French Reef, New Caledonia, on 30 October 1942. While under intense and prolonged aerial bombardment, Lieutenant Commander Fox, with superb judgment and expert seamanship, maneuvered his ship to effect the rescue of 250 survivors from a stricken aircraft carrier. Four days later, under extreme darkness and adverse weather conditions, he brought the BARTON into a vicinity of dangerous reefs and despite imminent threat of hostile submarine attacks, picked up stranded crews and passengers from four large patrol planes without loss of personnel. His brilliant leadership and courageous initiative were in keeping with the highest traditions of the United States Naval Service."

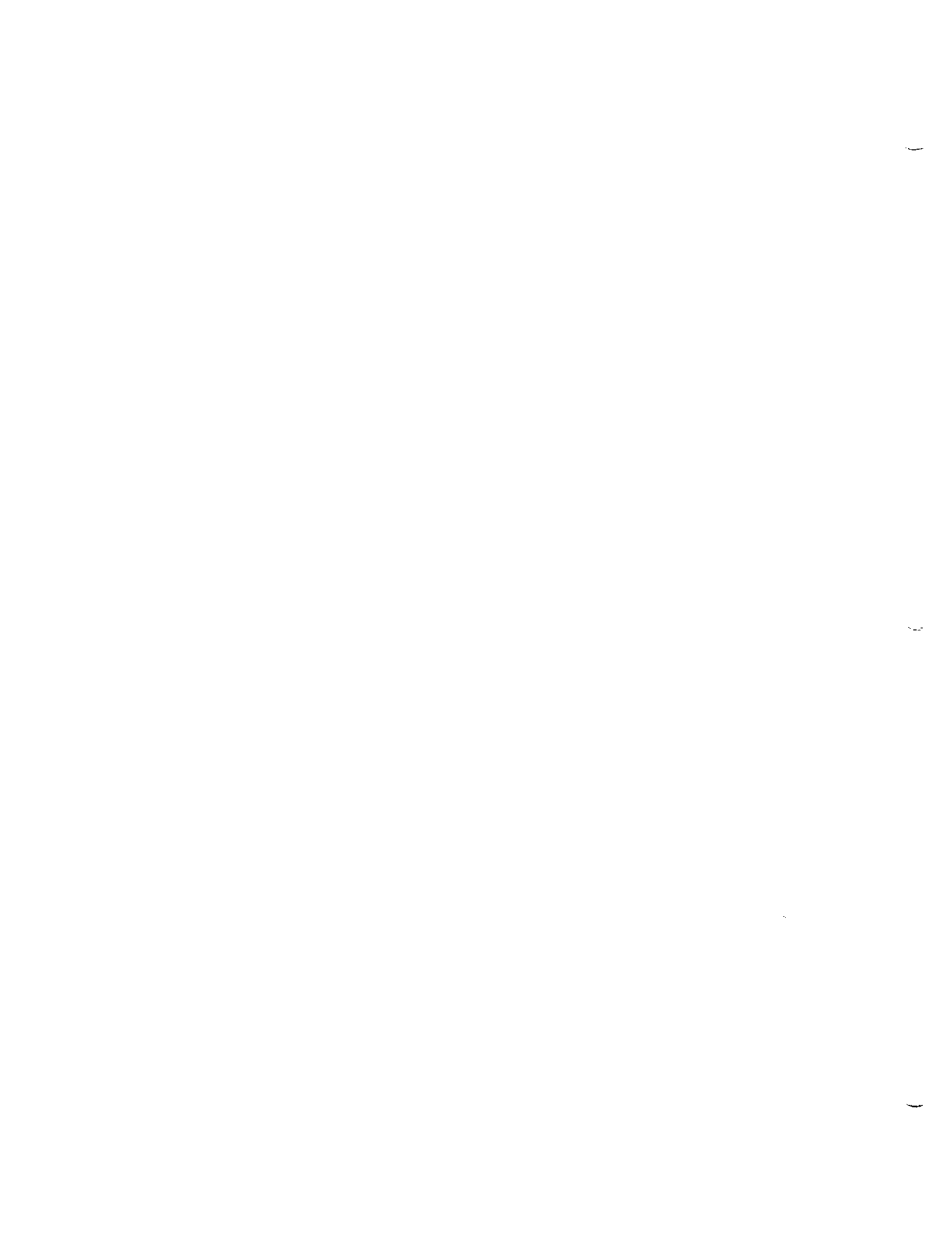
For the President,

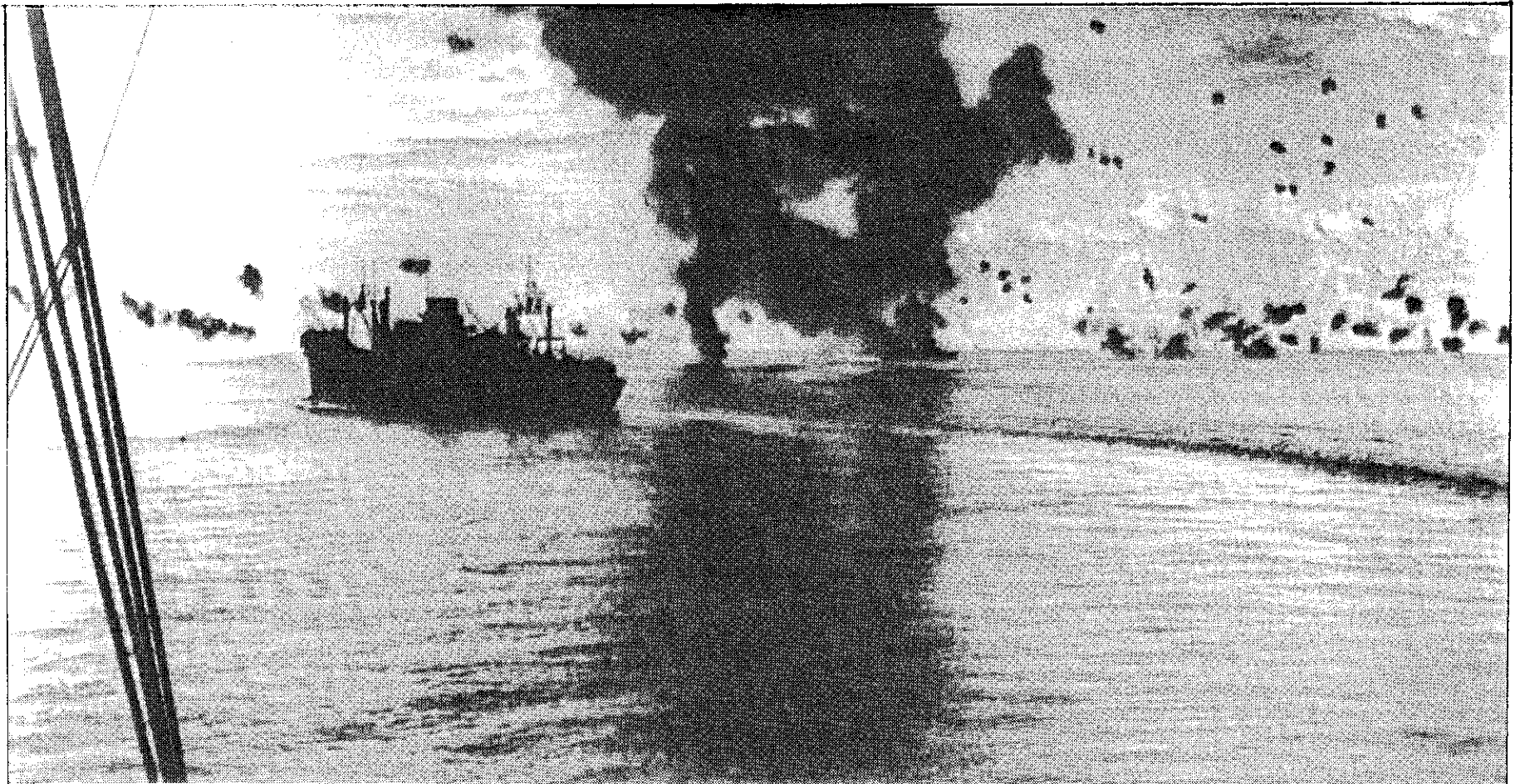
FRANK KNOX

Secretary of the Navy.

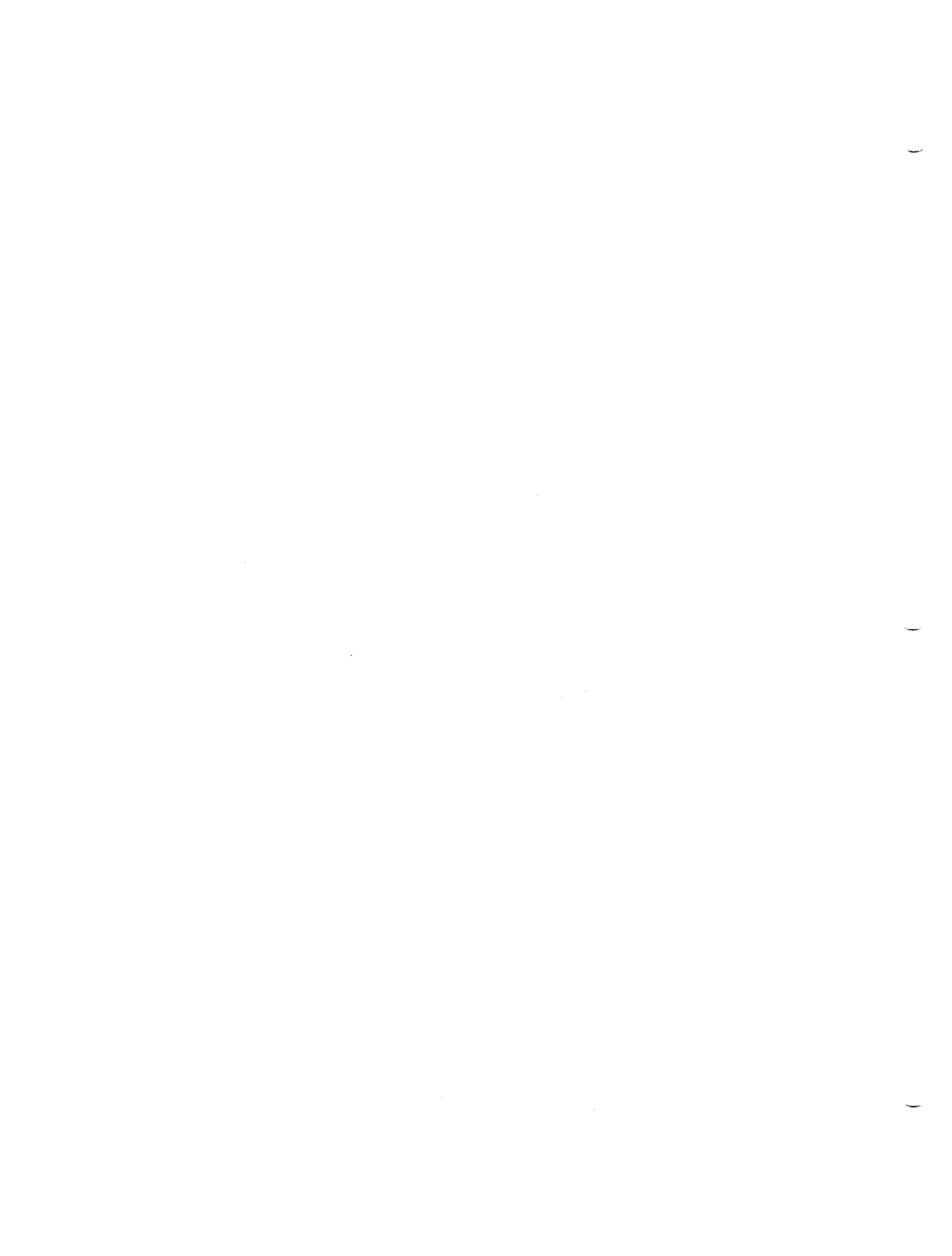
Retyped from a copy on file at the Naval Historical Center, Washington Navy Yard. Lieut. Commander Fox was reported missing in action 13 November 1942, so his medal was presented posthumously.

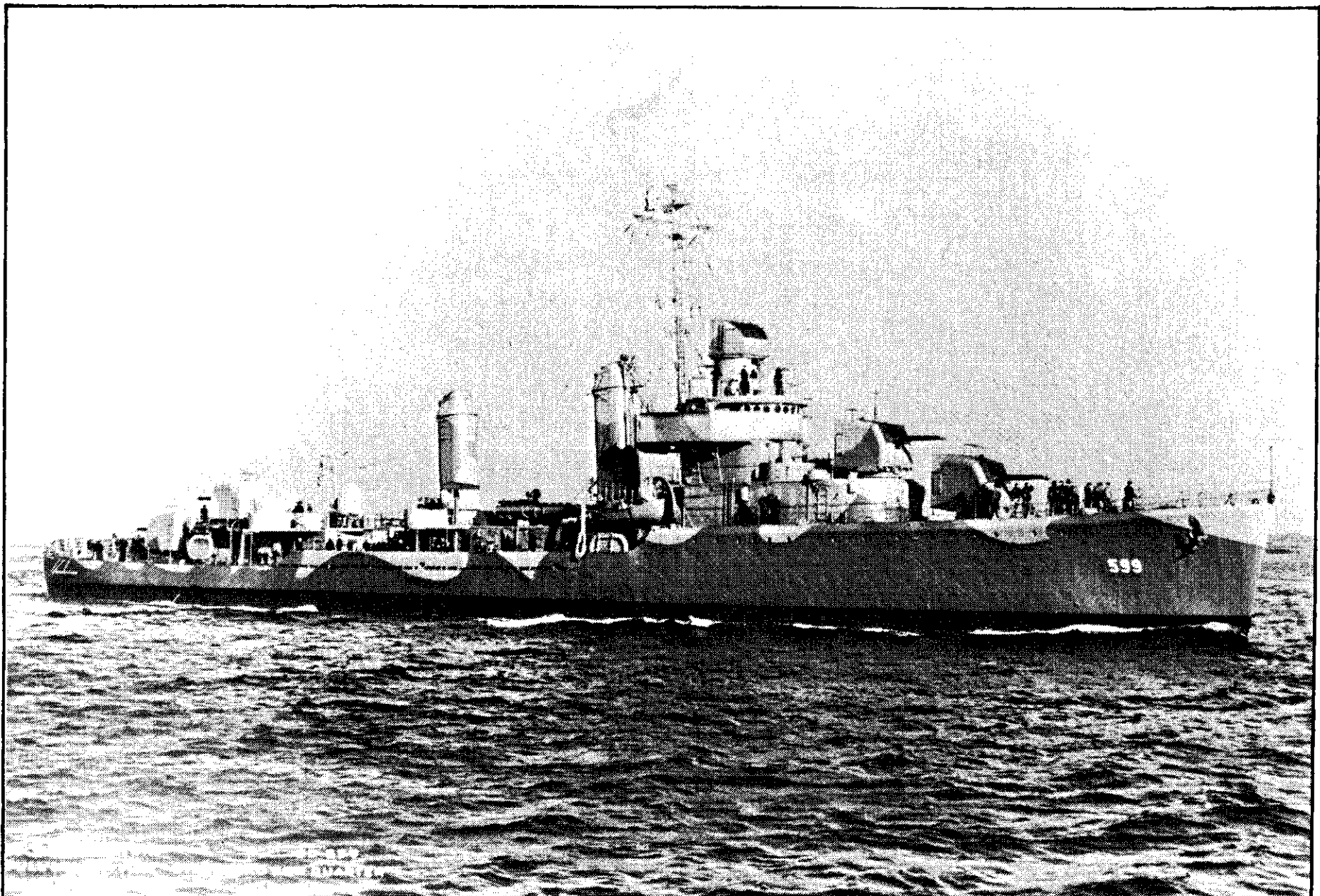
E. A. Wilde, Jr.
December, 1999





The transport USS President Jackson (AP-37) under an air attack on Task Force 67 (RAdm. Richmond K. Turner) off Guadalcanal on 11/12/42. All but one of the twenty-one low-flying, twin-engine torpedo bombers ("Bettys") were destroyed by the ships' anti-aircraft batteries and fighters from Henderson Field. None of their torpedoes hit, but one of the planes shot down crashed into the heavy cruiser USS San Francisco (CA-38) (center, smoking). The destroyer USS Barton (DD-599) (Lt. Cdr. Douglas H. Fox), sunk in a night surface action the following morning, was a screening vessel during this attack, and according to a survivor was credited with four of the enemy planes. Earlier in the day the Barton's gunners blew up a Jap ammunition dump, and the ship was praised for its performance by RAdm. Norman Scott. (U.S. Navy Photo)





The U.S.S. Barton (DD-599), a 1,620-ton Benson-class destroyer armed with five 21-in. torpedoes and four 5-in/38 dual-purpose gun mounts, was sunk off Guadalcanal on 13 November 1942. Hit by two Japanese torpedoes in her forward engineering spaces, she broke in two and sank almost instantly with her Commanding Officer, LCDR Douglas H. Fox, USN, and most of her crew. (Official U.S. Navy photo)



November 26, 1942.

From: Senior Surviving Officer, U.S.S. BARTON (DD599).
To: Commander South Pacific Force.
Via: Commander Destroyer Squadron TWELVE.
Subject: U.S.S. BARTON (DD599), Report of Action of November 12-13, 1942.

1. U.S.S. BARTON (DD599) was assigned to Task Force 67.4. Its composition was as follows:

GROUP ONE: CUSHING, LAFFEY, STERRETT, O'BANNON.

GROUP TWO: SAN FRANCISCO, ATLANTA, PORTLAND, HELENA, JUNEAU.

GROUP THREE: AARON WARD, BARTON, MONSSEN, FLETCHER.

2. When action began our forces were in column in the following battle order: CUSHING, LAFFEY, STERRETT, O'BANNON, ATLANTA, SAN FRANCISCO, PORTLAND, HELENA, JUNEAU, AARON WARD, BARTON, MONSSEN, FLETCHER. Synopsis of events as observed by Senior Surviving Officer whose battle station was at secondary conn and whose factual information concerning times, tactics, and observed damage to the enemy is thereby necessarily limited. Our forces were on sweep through LEMCO Channel and searching area bounded by GUADALCANAL, SAVO and FLORIDA Islands at speed of 18 knots in single column. At about 0130 word was received over phones at secondary conn of enemy forces in the immediate vicinity. All hands were at this time put on the alert at battle stations. Without further notification and at approximately 0145 the leading ships of our column were observed to commence firing to port. Several batteries of searchlights on apparently large enemy ships were trained on our unit from that side. The BARTON immediately opened fire with the forward two 5" guns to port, and continued firing rapidly, expending approximately 60 rounds. The after battery opened fire to port a few seconds later, and fired approximately 10 rounds per gun; then became silent and could not be brought to bear on enemy ships. The BARTON was observed to change course to port, moving closer to the enemy column, and was seen to launch one torpedo in the general direction of the leading enemy ship, followed a few seconds later by the other four. It was not observed by the writer whether hits were scored on the target or not. After about 7 minutes of continued firing the BARTON had stopped to avoid collision with an unidentified friendly ship ahead when one torpedo, evidently from enemy column to the right, struck the forward fire room on the starboard side. A few seconds later a second torpedo struck the forward engine room and the ship broke in two and sank in approximately 10 seconds. Survivors from the BARTON are few and the total number is not known at the time.



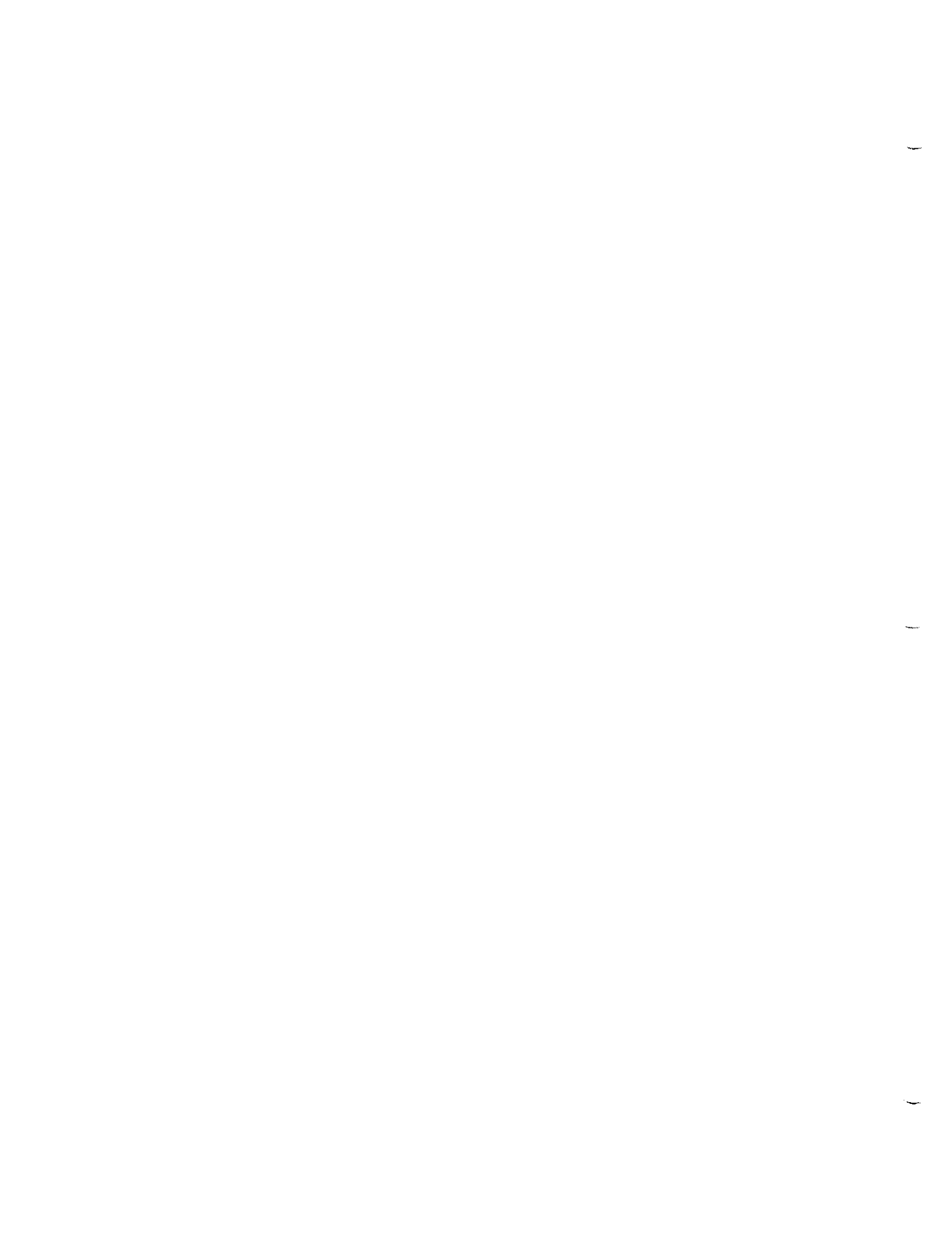
November 26, 1942.

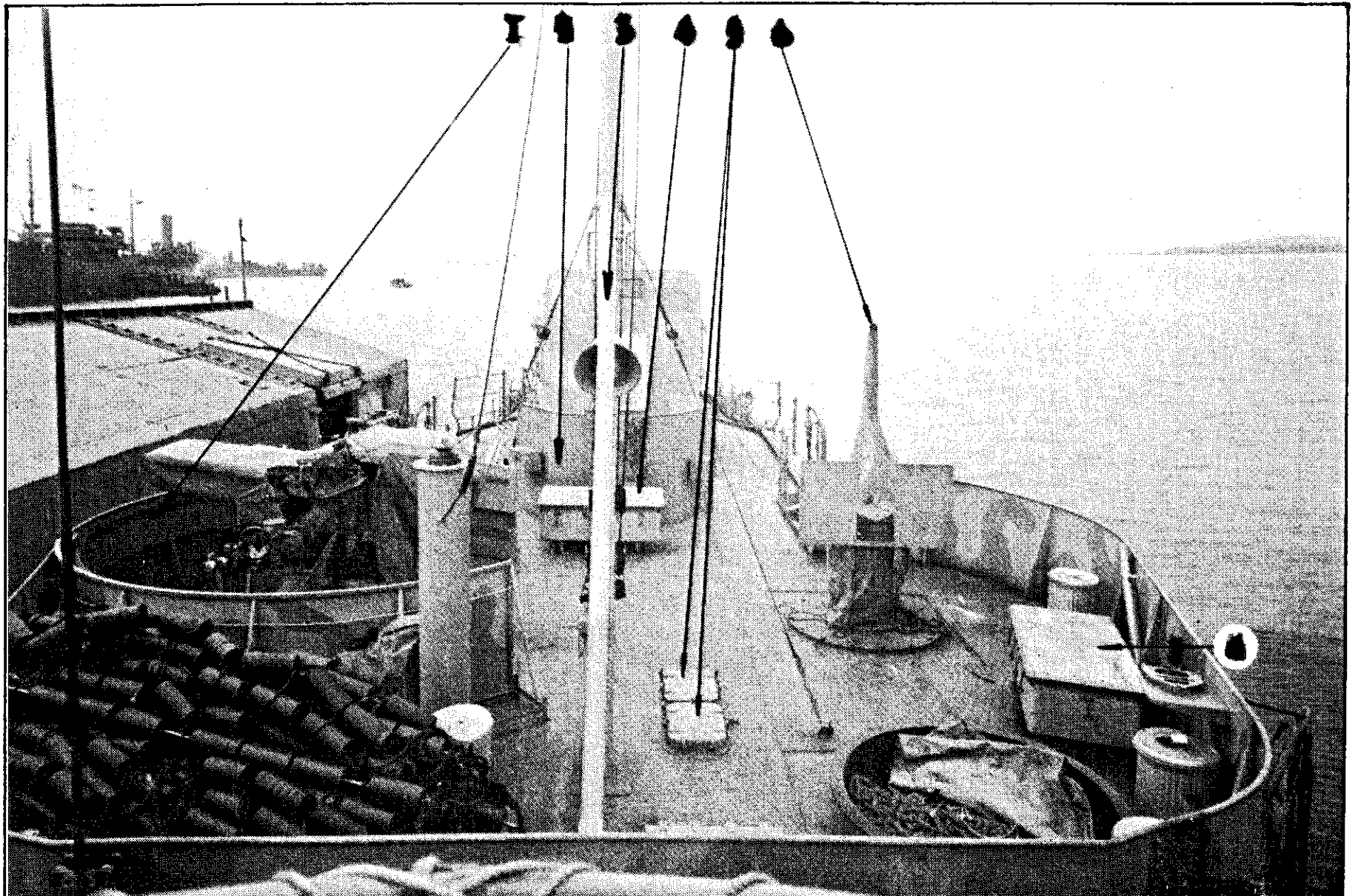
~~SECRET~~

Subject: U.S.S. BARTON (DD599), Report of Action of November
12-13, 1942.

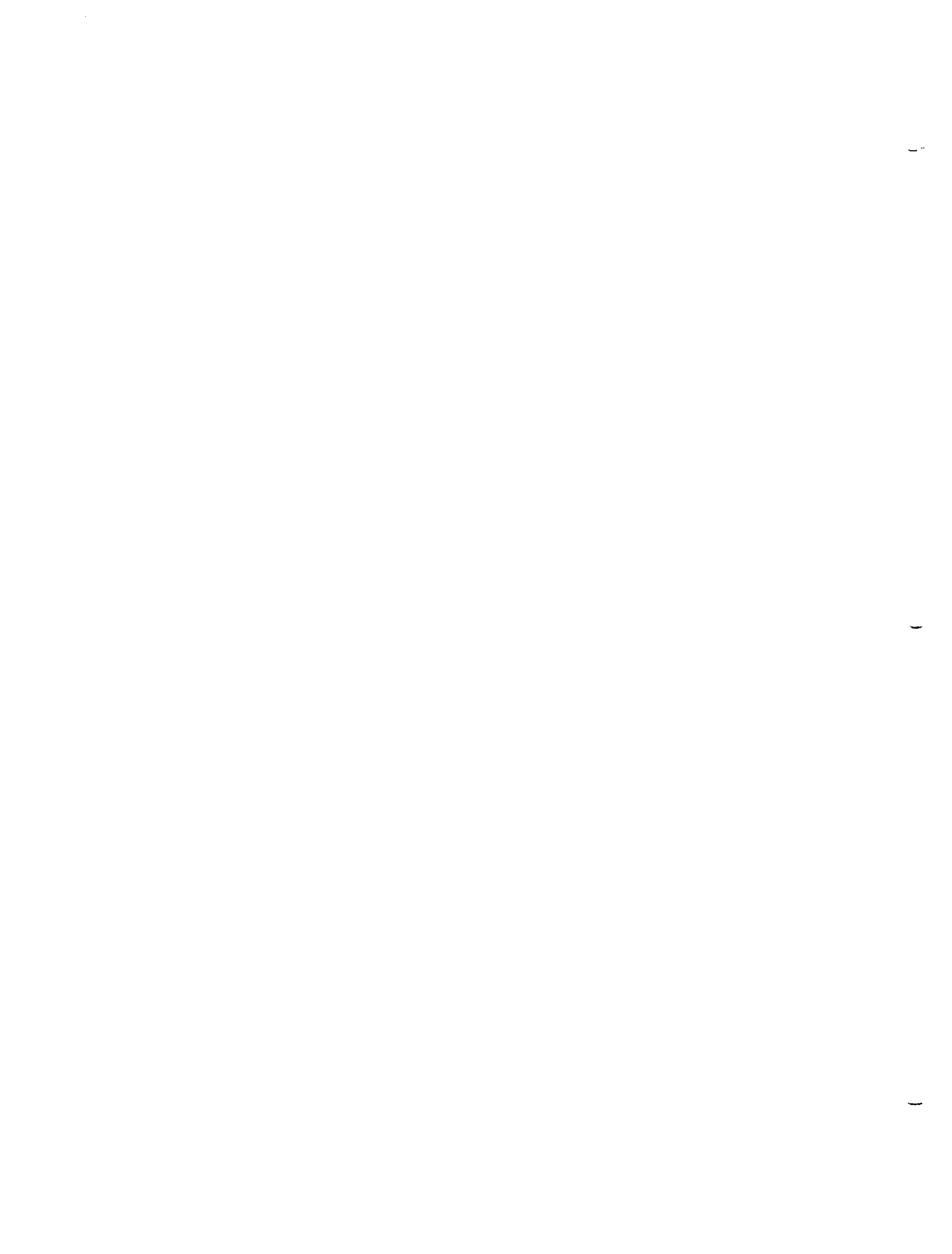
It is estimated that 40 enlisted men and 2 officers are all that remain. Of the enlisted survivors, approximately all were 5" gun crews from Nos. 1, 3, and 4 guns and machine gunners on the after deck house. Two men only are known to have escaped from the interior of the ship. Of the officer survivors both were stationed on the after deck house. One, Lieutenant (jg) WILBUR EMANUEL QUINT, D-V(G), U.S.N.R. was machine gun control officer, and the other, Lieutenant (jg) HARLOWE MANNING WHITE, D-V(G), U.S.N.R., the writer of this letter, was secondary control officer at secondary conn. The majority of the survivors were wounded by fragments and burned; some near the fireroom being burned by steam. Shortly after the BARTON's destruction, one of our destroyers came through the group of survivors at high speed. It is known to have injured several, and more were injured by depth charge explosions in the vicinity. Survivors were picked up by rescue crews from the PORTLAND and in Higgin's boats from GUADALCANAL. It is believed that a few reached GUADALCANAL by swimming ashore. Their fate or whereabouts is unknown.

Harlowe M. White
Harlowe M. White,
Lieut.(jg) D-V(G), U.S.N.R.





Looking aft at the after gun platform on one of the Barton's sister ships, the USS Aaron Ward (DD-483), showing a 1.1-inch quad mount to starboard (at left) balanced by a 20-mm Oerlikon machine gun/cannon to port. Ammunition for the 1.1-inch, in 8-round clips, was passed up from the handling room directly below through two narrow scuttles (center) called "slots." Many of the Barton's survivors were stationed in this vicinity when the ship was hit. They just floated off as the ship suddenly disappeared beneath them. Casualties were heavy: 164 killed, 32 wounded, out of a complement of 232. (National Archives)



USS Barton (DD-599)

Location of Survivors When Ship Was Hit, 11/13/42:

Albert A. <u>Arcand</u>	RM3c	Emergency Radio (in after deckhouse, starboard side).
Enos W. <u>Clark</u>	Msmth2	Main deck, just forward of the after deckhouse (in After Repair Party).
John W. <u>Cornelius</u>	S1c	Mount 3; Trainer.
Lewis A. <u>Gelinas</u>	S1c	Mount 4; Loader.
Donald M. <u>Ham</u>	S1c	After gun platform; 20-mm Loader.
Charles W. <u>Henry</u>	S1c	After gun platform; 20-mm Gunner.
Harold E. <u>King</u>	S2c	Mount 4; Loader.
Richard H. <u>King</u>	F1c	After gun platform; Loader on the 1.1-inch quad mount.
Gerard E. <u>Lehrkinder</u>	S2c	After gun platform; Mount Captain, 1.1-inch quad mount.
Landon T. <u>Lemmon</u>	S2c	After gun platform; 20-mm Loader.
Walter J. <u>McCarthy</u>	S2c	Below and just forward of bridge; 20-mm Gunner, starboard side.
Ernest R. <u>McVey</u>	F2c	In deckhouse under Mount 2 (in Forward Repair Party).
Preston <u>Pradia</u>	Matt1c	In after deckhouse; Ammunition Handler, 1.1-inch quad mount.
Wilbur E. <u>Quint</u>	LTjg	After gun platform; Machine Gun Control Officer.
Pater A. <u>Ropos</u>	F1c	Mount 2, Lower Handling Room.
Albert J. <u>Siegelman</u>	Y3c	Open Bridge, starboard side; Phone Talker, Gun Control circuit.
Carl <u>Sirovica</u>	GM3c	Mount 4; Mount Captain.
Raymond S. <u>Taggart</u>	BM1c	Main deck, just forward of the after deckhouse (in After Repair Party).
Norris V. <u>Tanton</u>	EM1c	After Steering Room; Emergency Helmsman.
Harlowe M. <u>White</u>	LTjg	After gun platform; Secondary Conn Officer.

* * * * *

E. Andrew Wilde, Jr.
Revised: March, 2000

2 June 1987

Recollections of Petty Officer Jack Slack, RM2, Relating to His World War II Experiences with Emphasis on His Tour of Duty Aboard the USS *Barton* (DD-599), Commanded by LCdr. Douglas H. Fox, USN¹

As a member of the USS *Patterson* (DD-392) ship's company during the December 7th fracas at Pearl Harbor and subsequent raids at Wake Island, Lae, Salamaua and Bougainville, it was somewhat of a relief to be assigned to "New Construction" back in the States. Arriving on or about 1 April 1942, my first order to business was to get married on April 4th at San Francisco. After a cross-country honeymoon to the Boston area, I reported in as a member of the precommissioning crew of the *Barton*, which was nearing completion at Bethlehem Steel's Fore River Yard in Quincy, Massachusetts.

The commissioning took place on 29 May 1942 at the U.S. Naval Shipyard in Charlestown, Massachusetts, after which there was further fitting out and sea trials in and around Boston, and later, near Casco Bay, Maine. Although the logs at the National Archives in Washington, D.C. would tell exactly, I believe it was sometime in late August that we finally set sail for the Pacific, arriving at Tongatabu in mid September 1942. As I recall, during that period our country's situation sure looked bleak. Ships that were in the area were spread pretty thin guarding as best they could the few carriers that were available. Fortunately, being young and perhaps foolish with optimism (or ignorance), the seriousness of our position never did impress me to any great extent. A few liberties in Noumea helped to relieve any tension that might have been building up. A raid on Buin, Faisi and Tonolei Harbor on October 5th, a trip to Guadalcanal on October 16th, and later, action off of the Santa Cruz Islands on October 26th (when one of our carriers, the USS *Hornet* (CV-8), was disabled and later sunk by our own forces) all served to remind us that we were in a combat zone. In addition to picking up 17 survivors from two downed PBY patrol aircraft, we were able to rescue many (100 to 200) from the *Hornet*.²

The above bits of information pretty much brings us up to the afternoon of November 12th at which time the *Barton* was part of a support group protecting ships attempting to land supplies to the beleaguered Marines ashore at Guadalcanal.

It should be noted that even though my rating was RM2 at the time, my General Quarters station was on After Control, manning a 20-mm gun on the port side of the after deckhouse, which gave me a pretty good position from which to view most of the events which were to follow in short order.

Although we had been at G.Q. on and off almost constantly for the previous month (on top of "4 on, 4 off" watches), what was about to happen made the previous events look like child's play. If my memory serves me, sometime near mid-afternoon G.Q. sounded, and shortly thereafter we were under attack from both high and low level Jap bombers (I guess they were "Bettys" and probably a few fighters thrown in for good measure). It was a pretty good melee with Jap planes being knocked down all around us. My port-side 20-mm even had the opportunity to participate in downing one

plane as it crossed from the starboard bow to port, probably no more than several hundred yards away. As the *Barton* passed an already downed Jap plane the pilot climbed out on the wing. Captain Fox passed the word not to shoot, preferring to pick the pilot up for interrogation. Nice thought, but not quick enough. Chief Torpedoman Larrabee got him with a tommy gun! There was no comment from the Bridge. In the meantime, Marine P-38's and I guess F4U's were plenty busy overhead. How many Jap planes succumbed to our pilots' efforts, it would be hard for me to say, but this was the action in which Joe Foss was credited with five kills, so there must have been plenty. After a while things more or less calmed down, and we were able to get a bite to eat and perhaps a catnap. As for myself, I was always tired - never did get enough sleep.

Soon it was dusk, and sure enough, G.Q. sounded. Night followed, and it sure was a dark one. An occasional flashing light from Guadalcanal indicated that somewhere close by there was shore-based activity, and the smell of the nearby jungle gave me, at the very least, a real spooky feeling.

So that's the way the evening passed from Thursday, November 12th to Friday, November 13th. It didn't get any less spooky, and I was hoping the Bridge knew what was going on. Keep in mind that we were stationed back on After Control, and not much information got back to LT's Quint and White; much less to the enlisted men.

Then, shortly before 0200 a searchlight from a ship to our port pierced the darkness, and immediately all hell broke loose. I will never forget the USS *Helena* (CL-50) with all fifteen 6-inch guns firing almost at once, from bow to stern, over and over again. Unfortunately, I have no recollection of firing the portside 20-mm - there being no orders to fire or targets visible enough to fire on. I learned later that we were able to get off a few torpedoes. And then, just as suddenly as the action started, we were out of the action and sinking - fast! So fast, in fact, that those of us on After Control never had a chance to jump over the side - we just eased into the water as the stern went down, probably in as little as ten seconds. The bow took longer to go under. Possibly as long as several minutes. I do know, however, that as I entered the water and as I was being pulled under, I had the distinct impression that I was drowning. No panic - just drowning. In any event, I didn't drown, and as I returned to the surface there was the *Barton's* bow, still afloat but sinking, with the numerals "599" plainly visible until the last. Shortly after the sinking there was a series of underwater explosions, possibly from the *Barton*, or perhaps from other sinking vessels. Although there was considerable shock to the body, there appeared to be no further serious injuries to our small group from these explosions.

At some point after the *Barton* sank, but while the battle was still raging, our group of survivors was run down by one of our own destroyers. Although I have read reports stating that the USS *Monssen* (DD-436) was responsible for this unfortunate incident, and she may very well have run down some of our people, my distinct recollection was of a destroyer passing through our group at high speed, and from my position just a few yards away, the bow numbers "450" were indelibly burned into my mind. Later, I learned that these were the numbers of the USS *O'Bannon*. Possibly we were run down twice? By the *Monssen* immediately after the *Barton* sank and then later by the *O'Bannon* as the battle developed? If any event, a few of our group, in addition to being keel-hauled, actually went through the screws of the passing destroyer and survived. How many of the original *Barton* survivors were killed at this time we will never know. One injured survivor was Seaman H. L.

Bone, whose right calf and foot had been severely cut and broken. Being in great pain, Bone moaned and groaned for hours. Finally, one of our group told him to shut the hell up - and he did! Just like that! The last time I saw Bone was on Guadalcanal at a field hospital. I've often wondered if that good boy from Georgia made it through.

I understand that few, if any, of the *Barton's* crew stationed within the ship survived. Only those like myself whose G.Q. stations were on deck were able to get free as the ship went down. But one for sure did! Albert A. Arcand, an RM like myself, held his battle station in the Radio Shack 'til the last second and then dashed for the hatch just as water began building pressure on the outside. Others within the Radio Shack were less fortunate.³ The last time I saw Arcand was in Sanford, Maine after the war. Unfortunately, we have lost contact, and recent efforts to find him have been unsuccessful.

I would be hard pressed to say when, but at some point in time the battle subsided, the star shells went out, the ships went away and we were left to ourselves in darkness in the calm warm water. Fortunately, most everyone was wearing a life jacket, and even though there were no rafts close by, there appeared to be little danger of sinking. After awhile an unused and sealed ammunition case floated by, and even though only approximately one inch of the case was above water, it had handles, which permitted four to six of us to hang on and stay together. Having swallowed plenty of salt water mixed with bunker fuel, I spent the rest of the night and early morning vomiting and retching. But given the circumstances, there wasn't too much to complain about. H. L. Bone moaned for awhile but eventually accepted his situation and stopped. And so the night passed, all of us waiting for the sun to come up and a better day ahead.

Eventually the sun did appear, along with rescue boats from the nearby shore and from disabled ships unable to depart the area. A motor whaleboat from the USS *Portland* (CA-33) just happened by, and never did diesel fumes smell so good! We were hauled aboard, taken to the *Portland*, and then climbed up the landing nets draped over the side. Having reached the deck, I walked away, found a warm spot and just went to sleep for twenty-four hours, give or take a few. Vaguely, I can remember being lifted off the deck, taken below and placed in a sack. One of my most vivid recollections of the *Barton* experience was the lack of sleep - "4 on, 4 off" and G.Q. all the time - never enough sleep. I shouldn't say this, but I was almost relieved when it was over. Now, at least, I could get some sleep!

As a matter of fact, I slept so well and for so long that I guess they thought I was sick. In a semi-conscious state at some point I was strapped into one of those chicken wire stretchers, hooked on to a ship's crane and hoisted over the side onto the island of Tulagi. After being unstrapped I simply got up and walked away - in my birthday suit, I might add. Somehow, somewhere, my clothes had disappeared, but who cared. I was alive and well! Along the way a friendly Marine found a pair of khaki pants for me to wear, and later I joined with what was left of the *Barton* survivors, also picked up by the *Portland*, to piece together what had happened.⁴

All of these later experiences occurred on November 14th and 15th, and I believe that on November 16th we were transferred by an ocean-going tug to Guadalcanal to join other survivors from the night of November 13th. What a ragtag bunch we were. No leadership - just shipwrecked sailors living

like hobos. During this period we helped unload cargo, using Higgins landing craft between the ships and the shore. We kept ourselves occupied by moving anything that needed moving, including 155-mm and 75-mm shells and 500 and 1000-lb. bombs. When there was nothing else to do we walked a few miles down to the Lunga River for a fresh water swim and to watch the bodies floating by. On Thanksgiving Day, 26 November 1942, we were transferred to the USS *Barnett* (APA-5) which eventually took us to San Diego via Espiritu Santo in the New Hebrides, and possibly, Pearl Harbor. Before leaving the Guadalcanal area, and while eating a Thanksgiving Day dinner aboard the *Barnett*, the USS *Alchiba* (AKA-6) was torpedoed right before our eyes. No great excitement - just torpedoed. But it could have been us - again!

Arriving at San Diego shortly before Christmas in 1942, the Destroyer Base Commandant released us for liberty almost immediately, in whatever nondescript clothing we were wearing. And what a liberty it was! Later, we were given new uniforms, 30 days of leave and new orders. I was assigned to "New Construction" aboard the USS *Mobile* (CL-63), building at Newport News, Virginia. During this period I was given the opportunity to attend Electronics School and changed my rating from Radioman to Radioman Technician. After the *Mobile* joined the fleet I was aboard during the assaults on Marcus, Tarawa, the Marshalls, the Marianas, Emirau, Wakde, Truk, Satawan and Ponape from 31 August 1943 through 29 April 1944. During that period the *Mobile* earned six Battle Stars.

Later, I was given orders to report for preconstruction duties aboard the USS *Flint* (CL-97) building at Bethlehem Shipyard in San Francisco. From 3 January through 15 August 1945 the *Flint* was involved in support actions against the Japanese on Formosa, Luzon, Camranh Bay, Hong Kong, Iwo Jima, Okinawa and finally, Tokyo, for which she earned four Battle Stars. For at least two weeks before the Japanese surrender on 2 September 1945 she was in Sagami Wan, just outside Tokyo Bay. Finally, the *Flint* entered Tokyo Bay on 10 September, after seventy-three days at sea.

My tour of duty in the U. S. Navy started with my enlisting on 21 November 1940 and ended when I was discharged on 2 December 1945. During this time I was involved with war in the Pacific from Pearl Harbor on 7 December 1941 to the surrender in Tokyo Bay on 2 September 1945. This was an involvement in which I was proud to be of service to my country, and I would not hesitate to volunteer my services again should the need arise.

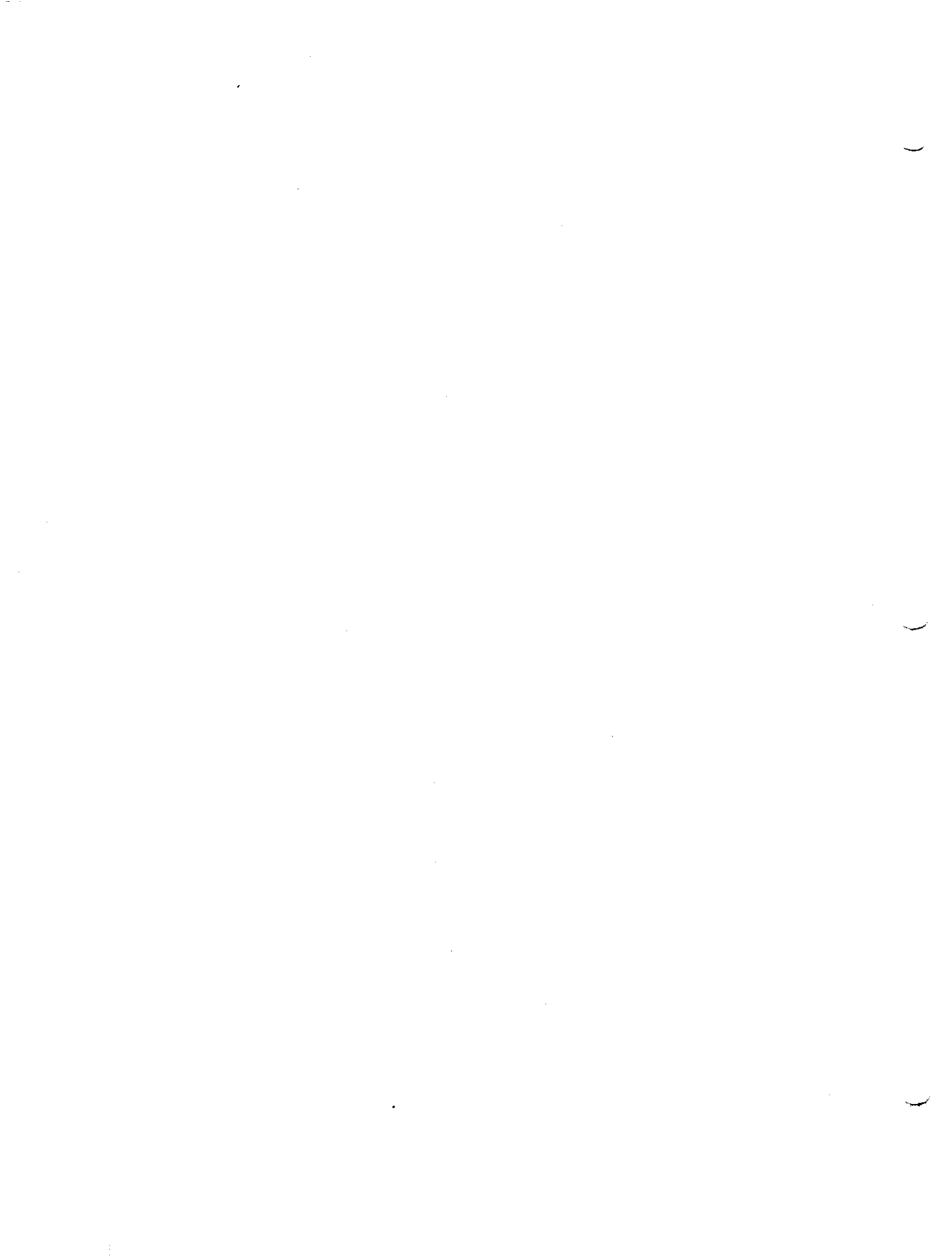
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Editor's Notes:

1. This is an edited version of the handwritten notes submitted by Jack Slack to the author, Eric Hammel, and included in his book, *Guadalcanal: Decision at Sea* (New York: Crown Publishing, 1988). When I typed this narrative in 1990 from a copy of his notes, I shortened and reworded it to make it more readable for members of the ship association for the USS *Douglas H. Fox* (DD-779), named after the commanding officer of the *Barton*. I don't believe I changed any of the facts in these notes.

2. According to action reports from the Naval Historical Center (Operational Archives Branch) and Deck Logs at the National Archives, the *Barton* put 279 survivors ashore at Noumea, New Caledonia, on 31 October 1942:
 - 26 OCT: Rescued 235 survivors of the USS *Hornet* (CV-8)
 - 30 OCT: Rescued 25 passengers and crew of a downed Army DC-3 and 19 crew members of three PBY Catalinas which had landed in a rescue attempt but were then unable to take off due to sea conditions.The names of these 279 survivors are included with the log sheets on three separate lists.
3. Before Jack died in 1991 or 1992 he informed me by phone that his shipmate Albert A. Arcand had been in Emergency Radio, in the after deckhouse, not in the Radio Shack as he had written. This has been confirmed by my recent conversation with Albert (whom Jack was able to locate). There was one other Radioman in Emergency Radio when the ship was hit, but he did not survive.
4. LTj.g. Quint's memo to Commander Service Force, South Pacific, dated 15 November 1942, lists sixty-six *Barton* survivors. According to the *Portland's* log for 13 November, she rescued thirty-eight of these survivors.

E. Andrew Wilde, Jr.
Commander, USNR (Ret.)
7 March 1994



Wounded Lowell Officer, Hero Of Sinking, Gets Purple Heart

By James F. Droney

LOWELL—His scalp was gashed by a chunk of flying steel; his face was chopped by splinters of metal, and bloody, battered and bruised, he swam and fought and floated in the waters of the South Pacific for eight hours before being rescued.

Yesterday in Washington Lieutenant (j.g.) Wilbur E. Quint of this city was awarded the Purple Heart by the United States navy for these and other deeds. Two other medals were struck for him, too, one signifying participation in major engagements in the Asiatic Pacific, the other marking pre-war service in the navy.

Face Still Scarred

The local man, son of Mr. and Mrs. I. J. Quint of Edson street, is home on a 30-day leave at present. His face is still scarred, and the wound on his head is not yet entirely healed.

But, Lieut. Quint is alive and many of his ship's complement are not.

"I was aboard the Barton," said Lieut. Quint. "We were sunk in our second major engagement. That was off the Solomons on Nov. 13, the same night that the San Francisco and the Boise distinguished themselves; the night the Atlanta and the Barton went down, the night our navy, outnumbered three to one, decisively trounced the Japs.

"The Barton went down in less than a minute," he continued. "There were two violent hits at almost the same second. The ship was literally blown to shreds. She sank immediately.

"I knew it was coming. A few minutes before it happened, the Japs fired a salvo of starfish shells. One of them burst just beyond our bow. The magnesium, suspended by a parachute, swung lazily and blazingly in the sky. The white light, whiter even than daylight, silhouetted our ship perfectly. The Jap gunners couldn't miss lining us up for the kill. And they did, minutes later.

Twin Hits

"I was in charge of the a. n. batteries. My post was aft. They don't know exactly what sunk us, but my personal opinion is that a torpedo and a heavy gun landed hits at the same time.

"When the first terrific blast hit us, I tore my helmet and ear phones from my head. These are attached to the ship and I knew that if I was knocked unconscious I'd be dragged down with the ship.



Lieut. Wilbur E. Quint

"Almost immediately the second one struck. The whole forward part of the ship was blown away. There was no one to give the order to abandon ship. Most of the officers of the ship were up forward directing the battle. All of them were lost.

"Even if there had been someone to give the order to abandon ship, there was no time. We didn't even have time to jump overboard. The ship rolled over and we went with it.

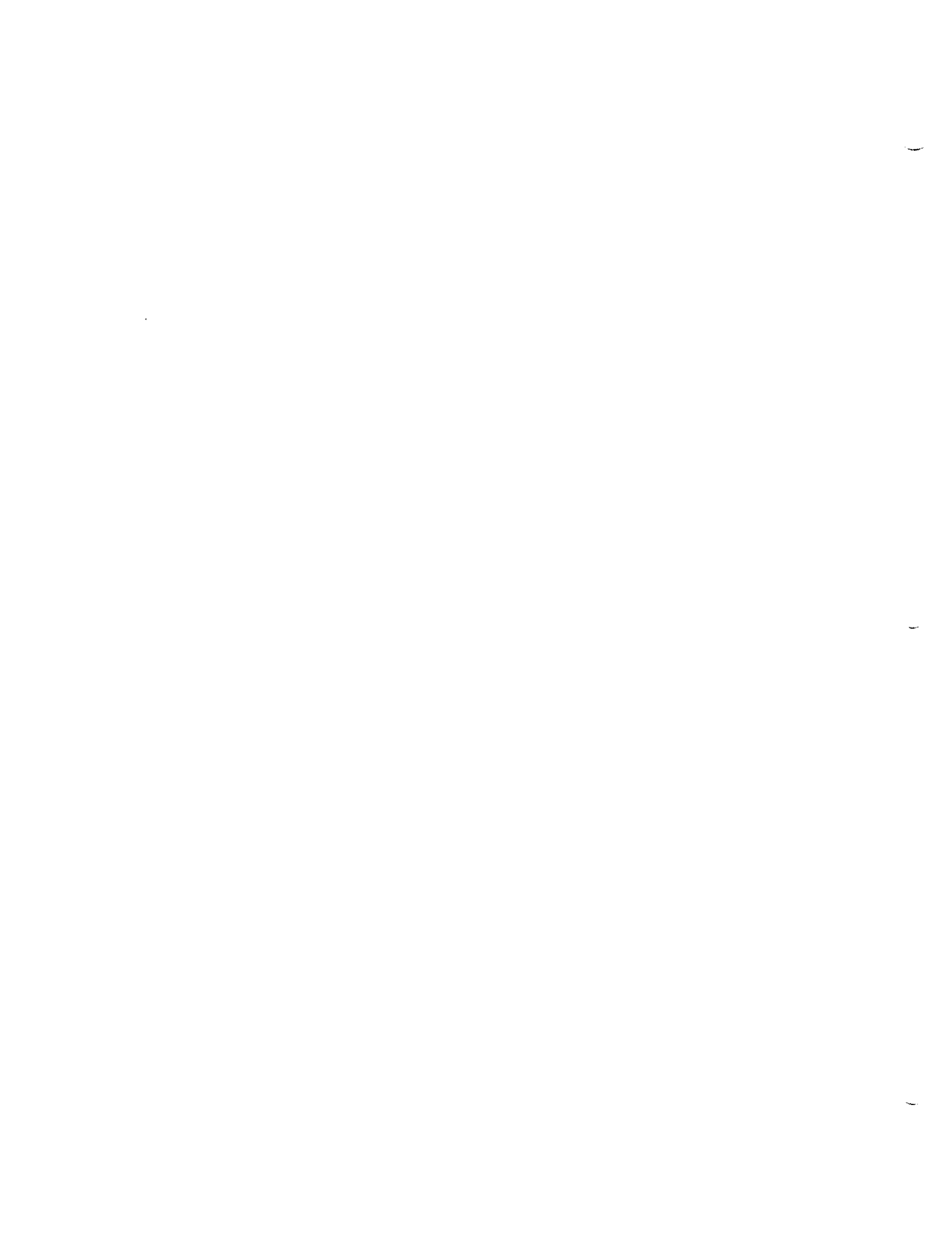
"Didn't the suction of the boat sinking drag you down with it?" I asked.

"I think our experience explodes that theory," he said. "I don't know whether the suction ordinarily would drag a person down, but it certainly didn't drag us. Of course, we were pulled down several feet, but by fighting against it, we were able to bob up on the surface.

"The water was covered with a heavy film of oil, dark and sticky like cold molasses. It didn't bother me too much, but several lung ailments were caused by it. And many of the men were treated for eye burns because of the oil. I was bleeding rather freely from my head wound and I think probably the blood flow down my face prevented the oil from getting in my eyes.

Floated for Hours

"We were in the battle about a minute when we were sunk. Those of us who were rescued, floated around in the water for almost nine hours before we were picked up by one of our own ships.



"That was an odd incident, too. The ship sighted us and put over a boat to pick us up. The ship was disabled and was barely able to move. Just after the rescue boat was put over, the crew on the ship itself sighted a Jap cruiser. Sighted it and sunk it in a couple of minutes. All the time, we were being rescued.

"The action took place between Guadalcanal and Florida Islands. Our marines were in possession of Florida and part of Guadalcanal, but the greater part of Guadalcanal was in enemy hands. When we hit the water, I felt certain in which direction Florida lay, so I told the men to swim in what I thought, was the right direction. Came the dawn, and rescue and I found I was swimming in a beeline for the Jap territory on Guadalcanal.

Tied Him To Back

"Once in the water, it was my job to encourage the boys to keep fighting. Most of them swung out strongly in the direction of land. One of the lads, pretty well bandaged up, didn't have the strength to carry on. I got alongside him, tied him to my back and started swimming.

"Some of the boys found a life raft that had been blown free when the ship went down. About 25 piled into it and others hung alongside.

"They struggled and battled in the water all night long. Once a destroyer bore down on them, passing through the middle of the group and killing several. It passed about eight feet from me," said Lieut. Quint, "and you can bet I held my breath. I thought its wake might possibly suck me into the screw propellers.

"I was taken to Guadalcanal and was treated at the hospital. The doctors accomplish marvelous things there. The hospital is a series of tents. The beds are canvas cots. But the skill of the medical men offsets the disadvantages, and the number of deaths from wounds are few.

"I was in Guadalcanal only a day and a half. I got there in mid-morning and the following afternoon I was flown out to a larger hospital. They flew out all the badly wounded men as rapidly as possible.

"During the night I was there the marines took a terrific bombardment. This one came from the sea, from the Jap navy, and it lasted quite a while. If what I saw and heard is a part of the regular duty of the marines there, they all ought to be given the D. S. C. Standing up under such bombardment for any length of time would shatter any but the very finest men.

"What about the first battle? Where, when and how many?" I asked.

"That was the time the Hornet went down in October. It was a day battle and was a combined air and sea operation. The first air battle lasted 19 minutes which is a record of sort. The usual air battle lasts about 10 minutes.

"We were looking for them. We knew they were around. And we found them. The ships were many miles apart, and their planes would come over, just as our planes would bomb them. The first two waves of planes passed each other about midway between the two fleets. It was an example of perfect timing. The Jap planes must have taken off just a few seconds after ours did. That's rather a remarkable coincidence."

Taken by Surprise

"The second battle was the first phase of the battle off Guadalcanal. It was at night, of course. We sneaked up on them. They were really taken by surprise. They were all lined up and preparing to shell the island. I think that accounts in part for the terrific toll we took that night.

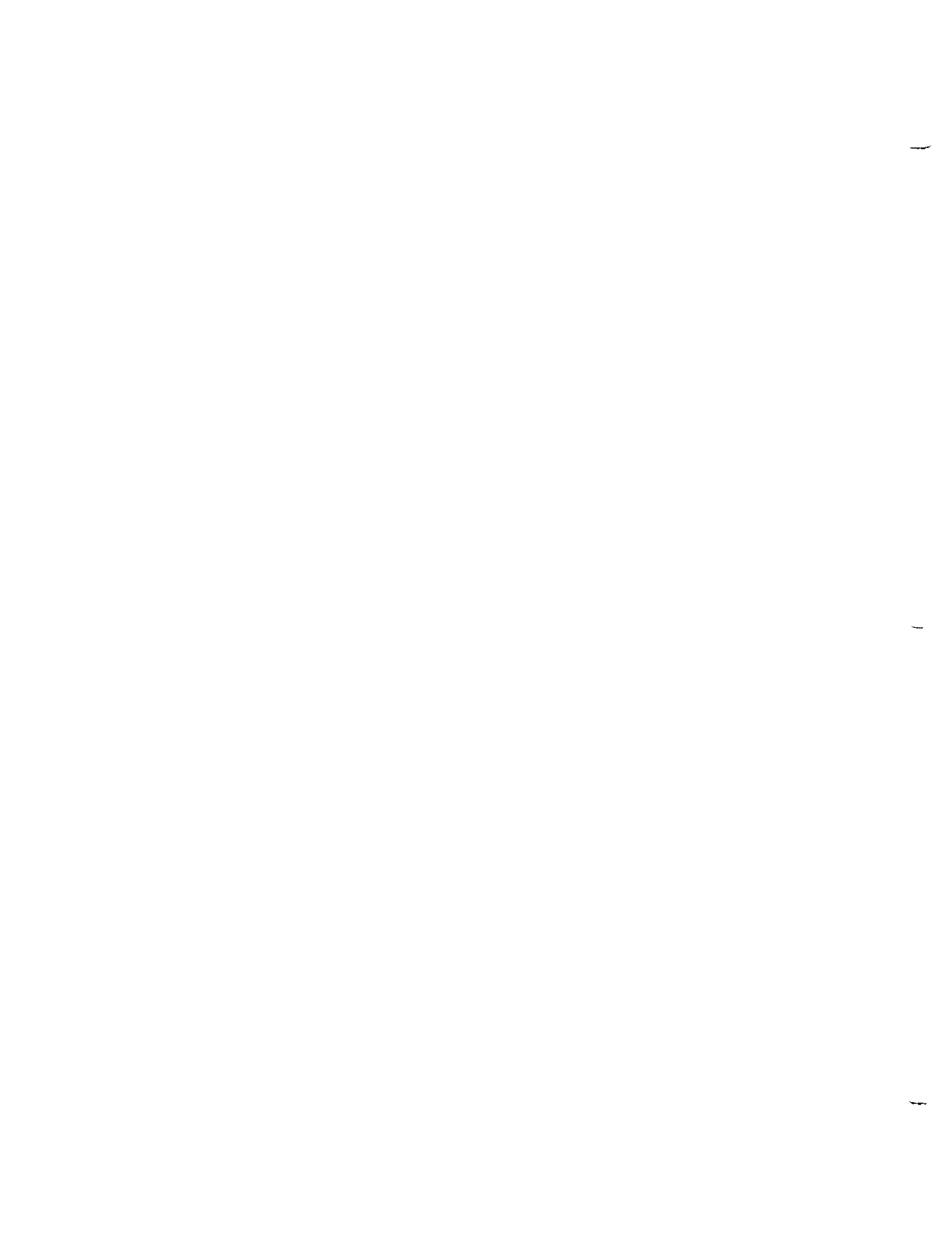
"We were outnumbered three to one, but, being prepared to shell the island, their guns were set for explosive shell, not the armor piercing kind used in naval battles. We were set with the armor piercing shells and before they could recover sufficiently to change we had knocked off a pile of them. Their gun crews probably had stacks of explosive shells all out and ready to fire when we attacked. And then there wasn't time to change over."

A postscript to his tale proves that Lieut. Quint is a very lucky guy. On most ships the station of the officer in charge of the A. A. guns is up forward on the officer's platform where most of the battle directions are issued. When the local man went aboard his ship for the first time, he decided he could perform his duties more effectively if his station was changed aft. Such procedure is customary and permissible and in this case was carried out. Being back aft when hit is the only reason why Lieut. Quint came through alive. If his station had been up forward, as originally intended, he would have been blown to bits as were his skipper and the rest of his ranking officers.

Because most of the officer personnel were killed, the difficult duty of informing parents of the death or disability of their sons has fallen on his shoulders. It's a disagreeable task, especially for an officer as young as Lieut. Quint.

The local man, a graduate of Lowell high school, Tufts college and Harvard Law school, entered the navy through the V-7 program in 1941. His first assignment was office duty in Boston and later in Washington. He soon tired of an office and asked for sea duty.

And he certainly got it.



Rochester, New Hampshire
May 18, 1943

Reveal Close Call in Ship Sinking



—Official U. S. Navy Photo

DONALD M. HAM

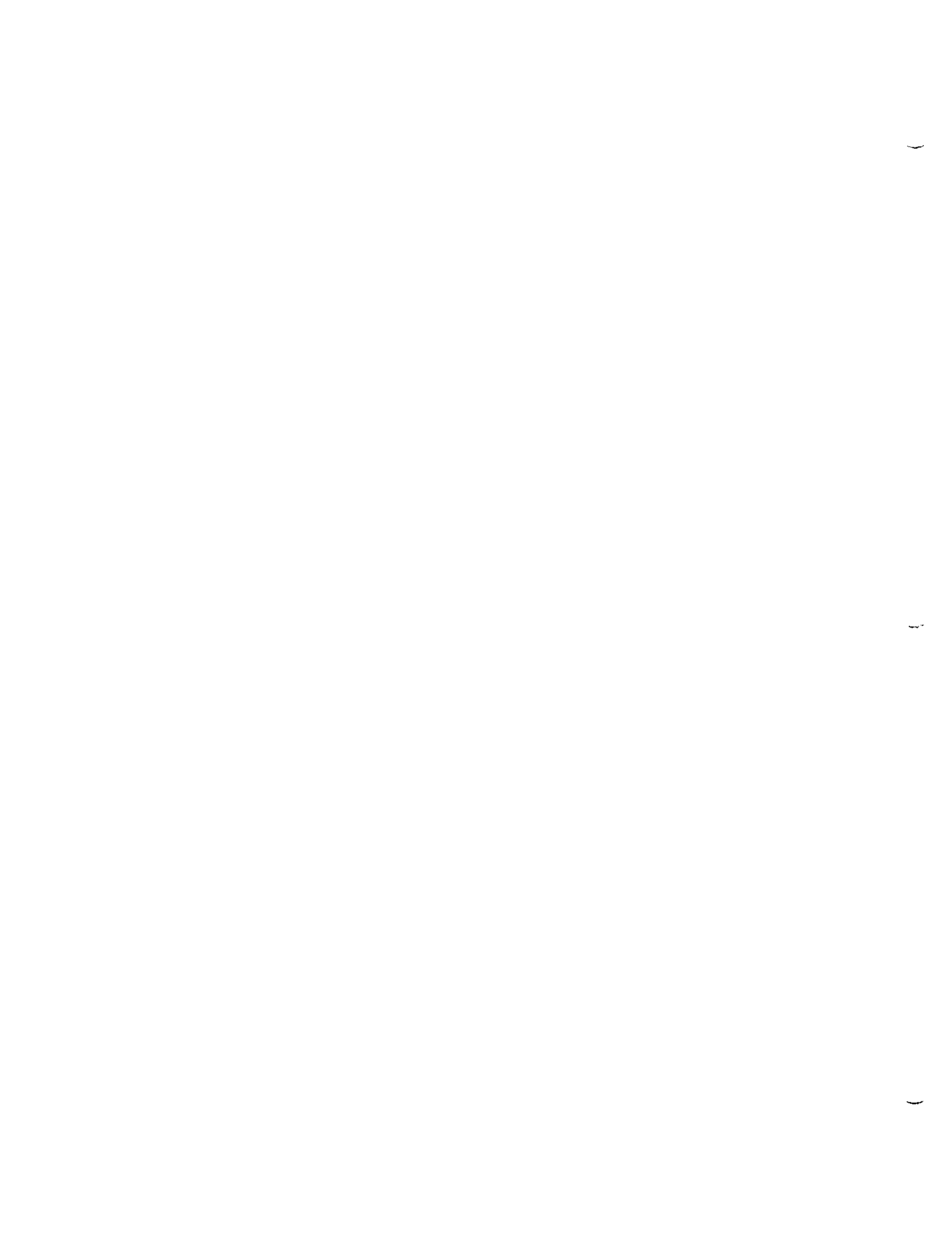
ROCHESTER, May 18—FC 2/c Donald M. Ham of Rochester, has been awarded the Purple Heart for injuries received when his ship was sunk at Guadalcanal.

Son of Mr. and Mrs. F. Malcolm Ham of 2 McIntire court, enlisted in the Navy, Feb. 1, 1942, after working as a toolmaker at the plant of Cushman Chuck company, Hartford, Conn.

At the time he was stationed top-side at a gun. The enemy bombers were overhead dropping flares and then the ship was hit, either by torpedoes or by a battleship salvo. The first explosion threw a gigantic wave of flaming oil and water into the air and as it descended another hit was scored and Ham was washed into the searchlight frame on the side where the ship had been split in half.

Held a prisoner by the frame, the Rochester sailor realized that at any minute he might be hit by a shell or drowned by a gigantic wave. He tried to escape but could not free himself. Then that half of the ship split up and hit the water.

He went down into the water and then a sudden turn of fate saved him as he believed he was drowning. An under-water explosion released him and he came to the surface, where he floated for 10 hours before being rescued.



East Dubuque Register

JO DAVIESS COUNTY'S PROGRESSIVE NEWSPAPER (USPS 164-580)

East Dubuque, Illinois

June 2, 1995

Friday the 13th A "Lucky" Day for East Dubuque Vet



John in 1942 When His Ship Was Torpedoed

By Tom Berryman

It may not seem that drifting around in a life vest in shark-infested oily water and almost run over by large ships for about 12 hours, part of it at night, seems like being in the right place at the right time. But, for an East Dubuque native, it was his lucky day.

There isn't a November 12-13 that goes by that John Cornelius, who now lives in Dubuque, thinks back to 1942 when the ship he was on was sunk by a Japanese torpedo. John and 66 others survived out of a crew of about 200 men.

Why would someone who has just had his home shot out from under him consider it a lucky day? It is a matter of survival!

John was one of four sons of Fred and Eva Cornelius of East Dubuque. Eva being the choir director at St. Mary's Church. He was born in East Dubuque, graduated from the local high school, and joined the U.S. Navy in 1940 after working in the Civilian Conservation Corps (CCC) camps in Idaho.

The closeness of the Cornelius family continued into the service as John and brother Phillip followed the

oldest brother, Fred, into the Navy. A fourth brother, Eugene, joined the Army later. He did not survive the war, being killed in the allied invasion of Italy in 1943.

After boot camp John was sent aboard the Saratoga, then one of the few aircraft carriers the Navy had in service. He found brother Phil already aboard and served there for about two years.

John's first bit of luck came aboard the Saratoga during the Battle of Midway. He had just been relieved at a gunner post when a torpedo hit the ship. The other half of the ship was flooded to keep it on an even keel and the boat limped into Pearl Harbor. He was on the main deck when the impact came, with some men below decks perishing.

During permanent repairs in Washington state Cornelius was transferred to a new ship, the USS Barton (DD-599), a 1,620 ton destroyer getting ready for its first service of the war. After some action in the Atlantic Ocean in sinking some German submarines, Cornelius and the Barton, along with other ships, were ordered in August, 1942, to the Pacific Theater to become part of Admiral Halsey's task force.

The task force was centered around the carrier Hornet. The Barton was one of five destroyers along with two heavy cruisers and two light cruisers. The concentration was to be on enemy shipping in the area of the Shortland Islands that was considered a threat to American operations on Guadalcanal and in the Solomon Islands.

The Japanese upped the ante in late October on the battle of Guadalcanal in an effort to take an important air field. In the Battle of the Santa Cruz islands the Barton rescued 235 men from the Hornet, which was abandoned after being stopped dead in the water by air attacks. The



John Today in Front of His House in Dubuque.

Barton had attempted to take the Hornet under tow, but it didn't work. Cornelius looked on as other ships sank the Hornet with shells and torpedoes to avoid any salvage by the enemy.

A few days after that Cornelius heard his commanding officer, LT. CDR Douglas L. Fox, speak "Now hear this. This is your Captain speaking. All hands not on watch or manning a battle station topsides, get below decks and stay there. Anyone topsides must be wearing a life jacket. I'm going to open this baby up to full power. Anyone who falls over the side, that's your tough luck because we are not turning back to pick you up." The Barton had been ordered to pick up the crews of several Navy planes involved in a rescue of an army transport that ditched at sea. The ocean had become too rough for the planes to take off and the Barton took on the stranded men without incident despite Japanese submarines in the area and dangerous reefs being nearby.

So far, so good! After dropping its passengers ashore at New Caledonia,

the Barton returned to Guadalcanal to blunt a major enemy push. The Barton and other ships protected some transports in landing men and supplies. After beating down shore batteries in the morning, Japanese planes attacked in the afternoon.

The day before the attack Gunners Mate First Class John Cornelius had been asked to move from a forward gun mount to an enclosed gun turret at the rear of the ship to act as a trainer for other men. That was where he was as the Barton and other ships made their way north to attack an enemy force of at least two battleships and two to four heavy cruisers and probably as many, if not more, destroyers.

It was after midnight on Friday, November 13. The sky was overcast, but the moon had already set hours before. You couldn't see your hand in front of your face! American radar picked up other ships about 1:25 a.m. and firing ensued, ranging from 1,000 to 8,000 yards. The Barton was firing with her five-inch guns and moved closer to the enemy. She stopped her engines to avoid a collision with another American ship. It was then, about 1:45 a.m. a torpedo from a Japanese destroyer 3,000 yards away, ripped through the hull and into the forward fireroom, the place where he had been previously assigned. Just a couple seconds after that another torpedo struck, this time into the forward engine room. Another ship reported the Barton exploded, "simply disappeared in fragments."

"All of a sudden torpedoes hit us and we broke in two immediately, and I mean immediately," says Cornelius. I came out of the gun mount and the ship was already on its side. I actually fell out and slid on the deck hitting and grabbing a cable on the side of the ship that was already in the water. I started paddling right away."

It is hard to know for most of us what the suction is like from a ship going down, John knows! He was pulled down, holding on to his life vest which he had not had time to buckle before hitting the water. His body was pulled down after the ship

as his arms held on tightly to the vest above him.

"I remember thinking Hey! This is it!" John states. "I remember seeing black, blue and red colors in the water. All at once I heard voices and heard guns shooting. I didn't know if I was dead or dreaming."

It had been a difficult task to keep a presence of mind during this time. The suction from the sinking ship had stopped and John rose back to the surface, into the middle of a battle illuminated by exploding shells. John came to the surface in the midst of several shipmates and they were floating in crude oil that had leaked from the ship. However, it was not the sort of ringside seat that many would appreciate. "The oil was burning and we attempted to paddle away," John says. However, a couple of U.S. destroyers ran through us—they couldn't see us." One of those ships had altered course to avoid a torpedo.

"The waves were as high as a house. We had got ahold of a wooden ammo box, but a wave just tossed it away," John says. The box, still loaded with ammunition, rode low in the water, but did provide a break place as sailors took turns resting a hand.

Also adding to the tension was the presence of a Japanese submarine, which John says passed close by about three times. It was then that the less seriously wounded talked and worked with those more seriously hurt so no one would hear their cries of pain. At least one person in John's group was seriously hurt. "It wasn't easy keeping people who were hurt silent."

Men-made devices weren't the only hazards as sharks were in the area. John took off his shoes to get more buoyancy in the water. He says he later regretted that when he thought of the sharks. He says a few sailors were attacked, but not in his group.

The oil in the water was soaking his life vest to the point of almost being unusable by the time a ship, the Portland, rescued him and 41 others.

His parents had been told he was missing in action. It took about one month for the Navy to get his paper-

work back in order (his records, along with almost all of his personal possessions) had been lost on the ship. He was reunited with his brother Phil who came ashore at the New Hebrides with an ammo crew from the Saratoga. He returned home to East Dubuque in 1945. He spent some time at Bethesda Naval Hospital in Maryland where he was invited to have lunch with first lady Eleanor Roosevelt. It was at his stay at Bethesda that John talked with a woman who had joined the Navy to find her brother. Luck was still with him as her brother had been aboard the Barton, but had not survived the attack. John's official verification of the death removed a name from the missing in action list and another family was able to move on with its life.

His other bit of luck in war came when Japanese kamikazes (suicide planes) hit the Saratoga. The spot where he would have been assigned took a direct hit and everyone was killed.

John says he thinks more about the experience all the time. "I didn't realize it when I was younger. Time changes your views." He says things were flashing through his mind when he was being pulled down. He was also praying. "My sister, a Dominican nun at the Mound (Sinsinawa) had given him a little prayer card, which he still carries in his wallet.

Cornelius doesn't regret his time in the Navy, saying the training and the discipline did something for him. Another feeling, this one of bitterness toward the enemy, stayed with him a long time. "I pulled into Pearl Harbor the day after the December 7, 1941 attack. It can put a lot of hate in you. Then, what you go through in battle."

"I was lucky, that was all there was to it," is how John Cornelius sums up his look back on Memorial Day, 1995. (The Register appreciates the cooperation only of John Cornelius, but East Dubuque native Hal Heffron, and the Ships Histories Section of the U.S. Navy Department for this story.

U.S.S. Barton (DD-599)

Survivors' Accounts of Sinking 11/13/42:¹

They left New York, August 23, several destroyers and a battleship, and the mail which we received, and which we thought was from the Pacific was from Panama on the 28th. They were ordered to proceed West and West they proceeded, refueling at sea until they reached one of the Tonga Islands, which you will note is right on the date line. It took about fourteen days to cover the Pacific to that point. From there they proceeded to another port, or air base, the name of which he preferred not to discuss for military reasons.

They were then attached to a task force with the Hornet, and they worked around with her until she was destroyed on the 26th. They were instrumental in rescuing some three hundred of the Hornet's crew, and were sailing back to the Base with these three hundred. He said the boat was a terrible mess with more than twice its capacity on board, and a rather scant supply of food to take care of all these people. While on their way back to the Base they received orders to go to the rescue of a plane which had been obliged to make a forced landing on some reef. Three other planes which went to try and rescue the first plane became stranded, so they had to rescue all of them. This turned out to be quite a difficult task. The sea was rough and they could not get to the planes even with their small boats. Finally, one of the Junior Lieutenants swam to the plane with a life line, and they were able to ferry the twenty odd people involved from the planes to the Barton by means of rubber boats and the life line which Sommers had taken to them.

No sooner was this task accomplished than they were told to pick up another plane some distance away. This proved to be even more difficult and just the moment when they thought they were going to come alongside the plane, the starboard engine failed and the Barton swung around. By this time it was pitch dark and they did not dare use any lights for fear of submarines.

The Captain did a splendid job for which he was cited by Commander True.

They proceeded with their cargo of now three hundred and twenty odd, to the Base where they stayed a few days, after which they were ordered to convoy some ships towards Guadalcanal. Apparently they had received their first mail when they went back to the Base with these rescued men, and received one more mail before their final engagement.

This particular convoy was safely brought to Guadalcanal, and was unloaded when they were advised that a tremendous fleet of Japanese ships was approaching, and were ordered to go out and meet the enemy, which they proceeded to do in single file, and about one o'clock in the morning of the 13th they opened fire on the enemy, and had the satisfaction of seeing one ship go down.

_____ was stationed on the stern of the ship and White was within a few feet of him, and he said things were going pretty well. The boat was at close range, they were even using machine guns, when all of a sudden a flare fired by the Japanese burst directly over them so they stood out as if in bright sunlight. He remembers saying to himself, "Jeepers, creepers, we're going to get it now!" - and then a few seconds later there were two terrific shocks, the bow of the boat literally leaped out of the water, and the stern jumped around and threw everybody down. It was in this way that his scalp was torn, and he received other wounds. The next thing he knew he was in the water, and he swam around in his life belt until he was picked up the next day.

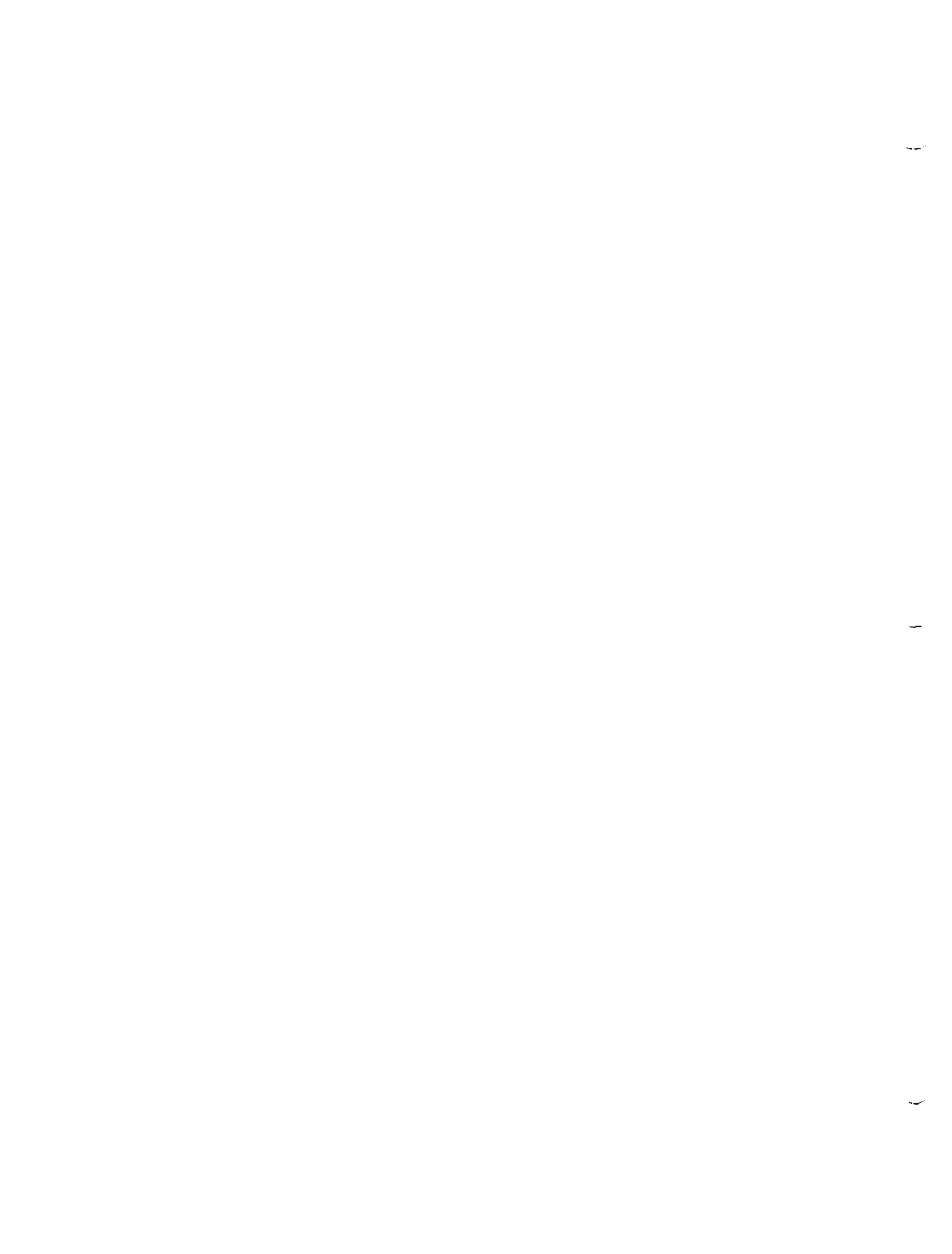
He said there was one thing he was sure of, and that is that anybody on the bridge, or in the gun station where George and Guise were, never knew what hit them.

An officer that he saw afterwards who was on a boat astern of the Barton, said that there was just a flash and the ship disappeared.

Early that day they had had a splendid time shelling Japanese land positions.

He said that everybody had the greatest admiration for the Japanese courage, but not much for their intelligence.

¹ As related in 1943 to the family of Lt.(jg) George V. L. Meyer, USNR, the Barton's Assistant Gunnery Officer who was reported missing in action.



He has thirty days leave, after which he is attached to another destroyer which is under construction in New Jersey.

The scar on his head is all healed up. He has got a couple of gashes on his face, otherwise he looks fit as a fiddle.

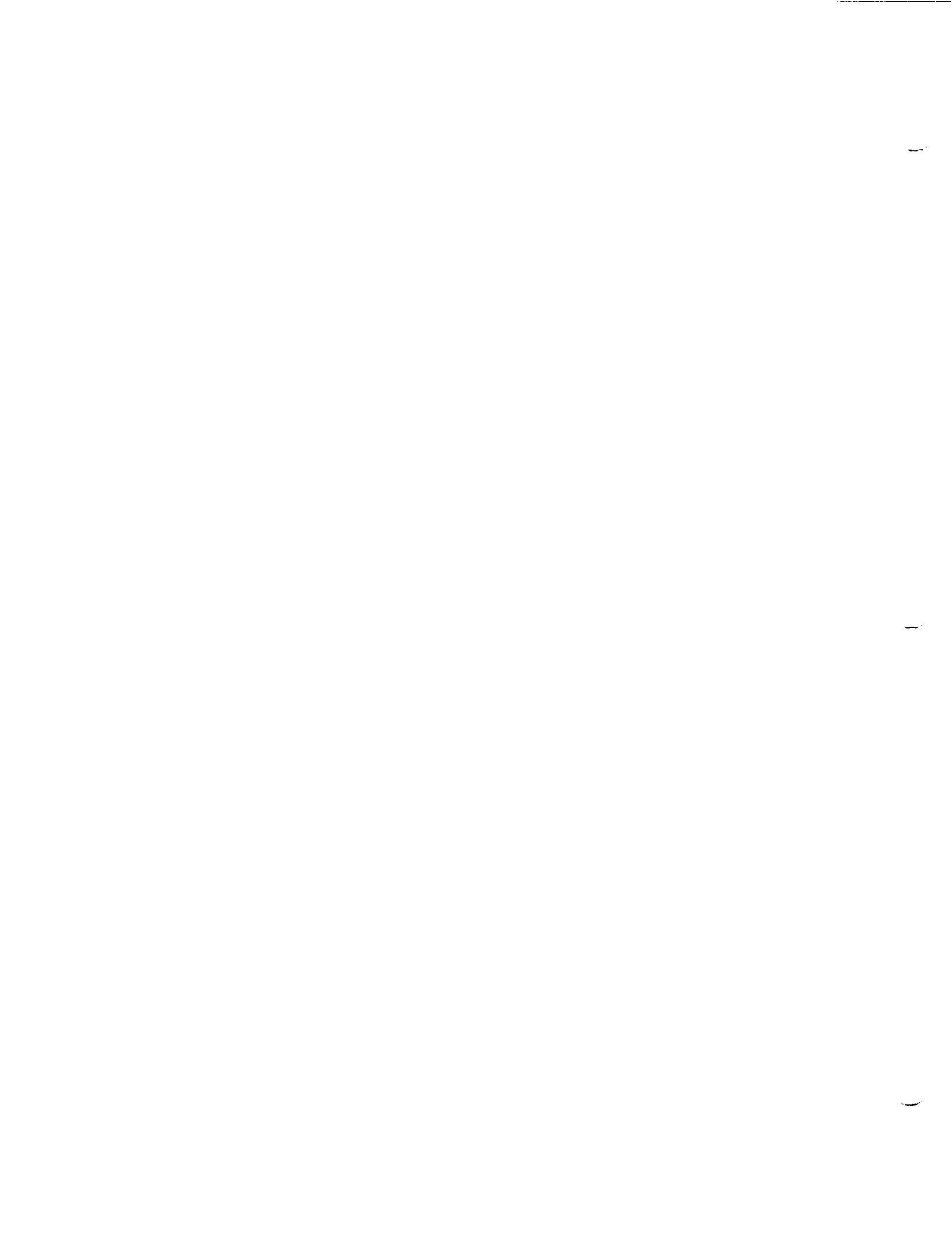
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The **Barton** was with the **Bornet** at the Battle of Santa Cruz, and we were officially credited with seven planes shot down and three or four probables. During a lull in the attacking waves a lone enemy dive bomber appeared directly over the carrier in the peak of his dive. He was coming through a small hole in the clouds and **Barton** gunners were the first to see him and commence firing. In fact, until he had launched his bomb and was pulling out we were the only ship firing. He had a perfect target with the value of almost complete surprise in his favor, but it is my own opinion the tracers flying past disconcerted him enough until his bomb went far wide. The ship was cited for that instance. While we were not given official credit for it the **Barton** was the first to open fire at the beginning of the battle.

About three days after the battle, we were making our way to a more southern base in company with the task force and late one night we were given orders to proceed to the northern tip of a reef-bound island to rescue some army aviators. Arrived around eight o'clock the next morning, and it was decided that the whaleboats would have to be sent through the reefs as the plane was down between the reefs and the shore. It was very treacherous water even under the most favorable circumstances but this day the wind was stiff and breakers about eight feet high were crashing over the reefs. It was decided that a picked boat crew with Jimmy Sommers as one boat officer and John Downing as the other should try to get to the plane. They shoved off about nine a.m., and did not return until after four p.m. It was impossible to see them as the water was too tricky for the Captain to get in close enough to follow them. We were highly pleased as well as surprised when they hove in sight and both boats loaded to the hilt with aviators and army officers. They had found two planes beyond the reefs with a total of eighteen survivors. The Captain got a citation from Admiral Halsey and Downing and Sommers were named in the citation "for extraordinary fortitude and devotion to duty" was the way part of it read. I wish I could remember it for you now but I can't.

We shoved off a few days later on November 8 for Guadalcanal escorting four transports with reinforcements. Our little convoy arrived safely about four a.m. of the 12th and were busy unloading by dawn. During the ensuing a.m. we were joined by a small force of cruisers and destroyers. Our part in the day's operations were primarily to provide an antisubmarine screen for the transports, but they reckoned without Captain Fox. A couple of destroyers and a light cruiser were assigned the job of bombarding the Jap gun positions up the beach aways. Itching to join the bombardment group, Captain Fox edged the ship into their column and cruised up and down with them while they fired. Finally Admiral Scott said, "All right, Fox, go to it," and the **Barton** was almost immediately throwing salvos. With an almost uncanny accuracy the skipper picked Jap gun positions and Bill Guise let them have it. Soon the plane that had been spotting for the group called the **Barton** and offered to point out a ripe ammunition dump. He asked if we were interested and the Skipper said, "Lead on." The ammunition dump was hidden from view so the plane dived toward it and we ranged on him as he dived. Our first salvo started fires and a couple more blew it up. We had fired about 450 rounds by this time.

Soon we received word to come on back and join the rest of the task force as Jap planes in force were due to arrive in about half an hour. At about 2:15 the enemy planes put in an appearance and they consisted of twenty-three twin-engined torpedo planes plus several fighters. To make a long story short: by beautiful group maneuvering the enemy planes all missed with their torpedoes and of the twenty-three we shot down twenty-two. For the **Barton's** part we were credited with four. Admiral Scott called Captain Fox on the voice radio and complimented him on the ship's performance. Captain Fox proudly answered, "Admiral, I have the best damn gunners in the Navy over here." A couple of planes strafed us as they came in but no one was



hurt. Two planes miraculously got through the ship formation and were on their way home when Guise let go with a final salvo. One of the planes disappeared in a puff of black smoke.

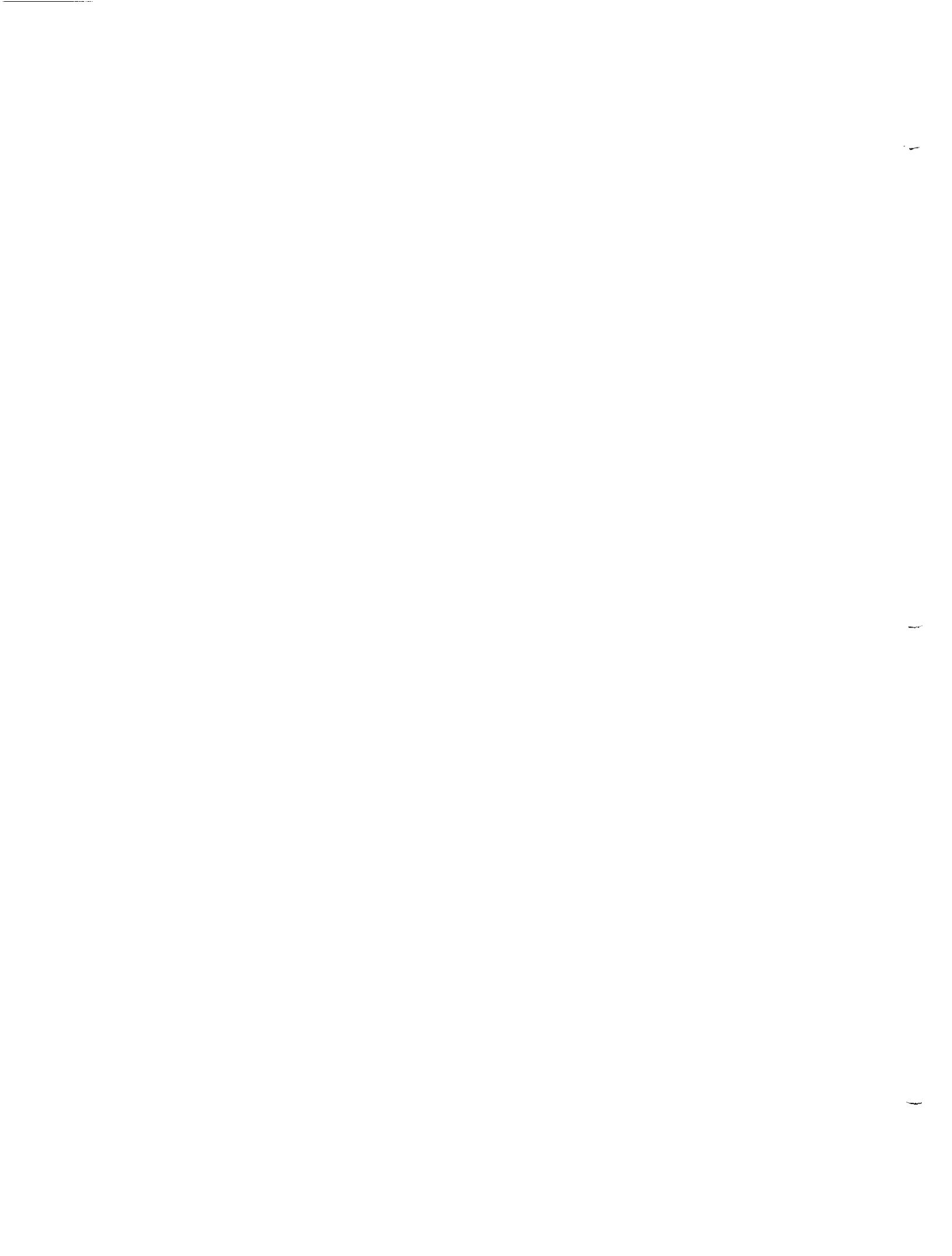
Around dusk that evening we got word of three large Jap forces of battleships, cruisers and destroyers moving fast in the direction of Guadalcanal. They were expected to be the beginning of a major Jap attempt to retake the island. Admiral Halsey decided to stop them, so on the spot he organized the cruisers and destroyers of the screening task force to become a striking force and engage the enemy group when it arrived. The **Barton** was ordered to forsake the transports and join the striking force. Shortly after dark the transports left for home and we sped out east of Guadalcanal and Florida Islands. Due to beautiful tactical strategy we were able to slip right in between the Jap columns before they knew we were there, but it was too late. The enemy illuminated our group with searchlights, and a split second later the whole American column opened fire to port. The **Barton** found a Jap battleship on our port beam, and gunfire flashes illuminated her enough for us to drive three torpedoes into her hull. We also fired about forty-five rounds of ammunition into her superstructure. I don't think this ship ever fired a shot as a cruiser took her under fire, and soon that battleship was blazing from stem to stern. While we were still engaged with the battleship a heavy cruiser came out of the enemy column and approached between the battleship and us. He in turn was being tackled by the destroyer ahead of us. We fired twice more with the forward guns and the Jap cruiser blew up. Meantime the second Jap battleship had unlimbered his guns and was firing our way. He illuminated us with three searchlights and three starshells. We were stopped for a few seconds to avoid collision with the destroyer ahead when the battleship connected forward of the bridge and two torpedoes struck from starboard almost immediately. We literally blew to pieces and sank in less than ten seconds. Those of us who have been accounted for were washed off as she sank from under us. There was no time to abandon ship. Life jackets saved us. We were picked up the next morning by a friendly cruiser, and some of us were taken to Tulagi, while others were landed on Guadalcanal. Later we were evacuated to another less advanced base, and after several delays we got started home.

Captain Fox was recommended for the Navy Cross from that battle and he received it, but whether the cross was awarded for that Battle of Santa Cruz, I do not know. After a month's leave I was assigned to another destroyer and am now serving aboard it.

On the night of September 12-13, a small force of American cruisers and destroyers surprised, engaged and almost annihilated a much larger group of Japanese ships. Several of the enemy were in a sinking condition before they could fire a shot. The **Barton's** first target was the leading Jap ship - a battleship. We hit her with three torpedoes and about eighty shells. The destroyers ahead also connected with two torpedoes, and the battleship never got a chance to use her main battery, as she listed so far she could not elevate her 14-inch guns enough. While we were still pulverizing the battleship's superstructure with five-inch shells, an enemy heavy cruiser came between us to draw our fire and enable the battleship to fight fire and escape.

Cruiser salvos began to pass low overhead as she opened fire on the vessel ahead and the **Barton**. We immediately shifted targets and continued rapid fire. This cruiser, for some reason known only to her captain, turned toward our column and attempted to ram the friendly destroyer in front of us. Just before she got dangerously close, the **Barton** evidently connected with her main magazines, because the enemy cruiser blew up, and where she had been a few seconds ago was just frothing water and very little floating wreckage.

By now a second Nipponese battleship appeared on the scene and took us under fire. They illuminated with searchlights, and big shells started coming uncomfortably close. Of course we were shooting back as fast as possible. Suddenly I noticed that we were stopped, and to this day have been unable to figure out the reason, un-



less it was necessary to avoid ramming wreckage or another ship. There was a terrific explosion forward of the bridge, where I believe a large caliber shell struck, and almost immediately a torpedo struck amidships, followed closely by another. The **Barton** sank immediately, in a matter of less than ten seconds. We had no time to abandon ship. Those who got off, floated off.

Only those few cleared the ship who were topside and aft. The battling ships were moving rapidly away, and I was trying to get the survivors rounded up. We all had life jackets, so staying afloat was no problem.

As I paddled around through the thick surface of oil, some of the men were insistent on swimming for the beach, which was seemingly only a few hundred yards distant, but which was actually nearer three miles. Also, there was a rather strong offshore current. Few if any could possibly swim to the beach, and furthermore that part of the island nearest us was Jap territory.

Things were very quiet now, as the firing seemed to be over. There were several burning ships in the distance which one by one exploded, and the fires died out as they sank.

Suddenly there was a terrific shouting from our survivors as one of our own destroyers passed directly through the men at high speed. With only a faint light of distant burning ships it was impossible for the destroyer captain to see us in the water. For the next few seconds I was spinning over and over in her stern wake, during which time I felt several explosions close by in the water. They may have been torpedoes or depth charges. At any rate, those of us in the destroyer's wake weren't hurt by the explosions.

Nothing more happened until well after sunrise when an American cruiser picked us up and administered medical aid to those needing it. About thirty hours later we were put ashore at the Marine Hospital on Tulagi.

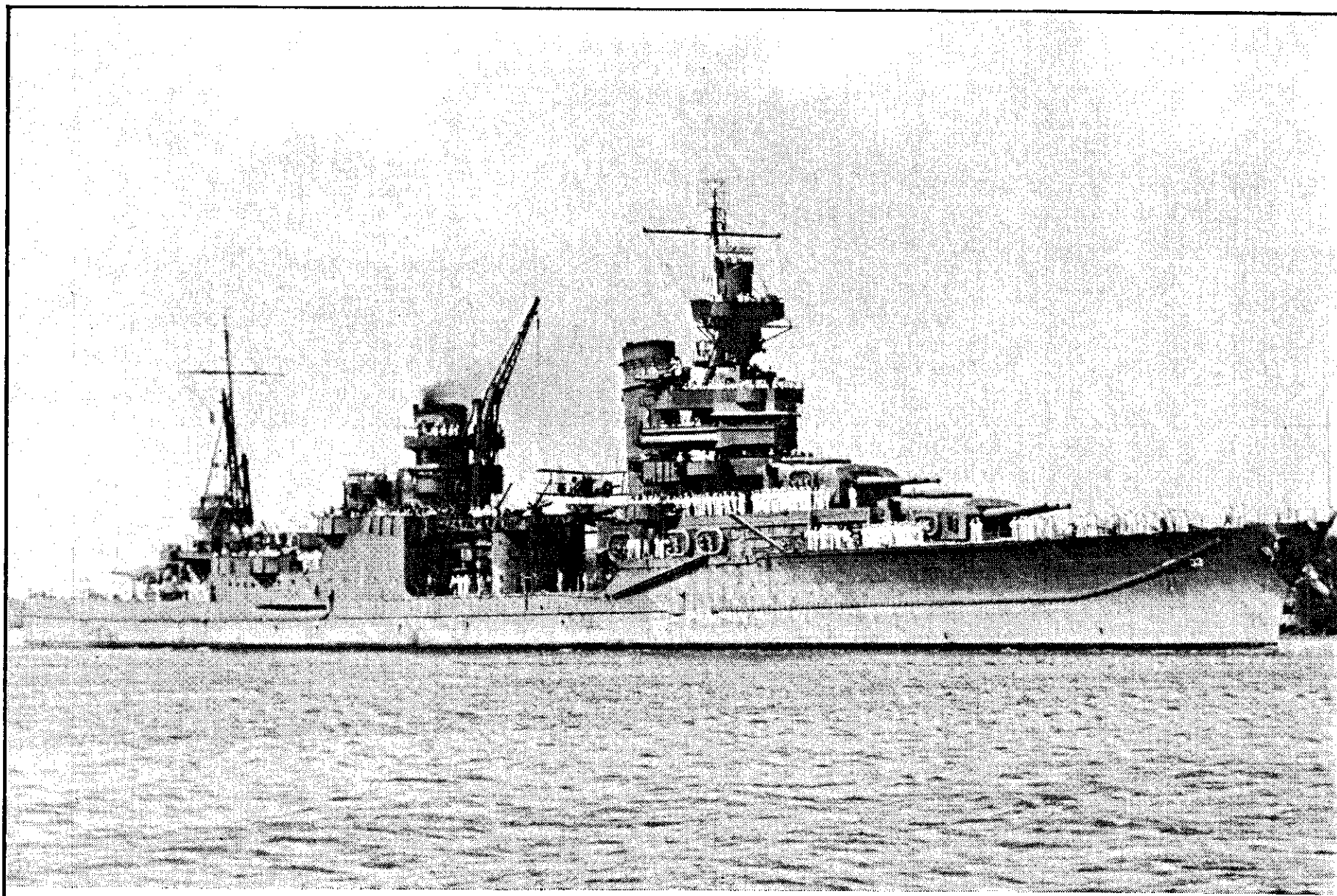
The whole crew was cited by Admiral Halsey for our part in the Battle of Santa Cruz and for the rescue under very trying circumstances of thirty-seven aviators two days later. Our skipper was awarded the Navy Cross for our last action, and since he is missing, it was presented to his wife.

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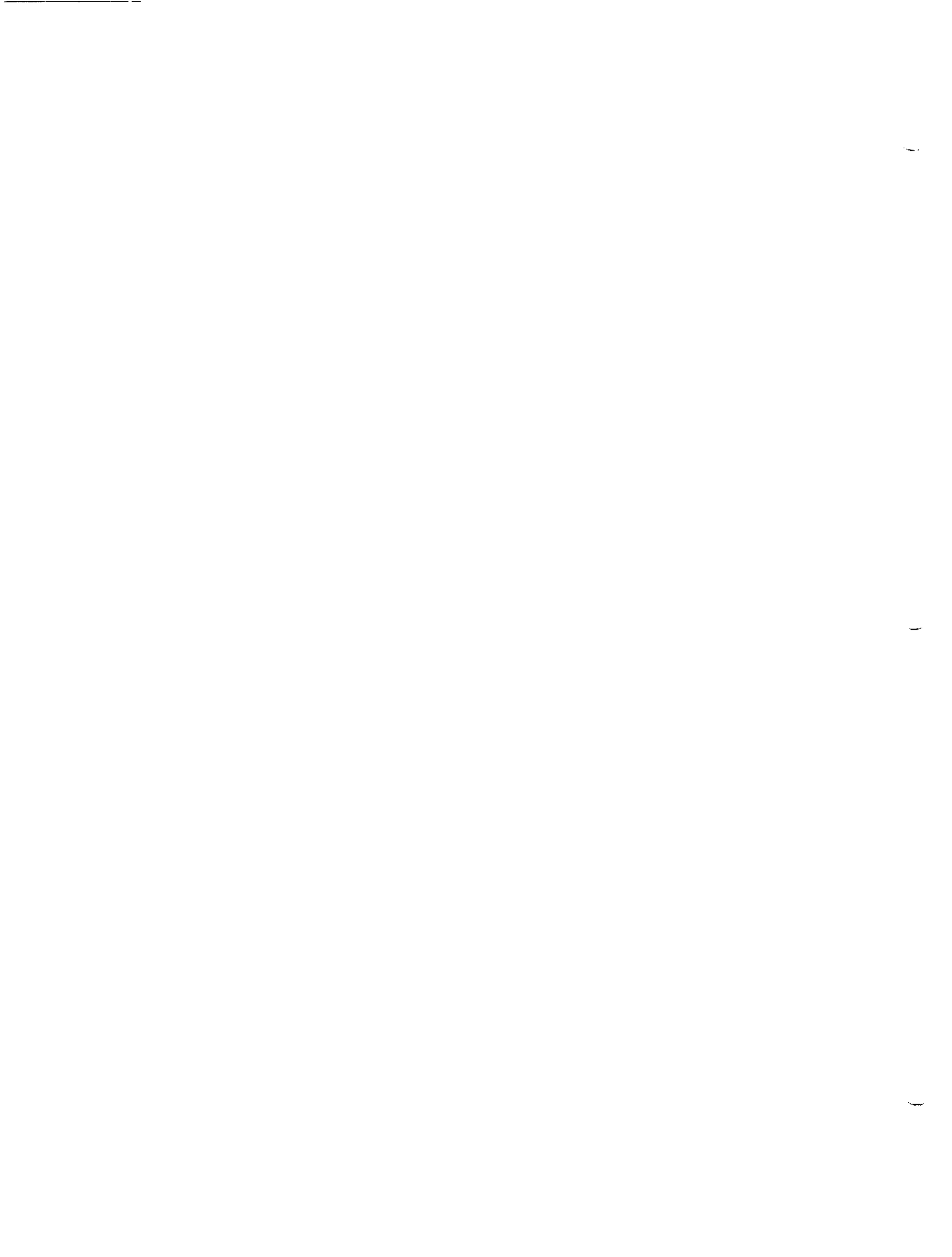
Editor's Note: These firsthand accounts are included in an illustrated 74-page pamphlet published in 1944 by George Meyer's parents after the death (presumptive, after he had been missing in action for a year) of their son to briefly record his life and to answer his friends' questions about the events surrounding his passing. I have retyped these narratives in their entirety from a copy thoughtfully provided to me by John Downing's daughter, Mrs. Glenn (Robbie) Jurek. Her father, Lt. John G. Downing, USN, was also among the 164 officers and men lost when the **Barton** was sunk.

The **Barton's** last deck log at the National Archives is for October 31, 1942, so these accounts provide valuable historical information regarding the ship's deployment immediately prior to her sinking on November 13, 1942.

E. A. Wilde, Jr.
December, 1999



Many Barton survivors were rescued at daybreak, 13 November 1942, by the heavy cruiser U.S.S. Portland (CA-33), shown here at Pearl Harbor in June, 1942. Commissioned in 1933, the Portland displaced 9,800 tons and was 610 ft. long. Although her rudder was jammed by a torpedo hit, the Portland rescued survivors from several ships that morning while circling the area, and she sank a Japanese destroyer with her 8-in. guns. Decommissioned in 1946, the Portland was finally scrapped in 1959. (U.S. Navy photo)



UNITED STATES SHIP PORTLAND (CA-33)Friday 13 NOV 1942
(Day) (Date) (Month)

ADDITIONAL REMARKS

00-04: At sea on war services operating as a unit of Task Force 67.4, Commander Task Force 67.4 in SAN FRANCISCO. Disposition: Battle Formation Baker One, column of station units in columns; van unit CUSHING, LAFFEY, STERETT, O'BANNON; base unit ATLANTA, SAN FRANCISCO, PORTLAND, HELENA, JUNEAU; rear unit AARON WARD, BARTON, MONSSEN and FLETCHER; distance between destroyers 500 yards, between cruisers, 700 yards. Fleet speed 15.0 knots, 149 RPM. Boilers 1,2,3,4,5,6,7&8 in use. Ship darkened, Military Condition One, Material Condition Zed. About 0000 this force entered Lengo Channel from the eastward, searching for Japanese surface forces to prevent bombardment of Guadalcanal airfield at Kukum. 0000: Entered Lengo Channel eastward (Indispensable Strait), Taivu Point bearing 240 true, distance two miles. Proceeded through Lengo Channel on course close to 270; skirting north coast of Guadalcanal by one or two miles. 0115: Formation course 280 by TBS. Lat. 09-23 S, Long. 160-06 E. 0124: Speed 18.0 knots over TBS. 0127: HELENA reported two contacts to SAN FRANCISCO over TBS, 310, 31,900 yards. 0127: Van unit from SAN FRANCISCO (TBS), "Course 310". 0132: (TBS) SAN FRANCISCO relayed "Guadalcanal report: Unidentified planes 000, 26 miles." about this time, another contact was reported 312, 26,000 yards, and HELENA reported contact course 105, speed 23 (TBS). Van unit was directed by SAN FRANCISCO (TBS), "Course 000" 0135: Changed course to 310 T&G, following column. SAN FRANCISCO from HELENA (TBS), "We have four in a line." 0140: Changed course to 000, following ships ahead. 0141: About this time, due to change of course as Sail George had been guarding a sector as directed, Sail George showed four ships in a SW to NE line. The third ship from SW gave a large echo; believed to be a battleship. The other ships were believed to be cruisers or destroyers. (TBS) SAN FRANCISCO from HELENA, "Range 2246". TBS SAN FRANCISCO from HELENA, "We have a total of about ten targets." 0146: At about this time, column movement 90T to 270T is believed to have been ordered. About 0150 (TBS) "All hands hold your course. Odd ships commence firing to starboard, even to port." About this time (0150) the PORTLAND was starting the turn to the left to 270T. About five evenly spaced enemy searchlights illuminated from about 45 on the port bow to 30 on the starboard bow. Captain ordered, "Action Starboard" and, "Commence Firing on vessels in left group." Ships at the head of our column counter illuminated. Fire was opened by both forces practically simultaneously. During the turn the main battery was kept on the designated bearing by radar contact, and the plotting room obtained an approximate solution on the target. As soon as the PORTLAND swung sufficiently left to unmask the starboard A.A. battery, illumination by starshells was begun. By this time (about 0152) an enemy vessel on the designated bearing, which had just turned on her searchlights, was picked up optically by main battery director one. The plotting room solution was verified by Spot One, and fire was opened at range 6200 yards by turrets I and II, Turret III not yet having opportunity to match up. When the first salvo landed at least four bursts of flame left from the enemy vessel, which by this time was recognized as a destroyer. The second salvo was fired and the destroyer exploded and sank immediately. This vessel was later identified from silhouettes as of the HIBIKI class, and probably was the AKUTSUKI. At 0151-30, just before or possi-

bly just after the PORTLAND opened fire, received a large caliber shell hit in the starboard hangar. Commander T. R. Wirth, Executive Officer, received a shrapnel or fragment wound in the right shoulder, and about 12 men received shrapnel wounds or other injuries. 0152: (about) TBS from SAN FRANCISCO, "Cease firing own ships." TBS SAN FRANCISCO from PORTLAND, "What is the dope?? Did you want to cease fire?" Received "Affirmative" from SAN FRANCISCO. 0152 (about) TBS PORTLAND from SAN FRANCISCO, "All ships take course 000." PORTLAND came right to 000, continued firing. After the HIBIKI-class destroyer was sunk, check fire was given, and a new target picked up on about the same bearing, range about 7000 yards. Visibility at this point was poor, as flares were burning between the two forces, and the smoke from gunfire was getting heavy. This second target was not positively identified, but is believed to have been either a light or heavy cruiser. Two nine-gun salvos were fired, and several hits from each salvo were observed. The after FC radar was functioning perfectly, and the opening range was right on. The target began to burn at several points. At 0158-30, just as the turrets were completing their loads for the third salvo (fifth of the action), a violent explosion occurred aft, which proved to be a torpedo hit in the starboard quarter at frame 134. Just previously enemy destroyers had been reported on the starboard quarter close aboard, and the A.A. battery had fired a search spread of starshells in that direction without seeing anything. However, the wake of the torpedo was seen coming from the starboard quarter. The inboard screws were blown off, steering gear room and steering engine room flooded, and rudder jammed at 5R, and shell plating projected outward on the starboard side aft. The ship began circling to the right in tight circles which no manipulation of the remaining outboard screws could overcome. A four degree list to starboard was quickly removed by shifting fuel and water. Shortly after the explosion, the HELENA drew forward along our starboard side and passed clear. About the same time, a friendly destroyer was observed about 1000 yards or less on our port side. A very short time after the torpedo hit, when the ship had made a final turn, a HARUNA-type battleship was picked up by directors one and two to starboard. This ship was adequately illuminated by the many flares and stars which were everywhere, as well as the fires of several burning ships. The after FC radar functioned sporadically due to excessive vibration, but a range of 4200 yards was obtained which proved excellent. Fire was opened when the battleship was almost dead ahead, and four six-gun salvos were fired as we swung around. (Turret III was jammed in elevation and train by the explosion.) The battleship was firing at us, but practically all of her salvos were passing overhead. During the action, we were hit twice by what appeared to be 14-inch bombardment shells which dissipated their force without serious penetration of our starboard side. The battleship was an excellent target and was hit many times by all four salvos. Flames broke out immediately, and were particularly fierce around the pagoda superstructure. As we continued to swing in a circle to starboard, the situation at this point became extremely confused, and it was impossible in many cases to distinguish friend from foe. A large ship, at least the size of a light cruiser, was enveloped in a flash of fire from bow to stern, and blew up and vanished. The SAN FRANCISCO was identified, burning rather badly, but still firing.

UNITED STATES SHIP

PORTLAND (CA-33)

Friday 13 NOV 1942
(Day) (Date) (Month)

ADDITIONAL REMARKS

0230: (about) TBS, All ships from HELENA, "Show fighting lights momentarily." PORTLAND turned on fighting lights, then turned them off. Due to poor visibility it was impossible to tell whether other ships complied, as no recognition lights were sighted by this ship. The starboard searchlights and 5"/25 cal. guns numbers 5 and 7 were now out of commission, caused as later discovered by the 14-inch shell hit in the starboard hangar, which ruptured the power cables. As no further recognized target presented itself, the action was over as far as this vessel was concerned. 0235: PORTLAND position Lat. 09-18 S, Long. 159-58 E. By this time most of the firing had ceased, with a few sporadic outbursts to the northward, which died out shortly. About this time, Sail George observed three vessels retiring toward Savo Island; one passed to southward, two to northward. About 0245 firing had stopped, and at about this time HELENA ordered our ships to form 18 to retire toward Sealark Channel. About 0300 nine ships were observed to be burning, of which only three were ours: the ATLANTA, CUSHING and MONSSEN. The ATLANTA was observed lying to, about 5000 yards to the southward, and burning badly. A NACHI-type cruiser lying to the northwest was positively identified. She burned fiercely for a long time with the entire hull and superstructure glowing, and sank before daylight. Another vessel burning to the northward was tentatively identified as a TENRYU-class light cruiser, as she appeared to have three stacks. This vessel might have a large destroyer, and exploded and sank before daylight.

A. R. Joyce

04-08: Circling to starboard as before, at various speeds. 0401: Heard shouts for help on starboard quarter. 0430: Picked up some men from our forces using cargo net and knotted lines. About 0530, the following ships were in sight:

- (a) ATLANTA, lying to but not burning, 5000 yards to southward.
- (b) A SHIGURE-class destroyer, lying to, not burning, 12,500 yards to westward, just south of Savo Island.
- (c) CUSHING, burning badly, 8000 yards to northwest.
- (d) MONSSEN, burning badly, 10,000 yards to northward.
- (e) A HARUNA-class battleship and one unidentified Jap cruiser, hull down, 35,000 yards to northwest.
- (f) AARON WARD, not burning, 15,000 yards to northward.

0549: Executed sunrise, lighted ship. About this time requested boats from Guadalcanal to pick up numerous men (U.S.) in the water. 0630: After positively identifying the SHIGURE-class destroyer, opened fire on it, range 12,500 yards. Six six-gun salvos were fired, and she was hit several times. On the sixth salvo her after magazines blew high in the air, and she sank immediately. It was noted that two small boats were standing by her at the time. At about 0700 the Japanese battleship fired two single gun salvos at the AARON WARD, no hits. The AARON WARD was later towed into Tulagi Harbor. 0658: Enemy planes were reported bearing 324 T, 42 miles. About this time had a boat over picking up survivors. As many Higgins boats from Guadalcanal arrived a short time later, and several SOC planes were engaged in rescue work, boat was picked up and this ship did not again stop to pick up survivors. A tow for this

vessel was requested from Tulagi. 0715: Observed AA firing, 350T, distance 25 miles. 0751: Received report of four enemy destroyers, bearing 330 T, distance 30 miles, speed 20 knots, course 160 T. These destroyers were proceeding to assist the damaged Japanese battleship.

A. R. Joyce

08-12: Circling to starboard as before, at various speeds on #1 and #4 screws. 0800 PORTLAND requested boats from Guadalcanal to take wounded and men not needed off the ATLANTA. 0805: Sighted tug believed to be BOBOLINK on horizon bearing 340 true. 0814: Observed AA fire over Savo Island. 0820: ATLANTA sent following message to PORTLAND, "Damage as result of night action X 6 turrets out of commission X Both firerooms and forward engine room flooded X After engine room gradually flooding X Have only diesel auxiliary power X Steering gear operating X Foremast gone X Ship received many 8" hits and one torpedo hit later in No. 1 engine room, port X Have requested assistance from Guadalcanal X Intend to send wounded and others there X Retaining nucleus crew aboard in case facilities are available for towing X If not available condition of ship warrants sinking X Request instructions regarding X" ATLANTA was directed to act at discretion. 0907: Received survivors aboard from SOC plane. 0908: Secured from General Quarters, set Military Condition III. 0913: Sounded General Quarters, report of enemy planes coming in from NNW. 0920: Many bogies at 315 T, 19.2 miles. 0930: Sighted two Japs on a log, heading for the beach. 0933: Many bogies, 355 T, 34.5 miles. 0940: Bogies disappeared from radar screen. 0953: The BOBOLINK arrived and was directed by the PORTLAND as SOPA to take the ATLANTA in tow. BOBOLINK proceeded with ATLANTA, toward Lunga Point. This vessel attempted to work herself toward Kukum, and with the aid of Higgins boats pushing on the starboard bow, succeeded in moving along in proximity to the BOBOLINK and ATLANTA. At 1000 mustered on station; results of muster as follows:

- a) Killed in action: (List of 8)
- b) Missing in action: (List of 10) (One body later recovered)
- c) Injured in action: (List of 17)
- d) List of survivors picked up this date:

From U.S.S. BARTON

White, Harlo Manning	LTj.g:	King, Harold Edward	S2c
Quint, W. E.	LTj.g.	Cornelius, John William	S1c
Timmermann, Victor Carl	SF1c	Eno, John Edward	S1c
Kerry, Harry	S1c	Elliott, William John	S2c
Prevost, William Redditt	EM2c	Harper, Herbert William	F1c
Whitehead, Julius Alfred	GM1c	McCarthy, Walter Joseph	S2c
Atha, Albert Lee	GM3c	Swift, James Vernon	EM1c
Yelton, Jacob Dexter	GM3c	Lehrkinder, Gerald Edward	S2c
Gipe, Raymond LeRoy	S2c	Laliberte, Severin Joseph	S2c
Gelinas, Arthur Lewis	S1c	Baker, Parks Blaine	S2c
Clark, Enos Wayne	Msmth2c	McVey, Ernest Ray	F2c
Ingalls, Waldo Wilford	S1c	Zechnich, D. E.	Bmkr2c
Sirovica, Carl	GM3c	Boyd, John	S1c
Ropos, Peter Jr.	F1c	Campbell, J. E.	MM2c
Greene, Malcolm Percival	TM3c	Hoffman, Arthur C.	S1c
Davis, John Rufe	S1c	Berkeley, J. R.	S1c
Campbell, Jack Austin	MM2c	Arcand, Albert Alfred	RM3c
Slack, John Bailey	RM2c	Taggart, Raymond Strahl	BM1c

UNITED STATES SHIP PORTLAND (CA-33)Friday 13 NOV, 1942
(Day) (Date) (Month)

ADDITIONAL REMARKS

08-12 (Continued): Survivors picked up: From U.S.S. CUSHING: Wyatt, Winfred, MM1c. From U.S.S. STERETT: Cartwright, William Henry, GM3c; Grann, James Irvin, S1c; Simmons, Clarence Melvin, GM2c. 1000 List of damage incurred by PORTLAND in night action:

A. Torpedo hit on starboard side at about frame 134: All decks and ship's side blown away from frame 125 to 139, except for shell plating on port side and some framing attached thereto, and buckle damage from frame 139 aft. Shell and frames gone from Baker strake, starboard side to main deck. Shear line, in way of damage on port side, not distorted. Propellers two and three sheared off. Rudder jammed right five degrees. Number three turret unseated and out of commission. Damage to compartments as follows: (Compartments listed)

B. Shell hit on starboard side, frame 58, at second deck level; negligible damage except degaussing cable ruptured.

C. Shell hit in starboard hangar at frame (?) above mezzanine deck; large hole in side plating; negligible damage.

D. Several shell hits from 40-mm or slightly larger projectile.

Note: Survivors from other vessels listed under (d) above were transferred to Tulagi on Nov. 14, 1942. 1024: Secured from General Quarters, set Military Condition III, Material Condition Zed in the second deck and below, Yoke above the second deck. 1035: Landing boat came alongside to port from Guadalcanal with blood plasma. 1115: From ATLANTA, "Am now taking water faster than I can pump it out. Am jettisoning topside weights." PORTLAND replied, "If you think best abandon ship and we will sink you." 1136: Bogies reported 004 True, 64 miles. 1145: From ATLANTA, "Am not ready yet to make a decision as to sinking. Will keep you informed."

A. R. Joyce

12-16: Circling to starboard as before, at various speeds. 1201: Two men, Lee, R. F., EM3c, and Smith, I. A., EM3c, were cut out of after gyro compass room. 1205: Bogies bearing 333 True, 34.5 miles. 1225: General Quarters, stand by to repel air attack. 1240: Secured from General Quarters, set Military Condition III. 1254: Position Lat. 09-21-30 S, Long. 159-57-00 E. At 1300 YC236 came alongside and took tow line. Higgins Boats which had been pushing on starboard bow cleared side. Efforts of YC236 to keep us from turning were unsuccessful, but efforts were continued, and Higgins Boats were used on starboard bow. Some progress toward Kukum was made. 1347: From BOBOLINK, "Commandant Advance Naval Base Solomon Islands orders me to proceed to Tulagi with tow (PORTLAND)." 1400: From ATLANTA, "Have small chance of lowering water in after engine room and firerooms X Am at anchor off Lunga Point." 1422: From ATLANTA, "Conditions now require sinking X Will abandon and sink with demolition charges." 1432: YC236 cast off and BOBOLINK came alongside to starboard abreast the quarterdeck and made fast. Continued attempts to steer steady course assisted by BOBOLINK and YC236, which attempts continued to be unsuccessful. 1447: Enemy planes reported coming in from northeasterly direction. Sounded General Quarters, stand by to repel air attack.

A. R. Joyce

16-20: Steaming as before, endeavoring to steer steady course, assisted by BOBOLINK and YC236. BOBOLINK shifted to starboard quarter, with wire to starboard quarter, without success in stopping our swing to starboard, then returned to position alongside to starboard at quarterdeck. YC236 made repeated attempts to keep strain on tow line to pull bow to port, but due to low power and the fact that she could take the tow line only at the stern, giving her little control, she was in constant trouble and repeatedly had to let the tow line go. 1620: Observed explosion on ATLANTA; did not have much effect. 1722: At this time, with the BOBOLINK alongside to starboard abreast the bridge, and with the YC moored to BOBOLINK, PORTLAND was finally able to make 2 to 3 knots on a steady course. 1810: Secured from General Quarters, set Military Condition III. 1820: Executed sunset. Darkened ship. 1821: Position Lat. 09-20-40, Long. 160-01-55. Set course 035 T&G. 1850: Sighted red flare near Savo Island, bearing 295 True. 1851: Sighted steady red light near Savo Island, elevation 5, bearing 295 T. 1900: Sounded General Quarters; enemy BB reported near Sandfly Passage. 1950: Position 09-17 S; 160-03 E.

Alan M. Nibbs

20-24: Steaming as before, assisted by BOBOLINK and YC236, making good about three knots through water on course 035 T&G. 2016: Change course to 050 T&G. 2105: Position 09-13-35 S; 160-04. Changed course to 060 T&G. 2315 Sighted two friendly boats, sent out to assist this vessel into Tulagi harbor.

Alan M. Nibbs
Lieut. USN

The Naval Battle of Guadalcanal

Since 7 August 1942, when U.S. Marines landed at Guadalcanal in the southern Solomons, Imperial Japanese General Headquarters had determined to eject the invaders—the first threat to the integrity of its defensive perimeter—and bring the island back under Japanese control. The resulting contest attained a duration, intensity, and cost that neither side could have foreseen. At stake, as both soon came to realize, was more than possession of a sweltering, disease-ridden, singularly inhospitable South Seas island; the real objective was no less than the strategic initiative in the Pacific.

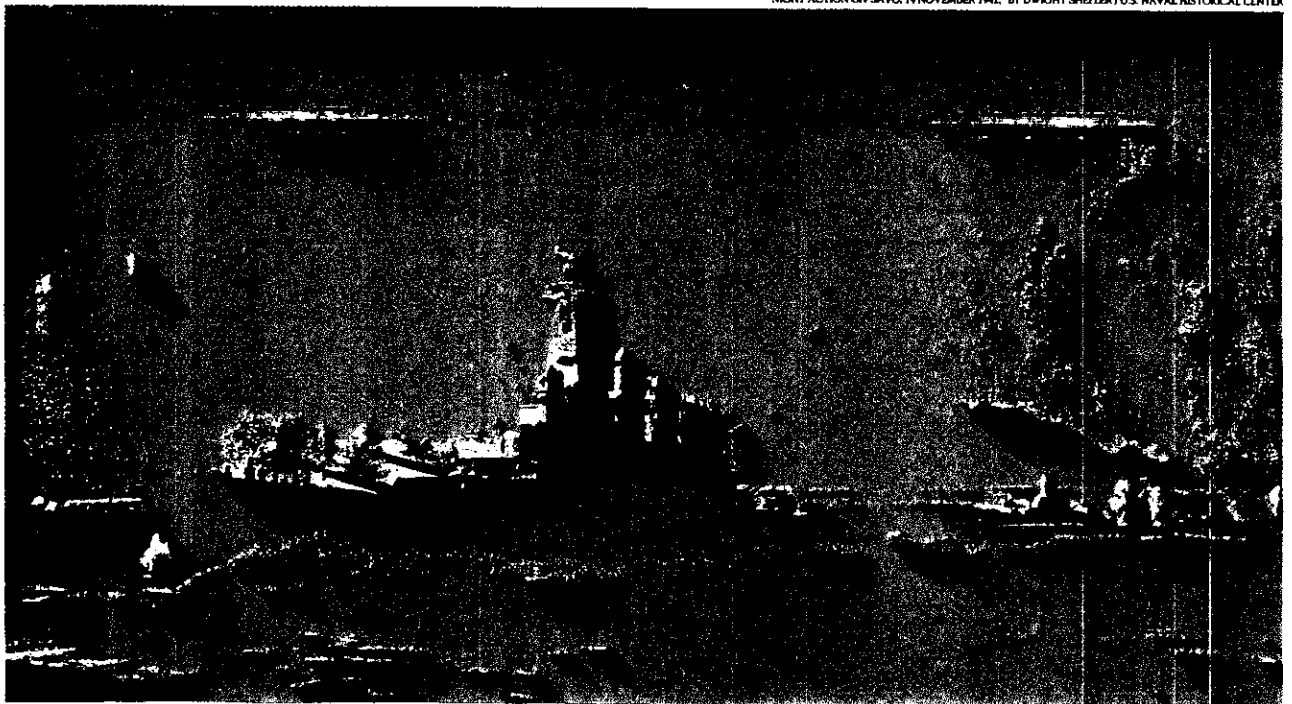
For months, the outcome of the struggle hung in a precarious balance. Later in the war, when the U.S. Navy had won command of the sea, it could isolate islands on which

landings were made. This was not the case at Guadalcanal, where command of the sea changed at sunrise and sunset. During the day, U.S. aircraft exercised it from Henderson Field, the airstrip the Marines quickly established on the island. After dark, it belonged to what U.S. forces called the Tokyo Express—Japanese ships that steamed down the Slot through the Solomons to land troops and supplies and to bombard Henderson Field. U.S. surface forces challenged these nocturnal forays successfully at the Battle of Cape Esperance in October and the Naval Battle of Guadalcanal in mid-November, and less successfully at the Battle of Tasafaronga later that month.

But before and after these clashes, the Tokyo Express ran on schedule, subject only to interference from U.S. patrol boats and the need to be well on its way back up the Slot by daybreak. Besides night surface actions immediately offshore, two inconclusive fleet actions took place between carrier forces: the Battle of the Eastern Solomons in August and the Battle of the Santa Cruz Islands in October. On more than one occasion, only a single carrier was avail-

In November 1942, successful U.S. cruiser, aircraft, and battleship actions represented a turning point in the Pacific.

"NIGHT ACTION OFF SAVO, 14 NOVEMBER 1942." BY DWIGHT SHEPLER / U.S. NAVAL HISTORICAL CENTER



UNITED STATES NAVAL INSTITUTE

Naval History - May/June 1995

able to support the defense of Guadalcanal, and U.S. leaders considered the possibility that it might become necessary to evacuate the island.

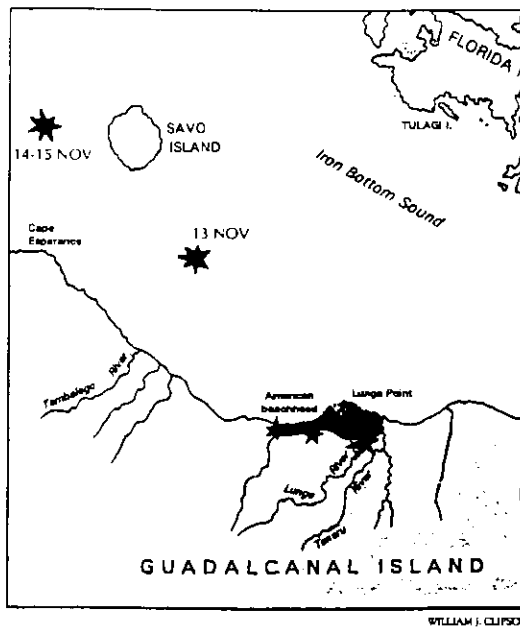
Fortunately, the Japanese Army consistently underestimated the number of Marines and soldiers ashore by 50% to 70%. Consequently, the 30,000 troops landed in detachments fed three successive attempts to overrun Henderson Field—in late August, mid-September, and late October—rather than massing for one great attack. Psychologically, the turning point occurred on 18 October, when pugnacious Vice Admiral William F. 'Bull' Halsey

took over as head of the South Pacific forces. an appointment applauded throughout his new command. Objectively, it came on 12-15 November, in the three interlocking actions that comprised the Naval Battle of Guadalcanal.

Like the majority of engagements in the Guadalcanal campaign, the naval battle had its origins in a Japanese plan to reinforce the island—in this case, with 10,000 men in highspeed transports escorted by a destroyer force led by Rear Admiral Raizo Tanaka, the Tokyo Express's indomitable engineer. These troops were to land on Guadalcanal during the night of 12-13 November, while a raiding force commanded by Vice Admiral Hiroaki Abe pounded Henderson Field and the Marine positions around it. By coincidence, two heavily escorted U.S. transport groups under Rear Admiral Richmond Kelly Turner reached the island on 11 and 12 November. On the 12th, air patrols reported powerful enemy forces moving toward Guadalcanal, obviously with the intention of attacking the airfield and the transports, if present. Turner seized the opportunity to prepare a surprise. As soon as his transports had put to sea, he dispatched the cruisers and most of the destroyers in their support group to intercept the intruders off Guadalcanal. The enemy formation—correctly believed to include two battleships—presented the home team with heavy odds.

Cruiser Night Action, 13 November

The force Turner had deployed numbered 13 vessels: the heavy cruisers *Portland* (CA-33) and *San Francisco* (CA-38), light cruisers *Atlanta* (CL-51), *Helena* (CL-50), and *Juneau* (CL-52), and eight destroyers. In command in the flagship *San Francisco* was Rear Admiral Daniel J. Callaghan. Also present, flying his flag in the *Atlanta*,



was Rear Admiral Norman Scott, the victor at the Battle of Cape Esperance. Abe's raiding group consisted of the battleships *Hiei* and *Kirishima*, light cruiser *Nagara*, and 14 destroyers. Radar contact was made at 0124. Firing began at virtually point-blank range—less than a mile—at 0145, and the opposing formations held head-on courses to pass through one another in the fiercest, most confused melee since Tegenhoff led his flying wedge into the Italian fleet off Lissa in 1866. Callaghan and Scott were killed early in the action, which lasted barely a quarter-hour. At its end, the Japanese withdrew without having shelled

Henderson Field, and Tanaka's transports were ordered back into the Shortland Islands, midway up the Slot. Sunk or sinking were the *Atlanta* and four U.S. and two Japanese destroyers. The *Hiei*, slowed by at least 30 large-caliber hits, was left behind with three destroyers attending her.

Dawn and U.S. aircraft found the *Hiei* only a few miles from Guadalcanal. Repeated bomb and torpedo runs added to her misery, and around sunset she became the first Japanese battleship to be sunk in World War II. The day's action was not entirely to the Imperial Navy's disadvantage, however. Torpedoes from the submarine *I-26* claimed the damaged *Juneau* as the U.S. force retired from the battle area, and shortly past midnight two heavy cruisers of Vice Admiral Gunichi Mikawa's Eighth Fleet, called into play that morning, passed Henderson Field.

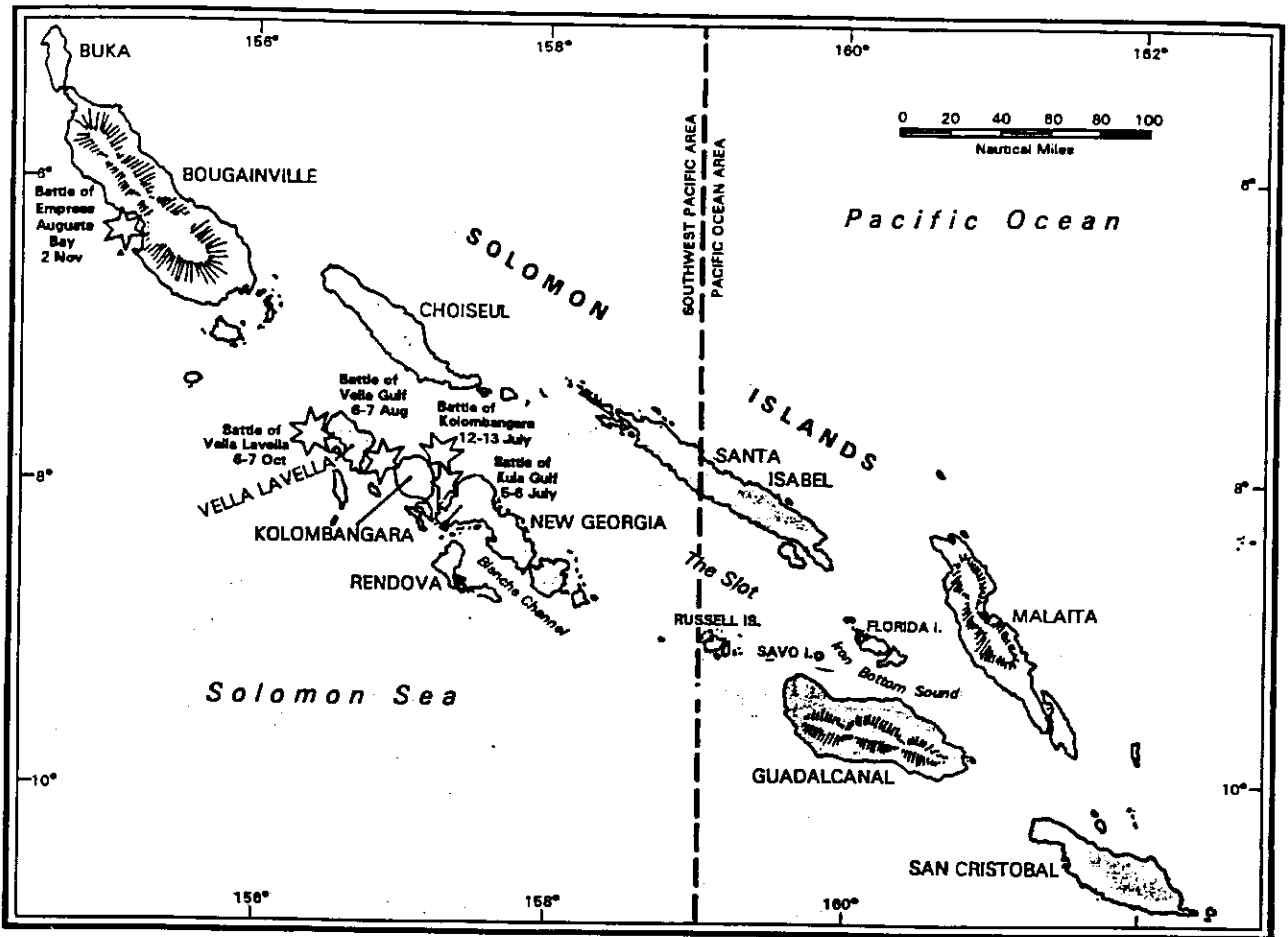
Air Action, 14 November

Tanaka's convoy set out for Guadalcanal for a second time at 1300 on 13 November. At first light U.S. reconnaissance flights spotted his transports and destroyers heading toward the island and Mikawa's cruisers moving away from it. In the ensuing air attacks one of Mikawa's six cruisers was sunk and three others damaged, one severely, while six of Tanaka's 11 transports were destroyed and another hit so badly that it had to turn back. His losses notwithstanding, Tanaka pressed on toward Guadalcanal.

Battleship Night Action, 14-15 November

Meanwhile, U.S. and Japanese commanders had been reaching decisions that precipitated the climax of the Naval Battle of Guadalcanal. Late on 13 November, Halsey ordered the carrier *Enterprise* (CV-6) task force to send its



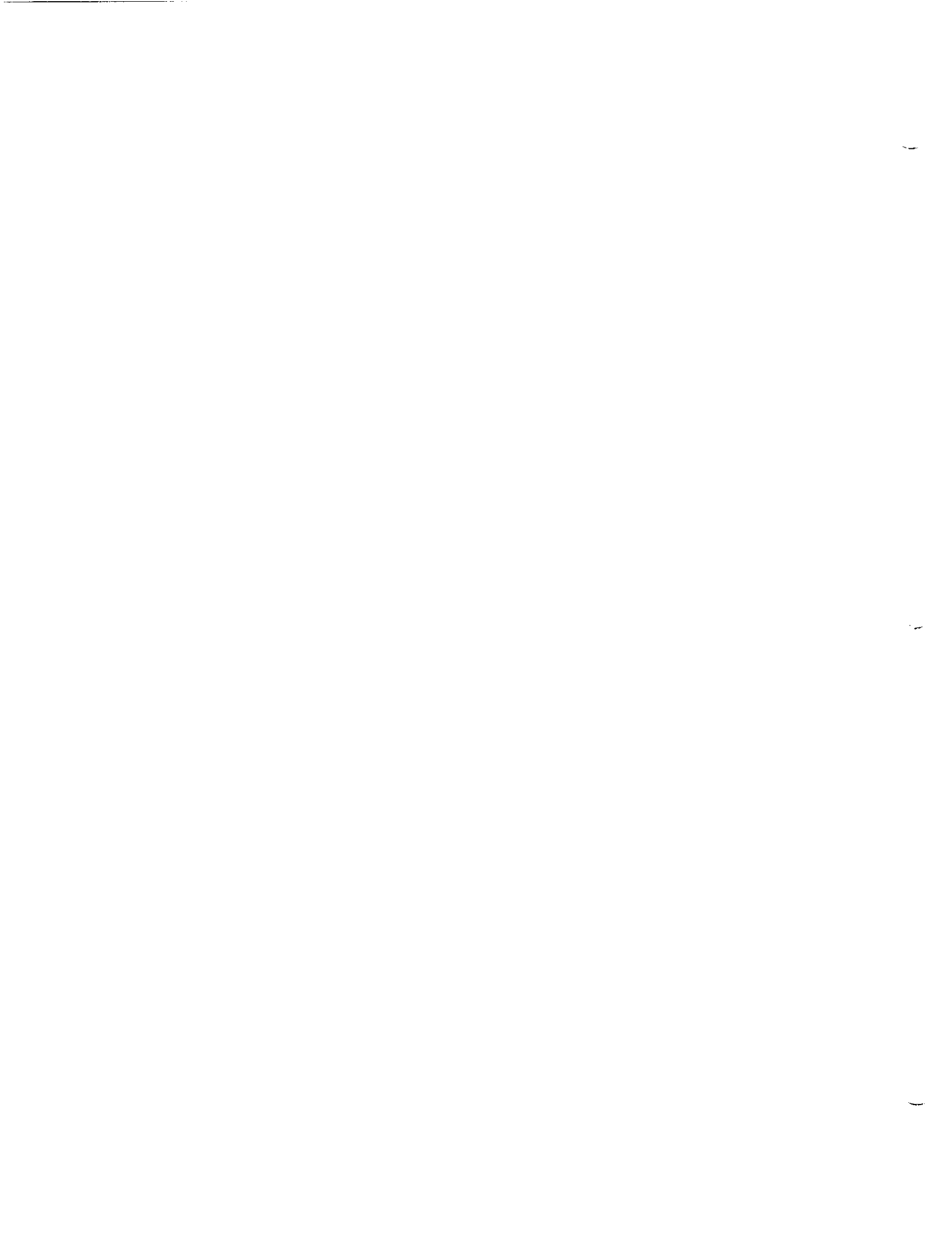


heavy gunfire unit into the cauldron. The surface action group thus formed under Rear Admiral Willis A. Lee consisted of the new battleships *South Dakota* (BB-57) and *Washington* (BB-56) and four destroyers. On the Japanese side, Vice Admiral Nobotake Kondo, commanding the Combined Fleet's Advanced Force, made plans to support the landing of Tanaka's transports by attacking Henderson Field. The formation assembled under his personal command comprised the battleship *Kirishima*, heavy cruisers *Atago* (flag) and *Takao*, two light cruisers, and nine destroyers. These deployments set the stage for the first and next-to-last time in the Pacific war that battleships fought their own kind.

The action opened with 16-inch salvos from the U.S. dreadnoughts at 2317. By the time it ended approximately an hour and a quarter later, the *South Dakota* had been heavily damaged, two U.S. destroyers had been sunk, and a third was slowly sinking; but the *Kirishima* and a Japanese destroyer had taken such punishment that they had to be scuttled, and Kondo's force was retiring. Although it had not hammered the airfield, it had cleared the way for Tanaka, who ran his four surviving transports ashore on Guadalcanal at 0400. Of the 10,000 men intended to reinforce the island, 2,000 had reached it. In

view of the opposition encountered, the delivery of these troops is a testimonial to the fighting spirit of the Imperial Navy. At a cost of two battleships, a heavy cruiser, and three destroyers, however, this was a testimonial the Japanese could ill afford. Thereafter, the problem of conveying troops to Guadalcanal was overshadowed by the increasingly intractable one of supplying those already there. On 12 December, the navy formally recommended abandoning the struggle for the island, and on the last day of the year Imperial General Headquarters directed a staged evacuation, which took place on 1-8 February 1943. In the words of a Japanese document captured some time earlier, "Success or failure in recapturing Guadalcanal . . . is the fork in the road which leads to victory for them or for us." For Japan, the fork led to defeat. The U.S. Navy was about to begin its long march across the Pacific to Tokyo Bay. ↴

For further reading: Paul S. Dull, *A Battle History of the Imperial Japanese Navy, 1941-1945* (Annapolis, MD: Naval Institute Press, 1978); David C. Evans, ed., *The Japanese Navy in World War II: In the Words of Former Japanese Naval Officers*, second edition (Annapolis, MD: Naval Institute Press, 1986); Samuel Eliot Morison, *History of United States Naval Operations in World War II, Vol. V: The Struggle for Guadalcanal* (Boston: Little, Brown, 1975).



THE SECRETARY OF THE NAVY

WASHINGTON

The President of the United States takes pleasure in presenting the SILVER STAR MEDAL to

JACK AUSTIN CAMPBELL, MACHINIST'S MATE SECOND CLASS
UNITED STATES NAVY

for service as set forth in the following

CITATION:

"For heroic conduct over and beyond the call of duty during the night of November 12-13, 1942. This man, uninjured, but with no life jacket or safety device of any kind, swam tirelessly from man to man in our survivor group inquiring as to their condition. He came across one obviously badly injured man who was unable to swim and stayed with him all night until rescued the next morning. The injured man was in great pain; frequently went out of his head and struggled with Campbell. During periods of sanity he begged Campbell to let him die. As a result of this man's heroic action, the injured man will recover."

For the President,

FRANK KNOX

Secretary of the Navy.

Retyped from a draft citation on an index card at the Naval Historical Center. The wording was probably changed on the formal citation. Jack Campbell's rating on the night of November 12-13, 1942, was Fireman First Class.

E. A. Wilde, Jr.
March, 2000



THE SECRETARY OF THE NAVY

WASHINGTON

The President of the United States takes pleasure in presenting the SILVER STAR MEDAL to

LIEUTENANT JUNIOR GRADE WILBUR EMANUAL QUINT
UNITED STATES NAVAL RESERVE

for service as set forth in the following

CITATION:

"During the action between our forces and units of the Japanese fleet on the night of November 12-13, 1942, this officer, in charge of the machine gun battery was wounded in the head by a fragment which penetrated his metal helmet when the ship was struck and sunk by enemy torpedoes. In spite of this painful wound he swam among the enlisted survivors inquiring as to their condition and boosting the morale of the men. After about two hours in the water he came across a damaged but serviceable life raft and by shouting continually he directed several men to it. He then went back into the water several times to help injured men reach the raft. On one trip he found two badly injured men unable to swim further. Unwilling to leave either, he lashed both together with safety lines from their life jackets and towed them to the raft. Shortly after being rescued he fell unconscious from his wound and complete exhaustion."

For the President,

FRANK KNOX

Secretary of the Navy.

Retyped from a draft citation on an index card at the Naval Historical Center. The wording was probably changed on the formal citation.

E. A. Wilde, Jr.
March, 2000



THE SECRETARY OF THE NAVY

WASHINGTON

The President of the United States takes pleasure in presenting the NAVY CROSS to

LIEUTENANT COMMANDER DOUGLAS HAROLD FOX
UNITED STATES NAVY

for service as set forth in the following

CITATION:

"For extraordinary heroism in the line of his profession during action with enemy forces on the night of 12-13 November 1942, on which occasion the force to which he was attached engaged at close quarters and defeated a superior enemy force. His daring and determination contributed materially to the victory which prevented the enemy from accomplishing their purpose."

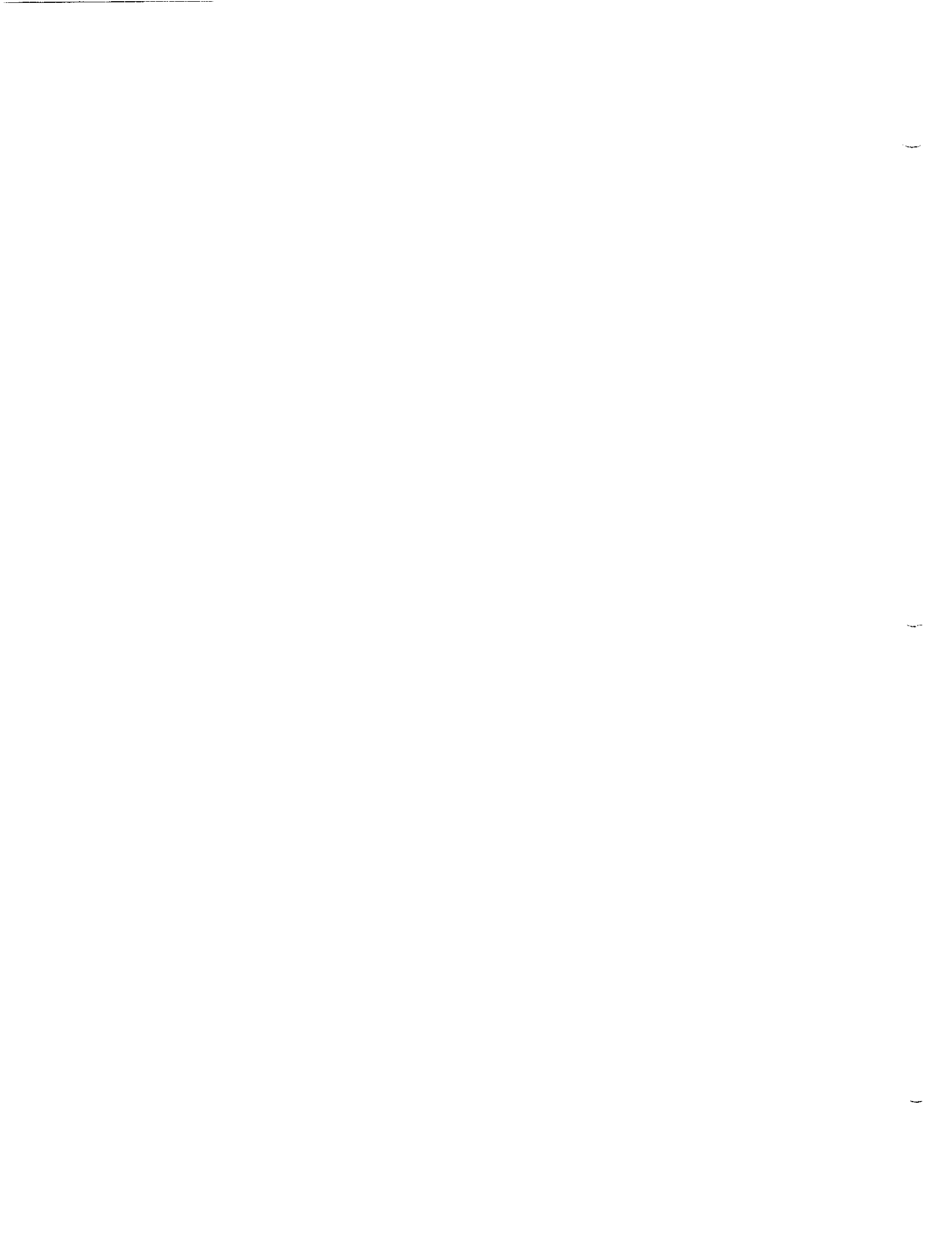
For the President,

FRANK KNOX

Secretary of the Navy.

Retyped from a draft citation on an index card at the Naval Historical Center. Lieut. Commander Fox was reported missing following the Naval Battle of Guadalcanal on 13 November 1942, so the medal was awarded posthumously.

*E. A. Wilde, Jr.
December, 1999*



The Naval Battle of Guadalcanal¹
12-15 November 1942

Vice Admiral Edward N. "Butch" Parker's story² of the five weeks in the life of the U.S.S. Cushing (DD-376) when he commanded that ship in the fall of 1942 includes three congratulatory messages sent to all the participants in this battle. Unfortunately, those who most deserved the high praise and expressions of gratitude - the wounded survivors and those who died - never saw them.

From Commanding General 1st Marine Division (General Alexander A. Vandegrift):

"THE MARINES ON CACTUS (code name for Guadalcanal) LIFT THEIR BATTERED HELMETS IN DEEPEST ADMIRATION."

* * * * *

From Commander South Pacific Force (Admiral William F. Halsey):

"TO THE SUPERB OFFICERS AND MEN ON LAND, ON SEA, IN THE AIR AND UNDER THE SEA WHO HAVE PERFORMED SUCH MAGNIFICENT FEATS FOR OUR COUNTRY IN THE LAST FEW DAYS X YOU HAVE WRITTEN YOUR NAMES IN GOLDEN LETTERS ON THE PAGES OF HISTORY AND WON THE UNDYING GRATITUDE OF YOUR COUNTRYMEN X MY PRIDE IN YOU IS BEYOND EXPRESSION, NO HONOR FOR YOU COULD BE TOO GREAT X MAGNIFICENTLY DONE X GOD BLESS EACH AND EVERY ONE OF YOU X TO THE GLORIOUS DEAD: HAIL HEROES! REST WITH GOD X SIGNED HALSEY"

* * * * *

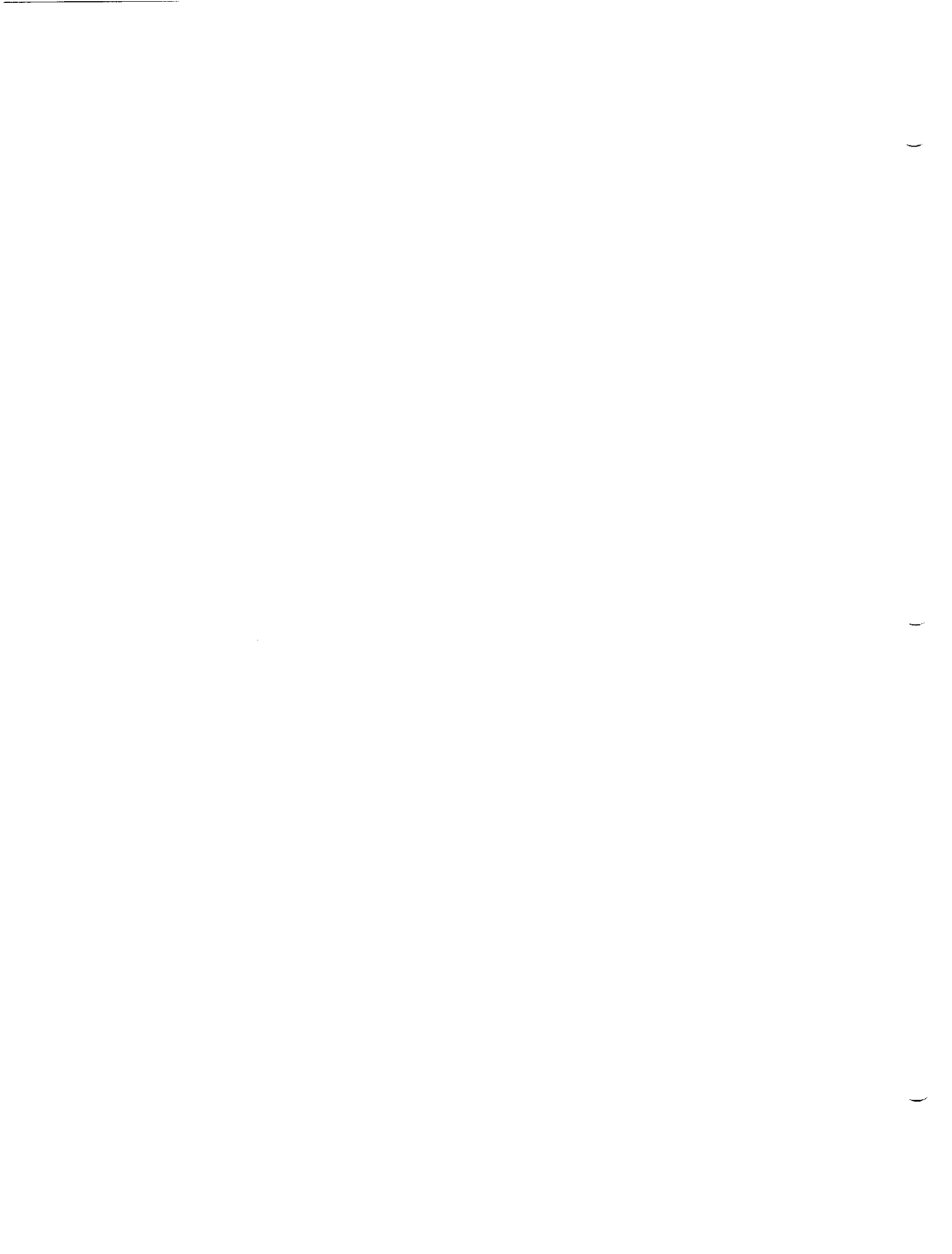
From Commander in Chief Pacific (CINCPAC) (Admiral Chester W. Nimitz) to COMSOPAC (Admiral Halsey):

"WE HAVE ADMIRATION BEYOND EXPRESSION FOR THE UNSWERVING OFFENSIVE SPIRIT OF YOUR FIGHTING FORCES AND THEIR ABILITY TO STRIKE DOWN THE ENEMY WHILE ABSORBING HIS BLOWS X WE REGRET DEEPLY THE LOSSES YOU HAD TO TAKE, BUT THEY WERE GLORIOUSLY NOT IN VAIN."

* * * * *

¹ Earlier called "Third and Fourth Battles of Savo Island" or "Battle of the Solomons."

² Written by Adm. Parker in 1982 and revised in 1985. Forty copies of his pamphlet were distributed at the Cushing's 1985 reunion, and six additional copies were sent by him to widows and survivors for whom he had addresses. A copy is on file at the Ships' Histories Branch, Naval Historical Center, Washington, D.C..



U.S.S. Cushing (DD-376)

The Naval Battle of Guadalcanal; November 12-15, 1942

U. S. NAVAL COMMUNICATION SERVICE
Cactus—Ringbolt Area

Channel No. PARAPHRASE SECRET Precedence

CINCPAC WISHES TO CONGRATULATE ALL WHO TOOK PART IN THE BATTLE OF LAST EVENING X ALSO ALL YOUR SHIPMATES IN THIS VICINITY EXTEND THEIR CONERATULATIONS TO YOU ON YOUR GREAT FIGHT X YOU HAVE DONE A GREAT DEAL OF DAMAGE TO THE ENEMY AND MADE IT FEASIBLE FOR OUR SHIPS, SUBMARINES AND AIRCRAFT NOT YET ENGAGED TO MEET AND DELIVER MORE DAMAGING BLOWS ^{TO} THE ENEMY .

COPIES TO: ATLANTA
COMDESDIV 10
LAFFEY
MONSSEN
-BARTON; CUSHING

AUTHENTICATED *Daniel Harris*
DANIEL HARRIS, ENSIGN, USNR.

FOR DATE 14 NOVEMBER 1942 CWO RELEASE

Originator	Action	Information
RDO HONOLULU	COMSOPAC	
Time Group 130217		

Editor's Note:

This is a message from Admiral C. W. Nimitz (Commander in Chief Pacific Fleet) to Admiral W. F. Halsey (Commander South Pacific Force) following the surface action on the night of 12-13 November 1942. All five of the ships listed for copies were lost in this battle.

E. A. Wilde, Jr.
February, 1996



U.S.S. Barton (DD-599)

List of Officers, 13 November 1942¹

	<u>Rank</u>	<u>Branch</u>	<u>File #</u>	<u>Primary Duty</u>
** <u>Fox</u> , Douglas Harold	LCDR	USN	060375	Commanding Officer
** <u>Coleman</u> , Herbert McClellan	LCDR	USN	071585	Executive Officer
** <u>Downing</u> , John Gregory	LT	USN	075099	Engineering Officer
** <u>Guice</u> , William Lee, Jr.	LT	USN	085101	Gunnery Officer
<u>White</u> , Harlowe Manning	LTjg	USNR	097312	First Lieutenant
** <u>Meyer</u> , George V. L., Jr.	LTjg	USNR	102639	Ass't. Gunnery Off.
* <u>Quint</u> , Wilbur Emanuel	LTjg	USNR	102205	Machine Gun Officer
** <u>Sommers</u> , James Barkley	LTjg	USN	111654	Ass't. Eng. Officer
** <u>Ward</u> , William F.	ENS	USNR	289740	Sound Officer
** <u>Adie</u> , Donald M.	ENS	USNR	103706	Torpedo Officer
** <u>Slater</u> , Charles Chester	ENS	USN	165510	Communications Off.
** <u>Gault</u> , Gerald D.	ENS (SC)	USNR	139003	Paymaster
** <u>Gibbons</u> , J. J.	LTjg (MC)	USNR	147779	Medical Officer
** <u>Spelts</u> , Harold Fredrick	W.O.	USN	197398	Machinist
** <u>Coffin</u> , Robert Wendell	W.O.	USN	196739	Radio Electrician

* * * * *

¹ Compiled from a list of officers' next of kin dated October 31, 1942, and by reference to entries in the ship's personnel diary through November 8, 1942. The primary duties shown are the best recollections of survivor Harlowe M. White.

** Killed (* Wounded) when the ship was sunk during the Naval Battle of Guadalcanal on November 13, 1942, according to a machine-generated casualty report prepared by the Bureau of Naval Personnel after the war.

E. Andrew Wilde, Jr.
Revised: 12/30/99



U.S.S. Barton (DD-599)

Muster Roll of the Crew, 13 November 1942¹

**ADKERSON, Horace Alford	662-20-36	S2c	USNR
**ANSELLO, Tony	652-29-36	S1c	USN
**ANSHAW, Norbert Leo	652-27-55	FC2c	USN
APPLEBY, Charles Joseph	202-29-29	S2c	USN
AQUILA, Dominic Joseph	652-29-21	S2c	USN
*ARCAND, Albert Alfred	201-84-85	RM3c	USN
**ARMES, Fred Rown	287-14-46	MM1c	USN
ATHA, Albert Lee	268-50-89	GM3c	USN
*BAKER, Parks Blaine	640-09-93	S2c	USNR
BANGS, Lloyd O.	628-10-84	S2c	USNR
*BANKS, Albert Potter	650-24-83	EM3c	USN
BARKER, Homer Lee	337-28-53	Cox	USN
**BARNES, Glenn Vann	272-26-23	S1c	USN
**BARNES, Philip Kenneth	385-08-77	S2c	USN
**BARSON, James Charles	375-95-88	FC3c	USN
**BELL, Paul Joseph	628-10-89	S2c	USNR
**BELL, Winter Payne	603-03-07	S2c	USN
BENSON, David	320-85-47	GM2c	USN
**BENSON, Emmet Ellary	638-10-23	SC3c	USN
*BERKELEY, James Richard	256-41-33	S2c	USN
**BIRDSLEY, Richard Ervin	320-94-13	TM2c	USN
**BLESSING, William John	243-02-20	CEM	USN
*BONE, Harold Lee	636-39-63	S1c	USNR
**BOURASSA, Emile Lawrence	201-65-80	F1c	USN
**BOYD, John	656-38-58	S1c	USNR
*BOYD, Ralph	386-10-77	S1c	USN
**BOYD, Sylvester H., Jr.	656-00-83	Y3c	USNR
**BOYER, Doc Lavan	356-41-80	RM2c	USN
**BOYLE, John Patrick	646-68-40	S2c	USNR
BOYLE, Thomas Edward	630-06-26	S1c	USNR
**BRACK, Rooney Lamar	260-15-44	S2c	USN
**BREEDLOVE, Claude Hubert	262-68-59	F2c	USN
**BRENNAN, Dominic Leo	652-27-84	S2c	USNR
**BRENNAN, Richard Leo	207-33-86	S2c	USN
**BRINKERHOFF, Wilbur E., Jr.	202-13-39	S1c	USN
*BROADBENT, Robert John	234-29-67	MM1c	USN
*BROCK, William Ernest	636-39-26	S2c	USNR
**BROWN, Joe Stewart	268-25-84	Bmkr1c	USN
**BROWN, Leonard Wesley	311-55-65	F1c	USN
*BURGESS, Marshall Clayton	680-00-76	S2c	USNR
**BURGETT, Johnie Louis	355-52-09	CMM	USN
**BUTCHER, Helmer Fred	266-18-61	S1c	USN
CAMPBELL, Jack Austin	262-38-80	F1c	USN
*CAMPBELL, James Edwin	610-05-23	MM2c	USN
**CARNES, John Vinson	656-41-12	S2c	USNR

**CARNEY, Rufus Henry	258-30-20	S1c	USN
**CHESHIRE, John James	346-97-63	F2c	USN
**CHIRAVALLE, John Augustin	224-80-69	S2c	USN
**CHRISTIANSEN, Hans Joseph	646-10-15	F2c	USNR
CLARK, Enos Wayne	385-84-17	Msmth2	USN
**CLARKE, Harvey Bassett	662-08-00	F2c	USNR
**CLEVENBERG, Leonard C.	382-06-13	RM1c	USN
CLOUDT, Clyde Elton	360-21-83	S1c	USN
**COLE, Joseph	646-08-75	S2c	USNR
**COMPTON, Ryland Douglas	658-46-75	S1c	USN
**CONNOLLY, Francis Joseph	256-41-34	S2c	USN
CORNELIUS, John William	321-58-08	S1c	USN
**CRAWFORD, William F., Jr.	620-07-89	S1c	USN
**CROOKER, Arthur Howard	207-01-28	MM2c	USN
**CROUSE, James Howard	250-41-88	SM1c	USN
**DAVIS, John Andrew	657-52-87	SOM3c	USN
DAVIS, John Rufe	636-38-82	S1c	USN
**DeFOSSE, James Clinton	642-15-45	S2c	USNR
**DEMPSEY, Edward Francis	606-43-47	F1c	USN
**DETELS, Herman, Jr.	647-09-07	F1c	USNR
**DOMBROWSKI, Michael R.	311-15-57	BM2c	USN
**D'ORISTANO, Anthony Joseph	224-78-61	S2c	USN
**DOSHIER, Leo Anderson	341-44-93	CMM	USN
**ELLIOTT, James Clifton	551-54-53	S2c	USN
*ELLIOTT, William John	224-80-49	S2c	USN
ENO, John Edward	666-21-23	S2c	USNR
ERDMANN, Fred	316-63-72	GM2c	USN
**EVANS, Douglas	337-07-52	EM3c	USN
**FERGUSON, Henry Sylvester	291-59-14	FC1c	USN
*FIELDS, Asa Hamilton	370-92-93	PhM1c	USN
**FINK, Elmer Augustus	250-73-37	S2c	USN
**FONDA, Francis Arthur	600-24-55	S2c	USNR
**FORSTOFFER, John	650-26-95	S1c	USN
**FORTUNE, John W., Jr.	212-49-30	WT2c	USN
**FRANKLIN, Carl Jeffrey	652-24-07	S2c	USN
**FROMONG, Albert DeForest	393-45-41	S1c	USN
**GAETA, Gerald Samuel	234-19-80	SF3c	USN
**GALLAGHER, John Joseph	647-10-42	F1c	USN
GELINAS, Lewis Arthur	666-20-46	S1c	USNR
GILLIAM, Marcus Lafayette, Jr.	360-25-11	S1c	USN
GIPE, Raymond LeRoy	650-38-04	S2c	USN
GREENE, Malcolm Percival	380-69-03	TM3c	USN
**GREER, James Asbury	341-89-87	EM1c	USN
**GRESHAM, James Howard	604-19-54	SOM3c	USN
**GROVE, George Hugh	250-40-35	TM1c	USN
**GUDERIAN, Elmer Lee	670-12-72	MM2c	USNR
**HASSER, Francis Louis	234-14-93	FC1c	USN
**HALL, Charles Emory	256-40-47	F3c	USN
**HALLISEY, William Patrick	201-58-79	WT2c	USN
*HAM, Donald Malcolm	642-13-28	S1c	USN

*HARPER, Herbert William	250-72-12	F2c	USN
**HENDERSON, James C., Jr.	636-42-84	Matt2c	USN
**HENDERSON, LeRoy Ernest	636-42-85	Matt2c	USN
HENRY, Charles Walter	606-27-30	S1c	USNR
**HERBST, Vincent	647-02-89	S2c	USNR
**HIGGINS, Robert Lesley	224-00-98	EM3c	USN
*HILL, Douglas Aloysius	202-24-49	F2c	USN
**HINE, Norman E., Jr.	600-16-50	S2c	USNR
**HITESMAN, Ned Ralph	650-38-95	S2c	USN
*HOFFMAN, Arthur Capper	328-55-20	S1c	USN
**HOLLOWAY, Floyd Kelly	337-38-51	F1c	USN
**HORTON, James Vernon	268-50-50	F2c	USN
**HOSACK, Ralph	337-03-72	TM1c	USN
*HURD, Merl Donald	371-79-61	MM1c	USN
INGALLS, Waldo Wilford	606-42-79	S1c	USNR
**JAKWAY, Andrew Blair, Jr.	650-22-75	S2c	USNR
**JENKINS, George	552-13-49	Matt3	USN
**JOHNSON, Clayton Ordin	316-56-51	MM2c	USN
**JUST, Paul	283-06-37	BM2c	USN
**KATES, Frank Staples	405-10-05	S1c	USN
KERRY, Harry	650-38-70	S1c	USN
**KILLIMAYER, Joseph Michael	223-52-37	MM1c	USN
**KING, Albert Oliver	201-49-52	WT2c	USN
KING, Harold Edward	552-70-40	S2c	USN
*KING, Richard Henry	337-32-50	F1c	USN
**KLINGENBERG, Robert Hayes	650-35-56	F1c	USN
**KUHNEL, Clarence Sylvester	360-13-70	F1c	USN
**LABAGO, Saturnino	180-06-54	OS1c	USN
*LALIBERTE, Severin Joseph	666-20-71	S2c	USNR
**LANDRY, Fred	666-21-31	S2c	USNR
**LARRABEE, Harry Gilbert	228-02-62	CTM	USN
LEHRKINDER, Gerard Edward	646-82-92	S2c	USNR
*LEMMON, Landon Thomas	636-39-61	S2c	USNR
**LONG, Bernard Wayne	320-95-63	CGM	USN
**LUCIANI, Peter	650-38-59	S1c	USNR
**MAJEWSKI, Henry Mitchell	411-27-21	S1c	USN
**MALACHOWSKI, Stanley	622-12-52	EM3c	USNR
**MARQUEZ, Guillermo	497-93-51	CK3c	USN
**MARSHMAN, William Daniel	141-74-31	CQM	USN
**MARTIN, Glen Lenard	620-25-01	SC3c	USNR
**MARTIN, John T., Jr.	224-66-78	SC3c	USN
**MATLAK, Joseph Ignatz	642-08-46	CM3c	USN
**MATTHEWS, Louis Daniel	376-16-13	S1c	USN
*McCARTHY, Walter Joseph	204-46-43	AS	USN
**McGOVERN, Earl James	328-52-56	MM2c	USN
**McLEAN, George E.	261-65-11	CFC	USN
*McVEY, Ernest Ray	650-38-64	F2c	USN
MERRIFIELD, Charles Kenneth	204-46-48	S2c	USN
**MISH, George Hess, Jr.	243-98-34	RM3c	USN
**MOONEY, James Joseph	647-00-06	SOM3c	USNR

**MOORE, Howard Daniel	616-21-80	SC2c	USNR
**MYERS, Ellis Clark	650-23-29	S2c	USN
**NELSON, Phillip Hamilton	202-27-93	S1c	USN
**NEWELL, Gale Phillip	212-47-13	PhM2c	USN
**NORRIS, Nathan Robert	274-00-71	CGStd	USN
**NOWAK, Eugene LeRoy	328-68-97	SM3c	USN
**ORCHARD, Paul Anthony	650-39-02	S2c	USNR
**OSWALD, Albert Pershing	337-23-72	F1c	USN
**PAGE, Herbert Bruce	223-40-58	GM3c	USN
**PENNOCK, Charles Hollis	336-44-43	CMM	USN
*PERKINS, Daniel L.	337-13-36	GM2c	USN
**PETERS, Charley Joseph	346-52-92	FC3c	USN
**PHIPPS, Clifford Lonzo	266-23-37	SOM3c	USN
**PLAHN, Ben Milton	632-11-03	Y2c	USN
**POOLE, Edward A., Jr.	372-42-76	FC3c	USN
PRADIA, Preston	360-09-10	Matt1	USN
PREVOST, William Redditt	274-47-75	EM2c	USN
**PURVIS, Arthur William	328-71-21	F1c	USN
*RAESSNER, William John	337-08-89	MM1c	USN
**REEVES, Raymond Perry	646-65-09	F3c	USN
RENDINO, Matthew	650-57-22	GM3c	USN
**REYNOLDS, William Lee	385-79-21	TM3c	USN
**ROESEL, John Joseph	223-06-91	CSK	USN
**ROOP, William David	382-18-00	MM2c	USN
*ROPOS, Peter, Jr.	283-22-59	MoMM2	USN
**SCHNACKEL, Louie G., Jr.	356-69-70	F2c	USN
**SCOBIE, Esmond Harry	328-43-10	MM1c	USN
**SHOVLIN, John J., Jr.	650-25-80	S1c	USNR
*SIEGELMAN, Albert Jay	604-34-01	Y3c	USNR
SIROVICA, Carl	283-34-05	GM3c	USN
SLACK, John Bailey	403-73-35	RM2c	USN
**SMITH, Clarence Alex	336-76-56	EM1c	USN
**SPRATT, Jack Roland	266-17-58	S1c	USN
**STAHL, John Joseph	404-85-91	WT2c	USN
**STEERE, James Edward	410-12-91	MM2c	USN
**STERLING, James Wendell	393-00-12	WT1c	USN
**STRELCHIK, William George	646-75-16	S1c	USNR
**STRINGER, Loyd Elwood	287-26-78	MM1c	USN
**STUERKE, Oscar Fredrick	321-47-62	GM3c	USN
**SWEET, Charles Edward	663-36-90	AS	USNR
*SWIFT, James Vernon	360-03-72	EM1c	USN
TAGGART, Raymond Strahl	291-42-28	BM1c	USN
*TANTON, Norris V.	356-11-30	EM1c	USN
**TAUZIN, Sully Joseph	274-82-20	AS	USN
**TEPNER, Ray Henry	662-33-35	S1c	USN
**TERRY, Charles Dermont	346-88-97	F1c	USN
TERRY, Claude Irvan	670-55-01	AS	USNR
TIMMERMAN, Victor Carl	223-32-29	SF1c	USN
**TRAVINEK, Anthony John	224-44-85	MM2c	USN
**TUCKER, Clarence	272-27-51	FC3c	USN

**VASQUEZ, Augustine Martin	625-08-95	S2c	USN
*VEACH, Richard William	360-60-47	AS	USN
**WADE, Paul	342-12-27	MM2c	USN
**WARNER, Richard Ray	337-44-61	S1c	USN
**WASHBURN, Marshall Austin	376-12-13	S1c	USN
**WEBB, Bowmer	359-37-79	CBM	USN
**WEBER, Henry	372-18-74	S1c	USN
*WHEELER, Allan Ray	201-74-17	S1c	USN
**WHIPPLE, Kenneth Glen	382-09-90	TM2c	USN
WHITEHEAD, Julius Alfred	316-49-29	GM1c	USN
**WILLIS, William Edward	287-15-93	WT1c	USN
**WINKLER, Albion August	274-52-39	F1c	USN
**WINTERS, Levi	328-21-05	RM2c	USN
**WOLFE, Lester Lee	336-86-43	QM1c	USN
**WYMAN, Sidney George	316-76-42	F1c	USN
**WYNNE, Patrick Edwin	664-17-41	FC3c	USNR
YELTON, Jacob Dexter, Jr.	262-66-07	GM3c	USN
**ZACK, Anthony Joseph	647-04-39	F1c	USN
ZECHNICH, Daniel Edward	402-50-52	Bmkr2c	USN
**ZIANTZ, Frank Jacob	650-33-57	USNR	
**ZITSKE, Albert A., Jr.	411-23-98	F1c	USN
*ZLOKICH, Nicholas Louis	398-10-93	S2c	USN

* * * * *

1 Source: The ship's Personnel Diary on microfilm with Record of Changes sheets through 11/8/42.

* Wounded (** Killed) when the ship was sunk on 13 November 1942 according to a machine-generated casualty report prepared by the Bureau of Naval Personnel in 1946. BANKS, Albert P., EM3c, included in this report among those presumed killed after being missing for a year is, instead, shown as being wounded, to agree with the ship's casualty report of 11/15/42 which follows.

Summary of Casualties:

	<u>Killed</u>	<u>Wounded</u>	<u>Not Wounded</u>	<u>Complement 11/13/42</u>
Officer	13	1	1	15
Enlisted	151	31	35	217
TOTALS	<u>164</u>	<u>32</u>	<u>36</u>	<u>232</u>

E. A. Wilde, Jr.
January, 2000

76-1
DECLASSIFIED

NAVAL ACTIVITIES,
CACTUS-RINGBOLT AREA

15 November 1942

From: Commanding Officer, U.S.S. BARTON (DD-599)
(Acting).
To: Commander Service Force, South Pacific.
Via: Commanding Officer, Naval Activities Cactus-
Ringbolt Area.
Subject: Report of casualties and survivors of U.S.S.
BARTON.
Reference: (a) Articles for Government of the Navy,
Article 21.
(b) Alnav 15-42.

1. The U.S.S. BARTON (DD-599) was lost in action with the enemy about 0200/L November 13, 1942 east of Savo Island.

2. List of casualties and survivors of the BARTON follows:

(1) Killed in action:

CROUSE, James SM1c

(2) Died of wounds or injuries received in action:

BOHE.

(3) Missing in action:

All ship's records were lost and an accurate list of missing in action cannot be compiled until access is had to latest Muster Roll (corrected by report of changes up to the time the BARTON departed on the mission on which she was lost). It is assumed that those listed in the Muster Roll, corrected, and not listed herein are "missing in action".

(4) Wounded in action:

Lieut. (jg) E. E. Quint, U. S. N. R.
Lieut. (jg) Harlowe, E. White, U.S.N.R.



78-1
DECLASSIFIED

15 November 1948

Subject: Report of casualties and survivors of U.S.S.
HANTON.

(4) Wounded in action (cont.):

✓ BONE, Harold L.	Slc	638-68-40	
✓ LEMMON, Leonard T.	82c	638-34-61	
✓ STEELER, Allan R.	Slc	601-74-17	
✓ ZLOKICH, Nicholas L.	82c	688-16-83	
✓ VEACH, Richard W.	AS	380-60-47	
✓ BOYO, Ralph	Slc	✓ BERKELBY,	82c
✓ HAN, Donald E.	Slc	✓ ARCAD, A. A.	RM3c
✓ BROOK, William E.	82c	✓ ELLIOTT, William J.	82c
✓ BARKS, Albert P.	RM3c	✓ HOFFMAN, A. C.	Slc
✓ KING, Richard H.	F1c	✓ MC VAY, R. R.	F2c
✓ FINLOS, A. H.	Ph1c	✓ LALIBERTE, S. J.	82c
✓ HILL, Douglas A.	F3c	✓ MC CARTHY, William J.	82c
✓ HURN, M. D.	RM1c	✓ HARPER,	F2c
✓ PERKINS, Daniel L.	GM3c	✓ SIEGELMAN,	Yec3c
✓ ZECHNICH, D. L.	RM2c	✓ BAKER, P. P.	82c
✓ CAMPBELL, J. E.	RM3c	✓ TANTON, Ned	RM1c
✓ SHIFF, J. V.	EM1c		
✓ BOYO, John	Slc		

(5) Survivors (uninjured):

✓ APPLEBY, Charles J.	82c	
✓ ERDMAN, Fred	GM3c	
✓ BANGS, Lloyd C.	82c	628-10-04
✓ BARKER, Homer L.	00x	337-28-53
✓ CLOUDT, Clyde E.	Slc	
✓ BRISON, Dave	GM2c	380-87-45
✓ DR ABENT, Robert J.	RM2c	234-29-07
✓ DUNFESS, W. C.	82c	316-63-72
✓ HERRIFIELD, C. K.	82c	204-46-48
✓ RAESCHER, W. J.	RM1c	337-08-82
✓ RUEDING, Matthew	GM3c	
✓ TAGGART, Raymond S.	EM1c	291-42-22
✓ TERRY, Claude I.	82c	
✓ GILLIAM, Marcus L.	Slc	300-21-16
✓ HENRY, Charles W.	Slc	608-27-30
✓ WHITEHEAD, Julius A.	GM1c	316-49-20



70-1
DECLASSIFIED

15 November 1942

Subject: Report of casualties and survivors of U.S.S.
BANTON.

(3) Survivors (uninjured):

GIFK, Raymond L.	S2c	
HENRY, Harry	S1c	
INGALLS, Waldo W.	S1c	
SLACK, John B.	RM2c	403-73-35
CLARK, Edna E.	MM2c	365-64-70
LEHRKINDER, Gerard E.	S2c	
ROGGS, Peter Jr.	F1c	263-22-59
TRADIA, Preston	MM1c	
SIRVICA, Carl	GM3c	
YELTON, Jacob D. Jr.	GM3c	267-66-07
PREVOST, William R.	RM2c	274-47-75
KING, Harold E.	S2c	552-70-40
ESTO, John E.	C2c	
GREENE, Malcolm P.	TM3c	200-69-03
ATHA, Albert L.	GM3c	
CAMPBELL, Jack A.	RM2c	262-33-30
SIMMERMAN, V. C.	SFlc	
DAVIS, J. R.	S1c	
GELINAS, L. A.	S1c	
CORRELIUS, William J.	S1c	

3. Survivors, including wounded, and wounded who later died, were landed at Tulagi and Guadalcanal on November 13, 1942. Some of the wounded have since been evacuated.

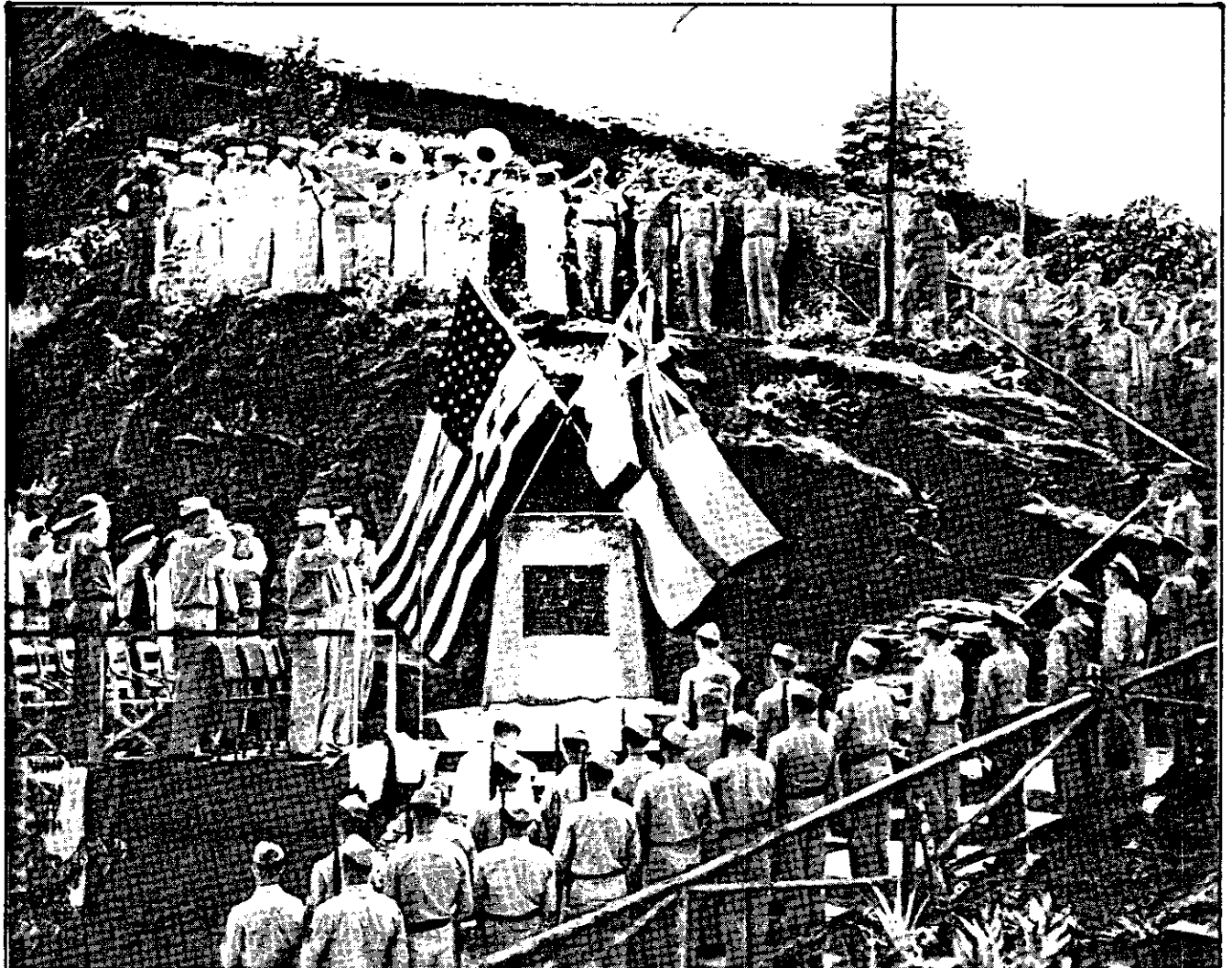
W. E. QUINN
Lieut. (jg) U.S.N.R.

Copies to:

By: R. S. Taggart, EMLc

Supers (2)
Cinc Pac (1)
Com Des Pac (1)
Com Nav Act, Cactus-Ringbolt (1)





A bronze plaque, dedicated "In memory of the officers and men of the United States and Allied Navies who gave their lives at Iron Bottom Bay, 1942-43," was unveiled on April 30, 1944. The plaque overlooks Purvis Bay, an inlet in Florida Island, British Solomon Islands Protectorate, about twenty miles northeast of Henderson Field on Guadalcanal. U.S. Navy vessels sunk by the enemy in the Bay and near vicinity included seven cruisers, twelve destroyers and three destroyer transports. (Archives II, College Park, MD)



NAVY DEPARTMENT

HOLD FOR RELEASE
MORNING NEWSPAPERS
JUNE 5, 1944

PLAQUE DEDICATED TO OFFICERS AND MEN LOST IN "IRON BOTTOM BAY"

A bronze plaque, the first and only battle memorial so far erected in the Solomons Islands, was dedicated April 30, 1944, to the officers and men of the United States and Allied Navies who died in the fierce battles in "Iron Bottom Bay."

The plaque was unveiled on a small palm-studded hill overlooking Purvis Bay, inlet in Florida Island, British Solomons Islands. On the hill now stands the Iron Bottom Bay Club, an officers' recreation center built by the Seabees. In the bay below, approximately a half million tons of ships of the U.S. Navy, and of the enemy lie on the bottom. It was there that such noble men of war as the cruisers ASTORIA, VINCENNES and CHICAGO were sunk in battle. About 270,000 tons of Jap ships sank there.

The Reverend James Edwards, representing the Anglican Bishop of Melanesia, unveiled the memorial before a gathering of Naval officers and enlisted men on the hill, site of the original episcopal residence of the Bishop of Melanesia, which was dismantled by the Japs. The land is owned by the Church of England. A Protestant and a Catholic chaplain of the fleet gave the invocation and benediction.

Rear Admiral Robert W. Hayler, U.S.N., of 800 East Washington Street, Muncie, Indiana, who participated in the last sea action fought in Iron Bottom Bay -- the Battle of Tassafaronga, November 30, 1942 -- spoke briefly. He paid tribute to "all those members of the Allied land, air and sea forces who in the beginning fought against such fearful odds and in every case accomplished what they set out to do."

"Our enemy overran Tulagi early in April, 1942" Rear Admiral Hayler began. "On May 4, just two years ago, one of our carrier task forces struck Tulagi and sent to the bottom some four ships -- thus starting a series of actions which resulted literally in paving the bottom of the sea in this vicinity with ships.

"On July fourth of the same year, the Japanese landed in considerable strength on Guadalcanal and a little more than a month later, on August 7th, our troops landed here and at Guadalcanal. It was many months thereafter before we had forces and equipment really adequate for the tasks assigned us.

"It is altogether fitting," Rear Admiral Hayler continued, "that this tablet be erected in the Purvis Bay Area, because it was on this side where our troops first landed and where we suffered our greatest losses."

Addressing Reverend Mr. Edwards, Rear Admiral Hayler

said:

"You and your associates will have no difficulty in remembering those early days. And since your work will continue long after ours is done, we give this memorial into your keeping. In so doing we know that it will remain a lasting tribute to those for whom it is dedicated; and a source of inspiration and courage for those who come hereafter."

Reverend Mr. Edwards said in reply that he was proud to accept in the name of his Bishop the "sacred duty of caring for the shrine. It will be cared for with respect love and dignity. God grant that we may always be inspired by their deeds"

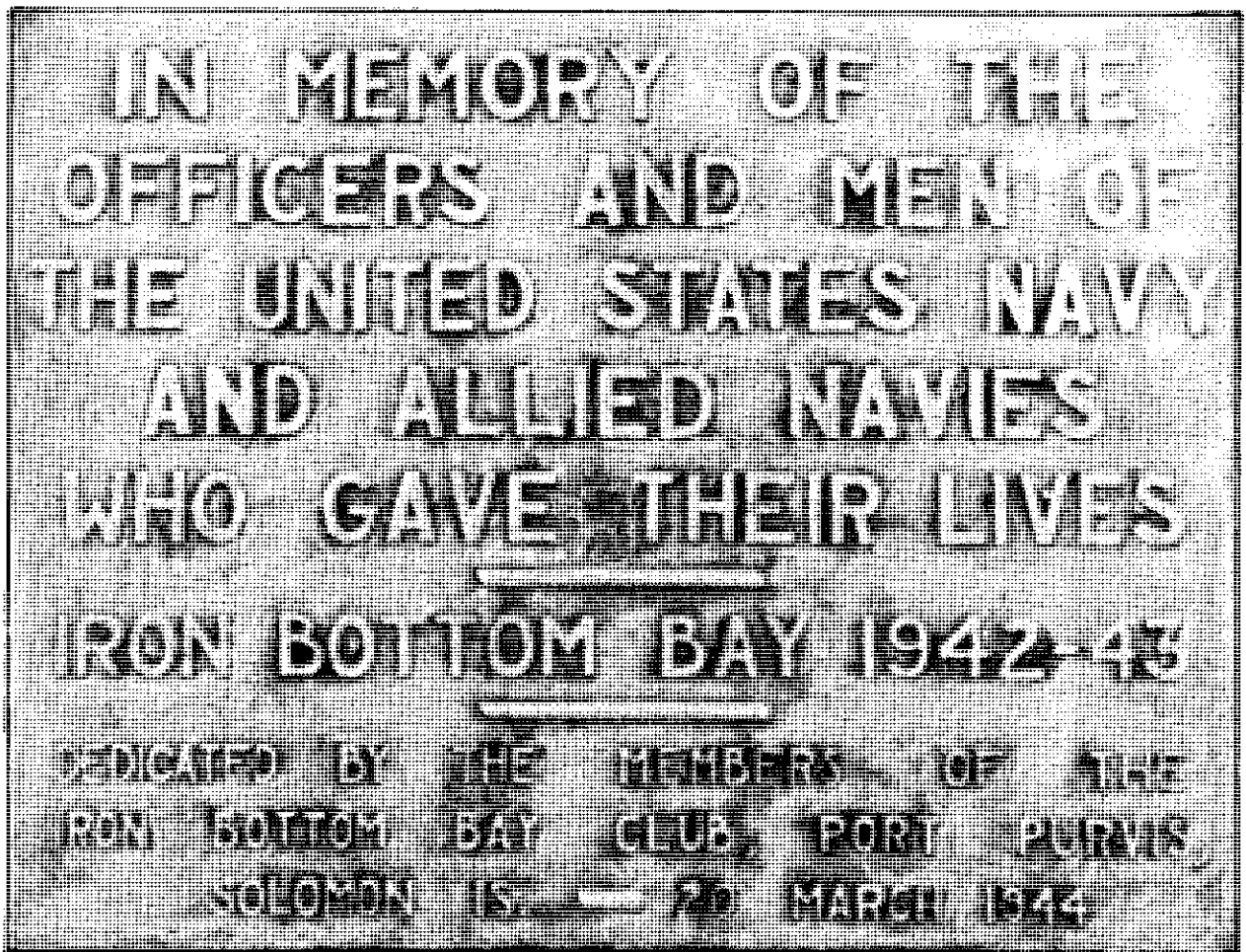
The plaque carries this inscription: "In memory of the officers and men of the United States Navy and Allied Navies who gave their lives -- Iron Bottom Bay -- 1942-43 -- Dedicated by Members of the Iron Bottom Bay Club -- Port Purvis, Solomons Islands -- 20 March 1944".

United States ships that went down in the Iron Bottom Bay and vicinity were: ASTORIA, QUINCY, VINCENNES, ATLANTA, JUNEAU, NORTHAMPTON and CHICAGO, cruisers; JARVIS, USS BLUE, DUNCAN, BARTON, CUSHING, LAFFEY, MONSSEN, PRESTON, WALKE, BENHAM, DEHAVEN, and AARON WARD, all destroyers; the destroyer transports COLHOUN, GREGORY, LITTLE, the tanker KANAWHA; the transport JOHN PENN; fleet tug SEMINOLE; two cargo ships and four PT boats. The Australian cruiser CANBERRA also was lost there.

Japanese ships sunk in the area include two battleships, three cruisers, eleven destroyers, eight transports and seven other auxiliaries.

Captain Andrew G. Shepard, U.S.N., 235 Cobbs Hill Drive, Rochester, New York, first president of the Club, composed the words on the plaque. Frank Czajkowski, Quartermaster, Second Class, USNR, of 20 Milton Avenue, Amsterdam, New York, designed the lettering. A fleet tender made the plaque.

The Club was an outgrowth of several small and inadequate officers' recreation centers-- the Club Des Slot, the APD Beach and the PT base recreation center -- to which officers came between battles of the Solomons. Rear Admiral A. Staunton Merrill, U.S.N., of Natchez, Mississippi, formerly a Task Force Commander in the South Pacific, is credited with the initiative in the movement to build the club. He since has been ordered to Washington as Director of the Navy's Office of Public Relations. Captain Grayson B. Carter, U.S.N., El Cordova Hotel, Coronado, California, is currently president of the Club, and was present at the unveiling.

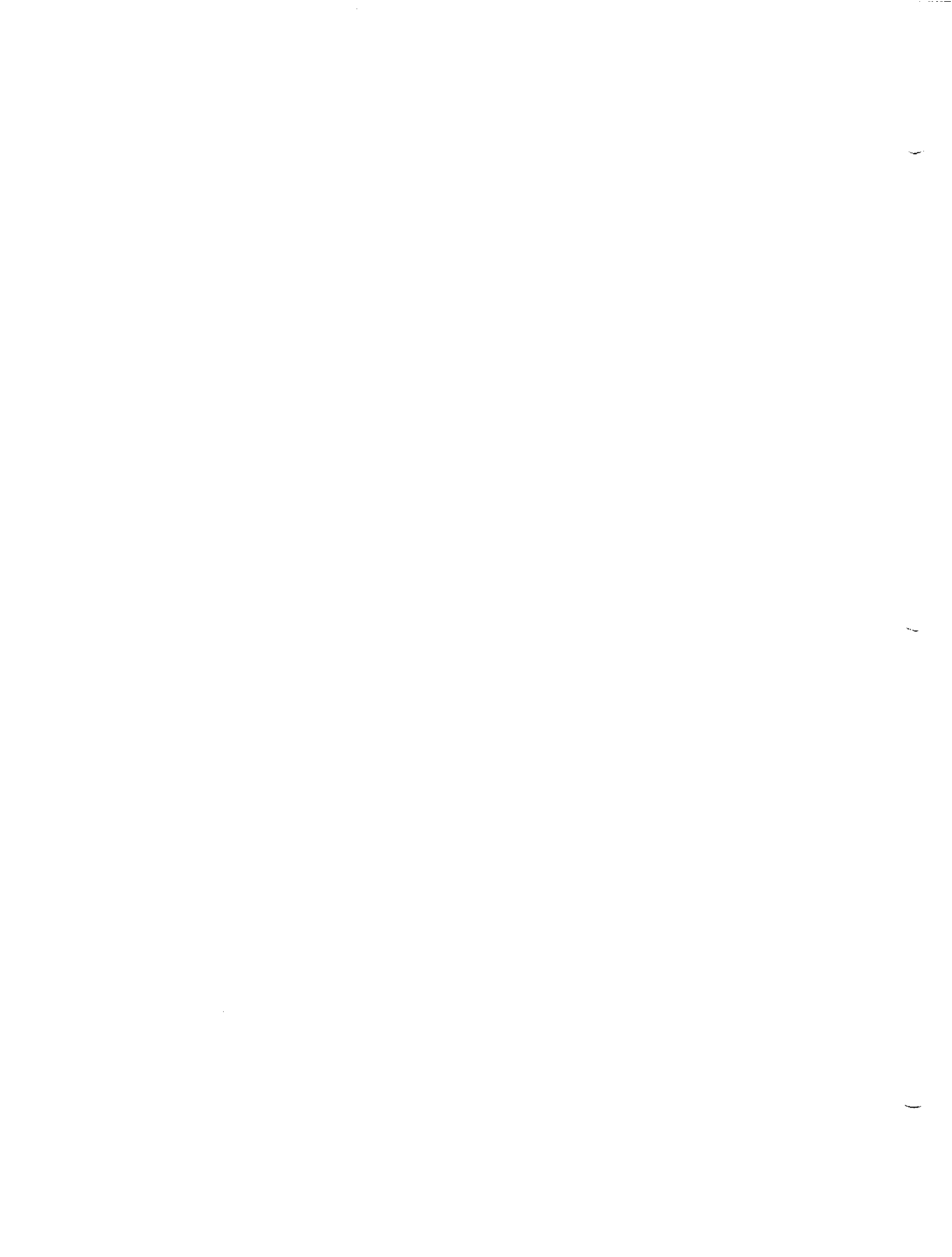


"For us who were there, or whose friends were there, Guadalcanal is not a name but an emotion, recalling desperate fights in the air, furious night naval battles, frantic work at supply or construction, savage fighting in the sodden jungle, nights broken by screaming bombs and deafening explosions of naval shells."

- *Commander James C. Shaw, the major contributor to Volume V of Samuel Eliot Morison's History of United States Naval Operations in World War II: The Struggle for Guadalcanal (Boston: Little, Brown & Co., 1949). Rear Admiral Shaw, USN (Ret.) died on December 4, 1988.*

Editor's Note: Rear Admiral Shaw's widow, Elizabeth R. P. Shaw, has graciously shared with me the letters her first husband, Commander Van O. Perkins, USN, wrote in 1944 relating how he arranged the dedication ceremony for this monument at Purvis Bay, Florida Island. The intent was "to make this a permanent part of America," in recognition of the hard fighting and great personal sacrifices which characterized the Guadalcanal Campaign. Commander Perkins was killed in action aboard the U.S.S. Birmingham (CL-62) on October 24, 1944, during the invasion of the Philippines.

*E. Andrew Wilde, Jr.
March, 1995*

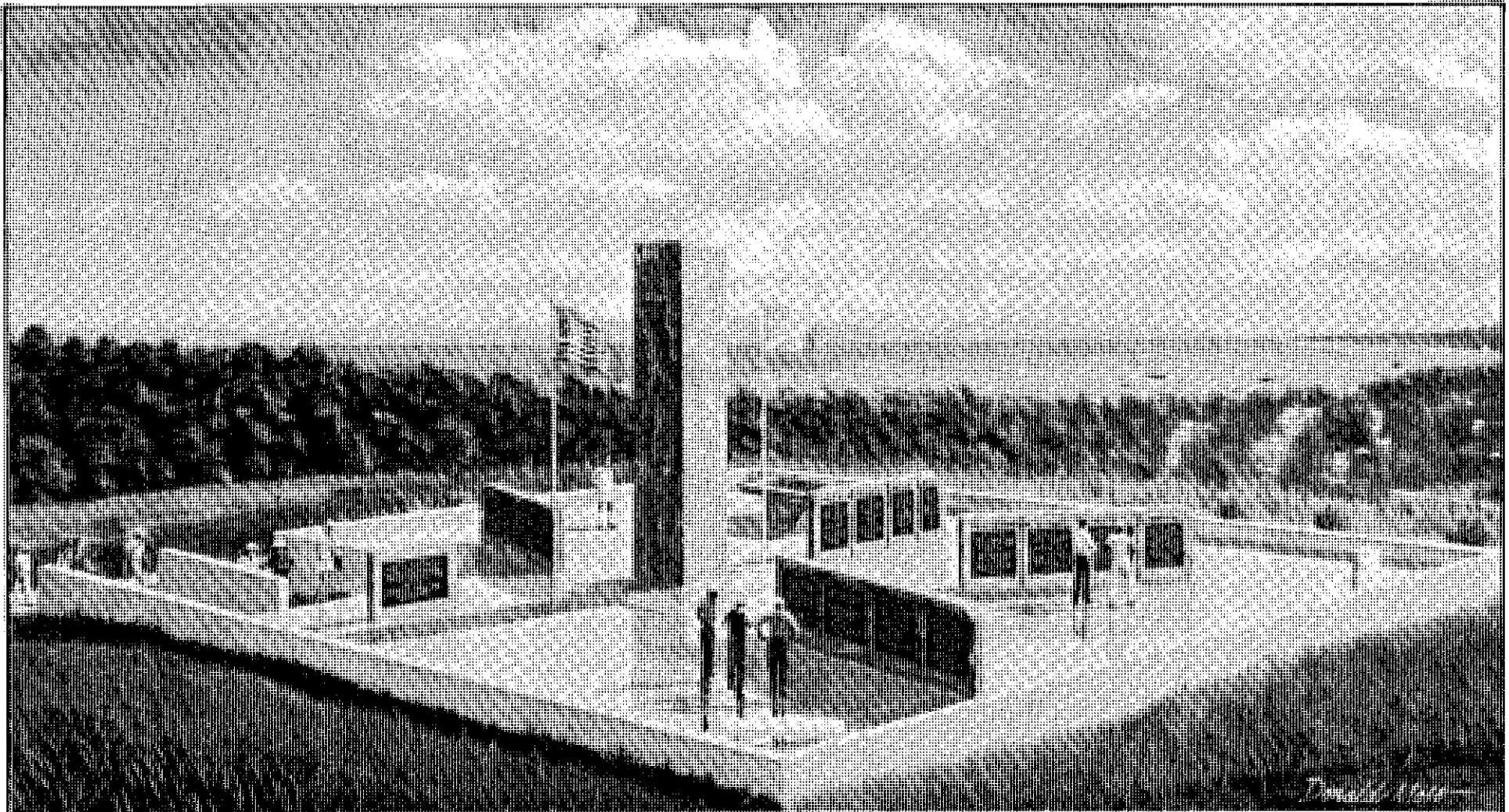


The Monument at Purvis Bay, Florida Island,
Solomon Islands, as it looked in August, 1993.
(Dedicated on April 30, 1944)

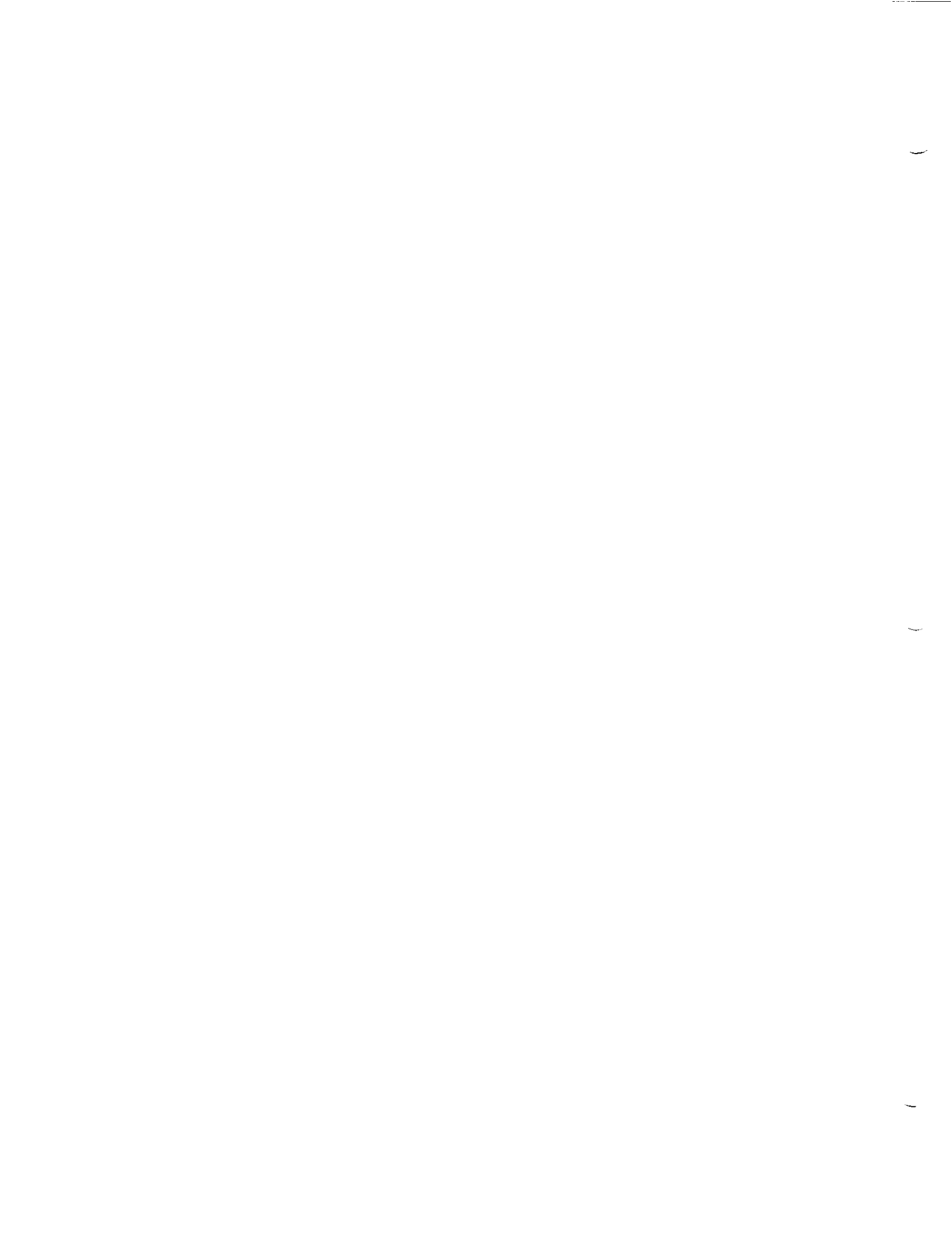


Photograph courtesy of Joseph G. Micek, AUS, treasurer of the Guadalcanal Solomon Islands War Memorial Foundation. Mr. Micek reports that the Officer's Club at the top of the small hill no longer stands, but that the area immediately around the monument is fairly well kept up. (EAW)





The American WWII Memorial overlooking Point Cruz and Iron Bottom Sound, Guadalcanal, Solomon Islands, was dedicated on August 7, 1992, to commemorate the 50th anniversary of the landings there by the U.S. Marines in World War II. About 20,000 people attended the ceremony, including many service personnel and over 500 foreign visitors. Many of the local residents walked for days in order to witness the dedication. Panels list the U.S. and Allied ships lost or damaged in the campaign and describe the seven naval battles fought in nearby waters. The polished red granite used in the walls with the panels and in the 24-foot high pylon were delivered to the site by the Royal Australian Navy. The Guadalcanal-Solomon Islands War Memorial Foundation raised \$500,000 and the U.S. Government authorized \$750,000 to cover construction costs. (Picture and panel inscriptions courtesy of Joseph G. Nisek, the Foundation's Treasurer and Project Manager.)



U.S. AND ALLIED NAVAL VESSELS
DAMAGED DURING THE GUADALCANAL CAMPAIGN
7 AUGUST 1942 - 9 FEBRUARY 1943

BATTLESHIPS

NORTH CAROLINA
SOUTH DAKOTA

AIRCRAFT CARRIERS

ENTERPRISE, SARATOGA

HEAVY CRUISERS

CHESTER, MINNEAPOLIS, NEW ORLEANS,
PENSACOLA, PORTLAND,
SALT LAKE CITY, SAN FRANCISCO

LIGHT CRUISERS

BOISE, HELENA, SAN JUAN,
ACHILLES (ROYAL NEW ZEALAND NAVY)

DESTROYERS

AARON WARD, BUCHANAN, FARENHOLT,
GWIN, HUGHES, LA VALETTE, MAHAN,
MUGFORD, O'BANNON, PATTERSON,
RALPH TALBOT, SMITH, STERETT

DESTROYER MINESWEEPER ZANE

CORVETTE

KIWI (ROYAL NEW ZEALAND NAVY)

MOTOR TORPEDO BOAT PT-59

TRANSPORTS

BARNETT, ZEILIN

CARGO SHIPS

ALCHIBA, ALHENA

SEAPLANE TENDER MC FARLAND



THE NAVAL CAMPAIGN

FROM THE INITIAL LANDINGS ON 7 AUGUST 1942 TO THE JAPANESE EVACUATION OF GUADALCANAL IN FEBRUARY 1943, THE U.S. AND THE JAPANESE NAVIES WERE ENGAGED IN SEVEN SPECIFIC NAVAL BATTLES. IN ADDITION, THROUGHOUT THE CAMPAIGN, NUMEROUS SMALLER NAVAL ACTIONS TOOK PLACE INVOLVING CRUISERS, DESTROYERS, NAVAL AIRCRAFT, MOTOR TORPEDO BOATS AND SUBMARINES IN WHICH PLANES AND SHIPS OF BOTH SIDES WERE DAMAGED OR SUNK. SO MANY JAPANESE AND AMERICAN SHIPS OF ALL CLASSES WERE SUNK, INCLUDING TRANSPORTS AND CARGO SHIPS, THAT THE WATER AREA BETWEEN GUADALCANAL AND FLORIDA ISLAND BECAME KNOWN AS "IRONBOTTOM SOUND."

THE FIRST SIX ENGAGEMENTS WERE MAJOR NAVAL BATTLES: FOUR OF THESE WERE NIGHT GUNFIRE ACTIONS AND TWO WERE CARRIER-AIR BATTLES. THE SEVENTH (RENNELL ISLAND) WAS A TYPICAL SEA-AIR BATTLE SIMILAR TO MANY OTHERS FOUGHT DURING THE GUADALCANAL CAMPAIGN, BUT THE ONLY ONE OF SUFFICIENT MAGNITUDE TO BE RECORDED IN AMERICAN NAVAL HISTORY WITH A NAME OF ITS OWN.

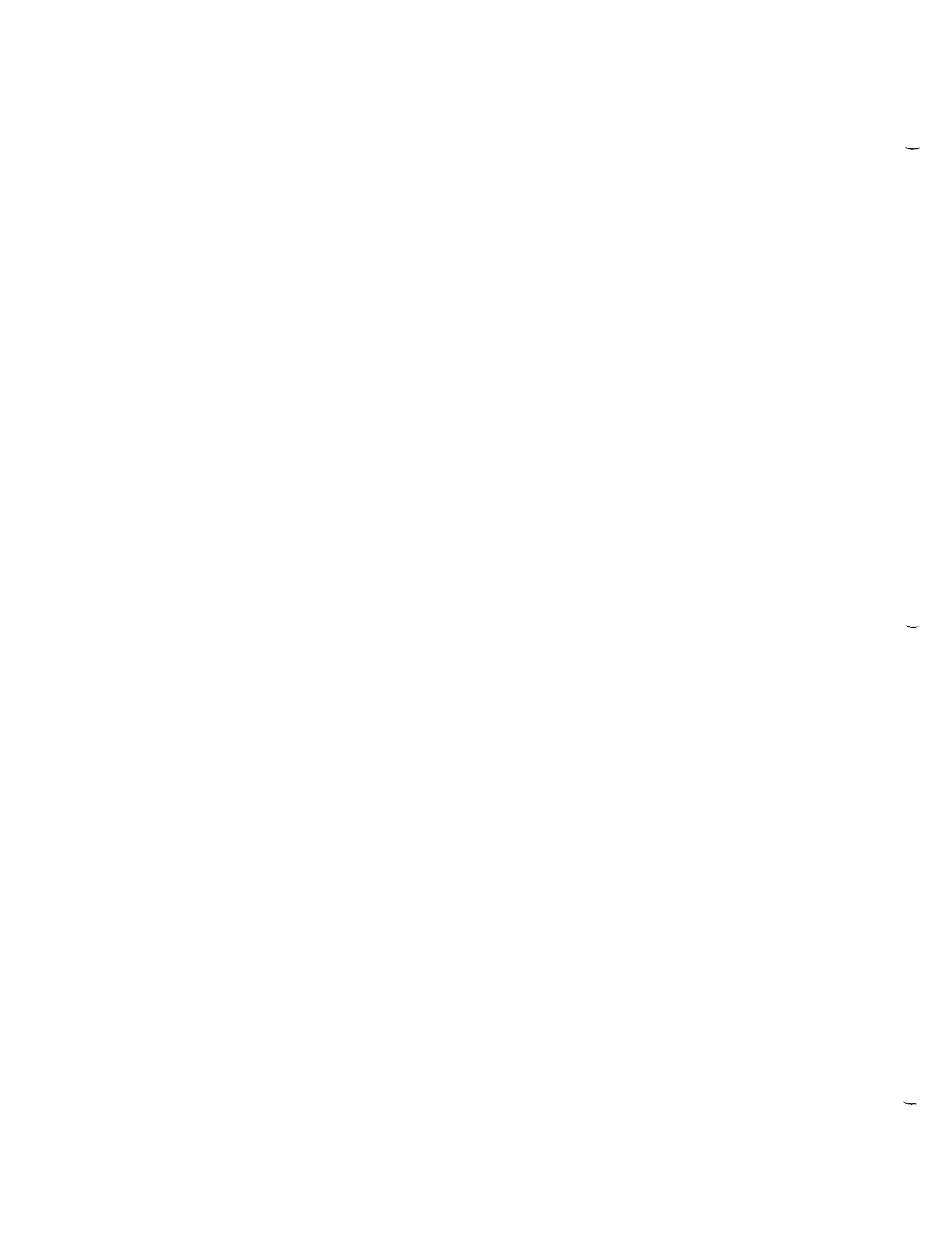
1. SAVO ISLAND, 9 AUGUST 1942
2. THE EASTERN SOLOMONS, 24-25 AUGUST
3. CAPE ESPERANCE, 11-12 OCTOBER
4. THE SANTA CRUZ ISLANDS, 26-27 OCTOBER
5. NAVAL BATTLE OF GUADALCANAL, 12-15 NOVEMBER
6. TASSAFARONGA, 30 NOVEMBER
7. RENNEL ISLAND, 29-30 JANUARY 1943

WALL: 2 - TITLE: BATTLE OF SANTA CRUZ ISLANDS
04/25/1991 PANEL 105 - TYPE B - FACE L

THE BATTLE OF THE SANTA CRUZ ISLANDS
26-27 OCTOBER 1942

ON 26 OCTOBER U.S. AND JAPANESE FLEETS OPERATING EAST OF THE SOLOMON ISLANDS AND NORTH OF THE SANTA CRUZ ISLANDS ALMOST SIMULTANEOUSLY LAUNCHED AIR STRIKES AGAINST EACH OTHER. ALTHOUGH THE U.S. FLEET INCLUDED TWO LARGE CARRIERS, HORNET AND ENTERPRISE, THE ENEMY FLEET WAS NUMERICALLY STRONGER WITH TWO LARGE AND TWO LIGHT CARRIERS.

BY MID-MORNING U.S. AIRCRAFT HAD BADLY DAMAGED A LARGE CARRIER, A LIGHT CARRIER AND A HEAVY CRUISER WHILE JAPANESE AIRCRAFT PUT HORNET OUT OF ACTION. LATER A U.S. DESTROYER WAS SEVERELY DAMAGED BY A TORPEDO AND SUNK. BATTLESHIP SOUTH DAKOTA, FLEET CARRIER ENTERPRISE, A LIGHT CRUISER AND ANOTHER DESTROYER HAD BEEN HIT BY DIVE BOMBERS. DURING THE NIGHT HORNET WAS ABANDONED AND WAS SUNK. ON 27 OCTOBER THE ACTION WAS BROKEN OFF AND BOTH SIDES WITHDREW.



THE NAVAL BATTLE OF GUADALCANAL
12-15 NOVEMBER 1942

12 NOVEMBER THIS GREAT BATTLE BEGAN ABOUT 1400 HOURS WITH JAPANESE AIR ATTACKS ON U.S. TRANSPORTS UNLOADING TROOPS AND SUPPLIES. THE ENEMY LOST A LARGE NUMBER OF PLANES BUT A U.S. HEAVY CRUISER AND A DESTROYER WERE DAMAGED.

13 NOVEMBER SHORTLY BEFORE 0200 HOURS 13 NOVEMBER A DEVASTATING NIGHT ACTION WAS JOINED SOUTHEAST OF SAVO ISLAND. THE FIGHTING WAS AT SUCH CLOSE RANGE THAT THE OPPOSING FLEETS BECAME INTERMINGLED. U.S. LOSSES WERE TWO LIGHT CRUISERS AND FOUR DESTROYERS SUNK. THE FLAGSHIP, A HEAVY CRUISER, DAMAGED THE AFTERNOON BEFORE BY ENEMY AIRCRAFT WAS STRUCK REPEATEDLY BY NAVAL GUNFIRE. ANOTHER HEAVY CRUISER WAS HIT BY A TORPEDO AND A LIGHT CRUISER AND THREE DESTROYERS WERE DAMAGED BY NAVAL GUNFIRE. THE JAPANESE LOST TWO DESTROYERS SUNK AND THREE DESTROYERS DAMAGED. THEIR GREATEST LOSS WAS A BATTLESHIP SO HEAVILY DAMAGED BY NAVAL GUNFIRE THAT U.S. CARRIER-BASED AIRCRAFT AND MARINE PLANES FROM HENDERSON FIELD WERE ABLE TO SINK IT LATE IN THE AFTERNOON.

14 NOVEMBER AFTER MIDNIGHT 13-14 NOVEMBER A JAPANESE NAVAL BOMBARDMENT UNIT SHELLED HENDERSON FIELD. AT DAWN THE BOMBARDMENT UNIT WAS ATTACKED BY MARINE AND NAVAL AIRCRAFT FROM HENDERSON FIELD AND AIRCRAFT FROM THE APPROACHING U.S. CARRIER ENTERPRISE. THE ENEMY LOST A HEAVY CRUISER. ALSO TWO HEAVY CRUISERS, A LIGHT CRUISER AND A DESTROYER WERE DAMAGED.

IN THE AFTERNOON AN ENEMY REINFORCEMENT GROUP OF ELEVEN DESTROYERS AND ELEVEN TRANSPORTS WAS LOCATED STEAMING TOWARD GUADALCANAL. ALTHOUGH SEVEN OF ITS TRANSPORTS WERE SUNK, THE JAPANESE CONTINUED ON THEIR ASSIGNED MISSION AFTER TRANSFERRING THE TROOPS TO THE DESTROYERS. LANDING OF THE TROOPS AND SUPPLIES BEGAN ABOUT 0400 HOURS THE FOLLOWING MORNING.

SHORTLY BEFORE MIDNIGHT 14-15 NOVEMBER A U.S. TASK FORCE OF TWO BATTLESHIPS, WASHINGTON AND SOUTH DAKOTA, AND FOUR DESTROYERS OPENED FIRE ON A SECTION OF THE ENEMY'S FLEET EAST OF SAVO ISLAND. TWO OTHER GROUPS OF THE JAPANESE FLEET WEST AND SOUTH OF SAVO ISLAND QUICKLY ENGAGED THE U.S. FORCE. A JAPANESE DESTROYER, SEVERELY DAMAGED, WAS SUNK THE NEXT DAY. OF THE FOUR U.S. DESTROYERS ENGAGED, TWO WERE SUNK. THE OTHER TWO WERE DAMAGED AND ORDERED TO RETIRE. ONE OF THESE WAS SUNK LATER BY U.S. FORCES.

15 NOVEMBER AT ABOUT MIDNIGHT 14-15 NOVEMBER THE TWO U.S. BATTLESHIPS MET THE FOURTH AND STRONGEST GROUP OF THE ENEMY FLEET. SOUTH DAKOTA WAS CAUGHT BY ENEMY SEARCHLIGHTS, WHEREUPON THE ENTIRE ENEMY FLEET CONCENTRATED ITS FIRE ON IT, IGNORING WASHINGTON. THIS WAS FATAL TO THE SECOND JAPANESE BATTLESHIP WHICH WASHINGTON PUT OUT OF ACTION IN SEVEN MINUTES. TWO ENEMY HEAVY CRUISERS WERE ALSO DAMAGED BY THE TWO U.S. BATTLESHIPS. DUE TO THE CONCENTRATED FIRE, SOUTH DAKOTA WAS FORCED TO RETIRE AND WASHINGTON TURNED NORTHWEST TO LURE ENEMY SHIPS AWAY FROM SOUTH DAKOTA. THE JAPANESE FLEET FOLLOWED BUT SOON WITHDREW. THE DAMAGED JAPANESE BATTLESHIP WAS ABANDONED AND SUNK.

AT DAYLIGHT ARMY, NAVY AND MARINE AIRCRAFT ATTACKED THE FOUR REMAINING TRANSPORTS OF THE REINFORCEMENT GROUP. A LONE U.S. DESTROYER FROM TULAGI APPEARED AND DESTROYED THE TRANSPORTS.

THUS ENDED THE GREATEST SEA BATTLE OF THE GUADALCANAL CAMPAIGN. ALTHOUGH THE U.S. NAVY LOST MORE COMBATANT SHIPS, THE ENEMY LOSS OF TWO BATTLESHIPS AND ELEVEN TRANSPORTS WAS FAR MORE SERIOUS. THE JAPANESE NEVER AGAIN SENT LARGE NAVAL FORCES INTO THE WATERS AROUND GUADALCANAL. THE BATTLE WAS DECISIVE IN THE STRUGGLE FOR THAT ISLAND.

WALL: 2 - TITLE: VESSELS SUNK OR DAMAGED III
04/25/1991 PANEL 108 - TYPE C - FACE L

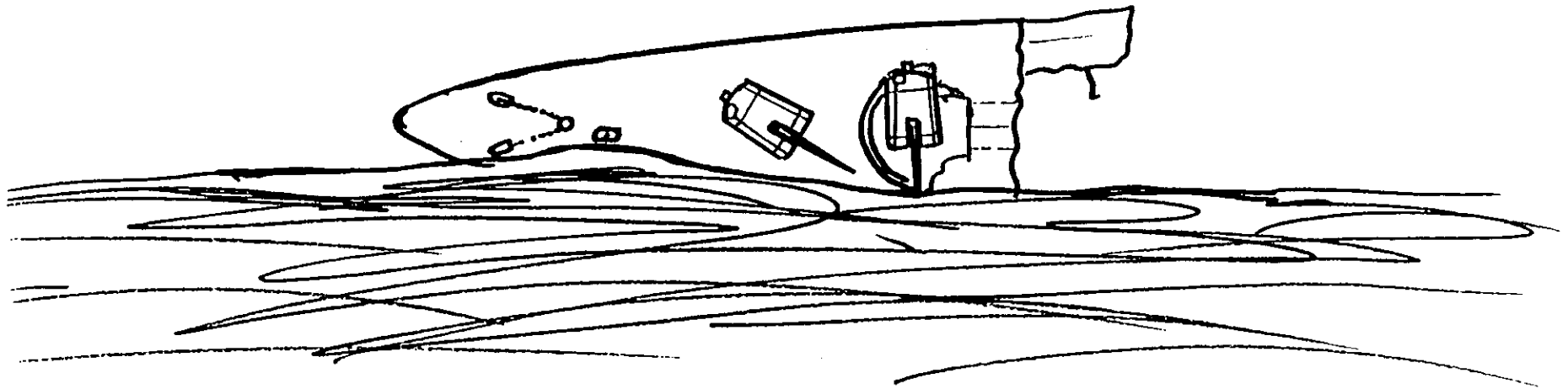
JAPANESE NAVAL VESSELS
SUNK OR DAMAGED DURING THE
GUADALCANAL CAMPAIGN

<u>SHIP</u>	<u>SUNK</u>	<u>DAMAGED</u>
BATTLESHIPS	2	
AIRCRAFT CARRIERS		1
LIGHT CARRIERS	1	1
HEAVY CRUISERS	3	5
LIGHT CRUISERS	1	2
DESTROYERS	11	20
SUBMARINES	6	
TRANSPORTS	13	
CARGO SHIPS	5	



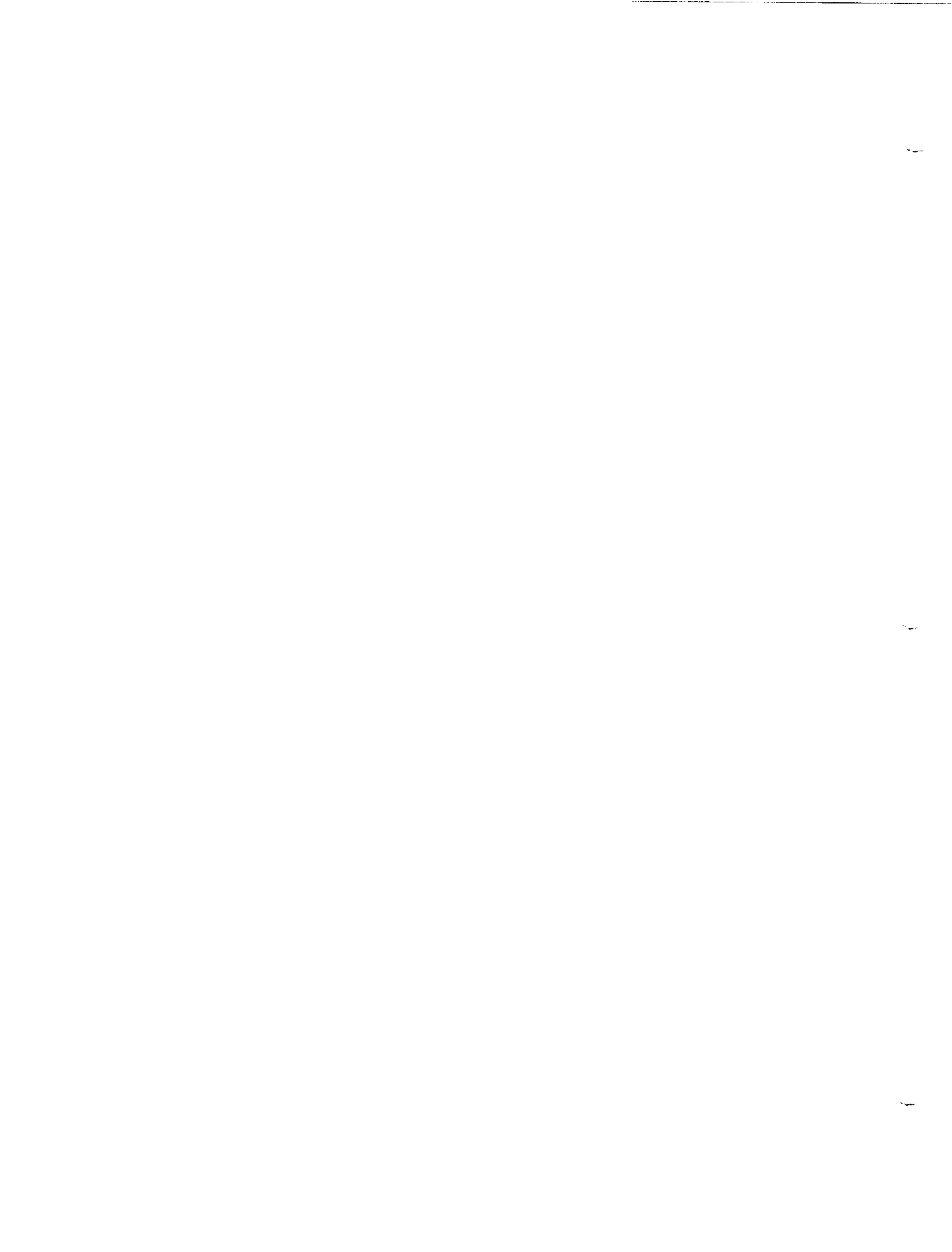
Naval Historical Center
Washington Navy Yard
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Washington, DC 20374-5060

USS BARTON
Approximate Configuration of Wreck
July 1992
Deck View

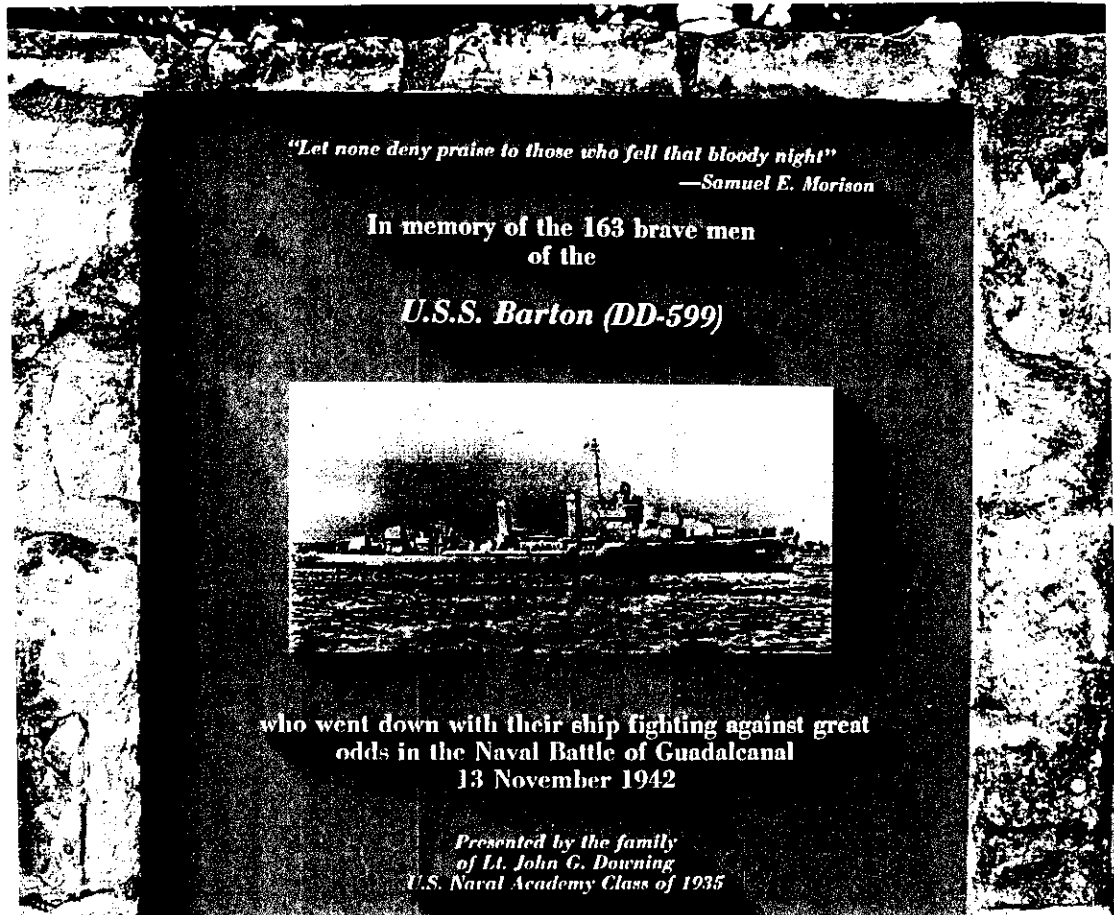


Rough Scale: 1" = 22'

C.R. Haberlein Jr., 9/92



The plaque on the Memorial Wall at the Admiral Nimitz Museum, Fredericksburg, Texas, memorializing the men of the Barton.



Photograph of plaque courtesy of
Albert A. Arcand (survivor).

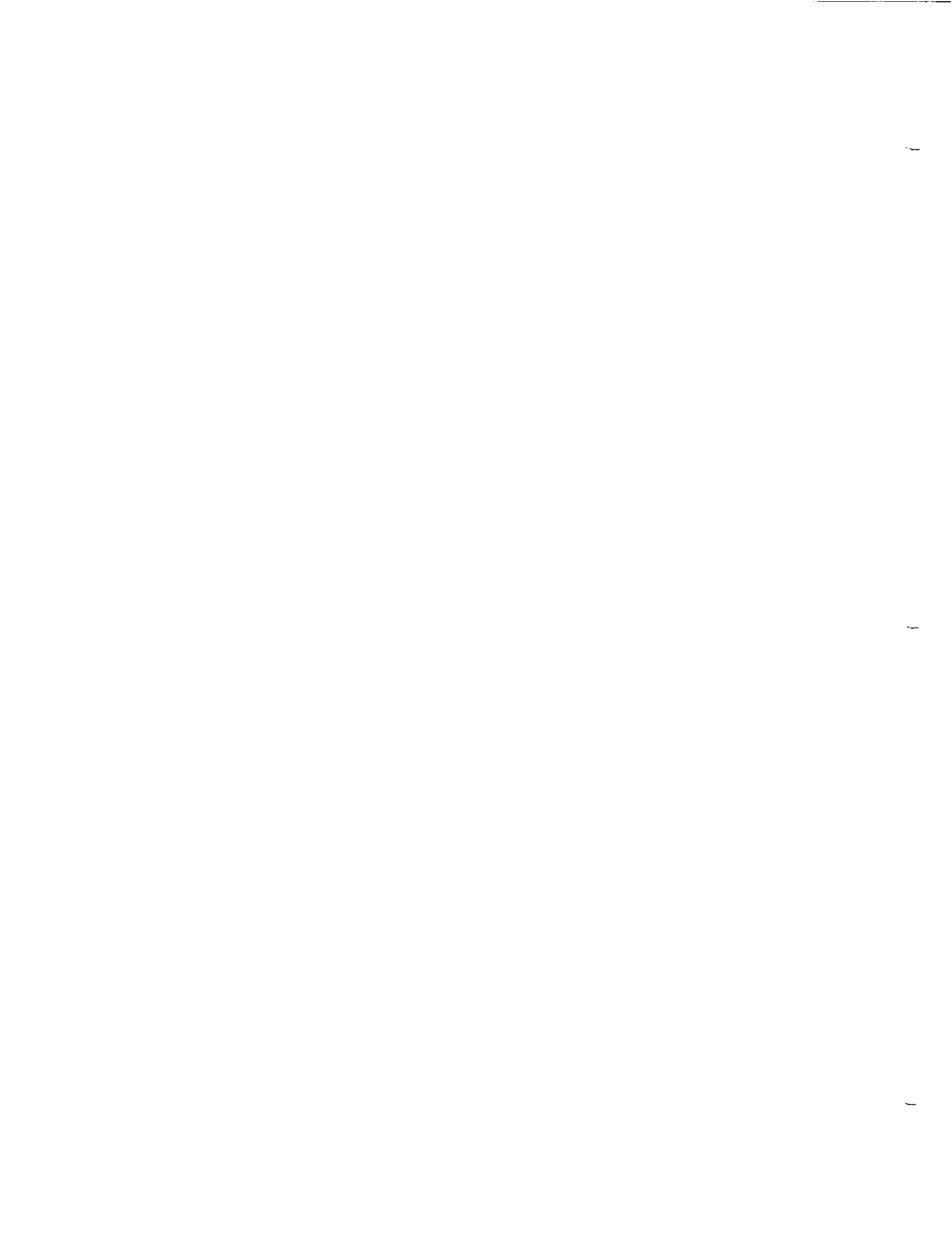
Editor's Note: Lt. John G. Downing, USN, was the Engineering Officer on the Barton when she went down. Copies of this booklet have been sent to his widow, his children (a daughter and a son; too young in 1942 to remember their father) and his younger brother, also a graduate of the U.S. Naval Academy.

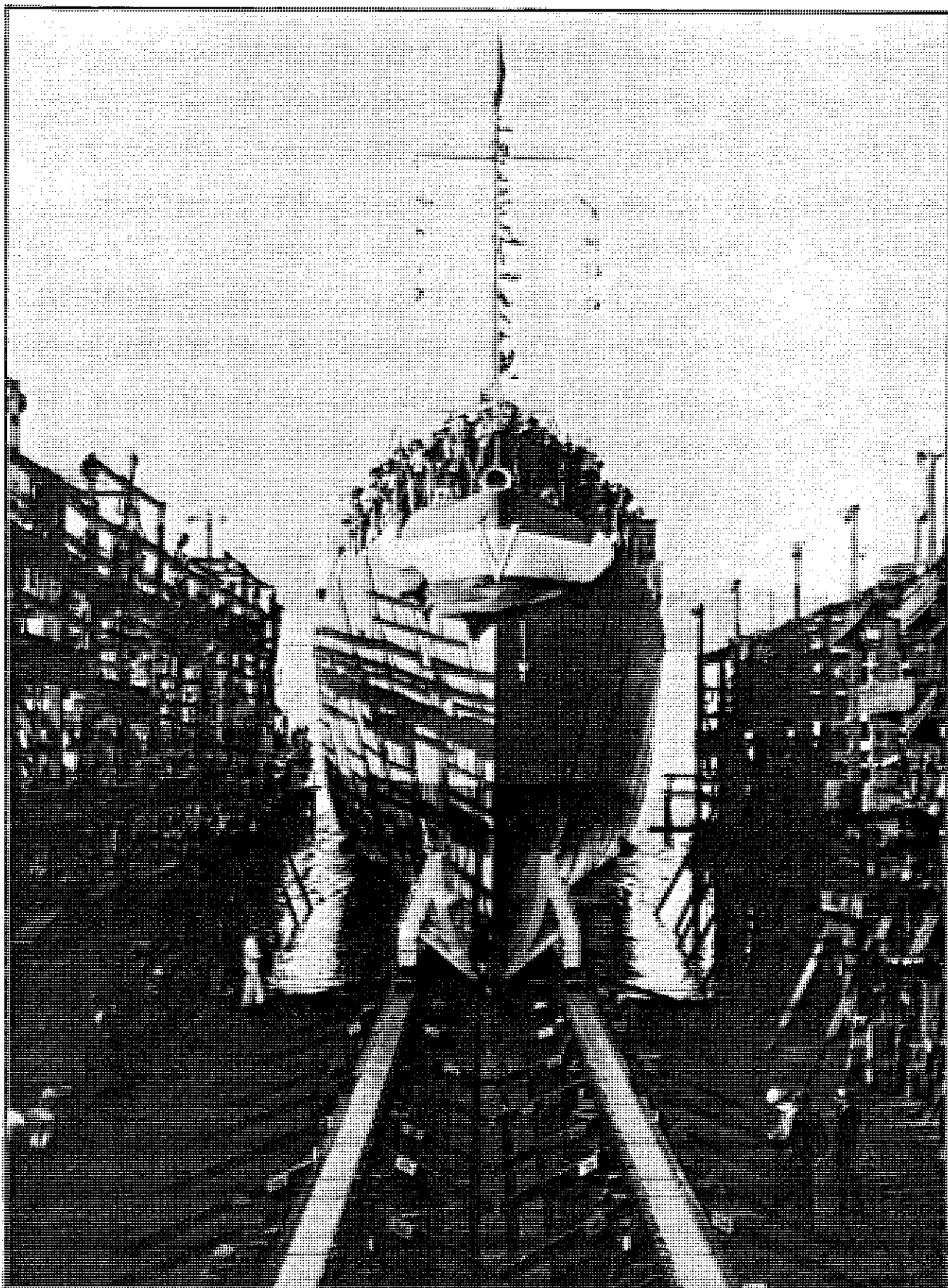
E. Andrew Wilde, Jr.
Commander, USNR (Ret.)
25 July 1994



"They fought together as brothers in arms; they died together and now they sleep side by side. To them we have a solemn obligation - the obligation to insure that their sacrifice will help make this a better and safer world in which to live."

- Fleet Admiral Chester W. Nimitz, USN, at The Surrender on board the U.S.S. Missouri (BB-63) in Tokyo Bay, 2 September 1945.





The launching of the USS Douglas H. Fox (DD-779), an Allen M. Sumner-class destroyer displacing 2,200 tons, at Todd-Pacific Shipyards, Seattle, Washington on September 30, 1944. The ship was named for the Commanding Officer of the USS Horton (DD-599), sunk off Guadalcanal on November 13, 1942. (U.S. Navy photograph courtesy of Cdr. Conrad H. Carlson, USN (Ret.))

Marine News

R. H. CALKINS, Editor

**SHIP'S SKIPPER
LAUDS SEA HERO**

In accepting the new, swift destroyer Fox, commissioned yesterday at the Todd Pacific Shipyards in Seattle, Comdr. R. M. Pitts, U. S. N., who will take the vessel into battle, said it is his "fervent resolve that she shall soon be a strong unit of an ever-victorious American Fleet, and an instrument of vengeance for the illustrious name she bears."

The Fox is named for Lieut. Comdr. Douglas H. Fox of Dowagiac, Mich., missing in action after the Battle of Guadalcanal. Commander Fox last was seen directing the movements of the destroyer Barton in action against the Japanese November 15, 1942.

"I shall ask no more. I shall expect no less," continued Commander Pitts. "It is with scarcely concealed emotion and pride that I accept command of this splendid vessel. Today it is not easy to recall the memories of the commissioning of my last ship, the Bancroft, for I spent many pleasant hours over cups of coffee with the skipper of her sister ship, the Barton, and I remember now how that mighty Barton helped turn back the Japanese at Guadalcanal, and too, that in the blazing inferno we call the Third Battle of Savo Island, she went to her rest with the immortals of Ironbottom Bay.

"The indomitable captain of the Barton, recipient of the Navy Cross, Gold Star in lieu of a second Navy Cross, and Purple Heart, who gave so much, yes, who gave everything when so much was needed, was Douglas H. Fox."

Commander Pitts made his pledge to avenge the death of Commander Fox "to you who built this vessel and to the officers and men who will fight her."

Commander Pitts has asked Todd Pacific Shipyards to paint red foxes on the stacks of the destroyer in honor of the Navy officer whose name she bears.

Capt. H. N. Wallin, supervisor of Navy shipbuilding, in the Seattle area, turned the Fox over to her commanding officer. Mrs. Isabel James of the department of public relations and labor of Todd Pacific presented the American Flag the vessel will fly in battle. Mrs. Joel T. Boone, wife of Captain Boone, U. S. N., medical officer in command of the United States Naval Hospital in Seattle, who christened the Fox, wished the officers and crew of the vessel "the greatest success in victory." A Coast Guard band played "The Star Spangled Banner" as the vessel's colors were raised. Prayer was offered by Chaplin H. R. Ohden for the ship, her officers and crew.

DESTROYER RECEIVES FLAG

Mrs. Isabel James presents an American flag to Comdr. R. M. Pitts, U. S. N., who will command the destroyer Fox, commissioned today at Todd Pacific Shipyards.

Captain Wallin said the schedule of Todd Pacific for 1945 is a difficult one. He complimented the workers on what they have accomplished and for completion of the Fox one week ahead of schedule.

"This is a good ship. She is well built. Although she is a complicated mass of materials, she has great power, which depends on the spirit of the men who man her," said Captain Wallin. He urged the workers at Todd Pacific to assist in recruiting more men for the big yard.

Comdr. R. M. Pitts reads his orders at commission ceremonies as the Seattle-built destroyer Fox joined the Navy yesterday.





The U.S.S. Barton (DD-599) in World War II

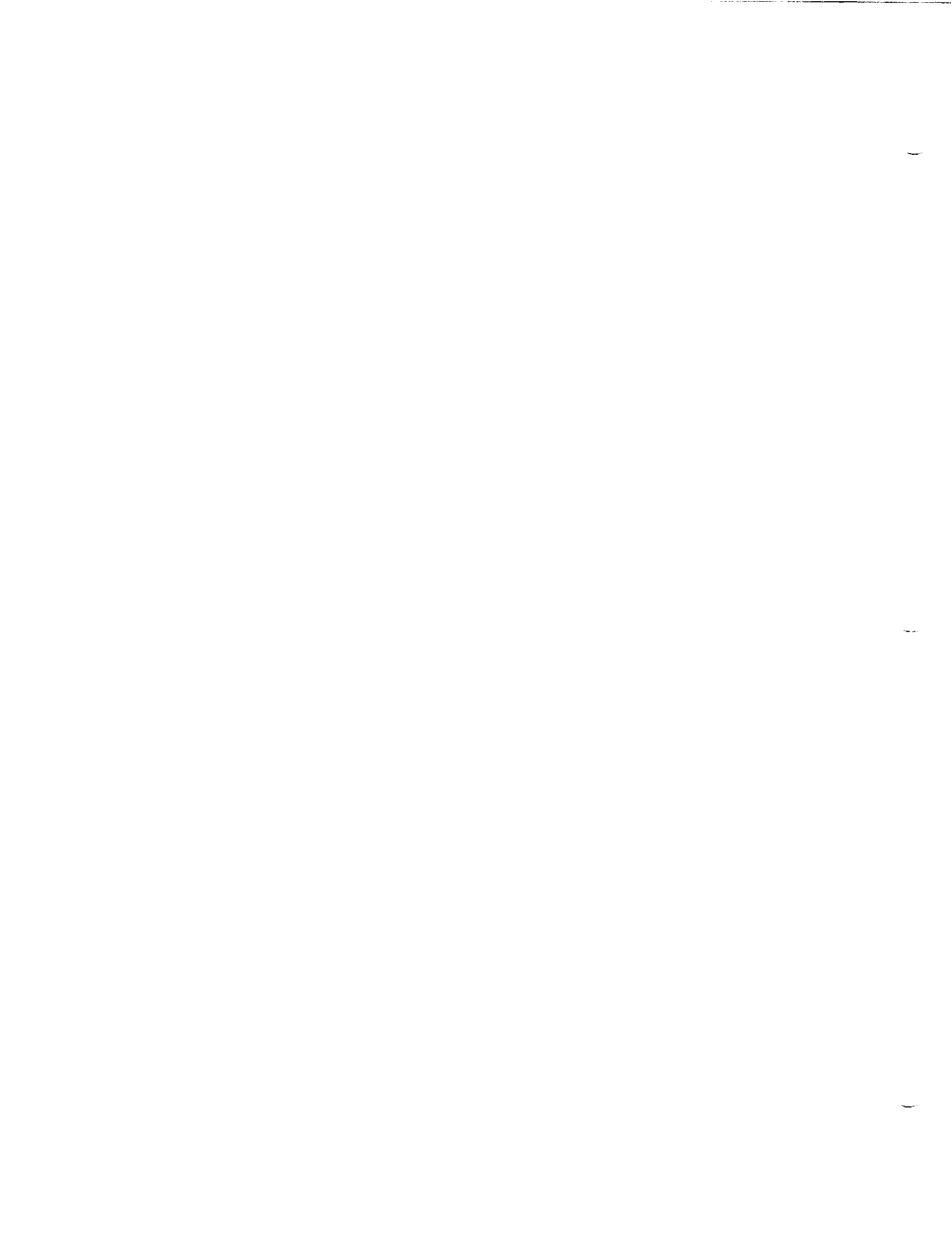
Photograph Credits

<u>Description</u>	<u>National Archives No.¹</u>
<u>On the ways, Quincy, Mass., 1/31/42</u>	19-N-29922
<u>Sponsor, Miss Barbara Dean Barton</u>	19-N-29932
<u>Christening, Bethlehem Steel, Quincy, MA</u>	19-N-29933
<u>Launching, Fore River Yard, 1/31/42</u>	19-N-29934
<u>Starboard beam, Boston Harbor, 5/29/42</u>	19-N-30249
<u>1.1-inch quad gun mount USS <u>Ranger</u> (CV-4)</u>	80-G-30334
<u>20-mm Oerlikon machine gun/cannon</u>	19-N-31965
<u>USS <u>Hornet</u> (CV-8), stbd. bow, 1941</u>	Order w. photocopy ²
<u>USS <u>Hornet</u>, painting, suicide plane</u>	80-G-100242
<u>USS <u>Hornet</u> with USS <u>Northampton</u> (CA-26)</u>	Order w. photocopy ²
<u>USS <u>Hornet</u>, under attack, 10/26/42</u>	80-G-33947
<u>PBY-5 Catalina flying boat</u>	80-G-2132
<u>Air attack off Guadalcanal, 11/12/42</u>	80-G-32366
<u>Starboard bow, Boston Harbor, 5/29/42</u>	19-N-30252
<u>After gun platform, <u>Aaron Ward</u> (DD-483)</u>	19-N-30718
<u><u>Portland</u> (CA-33), Pearl Harbor, 6/14/42</u>	80-G-11531
<u>Monument dedication, Purvis Bay, 1944</u>	127-GW1008, #80929
<u>Plaque, Purvis Bay Monument, Florida Is.</u>	80-G-240318
<u>USS <u>Douglas H. Fox</u> (DD-779), launching</u>	80-G-267495

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E. A. Wilde, Jr.
March, 2003



The U.S.S. Barton (DD-599) in World War II

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- Amphib. Force, South Pacific, 12/3/42, TF 67, for 11/8-15/42.
- USS Barton: 11/1/42, rescue oper.; 11/26/42, loss of ship.

Miscellaneous:

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Note: Folder is misfiled under USS Barton (DD-722).
- Citations File for WWII, Operational Archives, Naval Historical Center, Washington Navy Yard.
- Muster Rolls, USS Barton with Record Of Changes Sheets through 11/8/42, on microfilm (National Archives).
- Deck Logs, USS Barton, handwritten, through 10/31/42.
- Deck Log, USS Portland (CA-33), 11/13/42. (National Archives)

E. A. Wilde, Jr.
March, 2003



2006 ADDENDUM

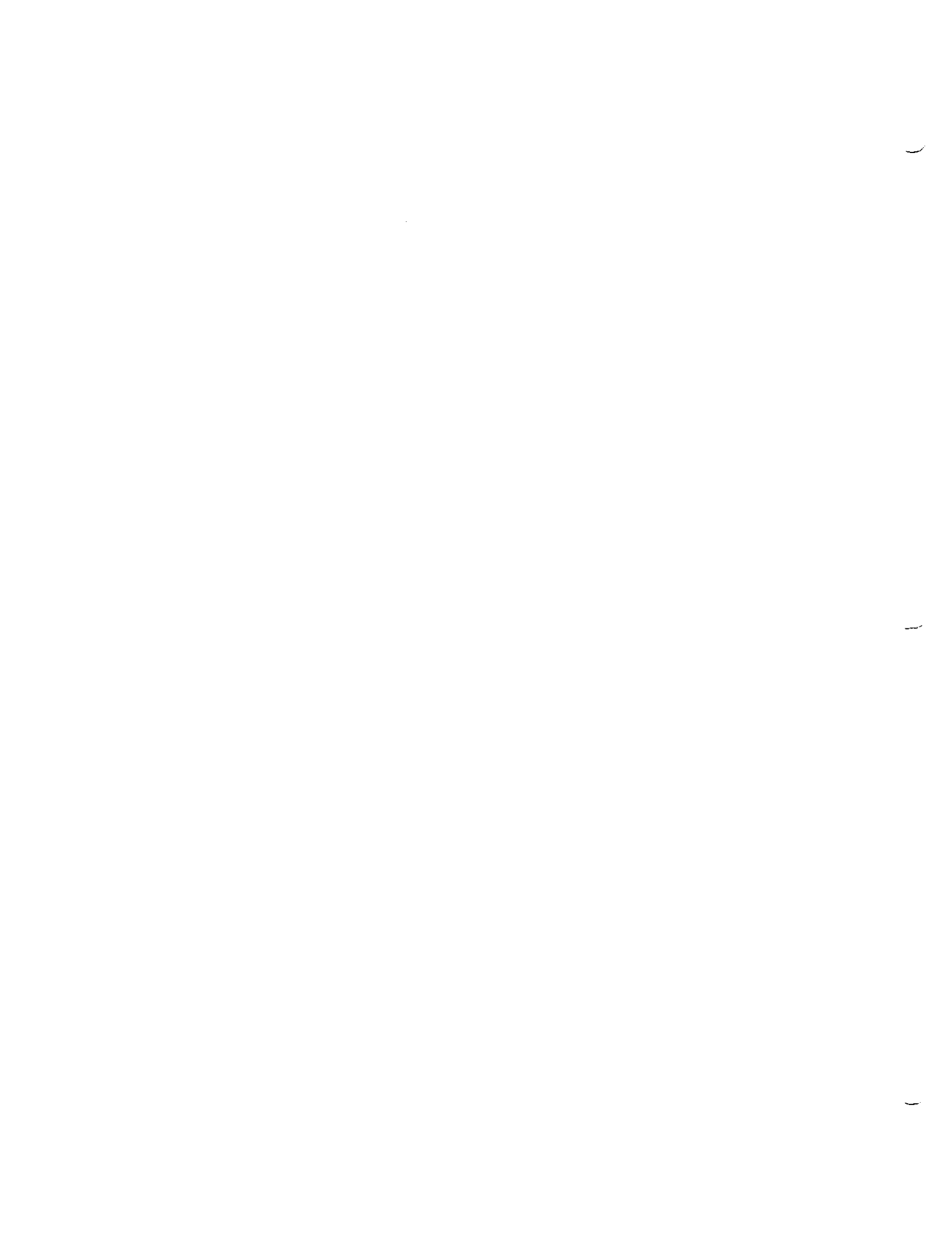
Dedication in 1944 of the Monument at Purvis Bay, Florida Island, British Soloman Islands, to honor ". . . the officers and men of the United States and Allied Navies who died in the fierce Battles in 'Iron Bottom Bay'" during the Guadalcanal Campaign, August 7, 1942 to February 9, 1943.

Editor's Note:

Around 1995 Elizabeth ('Bettsy') R. Perkins Shaw sent me copies of several handwritten letters she had received early in 1944 from her first husband, Commander Van Ostrand Perkins, USN (K.I.A.). In 2002 most of his letters were included in Bettsy Shaw's memoir, Beside Me Still, published by the Naval Institute Press shortly after she died. However, his letters regarding the dedication ceremony were edited out by the publisher.

This addendum consists of typed excerpts from these letters plus a remarkable photograph of the dedication ceremony which I discovered only a few years ago (National Archives II: 127-GW1008, #80929).

*E. Andrew Wilde, Jr.
June, 2006*



Florida Island Monument on Purvis Bay
(Dedicated on April 30, 1944)

Excerpts from letters written to Mrs. Elizabeth R. P. Shaw by her first husband, Cdr. Van Ostrand Perkins, USN (KIA '44) in 1944:

Today was one of those days - in fact, it was the first busy one I've had in a long time. I was away from the ship all day and couldn't write more on this letter this morning and afternoon, as I expected to, and get it in the mail. It will go tomorrow.

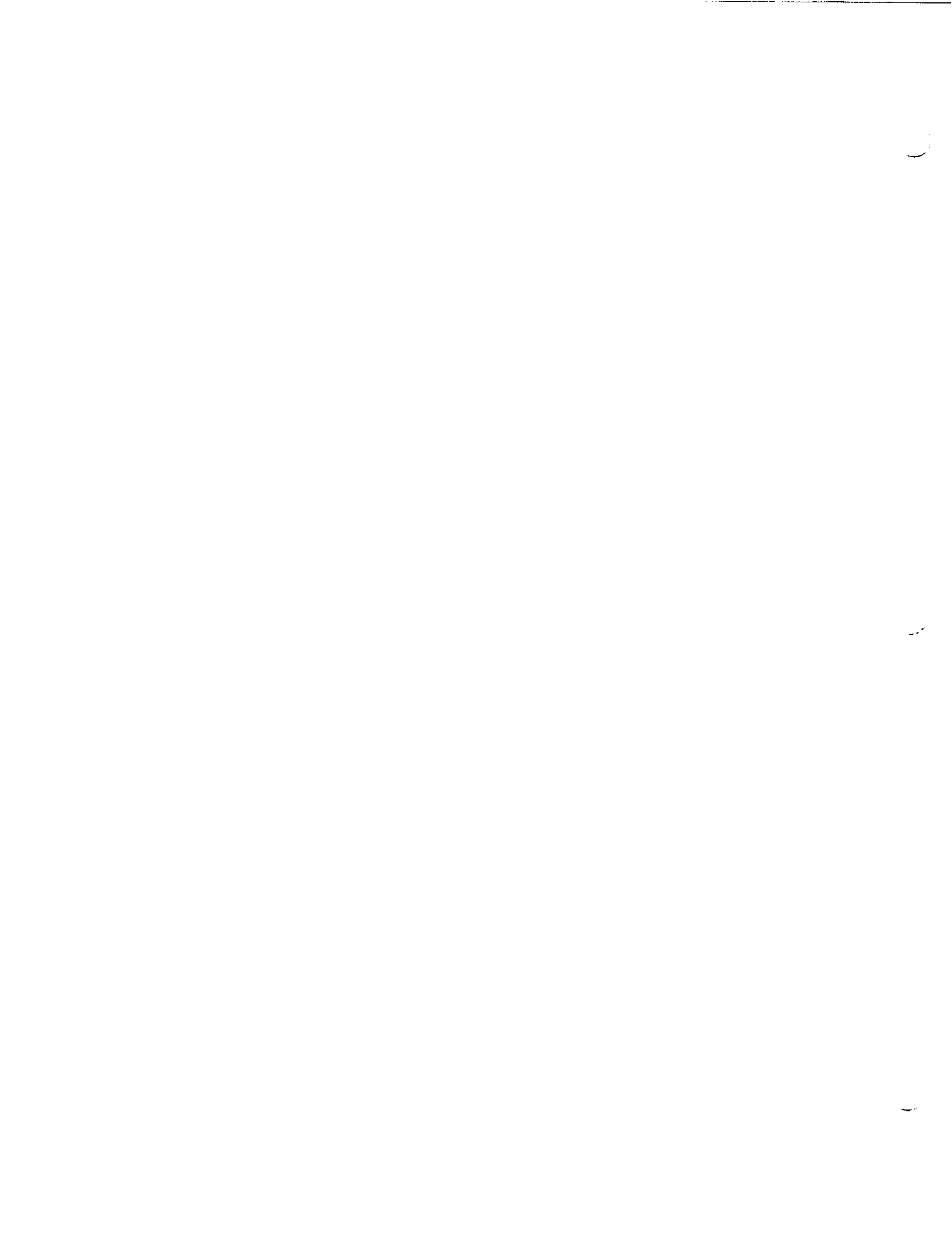
Well, my busy day was about the memorial ceremony we plan to have. I went with a Captain Carter on what I thought would be an hour's visit with the Admiral to iron out the details. The Admiral set the date for this Sunday and indicated what he would like to have and who he wanted to have invited, etc.. Well, I am the "glad hand boy", so I got the list of guests typed up and arranged and started the dust flying on some of the details. Like getting the chaplains lined up and telling them what we want, getting the band arranged for and so forth. Then this afternoon Captain Carter gave me one of his fast boats and I went five miles or so up the line to another part of the naval settlement extending tidings and invitations to certain U.S. naval and New Zealand-Australian naval people. I didn't get back to the ship until after five. It was an interesting boat ride I had though, because I'd never been up to that part of the area before. There are no roads as I've said, and it's all jungle between here and there - so all communication has to be by boat and not by cars.

Tomorrow I have to go over to _____, about 20 miles across the bay, and call on more dignitaries and invite them, get a Vice Admiral to agree to make a speech and arrange for photographers and publicity from a Photographic Squadron. That will be another full day's job I fear.

I enjoy doing this, however, for many reasons, not the least of which is the fact that I get off the ship all the time and am getting a regular Cook's tour of this area, seeing it at close hand. Much of it is well known and famous which I've seen from the distance but have never really been close to. Of course it is all so built up now by us that it would be unrecognizable almost to those who first landed.

It is amazing what kind of people Americans are. We land in the middle of the jungle and in no time have a little area cleared, through which we build roads, put up piers, storehouses, shops, etc. - and where there are roads you must watch to see that you aren't run over by jeeps, giant trucks and everything on wheels. There is nothing permanent here, and I doubt if much money has been wasted, but we certainly do move in on a place with our machinery. I'll bet we have more trucks, steam shovels, tractors, etc. in a small area like this than all the contractors in the Philippine Islands had together, and if the Japs judged us by our efforts in the Philippines, how wrong they were.

There must be much consternation in Tokyo these days, because



in the Pacific the war is humming along at a great rate; probably even better than most of us realize.

* * * * *

We had a meeting of the Board of Governors of the Club, and I find that on the Board are a Captain, four Commanders, four Lieut. Comdrs. and two Lieuts.. I am glad I have the job, because this being in such a history-making area, they have plans to make it a sort of permanent part of America by erecting a suitable plaque and having the little monument dedicated with a large ceremony and so forth. So I, having a very personal interest in any dedication, volunteered to serve on the committee for the arrangements of this ceremony. It gives me a great deal of pleasure to know that they are going to do something to commemorate and make a permanent record of the achievements that resulted from the hard fighting and unimaginable hardships and work that has taken place in this area. You probably have to have fought over it and come back to get the feeling that I have. People who arrive today can't ever imagine what it was like "in the old days."

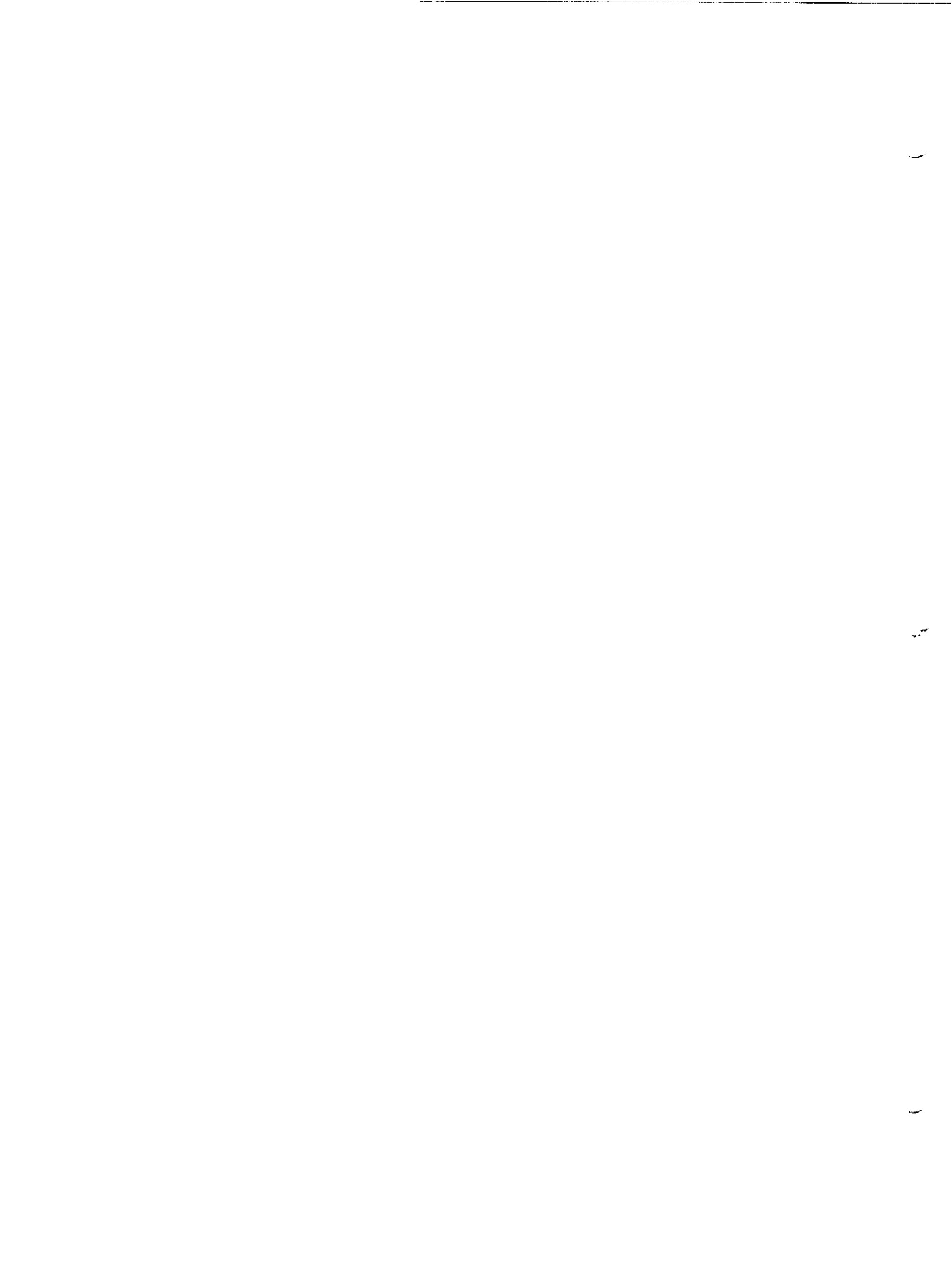
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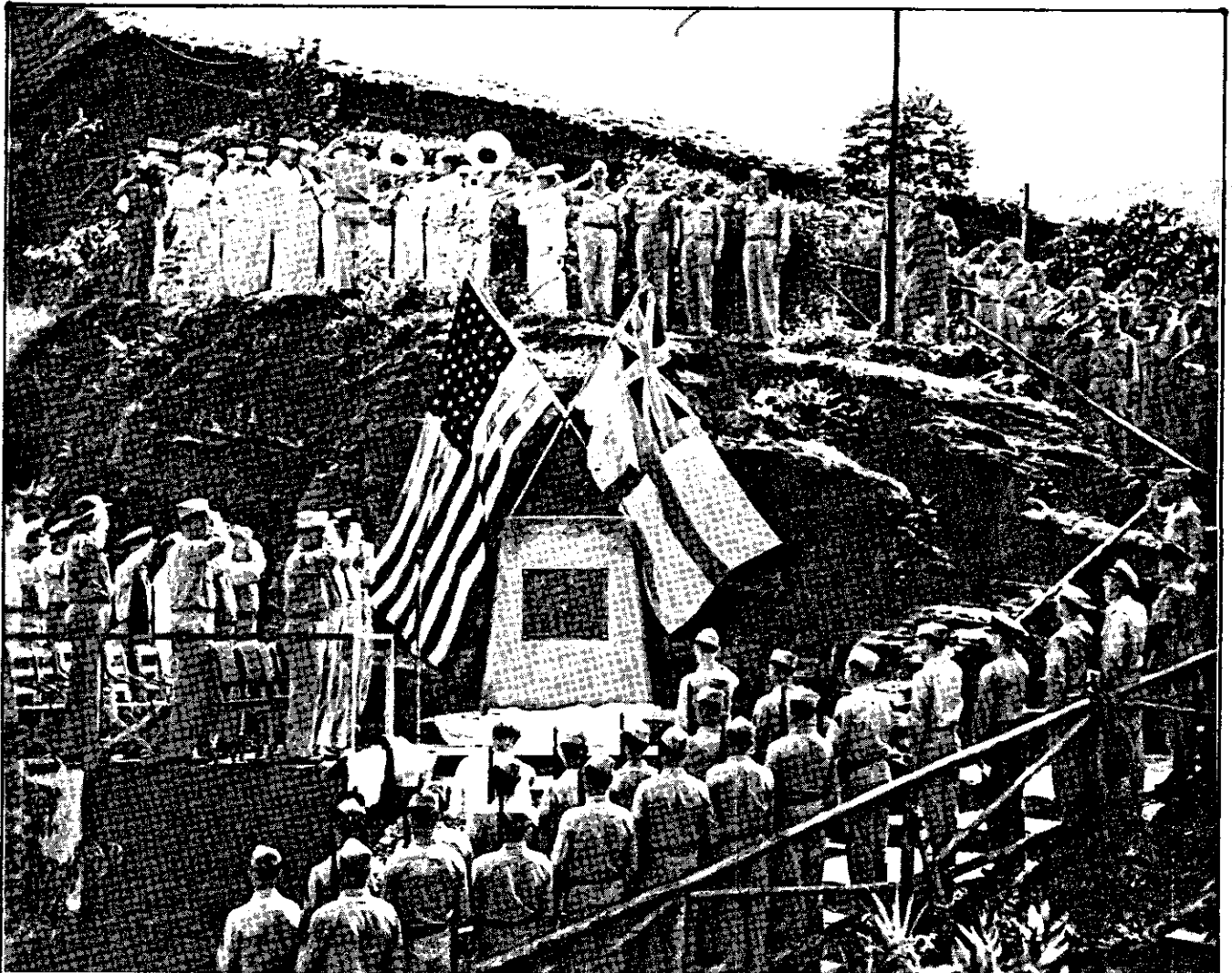
I've enclosed the little program for our ceremony which took place this morning. It went off very well and very smoothly I thought, and I had a front row place to stand - right where the activities were. There were numerous cameramen taking pictures, and I expect that they will send me a set in as much as I asked for it, organized them and gave them all some beer afterwards.

Friday I flew over to _____ in one of our planes to line up and invite the "big wigs" stationed there and the press. It certainly was a delightful trip. It was a beautiful day, and it was nice to fly and to see some of the country from the air, as scenically - and from a distance - it is very grand looking.

After we landed I got a jeep and driver from one of the officers, and in driving around inviting the guests I had a good chance to look things over and was duly impressed by the activity, accomplishments and mud.

I saw Ronnie Rankin this morning at the ceremony and expect to have a few beers with him later this afternoon. I also bumped into two people you don't know. One was the ex-Chief Boatswain's Mate of the Atlanta - he is now an officer - and the other, a lad who was on one of the destroyers that got sunk that unforgettable night. We were together in the hospital in New Zealand. It certainly was nice to see those two again. I always like to see old friends, and particularly when we have something great in common.





A bronze plaque, dedicated "In memory of the officers and men of the United States and Allied Navies who gave their lives at Iron Bottom Bay, 1942-43," was unveiled on April 30, 1944. The plaque overlooks Purvis Bay, an inlet in Florida Island, British Solomon Islands Protectorate, about twenty miles northeast of Henderson Field on Guadalcanal. U.S. Navy vessels sunk by the enemy in the Bay and near vicinity included seven cruisers, twelve destroyers and three destroyer transports. (Archives II, College Park, MD)

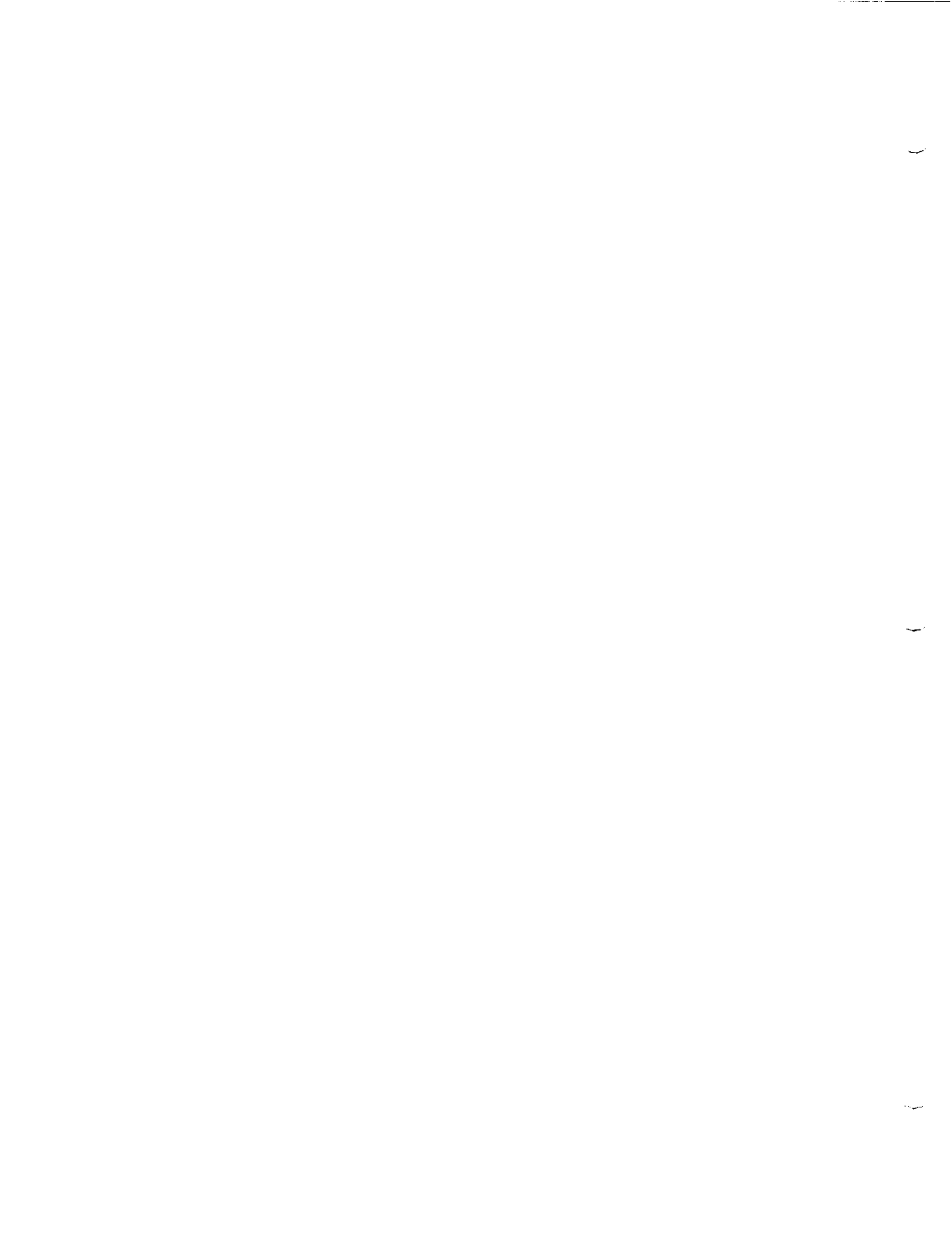


About The Editor

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 dueled 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

* * * * *

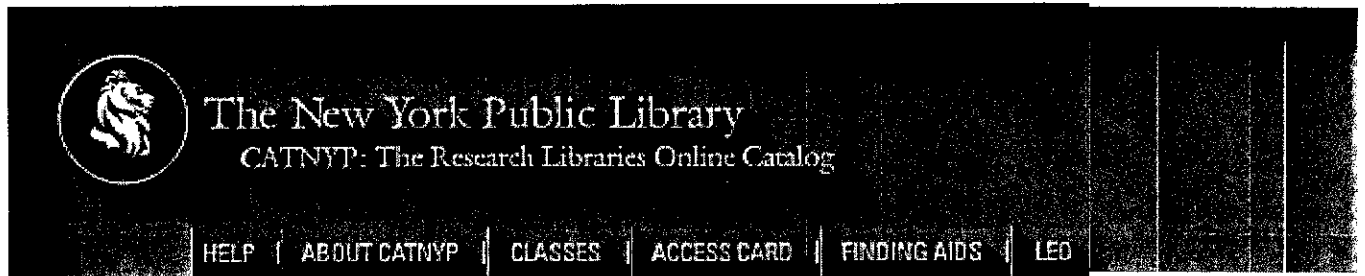
Notes:

* 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





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 (Search History)

AUTHOR Entire Collection

Record 2 of 25
 Record: [Prev](#) [Next](#)

Call # JFF 05-2050
 Title **The U.S.S. Barton (DD-599) in World War II : documents, recollections and photographs / E. Andrew Wilde, Jr., editor.**
 Imprint Needham, Mass. : E.A. Wilde, 2003 (2005 printing)

LOCATION	CALL NO.	STATUS
<u>Humanities- General Research- Rm315</u>	<u>JFF 05-2050</u>	AVAILABLE

Location Humanities- General Research- Rm315
 Edition Rev. ed., 2003.
 Descript 1 v. (unpaged) : ill., maps, ports. ; 28 cm.
 Note Cover title.
Includes bibliographical references.
 Subject Barton (Destroyer : DD-599)
World War, 1939-1945 -- Naval operations, American.
Guadalcanal, Battle of, Solomon Islands, 1942-1943.
World War, 1939-1945 -- Personal narratives, American.
 Add'l name Wilde, E. Andrew.
Barton (Destroyer : DD-599)
 Alt title USS Barton (DD-599) in World War Two
United States Ship Barton (DD-599)

Record 2 of 25
 Record: [Prev](#) [Next](#)

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 (Search History)



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, Fredericksberg, 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



1210 Greendale Ave., #339
Needham, MA 02192
July 28, 1997

The Mariners' Museum Research Library
100 Museum Drive
Newport News, Virginia 23606-3759

Attention: Lyn Gardner, Assistant to the Librarian

Dear Ms. Gardner,

Thank you for returning my check and your letter of June 2, 1997.

As you requested, I am donating the following thirteen booklets on destroyer-type vessels sunk in World War II (The McFarland was just damaged, but she was awarded the Presidential Unit Citation!): Aaron Ward (DD-483) McFarland (AVD-14)

Barton (DD-599)

Monssen (DD-436)

Colhoun (APD-2)

Perry (DD-340/DMS-17)

Cushing (DD-376)

Preston (DD-379)

DeHaven (DD-469)

Strong (DD-467)

Duncan (DD-485)

Walke (DD-416)

Laffey (DD-459)

The personnel casualties detailed (named) in my booklets do not agree with well-regarded books such as Theodore Roscoe's United States Destroyer Operations in World War II and Samuel Eliot Morison's 15-volume set, History of United States Naval Operations in World War II. My information was obtained from the primary sources listed (or included), however, and I believe it is correct.

My research on the Barton (DD-599), for example, revealed that there were 67 survivors (of 232; so 71% perished), while Roscoe states that 90% were drowned, and Morison states that "all but a handful of her crew" went down with the ship. My booklet includes a copy of the casualty report dated 11/15/42, and I have recently located 20 survivors plus the families of several other survivors who have since died.

I fervently hope that by placing my booklets in naval museums/libraries future historians will be better informed. This will only happen, however, if research librarians bring my work to their attention. A recently published book on U.S. destroyers lost in World War II (Blood on the Water?) reported that 90% of the Barton's crew was lost. Why don't these "authors" go to the National Archives and obtain the official casualty reports?!

Enjoy my booklets,



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





100 Museum Drive
Newport News, VA 23606-3759
(757) 596-2222
FAX (757) 591-7310
www.mariner.org

August 9, 1997

E. Andrew Wilde, Jr.
Commander, USNR (Ret.)
1210 Greendale Ave., #339
Needham, MA 02192

Dear Commander Wilde,

Thank you so much for the wonderful books! These 13 volumes which you have presented to us are an excellent work of scholarship. I agree with you whole-heartedly—there are far too many works of “scholarship” that contain factual errors because the authors were unwilling to take that extra step to verify their information. Your books will be highly prized, for this and other reasons. Our main focus of research concentrates on vessels; yet we have all too few individual, detailed portraits of naval vessels, their activities, and their crews. These volumes will help to fill a lamentable gap and allow us to provide valuable information to veterans and their families, as well as to others interested in these vessels.

Thank you again for your most excellent contribution.

Sincerely,

Lyn Gardner
Assistant to the Librarian



PHOTOGRAPHIC SECTION
NAVAL HISTORICAL CENTER
WASHINGTON NAVY YARD
901 M STREET SE
WASHINGTON, DC 20374-5060

April 13, 1994

Cdr. E. Andrew Wilde, Jr., USN(Ret)
1210 Greendale Ave., # 339
Needham, MA 02192

Dear Andy,

Thanks very much for the excellent BARTON historical compilation, and for the errata that arrived a few days ago. I'm delighted to have this, as it contains some November 13 info that I didn't have before. The list of survivors, killed and missing that you put together is an excellent contribution, as is the page of survivors' action stations.

I noted that one man (Peter A. Ropos) was in the lower handling room of #2 gun mount. Is that something you have confirmed with him in conversation or writing? It is almost beyond belief that he was able to escape from that location! If he gave you any information on how he got out, I certainly would like to learn of it.

Keep me posted about any other BARTON survivors you contact. It would be useful to be able to pinpoint all the survivors' locations on/in the ship when she was torpedoed, but that is not something I'm going to undertake. If you do it, though, I'll be eternally grateful for an opportunity to take advantage of your good work.

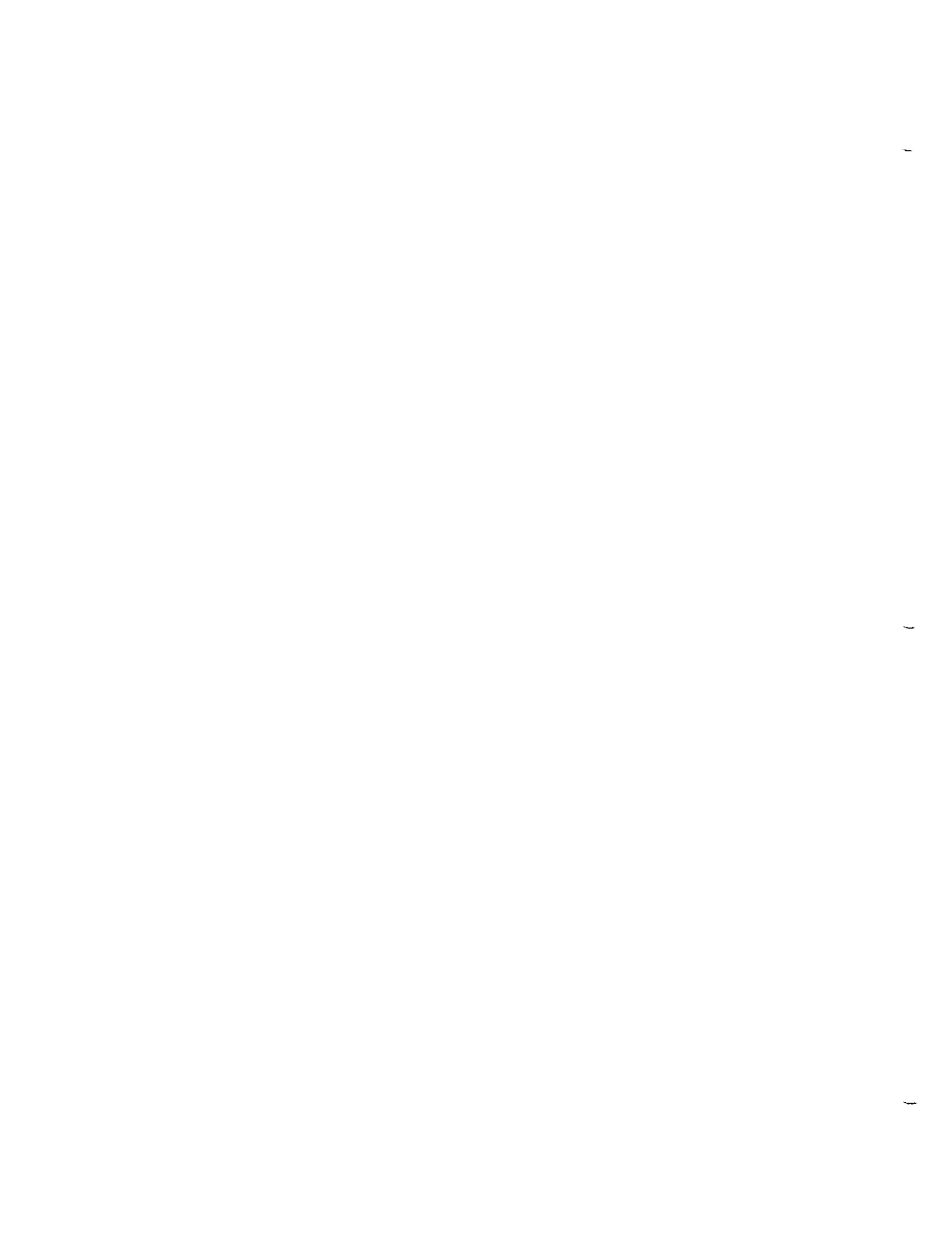
Did you send a copy of all the BARTON material John Reilly? He ought to have it for the Ships' Histories Branch files. If you didn't, and don't have a chance to do so, I would be happy to duplicate mine for him.

Thanks again for all your efforts.

Best wishes,



Charles R. Haberlein Jr.
Head, Photographic Section.



1210 Greendale Ave., #339
Needham, MA 02192
August 19, 1996

U.S. Navy Memorial Foundation
701 Pennsylvania Ave., N.W.
Washington, DC 20004-2608

Attention: Jim Nemer, V.P./Operations

Dear Jim,

The enclosed booklet on the U.S.S. Barton (DD-599) is a sample of my work. As you will see it is a compilation of official reports, photographs, citations, articles and recollections. I have completed similar booklets for the United States Ships:

<u>Aaron Ward</u> (DD-483)	<u>McFarland</u> (AVD-14)
<u>Colhoun</u> (APD-2)	<u>Monssen</u> (DD-436)
<u>DeHaven</u> (DD-469)	<u>Seminole</u> (AT-65)
<u>Duncan</u> (DD-485)	<u>Strong</u> (DD-467)
<u>Laffey</u> (DD-459)	<u>Walke</u> (DD-416)

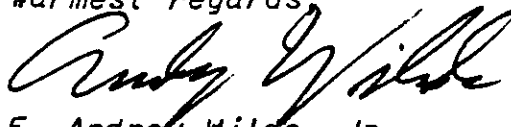
If after reviewing my Barton booklet you decide you would like the others please let me know. I have a copy of most of them ready to send you, and I will see that you receive a complete set within a few months.

Booklets for the following ships should be completed in 1997: Borie (DD-215)

Cushing (DD-376)
Lansdale (DD-426)
Longshaw (DD-559)
Perry (DMS-17)

All of the ships I've selected were sunk (except for the McFarland) in World War II, and all (except for the Seminole) were destroyer hulls.

Warmest regards,



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





United States Navy Memorial Foundation

701 Pennsylvania Avenue, N.W. Suite 123 Washington, D.C. 20004-2608
(202) 737-2300 (202) 737-2308

September 18, 1996

**CDR E. Andrew Wilde, Jr., USN (Ret.)
1210 Greendale Ave., #339
Needham, MA 02192**

Dear Andy,

Thank you for the booklet on USS Barton. Ed and I are truly impressed! I can understand and appreciate why the reunion groups like what you have done. Congratulations on a job well done.

There is no doubt about it, we would love to have copies of all of the booklets that you have produced and all that are in the works. We will add them to our growing research library and will make sure that our staff and volunteers know about the booklets so they can be on the lookout for people who show an interest in the ships listed.

In addition, I will submit a short piece for our newsletter describing the acquisition and its availability here at the Heritage Center.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jim', with a long horizontal flourish extending to the right.

**James J. Nemer
Vice President,
Operations**



1210 Greendale Ave., #339
Needham, MA 02192
January 18, 1997

Eugene L. Keller, Sr., Curator
Guadalcanal Memorial Museum
7178 Oakbrook Circle
Portage, Michigan 49002

Dear Gene,

I'm sending you (in this and in an additional mailing) copies of my historical booklets on the:

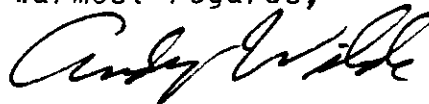
Aaron Ward (DD-483)
Colhoun (APD-2)
Cushing (DD-376)
DeHaven (DD-469)
Duncan (DD-485)
Laffey (DD-459)
Seminole (AT-65)
Walke (DD-416)

Previously I sent you booklets on the:

Barton (DD-599)
McFarland (AVD-14)
Monssen (DD-436)

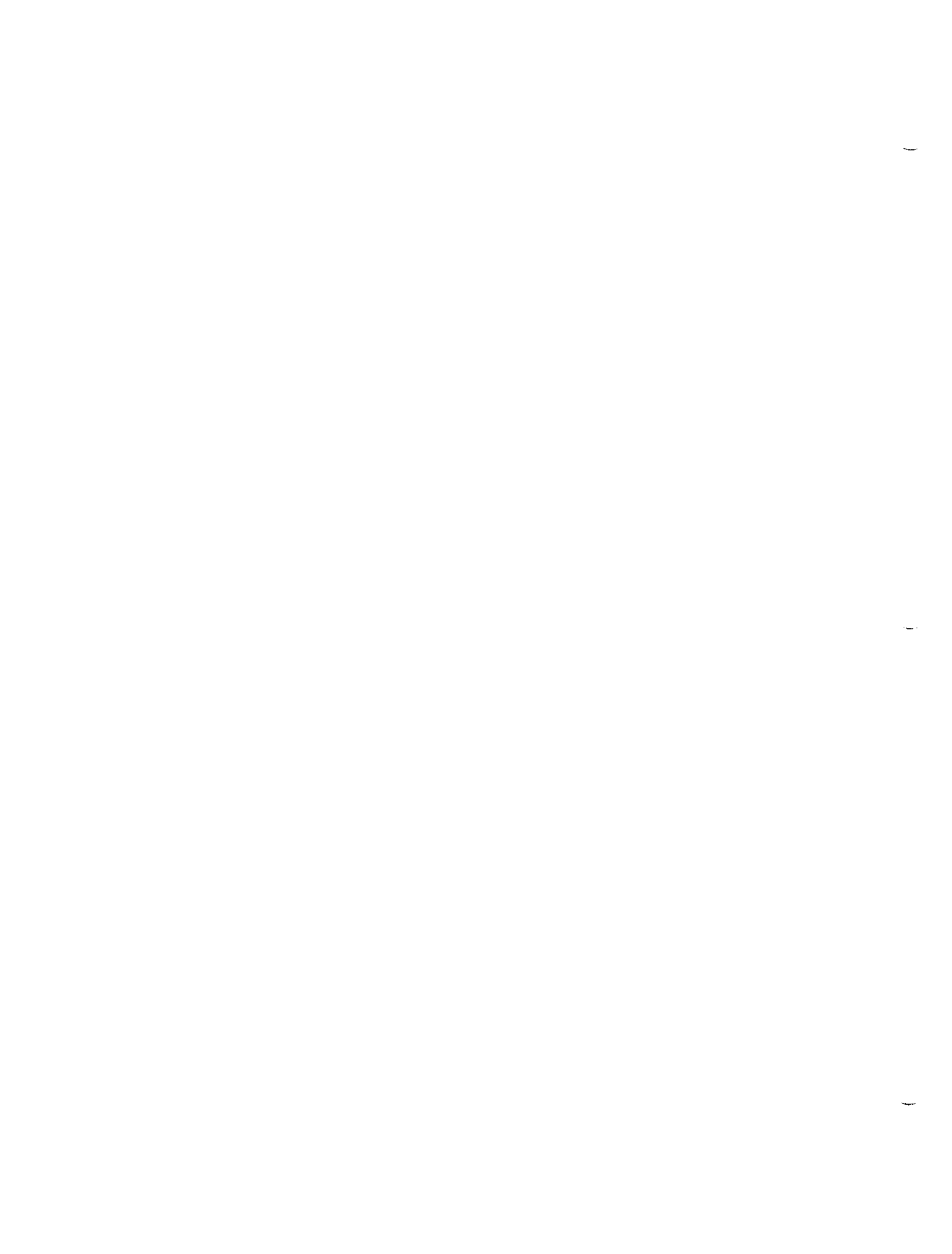
I hope you appreciate the work which went into these booklets and safeguard them, so that they will be available for serious historians.

Warmest regards,



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

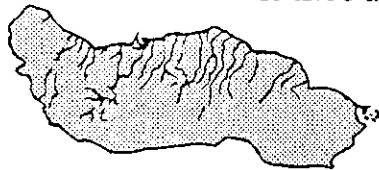
cc (w/o encl.): Ted Blahnik





Guadalcanal Campaign Veterans

It isn't the cost of belonging — it's the price you paid to be eligible.



E.L. Keller Sr.
Past President, G.C.V.
Curator Guadalcanal Memorial Museum
7178 Oakbrook Circle
Portage, Michigan 49002
(616) 324-3484

January 24, 1997

Hello Commander:

I can't begin to tell you how much I appreciate your donation of these very fine historical booklets to our Guadalcanal Memorial Museum. What a great additions to our library. You must of put in many hours of work to get so much information on those ships. Some student of the 2nd W.W. who comes into our museum, looking for facts regarding lost ships and sea battles will get more than he expected. I thank you with all my heart and I am going to talk to the President of the GCV to see if we can send you a healthy donation. You must of spent a fortune on these. I can't believe you are not charging anything for them.

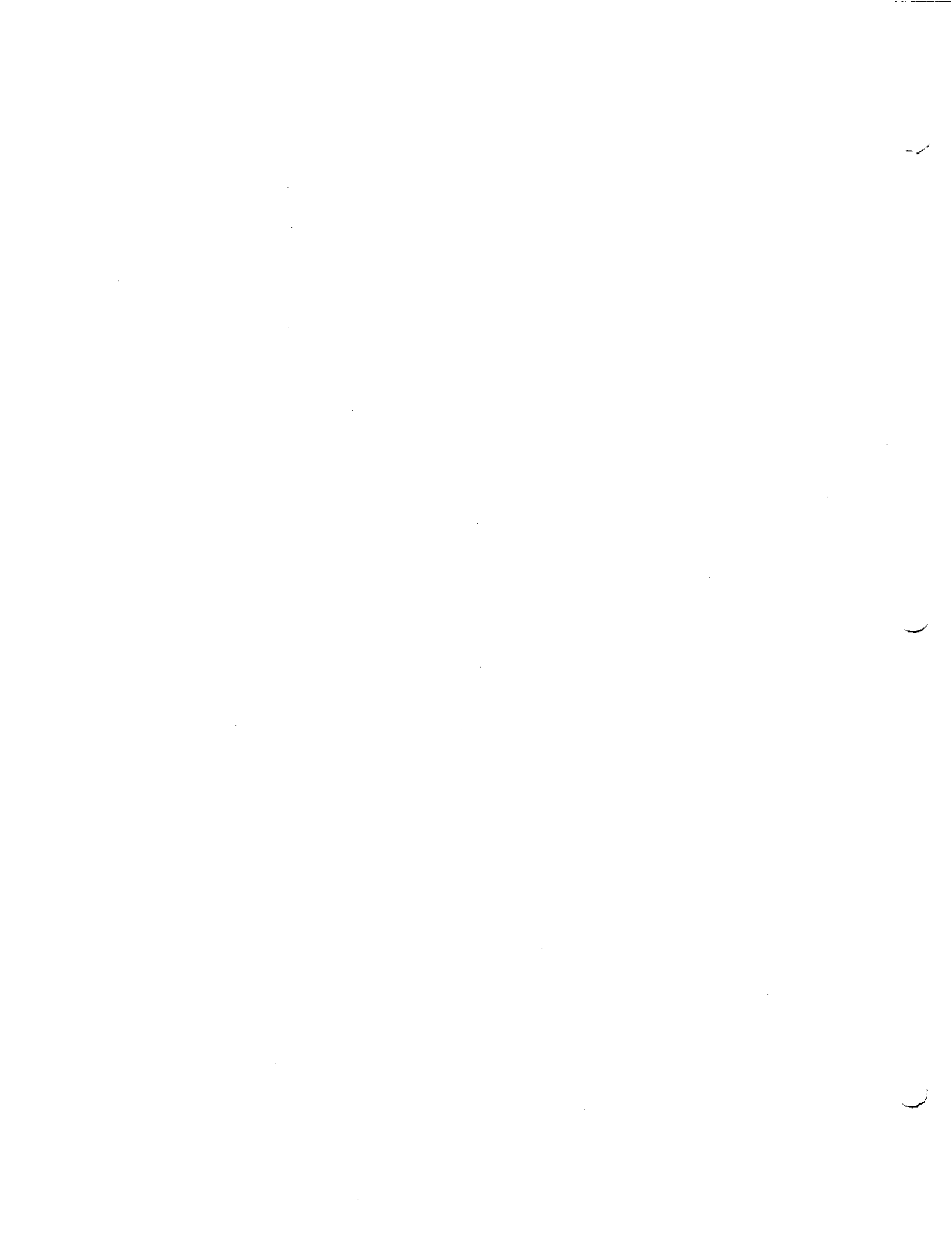
Please except my thanks as well as the thanks of the 4000 members of the Guadalcanal Campaign Veterans for your kind donation.

You will be receiving a letter, (form) sent out by the Kalamazoo Aviation Museum, acknowledging your donation.

Again, thank you so very much and God bless you and yours.

Yours in comradeship,

E.L. Keller Sr.



1210 Greendale Ave., Apt. E3
Needham, MA 02492-4622
February 19, 2004

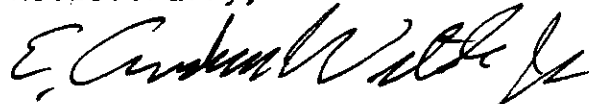
James Yuschenkoff, Curator
USS Hornet Museum
P.O. Box 460
Alameda, CA 94501-0460

Dear Jim,

I'm delighted that you agreed to accept my Barton booklet for the USS Hornet Museum. As you can see from my summary of the Barton's service in 1942 (extra, loose copy enclosed), the two ships operated together from September 18 until the Hornet was abandoned on October 26. For the 235 Hornet survivors rescued by the Barton (muster list enclosed) this period was extended by five days!

Let me know if I can help you in any way.

Respectfully,



E. Andrew Wilde, Jr. ("Andy")
Commander, USNR (Ret.)
(781) 449-0392





March 11, 2005

Andrew Wilde, Jr.
1210 Greendale Ave.
Apt. E3
Needham, MA 02492-4622

Dear Andrew:

On behalf of the Officers and Directors of the Museum, the community, and visiting researchers, I would like to thank you for your recent gift to the museum. The USS Hornet Museum is a public, 501(c) (3) nonprofit organization, # 94-3226801, incorporated in California in 1995. In accordance with Internal Revenue Service guidelines, we are affirming that no goods or services were provided in exchange for these gifts.

Accession# 2005.031

Donation:

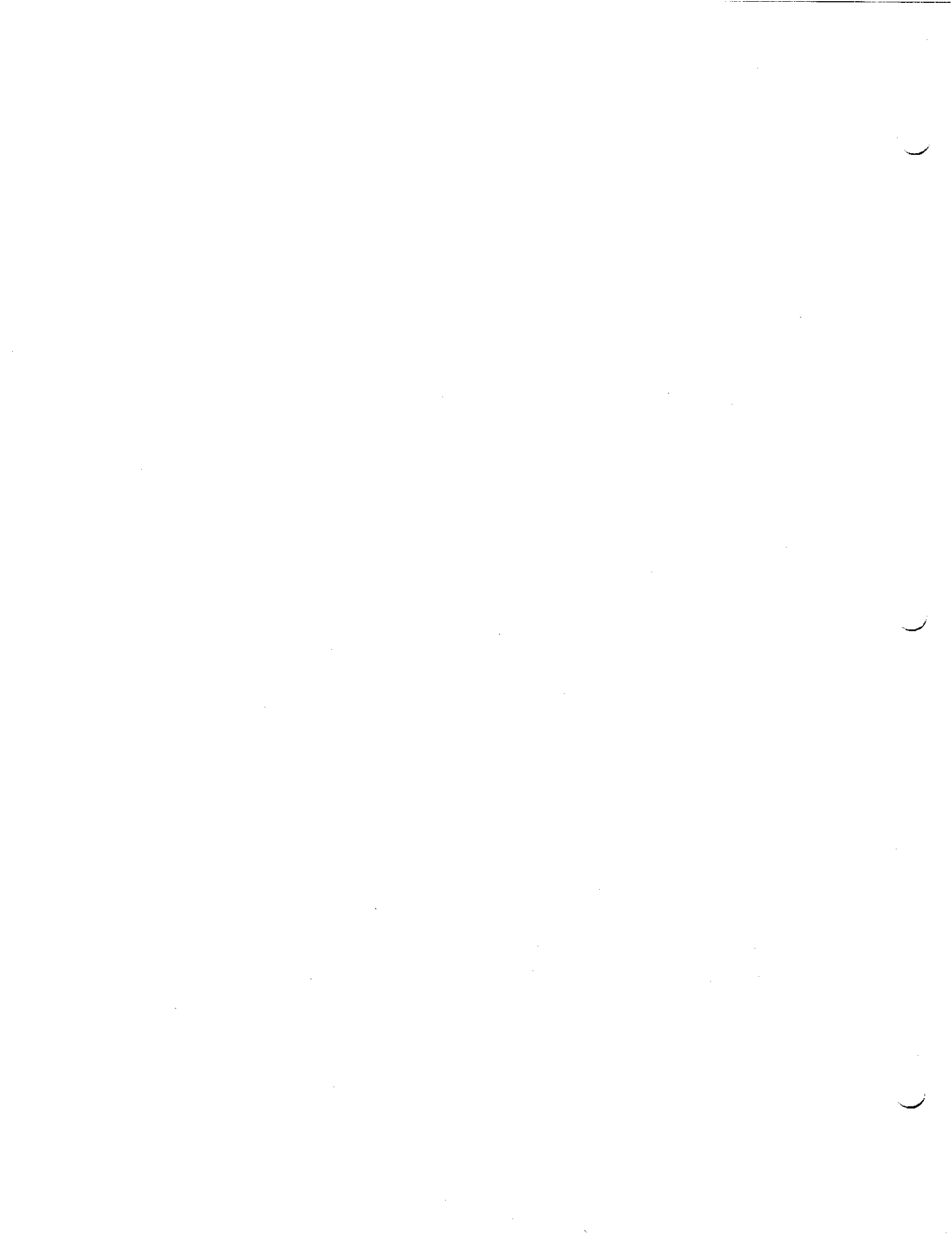
1 - Booklet, "The USS Barton (DD-599) In World War II".

In order to complete the donation, please sign both copies of the Deed of Gift. Please return the original in the self-addressed, stamped envelope enclosed. You may retain the copy for your records.

Again, thank you for your generous gift.

Collections Manager

P.S. My profound apologies for the lateness of this acknowledgement. I've only recently gotten a volunteer to help with the archives (a whole staff of one!), and am now catching up slowly but surely. Your booklet is a fascinating read and will make a fine addition to our library. I've been trying to convince upper management here to dedicate a space for escort destroyers of both Hornet's, but it looks like it'll be a long fight.



Obituary for Rear Admiral Francis D. Foley, USN (Ret.)
(1910-1999)

Francis Foley

Retired Rear Adm. Francis Drake Foley, 89, a pioneer Naval aviator and a resident of Annapolis since 1972, died of heart failure Nov. 8 at Anne Arundel Medical Center.



Adm. Foley was born on July 4, 1910, in Dorchester, Mass., the son of a Naval officer. He grew up in New York City, and like his father and brother, graduated from the Naval Academy. His was the Class of 1932. He served in various capacities as a Naval aviator, including action in the Pacific in World War II. He later commanded the attack carrier *USS Shangri-La*, Carrier Division One, and Task Force 77 in the western Pacific.

He served on the staffs of the Chief of Naval Operations and Supreme Headquarters Allied Powers in Europe (SHAPE). He was commandant of the Third Naval District headquartered in New York City and ended his career as senior member of the United Nations Armistice Committee in Korea in 1972.

At one point, he was designated the "Gray Eagle" of the Navy, as he was the oldest naval aviator on active duty. His military decorations included the Legion of Merit, the Bronze Star medal with Combat "V" and the Joint Service Commen-

dation Medal.

He was an active member of the Naval Academy Alumni Association and belonged to the Annapolis and New York Yacht clubs, the Army-Navy Club and the Army-Navy Country Club.

His first wife, Martha McCullough Foley, died in 1965. In 1966 he married Clair O'Neill Vogel, who died in 1984.

Surviving are one daughter, Josephine Drake Foley of Warrenton, Va.; four stepchildren, retired Navy Capt. Raymond W. Vogel of New London, Conn., retired Navy Cmdr. Timothy J. Vogel and Jamie H. Fallon of Annapolis and retired Marine Col. Frederick J. Vogel of Vienna, Austria; 12 step-grandchildren; and seven step-great-grandchildren.

Visitation will be from 6 to 8 p.m. tomorrow at Taylor Funeral Home, 147 Duke of Gloucester St. A Mass of Christian burial will be said at 11 a.m. Friday at St. Mary's Catholic Church in Annapolis. Burial will be at 1 p.m. Nov. 26 at Arlington National Cemetery.

In lieu of flowers, memorial contributions may be made to the St. Mary's Catholic Church Building Fund, 109 Duke of Gloucester St., Annapolis, MD 21401.

¹ Obituary courtesy of Ann Hassinger, Administrative Assistant, U.S. Naval Institute Archives, Annapolis, Maryland.



U.S.S. Barton (DD-599)

Letter Excerpts (from Rear Admiral Francis D. Foley, USN (Ret.)
to Cdr. E. Andrew Wilde, Jr., USNR (Ret.), dated 1/5/94):

"It certainly was good of you to send me your BARTON booklet, and I was so pleased to find that you have included both of my articles therein. I'm sorry that my reference to BARTON in the HORNET paper was limited to pick-up of survivors - in the original I referred to having retired to the officers' showers forward and trying to emerge from a coating of fuel oil. Another air attack occurred while several of us were in the shower, but we decided to remain there while ammunition was being passed to the AA guns one deck above. At least we would be clean for burial! It was bedlam, but not enlivened by any Jap hits, thank goodness.

"BARTON, and those who had the honor to serve in her, loomed large on my fore-shortened horizon at a critical time in my life, making an indelible impression thereon, just as HORNET had done. Even though both of them were only about a year old when they were lost, they were both good ships with hearts.

"You have certainly been doing a painstaking job of identifying and locating survivors. More power to you.

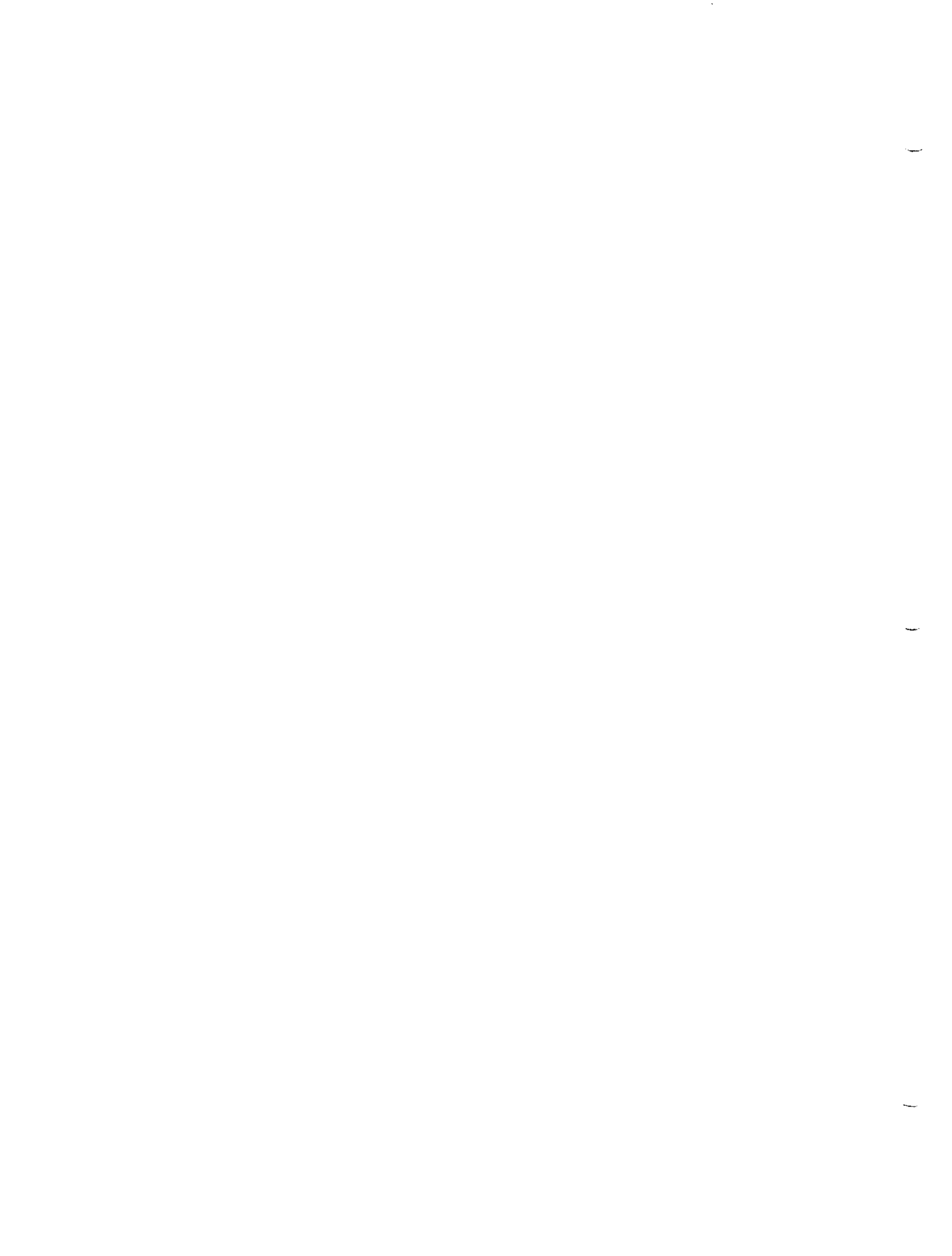
"Keep up the good work, and lots of luck in your efforts."

* * * * *

Editor's Note:

About a year after receiving his thank you letter I had lunch with Admiral Foley in the Officers Club at the Naval Academy in Annapolis. He was a genial host, and I enjoyed hearing about his experiences ashore on Guadalcanal shortly after the island had been secured. It was an honor to have known him, and I will continue to treasure his letter.

E. A. Wilde, Jr.
January 31, 2000



1210 Greendale Ave., Apt. E3
Needham, MA 02492-4622
April 20, 2005

Robert F. Sumrall, Curator of Ship Models/TCS Director
U.S. Naval Academy Museum
Annapolis, MD 21402-5034

Dear Bob,

Regarding the article on USS Barton (DD-599) in the spring issue of the Tin Can Sailor (pg. 38) by A. D. Jensen:

1. At the Battle of the Santa Cruz Islands on October 26, 1942, the Barton shot down several Jap aircraft and rescued 235 survivors of USS Hornet (CV-8)
2. The ship was detached from TF 16 on October 29th (when the Hornet survivors were still aboard) and ordered to rescue the passengers and crew of a C-47 transport which had ditched on a partially submerged reef about 70 miles northwest of New Caledonia. Miraculously, 25 men from the transport plus 19 crewmembers of three disabled PBY Catalinas were rescued without the loss of a single life. The Barton's C.O., LCDR Douglas H. Fox, USN, was awarded a Navy Cross for this mission, and two junior officers were awarded the Navy and Marine Corps Medal for rescuing the men from the transport, one at a time on a rubber raft through the reef to the ship's motor whaleboat. All 279 survivors were put ashore at Nomea, New Caledonia, on October 31, 1942.
3. The 25 men on the transport included 19 medical evacuees from Guadalcanal and a crew of 6. When rescued they didn't even have the strength to swim. The plane had ditched on 10/20/42, and for 11 days they had remained on the partially submerged plane with very little food and water. One of the evacuees, Lt. Col. Rudolph McCall Pate, USMC (Commandant of the Corps, 1956-1960), lost 30 lbs. during his ordeal. The rescue was completed successfully despite high seas and nearby Jap submarines. The rescue of the last PBY crew was at night about 20 miles downwind from the reef.
4. According to an officer survivor's recollection, on November 12th, off Lunga Point, Guadalcanal, the ship blew up a Jap ammunition dump and shot down four enemy bombers. Admiral Scott called Captain Fox by radio telephone to compliment him on the ship's performance.
5. At the Naval Battle of Guadalcanal on November 13th the ship was sunk by two Long Lance torpedoes. 71% of the ship's complement were killed (164 of 232). There were 68 survivors. (Not "a handful" as reported by Morison!)

All of this information is documented by my booklet, The USS Barton (DD-599) in World War II. I hope you correct the errors and many omissions in Mr. Jensen's article in the next TCS issue.

All the best,



E. Andrew Wilde, Jr.

