CHARLES HOLLIS PENNOCK

US NAVY 1920-1942

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Charles Hollis Pennock was born 1-SEP 1902 in Bourbon Missouri. His father was William Alexander Pennock (1851–1926) and his mother was Clara E Coffman (1859–1909). Charles had seven siblings. Four sisters: Ethel (1881-1913), Mary (1883-1907), Julia (1885-1925), and Annie (1891-1971). He had three brothers: Ambros (1887-1965), Albert (1889-1981) and Hugh (1884-1958).

Charles & Annie with Russell and Rolan.

In 1910 according to the Federal Census, Charles lived with his family in Boone County Missouri. In 1920, he was 17 still living in Boone in his brother Ambros home and listed his occupation as farm laborer on the home farm. He stated that he had completed one year of high school. According to the memories of family members, Charles joined the Navy in the early 1920s. On 4-SEP 1926, Charles completed Machinist Mate School. His rank reported at the completion of the school was Fc3 (Fireman 3rd Class). Fireman generally are newer sailors and advance after taking specialized courses. Charles' serial number was 3364443.

The United States of America

NAVY DEPARTMENT — BUREAU OF NAVIGATION

This Certificate is awarded by the BUREAU OF NAVIGATION

To

PENNOCK, Charles H., F3c., 336-44-43, USN, who has completed the Course, Machinists' Mates' School with a mark of 3.116 (Three and 116/1000)

Awarded this fourth day of September, 1926.

John S. Carlson

JOHN S. CARLSON, Commanding Officer

Commander, U. S. N.

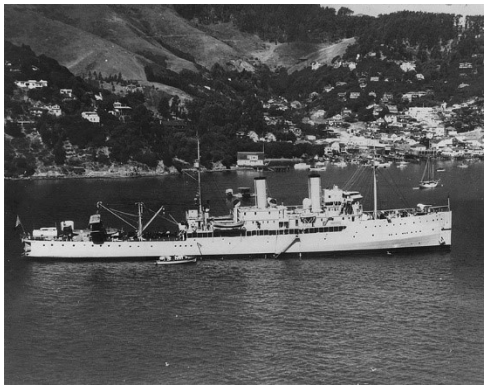
As a Fc3 his tasks included: Stand engineering watches; clean, paint, and preserve engineering spaces and equipment; perform minor maintenance and repairs to engineering equipment; operate tools and test equipment; record readings of gauges; and read and use engineering drawings.

By 1932, Charles was living in California, and according to the California voter registration, and listed his occupation as "sailor."

A young woman of 19 named Annie Mason was encouraged by one of her brothers to write to Charles, a *"lonely country boy from Missouri."* Annie Mason (1911-2000) was born to Charles Ramson Mason (1878-1953) and Mary Dosha Evans (1875-1950) in

Sullivan, Missouri. Her family was from Kennebec, South Dakota. (Most of the Masons still live in South Dakota and both of her parents are buried there.) She had seven brothers: Cecil, Charles, Philip, Arthur, Herbert, David, and Robert and two sisters: Clara and Mary. Annie was described by family members as a "force of nature." Charles and Annie began writing and sharing letters. After two years, Charles and Annie met, and soon after, they were married on 1-JAN 1932 in San Diego, California. They had four sons: Russell Hollis Pennock (1932–2018), Rolan Charles Pennock (1933–2011), Richard Earl Pennock (1939–2016) and William Alexander Pennock (1941–1967). They were living in Cambridge, Ohio where Charles had been serving as a recruiter, when Pearl Harbor was attacked. He was immediately called back to ship and so they moved back to the San Diego area. Annie would stay in San Diego with her four sons when Charles went to sea. Charles and Annie were living on West 11th Street in San Diego.

Early Sea Duty, U.S.S Aroostook



In November 1929, Charles briefly served on the U.S.S Aroostook (Ak-44/CM-3) in San Diego, California. Aroostook was the Eastern Steamship Company's Bunker Hill converted for planting the World War I North Sea Mine Barrage. Bunker Hill was built in 1907 at Philadelphia, Pennsylvania for passenger service between Boston and New York City. Taken out of commission in March 1931 at the Puget Sound Navy Yard, Bremerton, Washington, Aroostook was laid up in reserve for the next decade. With World War II raging in Europe, and the war threatening to spread worldwide soon, she was considered for reactivation as a cargo ship, and in May 1941 she was re-designated AK-44. However, the ship's age and her limited capabilities kept her inactive.

Annie and Charles are shown at the same address through 1937. By 1940, Charles listed his home in 400 Woodlawn in Cambridge, OH, having previously lived in National City, CA. While in California and Ohio, Charles listed his occupation was "Recruiting Duty" for the Navy. On 31-MAR 1938, Charles is shown mustered on the USS Henley at Pearl Harbor.

Brief Service on USS Henley

By June of 1938, Charles rank was Chief Machinist Mate (CMM). Charles served on the Henley until November 1939, the date of sailing. Charles was now a "Destroyer Sailor.' American destroyers and destroyer escorts were the true work horses for the US Navy surface fleet during World War II.

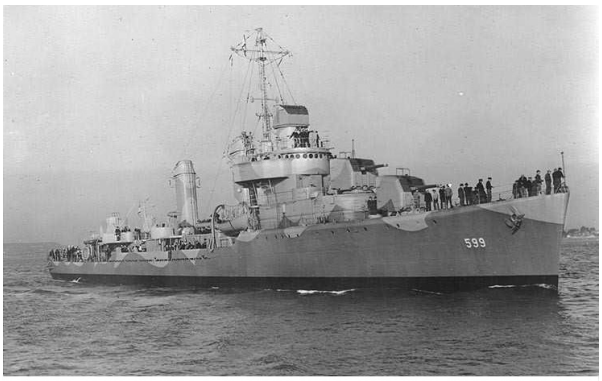
USS Henley (DD-391)

USS Henley (DD-391) was launched 12-JAN 1937 by the Mare Island Navy Yard, Vallejo, California and commissioned 14-AUG 1937, Lt. Comdr. H. Y. McCown in command. After shakedown in the Pacific and Hawaiian waters, Henley joined the Pacific Battle Force, Destroyer Division 11, at San Diego 12-SEP 1938. She departed San Diego 14-APR 1941 to join the Fleet at Pearl Harbor.

Charles was shown mustered at the Navy Recruiting Station in Cleveland, Ohio in January 1940. On 14-JAN 1940, his rank is shown as Chief Machinist Mate. After his recruiting duties, Charles was back at sea. On 30-SEP 1942, Charles was shown mustered on the USS Barton, (DD-599) as a Chief Machinist Mate.

A New Class of Destroyer

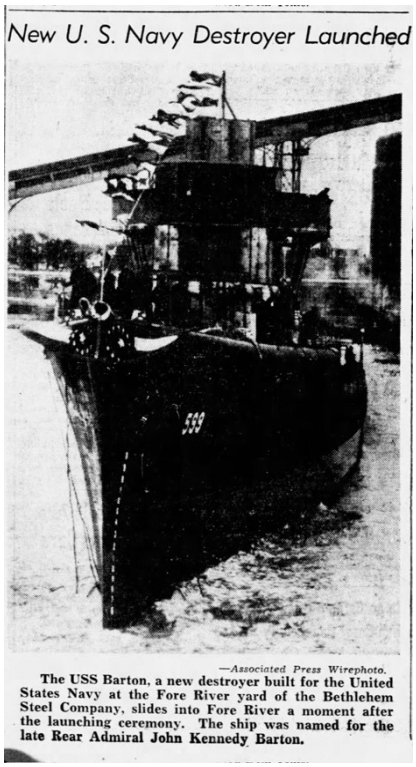
The first Barton (DD-599) was laid down on 20-MAY 1941 at Quincy, Mass., by the Bethlehem Steel Company and launched on 31-JAN 1942. The ship was sponsored by Miss Barbara Dean Barton, granddaughter of Rear Admiral Barton; and commissioned at the Boston Navy Yard on 29-MAY 1942, with Lt. Comdr. Douglas H. Fox in command. The Benson class was designed as an improved version of the Sims class with two stacks and a new "echeloned" machinery arrangement that featured alternating boiler and engine rooms, designed to give the ships a better chance at surviving torpedo damage.



USS Barton (DD-599)

Charles was likely considered a "plank holder;" (one of the first sailors to serve on the ship). The brand-new USS Barton was a first-line destroyer of a new type. Having served on two destroyers, Charles would be regarded as a "Tin Can Sailor," a term used for sailors on destroyers. It refers to their lighter construction, with no armor plating, compared to battleships and cruisers.

Barton arrived at Newport, Rhode Island on 18-JUN 1943 and reported for duty with the Atlantic Fleet. Following a brief shakedown in Casco Bay, Maine, the new destroyer operated locally through late July escorting Salinas (AO-19) to Portland, Maine, on 29 June and the new battleship Massachusetts (BB-59) to Hampton Roads. On 2-AUG Barton reported to the Commander, Eastern Sea Frontier, for temporary duty. She carried out antisubmarine patrols between Point Lookout and Cape Henry for one week, before escorting New York (BB-34) to New York City. Barton then sailed to Boston and accompanied Savannah (CL-43) to Norfolk.


New U. S. Navy Destroyer Launched

—Associated Press Wirephoto.

The USS Barton, a new destroyer built for the United States Navy at the Fore River yard of the Bethlehem Steel Company, slides into Fore River a moment after the launching ceremony. The ship was named for the late Rear Admiral John Kennedy Barton.

Convoying the Massachusetts to Casco Bay, in company with O'Bannon (DD-450) and Nicholas (DD-449), Barton then rendezvoused with Nicholas Meade (DD-602), and Washington (BB-55) at New York, and sailed for the Pacific on 23 August. Transiting the Panama Canal at the end of August, Barton steamed with Task Group (TG) 2.12 to the Tonga Islands, arriving at Tongatabu on 12-SPT. Later, she moved on to Noumea, New Caledonia.

On 2-OCT, Barton stood out of Noumea with Task Force (TF) 17, formed around U.S.S Hornet (aircraft carrier number CV-8) and which also included two heavy cruisers, two light cruisers, and four other destroyers. A large concentration of enemy shipping in the Shortland Islands threatened American operations on Guadalcanal in the Solomons and prompted the dispatch of TF-17 on a northward sweep. Three days later Hornet's air group, although plagued by bad weather, managed to damage two Japanese destroyers and to 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-OCT the Japanese, in an effort to take the valuable airstrip on Guadalcanal, Henderson Field, 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-OCT. Barton was at sea with the task forces formed around Hornet and Enterprise (CV-6) when the Japanese engaged these forces on 26-OCT 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

250 men from the stricken Hornet. The Barton was credited with seven planes shot down and three or four probable.

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-OCT during an intense enemy artillery bombardment. Straying off course and becoming lost while attempting to reach New Caledonia or 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 PBYs 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-OCT 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 PBYs to be unloaded collided with the destroyer and sank while being brought alongside. Some of the crew spent two and a half hours in the water before Barton located them in the darkness and brought them on board. The ship reached Noumea on 31-OCT and put her passengers safely ashore.

Barton remained at Noumea until 8-NOV 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 Cristobal 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-NOV to meet the expected thrust.

At 0540, the transports of TG 67.1 anchored off Kukum Beach, Guadalcanal, while two cargo ships anchored off Lunga Point. Meanwhile, the cruisers and destroyers deployed in two protective semicircles. At 0718, enemy 6-inch shore batteries opened fire on the anchored transports, drawing counterbattery fire from the cruiser Helena (CL-50) at 0728 and from the destroyer 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 met them, however, and destroyed all but one of the 21 attacking “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.

TG 67.4 was a force of five cruisers and seven destroyers sent to repel a force of Japanese warships reported by recon aircraft to be heading down the body of water known as “The Slot” towards Guadalcanal. Assuming her position in the eleventh spot of the US force just before sundown, Barton’s crew settled into their battle stations to wait out the Japanese, expected to arrive around midnight. In deciding to send TG 67.4 northward to attack the enemy force, estimated to comprise at least two battleships and two to four heavy cruisers, with a proportionate number of destroyers, Rear Admiral Turner had concluded that this was the only way the enemy could be stopped. Admiral Callaghan, commanding TG 67.4 aboard his flagship the cruiser USS San Francisco was overheard saying, “We are all prepared to die.” It was reasoned that 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 ship steamed eastward out of Savo Sound. Meanwhile, TG 67.4 passed through Sealark Channel, turned northward through Indispensable Strait, and deployed in “Battle Disposition Baker One,” a column of ships with four destroyers leading five cruisers followed by another four more destroyers, Barton among them. Task Group 67.4 entered Lengo Channel at midnight. The sky was overcast, the moon had set, and the night was utterly dark.

Cruiser Night Action - The First Naval Battle of Guadalcanal

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. Shortly thereafter, 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 (JG) Harlowe M. White, USNR, 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 about 60 rounds, while the after guns opened fire soon, thereafter, hurling about 10 rounds from each gun before they could no longer bear upon the enemy. Barton altered course to port, moving closer to the enemy column, and launched one torpedo in the direction of the leading Japanese ship, then followed it with four more a few seconds later. The destroyer's 5-inch battery delivered about seven more minutes of fire before Barton had to stop her

engines to avoid a collision with an unidentified ship, likely the Aaron Ward (DD-433), just ahead of her. Barton found herself at a dead stop as her engineering crew tried to get her engines back into gear to get her moving again.

However, before she could get underway a “Long Lance” torpedo fired by the Amatsukaze slammed into the midsection of the Barton at the forward fireroom. A flare fired by the Japanese lit up the sky directly over the Barton as it was daylight. Mere seconds later a second torpedo from the Japanese destroyer Amatsukaze, one of eight fired at 3,000 yards range, tore into her forward engine room. Only one sailor below deck survived.

The two torpedoes broke the ship in half. Fletcher (DD-445), bringing up the rear of the American formation, observed Barton explode at 0156. To Fletcher's lookouts Barton “simply disappeared in fragments.” Fletcher spotted the wake of a torpedo by the flames from the disintegrating Barton, altered course to avoid the “Long Lance” and escaped damage; but she passed through Barton's struggling survivors, injuring several. 42 survivors were later rescued by Portland (CA-33) and by 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-772) in his honor.

One survivor’s account says the ship sunk in 10 seconds. Lieutenant Wilbur E. Quint, a survivor who was in charge of the antiaircraft batteries said, “Even if there had been someone to give the order to abandon ship, there was no time. The ship just rolled over and we went with it. We were in the battle about a minute when we were sunk. Those of us in the water floated for about nine hours at sunrise, before we were rescued.” Quint was later awarded a Silver Star. Lieutenant Commander (Commanding the Barton) Douglas Harold Fox was awarded the Navy Cross (Posthumously).

The USS Barton was sunk in their second major engagement. The U.S. Navy was outnumbered and outgunned three to one in a desperate attacked designed to thwart the enemy advance to retake Guadalcanal.

Summary of Casualties:

Killed:

- 13 Officers
- 151 Enlisted Men

Wounded:

- 1 Officer
- 31 Enlisted Men

U.S Total Killed in Action on 13-NOV 1942: 1,439

Barton (DD-599) earned four battle stars for her brief World War II service.

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.

Many family members of the crew received reports that their loved one was missing in action shortly after 13-NOV 1942. In some instances, it was one year later that the family was notified their loved one was now presumed dead. In a letter sent to Mr. and Mrs. K. S. Purvis, Secretary of the Navy Frank Knox wrote,

> *"A year has elapsed since your son, Arthur William Purvis, Fireman First Class United States Navy Department was reported missing in action. He was serving aboard the U.S.S Barton and was reported missing following the participation of that vessel in the Third Battle of Savo Island on 13-NOV 1943. In view of the immediate and subsequent searches made for the personnel after the battle, and due to the length of time that has elapsed without any indication that your son, I am reluctantly forced to the conclusion that he is deceased. Pursuant to Sec. 7, Public Law 490, his death is presumed to have occurred on Nov. 14, 1943, which is the day following the day expiration of an absence of 12 months. I extend to you my sincerest sympathy in your great loss and hope you find comfort in the knowledge that your son gave his life for his country in order that freedom may again reign throughout the civilized world.*
>
> *Sincerely yours, FRANK KNOX*

It is likely that the parents of Charles Pennock received a similar letter. On the same night, 13-NOV 1942, two US light cruisers, Atlanta and Juneau*, and seven destroyers, Barton, Monssen, Cushing, Laffey, Preston, Benham, and Walke were sunk. Many other ships were badly damaged. After the sinking, 42 survivors were rescued by the USS Portland and 26 survivors were rescued by Higgins boats from Guadalcanal. 175 crewmembers perished.

**Editor's Note: USS Juneau (CL-52) was a United States Navy Atlanta-class light cruiser torpedoed and sunk at the Naval Battle of Guadalcanal on 13-NOV 1942. In total, 687 officers and sailors, including the five Sullivan brothers, were killed in action as a result of her sinking.*

For his service, Charles Hollis Pennock likely earned the following medals and awards:

- Purple Heart
- World War II Victory Medal
- Good Conduct Medal
- Asiatic Pacific Theater Medal
- American Campaign Medal
- World War II Victory Medal
- Combat Action Ribbon
- Navy Presidential Unit Citation
- Navy Expeditionary Medal

Charles Pennock's body was never recovered. Surviving family members recall that Charles served twenty-two years in the Navy. He and his shipmates are memorialized at

Manila American Cemetery and Memorial in Manila, Philippines. Charles Hollis Pennock was "presumed dead" on 14-NOV 1943, one-year and one day after the sinking. He was 41 years old.

Battleship Night Action – Second Naval Battle of Guadalcanal

The very next night the US Navy and the Japanese navy clashed again at Guadalcanal. The second night was known as the Battleship Night Action. On 14 and 15 November, the US lost three destroyers, Walke, Preston, and Benham. The Battleship USS South Dakota and destroyer Gwin were damaged. 242 US men were killed.

The Japanese lost the battleship Kirishima, destroyer Ayanami, and the heavy cruiser Atago was damaged.

Previous Naval Battles - Guadalcanal Campaign

The Battle of Savo Island on 9-AUG 1942. Allied losses included: Heavy cruiser Vincennes, Quincy, Astoria, HMAS Canberra were sunk. Heavy cruiser Chicago, destroyers Patterson, and Ralph Talbot damaged. Japanese losses: Heavy cruisers Chokai and Aoba damaged. Allied KIA 1,077.

The Battle of the Eastern Solomons on 24-AUG 1942

U.S. losses Enterprise damaged. Japanese losses: Light carrier Ryujo sunk, light cruiser Jintsu damaged. U.S. KIA 38.

The Battle of Cape Esperance 11-OCT 1942

U.S. losses: Destroyer Duncan sunk; heavy cruiser Salt Lake City, light cruiser Boise and destroyer Farenholt damaged. Japanese losses: heavy cruiser Furutaka, destroyer Fubuki, Murakumo, and Natsugumo sunk. Heavy cruiser Aoba damaged. U.S. KIA 163.

The Battle of Santa Cruz 25-OCT 1942

U.S. losses Hornet, destroyer Porter sunk. Carrier Enterprise, battleship South Dakota damaged, heavy cruiser Portland, AA cruisier San Juan, destroyers Smith, Hughes, and Porter damaged. Japanese losses: carrier Shodaku, Zuiho, cruiser, Chikuma and four destroyers damaged. U.S. losses 262.

The Battle of Tassafaronga 30-NOV 1942 ***The last naval battle of Guadalcanal:***

U.S. losses: heavy cruiser Northampton sunk; cuisers Minneapolis, New Orleans, and Pensacola damaged. Japanese losses: destroyer Takanammi sunk. U.S. KIA 395.

The Battle of Guadalcanal officially ended 9-FEB 1943.

The area where the U.S.S Barton sank is referred to as *Iron Bottom Sound*. Iron Bottom Sound is a stretch of water between Guadalcanal, Savo Island, and Florida Island in the Solomons. Originally called Savo Sound, it was renamed by the Allied Forces in recognition of the dozens of ships and planes that sank there during the Guadalcanal Campaign. In 1992, an expedition led by Dr. Robert Ballard located Barton's bow southeast of Savo Island, resting on its port side in more than 2,000 feet of water with both forward 5-inch guns still trained to port. The ship's stern section was not discovered. 175 of her crew were lost with the ship and remain on duty. Approximately 30 United States World War II ships rest on Iron Bottom Sound.

The USS Barton earned Four Battle stars.

On 7-AUG 1992 the American WWII Memorial was dedicated overlooking Point Cruz, Iron Bottom Sound, Guadalcanal, Solomon Islands. The memorial commemorated the landing on Guadalcanal and panels list the U.S. and Allied ships lost or damaged in the campaign describing the seven naval battles fought nearby. There is also a plaque nearby dedicated to the officers and men lost in "Iron Bottom Bay." The bronze plaque, the Monument at Purvis Bay was erected on Florida Island and dedicated 30-APR 1944 to the officers and men of the United States and Allied Navies who died in the fierce battles in Iron Bottom Bay.

For the Navy, this area carries memories not soon forgotten. Every year on the battle's anniversary a US ship cruises into the Sound and drops a wreath, to commemorate the men who lost their lives. For many Navy sailors, and those who served in the area during that time, the Sound is considered sacred, and strict silence is observed as ships cruise through.

On Eternal Patrol:

Date	Name	Rank/Rating	Notes
23-OCT 1942:	Benash, Raymond A.	Seaman 2nd Class	Heart attack in surgery

13-NOV 1942: Vessel loss, First Naval Battle of Guadalcanal (torpedoed by Amatsukaze)

	Adie, Donald M.	Ensign (USNR)
*	Adkerson, Horace A.	Seaman 2nd Class (USNR)
	Ansello, Tony	Seaman 1st Class (USNR)
	Anshaw, Norbert L.	Fire Controlman 2nd Class
	Armes, Fred R.	Machinist's Mate 1st Class
	Banks, Albert P.	Fireman 2nd Class (USNR)
	Barnes, Glenn V.	Seaman 1st Class
*	Barnes, Philip K.	Seaman 2nd Class
	Barson, James C.	Fire Controlman 3rd Class
*	Bell, Jr., Paul J.	Seaman 2nd Class (USNR)
	Bell, Winter P.	Seaman 2nd Class (USNR)
	Benson, Emmet E.	Ship's Cook 3rd Class (USNR)
	Birdsley, Richard E.	Torpedoman's Mate 2nd Class
	Blessing, William J.	Chief Electrician's Mate
*	Bourassa, Emile L.	Fireman 1st Class (USNR)
	Boyd, John	Seaman 1st Class (USNR)
	Boyd, Jr., Sylvester H.	Yeoman 3rd Class (USNR)
	Boyer, Doc L.	Radioman 3rd Class
	Boyle, John P.	Seaman 2nd Class (USNR)
	Brack, Rooney L.	Seaman 2nd Class
	Breedlove, Claude H.	Fireman 2nd Class
	Brennan, Dominic L.	Seaman 2nd Class (USNR)
*	Brennan, Richard L.	Seaman 2nd Class
	Brinkerhoff, Jr., Wilburt E.	Seaman 1st Class
	Brown, Joe S.	Boilermaker 1st Class
	Brown, Leonard W.	Fireman 1st Class
	Burgett, Johnie L.	Chief Machinist's Mate
	Butcher, Helmer F.	Seaman 1st Class
	Carnes, John V.	Seaman 2nd Class (USNR)
	Carney, Rufus H.	Seaman 1st Class
	Cheshire, John J.	Fireman 2nd Class
	Chiravalle, John A.	Seaman 2nd Class
	Christiansen, Hans J.	Fireman 2nd Class (USNR)
	Clarke, Harvey B.	Fireman 2nd Class (USNR)
	Clevenberg, Leonard C.	Radioman 1st Class
	Coffin, Robert W.	Radio Electrician (WO)
	Cole, Joseph	Seaman 2nd Class (USNR)
	Coleman, Herbert M.	Lt. Commander
	Compton, Ryland D.	Seaman 1st Class (USNR)

	Connolly, Francis J.	Seaman 2nd Class
	Crawford, Jr., William F.	Seaman 1st Class (USNR)
	Crooker, Arthur H.	Machinist's Mate 2nd Class
	Crouse, James H.	Signalman 1st Class
	Davis, John A.	Soundman 3rd Class (USNR)
	Defosse, James C.	Seaman 2nd Class (USNR)
	Dempsey, Edward F.	Fireman 1st Class (USNR)
	Detels, Jr., Herman	Fireman 1st Class (USNR)
	Dombrowski, Michael R.	Boatswain's Mate 2nd Class
	D'Oristano, Anthony J.	Seaman 2nd Class
	Doshier, Leo A.	Chief Machinist's Mate
	Downing, John G.	Lieutenant
	Elliott, James C.	Seaman 2nd Class (USNR)
	Evans, Douglas	Electrician's Mate 3rd Class
	Ferguson, Henry S.	Fire Controlman 1st Class
	Fink, Elmer A.	Seaman 2nd Class
	Fonda, Francis A.	Seaman 2nd Class (USNR)
	Forstoffer, John	Seaman 2nd Class (USNR)
	Fortune, Jr., John W.	Watertender 2nd Class
***	Fox, Douglas H.	Lt. Commander, Commanding Officer
	Franklin, Carl J.	Seaman 2nd Class (USNR)
	Fromong, Albert D.	Seaman 1st Class
	Gaeta, Gerald S.	Shipfitter 3rd Class
	Gallagher, John J.	Fireman 1st Class (USNR)
	Gault, Gerald D.	Ensign (USNR), Supply Corps
	Gibbons, John J,	Lieutenant (j.g.) (USNR)
	Greer, James A.	Electrician's Mate 1st Class
	Gresham, James H.	Soundman 3rd Class (USNR)
	Grove, George H.	Torpedoman's Mate 1st Class
	Guderian, Elmer L.	Machinist's Mate 2nd Class (USNR)
	Guice, Jr., William L.	Lieutenant
	Haaser, Francis L.	Fire Controlman 1st Class
	Hall, Charles E.	Fireman 3rd Class
	Hallisey, William P.	Watertender 2nd Class (USNR)
**	Henderson, Jr., James C.	Mess Attendant 2nd Class (USNR)
**	Henderson, Leroy E.	Mess Attendant 2nd Class (USNR)
	Herbst, Vincent	Seaman 2nd Class (USNR)
	Higgins, Robert L.	Electrician's Mate 3rd Class
	Hine, Jr., Norman E.	Seaman 2nd Class (USNR)
	Hitesman, Ned R.	Seaman 2nd Class (USNR)
	Holloway, Floyd K.	Fireman 1st Class
	Horton, James V.	Fireman 2nd Class
	Hosack, Ralph	Torpedoman's Mate 1st Class
	Jakway, Jr., Andrew B.	Seaman 2nd Class (USNR)

	Jenkins, George	Mess Attendant 3rd Class (USNR)
	Johnson, Clayton O.	Machinist's Mate 2nd Class
	Just, Paul	Boatswain's Mate 2nd Class, Silver Star (Posthumously)
	Kates, Frank S.	Seaman 1st Class (USNR)
	Killimayer, Joseph M.	Machinist's Mate 1st Class
	King, Albert O.	Watertender 2nd Class
	Klingenberg, Robert H.	Fireman 1st Class
*	Kuhnel, Clarence S.	Fireman 1st Class
	Labago, Saturnino	Officer's Steward 1st Class (USNR)
	Landry, Fred	Seaman 2nd Class (USNR)
	Larrabee, Harold G.	Chief Torpedoman's Mate
	Long, Bernard W.	Chief Gunner's Mate
	Luciani, Peter	Seaman 1st Class (USNR)
	Majewski, Henry M.	Seaman 1st Class (USNR)
	Malachowski, Stanley	Electrician's Mate 3rd Class
	Marquez, Gullermo	Officer's Cook 3rd Class, Philippine national
	Marshman, William D.	Chief Quartermaster (USNR)
	Martin, Glen L.	Ship's Cook 3rd Class (USNR)
	Martin, Jr., John T.	Ship's Cook 3rd Class
	Matlak, Joseph I.	Carpenter's Mate 3rd Class (USNR)
	Matthews, Louis D.	Seaman 1st Class
	McGovern, Earl J.	Machinist's Mate 2nd Class
	McLean, George E.	Chief Fire Controlman
	Meyer, Jr., George V. L.	Lieutenant (JG) (USNR)
	Mish, Jr., George H.	Radioman 3rd Class
	Mooney, James J.	Seaman 1st Class (USNR)
	Moore, Howard D.	Ship's Cook 2nd Class (USNR)
	Myers, Ellis C.	Seaman 2nd Class (USNR)
	Nelson, Phillip H.	Seaman 1st Class
	Newell, Gale P.	Pharmacist Mate 2nd Class
	Norris, Nathan R.	Chief Commissary Steward
	Nowak, Eugene L.	Signalman 3rd Class
	Orchard, Paul A.	Seaman 2nd Class (USNR)
	Oswald, Albert P.	Fireman 1st Class
	Page, Herbert B.	Gunner's Mate 3rd Class
	Pennock, Charles H.	Chief Machinist's Mate
	Peters, Charley J.	Fire Controlman 3rd Class (USNR)
	Phipps, Clifford L.	Soundman 3rd Class
	Plahn, Ben M.	Yeoman 2nd Class
	Poole, Jr., Edward A.	Fire Controlman 3rd Class
	Purvis, Arthur W.	Fireman 1st Class
	Reeves, Raymond P.	Fireman 3rd Class (USNR)
	Reynolds, William L.	Torpedoman's Mate 3rd Class
	Roesel, John J.	Chief Storekeeper

	Roop, William D.	Machinist's Mate 2nd Class
*	Schnackel, Jr., Louie G.	Fireman 2nd Class
	Scobie, Esmond H.	Machinist's Mate 1st Class
	Shovlin, Jr., John J.	Seaman 1st Class (USNR)
	Slater, Charles C.	Ensign
	Smith, Clarence A.	Electrician's Mate 1st Class
	Sommers, James B.	Lieutenant (JG)
	Spelts, Harold F.	Machinist (WO)
	Spratt, Jack R.	Seaman 1st Class
	Stahl, John J.	Watertender 2nd Class
	Steere, James E.	Machinist's Mate 2nd Class
	Sterling, James W.	Watertender 1st Class
	Strelchik, William G.	Seaman 1st Class (USNR)
	Stringer, Loyd E.	Machinist's Mate 1st Class
	Stuerke, Oscar F.	Gunner's Mate 3rd Class
*	Sweet, Charles E.	Apprentice Seaman (USNR)
*	Tauzin, Sully J.	Apprentice Seaman
	Tepner, Ray H.	Seaman 1st Class (USNR)
	Terry, Charles D.	Fireman 1st Class
	Travinek, Anthony J.	Machinist's Mate 2nd Class
	Tucker, Clarence	Fire Controlman 3rd Class
*	Vasquez, Augustine M.	Seaman 2nd Class (USNR)
	Wade, Paul	Machinist's Mate 2nd Class
	Ward, William F.	Ensign (USNR)
	Warner, Richard R.	Seaman 1st Class (USNR)
	Washburn, Marshall A.	Seaman 1st Class
	Webb, Bowmer	Chief Boatswain's Mate
	Weber, Henry	Seaman 1st Class
	Whipple, Kenneth G.	Torpedoman's Mate 2nd Class
	Willis, William E.	Watertender 1st Class
	Winkler, Albion A.	Fireman 1st Class
	Winters, Levi	Boatswain's Mate 2nd Class
	Wolfe, Lester L.	Quartermaster 1st Class
	Wyman, Sidney G.	Fireman 1st Class
	Wynne, Patrick E.	Fire Controlman 3rd Class (USNR)
	Zack, Anthony J.	Fireman 1st Class (USNR)
	Ziantz, Frank J.	Seaman 2nd Class (USNR)
	Zitske, Jr., Albert A.	Fireman 1st Class

* *Survivor of the sinking of USS Porter DD-366 on Oct. 26, 1942. Transferred to Barton Nov. 8, 194*

** *Brothers.*