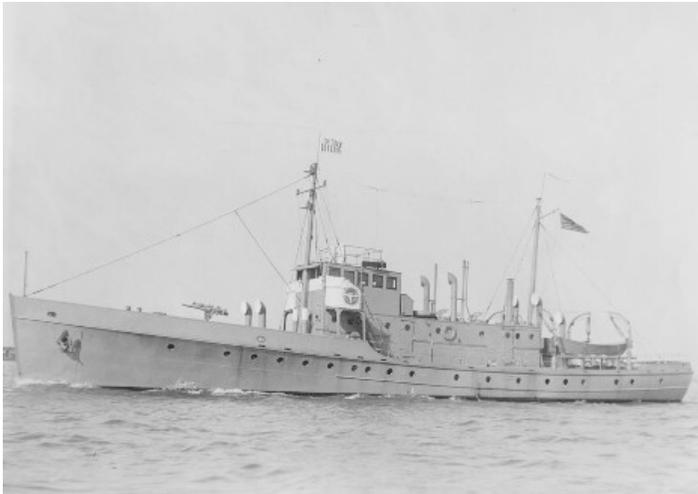




Jackson, 1927

WSC-142



Call Sign: NRLV

Builder: American Brown Boveri Electric Corp., Camden, NJ

Class: *Active*-class

Commissioned: 14 March 1927

Decommissioned: N/A

Disposition: Lost at sea

Length: 125-feet

Beam: 23' 6"

Draft: 7' 6"

Displacement: 232 tons

Propulsion: 2 x 6-cylinder 300-HP diesel engines

Performance:

Max: 13 knots, 2,500 mile range
Economic: 8.0 knots, 3,500 mile range

Complement:

22 (1938)
30 (1944)

Armament:

1927: 1 x 3"/27
1941: 2 x 3"/23; 2 x depth charge tracks with 10 depth charges; mine-sweeping gear

Class History:

The *Active*-class of vessels was one of the most useful and long- lasting in Coast Guard service with 16 cutters still in use in the 1960's. The last to be decommissioned from active service was the *Morris* in 1970; the last in actual service was the *Cuyahoga*, which sank after an accidental collision in 1978. They were designed for trailing the "mother ships" along the outer line of patrol during Prohibition. They were constructed at a cost of \$63,173 each. They gained a reputation for durability that was only enhanced by their re-engining in the late 1930's; their original 6-cylinder diesels were replaced by significantly more powerful 8-cylinder units that used the original engine beds and gave the vessels 3 additional knots. All served in World War II, but two, the *Jackson* and *Bedloe*, were lost in a storm in 1944. Ten were refitted as buoy tenders during the war and reverted to patrol work afterward.

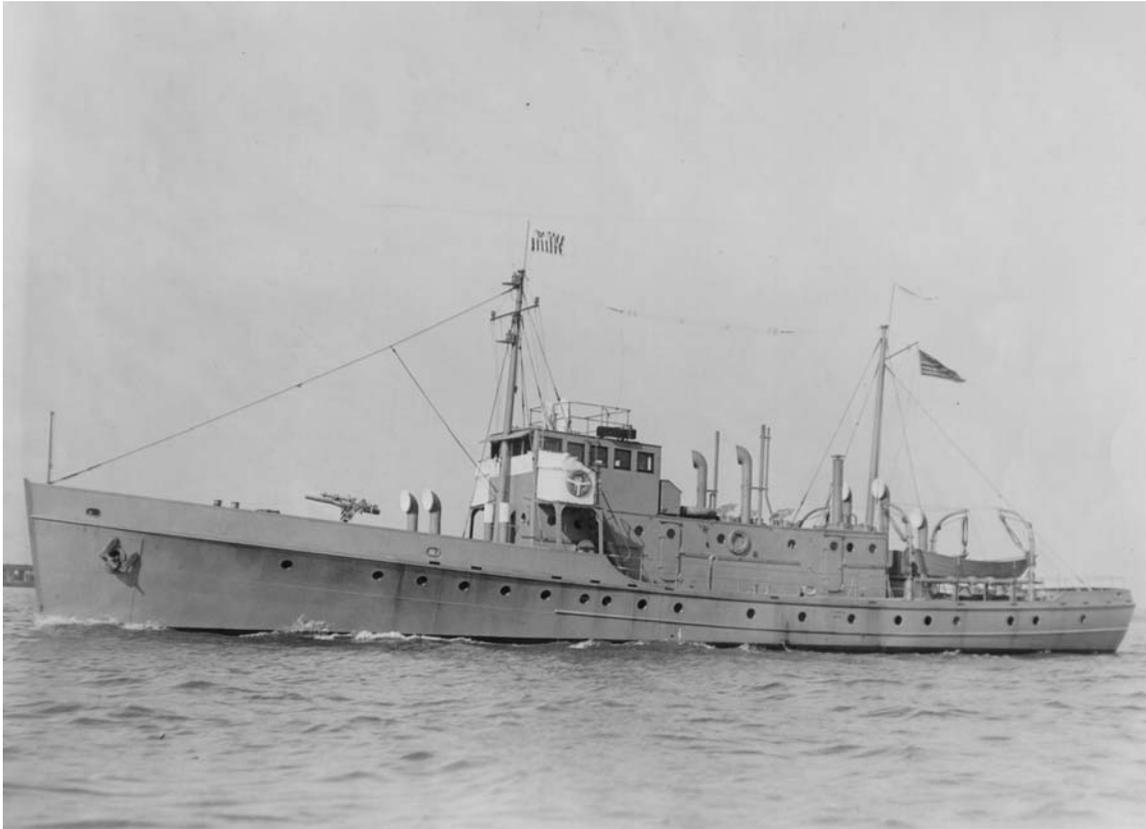
Cutter History

The *Jackson* joined the Prohibition fleet at Boston, Massachusetts in 1927. Prior to World War II she saw service out of Greenport, New York, Charlotte, New York and Rochester, New York, conducting law enforcement and search and rescue duties with occasional light icebreaking operations.

During the war she was assigned to the EASTSEAFRON and was stationed at Norfolk, Virginia and conducted escort-of-convoy operations. On 1 April 1942 she unsuccessfully attempted to tow the torpedoed tanker *Tiger*.

On 14 September 1944 she was ordered, along with sister cutter *Bedloe*, to go to the assistance of torpedoed merchant vessel *George Ade* off Cape Hatteras, North Carolina, in the midst of a powerful hurricane. Both cutters sank in the heavy seas. The *Jackson* lost 22 of her crew.

Photographs:



Original Caption: None

**Date: 31 March 1927; USCG Photo #: 16079-A
Photographer: J. N. Heuisy (U.S. Coast Guard photo).**

USCGC *Jackson* soon after her commissioning.



Community Relations (Coast Guard Art Program) Painting Record No. 212/749
Object ID: 200503
Artist: Barberis, Louis

On September 12, 1944 the liberty ship *George Ade* was torpedoed off Cape Hatteras, N. C. by German Sub U-518. Coast Guard Cutters *Jackson* and *Bedloe* were sent out on a rescue mission during a hurricane. The mission ended with the loss of both cutters with heavy loss of life.

This painting is dedicated to these men.

The following is an excerpt from the official Coast Guard at War volume on Lost Cutters (Volume 8, Historical Section, Public Information Division, U.S. Coast Guard Headquarters, May 1, 1949, pages 115-17) that covers the loss of both Bedloe and Jackson:

CGC's BEDLOE AND JACKSON

TWO CUTTERS FOUNDER OFF CAPE HATTERAS

Two Coast Guard cutters the CGS's BEDLOE (ex-ANTIETAM) and JACKSON, foundered in heavy weather off Cape Hatteras on 14 September, 1944. The cutters had gone to the assistance of a Liberty Ship which had been torpedoed

off the North Carolina coast and almost driven ashore in a later hurricane but she had weathered both blows and was towed to Norfolk with no casualties among her 40 man crew and only slight damage to her cargo. The two cutters were each 125 feet in length and of 220 tons each. The commanding officer of the BEDLOE was Lt. A. S. Hess, and of the JACKSON, Lt. (jg) N. D. Call. The BEDLOE had 5 officers and 33 men on board when sunk, of whom 2 officers and 24 men were lost. The JACKSON had 5 officers and 36 men on board and 2 officers and 19 men were lost.

LIFE RAFTS SPOTTED BY PLANES

Twelve survivors from the BEDLOE and nineteen from the JACKSON were spotted on life rafts, those from the BEDLOE being spotted by a patrol plane and picked up an hour later by a Navy minesweeper. Those from the JACKSON were spotted by a Coast Guard plane from Elizabeth City, N. C., and picked up by a 36 foot cutter from the Oregon Inlet Lifeboat Station, 15 miles away. The former had been in the water 51 hours and the latter 58 hours. The Coast Guard planes landed in the swells, a plane next to each liferaft, and crew members dived into the sea and hauled semi-conscious men onto the wings of the tossing planes, where first aid was administered. A Navy blimp dropped emergency rations. Guided by PBM's and another Navy blimp, the Coast Guard cutter made directly for the JACKSON's survivors and quickly hauled them aboard. Near the shore the men were transferred aboard a Navy vessel, where they were treated by a physician until Coast Guard PBM's landed and flew them to Norfolk for more hospitalization. An intensive search was instituted for the 48 officers and men reported missing in the twin disaster, including the 23 year old skipper of the JACKSON, Lt. (jg) N. O. Call.

CREWS OF EACH CUTTER LOOKED TO OTHER FOR RESCUE

Survivors said 37 officers and men originally clung to the three *Jackson* rafts, but 17 died during the second night from exposure and exhaustion. Added to the torment of parched throats, crowded rafts and heavy seas during their 58 hour vigil were sharks and "Portuguese men-of-war," multi-tailed marine pests whose stingers continually lashed the bodies of the storm tossed men. Ironically enough, crew members of each vessel pinned their hopes on rescue by the other, unaware of the like doom of each ship. Lt. Hess of the *Bedloe* explained: "Skippers often think alike. I was trying to work our way out to sea a bit to avoid the heavy swell hitting near the shore and I figured the *Jackson* was doing likewise and would be somewhere in the vicinity."

BEDLOE GOES UNDER

Struck four times by the towering waves, the *Bedloe* tossed like a matchstick in the ocean before going down. All 38 officers and crew men safely abandoned ship and at least 30 were able to obtain a hold on the lifecrafts. However, the

strain of fighting the hurricane aboard, plus the ordeal of hanging to liefrafts for 51 hours, proved too much for most of the men and only 12 were able to hang on until rescued. One man slid under the water only minutes before the rescue craft came into sight.

END OF THE JACKSON

Borne to the top of a huge swell, the *Jackson* was struck by two swells and rolled over until the mast dipped water. As the swells subsided, the ship righted and was hit by another high sea and turned on her side a second time. Struggling out of that, the vessel was carried high by a third sea. It seemed then, survivors said, that she hung in mid-air for seconds; then the wind seized her, turned her on her side and completely over. She disappeared under a huge wave. Next day, two of the survivors had tried to swim ashore which they thought was 10 miles away. After swimming about 3 hours they realized they were making little headway and decided to return. Turning back, one of them saw a shark about 30 feet away headed for the other. The shark was more than six feet long but passed him without harm.

"WE MADE IT"

William W. McCreedy, boatswain's mate 1/c from the Oregon inlet Lifeboat Station, who assisted in the rescue of the survivors from the *Jackson* said the first thing he saw was a man doubled up in a small raft, his eyes resembling "a couple of blue dots in a beefsteak." "He flashed a beautiful smile that couldn't be missed," McCreedy continued, "I felt I had looked at something a man sees once in a lifetime -- sort of thought I had come to the edge of heaven. Then, as though his last will to fight had been lost when he saw us, slumped into the water. The radioman grabbed him and held him in the raft. I went overboard to help and the three of us dragged the r aft down. The unconscious man's foot was twisted in the lines, but I cut him free and we put him in the boat." Just before reaching shore, the man reached, stroked McCreedy's face and mumbled "We made it." Then he died.

***Jackson* casualties:**

LIST OF MISSING

(Note: They were all later declared "Died in the Service" of their country, Body Not Recovered)

CALL, N.D., Lieut(jg)
ZIMPEL, Joseph W., ESN
CONDON, William Timothy, MM2c
CULLEN, Lawrence F., PhM2c

FLYNN, Joseph S. L., Y1c
GRIFFIN, James Arvie, St3c
HADEN, Mensel Richard, Sea1c
KARP, Hyman Albert, Sea2c
MICHALSKI, Jerome Joseph, Sea1c
MINGIONE, John, RdM3c
McCUE, Edward James, Jr., F1c
NICHOLS, Richard Carroll, Sea1c
PARKER, James Augustus, RT3c
PATTON, Robert Austin, Cox
POSHINSKE, William Patrick, GM3c
SNYDER, Arthur J. F., RM2c
TILLER, Jennings Rufus, Sea2c
WATERS, William F., Mach
WELSH, Denver Carlyle, QM3c
DeLeROI, Edwin Frederick, BM2c

Sources:

Donald Canney. *U.S. Coast Guard and Revenue Cutters, 1790-1935*. Annapolis, MD: Naval Institute Press, 1995.

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Dictionary of American Naval Fighting Ships. Washington, DC: USGPO.

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