

E. Andrew Wilde, Jr., Editor

**The U.S.S. *Buck* (DD-420) in World War II:  
Documents**

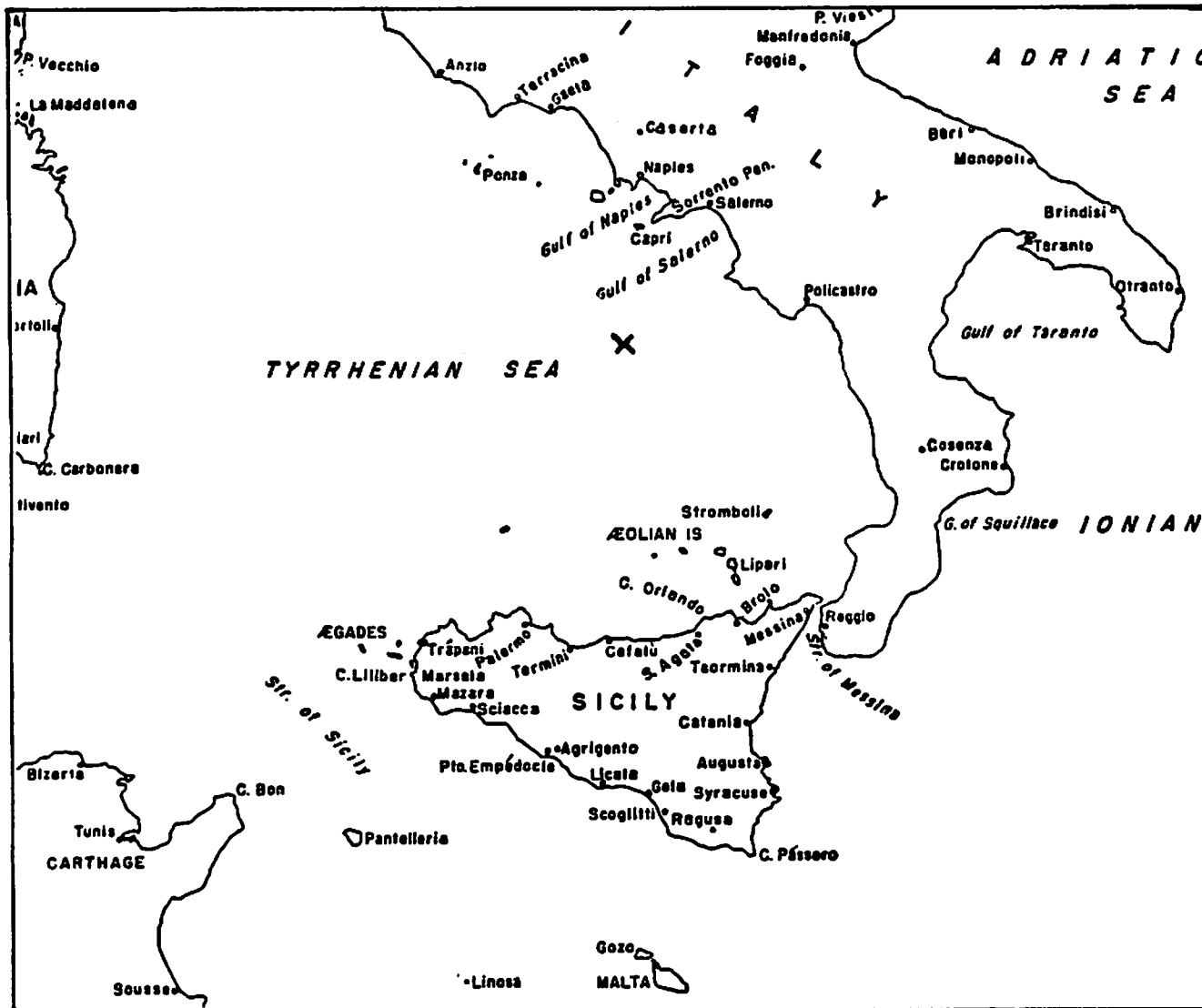
Needham, Massachusetts  
Privately published by the editor  
First Edition 2007



Scanned and electronically published by  
Destroyer History Foundation  
Bolton Landing, New York  
2008

USS BUCK (DD-420)

Map of Central Mediterranean



D-day for the landings at Salerno, Italy, (Operation AVALANCHE) was 9 September 1943. Exactly a month later, a little after midnight on October 9th, USS Buck (DD-420) was torpedoed and sunk about 40 miles south of Capri (at X, above) while patrolling the approaches to the Salerno beachhead. One or two torpedoes exploded forward of her single stack, and the ship quickly sank four minutes later. The ship's commanding officer, Lieutenant Commander Willard J. ('Mike') Klein, USN, and most of the officers were killed by the initial blast. After the ship went down exploding depth charges killed many of the survivors swimming or on rafts. Only 94 survivors were finally rescued 20 hours later out of her complement of 258 officers and men.

E. A. Wilde, Jr.  
August, 2007

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

HISTORY OF USS BUCK (DD 420)

While steaming at 25 knots to investigate a mysterious surface contact off Salerno just after midnight on October 9, 1943, the USS BUCK (DD 420) received a devastating torpedo hit and sank four minutes later.

A lone German submarine, possibly operating with a second, is believed to have delivered the killing blow. Eleven officers and 150 men were either killed or are now presumed dead, according to casualty reports. Seven officers and 68 men survived; fifteen others were wounded.

The BUCK, victor in a courageous battle with an Italian submarine only two months previous, was running on a patrol line south of Capri, near the Italian coast, when the mysterious contact appeared on the radar screen.

As the destroyer closed the unidentified target, General Quarters were ordered and guns and torpedoes were readied. The ship's radarman had just uttered, "range 5280 yards," when the violent explosion occurred. Lieutenant (junior grade) John A. Hoye, I-V(S), USNR, senior surviving officer, gave a clear account of what followed:

"When General Quarters was sounded I was in my bunk so I proceeded immediately to my battle station with the after repair party. In about three minutes the bridge ordered a full pattern of depth charges set for 150 feet. I was standing just outside the port side of the after deck house when the ship was hit.

"There seemed to be two explosions forward, occurring nearly simultaneously. I was thrown down on the deck and as the ship heeled to port she shipped a lot of water on the port side.

"I believe that we were hit on the starboard bow by a torpedo. I was rolled around the deck by the water and when the ship righted herself I found myself on the port side of the fantail.

"As I climbed the ladder to the after deck house and looked forward, I could not see anything except smoke and steam. At this time I saw a craft in the water about 1000 yards off the starboard beam. I believe it was a submarine. I started to go forward but could not go any further than the after torpedo tubes because of the debris.

"I returned to the repair party and passed the word to put all depth charges on "safe" and ordered abandon ship. Port and stern charges had been fixed but those on the starboard were not completed because water came up to the racks and the men swam off.

"Four minutes passed from the explosion to the sinking. I was alone in the water when an underwater explosion spun me around and ducked me under. When I came to the surface I was dazed and found trouble in breathing. I climbed on a raft that had 16 men. The bottom had been blown out by the explosion and the provisions and flares were gone. The next morning a plane sighted us and dropped life rafts."

A rescue party made up of the USS GLEAVES (DD 423), USS PLUNKETT (DD 431) and a British boat, LCT 170, reached the survivors that night. Most of the wounded were taken to the U. S. Naval Dispensary at Palermo.

The last several months of the BUCK's life were packed with action. On July 10, 1943, the destroyer was detailed to escort a group of troop and supply ships into the Sicilian invasion. The BUCK was recalled from her convoy, however, to join a fire support group whose ranks were depleted when two of its destroyers collided.

At 4 a.m. on the 10th, still a few miles away from her assigned area, the BUCK heard planes overhead but they did not attack. However, an hour later, she was fighting off her first plane attack. The enemy bomber dove in on the vessel's port quarter and straddled the ship with bombs none of which struck home. The Germans were off their mark that day because ten minutes later a second came down and he too missed, this time by some 500 yards.

The BUCK reported to her fire support station at 6:30 that morning and immediately set about the business of silencing machine gun batteries that were firing into the invasion troops. By 7 o'clock, fire from the German installations had stopped, and the BUCK spent the rest of the day patrolling the area. She experienced several more air attacks that afternoon and evening but escaped without damage. Fire from her guns aided in the destruction of one enemy fighter.

Bold aggressiveness won a courageous battle for the BUCK on August 2. While screening a convoy of six Liberty ships in the Mediterranean on August 2, contact was made on an enemy submarine. The sub momentarily appeared on the radar screen an hour before midnight, just long enough for the alert radarmen to perceive it.

After surface contact was lost, the BUCK charged in to investigate and immediately located the sub with her sonar gear. The convoy continued on its way and the BUCK was temporarily detached to attack the suspected sub. A series of three depth charge runs, in which 28 charges were dropped, were made during the next two hours. Following the third run, a surface contact was reported in the area where the last charges were dropped.

It proved to be the Italian submarine ARGENTO, forced to the surface by the explosions. The BUCK had the upper hand in the battle now. She charged in with all guns blazing, scoring continuous hits. The Italian sailors didn't bother to put up a surface fight. As soon as the BUCK's fire started to hit, the crew made a grand rush

for the hatch. The sub sank while her frantic crewmen were still popping out of the hatch and diving overboard. Forty-five men were rescued, including the commanding officer.

Prior to her entry into the Mediterranean area, the BUCK screened convoys from the United States to the European waters. Much of her time was spent in training and antisubmarine patrol out of Casco Bay, Maine.

Completed in June, 1940, the BUCK was built by the Philadelphia Navy Yard and launched by Mrs. Julius C. Townsend, wife of Rear Admiral Townsend, Commandant of Fourth Naval District and Navy Yard, Philadelphia at that time. The ship was named in honor of James Buck, Master's Mate, who received the medal of honor for service in the Civil War.

The USS BUCK (DD 420) earned two (2) battle stars on the European-African-Middle Eastern Service Ribbon. They were awarded for the following campaigns:

1 Star/Algeria Morocco

Sicilian Occupation 9 - 15 July 1943; 28 July - 17 August 1943

1 Star/Minesweeping operations in Bay of Cagliari 8 - 9 October 1943.

A member of the SIMS class, the destroyer was 348 feet long, 36 feet wide, carried a crew of about 250 men, and had a full load displacement of 2400 tons and rated speed of 37 knots. The BUCK's main battery consisted of four 5"/38 caliber guns; eight 21" quad torpedo tubes.

Restencilled: December 1950

ACTION REPORT

DECLASSIFIED

USS BUCK

DD-420

SERIAL: NONE

5 NOVEMBER 1943

SINKING OF USS BUCK, 9 OCTOBER 1943, OFF SALERNO,  
ITALY

STATEMENTS OF OFFICER SURVIVORS OF  
USS BUCK, WHICH WAS SUNK SOME 40  
MILES SOUTH OF CAPRI, ITALY, WHILE  
ON PATROL OFF SALERNO, ITALY.

OFFICE OF NAVAL RECORDS AND LIBRARY

U.S.S. BUCK (420)

DD420/A16-3/  
P6-1/00/MM

C/o Fleet Post Office,  
New York, N.Y.  
5 November 1943.

DECLASSIFIED - OPNAV INST 5500.30  
BY 712 DATE 1-31-64

From: Senior Surviving Officer, U.S.S. BUCK.  
To : Secretary of the Navy.  
Via : (1) Commander Destroyer Squadron THIRTEEN.  
(2) Commander Landing Craft and Bases, EIGHTH Amphibious Force.  
(3) Commander Cruiser Division EIGHT.  
(4) Commander EIGHTH Amphibious Force.  
(5) Commander U.S. Naval Forces, Northwest African Waters.  
(6) Commander in Chief, U.S. Atlantic Fleet.  
(7) Commander in Chief, United States Fleet.

Subject: Sinking of BUCK.

Enclosure: (A) Statements of Officer Survivors.  
(B) List of Survivors.

1. On October 9, 1943 the U.S.S. BUCK was on patrol off Salerno, Italy about forty miles south of Capri. At 0032 the alarm for General quarters was sounded.

2. I was in my bunk at the time and proceeded immediately to my battle station with the after repair party at the after deck house.

3. The talker on the JU phone informed me that the only word passed from the bridge was a surface radar contact at 14,000 yards. In about 3 minutes the bridge ordered a full pattern of depth charges set for 150 feet.

4. I was standing just outside the port side of the after deck house when the ship was hit. This was between 0040 and 0050. There seemed to be two explosions forward, occurring nearly simultaneously. I was thrown down on the deck and as the ship heeled to port she shipped a lot of water on the port side. I believe that we were hit on the starboard bow by a torpedo and this caused the ship to heel to port. I was rolled around the deck by the water and when the ship righted itself I found myself on the port side of the fantail.

5. I climbed the ladder to the after deck house and looked forward. I could not see anything forward except smoke and steam. At this time I saw a craft in the water about 1000 yards off the starboard beam. I believe it was a submarine.

5 November 1943.

Subject: Sinking of BUCK.

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6. I climbed down the ladder and the JU talker informed me that all telephone lines were dead. I started to go up the port side of the deck but could not get any further forward than the after torpedo tubes because of debris on deck. On the way back I saw Ensign Norman Lewis, USNR on the deck near the port depth charges. I examined him and found he was dead.

7. I returned to the repair party and passed the word to put all depth charges on safe and cut all rafts loose. The ship was settling down forward now and I gave the orders to abandon ship.

8. C.C. Goldman, TM2c and Edward F. Duclos, CM1c set the port and stern charges on safe and reported same to me. We were engaged in setting the starboard charges on safe when the water came up to the racks and we swam off the ship.

9. When I was about 50 feet from the ship I turned and looked back. I saw the stern sticking up at about a 75 degree angle. She slid straight into the water as I watched. I felt no suction action. I estimated the time between the explosion and the sinking as about four minutes.

10. I was alone in the water and started to swim for a life raft when an underwater explosion spun me around and under the water. When I came to the surface I was dazed and found some difficulty in breathing. I swam for a few minutes and found a piece of shoring timber in the water. I assisted another man to a life raft and we climbed on it. There were perhaps 16 other men on the raft. The man who came to the raft with me died that night.

11. The raft was the regulation destroyer, elliptical, 25-man capacity, balsa wood type. The bottom had been blown out by the explosion and all provisions and flares as well.

12. The next morning between 1000 and 1100 a C-47 plane sighted us and dropped life rafts.

13. We were picked up that night, October <sup>9</sup> 1943 at about 2000, by the U.S.C. GLEAVES. The survivors of the BUCK were rendered all possible aid by the officers and crew of the GLEAVES. It is the opinion of the survivors that the prompt and efficient treatment rendered by the GLEAVES, in particular Lieut. Spellman, (MC), USNR saved the lives of many survivors.

14. No particular action beyond the call of duty was seen by this officer. All men conducted themselves after the best Naval traditions.

5 November 1943.

Subject: Sinking of BUCK.  
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15. It is suggested by this officer that a signal light and flares be attached to life rafts in such a fashion that they would not be torn loose. It is further suggested that the above items be made waterproof. Only one flashlight was left among the several rafts in use, but it was not watertight and was useless. All flares were either blown off or water soaked.

JOHN A. HOYE,  
Lieutenant (jg), I-V(3), USNR, #123046,  
Senior Surviving Officer.

Copy:

SecNav (direct)  
CominCh (direct)  
CinCLant (direct)  
ComNavNAW (direct)  
ComDesLant (direct)

DD420/A16-3/  
P6-1/00/MN

U.S.S. BUCK (DD420),  
C/o Fleet Post Office,  
New York, N.Y.  
5 November 1943.

From: Lieut. David T. HEDGES, I-V(S), USNR, #172885.  
To : Senior Surviving Officer, U.S.S. BUCK.  
Subject: Sinking of BUCK.

1. Being a passenger aboard the U.S.S. BUCK I had no official battle station but with the Captain's approval I had made a practice of going to the bridge whenever General Quarters was sounded.

2. On the night in question I arrived upon the bridge at 0035. I proceeded to the starboard wing of the bridge where I ascertained that the ship had an SG radar contact, range 5200 yards. I heard the Captain order a full pattern of depth charges set at 150 feet and further order that the 24 inch light be lit and manned with shutters closed. I crossed to the port wing of the bridge, arriving at approximately 0040.

3. The ship was hit within two or three minutes after my arrival on the port wing of the bridge, or about 0045. I was rendered unconscious by the force of the blast and have no recollection of the explosion or of going through the air. When I regained consciousness I found myself some distance under water. I was wearing a kapok life jacket and got to the surface in approximately fifteen seconds. I looked around for the ship, but it was nowhere in sight, no other survivors were visible, no sound was heard and no debris was sighted. Under the circumstances my first impression was that I had somehow fallen overboard. This thought was not dispelled until some time later when debris was sighted. It is my opinion that I was blown a considerable distance. As a result, the explosion of the depth charge jarred me but did not injure me severely.

4. I found one half of one of the elliptical 25-man capacity balsa wood life floats and hung onto that. All provisions had been blown away. Eventually I was joined by Anthony Peponi, coxswain and the next morning we picked up Leroy Highe, officers steward second class. These two men were the only survivors I saw during my entire stay in the water. Later we found another piece of the balsa float and lashed the two together which gave us ample support.

5. When I had been in the water only a short time a dull red light appeared approximately 1000 yards distant. It seemed to be a white light over which a red filter had been placed. It was quite large, perhaps 12 inches in diameter. This light

5 November 1943.

Subject: Sinking of EUCK.  
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circled slowly around for about ten minutes (or I may have drifted in such a way that it had the appearance of circling) and then disappeared. It was at about surface level and I could not be positive that it was on a vessel. It is my belief, however, that it must have been on the ship which sank the EUCK as no other vessels were in the area and I later found that none of the EUCK survivors had a usable light of any kind.

6. At approximately 1000, October 9, a U.S. Army C-47 transport (name "ALBATROSS" painted on fuselage) sighted the survivors. However, by 1600 no other planes or rescue vessels had arrived and it was decided to attempt to make shore, some 45 - 50 miles distant. Little progress had been made when the U.S.S. GLEAVES arrived at about 2000, sighted the three of us and picked us up. The GLEAVES eventually rescued 57 men.

7. I wish to make special comment on the efficient and rapid job done by the U.S.S. GLEAVES in picking up EUCK survivors. There is no question but that her excellent work saved numerous lives, as many of the severely injured men were on the verge of complete exhaustion. Even to those only slightly hurt the belief that they would have to spend another night in the water was a terrifying prospect. The officers of the GLEAVES, notably Dr. Spellman, deserve particular commendation for the able manner in which they handled the enormous task of caring for the wounded.

8. At approximately 0100, October 10, I was landed at Palermo, Sicily and taken immediately to the Naval Dispensary where I remained for 12 days.

DAVID T. HEDGES,  
Lieutenant, I-V(S), USNR.

From: Lieutenant (jg) E. J. CUMMINGS, Jr., U.S. Navy.  
To: Senior Surviving Officer, U.S.S. BUCK.

At about 0030, October 9, 1943, the G.Q. buzzer sounded. I immediately went to my battle station in the forward engine room. At 0038 flank speed (25 knots) was rung up by the bridge and was answered at once.

A few minutes after this I felt a jar immediately followed by an explosion. This threw me off my seat on a tool box and up against the IP throttle handwheel. I bounced away from this but remained on my feet. I noticed that there was a super-heated steam leak over on the starboard side. BROOKS, CSM had already sent BROADBENT, MM2c up the ladder to see if the ship was sinking. The ship appeared to be on an even keel and down by the head. All telephones were dead and no word came over the P.A. system. I motioned to SWEDSTOD, MM2c to close the throttle and he did. BROADBENT, MM2c shouted down that it would be better to abandon the forward engine room since the ship was sinking fast. I ordered the crew to abandon the station. Both steam generators were still running and power had not failed.

I came topside and noticed through the after fire room escape hatch that this fire room was on fire. There was a great deal of wreckage piled up on deck. I went forward about 5 yards on the port side and saw that water was coming over the main deck just aft of the break in the forecastle deck. I then walked aft on the port side and helped BLY, B2c, lift some of wreckage away and we carried someone who had two broken legs back to the loading machine.

I noticed that there appeared to be too much excitement around the rafts. I called the men to attention and they responded at once, discipline was excellent. While they were quieted I told all hands to relax and stick together and get the life rafts over as soon as possible and put the wounded in them. I ordered the depth charges to be set on "safe". I was told by HOLLAWAY, CTA, that they were on "safe". I then informed all hands that we would abandon ship and to get over the side.

I then crossed over to the starboard side and noticed that it was still dripping wet. I went forward on the starboard side until I saw that everything forward of the stack had been blown away on the starboard side. I knew now that there was no possibility of saving the ship. I went aft on the starboard side and went up on the after deckhouse attempting to get some potato crates in the water. I had just reached the deckhouse when the ship gave a lurch and went down by the head. I climbed down to the main deck and climbed up the 40m platform stanchions.

The stern was about 45° in the air and I jumped about 5 feet into the water. I had a kapok jacket on and I started swimming away from the ship. When I was about 20 yards away I turned around and saw the stern straight up in the air about 100 feet. She plunged down about half this distance, stopped, shuddered and slid under. A few seconds after the depth charge exploded and it doubled me up and paralyzed my legs. Two kapok life jackets came to the surface and I grabbed them and put one foot in each. Using the inside of my helmet I paddled myself in the direction of voices. On the way I picked up a shore. I reached the voices and they turned out to be a life raft with about 50 men clinging to it.

The next morning about 0930 I boarded the raft and gave out some of the emergency rations to the men. The fresh water had salted up and was no good. At about 1050 Machinist Magee spotted a plane and the men on the raft held up wet paddles. The plane turned, flew over us and dropped three rubber rafts, I swam to one of these and remained on it until we were picked up by H.M. LCT #170 about 2000.

F. J. CUMMINGS, Jr.,  
Lieutenant (jg), U.S. Navy.

From: Ensign E. M. BUCHANAN, Jr., U.S. Naval Reserve.  
To : Senior Surviving Officer, U.S.S. HICK.

On the morning of October 9, 1943, I was awakened by General Quarters alarm at 0030, I proceeded immediately to my battle station in the after engine room. At 1245 there was a loud explosion forward. I was standing by the feed water heater at the time and grabbed one of the valve hand wheels for support, there was a very hard jolt and a few of the men were thrown on the deck plates. The communication system was knocked out but the lights were still on. The steam pressure at the throttle decreased immediately indicating that probably number 1 boiler in the forward fire room had been hit.

Reports from topside said that the ship was going to sink so the engine room was secured and vacated by all personnel. When I reached topside I heard the word passed that all depth charges had been reset on "safe", all available life rafts had been cut loose. The word was given to abandon ship so I inflated my rubber life boat by puncturing the CO<sub>2</sub> cartridges. I went over the side and started to swim, I looked back once and the stern was in the air making about a 45° angle with surface of the water. I did not see anyone around me at the time so I started swimming directly away from the ship to avoid being sucked under. It probably took a total of 5 minutes for the ship to sink from the time it was hit. I was about 50 yards away from the spot where the ship went under, when the depth charge went off. My life belt was blown apart and I was paralyzed for an instant but I managed to keep afloat and swim to a raft in the distance.

I hung on to the raft until a kapok life jacket was found in the water and given to me. The raft was used for the wounded and those without life belts. I remained in the water until approximately 1000 the next morning when a plane dropped 3 rubber life rafts, I occupied one of these rafts with six other men until around 2000 that evening at which time we were picked up by a British LCT (170) bound for Palermo.

E. M. BUCHANAN, Jr.,  
Ensign, U.S. Naval Reserve.

From: Ensign R. J. Kendall, U.S. Navy.  
To : Senior Surviving Officer U.S.S. BUCK.

1. General Quarters sounded at about 0050. I was in the wardroom at this time, having just come off watch. I immediately went to my General Station which was in 40 m/m control aft on the port 40 m/m director. I was wearing the 15 JY phones and listening to the range come in from the radar contact that we were heading for. The ship was speeding up. It was the policy to go to 25 knots when we investigated such contacts. I heard a range near 5000 yards, and then felt the ship hesitate as though she had a collision and at the same instant I saw an explosion on the starboard side near the break in the deck. This was about 0045. I could see this since my station gave me an unobstructed view of the bridge. I was knocked down, and felt flying debris and water hit me. There must have been almost a foot of water going over the deck.

2. When I got up, the phones were out and all the men had left their stations and were back on the after deckhouse. I immediately went back to them and called out the order to set all depth charges on safe. I went back to my station and looked forward to see if I could tell anything. I could see no bridge or stack, so I thought the ship must have been cut in two and would surely sink. I know now that there was considerable smoke and steam from the forward fireroom, and that it may have kept me from seeing the bridge, but I still believe the stack was gone. By that time Lt. (jg) Cummings had come on deck and was telling the torpedomen to set the depth charges on safe and for everyone to keep cool and not to lose their heads. I grabbed a few men and we set about releasing the port life raft which was on the after deckhouse. We had it released, and were holding it near the ship when Cummings came back and passed the word to abandon ship.

3. We all jumped in the water and began swimming away from the ship. I must have been about 50-75 yards from the ship when she went down. Shortly after she went down I felt a terrific shock as a depth charge went off. I was numb from the chest down for about 10 minutes. Practically all of those who got off near me, grouped around the life raft, those without belts getting on, and those with belts or jackets clinging to sides or to floating spars. I had an inflated belt at first but it was ruined by the blast and would not hold air, so I took a kapok jacket which floated nearby. We must have had 50 or more men around the life raft when we started, but by morning we only had a little more than 30. Others had dropped off, drifted away, or been so injured by the blast that they could not stand the night in the water. There were three other officers besides my self, and we kept the men's spirits up as best we could by keeping the raft headed U.S.

which was toward shore. We did not know exactly where we were, but we knew our approximate vicinity.

4. When morning came we thought the sun would warm us, but it rained hard, and we received no warmth until later in the morning. When the sun finally did come out, the combination sun, oil, and salt water practically blinded all of us. We thought surely we would be seen soon since we had seen many planes on previous days over that area, but we saw nothing until late in the morning. The first plane we saw did not see us and flew on, but the second was attracted by dipping an ear in the water and turning it over and over so that it flashed. It flew over us several times to get a good look and then dropped 3 rubber boats, one to someone whom I could not see, and two to us. Several of us struck out for the boats and boarded them. We had about 10-11 to a boat, but when ours began to leak and half of it deflated completely, a few men went back to the main raft and only seven men stayed on ours. Of these, 3 men were in the water all the time. I was in better condition than most, so I stayed in the water.

5. Shortly before sunset we found a way to blow up the deflated half of the life raft, and all started to climb in to try to keep warm for the night when someone sighted the destroyer. We had only two things left after the boat capsized, one being 3 pints of water and the other being a Vary's pistol in waterproof bag. He broke this out and fired 3 red flares which the ship saw. She turned and came to pick us up. We were picked up in a motor whale-boat. We were picked up about 8:30 p.m. The destroyer was the U.S.S. GLEAVES.

6. I was led aft to the showers where I cleaned myself up as best I could. They then got Diesel oil and cut the crust of fuel oil which lay next to my skin. I said I thought I was all right, and they gave me some soup and coffee. I then went to sleep. The next morning I had some oatmeal and coffee. The hospital diagnosed my case as Stomach Compression and Exposure from which I have almost completely recovered.

R. J. KENDALL,  
Ensign, U. S. Navy.

From: Machinist Lester Magee, USN.  
To: Senior Surviving Officer of the U.S.S. BUCK.

At COLO I made a trip to the after engine room to have a look at the evaporators before I retired for the night. When I arrived in the after engine room, the evaporator operator was cold shocking and cracking scale on the evaporators. About 0050, while I was still at the evaporators, General Quarters sounded. I left the after engine room and went to my battle station, which was the after repair party.

After condition affirm was set aft, I was standing outside the after deck house port side just forward No. 4 Gun. I was talking with Lt. (jg) Hoye and CSM Ioia about 0045. I was facing forward and an explosion took place around the bridge section. It took several seconds before the force of the explosion knocked me down. When I ended up I was in front of Gun 4 and water rushed over me for several seconds. When it cleared, I stood up and walked back to the port side.

I asked who the senior officer left was and Lt. (jg) Hoye said he guess he was so he then took charge. Someone had already ordered depth charges to be put on safe. So he ordered the rafts and 4 X 4 shores to be put over the side. At about three minutes after the explosion the forward end of the ship went under and the stern started up in the air. Abandon Ship was then ordered. I left the ship at that time. I abandoned ship on the port side just aft of the deck house.

I was wearing a rubber life jacket, the type without cartridges. When I came back to the water surface, I started swimming as hard and fast as I could to get out of the water suction of the sinking ship. I looked back at the ship once. It seemed like it was straight up and down and the propellers looked like they were just about over me. I went back to swimming fast and all at once I saw a flash on the water and a force hit my legs and stomach. I could still move my arms so I kept moving. A few moments later I could use my legs again.

I could see a group of men in the water near me so I swam for them. Chief Torpedoman's mate Halloway had a 4 X 4 shore close to the raft so I held on the other end of his shore. After a while there were about fifty men around the raft. I held on the 4 X 4 shore until about 0930. About that time, Mr. Cummings (Lt. jg), who was in charge of the raft, rationed a few emergency rations.

About 1050, we sighted a plane, and waved wet oars in the air. This was spotted by the plane. The plane circled several times and then dropped three rubber life rafts in the area. I swam to one of the rubber rafts. There were six others that swam to this one, too. There only two rafts found, so we decided to paddle around and look for the third rubber raft. We never found the third raft. A British LCT #170 picked us up about 2000.

They proceeded to Palermo, Sicily, arriving about 1200 the following day.

LISTER MAGEE.

USS Buck (DD-420) in World War II

List of Casualties; Sinking on 10/9/43<sup>1</sup>

KILLED IN ACTION<sup>2</sup>

Officers:

<u>Name</u>	<u>File No.</u>	<u>Rank</u>
KLEIN, Willard Jefferson	070264	*LCDR
LAMBERT, George Solon	074930	*LCDR
BOYT, Theodore	172767	LT
HARRINGTON, George H.	078516	LT
SCULLY, Robin	085505	LT
CRAIS, David E.	141707	LTjg
LANCE, Robert P.	174419	LTjg
LEWIS, Norman C.	163200	ENS
CRAWFORD, Dudley W.	185242	ENS
ANDRAE, John C.	185535	ENS
TUCKER, Harold M.	190219	ENS
HILL, Robert L.	268323	ENS

Enlisted:

<u>Name</u>	<u>Service No.</u>	<u>Rate</u>
ABBOTT, Richard P.	601-28-52	F2
ANDERSON, John L.	272-44-13	RDM2
ANDRO, Herbert P.	632-86-74	TM2
AUGSBURGER, Henry J., Jr.	300-24-15	GM2
BAHAM, John J.	274-51-39	CK3
BAKER, Preston U.	336-76-52	CMM
BELL, George A.	328-65-48	EM1
BERRY, Kenneth C.	648-12-71	MM3
BERTRAM, Roesler A.	316-88-57	SC3
BEVERLY, James A.	634-28-28	QM3
BLACKMON, Douglas Bly	604-41-55	SOM3
BLECHA, Lee W.	660-15-16	SC2
BLEVINS, William L.	604-41-20	F1
BREWSTER, Dale Velmore	329-22-39	F2
BRINKER, Robert G.	243-63-99	CSK
BRINKLEY, James E.	656-01-57	SEA1
BROADBENT, John Waldo	243-93-95	MM2
BRUVOLD, Boyd M.	329-14-93	SEA1
BURDICK, Eldon K.	311-49-19	Y2

\* \* \* \* \*

Notes:

- 1 According to a machine-generated list at Archives II, College Park, MD, prepared by BuPers after the war in the 'Battle Books' (Record Group 24) listing casualties by battle/campaign by ship.
  - 2 Including those presumed killed more than a year subsequent to the date reported missing (Codes 0121 and 6221) and those (a total of 6) who died of wounds (Code 0131).
- \* Graduate of the U.S. Naval Academy, Annapolis, Maryland.

KILLED, Enlisted (continued)

<u>Name</u>	<u>Service No.</u>	<u>Rate</u>
BUSH, Frank J.	341-37-73	MM1
CHRISTENSEN, Oliver R.	328-49-80	GM2
COX, Philip E.	351-03-27	Cox
CRAWFORD, John F.	212-35-90	CFC
CROWELL, William H.	642-04-36	B2
DACEY, James J., Jr.	606-08-34	SOM2
DANENHAUER, George E.	244-02-32	TM2
DANIELOWSKI, Ervin M.	328-64-91	SF2
DARROW, John A.	608-03-12	SOM2
DAVIS, Meyer, Jr.	650-09-66	SK2
DEARMAN, Charles P.	272-45-52	SOM2
DISXHINGER, Leroy U.	627-01-76	SEA1
DONOVAN, Glenn P.	329-22-43	SEA1
DONOVAN, Richard N.	606-84-87	RM3
DORRIS, James W.	337-07-33	SM1
DUFRISNE, William H.	305-55-64	SEA1
DUDIAK, Walter	652-04-05	QM2
DWENGER, Richard	646-18-48	Y1
EAGER, Raymond F.	238-81-79	SEA1
EDENS, Charles S.	552-11-73	F2
ELIFF, William J.	651-46-46	SEA2
ERICKSON, John A.	606-04-21	GM3
EUBANKS, Andrew S.	244-01-01	SEA1
FINNERTY, Stephen J.	606-19-92	SEA1
FOLTZ, Robert William	670-00-17	RT1
FRANKENFIELD, Lawrence J.	244-58-17	RM3
FRAZIER, Vurtile A.	337-43-57	EM2
FROSCH, John T.	245-69-70	SEA2
GREGORY, Robert L.	212-77-01	RDM3
GREVETTE, Delbert W.	201-69-19	SC1
GRIFFIN, Michael J.	205-41-09	SEA1
GRIGSBY, Clayton	269-13-14	F1
GROSS, George P.	272-44-77	M1
HALSTEAD, Arthur G.	652-22-14	F1
HAMILTON, John W.	329-09-67	SEA1
HAMMOND, Joshua	556-89-55	STM2
HANSEN, Walter	706-49-19	SEA1
HARMS, Elmer F. H.	341-91-62	M1
HERMAN, Charles Joseph	224-84-69	SEA1
HILL, Howard Ernest	608-19-08	F1
HOFFMAN, Louis Mathias	342-19-61	SF2
HOLLOWAY, William Hermon	274-26-93	CTM
HOLT, Ernest H., Jr.	560-11-65	RM3
HOLZSCHUM, Joseph Andrew	602-65-04	EM3
HOOD, Robert J.	724-51-43	SEA1
HUGHES, Raymond E.	620-54-05	SEA1
HUGUS, Charles J.	652-37-25	EM3
IGNASIAK, Joseph F.	638-27-32	FC3
JACKSON, Edmond P.	266-37-90	SEA1

KILLED, Enlisted (continued)

<u>Name</u>	<u>Service No.</u>	<u>Rate</u>
JENSEN, Roger E.	648-34-10	SEA1
JOHNSON, Arthur E.	638-88-85	MM3
JOHNSON, Earl H.	329-13-75	TM3
JOHNSON, Quentin W.	316-63-35	RM1
JONES, Charles F.	652-84-75	Y2
KASSEBAUM, Louis R.	316-63-34	SM2
KELLY, Frank J.	650-50-19	SOM3
KIMMEL, Leonard	647-49-60	RM3
KISKADDON, William H.	382-13-32	FC3
KOCH, Edward C.	305-26-55	SEA1
KULP, James Earl	299-94-45	SF1
LAUER, Paul J.	299-89-80	MM1
LAUTENBACH, Robert J.	650-71-03	GM3
LESLIE, Virgil	287-37-26	GM1
LINGUSKY, Earl Harry	822-22-05	SEA2
LIQUORI, Charles T.	811-71-00	SEA2
LOCKWOOD, Harry G.	238-61-59	WT2
LOGGIE, William Joseph	807-59-80	SEA2
MALDONADO, Felix	811-70-80	SEA2
MALLOW, Charles M.	805-64-14	SEA2
MCCARTY, William A.	238-77-64	FC3
MGBRIDE, Francis H.	238-88-40	SEA1
MCCLINTOCK, Richard Mae	356-33-21	PHM1
MERRICK, Francis J.	244-58-92	MM3
METZ, Floyd E.	800-21-83	SEA1
METZNER, Russell R.	611-89-48	SEA1
MIHALKO, Andrew J.	611-79-29	SEA1
MITCHELL, Ross Gideon	606-03-42	EM2
MORRA, Michael	805-50-15	SEA2
MORRIS, Crad Warren	821-02-66	SEA2
MUELLER, George W.	650-55-09	FC3
NELSON, Merrill M.	620-65-02	MM3
NELSON, Woodrow	634-31-11	SEA1
NEWELL, Harold	642-66-98	MM2
NOBLE, Eugene R.	321-77-42	SEA1
NYMAN, Carl F.	202-50-55	MM3
OGRAYENSEK, Rudolph	652-73-50	RM3
OLSON, James William	602-20-12	SEA1
ONEILL, Cornelius, E.	238-68-24	RT1
PAGE, William F.	647-42-74	MM2
PESACRETA, Rocco G.	642-45-27	SEA1
PFLUGH, Archie R.	710-33-73	RM3
PRIMUS, Thomas J.	274-78-11	STM2
RADLE, Clarence Howard	668-86-90	F1
RIZAK, Andrew	822-50-29	SEA2
ROBINSON, Jack Carolan	817-94-44	SEA2
ROBINSON, James E., Jr.	822-50-93	SEA2
ROBINSON, Kenneth C.	711-13-88	SEA2
RODGERS, Joseph W.	822-51-16	SEA2

KILLED, Enlisted (continued)

ROHEL, Donald T.	800-38-66	SEA2
ROSATI, Daniel	805-69-02	SEA2
ROSE, Aaron Earl	835-49-87	SEA2
RUITBERG, Arthur J.	225-03-19	TM3
RUPP, Charles Fredrick	408-77-34	CCS
SCOTT, John C.	272-43-66	MM2
SHERRER, Fredrick C.	336-52-92	CGM
SHIRA, William D.	638-58-57	TM2
SKALKO, John A.	376-89-79	GSP
SKINNER, Wayne	620-30-95	SC2
SMITH, Glenn A.	341-87-18	GEM
SMITH, James N.	243-93-89	FC2
SMITH, Robert Thomas	283-52-72	MM2
SNEED, Kenneth J.	296-00-69	Cox
SNIADACK, Edward J.	207-25-21	BM2
SPINDLE, Samuel J.	359-56-20	CBM
SPRINGER, Dale W.	342-19-60	WT1
STEPHENS, Walter B.	272-68-58	MM3
STUBBS, Ray A.	656-11-32	SEA1
SULLIVAN, Charles Bernard	651-10-19	Y3
SUMNER, Jean David, Jr.	410-99-05	RM2
THOMPSON, Robert J.	274-63-41	SEA1
TRANUM, Paul W.	272-43-12	FC2
TRUNCK, John E.	627-68-35	SOM3
USHER, Thomas W.	637-70-51	STM1
VARNEY, William	651-05-08	SEA1
VERBICKEY, Charles J.	652-69-35	SM3
WARD, Marvin R.	575-22-60	SEA2
WERTZ, Robert A.	243-64-28	TM1
WHITMORE, Frank P.	382-98-33	SOM3
WHITMORE, Tillman B.	268-56-67	WT2
WICKS, Francis O.	328-37-19	WT1
WILKINS, Fredrick M.	299-78-07	BM1
WILLETT, Donald P.	622-94-67	SOM3
WILLIAMS, Adron J.	628-54-83	SOM3
WILLIAMSON, Ralph P.	607-33-71	SEA1
WILLIAMSON, Rober B.	668-81-53	SEA1
WATSON, Olover M., Jr.	272-42-35	FC2
WOOLEVER, Bernhardt L. R.	234-12-32	CWT

\* \* \* \* \*

WOUNDED IN ACTION<sup>1</sup>Officers:

<u>Name</u>	<u>File No.</u>	<u>Rank</u>
HEDGES, David T.	172885	LT
ANDERSON, James M.	119937	LTjg
HOYE, John A.	123046	LTjg
CUMMINGS, Edward J., Jr.	165522	*LTjg

WOUNDED, Officer (continued)

<u>Name</u>	<u>File No.</u>	<u>Rank</u>
BUCHANAN, Ellsworth M., Jr.	190287	ENS
KENDALL, Robert Jacob	283460	*ENS
MAGEE, Lester	300504	WO

Enlisted:

<u>Name</u>	<u>Service No.</u>	<u>Rate</u>
ALTIZER, Robert Basil	265-98-90	CBM
ARNETT, Paul J.	832-34-06	SEA2
BARNES, Kenneth W.	606-72-70	PHM2
BLAIR, Eugene E.	634-10-87	EM2
BLY, Elmer L.	347-04-52	B2
BROOKS, George L.	223-47-73	CMM
CALKINS, Kenneth E.	404-89-51	F1
CHRISTOPHER, Jerry G.	629-47-90	F2
CICHRA, Edward Anton	283-11-90	MM1
CIESLIK, Thadeus P.	726-20-84	F2
CONNOR, Earl E.	627-01-73	SEA1
DIEL, Leon A.	244-86-84	RM3
DOYLE, George A.	606-07-20	GM2
DRUCE, George E.	600-03-23	FC2
DUCLOS, Edward F.	201-69-00	CM1
DUFRESNE, Carleton E.	212-75-26	GM3
DUGAN, Ancel Howard	341-60-28	CWT
DURY, Arthur	224-50-13	F1
ELLIS, Charles Elwood	650-08-28	F2
GOODSON, Elmo	641-63-79	STM1
GRYGO, Emil C.	614-41-06	F1
GRZYCH, Walter Felix	666-08-67	SM3
HAJEC, Stanley T.	666-08-68	SF3
HALL, Luster G.	287-63-70	RM3
HENDRIE, Andrew W.	647-39-13	Cox
HIGHE, Leroy, Jr.	295-61-50	ST2
HINDS, Reelenna B.	602-00-79	SF2
HUNTER, Clayton R.	690-50-82	GM3
INSLEY, Edward R.	300-76-24	FC3
IOIA, John G.	238-40-09	CMM
JENKINS, Robert T.	244-12-36	RM3
JOHNSON, Everett E.	611-60-37	F1
KAVANAUGH, John P.	610-43-58	SEA1
KIELAR, Peter Paul	212-50-27	MM1
KIRCHNER, Erwin	707-66-49	EM2
KOHL, Frank, Jr.	371-43-78	CMM
KONOVELCHICK, Michael	212-76-99	SEA1
KROGSTAD, Rodman P.	382-14-26	TM1
KUENSTLER, John Edward	224-12-83	EM3
LEBLANC, Delphis L.	654-63-66	F2
LIETO, Michael J.	811-70-78	SEA2
LIN, Jung	811-71-27	SEA2
LORD, Joseph T.	621-06-15	EM3
LUKASIEWSKI, Nick Stanley	807-67-01	SEA2

WOUNDED, Enlisted (continued)

LYNCH, Edmund F.	811-70-35	SEA2
MACKLIN, Edward J.	811-70-37	SEA2
MCKEOWN, James Bernard	652-87-76	EM3
MCCORMICK, Eugene C.	658-59-86	SEA1
MEDLEY, Hollis E.	620-84-05	SEA1
MORAZ, Joseph E.	650-50-18	SEA1
OUTLAND, Earl P.	265-93-74	BM2
PARKER, Lawrence	846-37-36	STM1
PEPPONI, Anthony	651-10-28	Cox
PERICH, Peter	607-65-04	SC3
PESKLO, Frank	706-63-86	SEA1
PLATT, Albert R.	606-96-76	GM3
RADOS, George T.	608-19-56	MM2
RAY, Chester Arthur	385-67-51	CK3
ROBERTS, Erwin E.	274-19-74	CWT
ROBERTS, Leon J., Jr.	205-49-96	SEA2
ROGERS, Edward M.	822-50-94	SEA2
RICHARDSON, Charles T., Jr.	659-60-11	F2
SALTER, Carl William	321-38-83	GM2
SMEDSTAD, Clifton B.	400-95-15	MM2
SMITH, Chester B.	608-00-25	TM2
SMITH, Thomas W.	262-70-93	RM2
SMITH, Willie M., Jr.	272-42-87	SOM2
SNYDER, Melvin D.	600-01-97	TM2
SOLTIZ, Frank	646-42-44	SEA1
STEPHENS, James A.	272-43-49	WT2
STOHLER, Marvin	626-50-80	MM2
TIMM, Helmuth	223-48-17	MM1
THOMPSON, James A.	272-42-30	B1
WALTERS, James T.	706-99-12	F1
WAUGH, George F.	552-56-89	F1
WEIS, Woodrow Wilson	256-44-27	TM2
WHITTINGTON, James E.	272-43-50	F2
WIEDER, Garth Hedden	283-43-36	FC2
WILLIAMS, Raymond James	628-57-22	SEA1
ZINCK, Lee R.	368-55-90	MM2

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Summary of Casualties:

	<u>Killed</u>	<u>Wounded</u>	<u>Not Wounded</u>	<u>Complement on 10/9/43</u>
Officers	12	7	0	19
Enlisted	<u>156</u>	<u>80</u>	<u>3</u>	<u>239</u>
<b>TOTAL</b>	<u>168</u>	<u>87</u>	<u>3</u>	<u>258</u>
	<u>65%</u>			

E. A. Wilde, Jr.  
August, 2007