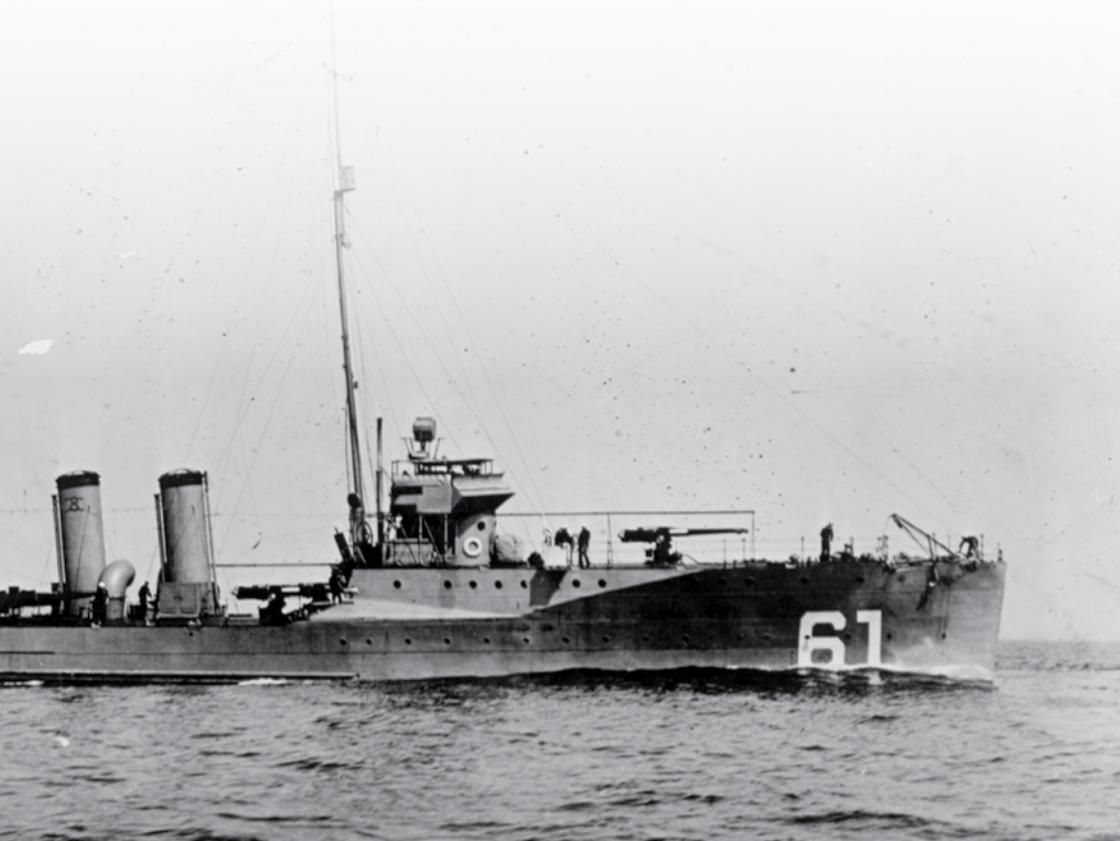


FORGOTTEN WRECKS OF THE FIRST WORLD WAR

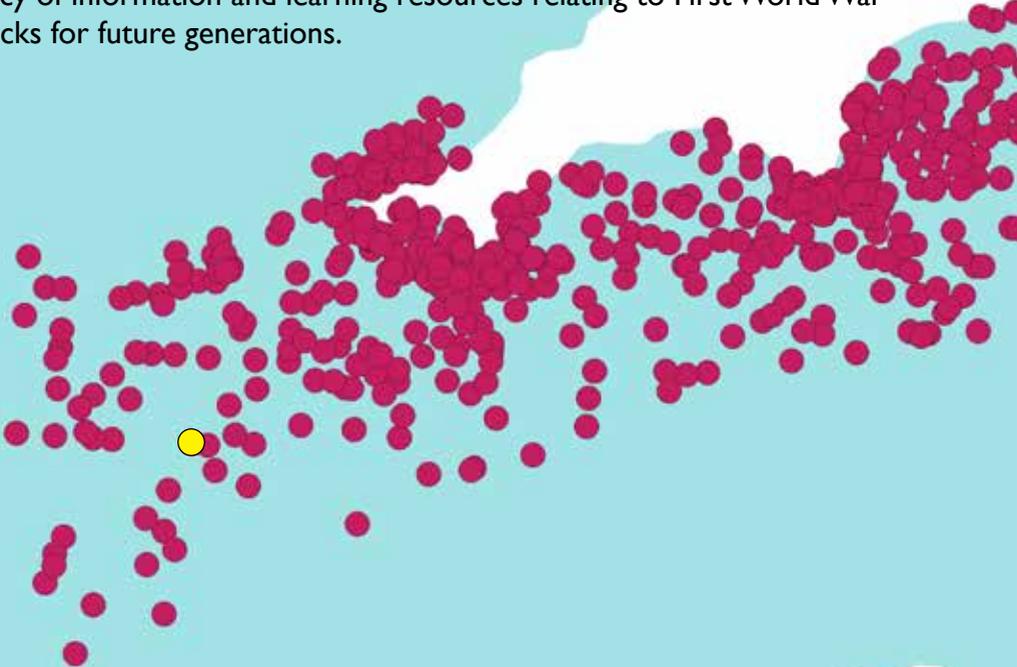


USS *Jacob Jones*
The first US destroyer sunk
by enemy action

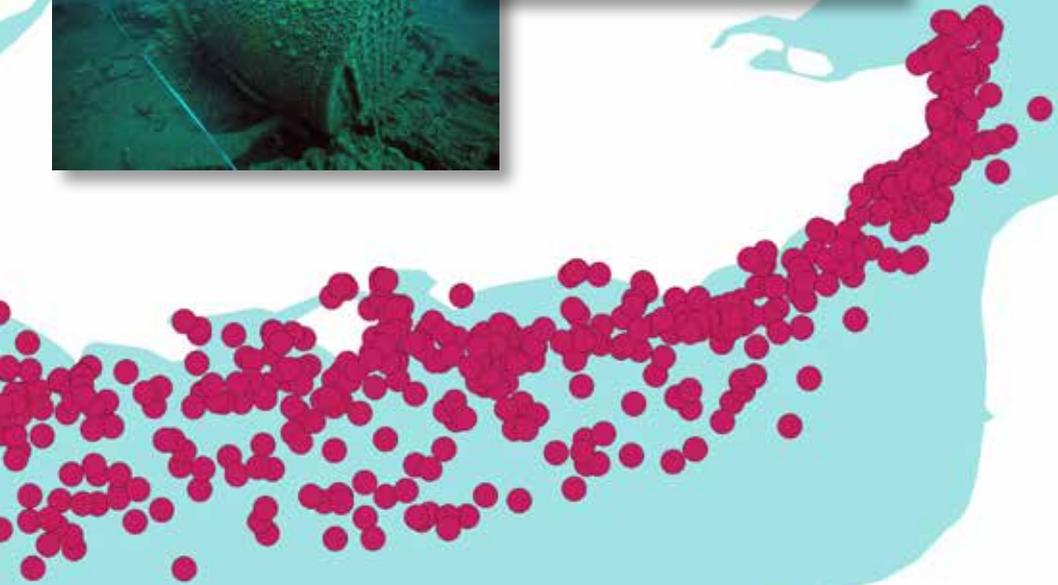
About the Project

Forgotten Wrecks of the First World War is a Heritage Lottery funded (HLF) four year project devised and delivered by the Maritime Archaeology Trust to coincide with the centenary of the Great War. At the heart of the project is a desire to raise the profile of a currently under-represented aspect of the First World War. While attention is often focused on the Western Front and major naval battles like Jutland, historic remains from the war lie, largely forgotten, in and around our seas, rivers and estuaries.

With more than 1,100 wartime wrecks along England's south coast alone, the conflict has left a rich heritage legacy and many associated stories of bravery and sacrifice. These underwater memorials represent the vestiges of a vital, yet little known, struggle that took place on a daily basis, just off our shores. Through a programme of fieldwork, research, exhibitions and outreach, the project aims to engage communities and volunteers and provide a lasting legacy of information and learning resources relating to First World War wrecks for future generations.



The wrecks of the *John Mitchell* (below) and the *Gallia* (right), both sunk during the war.



This booklet details the *USS Jacob Jones*, its involvement the First World War and includes an account of its loss off the Isles of Scilly on the 6th December 1917. MAT would like to thank project volunteer Andrew Daw for his work on this publication.

Map: the c. 1,100 First World War wrecks along the south coast of the UK.

The Jacob Jones is marked in yellow.

Front cover: The USS Jacob Jones at sea. Credit: the Naval History & Heritage Command.

US Involvement in the War at Sea

In the early years of the 20th century, the underlying attitude of the American populous and the political policy was isolationism, non-interference and neutrality. At the outbreak of war in 1914 President Wilson issued a proclamation of neutrality, however, the developing news of atrocities, casualties, evolving offensive technology and social cost of the war made for uncomfortable reading and slowly attitudes began to change.

Economic interests in the US were generally supportive of an Allied victory and financed the British and French war efforts with approximately \$3 billion in loans and bond purchases. The US traded with both sides during the early part of the war and the economic warfare deployed by both sides in the conflict soon began to hurt American trade as cargoes were lost and ships captured or diverted. The results of the naval blockades imposed by the British resulted in a tripling of trade between the US and Britain and France, while that between the US and Germany fell by over 90%.

The German response to the blockade strategy was unrestricted submarine warfare, but even the sinking of the RMS *Lusitania* in May 1915 which



Captain Hans Rose (left) with senior officers aboard the U-53 at Newport, 1916. Credit: Bibliotheque nationale de France via Wiki Commons

prompted outrage and anger did not provoke a direct US engagement into the war. Although over 1000 *Lusitania* passengers were killed, including some 128 American citizens, the vessel was carrying munitions to the Allied war effort and could be perceived as a justifiable military target. The German response to the American anger was to cease unrestricted submarine warfare. However they maintained this policy for less than a year and resumed unrestricted attacks in March 1916.

Despite the actions of the German submarines and patrols along the US eastern seaboard, the approach of neutrality and non-engagement extended through the military services. In October 1916, Kapitänleutnant Rose brought U-53 to Newport, Rhode Island, much to the amazement of the American authorities. He proceeded to dock and then invite the American Naval Officers and their wives aboard to view his gleaming vessel. After delivering a message to the German Ambassador, he proceeded offshore to the Lightship Nantucket. Here he sent five or six ships to the bottom having questioned their captains on their cargo and ordered the abandonment of their ships.

In January 1917, the British authorities intercepted a coded transmission from the German Foreign Minister Arthur Zimmermann to the Mexican Government offering a support pact to Mexico in the event of the US entering the war to enable the regaining of 'lost' Mexican territory in the US (Texas, New Mexico and Arizona). Whilst the Mexican government had little intention of declaring war on the US, this subterfuge further modified general attitudes and in April 1917, the US entered the Great War.

US Engagement after April 1917

The US was engaged in the war as an independent power, closely cooperating with the Allies militarily, but acting alone in diplomacy. Deployment included an expeditionary force and a naval deployment. By the summer of 1918, around a million US servicemen had arrived in France and new personnel were arriving at about 10,000 a day at the time of the Armistice. But these Army deployments were slow to develop during 1917.

The US Navy (USN) saw limited action during the war, concentrating on mine laying operations against German U-boats. The USN sent Battleship Division Nine to Scapa Flow (initially four, later five dreadnought battleships) to join with the British Grand Fleet, and served as the Sixth Battle Squadron where its presence allowed the British to decommission some older ships and reuse the crews on smaller vessels. Additionally, dreadnoughts (Battleship Division

6) were based in Berehaven, Bantry Bay, south west Ireland to counter any break-out by German battlecruisers to attack US troop convoys.

The movement of USN craft to European waters began with the arrival of the 6 units of Destroyer Division at Queenstown (Ireland), led by USS *Wadsworth*, in May 1917. The sailors serving on these vessels were the first American servicemen to see combat duty in the war. By August of that year, 35 destroyers had arrived at the Irish base. Their main duties were patrol and convoy escort, especially the protection of US troopship convoys. Together with submarines and US Naval Air Force units, these units contributed to the anti-submarine operations. All three scout cruisers of the Chester-class together with some older gunboats and destroyers spent part of 1917-18 based at Gibraltar on convoy escort duties in the Atlantic approaches. Some of the K-class submarines were based in the Azores and L-class at Berehaven, Bantry Bay, Ireland on anti-U-boat patrols.

By November 1918, the United States Navy had 93 operational destroyers, of which 70 were in European waters.



Commodore Jacob Nicholas Jones (March 1768 – August 3, 1850) was an officer in the United States Navy during the Quasi-War with France (1798 – 1800), the First (1801 – 05) and Second (1815) Barbary Wars, and the Anglo-American War of 1812.

He was Commodore of the USN squadrons in the Mediterranean in 1821-1823 and in the Pacific in 1826-1829; he held staff roles and commands at Baltimore and New York during the 1830s and '40s. His final assignment was as Commandant of the Naval Asylum at Philadelphia.

Above: Commodore Jones. Credit: NavSource Naval History / Bill Gonyo

USS *Jacob Jones*

One of the first destroyers deployed to Queenstown with the destroyer squadron was the USS *Jacob Jones* under the command of Lieutenant Commander David Bagley.

The ship was the first U.S. Navy vessel named in honour of Commodore Jacob Nicholas Jones and was authorised in 1913 as the fifth ship of the “Tucker” class, an improved version of the Cassin-class destroyers authorised in 1911. Construction was awarded to New York Shipbuilding of Camden, New Jersey, which laid down the keel on 3 August 1914 and on 29 May 1915, *Jacob Jones* was launched by sponsor Mrs. Jerome Parker Crittenden (née Paulina Cazenove Jones), a great-granddaughter of the ship’s namesake, Commodore Jacob Jones.

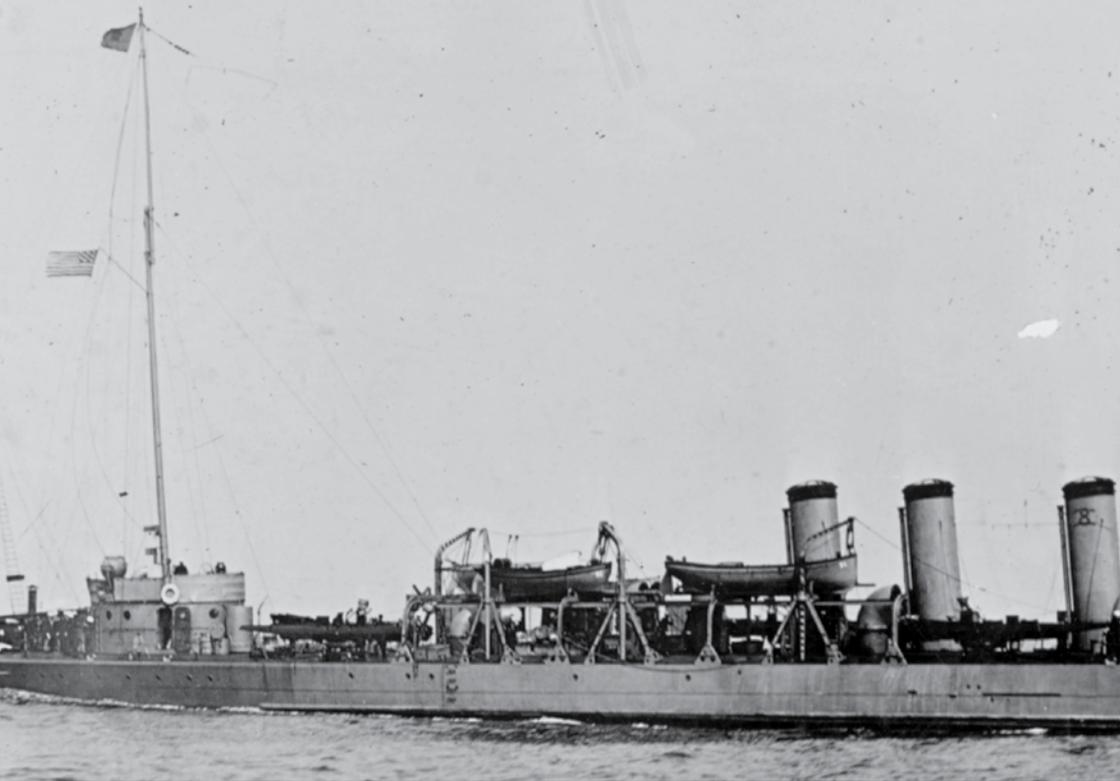


USS *Jacob Jones* was commissioned into the United States Navy on 10th February 1916 under the command of Lieutenant Commander William S. Pye. Following commissioning, the ship conducted training exercises off the New England coast, and then entered the Philadelphia Navy Yard for repairs. Lt Cdr David Bagley took command of the vessel in February 1917.

Upon the United States’ entry into the First World War on 6th April 1917, *Jacob Jones* patrolled off the coast of Virginia before sailing from Boston for Europe on 7th May with a group of destroyers, arriving in Ireland on 17th May.

Left: Mrs. Jerome Parker Crittenden

Vital Statistics



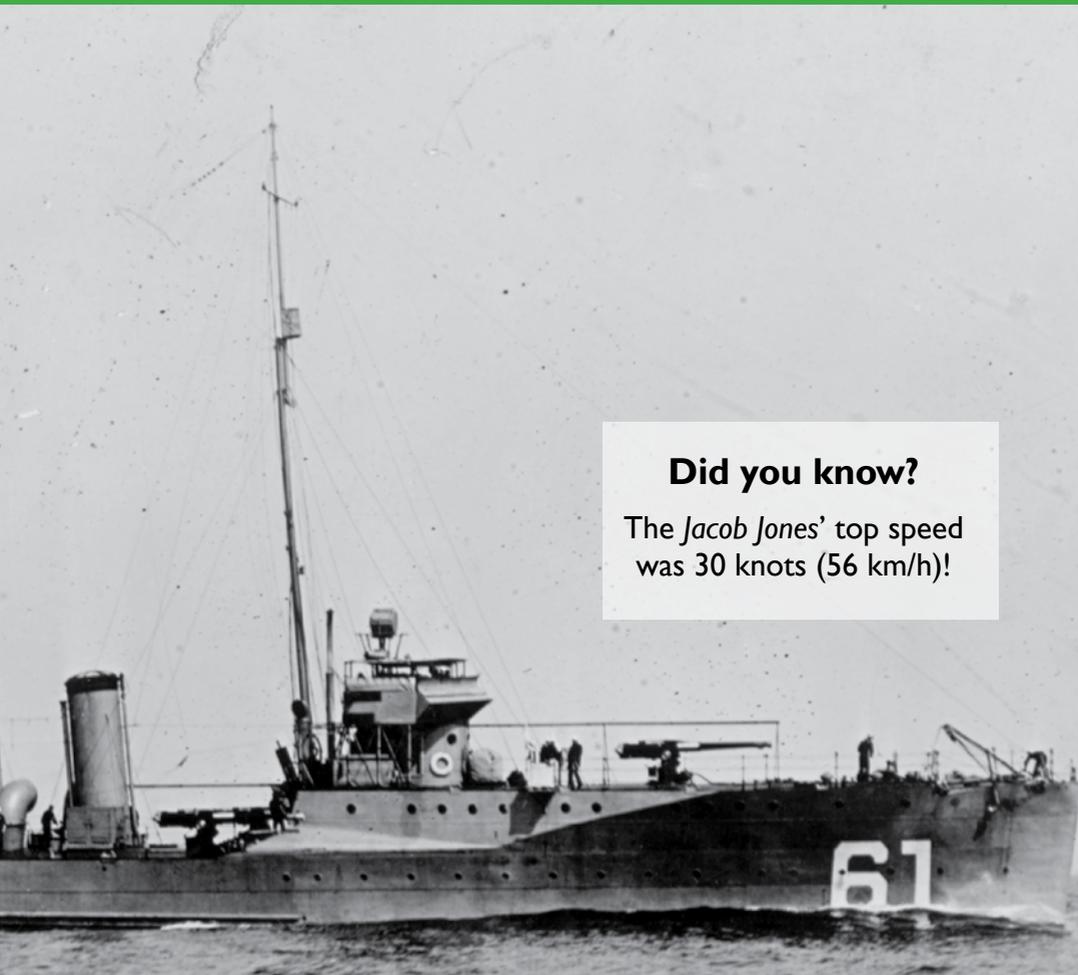
Length: 315ft 3" (96.09 metres)

Breadth: 30ft 6" (9.30 metres)

Draft: 9ft 8" (2.95 metres)

Displacement: 1080 tons (unloaded) and 1224 tons (loaded)

Propulsion: Two Curtis steam turbines with four Yarrow boilers. These drove two screw propellers, with an additional steam turbine geared to one of the propeller shafts for cruising purposes.



Did you know?

The *Jacob Jones*' top speed was 30 knots (56 km/h)!

Armament:

4 x 4" Mark 9 guns, each firing 33-pound armouring-piercing projectiles at 2900ft per second. These guns had a range of 15,920 yards (14,560 metres).

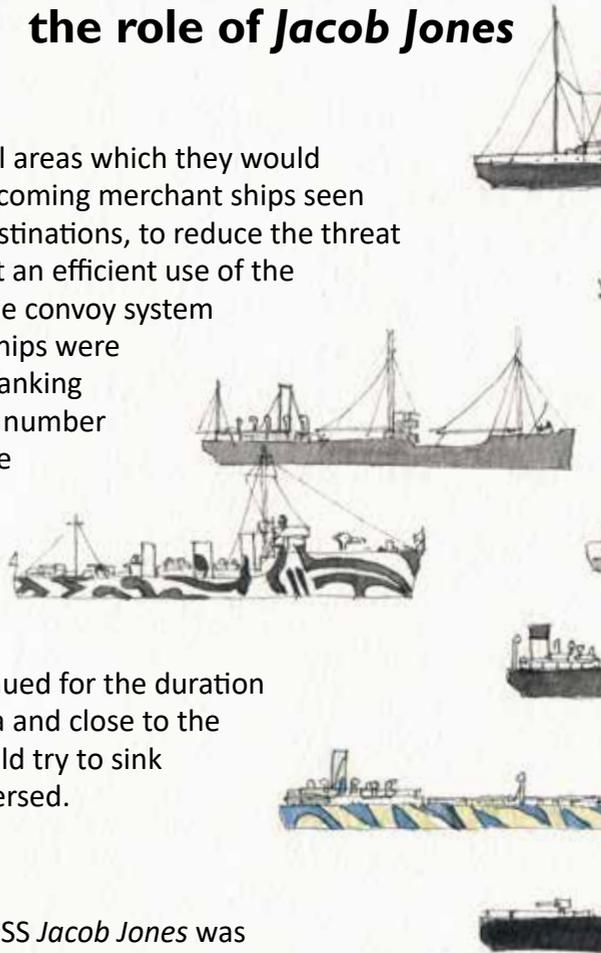
4 x twin 21" torpedo tubes with a load of eight torpedoes (later equipped with depth charges).

Escort System, Patrols and

the role of *Jacob Jones*

Operational Activity

Initially destroyers were given patrol areas which they would scout, singly or in pairs. Any stray incoming merchant ships seen were then escorted to near their destinations, to reduce the threat from submarine attack. This was not an efficient use of the force and by the summer of 1917 the convoy system was initiated. Groups of merchant ships were escorted through the war zone by flanking destroyer screens. This reduced the number of targets for German U-boats so the destroyers and sloops could attack the harassing submarines, it also provided more opportunities to save the crews and passengers of torpedoed ships. Anti-submarine patrols continued for the duration of the war, especially in the Irish Sea and close to the coast of France, where U-boats would try to sink merchant ships as the convoys dispersed.



USS *Jacob Jones* at War

From May to December 1917, the USS *Jacob Jones* was heavily engaged in an unremitting war at sea. The ship was attacked before even reaching Queenstown when on May 16th the USS *Ericsson* reported torpedoes had been fired at the ships but broached before reaching them. On May 23rd, *Jacob Jones* left for patrol duty off the southwest coast of Ireland. This continued, with intervals for rest and routine up-keep at Queenstown, and at Berehaven (until that base for United States destroyers

Right: Painting of a convoy by Mike Greaves.



was abandoned), until mid-July. Thereafter the ship was used chiefly as one of the escorts for inbound and outbound convoys, and for United States Troopships bound for French ports. Notable encounters for the *Jacob Jones* include:

6th June - first involvement in a rescue mission when the *SS Manchester Miller* en route from Philadelphia to Manchester was torpedoed by *U-66* around 190 miles north west of Fastnet and abandoned with 8 casualties. While the *USS McDougal* rescued the survivors, the *Jacob Jones*, *Cassin* and *HMS Camellia* offered assistance.

8th July - the *SS Valetta*, a British steamer carrying wheat and flour from Montreal to Dublin was attacked and sunk by *U-87* 118 miles north west of Fastnet. In this instance the *Jacob Jones* rescued the entire crew of 44 and landed them safely at Queenstown.

21st July - *Jacob Jones* was in company with the *SS Dafila*, a British steamer carrying iron ore and onions from Valencia and Gibraltar to Liverpool, when it was sunk by a torpedo from *U-45* 85 miles south west of Fastnet. *Jacob Jones* picked up 25 survivors and landed them at Bantry. During this engagement and rescue the *Jacob Jones* was fired upon by torpedo and returned fire with three shells directed at the submarine periscope.

19th and 20th August 1917 - The *Jacob Jones* was one of the ships involved in an incident off the French Coast. A group of US vessels were escorting a US Army convoy to St Nazaire in western France when *Jacob Jones* reported "periscope sighted" and accompanying ships dropped depth charges into the area. Nothing further was seen. Land near Belle Île was sighted early on the morning of the 20th August and at 08:17 one of the transports (*USS Finland*) opened fire with its stern gun on what it thought was a submarine. Other ships rushed to the area and dropped depth charges. Other transports now began firing in all directions, French aeroplanes overflowed the area and the *USS Shaw* was narrowly missed by others firing and shrapnel. No evidence of a submarine was found and later analysis suggested the ships had been firing at

schools of porpoises. The incident became known as the ‘Battle of Belle Île’.

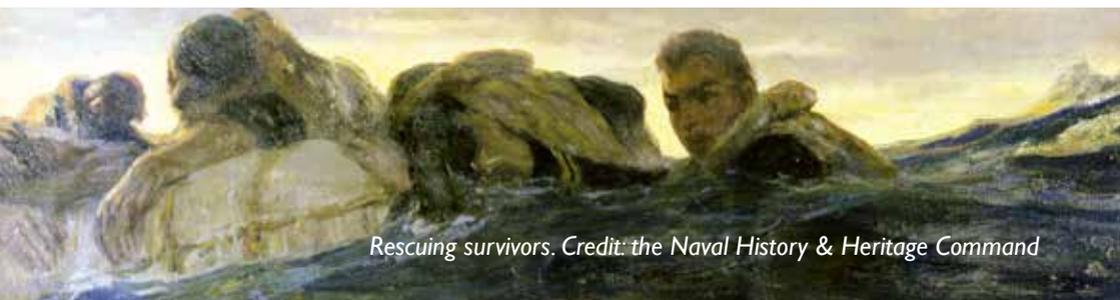
5th and 6th September - Records at The National Archives (ADM 137/1358) reveal an incident which occurred when on special escort duty with USS *Paulding*. A submarine was spotted running on a similar heading to *Jacob Jones* which opened fire with a forward gun which mis-fired, and the submarine submerged about 400 yards off the starboard bow. Officers on deck saw the wake of the submarine passing under the ship as it had changed course to port as soon as it had submerged. A depth charge was dropped. “The ship then began circling to search for the submarine or debris, and a large pool of oil appeared near the spot where depth charge was dropped. This was seen by an officer and a number of men, and appeared to be at least a ship’s length in diameter. Three men reported that the body of a man was passed close aboard near the oil spot”. It is suggested that the submarine could have submerged quickly and left a man on deck, it was thought to be at least badly damaged in the action.

19th October – On what was to become the final rescue mission of the *Jacob Jones*, survivors were recovered following the sinking of the HMS *Orama*. The *Orama* was an armed merchant ship, formerly operated by P&O and converted for wartime use; at 12,927grt this was one of the largest vessels lost in the war. *Orama* was attacked and sunk by U-62 in the Western Approaches. Together with the USS *Conyngham* the *Jacob Jones* rescued 355 in total (50 and 305 respectively). The Commander in Chief, Coast of Ireland Admiral Bayley commented on the rescue noting “The picking up of those survivors alongside a sinking ship at night was a fine feat of seamanship”.

3rd November - *Jacob Jones* had a lucky escape. The USS *Parker*, an escort for a convoy sighted a suspicious object and made towards it at high speed with all guns manned. Receiving no response to a visual challenge a single shot was fired at which point masthead recognition lights were illuminated and the object was identified as being the *Jacob Jones*. On this occasion, no damage was done.

17th November - *Jacob Jones* was part of the escort to an outbound convoy of eight merchant ships from Queenstown Harbour heading south. A depth charge engagement with *U-58* occurred which resulted in the surrender of the submarine to the *USS Fanning* who took in charge 40 prisoners and destroyed the submarine before returning to Queenstown with *Jacob Jones* taking over the *Fanning's* convoy escort position.

Up to November 24th, the *USS Jacob Jones* had been on duty for 203 days in European waters, steaming a total of 37,134 miles. During this time the ship recorded sighting at least six different submarines, one of which was probably damaged and possibly destroyed. The *USS Jacob Jones*, of all United States destroyers in European waters, is credited with rescuing the greatest number of survivors from torpedoed ships – a total of 374. The ship's crew were commended for their seamanship during deployment.



Rescuing survivors. Credit: the Naval History & Heritage Command

The Sinking of the *Jacob Jones*

On November 29th 1917, *USS Jacob Jones* left Queenstown to join the escort of two convoys, OQ 23 and HS 18. The following account of the loss is based on the personal report of Lt Cdr David Bagley. Having safely delivered the convoy to France, the ship was on the return voyage when “at 4:21 pm, GMT, 6 December 1917, in Lat 49-23 N, Long 6-13W, clear weather, smooth sea, course 329° true, speed 13 knots, zigzagging, the *Jacob Jones* was struck on the starboard side by a torpedo from an enemy submarine.

The ship was one of six of an escorting group which were returning independently from off Brest, to Queenstown. All other ships of the group were out of sight ahead”.

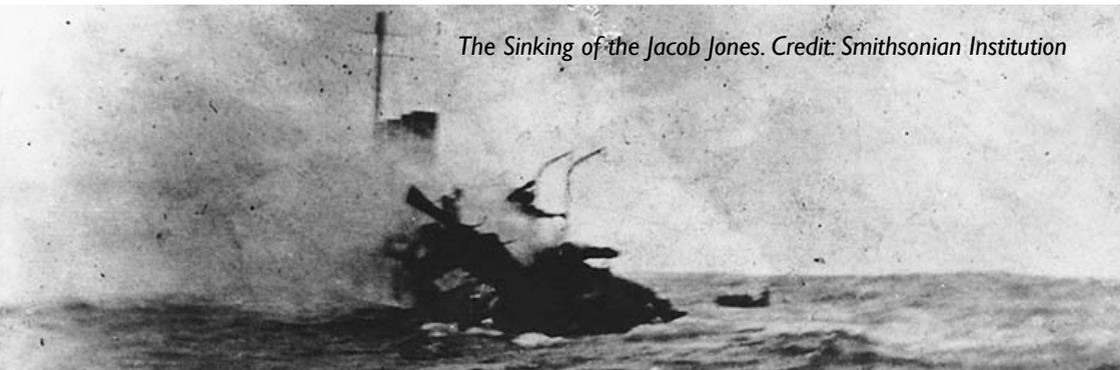
The torpedo was sighted at about 800 yards, running a straight course at about 40 knots and struck the *Jacob Jones* “approximately three feet below the waterline in the fuel oil tank between the auxiliary room and the after crew space. The after compartment, fuel oil tank and the auxiliary room were flooded immediately and the engine room flooded thru the door between the auxiliary room and the engine room, the ship settling aft immediately after being torpedoed, to a point which the deck just forward of the after deck house was awash, and then more gradually until the deck abreast the engine room hatch was awash”.

There had been no chance to manoeuvre out of the path of the torpedo although the officer of the deck Lt(jg) S.F.Kalk had immediately upon the torpedo warning “put the rudder hard left and rung up emergency speed on the engine room telegraph”.

Damage to the ship was extensive; the mainmast and antennae were lost, the starboard torpedo tube was blown off, the deck over the forward part of the after crew space and over the fuel oil tank was blown off, the auxiliary room wrecked and all electrical power was lost. Fortunately no ammunition or fuel oil ignited.

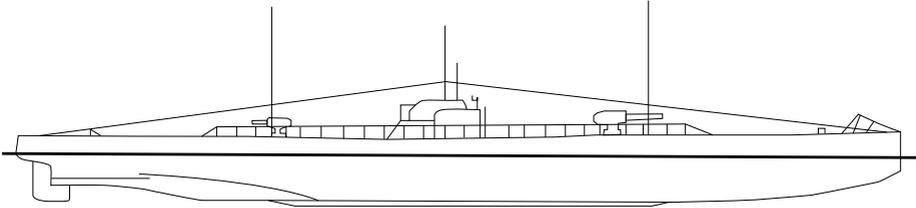
“Before the ship sank, two shots were fired from No.4 gun with the hope of attracting attention of some nearby ship. As the ship began sinking, I jumped overboard. The ship sank stern first and twisted slowly through nearly 180 degrees as she swung upright. From this nearly vertical position, bow in the air to about the forward funnel, she went straight down.”

The Sinking of the Jacob Jones. Credit: Smithsonian Institution



U-53: The Submarine that

sank the *Jacob Jones*



U-53 was one of the six Ocean-going diesel-powered torpedo attack boats Type 51 class. Built by Germaniawerft in Kiel between 1914 and 1916 the general characteristics of the class were:

Launched:	1 February 1916		
Displacement (tons):	715 (sf)	902 (sm)	1060 (total)
Length (m):	62,20 oa	52,51 ph	
Beam (m):	6,44 oa	4,05 ph	
Draught (m):	3,64		
Height (m):	7,82		
Speed (knots):	17,1 (sf)	9,1 (sm)	
Range (miles / knot):	9400/8 (sf)	55/5 (sm)	
Torpedoes:	7, through 4x 50cm tubes (2 bow and 2 stern)		
Deck gun:	2 x 88mm with 276 rounds		
Crew:	36 men		

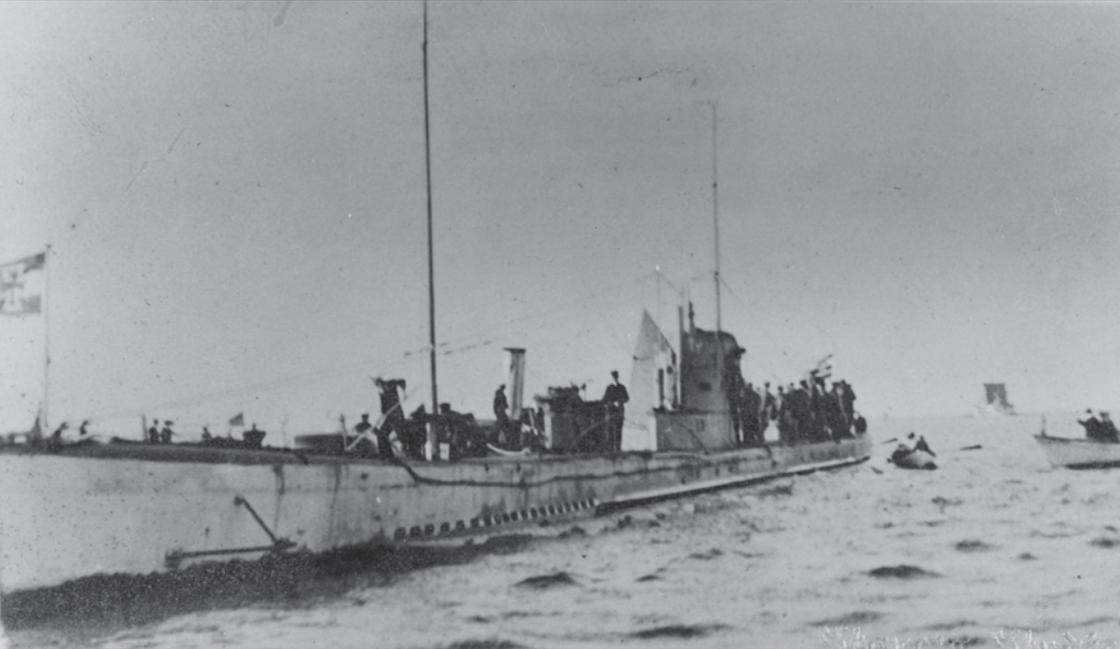
(sm = submerged, sf = surfaced, ph = pressure hull, oa = overall, hp = horsepower)

U-53 surrendered to the Allied forces in December 1918 and was broken up in Swansea in 1922.

Top right: the crew of the U-53.

Bottom right: U-53 in Newport Harbour.

Credit: Naval History and Heritage Command



The Fate of the Crew

As soon as the torpedo struck, training, service protocols and discipline came to bear. Rafts, splinter mats, lifeboats and circular lifebelts were cut from the superstructure, launched or thrown overboard. As Lt Cdr Bagley reported *“three rafts were launched before the ship sank and one floated off when she sank. The motor dory, hull undamaged but engine out of commission, also floated off, and the punt and wherry also floated clear. The punt was wrecked beyond usefulness, and the wherry was damaged and leaking badly, but was of considerable use in getting men to the rafts. The whaleboat was launched but capsized soon afterwards having been damaged by the explosion of the depth charges. The motor sailor did not float clear, but went down with the ship”*. Immediate efforts were made to get the men in the water onto rafts and to keep rafts and boats together.

This gathering of the crew survivors took time; some were swimming, while a few were astern of the ship, at some distance from the rafts, having jumped overboard very soon after the ship was struck. However, the concerted efforts of the crew got the rafts (bar one) together and organised. Lt Cdr Bagley was picked up by the motor dory and began to make arrangements to try to reach the Scillys in order to get assistance to those on the rafts.

Delegating responsibility for the rafts and survivors with the remaining officers, particularly *“Lieutenant J K Richards, was left in charge of all the rafts and his coolness and cheerfulness under exceedingly hard conditions was highly commendable, and undoubtedly served to put heart into the men to stand the strain”*. Bagley, Lieutenant Norman Scott (Executive Officer) and four others in the dory set course to row to the Scilly Isles. This crew retained only emergency rations and half a bucket of water for their purposes, distributing the remaining provisions and medical kit to the rafts.

The dory was picked up about 1:00 pm, 7th December, by a patrol vessel about six miles south of St Mary's, having steered by stars and by the direction of the wind (nearly 21 hours after the attack). By this time all the survivors had been rescued. The SS *Catalina* picked up the one small raft which had been separated from the

others at 8:00pm on the 6th December, whilst other survivors were picked up by the HMS *Camellia*, at 8:30am on the 7th December. Reports suggest that the remaining survivors were rescued by HMS *Insolent*.

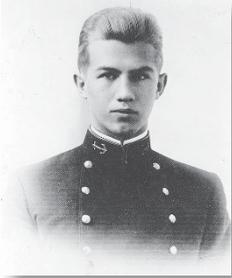
About 20 minutes after the sinking, the *U-53* was seen to surface, approach the rafts of survivors and pull a wounded man from the water (some reports suggest two wounded survivors were so treated) before submerging. These men were later disembarked in the Heligoland for medical treatment. A significant contributing factor that enabled so many men to survive the frigid December waters, was down to the fact that the Commander of the *U-53*, Hans Rose, radioed the position of the sinking to Queenstown – a rare humane gesture in time of war.

The *Jacob Jones* had been running with a complement of 7 officers and 103 men on this duty, of whom 2 officers and 64 men perished.

The survivors of the sinking of the Jacob Jones. Credit: the Naval History & Heritage Command



Crew Selflessness



Midshipman Stanton F. Kalk. Credit: the Naval History & Heritage Command

Lt (JG) S.F.Kalk had already proven highly capable at the wheel of the *Jacob Jones* at the time of the attack. During the evening he swam from raft to raft to achieve an equality of balance and weight in an attempt to maintain seaworthiness of the rafts. He died of exposure on one of the rafts about 11:00pm. He was awarded the US Navy's Distinguished Service Medal for his actions. He is commemorated at the Brookward American Military Cemetery (in Surrey) and by the destroyers DD-170 and DD-611 USS Kalk.

During the night, Charles Charlesworth removed parts of his own clothing (when all realised that their lives depended on keeping warm) to try to keep alive men more thinly clad than himself. He survived the night and was rescued by HMS *Camellia*. He later received a letter of commendation from the USN.

Despite the damage to the *Jacob Jones*, Phillip J Burger, Seaman second class, remained in the motor sailer and endeavoured to get it clear for floating from the ship. While he did not succeed (which would have saved 20 or 30 lives), he was drawn under the water with the boat, but later came to the surface. He survived the night and was rescued.

Several other men were recognised for their actions in the aftermath of the torpedo attack. Bagley received the Navy Distinguished Service Medal; Chief Boatswain's Mate Harry Gibson (posthumously) and Chief Electrician's Mate L. J. Kelly, both received the Navy Cross; Lts Richards and Scott received letters of commendation.

As with Lt Cdr David Bagley, Lt Norman Scott had an illustrious career with the USN, rising to the rank of Rear Admiral and both the Fletcher-class DD-690 and DDG-995 were named after him. He was killed in action at the Naval Battle of Guadalcanal in November 1942.

Key Figures



Lt Cdr David Worth Bagley (8 January 1883 - 24 May 1960)

David Bagley entered the United States Naval Academy in 1900 and after graduation a series of naval tours, including staff roles and a round the world voyage in USS *Rhode Island*, resulted in his first command in September 1915 with the USS *Drayton* (DD-23). He took command of the USS *Jacob Jones* in February 1917 and by May 17 was conducting anti-submarine patrols and convoy escort missions in the Western Approaches. Following the sinking of the *Jacob Jones* and his actions in that circumstance he was awarded the Distinguished Service Medal and returned to the US.

David Worth Bagley. Credit: NavSource Naval History / Bill Gonyo

Various appointments and tours of duty followed including staff and embassy roles, the Office of Naval Intelligence, Pacific Fleet deployments, attendance at the Naval War College as both student and staff, and in May 1938 he was promoted to Rear Admiral and took a position as Commandant Mare Island Navy Yard, Vallejo California.

He was serving in the command billet of Commander, Battleship Division 2 when his flagship BB-43 USS *Tennessee* was slightly damaged on December 7, 1941 during the Japanese air raid on Pearl Harbour. Various Pacific Fleet commands followed until in August 1945 he was recalled to Washington and the Office of the Chief of Naval Operations and served on the International Defense Board, the United States-Mexican Defense Commission, and the Permanent Joint Board on Defense.

Vice Admiral Bagley was relieved of all active duty on March 22, 1946 and was placed on the retired list with the rank of Admiral on April 1, 1947. Admiral Bagley died at the Naval Hospital, San Diego, California, on May 24, 1960.

The engagement between the *Jacob Jones* and the *U-53* was not the first time David Bagley and Hans Rose had 'crossed swords'. In October 1916, following the *U-53* visit to Newport Naval Base, Lt David Bagley was a member of the crews sent to rescue survivors from *U-53*'s raiding upon departure around Nantucket Lightship where Rose had sunk six ships.

USS *Bagley*, DE 1069, was named jointly for Adm. David Bagley and his younger brother Ens. Worth Bagley (who had been killed during the Spanish-American War and for whom torpedo boat No. 24, Destroyer No. 185 and DD 386, lead ship of the 1,500-ton Bagley class, had previously been named).

Kapitänleutnant Hans Rose (15 April 1885 - 6 December 1969)

Hans Rose was one of the most successful and highly decorated German U-boat commanders in the Kaiserliche Marine during the First World War, sinking 79 ships representing a total of 213,987 gross register tons (GRT) during the entire war. He had joined the Kaiserliche Marine as a Seekadett in 1903. In 1914 he was promoted to Kapitänleutnant and CO of a torpedo boat. In 1915 he joined the U-Boot Schule and became Commander of *U2*. In 1916 he was sometimes a teacher at the U-Boot Schule but returned to active duty as CO of *U-53* until August 1918 when he became Admiral staff officer of the U-boat command. He left service in November 1919 as Korvettenkapitän and after the war he became active in the industry. He



Hans Rose

returned to military service in the 1930s under Hitler's Nazi regime and was in command of I. Unterseeboots-Ausbildungsabteilung (U-boat training unit) from February 1940 to May 1940.

Rose was also famous for his humanity and fairness in battle. Sometimes when he torpedoed a ship he would wait until all the lifeboats were filled, he would then throw a tow line, give the victims food, keeping all the survivors together until a rescuing destroyer appeared on the horizon when he would let go and submerge. Many reports exist detailing how he cared for survivors even

when putting his own boat at risk.

On March 11, 1917 Rose, still in command of *U-53*, torpedoed and sank the 6705 ton Cunard Liner RMS *Folia*.

On December 6, 1917 Rose torpedoed and sank USS *Jacob Jones* which was the first American destroyer to be lost during the First World War. The torpedo hit *Jacob Jones* at 3,000 yards (2,700 m), the longest successful torpedo shot on record at the time.

On December 20, 1917 Rose was awarded the Pour le Mérite for his achievements in the tonnage war. He was also awarded the Ritterkreuz des Hohenzollerschen Hausordens mit Schwertern. Pre-war, he had been awarded the Order of the Medjidie and the Iron Cross 1st and 2nd Class.

Impact of the Loss

The loss of the USS *Jacob Jones* was widely reported both correctly and erroneously. The Detroit News headlined the sinking, approximating 60 killed but with a lead article detailing the engagement. The brief article, published on 8th December, has only the earliest information and names just 10 of the survivors. It pays tribute to some of the past endeavours of the *Jacob Jones* in particular the rescuing of over 300 survivors from the converted P&O Liner *Orama*.

In another account, from an unidentified newspaper, a copy of which is shown on the NavSource Naval History site, there are a number of errors, including the *Jacob Jones* commanding officer (given as Lt Cdr Joseph Taussig), the actions of Hans Rose reporting legends of action such as bringing all the rafts together and only releasing the tow line when rescue ships were sighted, and reporting that “all hands aboard the *Jacob Jones* were saved”. The report then goes on to detail the role and activities of the *U-53* and the reputation of Hans Rose.

World War Losses

1 Destroyer Sunk in 1917

THE United States lost only one destroyer, the Jacob Jones, during the entire World War. She was torpedoed and sunk in the English Channel on Dec. 6, 1917, by a German U-boat commanded by the famous Captain Hans Rose.

The Jacob Jones was among the first American destroyers to cross the Atlantic after the United States declared war on Germany. She was commanded by Lieutenant Commander Joseph Taussig, who recently was retired as a Rear Admiral.

ROSE commanded the U-53 and he was considered the most courteous enemy commander at sea. After the U-53 sent a torpedo into the Jacob Jones, Rose took the destroyer's life boats in tow and radioed British authorities the position of the attack. One legend has it that Rose waited until rescue vessels were in sight before he cut loose the life boats and disappeared. All hands aboard the Jacob Jones were saved.

The U-53 made the first round-trip crossing of the Atlantic without refueling. It took 41 days. Without advance notice, the U-53 entered Newport, R. I., harbor on Oct. 7, 1916. Captain Rose paid his respects to Navy authorities there and after a four-hour stay again put to sea.

THE next day, Sunday, the U-53 sank six Allied merchant vessels and neutral ships without loss of life. There was no further news of Captain Rose until he was back at Wilhelmshaven in November. The Jacob Jones was believed to have been among the first of his victims after he again went into action.

Admiral William S. Sims wrote in his "Victory at Sea" that "Rose is one of the few U-boat commanders with whom Allied naval officers would be willing to shake hands. I have heard naval officers say they would like to meet him after the war."

Commemorating the Lost

The loss of the USS *Jacob Jones* are commemorated at the Brookwood American Cemetery in Surrey in the "Tablets of the Missing". The American Battle Monuments Commission is charged with the management of such sites.

The USN inaugurated two further USS *Jacob Jones* vessels:

- DD-130 a Wickes-class destroyer, commissioned in 1919
- DE-130 an Edsall-class destroyer escort, commissioned in 1943

In a case of history repeating itself, in February 1942 DD-130, having conducted a wartime role in escort duty and convoy protection, was torpedoed off the Eastern seaboard of the USA with the loss of all but 12 of the crew. During sinking, the depth charges at the stern of the ship exploded, killing several of the crew as they escaped the wreck in life rafts.

Left: contemporary newspaper article on the loss of the Jacob Jones. Credit: NavSource Naval History / Ron Reeves

MAT's Quest to Visit the *Jacob Jones* -

Be Part of the Adventure!

The approximate position of the sinking of the USS *Jacob Jones* places it at 49° 23'N, 6° 13'W at a seabed depth of between 104 and 111m. To date there has been no known inspection of the wreck on the seabed by divers or through Remote Operated Vehicle survey. The currently available geophysical survey data for the area of loss is low resolution, so the potential images of the wreckage on the seabed will be unclear and cannot help definitively identify the site or determine its current state of preservation.

MAT are building a project to confirm the identity of the wreck at the charted position, this will review survey data to provide information on the state of the remains on the seabed and any damage sustained during and since sinking. The collection of photographic data will allow the creation of a 3D model of the wreck site to be used as the basis for a 'wreck tour' which will provide anyone with an internet connection full access to this historic site.

If you might be interested in supporting the MAT's project to visit the USS *Jacob Jones*, develop remote access via a wreck tour, and commemorate those who were lost then please get in touch:

(+44) 02380 237300 / 02380 593290
info@maritimearchaeologytrust.org



An example of a 3D model of a wreck (the John Mitchell, mined 1917).

FROM COMMANDER-IN-CHIEF, COAST OF IRELAND,

TO The Secretary of the Admiralty.

DATE 8th December 1917.

No. 3609 / W.77.07.

TORPEDOING OF U.S.S. "JACOB JONES"

The following information, obtained from Survivors on board H.M.S. "CAMELLIA", concerning the loss of U.S.S. "JACOB JONES" is forwarded as a preliminary report. These Survivors have just arrived and there has been no time to make any full enquiry.

Survivors.

From "CAMELLIA"	3 Officers	28 Men.
At Falmouth		7 " x
At Scillies	2 "	4 " x
Taken by the Submarine		1 "
Total	<u>5 Officers.</u>	<u>40 Men.</u>

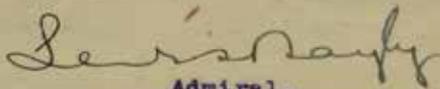
x Arrangements made for passage to Queenstown.

Lost.

Lieutenant Kalk, Gunner Hood and 66 Men

Torpedoed Starboard side abreast #3 Torpedo Tube at 4.21 p.m. - Mainmast carried away - Settled by the stern - Ship abandoned - depth charges exploded apparently blowing stern off - tried to right herself turned over bottom up and disappeared at 4.29. Could not get aft to set depth charges on "safe" as deck was blown up - Submarine not seen until about 5.00 when she came up threw a line to one man struggling in water, took him aboard and went down.

One of The National Archives documents regarding the loss of the Jacob Jones.


Admiral.
Commander-in-Chief.

Sources and where to find out more

The following sources and websites have been used during research to create this booklet.

The National Archives, Kew: www.nationalarchives.gov.uk
Southwest Approaches; German Submarines ADM 137/1358.

NavSource Naval History: www.navsource.org
Photographic History of the US Navy.

Uboat.net, information on all German U-boats of both World Wars.

Wikipedia.org has been used to source information on the US in the First World War, USS *Jacob Jones*, U-53 and David Bagley:

Detailed accounts of the war activities of Jacob Jones can be found at:

Naval History and Heritage Command website:
www.history.navy.mil/research/histories/ship-histories/danfs/jj/jacob-jones-i.html

Shipwrecks of Cork Harbour: www.corkshipwrecks.net/ussjacobjonesdd61.html

Destroyer History Foundation: www.destroyerhistory.org/early/ussjacobjones/

Naval History.net: Details of those lost during the sinking:
www.naval-history.net/WWI/NavyUS-CasualtiesChrono1917-12Dec.htm#jacob%20jones

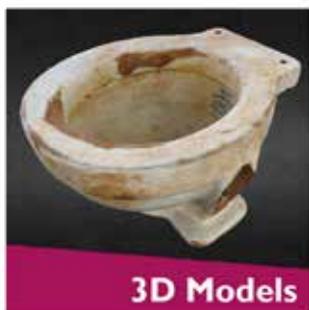
US History, America in the First World War: www.ushistory.org/us/45.asp

Sage American History: www.sageamericanhistory.net/worldpower/topics/worldwar1/index.html

History Lists: www.historylists.org/events/5-reasons-for-the-us-entry-into-world-war-i.html

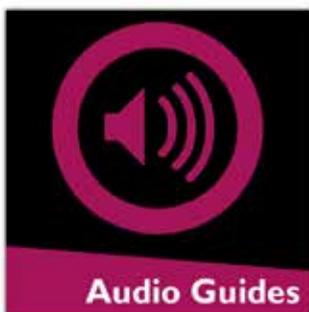
More about the Forgotten Wrecks

Discover the stories of other First World War sites and wrecks with our range of resources, including:



3D models of sites and artefacts are available to view online and in Virtual Reality:
www.forgottenwrecks.org/3d-models

Watch videos about the various sites at:
www.forgottenwrecks.org/video



20 audio articles are available to listen to freely at:
www.forgottenwrecks.org/audio-articles

An exhibition on the Forgotten Wrecks project is on display at the Shipwreck Centre, Arreton Barnes, Isle of Wight (open seasonally, check website before visiting):
www.museum.maritimearchaeologytrust.org





Educational resources including downloadable PowerPoints and hireable handling collections available at: www.forgottenwrecks.org/resources



Read articles on the wrecks at:
www.forgottenwrecks.org/casestudywrecks



Discover the human stories at:
www.forgottenwrecks.org/people

Explore for yourself and learn how to research ships online with our handy guides:
www.forgottenwrecks.org/research-resources



Interested in diving on Forgotten Wrecks?
Resources and guidance available at:
www.forgottenwrecks.org/divingthewrecks

About Us

The **Maritime Archaeology Trust** is a registered charity with more than 25 years' experience in research, investigations and pioneering techniques for the study and promotion of marine cultural heritage. Originating in the south of England as the Hampshire and Wight Trust for Maritime Archaeology, the MAT has grown from regional roots to an internationally renowned authority on maritime archaeology.

Using money raised through the National Lottery, the **Heritage Lottery Fund** (HLF) sustains and transforms a wide range of heritage for present and future generations to take part in, learn from and enjoy. From museums, parks and historic places to archaeology, natural environment and cultural traditions, the HLF invests in every part of our diverse heritage. The First World War Centenary is a chance to understand the war better, uncover its stories and explore what it means to us today. The Heritage Lottery Fund has already funded more than 1,000 First World War centenary projects up and down the UK and has been pleased to support the MAT's Forgotten Wrecks project.

From 2014 to 2018, across the world, nations, communities and individuals of all ages will come together to mark, commemorate and remember the lives of those who lived, fought and died in the First World War. The Imperial War Museum is leading the **First World War Centenary Partnership**: a network of local, regional, national and international cultural and educational organisations.

UNESCO are supporting commemorations of WWI around the globe, recognising that the centenary is a unique occasion to draw attention to the preservation of First World War underwater cultural heritage and to its message for peace and reconciliation.

Maritime Archaeology Trust





The Maritime Archaeology Trust

National Oceanography Centre
Southampton
SO14 3ZH, United Kingdom

(+44) 02380 593290 / 02380 237300
www.maritimearchaeologytrust.org



WWW.FORGOTTENWRECKS.ORG