

Eddie Jackson **Cook, Second Class**

Eddie was born in Greenville, Mississippi on September 17, 1917 to Andrew and Gertrude Jackson. Greenville is on the Mississippi River, just across from Arkansas. In 1920 the family was living in Lucas, Arkansas. There are very few records regarding Eddie's young life, not surprising as this was in the south in the 1920/30s and Eddie was black. They must have moved toward Tennessee, because, at the age of 19, Eddie enlisted in the Navy on June 2, 1936, through Nashville.

On October 22, 1936, Eddie reported to his first ship USS *Pennsylvania* (BB-38) as a Mess Attendant, Third Class. In 1937, the ship remained in port until 17 February, when she departed for [San Clemente, California](#) at the start of a tour along the west coast. She participated in [Fleet Problem XVIII](#), which lasted from 16 April to 28 May. Another stint in Puget Sound began on 6 June and concluded on 3 September, when she returned to San Pedro. She spent the rest of the year alternating between there and San Francisco, seeing little activity. She made a short trip to San Francisco in February 1938 and took part in [Fleet Problem XIX](#) from 9 March to 30 April. Another period in San Pedro followed until 20 June, after which she embarked on a two-month cruise along the west coast that concluded with another stay at Puget Sound on 28 September. After concluding her repairs on 16 December, she returned to San Pedro by way of San Francisco, arriving on 22 December. [Fleet Problem XX](#) occurred earlier the year than it had in previous iterations, taking place from 20 to 27 February 1939 in Cuban waters. During the exercises, Franklin Roosevelt and Admiral [William D. Leahy](#), the CNO, came aboard *Pennsylvania* to observe the maneuvers. Eddie was TAD to GITMO for a week in January. The ship then went to Culebra on 27 February, departing on 4 March to visit Port-au-Prince, Haiti from 6 to 11 March. A stay in Guantanamo Bay followed from 12 to 31 March, after which she went to visit the [US Naval Academy](#) in Annapolis on 5 April. *Pennsylvania* began the voyage back to the Pacific on 18 April and passed through the canal at the end of the month, ultimately arriving back in San Pedro on 12 May. Another tour of the west coast followed, which included stops in San Francisco, [Tacoma](#), and Seattle, and ended in San Pedro on 20 October. She went to Hawaii to participate in [Fleet Problem XXI](#) on 2 April 1940. The exercises lasted until 17 May, after which the ship remained in Hawaii until 1 September, when she left for San Pedro, California. Eddie went TAD to the USS *Colorado* for two weeks of Gunnery Training in June. The battleship then went to Puget Sound on 12 September that lasted until 27 December; during the overhaul, she received another four 5-inch /25 guns. She returned to San Pedro on 31 December. [Fleet Problem XXII](#) was scheduled for January 1941, but the widening of [World War II](#) by this time led the naval command to cancel the exercises. On 7 January, *Pennsylvania* steamed to Hawaii as part of what was again the Pacific Fleet, based at Pearl Harbor. Eddie was advanced from Mess Attendant Second Class to Mess Attendant First Class on February 16. Over the course of the year, she operated out of Pearl Harbor. On May 12, 1941, Eddie was transferred to Sub Base Pearl Harbor and then to the USS *Sturgeon* (SS-187) via the USS *Holland*.



Surgeon was operating out of Hawaii when Eddie reported aboard.. In November they departed for Manila where they joined the Asiatic Fleet.

Sturgeon was moored at Mariveles Naval Section Base, in Bataan, Philippines, on December 7 1941. She set out the next afternoon on her first war patrol between the Pescadores and Formosa. After two attacks and a depthcharging, she was back in Mariveles Bay on December 25.

She was only in port for three day before leaving on her second war patrol, headed for the Tarakan area off of Borneo

A tanker was sighted southwest of [Subutu Island](#) on 17 January 1942, but all three torpedoes missed and the ship escaped. On the night of 22 January, *Sturgeon* was alerted by [Pickrel \(SS-177\)](#) that a large convoy was headed her way in [Makassar Strait](#). A few minutes later, her [sonar](#) picked up the pings of ships dead astern. She submerged and fired four torpedoes at a large ship, with two explosions following. The submarine was then subjected to a two and one-half-hour depth charge attack by two [destroyers](#) which caused no damage.



She next sighted an enemy transport and four [destroyers](#) off [Balikpapan](#) on 26 January. *Sturgeon* fired a spread from her forward tubes which resulted in a large explosion on the transport, and her screws stopped turning. No post-war record of a sinking could be found, but the transport was believed damaged. Three days later, she made two hits on a tanker.

On the morning of 8 February, *Sturgeon* found herself on the track of an enemy invasion fleet headed toward [Makassar City](#). She submerged to avoid detection by several [destroyers](#) and a [cruiser](#), as they passed overhead, but was able to report the movement of the convoy to Commander, Submarines Asiatic Fleet. The submarine retired from her patrol area two days later, when she was ordered to [Java, Netherlands East Indies](#). She arrived at [Soerabaja](#) on 13 February; but, as the Japanese were advancing upon that base, the ship proceeded to [Tjilatjap](#). After embarking part of the Asiatic Fleet Submarine Force Staff, *Sturgeon* and [Stingray \(SS-186\)](#), sailed for [Fremantle, Western Australia](#), on 20 February, as escorts for [Holland \(AS-3\)](#) and [Black Hawk \(AD-9\)](#).

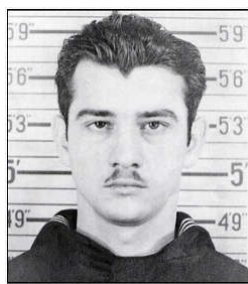
Sturgeon remained there, from 3 to 15 March, when she departed to again patrol off [Makassar City](#). On 30 March, she sank the cargo ship *Choko Maru*. On 3 April, one of her torpedoes caught a 750-ton frigate directly under the bridge, and she was officially listed as probably sunk. She then fired three torpedoes at a merchantman but missed. With one torpedo remaining in the bow tubes, she fired and hit the target abreast the foremast. When last seen, it was listing heavily to port and making for the [Celebes](#) shore.

On 6 April, she fired a spread at a tanker; but the range was so close that they failed to arm. The submarine was then depth charged by escorts but eluded them and patrolled off [Cape Mandar](#) in the [Makassar Strait](#). On 22 April, a [destroyer's](#) searchlight blinked to *Sturgeon*, and she went deep to avoid the subsequent two-hour depth charge attack. On 28 April, the submarine sailed for Australia. However, she interrupted her voyage on the night of 30 April in an attempt to rescue some [Royal Air Force](#) personnel reported on an island at the entrance of [Cilacap Harbor](#). A landing party under Lieutenant [Chester W. Nimitz, Jr.](#) entered the cove and examined it by searchlight but found

only a deserted lean-to. She continued to Fremantle and arrived there on 7 May. On June 2, 1942, Eddie was transferred to the USS Otus (AS-20). The USS Otus was an Internal Combustion Engine Repair Ship that, having been attached to the Asiatic Fleet, was supporting submarines in Fremantle. On December 1, 1942, Eddie changed rate from Mess Attendant First Class to Officers Cook Third Class. In August the Otus left Australia for a major overhaul in Mare Island, California. On April 26, Eddie was transferred to new construction for the Seventh Fleet. He then reported to USS Corvina at commissioning on August 6, 1943. The last listing for Eddie was on September 2, when he was advanced to Cook, Second Class.

Much of the documentation states that Eddie was from Los Angeles, even though he grew up in the south and entered through Nashville. I could not find any record of his marriage, however, Eddie did spend quite a bit of time in the late 1930s stationed in San Pedro and at some point he married his wife Clara and they set up a new home (of record) on 51st Street in LA.

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Ernest Emin Jones Machinist's Mate, Third Class

Ernest Emin Jones was born on July 2, 1920 in Beggs, Oklahoma. His father died shortly after his birth and he was raised by his widowed mother, Lillian Esther Jones, a Leasing Agent in Tulsa, Oklahoma.



Ernest went by his middle name, Emin, and attended Tulsa Central High School. The picture below was taken in 1937, in his sophomore year. He is the third one from the left in the front row. Although Ernest had registered for the draft, he enlisted December 26, the day after Christmas in 1940. His first command was the USS Rigel (Arb-1), a destroyer repair ship stationed in San

Diego. He was only there from April through September 1941.

On September 23, 1941, Ernest reported aboard the training submarine O-4 (SS-65). Ernest reported aboard as a Fireman Third Class. On November 1, he changed rate to Fireman Second Class.

After his training cruise, he was transferred to the USS Marlin (SS-205) on August 10, 1942. By then he had made Fireman First Class. During the period that Ernest was on board, they operated with Task Group 27.1 out of Casco Bay, Maine, doing anti-submarine training for escorts. She also operated in Long Island Sound where, Unsubstantiated reports claim that in February of 1943, Marlin and her sister ship, [USS Mackerel](#), engaged and sank the giant Free French Navy submarine, [Surcouf](#), after discovering her in the Sound refueling a German [U-boat](#), which was also sunk. On February 1st, Ernest changed rate from Fireman First Class to Motor Machinist's Mate Second Class.



While he was operating out of Casco Bay, he must have had some time ashore, at least enough to meet Miriam Corinne Johnson from New Castle, New Hampshire. They were married on March 16, 1943. They set up a home and new home of record in New Castle.

In July, Ernest must have gotten into some difficulty, because he was taken to mast and demoted from MoMM2 to F1c and was transferred to the USS Corvina on August 22. He must have been advanced back to Machinist Mate Third Class on board because that is what is listed in the casualty lists.



Charles Francis Jordan, Jr. Electrician's Mate, Third Class

Charles was born in Shreveport, Louisiana on March 30, 1925 to Charles Francis and Irene Vivian (Larue) Jordan. The family lived in Shreveport at the time but by 1930 had moved to Jackson, Arkansas.

Charles enlisted in the Navy on September 3, 1942 at the age of 17. He must have shown some aptitude because he was sent to EM School and then to his first command in New Construction as an EM3. He reported aboard USS Corvina at commissioning on August 6, 1943.

While stationed in New London, Charles met Alta Emiline Tomovick from Yantic, Connecticut, a community in the New London area. They were married September 11, 1943, one week before he left aboard the USS Corvina for Pearl Harbor and their first patrol.