

January 19, 1998

Mr. W. B. Rascoe
129 Willow Drive
Lake Helen, Fl. 32744-3121

Dear Mr. Rascoe:

I noticed the article in the January issue of "The Retired Officer Magazine". for a reunion of the USS NOA (DD-841 & DD-343). This brought back a memory of the USS NOA.

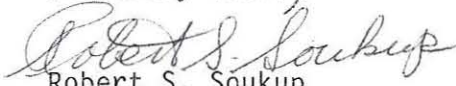
The enclosed excerpt was taken from "The Story of the USS PC-1128". This story of the USS PC-1128 was research and compiled from many sources by one of the crew members who served on the 1128 and covered the period from its construction in Bay City, Michigan to complete destruction in the Okinawa Typhoon in Buckner Bay.

At the time the incident took place, I was a MoMM2/C on the USS PC-1128 and can remember the incident very well. I was just leaving the engine room on the port side when I heard the noise and saw the bow of the NOA coming into the engine room. I do not know what happened to the NOA as there was so much activity aboard the 1128. Some said that the NOA ran aground and others said that it made it out of the harbor. Since my General Quarters Station was on the depth charge rack, I was told to make sure that there were no firing pins in the depth charges and to be prepared to roll them off if necessary, I can only remember standing in water when I was told to roll off the depth charges

When the winds slowed down, we were taken into a dry dock and within five weeks we were headed back to the Solomons.

I don,t know what your agenda is but I thought there might be some members of that crew on the NOA present who would be interested in what happened to the USS PC-1128 aswell as to themselves on that day of January 18, 1944.

Sincerely Yours,


Robert S. Soukup
3 Wianno Road
Yarmouth Port, Ma. 02675-2178

P.S. just 54 years ago yesterday

EXCERPT FROM THE STORY OF THE PC 1128

After several months of duty in and around the Solomon Islands, escorting Landing Craft from one Island to another and cruising a ping line off the Northeastern end of the Island of Bouganville, we went to Dumbia Bay, Noumea, New Caladonia to overhaul the engines and make other minor repairs. On January 18, 1944 a hurricane ripped across the harbor with winds in excess of 75 knots and gusting in excess of 100 knots. Many of the ships were being torn from their moorings, causing chaos in the harbor.

The PC 1128 was tied up in a nest of eight ships. With only one main engine in operating condition, chances of escaping without any mishaps were very slim. The ships on our starboard side were all torn free and swiftly and relentlessly the wind drove the 1128 toward the bow of the USS NOA, a four stack destroyer. The Noa's sharp bow knifed a large gash from bilge keel to main deck in the starboard side of the engine room. Plates were crinkled like cellophane from focsle to fantail, steering cables were out and all power was gone. With the water rushing into the engine room and the 1128 settling deeper in the water, it appeared as if the 1128 was about to sink and the word was passed to "Abandon Ship".

The USS ZEAL, a Destroyer Escort, managed to maneuver to our windward side and get a line attached. It appeared that with some damage control there was a good possibility of saving the ship. While some were still climbing aboard the USS ZEAL, the ship's last minute buoyancy seemed to offer an opportunity to return with Damage Control Parties. While some were jettisoning whatever they could to lessen the load, others were with resourceful and tiring effort working to drive the sea back and restore integrity with a collision mat.