

E. Andrew Wilde, Jr., Editor

**The U.S.S. *Cushing* (DD-376) in World War II:
Documents and Photographs**

Needham, Massachusetts
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1210 Greendale Ave., #339
Needham, MA 02192-4622
January 9, 1997

USS Cushing (DD-376) Crewmembers,

It is my pleasure to present you with a copy of the booklet I've compiled on your ship. It is the thirteenth such booklet I have completed on destroyer-type vessels sunk in World War II. In addition to the survivors I also send copies to ten museums/libraries around the country (and one in Australia), so the Cushing's story will be preserved for future naval historians. The last page in this booklet explains very well what I do.

You don't owe me anything for the booklet, but contributions will be appreciated. I'm really more interested in seeing that every survivor gets a copy than I am in breaking even.

I'm sorry that I can't supply you with extra copies, but I hope you'll have copies made at a copying store for your family. I want future generations to know what you went through in World War II. I was just a Boy Scout on the Home Front then, when we all did our best to "support our boys in uniform." Perhaps that explains why I'm busy now sending booklets to survivors. No one ever told me to stop!

You should know that I never would have compiled a Cushing booklet if it hadn't been for your ship association's historian, Alfred E. McCloud. I discussed the possibility of a Cushing booklet with him several years ago, but when he sent me copies of your newsletter I concluded that my services weren't required. It seemed to me that your association was so well organized and well served by Al that anything I could put together would be superfluous. I also had obtained a copy of Admiral Parker's ambitious history of your ship and knew that he had thoughtfully provided copies for the survivors. Al was very receptive in our phone conversations, however, so I sent him a copy of my Barton, Laffey and Monssen booklets. Well - who ever said that flattery won't get you anywhere?! Al was lavish in his praise and urged me to put together a Cushing booklet. So now you have one - with much of the material supplied by Al and Admiral Parker.

I'm happy that I was able to locate Admiral Parker's niece and nephew, mentioned in his obituary, and I've sent them each a copy.

Enjoy my booklet!



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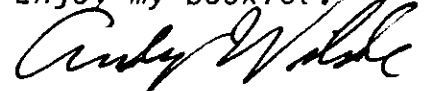
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The U.S.S. Cushing (DD-376) In World War II

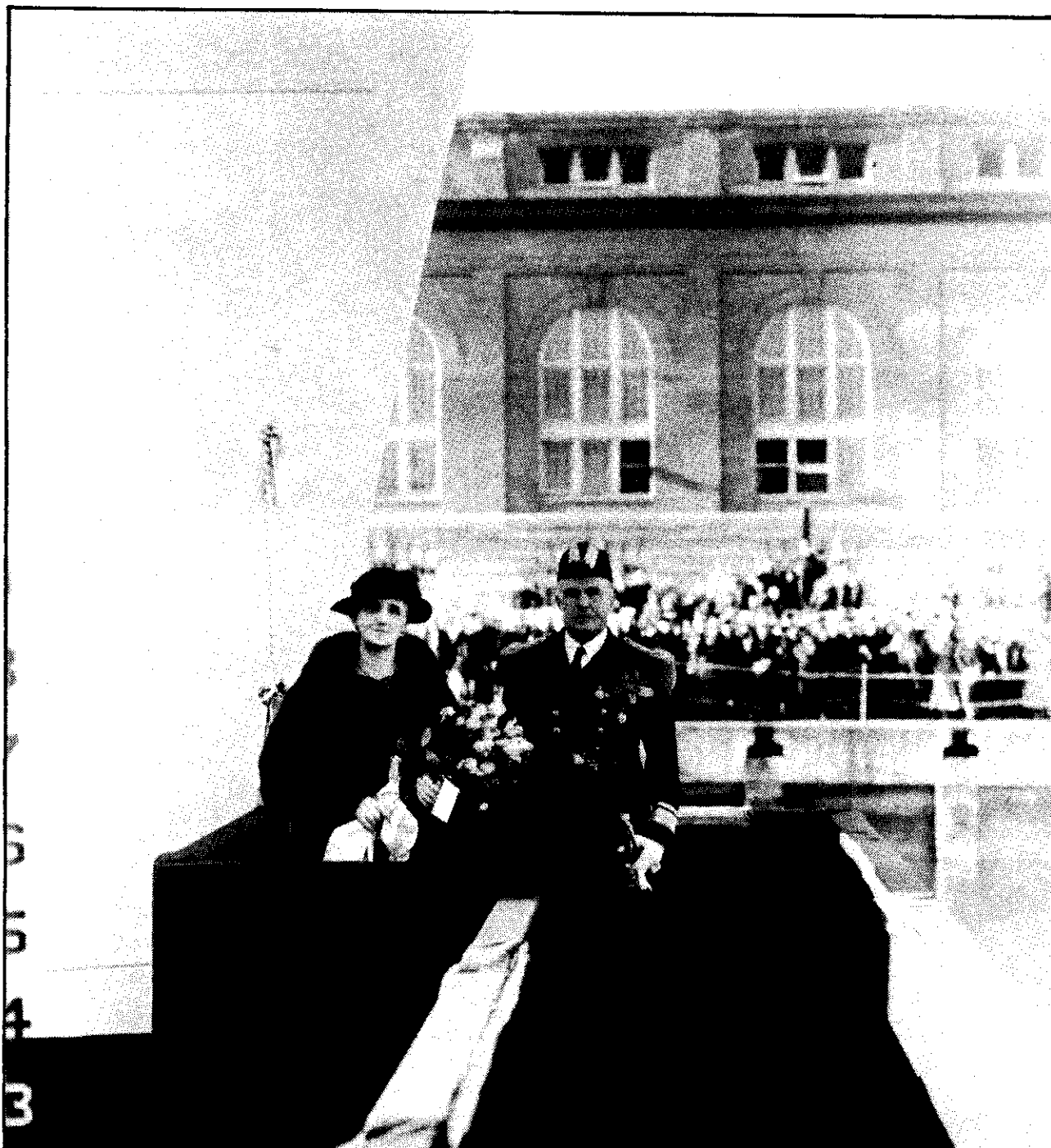
List of Pages

<u>Sheets</u>	<u>Sides</u>	
1	1	List of Pages
1	1	Quote - President John F. Kennedy, 1963
1	1	<u>Photo</u> - Sponsor at christening, 12/31/35
1	1	Newspaper article, commissioning, Bremerton, Washington
1	1	<u>Photo</u> - Starboard beam, moored, late 1930's
1	2	Article, "What's In a Name"
1	1	History, <u>Dictionary of American Naval Fighting Ships</u>
1	1	<u>Photo</u> - Aerial, starboard bow, under way, prewar
1	2	Article, "A Lovely Ship"
3	3	History/Citations (7): 2 Navy Crosses, 5 Silver Stars
1	1	Citations: 3 Letters Of Commendation (Ribbon)
1	1	<u>Photo</u> - Lt. Cdr. E. N. Parker, USN (Commanding Officer)
1	1	Obituary, VAdm. Edward N. Parker, USN (Ret.), 1904-1989
1	1	<u>Photo</u> - Medal presentation, Lt. J. E. Cashman, USNR
2	2	Wartime service/deployment, 12/1/41-11/13/42
1	1	<u>Photo</u> - Forward half, Mare Island, July 1942
1	1	<u>Photo</u> - After half, Mare Island, July 1942
1	1	<u>Photo</u> - 20-mm. Oerlikon mount, 1942
1	1	Map, Southwest Pacific (showing Guadalcanal)
1	1	<u>Photo</u> - Task Force 16 under attack, 10/26/42
5	8	Action Report, 10/31/42 (Battle of Santa Cruz Islands)
1	1	<u>Photo</u> - USS <u>Enterprise</u> (CV-6) under attack, 10/26/42
1	2	Recollection, Adm. Parker (Battle on 10/26/42)
1	1	<u>Photo</u> - Starboard beam, July 1942
6	9	Action Reports, 11/16/42 (loss of ship on 11/13/42)
1	1	<u>Photo</u> - Japanese cruiser <u>Nagara</u>
2	2	Messages, congratulatory
3	3	Article, "The Naval Battle of Guadalcanal"
2	4	Recollection, Adm. Parker (sinking on 11/13/42)
2	3	Newspaper article, Don Baker's recollection
1	2	Newspaper article, Lee Collin's recollection
1	1	List of Officers, 11/13/42
3	6	Muster Roll of the Crew, 11/13/42
1	1	Sketch of wreck, July 1992
2	3	Notes re. sketch, Charles R. Haberlein, Jr.
1	1	<u>Photo</u> - Monument, Purvis Bay, Florida Island, 1944
1	2	News release, dedication of Purvis Bay Monument
1	1	<u>Photo</u> - Plaque on Purvis Bay Monument
1	1	<u>Photo</u> - Purvis Bay Monument, August 1993
6	8	<u>Photo</u> /panels - 50th Anniversary Monument, Guadalcanal
1	1	Quote - Admiral Chester W. Nimitz, 1945
1	1	Photograph Credits
1	1	Bibliography
<u>68</u>	<u>88</u>	TOTALS

E. A. Wilde, Jr.
January, 2001

Any man who may be asked what he did to make his life worthwhile can respond with a good deal of pride and satisfaction, "I served in the United States Navy."

- President John F. Kennedy, 1963



The Mahan-class destroyer U.S.S. Cushing (DD-376) was christened on December 31, 1935, at the Puget Sound Navy Yard, Bremerton, Washington, by Miss Katherine A. Cushing, the daughter of the ship's namesake. With her, is Admiral Thomas T. Craven, USN, commandant of the yard. The ship was commissioned in Bremerton on August 28, 1936, Comdr. Edwin T. Short, USN, in command. After a shakedown cruise in Hawaiian and West Coast waters the Cushing reported to the Pacific Fleet. (Official U.S. Navy photograph, courtesy of Al McCloud.)

U.S.S. Cushing (DD-376)

*The Commissioning at Bremerton, Washington, 28 August 1936
(Bremerton newspaper article courtesy of A. E. McCloud.)*

NAVY MEN TAKE OVER NEW SHIP

BRIEF BUT COLORFUL CEREMONIES MARK OCCASION WHEN YARD-CONSTRUCTED VESSEL PASSES INTO HANDS OF CREW

ADMIRAL IS SPEAKER

Large Crowd Lines Dock And Piers To See Flag And Pennant Raised Over Fine Destroyer

Under a cloudless sky and with an audience of several hundred Bremerton people, the U. S. S. Cushing this morning became a part of the United States Navy.

In a brief ceremony, Rear Admiral T. T. Craven, commandant of the yard, turned the vessel over to her first captain, Comdr. E. T. Short, saying that he was sure the vessel would be operated efficiently and would have a creditable career.

Reads Orders

Commander Short read his orders, the ship's colors were raised as the navy yard band played "The Star Spangled Banner," and watches were set aboard the Cushing. Visitors were taken around the outer decks of the destroyer, but were not taken below deck because work is still in progress.

Addressing officers of the ship, Admiral Craven said, "It is up to you whether this ship becomes the kind of machine which the Navy intends her to be. She is equipped

with all the latest devices for ships of her class. She has more horsepower than the U.S.S. Colorado, a battleship.

Third One

"If you slouch down, and consider her merely as a place where you have a job, she can easily become a dungaree ship. If you take hold, learn the ship, take pride in her, and run her as I know you will, she will become a brilliant unit of the fleet."

The admiral also praised the skill and efficiency shown by yard forces in building the vessel.

Commander Short's orders briefly reviewed the events leading up to the name of the Cushing, third vessel to bear the name of

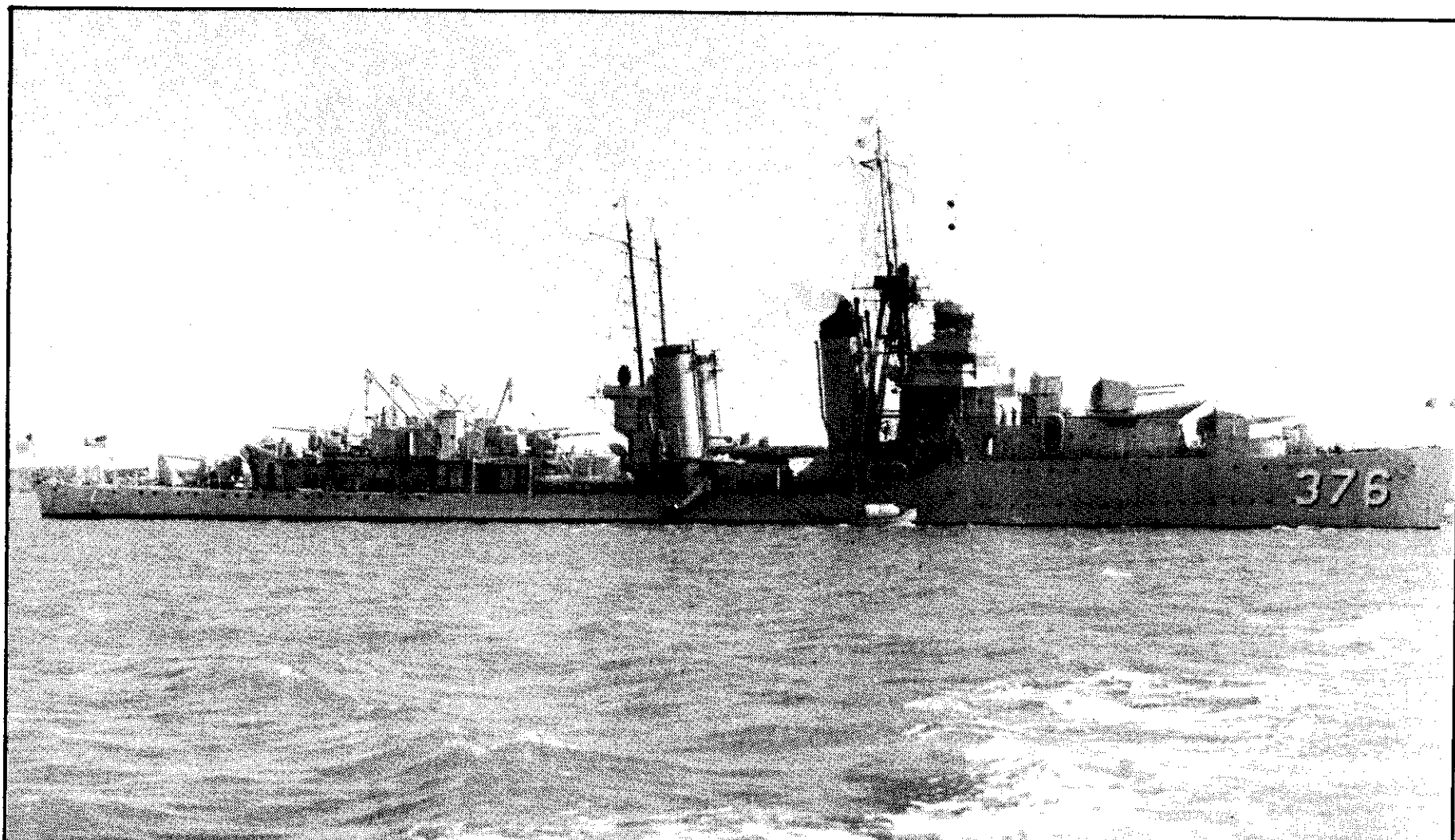
the Civil War hero who destroyed the Confederate ram Albemarle. The first torpedo boat destroyer in the Navy was named for Cushing, and a subsequent ship which served efficiently during the World War also was given the name.

Crowd Watches

Ceremonies took place on the after deck of the new ship with the crew drawn up in two ranks on either side and officers lined up abaft, facing the stern. Wives of officers and other guests were provided with space to watch the ceremonies on the bridge of the Cushing; other honored guests were given a position on the U.S.S. Perkins, which lay alongside the Cushing. A throng lined the pier and the caisson at the end of the building dock which afforded a good view of the Cushing.

The 1,500-ton vessel, second of her kind to be built at the navy yard, is rapidly being made ready for a shakedown cruise, the itinerary of which will be announced within the next few weeks.

Her sister ship, the U.S.S. Perkins, will be commissioned with similar ceremonies on September 11.



The U.S.S. Cushing (DD-376) in the late 1930's moored alongside another Mahan-class destroyer. Note the high breakwater protecting No. 1 gun mount and the two gun-crew shelters, one abaft the No. 2 gun mount, the other on the after deckhouse between guns Nos. 3 and 4. Only the forward 5-in. guns had shields due to concern over topside weight. Mahan-class destroyer characteristics:

Standard displacement	1,465 tons	Maximum depth	17' 0"
Length overall	341' 4"	Shaft horsepower	42,800 H.P.
Beam	34' 8"	Rated speed	36 knots

(Official U.S. Navy photograph courtesy of Alfred E. McCloud.)

What's In a Name

17. The Cushing

By RICHARD A. SHAFTER

ANOTHER stripe, or a coffin? A young, lanky lieutenant waved at the group of officers on the deck of the Federal gunboat Otsego and dropped over the side into his launch. Fourteen men were waiting for him. For a few of them it would be a coffin all right. For Barker Cushing it was another stripe. When he returned to the Otsego three days later he had carried out the first torpedoboat attack in history.

Cushing's torpedoboat was nothing but an undecked little steam launch. Nor was the one torpedo she carried any great shakes, as torpedoes go.

He had had built an exceptionally fast steam launch with silent engines. That overgrown infernal machine, proudly called a torpedo, was sticking out on a long spar from the bows of the launch. The idea behind it all was to sneak up on the doomed vessel, shove the torpedo under the hull, and pull a trigger lanyard.

Object of the raid was the *ALBEMARLE*, another of the many "Invulnerables" with which the South had equipped itself after the initial success of the *MERRIMAC*. The *ALBEMARLE* had done a magnificent job of defending the Sound after which she was named. On at least two occasions she defeated a whole flotilla of wooden sidewheeler gunboats and chased them back to the open sea. Previous attempts to destroy her had failed.

William Barker Cushing was a hot blooded six footer of twenty who had been at Annapolis for four years. On March 21, 1861, he suddenly resigned. Another month, and he would have been present at that last assembly of his classmates, when Northerners and Southerners exchanged vows of everlasting friendship, before Superintendent Blake ordered the Confederate sympathizers to fall out and sent them home, handed the rest of the class their commissions, and packed the three lower classes into the old *CONSTITUTION* to take them to Newport, R.I., for the duration.

What prompted Cushing to resign four weeks before graduation is still unknown. He stood high in his class. But he had a talent for getting into scrapes.

At any rate, in May he joined the Navy once more. He became a master's mate almost at once. In July '62 he was commissioned lieutenant for "repeated feats of successful daring."

It was a dark and stormy night when Cushing and his fourteen men set out for their eight-mile trip up the Roanoke. The *ALBEMARLE* was known to lie somewhere at Plymouth Landing. Both banks of the river were in the hands of the Confederates. The slightest mishap would lead to discovery.

Slowly and silently they ghosted up the river. The storm and the driving rain aided them. Confederate patrols and sentinels seemed to have sneaked off into shelter.

Now they could make out the shape of the ironclad before them. With bated breath they approached. Suddenly the bow of the launch bumped against something. It seemed a floating log. Cushing jerked on one of his lines for more speed. But the obstacle, whatever it was, could not be pushed aside.

The noise the launch made awakened a dog somewhere. It began to howl with sudden suspicion. Footsteps could be heard on deck the *ALBEMARLE*.

"Who there?" The sleeping fires on both banks suddenly flared up high.

"Boat ahoy!" Cushing was too busy to answer. In the flickering light of the fires he had seen what had stopped his surprise attack. Cooke, the foxy commander of the *ALBEMARLE*, had protected his beloved junkheap by a boom of big logs. It was anchored thirty feet away from the ship, much too far to reach her hull with Cushing's 16-foot pole.

Boats were setting out from shore, packed to the gunwales with men eager to block his retreat. But Cushing was not thinking of escape.

"Full steam!" he barked at Engineer Stotesbury and made another run for the *ALBEMARLE*. This time the launch straddled the boom. Her bow rose high into the air, her propeller thrashed wildly for a moment, then they were over and alongside the ironclad.

Confederate muskets blazed almost into their faces as Cushing planted his cum-

Note: This article from Our Navy magazine is courtesy of Alfred E. McCloud.

bersome infernal machine against the hull, below the waterline, where the steelplate armor did not reach.

One of the ALBEMARLE's gunports flew open and the fifteen men in the launch looked straight into the muzzle of a hundred-pounder.

"Surrender!" Two of Cushing's men dived over the side at the shout. The gun belched. Paymaster Swan, standing beside Cushing, cried out and fell forward. The rest of them ducked and heard the full charge of cannister and small shot whistle past their ears.

Almost immediately followed a second dull roar. Cushing had pulled the trigger lanyard of his torpedo. The launch was thrown into the air, tumbling more of her living freight into the water. The ALBEMARLE with the death wound in her side began to keel slowly over, threatening to roll her whole weight right on top of the little launch.

"Swim for it, boys!" Cushing followed his own orders. He dived and did not come up until he had passed the boom. He struck out down stream, diving again when bullets began to hit the water near him. He rounded the point and left the fires behind. He made for a swampy peninsula two miles down stream.

Morning found Cushing deep in the hammocks and mangrove bushes of the Carolina shore swamp. Patrols were splashing around in the vicinity. Some of them had dogs with them. One passed so close that he could hear the men talk. They were talking of the night's raid. Cushing grinned. The ALBEMARLE had gone down, as he expected she would.

When the patrols were gone, he plunged deeper into the swamp. There seemed to be no way out of it. He floundered on. Suddenly he stopped. He had the distinct feeling that he was being watched. He craned his head, this way and that. He made another blundering step. He shouted and from a clump of swamp grass appeared a black face. The two measured each other. It was a long time before that black face was split in two by a row of white teeth.

"You a Yank, huh?" The man was a run-away slave, who had taken to the swamps himself. He guided Cushing to his grass hut, fed him, and watched his sleep. The next night the pair set out across the swamp. They reached another arm of the Roanoke and were lucky enough to find a boat that they could steal. In that leaky craft, Cushing paddled himself down to the lower Sound to rejoin his squadron.

He got the lieutenant commander's stripe he had been joking about when he left. Congress cited him, but did not have enough gold to give him the coveted Medal of Honor.

Only one other man beside himself escaped, Edward T. Horton, an ordinary seaman from the Chicopee. Woodman and Samuel Higgins, fireman first class, were killed. The rest of them were taken prisoners by the Confederates.

In 1872, not yet thirty, the man who had undertaken the first torpedoboat raid in history, became a commander. He died two years later of brain fever.

But when in the 'eighties, shortly after Whitehead had invented the tinfish that made torpedo warfare possible, the U.S. Navy got its first torpedoboat that really deserved that name, it was given the name of Cushing. Shortly before World War I that little ship was succeeded by another Cushing, a 1015 ton destroyer, which eventually, with a large number of others of the same vintage, was sold out of service to be broken up for scrap.

By that time a new Cushing, the DD 376 was already on the ways of the Puget Sound Navy Yard. She was one of the Mahan Class, the first class of post-World War destroyers to carry twelve 21" torpedo tubes—a far cry from the contraption that Lieutenant Barker Cushing shoved under the weak spot of a Confederate ironclad.

The DD 376 was sunk by numerically superior Jap forces in the Battle of Guadalcanal. However, Secretary Knox has already ordered that the names of the heroic eleven ships that were the price we paid for the final occupation of the Solomons, will be given to vessels now a-building. The name of Cushing will appear again soon.

History of the U.S.S. Cushing (DD-376)*

(DD-376: dp. 1,500; l. 341'4"; b. 35'; dr. 9'10"; s. 36 k.; cpl. 158; a. 5 5", 12 21" tt.; cl. *Dale*)

The third *Cushing* was launched 31 December 1935 by Puget Sound Navy Yard; sponsored by Miss K. A. Cushing, daughter of Command Cushing; commissioned 28 August 1936, Commander E. T. Short in command; and reported to the Pacific Fleet.

Cushing joined the search in the Hawaiian Islands and at Howland Island, for the missing aviatrix Amelia Earhart from 4 to 30 July 1937, then returned to San Diego for training exercises, tactics, and fleet problems. Except for brief periods of training at Pearl Harbor and one cruise to the Caribbean, she cruised the west coast from San Diego for exercises and training.

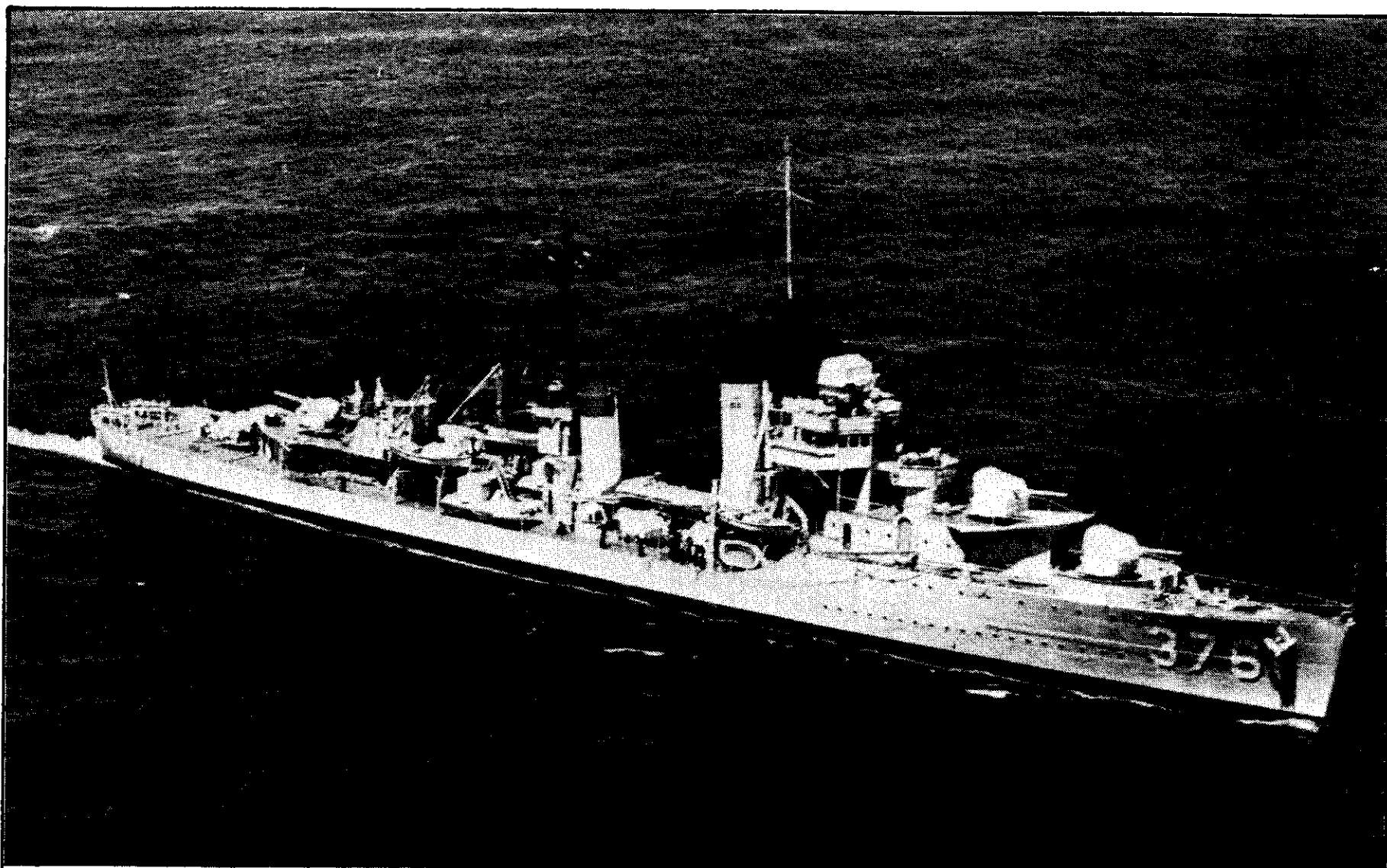
Undergoing overhaul at Mare Island Navy Yard when the Japanese struck Pearl Harbor, *Cushing* sailed from San Francisco 17 December 1941 for convoy escort duty between the west coast and Pearl Harbor until 13 January 1942. She sailed to Midway to serve on antisubmarine patrol from 18 January to 2 February, then returned to San Francisco 19 February to screen TF 1 off the California coast in training and patrol duty.

On 1 August 1942 *Cushing* departed San Francisco for training exercises at Pearl Harbor, then to join the operations around Guadalcanal. Constantly on the move, she escorted vital resupply convoys to the bitterly contested island, and fought in the Battle of Santa Cruz of 26 October, when an outnumbered American force turned a Japanese flotilla back from their advance toward Guadalcanal.

Cushing screened transports safely into Guadalcanal 12 November 1942 and was in the van of the force that moved out to intercept the Japanese fleet in the Naval Battle of Guadalcanal on the night of 13 November. As the range closed, she suddenly sighted three enemy destroyers at 3,000 yards. In the bitter gunfire which followed *Cushing* received several hits amidships, resulting in a gradual power loss, but she determinedly continued to fire her guns at the enemy, launching her torpedoes by local direction at an enemy battleship. Fires, exploding ammunition, and her inability to shoot any longer made the abandon ship order unavoidable at 0230. Her burning hulk was last seen from Guadalcanal at 1700 when she sank about 3,500 yards southeast of Savo Island. *Cushing* lost about 70 men killed or missing, some of them later rescued from the water, and many wounded, but with the task force she had aided in saving Henderson Field from a disastrous bombardment by a Japanese force.

Cushing received three battle stars for World War II service.

* Dictionary of American Naval Fighting Ships, Volume 2 (Naval Historical Center/Washington, 1963). Editor's Note: I believe the "class" should read Mahan vice Dale. The latter is a Faragut-class vessel with a fat second stack and a double break to the forecastle.



This aerial prewar view of the Cushing shows the two .50-cal. water-cooled machine guns mounted for AA protection atop the gun-crew shelters forward of the bridge and on the after deckhouse. Her main battery consisted of five 5-inch/38 dual-purpose guns and twelve torpedo tubes in three quadruple mounts; a centerline mount between the stacks and two waist mounts on the main deck just aft of the No. 2 stack. Note the pill-box-type enclosure on the waist mount to protect the operators from the blast of the No. 3 (forward-facing) 5-inch gun. Two depth charge racks are mounted on the fantail. (Official U.S. Navy photograph.)

*Excerpt from Destroyers in Action
by Richard A. Shafter.**

"A Lovely Ship"

Destroyers! Mention the word and the layman's mind will conjure up a picture of a little ship steaming death-defying, head-on into the fire from an enemy battlewagon's heavy guns. In the heavy seaway the little ship is tossing like a cork, with the white water breaking high over her bows. Then suddenly she swerves hard to starboard. There are a couple of splashes on her portside and a moment later appear the bubbling wakes of the tin fish she has sent on their voyage of destruction. And a short while later there is a terrific crash. The enemy's sides and decks are clothed in sheets of smoke and flame from the explosions that tear her inwards apart. And another naval battle is won.

It is an inspiring picture that has adorned many a calendar sent by solicitous ship's chandlers and seed stores to their customers, to be remembered by for the rest of the year. The practice looks different. Whether it's even more romantic than the calendar artist envisioned, or just a drab, humdrum existence, depends very largely on the point of view of the individual man who crews a "tin can." One thing, however, can be said for it: it's most versatile. If Kipling's crack about the liner has of late found an officially sanctioned variation to describe the glamour girl of the Navy, "The Carrier, she's a Lady," then it can safely be varied once again: "The destroyer, she's a workhorse."

Pulling binder, hay rig, threshing machine or the "democrat" for the family on its way to church, it's all one to a farmer's workhorse. A Navy workhorse may be on antisubmarine patrol today: dropping depth charges in their prescribed pattern all over the spot where the cooperating Navy flier believes he has seen the underwater raider; tomorrow, she may be riding herd on a convoy of merchantmen: running breathlessly and tongue-lolling around her flock, shoosng stragglers into line, and then tackling, in the manner of good and faithful sheepdogs anywhere, all enemies regardless of size and number, whether aircraft, surface squadron, or wolf pack. Or they might install a pair of steel ovaries on her decks and give her a load of ugly horned eggs to drop in waters the enemy's fleet is certain to traverse. Then again, they might give her a

pair of paravanes to tow and send her out to sweep the channels leading to a new invasion beach clear of the mines which the enemy himself has sown there, and then the next day convert her into a fast transport and send her in with a deckload of Marine Raiders who are to establish the first beachhead foothold. And while weird landing craft are yet on their way with reinforcements, supplies, tanks and artillery, the destroyer that has landed them will stand by to give the Leathernecks who are digging themselves in on the narrow coral strip whatever fire support her 4- or 5-inch guns are capable of.

Then again, on duty with a task force, the destroyer is in the van and on the flanks of the capital ships, scouting, protecting, running interference and when the actual engagement begins, throwing a smoke screen around the carrier or battlewagon to spoil the enemy's gunnery. When disaster comes, when carrier, battleship or cruiser has received the deadly wound that causes the decks to buckle and burst with the explosion of magazines and fuel tanks, it's the destroyer that rushes in close, though the heat may blister what patches of paint are still left on her sea-bitten plates, and takes off the men still left alive after the unsuccessful battle to save their doomed ship. As the hull of the big capital ship slowly drifts down with the tide, a roaring inferno, yet still floating, it is the destroyer's job to come in and send the once proud craft to the bottom with a torpedo, to save her from the last ignominy of having her dead body defiled by the enemy's hands.

Rescue missions generally are hardly more than mere routine assignments among the manifold jobs that are a destroyer's lot. Many a flier, shot down by ack-ack, or forced down in a gale, later got back in the fight simply because some indefatigable DD would not give up the search. A quart of whiskey for her skipper and ten gallons of ice cream for her wardroom became the traditional price that any carrier gladly paid to a DD for each of its fliers delivered back aboard or safely landed in port.

"Let the DD's do it!" has almost become axiomatic with the Navy whenever there is a particularly unpleasant or difficult job under discussion. Their speed, their maneuverability, their relatively high firepower

for their size, and their comparatively low building price, have made destroyers not merely the most versatile, but ton for ton the most efficient, naval craft ever devised. They are the Navy's true "expendables."

The spirit of the little ships reflects itself in that of their crews. Destroyermen are a bit apart from the rest of our man-of-war men. On their small ships they have to do without many of the comforts the crews of carriers, battleships or even cruisers enjoy. They live in cramped quarters. There is no canteen or ship's service booth where a man might get a coke, an ice cream or western story pulp magazine. Yet the destroyer man, though he beefs about it all and swears it's a dog's life, in his innermost heart glories in the hardships his particular trade imposes upon him. He's inclined to look down on the men from the big ships as "softies." His walk is a "destroyer roll." His hat sits precariously on one eyebrow. He is the bane of the Shore Patrol.

He'll abuse his ship roundly as the most uncomfortable, leakingest, buckingest crate that ever went to sea. But let somebody else pass unfavorable comment on her and he's up in arms. Asked why he wasn't applying for a transfer after he had given a lengthy and extremely critical recital of his ship's famed action, a survivor of the *Borie* put it all in a nutshell. "Me? No, thanks! There's too much red tape on a big ship for me. On a destroyer you know everybody with their good sides and their faults. And everybody knows you. You can't sham on a DD. You gotta be a sailor, mister."

Destroyers get into the blood not merely of the men that serve in them, but of anybody who has been given a chance to get acquainted with them. Even a master of the hard-boiled school of writing like John Steinbeck can wax dithyrambic over a little ship. After spending part of his correspondent's tour of duty aboard a DD he wrote:

"A destroyer is a lovely ship, probably the nicest fighting ship of all. Battleships are a little like steel cities or great factories of destruction. Aircraft carriers are floating flying fields.

"Even cruisers are big pieces of machinery, but a destroyer is all boat. In the beautiful clean lines of her, in her speed and roughness, in her curious gallantry."

USS CUSHING

The Destroyer CUSHING (third vessel so named) was authorized and funds for its construction were provided by NIRA Acts of June 16, 1933, and she was built at the Navy Yard, Puget Sound, Washington. Her keel was laid August 15, 1934, and she was launched December 31, 1935, when Miss Katharine Cushing of 23 Forest Place, Fredonia, New York, daughter of Commander William Barker Cushing, for whom the ship was named, served as sponsor. She was placed in commission, August 22, 1936, at the Puget Sound Navy Yard, under command of Commander Edwin T. Short (now Captain), U.S. Navy

Following are the characteristics of the CUSHING (1938):

Length overall	341 feet, 3 inches
Extreme beam at or below water line	34 feet, 8 inches
Standard Displacement	1,465 tons
Armament:	
Guns	5 5-inch 38 caliber antiaircraft
Torpedo tubes	3 21-inch quadruple
Quarters available	12 officers
	192 enlisted men

The CUSHING was sunk by enemy action during the Battle of Guadalcanal, November 12-15, 1942, and was announced in Navy Department Communique No. 248, January 11, 1943.

Commander Edward N. Parker, U.S. Navy, was awarded a Second Gold Star in lieu of a third Navy Cross for service as Commanding Officer of the CUSHING. His citation is as follows:

"For extraordinary heroism in the line of his profession as Commanding Officer of the USS CUSHING during action with enemy forces on the night of November 12-13, 1942, on which occasion the force to which he was attached engaged at close quarters and defeated a superior enemy force. Commander (then Lieutenant Commander) Parker's daring and determination contributed materially to the victory which prevented the enemy from accomplishing their purposes."

The following officers and men received decorations for service in the USS CUSHING:

Lieutenant James E. Cashman (MC), U.S. Naval Reserve

Silver Star Medal

"For conspicuous gallantry and intrepidity as Medical Officer aboard the USS CUSHING during action against enemy Japanese naval forces off Savo Island on the night of November 12-13, 1942. While his ship was under heavy hostile bombardment, Lieutenant (junior grade) Cashman, although he himself was injured, bravely continued to administer to wounded personnel and assist in their evacuation. His heroic conduct, maintained with utter disregard for his own condition, was in keeping with the highest traditions of the United States Naval Service."

Lieutenant Cashman was born February 19, 1910. Next of kin, wife, Mrs. Margaret F. Cashman, 904 W. Spruce Street, Rowles, Wyoming.

Lieutenant (junior grade) Seymour D. Ruchamkin, U.S. Naval Reserve
(Missing in action)

Navy Cross

"For extraordinary heroism as First Lieutenant aboard the USS CUSHING during action against enemy Japanese forces off Savo Island on November 13, 1942. While under vigorous bombardment by hostile naval units, Lieutenant (junior grade) Ruchamkin, with cool courage and utter disregard for his own personal safety, efficiently directed the fighting of fires and the efforts to control damage. Leading his party to an area below decks to extinguish flames which were raging there, he never returned. His gallant conduct and heroic devotion to duty were in keeping with the highest traditions of the United States Naval Service."

Lieutenant (junior grade) Ruchamkin was born February 17, 1918. Next of kin, mother, Mrs. Mary Ruchamkin, 234 Westminister Road, Brooklyn, New York.

Lieutenant (junior grade) John Leland Teets, U.S. Naval Reserve
Silver Star Medal

"For conspicuous gallantry and intrepidity aboard the USS CUSHING during action against enemy Japanese naval forces off Savo Island on the night of November 12-13, 1942. After his ship had been badly damaged by hostile bombardment, Ensign Teets, although he was seriously injured, labored continuously in the fighting of fires, the repair of damage and the evacuation of wounded personnel to life rafts over the side. His heroic conduct, maintained in the face of acute pain and waning strength, was in keeping with the highest traditions of the United States Naval Service."

Lieutenant (junior grade) Teets was born December 21, 1919. Next of kin, wife, Mrs. Mary Teets, 18041 Sherman Way, Reseda, California.

James Charles Watkins, Chief Signalman, U.S. Navy
(Wounded)

Silver Star Medal

"For conspicuous gallantry and intrepidity aboard the USS CUSHING during action against enemy Japanese naval forces off Savo Island on the night of November 12-13, 1942. While his ship was under heavy hostile bombardment, WATKINS, although he was seriously wounded, effectively discharged his regular duties on the bridge, thereby setting a heroic example of steadfastness and fortitude to other personnel on that station. His conscientious determination, maintained in the face of acute pain and waning strength was in keeping with the highest traditions of the United States Naval Service."

Watkins, Chief Signalman was born in Sandersville, Georgia, February 29, 1916. He first enlisted in the Navy at Macon, Georgia, August 13, 1935. Next of kin, wife, Mrs. Marian Emma Watkins, 155 Turk Street, San Francisco, California.

Ernest William Johnson, Electrician's Mate First Class, U.S. Navy

Silver Star Medal

"For conspicuous gallantry and intrepidity aboard the USS CUSHING during action against enemy Japanese naval forces off Savo Island on the night of November 12-13, 1942. When his ship was badly damaged by hostile bombardment, JOHNSON, after carrying out orders to abandon the sinking vessel, brought his life raft back alongside to assist in the evacuation of wounded personnel. Courageously returning aboard the burning destroyer, he labored tirelessly in behalf of his injured shipmates until eventually compelled to abandon ship again in order to save his own life. His heroic conduct, maintained at great risk in the face of grave danger, was in keeping with the highest traditions of the United States Naval Service."

Johnson, Electrician's Mate First Class was born in Elizabeth City County, Virginia, September 6, 1919. He first enlisted in the Navy at Norfolk, Virginia. His home address is: 155 Allegheny Road, Hampton, Virginia.

Clyde W. Evans, Torpedoman's Mate Second Class, U.S. Navy

Silver Star Medal

"For conspicuous gallantry and intrepidity aboard the USS CUSHING during action against enemy Japanese naval forces off Savo Island on the night of November 12-13, 1942. While under intense hostile bombardment, EVANS, after skillfully firing the torpedoes from his own tube, proceeded to man another tube mount after its crew had been wounded, and fired the torpedoes there. His heroic conduct, maintained at great risk in the face of grave danger, was in keeping with the highest traditions of the United States Naval Service."

Evans, Torpedoman's Mate Second Class was born in Henderson, North Carolina, January 22, 1921. He first enlisted in the Navy at Richmond Virginia, November 14, 1938. Next of kin, father, Mr. Willie Jefferson Evans, 227 Elm Street, Petersburg, Virginia.

U.S.S. Cushing (DD-376)

Letters Of Commendation (Ribbon) Awarded By COMSOPAC
(Commander South Pacific Force)

Freeman Burge ADAMS, Chief Machinist's Mate, USN

CITATION:¹

"While serving aboard the U.S.S. CUSHING on November 13, 1942, in action with superior enemy forces off Savo Island, B.S.I., ADAMS performed his duties in the engine room of that vessel, while under heavy enemy fire and while confronted with numerous engineering casualties as a result of enemy hits, in a conspicuously courageous manner and set a high example of steadfastness and fortitude to the other personnel at that station."

* * * * *

Lt. Cdr. Bernard William FREUND, USN

CITATION:²

"For devotion to duty under adverse conditions, during the engagement with Japanese naval forces near Savo Island on November 13, 1942. Serving as Executive Officer of a destroyer, Lieutenant Commander FREUND courageously directed the firing of torpedoes by local control while under heavy enemy fire. Throughout the action, in leading attempts to extinguish flames, in supervising the launching of life rafts, and in evacuating wounded personnel, he set a high example of courage and fortitude. His conduct was in keeping with the highest traditions of the Naval Service."

* * * * *

Lt.(jg) Severn Marcellus NOTTINGHAM, Jr., USNR

CITATION:²

"For devotion to duty under adverse conditions, during the engagement with Japanese naval forces near Savo Island on November 13, 1942. Lieutenant NOTTINGHAM maintained the fire of his battery against enemy vessels while his own ship, a destroyer, was under heavy enemy fire until the director was hit and he was seriously wounded. Largely as a result of his steadfastness and fortitude an enemy destroyer was heavily hit and probably seriously damaged. His conduct was in keeping with the highest traditions of the Naval Service."

* * * * *

1 Award noted on an index card at Operational Archives, Naval Historical Center, Washington Navy Yard, but this citation is the one recommended by Lt. Cdr. E. N. Parker and included in Adm. Parker's history of the Cushing's war action written in 1982.

2 Draft citation on an index card at Operational Archives.



LCdr. Edward N. ("Butch") Parker, USN, commanded the USS Cushing (DD-376) for the five weeks prior to her sinking on November 13, 1942. The material he gathered and distributed to Cushing survivors at their 1985 reunion was an important source of information for my booklet. (Editor E. A. Wilde, Jr.; November, 1996)

**Obituary for Vice Admiral Edward N. Parker, USN (Ret.)*
1904-1989**

**Commanding Officer, U.S.S. Cushing (DD-376)
October 6 - November 13, 1942**

EDWARD NELSON PARKER '25



VAdm. Edward N. Parker USN (Ret.) died of cancer on 15 October 1989 at his home in Lighthouse Point, Florida.

Known as "Butch," he was born in Avalon, Pennsylvania, on 26 July 1904 and grew up in Louisiana and Ken-

tucky. He was appointed to the Naval Academy from the State of Kentucky and graduated with the Class of 1925.

He served in battleships, cruisers and destroyers in the late 1920s and 30s. He studied ordnance and gunnery at the Postgraduate School at Annapolis from 1932 to 1934. In December 1939, he took command of USS PARROTT on the Asiatic Station. He won the first of three Navy Crosses when PARROTT took part in the major naval battle off Balikpapan, Borneo on the night of 24-25 February 1942. His second award of the Navy Cross was as Commander Destroyer Division 49 during the 1942 engagement against the Japanese in the Badoeng Straits. Ten days later, Cdr. Parker's division helped defeat a large Japanese cruiser force in the Battle of the Java Sea. For this action, he was awarded the Silver Star Medal and his division was awarded the Presidential Unit Citation.

His third award of the Navy Cross was as Commanding Officer of USS CUSHING in the night action of 13 November 1942 during the Guadalcanal Cam-

paign. CUSHING engaged superior Japanese forces at close quarters.

He finished World War II as Director of Research and Development at the Bureau of Ordnance. In 1946, he returned to the Pacific as Commander of a destroyer squadron. Later he served as Commander Surface Patrol Group during the atomic bomb tests at Bikini. This was followed by a tour in the Marianas Command and another in Washington, D.C. in the Office of the Chief of Naval Operations.

Following command of the cruiser NEWPORT NEWS, he became Chief of Staff to the Commander Sixth Fleet, during which tour he was selected for Rear Admiral. From 1952 to 1955 he was Deputy Chief of the Armed Forces Special Weapons Project in Washington, D.C. He next served as Commander Cruiser Division Six and, in 1956, he became the first Director of the Defense Atomic Support Agency.

Following promotion to Vice Admiral, he became Deputy Director of the newly formed Joint Strategic Targeting Planning Staff at Offutt AFB in Nebraska. His final tour was in Washington as Assistant Director of the U.S. Armament Control and Disarmament Agency.

Following retirement in November 1963, the admiral and his wife Betty lived in Annapolis, Maryland. In 1969 they moved to Lighthouse Point. Betty died in 1981; the following year, the admiral married Louise Southworth, who survives him. He is also survived by his niece Louise—Mrs. W. R. Smedburg IV of Alexandria, Virginia, and his nephew, Harold N. Parker of Cincinnati, Ohio.

* Shipmate magazine, December 1989



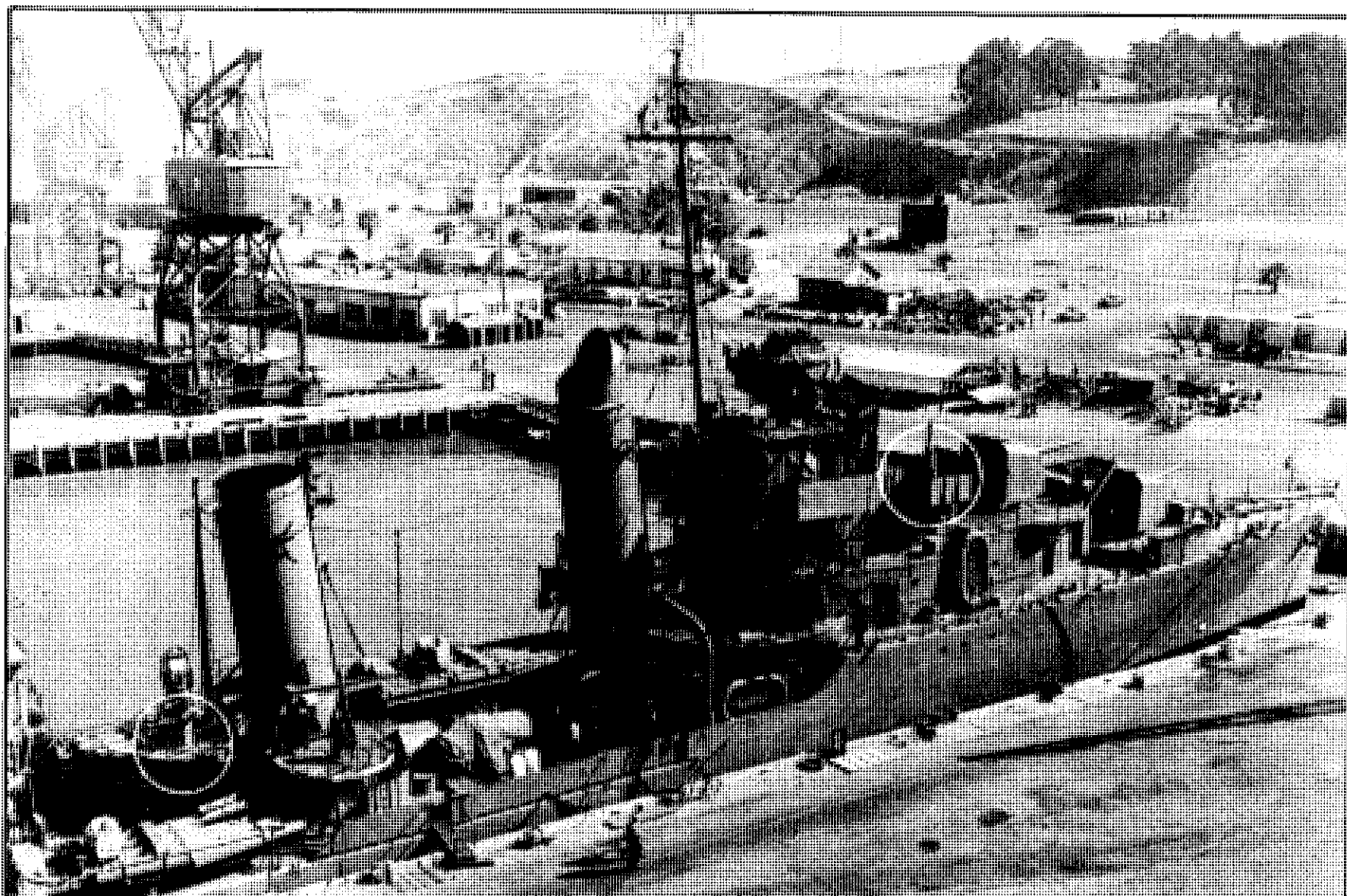
Lieutenant James E. Cashman (MC), USNR, receiving a Silver Star Medal from Captain F. R. McCrary (C.O. NAS/Alameda) on 28 June 1943. Lieut. Cashman, the Cushing's Medical Officer, was cited for his heroic conduct during the Naval Battle of Guadalcanal on 13 November 1942. (Official U.S.N. photo.)

USS CUSHING (DD-376) -1-
SERVICE

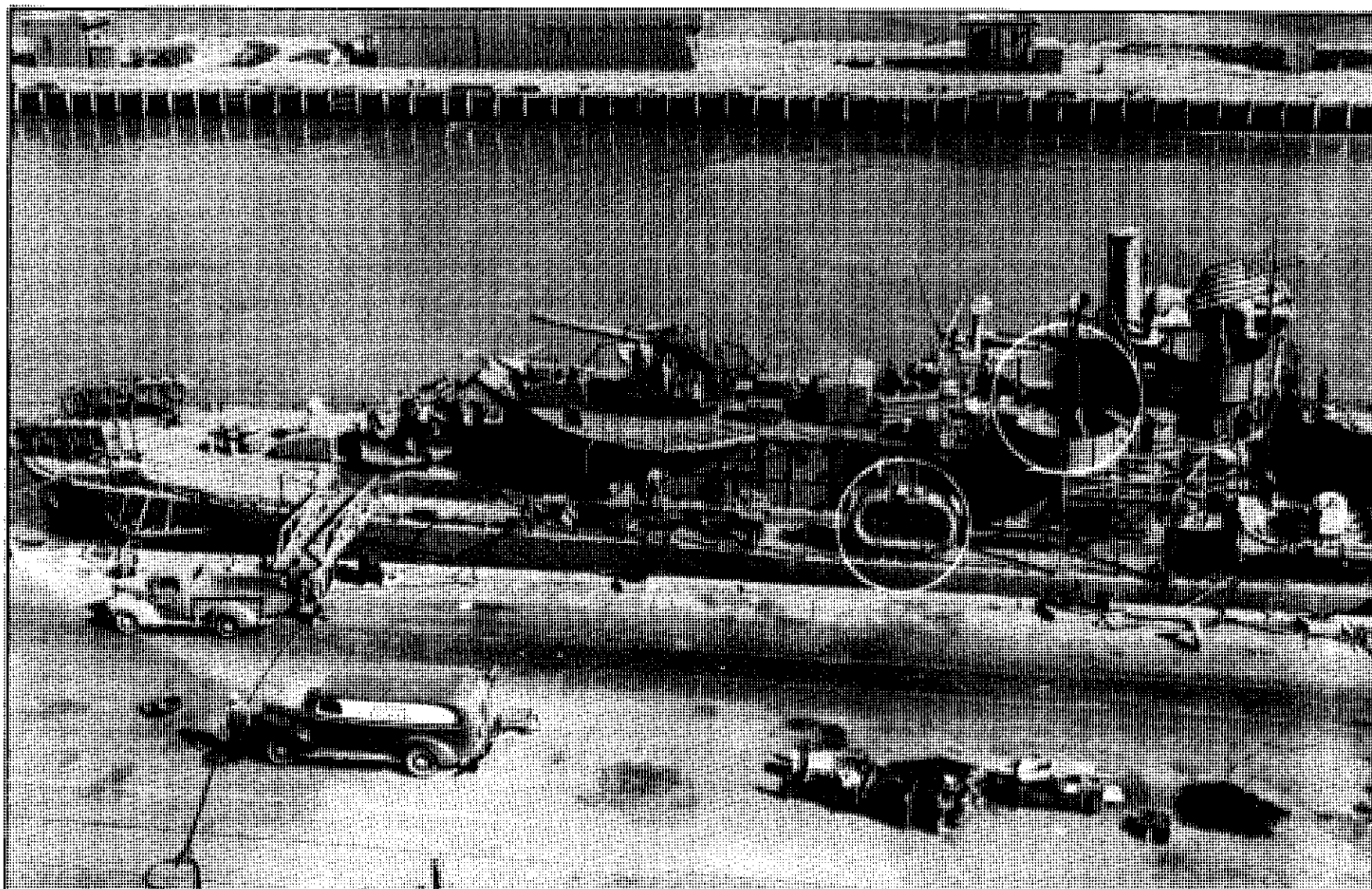
Source	Date	Departed	Arrived	Date	Remarks
707-2					As of 1 Dec 41 CUSHING was attached to DesDiv 10, DesRon 5, Pac Flt; moored at Mare I. Navy Yard
	17 Dec 41	San Francisco	Pearl Harbor	24 Dec 41	Convoy escort; assumed a/s patrol off P. H. On 28 Dec dropped 3 depth charges on enemy sub as indicated by sound contact and diving plane; results negative.
	28 Dec 41	Honolulu			
	<u>1942:</u>		San Pedro	4 Jan 42	
	6 Jan 42	San Pedro	Pearl Harbor	13 Jan 42	
	18 Jan 42	Pearl Harbor	Midway	22 Jan 42	A/S patrol off Midway.
	28 Jan 42	Midway	Pearl Harbor	2 Feb 42	
	7 Feb 42	Pearl Harbor	San Francisco	19 Feb 42	Screening various units of TF 1 off the coast of California for training exercises and patrol duty.
	1 Aug 42	San Francisco	Pearl Harbor	14 Aug 42	Patrol and training exercises with units of TF 1.
					Moored at Pearl Harbor when war diary ends 30 Sep 42.
					Participated in battle at Santa Cruz I. on 26 Oct 42. BATTLE STAR AWARDED.
LOSS OF CUSHING: After screening transports of TF 67 to Guadalcanal on 12 Nov 42, departed Lunga Bay as lead ship of TG 67.4. Reports of increasing number of enemy ships did not reach her. About 0200/13 Nov 3 DD's crossed					

USS CUSHING (DD-376) -2-
SERVICE

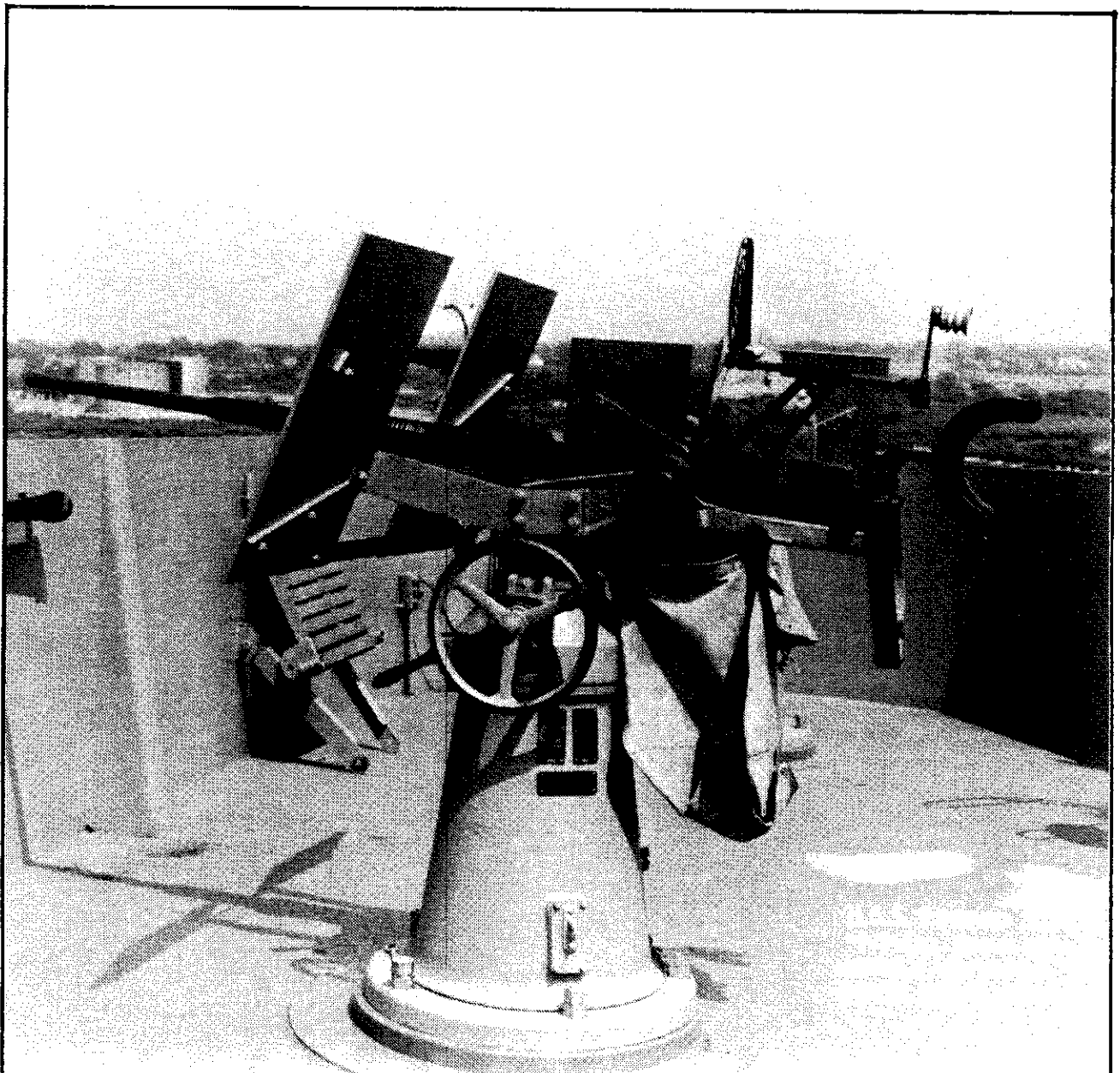
Source	Date	Departed	Arrived	Date	Remarks
707-2					<p>her path and engaged in fire. CUSHING received several hits amidships resulting in a gradual power loss. Continued to fire torpedoes at a BB and fire at various other enemy ships. Fires, exploding ammunition, impossibility of firing guns made abandon ship order be given at 0230; CO left at 0315. She was still burning at 1600; last seen from Guadalcanal to go down at 1700/13 Nov 3500 yards se of Savo I. Approximately 70 men killed or missing.</p> <p>BATTLE STARS AWARDED for the landings at Guadalcanal on 12 Nov. and the Battle of Savo Island 12-13 Nov 42.</p>



The U.S.S. Gushing (DD-376) undergoing a refit (alterations circled) at the Mare Island Navy Yard, Cal-
ifornia, in July, 1942. Note the changes from her former configuration. A pole foremast has replaced
the tripod mast, and an SC air-search radar antenna has been fitted at the top. Two 20-mm Oerlikon ma-
chine cannons have been mounted forward of the bridge, replacing the two .50-caliber machine guns. Two
additional 20-mm's have been added by the after stack, and the searchlight there has been lowered. The
tail mastmast formerly aft of this stack has been landed. (The mast shown there in this photograph be-
longe to a small yard craft alongside to port.) (Official U.S. Navy photograph.)

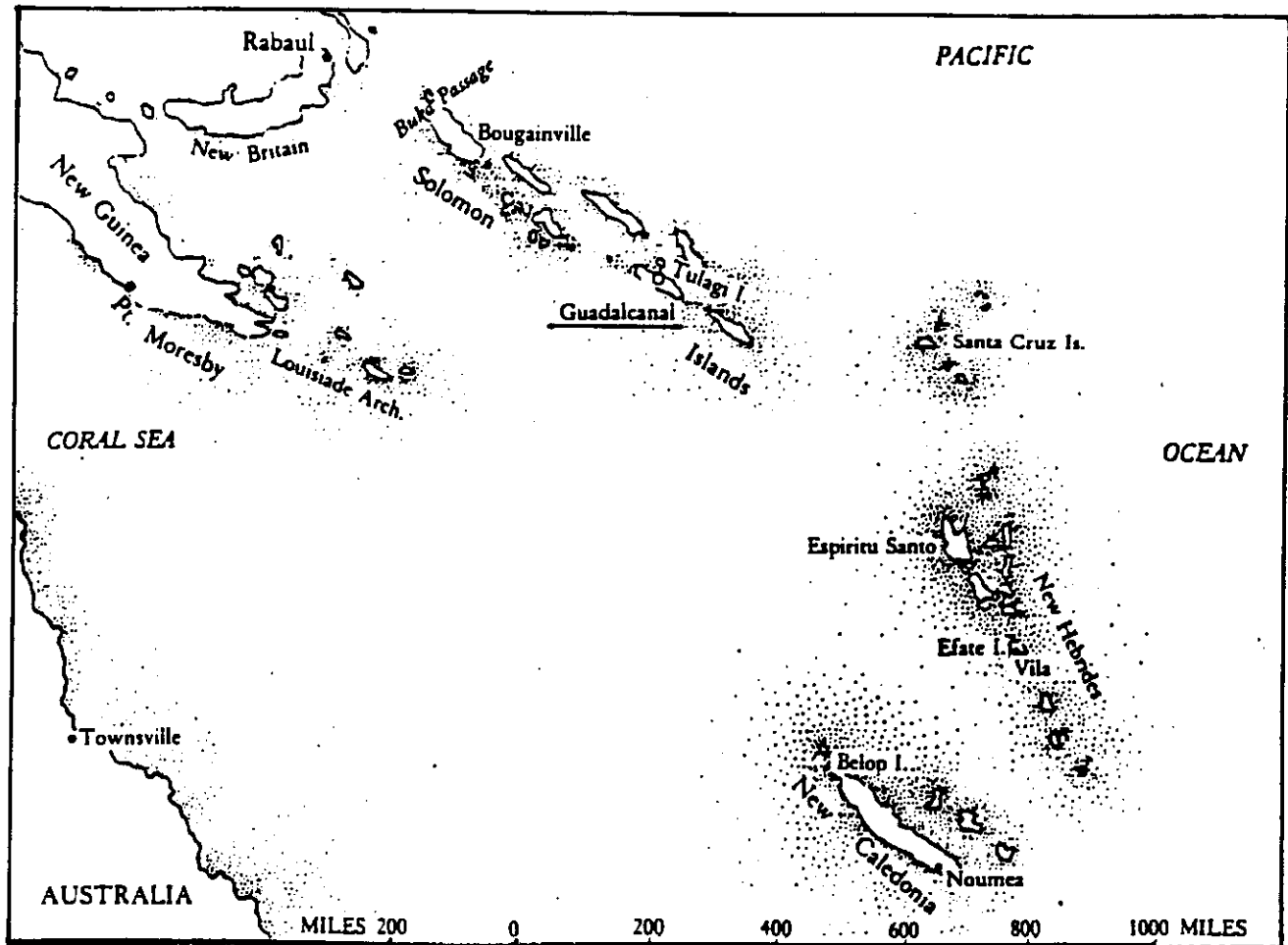


(Mare Island, July 1942) This view shows additional configuration changes. The No. 3 (forward-facing) 5-in. gun has been landed along with the two booms and cranes aft, allowing room for two Oerlikon 20-mm machine cannons on the shelter deck plus another on its own platform with a stub mast (making a total of seven). Eight depth charge projectors ("K"-guns) have been added on the main deck, four on each side, below the redesignated No. 3 5-in. gun. (Official U.S. Navy photograph.)



In 1941 the 20-mm Oerlikon air-cooled machine gun began to replace the .50-cal. water-cooled machine gun as the Navy's standard light antiaircraft weapon. (It was also called a machine cannon because it fired explosive shells.) This early Mark 4 version with an open-ring sight required a four-man crew: the gunner, a trunnion operator (to adjust the height of the gun carriage) and two loaders. When fitted with the Mark 14 gyroscopic sight, introduced in 1943, a range setter was also required to enter range data. The Oerlikon had an effective range of 1,600 yards and fired at a rate of 450 rounds/minute. (Official USN Photo.)

Guadalcanal and the Solomon Islands in World War II



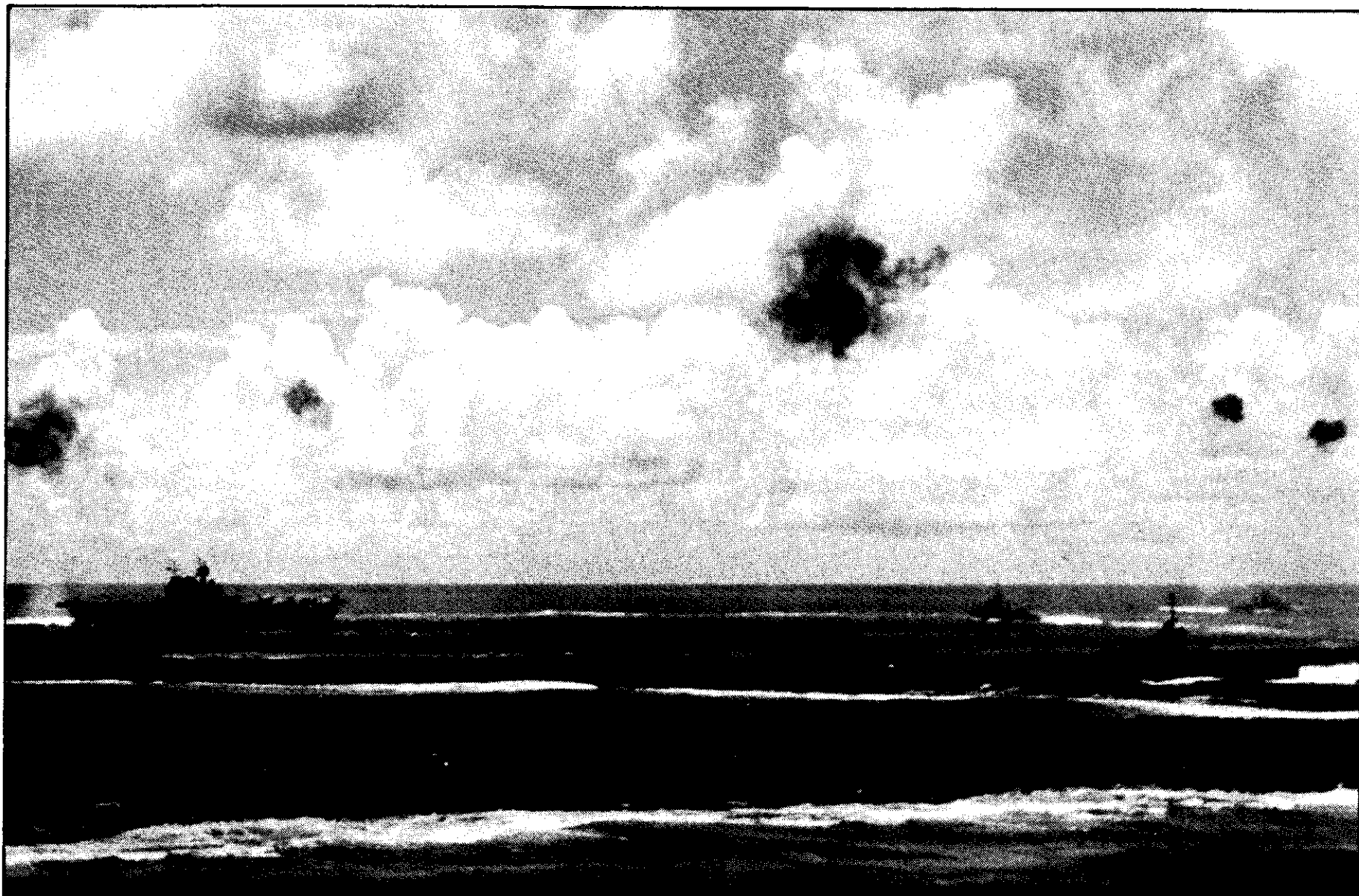
Noumea to Rabaul. (Courtesy Australian War Memorial)

In the summer of 1942 the Solomon Islands, streaming 600 miles southeast from New Britain (upper left), assumed a great strategic importance. For the Japanese, their seaplane base at Tulagi (center) and the airfield they were completing on Guadalcanal formed part of a defensive perimeter for their principal base at Rabaul. For the United States, these bases in the lower Solomons threatened both her supply lines to Australia and her advance bases in the New Hebrides and on New Caledonia.

The decisive Guadalcanal Campaign began on August 7, 1942, when the U.S. Marines seized both Tulagi and the airfield across the bay. It ended six months later when the Japanese evacuated their remaining troops.

The victory was truly a turning point in the Pacific War. A captured Japanese document read, "Success or failure in recapturing Guadalcanal . . . is the fork in the road which leads to victory for them or for us." After the island was secured the Japanese offensive was over, and the Allies began their long island-hopping march to Tokyo Bay.

E. A. Wilde, Jr.
February, 1996



The aircraft carrier U.S.S. Enterprise (CV-6) (Capt. O. B. Hardison) and the other ships in Task Force 16 (RAdm. Thomas C. Kinkaid) under attack by enemy planes at the Battle of the Santa Cruz Islands on October 26, 1942. The U.S.S. Cushing (DD-376) (LCdr. E. N. Parker), part of the inner-antisubmarine screen, shot down one "sure" and four "possible" of these planes during three attacks. She also rescued about twenty pilots and air crewmen from friendly planes which had to ditch nearby from lack of fuel before they could land on the damaged Enterprise. (Official U.S. Navy photograph.)

~~CONFIDENTIAL~~

ACTION REPORT

U.S.S. CUSHING

DD376

ACTION REPORT - FORWARDING OF.

{ ANTI-AIRCRAFT ACTION BY SURFACE SHIPS
OCTOBER 26, 1942 - BATTLE OF SANTA CRUZ }

SERIAL CF-395
OCTOBER 31, 1942.

OFFICE OF NAVAL RECORDS AND LIBRARY

DD376/A16-3
(CF-395)

U.S.S. CUSHING (DD376)
c/o Fleet Post Office
San Francisco, Calif.

11/Js

DECLASSIFIED
CONFIDENTIAL

October 31, 1942.

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet,
Washington, D.C.

Subject: Action Report - forwarding of.

References: (a) Cominch file FT1/A16-3 serial 0332 of March
7, 1942.
(b) Arts. 712, 762, 874, U.S. Navy Regulations,
1920.

Enclosure: (A) Action Report form "Anti-aircraft Action by
Surface Ships".

1. On October 26, 1942, this vessel participated in
an action against the enemy. The CUSHING acted as inner-anti-
submarine screen for the U.S.S. ENTERPRISE of Task Force SIXTY-
ONE, during the engagement.

2. In accordance with reference (a) enclosure (A)
is forwarded herewith.

3. The additional report required by reference (b)
will be forwarded as soon as prepared.

E. E. Palmer
E. E. Palmer.
/

Copy to: COMINCH, USNORTH
COMUSMACV 61
COMDESPACFLT
COMDESRON 5
COMDESDIV 10

~~SECRET~~
~~DECLASSIFIED~~

LOCATION OF SHIP Lat 8°49' S; Long 167°17' E U.S.S. CUSHING (DD376)

DATE October 26, 1942

NOTES

- (a) REPEL ATTACK FIRST - Then collect data for this report!
- (b) Do not "Gun deck" this report - if data cannot be estimated with reasonable accuracy enter dash in space for which no data is available.
- (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data is of doubtful accuracy fill in with general terms. The obtaining of this information must not be allowed in any way to adversely affect the handling of equipment during action.

1. SURPRISE ATTACK (Yes or No) No
2. METHOD PICKING PLANE UP (Radar, binoculars, naked eye) Naked eye
(If by Radar state type of set)
3. Range PLANE WAS PICKED UP (50 miles, 30 miles, 10 miles, less 5 miles) less than 5 miles.
4. NUMBER OF PLANES 25 (estimated)
5. TYPE OF PLANE (Fighter, scout, dive-bomber) Dive-bomber
TYPE OF ATTACK Diving
6. SPEED & ALTITUDE (High and fast, intermediate and fast, low and fast, high and slow, intermediate and slow, low and slow)
High and fast.
7. GUNS FIRING Size 5"/38 & 20MM Number 4 to 7 20MM
Method of control 5" Dir.Cont. Barrage of spotting No spotting
20 MM - Tracer Tracer
8. AMMUNITION EXPENDED 5"/38 100 (approx), 20 MM 2000 (approx).
9. PERCENT SERVICE ALLOWANCE EXPENDED 5"/38 8.6 (approx), 20mm 8.2 (approx)
10. APPROXIMATE TIME TRACKING TO FIRST SHOT Ship maneuvering radically and constantly, firing at
11. APPROXIMATE TIME OF FIRST HITS targets as presented.
12. APPROXIMATE TIME FIRST SHOT TO LAST SHOT (See 10.)
13. APPROXIMATE POSITION ANGLE OPEN FIRE (See 10.)
14. APPROXIMATE POSITION ANGLE CEASE FIRE (See 10.)

- DECLASSIFIED
16. APPROXIMATE BEARING LAST SHOT (See 10.)
17. APPROXIMATE RANGE FIRST SHOT (See 10.)
18. APPROXIMATE RANGE LAST SHOT (See 10.)
19. APPROXIMATE ALTITUDE BOMB RELEASE ----- TYPE BOMB -----
20. APPROXIMATE RANGE TORPEDO RELEASE ----- SIZE TORPEDO -----
21. HITS ON SHIP None WAS SHIP STRAFED No SIZE GUN -----
22. NO. NEAR BOMB MISSES None CASUALTIES FROM NEAR MISSES None
23. PLANE'S SHOT DOWN - Sure 1 Possible 4 Damaged -----
By what size gun 20 MM (Total for 3 attacks)
24. DETAILS OF DAMAGE TO TARGET BY GUNFIRE IF AVAILABLE All ships
of the task force were firing at the same targets so that results
of own ship's fire are unknown.
25. PERFORMANCE OF AMMUNITION (Excellent, good, bad, poor) Excellent
26. PATTERN SIZES (Large, small, excessive) (See 24.)

SKETCH

- (a) Indicate direction of attack relative ship's head.
(b) Show relative position of sun. (c) Indicate own maneuvers.

Ship was maneuvering constantly, maintaining screening station on carrier, firing from all angles.

~~DECLASSIFIED~~

LOCATION OF SHIP Lat 9°53' S; Long 167°10' E U.S.S. CUSHING (DD376)

DATE October 26, 1942

NOTES

- (a) REPEL ATTACK FIRST - Then collect data for this report!
- (b) Do not "Gun deck" this report - if data cannot be estimated with reasonable accuracy enter dash in space for which no data is available.
- (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data is of doubtful accuracy fill in with general terms. The obtaining of this information must not be allowed in any way to adversely affect the handling of equipment during action.

1. SURPRISE ATTACK (Yes or No) No
2. METHOD PICKING PLANE UP (Radar, binoculars, naked eye) Naked eye
(If by Radar state type of set) _____
3. Range PLANE WAS PICKED UP (50 miles, 30 miles, 10 miles, less 5 miles) Less than 5 miles.
4. NUMBER OF PLANES 20 (estimated).
5. TYPE OF PLANE (Fighter, scout, dive-bomber) Torpedo
TYPE OF ATTACK Torpedo
6. SPEED & ALTITUDE (High and fast, intermediate and fast, low and fast, high and slow, intermediate and slow, low and slow)
Low and fast.
4 5"/38
7. GUNS FIRING 4 to 7 20MM Size _____ Number _____
Method of control 5" Dir. Con. Barrage of spotting None
20MM Tracer controlled.
8. AMMUNITION EXPENDED 40 5"/38, 1000 20mm (approximate)
9. PERCENT SERVICE ALLOWANCE EXPENDED 5" 3.5, 20mm 4.1 (approx).
10. APPROXIMATE TIME TRACKING TO FIRST SHOT Ship maneuvering radically and constantly, firing at
11. APPROXIMATE TIME OF FIRST HITS (See 10) target as presented.
12. APPROXIMATE TIME FIRST SHOT TO LAST SHOT (See 10.)
13. APPROXIMATE POSITION ANGLE OPEN FIRE (See 10.)
14. APPROXIMATE POSITION ANGLE CEASE FIRE (See 10.)

UNCLASSIFIED

16. APPROXIMATE BEARING LAST SHOT (See 10.)
17. APPROXIMATE RANGE FIRST SHOT (See 10.)
18. APPROXIMATE RANGE LAST SHOT (See 10.)
19. APPROXIMATE ALTITUDE BOMB RELEASE ----- TYPE BOMB -----
20. APPROXIMATE RANGE TORPEDO RELEASE ----- SIZE TORPEDO -----
21. HITS ON SHIP None WAS SH IP STRAFED Possibly SIZE GUN -----
22. NO. NEAR BOMB MISSES None CASUALTIES FROM NEAR MISSES None
23. PLANES SHOT DOWN Sure 1 Possible 4 Damaged -----
By what size gun 20MM (Total for 3 attacks)
24. DETAILS OF DAMAGE TO TARGET BY GUNFIRE IF AVAILABLE all ships of the task force firing at same targets, so that results of own ship's fire unknown.
25. PERFORMANCE OF AMMUNITION (Excellent, good, bad, poor) Excellent
26. PATTERN SIZES (Large, small, excessive) (See 24.)

SKETCH

- (a) Indicate direction of attack relative ship's head.
(b) Show relative position of sun. (c) Indicate own maneuvers.

Ship was maneuvering constantly, maintaining screening station on carrier, firing from all angles.

DECLASSIFIED

LOCATION OF SHIP Lat 8°55' S, Long 167°15' E U.S.S. CUSHING (DD376)

DATE October 26, 1942

NOTES

- (a) REPEL ATTACK FIRST - Then collect data for this report!
- (b) Do not "Gun deck" this report - if data cannot be estimated with reasonable accuracy enter dash in space for which no data is available.
- (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data is of doubtful accuracy fill in with general terms. The obtaining of this information must not be allowed in any way to adversely affect the handling of equipment during action.

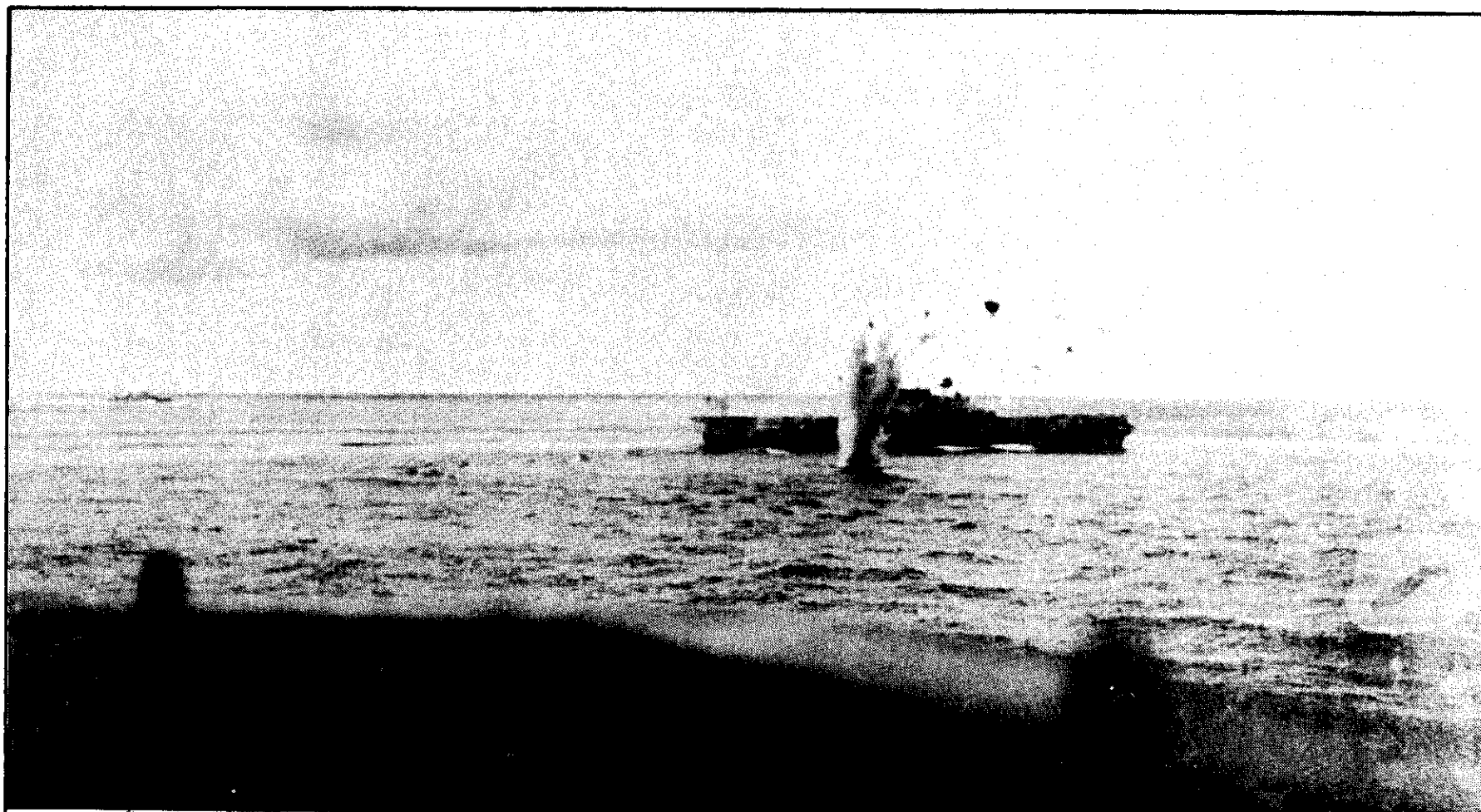
1. SURPRISE ATTACK (Yes or No) No
2. METHOD PICKING PLANE UP (Radar, binoculars, naked eye) Naked eye
(If by Radar state type of set) ---
3. Range PLANE WAS PICKED UP (50 miles, 30 miles, 10 miles, less 5 miles) less than 5 miles.
4. NUMBER OF PLANES 15 (estimated)
5. TYPE OF PLANE (Fighter, scout, dive-bomber) Dive-bomber
TYPE OF ATTACK Diving
6. SPEED & ALTITUDE (High and fast, intermediate and fast, low and fast, high and slow, intermediate and slow, low and slow)
High and fast
7. GUNS FIRING Double purpose 5"/38 Four
Wach. Guns Size 20 MM Number 4 to 7
Method of control 5" Dir. Con. Barrage of spotting No spotting
20MM Tracer control.
8. AMMUNITION EXPENDED 5"/38 - 67 (approx). 20MM 1000 (approx)
9. PERCENT SERVICE ALLOWANCE EXPENDED 5" 5.8, 20mm 4.1 (approx)
10. APPROXIMATE TIME TRACKING TO FIRST SHOT Ship maneuvering radically
and constantly, firing at
11. APPROXIMATE TIME OF FIRST HITS (See 10.) targets as presented.
12. APPROXIMATE TIME FIRST SHOT TO LAST SHOT (See 10.)
13. APPROXIMATE POSITION ANGLE OPEN FIRE (See 101)
14. APPROXIMATE POSITION ANGLE CEASE FIRE (See 10.)

17. APPROXIMATE RANGE FIRST SHOT (See 10.) _____
18. APPROXIMATE RANGE LAST SHOT (See 10.) _____
19. APPROXIMATE ALTITUDE BOMB RELEASE _____ TYPE BOMB _____
20. APPROXIMATE RANGE TORPEDO RELEASE _____ SIZE TORPEDO _____
21. HITS ON SHIP None WAS SH IP STRAFED No SIZE GUN _____
22. NO. NEAR BOMB MISSES None CASUALTIES FROM NEAR MISSES None
23. PLANES SHOT DOWN - Sure 1 Possible 4 Damaged _____
By what size gun 20 mm (total for 3 attacks)
24. DETAILS OF DAMAGE TO TARGET BY GUNFIRE IF AVAILABLE All ships of task force firing at same targets, so that results of own ship's fire is unknown.
25. PERFORMANCE OF AMMUNITION (Excellent, good, bad, poor) Excellent
26. PATTERN SIZES (Large, small, excessive) (See 24.) _____

SKETCH

- (a) Indicate direction of attack relative ship's head.
(b) Show relative position of sun. (c) Indicate own maneuvers.

Ship was maneuvering constantly, maintaining screening station on carrier, firing from all angles.



This bomb missed the U.S.S. Enterprise (CV-6) at the Battle of the Santa Cruz Islands on October 26, 1942, but two direct hits and a near miss started several fires and caused considerable damage. Within an hour, however, she had the fires under control and was able to resume recovering both her own aircraft and those of the U.S.S. Hornet (CV-8), which was aflame and sinking nearby. (Official U.S. Navy photograph.)

U.S.S. Cushing (DD-376)

The Battle of the Santa Cruz Islands, 26 October 1942

A Narrative by Vice Admiral Edward N. Parker, USN (Ret.)
(Commanding Officer, 6 October-13 November 1942)*

On the morning of 26 October the HORNET and ENTERPRISE launched searches to the N.W., and later launched air strikes against the enemy. I believe the first strike fell short. They were refueled and relaunched.

But as the aborted first strike aircraft returned, one of the torpedo planes (presumably out of gas) landed on the water on the starboard side of the D/L PORTER (the flagship of COMDESRON 5). Very shortly thereafter the PORTER was struck on her starboard side by a torpedo, which immobilized her. Other Destroyers went alongside and removed her people and fired another torpedo into her and sank her.

The CUSHING was in the circular screen around the ENTERPRISE which at this time was launching the second strike. About this time we saw that the HORNET was under air attack. Then the Japanese dive bombers, followed by torpedo planes, attacked the ENTERPRISE force.

This was the first time any of the Destroyer crews of our Squadron had been subjected to a massive air attack. The ENTERPRISE went into a tight turn to starboard and stayed in the turn throughout the attack. At the time this was believed to be the best defense of a Carrier against dive bomber and torpedo plane attacks - and it worked fairly well for the ENTERPRISE, as she suffered no torpedo hits, and only two bomb hits - one of which caused difficulty in handling the returning aircraft.

But for the supporting ships, the Cruisers, Destroyers and the SOUTH DAKOTA, most of whom - certainly, the Destroyers - had never been drilled in this maneuver, it caused lots of maneuvering difficulties. All ships were firing at the attacking aircraft with their 5" guns and 20mm.

An amusing but sad event during the attack was that a Japanese torpedo plane, having launched his torpedo, flew across the CUSHING's bow at about the height of the bridge. Our forward 20mm, in perfect position to get him JAMMED! One of our Signalmen was firing his .45 cal automatic at the JAP - who we plainly saw thumbed his nose at us. A most frustrating event.

During the torpedo attack, one of the Japanese planes coming through the screen from the west was hit by gunfire and landed on the forecastle of the Destroyer SMITH. There is a whole story about this event, but I remember only that the plane left its torpedo on the SMITH's forecastle. They pushed it over the side. That ended the SMITH's fall cruise to the South Pacific. A

* An unedited excerpt from the story of the last five weeks in the life of the Cushing written by Admiral Parker in 1982 and revised in 1985. Bound copies were provided to Cushing survivors and their families at the ship's 1985 reunion.

bomb landed on the top of Turret #2 of the SOUTH DAKOTA, wounding Captain Gatch who was on the bridge just above and behind the Turret.

As the attack ended we saw smoke from the HORNET, and received word that the ENTERPRISE had a bomb hit on the flight deck in the vicinity of the forward elevator.

Our attack planes were returning and the ENTERPRISE headed into the wind to recover. Due to the damage to the HORNET, which was quite severe, the planes of both groups tried to land on the ENTERPRISE, but because of her damage, landing was intermittent. Many planes, therefore, ended up landing in the water as they ran out of fuel. Some of the HORNET group that landed on the ENTERPRISE were quickly refueled and launched to fly to Noumea or Espiritu Santo.

The Destroyers, including the CUSHING, followed along after the Carrier picking up the aviators from fighters, dive bombers and torpedo planes. The fighters (one man) sank as soon as the plane was in the water; the dive bombers floated a little while (30 to 90 seconds); the torpedo planes (three men) floated long enough for the men to launch the rubber boat and the crew to get into it.

The CUSHING picked up about 20 aviators, cleaned them up, fed them and let them get a good night's sleep. I talked with a number of them during the evening. The way these rescues worked (for they were rescues!) the planes would approach from astern, passing up our starboard side and put her down in the water about 300 yards ahead of us. We would slow and try to stop alongside to pick up the men, then charge ahead, trying to catch up with the ENTERPRISE.

We sent the aviators over to the ENTERPRISE the next morning by highline. (Later, while on Guadalcanal I met several of the ones who had been aboard the CUSHING. They had flown their planes into Henderson Field to take part in the strikes against the transports trying to bring reinforcements to the beleaguered Japanese troops on the western end of the Island.

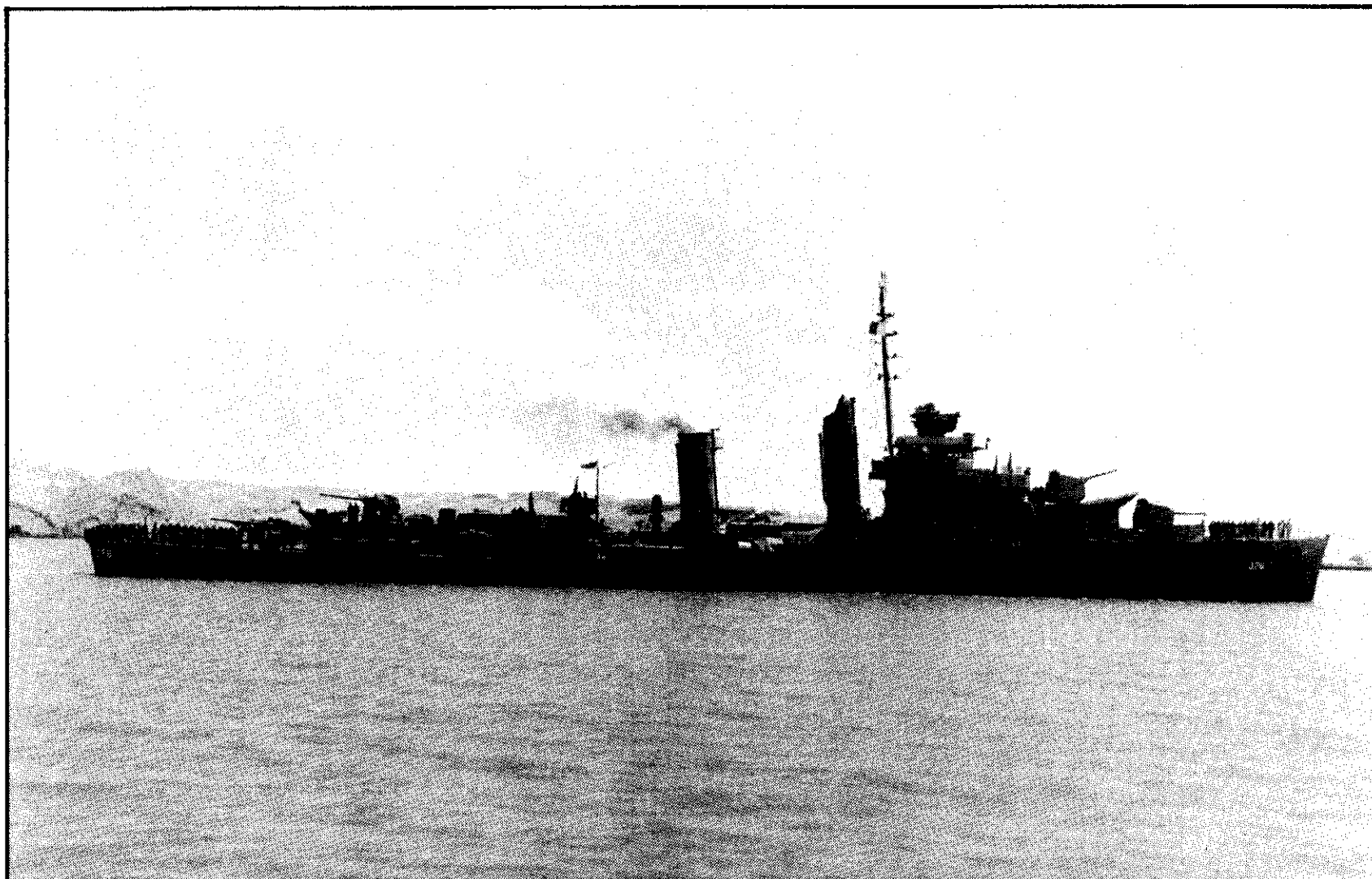
I did not see the end of the HORNET, but knew that she was so badly damaged that she had to be sunk by torpedos from our own destroyers when the JAP fast battleships came into view against the setting sun.

But later information was that the HORNET was struck by two torpedos which caused her to lose power, and by three bombs and two JAP planes which crashed into her. (Kamikazes?)

The Japanese Carriers in this battle were the SHOKAKU and ZUIKAKU (which had participated in the raid on Pearl Harbor and were in the Battle of the Coral Sea) and a smaller Carrier the JUNYO. All three were so damaged by our attacks that they had to return to Japan for repairs, and, were therefore unable to support their surface Navy in the final efforts to drive the U.S. out of Guadalcanal.

The Cruisers and Destroyers of the HORNET Group joined the ENTERPRISE TASK FORCE, and we headed for Noumea, New Caledonia.

* * * * *



The U.S.S. Cushing (DD-376) (LCdr. Christopher Noble) upon completion of a brief refit at the Mare Island Navy Yard in July 1942. After being fitted with fire-control radar at Pearl Harbor in September she joined Task Force 16 and with her new commanding officer, LCdr. E. N. ("Butch") Parker, USN, participated in two sea battles which turned the tide in the Pacific War. In the Naval Battle of Guadalcanal she was the van destroyer in a column of thirteen ships which intercepted a far superior Japanese force and prevented it from carrying out its mission. The Cushing went down after firing her torpedoes at an enemy battleship and scoring many hits on a Japanese destroyer with her 5-inch guns. She lost 6 officers and 66 men. (Official U.S. Navy photograph.)

16 November 1942

From: Commanding Officer, U.S.S. CUSHING (DD376)
To: Commander in Chief, Pacific Fleet

Via: (1) Commander Destroyer Division TEN
(2) Commander Task Group 67.4

Subject: Report of Engagement off Savo Island on November 13, 1942 and destruction of the U.S.S. CUSHING

Reference: (a) U.S. Navy Regulations, 1920, Articles 712, 814, 874(6)
(b) C.O. CUSHING Ltr. PG-1 dated November 13, 1942, to ComSerForSoPac

1. The U.S.S. CUSHING, with Commander Destroyer Division TEN embarked, as a part of Task Group 67.4 (Rear Admiral Callahan) was engaged with a Japanese force south east of Savo Island, Solomon Islands, at about 0145, November 13, 1942. As a result of the engagement, the CUSHING was heavily hit, stopped, gutted by fire, and abandoned at about 0315 the same day about Lat. 09-11 S Longitude 152° 55' E.

2. All records were lost with the ship so that this report has been drawn up from the recollection of the Commanding Officer, supplemented by information from other surviving officers and men.

3. The CUSHING was the leading ship of the battle disposition of Task Group 67.4 which consisted of a column as follows: CUSHING, LAFFEY, STERETT, O'BANNOH, ATLANTA, SAN FRANCISCO (CTG 67.4) PORTLAND, HELENA, JUNEAU, AARON WARD, BARTON, MONSSEN, FLETCHER. The crew of the CUSHING were at General Quarters Stations and on the alert prior to first contact with enemy forces. All parts of the Ship's armament were in operating condition and ready to open fire. The FD Radar installed by the Navy Yard, Pearl Harbor, early in October 1942, had never operated in a consistently satisfactory manner and was not considered reliable.

Commander Destroyer Division TEN had therefore, with permission of Commander Task Group 67.4 ordered the LAFFEY to use its FD Radar and the O'BANNOH its SG Radar for search purposes.

4. Upon completion of landing operations by the transports of Task Force 67 off Guadalcanal at about 1815 on November 12, 1942, Task Group 67.4 covered the retirement of the transports to the eastward into Indispensable Strait, after which the Task Group reversed course and proceeded westward along the north coast of Guadalcanal Island passing through Lengo Channel. At about 0130 after passing Lunga Point course was laid at 290° true heading toward the passage between Cape Esperance and Savo Island. At about 0140 the HELENA reported radar contact with two unidentified ships bearing 310° true distance 30,000 yards, which placed these ships about midway in the passage between Cape Esperance and Savo Island. After this report C.T.G. 67.4 ordered course changed to 310° true. A few moments later the HELENA reported three ships bearing 312° true, distance 23,000 yards, course 105° true, speed 23 knots. Our formation speed was 18 knots. C.T.G. 67.4 ordered course changed to 000° true and the CUSHING led the column around to this new course. Shortly after steadying on course North, three ships were sighted crossing the CUSHING'S bow from port to starboard. These were reported to CTC 67.4 by voice radio.

5. The CUSHING changed course to the left and prepared to fire torpedoes and guns at the enemy ships, but the enemy ships first sighted were evidently destroyers and were observed to be turning away. A large ship was then sighted on the starboard bow headed about eastward and several large enemy ships were sighted to port fairly close aboard. C.T.G. 67.4 ordered the course maintained at 000° and the CUSHING came back to this course and opened fire to starboard at what is believed to have been a destroyer, range about 2,000 yards. This ship (destroyer) was very heavily hit by gunfire from the CUSHING and was not observed to return the fire.

6. At this moment a large ship was illuminated (by other ships) on our port side and taken under fire by the ships astern of the CUSHING. It was seen to be a battleship of either the FUSO or KONO class. When first sighted target angle on the BB was about 020° , range inside of 1,000 yards. The Battleship was being repeatedly hit by our cruisers or destroyers and many shells were seen striking the towering foremast structure and superstructure. Fire was opened on this battleship by our 20mm machine guns and one (1) torpedo fired at it from number 2 mount. The crew of number 2 tube mount were then wounded so that no further torpedoes were fired. The torpedo was not observed to hit. The Battleship then passed through our forward destroyer column astern of the LAFFEY. A few minutes later a battleship was observed on our starboard quarter heading toward the CUSHING. This was thought to be the same one as previously observed. The CUSHING had been hit and was losing headway. Six (6) torpedoes were fired at the battleship, range about 1200 yards,

speed 20 to 23 knots, and shortly thereafter three (3) torpedo explosions were heard and at least one large column of water was observed on the starboard side of the battleship.

7. Before firing torpedoes the CUSHING had been hit by a salvo from a destroyer on our port side, and then was heavily hit by gunfire from both starboard and port sides. Within these few minutes the following damage was sustained:

- 1 Hit (6" or 8") in Emergency Radio and Machine Shop, killing the majority of the after repair party, hitting lubricating oil storage tank in Engineroom and setting off 20mm ready ammunition on after Deck House.
 - 1 Med. Cal. hit in number 1 Fireroom, putting both blowers out of commission, rupturing auxiliary steam line and starting a fire.
 - 1 Med. Cal. hit on No. 1 5" gun.
 - 1 Med. Cal. hit on No. 2 5" gun.
 - 1 Med. Cal. hit on No. 4 5" gun.
 - 1 Med. Cal. hit under No. 3 5" gun.
 - 1 Med. Cal. hit on Director, putting it out of commission.
 - 1 Med. Cal. hit in the side aft., causing fire in After magazines and after living compartments. After magazines were flooded (Commanding Officer was notified that the after magazines were afire but could not be flooded.
 - 1 Med. Cal. hit in uptakes of number 2 Fireroom (It was probably the effects of this hit that caused the loss of feedwater to No. 2 Fireroom.)
 - 1 Med. Cal. hit in superstructure near Commanding Officer's Stateroom.
- Possibly, there were other hits at this time. In addition the ship was raked by machine gun fire and personnel casualties from this source is believed to have been heavy.

All power on the ship was lost and the boiler in number 2 fireroom burned up due to lack of feed water. (It was reported to the Commanding Officer at this time that number 2 fireroom was flooded.) Steering was shifted to hand and the ship coasted for a short time and then stopped, dead in the water. The Main Engine had lost lubrication some time before the ship stopped and all bearings had probably been wiped.

8. For a period of about five (5) minutes no enemy ships were firing at the CUSHING. During this period all fires except the one below decks Aft were extinguished or gotten under control. The situation though serious, did not appear insoluble, and it was hoped that the ship could be gotten underway again. While thus lying to torpedoes were fired by local control, under the direction of the Executive Officer, as follows:

2 (all remaining) from Number 1 mount and 1 from number 2 mount at what appeared to be transports to port at a range of about 4,000 yards, using a lead angle of about 15°.

The remaining two (2) torpedoes of the Ship's armament were in number 2 mount (port) and were ordered not fired due to the possibility that the ships to port were friendly.

9. During this quiet period the Commanding Officer observed the SAN FRANCISCO on the CUSHING'S port bow in heavy gun action with enemy ships of unknown type, and also one of our destroyers to its starboard in action with first one and then two enemy ships. This destroyer was observed to hit one of her opponents a number of times before being herself heavily hit in the cross-fire.

10. After this approximately five minute period during which no shots were fired at the CUSHING a three stack Japanese light cruiser illuminated the ship from the starboard side and opened fire at a range of about 2,000 yards. A second Japanese ship (probably a destroyer) also opened fire on the ship from on the starboard quarter. As all 5" guns were out of commission and no torpedoes could be fired to starboard only 20mm machine guns could be fired in reply. At this time the CUSHING was further hit as follows:

- 1 Med. Cal. in No. 1 Gun Crew Shelter
- 1 Med. Cal. in Chart House.
- 1 Med. Cal. in Wardroom Officer's Stateroom country.
- 1 Med. Cal. in Wardroom (Killing many wounded who were there under treatment)
- 1 Med. Cal. in Galley starting a fire.
- 1 Med. Cal. in After Deck House.
- 1 Med. Cal. by 36" Searchlight.

There probably were several other hits at this time.

11. While under this fire with no adequate reply possible, the Commanding Officer left the bridge and gave orders to abandon ship. Both boats and three liferafts had been destroyed, but four liferafts were able to get clear of the ship carrying many wounded. The Commanding Officer from the main deck investigated the possibilities of firing any torpedoes at the enemy ships firing, but the only unfired torpedoes were two (2) in number two tube mount (port) and there were no targets on that side. The Commanding Officer then started on an investigation of the ship. About this time the two enemy ships ceased firing and turned out their searchlights

12. Only a few live men were left aboard and these were all wounded. A fire was burning in the gun crew shelter of number 2 gun and

another small fire around number 1 gun crew shelter. Smoke was pouring out of the hatches of the after living compartments, but no flame could be seen. There was a fire in the galley passageway. The Commanding Officer gathered a small crew of wounded men to fight the fires, but before any concerted effort could be started, the fire in number 2 gun crew shelter had started the ammunition burning and a tremendous fire broke out in that part of the ship, rendering impossible all action forward. A liferaft then returned to the ship and JOHNSON, E.W., EMlc, USN, returned aboard. The wounded men were put aboard the liferaft and it was shoved off from the ship. With the assistance of JOHNSON, the Commanding Officer then checked to see that all depth charges were on "SAFE" and again inspected the accessible parts of the ship to see if any steps could be taken to help the situation. It was hoped that station on the ship could be maintained until daylight. However, the bursting of projectiles and movement of fire aft to the ready ammunition of #5 and #4 machine guns by number 2 stack made presence in the after part of the ship extremely hazardous, and it was thought that the after magazines would blow up at any moment. The Commanding Officer considered that his continued presence aboard the ship served no useful purpose and therefore at 0315 along with JOHNSON, E.W., EMlc, and one other man took to the water. At this time the whole forward part of the ship was a towering pinnacle of fire several hundred feet in the air and 5" and 20mm projectiles were exploding continually. Oil was burning on the water alongside the starboard side forward. The ready ammunition by Number 2 stack was afire and exploding. There was a fire below decks aft.

13. The ship burned continually with frequent large explosions until about 1700 on the afternoon of November 13th, when according to the statement of Lieut. Col. William J. Fox, USMC., observing from Guadalcanal, there was a large explosion and the ship disappeared. Air search the morning of November 14th, 1942, found wreckage, but no sign of the GUSEING.

14. All confidential publications, codes, etc., were on the bridge or in the coding room abaft the chart house, below the bridge. This section of the ship was enveloped in a tremendous fire for a period of about (4) hours, as personally observed by the Commanding Officer, so that there can be little doubt but that all were completely destroyed.

15. A large number of dead were observed aboard ship, but individual identification was not made. One hundred and eighty-nine (189) men and eleven (11) officers were picked up by boats from the Advanced Naval Base at Guadalcanal, and one (1) man by boat, from Tulagi, Florida Island, B.S.I. Of these six (6) officers and sixty-three (63) men were wounded, and of these ten (10) of the men died of their wounds after arrival at the hospital on Guadalcanal.

16. Reference (b) lists the names of known dead and of all known survivors, a copy of which has been forwarded separately to the Chief of the Bureau of Personnel, Navy Department, Washington, D. C.

17. After being picked up by a boat from the Advanced Naval Base, Guadalcanal, the Commanding Officer assisted in picking up Commander T. Murray Stokes, Commander Destroyer Division TEN, from a liferaft. After conferring, it was decided to request the U.S.S. PORTLAND, which ship was near at hand, to sink the CUSHING. This was done by semaphore signal from the boat. Upon arrival at Cactus, Commander Destroyer Division TEN requested the Commanding Officer of the Naval Activities, Cactus-Ringbolt Area, to sink the CUSHING.

18. The conduct of all officers and men was of the very highest caliber. The personnel of the CUSHING exhibited bravery and steadiness under heavy enemy fire and fortitude when severely wounded. The Commanding Officer considers that the following Officers and men are particularly to be commended for the excellent conduct and the example they set for others:

Lieutenant Commander Bernard W. Friend, U.S.N.
Executive Officer
Lieutenant (jg) James E. Cashman, (MC), U.S.N.R.
Lieutenant (jg) Seymour D. Buchanin, U.S.N.R.
Ensign J. L. Tests, U.S.N.R.

ADAMS, F. B. CMM, U.S.N.
JOHNSON, E.W., EM1c, U.S.N.
EVANS, C.W., TM2c, U.S.N.
Savenievsky, Walter, QM1c, U.S.N.
STROBY, W.V., SM2c, U.S.N.
KNOX, William T., WT2c, U.S.N.
SAVAGE, D.W., CCStd(AA), U.S.N.
WATKINS, J.C., CSM(AA), U.S.N.

19. It is believed that the following damage was inflicted by the U.S.S. CUSHING on the enemy before the ship was put out of action:

(a) Three (3) torpedo hits on a battleship believed to be of the FUSO class.*

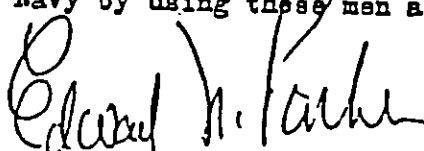
*Correction: Actually was the "HIEI" of the KONGO class

(b) A large number of 5" hits on a Japanese destroyer of unknown class. A large explosion was observed on the enemy ship and no gunfire was observed from the ship.

It is reported that there are a number of Japanese survivors at Guadalcanal who stated they were from a destroyer that was sunk without firing a shot.

(c) A number of 20mm machine gun hits on a battleship, a cruiser and several other ships, probably destroyers.

20. There are a large number of experienced destroyer personnel remaining from the CUSHING. Morale of the survivors is high and it is the recommendation of the Commanding Officer that this spirit can best be utilized for the benefit of the Navy by using these men as a nucleus crew for a new destroyer.


E. N. PARKER

DECLASSIFIED
~~SECRET~~
DECLASSIFIED

ORIGINAL

ACTION REPORT

USS CUSHING

376
DD-~~787~~

SERIAL NONE

19 NOVEMBER 1942

LOSS OF USS CUSHING .

USS CUSHING WAS LOST IN BATTLE OF
GUADALCANAL ; CRUISER NIGHT ACTION
12-13 NOVEMBER 1942 , WAS UNIT OF
TASK GROUP 67.4 .

44835

~~SECRET~~
DECLASSIFIED

19 November 1942.

From: The Commanding Officer, U.S.S. CUSHING.
To: Secretary of the Navy.

Via: Commander Destroyer Division Ten.
Commander U.S. Naval Forces, South Pacific.
Commander in Chief, Pacific Fleet.

Subject: U.S.S. CUSHING; loss of.

Reference: (a) U.S. Navy Regulations, 1920, Article 841.

1. In accordance with reference (a) it is reported that the U.S.S. CUSHING was lost due to enemy action on November 13, 1942, about two miles to the southeast of Savo Island, S.S.I. at about Latitude 09°-11' South, Longitude 159°-55' East.

2. The CUSHING was heavily hit by enemy fire at about 0200, November 13, 1942, and was stopped, lying dead in the water with no power on the ship. Shortly thereafter the ship again came under heavy enemy fire to which no adequate reply could be made.

3. At about 0220, while under fire, the Commanding Officer ordered that the ship be abandoned, and about one half the crew (who were unwounded) and over sixty-five wounded men and six wounded and four unwounded officers left the ship.

4. Due to the enemy fire the ship commenced to burn furiously forward, spreading aft. There was also a fire below decks aft.

5. At about 0315, The Commanding Officer left the ship and believes that he was the last man off the ship.

6. The CUSHING burned the day of the thirteenth until about 1700 when as reported by Lieutenant-Colonel William J. Fox, U.S.M.C., observing from Guadalcanal, there was a large explosion at the location of the CUSHING and cold air moved in on the water; no further sign of the ship being seen. Air search from this area on the morning of November 14th, found wreckage but no sign of the ship.

7. As a result of the loss of the CUSHING, the following personnel casualties occurred:

<u>Officers:</u>	5	Unwounded survivors
	6	Wounded survivors
	1	Dead (Known)
	5	Missing (Including probable deaths)
Total	17.	

DECLASSIFIED

Subject: U.S.S. CUSHING; loss of.

<u>Men:</u>	127	Unwounded survivors.
	56	Wounded survivors.
	10	Died of wounds ashore.
	(about 53	Missing (includes probable deaths)
Total	246	

E. N. PARKER

FIRST ENDORSEMENT

ADVANCED NAVAL BASE
Cactus - Ringbolt

19 November 1942.

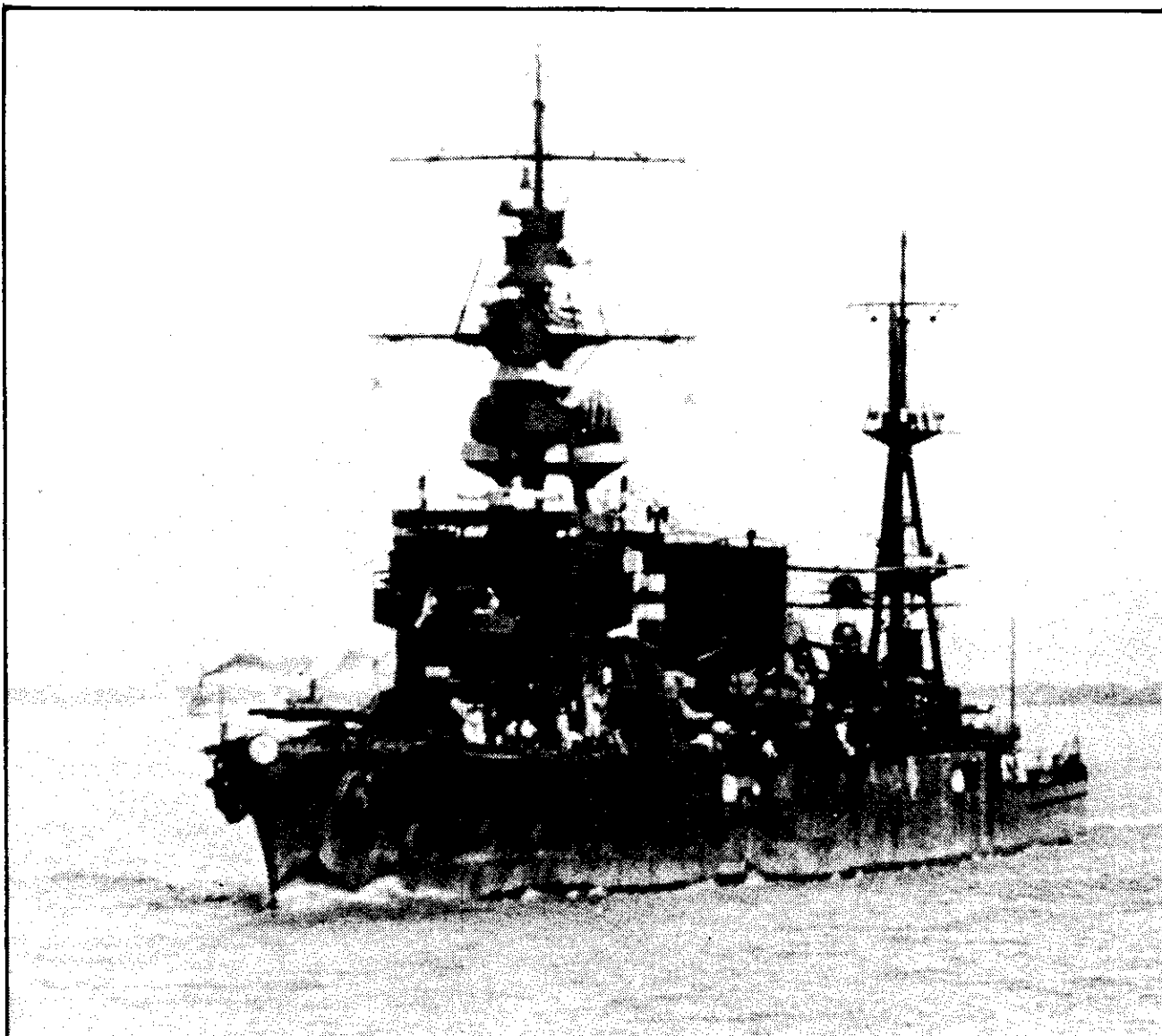
From: Commander Destroyer Division TEN.
To: Secretary of the Navy.

Via: Commander U.S. Naval Forces, South Pacific.
Commander in Chief, Pacific Fleet.

Subject: U.S.S. CUSHING; loss of.

1. Forwarded.

T. M. STOKES.



The Japanese light cruiser Nagara departing Kure, Japan in 1938. After the Cushing was heavily damaged and powerless from previous action on 13 November 1942, this vessel circled her at close range and fired salvo after salvo into the defenseless U.S. destroyer when she was dead in the water. The 5,170-ton Nagara was armed with seven 5.5-inch guns and eight 24-in. torpedo tubes. She was sunk on 7 August 1944 by the U.S. submarine Croaker (SS-246) on her first patrol. (Naval Historical Ctr./Washington Navy Yard.)

The Naval Battle of Guadalcanal¹
12-15 November 1942

Vice Admiral Edward N. "Butch" Parker's story² of the five weeks in the life of the U.S.S. Cushing (DD-376) when he commanded that ship in the fall of 1942 includes three congratulatory messages sent to all the participants in this battle. Unfortunately, those who most deserved the high praise and expressions of gratitude - the wounded survivors and those who died - never saw them.

From Commanding General 1st Marine Division (General Alexander A. Vandegrift):

"THE MARINES ON CACTUS (code name for Guadalcanal) LIFT THEIR BATTERED HELMETS IN DEEPEST ADMIRATION."

* * * * *

From Commander South Pacific Force (Admiral William F. Halsey):

"TO THE SUPERB OFFICERS AND MEN ON LAND, ON SEA, IN THE AIR AND UNDER THE SEA WHO HAVE PERFORMED SUCH MAGNIFICENT FEATS FOR OUR COUNTRY IN THE LAST FEW DAYS X YOU HAVE WRITTEN YOUR NAMES IN GOLDEN LETTERS ON THE PAGES OF HISTORY AND WON THE UNDYING GRATITUDE OF YOUR COUNTRYMEN X MY PRIDE IN YOU IS BEYOND EXPRESSION, NO HONOR FOR YOU COULD BE TOO GREAT X MAGNIFICENTLY DONE X GOD BLESS EACH AND EVERY ONE OF YOU X TO THE GLORIOUS DEAD: HAIL HEROES! REST WITH GOD X SIGNED HALSEY"

* * * * *

From Commander in Chief Pacific (CINCPAC) (Admiral Chester W. Nimitz) to COMSOPAC (Admiral Halsey):

"WE HAVE ADMIRATION BEYOND EXPRESSION FOR THE UNSWERVING OFFENSIVE SPIRIT OF YOUR FIGHTING FORCES AND THEIR ABILITY TO STRIKE DOWN THE ENEMY WHILE ABSORBING HIS BLOWS X WE REGRET DEEPLY THE LOSSES YOU HAD TO TAKE, BUT THEY WERE GLORIOUSLY NOT IN VAIN."

* * * * *

- ¹ Earlier called "Third and Fourth Battles of Savo Island" or "Battle of the Solomons."
- ² Written by Adm. Parker in 1982 and revised in 1985. Forty copies of his pamphlet were distributed at the Cushing's 1985 reunion, and six additional copies were sent by him to widows and survivors for whom he had addresses. A copy is on file at the Ships' Histories Branch, Naval Historical Center, Washington, D.C..

U.S.S. Cushing (DD-376)

The Naval Battle of Guadalcanal; November 12-15, 1942

U. S. NAVAL COMMUNICATION SERVICE
Cactus—Ringbolt Area

Channel No.	PARAPHRASE	SECRET	Precedence
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CINCPAC WISHES TO CONGRATULATE ALL WHO TOOK PART IN THE BATTLE OF LAST EVENING X ALSO ALL YOUR SHIPMATES IN THIS VICINITY EXTEND THEIR CONGRATULATIONS TO YOU ON YOUR GREAT FIGHT X YOU HAVE DONE A GREAT DEAL OF DAMAGE TO THE ENEMY AND MADE IT FEASIBLE FOR OUR SHIPS, SUBMARINES AND AIRCRAFT NOT YET ENGAGED TO MEET AND DELIVER MORE DAMAGING BLOWS ^{TO} THE ENEMY .

COPIES TO: ATLANTA

COMDESDIV 10

LAFLEY

MONSEN

BARTON; CUSHING

AUTHENTICATED

Daniel Harris
DANIEL HARRIS, ENSIGN, USNR.

TOR

DATE

14 NOVEMBER 1942

CWO

RELEASE

Originator

RDO
HONOLULU

Action

COMSOPAC

Information

Time Group 130217

Editor's Note:

This is a message from Admiral C. W. Nimitz (Commander in Chief Pacific Fleet) to Admiral W. F. Halsey (Commander South Pacific Force) following the surface action on the night of 12-13 November 1942. All five of the ships listed for copies were lost in this battle.

E. A. Wilde, Jr.
February, 1996

The Naval Battle of Guadalcanal

Since 7 August 1942, when U.S. Marines landed at Guadalcanal in the southern Solomons, Imperial Japanese General Headquarters had determined to eject the invaders—the first threat to the integrity of its defensive perimeter—and bring the island back under Japanese control. The resulting contest attained a duration, intensity, and cost that neither side could have foreseen. At stake, as both soon came to realize, was more than possession of a sweltering, disease-ridden, singularly inhospitable South Seas island; the real objective was no less than the strategic initiative in the Pacific.

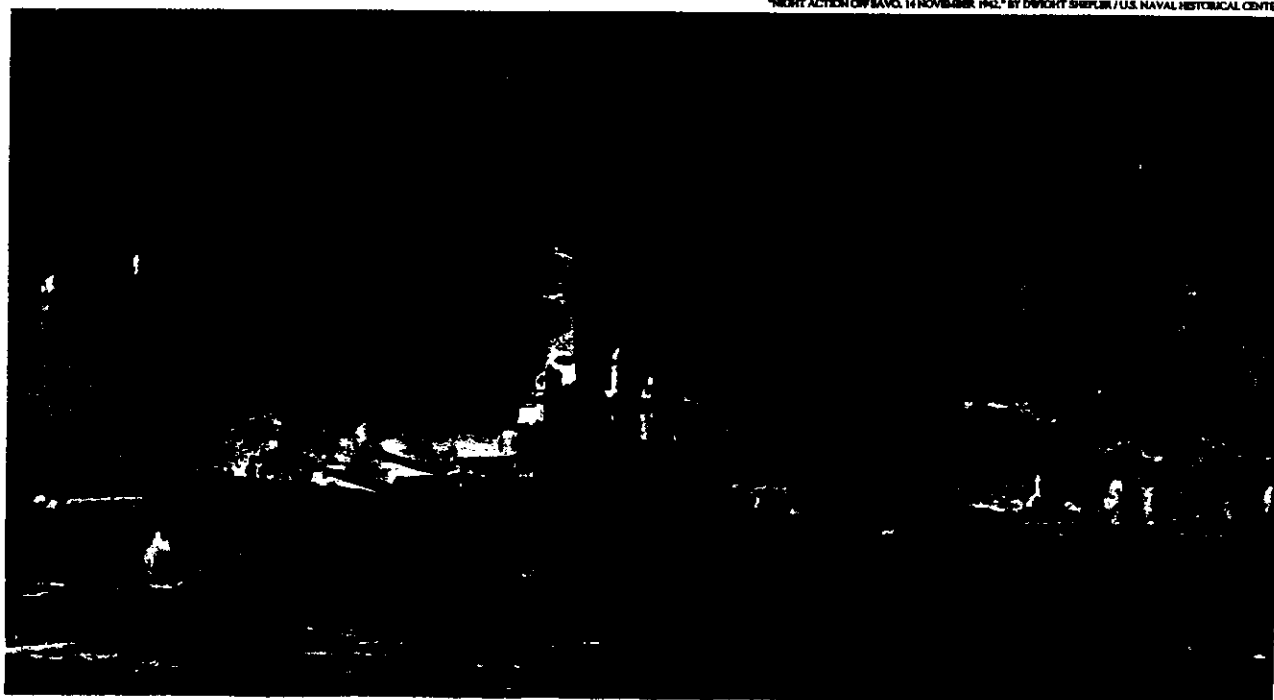
For months, the outcome of the struggle hung in a precarious balance. Later in the war, when the U.S. Navy had won command of the sea, it could isolate islands on which

landings were made. This was not the case at Guadalcanal, where command of the sea changed at sunrise and sunset. During the day, U.S. aircraft exercised it from Henderson Field, the airstrip the Marines quickly established on the island. After dark, it belonged to what U.S. forces called the Tokyo Express—Japanese ships that steamed down the Slot through the Solomons to land troops and supplies and to bombard Henderson Field. U.S. surface forces challenged these nocturnal forays successfully at the Battle of Cape Esperance in October and the Naval Battle of Guadalcanal in mid-November, and less successfully at the Battle of Tasafaronga later that month.

But before and after these clashes, the Tokyo Express ran on schedule, subject only to interference from U.S. patrol boats and the need to be well on its way back up the Slot by daybreak. Besides night surface actions immediately offshore, two inconclusive fleet actions took place between carrier forces: the Battle of the Eastern Solomons in August and the Battle of the Santa Cruz Islands in October. On more than one occasion, only a single carrier was avail-

In November 1942, successful U.S. cruiser, aircraft, and battleship actions represented a turning point in the Pacific.

"NIGHT ACTION OFF SAVO, 14 NOVEMBER 1942," BY DWIGHT SHENFLER / U.S. NAVAL HISTORICAL CENTER



UNITED STATES NAVAL INSTITUTE

Naval History - May/June 1995

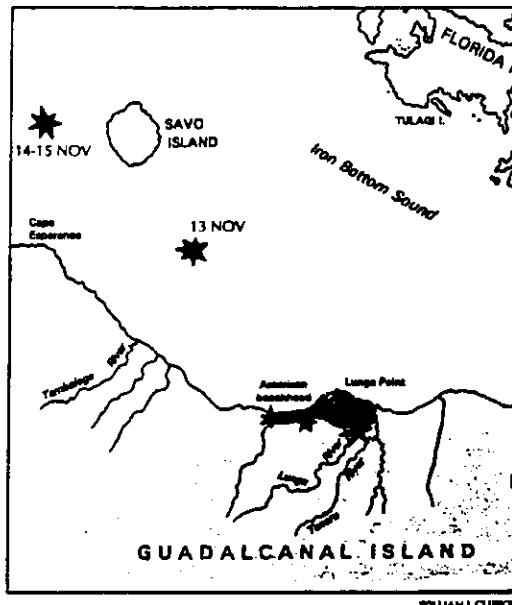
able to support the defense of Guadalcanal, and U.S. leaders considered the possibility that it might become necessary to evacuate the island.

Fortunately, the Japanese Army consistently underestimated the number of Marines and soldiers ashore by 50% to 70%. Consequently, the 30,000 troops landed in detachments fed three successive attempts to overrun Henderson Field—in late August, mid-September, and late October—rather than massing for one great attack. Psychologically, the turning point occurred on 18 October, when pugnacious Vice Admiral William F. 'Bull' Halsey took over as head of the South Pacific forces, an appointment applauded throughout his new command. Objectively, it came on 12-15 November, in the three interlocking actions that comprised the Naval Battle of Guadalcanal.

Like the majority of engagements in the Guadalcanal campaign, the naval battle had its origins in a Japanese plan to reinforce the island—in this case, with 10,000 men in highspeed transports escorted by a destroyer force led by Rear Admiral Raizo Tanaka, the Tokyo Express's indomitable engineer. These troops were to land on Guadalcanal during the night of 12-13 November, while a raiding force commanded by Vice Admiral Hiroaki Abe pounded Henderson Field and the Marine positions around it. By coincidence, two heavily escorted U.S. transport groups under Rear Admiral Richmond Kelly Turner reached the island on 11 and 12 November. On the 12th, air patrols reported powerful enemy forces moving toward Guadalcanal, obviously with the intention of attacking the airfield and the transports, if present. Turner seized the opportunity to prepare a surprise. As soon as his transports had put to sea, he dispatched the cruisers and most of the destroyers in their support group to intercept the intruders off Guadalcanal. The enemy formation—correctly believed to include two battleships—presented the home team with heavy odds.

Cruiser Night Action, 13 November

The force Turner had deployed numbered 13 vessels: the heavy cruisers *Portland* (CA-33) and *San Francisco* (CA-38), light cruisers *Atlanta* (CL-51), *Helena* (CL-50), and *Juneau* (CL-52), and eight destroyers. In command in the flagship *San Francisco* was Rear Admiral Daniel J. Callaghan. Also present, flying his flag in the *Atlanta*,



was Rear Admiral Norman Scott, the victor at the Battle of Cape Esperance. Abe's raiding group consisted of the battleships *Hiei* and *Kirishima*, light cruiser *Nagara*, and 14 destroyers. Radar contact was made at 0124. Firing began at virtually point-blank range—less than a mile—at 0145, and the opposing formations held head-on courses to pass through one another in the fiercest, most confused melee since Tegenhoff led his flying wedge into the Italian fleet off Lissa in 1866. Callaghan and Scott were killed early in the action, which lasted barely a quarter-hour. At its end, the Japanese withdrew without having shelled

Henderson Field, and Tanaka's transports were ordered back into the Shortland Islands, midway up the Slot. Sunk or sinking were the *Atlanta* and four U.S. and two Japanese destroyers. The *Hiei*, slowed by at least 30 large-caliber hits, was left behind with three destroyers attending her.

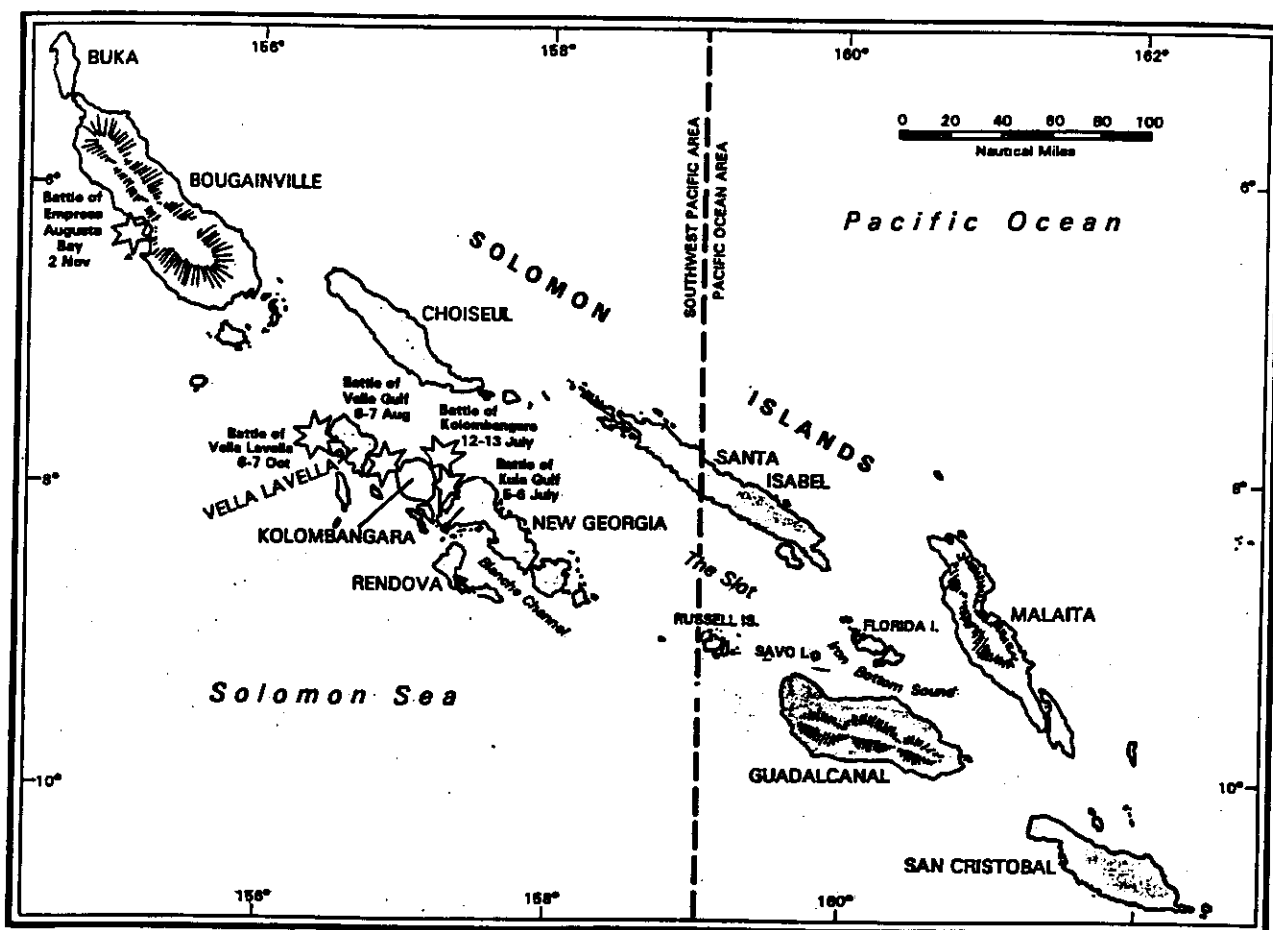
Dawn and U.S. aircraft found the *Hiei* only a few miles from Guadalcanal. Repeated bomb and torpedo runs added to her misery, and around sunset she became the first Japanese battleship to be sunk in World War II. The day's action was not entirely to the Imperial Navy's disadvantage, however. Torpedoes from the submarine *I-26* claimed the damaged *Juneau* as the U.S. force retired from the battle area, and shortly past midnight two heavy cruisers of Vice Admiral Gunichi Mikawa's Eighth Fleet, called into play that morning, passed Henderson Field.

Air Action, 14 November

Tanaka's convoy set out for Guadalcanal for a second time at 1300 on 13 November. At first light U.S. reconnaissance flights spotted his transports and destroyers heading toward the island and Mikawa's cruisers moving away from it. In the ensuing air attacks one of Mikawa's six cruisers was sunk and three others damaged, one severely, while six of Tanaka's 11 transports were destroyed and another hit so badly that it had to turn back. His losses notwithstanding, Tanaka pressed on toward Guadalcanal.

Battleship Night Action, 14-15 November

Meanwhile, U.S. and Japanese commanders had been reaching decisions that precipitated the climax of the Naval Battle of Guadalcanal. Late on 13 November, Halsey ordered the carrier *Enterprise* (CV-6) task force to send its



heavy gunfire unit into the cauldron. The surface action group thus formed under Rear Admiral Willis A. Lee consisted of the new battleships *South Dakota* (BB-57) and *Washington* (BB-56) and four destroyers. On the Japanese side, Vice Admiral Nobutake Kondo, commanding the Combined Fleet's Advanced Force, made plans to support the landing of Tanaka's transports by attacking Henderson Field. The formation assembled under his personal command comprised the battleship *Kirishima*, heavy cruisers *Atago* (flag) and *Takao*, two light cruisers, and nine destroyers. These deployments set the stage for the first and next-to-last time in the Pacific war that battleships fought their own kind.

The action opened with 16-inch salvos from the U.S. dreadnoughts at 2317. By the time it ended approximately an hour and a quarter later, the *South Dakota* had been heavily damaged, two U.S. destroyers had been sunk, and a third was slowly sinking; but the *Kirishima* and a Japanese destroyer had taken such punishment that they had to be scuttled, and Kondo's force was retiring. Although it had not hammered the airfield, it had cleared the way for Tanaka, who ran his four surviving transports ashore on Guadalcanal at 0400. Of the 10,000 men intended to reinforce the island, 2,000 had reached it. In

view of the opposition encountered, the delivery of these troops is a testimonial to the fighting spirit of the Imperial Navy. At a cost of two battleships, a heavy cruiser, and three destroyers, however, this was a testimonial the Japanese could ill afford. Thereafter, the problem of conveying troops to Guadalcanal was overshadowed by the increasingly intractable one of supplying those already there. On 12 December, the navy formally recommended abandoning the struggle for the island, and on the last day of the year Imperial General Headquarters directed a staged evacuation, which took place on 1-8 February 1943. In the words of a Japanese document captured some time earlier, "Success or failure in recapturing Guadalcanal . . . is the fork in the road which leads to victory for them or for us." For Japan, the fork led to defeat. The U.S. Navy was about to begin its long march across the Pacific to Tokyo Bay. ⚓

For further readings: Paul S. Dull, *A Battle History of the Imperial Japanese Navy, 1941-1945* (Annapolis, MD: Naval Institute Press, 1978); David C. Evans, ed., *The Japanese Navy in World War II: In the Words of Former Japanese Naval Officers*, second edition (Annapolis, MD: Naval Institute Press, 1986); Samuel Eliot Morison, *History of United States Naval Operations in World War II*, Vol. V: *The Struggle for Guadalcanal* (Boston: Little, Brown, 1975).

U.S.S. Cushing (DD-376)

The Naval Battle of Guadalcanal, 12-13 November 1942

A Narrative by Vice Admiral Edward N. Parker, USN (Ret.)
(Commanding Officer, 6 October-13 November 1942)*

Within a day or two the CUSHING and Des Div 10 put to sea with a Task Force of Cruisers and Destroyers to cover the movement of a Transport Division carrying Army troops into Guadalcanal to relieve the Marines, who had been fighting there since early August. Off Guadalcanal this Force was joined by another under the command of Rear Admiral Norman Scott, to form the Force commanded by Rear Admiral "Handsome" Dan Callaghan in the Heavy Cruiser SAN FRANCISCO, with Rear Admiral Norman Scott in the A.A. Cruiser ATLANTA, Heavy Cruiser PORTLAND, Light Cruiser HELENA and A.A. Light Cruiser JUNEAU, and 8 Destroyers: CUSHING, LAFFEY, STERRETT, BUCHANAN, WARD, BARTON, MONSSEN and FLETCHER. (Note, Rear Admiral Callaghan's previous duty assignment had been as the Naval Aide to President Roosevelt.)

We arrived off Guadalcanal early in the morning of 12 November and Des Div 10 set up an anti-submarine screen off a beach to the east of the regular beach (Lunga Point) of Guadalcanal to cover the landing there of an Army Ranger Battalion which was to sweep the Japanese out of the area to the east of Henderson Air Field. With that task completed, we joined the rest of the Task Group which was covering the landing of the Army Troops at Guadalcanal.

Shortly after joining up, the CUSHING and another destroyer were directed to destroy a number of Japanese small landing boats beached along the coast in the Japanese held area of the island to the west of the area held by our Marines. Heading along the coast about 3/4 mile off the beach, we fired our 5" guns at the beached craft. While so engaged, and to our great surprise, the other DD departed in a hurry. Our TBS (Voice Radio) had been knocked off frequency by the gunfire, and we had not received the order "to rejoin". The TBS working, we heard that a Japanese airraid was imminent so we rejoined at full speed and took station in the AA Screen set up around the transports, which by now had stopped unloading and gotten underway. No sooner were we on station in the screen when we sighted Japanese torpedo planes coming in low on the water from the west. Aerial dog fights were in progress further out, with fighters from Henderson Field attacking the Japanese aircraft. (As I recollect, a part of the attack came in from over the Tulagi Area.) All ships opened fire with their 5" and 20 mm guns, and a number of Japanese planes were downed within, or around, the formation.

None of our ships was hit by a torpedo, but a JAP plane crashed into the after Control Station of the SAN FRANCISCO, killing a number of men and wounding the Executive Officer. A U.S. 5" shell accidentally hit the torpedo

* An unedited excerpt from the story of the last five weeks in the life of the Cushing written by Admiral Parker in 1982 and revised in 1985. Bound copies were provided to Cushing survivors and their families at the ship's 1985 reunion.

mount of the U.S.S. BUCHANAN. That class of D.D.'s had only one quintuple, (5) torpedo mount, amidship, so this left the BUCHANAN with no torpedo capability. We observed several Japanese planes fall and burn on the water to the westward as they retired; possibly late damage, or shot down by the Henderson Field fighters.

The transports did not return to their off-loading area, but the whole formation proceeded to the eastward to clear the area. Apparently it was at this time (afternoon) that Admiral Callaghan received word that a powerful Japanese surface force was headed southward from Truk and could arrive off Guadalcanal that night.

The formation proceeded out through Lengo Channel Strait to the east of SAVO SOUND. After dark the transports were detached with the destroyer escort which had come up from Noumea with them. (NOTE: The BUCHANAN, having no torpedo capability, was sent out with the transports, and the new 2,100 ton destroyer U.S.S. O'Bannon joined Des Div 10 as fourth ship. (The Executive Officer of this Destroyer was a friend of mine - "Doc" MacDonald, CLASS 1931. He, later, was C.O. of the ship and became close to - if not - the most decorated officer of our Navy in W.W. II.) However, at the time all we knew was that we had a new fourth ship in column.

At about 9 p.m. the Task Group reversed its course and returned through Lengo Channel to SAVO SOUND. We were in column formation, with Des Div 10 leading the formation, and a second Division of Destroyers following the cruisers. The order was as follows: Commander Destroyer Division 10 in CUSHING, LAFFEY, STERRETT, O'BANNON, ATLANTA, SAN FRANCISCO, HELENA, JUNEAU, PORTLAND, WARD, BARTON, MONSSEN and FLETCHER.

Sometime after midnight, Friday, 13 November, we were in SAVO SOUND, somewhat to the westward of the U.S. held area of Guadalcanal, making about 18 knots, when we were ordered column right, to make our course to the northward across the Sound.

Shortly thereafter the HELENA started reporting over the TBS that there were surface targets to the westward (on our port side) heading our way, range about 30 thousand yards, and continued reporting until told by Admiral Callaghan to cease using the T.B.S.

The CUSHING's Fire Control Radar now picked up surface targets on our port bow, and we sighted several ships crossing our bow from port to starboard, range about 4 to 5 thousand yards. Then the Gunnery Officer, Lt. Nottingham, reported the Fire Control Radar had ceased functioning. We trained our 5" battery on the leading ship of this group and awaited the Admiral's order to "Open Fire". Shortly, a very large ship was sighted on our port beam heading for us, range, about 4,000 yards. All ships of our formation opened fire on it. This was the Japanese Battleship HIEI. I ordered "Torpedo Action, port!", but the HIEI was moving so fast toward our stern we could not get a "set up" on her and consequently, did not fire the torpedos at this time. Our 5" guns and 20 millimeter AA cannons blasted the battleship as the HIEI passed through our column astern of the LAFFEY. Captain Hank, of the LAFFEY had, at first, reversed his engines to keep from being rammed by the battleship, and then gone ahead full speed, so that the

HIEI passed close under the LAFLEY's stern and ahead of the STERRETT. (Bill Hank was lost when the LAFLEY sank after being hit by a salvo from the HIEI's 14" guns). The HIEI now turned to her starboard and toward the rear of our column. She was brightly illuminated by searchlights. I turned the CUSHING to starboard, ordered "Torpedo Action, Starboard", and fired six torpedos at the HIEI. (Four from the starboard wing mount, and two from the centerline mount. This left the Cushing only two torpedos in the centerline mount and four in the port wing mount.) I claim two or three hits.

Our 5" battery was simultaneously engaging a Japanese ship off our bow, so I reversed my turn to bring all guns to bear on the target. We received hits from the Japanese ships at about this time, and for a short while we were engaged in gun fights with several ships. (I believe, these were destroyers of the group we had earlier sighted to the northward.) About this time the CUSHING was heavily hit - some in the engine room and boiler room spaces -and we lost all ship's power, and coasted to dead in the water. Also sometime during this period, I received a report that there was a fire in the after magazines. The Engineering Officer, Lieut. Nickerson, reported that we could not regain power.

While lying dead in the water a Japanese Light Cruiser (NAGARA) came up from astern on our starboard side about 4,000 yards off, and peppered us with gunfire. The cruiser had three stacks, each stack having an enlarged upper section. This class of Japanese cruisers carried 5 1/2" guns.)

We were very heavily hit! We had, I learned later, expended all 5" ammunition in the ready racks and, as the ammunition hoists because of loss of power could not bring up more from the magazines, the only fire we could return was from our #3 gun, our starshell gun, which fired starshell at the Cruiser.

From the after end of the bridge I tried to get the centerline torpedo mount - with its remaining two torpedos - trained out to starboard, but the men were unable to move the mount by hand power. Apparently, one of the hits we had taken had jammed the mechanism.

The 5" gun director (above the Bridge) was hit, and the Gunnery Officer landed on the Bridge, seriously wounded. I had him taken below to Doctor Cashman in the wardroom. The chart house, beneath the Bridge, was also hit. Our whaleboats on their davits were both shot away and several fires started, one in the wardroom area where, I learned, the Damage Control Officer, Lieut. Ruchamkin, was killed.

While under heavy and punishing fire from the Japanese cruiser which was lying off and peppering us, with no return fire possible, I ordered "ABANDON SHIP!" The men got our life rafts in the water and took a large number of wounded with them. They cleared away from the ship on the port side, taking the Division Commander with them. While this was going on the Japanese Cruiser ceased firing and moved away.

I then went down to the main deck and toured the ship. There was a large fire forward. Smoke was coming out of the main deck hatches from the after living spaces - - above the magazines that had been reported as on fire. (Since, I have decided that mattresses, etc., in the living spaces were burning, with much smoke, which was probably the cause of the report.) The fire forward got larger and larger and with no power on the ship we had no effective fire fighting ability.

After a while one of the life rafts returned to the CUSHING's port side, and Electrician's Mate 1/c Johnson climbed the ladder and joined me aboard. Together we toured as much of the ship as possible, finding two wounded men. We carried them to the port side and lowered them into the raft. Then I told the men in the raft to shove off again and it departed.

Johnson and I talked it over. By this time the fire forward was engulfing the whole forward superstructure, with flames about 100 feet in the air. Finally, about one hour after ordering "ABANDON SHIP" Johnson and I took to the water. We had our life jackets on, but in addition we had found several empty 5" powder tanks. Each of us tied two tanks together with a short piece of line and dropped them in the water before jumping in. In the water we each took our two powder tanks, one under each arm, and paddled away from the ship. About one hour later we came upon one of the CUSHING's life rafts with many men hanging on to it. Later, I found the Division Commander, Murray Stokes. We had the men paddle the rafts away from the CUSHING, as we believed it would blow up.

As daylight came we saw we were in an area between our ship and the coast of Guadalcanal, there were a number of life rafts floating around, plus the CA PORTLAND steaming around in a large circle closer to the Guadalcanal coast. The PORTLAND had a torpedo or 14" shell hit aft on its starboard side, which had opened a large hole in the side plating. This huge section of the plating stuck out and created a rudder effect, making it possible for the ship to steam only in circles to starboard.

Shortly after daylight landing craft from the Navy base on Guadalcanal came out and picked up the men on the life rafts, and took us all into the Navy camp. There we were processed through the medical section, the wounded cared for, and many wounded flown out that day to Espiritu Santo or Noumea.

* * * * *

Guadalcanal: A ferocious battle recalled

(Editor's note: The following article is quoted in total from THE UNION, Grass Valley-Nevada City, CA. The article appeared in their issue of Nov 11, 1992. It is an account as given to their reporter by our Don Baker of the 376.

It was just after midnight on Friday the 13th, 1942. The weary men were lying on the hot decks of their ships staring into the black velvet of a moonless night. Only minutes separated them from what was to become one of the fiercest and most decisive battles of World War II: The Battle of Guadalcanal.

Joseph "Don" Baker, just 17, and his fellow seamen tried to rest. "We hadn't been off our guns in three or four days and we knew we had a big night ahead of us."

"The men knew that the Japs were trying to land more troops to retake Guadalcanal," Baker explained. "It was an all-out push, we knew that and we were ready. But we really didn't know what was ahead."

Baker, an ammunitions handler, and his 220 fellow crewmen had sailed into "Iron Bottom Bay" near the tiny South Pacific island on Nov. 12 aboard a destroyer, the USS CUSHING (DD 376). They set up a submarine screen to the east of Lunga Point before joining the rest of the task group covering the landing of Army troops. But there was to be no respite that afternoon.

"All at once we saw the enemy planes; 21 Bettys (Japanese torpedo planes) were coming in low, so low that one Jap threw the bird at us," Baker said. "But we got 20 of the 21." Farther out aerial dog fights were in progress. None of the American ships were hit by torpedoes but a Japanese plane crashed

into the USS San Francisco, killing a number of men.

The Japanese bombardment force that night — led by Rear ADM Hiroaki Abe, a destroyer specialist — was composed to two battleships, a cruiser and 14 destroyers. U.S. Rear Adm. Daniel J. Callaghan's force included just five cruisers and eight destroyers, which

had seen action several weeks earlier in the Battle of Santa Cruz.

On Oct 19, The CUSHING had sailed with a task force from Pearl Harbor en route to the South Pacific. A few days later, they learned of the Japanese carrier force north of the Solomon's. They joined forces with a second U.S. task force and on the morning of Oct. 26 launched air strikes against the enemy in the ferocious air battle.

"We were escorting the carriers Enterprise and Hornet when all Hell broke loose," said Don Baker, now 67. "You never saw so damned many airplanes in your life. Looking in the air it looked like a bee's nest.

We wound up picking up 20 pilots out of the water. We lost the Hornet and our destroyer squadron leader, the Porter."

However, the U.S. bombers damaged the three Japanese carriers so severely that they were forced to return to Japan for repairs, thus keeping them out of the South Pacific offensive that followed.

In all, the battle of Guadalcanal lasted just 25 minutes but was so fierce that

Adm. Ernest J. King, commander of the U.S. Fleet, described it as "one of the most furious sea battles ever fought."

The Japanese had planned to bombard

Henderson Airfield on Guadalcanal with the 14-inch guns on their two battleships, ultimately putting the field out of action and permitting the landing of a new 12,000-man Japanese Army Division to reinforce their island troops and attempt again to drive the U.S. Marines into the sea.

Friday the 13th was just a couple hours old when, after leading a column of 13 ships into the bay, the CUSHING first made contact with half of the Japanese fleet.

"Suddenly, my God, there was a battleship (later determined to be the heavily-armed Hiei carrying a crew of 1,437) coming down our starboard side. It was so close we could see the men on the deck; we were exchanging machine gun fire," Baker remembered. But the Hiei was moving so fast the CUSHING could not get a "set up" on her and consequently was unable to fire torpedoes.

The CUSHING also engaged in gun fights with several other ships, sustaining heavy, crippling damage.

"We were dead in the water from the heavy shells." Said Baker, who fought on the No. 3 gun, an open turret. "There was talk about abandoning ship but the skipper said 'Hell no, keep on fighting' so we did, but it was fruitless. They got some torpedoes off and some of our ships took direct hits."

The heavy, punishing surface action destroyed the CUSHING's engine and boiler rooms, the ship lost power, and fires burned in the after magazines and below deck. Without power, the ammunition hoists were unable to carry up more ammo from the magazines. But the men made one more desperate move to save their ship.

"There was a heavy cruiser coming up from the stern so we had to pull the big gun around by hand and four or five guys got on the barrel to pull it down. The only ammo we had was star shells (used to

illuminate night skies) but we fired them anyway," Baker said. "The last shot hit the cruiser's bridge; you never saw anything light up like that in your life."

The CUSHING had lost all power, the guns and torpedo mounts were inoperable and fire raged below deck quickly gutting the destroyer. Many of her men were either dead or wounded when the order was finally given to abandon ship.

Those who were able got life rafts in the water, taking a large number of wounded with them. Others swam or treaded water. Nearby, the fierce battle to keep the south Pacific island of Guadalcanal out of enemy hands raged in the warm night.

"I was in the water pushing life rafts filled with guys all shot up," said then-U.S. Navy Seaman Joseph "Don" Baker, who was "lucky enough to escape with only a couple of holes in my side.

"The doctor, who was injured, was trying to treat men with no first-aid supplies; the water was covered with a thick layer of oil. There were hundreds of men in the water... dead and alive."

Throughout the night the able-bodied looked after their wounded shipmates. When daylight made its appearance, the men found themselves between the CUSHING and the coast of Guadalcanal.

Soon Marine and Navy landing craft began picking them up and taking them into the camp.

It was mid-afternoon on Friday the 13th, some 12 hours after the battle began, when Baker, still treading water, "felt someone grab me by the hair, jerk my head up and wipe the grease and oil off to see if I was a Jap or an American. It was a Marine with a .45 on the bridge of my nose; he threw me in the barge and lit me up a cigarette.

"They shot the Japs (found in the Bay); it was real terrible but that was what they were doing to us," said Baker.

The young Baker was so small that the Marines had no clothing to fit him, so they fashioned pants from a burlap bag and a rope. With his Navy knife and a coconut shell for utensils, he was taken ashore to a jungle foxhole. But the hell didn't let up.

"The rest of the Japanese fleet came in and bombarded us all night long."

Throughout the day of the 13th, the CUSHING continued to burn; frequent explosions were heard emanating from her smoldering hulk. At about 5 that evening, there was a large explosion and the ship disappeared into Iron Bottom Bay.

The following U.S. ships were also sunk or scuttled during the battle: Laffey, Atlanta, Juneau, Barton, Monssen, Walke, Benham and Preston.

The next morning, the Heizei also went to the bottom of the sea following an intense air battle; she was the first Japanese battleship sunk in the war. In addition to the Hiei, Japanese ships sunk or scuttled included the Akatsuki, Yudachi, Kirishima and the Ayanami.

Although statistics vary, reports from the CUSHING indicate 72 of her men were killed and 65 were wounded. In all, the three-day battle left 2,000 American sailors dead. Japan committed 36,000 men to Guadalcanal — 14,000 were killed in action or missing, 9,000 died of disease and 1,000 were taken prisoner.

After the Nov. 12-15 battle, the following message from Vice Adm. William F. Halsey Jr. was sent to the forces: "To the superb officers and men on land, on sea, in the air and under the sea who have performed such

magnificent feats for your country in the past few days. You have written your names in golden letters on the pages of history and won the undying gratitude of your countrymen. My pride in you is beyond expression. No honor for you could be too great. Magnificently done. God bless each and every one of you. To the glorious dead — hail heroes, rest with God."

The offensive battles for Guadalcanal represented a complete reversal from a defensive posture to a head-to-head confrontation to deny Japan further progress in the South Pacific. The American strikes at Guadalcanal negated the enemy's strategy for conquest of Australia and New Zealand. The island was finally declared secure Feb. 9, 1943.

Baker, who just returned with his wife, Letha, from the ninth annual reunion of the USS CUSHING Association in Florida, remem-

bers those disturbing days and nights of a half-century ago with fervent emotion; it shows clearly in the eyes and voice.

"You never forget but I try not to think about it," Baker acknowledged. "What a waste. It's sickening. When will it ever stop? I don't know if it will ever stop."

The only people you can talk to about those times are those who have been there. I don't feel sorry for myself; I asked for this. This was the Hell you can't put in writing unless you were there."

Can he forgive?

"I ask you, how can I forgive when I can't forget?"

(By Judith S. Mooers, *The Union*.)

U.S.S. Cushing (DD-376)

A Recollection by Lee O. Collins, TM2c
(Lone Oak, Texas, newspaper circa 1985)*

By DON LANIER

Herald Banner Staff

LONE OAK — Friday the 13th has a special meaning for Lee Collins of Lone Oak.

During World War II, Collins was a torpedoman second class on the USS Cushing, a destroyer that engaged a Japanese fighting force southeast of Savo Island, one of the Solomon Islands in the South Pacific at 1:45 a.m., Nov. 13, 1942.

During the battle of Guadalcanal the destroyer was at the head of a night beach assault flotilla which suddenly encountered at close range a Japanese navy force. Within minutes, the Cushing was heavily damaged by enemy shells, stopped dead in the water, gutted by fire and was abandoned by 3:15 a.m.

"The last thing I remember was standing by the torpedo chutes on the main deck and looking up," Collins said. "A shell made a direct hit on the second funnel and the next thing I knew, I was in the water."

The conduct of all the officers and men was the very best that could be expected, according to documents released by the Navy Department.

The government records also record the following damage inflicted by the Cushing on the enemy before it was put out of action:

—Three torpedo hits on battleship believed to be of FUSO class.

—A large number of five inch hits on a Japanese destroyer of unknown

class and a large explosion observed on an enemy ship and no gunfire observed from that ship.

It was reported by several Japanese survivors at Guadalcanal that an American destroyer (the Cushing) was sunk without firing a shot.

Almost 42 years later, Collins and 14 of his buddies from the sunken ship met with many other ex-sailors for a national Tin Can Convention in Chicago. The convention, like the battle, was on Friday the 13th.

The 30-year Lone Oak resident was discharged from the navy after a seven-month stay in a naval hospital in Corpus Christi following the sinking of the Cushing in 1942.

The people at the convention put Collins in charge of finding any members in the Texas area. "That worries me, because I may have some problems finding the few of us who are left in such a large state. According to people at the meeting, there is one for sure in the San Antonio area and no telling where else."

"Many people do not know that the nickname for destroyers is tin can," he said. "That is what the convention was all about; sailors who served on any of the destroyers of the U.S. fleet."

"We decided that each of us at the convention should contact at least one other crew member for our next convention," he said.

During the convention, ex-crew

* Lee Collins, Torpedoman Second Class, was blown overboard by an exploding shell from his battle station at the port waist torpedo tube mount. This article is courtesy of Alfred E. McCloud. One error noted regards the statement "by several Japanese survivors." This should read, "... that one of their destroyers was sunk without firing a shot." (Not the Cushing!)

members exchanged stories of the night of terror in the water. "We had sharks all around and many men were hurt really bad," he said.

Collins when blown off the ship on that unforgettable night and was injured in the legs and back. He was later awarded the Purple Heart

Along with other crew members, Collins spent more than eight hours in the warm water. "All our faces were black from the oil and smoke," he said. "When the marines came around the next day pulling us out of the water it was hard to tell who was American or Japanese."

"One fellow who is now in California said a marine pulled him out of the water by his hair and aimed a .45-cal. pistol between his eyes. The seaman uttered an unmistakeably American curse, so the marine yelled, "This one's American. Get him on board."

Collins said probably the only reason sharks did not get most of the sailors in the water was because of the oil slick.

As Collins leaned back in his easy chair holding the document verifying his qualifications for the Purple Heart he went into deep thought for a moment. "You know, there were hundreds of us on that one ship when all that happened. I just wonder how many of us are alive today."

Collins would like for any ex-Cushing sailor or any one who knows of any to call him at (214) 662-5172.

U.S.S. Cushing (DD-376)

List of Officers, 13 November 1942¹

Division Commander:

Stokes, Thomas Murray CDR USN COMDESDIV 10

Ship:

Parker, Edward Nelson LCDR USN Commanding Officer

Freund, Bernard William LCDR USN Executive Officer

******Nickerson, David Gordon LT USN Engineering Officer

*****Kingston, Paul J. LT USNR Communications Off.

******Nottingham, Severn M., Jr. LTjg USNR Gunnery Officer

******Ruchamkin, Seymour D. LTjg USNR 1st LT/Damage Control

******Ford, William R. LTjg USNR Ass't. Gunnery Off.

*****Henning, Donald Anton LTjg USN Ass't. Engineering

Porter, Neil R. LTjg USNR Ass't. Communications

******Huntermer, Eugene James ENS USN Torpedo Officer

******Riney, Curtis Leo ENS USNR Ass't. Gunnery Off.

*****Teets, John Leland ENS USNR Ass't. Engineering

Drake, Donald L. ENS USNR

Medley, P. ENS USNR

*****Wolfe, Robert E. ENS USNR

*****Cashman, James E. LTjg(MC) USNR Medical Officer

*****Quittman, Philip D. ENS(SC) USNR Supply Officer

* * * * *

¹ Compiled from a casualty report for 13 November 1942, Admiral Parker's narrative written in 1985 and a "Roster of Officers, Destroyers, Pacific Fleet" dated August 1, 1942.

****** Killed when the ship was lost due to enemy action 11/13/42.

***** Wounded when the ship was lost due to enemy action 11/13/42.

U.S.S. Cushing (DD-376)

Muster Roll of the Crew; 13 November 1942¹

ADAMS, Freeman Burgue	320-51-74	GMM
ANDREWS, Walter Oneil	640-10-41	S2c
**ANTRIKIN, Earnest	662-20-98	S2c
**AVERHART, Vernon McCoy	274-33-19	OC3c
BAKER, Billie Thomas	368-52-20	SC3c
BAKER, Joseph Donald	618-46-58	S2c
BALDWIN, Frank (n)	646-19-23	Matt2c
**BAUER, Edward William	234-27-74	EM3c
BECKHAM, Franklin James	382-26-82	MM2c
BEHL, Dennis John	243-59-87	WT2c
**BELANGER, Henry Ulric, Jr.	201-78-28	S1c
BERRY, Andrew Jackson	356-08-03	EM3c
BILYEU, John Arthur	287-22-82	Cox
*BINGHAM, James Wallace	664-08-45	S1c
BLAIRE, Walter Lee	382-26-92	S1c
*BLOODWORTH, Lynn Carman	337-05-14	GM1c
**BLUNT, Douglas Stuart	207-29-41	S1c
**BOCKHORN, Elvin Junior	337-58-22	S1c
*BOE, Warren Irwin	393-45-82	S1c
BOIVIN, Earl Pierre	300-06-50	CM3c
**BOIVIN, Robert Joseph	299-99-15	SM2c
*BOLES, Champ Edward	296-14-06	S2c
BORIE, Walker Everett	634-07-61	S2c
BOROWLAK, Chester Richard	300-71-03	S2c
*BOSLER, Carl Arlington	238-82-74	S2c
BOSS, Charles Warren	234-27-98	S1c
**BOULDIN, Homer Robert	382-92-60	FC3c
*BOWEN, John Robert	283-34-19	GM3c
BOZIAN, Aram Charles	223-88-43	S1c
**BRAND, Thomas Fletcher	223-88-44	
**BRANDT, Russell Philip	223-87-74	Cox
BRATTEN, Walter Charles	668-19-80	S2c
BRAVO, Manuel Alex, Jr.	644-15-02	S2c
BRICKER, Robert Carlton	602-05-92	S2c
**BROOKHART, Barton Alexander	614-11-58	S2c
*BROWN, Paul Mayden	602-06-00	S2c
*BUCKMAN, William Robert	668-20-24	S2c
*BUCKTON, Charles Elender	382-26-44	FC3c
BUELTMANN, Clarence George	410-21-43	F2c
BUNNEY, Robaet Harfield, Jr.	258-40-16	S2c
*BURGHARDT, George Elvan	393-41-04	TM3c
BURROUGHS, William John	375-49-03	CY
**BUSH, Gerald Floyd	375-73-63	SK1c
BUTLER, Charles Francis	620-20-34	S2c
BUTLER, Earle David	614-12-27	S2c

*BYRNE, Eugene John	372-0508	Y2c
**CALABRIA, Sam, Jr.	291-81-87	S2c
CALDWELL, Charles Albert	291-81-82	F3c
**CAMPBELL, Charles Dwight	316-87-12	S2c
**CARR, Creighton Edward	644-08-20	S2c
**CARTWRIGHT, Jack Henry	360-23-12	TM3c
**CAULEY, Jack (n)	272-34-28	S1c
*CAVANAUGH, Ernest James	321-40-07	S1c
CENTRIC, Julius Stephen	283-50-45	S1c
CHASE, Joseph Glenn	295-69-04	F2c
*CLARK, Lloyd Keith	368-47-10	MM2c
**CLEMENTS, John William	336-64-75	WT1c
**COBURN, Donald Joe	287-27-04	MM2c
*COLLINS, Lee Orvle	356-33-35	TM3c
COOK, Rhue Elmo	272-33-35	F1c
COOKE, Nicholas Joseph	201-28-38	RM1c
**COON, Oliva	622-25-50	S2c
COUNTRYMAN, Charles William	258-21-99	SF2c
DAHL, Helmer Nelvin	320-52-92	MM1c
*DALASERA, Eugene Leonard	368-59-08	S2c
DAWSON, Joe Willie	624-07-71	Matt3c
DAWSON, Morrall "W"	341-05-16	CGM
DAY, Elmer Eli	385-92-47	S1c
*DeRAMUS, Wyatt Douglas	271-88-82	WT1c
DERIFIELD, Thomas Edward	634-07-38	S2c
*DOUGLAS, John William	618-06-51	S2c
DOUGLAS, Raymond Merle	321-39-85	TM2c
**EACKER, Ralph Smith	385-59-57	CFC
EADS, Allen LeRoy	320-95-22	TM1c
ENGLE, Carlos Leon	291-56-54	QM2c
**ENOX, Willie Thomas	355-65-30	WT2c
EPPERSON, Cecil Claude	372-26-15	S1c
*ETHERIDGE, John Thomas	274-50-44	RM3c
EVANS, Clyde Wilson	265-85-00	RM2c
FELT, James Henry	311-37-17	EM2c
FERRISE, John Lawrence	258-22-07	WT2c
*FLOWERS, Chester "B"	670-76-98	S2c
FLOYD, William Edgar	351-07-89	S2c
*FOREMAN, Tom Junior	381-28-65	Y2c
FORSBERG, Harry LeRoy	562-59-61	F3c
FOX, Lloyd George	328-54-39	SF1c
GARRISON, William Howard	351-07-85	S2c
**GOLAY, Lawrence Ibalross	626-88-76	S2c
**GREENE, Clarence Macon	625-50-74	AS
GRIZZELL, Claud SI	382-12-04	MM2c

**GUSTAFSON, Carroll Edward	328-80-74	RM3c
GUTIERREZ, Francisco	625-33-25	S2c
GRIFFIN, Wayne Sneed	612-64-34	S2c
*HAER, Jack Kenneth	360-27-62	F2c
HANSEN, George Francis	660-08-72	S2c
**HARVEY, Otto Eugene, Jr.	628-13-00	S2c
HEIBERGER, Leo Anthony	368-47-37	SF3c
*HENRY, Evert Benjamin	654-24-04	SOM3c
*HEUSCHKE, Frank Edward, Jr.	662-10-74	
HOITING, Willard Ralph	654-28-82	S2c
*HOLLOWAY, Christopher Maurice	207-36-42	RM3c
HOLLOWAY, Harland Ray	628-11-57	S2c
HOWEY, Mark Mason	386-09-29	S2c
HURST, George Andrew	291-56-26	MM1c
JENKINS, Jerry Monroe	268-50-88	S1c
**JOHNSON, Charles Ernest	265-94-65	EM2c
JOHNSON, Ernest William	265-77-29	EM1c
**JONES, Leonard Clinton	654-13-80	S2c
**JUNKINS, Bill Bernard	375-96-57	Y2c
**KIRKLAND, Henry John	268-50-72	S1c
KJELLMAN, Arthur William	382-38-07	BM3c
LAMPMAN, Freeland Herbert	664-63-75	S2c
LAMSON, Walter Roosevelt	291-29-26	CPhM
**LANE, James Horace, Jr.	654-16-85	SOM3c
LEASURE, Stanley (n)	250-31-97	CWT
LEE, Gale Carlan	638-36-70	SOM3c
LEROY, John Halsey	238-29-06	CEM
LOOMIS, Lee Servey	238-68-44	S1c
LARENTZ, Michael Raymond	328-66-21	SM2c
*MAILLOT, Felton Wallace	662-21-66	S2c
**MALTERNER, Willard Jess	238-61-90	TM2c
MANGINI, Joseph	652-06-94	S2c
*MANGUS, Herbert Edward	250-58-10	S2c
**MARTIN, Joseph David, Jr.	356-47-56	RM3c
**MAYFIELD, Eugene Minton	287-18-79	SC1c
**McCLUNG, Robert Henry	368-05-62	MM1c
MEAD, Lester Allen	328-65-94	SC3c
*MILLER, Firman Woodrow	662-20-75	S2c
*MILLER, William Henry	632-15-10	S2c
**MONTGOMERY, Dave Hubert	356-35-50	SOM3c
MOORE, David Watkins	243-44-90	MM2c
**MOORE, James Walker	360-13-20	GM2c
MORAN, Lewis Roy	372-16-93	F1c
**MORROW, John Clyde	381-37-61	FC3c
**MORTON, Donald Leroy	381-49-77	AS

MULLINS, Fredy Delbert	618-48-59	S2c
*NAGARIO, Ruperto (n)	497-94-58	OS1c
*NEHL, Donald Joseph	328-55-57	RM2c
**NEIHART, Cloyd Wayne	372-17-20	F1c
**NELSON, Edward Andrew	376-18-27	S1c
**NELSON, Stanley Larry	372-17-29	GM3c
NORTON, William Carrol	296-1-049	S2c
O'FALLON, Hugh Emmett	372-17-26	S1c
OLSEN, Rolf Ellis	385-91-84	MM2c
*O'ROURKE, Harold Roger	300-53-62	S2c
*OSUNA, Alphonso Thomas	381-20-48	BM2c
*OVERTON, Robert Kenneth	381-42-13	S2c
PALMER, Brent Mariger	632-62-16	SOM3c
PARK, Milas Eldon	320-84-16	Msmth1
**PARRISH, Mark Levon	274-50-19	F1c
**PARSONS, Claude LeRoy	376-10-73	S1c
*PASTIRKO, Andrew Edward	393-25-23	FC2c
*PATIK, Edward Joseph	372-17-51	Y3c
**PATTERSON, Donald Kenneth	342-31-80	GM3c
**PETERSON, William, Jr.	372-22-99	S1c
**PHILLIPS, Robert, Jr.	376-49-23	F1c
*PREJEAN, James Stamford	274-50-27	SF2c
PREVIE, Walter Edmund	201-82-21	FC2c
*RAY, Arthur Glyn	316-73-38	F2c
RAYNE, Samuel Elwood	258-22-52	SC3c
**REFI, John James	283-31-94	S1c
**REITZEL, Howard Edward	356-33-45	S1c
RIDEN, Harold William	382-37-86	EM3c
RIDER, Norman Dale	630-24-73	AS
**RILEY, Chester Cornelius, Jr.	201-69-68	Matt1c
**RITSKO, Earnest William	283-45-56	F2c
*ROBERTS, Walter Hassell	295-26-17	CSK
ROBINSON, Thomas (n)	261-83-03	OC2c
*ROBISON, John Cornelius	618-02-68	S2c
ROLLO, Norman (n)	625-09-74	AS
ROOD, Norman Hendy	664-32-72	SOM3c
**ROSS, Lyndon Orville	287-50-04	F1c
ROUDEBUSH, Kenneth Edward	381-51-22	AS
*ROUGH, Donald Robert	265-83-26	BM2c
*ROYBAL, Joseph James, Jr.	625-17-04	AS
*RUFFALO, Orlando Anthony	700-08-81	PhM3c
RUPKE, Arthur Ferdinand	376-13-71	MM2c
SAVAGE, Burt Wayne	238-48-16	CCStd
*SAWANIEWSKI, Walter (n)	265-88-67	QM1c
*SCHROCK, John Daniel	342-35-08	S1c

*SCHROEDER, Roscoe Lyle	321-54-39	Cox
SCOTT, Leroy Dale	342-53-75	S1c
**SCOTT, Roy Roger	632-46-24	SOM3c
SEGER, Edgar Paul	648-02-54	F3c
SEILLER, Floyd William	368-52-55	EM3c
**SHANNON, Wayne Egbert	342-53-99	S2c
SHARPEN, George Ivan	660-24-35	S2c
*SHIVELY, Edward Eugene	620-07-65	S1c
*SIKORSKY, Michael James	628-04-32	S1c
**SIMCOKE, James Oliver	321-43-62	FC3c
SIMPSON, Raymond Frederick	628-04-34	F2c
SINCLAIR, Harold David	356-29-31	TM3c
SLAUGHTER, Edward Vernon	287-50-05	F1c
**SPARKS, Burt Monroe	359-98-49	FC2c
SPASIUK, Michael	265-88-68	MM2c
SPENCER, Fred Henry	320-93-41	MM1c
*STAHLMAN, George (n)	382-43-85	S1c
STELLICK, Arthur Carl	300-29-10	Bmkr2c
STROBY, William Wallace	223-83-30	SM2c
**SURBER, James "G"	346-84-63	SC3c
SWAN, Clifford Perry	630-20-10	S2c
TAYLOR, James Bryden	382-03-90	WT2c
*THOMPSON, Dale DeVere	321-23-25	MM1c
*THORNBURGE, William Harold	654-03-25	S1c
TICKELL, William Earl	336-54-65	CWT
TJETJEN, Lawrence Eugene	663-36-54	S2c
*TIGGES, Richard Clements	328-72-15	Cox
TIMMONS, Francis Wayne	614-19-39	F3c
**TIPPS, John Dewey	624-86-35	FC3c
*TOOKER, James Howard	385-77-42	GM2c
VADEBONCOEUR, John Edgar	201-86-13	RM3c
VIOLETTE, Anthony (n)	223-89-12	F1c
WALDBESSER, Paul Eli	300-30-31	F2c
*WALLACE, John Michael	652-10-33	F3c
*WASHBURN, Edward (n)	279-78-74	F2c
WASMUTH, Ernest Leonard	342-36-24	F1c
*WATKINS, James Charles	268-17-01	CSM
WAYLAN, Caryl Francis	342-26-57	GM3c
*WEATHERFORD, Hubert Wesley	640-50-58	S2c
**WEBER, John	367-95-52	CBM
WEDDELL, Clifton Earl	316-67-38	F1c
*WENTZ, Phillip Edward	311-48-77	S1c
WEST, James Clayton	625-07-83	S2c
**WHATLEY, Raymond Wallace	604-60-04	S2c
WHEAT, Roy (n)	624-62-99	F3c

WHEELER, Jean Roger	311-48-76	F1c
**WHEELER, Vanion Lee	272-90-61	S2c
WHITCOMB, Lester Mearl	654-81-68	F3c
*WHITE, Marshall Reasing	625-08-44	S2c
*WHITE, Nyal Edgar	663-36-50	F3c
WHITE, Woodrow Calvin	640-53-69	F3c
WIDMER, June Hartwell	554-02-08	F3c
WILCOX, Ivan Lee	376-41-75	S2c
**WILDI, Gus Arnold	633-63-70	AS
WILKES, John Phillip	372-46-49	F3c
**WILLARD, Glenn "H"	351-06-35	S2c
**WILLIAMS, Carl Leo	630-25-13	S2c
*WILLIAMS, Gayles Henry	663-36-89	F3c
WILLIAMS, Harris Joseph	644-75-68	S2c
WILLIAMS, Howard "J"	625-17-00	S2c
**WILLIAMS, James Ueal	640-59-37	S2c
**WILLIAMS, Louie George, Jr.	640-53-35	S2c
*WILLIAMS, Robert Howard	633-64-19	S2c
WILLIAMS, Roy Richard	300-30-45	F1c
WILLIAMS, Wallace Wade	721-15-08	S2c
WILSON, Edward Wayne	321-59-45	S1c
WINTON, Walter (n)	272-87-41	Matt3c
WYATT, Winfred Theodore	341-67-36	MM1c
WYNN, Howard Melvin	650-18-42	F2c
ZWOLINSKI, John Joseph	283-36-23	S1c

* * * * *

Notes:

- 1 The ship's muster roll for 9/30/42 updated by Report Of Changes sheets through 10/31/42 to reflect transfers, men received and changes in rate.
- 2 Wounded (** Killed) when the ship was lost due to enemy action on 11/13/42 according to a machine-generated casualty report prepared by the Bureau of Personnel after the war.

Summary of Casualties:

	<u>Killed</u>	<u>Wounded</u>	<u>Not Wounded</u>	<u>Complement on 11/13/42</u>
Officer	<u>6</u>	<u>6</u>	<u>5</u>	<u>17</u>
Enlisted	<u>66</u>	<u>61</u>	<u>123</u>	<u>250</u>
TOTALS	<u>72</u>	<u>67</u>	<u>128</u>	<u>267</u>

E. A. Wilde, Jr.
May, 2000

USS CUSHING

APPROXIMATE CONDITION OF WRECK
JULY 1992

HULL SECTION
AT ABOUT FRAME 55

APPROX. MUD LINES
- STARBOARD

AT FR 55 →

AT STEM →

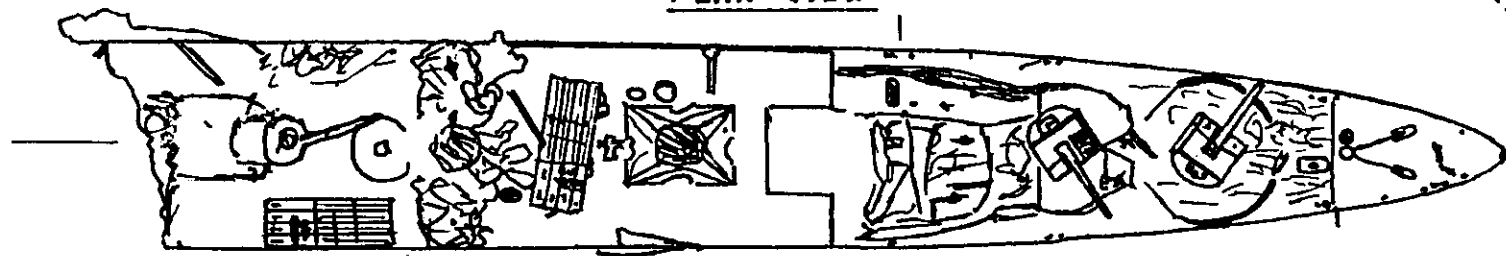
AMIDSHIPS →

UPPER DK

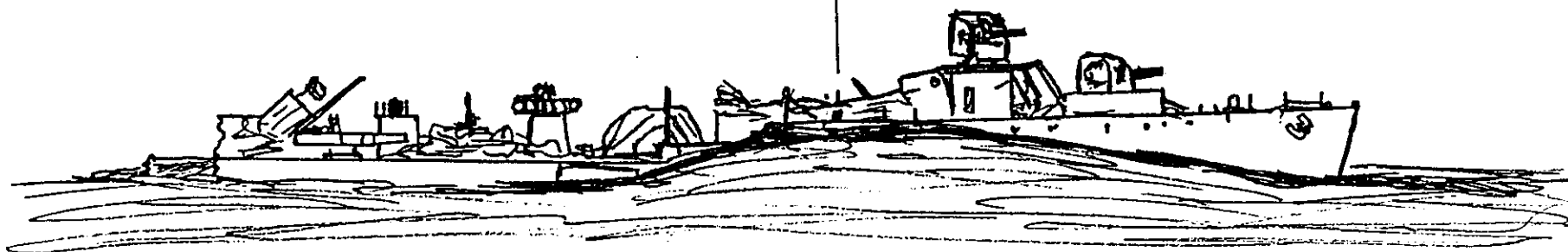
MAIN DK

20°

PLAN VIEW



FRAME 55



STARBOARD SIDE VIEW

(NOT CORRECTED TO SHOW APPROX 20° STAB'D CANT)

ROUGH SCALE: 1" = 30'

C.R. HABERLEIN JR., 8/94

APPENDIX B

USS CUSHING (DD-376) WRECK DRAWINGS

Notes on August 1994 Drawings

Charles R. Haberlein Jr.

GENERAL NOTES:

These drawings were done on 22 August 1994, after a review of sidescan sonar images and photographic slides taken during the 1991 expedition, one (#1503) of three videotapes made by SEA CLIFF during her 27 July 1992 dive on CUSHING & slides I made of scenes in the other two videotapes, and my 1992 expedition notes & videotape logs.

It must be kept in mind that sidescan sonar images are notoriously imprecise, that visibility range in photos and videos is not more than thirty feet at best and rarely shows anything clearly at more than twenty feet. Additionally, the degree of perspective distortion at these close underwater ranges can be severe, but is often difficult to compensate for.

Finally, it must be considered that all photos and videos do not cover more than a small percentage of the total area of the wreck, perhaps as little as twenty percent. This is illustrated in the "Visual Coverage of Wreck" drawings. As there is much we did not see, much of what is shown in the "Approximate Condition of Wreck" drawings is necessarily my interpretation of "what should be there" based of what has been seen plus what we know about the ship's pre-loss structure.

NOTES ON "APPROXIMATE CONDITION OF WRECK" DRAWINGS:

These drawings are intended to provide a GENERAL impression of the condition of the CUSHING wreck, as best I could determine it from the above materials and from pre-loss photographs and plans of CUSHING and ships of her class.

Real or suspected jumbled large pieces of wreckage are shown as generic "clutter" for the most part, though an effort was made to accurately depict wreckage around & below the forward 20mm gun platform, the front of mount 52, and the port midships 20mm platform. Small details are generally omitted, as are all elements of marine growth.

Other details, as shown in the drawings, may have been misinterpreted. Where I am aware of such "shaky" details, they are mentioned below.

August 1994 CUSHING Drawing Notes, page 2

The destruction of the stern beyond the forward part of the after deckhouse is based on three sources:

The 1991 side-scan sonar images, which indicate that the wreck is shorter than 300 feet with many fragments of wreckage scattered around nearby.

The 27 July 1992 videotape # 1502, which shows (at about 13 minutes into the tape) what appears to be an abrupt termination of the after deckhouse at about the place shown on the drawings.

CUSHING's Action Report of 16 November 1942, which states that the ship disappeared after a large explosion, strongly indicating that fires reached and detonated a magazine. Since the forward end of the ship is essentially intact, such an explosion must have been aft.

NOTES ON THE PLAN VIEW:

The training angles of the forward 5"/38 guns (Mounts 51 & 52) is shown at about 45 degrees port and starboard respectively, about as close as I could place them based on close study of videotape # 1503. It is probable that these angles are somewhat off the mark.

The general depiction of superstructure wreckage between mounts 51 & 52, in the vicinity of the line marked "Frame 55", and immediately aft & to port of the forward torpedo tubes is correct generally, though certainly open to improvement.

No wreckage is shown at the rear of the forward superstructure, as this area was not observed. It can be safely presumed that this area is as badly collapsed as that immediately forward, since fires should have severely damaged the entire vicinity.

Uptakes of the forward stack are shown intact, though only the after port corner was actually seen (in slides taken in 1991). The portion seen was easily identifiable, though it had split seams. The stack is doubtless gone, or at least fallen over, as was universally the case on the wrecks we visited.

A strake of displaced plating is depicted on the port hull side, between the forward stack and torpedo tubes, an indication that the mud line in that area is well below the main deck level.

The deck edge and collapsed hull plating at the wreck's port aft end are shown as observed in tape # 1503. This presumes, of course, that this location is really what is seen in that tape.

NOTES ON THE STARBOARD SIDE VIEW:

Notes on the Plan View generally apply to this drawing. In addition:

Due to lack of artistic talent by the drafter, no effort was made to depict the wreck's apparent approximately 20 degree "list" to starboard. This list would have considerable impact on the relationship of the wreck side with the adjacent mud line.

The mud line at the bow is shown about fifteen feet below the deck, based on a rather ambiguous scene in tape # 1503. The sea floor at "Frame 55" is shown at the forecastle deck level, as is clearly seen in the tape. Mud line amidships is as discussed above. This requires a fairly steep mound against the hull between the stem and amidships, though the wreck's "list" would reduce the apparent mound height to somewhat less than shown in the drawing.

NOTES ON THE HULL SECTION AT FRAME 55 DRAWING:

This was an effort to show how the forecastle deck and lower superstructure sides have collapsed down within the hull with the side walls leaning heavily to starboard. The superstructure deck, 20mm gun platform, bridge decks and supporting structure have also collapsed, and are essentially telescoped within the lower super-structure walls. The two 20mm guns are shown as tilted lines, jutting up and to starboard.

Hull "list" of 20 degrees to starboard is based on tape # 1503's views of the stem, and is subject to correction.

* * * * *

Editor's Note: Mr. Haberlein was a technical advisor to Dr. Robert B. Ballard on his underwater photographic expedition to the waters off Guadalcanal (Iron Bottom Sound) in 1992. He has graciously allowed me to use the sketch he drew in August, 1994, showing the condition of the Cushing's wreck, along with some of his explanatory notes.

E. A. Wilde, Jr.
November, 1996



The monument overlooking Purvis Bay, an Inlet in Florida Island, about twenty miles northeast of Henderson Field on Guadalcanal in the Solomon Islands. Dedicated on April 30, 1944, this bronze plaque reads: "In memory of the officers and men of the United States Navy and Allied Navies who gave their lives - - Iron Bottom Bay - - 1942-43 - - Dedicated by Members of the Iron Bottom Bay Club - - Port Purvis, Solomons Islands - - 20 March 1944." U.S. Navy ships lost in the vicinity include seven cruisers and fifteen destroyers. (Official U.S. Navy photograph taken in 1945.)

NAVY DEPARTMENT

HOLD FOR RELEASE
MORNING NEWSPAPERS
JUNE 5, 1944

PLAQUE DEDICATED TO OFFICERS AND MEN LOST IN "IRON BOTTOM BAY"

A bronze plaque, the first and only battle memorial so far erected in the Solomons Islands, was dedicated April 30, 1944, to the officers and men of the United States and Allied Navies who died in the fierce battles in "Iron Bottom Bay."

The plaque was unveiled on a small palm-studded hill overlooking Purvis Bay, inlet in Florida Island, British Solomons Islands. On the hill now stands the Iron Bottom Bay Club, an officers' recreation center built by the Seabees. In the bay below, approximately a half million tons of ships of the U.S. Navy, and of the enemy lie on the bottom. It was there that such noble men of war as the cruisers ASTORIA, VINCENNES and CHICAGO were sunk in battle. About 270,000 tons of Jap ships sank there.

The Reverend James Edwards, representing the Anglican Bishop of Melanesia, unveiled the memorial before a gathering of Naval officers and enlisted men on the hill, site of the original episcopal residence of the Bishop of Melanesia, which was dismantled by the Japs. The land is owned by the Church of England. A Protestant and a Catholic chaplain of the fleet gave the invocation and benediction.

Rear Admiral Robert W. Hayler, U.S.N., of 800 East Washington Street, Muncie, Indiana, who participated in the last sea action fought in Iron Bottom Bay -- the Battle of Tassafaronga, November 30, 1942 -- spoke briefly. He paid tribute to "all those members of the Allied land, air and sea forces who in the beginning fought against such fearful odds and in every case accomplished what they set out to do."

"Our enemy overran Tulagi early in April, 1942" Rear Admiral Hayler began. "On May 4, just two years ago, one of our carrier task forces struck Tulagi and sent to the bottom some four ships -- thus starting a series of actions which resulted literally in paving the bottom of the sea in this vicinity with ships.

"On July fourth of the same year, the Japanese landed in considerable strength on Guadalcanal and a little more than a month later, on August 7th, our troops landed here and at Guadalcanal. It was many months thereafter before we had forces and equipment really adequate for the tasks assigned us.

"It is altogether fitting," Rear Admiral Hayler continued, "that this tablet be erected in the Purvis Bay Area, because it was on this side where our troops first landed and where we suffered our greatest losses."

Addressing Reverend Mr. Edwards, Rear Admiral Hayler said:

"You and your associates will have no difficulty in remembering those early days. And since your work will continue long after ours is done, we give this memorial into your keeping. In so doing we know that it will remain a lasting tribute to those for whom it is dedicated; and a source of inspiration and courage for those who come hereafter."

Reverend Mr. Edwards said in reply that he was proud to accept in the name of his Bishop the "sacred duty of caring for the shrine. It will be cared for with respect love and dignity. God grant that we may always be inspired by their deeds."

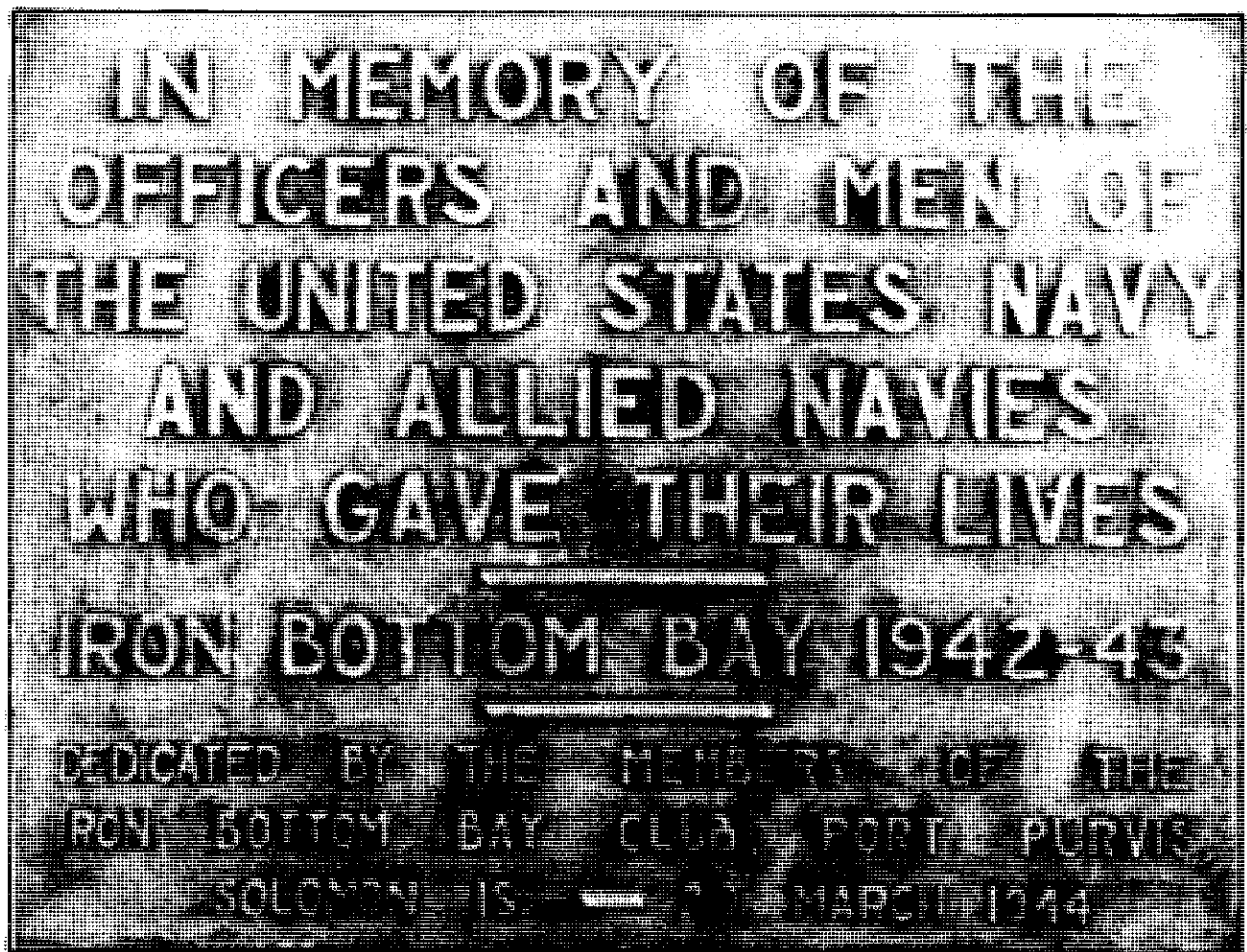
The plaque carries this inscription: "In memory of the officers and men of the United States Navy and Allied Navies who gave their lives -- Iron Bottom Bay -- 1942-43 -- Dedicated by Members of the Iron Bottom Bay Club -- Port Purvis, Solomons Islands -- 20 March 1944".

United States ships that went down in the Iron Bottom Bay and vicinity were: ASTORIA, QUINCY, VINCENNES, ATLANTA, JUNEAU, NORTHAMPTON and CHICAGO, cruisers; JARVIS, USS BLUE, DUNCAN, BARTON, CUSHING, LAFFEY, MONSSEN, PRESTON, WATKINS, BENHAM, DEHAVEN, and AARON WARD, all destroyers; the destroyer transports COLHOUN, GREGORY, LITTLE, the tanker KANAWHA; the transport JOHN PENN; fleet tug SEMINOLE; two cargo ships and four PT boats. The Australian cruiser CANBERRA also was lost there.

Japanese ships sunk in the area include two battleships, three cruisers, eleven destroyers, eight transports and seven other auxiliaries.

Captain Andrew G. Shepard, U.S.N., 235 Cobbs Hill Drive, Rochester, New York, first president of the Club, composed the words on the plaque. Frank Czajkowski, Quartermaster, Second Class, USNR, of 20 Milton Avenue, Amsterdam, New York, designed the lettering. A fleet tender made the plaque.

The Club was an outgrowth of several small and inadequate officers' recreation centers-- the Club Des Slot, the APD Beach and the PT base recreation center -- to which officers came between battles of the Solomons. Rear Admiral A. Staunton Merrill, U.S.N., of Natchez, Mississippi, formerly a Task Force Commander in the South Pacific, is credited with the initiative in the movement to build the club. He since has been ordered to Washington as Director of the Navy's Office of Public Relations. Captain Grayson B. Carter, U.S.N., El Cordova Hotel, Coronado, California, is currently president of the Club, and was present at the unveiling.



"For us who were there, or whose friends were there, Guadalcanal is not a name but an emotion, recalling desperate fights in the air, furious night naval battles, frantic work at supply or construction, savage fighting in the sodden jungle, nights broken by screaming bombs and deafening explosions of naval shells."

- Commander James C. Shaw, the major contributor to Volume V of Samuel Eliot Morison's History of United States Naval Operations in World War II: The Struggle for Guadalcanal (Boston: Little, Brown & Co., 1949). Rear Admiral Shaw, USN (Ret.) died on December 4, 1988.

Editor's Note: Rear Admiral Shaw's widow, Elizabeth R. P. Shaw, has graciously shared with me the letters her first husband, Commander Van O. Perkins, USN, wrote in 1944 relating how he arranged the dedication ceremony for this monument at Purvis Bay, Florida Island. The intent was "to make this a permanent part of America," in recognition of the hard fighting and great personal sacrifices which characterized the Guadalcanal Campaign. Commander Perkins was killed in action aboard the U.S.S. Birmingham (CL-62) on October 24, 1944, during the invasion of the Philippines.

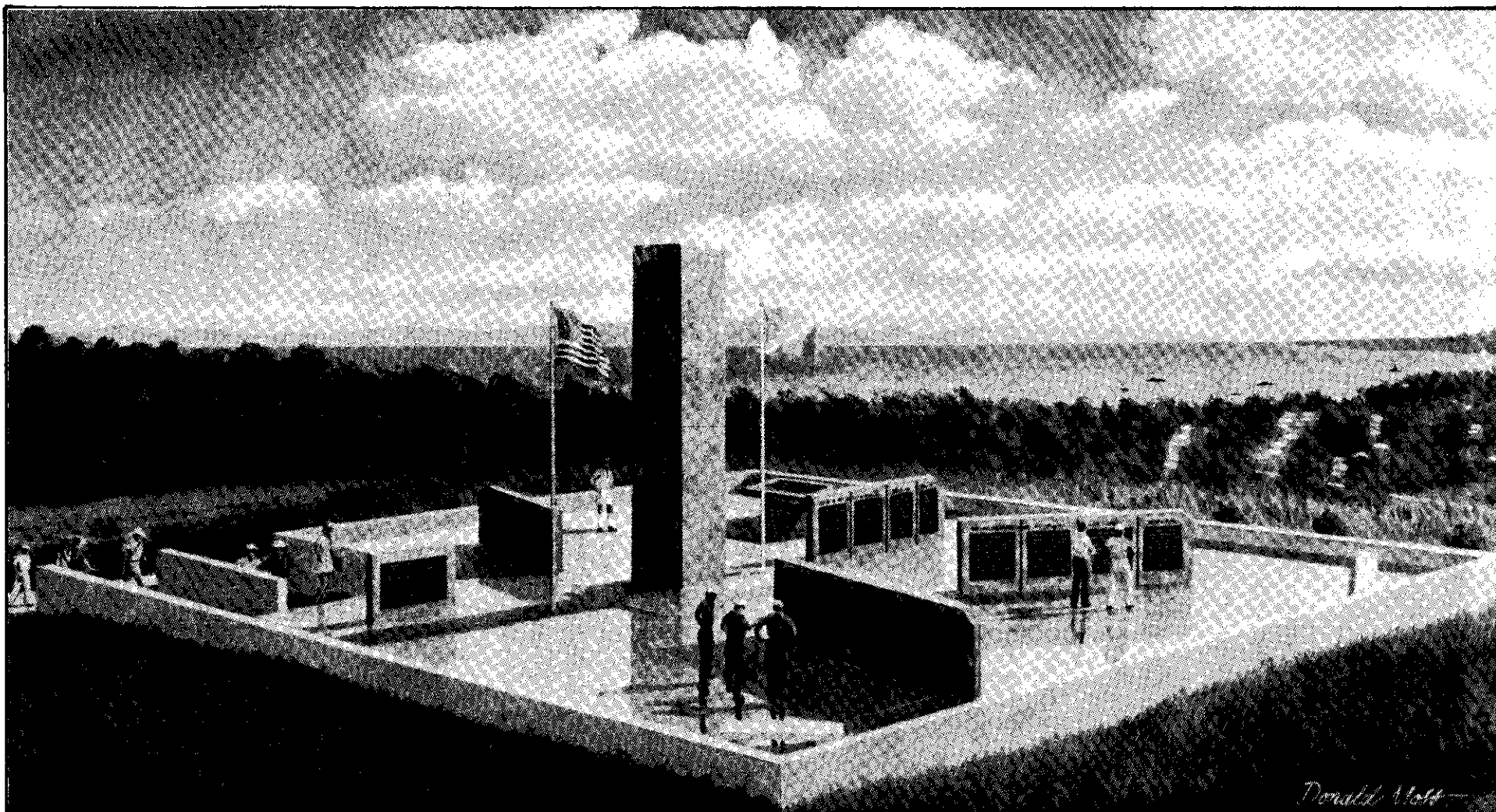
E. Andrew Wilde, Jr.
March, 1995

November 15, 1994

The Monument at Purvis Bay, Florida Island,
Solomon Islands, as it looked in August, 1993.
(Dedicated on April 30, 1944)



Photograph courtesy of Joseph G. Micek, AUS, treasurer of the Guadalcanal Solomon Islands War Memorial Foundation. Mr. Micek reports that the Officer's Club at the top of the small hill no longer stands, but that the area immediately around the monument is fairly well kept up. (EAW)



Donald Vlott

The American WWII Memorial overlooking Point Cruz and Iron Bottom Sound, Guadalcanal, Solomon Islands, was dedicated on August 7, 1992, to commemorate the 50th anniversary of the landings there by the U.S. Marines in World War II. About 20,000 people attended the ceremony, including many service personnel and over 500 foreign visitors. Many of the local residents walked for days in order to witness the dedication. Panels list the U.S. and Allied ships lost or damaged in the campaign and describe the seven naval battles fought in nearby waters. The polished red granite used in the walls with the panels and in the 24-foot high pylon were delivered to the site by the Royal Australian Navy. The Guadalcanal-Solomon Islands War Memorial Foundation raised \$500,000 and the U.S. Government authorized \$750,000 to cover construction costs. (Picture and panel inscriptions courtesy of Joseph G. Micek, the Foundation's Treasurer and Project Manager.)

WALL: 2 - TITLE: VESSELS SUNK OR DAMAGED I
04/25/1991 PANEL 106 - TYPE D - FACE L

U.S. AND ALLIED NAVAL VESSELS
SUNK DURING THE GUADALCANAL CAMPAIGN
7 AUGUST 1942 - 9 FEBRUARY 1943

AIRCRAFT CARRIERS

HORNET, WASP

HEAVY CRUISERS

ASTORIA, CHICAGO, NORTHAMPTON, QUINCY,
VINCENNES, CANBERRA (ROYAL AUSTRALIAN NAVY)

LIGHT CRUISERS

ATLANTA, JUNEAU

DESTROYERS

BARTON, BENHAM, BLUE, CUSHING,
DE HAVEN, DUNCAN, JARVIS, LAFFEY,
MEREDITH, MONSSEN, O'BRIEN,
PORTER, PRESTON, WALKE

MOTOR TORPEDO BOATS

PT-37, PT-43, PT-44, PT-111,
PT-112, PT-123

TRANSPORTS

COLHOUN, GEORGE F. ELLIOTT,
GREGORY, LITTLE

FLEET TUG SEMINOLE

U.S. AND ALLIED NAVAL VESSELS
DAMAGED DURING THE GUADALCANAL CAMPAIGN
7 AUGUST 1942 - 9 FEBRUARY 1943

BATTLESHIPS

NORTH CAROLINA
SOUTH DAKOTA

AIRCRAFT CARRIERS

ENTERPRISE, SARATOGA

HEAVY CRUISERS

CHESTER, MINNEAPOLIS, NEW ORLEANS,
PENSACOLA, PORTLAND,
SALT LAKE CITY, SAN FRANCISCO

LIGHT CRUISERS

BOISE, HELENA, SAN JUAN,
ACHILLES (ROYAL NEW ZEALAND NAVY)

DESTROYERS

AARON WARD, BUCHANAN, FARENHOLT,
GWIN, HUGHES, LA VALETTE, MAHAN,
MUGFORD, O'BANNON, PATTERSON,
RALPH TALBOT, SMITH, STERETT

DESTROYER MINESWEEPER ZANE

CORVETTE

KIWI (ROYAL NEW ZEALAND NAVY)

MOTOR TORPEDO BOAT PT-59

TRANSPORTS

BARNETT, ZEILIN

CARGO SHIPS

ALCHIBA, ALHENA

SEAPLANE TENDER MC FARLAND

WALL: 1 - TITLE - THE NAVAL CAMPAIGN
04/25/1991 PANEL 104 - TYPE C - FACE R

THE NAVAL CAMPAIGN

FROM THE INITIAL LANDINGS ON 7 AUGUST 1942 TO THE JAPANESE EVACUATION OF GUADALCANAL IN FEBRUARY 1943, THE U.S. AND THE JAPANESE NAVIES WERE ENGAGED IN SEVEN SPECIFIC NAVAL BATTLES. IN ADDITION, THROUGHOUT THE CAMPAIGN, NUMEROUS SMALLER NAVAL ACTIONS TOOK PLACE INVOLVING CRUISERS, DESTROYERS, NAVAL AIRCRAFT, MOTOR TORPEDO BOATS AND SUBMARINES IN WHICH PLANES AND SHIPS OF BOTH SIDES WERE DAMAGED OR SUNK. SO MANY JAPANESE AND AMERICAN SHIPS OF ALL CLASSES WERE SUNK, INCLUDING TRANSPORTS AND CARGO SHIPS, THAT THE WATER AREA BETWEEN GUADALCANAL AND FLORIDA ISLAND BECAME KNOWN AS "IRONBOTTOM SOUND."

THE FIRST SIX ENGAGEMENTS WERE MAJOR NAVAL BATTLES: FOUR OF THESE WERE NIGHT GUNFIRE ACTIONS AND TWO WERE CARRIER-AIR BATTLES. THE SEVENTH (RENNELL ISLAND) WAS A TYPICAL SEA-AIR BATTLE SIMILAR TO MANY OTHERS FOUGHT DURING THE GUADALCANAL CAMPAIGN, BUT THE ONLY ONE OF SUFFICIENT MAGNITUDE TO BE RECORDED IN AMERICAN NAVAL HISTORY WITH A NAME OF ITS OWN.

1. SAVO ISLAND, 9 AUGUST 1942
2. THE EASTERN SOLOMONS, 24-25 AUGUST
3. CAPE ESPERANCE, 11-12 OCTOBER
4. THE SANTA CRUZ ISLANDS, 26-27 OCTOBER
5. NAVAL BATTLE OF GUADALCANAL, 12-15 NOVEMBER
6. TASSAFARONGA, 30 NOVEMBER
7. RENNELLS ISLAND, 29-30 JANUARY 1943

WALL: 2 - TITLE: BATTLE OF SANTA CRUZ ISLANDS
04/25/1991 PANEL 105 - TYPE B - FACE L

THE BATTLE OF THE SANTA CRUZ ISLANDS
26-27 OCTOBER 1942

ON 26 OCTOBER U.S. AND JAPANESE FLEETS OPERATING EAST OF THE SOLOMON ISLANDS AND NORTH OF THE SANTA CRUZ ISLANDS ALMOST SIMULTANEOUSLY LAUNCHED AIR STRIKES AGAINST EACH OTHER. ALTHOUGH THE U.S. FLEET INCLUDED TWO LARGE CARRIERS, HORNET AND ENTERPRISE, THE ENEMY FLEET WAS NUMERICALLY STRONGER WITH TWO LARGE AND TWO LIGHT CARRIERS.

BY MID-MORNING U.S. AIRCRAFT HAD BADLY DAMAGED A LARGE CARRIER, A LIGHT CARRIER AND A HEAVY CRUISER WHILE JAPANESE AIRCRAFT PUT HORNET OUT OF ACTION. LATER A U.S. DESTROYER WAS SEVERELY DAMAGED BY A TORPEDO AND SUNK. BATTLESHIP SOUTH DAKOTA, FLEET CARRIER ENTERPRISE, A LIGHT CRUISER AND ANOTHER DESTROYER HAD BEEN HIT BY DIVE BOMBERS. DURING THE NIGHT HORNET WAS ABANDONED AND WAS SUNK. ON 27 OCTOBER THE ACTION WAS BROKEN OFF AND BOTH SIDES WITHDREW.

THE NAVAL BATTLE OF GUADALCANAL
12-15 NOVEMBER 1942

12 NOVEMBER THIS GREAT BATTLE BEGAN ABOUT 1400 HOURS WITH JAPANESE AIR ATTACKS ON U.S. TRANSPORTS UNLOADING TROOPS AND SUPPLIES. THE ENEMY LOST A LARGE NUMBER OF PLANES BUT A U.S. HEAVY CRUISER AND A DESTROYER WERE DAMAGED.

13 NOVEMBER SHORTLY BEFORE 0200 HOURS 13 NOVEMBER A DEVASTATING NIGHT ACTION WAS JOINED SOUTHEAST OF SAVO ISLAND. THE FIGHTING WAS AT SUCH CLOSE RANGE THAT THE OPPOSING FLEETS BECAME INTERMINGLED. U.S. LOSSES WERE TWO LIGHT CRUISERS AND FOUR DESTROYERS SUNK. THE FLAGSHIP, A HEAVY CRUISER, DAMAGED THE AFTERNOON BEFORE BY ENEMY AIRCRAFT WAS STRUCK REPEATEDLY BY NAVAL GUNFIRE. ANOTHER HEAVY CRUISER WAS HIT BY A TORPEDO AND A LIGHT CRUISER AND THREE DESTROYERS WERE DAMAGED BY NAVAL GUNFIRE. THE JAPANESE LOST TWO DESTROYERS SUNK AND THREE DESTROYERS DAMAGED. THEIR GREATEST LOSS WAS A BATTLESHIP SO HEAVILY DAMAGED BY NAVAL GUNFIRE THAT U.S. CARRIER-BASED AIRCRAFT AND MARINE PLANES FROM HENDERSON FIELD WERE ABLE TO SINK IT LATE IN THE AFTERNOON.

14 NOVEMBER AFTER MIDNIGHT 13-14 NOVEMBER A JAPANESE NAVAL BOMBARDMENT UNIT SHELLLED HENDERSON FIELD. AT DAWN THE BOMBARDMENT UNIT WAS ATTACKED BY MARINE AND NAVAL AIRCRAFT FROM HENDERSON FIELD AND AIRCRAFT FROM THE APPROACHING U.S. CARRIER ENTERPRISE. THE ENEMY LOST A HEAVY CRUISER. ALSO TWO HEAVY CRUISERS, A LIGHT CRUISER AND A DESTROYER WERE DAMAGED.

IN THE AFTERNOON AN ENEMY REINFORCEMENT GROUP OF ELEVEN DESTROYERS AND ELEVEN TRANSPORTS WAS LOCATED STEAMING TOWARD GUADALCANAL. ALTHOUGH SEVEN OF ITS TRANSPORTS WERE SUNK, THE JAPANESE CONTINUED ON THEIR ASSIGNED MISSION AFTER TRANSFERRING THE TROOPS TO THE DESTROYERS. LANDING OF THE TROOPS AND SUPPLIES BEGAN ABOUT 0400 HOURS THE FOLLOWING MORNING.

SHORTLY BEFORE MIDNIGHT 14-15 NOVEMBER A U.S. TASK FORCE OF TWO BATTLESHIPS, WASHINGTON AND SOUTH DAKOTA, AND FOUR DESTROYERS OPENED FIRE ON A SECTION OF THE ENEMY'S FLEET EAST OF SAVO ISLAND. TWO OTHER GROUPS OF THE JAPANESE FLEET WEST AND SOUTH OF SAVO ISLAND QUICKLY ENGAGED THE U.S. FORCE. A JAPANESE DESTROYER, SEVERELY DAMAGED, WAS SUNK THE NEXT DAY. OF THE FOUR U.S. DESTROYERS ENGAGED, TWO WERE SUNK. THE OTHER TWO WERE DAMAGED AND ORDERED TO RETIRE. ONE OF THESE WAS SUNK LATER BY U.S. FORCES.

15 NOVEMBER AT ABOUT MIDNIGHT 14-15 NOVEMBER THE TWO U.S. BATTLESHIPS MET THE FOURTH AND STRONGEST GROUP OF THE ENEMY FLEET. SOUTH DAKOTA WAS CAUGHT BY ENEMY SEARCHLIGHTS, WHEREUPON THE ENTIRE ENEMY FLEET CONCENTRATED ITS FIRE ON IT, IGNORING WASHINGTON. THIS WAS FATAL TO THE SECOND JAPANESE BATTLESHIP WHICH WASHINGTON PUT OUT OF ACTION IN SEVEN MINUTES. TWO ENEMY HEAVY CRUISERS WERE ALSO DAMAGED BY THE TWO U.S. BATTLESHIPS. DUE TO THE CONCENTRATED FIRE, SOUTH DAKOTA WAS FORCED TO RETIRE AND WASHINGTON TURNED NORTHWEST TO LURE ENEMY SHIPS AWAY FROM SOUTH DAKOTA. THE JAPANESE FLEET FOLLOWED BUT SOON WITHDREW. THE DAMAGED JAPANESE BATTLESHIP WAS ABANDONED AND SUNK.

AT DAYLIGHT ARMY, NAVY AND MARINE AIRCRAFT ATTACKED THE FOUR REMAINING TRANSPORTS OF THE REINFORCEMENT GROUP. A LONE U.S. DESTROYER FROM TULAGI APPEARED AND DESTROYED THE TRANSPORTS.

THUS ENDED THE GREATEST SEA BATTLE OF THE GUADALCANAL CAMPAIGN. ALTHOUGH THE U.S. NAVY LOST MORE COMBATANT SHIPS, THE ENEMY LOSS OF TWO BATTLESHIPS AND ELEVEN TRANSPORTS WAS FAR MORE SERIOUS. THE JAPANESE NEVER AGAIN SENT LARGE NAVAL FORCES INTO THE WATERS AROUND GUADALCANAL. THE BATTLE WAS DECISIVE IN THE STRUGGLE FOR THAT ISLAND.

WALL: 2 - TITLE: VESSELS SUNK OR DAMAGED III
04/25/1991 PANEL 108 - TYPE C - FACE L

**JAPANESE NAVAL VESSELS
SUNK OR DAMAGED DURING THE
GUADALCANAL CAMPAIGN**

<u>SHIP</u>	<u>SUNK</u>	<u>DAMAGED</u>
BATTLESHIPS	2	
AIRCRAFT CARRIERS		1
LIGHT CARRIERS	1	1
HEAVY CRUISERS	3	5
LIGHT CRUISERS	1	2
DESTROYERS	11	20
SUBMARINES	6	
TRANSPORTS	13	
CARGO SHIPS	5	

"They fought together as brothers in arms; they died together and now they sleep side by side. To them we have a solemn obligation - the obligation to insure that their sacrifice will help make this a better and safer world in which to live."

- Fleet Admiral Chester W. Nimitz, USN, at The Surrender on board the U.S.S. Missouri (BB-63) in Tokyo Bay, 2 September 1945.

The U.S.S. Cushing (DD-376) in World War II

Photograph Credits

<u>Description</u>	<u>Source Code/Ident. No.</u>
Sponsor at launching, 12/31/35	CA No I.D. # on print
Moored, late 1930's, starboard beam	CA No I.D. # on print
Aerial, starboard bow, u/way (prewar)	NA 80-G-465925
LCdr. Edward N. Parker, USN (1943?)	Note #1
Lt. James E. Cashman, (MC) USNR, 1943	NA 80-G-71455
Forward section, Mare Is., 7/42	NA 19-N-31930
After section, Mare Is., 7/42	NA 19-N-31931
20-mm Oerlikon mount, 1942	NA 19-N-31965
USS <u>Enterprise</u> (CV-6) u/attack 10/26/42	NA 80-G-33370
USS <u>Enterprise</u> , near miss, 10/26/42	RWP N-202B
Starboard beam, Mare Is., 7/42	NA 19-N-31935
IJN <u>Nagara</u> , u/way, 1938, port bow	NH NH 96193
Monument, Purvis Bay, Florida Is., 1944	NA 80-G-275700
Monument plaque (on above)	NA 80-G-240318

* * * * *

Key to Sources:

CA Cushing historian: Alfred E. McCloud, Lafayette, IN
NA National Archives II, 8601 Adelphi Road
College Park, MD 20740-6001
Still Picture ref.: (301) 713-6625, Ext. 234
(Request addresses/price lists of private vendors)
RWP Real War Photos, P.O. Box 728, Hammond, IN 46325
NH Naval Historical Foundation Photo Service
Washington Navy Yard
1306 Dahlgren Ave., SE
Washington, DC 20374-5055
(202) 433-2765

Notes:

1 Picture in Guadalcanal: Decision at Sea, by Eric Hammel.
New York: Crown Publishers, Inc., 1988.

E. A. Wilde, Jr.
February, 2001

The U.S.S. Cushing (DD-376) in World War II

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Conversations:

- Charles R. Haberlein, Jr. (Naval Historical Foundation)
- Alfred G. McCloud (Historian, Cushing's ship association)
- Joseph G. Micek, AUS (Guadalcanal War Memorial Foundation)

Miscellaneous:

- Casualties summary, Cushing, 11/13/42; machine-generated report prepared by BuPers c. 1946, in the "Battle Books" at the National Archives.
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- Shipmate magazine, December 1989 (U.S. Naval Academy)
- War Diary, Cushing (National Archives)
- Citations file, World War II (Operational Archives, Naval Historical Center, Washington Navy Yard)

E. A. Wilde, Jr.
February, 2001

2006 ADDENDUM

Dedication in 1944 of the Monument at Purvis Bay, Florida Island, British Solomon Islands, to honor ". . . the officers and men of the United States and Allied Navies who died in the fierce Battles in 'Iron Bottom Bay'" during the Guadalcanal Campaign, August 7, 1942 to February 9, 1943.

Editor's Note:

Around 1995 Elizabeth ('Bettsy') R. Perkins Shaw sent me copies of several handwritten letters she had received early in 1944 from her first husband, Commander Van Ostrand Perkins, USN (K.I.A.). In 2002 most of his letters were included in Bettsy Shaw's memoir, Beside Me Still, published by the Naval Institute Press shortly after she died. However, his letters regarding the dedication ceremony were edited out by the publisher.

This addendum consists of typed excerpts from these letters plus a remarkable photograph of the dedication ceremony which I discovered only a few years ago (National Archives II: 127-GW1008, #80929).

*E. Andrew Wilde, Jr.
June, 2006*

Florida Island Monument on Purvis Bay
(Dedicated on April 30, 1944)

Excerpts from letters written to Mrs. Elizabeth R. P. Shaw by her first husband, Cdr. Van Ostrand Perkins, USN (KIA '44) in 1944:

Today was one of those days - in fact, it was the first busy one I've had in a long time. I was away from the ship all day and couldn't write more on this letter this morning and afternoon, as I expected to, and get it in the mail. It will go tomorrow.

Well, my busy day was about the memorial ceremony we plan to have. I went with a Captain Carter on what I thought would be an hour's visit with the Admiral to iron out the details. The Admiral set the date for this Sunday and indicated what he would like to have and who he wanted to have invited, etc.. Well, I am the "glad hand boy", so I got the list of guests typed up and arranged and started the dust flying on some of the details. Like getting the chaplains lined up and telling them what we want, getting the band arranged for and so forth. Then this afternoon Captain Carter gave me one of his fast boats and I went five miles or so up the line to another part of the naval settlement extending tidings and invitations to certain U.S. naval and New Zealand-Australian naval people. I didn't get back to the ship until after five. It was an interesting boat ride I had though, because I'd never been up to that part of the area before. There are no roads as I've said, and it's all jungle between here and there - so all communication has to be by boat and not by cars.

Tomorrow I have to go over to _____, about 20 miles across the bay, and call on more dignitaries and invite them, get a Vice Admiral to agree to make a speech and arrange for photographers and publicity from a Photographic Squadron. That will be another full day's job I fear.

I enjoy doing this, however, for many reasons, not the least of which is the fact that I get off the ship all the time and am getting a regular Cook's tour of this area, seeing it at close hand. Much of it is well known and famous which I've seen from the distance but have never really been close to. Of course it is all so built up now by us that it would be unrecognizable almost to those who first landed.

It is amazing what kind of people Americans are. We land in the middle of the jungle and in no time have a little area cleared, through which we build roads, put up piers, storehouses, shops, etc. - and where there are roads you must watch to see that you aren't run over by jeeps, giant trucks and everything on wheels. There is nothing permanent here, and I doubt if much money has been wasted, but we certainly do move in on a place with our machinery. I'll bet we have more trucks, steam shovels, tractors, etc. in a small area like this than all the contractors in the Philippine Islands had together, and if the Japs judged us by our efforts in the Philippines, how wrong they were.

There must be much consternation in Tokyo these days, because

in the Pacific the war is humming along at a great rate; probably even better than most of us realize.

* * * * *

We had a meeting of the Board of Governors of the Club, and I find that on the Board are a Captain, four Commanders, four Lieut. Comdrs. and two Lieuts.. I am glad I have the job, because this being in such a history-making area, they have plans to make it a sort of permanent part of America by erecting a suitable plaque and having the little monument dedicated with a large ceremony and so forth. So I, having a very personal interest in any dedication, volunteered to serve on the committee for the arrangements of this ceremony. It gives me a great deal of pleasure to know that they are going to do something to commemorate and make a permanent record of the achievements that resulted from the hard fighting and unimaginable hardships and work that has taken place in this area. You probably have to have fought over it and come back to get the feeling that I have. People who arrive today can't ever imagine what it was like "in the old days."

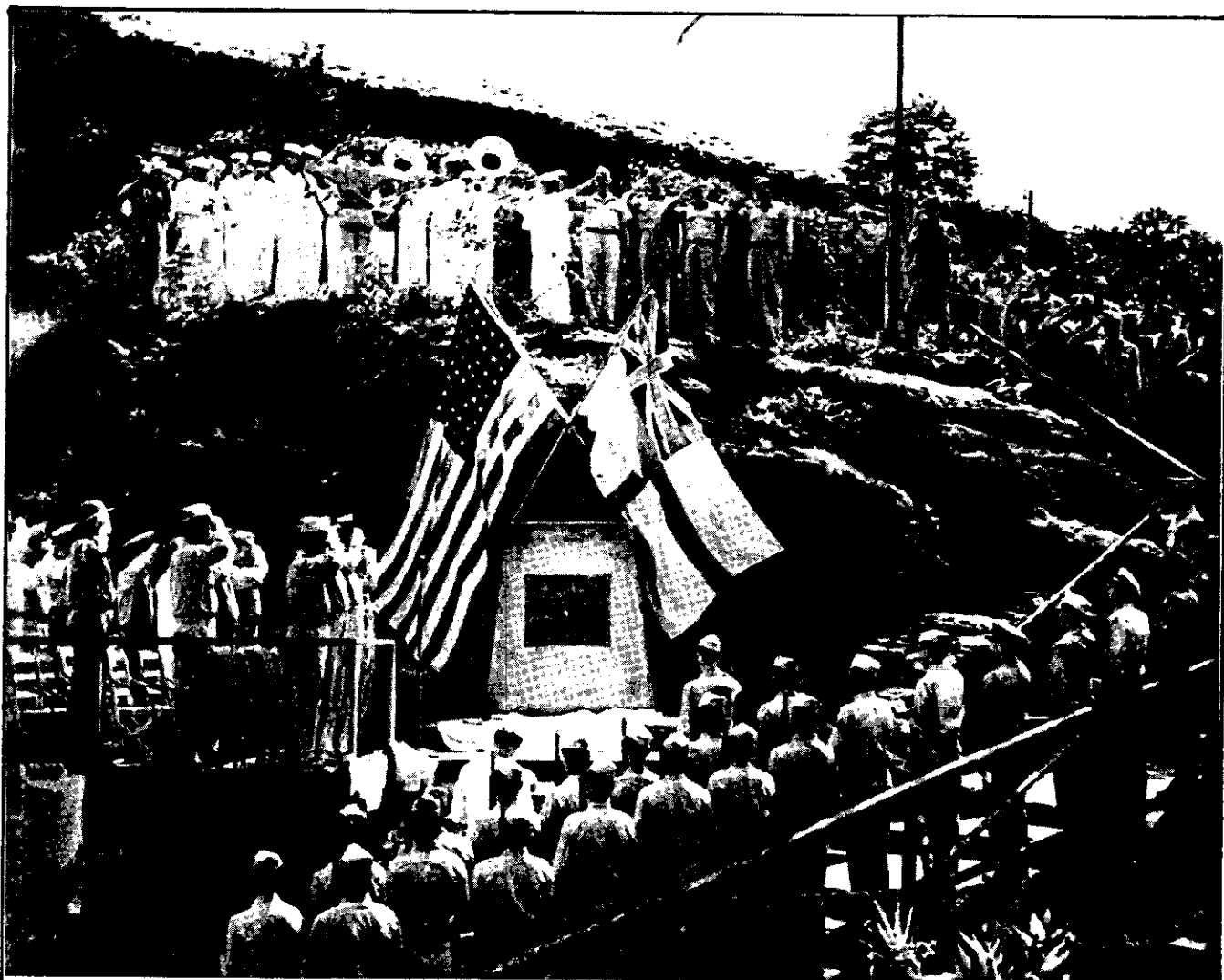
* * * * *

I've enclosed the little program for our ceremony which took place this morning. It went off very well and very smoothly I thought, and I had a front row place to stand - right where the activities were. There were numerous cameramen taking pictures, and I expect that they will send me a set in as much as I asked for it, organized them and gave them all some beer afterwards.

Friday I flew over to _____ in one of our planes to line up and invite the "big wigs" stationed there and the press. It certainly was a delightful trip. It was a beautiful day, and it was nice to fly and to see some of the country from the air, as scenically - and from a distance - it is very grand looking.

After we landed I got a jeep and driver from one of the officers, and in driving around inviting the guests I had a good chance to look things over and was duly impressed by the activity, accomplishments and mud.

I saw Ronnie Rankin this morning at the ceremony and expect to have a few beers with him later this afternoon. I also bumped into two people you don't know. One was the ex-Chief Boatswain's Mate of the Atlanta - he is now an officer - and the other, a lad who was on one of the destroyers that got sunk that unforgettable night. We were together in the hospital in New Zealand. It certainly was nice to see those two again. I always like to see old friends, and particularly when we have something great in common.



A bronze plaque, dedicated "In memory of the officers and men of the United States and Allied Navies who gave their lives at Iron Bottom Bay, 1942-43," was unveiled on April 30, 1944. The plaque overlooks Purvis Bay, an inlet in Florida Island, British Solomon Islands Protectorate, about twenty miles northeast of Henderson Field on Guadalcanal. U.S. Navy vessels sunk by the enemy in the Bay and near vicinity included seven cruisers, twelve destroyers and three destroyer transports. (Archives II, College Park, MD)

About The Editor

E. Andrew Wilde, Jr., Commander, USNR (Ret.), received his commission through the NROTC Program at Dartmouth College in 1950. Following graduation he saw action off Korea aboard the USS Douglas H. Fox (DD-779) when this destroyer dueled with numerous North Korean shore batteries in the Sea of Japan. Many of the photographs he took during this period have been donated to the Naval Historical Foundation, and two of them appeared in the coffee-table book, The Navy, published by the Foundation in 2000. After completing three years of active duty he began a civilian career in public accounting and later in management positions at Raytheon Company in Waltham, Massachusetts.

In 1993 he developed a strong interest in naval history and began editing a series of illustrated ships' histories primarily of U.S. destroyers sunk in World War II. Primary source documents such as action reports, ships' war diaries, medal citations and muster rolls are included in these histories as well as many firsthand accounts. His booklets are not for sale, but he sends complimentary copies to the survivors and to the families of crewmembers killed on these vessels.

Commander Wilde is a life member of the Naval Historical Foundation and the U.S. Naval Institute.

Historical Compilations by the Editor:

(Destroyer/Destroyer Escort Hulls in World War II)

<u>United States Ship</u>	<u>Date Sunk/ (Damaged)</u>	<u>Area</u>	<u>Killed/ Wounded¹</u>
<u>Aaron Ward</u> (DD-483)	04/07/43	Guadalcanal	42/139*
<u>Barton</u> (DD-599)	11/13/42	Guadalcanal	164/32
<u>Borie</u> (DD-215)	11/01/43	North Atlantic	27/00
<u>Colhoun</u> (APD-2)	08/30/42	Tulagi	51/18
<u>Corry</u> (DD-463)	06/06/44	Normandy	24/55
<u>Cushing</u> (DD-376)	11/13/42	Guadalcanal	72/67
<u>DeHaven</u> (DD-469)	02/01/43	Guadalcanal	168/40
<u>Douglas H. Fox</u> (DD-779)	(05/17/45)	Okinawa	10/36
<u>Drexler</u> (DD-741)	05/28/45	Okinawa	158/54
<u>Duncan</u> (DD-485)	10/12/42	Guadalcanal	48/35
<u>Emmons</u> (DMS-22)	04/06/45	Okinawa	60/78
<u>Fiske</u> (DE-143)	08/02/44	North Atlantic	33/65
<u>Glennon</u> (DD-620)	06/10/44	Normandy	25/49*
<u>Halligan</u> (DD-584)	03/26/45	Okinawa	160/43
<u>Hammann</u> (DD-412)	06/06/42	Midway	84/63
<u>Laffey</u> (DD-459)	11/13/42	Guadalcanal	59/114
<u>Lansdale</u> (DD-426)	04/20/44	Mediterranean	49/76
<u>McFarland</u> (AVD-14)	(10/16/42)	Guadalcanal	12/13
<u>Meredith</u> (DD-726)	06/09/44	Normandy	35/28
<u>Monssen</u> (DD-436)	11/13/42	Guadalcanal	145/37
<u>Perry</u> (DMS-17)	09/13/44	Angaur/Peleliu	8/17
<u>Preston</u> (DD-379)	11/15/42	Guadalcanal	117/26
<u>Spence</u> (DD-512)	12/18/44	Luzon, P.I.	315/24
<u>Strong</u> (DD-467)	07/05/43	Cent. Solomons	45/61
<u>Walke</u> (DD-416)	11/15/42	Guadalcanal	82/48

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Notes:

* Total for two engagements with the enemy

1 Including those presumed dead more than a year subsequent to the date they were reported missing either due to enemy action or by drowning.

E. Andrew Wilde, Jr.
Commander, USNR (Ret.)
June, 2005



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