

E. Andrew Wilde, Jr., Editor

**The U.S.S. *Walke* (DD-416) in World War II:  
Documents and Photographs**

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The U.S.S. Walke (DD-416) in World War II

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E. A. Wilde, Jr.  
July, 2000



*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*



In reply address not the signer of  
this letter, but Bureau of Navigation,  
Navy Department, Washington, D. C.  
Refer to No. Nav-2-EBC/wlo

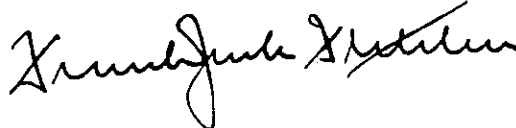
NAVY DEPARTMENT  
BUREAU OF NAVIGATION  
WASHINGTON, D. C.

17 JUL 1939

From: The Chief of the Bureau of Navigation.  
To : Commandant,  
Navy Yard,  
Boston, Mass.  
Subject: Mrs. Clarence Dillon - Sponsor for  
the USS WALKE (DD416).

1. The Acting Secretary of the Navy has designated Mrs. Clarence Dillon of 124 East 80th Street, New York, New York, as sponsor for the USS WALKE (DD416) named in honor of her great-uncle the late Rear Admiral Henry A. Walke, U.S. Navy.

2. Will you please arrange with Mrs. Dillon all details connected with the launching.



FRANK JACK FLETCHER  
Assistant Chief of Bureau

- - - - -  
DD416/S6 (CQ) Navy Yard, Boston, (M)  
July 21, 1939.

Copies to: ~~Commandant~~ (Original).  
Capt. Yd.  
Manager.  
Planning  
Production.  
Supply.





March 12, 1940.

COMMANDANT'S CIRCULAR NO. 265

1. The U.S.S. WALKE will be christened at 3:00 P.M., Saturday, April 27, 1940, in No. 1 Dry Dock, Navy Yard, Boston, Mrs. Clarence Dillon, Sponsor.

2. Immediately following the christening ceremony, the WALKE will be placed in commission.

3. As the Navy Yard is closed to general visiting, by orders of the Navy Department, the attendance at these ceremonies will be restricted to the Sponsor's party, officers of the Yard and Station and their families, and employees of the Yard.

4. The program is as follows, starting at 3:00 P.M.:-

- (a) Invocation by the Chaplain.
- (b) Introductory remarks by the Commandant.
- (c) Presentation of souvenir gift to the Sponsor by the representative of the Yard employees.
- (d) Christening of the WALKE by the Sponsor.
- (e) Commissioning of the WALKE.
- (f) Inspection of the WALKE by the Sponsor and her party.

5. All regular employees of the Navy Yard who desire to do so will be permitted to enter the Navy Yard on the afternoon of Saturday, April 27th, for the purpose of witnessing the christening and commissioning. Unless assigned to work on that day, the employees who enter the Yard will not be permitted to pass east of Dry Dock No. 1. Employees will identify themselves by presentation of their regular Navy Yard pass, which pass will admit the employee only, as space and Department instructions will not permit them to bring visitors or families into the Yard.

6. The Captain of the Yard will make the necessary arrangements for the Yard and press photographers to take the official photographs of the two ceremonies and the photographs permitted under the security regulations for release to the press.

W. T. Tarrant,  
Rear Admiral, U.S. Navy,  
Commandant.



*28 Nassau Street  
New York*

April 12, 1940

My dear Admiral Tarrant:

Mrs. Dillon is ill and has asked me to reply to your very nice note of April 9.

Mrs. Dillon and her family will stop at the Ritz Carlton in Boston, and accepts with very great pleasure your invitation to be present at an informal reception at the Commandant's House after the exercises.

It is very kind of you to suggest sending your motor but this will not be necessary as Mrs. Dillon will have a motor there.

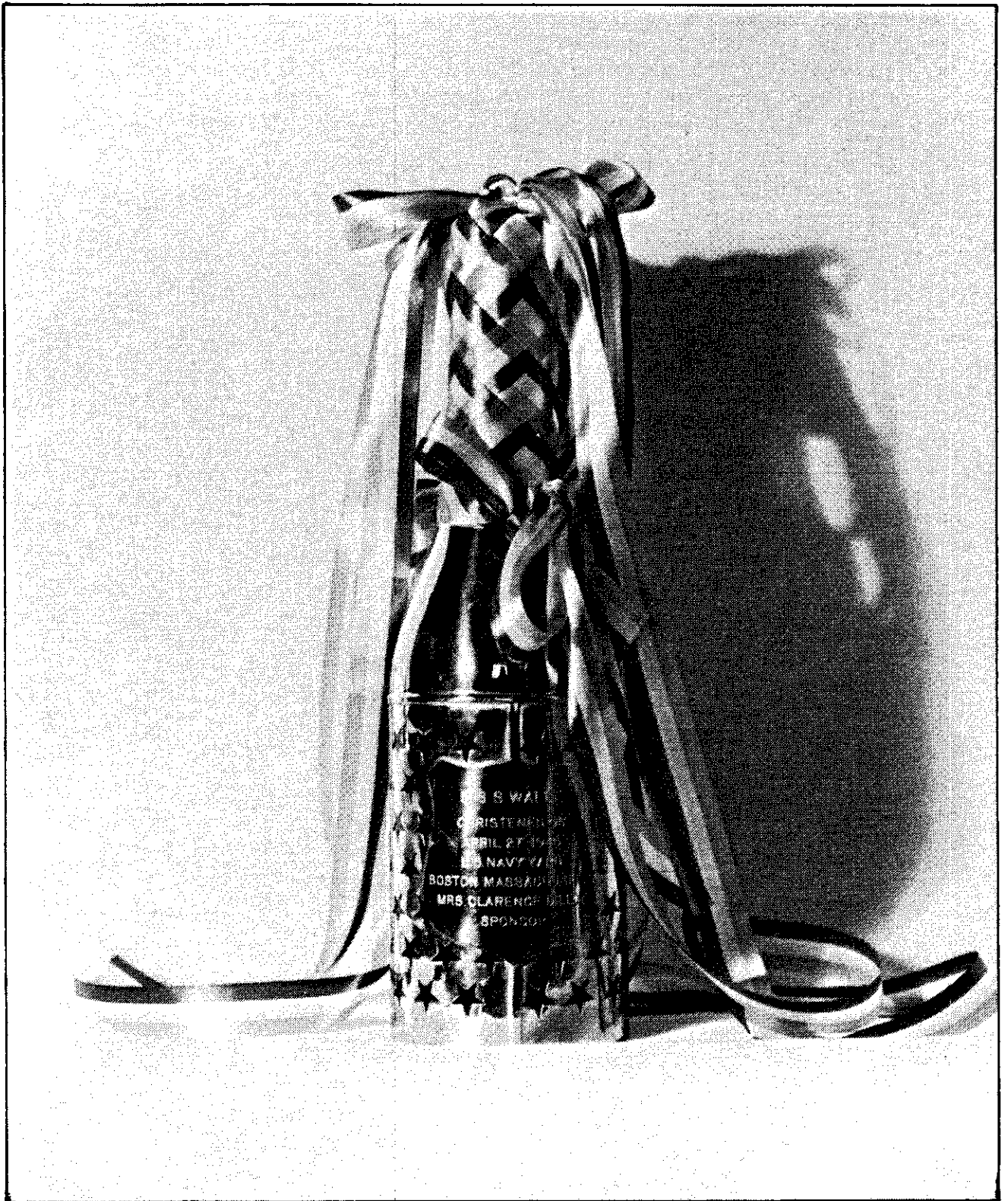
Mrs. Dillon will write you herself in a day or two, as soon as she is feeling better.

Very sincerely yours,

Secretary to Mrs. Clarence Dillon

Rear Admiral W. T. Tarrant,  
Navy Yard,  
Boston, Mass.

Lieutenant Commander and Mrs. J. D. Kelsey  
accept with pleasure  
the kind invitation  
of  
The Commandant, Boston Navy Yard  
to attend  
the christening ceremonies  
of the  
U. S. S. WALKE  
at the  
Navy Yard, Boston, Massachusetts  
and the reception immediately following  
at the  
Commandant's House  
on Saturday afternoon, the twenty-seventh of April  
nineteen hundred and forty  
at three o'clock



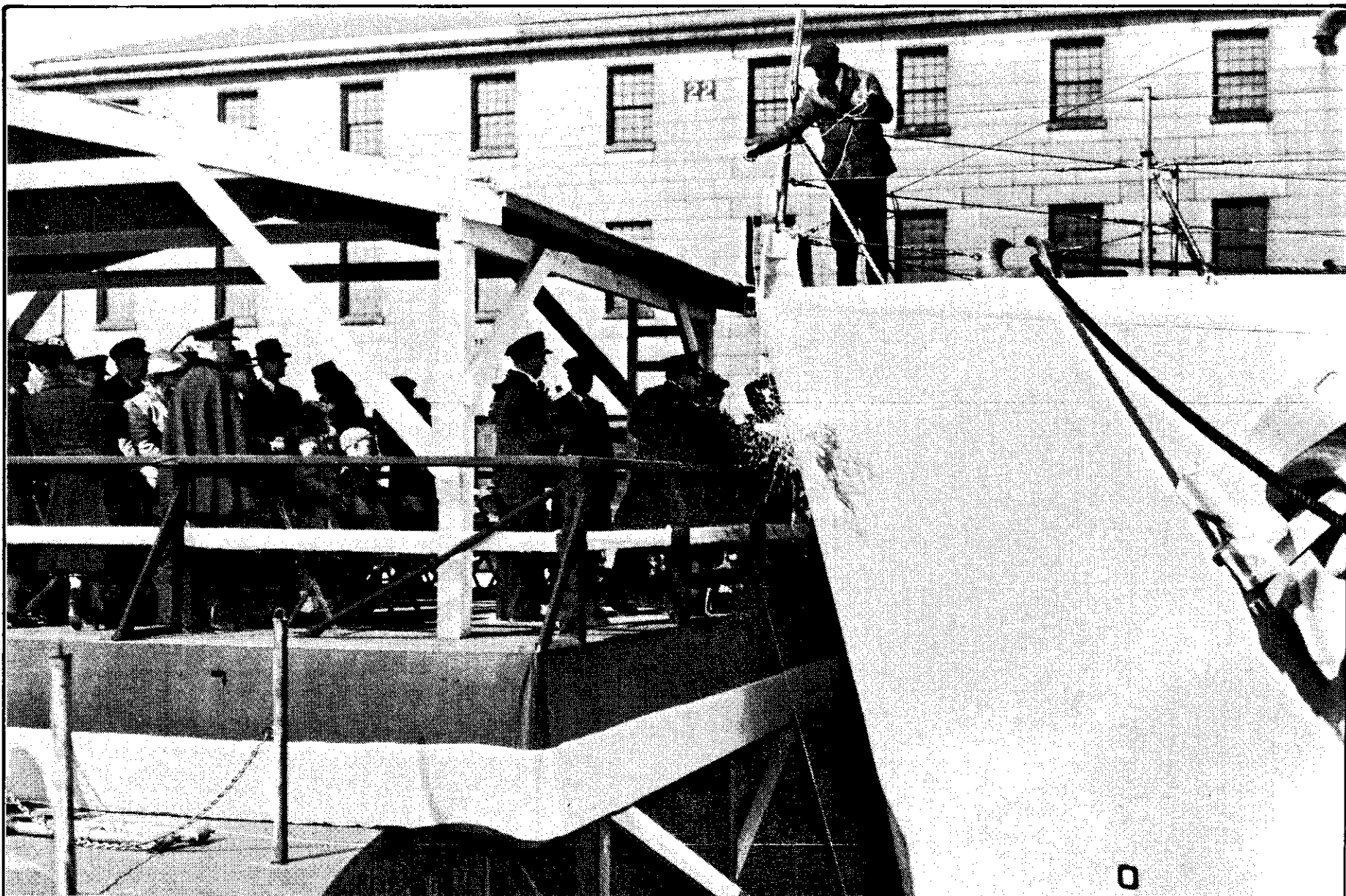




The Navy designated Mrs. Clarence Dillon as the Walke's sponsor to honor her grand-uncle, the late (1809-1896) Rear Admiral Henry A. Walke, USN. Admiral Walke's ship, the Carondelet, took part in many battles during the Civil War and engaged the Confederate ram, Arkansas. For his distinguished service he was commended by Admiral Foote and received the thanks of both the Secretary of the Navy and Congress. (Boston National Historical Park/Charlestown.)

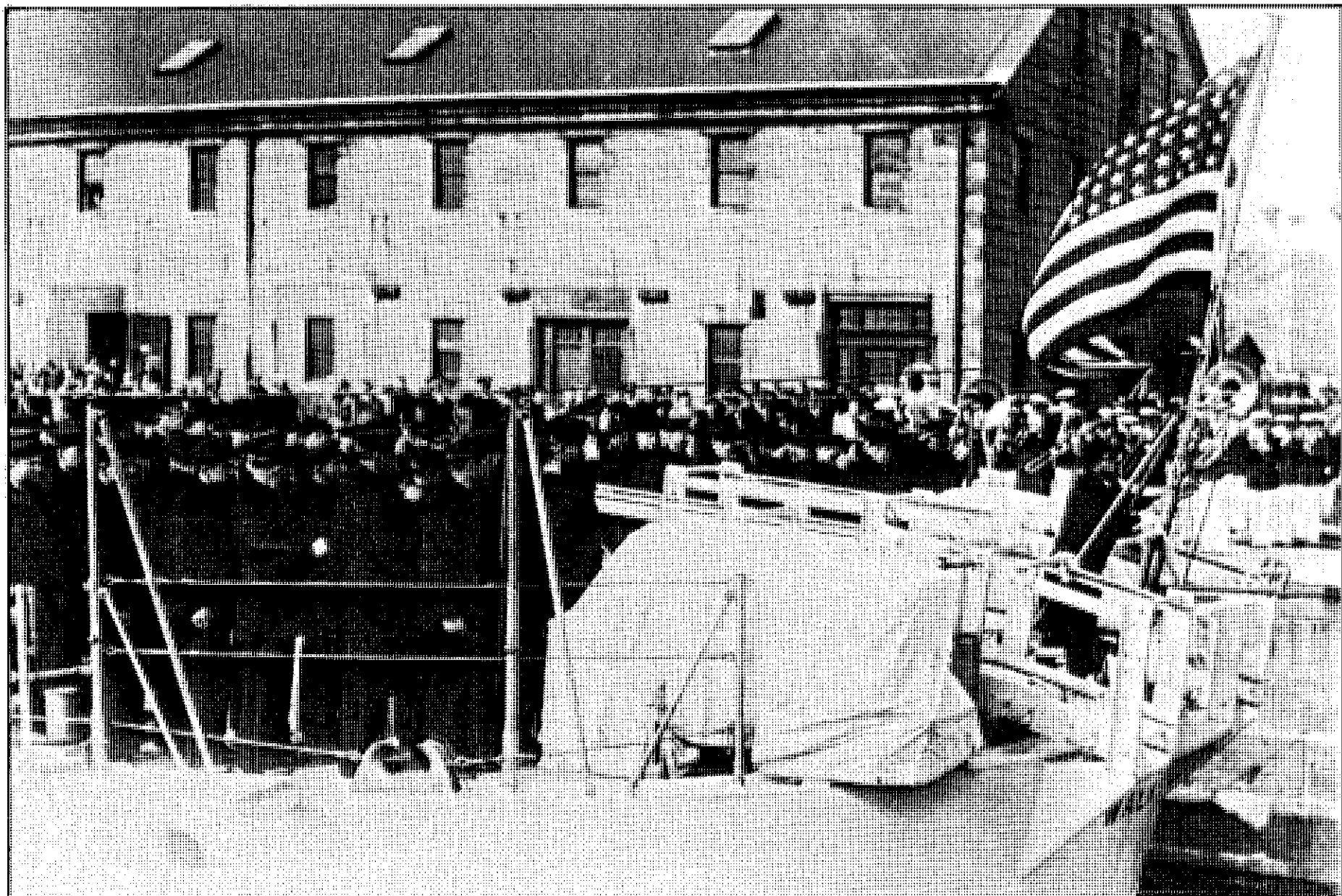






The christening of the Sims-class destroyer U.S.S. Walke (DD-416) in Dry Dock No. 1, Boston Navy Yard, on 27 April 1940, by Mrs. Clarence Dillon, grandniece of Rear Admiral Henry Walke (1808-1896). The ship was launched on October 20, 1939, but the ceremony was delayed so as to coincide with the commissioning which followed. (Photograph from the Boston National Historical Park/Charlestown Navy Yard collection.)





The U.S.S. Wake (DD-416) was placed in commission immediately after the christening ceremony on 27 April 1940, while in dry dock at the Boston Navy Yard. As the band played the National Anthem, the Union Jack, the Commission Pennant and the U.S. Ensign were hoisted. Lieutenant Commander Carl H. Sanders, USN, read his orders, assumed command and directed the Executive Officer to set the watch. The Wake was undocked on May 2nd and began her engineering trials. (Boston National Historical Park/Charlestown Navy Yard.)



Division of Naval History  
Ships' Histories Section  
Navy Department

HISTORY OF USS WALKE (DD 416)

The destroyer USS WALKE spent a short but heroic career during World War II having been sunk by a Japanese torpedo in the Battle of Guadalcanal (Third Savo) on 15 November 1942. She was built at the Navy Yard Boston, Massachusetts where her keel was laid on 31 May 1938.

USS WALKE was launched on 20 October 1939 with Mrs. Clarence Dillon, serving as sponsor for the new destroyer. Mrs. Dillon was the grandniece of Rear Admiral Henry A. Walke, USN, after whom the ship was named.

Rear Admiral Walke was born on 24 December 1809 in Virginia. He was appointed a midshipman in 1827 and served with distinction during the Civil War. Admiral Walke also commanded CARONDELET during engagements along the Mississippi River, including one with the Confederate ram ARKANSAS. He died 8 March 1896 in Brooklyn, New York.

This is the second ship to bear the name WALKE. The first USS WALKE was a torpedo boat destroyer, and was launched in 1910. She was scrapped and sold in 1935. DD-416 was commissioned on 27 April 1940, with Lieutenant Commander Carl H. Sanders assuming first command.

Lieutenant Calvin A. Walker, the ship's executive officer took command of USS WALKE in November 1941, until relieved by Commander Thomas E. Frazer, USN, in December 1941.

When World War II started, USS WALKE (DD 416) was enroute from the Boston Navy Yard to Casco Bay, Maine. She arrived there on 14 December 1941, and, after several days, sailed for San Diego, via the Panama Canal.

After her arrival in San Diego on 31 December, WALKE joined Task Force 17 for a voyage to Pago Pago, Samoa. The Task Force arrived off Tutuila, Samoa on 24 January, and remained here until February, when they returned to Pearl Harbor. They arrived in Hawaii on 7 February 1942.

While here, WALKE operated with the Task Force in Hawaiian waters until the 27th, when she sailed the Ellice Islands. The destroyer operated off New Caledonia during early March conducting battle exercises.

Task Force 17 consisted of YORKTOWN, ASTORIA, PORTLAND, PENSACOLA, ANDERSON, SIMS, HUGHES, RUSSELL, HAMMANN, and WALKE.

In early March, the Task Force attacked the Japanese occupied bases of Rabaul and Gasmata on the island of New Britain. The attack occurred on 9 March. Task Force-17 was reorganized into Task Force 11, and participated into a foray into the Gulf of Papua where an air attack was launched against the Japanese forces. These forces were in the process of occupying the ports of Lae and Salamaua on the north coast of New Guinea.

On 19 April 1942, WALKE anchored in Suva Harbor with USS RAMSEY and SUMNER. The destroyer sailed on the 20th enroute to Tongatabu independently,

arriving on the 22nd. After fueling from the oiler KASKASKIA, the ship had work completed on her boilers, and loaded depth charges.

During the morning of 4 May 1942, YORKTOWN launched an air strike for the first attack on Tulagi. The coastline of Guadalcanal was sighted that afternoon. The air Group from YORKTOWN received credit for sinking nine Japanese ships, which included destroyers, transports and cruisers. The next morning, a Japanese carrier was reported steaming southwest of Guadalcanal. All hands went to general quarters, and the fighter planes from YORKTOWN shot down several 4-engine Japanese patrol bombers.

The primary purpose of the task force at this point was to check the advance of the Japanese in the New Guinea-Solomons area.

WALKE together with others in the Support Group separated from the remainder of the force in order to protect the southern mouth of the Jomard passage. It was expected that the Japanese forces would attempt to force their way through the Louisiades to occupy Port Moresby or, possible Cape York Peninsula.

On the afternoon of 7 May, approximately 12 Japanese carrier based dive bombers approached the formation. The gun crews threw up a hail of flak and the enemy aircraft retired without attacking.

One hour later, approximately ten twin-engined Japanese aircraft made a torpedo attack approach from dead ahead. WALKE commenced firing, and five planes were shot down in flames. All the torpedoes launched missed their target. Nineteen high altitude enemy bombers approached from dead astern. They dropped numerous bombs, none of which found its mark. The gunfire from the Task Force had no effect whatever on the enemy aircraft due to the extreme altitude of the attackers.

WALKE's starboard engine was out of commission due to an object passing through the reduction gear and bending the teeth out of alignment. She was detached by the task group commander and ordered to proceed to Brisbane via Townsville.

The destroyer arrived in Brisbane, Australia on 12 May and work proceeded immediately on the starboard reduction gear. Repairs were completed on 29 May and the ship commenced dock trials in the Brisbane River.

WALKE sailed on 9 June 1942, for Noumea, New Caledonia. Enroute, the ship conducted machine gun firing on gas filled balloons. She entered Bulari Passage on the early morning of 13 June, and anchored in Great Roads, Noumea.

After fueling, WALKE sailed for Pago Pago, Samoa, via Tongatabu. She was assigned to Task Group 12.1, and sailed on 26 June for Bora Bora Harbor, Society Islands.

Task Group 12.1 was dissolved on 11 July, and WALKE reported to USS CASTOR for duty in Task Group 6.7. The destroyer sailed in mid-July enroute to San Francisco escorting the stores-issue ship CASTOR. The two ships

arrived in San Francisco on 2 August 1942, and WALKE proceeded to the Navy Yard, Mare Island to undergo repairs.

Repairs were completed on 25 August and trial runs were conducted in San Francisco Bay. She received orders on 25 August to proceed to San Pedro as escort for the oiler KANKAKEE. Upon their arrival, they sailed for Noumea, New Caledonia, as Task Group 15.13.

On 6 September, the Task Group sailed for Tongatabu. The two ships anchored in Nukualofa Harbor, Tongatabu on 9 September.

USS NAVAJO, ARCTIC, KANKAKEE and WALKE got underway on 13 September 1942 for Noumea, New Caledonia. During the nights of 14 and 15 November, Task Force 64 was engaged with the enemy off Savo Island. The task force was composed of WALKE, BENHAM, PRESTON, GWIN, WASHINGTON, and SOUTH DAKOTA. Conditions of visibility were very poor due to the enemy positions being close against the shorelines of Savo and Guadalcanal Islands.

The formation steamed between Florida and Savo Islands on the night of 14 November. At 0030, following action of the battleships WASHINGTON and SOUTH DAKOTA, the destroyer WALKE opened fire to starboard on a visible target believed to be a cruiser. The ship continued rapid fire on this target for about two minutes, and the target appeared to blow up under the heavily concentrated fire.

The formation increased speed to 26 knots, At 0032, fire was checked and the ships shifted target to what appeared to be a Japanese destroyer bearing one point on the starboard bow. Rapid fire was resumed at a range of 7500 yards.

Flames were reported on the target and she disappeared behind the northwest point of Savo Island. At 0037, WALKE checked fire, and shifted target to port hand flashes of gunfire off Guadalcanal.

WALKE was straddled twice by gunfire immediately prior to an explosion caused by a torpedo whose wake was briefly observed. Following the initial explosion, she was also apparently struck by a cruiser salvo. Shell hits were reported in the radio room, on the foremast, below the gig davits, and in the vicinity of No.3 gun. The torpedo explosion blew the forecastle and a section of the superstructure deck completely off as far aft as the bridge.

Fire broke out throughout the forward section and the forward 20 millimeter magazine exploded. The bulkhead of the forward fireroom was buckled, as was the main deck amidships.

All engines were ordered stopped immediately and the commanding officer, Commander Fraser, gave the word to abandon ship. WALKE was sinking fast by the bow.

Only two life rafts were left in condition to be freed. Depth charges were double checked and reported set on safe. At 0042 WALKE disappeared stern last. The bow, which was detached, remained afloat.

At 0043, an unknown number of WALKE's depth charges exploded killing and seriously injuring many of the men in the water, and the most seriously injured were placed on the two rafts.

At approximately 0200, an enemy submarine surfaced close aboard the rafts and illuminated all survivors for several minutes, but proceeded without incident. An enemy destroyer later illuminated survivors which were on the detached bow. There was much shouting from the crew of WALKE, but the destroyer proceeded without taking action. The survivors were sighted at dawn by friendly planes.

USS MEADE commenced picking up survivors with the aid of boats and cruiser aircraft. A total of 151 survivors were landed at Tulagi, where six died from wounds received in action. Killed or missing in action were six officers and 76 men. Commander T. E. Frazer, USN, commanding officer of WALKE was among those lost in action.

USS WALKE received three Battle Stars on the Asiatic-Pacific Area Service Medal for participating in the following operations:

1 Star/Pacific Raids -- 1942 --

Marshall-Gilbert raids -- 1 February 1942

Salamua-Lae raid -- 10 March 1942

1 Star/Coral Sea -- 4 May - 8 May 1942

1 Star/Guadalcanal (Third Savo) -- 12 - 15 November 1942

\* \* \* \* \*

#### STATISTICS

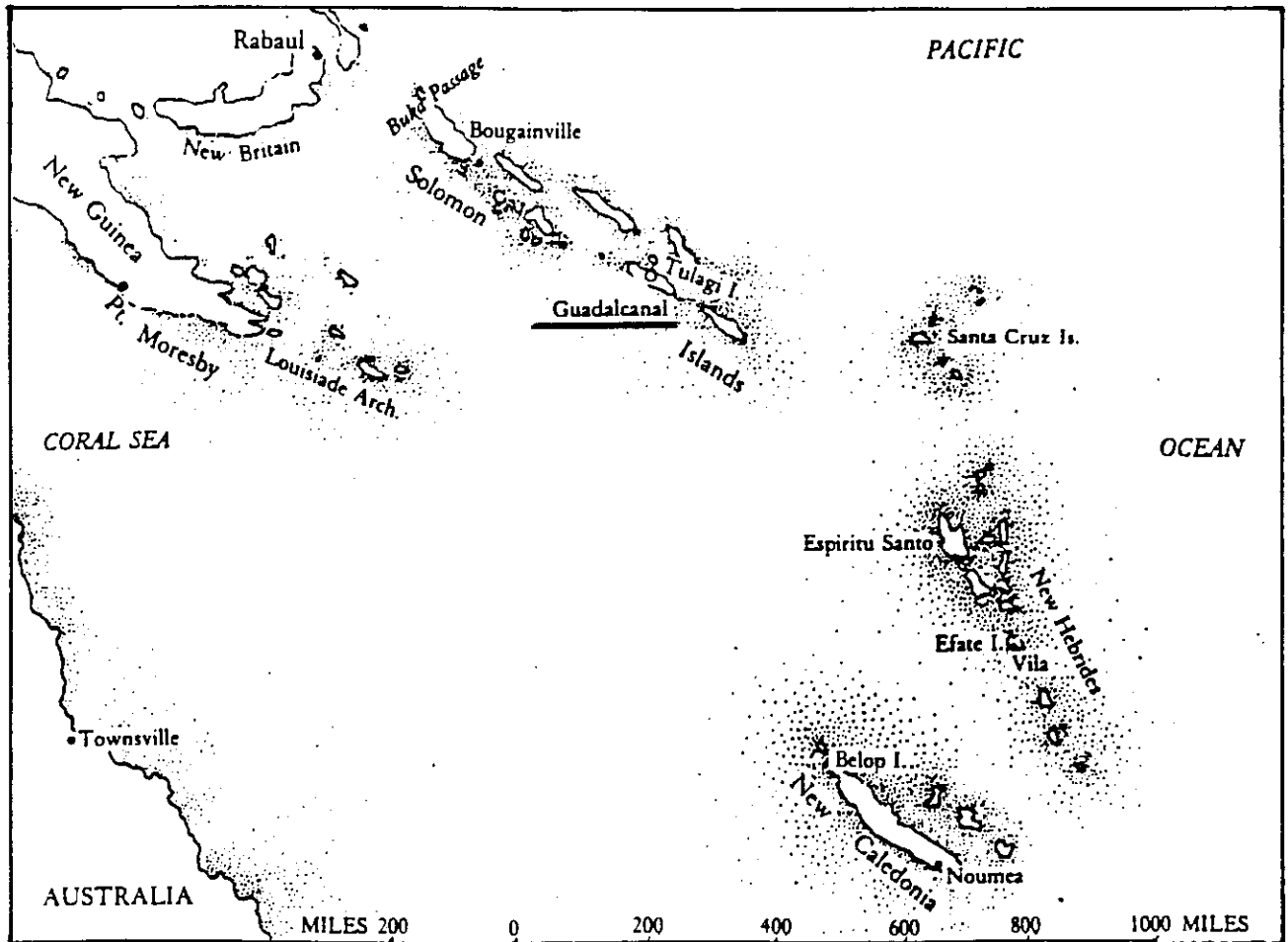
OVERALL LENGTH	348 feet
BEAM	36 feet
SPEED	39 knots
DISPLACEMENT	1,720 tons

\* \* \* \* \*

Compiled: May 1953



## Guadalcanal and the Solomon Islands in World War II



*Noumea to Rabaul. (Courtesy Australian War Memorial)*

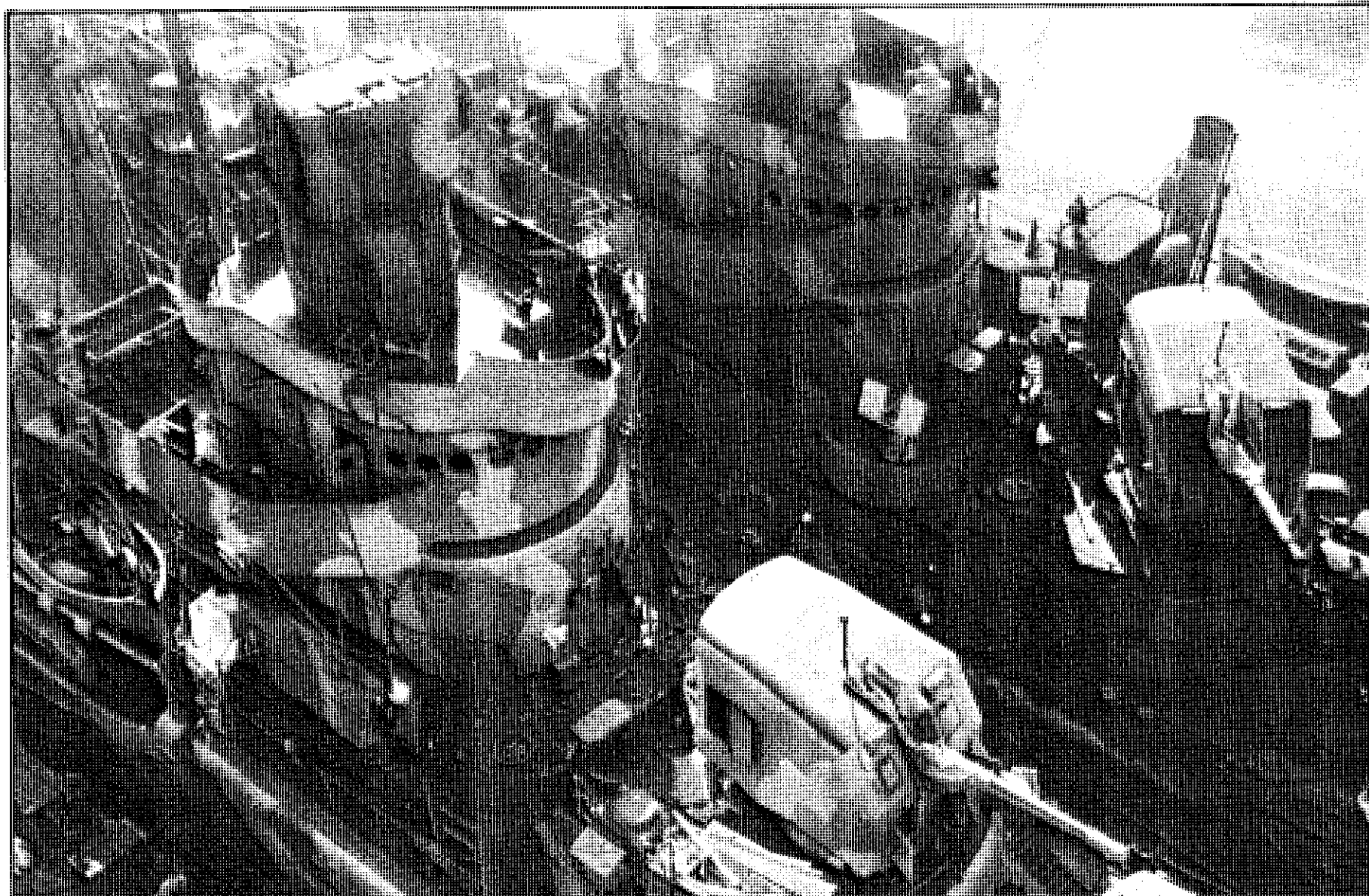
In the summer of 1942 the Solomon Islands, streaming 600 miles southeast from New Britain (upper left), assumed a great strategic importance. For the Japanese, their seaplane base at Tulagi (center) and the airfield they were completing on Guadalcanal formed part of a defensive perimeter for their principal 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.

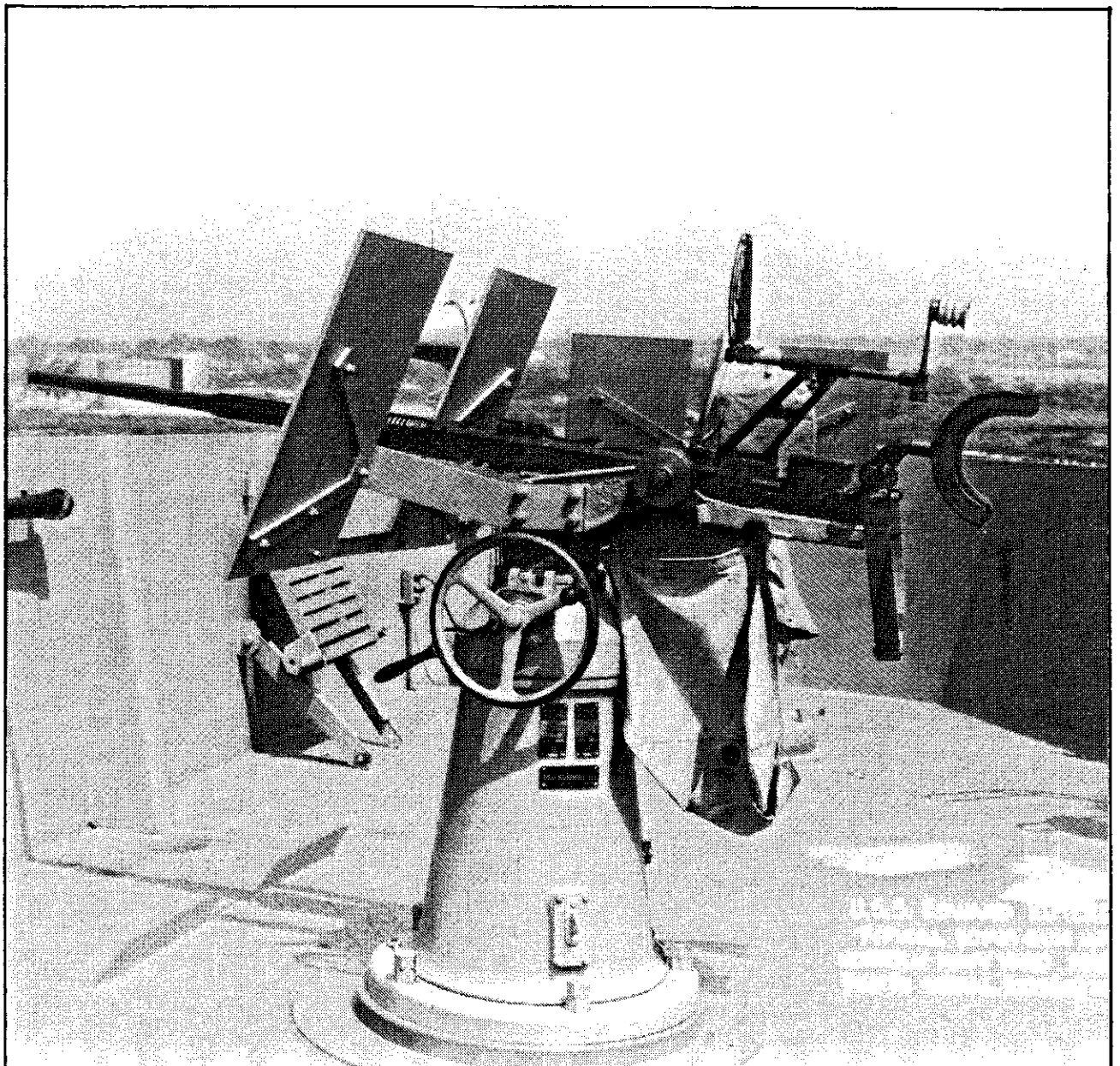
E. A. Wilde, Jr.  
February, 1996





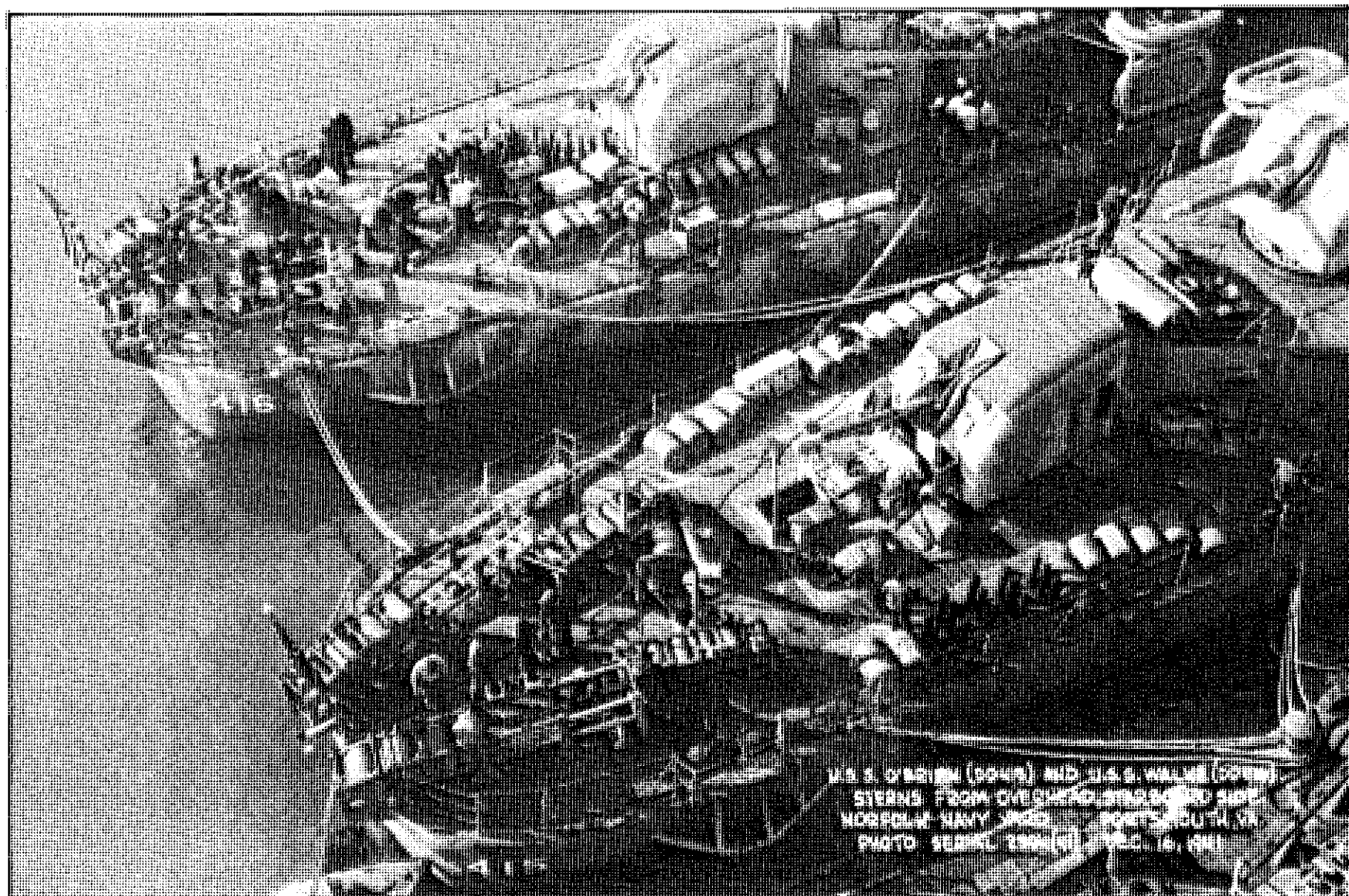
The U.S.S. Walke (DD-416) (at top) and the U.S.S. Gilliam (DD-415) at the Norfolk Navy Yard, Portsmouth, Virginia, in December, 1941, when they were fitted out with the latest fire-control radar and additional anti-aircraft armament prior to joining the war in the Pacific. Two 20-mm. Oerlikon machine cannons have already been added below the bridge of the Walke, while the circular bases for these weapons can be seen on the Gilliam. Both ships have been painted using a Measure 12 camouflage scheme. (National Archives)





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.)



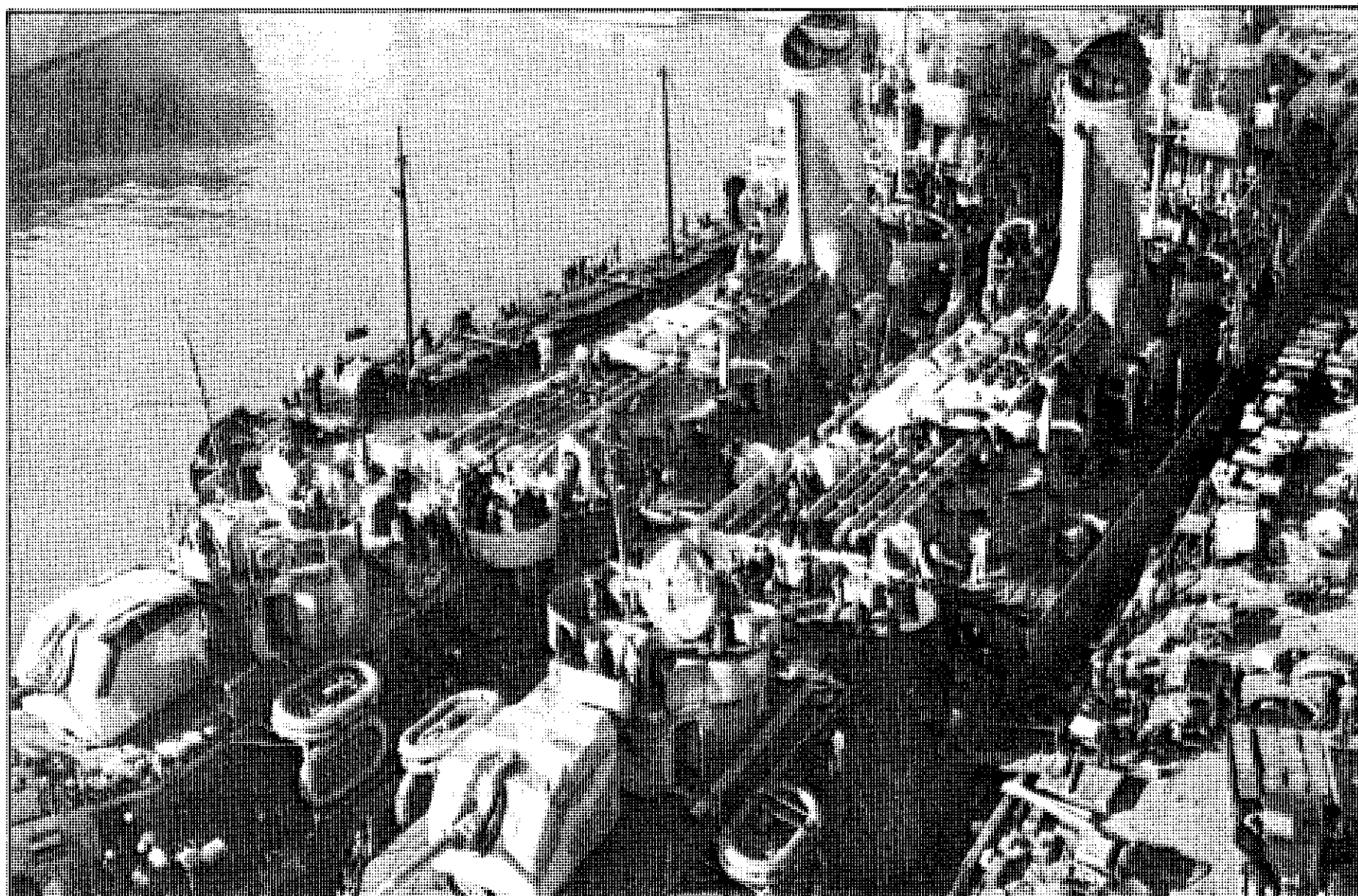


U.S.S. O'BRIEN (DD-413) AND U.S.S. WALKER (DD-415)  
STERN FROM OVERHEAD CRANES HOISTING  
MORSELEY NAVY YARD PORTS ACUTE V.  
PHOTO SERIAL 120001, 120002, 120003

The destroyers U.S.S. Walke (DD-415) (outboard) and U.S.S. O'Brien (DD-413) receive their allowance of depth charges while refitting at the Norfolk Navy Yard in December, 1941. The larger Mk 7 charges, or "ashcans" as they were called due to the resemblance, weighed 720 lbs. (with 600 lbs. of TNT) and were rolled off the stern. The smaller Mk 5's (420 lbs., with 300 lbs. of TNT) were fired to the side from projectors called "K"-guns (not visible in this photograph). (Official U.S. Navy photograph.)







This view of the U.S.S. Walker (DD-416) (outboard ship) and the U.S.S. O'Brien (DD-415) in December, 1941, shows the two quadruple torpedo-tube mounts on these Sigsbee-class destroyers. The standard torpedo used in World War II was 21 inches in diameter and carried an 825-lb. warhead. It had a range of 6,000 to 15,000 yards, depending on the speed setting (26.5, 33 or 45 knots). (Official U.S. Navy photograph.)



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DECLASSIFIED

DECLASSIFIED - OPNAV INST 5500.50  
DATE 6-8-62

ACTION REPORT

ORIGINAL

USS WALKE

DD-416

SERIAL 010

9 MAY 1942

ACTION REPORT: ACTION AGAINST JAPANESE AIRCRAFT,  
7 MAY 1942.

COVERS TORPEDO PLANE AND HIGH BOMBING  
ATTACK BEGINNING 1430/ZD-11½ ON TASK  
GROUP 17.3, SOUTH OF JOMARD PASSAGE,  
LOUISIAD ARCHIPELAGUE. ACTION INCIDENT  
TO 2ND PHASE OF BATTLE OF THE CORAL SEA,  
WITH SUPPORT GROUP (TASK GROUP 17.3)  
OPERATING DETACHED FROM MAIN FORCE SO  
AS TO PREVENT AMPHIBIOUS ATTACK ON PORT  
MERESBY VIA JOMARD PASSAGE.

41736

OFFICE OF NAVAL RECORDS AND LIBRARY



DD416/A16  
Serial 010

U.S.S. WALKER (416)

**DECLASSIFIED**  
**CONFIDENTIAL**

c/o Postmaster,  
San Francisco, California,  
May 9, 1942.



JUL - 9 1942 AM

From: Commanding Officer.  
To : Commander-in-Chief, U.S. FLEET.  
Via : (1) Commander Task Force SEVENTEEN.  
(2) Commander-in-Chief, U.S. PACIFIC FLEET.

Subject: U.S.S. WALKER - Report of Action Against Japanese  
Aircraft - May 7, 1942.

Reference: (a) Article 874(6) and 712, U.S. Navy Regulations.

Enclosure: (A) Diagram of Formation.

1. On May 7, 1942 in latitude 11°-54 S, longitude 151°-32 E, this vessel was cruising with Task Group 17.3 (H.M.A.S. AUSTRALIA (S.O.P.A.), U.S.S. CHICAGO, H.M.A.S. HOBART, U.S.S. PERKINS, U.S.S. FARRAGUT and U.S.S. WALKER) in battle disposition VICTOR (see sketch). Ship had been in condition of readiness One, and material condition AFIRM since one hour before sunrise. Throughout the morning the formation was shadowed by at least one enemy patrol plane which was tracked, but being out of gun range was not fired upon. Formation was zig zagging on base course and axis 285° at 25 knots. A moderate sea and wind were from an easterly direction. Visibility was limited to about 15 miles. Alto cumulus clouds covered main part of the sky.

2. About 1430 a group of 12 enemy planes were sighted on port quarter of the formation on parallel course, position angle 10°, distant about 12,000 yards. Fire was opened with planes on port beam, range 9,000 yards. These planes passed up the port side and crossed ahead of the formation, no attempt to attack being made. Check fire was ordered when planes were out of range. Thirty six rounds of 5"/38 ammunition were expended with no hits. At cease fire guns No. 1, 2 and 3 were loaded. No casualties, either to personnel or material were suffered. (These planes appeared to be either Japanese Fighter Bombers '98', Showa-Sho or Torpedo Bombers '97' Kogekiki). (Identified from silhouettes).

3. Shortly after enemy planes disappeared from view a single plane approached from the starboard bow from same direction as enemy planes withdrew, made proper recognition procedure, was identified as a U.S. Carrier based plane, closed the formation, and appeared to make a message drop on the

**CONFIDENTIAL**

CONFIDENTIAL

May 9, 1942.

Subject: U.S.S. WALKE - Report of Action Against Japanese  
Aircraft - May 7, 1942.

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U.S.S. CHICAGO and H.M.A.S. AUSTRALIA. It is believed that this plane had been chased by the above mentioned enemy aircraft.

4. At 1450 while zig zagging on base course 285°T, speed 25 knots a radar contact was made on relative bearing 350°. Immediately eleven Japanese torpedo planes flying at an altitude of about 300-500 feet in V formation were sighted dead ahead. Planes then dropped to about 50 feet and formed for torpedo attack. Fire was opened at a range of 8,200 yards with Guns No. 1 and No. 2 which were loaded from previous firing. Fire was continued with full battery as ship was brought to right to unmask entire battery and the second salvo apparently hit the leading plane, causing it to burst into flames and crash just ahead of PERKINS. The plane next in line either ran into the flaming plane or was hit and it too crashed. Fire was continued until line of fire was blocked by PERKINS. 20 m.m. machine gun fire from No. 2 and No. 4 machine guns was commenced as planes came within range. While passing down port side smoke and flame was observed coming from two of these planes as they dropped torpedoes at the AUSTRALIA, one from a position just off the port quarter of the PERKINS and the other on the starboard bow of the AUSTRALIA. This second plane banked sharply toward the AUSTRALIA just before launching her torpedo. One plane crashed on the starboard quarter of this vessel after passing ahead of the CHICAGO. Three planes on the port side of the AUSTRALIA were observed to drop torpedoes at the CHICAGO after which one crashed just off the AUSTRALIA's port quarter. The remaining two, one of which was smoking, continued on and were fired upon by this vessel when they reached a position on the starboard quarter, as one of them turned toward the formation and it is believed dropped another torpedo. These planes strafed the formation with machine gun fire all during approach and machine gun splashes were observed passing down length of ship - short however.

CONFIDENTIAL

May 9, 1942.

Subject: U.S.S. WALKE - Report of Action Against Japanese Aircraft - May 7, 1942.  
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5. At 1515 fire was checked due to sighting high level bombers and the battery brought to bear and fire opened on a formation of 19 planes, which approached from astern. The altitude of these planes was 24,000 feet by rangefinder track. The planes passed directly overhead and continued on until out of sight. Formation maneuvered to left after bomb release. Bombs fell close aboard H.M.A.S. AUSTRALIA, completely obscuring that vessel. Splashes were also observed very near H.M.A.S. HOBART. Fire was checked as bursts were observed to be short due to high altitude of the planes. Cease fire was ordered at 1520.

6. About two or three minutes after high level attack three four engined planes were observed to pass through the line of sight and were identified as U.S. Army B-18's (Flying Fortresses). A stick of bombs landed just astern of FARRAGUT.

7. During this action 93 rounds of 5"/38 caliber and 480 rounds 20 m.m. were expended. (Torpedo planes appeared, from silhouettes, to be Japanese Heavy Bomber 97, Mitsubishi midwing monoplanes wingspread 72' twin motored, single tailed, fully retractable landing gear, with glazed nose and dorsal turret, painted a dark olive green color splashed with brown. The high level bombers resembled the Japanese heavy bomber Fiat BR 20 mid wing monoplane, wing span 71' square glazed nose, with silver under body).

8. Gun No. 1, while being loaded after third salvo during torpedo attack had a projectile fail to seat properly and the gun was out of commission for a short period. This was corrected in time to fire on the high level bombers.

9. No damage was sustained by this vessel, either by straffing from attacking torpedo planes or by bombs dropped from high altitude bombers.

10. I consider the performance of the ship and all personnel highly commendable throughout the engagement. All details of the action were efficiently and thoroughly carried out. The conduct of both officers and men were in accordance with the highest traditions of the service. The officers and men of the

DD416/A16  
Serial 010

U.S.S. WAIKE (416)

10-ew

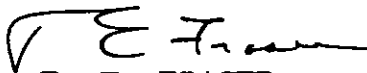
COMDESDIV NINE

May 9, 1942.

Subject: U.S.S. WAIKE - Report of Action Against Japanese  
Aircraft - May 7, 1942.

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director crew namely Lieutenant (jg) William J. Collum, Jr.,  
U.S. Navy, Gunnery Officer, Ensign Edwin H. Whitehead, Jr.,  
D-V(G), U.S.N.R., Assistant Gunnery Officer, Ensign Claude B.  
Shaw, U.S. Navy, Machine Gun Control and R.P. SPEARMAN, C.F.C.  
(AA), U.S.N., L. BRANDON, F.C.1c, U.S.N., L.F. HARRIS, F.C.3c,  
U.S.N., J.J. SPEARS, F.C.3c, U.S.N., and F.H. SHIRLEY, F.C.2c,  
U.S.N. are especially to be commended for the cool hard headed  
manner in which the control of fire was handled and the ex-  
cellent state of fire discipline displayed.

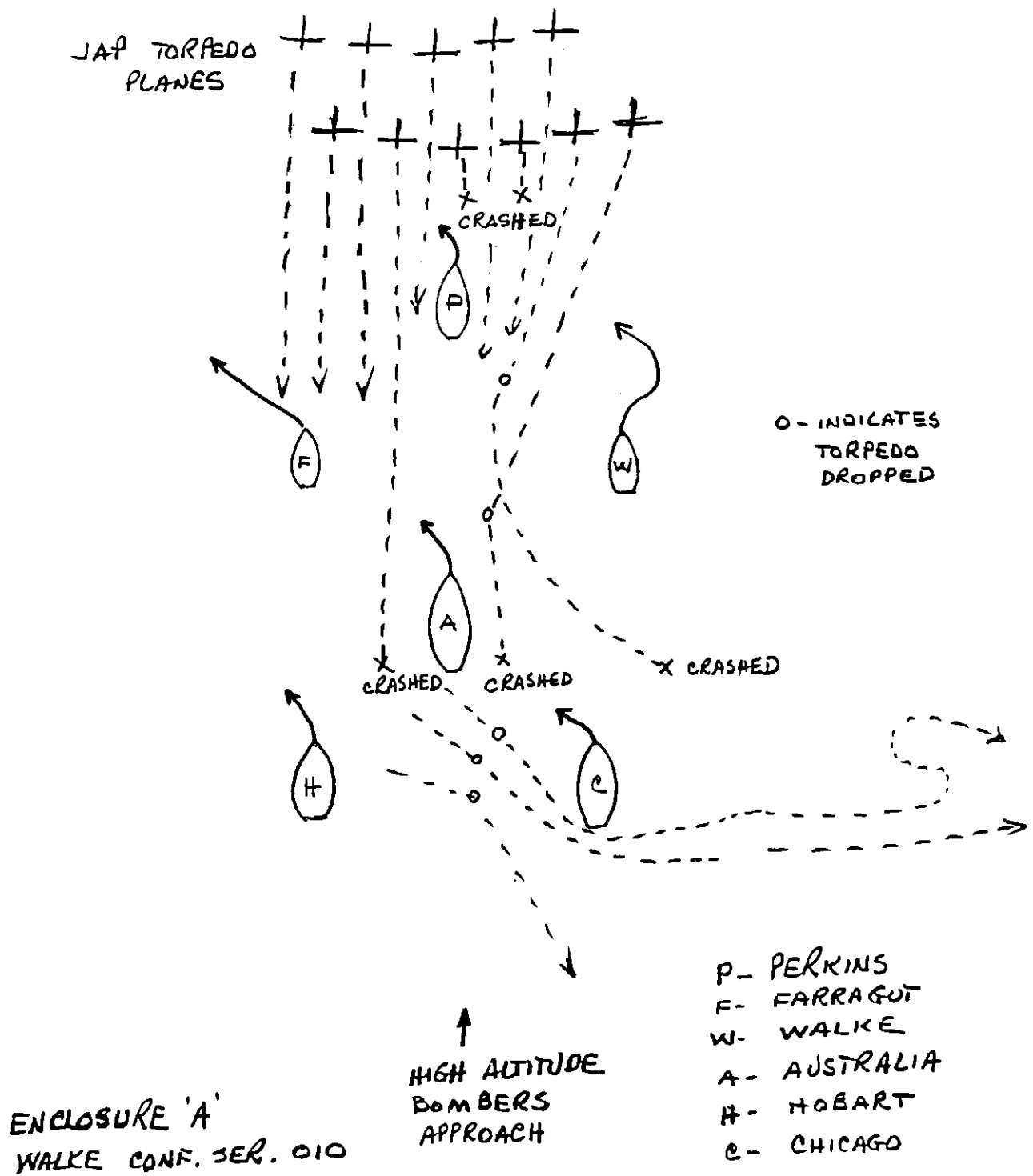
  
T. E. FRASER.

copy to:

Comdesdiv NINE (USS PERKINS)  
ComdesPacFlt



# DIAGRAM OF VICTOR FORMATION





U.S.S. WALKER(DD416)

DD416/A9

**CONFIDENTIAL**

CONFIDENTIAL

%Postmaster,  
San Francisco, Calif.,  
May 7, 1942.

From: Executive Officer.  
To : Commanding Officer.

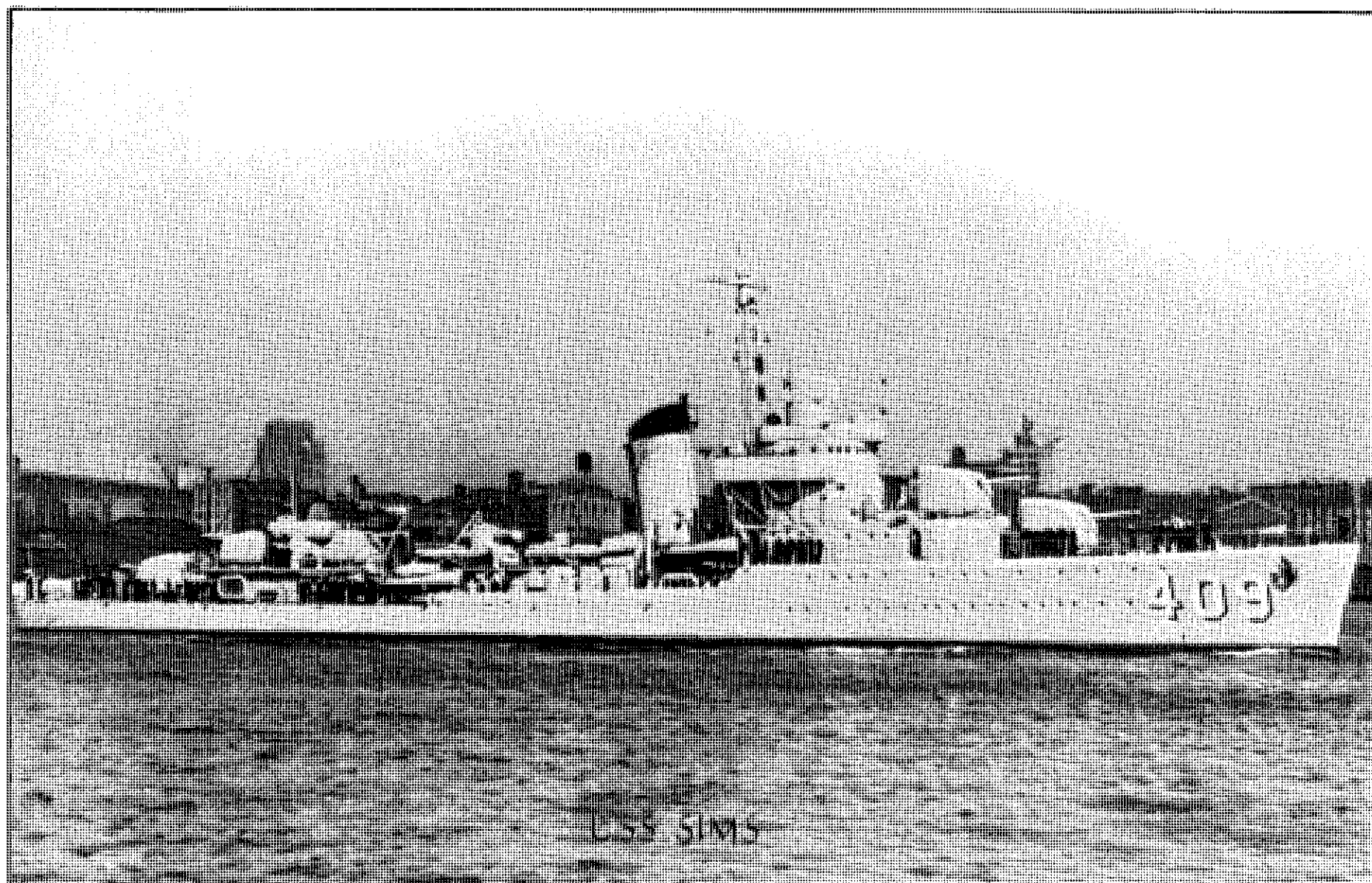
Subject: Report of action 7 May 1942.

Reference: (a) U.S. Navy Regulations Art. 948.

1. In compliance with reference (a) it is hereby reported that the conduct of all the officers and men attached to this vessel left nothing to be desired throughout the action of 7 May 1942. No individual instances deserving of either special praise or censure came to the notice of the writer.

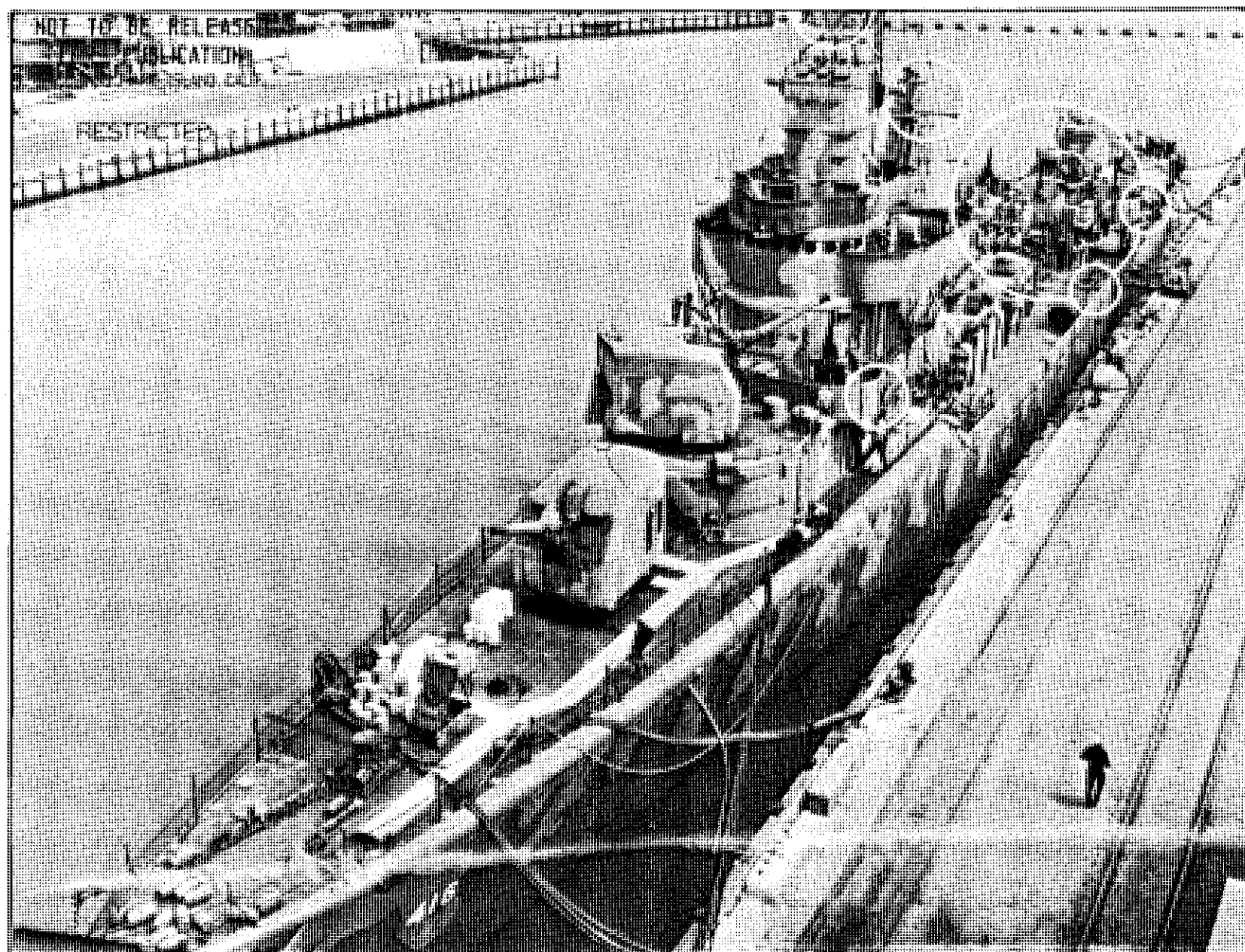
  
R.C. SCOTT.





The U.S.S. Sims (DD-409), sister ship of the Walke and the lead ship of her class, prior to World War II. While the two ships were operating together in the Coral Sea in May, 1942, an engineering casualty on the Sims caused her to be detached, instead of the Walke, as the escort for the tanker U.S.S. Neosho (AO-23). On May 7th the Sims and Neosho were attacked and sunk by a large number of enemy aircraft. (USNI photo.)

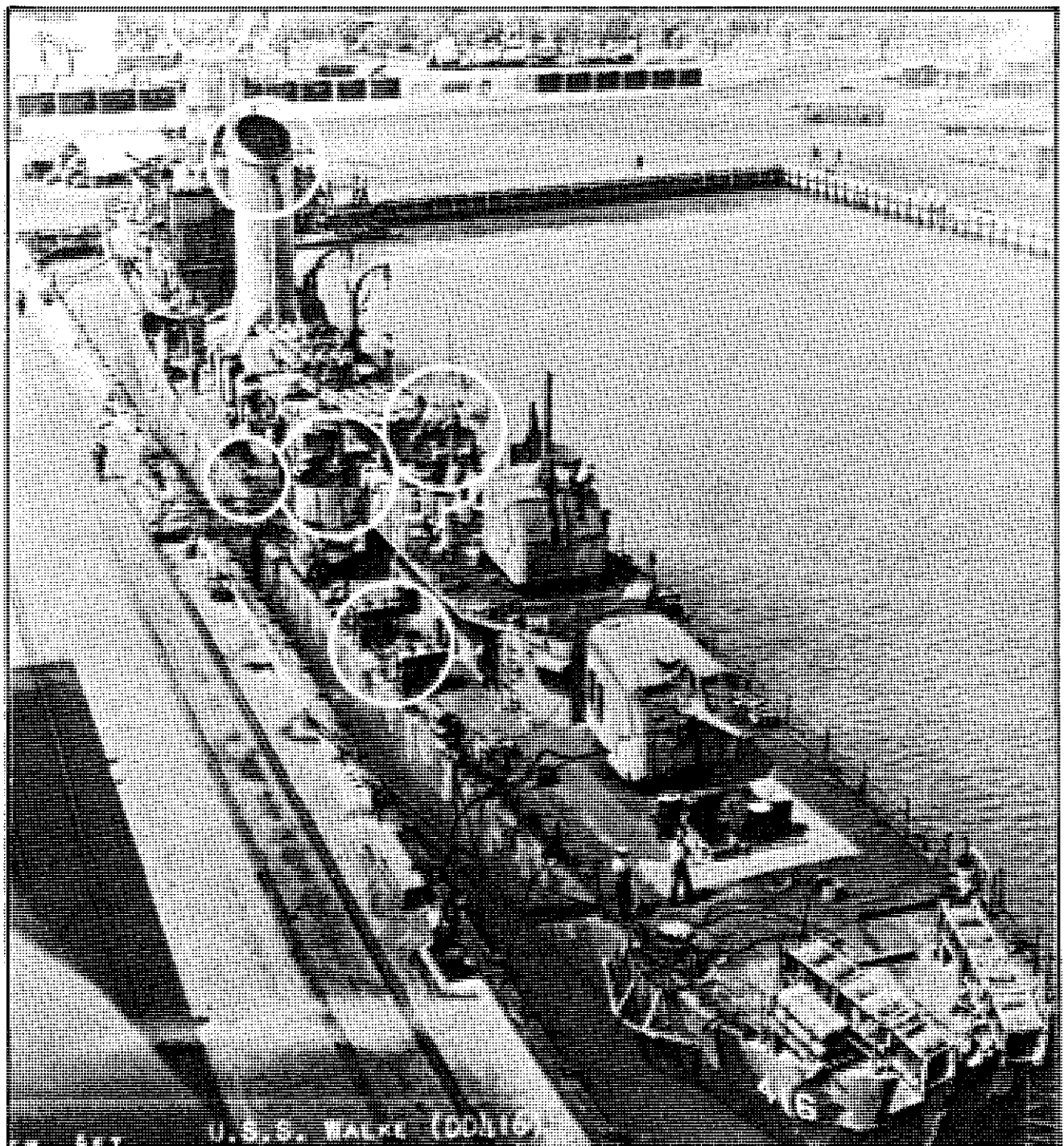




The destroyer U.S.S. Wain (DD-416) during an overhaul at Mare Island, California, on 24 August 1962. The circled areas indicate where work was performed by the Navy Yard. Note the torpedo-net buoys at the upper right. (National Archives photograph.)







U.S.S. WALKER (DD-116)

A stern view of the Walke at Mare Island in August, 1942, showing her two quad-tuple torpedo-tube mounts aft of the stack and the cylinders for a smoke generator just over the stern hull number. Note that the 3-inch gun mount on the after deckhouse has a canvas top to reduce weight. After this overhaul/repair period the Walke returned to action in the South Pacific. (National Archives)





Five of the Malke's officers in San Francisco in August, 1942: (L to R) Bill Collum, Mary Beth Collum, Reader Scott, Marion Walsh, Jack Walsh, James Seelip, Mary Etta Whitehead, Hill Whitehead. Lt. Cdr. Scott died of wounds received when the ship was sunk in November, 1942. (Courtesy of Jack Walsh.)



*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, shooin' 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 Leather-necks 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."

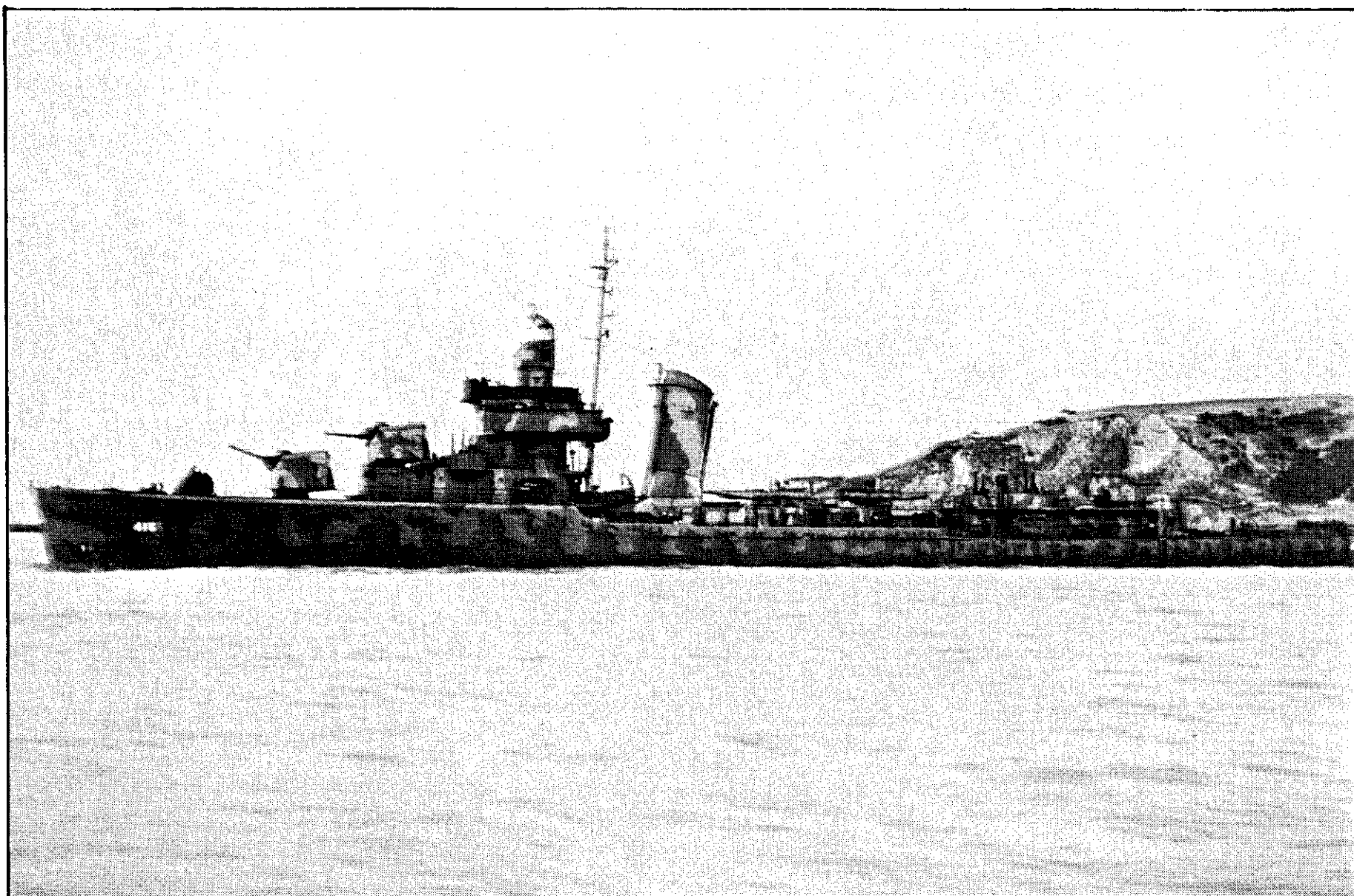
The spirit of the little ships reflects itself in that of their crews. Destroyermen are a bit apart from the rest of our man-of-war men. On their small ships they have to do without many of the comforts the crews of carriers, battleships or even cruisers enjoy. They live in cramped quarters. There is 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."



The U.S.S. Walke (DD-416) (Cdr. T. E. Fraser) off Mare Island, California, in August, 1942, three months before she was sunk on November 15th in the Naval Battle of Guadalcanal, Solomon Islands. Six officers, including Commander Fraser, and 76 men were lost. The Walke received three Battle Stars on her Asiatic-Pacific Area Service Medal in World War II. (Photograph from the U.S. Naval Institute collection.)





SECRET

ACTION REPORT

DECLASSIFIED - OFFNAV INST 5500.20  
R 0209071C DATE 6-8-67

U.S.S. WALKE

DD416

REPORT OF ACTION U.S.S. WALKE (DD416) NOVEMBER 15, 1942.

[ BATTLE OF GUADALCANAL ]

No SERIAL  
NOVEMBER 30, 1942.

44506



S-E-C-R-E-T

November 30, 1942.

1942 DEC 19

COMMANDER-IN-CHIEF  
FLAG OFFICE  
RECEIVED

From: Senior Officer Present, U.S.S. WALKER (DD416).  
To : Commander South Pacific Force.  
Subject: Report of Action U.S.S. WALKER (DD416) November 15, 1942.  
Reference: (a) Art. 712, U.S.N.R.  
Enclosure: (X) Revised Muster of U.S.S. WALKER.

1. Task Force 64 engaged the enemy off Savo Island on the night of November fourteenth - fifteenth. Our force formed in column in the following order: WALKER, BENHAM, PRESTON, GWIN, WASHINGTON, SOUTH DAKOTA, O.T.C. in WASHINGTON.

2. Wind was slight. Conditions of visibility were in general poor due to enemy position close against shorelines of Savo and Guadalcanal Islands. Radar ranges accurately obtainable only when enemy drew away from close island back-grounds.

(3) Estimated order of events follows, as all logs and records went down with the ship. The formation as described steamed on course 150 True between Florida and Savo Islands until approximately 0020, reducing speed from 23 to 17 knots in search of reported enemy. 0020 turned to course 270 True. 0030 following action of WASHINGTON and SOUTH DAKOTA this ship opened fire to starboard on visible target believed to be cruiser with single raked stack. Continued rapid fire on this target for two minutes with Fox Dog Radar range 11,000 yards. Target appeared to blow up under heavily concentrated fire. Our formation increased speed to 26 knots. 0032 checked fire and shifted target to apparent enemy destroyer bearing one point on starboard bow. Resumed rapid fire at range 7500 yards by Radar. Apparent straddles clearly visible followed by heavy black smoke. Flames were reported on target as she disappeared behind the northwest point of Savo Island. 0037 checked fire to shift target to port hand flashes of gunfire off Guadalcanal. Resumed rapid fire. Numerous gun flashes visible on starboard hand. 0037 U.S.S. PRESTON blew up astern. 0039 attempted to shift torpedo battery from Curved Fire Ahead setup to Broadside Fire to Starboard when a heavy explosion occurred in the vicinity of frame 45 to starboard. Ship had been straddled twice by gunfire immediately prior to this explosion caused by torpedo whose wake was observed. Following initial explosion the ship was struck by an apparent cruiser salvo. Shell hits were reported in the Radio Room, on the foremast, below the gig davits, and in the vicinity of gun three. The explosion blew the forecastle

S-E-C-R-E-T

Subject: Report of Action U.S.S. WALKER (DD416) November 15, 1942.

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and a section of the superstructure deck completely off as far aft as the bridge. Fire broke out throughout the forward section and the forward 20 M.M. magazine exploded. The bulkhead of the forward fireroom was buckled, as was the main deck amidships. All engines were ordered stop immediately and the Commanding Officer gave word to abandon ship, which was sinking fast by the head. Only two life rafts were left in condition to be freed. Depth charges were double checked and reported set on safe. At 0042 the ship disappeared stern last. The bow, detached, remained afloat. At 0043 an unknown number of our depth charges exploded, killing and seriously injuring many of the men in the water. The crew was organized in the water, the most seriously injured being placed on the rafts. At approximately 0200 an enemy submarine surfaced close aboard the rafts and illuminated all survivors for several minutes, but proceeded without incident. An enemy destroyer later illuminated survivors on the detached bow. There was much shouting from this vessel, but she also proceeded without taking action. Survivors were sighted and signalled at dawn by friendly planes. The U.S.S. MEADE was observed throughout the morning of November 15th firing on beached enemy transports. U.S.S. MEADE commenced picking up survivors with aid of boats and cruiser aircraft at 1400. 151 survivors were landed at Tulagi, where 6 died from wounds received in action. Total killed or missing in action: 6 officers and 76 men.

4. During the action the U.S.S. WALKER expended approximately 300 5 inch anti-aircraft common projectiles. Gun three stood by through the action for illumination by starshells.

5. The courage and coolness of the entire crew was excellent throughout the action and the difficult period in the water. Morale and cooperation was so high on the part of all officers and men that it is impossible to cite any individual above the group for exceptional heroism.

W. J. COLLUM Jr.  
Lieut. U.S. Navy.

Copies to:  
CinCPac  
Cominch  
C.T.F. 64  
ComDesaron 2

**DECLASSIFIED** ~~TOP SECRET~~ December 6, 1942.  
~~CRITICAL DATA~~

From: Commanding Officer.  
To : Commander in Chief, U.S. Pacific Fleet.  
Via : Commander Task Force SIXTY-FOUR.  
Subject: Addition to Action Report on Surface Engagement  
with Japanese Forces. November 15, 1942.  
Reference: (a) Action Report of U.S.S. WALKER dated November  
30, 1942.

1. The following events, though not an integral part of the action referred to in reference (a), are here reported as a matter of record. All times are approximate and are zone minus 12. All courses are estimates.

2. At 0515 a Japanese cargo vessel of approximately 3,000 tons was sighted a short distance to westward of Cape Esperance, Guadalcanal, Solomons Islands, on course 100°T, apparently headed for Japanese positions on Guadalcanal. A short time later this ship changed course to 315°T. About this time a friendly plane sighted climbing from vicinity of Henderson Field, Guadalcanal. At 0530 the enemy ship changed course to 050°T, and appeared to be headed for a large group of survivors from the U.S.S. WALKER. Shortly thereafter the ship was sighted by the friendly plane. Two more friendly planes, identified as P-39 fighters, sighted the enemy ship and headed for it. These planes dived on the ship strafing same, at which time the ship set up an anti-aircraft barrage and changed course to 180°T. After two strafing runs the planes left the area, and the enemy vessel went alongside the beach to eastward of Cape Esperance and appeared to anchor for unloading. Three other enemy cargo vessels of approximately 3,000 tons each were now sighted lying along the beach a short distance ahead and to eastward of the enemy cargo vessel initially sighted. These three ships were observed to be unloading, and a large stack of crates could be seen on the shore. At 0730, several friendly dive bombers from Henderson Field, Guadalcanal circled over the four enemy ships, and made attacks on same. All four ships were hit and set on fire. One plane scored a direct hit on a pile of material on shore, which material blew up, sending a great column of flame and smoke about 300 feet in the air. Said material was believed to be ammunition. Shortly thereafter, the planes returned to Henderson Field, leaving the four enemy vessels blazing. At

December 6, 1942.

**DECLASSIFIED**

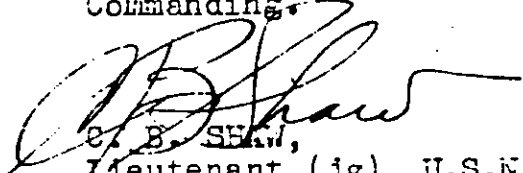
Subject: Addition to Action Report on Surface Engagement  
with Japanese Forces, November 15, 1942.

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0900 a friendly destroyer, (later identified as the U.S.S. MEADE), was sighted in vicinity of Lunga Point, Guadalcanal, on course 270°T, apparently headed for the enemy vessels mentioned above. Upon reaching a point about 7,000 yards from the enemy cargo vessels the U.S.S. MEADE appeared to lie to and commenced firing with her 5"/38 Cal. battery. The U.S.S. MEADE fired on each of the four vessels in turn, sinking all with many direct hits. Her mission completed, the U.S.S. MEADE reversed course and headed toward Lunga Channel.

3. The survivors of the U.S.S. WALKER and U.S.S. PRESTON were sighted by several friendly planes during the morning. At 1300 the U.S.S. MEADE and two small craft were sighted heading for the survivors mentioned above. By 1430 all survivors were picked up and loaded aboard the U.S.S. MEADE for transportation to Tulagi.

W. J. COLLUM, Jr.  
Lieutenant, U.S.N.  
Commanding.



E. B. SHAW,  
Lieutenant (jg), U.S.N.  
By direction.

Copies to:  
CinCPac  
ComSoPac  
ComDesPac  
CTF 16  
CTF 64  
ComDesRon 2

# 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.

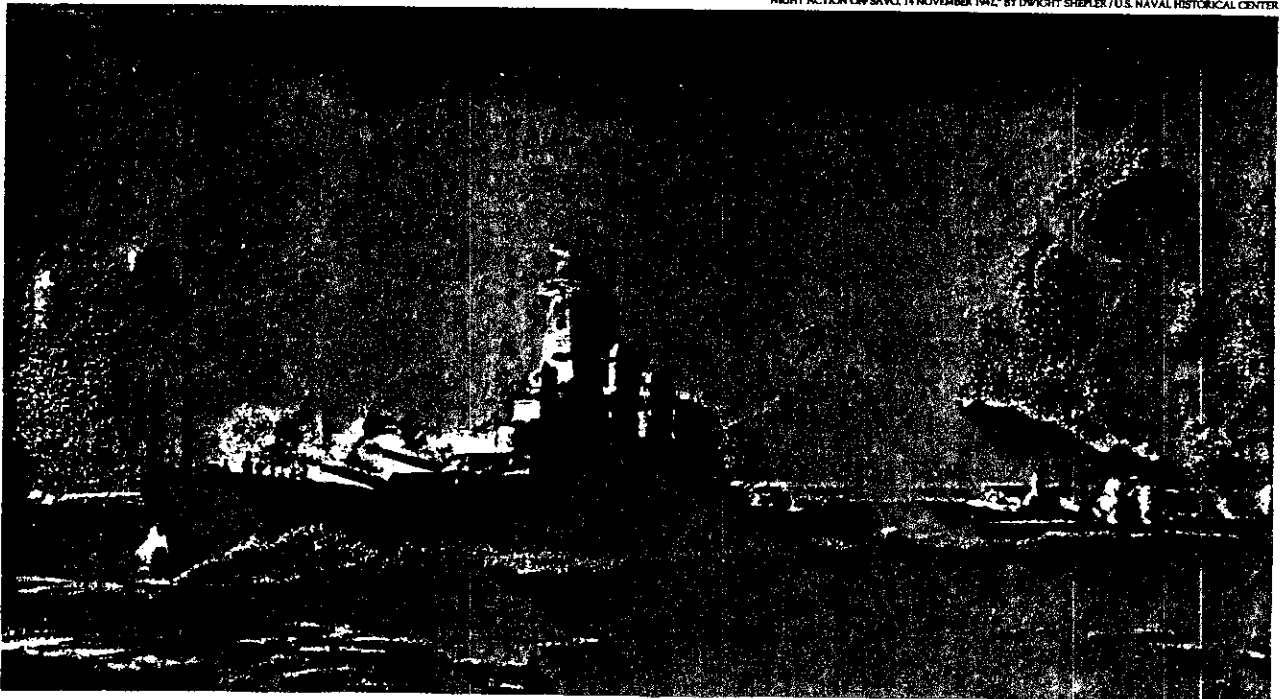
For months, the outcome of the struggle hung in a precarious balance. Later in the war, when the U.S. Navy had won command of the sea, it could isolate islands on which

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 Tassafaronga 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 SHEPLER / U.S. NAVAL HISTORICAL CENTER



UNITED STATES NAVAL INSTITUTE

*Naval History* - May/June 1995





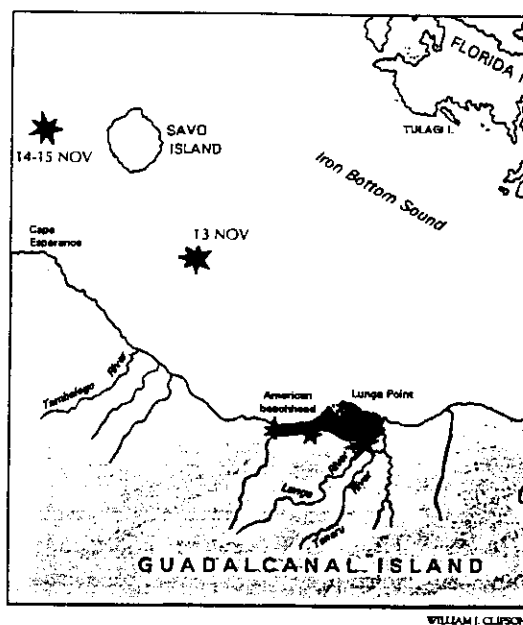
able to support the defense of Guadalcanal, and U.S. leaders considered the possibility that it might become necessary to evacuate the island.

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 Tegetthoff 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, pasted Henderson Field.

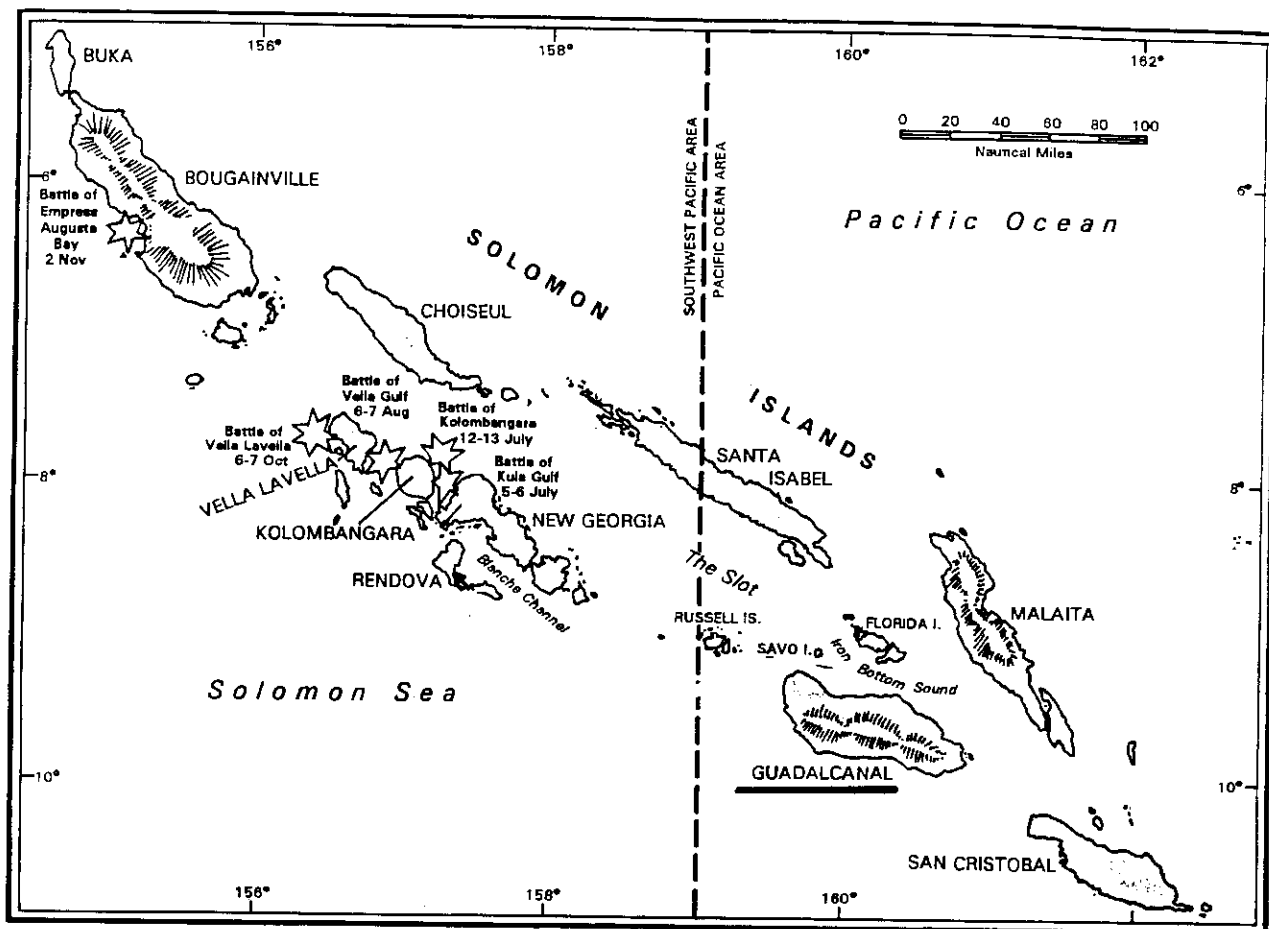
#### *Air Action, 14 November*

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





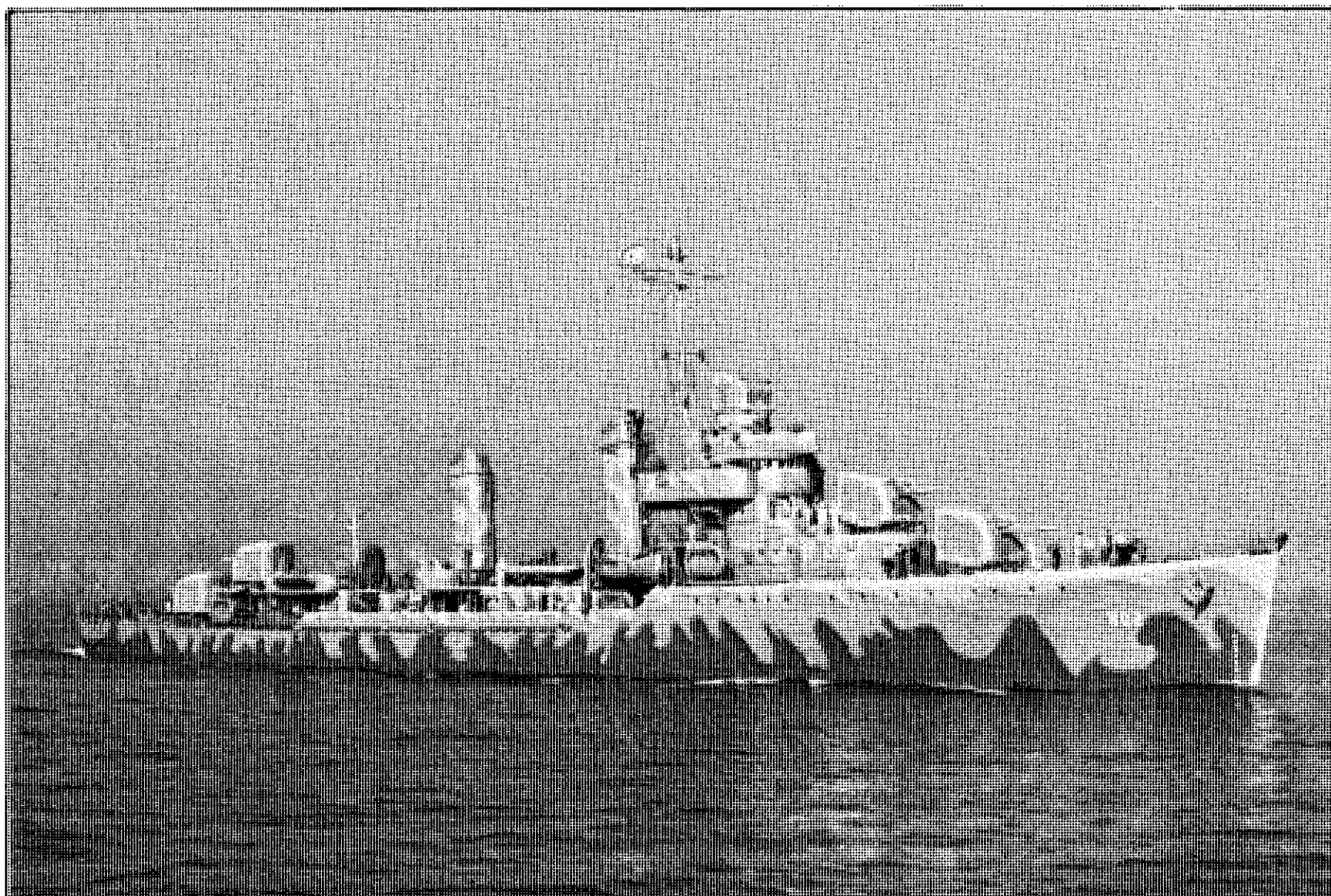
heavy gunfire unit into the cauldron. The surface action group thus formed under Rear Admiral Willis A. Lee consisted of the new battleships *South Dakota* (BB-57) and *Washington* (BB-56) and four destroyers. On the Japanese side, Vice Admiral Nobotake Kondo, commanding the Combined Fleet's Advanced 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 reading: 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).





The U.S.S. Megala (DD-402) (Lt. Col. A. S. Lamb), aided by small craft and floatplanes, rescued 133 Maline survivors in the afternoon of 15 November 1942 and put them ashore at Tulagi. Others were landed on Tulagi by Higgins boats. Until she was directed to the oil-soaked survivors by spotter aircraft the Megala had been pounding what remained of four Japanese transports beached on Guadalcanal. (National Archives)



DD602/AL-1  
(002)

053 Meade  
Cdr. S.F.S. MEADE (DD602),  
San Francisco, California

(10-rd)

S-E-C-R-E-T

November 18, 1942

From: The Commanding Officer.  
To : The Commander, SOUTH PACIFIC FORCE.  
Via : The Commander, TASK FORCE SIXTY-TWO.

Subject: Rescue of Survivors vicinity Savo Island, November  
15, 1942.

Enclosure: (A) List of Survivors from the U.S.S. WALKER, U.S.S.  
PRESTON, U.S.S. HENHAM - Picked up and delivered  
to this vessel.

1. This vessel, on November 15, 1942, proceeded to the vicinity of Savo Island, to recover survivors of the previous night's naval engagement and arrived off Savo Island at 1100. The area south of Savo Island, between Savo Island and Cape Esperance was searched by this vessel, aided by the YP boat stationed at Tulagi, a PT boat, several scout planes from Tulagi and Higgins boats. The survivors recovered by the MEADE and the above units are shown in Enclosure (A). In addition, it is believed approximately twelve survivors were rescued from Savo Island by the YP and Higgins boats. All survivors were landed at the Naval Station, Tulagi.

2. The survivors were found scattered over a wide area. The work of the planes and boats in picking up men, was very efficient, especially the YP and Higgins boats which searched close into Savo Island and recovered men from the beaches. An enemy battery is supposed to be located on this island, however, no hostile action was taken by them. During the rescue operations, a SAN FRANCISCO scout plane, which was aiding, crashed. This vessel searched the area, but found no survivors.

3. The general condition of the survivors was very good. Wounded survivors were treated aboard by the ship's doctor and doctors sent from Tulagi. The wounded and description of wounds is indicated in Enclosure (A). One man died in a boat and was buried at sea. Positive identification can be made by survivors upon arrival at Espiritu. A ring recovered from the body will be forwarded to the Bureau of Naval Personnel.

4. In the rescue operations the following points were brought out:

- (a) The extreme difficulty of finding men in the water, even when within one mile of the ship. The present colored Kopack life jacket blends in with the sea, making it difficult to spot. It is recommended that consideration be given to dyeing life jackets yellow or sewing yellow

Card 11-18-42  
San Francisco, California.

DD602/A4-1(002)

11-18-42

(10-rd)

~~SECRET~~  
**DECLASSIFIED**

Subject: Rescue of Survivors vicinity Sava Island, November  
15, 1942.

-----

bunting to the collars.

- (b) The number of stretchers aboard a destroyer should be immediately increased to ten (10) of the folding Marine copps type. This vessel was greatly endangered to submarine or air attack while lying to, recovering severely wounded men from boats, due to the lack of stretchers.

R. S. LAMB.

Copies to:

Bureau of Personnel.  
CinCPac.  
ComDesPac.  
ComDesSoPac.  
ComTaskFor 62.  
Adv. Copy to ComSoPac.  
ComSeronSoPac.  
File.



WW II  
Gene was 22 years old  
We received the telegram "Missing in Action 12/10/42"

8 August 1991

Mrs. Marie Gaertner Onesi  
2508 Reynolds St.  
Niagara Falls, NY

Dear Marie:

I am writing you this letter after attending my first USS Walke reunion. I was aboard the Walke the night it was sunk. Also I must apologize for not getting this letter to you much sooner. I have gone over and over, the events I am about to relate, many, many times and hopefully I have not omitted anything. Relating back to that night has always been an emotional time for me. Hopefully what I relate at this time will help to relieve some of pain of not being sure of what actually happened to your brother.

The reunion I attended was in Kansas City, Missouri last November 13, 14, 15. While there, I was able to discuss the events that took place during and after the sinking. I was also informed, by John Walsh, of South Bend, Indiana, that he had been in touch with you, and that you were seeking information regarding your brother, E. T. (Red) Gaertner.

During my discussion with John Walsh and with those at the reunion, I came to the conclusion that I may have been the last person to actually see and speak to your brother. I did not actually know your brother by name and the man I am about to tell you was only known to me as "Red". The "Red" I knew was a Fire Controlman and we would encounter each other at times, going on or coming off watch. Only having been on the Walke for about three months, I was not too well acquainted with anyone except my immediate watch group.

The following are the events, as they happened and as I can remember them:

I was at my secondary battle station, above the bridge and below the fire control director above. There were six of us in the lookout station and when the torpedo hit we were all thrown into the air and landed in a massive tangle of arms and legs, and wondering what had happened. As we untangled and emerged onto the flying bridge, from our station under the fire control director, we could see fires burning all around and below us. At that time we did not know that the ship had been cut in two by the explosion. As we stood around wondering what to do, several people came down to our level, from the fire control director above.

I remember seeing someone with red hair and the reason I could see was due to the fact that the fires burning all around and below us made everything quite visible. As we stood around, waiting for some kind of word as to what to do, someone came down from up above (I thought at the time it was an officer, but it could have been the Chief Fire Controlman) and looked at us and said, "I don't know about you guys, but I'm leaving this thing." Now whether he had heard some word about abandoning ship or just knew it was sinking is unknown to me. As far as I know, all communications were destroyed and no word was ever broadcast over the PA system. He proceeded to climb up on the rail and jumped into the water. Those of us just standing there, looked at him and each other, and proceeded to follow him into the water. At the time of the torpedo hit, the Walke herself preparing to attack the Japanese ships with her own torpedoes, and consequently when we were hit we were traveling quite fast. This accounted for the fact that as we jumped into the water, we became separated from each other. This was true more so for myself due to the fact that I could not swim and so I had to stop and inflate my lifebelt and was also hesitant about jumping from that height into the water. I don't remember anyone else inflating their belts before jumping. As I hit the water, my belt was forced up under my armpits and was not fully inflated, so consequently my chin was just barely above water. The water was covered with fuel oil and there were several fires burning on the water. As I tried to orient myself in the water, I could see the ship plainly, as it was lit by the fires on and around it. I tried to paddle away from the ship, as I had heard that when a ship goes down, it creates a suction and that could suck you down with it. As I was trying to paddle away, it seemed to me that I could feel a pull back toward the ship, so I used all my available strength to try to get as far away as possible, when suddenly the Walke stood with her stern straight up in the air and went out of sight beneath the water with her flag still flying. It suddenly became dark because the action of the ship going down had extinguished the fires. Not long after the Walke disappeared there was a tremendous underwater explosion and I was completely lifted out of the water and after I landed back in the water, I noticed that my left foot felt numb.

As the fire died out and the other ships moved on, it got real dark and quiet. As the battle moved away I was able to hear voices talking and calling to others, but was not able to find anyone. Sound carries much better over water than land and the voices I heard could have been some distance from me.

Sometime later I managed to grab a fairly large piece of debris, which probably was a piece of a ship's boat. I used this to hang on to, so that I could keep the oil and salt water out of my mouth. Sometime later I heard someone nearby and I asked "Who's there?" He said "It's me, Red." I said "Come over here, I've got something to hang on to." As we both hung on, we talked about what had happened and we came to the conclusion that the explosion after the ship disappeared was due to the depth charges exploding.

It wasn't too long after we joined up that he told me that the explosion had hurt him pretty bad internally and these are his exact words: "I don't think I can make it through the night." I said "Hang on, somebody will find us." Not much was said after that. We could hear gun fire and see gun flashes in the distance and at sometime a submarine (Japanese) surfaced near by and turned its searchlight and then disappeared. After that everything became real quiet. As the night wore on I tried to prop myself up on this piece of debris that we had. Although I don't know how, I must have dozed off and the next thing I remember is waking up and it was beginning to get light. It was then I noticed I was alone. I looked and called out all around me, but there was no answer from anywhere. How I was able to maintain my grip on this piece of wood and sleep without slipping off I will never know, but apparently that is what happened. I tried to analyze in my mind what could have happened to "Red" and the conclusion that I could come to is that he must have passed out as a result of his injuries and that he lost his grip on this piece of wood we had. As I was shifting around and trying to keep my grip and trying to locate Red, the piece of wood got away from me and the strong current carried it from me and consequently I spent the rest of my time in the water just floating around with my lifebelt. Except for the time that Red and I were together, I was never able to find anyone else.

I spent about seventeen hours in the water and was eventually spotted by one of our search planes and picked up by a PT boat and then transferred to the destroyer Meade. Many other men from various ships had already been picked by the Meade and while on the Meade she was bombed and strafed by Japanese planes. There were some casualties. The Meade then proceeded to the island of Tulagi and I was put ashore there and eventually in the base hospital because of a fractured ankle apparently due to the depth charge explosion after the Walke sank. How many other were put ashore or who they were I do not know. Several others from the Walke were also hospitalized and some died of the same type of wounds that Red must have succumbed to.

I do not remember how long I was at Tulagi, but I was in a group that was later put on board the USS Trever, a mine sweeper, for transportation to Espiritu Santos in the New Hebrides Islands. While on board the Trever, she was diverted for escort duty several times and our trip to Espiritu Santos was delayed. After a short stay at Espiritu Santos, orders came through for many men to be reassigned to ships in the area. The rest of the survivors from all the ships that had been sunk, were put on board the USS Barnett, a transport, returned to the United States. We arrived in San Diego on a Sunday morning before Christmas of 1942. We were all given a complete set of new uniforms and clothing, and orders to report to various stations and a 30 day delayed leave.

I reported in after my leave, to Receiving Ship, Treasure Island, San Francisco, Calif. I then received orders to report to the USS Talbot, APD 7 at Mare Island, Calif. I was later transferred to the USS Chew, DD 106 and in the early part of 1945 was transferred to Advanced Sonar School, San Diego, Calif., and was there when the war ended. I was discharged in November 1945.

I Hope that this letter will in some small way alleviate the pain and anxiety I know you have suffered in not knowing what happened to your brother. I am sorry that I was unable to be of some assistance to him in his time of need. I hope you can understand the circumstances that ezisted at the time. Many others died from the same type of injuries, either in the water or the hospital after being rescued. Those that died in the hospital had to endure their injuries a little longer than those in the water.

I know that those of us who were lucky to come back will never forget those who were left behind and the supreme sacrifice that they made so that the rest of us could have a better world to live.

For myself and the rest of Red's shipmates, who made it back, may I offer my deepest sympathy and condolences to you and your family. WE WILL NEVER FORGET.

If you have any questions you might like to ask, please feel free to do so. I will do my best to answer them.

Sincerely yours,



11779 Cranford Way  
Oakland, CA 94605  
(415) 568-4855

PS: Please excuse the typing,  
It's been a long time since I left School



Comdr. Thomas E. Fraser, USN, the Walke's commanding officer, in July, 1942, when the ship was in Auckland, New Zealand. He was killed when the Walke was sunk off Guadalcanal on November 15, 1942. Comdr. Frazer graduated from the U.S. Naval Academy, class of 1924, and received the Navy Cross posthumously. (Courtesy of Jack Walsh.)



THE SECRETARY OF THE NAVY

WASHINGTON

*The President of the United States takes pleasure in presenting the NAVY CROSS to*

*COMMANDER THOMAS E. FRASER, UNITED STATES NAVY  
for service as set forth in the following*

*CITATION:*

*"For extraordinary heroism as Commanding Officer of the U.S.S. WALKER in combat against enemy Japanese forces off Savo Island, Solomon Islands, during the night of November 14-15, 1942. As Acting Division Commander of the destroyers of his Task Force, Commander Fraser unhesitatingly led his ships into action against a numerically superior enemy force of light cruisers and destroyers and succeeded in diverting a hostile torpedo attack against our heavy ships, at the same time inflicting grave damage on the Japanese forces. His great personal valor and fearless devotion to duty were in keeping with the highest traditions of the United States Naval Service."*

*For the President,*

*FRANK KNOX*

*Secretary of the Navy*

*Retyped from a draft copy on file at the  
Naval Historical Center/Washington.*

*E. A. Wilde*

*17 February 1995*







### USS THOMAS E. FRASER

The destroyer minelayer U.S.S. Thomas E. Fraser (DM-24), named after the commanding officer of the U.S.S. Wain (DD-416) from November 1941 to when she was sunk off Guadalcanal on 13 November 1942. Commander Fraser was among those lost in action and was awarded the Navy Cross. (USNI collection)



THE TRUE STORY  
OF  
**LIEUT. (J.G.) JOHN WALSH**  
UNITED STATES NAVY

AT 12:30 A.M., NOV. 15, 1942, LIEUT. WALSH, FORMER MEMBER OF SACRED HEART PARISH, DEARBORN, MICH., WAS IN THE PILOT HOUSE OF THE U.S.S. WALKE, OFF THE SHORE OF GUADALCANAL WHEN ENEMY BOMBERS ATTACKED.

THAT JAP TORPEDO-PLANE IS MAKING A RUN FOR THIS SHIP!

THE ANTI-AIRCRAFT BOYS ARE THROWING UP PLENTY OF STUFF. THEY'LL GET HIM.

WHEN THE TORPEDO HIT THE SHIP, WALSH WAS THROWN AGAINST AN IRON BEAM IN THE CEILING.



OUCH! MY KNEE! FEELS LIKE IT'S BROKEN.

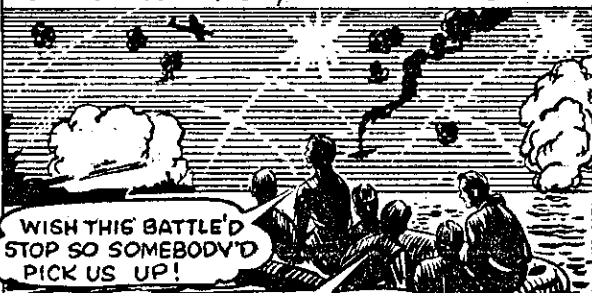
CAN YOU MOVE IT? IF YOU CAN, IT'S NOT BROKEN.

WHEN WALSH LANDED ON THE FLOOR, HE FOUND HIS KNEE BADLY TWISTED.



WITH HIS INJURED KNEE, WALSH MANAGED TO GET TO THE SIDE OF THE SHIP AND JUMP 65 FEET INTO THE SEA.

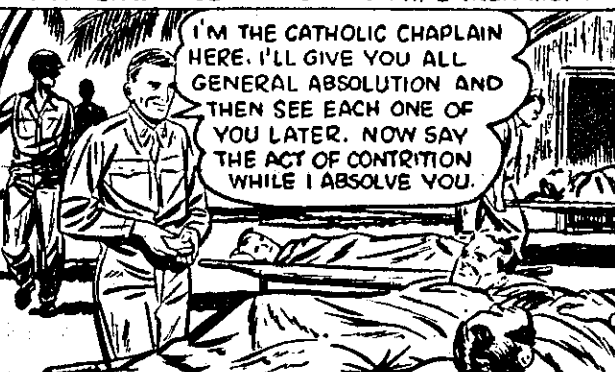
FOR FOURTEEN HOURS, WHILE THE BATTLE CONTINUED ALL AROUND THEM, THEY KEPT AFLOAT.



WISH THIS BATTLE'D STOP SO SOMEBODY'D PICK US UP!

I DON'T KNOW ABOUT YOU OTHER FELLOWS BUT I'M GOING TO SAY SOME PRAYERS. WE SURELY NEED GOD'S HELP.

FINALLY RESCUED, THE WOUNDED WERE TAKEN TO A NEARBY ISLAND FOR HOSPITAL TREATMENT.



I'M THE CATHOLIC CHAPLAIN HERE. I'LL GIVE YOU ALL GENERAL ABSOLUTION AND THEN SEE EACH ONE OF YOU LATER. NOW SAY THE ACT OF CONTRITION WHILE I ABSOLVE YOU.

THIS PATIENT-- IS HE OR WAS HE?



HE'S STILL ALIVE EVEN THOUGH HIS NECK IS BROKEN. WE'LL BE ABLE TO FIX HIM UP.

THE X-RAY PICTURE SHOWED THAT WALSH'S NECK HAD BEEN BROKEN WHEN HIS HEAD HIT THE CEILING.

NO NEED TO WORRY. IF YOUR BROKEN NECK CAN STAND BOUNCING AROUND ON A RAFT LIKE YOU DID, YOU'LL COME THROUGH.



YOU MEAN IT WAS BROKEN? IT DIDN'T HURT HALF AS MUCH AS MY KNEE.

LIEUTENANT WALSH WAS AWARDED THE PURPLE HEART AND COMMENDED FOR HIS HEROISM.



YOUR COURAGE AND HEROISM, DESPITE SERIOUS INJURY IN ACTION, IS TYPICAL OF THE NAVY SPIRIT. CONGRATULATIONS!

THANK YOU.



U.S.S. Walke (DD-416)

*This article by Cdr. John A. Walsh, USNR (Ret.), appeared in the January 1992 edition of the Guadalcanal Echoes, published by the Guadalcanal Campaign Veterans Association.*

A TERRIBLE NIGHT FOR THE  
U.S.S. WALKE DD-416  
by: CDR. John Walsh USNR (Ret)

November 14, 1942

At about 2330 orders to change course headed West back toward Savo Island. Gun director radar spotted ship ahead, we opened fire and recorded several hits on destroyer later identified as AYANAMI. soon we took a torpedo on Port side, directly under the bridge while salvo cruiser shells hit between the bridge and Gun two, the two explosions severed the bow, approximately 100 feet of the ship was shot away. As we were operationg at 22 knots, the bulkheads ruptured as ship continued forward but sinking rapidly, fuel oil splashed about was in flames. We tried to fire torpedos but ship's position made it impossible. the concussion caused us on the bridge to be driven upward, striking the overhead, crushing my helmet creased like a fedora hat and then slamming down on the deck causing sever pain in my neck and left knee joint. Captain ordered ABANDON SHIP. We who survived on the bridge then jumped 72 feet down into the water. ship was able to release only one life raft; as survivors collected near the raft, our depth charges detonated killing many men near me by concussion. We learned later that the WASHINGTON, as she passed, dropped several life rafts to us. Just after we were hit, in succession, the BENHAM and PRESTON were also hit and the PRESTON was sinking. The GWIN and BENHAM were hit many times but stayed afloat. WALKE suffered the loss of Commanding

Officer, five officers and 76 men-a total of 82 killed. While hanging onto the rafts or just swimming we watched as the KIRISHIMA was enveloped in flames and shellfire and sunk.

November 15, 1942

At dawn we could see our bow still afloat. Several of our men clung to the chains and anchors during the night. We watched planes take off from Henderson Field to bomb and strafe the two Jap cargo ships that beached near Cape Esperance. the planes wer advised that there were only Japs in the water, thus strafing was advisable and that no U.S.men were in the water. One of the pilots was Captain James Jarman (Ed:Jim Jarman was a former Sr. V.P. of our GCV). Radio advised him that there were U.S. survivors. Soon planes spotted us and dropped smoke flares. LCVF's from Guadalcanal headed our way and picked us up after 14 hours in the water. Landing craft then trasferred us to the destroyer MEADE. Just after we were on the MEADE, Jap planes arrived and strafed the ship, killing three men from the PRESTON who were still lying on the deck having just been rescued from the water.

(This battle which has been dubbed the Second Battle of Guadalcanal saw three of our four destroyers being sunk and the battleship SOUTH DAKOTA battered out of the battle line. The Japanese lost the battleship KIRISHIMA and destroyer AYANAMI.)



THE SECRETARY OF THE NAVY  
WASHINGTON

The President of the United States takes pleasure in presenting  
the NAVY AND MARINE CORPS MEDAL to

LIEUTENANT, JUNIOR GRADE, JOHN ANDREW WALSH  
UNITED STATES NAVAL RESERVE

for service as set forth in the following

CITATION:

For heroism in connection with the sinking of the United States Ship WALKE as a result of simultaneous hits from a partial salvo of enemy eight-inch shells and an enemy torpedo in the Fourth Battle of Savo Island on the night of 14-15 November 1942. After the sinking of his ship, Lieutenant, Junior Grade, Walsh found a member of the crew suffering from a fracture of the leg and hip and unable to reach a nearby raft. In spite of his own leg injury and a fractured vertebra, he succeeded in towing his shipmate to the raft, thereby saving the man's life. Throughout the night he remained in the water and assisted in propelling the raft. By his courageous and selfless efforts in behalf of a shipmate, Lieutenant, Junior Grade, Walsh upheld the highest traditions of the United States Naval Service.

For the President,

*Paul H. Nitze*  
Secretary of the Navy





January 17, 1981

Mr. J. A. Walsh  
301 E. Pokagon Street  
South Bend, Indiana 46617

Dear Jack:

Permit me this opportunity to congratulate you on the article about your WWII experiences on the U.S.S. Walke that is appearing in the current issue of the Guadalcanal Echoes. Rest assured that it brought back vivid memories of events long gone.

First, let me define my personal relationship to your story, and then try to explain some of the details that you and your shipmates may have never known. It happens that I was the pilot of the lone plane that flew over your position near Savo at dawn on Nov. 15th, 1942. Several sorties later I was also the leader of the flight of fighters that first saw and reported your predicament and then devoted all of it's time and effort to diverting the U.S.S. Meade to your location and rescue. It had already been the most memorable week of my life and most of the events are indelibly etched in my memory, especially those of that morning.

As a result of a severe naval bombardment on the night of Nov. 13th we were required to disperse all land based aircraft to every nook and cranny of the beachhead area on the evening of the 14th. My flight of four P-39 Airacobras was dispersed to a new airstrip called Fighter Two, and we were the very first s/c to use it. Thanks to you and the task force that you accompanied we were spared that anticipated shelling. We were well aware that a major engagement was underway nearby because we could see an almost uninterrupted period of gun flashes against the night sky. Unfortunately my flight was also committed to fly the dawn combat air patrol on the 15th and this meant a long jeep drive over unfamiliar roads in blackout conditions, finding and inspecting the s/c in total darkness, and taxiing out to take-off and launching before dawn from a strange airstrip without benefit of lights. Everything went well until the ground taxi sequence was underway, at which time things started to go to hell in a hand basket. I first became aware of several bright flashes behind me which I could not identify until reaching the end of the runway. At that point I determined that the field was undergoing a shelling from some source. The head enemy cannoner was apparently tracking my other s/c from their running lights, so I instructed them by radio to shutdown and find cover. Then I decided to take off and clear the area before the shelling damaged the runway, which I did in total darkness. On climbout I observed the running lights of another s/c circling Henderson Field. I couldn't believe that it was one of my own flight but I decided to check. As I pulled up alongside this s/c it fired a warning burst of machine gun fire over my canopy, which told me he didn't like my presence and that he didn't belong to me because our guns were fixed and only fired forward. Within a few minutes there was enough twilight to see the outline of four large cargo vessels standing off Pt. Cruz, dead in the water. Because of the intensity of the naval actions in the immediate area

for the past three or four days I hadn't expected to see this sight at this time and elected to investigate. My first crossing was totally uneventful and unproductive so I elected to turn around and drop lower. It was then that I first passed over your position in the water but due to the half-light or less did not observe your predicament. By the time I had completed the turnaround and started back the first vessel was underway and headed direct for the shore and a beaching. Almost immediately the others began the same process, and at the same time began shooting at me. I then proceeded directly back to the Fighter One strip "with the word". My official flight log shows that it was a thirteen (:13) minute mission from take-off to landing. So, instead of attributing the actions of the lone pilot to the more important tasks of bombing or strafing the enemy force instead of conducting search and rescue operations, just realize that he was a very lonesome and shook-up kid of 24 who had spent a rather restless night waiting for another naval bombardment, had taken off from a strange field before daylight and while undergoing a shelling, had been shot at by another aircraft and four ships, all before breakfast and sunup.

Several sorties later we ascertained that there weren't any valid targets to be seen and I decided to take a look at the area where we thought the battle of the night before had taken place. A similar engagement several nights previously had produced a damaged Kongo class BB near Savo and it underwent the process of destruction all of that day from the entire Cactus Air Force and friends. We wondered if history might have repeated itself. In the full light of day we almost immediately came upon the scene, a veritable sea of flotsam, jetsam and oil slick plus the bow of one destroyer covered with a number of survivors. I called Henderson Field for guidance as to the friendly or enemy status of what we saw, and was advised that we had no report of losses in the previous night's engagement and were free to attack. As we swung around to establish a strafing pattern we had our instructions countermanded and were directed to hold-fire. Within a few minutes we were told we did have losses and not to attack. We then returned to the beach area and attempted to direct the Meade to proceed to your relief. We did this by flying low and slow across her bow and then maintaining a direct course to your location. The first two passes were unproductive and she continued shelling the area we had been working over all morning. I then had my flight back off and came alone across her bow firing all of my guns in the direction we wanted her to take. I guess it was an attention-getter because she immediately responded and set course towards Savo Island. We had two planes circle the DD bow as a marker and the other two circled the Meade for her protection against air attack. When we finally had to return for fuel the Meade's boats were well into the mess and collecting survivors. Did you ever know that you were almost attacked by friendly fighters just before being rescued, or that either few or no one on the beach knew of your predicament until mid-day?

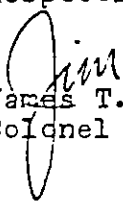
Two of the other pilots involved in that series of events are still alive and kicking. Their names are Bob Ferguson and Marty Ryan and live respectively in Mississippi and Dallas. Both received DFC's from the Navy for their successes in attacking and destroying one of those four AK's on their first sortie after dawn and the end of the airport shelling. I was with them and served as their leader and recorder of success, receiving nothing myself because my marksmanship left something to be desired (I couldn't even claim a near miss). I saw both of them at a reunion this past October in San Antonio, and

intend to make sure that each gets to read your article.

Rest assured sir, there was nothing that day that would have been more important to us than your rescue, had we known of your situation. That probably would have gone double because of our appreciation of being spared another naval bombardment through your efforts. At no time was any priority placed on destroying the remnants of what had been a mighty force several days earlier, it was just that your predicament had not yet been recognized. In a Coral Sea or Midway situation the reverse might have been true, but in this case it just happened and you were the innocent victims. I am not a very religious person but in 30 years of military flying I did see a few happenings that had to be attributed to "someone upstairs". In this case He was a little slow that morning but He must have let it run it's own course until we almost attacked you in the water, and then decided to step in and straighten things out right there.

In six weeks we leave for a return to the South Pacific, a 22 day excursion to all of the old places. I will be sure to lift one to you and your shipmates at the Mendana Hotel bar, Pt. Cruz, Guadalcanal Island on the evening of March 11, 1981.

Respectfully yours,

  
James T. Jarman  
Colonel USAF (Retired)

5918 Cherokee Drive  
Shawnee Mission, Ks. 66205

CC: Graydon Cadwell  
Guadalcanal Camp. Vets.  
Assn.

Bob Ferguson  
Marty Ryan



The Naval Battle of Guadalcanal<sup>1</sup>  
12-15 November 1942

Vice Admiral Edward N. "Butch" Parker's story<sup>2</sup> 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."

\* \* \* \* \*

<sup>1</sup> Earlier called "Third and Fourth Battles of Savo Island" or "Battle of the Solomons."

<sup>2</sup> 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..



COMSOPAC FILE

A8-3/(25)  
Serial No.  
00157c

SOUTH PACIFIC FORCE  
OF THE UNITED STATES PACIFIC FLEET  
HEADQUARTERS OF THE COMMANDER

DEC 27 1942  
11a 10

**DECLASSIFIED**  
**SECRET**

December 12, 1942

**SECRET**

From: The Commander South Pacific Area and  
South Pacific Force.  
To: The Commander-in-Chief, U.S. PACIFIC FLEET.  
Subject: Report by Assistant D-2, First Marine Division: Interview with Seaman First Class Dale Emory Land, survivor of U.S.S. WALKER.  
Enclosure: (A) Copy of subject report.  
1. Enclosure (A) is forwarded for information.

*Julian P. Brown*  
JULIAN P. BROWN,  
By direction.





Division Intelligence Section,  
Headquarters, First Marine Division,  
Fleet Marine Force.

6 December, 1942.

~~SECRET~~  
**DECLASSIFIED**

The following is a report compiled by Major R. A. Evans, Assistant D-2, following an interview of Seaman First Class Dale Emory Land of Manhattan Beach, Cal., who along with MM1/c Harold Taylor of Virginia, was a member of the crew of the destroyer U.S.S. Walke, #416, which was sunk on the night of 14-15 November in a naval engagement near Savo Island. He landed on Guadalcanal shore on 17 November near Bunina Point. Their ship was the leading ship of Task Force 17 in this battle, the bow being blown off in about 15 minutes and the ship sinking. Land said he thought about 50 men were killed and the rest rescued. He and Taylor spent two days and nights in the water before getting ashore. Planes and destroyers passed them but could not see them so did not effect a rescue.

Land stated that in the morning after the battle he saw 3 CAs, 3 CLs and 3 DDs of the Japanese fleet going north from the scene of the battle.

He and Taylor landed about one mile west of a beached Jap transport. They were so tired and exhausted that they ate one coconut and laid on the beach and slept until about 1000 the following day, 18 November. When they woke up they heard Japs and saw them moving east along the beach road. There were several seen wearing what appeared to them to be naval clothing. These Japs were unarmed, appeared tired as if they had been working hard. They watched their chance and crossed the road and started inland. They looked for vehicle tracks on the road and saw none. They saw about 60 or 70 life jackets (Jap), stacked in neat piles on the beach, unused, and saw a lot of ruined boats.

They went about 1/2 or 3/4 miles inland and then moved east parallel to the coast road. They saw one Jap, young looking, unarmed digging a hole. The Jap saw them, threw a coconut at them and then ran into the jungle. They then headed south into the hills and just before dark found a native hut on a grassy knoll where they spent the night. Japs had been at this hut sometime before. At this hut they found an old Jap pocket compass which they used to get direction. From this hut they could see one beached AP on the shore line to their west.

During the day of 19 November they ran out of coconuts so decided to head back for the beach where coconuts were. They hit the beach just west of the beached AP at Bunina Point. Close to the beach east of the AP they saw a large pile of boxes, probably

stores from the ship. The ship is about 100 yards off shore. About 2130 they waded in the water between the ship and shore moving east to get toward our front lines. The Japs, about 25 or 30, were on guard around the AP and challenged them before they were all the way across. The Japs did not fire at them. Land and his companion ran into the jungle into a swampy region where they stayed until 0200. The Japs searched for them for several hours and finally gave up. During this time our planes bombed and strafed the AP and area, got some hits. The Japs were afraid, shouting and screaming.

About 0200 on the 20th they started inland again and hit bad swamps. They travelled about 3 miles in a south-easterly direction during the rest of the night. Land says the Japs are fairly numerous along the beach at this area and have several small, improvised huts.

The next day, 21 November, they slept from daylight until about noon. They travelled from noon until dark when they found a small shack fallen over. They propped it up and stayed there all night. They found two pineapples and a small bunch of bananas of which they consumed half at once. All this day they had not seen or heard any Japs. He estimated the hut was about 3 miles inland.

They were keeping to the native trails and all day the 22nd November travelled in a south-easterly direction through the jungle, lost the native trail and got into some really tough country. They saw no sign of Jap activity this day. This night they slept on a ridge that was heavily timbered. There was plenty of water but very little food of any kind. On the native trails they saw some native footprints, fresh, but did not see any natives.

(Land said he was without shoes the entire time. He tried to make something out of life jackets but couldn't. They carried water in one of the navy type rubber life jackets.)

From the 23rd to the 26th in the hills in an easterly direction, not seeing or hearing Japs. On the 26th they heard either shells bursting or artillery firing which they took to be ours, but from his description must have been Jap, and they moved inland attempting to find it. They did not succeed in finding it. This day they got almost up to the first large ridge inland from the sea, found it impossible ground for them to cover. They found a valley which they followed seaward.

The next day, 27 November, they saw a herd of 45 to 50 cattle. Saw no sign of Japs on the 27th, 28th and 30th November until on the 30th came within 200 or 300 yards of beach when they saw and heard Japs. The first they saw was a group of three shooting birds for food. They saw several bunches of three or less in the coconuts.

Where they came close to the beach this time was east of the farthest east transport, probably about 2,000 yards west of Point Cruz. They found a small dry river bed across which is a coconut grove. They intended to cross and get some coconuts but after crossing they ran across a Jap camp with about 6 Japs. They hid in the bush and stayed for some time hoping to get across to the coconut grove. They recrossed the stream bed seeing eight Japs moving west toward the beach. They were dressed in old clothes, one appeared to be a soldier and carrying a rifle, but they all had packs. A P-39 spotted them and came in to strafe getting some hits.

They headed inland again on the 1st of December up into ridge area. This night they built an improvised shelter and slept under it. They found some cane and chewed on it. They heard Japs headed towards the beach. Saw one bunch of 6 to 12 unarmed, and not carrying anything heading seaward.

The 2nd of December they found some Jap dugouts and trenches on an open ridge which had been shelled and bombed. Several Jap graves there. They found one Jap rifle and two bandoleers of ammunition which they carried and used. They figured there were about 12 buried there. (Saw no Marine equipment anywhere. Said the Japs were in all the valleys in this area on the safe side from shelling).

They moved eastward into a large grassy plain and valley. They found Jap trails and heard Jap activity.

They followed the trails along which ran three telephone lines. They cut the wires about every half mile. Saw Jap wire crews out repairing the lines several times. They saw a large grassy hill and headed for it. (This hill is what we call "Grassy Knoll"). They heard and saw Japs in all of the draws that they crossed. The trail which had telephone lines was well beaten and generally followed the ridges. On the night of the 2nd of December they slept in the open just above the large burned area on Grassy Knoll. They could see the dust from the airfield. At this place they saw and heard Japs several times.

In the morning of 3 December they started down the ridge towards the beach. They came to a rocky canyon which had plenty of Japs in it. They saw three Japs so shot into them killing one. About 12 armed Japs came across the ridge from west to east so they crawled back into the grass and hid in the grass all day. The Japs stuck around all day but did not find them. They thought that this time they would be killed.

About dusk the Japs left so Land and Taylor went back up the ridge, heard some Japs again so slept all night. They found the telephone lines again so cut them some more.

On 4 December they laid around in the grass all day. They

**DECLASSIFIED**

heard Japs in all the draws so figured it unsafe to move. They slept this night in the grass and it began to rain. They heard our artillery firing, could see the flashes, and thought the mission was to hit the Japs in the draw. Some shells landed pretty close to he and Taylor. They could see dust from the airfield again. This night they heard what sounded like "Jeeps" stuck towards our front lines. Land said that was a very welcome sound to them. The Japs were all around them yet so they could not travel.

On the 5th of December they could see our front lines and could see Japs in the draws between the front lines and where they were. They could see the field so thought their best chance was to go towards it. Land's feet were so sore he could hardly walk so Taylor went about 50 yards ahead with the rifle. Taylor went into a small wooded ravine where he contacted the Japs. He opened fire and killed three or four and about 12 opened fire on him and killed him. Land could see Taylor hit but could do nothing to help him. The Japs stripped Taylor of all of his clothing and weapon. Taylor was killed about 0930 on 5 December. Land then sneaked up the ridge, crawling on hands and knees, and continued eastward. He could see our men and so came closer. He thought they could see him so he waved his arms. When he got close enough he yelled to them and they sent out three men to help him in. He was so weak he could not go any farther. When he saw the three come out for him he threw his water carrier.

He was picked up by the 182nd Army Regiment (Second Battalion) who took him into camp, fed him and bathed him and took him to their sick bay. He registered a fever of 106 degrees and in about a half hour later was taken to the Division Field Hospital.

Land stated that each time they saw a few Japs they fired at them and figured they killed about 12. He also stated when Japs came out into the open our planes would strafe them and several were killed.

He did not see any Jap artillery or any tracks indicative of artillery on vehicles.

He said that most of the casualties from his ship were from the explosion of their own depth charges when it sank.

#### INTERVIEWER'S NOTE:

Land appeared to be in good condition except he was very weak. He was able to walk slowly and talked very freely and in a straightforward manner. He was very clear as to what he saw and heard. He said that he doesn't think he would have made it if Taylor hadn't been along. Taylor was killed just 2½ hours before Land was picked up. Land said his and Taylor's hunting experience helped him a lot in this trek across enemy territory. They are both to be commended on their conduct and valiant attempt to reach our own troops through several miles of enemy territory.

IRONBOTTOM SOUND SHIPS

USS WALKE (DD-416) CRH REVISION, 7 June 1992  
SUNK by Torpedo & Gunfire, Naval Battle of Guadalcanal,  
14 Nov. '42.

"SIMS" Class Destroyer. Launched 20 Oct. 1939.

Length: 347'11"; Beam: 36'1";  
Hull Depth: 21' to main deck; 28.5' to forecastle.  
Disp: 1620 tons

WRECK LOCATION: (Morison-chart) -- 09 12.3'S, 159 45.5'E  
(Frank-chart) -- about 09 13+'S, 159 43+'E  
(GWIN Action Report) -- See below...essentially as Morison.

DAMAGE DESCRIPTION:

(Morison) -- At about 2330, "WALKE was struck by enemy shells and began to fall off to port, shooting furiously and endeavoring to get onto the target with her torpedos. ... at 2338 enemy warheads began to find their marks. WALKE had her forecastle blown off as far aft as the bridge". "WALKE, dismembered and blazing, was down by the head and sinking fast. ... the after two-thirds of the ship sank at 2342 and depth charges ... exploded directly under the survivors." 135 survivors rescued next day.

(DANFS) -- Opened fire at 0026, "maintaining a rapid barrage on what probably was ... NAGARA". Checked fire briefly, then opened on a Japanese DD 7500 yards to starboard & "at gunflashes off her port side near Guadalcanal". "Japanese shells straddled WALKE twice" then a torpedo hit her starboard "almost directly below mount 52", blowing off her bow. Forward 20mm magazine blew up & started a fire. Salvo of shells from Japanese CL hit radio room, foremast, "below the gig davits", and on/in after deckhouse near mount 53. Abandon ship ordered as WALKE sank rapidly by the bow, with only two life rafts launched (others damaged "irreparably"). Some depth charges went off, killing & injuring survivors. Bow section remained afloat & survivors clung to it.

(Frank) -- Only U.S. DD with operational FD fire control radar. Opened fire at 2322 on AYANAMI. Shifted fire about 2327 to NAGARA & her consorts. "WALKE was reeling from gunfire hits when a Long Lance impacted just forward of her bridge. The sympathetic detonation of WALKE's number two magazine vastly magnified the formidable power of the torpedo's large warhead. The blast seemed to lift the whole ship and shove her to port. The bow snapped off, power and communications failed, the main deck was awash with several inches of oil from ruptured fuel tanks, and flames scampered along what was left of WALKE's length. With ammunition exploding and the ship settling rapidly ..." CO ordered abandonment. Depth charges exploded as she sank, killing men in the water.

WASHINGTON dropped rafts to floating survivors as she passed. Survivors watched Japanese transports arrive and run aground around 0400.

(Dull) -- "WALKE, hit repeatedly by gunfire, began to lose way to port; then, at 2338, a torpedo ripped into her, and she sank four minutes later."

(Hammel) -- After increasing speed to 26kt, spotted AYANAMI & URANAMI "dead ahead" off south end of Savo. FD radar blinded by land return. Opened fire with forward 5" mounts at range of 11,000 yards. After "several minutes", she saw a "fresh target" against Savo, off her forward bow, range 7500 yards & shifted fire to it. Reported hits but lost target around a point of land.

Straddled twice by shells at about 2330, while turning to port to launch her own torps. "Seconds later" torpedo wake seen approaching. Torpedo hit directly under 5" mount # 2. Quickly thereafter, hit by gunfire in radio shack, foremast and "all around" 5" mount # 3. Torpedo tore off bow back to bridge, detonated 20mm magazine & opened forward fireroom to sea. Fires seen around & forward of bridge. Speed of ship drove her under. BENHAM reported WALKE was "well down by the head" and being abandoned by some men as she passed. CO ordered ship abandoned. Officer on bridge reported Mount # 4 still firing as he prepared to abandon.

At 2342, WALKE "stood strait up out of the water, hung for a few seconds, and then disappeared from view, stern last". Bow section twisted loose and came to surface, allowing men from Mount # 1 & its handling room to escape. Bow remained afloat & men used it as a float. At 2343, depth charges exploded under the survivors. WASHINGTON dropped life rafts as she passed through the survivors.

Tide carried survivors toward Guadalcanal shore. Japanese submarine surfaced among them about an hour after WALKE sank, illuminated survivors but did nothing further. About an hour before dawn, two Japanese transports passed nearby and anchored "several hundred yards out from the nearby beach". After daylight, some survivors were fired on by riflemen on the beach, and swam out of range. Transports reported beached at Doma Cove by plane, which also saw WALKE's bow & groups of survivors. USS MEADE & boats from Lunga point rescued swimmers in mid-late afternoon. Three men from WALKE killed after rescue by a Japanese air attack.

(BuShips Damage Summary) -- "Struck by cruiser salvo. Destroyer torpedo struck frame 45 starboard. Bow blown off forward of bridge. Stern section plunged. Depth charges exploded. Bow remained afloat and finally sank." (See drawing for location of hits).

WALKE Action Report) -- Ship had been straddled twice before torpedo hit & was struck by "apparent cruiser gunfire" after torpedo explosion. Shells hit Radio room, foremast, under gig davits & in vicinity of Gun # 3. Bulkhead of forward fireroom buckled as was main deck amidships.

(GWIN Action Report) -- Shows northerly track chart, with ships essentially on same tracks as Morison's chart.

(MEADE Action Report) -- Shows survivors floating in area due south of Savo Island, roughly between 1 to 4.25 miles south of island and 3 miles wide. This encompasses the sinking position for PRESTON shown on Morison chart & is about 2 miles east of position shown there for WALKE sinking.

CASUALTIES: 6 officers & 76 men lost with ship.

(Frank) -- 80 killed, 48 injured.

(WALKE Action Report) -- 6 Officers & 76 men killed or missing.

#### IDENTIFICATION POINTS:

WALKE's sunken after portion should be readily identifiable by standard features of her class, especially her single set of uptakes with two quad torpedo tube mounts behind. She is probably severely damaged at the stern and/or by the after deckhouse by depth charge explosions.

Her bow should lie quite a distance away, possibly near the Guadalcanal shore. It may have # 1 5" gun mount attached.

#### FUTURE EXAMINATION:

WALKE is only a "last priority" target for our expedition's search, and it is doubtful if we will get to her. It is even more doubtful that we will search for her bow.

If we do find her, she should receive sufficient imaging for identification and evaluation of her condition.

If found, she would make a valuable contribution to understanding the Nov. 14-15 action, and also would make a dramatically useful companion to KIRISHIMA.

\* \* \* \* \*

#### Key to Sources:

(Morison) Samuel E. Morison's History of United States Naval Operations in World War II, Vol. V.

(DANFS) Dictionary of American Naval Fighting Ships, published by the Naval Historical Center.

(Frank) Richard B. Frank's Guadalcanal.

(Dull) Paul S. Dull's A Battle History of the Imperial Japanese Navy, 1941-1945.

(Hammel) Eric Hammel's Guadalcanal: Decision at Sea, the Naval Battle of Guadalcanal, November 13-15, 1942.

Editor's Note: These research notes were prepared by Charles R. Haberlein, Jr., Head, Photographic Section/Naval Historical Center, Washington Navy Yard. Mr. Haberlein was a technical and historical consultant to Dr. Robert Ballard on his photographic expedition to Guadalcanal in 1992, and he has very graciously allowed me to include his notes in this booklet.







*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."

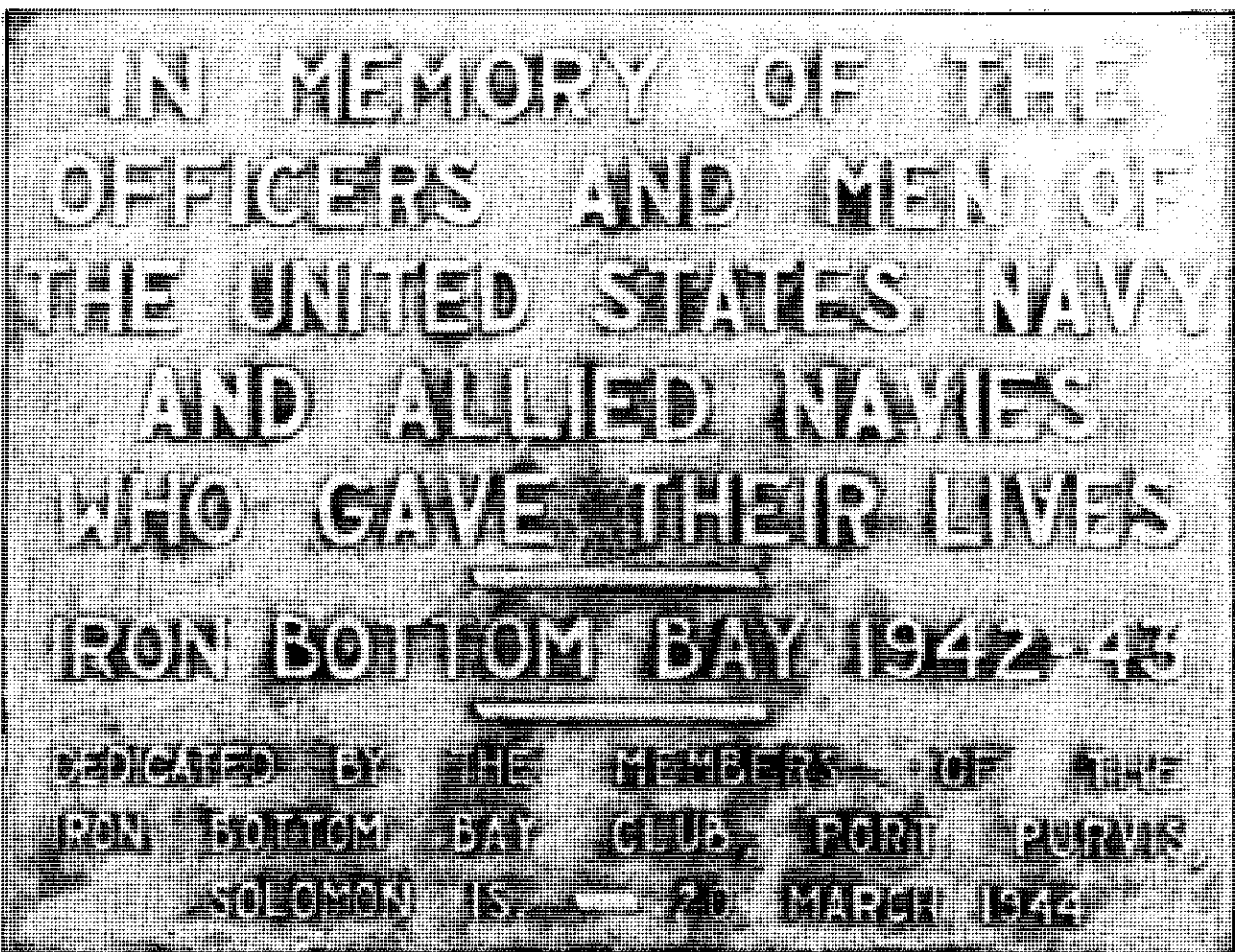
The plaque carries this inscription: "In memory of the officers and men of the United States Navy and Allied Navies who gave their lives -- Iron Bottom Bay -- 1942-43 -- Dedicated by Members of the Iron Bottom Bay Club -- Port Purvis, Solomons Islands -- 20 March 1944".

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, WALKE, 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

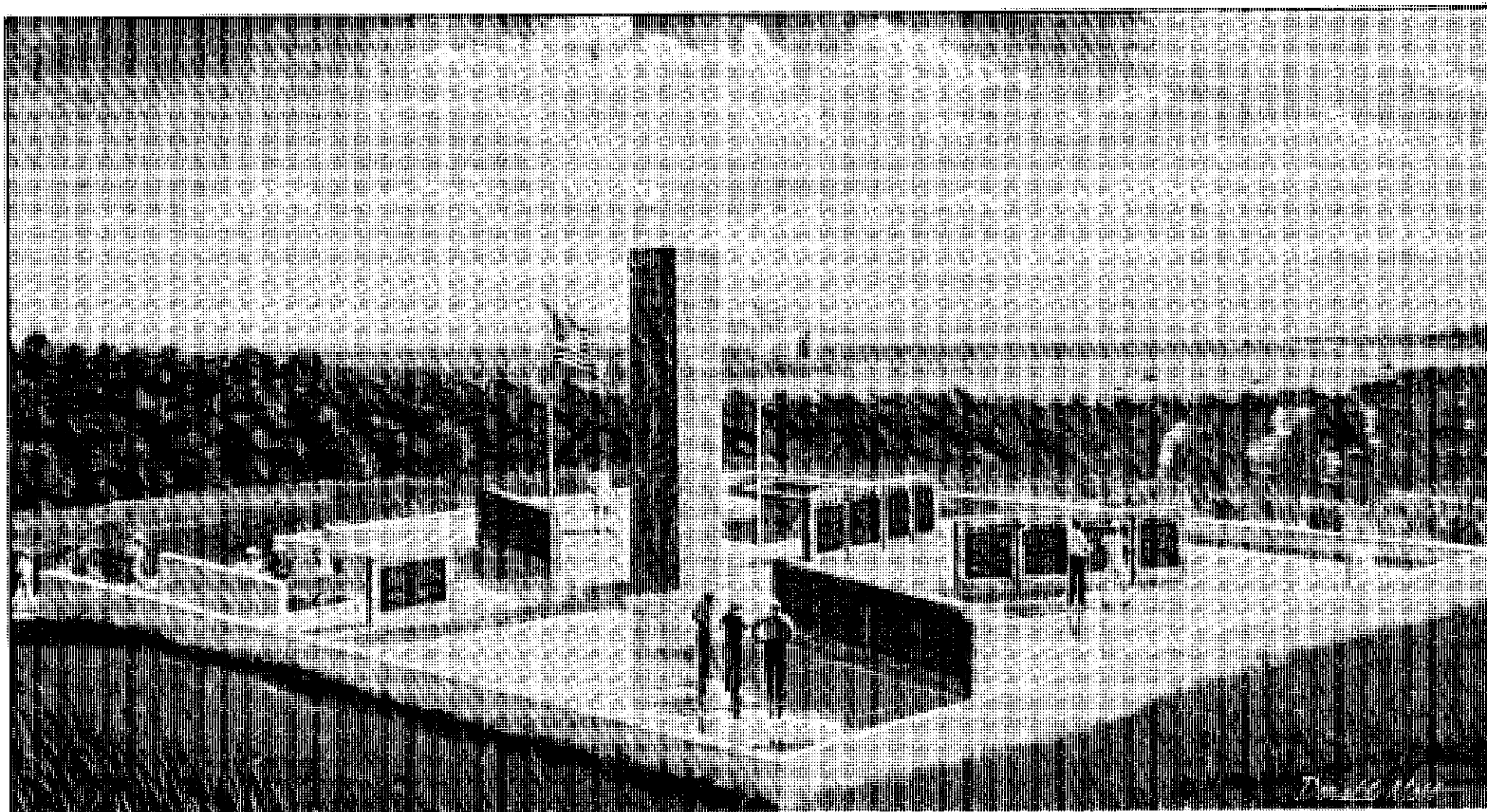
The Monument at Purvis Bay, Florida Island,  
Solomon Islands, as it looked in August, 1993.  
(Dedicated on April 30, 1944)



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)







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. Nizek, 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



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.*



U.S.S. Walke (DD-416)

List of Officers, 15 November 1942<sup>1</sup>

** <u>Fraser</u> , Thomas Edward	Cdr.	USN	Commanding Officer
** <u>Scott</u> , Reader Clarence	LCdr.	USN	Exec./Eng. Officer
* <u>Collum</u> , William John, Jr.	Lt.	USN	Gunnery/Navigator
* <u>Makeig</u> , Daniel Clare	Lt.(jg)	USNR	Radar/Sonar Officer
* <u>Shaw</u> , Claude Buford	Lt.(jg)	USN	Machine Gun Officer
* <u>Seelie</u> , James Joseph	Lt.(jg)	USNR	Damage Control Officer
* <u>Walsh</u> , John Andrew	Lt.(jg)	USNR	Communications Officer
* <u>Adams</u> , William Hargis	Ensign	USN	Deck Division Officer
* <u>Anderson</u> , Berrien P.	Ensign	USNR	Deck Division Officer
** <u>Bachrach</u> , Alan	Ensign	USNR	Ass't. Gunnery Officer
* <u>Chandler</u> , Marland Howes	Ensign	USNR	Ass't. Engineering
** <u>Lachmund</u> , Edwin	Ensign	USNR	Ass't. Gunnery Officer
** <u>Mulvanity</u> , Francis C.	Ensign	USNR	Deck Division Officer
** <u>Geyer</u> , Norman Byron	Lt. (MC)	USNR	Medical Officer

\* \* \* \* \*

<sup>1</sup> Compiled from the revised muster of the Walke signed off by Lt. W. J. Collum, Jr., USN, on November 30, 1942, listing survivors and casualties. Cdr. J. A. Walsh, USNR (Ret.) and Captain C. B. Shaw, USN (Ret.) assisted with the duty assignments.

\* Wounded (\*\* Killed) due to enemy action when the Walke was sunk off Guadalcanal, Solomon Islands, on 15 November 1942, according to Lt. Collum's revised muster of 11/30/42 (see above).

E. A. Wilde, Jr.  
March, 2001



U.S.S. *Walke* (DD-416)

Muster Roll of the Crew, November 15, 1942<sup>1</sup>

ADAMS, Aubrey (n)	616-67-81	S2c
AIKIN, Irving Joseph	243-69-27	FC2c
ALEXANDER, Franklin Paul	287-53-66	S1c
ALEXANDER, Marion Edgel	287-51-55	S1c
*ALEXANDER, Russell "C"	279-59-54	MM2c
<b>**ATKINSON, Edison Ray</b>	262-98-27	S1c
*AYRES, Stanley Erwin	223-46-32	WT2c
BAKER, Franklin Richard	311-67-02	F1c
*BAKER, Oscar (n)	295-17-04	WT2c
<b>**BAKER, Walter Joseph</b>	223-64-93	Cox
*BEHRENS, George Theodore	648-03-49	EM2c
<b>**BENNETT, James Howard</b>	295-92-75	S2c
BERRY, Robert Earl	347-06-59	S2c
BIANCO, Charles John	243-69-22	SM3c
<b>**BODIE, William Levi</b>	214-72-99	CEM
BOGUE, William Orange, Jr.	268-44-19	MM2c
BROWN, John Howard	640-41-26	F2c
<b>**BRUMLEY, Charles William</b>	295-73-96	RM3c
BULMAN, Donald Cameron	201-71-41	F1c
<b>**BURNETT, Charles Thomas</b>	272-38-95	S1c
BURROUGHS, "G" "W"	272-39-02	GM3c
<b>**BUSSARD, John Riley</b>	336-37-37	CRM
<b>**CARON, Normand Joseph</b>	201-71-42	SC2c
CHAMBLISS, William (n)	295-73-83	EM3c
CLARK, Charles Allison	295-73-88	TM3c
<b>**CLARK, Walter Everett</b>	204-46-38	MM2c
<b>**CLARKE, Irwin Ritter</b>	242-50-12	CMM
CLEMENTS, Julian Thomas	272-15-09	SC2c
*CLOVIS, Thomas Herbert	375-69-33	SM1c
<b>**COLBURN, Wesley Winship</b>	201-65-86	MM2c
COLE, Floyd James	272-39-16	F1c
*CONLEY, John Joseph	290-84-50	Cox
*COOK, Aaron Stephen	375-31-22	WO RT
<b>**COTTEN, Wiley Orlando</b>	616-68-10	S2c
*COULTER, Leon Arthur	310-72-65	MM1c
*CROPPER, Vincent Albert	243-69-32	Y2c
<b>**DECKER, Alvin Herbert</b>	267-92-82	SF1c
<b>**DESJARLAIS, Henry Arthury</b>	321-60-30	S1c
DE WITT, George William	223-51-87	MM1c
DICKENS, Claud Wesley	604-50-32	S2c
<b>**DOUGHERTY, Anthony William</b>	243-69-24	F1c
DRISKELL, William Myrtice	360-57-31	S2c
<b>**DUCUSIN, Antonio Umel</b>	663-37-48	Matt3c
<b>**DUKE, Raymond Hamilton</b>	268-30-12	PhM2c
<b>**ELLIS, Lloyd Rosevelt</b>	242-27-96	OC1c

**ESTIBAL, Felix Limos	633-84-61	Matt3c
FATTORUSSO, Thomas James	223-94-55	F1c
FERREIRA, John Martin	201-82-87	Cox
**FINLAY, Thomas, Jr.	243-76-47	EM2c
**FOLEY, John Willing	243-77-17	FC3c
FORMAN, Floyd Eugene	243-77-35	TM3c
FRIEL, James Francis	400-92-70	S1c
**GAERTNER, Eugene Thomas	234-30-16	FC3c
GAGNE, Fred (n)	210-79-28	CWT
**GALBRAITH, James William	238-51-98	F1c
**GALINDO, Trinidad (n)	553-51-26	A.S.
**GAULT, Alfred Wortley	207-07-46	W.O. Carp.
*GOODENOW, Arthur Gates	234-30-08	S1c
GOSS, Herbert (n)	375-59-75	WT1c
GOSSETT, Ruby (n)	300-38-69	F1c
GRAHAM, Kenneth Edgar	238-64-02	SOM3c
*GRASSO, Albino (n)	662-56-91	SOM3c
**GREEN, "A" "D"	360-37-87	Matt2c
*GREGORY, William Leslie	265-69-11	BM2c
HAAS, William Louis	223-65-43	GM2c
*HALL, Marvin Gene	410-96-66	RM3c
*HAMMONDS, John Dowling	346-59-19	MM1c
**HARRISON, Herbert Leroy	337-14-55	FC1c
HARTY, William Joseph, Jr.	243-43-67	CTM
HATCHER, Charles Anthony, Jr.	380-49-61	CWT
**HAWES, Charles Albert	311-40-48	F1c
HEIM, Innocence Ludwin	243-69-23	SC2c
HENDERSON, Paul Lee	258-05-51	F1c
**HERMAN, Ludwig Lawrence	341-41-42	GMM
*HOLLOWAY, Martin Arthur	207-25-48	Y3c
*HUTCHENS, Frederick Lowell	411-30-23	Y3c
INIMAN, Paul (n)	372-46-27	A.S.
**JANZEKOVICH, Leo (n)	618-47-51	S2c
**KACIN, Wadislaw (n)	212-54-59	GM2c
KEE, Kenneth Russell	283-56-97	S2c
**KELBER, Julius Joseph	201-27-27	BM1c
KENNEY, Henry Lee, Jr.	382-98-99	F3c
**KIDD, Jay Dee	636-09-44	S1c
*KIMBALL, Floyd Charles	341-53-74	CWT
KORNOGAY, David William	262-98-07	F2c
LAIDLEY, Robert Allen	320-91-81	RT1c
**LAND, Dale Emery	633-43-13	S2c
LAND, Melvin La Vern	633-43-19	S2c
*LANGDON, Hubert Gomes	271-84-57	WT1c
**LARSON, Arthur Coleman	624-82-69	FC3c



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LARSON, Lewis Kent	555-57-83	F3c
**LEIGHTON, John Crozier	224-29-31	F1c
**LEONARD, Ralph Carroll	258-38-11	GM3c
LILLIE, Gordon Warren	624-62-53	S2c
*LINDSAY, Wiley Junior	604-07-13	S2c
**LONDEREE, Sidney Herbert, Jr.	266-51-15	S1c
LOS, Stanley John	201-71-51	SM3c
*LOVE, John Edward	262-97-02	S2c
LOWMAN, Widner Spessard	371-97-01	WT2c
LUCAS, John Samuel	256-35-99	GM3c
**MAHANEY, Garret "T"	640-05-28	F2c
**MALENOSKY, Frank David	223-65-51	S1c
MALONE, Olin Caver	274-74-29	TM3c
**MARTELLE, George Joseph, Jr.	201-83-20	F1c
MARTIN, John Henry	274-74-02	S1c
**MARTIN, Shuble Williams	658-06-98	S1c
MASSEY, Morris Muldrew	274-74-12	S1c
MAUPIN, Robert William	663-14-95	S2c
MAXWELL, Roy Edward	269-00-64	S1c
**MAYBERRY, Grady Henry	268-72-17	S1c
McBRIDE, John Matthew	224-41-03	S1c
*McCANN, Charles Henry	212-41-51	MM1c
*McCARTHY, James John	224-41-36	S1c
McDERMOTT, James Edward, Jr.	243-64-20	MM2c
McDONALD, Edgar, Jr.	212-73-09	S2c
McGLENCHEY, Louis James	622-10-15	S1c
McLACHLAN, William Thorburn	646-06-37	S1c
McLEAN, Richard Nelson	553-00-56	F2c
McNEALY, Charles Edgar	266-54-08	F2c
*McTAGUE, Gerald Peter	650-05-08	S2c
MEEGAN, Henry Francis	202-02-90	S2c
**MILLER, James "A"	274-74-19	F2c
**MIMS, Randall Ray	269-00-17	S1c
MITCHELL, Peyton Reeves	624-67-47	TM3c
**MOORE, Colon Shelby	272-76-34	S1c
NORTON, Clifford Green	316-26-07	EM1c
*OLLIS, Samuel Allen	656-10-64	S1c
PACIFICAR, Prodito (n)	663-36-80	Matt3c
**PATTERSON, "K" "C"	296-05-57	Matt1c
*PETRECCA, Michael (n)	206-49-31	CMM
PETTY, Robert Doyle, Jr.	624-97-24	S2c
PIERCE, Charles Fred, Jr.	624-97-35	S2c
PINION, James Ogburn	604-50-03	S2c
**POPPLEWELL, Wilbur Herbert	287-29-87	QM2c
PORTER, Gentry Stancill	262-59-37	TM2c

*REEVES, Arthur Sidney	223-30-68	TM1c
**REEVES, John Frederick	401-33-86	EM1c
REITH, Paul Robert	376-21-08	S2c
**ROLLEN, Roy Leonard	321-21-20	OC2c
**ROSS, "RD" Gerald	311-70-10	SC3c
*RUMBO, Veloris Raymond	337-56-07	F1c
**SAWYER, Glenn Calvin	382-61-55	S1c
**SHIRLEY, Frank Howard	262-37-52	FC1c
*SHOCKLEY, John Anger	410-97-80	RM3c
SIECK, Elmer Francis	321-59-62	F1c
SIEGWALD, John Morral	311-40-26	F2c
*SMITH, David Paul	632-09-12	MM2c
SMITH, Frederick Joseph	200-54-58	CQM
*SMITH, James Ellis	393-61-42	S1c
SMITH, James Harold	640-42-13	S2c
*SPEARMAN, Roscoe Paul	291-37-10	CFC
**SOZA, Mike George	382-61-54	S1c
SPENCER, Lawrence Edward	382-97-97	S2c
*SPEULDA, Kenneth Lee	320-80-86	CGM
SPURLOCK, Elwood (n)	382-61-53	F2c
STANDEFER, Raymond Deparmer	640-41-21	F3c
**STEINERT, Herbert (n)	337-29-32	MM2c
*STRICKLAND, Jack Parker	268-18-69	MM1c
SULLIVAN, James Edward	660-31-45	S1c
SUNDALL, John Erwin	316-76-30	F1c
*SWAFFORD, Robert John	342-41-77	S1c
*SWIFT, Vernon Floyd	382-99-19	F3c
SWISHER, James Arthur	382-61-38	S2c
**TAYLOR, Harold Carleton	258-10-59	MM1c
THOMASON, William Floyd	261-70-06	CPhM
THOMPSON, James Alpha	258-11-28	RM1c
TRELLA, Paul Joseph	250-54-30	F1c
TRELLA, Peter (n)	250-56-56	Cox
TUDOR, Lawrence Lee	300-38-51	GM3c
UPTON, John Chapel	382-61-43	S1c
UPTON, William Edward, Jr.	202-02-68	S2c
URBANY, Edwin James	250-54-31	RM2c
**USRY, Homer Leon	360-60-01	F3c
**VAHLKAMP, Henry William	648-30-06	S1c
*VALENTO, Joseph Phillip	300-38-80	S1c
**VANDER VEER, Dick Richard	664-05-12	S2c
VASZKO, Charles (n)	283-31-96	MM2c
VERNUM, Burton Edward	238-79-45	SC3c
**WALSH, Leo William	664-58-87	S2c
**WARREN, George Buford	630-20-04	S2c

**WATSON, Elmer Leroy	375-66-50	CY
**WEBSTER, John Thomas	279-79-63	FC3c
**WEDER, Ronald Oswald	645-67-22	F3c
*WEEDEN, Melwert Charles	300-38-44	F1c
**WELCH, Earl Hermond	201-33-11	CCS
**WELSH, Andrew Joseph	228-23-95	MM1c
WEST, William Harrop	279-65-74	MM2c
WHITTAKER, Robert Earl	243-98-33	S2c
WILLIAMS, Cloyd Harry	283-31-95	F1c
**WILLIAMS, Frank Michael	680-10-47	SOM3c
WILLIAMS, Richard Wayne	372-39-73	S2c
WILLINGHAM, Harold Edward	636-09-52	S1c
**WILLINGHAM, "W" "N"	356-65-01	S2c
**WILLIS, Billy (n)	656-10-94	S1c
WILSON, Carl Martin	656-10-85	S1c
**WILSON, Charley Herman	382-61-34	S2c
**WIMMER, Orman Rudolph	636-11-19	F2c
WINDERS, William Earl	287-52-36	CM3c
*WINTHROW, Ralph Charles	279-65-76	Bmkr2c
**WISEMAN, Richard Francis, Jr.	243-67-78	MM2c
**WISSEL, Walter Frank	633-39-83	S1c
WOJCIECHOWICZ, Julian C.	223-65-81	FC2c
**WOOD, William Andrew	266-54-21	S1c
WOODARD, David Oliver	268-98-02	F2c
**WOODS, John Joseph	223-64-02	F1c
WRIGHT, Charles Edmond	644-07-03	S1c
WRIGHT, DeForest Jay	311-83-29	S2c
**WYCOFF, Daniel Howell, Jr.	311-31-87	SK2c
YOUNG, William Fredrick	262-98-49	S1c
*ZDYB, Leo (n)	238-79-39	S1c
*ZIEGLER, Marland John	243-98-03	S1c

\* \* \* \* \*

1 Source: The muster roll on microfilm at the National Archives for 9/30/42 updated to reflect men received, transfers and changes in rate on Report Of Changes sheets through 11/11/42.

\* Wounded (\*\* Killed) due to enemy action when the Walke was sunk off Guadalcanal, Solomon Islands, on 15 November 1942, according to the casualty report signed by Lt. W. J. Collum, Jr., USN, on 30 November 1942. Only men listed as "patients" by Lt. Collum are shown as being wounded.

#### Summary of Casualties:

	<u>Killed</u>	<u>Wounded</u>	<u>Not Wounded</u>	<u>Complement on 11/15/42</u>
Officer	<u>6</u>	<u>8</u>	<u>0</u>	<u>14</u>
Enlisted	<u>76</u>	<u>40</u>	<u>95</u>	<u>211</u>
TOTALS	<u>82</u>	<u>48</u>	<u>95</u>	<u>225</u>

E. A. Wilde, Jr.  
July, 2000



The U.S.S. Walke (DD-416) in World War II

Photograph Credits

<u>Description</u>	<u>Source Code/Ident. No.</u>
Christening bottle	NP BOSTS 14607
Sponsor Mrs. Clarence Dillon	NP BOSTS 14607
Christening, Boston, 4/27/40	NP BOSTS 14607
Commissioning ceremony, 4/27/40	NP BOSTS 14608
Refit, Norfolk Navy Yd., 12/41, bridge	NA 19-N-26662
20-mm. Oerlikon mount (Mk. 4), 1942	NA 19-N-31965
Refit, Norfolk, 12/41. 'midships	NA 19-N-26672
Refit, Norfolk, 12/41, fantail	NA 19-N-26673
USS <u>Sims</u> (DD-409), stbd. beam, u/way	NI Order w. photocopy
Overhaul, Mare Is. 8/42, bow view	NA 19-N-33273
Overhaul, Mare Is. 8/42, stern view	NA 19-N-33274
Port beam, M.I., 8/42, full length	NI Order w. photocopy
USS <u>Meade</u> (DD-602), stbd. bow, u/way	NA 19-N-30842
USS <u>Thomas E. Fraser</u> (DM-24), port bow	NI Order w. photocopy
Monument, Purvis Bay, Fla. Is., 1944	NA 80-G-275700
Monument plaque (on above)	NA 80-G-240318

\* \* \* \* \*

Key to Sources:

NP National Park Service, Boston National Historical Park  
Charlestown Navy Yard  
Boston, MA 02129-4543  
Phone: (617) 242-5620

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)

NI U.S. Naval Institute Photo Service  
291 Wood Road, Annapolis, MD 21402  
Phone: (410) 295-1022; FAX: (410) 269-7940

E. A. Wilde, Jr.  
March, 2001



The U.S.S. Walke (DD-416) in World War II

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Action Reports: (National Archives)

- USS Meade (DD-602), 11/18/42
- USS Walke (DD-416): 5/9/42, 11/30/42, 12/6/42

Conversations:

- Joseph G. Micek, AUS, Guadalcanal War Memorial Foundation
- Capt. Claude B. Shaw, USN (Ret.), survivor
- Cdr. John A. Walsh, USNR (Ret.), survivor

Miscellaneous:

- Citations file, WWII, Operational Archives, Naval Historical Center, Washington Navy Yard.
- National Park Service, Boston National Historical Park, Charlestown Navy Yard, Walke file.
- Notes, Charles R. Haberlein, Jr., 6/7/92, re. wreck. Naval Historical Center, Washington Navy Yard.
- Personnel Diary (muster rolls) on microfilm, Walke, at the National Archives.
- Report, COMSOPAC, 12/12/42, interview with 2 Walke survivors. (Walke folder, Ships' Histories Section, Naval Historical Center, Washington Navy Yard.)
- "Revised Muster U.S.S. WALKE (DD416)," dated 11/30/42. This report by Lt. W. J. Collum, Jr., USN, Senior Officer Present, identifies those killed or missing and the wounded. (National Archives, filed either in the ship's Casualties folder or with the ship's action reports.)
- Ships' Histories Section file, Walke, Naval Historical Center.

E. A. Wilde, Jr.  
March, 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.

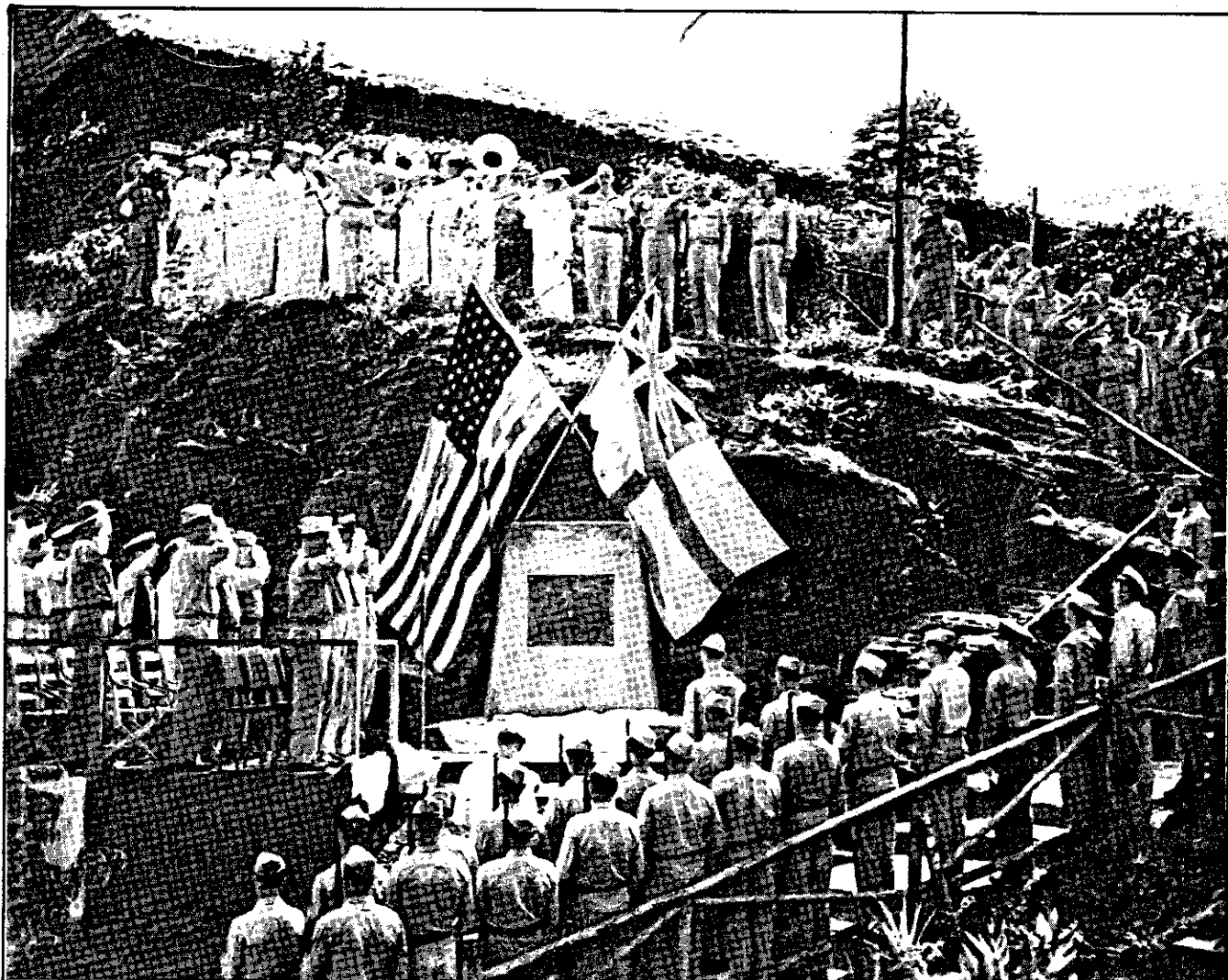
Friday I flew over to \_\_\_\_\_ in one of our planes to line up and invite the "big wigs" stationed there and the press. It certainly was a delightful trip. It was a beautiful day, and it was nice to fly and to see some of the country from the air, as scenically - and from a distance - it is very grand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

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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/ Wounded<sup>1</sup></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

\* \* \* \* \*


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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