

E. Andrew Wilde, Jr., Editor

**The U.S.S. *Colhoun* (APD-2) in World War II:  
Documents and Photographs**

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The U.S.S. Colhoun (APD-2) in World War II

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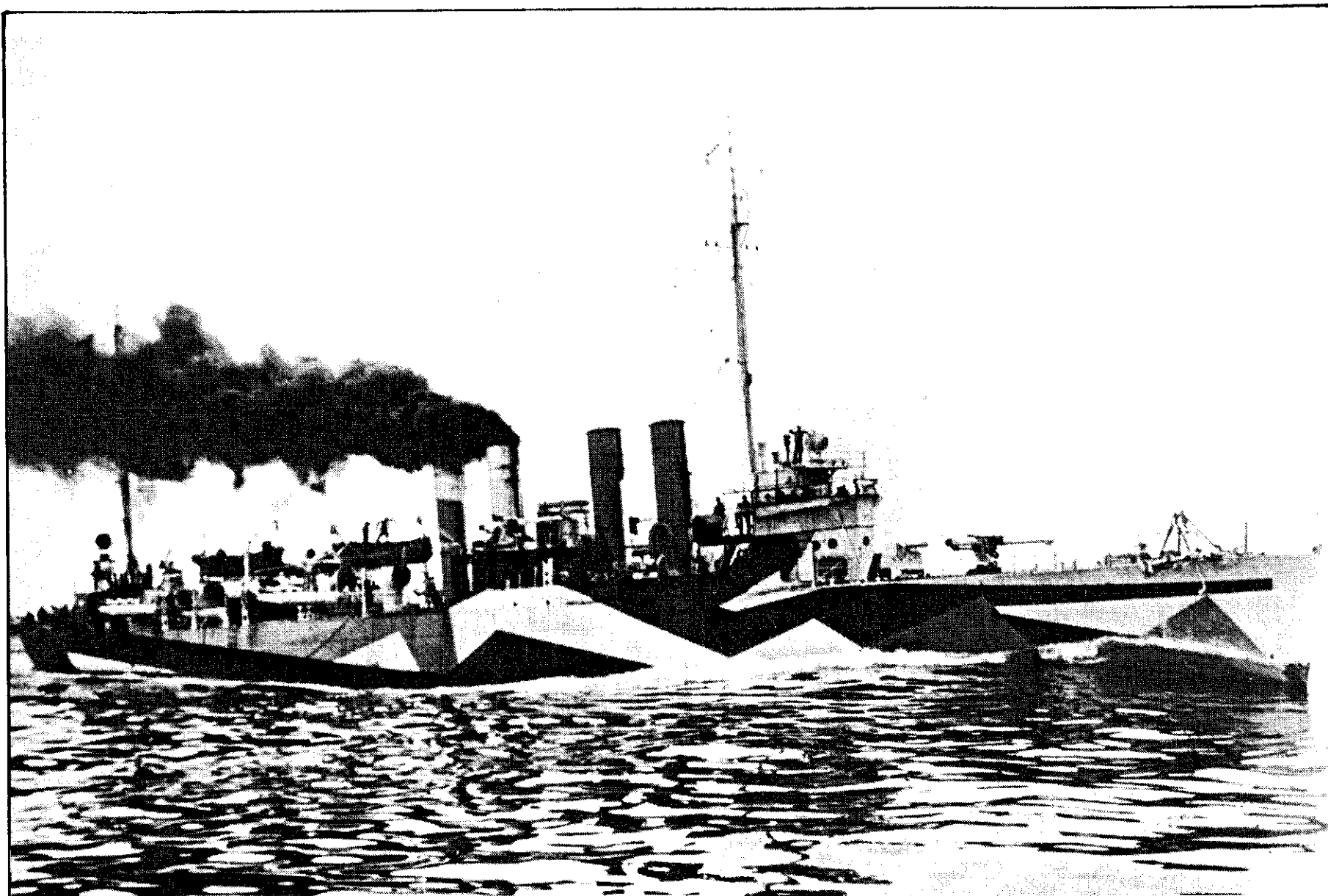
E. A. Wilde, Jr.  
October, 2000



*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, addressing the new class of midshipmen at the United States Naval Academy on August 1, 1963.*





*Two wars; two oceans. The U.S.S. Colhoun (shown here in 1918) served in World War I as a destroyer (DD-85) used to escort troop convoys across the North Atlantic and in World War II as a destroyer transport (APD-2) used to land U.S. Marines in the South Pacific during the Guadalcanal Campaign in 1942. The Colhoun's torpedo tubes can be seen here on the main deck, aft (two triple-tube mounts on each side). (NHC/Washington)*

***Colhoun* \***

Born 6 May 1821 at Chambersburg, Pa., Edmund Ross Colhoun was appointed a midshipman 1 April 1839. He served during the Mexican War with Commodores Conner and Perry at Alvarado and Tabasco. During the Civil War he served on both the North and South Atlantic Blockading Squadrons, had command of the monitor *Weehawken*, and was commended for his participation in the bombardment and capture of Fort Fisher, N.C., from December 1864 to January 1865. He commanded the South Pacific Station (1874-5), Mare Island Navy Yard (1877-81), and retired from the Navy 5 May 1883. Rear Admiral Colhoun died 17 February 1897.

\* Dictionary of American Naval Fighting Ships, Volume 2.  
Washington: Naval Historical Center, 1963.



Navy Department  
Office of Chief of Naval Operations  
Naval History Division (OP-29)  
Ships' Histories Section

HISTORY OF USS COLHOUN (APD-2)

Rear Admiral Edmund R. Colhoun, USN, was born in Chambersburg, Pennsylvania in 1821 and died in 1897. He was appointed midshipman in 1839 and rose to flag rank in 1882. Admiral Colhoun took a very active part in both the Mexican and the Civil Wars. During the years 1874-1875 he was commander-in-chief of the South Pacific Station. Admiral Colhoun retired from active duty in 1883.

The USS COLHOUN (DD-85) was built by the Fore River Shipbuilding Company, Quincy, Massachusetts. The destroyer had an overall length of 314 feet; breadth, 31 feet; mean draft, 9 feet 2 inches; normal displacement, 1191 tons; estimated speed, 34.7 knots; and a complement of eight officers and 114 enlisted men. Her original armament consisted of four 4", 50 caliber guns, two 3", 23 caliber anti-aircraft guns and four 21" triple torpedo tubes.

The COLHOUN was launched on 21 February 1918, under the sponsorship of Miss Helen Augusta Colhoun, daughter of Rear Admiral Edmund Ross Colhoun, USN. The ship was commissioned on 13 June 1918, when Commander Benyaurd B. Wygant, USN, assumed command.

During 1918, COLHOUN was employed as a western escort vessel for various troop convoys crossing the North Atlantic. From 1919-1922, the COLHOUN took part in the routine fleet exercises, maneuvers and cruises. She was placed out of commission on 28 June 1922, at the Philadelphia Yard.

On 2 August 1940, COLHOUN's designation was changed to a Transport, High Speed (Destroyer). Her hull number was changed to APD-2. Main alterations consisted of removing the main mast, six torpedo tubes, plating over all hull parts, and installation of heavy power-driven davits. The USS COLHOUN (APD-2) was recommissioned on 11 December 1940.

Since the outbreak of hostilities with Japan, COLHOUN operated with Transport Division 12. During the early part of the war, COLHOUN operated out of Pearl Harbor and took part in anti-submarine exercises. She reported to Noumea, New Caledonia, on 21 July and began preparations for the invasion of the Solomon Islands. She participated in the initial attack on the Solomon Islands, carrying units of the First Marine Raider Battalion.

The shortage of Allied ships in the early days of the war made it necessary for the COLHOUN to serve as a combined transport and anti-submarine vessel. On the morning of 30 August 1942, the APD tied up at Kukum, unloaded tons of stores assigned to the Marine Corps garrison at Guadalcanal, and then left the harbor to take its anti-submarine station.

Before noon, an air raid alert was issued and the ships in the harbor, as well as the COLHOUN headed for the open sea. Shortly after



two o'clock in the afternoon, a second warning was received. A lookout briefly glimpsed the enemy formation as it approached out of the sun. The planes took shelter behind a low cloud formation before accurate fire could be directed at them, then swooping down, released their first sticks of bombs.

Two bombs struck close by, immediately followed by two more which struck one of the ship's boats and the after searchlight platform. The after davits were blown down and forward, blocking the after engine room hatches. A diesel oil fire from wreckage of one of the boats was started.

Despite the first hits, the anti-aircraft batteries kept firing but the planes still remained hidden in the overhanging clouds. A string of five or six bombs came down on the vessel's starboard side, bringing down the foremast and blowing two 20 millimeter guns and one 4-inch gun off the ship. A lubrication oil cooler pump in the after engine room was blown through the bulkhead into the forward engine room.

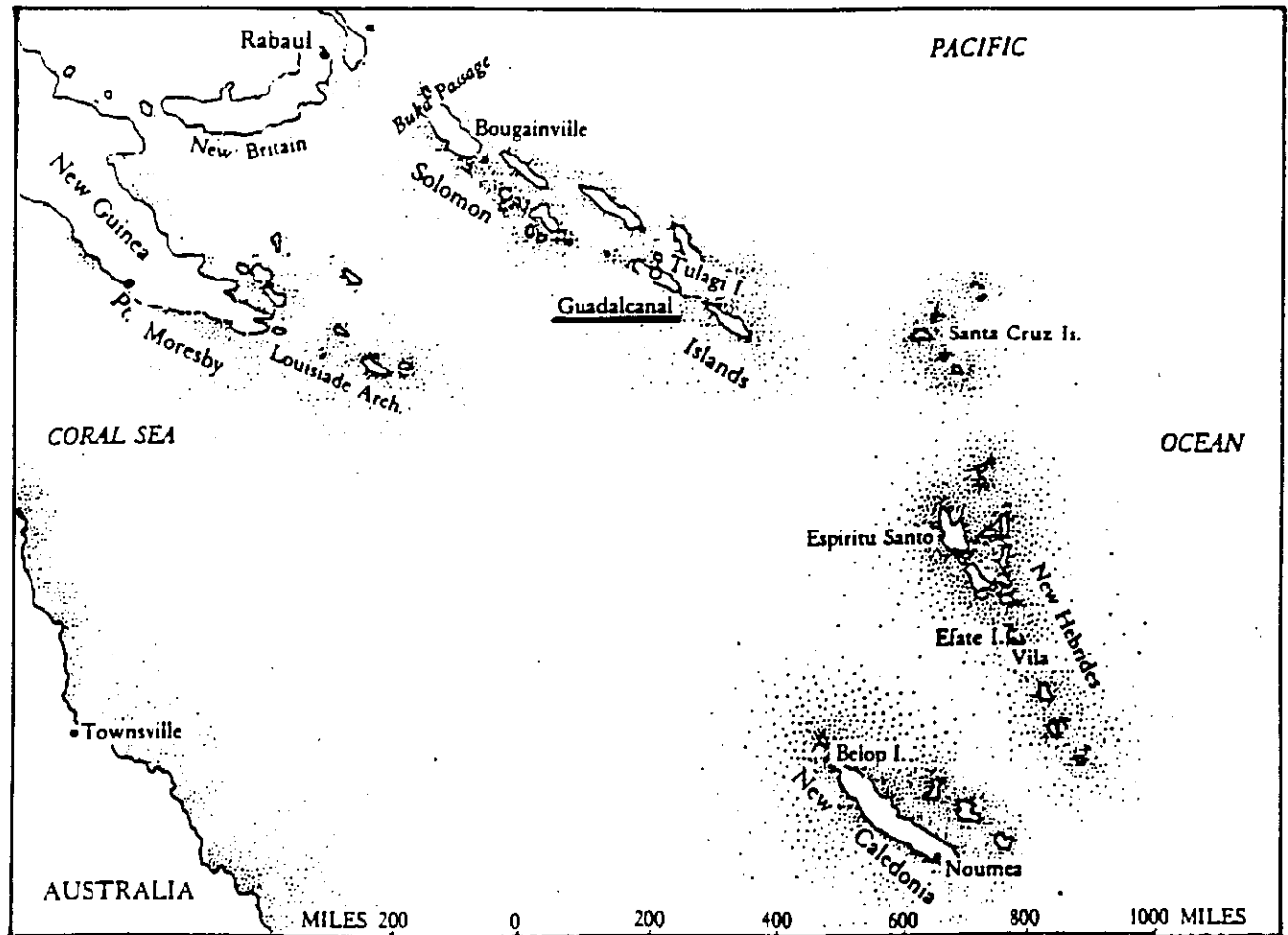
Two more bombs scored direct hits, killing all men who had gathered in the after deck house. Abandon ship was ordered and further loss of life was prevented by quick rescue operations of tank lighters that came in from Guadalcanal. The USS COLHOUN sank, in latitude 09-245; longitude 160-01 E. Six men were killed, 45 declared missing and 18 were wounded, in this action.

The USS COLHOUN (APD-2) was stricken from the Navy List on 11 September 1942. She was awarded the Asiatic-Pacific Area Service Medal with one battle star.

Revised: 23 JAN 1957 by  
JGB



## 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.

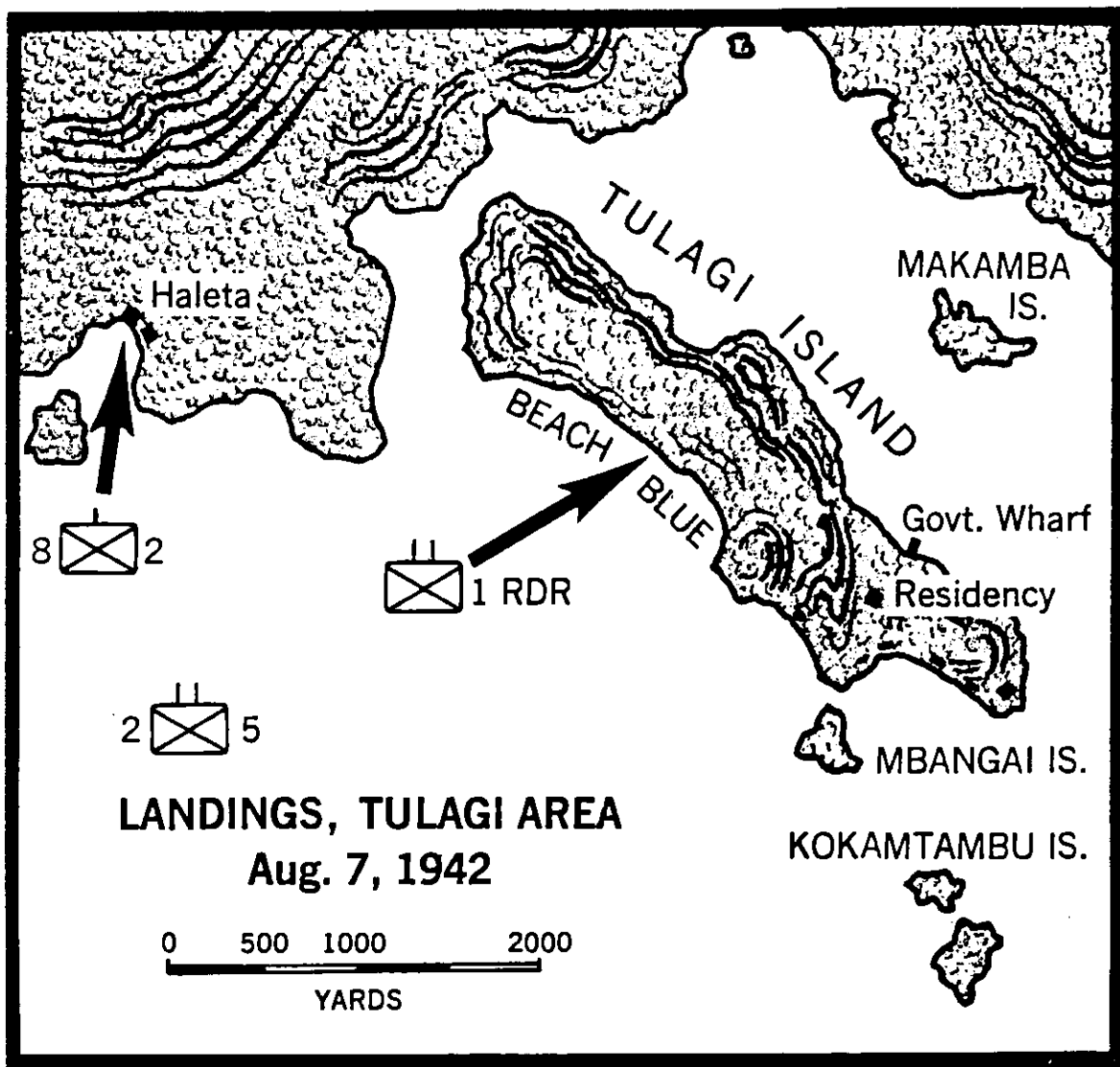
The decisive Guadalcanal Campaign began on August 7, 1942, when the U.S. Marines seized both Tulagi and the airfield across the bay. It ended six months later when the Japanese evacuated their remaining troops.

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



*U.S.S. Colhoun (APD-2)*

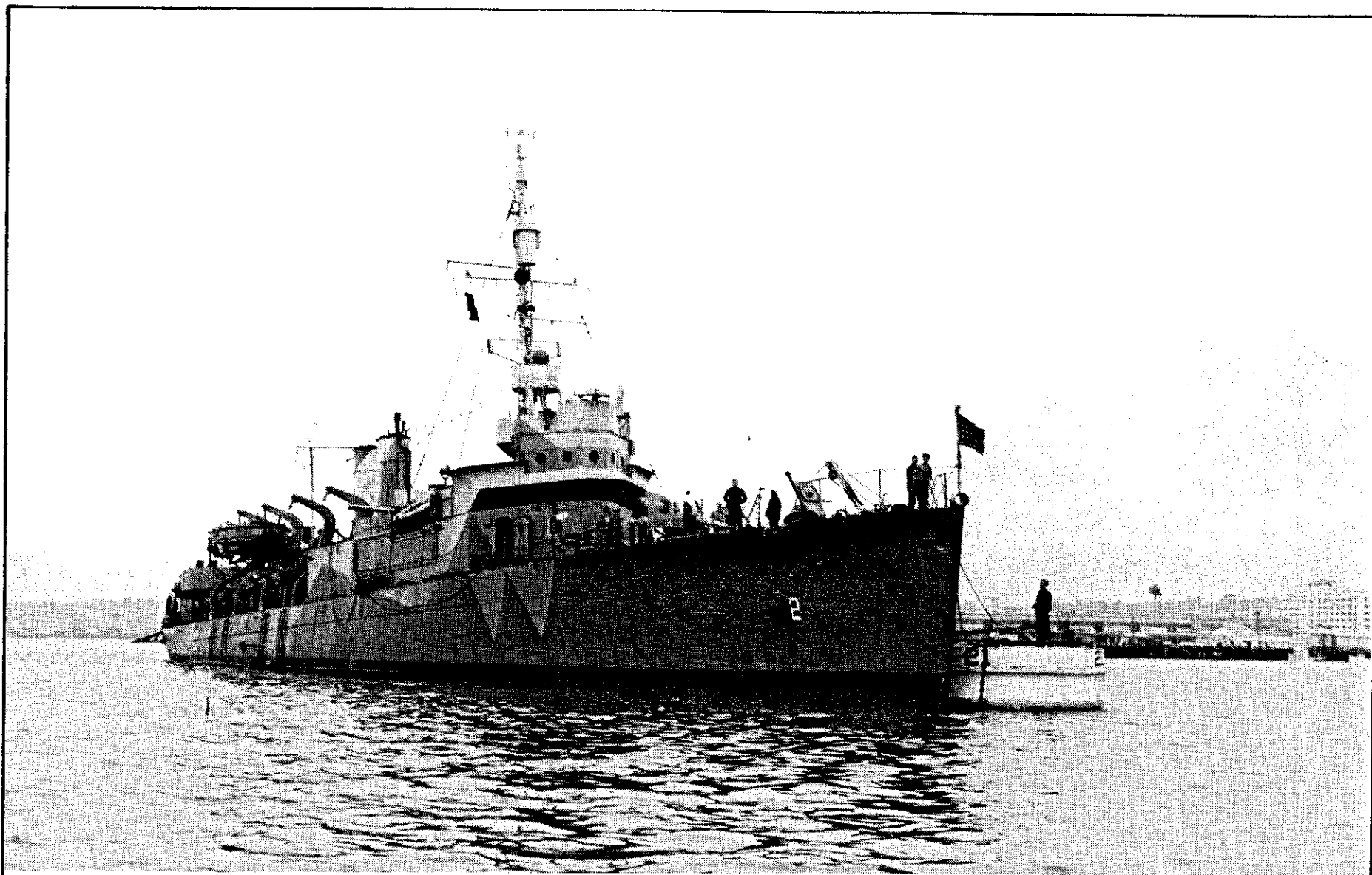


*Editor's Note: This map from Jack Coggin's The Campaign for Guadalcanal (Doubleday, 1972) shows the area where the destroyer transport U.S.S. Colhoun (APD-2) put ashore the First Marine Raider Battalion on August 7, 1942. The landings on Beach Blue and on the Halavo Peninsula (just to the right of the map) began the Solomon Islands Campaign; the first U.S. amphibious invasion since the Spanish-American War in 1898 -- and the Colhoun was there!*

*E. A. Wilde, Jr.  
May, 1995*

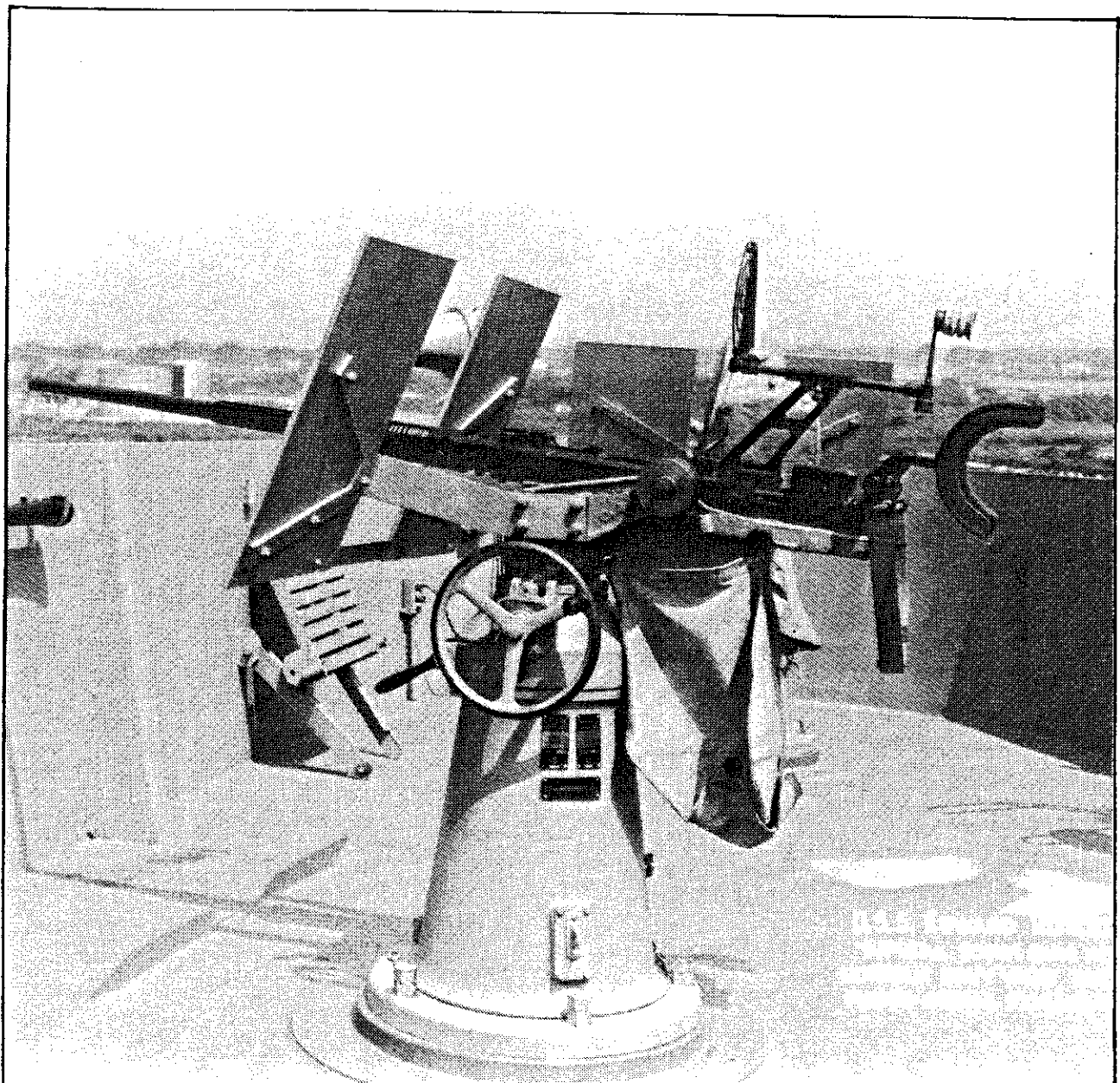






*The U.S.S. Colhoun (APD-2) was originally commissioned in 1918 as a flush-decker destroyer (DD-85). In 1940 she was converted to a fast destroyer transport with berthing for 200 Marines and davits to handle four 36-ft. Higgins boats. All of her torpedo tubes were removed, but she retained three 4-in./50 single-purpose deck guns. Four 20-mm Oerlikon machine cannons were added 'midships on her galley deck for antiaircraft protection. During the Guadalcanal campaign these ships were known as the "Green Dragons" due to their splotchy jungle-green camouflage. (National Archives photograph.)*





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



## Colhoun memories

I read in this morning's [Aug. 7] edition the several references to the 50th anniversary of the first major Allied offensive in the Pacific during World War II. As an officer (ensign) on the Colhoun (APD-2) participating in landing Marines at Tulagi on that historic date, I would like to offer to you a "follow-up" item about Aug. 30, the date the Colhoun was sunk just offshore from Lunga Point of Guadalcanal.

The Colhoun was one of the much-publicized "four-stacker" destroyers of World War I fame, and was identified as DD-85. After that war, it was preserved in one of the reserve fleets until it was designated for conversion and reactivation in the days leading up to U.S. participation in World War II.

It was recognized that there would be a need to land troops in some places where the conventional large troop transports could not go because of their deep draft, and some of these old destroyers would be able to maneuver in lesser depths to land troops close to shore. So, several of the old four-stackers were modified by removing two stacks and converting the related engine-room spaces to troop spaces. They were planned to carry 150 Marines as a landing force, using Higgins boats (mentioned in one of the Aug. 7 articles) to carry them from ship to shore. These converted ships were classed as destroyer transports, with APD designations.

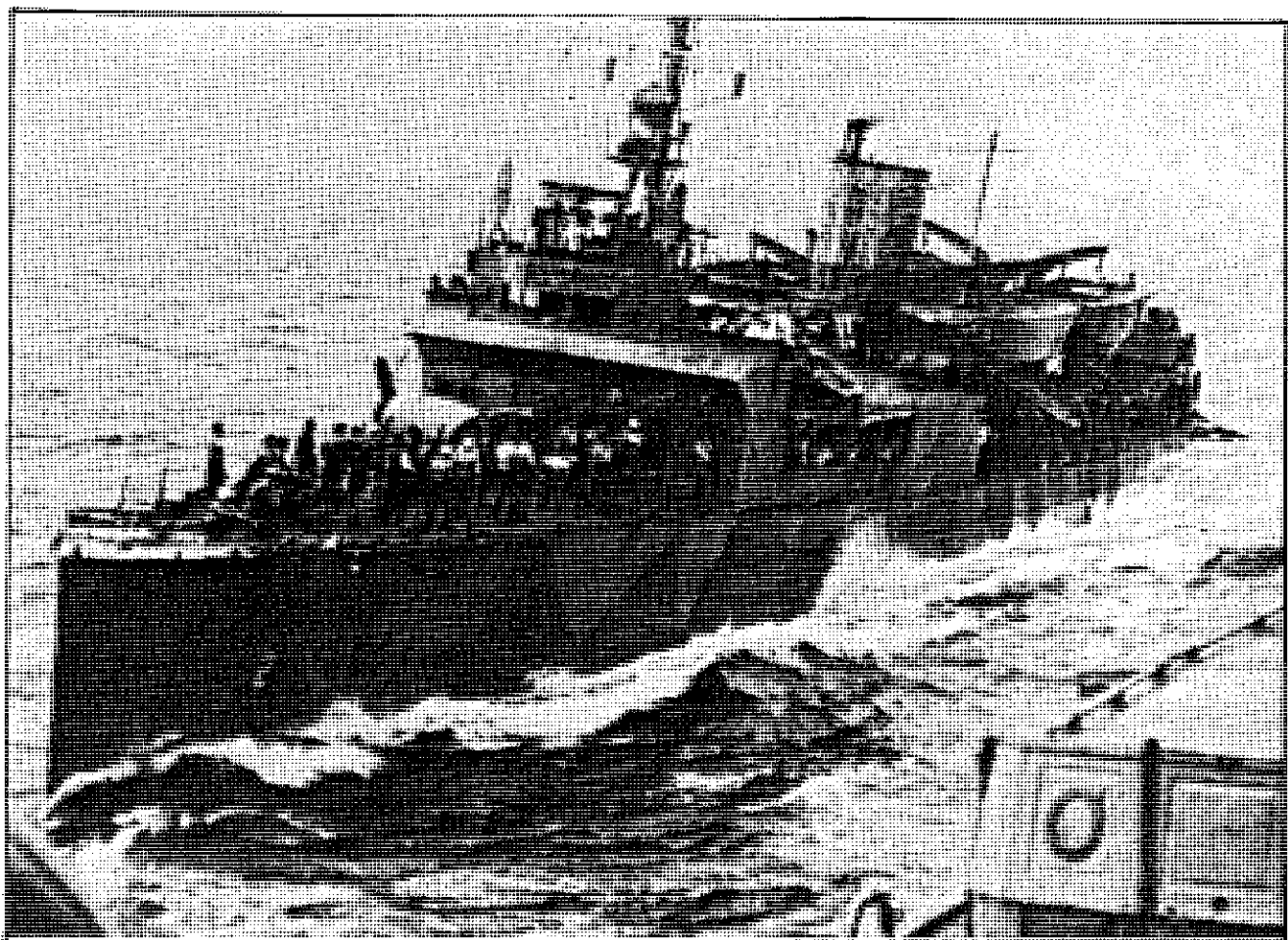
The division of APDs, including Colhoun, after the initial successful landings, was ordered to make repeated resupply trips, bringing to Guadalcanal aviation gas, bombs and other supply items from an advance base in the New Hebrides.

It was on Colhoun's fourth trip from the advance base, just after completing our off-load operations, that we were caught in a Japanese air raid, and ours was the only vessel lost in the Guadalcanal area that day. We lost 51 of 153 officers and men aboard. Survivors were picked up by ships that escaped that day's raid, and also by some boats put out from the shore.

My final Navy duty was on the staff of the commandant, 6th Naval District, Charleston. I retired with the rank of commander, Supply Corps, Aug. 31, 1971, and established residence in Charleston, where my wife and I have been very happy.

CHARLES A. KASDORF Jr.  
1717 Vassar Drive





The destroyer transport U.S.S. Colhoun (APD-2) preparing to refuel while under way in the South Pacific in 1942. After participating in the initial landings of the Guadalcanal Campaign the Colhoun helped to resupply the Marines with desperately needed drugs, bombs and ammunition from the advance base in the New Hebrides. (Photograph courtesy of Wayne Ross.)





*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 "tincan." 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, shooing 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."

U.S.S. BETHELGEUSE  
CLASSIFICATION THIS CORRESPONDENCE  
CHANGED TO *Secret*  
AUTHORITY *F-0.5*  
DATE *9-19-42*

COMMANDER-IN-CHIEF  
FLAG OFFICE  
RECEIVED

c/o Postmaster,  
San Francisco, California.  
September 3, 1942.

1942 SEP 19 12 54

**SECRET**

From: Lieutenant-Commander G.B. Madden, U.S. Navy.  
To: The Secretary of the Navy.  
Via: (1) The Commander Transport Division Twelve.  
(2) The Commander Task Force Sixty-two.  
(3) The Commander-in-Chief, U.S. Pacific Fleet.  
(4) The Commander-in-Chief, U.S. Fleet.

Subject: Loss of the U.S.S. COLHOUN.

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

Enclosures: (A) List of Known Survivors.  
(B) List of Known Dead.  
(C) List of Unaccounted For.  
(D) List of Wounded and their disposition.

1. The U.S.S. COLHOUN, under my command, was lost in action off Kukum, Guadalcanal Island, at 1514, 30 August, 1942.

2. The circumstances of the loss of the ship are as follows:

(a) The U.S.S. COLHOUN left inner harbor Tulagi Island at 0600, 30 August, 1942 in company with U.S.S. GREGORY and S.S. KOPARA, for Kukum. On arrival the COLHOUN unloaded about seventeentons of stores consigned to the Marine Corp garrison at Guadalcanal. When unloading was completed at about 0930, the COLHOUN took station as anti-submarine screen to seaward of S.S. KOPARA, U.S.S. GREGORY returning to Tulagi.

(b) At about 1115, information was received from the signal station Guadalcanal that an air raid was expected at about 1230. At about 1130 S.S. KOPARA got underway and, escorted by the COLHOUN proceeded in a general northwesterly direction. From 1215 to 1330, considerable air activity was observed although no enemy planes were sighted. The weather at this time was squally, wind southeast. At 1340 the weather cleared and seeing no further signs of enemy activity the KOPARA and COLHOUN returned to Kukum. I directed the KOPARA to lie to and discharge her cargo. At 1415 U.S.S. LITTLE stood in to Kukum and commenced discharging troops.

(c) At about 1415 we received information from the signal station at Guadalcanal that a second wave of Japanese planes was expected at about 1500. On receipt of this despatch, went to General Quarters and set material condition Afirm. At 1430 I gave orders to secure the four inch battery except gun Number two which I kept manned for possible use against submarines. I considered the four inch guns to be useless against an air attack, while needlessly exposing gun crews and ammunition parties. I took station to seaward of U.S.S. LITTLE and S.S. KOPARA and commenced anti-submarine patrol, speed from ten to twelve knots. Twelve friendly fighting planes and one U.S. Army B-17 were in the air at this time over the field at Guadalcanal, apparently coming in to land.



(d) At 1512 while the ship was on a southwesterly course, speed 10 knots, latitude 9-23-45 south, longitude 160-00-45 east, aircraft lookouts reported a formation of planes approaching the starboard beam. The planes were directly in the sun flying at an estimated altitude of 15,000 - 18,000 feet, course southeast. Radar contact had not been made. After about six seconds observation the planes were recognized as Japanese and word was given to the anti-aircraft battery that enemy planes were overhead. Full speed was ordered. At this instant the formation disappeared behind clouds. Word was passed to the port battery to standby to pick up the planes as they came clear. No friendly planes were sighted. About four seconds later two bombs struck close aboard the starboard quarter followed almost immediately by two, one of which struck boat number three, the other striking the after searchlight platform. The after davits were blown down and forward, blocking the after engineroom hatches. The wreckage of the searchlight tower blew forward, tearing most of the outer stack of boiler number two away. A diesel oil fire from the wreckage of boats numbers three and four was started. All anti-aircraft guns opened fire immediately, although the planes could not be seen. A string of five or six bombs then landed close aboard to starboard, (about fifty - seven-five feet), the line of bombs extending from the bridge to just abaft the fantail. The blast from these bombs was very pronounced, heeling the ship sharply to port bringing down the foremast and blowing number one 20 MM gun and number two 4" gun off the ship. The underwater concussion knocked the main engines from the bed plates, brought down a large number of steam, water and oil lines, ruptured the fire mains and threw several pumps from their bases. The lubricating oil cooler pump in the after engineroom was thrown through the bulkhead into the forward engineroom. Boiler number two collapsed and fell from the saddles, oil and steam lines in the fireroom were carried away. The ship started to go down by the stern. I ordered hard right rudder, intending while the ship still had way on her, to swing through the water in which the bombs had just landed. The quartermaster reported we had lost steering control. I believe the wheel ropes were cut by fragments resulting from the first two bomb hits. I ordered H. H. SAUNDERS, CQM, USFR, to take over steering control on the after deckhouse. Before SAUNDERS could get aft, two more bombs hit, one near the after edge of the after deckhouse, and one near the after bulkhead of the after engineroom. The last bomb ruptured the after engineroom bulkhead and set fire to the fuel oil in D tanks. SAUNDERS could not get through the burning oil to shift steering control. Neither the forward nor the after engineroom could be reached by telephone. The fantail and part of the after deckhouse were under water and all men stationed in the vicinity of the after deckhouse were killed. The repair party could not get aft through the burning



oil from the D tanks. I order all wounded put in boats numbers one and two, which still appeared serviceable. The Executive Officer, R. E. Newmann, Lieutenant (jg) U.S.N.R. went to the galley deckhouse to supervise this work. Ensign H. H. Ellison, U.S.N. was sent to lower the boats but found the davits to be twisted and jammed and the boats riddled by bomb fragments. The ship was now going down fast by the stern, the after portion as far forward as the after engine room being under water. It was apparent that she could not be saved and I gave the order to abandon ship. I left the ship at about 1514. To the best of my knowledge and belief no living person was left on board. The ship went down immediately after I left. Four life rafts were serviceable and had been released by J. W. WRENN, CBM, U.S.N. All persons in the water were picked up by tank lighters coming out from Guadalcanal. At about 1800, I reported to Commander Transports Division Twelve in U.S.S. LITTLE.

3. The attacking planes were later identified as Mitsubishi Bettys. Observers counted eighteen planes in two Vee/s of nine planes each.

4. Enclosures (A) and (B) give the names of known survivors and known dead respectively. Enclosure (C) lists those who are as yet unaccounted for. Some boats with survivors beached at Guadalcanal, and it is possible that more survivors may be on that island although no information has as yet been received. Enclosure (D) gives the names of wounded and their disposition.

5. Conduct of officers and crew was of the highest order. Although a large proportion of both officers and men had very limited naval experience, there was no confusion and orders given were carried out while it was possible to do so. All the anti-aircraft guns kept up a steady fire at the attacking planes while the guns remained serviceable. No one left the ship until I ordered her abandoned. While survivors were in the water, the wounded were assisted to life rafts or floating wreckage by the able bodied. Slightly wounded and unwounded men left the life rafts to fend for themselves in order to make room for the more seriously wounded. Tank lighters coming out for rescue were directed by men swimming to wounded or exhausted men.

6. In this generally excellent performance of duty I wish to commend the following officers and men for especially meritorious conduct:

(a) Lieutenant-Commander Sapero (MC) U.S.N. This officer came aboard about two hours before the attack and requested passage to Tulagi. After the order to abandon ship was given he assisted O. V. WALL, MM2c, U.S.N., in putting a life





jacket about R. L. MYERS, MM2c, U.S.N., who was suffering from wounds in the chest and lung. Lieutenant-Commander Sapero then slid MYERS over the side and towed him to a life raft keeping his hand and arm over MYERS wound, attempting to prevent entry of water and fuel oil into the wound. I have been informed by officers of the Medical Corps that MYERS owes his present favorable condition to Lieutenant-Commander Sapero's unselfish care.

(b) Lieutenant (jg) Robert Emil Newmann, Ensign Harold Huntington Ellison and Ensign Jesse Abner Naylor. These officers were especially active in rounding up wounded men in the water and assisting them to life rafts.

(c) FUSCO, Louis Joseph WT2c, U.S.N. In charge of the fireroom watch. The concussion of several near misses on the starboard side threw boiler number two from it's saddle, tearing away steam lines and fuel oil lines and extinguishing lights. FUSCO promptly secured the fires and got all of his watch on deck in time to abandon ship. I believe his promptness and coolness saved the lives of some if not all of the fireroom watch.

(d) William BUCKLEY, CWT(PA) 113-92-60 USFR and HILL, Benjamin Hartwell, MM2c 272-60-39 U.S.N. Near misses along the starboard side carried away most of the steam lines in both engine rooms. BUCKLEY and HILL without waiting for orders secured the boiler steam stops by the deck operating gear. I believe that the prompt action of BUCKLEY and HILL enabled many men to escape from the engine room who would otherwise have been scalded to death by the escaping steam.

(e) DENMAN, Douglas Carlton, Coxswain, 223-819, U.S. Coast Guard and BAGLEY, John Ed 415-34-89 U.S.N. Seaman first class. DENMAN's station was in boat number four. Severely wounded by the first and second bombs to strike the ship, DENMAN remained in his boat until he and BAGLEY had carried FIEVET and IDZIAK to the forward part of the boat where they could float clear. DENMAN and BAGLEY then removed and threw overboard the thirty kapok life jackets carried in the boat. DENMAN was heard to call out as he threw out the life jackets, "Someone will be able to use these." As a matter of fact the life jackets were of great assistance after the ship went down. I consider this unselfish devotion to duty particularly praiseworthy.

(f) HELLER, John A. CCS (PA), USFR. The first bomb to strike the ship started a fire in the diesel oil and wreckage of boats numbers three and four, immediately over the D fuel oil tanks which were at that time intact. HELLER, on his own initiative, led out a fire hose and attempted to put out the



fire. He was probably killed when the bomb struck near the after engineroom bulkhead.

(g) Lieutenant-Commander Sapero (MC) U.S.N. and Lieutenant H. B. Witter, (MC) U.S.N.R. both passengers on board, and the ship's pharmacist's mate, CONWAY, Henry Eugene PhM1c 346-5432 U.S.N. showed complete disregard of their personal safety in giving assistance to the wounded during and immediately after the attack. While not spectacular, their services were invaluable.

(h) POUND, Robert Leslie GM2c, U.S.N. When the first bomb landed close aboard the starboard quarter POUND was seen going aft to set the depth charges on safe. He was probably assisted in this by STUDSTILL, Jerry Evans, Yeo2c U.S.N. who was on depth charge watch on the fantail. Neither POUND nor STUDSTILL were seen after the first bomb landed on board. I am positive that some of the depth charge safety forks must have been jarred off during the severe pounding the ship received. No depth charges exploded when the ship went down. I have no doubt that POUND's action, which cost him his life, saved the lives of most, if not all of the men in the water.

G. B. MADDEN



THE SECRETARY OF THE NAVY

WASHINGTON

*The President of the United States takes pleasure in presenting the SILVER STAR MEDAL to*

*DOUGLAS C. DENMAN, COXSWAIN, UNITED STATES COAST GUARD  
for service as set forth in the following*

*CITATION:*

*"For conspicuous gallantry and intrepidity in action against the enemy while serving on board a destroyer-transport which was badly damaged during the engagement with Japanese forces in the Solomon Islands area, on August 30, 1942. Although he was severely wounded by the first and second bombs to strike the ship, DENMAN, stationed in boat number four, remained on duty, and he and a shipmate carried two wounded men to the bow of the boat and floated them clear. They then threw overboard thirty kapok life jackets carried in the boat and called them to the attention of the men struggling in the water. These life jackets were of great service later. DENMAN'S unselfish devotion to duty and his exemplary conduct were in keeping with the highest traditions of the Naval Service."*

*For the President,*

*(Frank Knox)*

*Secretary of the Navy.*

*Typed from a draft citation on file at the Naval Historical Center which was approved unchanged on 17 June 1949 and issued by the Secretary of the Navy on 29 June 1949.*

*E. A. Wilde, Jr.  
October, 1995*



THE SECRETARY OF THE NAVY

WASHINGTON

The President of the United States takes pleasure in presenting the SILVER STAR MEDAL to

LOUIS J. FUSCO, WATER TENDER SECOND CLASS  
UNITED STATES NAVY

for service as set forth in the following

CITATION:

"For conspicuous gallantry and intrepidity in action while serving on board a destroyer-transport which was badly damaged during the engagement with Japanese forces in the British Solomon Islands area on August 30, 1942. During the action, bomb concussion from several near misses on the starboard side of the ship threw boiler number two from its saddle, tearing away steam and fuel oil lines and extinguishing all lights. FUSCO, who was in charge of the fireroom watch, promptly secured the fires and ordered all of his men on deck in time to abandon ship. His presence of mind and coolness in action probably saved the lives of some if not all of the fireroom watch. His conduct was in keeping with the highest traditions of the Naval Service."

For the President,

(Frank Knox)

Secretary of the Navy.

Typed from a draft citation on file at the Naval Historical Center which was approved unchanged on 17 June 1949 and issued by the Secretary of the Navy on 29 June 1949.

E. A. Wilde, Jr.  
October, 1995





U.S.S. Colhoun (APD-2)

Letters of Commendation Awarded:<sup>1</sup>

WILLIAM BUCKLEY, CHIEF WATER TENDER  
UNITED STATES FLEET RESERVE

BENJAMIN HARTWELL HILL, MACHINIST'S MATE SECOND CLASS  
UNITED STATES NAVY

*CITATION (with Ribbon): (Identical citations)*

"For meritorious conduct in action while serving on board a destroyer-transport which was badly damaged during the engagement with Japanese forces in the British Solomon Islands area on August 30, 1942. During the action near misses along the starboard side of the ship carried away most of the steam lines in both engine rooms. BUCKLEY/HILL, without waiting for orders, secured the boiler steam stops beside the deck operating gear. The prompt action of BUCKLEY/HILL enabled many men to escape from the engine room who would otherwise have been scalded to death by escaping steam. His conduct was in keeping with the highest traditions of the Naval Service."

\* \* \* \* \*

ROBERT LESLIE POUND, GUNNER'S MATE SECOND CLASS  
UNITED STATES NAVY

JERRY EVANS STUDSTILL, YEOMAN SECOND CLASS  
UNITED STATES NAVY

*CITATION: (Identical citations, awarded posthumously<sup>2</sup>)*

"Commended by the Secretary of the Navy for outstanding service as a member of the crew of the USS COLHOUN when that vessel was sunk by enemy action off Guadalcanal, Solomon Islands, on August 30, 1942."

\* \* \* \* \*

- 1 Typed from draft citations on index cards filed at the Operational Archives Branch of the Naval Historical Center, Washington Navy Yard. The formal citations may have been reworded.
- 2 The citation index cards for these men state that the original citation recommendations were lost by the Board. For details, see the ship's action report of 9/3/42 (para. 6(h), pg. 5).

E. A. Wilde, Jr.  
October, 2000



## 2 U. S. SHIPS LOST IN PACIFIC FIGHTING

Enemy Sinks a Destroyer and  
Small Transport—Buna Is  
Blasted by Allied Fliers

Special to THE NEW YORK TIMES.

WASHINGTON, Sept. 5—A United States destroyer, the Blue, and a small auxiliary transport, the Colhoun, have been sunk in action in the South Pacific during the last two weeks, the Navy Department announced today. There were "a few" casualties.

The communiqué gave no estimate of the number of men lost, but said that the next of kin would be notified as soon as reports had been received.

The Blue, a 1,500-ton vessel, was one of the newer destroyers, having been commissioned in 1937. She mounted sixteen 21-inch torpedo tubes, the most ever fitted in a destroyer and equaled in only two British cruisers.

The Colhoun was a fast transport of 1,060 tons, but was an old ship, dating back to the last war. Four ships of this type were turned over to the British Navy in 1940.

Nothing was disclosed today concerning the size of the crew on either vessel, the commanding officers, or whether the Colhoun had been carrying troops when she was attacked. Nor was there any definite statement that the vessels had met their end in the Solomon Islands fighting.

Normal Complement of 175

WASHINGTON, Sept. 5 (AP)—The destroyer Blue had a normal complement of 175 men. The transport Colhoun was commissioned as a destroyer in 1918 and was converted into an auxiliary transport in 1940. She would have had a normal personnel of about 200 if troops were aboard.

*Editor's Note: This article is courtesy of LCdr. George Lewis, USNR (Ret.) (Ltj.g. in 1942). Due to a slip-up the news of the sinking was released prior to the notification of next of kin, causing some anxious days for George's wife and parents.*





A FIGHTER GOES DOWN—Blasted by Jap aircraft, the U. S. auxiliary vessel Colhoun is shown just before slipping beneath the waves off Guadalcanal in one of the most striking sea pictures of the war. The destroyer Little, later sunk, speeds to rescue.

The U.S.S. Colhoun (APD-2) was photographed as she went down on 30 August 1942 by a photographer on Guadalcanal. This picture was radioed from Honolulu to San Francisco and appeared in the October 1st edition of New York's Daily News. The U.S.S. Little (APD-4) was a sister ship of the Colhoun and flew the flag of the division's commander, Cdr. Hugh W. Hadley, USN (Commander Transport Division Twelve or COMTRANSDIV 12), who died when the Little was sunk a few days later on 5 September 1942. (Courtesy of George D. Lewis.)



*U.S.S. Calhoun (APD-2)*

*New York's Daily News, October 1, 1942:*



### **↑ OUTLIVED THEIR SHIP**

Their ship is gone, but these oil-drenched survivors of the U. S. S. Calhoun aren't and they're mighty cheerful about it, as their smiling faces testify. They were landed on the island of Guadalcanal. Yesterday the Navy announced that two U. S. transports, the George F. Elliott, formerly the City of Los Angeles, and the Gregory, a small auxiliary, were lost in the same locality, but with few casualties.

*Editor's Note: The smiling survivor at the far right is Chief Quartermaster Herbert H. Saunders, USFR, who was mentioned in the Commanding Officer's action report on the sinking. (Original copy of the Daily News courtesy of LCdr. George D. Lewis, USNR (Ret.))*

*E. A. Wilde, Jr.  
May, 1995*

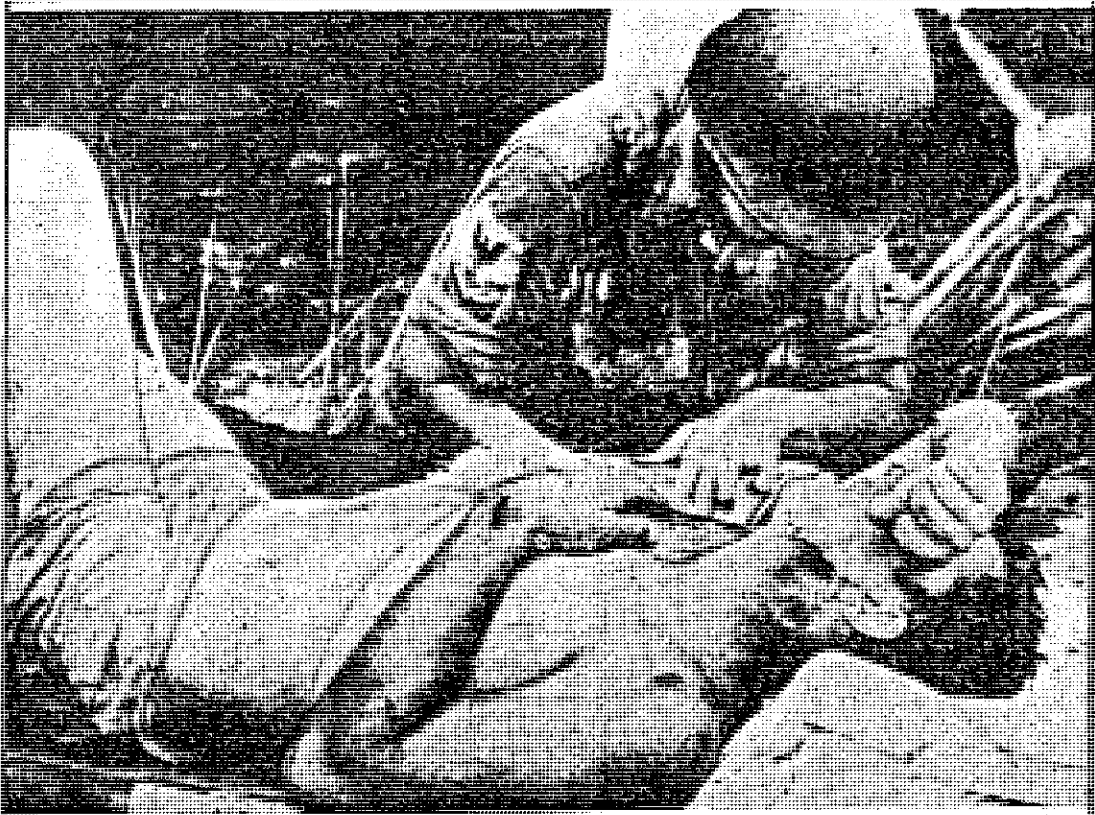




*U.S.S. Colhoun (APD-2)*

TWELVE

FRIDAY, OCTOBER 9, 1942.



## First Aid

is administered to a survivor of the U. S. Navy auxiliary vessel Colhoun, sunk by Jap bombers early in the fighting in the Solomon Island area. The picture was made at Guadalcanal Island after his rescue.—AP Wirephoto.

*(Courtesy of William P. Howser)*



THE COLHOUN'S LAST HOURS

One sultry August afternoon  
War caught at last the old COLHOUN.  
The thirtieth, if you want dates,  
Or, twenty-ninth back in the States.  
'Twas the fourth time we'd gone to sea  
To Guadalcanal and Tulagi.  
On other days we'd faced the foe.  
This was the first to bring us woe.

At noon there was an air attack  
When our planes turned the raiders back.  
Then we patrolled those tropic shores  
While other ships unloaded stores.  
And then there came a despatch thru:  
"Another air raid soon is due."  
Our guns were manned; we could but wait  
to do our best, whate'er our fate.

We saw our own planes take to air  
Short while before the Japs got there.  
We know not where ours zoomed or dived.  
We only know Jap planes arrived.  
Eighteen there were in close array  
Far out of range of our A.A.  
Into a cloud above they flew  
And from that cloud the bombs came thru.

Bombs made at least four direct hits  
And blew our stern to countless bits.  
There was no chance to make a fight.  
All who were aft were killed outright.  
As flames broke out in one D-tank  
We saw how quickly our stern sank.  
Those left prepared to take a "dip"  
As word was passed, "Abandon ship!"

Just two minutes from that first hit  
The ship went down, while over it  
Swam men who had miraculously  
Lived thru that sudden Hell at sea.  
We who survive make pledge to you  
Who now have joined Our Maker's crew  
That we shall do all in our power  
To hasten our great Victory hour!

---

Editor's Note: This poem was written by Ensign Charles A. Kasdorf, Jr., USNR, in 1942 (now Commander, USN (SC) (Ret.)).

E. A. Wilde  
May, 1995



The following excerpts pertaining to the LITTLE were taken from Admiral R.K. Turner's December 13, 1942 report of the loss of the USS COLHOUN, USS GREGORY, and USS LITTLE:

CLASSIFICATION THIS CORRESPONDENCE

CHANGED TO.....

AUTHORITY... *Frank Russell Report, USN, Op-29E.*

DATE... *5 April 1952*

**DECLASSIFIED**

The LITTLE, COLHOUN and GREGORY participated in the initial attack on the SOLOMON ISLANDS, carrying units of the First Marine Raider Battalion. With the McKEAN, these three vessels constituted Transport Division TWELVE.

Since they were designed to transport troops, they had had their armament reduced to permit the carrying of landing boats. This reduction in armament had left them with very little protection against either surface or air attack. They were equipped with listening gear and depth charges, and therefore, in spite of their unsuitability for use in an advanced area where they would be subjected to strong enemy attack, they were being used as escort vessels. It was necessary to use these four ships, for that purpose due to the limited number of light ships available, and the depletion of the other task forces when they were called upon to furnish destroyers for escort duty.

Up until the end of August, they had encountered only air attacks, and by virtue of sufficient warning, and the use of radical maneuvers and high speed, had avoided suffering any damage.

On August 27, LITTLE, COLHOUN, GREGORY, GAMBLE AND TRACY escorted Wm WARD BURROWS and KOPARA to the CACTUS - RINGBOLT area. They entered through the Sealark Channel on August 29th. That night BURROWS grounded near TULAGI. The following day, August 30th, LITTLE, COLHOUN and KOPARA were attacked by Japanese heavy bombers at about 1512. COLHOUN was hit by at least three bombs aft, caught fire and sank in a very few minutes.

On September 4, LITTLE and GREGORY landed the First Raider Battalion on SAVO ISLAND to destroy Japanese forces believed to be established there. This operation was completed too late to permit safe entry into TULAGI harbor. During the night, while patrolling in the vicinity of LUNGA POINT, they were attacked by a superior force consisting of at least three Japanese light cruisers. Both ships were hit early in the engagement, took fire and sank very soon thereafter.



The officers and men serving in these ships have showed great courage and have performed outstanding service. They entered this dangerous area time after time, well knowing their ships stood little or no chance if they should be opposed by any surface or air force the enemy would send into those waters. On the occasion of their last trip in they remained six days, subjected to a daily air attack and anticipating nightly surface attacks.

Many instances of heroism and self-sacrifice are reported by the survivors. By separate correspondence recommendations for awards will be made.

CLASSIFICATION THIS CORRESPONDENCE **DECLASSIFIED**  
CHANGED TO .....  
AUTHORITY *Don Russell Capt, USN, Op. 29E.*  
DATE *4 April 1958*

(Signed) R. K. TURNER.

On 24 December 1942, Admiral W.F. Halsey forwarded Admiral Turner's report to Admiral C.W. Nimitz; and on 14 January 1943, the latter, in forwarding the report to the Navy Department, Washington, D. C., placed thereon these remarks:

Loss of the COLHOUN was the result of excellent bombing against an easy target on steady course at low speed. The Commanding Officer of COLHOUN gave the proper orders to helm and engines to take avoiding action but the attack was discovered too late for the ship to have time to respond.

LITTLE and GREGORY were sunk on the night of 4-5 September by an enemy force of at least three cruisers. Both of these small vessels fought as well as possible against the overwhelming odds.

There were many instances on these three ships of valor and devotion to duty, not only in the actions when they were lost but as well during the prolonged arduous duties beforehand in the battle area. The Commander in Chief, Pacific Fleet, concurs with the comments in the basic letter on the outstanding service performed by these vessels. With little means they performed duties vital to the success of the campaign.

(Signed) C. W. NIMITZ

The attached drawing, taken from the report, show where the LITTLE sank.





M-A-I-L-G-R-A-M

R E S T R I C T E D

DELIVER THIS MAILGRAM TO COMMUNICATION SYSTEM  
IMMEDIATELY UPON RECEIPT FOR DISTRIBUTION AND  
HANDLING AS A REGULAR DISPATCH

-----  
DATE: SEPTEMBER 11, 1942  
FROM: COMAMPHFORSOPAC  
MAILED AT: -----  
TO: Wm. WARD BURROWS  
INFORMATION: COMINCH, CINCPAC,  
COMSOPAC, COMAIRSOPAC, COMGEN 1st  
MAR DIV, COMTRANS DIV 12, McKEAN,  
STRINGHAM, MANLEY.  
-----  
REFERENCE NO.: 102147  
TYPE: RESTRICTED  
RELEASED BY: Admiral TURNER

---

FOR LIEUTENANT COMMANDER MADDEN PLEASE CONVEY TO EVERY OFFICER  
AND ENLISTED MAN OF THE LITTLE, COLHOUN, AND GREGORY, AND PART-  
TICULARLY TO THE WOUNDED, THAT I AM WELL AWARE, AND DEEPLY APP-  
RECIATIVE, OF THE TREMENDOUS SERVICES THAT HAVE BEEN RENDERED  
TO THE COUNTRY BY THOSE VESSELS. FOUR TIMES THEY ENTERED THE  
TULAGI AREA, AND THEIR SHIPS COMPANIES GLADLY ACCEPTED THE  
GREAT HAZARDS INCURRED IN THE ARDUOUS TASK OF SUPPORTING OUR  
MARINE TROOPS. MANY TIMES YOU WERE IN BATTLE WITH THE ENEMY  
AND EACH TIME YOUR COURAGE AND DETERMINATION MET OUR HIGH EX-  
PECTATIONS. THE NAVY WILL FEEL THE LOSS OF YOUR VALUABLE SHIPS,  
AND EVEN MORE, WILL FEEL THE LOSS OF OUR BRAVE COMRADES WHO HAVE  
NOT COME BACK. YOU CAN BE ASSURED THAT YOUR CONDUCT WILL BE  
BROUGHT TO THE ATTENTION OF THE COMMANDER IN CHIEF IN THE HIGH-  
EST TERMS. I CAN THINK OF NO FINER WAY OF EXPRESSING MY OWN  
THANKS FOR YOUR SPLENDID SERVICE THAN TO SAY TO EACH OF YOU  
"WELL DONE".

AUTHENTICATED:

*Hamilton Hains*  
HAMILTON HAINS;  
Lt.-Comdr., USN,  
Flag Secretary.

Copy to each officer and enlisted man: LITTLE, GREGORY, COLHOUN.

(Copy courtesy of Colhoun survivor Kenneth R. Given.)



RECOMMENDED CITATION

The President of the United States takes pleasure in presenting the PRESIDENTIAL UNIT CITATION to the

U.S.S. COLHOUN

For participation in the Capture and Defense of Guadalcanal on August 30, 1942 for services as set forth in the following

CITATION:

"For extraordinary heroism in action against enemy Japanese aircraft. From the time of the original landing until finally succumbing to an attack on her by eighteen Mitsubishi bombers this ship was employed to reinforce the slender hold of our forces on the Guadalcanal area. Time and again against overwhelming odds this slightly armed ship completed many extremely hazardous missions thus enabling our forces to hold on until more powerful reinforcements could be obtained. The invincible fighting spirit of her gallant crew added to and were in keeping with the highest traditions of the United States Naval Service."

APPENDIX (24) TO ENCLOSURE A

\* \* \* \* \*

*Editor's Note: This recommendation for a citation is on file at the Naval Historical Center, but apparently it was never approved. Rear Admiral R. K. Turner (Commander, Amphibious Force South Pacific) probably originated the recommendation.*

*E. A. Wilde, Jr.  
May, 1995*



Prepared--June 2, 1943

Pers 328--jls

Signed June 8, 1943

The President of the United States takes pleasure in presenting the SILVER STAR MEDAL posthumously to

COMMANDER HUGH W. HADLEY, UNITED STATES NAVY

for service as set forth in the following

"For conspicuous gallantry and intrepidity as Commander Transport Division TWELVE during action against enemy Japanese forces in the Solomon Islands for the period from August 7 to September 5, 1942. Under frequent air, surface, and submarine attack by a desperate and persistent foe, Commander Hadley, although handicapped by limitation of fire power and reduction of armament, successfully disembarked troops during initial landing operations and thereafter fed vital reinforcements and supplies to the Tulagi and Guadalcanal garrisons. During the tense period prior to development of our own local air facilities, he and his command were continually subjected to vigorous Japanese bombardment while operating in logistic support of our established positions. Subsequently conducting night patrols and furnishing anti-submarine screen for cargo vessels, Commander Hadley, by his superb seamanship and heroic devotion to duty, contributed materially to the success of our strategic operations in the island area. He gallantly gave up his life in the service of his country."

For the President,

FRANK KNOX

Secretary of the Navy.

Copy to:

Board of Decorations and Medals  
Public Relations, Navy Dept.  
Public Relations, BuPers  
Mrs. Casbarian, Public Relations

Ref: ComSoPac - Ser 0509  
Mar 26, 1943



*Obituary for Rear Admiral George Bernard Madden, USN (Ret.)\*  
1909-1982*

*Commanding Officer, U.S.S. Colhoun (APD-2)  
(When the ship was lost in action  
off Guadalcanal in August, 1942)*

**GEORGE BERNARD MADDEN '31**

RAdm. George Bernard Madden USN (Ret.) died on 24 March 1982 in Newport, Rhode Island. Memorial services were held at the Naval Education Training Center, Newport, on 30 March, conducted by Capt. John D. Zimmerman ChC USN (Ret.) '29, and at Admiral Madden's request, the ashes were to be scattered at sea.

Appointed to the Naval Academy from the State of California, he was graduated with the Class of 1931 and ordered to duty in WEST VIRGINIA. His succeeding assignments were in WICKES, AUGUSTA, EDSALL, and HERBERT, after which he served as an instructor in marine engineering at the Naval Academy.

In 1940 he returned to sea duty and served as executive officer of SATTERLEE and of CALHOUN, and then as commanding officer of CALHOUN, WILLIAMSON, YOUNG, and SHIELDS. At the end of World War II he was ordered to duty at the Naval Training Center, Great Lakes. On completion of that duty he attended the Naval War College, after which he served two years on the staff of CINC-NELM in London. Following a short tour as an instructor at the Industrial College of the Armed Forces he became commanding officer of the fleet oiler CANISTEO.

His next assignment was as Sea Transportation Officer at Headquarters, Allied Forces, Southern Europe, and his final duty assignment before retiring in 1955 was on the Staff of the President of the Naval War College. He was awarded the Silver Star Medal and the Bronze Star Medal while on active duty, and he was transferred to the retired list in 1955.

In civilian life he joined Union Carbide and Carbon Co. and was stationed in Calcutta, India, until his second retirement in 1969, whereupon he returned to Newport. He was a member of the Naval Academy Alumni Association.

He was predeceased by his wife Jean in 1975.

\* Shipmate magazine, June 1982





THE SECRETARY OF THE NAVY

WASHINGTON

The President of the United States takes pleasure in presenting the SILVER STAR MEDAL to

COMMANDER GEORGE BERHARD MADDEN, UNITED STATES NAVY

for service as set forth in the following

CITATION:

"For conspicuous gallantry and intrepidity as Commanding Officer of the U.S.S. COLHOUN during an undetected air attack by enemy Japanese forces off Guadalcanal, Solomon Islands. When hostile bombs struck the vessel as she lay unloading at Lunga Point, Lieutenant Commander Madden, despite limitation of his ship's fire power and reduction of armament, fought with courageous determination against a stealthy and persistent foe. Although he was well aware that the COLHOUN, in her restricted condition, was unequipped to engage an outnumbering force in battle, he nevertheless, by his brilliant leadership and aggressive fighting spirit, inflicted considerable damage upon the enemy before his own vessel succumbed to four direct bomb hits. His unyielding devotion to duty, maintained at great personal risk in the face of great danger, was in keeping with the highest traditions of the United States Naval Service."

For the President,

(Frank Knox)

Secretary of the Navy.

Editor's Note:

This citation is included in a biography for Commander Madden dated 1/29/44 on file at Operational Archives, Naval Historical Center, Washington Navy Yard. He commanded the Colhoun from July 6, 1942, to when she was sunk by enemy bombers on August 30, 1942.

E. A. Wilde, Jr.  
October, 2000



U.S.S. Colhoun (APD-2)

List of Officers, 30 August 1942<sup>1</sup>

<u>Name</u>	<u>Rank</u>		<u>Duties Assigned</u>
<u>Madden, George Bernard</u>	LCdr.	USN	Commanding Officer
<u>Newmann, Robert Emil</u>	Lt.(jg)	USNR	Executive Officer
<u>Lewis, George Dawson, Jr.</u>	Lt.(jg)	USNR	Communications Off.
<u>Ellison, Harold Huntington</u>	Ensign	USN	Engineering Officer
<u>Kasdorf, Charles A., Jr.</u>	Ensign	USNR	Deck/Supply Officer
<u>Naylor, Jesse Abner</u>	Ensign	USN	Deck Officer
<u>Winkels, Fred C.</u>	Ensign	USN	Division Paymaster

\* \* \* \* \*

- 1 Source: The survivor list enclosed with Lt. Cdr. Madden's action report dated 3 September 1942. No officers were killed or wounded when the ship was sunk by Japanese bombers off Guadalcanal, Solomon Islands, on 30 August 1942, because all of the hits were aft. Duties assigned were obtained from conversations with Capt. H. H. Ellison, USN (Ret.), Cdr. C. A. Kasdorf, Jr., USN (SC) (Ret.) and LCdr. G. D. Lewis, USNR (Ret.).

E. A. Wilde, Jr.  
September, 2000



U.S.S. Colhoun (APD-2)

Muster Roll of the Crew, 30 August 1942<sup>1</sup>

**ALFORD, Hubert P.	346-79-26	MM2c	USN
*ANDERSON, Charles Hubert	624-01-57	F2c	USN
*ANGUS, Harold Edward	295-79-07	F1c	USN
BAGLEY, John Ed, Jr.	360-40-64	S1c	USN
**BARHAM, John William	265-78-72	Cox	USN
BARRETT, Paul Francis	400-89-97	GM3c	USNR
BAUGH, John Robert	346-94-74	S1c	USN
*BEASSIE, Joseph	346-74-13	MM2c	USN
**BECKWITH, Wendell LeRoy	356-60-68	F2c	USN
BIGGERS, James Murdock	268-56-94	S1c	USN
BOYD, Everett Roscoe	291-21-98	CEM	USN
BOYE, Edward Ernest	360-40-45	F2c	USN
BRICE, Frank Ernest	222-789	Cox	USCG
*BRITT, Raymond Julius	266-20-88	F1c	USN
BROOKS, Raymond Orel	238-29-47	CMM	USN
BUCKLEY, William Henry	113-92-60	CWT	USFR
BULLIS, Addison Hale	400-92-98	S1c	USNR
**CABADING, Estelito	497-94-61	OC2c	USN
**CALLAHAN, James Horace	321-08-23	WT1c	USN
**CANDOR, Robert Ross, Jr.	612-05-51	F3c	USNR
CANTRELL, Leroy (n)	612-05-56	S2c	USNR
CARROLL, Ralph Eugene	620-11-64	S2c	USNR
CARROLL, William Henry, Jr.	300-64-37	S2c	USN
**CARSON, Vernon Garrett	612-06-28	F3c	USNR
CHAMP, Frank Leroy	279-89-66	F3c	USN
**CHERBACK, John (n)	610-11-86	S2c	USNR
CHURCH, Edward John	622-15-73	S2c	USNR
*CLAYTON, James Toy	622-15-89	S2c	USNR
CLEMMONS, James Lee	626-05-23	F3c	USNR
*CONDIT, Woodrow Wilson	626-06-02	F3c	USN
**CONE, Dedrick Martin, Jr.	262-54-94	MM2c	USN
*CONNICK, LaVerne Bates	311-87-80	S2c	USN
CONWAY, Harold Eugene	346-54-32	PhM1c	USN
**CONWAY, Robert James	321-72-21	S2c	USNR
COOK, William Howard	321-72-10	S2c	USN
COX, Buren Lee	295-60-63	SM3c	USN
*CRESSWELL, George Eugene	410-78-00	EM3c	USNR
DANIELS, Lowell Elree	346-62-93	SF1c	USN
**DAVIS, Samuel	632-37-53	SK2c	USNR
**DEDENKO, Alexander Eugene	662-60-01	SK2c	USNR
*DENMAN, Douglas Carlton	223-819	Cox	USCG
DONNELLY, Paul Joseph	220-229	BM2c	USCG
**DOOLEY, Thomas Martin	400-92-82	F1c	USNR
**DRESSLER, Harry	(Note #1)	Cox	USCG
**DUVALL, Robert Wayland	(Note #1)	MM1c	USCG
EGNER, Thornton Gale	620-06-14	GM2c	USNR
**EVANS, Edwin Gale	618-32-59	S2c	USNR
*FAEHNRIK, Leroy Charles	632-02-11	S1c	USNR
FARIA, Alfred John	381-43-36	S1c	USN
FATOURAS, Nicholas Paul	223-73-52	S1c	USN
FELDPAUSCH, Robert Edwin	291-00-38	CSM	USFR
FENDRICK, Louis Robert	234-17-48	GM2c	USN
FIEVET, John Thomas	410-83-89	F1c	USNR



**FLEMING, James Hurshel	372-34-08	S1c	USN
**FOSTER, Eugene Loyd	395-56-73	S2c	USN
FUSCO, Louis Joseph	310-97-21	WT2c	USN
**GARLAND, Loren Edward	385-40-40	CWT	USN
**GIFFORD, Eugene Norman	632-63-61	S2c	USNR
GIVEN, Kenneth Reid	400-68-24	SK3c	USNR
GREEN, Charles Fredrick	403-82-55	RM2c	USNR
GREEN, John Henry	385-68-72	Matt2c	USN
**GREGORY, Stanley Emmett	321-58-90	SC3c	USN
**HARDY, Robert Burns	272-29-03	MM2c	USN
**HARRELL, Robert Charles	644-00-53	F2c	USNR
HARRIS, Aubrey Alonzo	210-026	MM1c	USCG
**HEILIG, Frank "S", Jr.	668-47-16	S2c	USN
**HELD, Walter Claude, Jr.	402-92-60	RM2c	USNR
**HELLER, John August	227-78-19	CCS	USFR
HENRY, William Harrison	268-42-90	Matt3c	USN
HILL, Benjamin Hartwell, Jr.	272-30-69	MM2c	USN
**HIOTT, Haemon Roach	262-54-95	S1c	USN
*HIPKE, Wesley John	229-129	S1c	USCG
HOLCOMB, Clarence (n)	274-65-51	S1c	USN
HOWSER, William Purdie	632-44-37	S2c	USNR
**HUNTER, William David	201-66-95	MM2c	USN
**IDZIAK, Frank	(Note #1)	MM2c	USCG
**JACKSON, Eugene	272-45-11	S1c	USN
JAMES, Jesse (n)	337-05-98	Matt1c	USN
JAMISON, Stephen	223-72-17	SF3c	USN
JERONIS, Joseph John	265-87-84	MM1c	USN
JESSOP, Herbert Randolph	400-63-45	Cox	USNR
JOHNS, Edward James	662-46-71	S1c	USNR
JOHNSON, Robert Pierce	266-23-64	GM3c	USN
JOHNSON, Wynne Elton	654-17-63	SoM3c	USNR
*JONES, "J" "B"	360-40-90	F2c	USN
KELLOGG, Ormand David	375-67-36	BM3c	USN
*KERBY, Arthur John	654-00-23	S1c	USNR
*KERSHNER, Benjamin (n)	102-35-27	Cox	USFR
KIEFER, Kenneth Mitchell	680-01-29	SoM3c	USNR
KNOX, Crete DeVale	648-24-04	S2c	USNR
KOVARIK, Eugene Peter	411-08-08	SM1c	USNR
LANSDALE, Charles Alfred	256-34-17	S1c	USN
LIVADA, Nicholas Leonard	371-69-42	GSK	USNR
MACKEY, John Asbury Payne	141-00-80	CCS	USFR
MARESH, Vencil Joseph	360-42-57	S1c	USN
MARLER, Allen Gilbert	272-45-63	GM3c	USN
**MARSHALL, Henry Alfred	272-46-54	MM2c	USN
McGINNIS, Jewell Ray	274-65-53	S1c	USN
**McLEAN, Jack Milton	400-91-74	F3c	USNR
**MEHLMAN, Robert Reid	632-67-84	F3c	USNR
**MERRILL, Foster Earle, Jr.	400-31-29	BM1c	USN
**MOORE, Harold Edward	654-44-77	S2c	USNR
MUELLER, William Charles	410-14-48	S1c	USNR
*MYERS, Robert Leroy	243-65-11	MM2c	USN
PADILLA, Phillip Morales	632-65-06	S2c	USNR
**POUND, Robert Leslie	375-94-57	GM2c	USN
*PRICE, Robert Pennington	243-65-10	MM2c	USN
RAGLAND, Noah (n)	295-45-56	Matt1c	USN





RALSTON, Robert Fickle	662-29-14	S2c	USNR
**RINCK, Robert Wilson	279-68-48	F1c	USN
ROBERTSON, William Bush	183-77-51	CRM	USFR
ROGERS, "G" "W", Jr.	624-50-49	S2c	USNR
ROGERS, Ralph Edwin	290-75-63	CMM	USFR
ROSS, Wayne Hathaway	400-75-43	Y2c	USNR
**RYAN, Thomas Francis	223-67-56	F3c	USN
SAUNDERS, Herbert Howard	190-50-20	CQM	USFR
SCARBOROUGH, Edward Hugh	624-48-58	S2c	USNR
**SECKMAN, Buster Benton	283-43-09	SC3c	USN
SHANNON, Daniel Paul	250-55-54	RM3c	USN
**SIKORA, Stephen Jacob	234-20-45	MM2c	USN
SNOW, Charles Jackson	295-64-02	EM3c	USN
**STUDSTILL, Jerry Evans	268-44-88	Y2c	USN
**SUMRALL, John Wesley, Jr.	223-73-46	MM2c	USN
TAMAYO, Honario	497-94-55	OS3c	USN
**TEAVER, William Thomas	268-37-93	MM2c	USN
TILLOTSON, Paul Van	234-08-81	CMM	USN
**TREACE, Harold Theodore	626-00-51	S1c	USNR
**TRUSH, John Stanley	336-84-13	MM1c	USN
**TYLER, Emery Earl, Jr.	283-43-73	F2c	USN
*WALL, Oscar Vincent	243-71-78	MM2c	USN
WELLS, Hilary Alvus	616-52-67	S2c	USNR
**WHITAKER, James Richard, Jr.	287-31-71	EM2c	USN
WHITTEN, Herman (n)	274-26-63	GM1c	USN
**WOODS, Francis Eugene	268-61-25	F1c	USN
*WOODS, Paul Jackson	268-56-44	MM2c	USN
**WOOTEN, James William	295-59-90	F1c	USN
WRAY, Harold Elwood	266-23-40	S1c	USN
*WRENN, John William	261-61-42	CBM	USN
ZYDAK, Bertraud	664-31-78	S2c	USNR

\* \* \* \* \*

1 Sources: The survivor and casualty lists enclosed with the action report dated 3 September 1942 and muster rolls on microfilm at the National Archives. Service numbers for the three USCG personnel killed are not included in the ship's casualty report.

\* Wounded (\*\* Killed) when the ship was sunk off Guadalcanal, Solomon Islands, on 8/30/42 according to the ship's casualty report.

Summary of Casualties:

	<u>Killed</u>	<u>Wounded</u>	<u>Not Wounded</u>	<u>Complement on 8/30/42</u>
Officer	<u>0</u>	<u>0</u>	<u>7</u>	<u>7</u>
Enlisted	<u>51</u>	<u>18</u>	<u>70</u>	<u>139</u>
TOTALS	<u>51</u>	<u>18</u>	<u>77</u>	<u>146</u>

E. A. Wilde, Jr.  
September, 2000



**U.S.S. COLHOUN (APD-2)**

**Paper by Rear Admiral George B. Madden, USN (Ret.)\***

That first Battle of Savo Island spelled the end of hopes for a quick and tidy occupation of Guadalcanal. As you know, with carrier support withdrawn and the cruiser covering force destroyed, the transports had no choice but to withdraw. When the heavy ships returned to New Caledonia the APD's broke off and entered Espiritu Santo, where several merchantmen loaded with critical supplies for Guadalcanal were at anchor. For many reasons it was deemed impossible to get these ships farther forward, and Commander Hadley called a conference to explain our role in the next stage of the party. This was held on the afternoon of either the thirteenth or fourteenth of August 1942, and was attended by Gus Lofberg, commanding **LITTLE**; Harry Bauer, commanding **GREGORY**, and myself. Lieutenant Smith, **LITTLE**'s executive officer, was also present. For some reason which I cannot now recall, John Sweeney, commanding **McKEAN**, was not present - possibly because **McKEAN** did not take part in the next operation due to major engineering difficulties.

Hugh Hadley wasted no time in coming to the point. The Marines were on Guadalcanal and Tulagi, heavily engaged with the Japs and desperately short of everything; their vital supplies were here. We were to be the link. Our orders were to fuel immediately, go alongside a half-dozen or so merchantmen in accordance with a schedule he had prepared and load to capacity with drummed gasoline, ammunition and bombs. By capacity he meant everything which could possibly be taken into the ships, utilizing troop spaces, storerooms, magazines, living spaces, spare bunks, passageways - anything. Every inch of space was to be crammed, and we were not to indulge in the luxury of separation of cargo for safety or any other reason. We were to sail the next day to arrive off Lunga Point at dusk on the eighteenth, unload our cargo plus as many rations from our own stores as time permitted and get clear before daylight. We would repeat this programme as often as might be necessary until a regular supply could be set up by the heavy transports.

There were some (four) rather long faces around the table when he finished. It was not that the duty promised to be particularly lively, but because we knew our ships. We had all had extensive experience in the four-pipers, and each of us had been in his ship for a year or more. Troubles, mainly engineering, had been mounting for some time, and each of us had mental reservations as to how much farther his ship could be pushed. Taken by and large, the main engines were in fair shape. **LITTLE**, if I remember rightly, had some very peculiar noises in her reduction gears but nothing serious. It was, as

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\* Lt. Cdr. Madden commanded the U.S.S. **COLHOUN** (APD-2) when she was sunk off Guadalcanal on 30 August 1942 by high-altitude bombers. This paper, courtesy of **COLHOUN** survivor Charles A. Lansdale, was handed out at a reunion, but the original source is unknown. Admiral Madden wrote it sometime between 1955, when he made admiral, and his death in 1982. His paper covers the use of destroyer transports (APD's) to resupply the Marines on Guadalcanal in August, 1942, and the tactics devised by his division commander, Cdr. Hugh W. Hadley, USN, to counter expected enemy attacks.



always in these ships, the auxiliaries which were making our engineers old before their time. Naturally, there were degrees of difficulty, but **COLHOON**'s, which I know best, were representative - although, of course, we were much cleverer than the others in dealing with these irritations. During August, **COLHOON** had had four tube failures in number one boiler and two in number two (nee three and four respectively). Quite aside from the loss of precious feed this was annoying since it meant the boiler had to be taken off the line and secured immediately, leaving us with one boiler and a maximum speed of thirteen or fourteen knots. Repairs, not taken from **MEI**, consisted of slipping a man into the steam and mud drums and driving homemade tapered steel plugs into both ends of the offending tube. We then cut out what we could of the ruptured portion, hoped the rest wouldn't do too much damage, lighted off and proceeded about our business.

I can still see the huge bulk of Mullen, an old-time CWT covered with six or more suits of wet dungerees, sliding into a blisteringly-hot steam drum. In former days, in the fleshpots of Norfolk, Guantanamo and San Diego, it had come to my attention more than once that my friend Mullen liked his bottle and after a nip or two was likely to fail in that deep reverence for local authorities and ordinances so earnestly prescribed by **AGN**, but if ever a man was repayed for forebearance, I was then.

The evaporators when they worked just about made good our feed losses, but in that rainy part of the world we managed to scrape by, though we did get a bit gamey at times. Feed pumps were another matter, and these we had to have. Both of my main feed pumps had gone before the Tulagi landing and both auxillieries were showing signs of being "worn by years of hard abuse." **CORTISS** had done her best for us, but seaplane tenders are not geared to handle destroyers' troubles, and since she carried no spares it was simply a case of making out as best we could. Which we did, but time and hard steaming were getting in their licks. In a way the feed pumps were a more serious affair than the boilers since, while there was no loss of feed involved, failure of either meant an immediate reduction of speed to eleven knots, all that could be handled by the remaining pump. That, incidentally, was our position when **COLHOON** was sunk. Another hour and we could have made twenty knots. But we didn't have the hour.

I have dwelt at this unconscionable length on **COLHOON**'s shortcomings only because they were representative of **LITTLE** and **GREGORY** and somewhat short of **McKEAN**'s difficulties. She was probably in worse shape than the others. In assessing the actions which followed, these should be borne in mind since they formed an important part of the background against which Hadley based his plans. The overriding consideration was clear. The Marines were engaged, the material they needed was here. We could, despite everything, steam. The answer was obvious, and none of us bothered to discuss it.

Next came the vexing question of what to do in the event of some ill-disposed gent interfering with our work. Air we dismissed lightly. We had been through a few attacks and believed (in my case mistakenly) that a fast, handy ship had little to fear. Submarines we considered our meat. We had sound gear and each of us fancied himself as a sub-hunter. Two down and one to go, but that one was a beauty. With Savo Island fresh in our minds - to this



day I can see the flame and hear the roar of **CANBERRA** going up - it seemed likely that we would, in our travels, fall in with a cruiser or cruiser-destroyer task force which might be expected to take a dim view of what we were doing. You will recall our armament, three centerline 4-inch, that famous fantail 3-inch, two .50's on the forecastle, two 20-mm on the galley deck-house and the .30's in the landing boats. As a matter of fact, under conditions assumed of meeting a moderately strong surface force we would have been much better off in our 1917 rig with twelve torpedoes - and how we longed for them as equalizers!

Hadley's plan broke the operation up into two phases. During the first phase, while we were the sole supply link, combat was to be avoided. However galling to our pride, our cargo capacity was more valuable than our offensive capabilities and must not be hazarded. During this phase we were to arrive off Tulagi or Lunga Point after sunset, unload during darkness and make every effort to be out and clear to the southward by dawn. This is, in fact, just what happened during the first two runs. If for any reason we could not follow this procedure we were, during daylight, to get the ships as close to the beach as we could without stranding and lie down, hoping that the repulsive green paint with which we were defaced, would lead any nosey flyer to believe that we were part and parcel of a coconut grove. Should this fail or if we were for any reason caught in open water we were, not to put too fine a point on it, to run. In this event the basic tactics would be to take advantage of our 12-foot draft to put shoal water between us and the Japs, to make smoke - no trick at all in these ships - and to open fire with anything which would bear. The object of the maneuvers was to give the enemy something to occupy his mind. We hoped that the combination of tricky navigation, smoke and gunfire would give him food for thought and that we, while he was mulling this over, might put a little distance between us. Also, of course, we still looked like destroyers and there was a good chance that, not knowing that our torpedo sting had been drawn, he might hesitate to indulge in a stern chase in close waters. Day and night tactics were identical during this phase - lie low or run, except that at night guns were not to be used unless we were illuminated or under accurate fire. I think the plan for this phase was beyond criticism. It met the acid test that there wasn't anything else to do.

The second phase was to start when the first heavy transports came north. This introduced a radical change. Our relatively trifling cargo capacity now became secondary and we could best discharge our mission by protecting the heavy ships. To meet the new task new tactics would be adopted. During this phase, should modern destroyers be present we were, day or night, to leave offensive action to them while we fell astern of the large ships and made smoke to cover the retirement. If no modern destroyers were present we were, day or night, to attack. The daylight attack which, of course, never came off, was to be more or less of a sacrifice play in the expectation that the enemy would take us for torpedo-carriers, distracting his attention long enough to give the heavies a start.

If, - however, - and this is the way things turned out - there were one or more heavy ships present during darkness while we were the sole "covering force" - Hadley's plan was somewhat more ambitious. Under these conditions something might be achieved, both in protecting our own forces and by way of





annoying the enemy. If the opportunity afforded it was to be seized. At night certain factors favored us. Our low silhouette, extremely low since our stacks had been cut down, made us difficult to pick up. We had radar (SC) while the Japs, so far as we knew, did not. Our lack of sustained speed could be offset by cruising in the vicinity of his likely targets - Tulagi and Henderson Field - and allowing our guests to steam into us. If, as appeared likely, he was looking for bigger game or was intent on bombardment, the chances of tactical surprise were fairly good, especially as we would have a land background to help conceal us. Hadley's plan called for us, under these circumstances, to intercept by a no-signals follow-the-leader movement, coming in as fine on the enemy's bow as possible and closing the heaviest ships we could find. Once in, we were to drop every depth charge we could get off the ship at shallow setting and directly under his bows if we could. The object was in Hadley's words, to "blow their damned keels up through their decks." Once the party was well underway we were at liberty to open gunfire and if convenient opportunity afforded, to run. We were to rendezvous off Tulagi for breakfast.

Admittedly this plan would have been, and still would be, ruled off the board at any self-respecting War College, yet it had its points. It utilized to the hilt what advantages we had and by a sort of Judo made the enemy's speed compensate our want of that commodity. Lacking torpedoes, the ships themselves would play that role while the depth charges doubled as warheads. Most important, it combined surprise and audacity to a point where it had, at least in my opinion, a fighting chance of achieving a brilliant minor success at a time when we could have used one.

I am afraid our faces were still a trifle long as we rose to return to our ships, for Hadley made an attempt to brace our spirits by a quotation from the Scriptures. Since it turned out to be oddly prophetic, I have never forgotten it: "Remember, Gentlemen, the race is not to the swift nor the battle to the strong, but time and chance happeneth to all." It did indeed, but not exactly as we had hoped. "Helpful Henry" and his flare provided time and chance with a vengeance.

There is not the slightest doubt in my mind, although I, unfortunately was not present, that this is the plan Hugh Hadley started to put into effect that night. Every prerequisite condition had been met. The heavy ships had started north. We had escorted **WILLIAM WARD BURROWS** to Tulagi. **BETELGEUSE** had come and gone, and it was common knowledge that others were on the way. The supply link had been re-established and phase II had arrived. As a sort of bonus, contact was made in the early morning hours of a black squally, moonless night, ideal for surprise. From talks I had with surviving officers of **LITTLE** and **GREGORY** at Espiritu Santo immediately after the action I know that both ships had four targets on the radar screen, closing rapidly. By no stretch of imagination could Hadley have thought, as is sometimes assumed, that he was facing a single ship. To me at least, the conclusion is inescapable that Hugh Hadley knew exactly what he was doing and was deliberately going in for as desperate a small-ship action as we have to our credit since Decatur burned Philadelphia.

That the plan miscarried was, we now know, due to a mistake on the part of



an over-zealous pilot. It might well have miscarried in any event, since the odds were rather steep. Hadley, Lofberg and Smith were killed on **LITTLE's** bridge, fighting the ship to the end when all hope had gone. Bauer, one leg blown off as **GREGORY** went down, lost his life when he ordered the two men who were helping him to a life raft to leave him and go to the assistance of a drowning seaman.

This, of course, was a minor action, soon to be overshadowed by weightier events. There can be no question that it ended in disaster at a time when we were not in need of additional disasters. If, however, we may in retrospect judge these things not only by the immediate and tangible results but by the spirit which impels a commander to stake everything in an attempt to force victory in the teeth of near-impossible odds, perhaps the Navy gained more that night than it lost, heavy though that loss was.

To my mind the best epitaph for Hugh Hadley and those who sailed with him was spoken of another group of seamen some three hundred years ago: "God send us to sea in such a company together again, when need is."

\* \* \* \* \*

Editor's Note: The destroyer transports U.S.S. **GREGORY** (APD-3) and U.S.S. **LITTLE** (APD-4) were sunk on the night of 4-5 September 1942 while patrolling off Lunga Point, Guadalcanal. Their fate was sealed when a Navy Catalina (PBY) inadvertently released a string of flares over them, revealing their presence to Japanese destroyers engaged in bombarding Henderson Field.

E. A. Wilde, Jr.  
May 28, 1996



IRONBOTTOM SOUND SHIPS

USS COLHOUN (APD-2, ex DD-85) CRH Revision, 6 June 1992  
SUNK by BOMBING, 30 Aug. '42.

"FLUSH-DECK" Class Fast Transport. Launched 21 Feb. 1918.

Length: 315'; Beam: 31'9";  
Hull Depth: 23' amidships, centerline.  
Disp: 1060 tons

WRECK LOCATION:

(WWII Nav Chrono & DANFS) -- 09 24'S 160 01'E  
(Action Report) -- Ship was in 09 23'45", 160 00'45" 2 minutes before she was sunk, making 10 kt. It is probable that she would not have moved more than about 700yd from that position before going down, which would put her wreck about 0.75--1.25 NM NW from Lunga Point in 100-200 meters depth.

DAMAGE DESCRIPTION:

(Morison) -- Near misses evenly spaced from bridge to fantail. Foremast toppled, 4" guns "twisted from their mountings". Two more bombs struck: One on after deckhouse; other in after engine room. Boats were shattered. Ship sank within 2 minutes.

(DANFS) -- First hits wrecked ship's boats & after davits & started a diesel fire from boat wreckage. In second attack, a succession of hits on the starboard side brought down the foremast, blew two 20mm & one 4" gun off the ship and damaged the engineering spaces. Two more direct hits killed all the men in the after deck house.

(Frank) -- One of 4 APDs used to bring supplies to Guadalcanal from mid-August. At 1512 COLHOUN spotted a formation of "Betty" bombers approaching at over 15000 feet. Ship went to full speed. Two bombs hit ship, followed by "a string of five or six ... only 50 to 60 feet off the starboard side". "concussion toppled the foremast, uprooted one 20mm and two 4-inch guns ... and blew them off the ship, pried the main engines from their bedplates, and ruptured oil lines and the fire main as the ship's boats began to flame and she settled by the stern. After two more direct hits at 1514, her captain and crew left COLHOUN as the sea swallowed her with fifty of her complement."

(Action Report) -- EXTERIOR DAMAGE: HULL DAMAGE from several hits close to starboard side from bridge to stern. Direct Hit damage to AFTER BOAT DAVITS (Bent down over After Engine Room Hatches), SEARCHLIGHT PLATFORM (Collapsed forward into after stack), near after edge of AFTER DECK HOUSE and near after bulkhead of AFTER ENGINE ROOM. Near Misses blew MIDSHIPS 20MM (one gun) and MIDSHIPS 4" GUN off the ship.

Ship sank very quickly (about 2 minutes after planes sighted, just before first hit). Speed ordered increased

from 10 kt to full speed on sighting planes, but it seems unlikely that she would have speeded up much in the short time before hits knocked out her power. Two minutes at 10kt is about 667 yards, or about 1/3NM from initial position. See "WRECK LOCATION" above for further info.

CASUALTIES: (DANFS) --51 men lost with the ship.

IDENTIFICATION POINTS:

COLHOUN is probably the only APD sunk close to Lunga Point, despite some sources' putting GREGORY in that area. LITTLE's action report strongly indicates that LITTLE is maybe 7 miles (or more if current moved her NW at up to two knots) NW from Lunga Point, with GREGORY at least 2 NM closer to Lunga Point than LITTLE. That would make the ships very easy to identify if all are found.

If GREGORY is as close to Lunga as some sources say, then, she will be easy to confuse with COLHOUN. Perhaps damage (Especially what should be SEVERE BOMB DAMAGE) will distinguish COLHOUN from GREGORY. Otherwise, telling them apart will be almost impossible.

FUTURE EXAMINATION:

COLHOUN is probably not a target of this expedition. Her proximity to Lunga Point makes her a likely skin-diving project & she therefore can be left to others.

\* \* \* \* \*

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.

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, WATKINS, BENHAM, DEHAVEN, and AARON WARD, all destroyers; the destroyer transports COLHOUN, GREGORY, LITTLE, the tanker KANAWHA; the transport JOHN PENN; fleet tug SEMINOLE; two cargo ships and four PT boats. The Australian cruiser CANBERRA also was lost there.

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

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

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

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 THE MEMBERS OF THE  
IRON BOTTOM BAY CLUB, FORT PURVIS  
STATION 15. — 20 MARCH 1944

"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



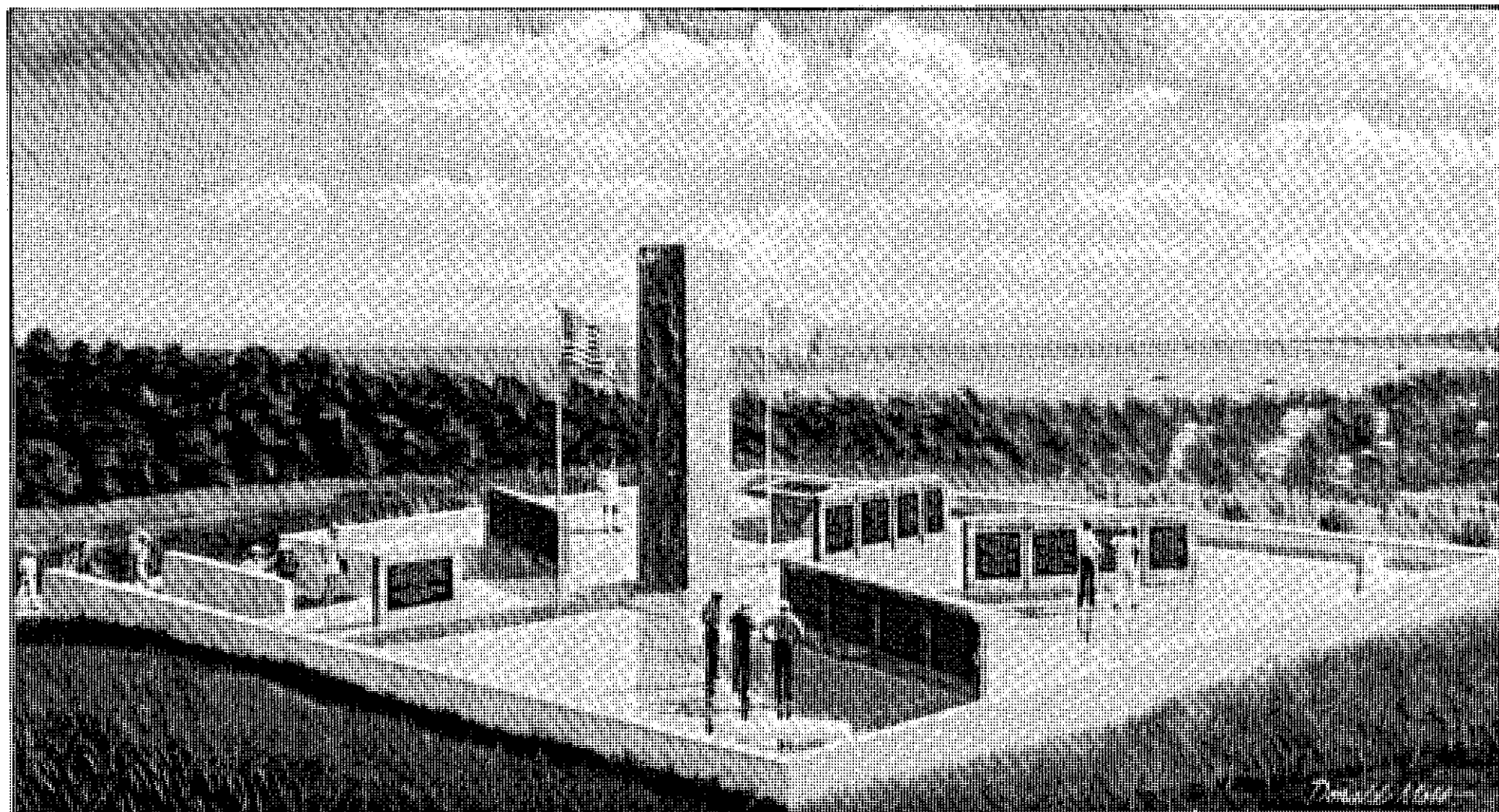
November 15, 1994

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 pylons 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. Niecek, 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. RENNEL ISLAND, 29-30 JANUARY 1943



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

JAPANESE NAVAL VESSELS  
SUNK OR DAMAGED DURING THE  
GUADALCANAL CAMPAIGN

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



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

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





The U.S.S. Colhoun (APD-2) in World War II

Photograph Credits

<u>Description</u>	<u>Source Code/Ident. No.</u>
(DD-85), stbd. bow, u/way 4/28/19	NHF NH 60479
Starboard bow, moored, 1942	NA 80-G-15979
20-mm Oerlikon mount, Mk 4, 1942	NA 19-N-31965
Port bow, u/way alongside, 1942	SA (Ship Association)
Monument, Purvis Bay, Fla., Is., 1944	NA 80-G-275700
Monument plaque (on above)	NA 80-G-240318

\* \* \* \* \*

Key to Sources:

NHF Naval Historical Foundation Photo Service  
Washington Navy Yard  
1306 Dahlgren Ave., SE  
Washington, DC 20374-5055  
(202) 433-2765

NA National Archives II  
8601 Adelphi Road  
College Park, MD 20740-6001  
Still Picture ref.: (301) 713-6625, Ext. 234

E. A. Wilde, Jr.  
February, 2001



The U.S.S. Colhoun (APD-2) in World War II

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Conversations:

- Capt. Harold H. Ellison, USN (Ret.), survivor  
Kenneth R. Given, survivor  
Cdr. Charles A. Kasdorf, Jr., (SC), USN (Ret.), survivor  
LCdr. George D. Lewis, USNR (Ret.), survivor  
Joseph G. Micek, AUS, Guadalcanal War Memorial Foundation  
Wayne H. Ross, survivor

Miscellaneous:

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Ships' Histories Section file for Colhoun, Naval Historical Center, Washington Navy Yard.

E. A. Wilde, Jr.  
February, 2001



### 2006 ADDENDUM

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

#### Editor's Note:

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

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

E. Andrew Wilde, Jr.  
June, 2006



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

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

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

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

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

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

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

*There must be much consternation in Tokyo these days, because*





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

\* \* \* \* \*

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

\* \* \* \* \*

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

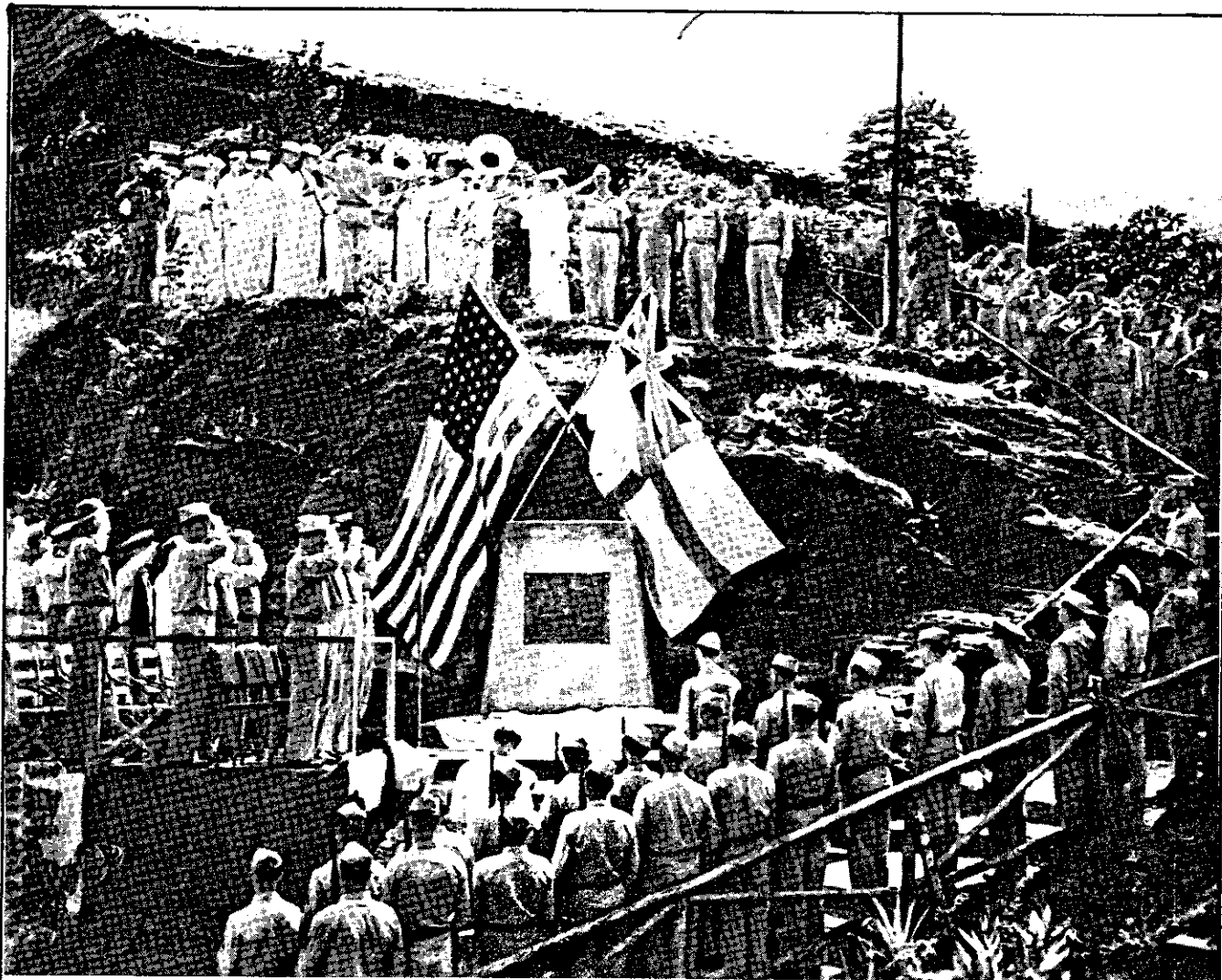
Friday I flew over to \_\_\_\_\_ in one of our planes to line up and invite the "big wigs" stationed there and the press. It certainly was a delightful trip. It was a beautiful day, and it was nice to fly and to see some of the country from the air, as scenically - and from a distance - it is very grand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

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

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

---





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



### About The Editor

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

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

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



Historical Compilations by the Editor:

(Destroyer/Destroyer Escort Hulls in World War II)

<u>United States Ship</u>	<u>Date Sunk/ (Damaged)</u>	<u>Area</u>	<u>Killed/ 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:

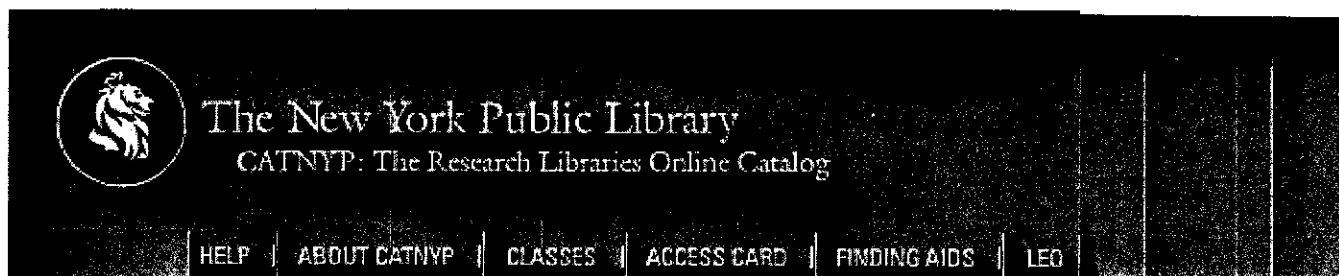
\* Total for two engagements with the enemy

<sup>1</sup> 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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Record 3 of 25  
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Call # JFF 05-2053  
Author Wilde, E. Andrew.  
Title **The U.S.S. Colhoun (APD-2) in World War II : documents and photographs / E. Andrew Wilde, Jr., editor.**  
Imprint Needham, Mass. : The Editor, 2001 (2005 printing)

LOCATION	CALL NO.	STATUS
<u>Humanities- General Research- Rm315</u>	<u>JFF 05-2053</u>	AVAILABLE

Location Humanities- General Research- Rm315  
Edition Rev. ed.  
Descript 1 v. (58 p.) : ill., maps, ports. ; 29 cm.  
Note Cover title.  
Includes bibliographical references.  
Subject Colhoun (Transport : APD-2)  
World War, 1939-1945 -- Naval operations, American.  
Guadalcanal, Battle of, Solomon Islands, 1942-1943.  
World War, 1939-1945 -- Personal narratives, American.  
Alt title USS Colhoun (APD-2) in World War Two

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1210 Greendale Ave., #339  
Needham, MA 02192  
January 18, 1997

Eugene L. Keller, Sr., Curator  
Guadalcanal Memorial Museum  
7178 Oakbrook Circle  
Portage, Michigan 49002

Dear Gene,

I'm sending you (in this and in an additional mailing) copies of my historical booklets on the:

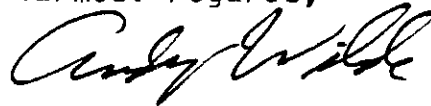
Aaron Ward (DD-483)  
Colhoun (APD-2)  
Cushing (DD-376)  
DeHaven (DD-469)  
Duncan (DD-485)  
Laffey (DD-459)  
Seminole (AT-65)  
Walke (DD-416)

Previously I sent you booklets on the:

Barton (DD-599)  
McFarland (AVD-14)  
Monssen (DD-436)

I hope you appreciate the work which went into these booklets and safeguard them, so that they will be available for serious historians.

Warmest regards,



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

cc (w/o encl.): Ted Blahnik





# Guadalcanal Campaign Veterans

*It isn't the cost of belonging — it's the price you paid to be eligible.*

E.L. Keller Sr.  
Past President, G.C.V.  
Curator Guadalcanal Memorial Museum  
7178 Oakbrook Circle  
Portage, Michigan 49002  
(616) 324-3484

January 24, 1997

Hello Commander:

I can't begin to tell you how much I appreciate your donation of these very fine historical booklets to our Guadalcanal Memorial Museum. What a great additions to our library. You must of put in many hours of work to get so much information on those ships. Some student of the 2nd W.W. who comes into our museum, looking for facts regarding lost ships and sea battles will get more than he expected. I thank you with all my heart and I am going to talk to the President of the GCV to see if we can send you a healthy donation. You must of spent a fortune on these. I can't believe you are not charging anything for them.

Please except my thanks as well as the thanks of the 4000 members of the Guadalcanal Campaign Veterans for your kind donation.

You will be receiving a letter, (form) sent out by the Kalamazoo Aviation Museum, acknowledging your donation.

Again, thank you so very much and God bless you and yours.

Yours in comradeship,

E.L. Keller Sr.

