

## Charles Wayman Hogue

Born: 1923  
Hometown: Memphis, TN  
Class: 1944  
Service: USNR  
Position / Rank: Asst. Engineering Officer / Ensign  
Date / Place of death: December 10, 1944 / Aboard USS Mercy (AH 8)  
Date / Place of burial: December 11, 1944 / USS Mercy (AH 8); Tablets of the Missing at Manila American Cemetery, Manila, Philippines  
Age: 21



According to U.S. Navy records, Charles W. Hogue was appointed Midshipman, USNR on August 15, 1942 although he was appointed a Cadet, U.S. Merchant Marine Cadet Corps some months before. He signed on as Engine Cadet aboard the new *SS Peter Silvester* on June 24, 1942 at San Francisco, CA. The ship returned to San Francisco, CA nearly a year later, on May 23, 1943 from Noumea, New Caledonia. From there he reported to Kings Point to complete his education, receive his license as Third Assistant Engineer and his commission as Ensign, USNR.



**USS Lamson (DD 367) off Vallejo, CA 1944**

Ensign Hogue reported aboard the *USS Lamson (DD 367)* as its Assistant Engineering Officer on April 26, 1944 at Mare Island Naval Shipyard. By July the ship had completed its overhaul and was ready for action.

The *USS Lamson* reported for duty with the Fifth Fleet at Eniwetok on August 8. After two months of convoy escort duty, the *Lamson* was transferred to the Seventh Fleet for

the amphibious assault on Leyte in the Philippine Islands. On the morning of December 7, 1944, three years after the war began, the *Lamson* was firing its guns on Japanese targets on Leyte in support of Army troops ashore. Later that morning, following air attacks which badly damaged the *Lamson's* sister ship, the *USS Mahan (DD 364)*, the *Lamson* was ordered to take the *Mahan's* place as the formation's fighter director ship.

At about 1400 the Japanese renewed their attack on the fleet, with *Lamson* guiding fighters to groups of enemy planes while shooting down one attacker. However, another plane flew around a nearby island and was able to approach to 1,000 yards before being fired on by the *Lamson's* guns. Despite the *Lamson's* violent turn away from the plane it struck the after stack with its right wing and spun around into the port side of the ship. The aircraft wreckage immediately enveloped the ship in flame from amidship to the bow. The impact of the crash on #2 stack collapsed it, causing a flare back in the After Fire Room, burning the crew on duty there. The hatches to the Forward Fire Room were jammed by the damage, trapping the men there.



**USS Lamson (DD 367) with USS ATR 31 alongside, December 7, 1944 Ormoc Bay, Philippines**

With the fire threatening the forward ammunition magazines, and no water pressure in the fire mains, USS ATR 31 came alongside to help fight the fire and remove the wounded. However, the fires were soon under control and ATR 31 began towing the ship out of danger.

Despite continuous air attacks, the *Lamson's* crew managed to keep their ship afloat and bring their over fifty wounded

shipmates to medical treatment. Among the injured was Ensign Charles W. Hogue. Due to the severity of his wounds he was transferred to the Hospital Ship *USS Mercy (AH 8)* for transfer to a hospital in Hollandia, New Guinea. Unfortunately, at 0130 on December 10, 1944 Ensign Charles Hogue died of his wounds. He was buried at sea the following day.

Ensign Charles W. Hogue, USNR was posthumously awarded the Purple Heart and the Asiatic - Pacific Campaign Medal. For his merchant marine service he earned the Pacific War Zone Bar, the Victory Medal and Presidential Testimonial Letter.

At the time of his death Charles W. Hogue was married to Barbara Rosina Hogue. Charles was the youngest child of Abner E. Hogue and Florence Hogue of Memphis, TN. In 1930 Charles, his parents and older sister Maxine were living with his grandfather in Memphis, TN.