

DD651/A16/MM
Serial 0272

Room # 435
U.S.S. COGSWELL
(DD651)

% Fleet Post Office,
San Francisco, Calif.
11 April 1944.

CONFIDENTIAL

From: The Commanding Officer.
To: The Chief of Naval Personnel.
Subject: Combat Service performed by
Howard B. Johnson
While attached to U.S.S. COGSWELL (DD651).

1. The subject man has performed the following service attached to U.S.S. COGSWELL (DD651).

While in a carrier task group participated in bombardment of Kwajalein Island, Marshall Islands, later occupation of which by U.S. Forces constituted first Invasion of Japanese territory during this war, on 30 January 1944.

Participated in the first strike against TRUK, on 16 & 17 February 1944. Participated in AA action against enemy aircraft during the night of 16 & 17 Feb. 1944.

Served with the carrier group during the first strike against SAIPAN and TINIAN, Marianas Islands on 22 February 1944. Took part in night action against enemy planes during approach phase in which twelve(12) enemy planes were shot down.

While in a carrier task group participated in the supporting operations during the seizure and occupations of EMIRAU ISLAND, ADMIRALTY GROUP, 20-25 March 1944.

Participated in the carrier task group strike against PALAU ISLAND(30 March 1944), YAP ISLAND(31 March 1944), and WOLEAI ISLAND(1 April 1944).

Participated in the AA action against enemy aircraft during the night of 29 & 30 March, 1944, and 30 & 31 March 1944.

While in a carrier task group participated in the supporting operations during the seizure and occupation by U.S. TROOPS at AITAPE, HOLLANDIA, and TANAMERA(22 April 1944).

Participated in the carrier task group strikes against SATAWAN and PONAPE(29 April 1944), and the Second strike against TRUK, (29 April 1944).

While in a carrier task group participated in the supporting operations during the seizure and occupations by U.S. TROOPS of SAIPAN, in the MARIANAS ISLANDS, on 11 June 1944.

19 JUNE 1944: Participated in the AA action against enemy aircraft during the daring daylight attack during which 353 enemy planes were shot down.

20 & 21 JUNE 1944: Participated in Task Force 58's First strike against the JAPANESE FLEET, in which the enemy suffered; One(1)Carrier sunk and One(1)probably sunk, One(1)Battleship hit, One(1)Heavy Cruiser hit, One(1)Destroyer sunk and Two (2)others hit, and Three(3) tankers sunk.

Participated in DesDiv100's bombardments of GUAM on the nights of 4 July and 5 July 1944.

21 JULY 1944: Participated in the carrier task group strike against PALAU ISLAND in which the enemy suffered Two(2)planes shot down, Eight(8) planes destroyed on the ground, One(1) Destroyer sunk, One(1) Troop-Transport sunk, One(1)Small-craft sunk and One(1)Cruiser left burning.

Participated in the carrier task group strike on IWA-JIMA ISLAND in the BONIN ISLAND GROUP on 4 August 1944.

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5 August 1944: Was engaged in the Night Battle with a JAPANESE Convoy off the coast of CHICHA-JIMA (BONIN ISLAND GROUP), only 380 miles from JAPAN. This JAPANESE Convoy consisted of Five (5) Supply ships, Four (4) Destroyers Escorts, One (1) Destroyer and One (1) Light Cruiser, also a number of Landing Barges which were heavily loaded with JAPANESE TROOPS. The entire Convoy was sunk.

6 AUGUST 1944: Participated in DesDiv 100's Bombardment on CHICHA-JIMA (BONIN ISLAND GROUP) in which we destroyed their Radio Installations, Four (4) Oil Dumps, Three (3) Cargo ships (AK's) in the harbor, a number of Landing Barges heavily loaded with JAPANESE TROOPS which were also in the harbor. Wrecked Fifty-Eight (58) Planes on the ground, silenced their Shore-Batteries and put the finishing touch on the Island by leveling off the City.

In the Night Battle with the JAPANESE Convoy off the Coast of CHICHA-JIMA (BONIN ISLAND GROUP), (5 AUGUST 1944), the COGSWELL is credited with the sinking of the One (1) Light Cruiser and assisting in sinking the Destroyer and One (1) Supply ship. This is the CLOSEST any U.S. SHIP has ever been to JAPAN PROPER since the start of the WAR.

The Commander-in-Chief, United States Pacific Fleet, takes pleasure in commending Cdr., H.T. DEUTERMANN, USN., and Command for exceptionally meritorious conduct in the performance of duty on the USS COGSWELL (DD651) during the First strike of the war on SAIPAN, TINIAN, and GUAM, in the MARIANAS ISLANDS on 22 February 1944. His ship being part of the carrier screen during the night action against enemy planes during the approach phase, by the initiative and outstanding ability of he and his crew, his ship maneuvered for extended periods of time in dangerous and hazardous waters which enabled twelve (12) enemy planes to be shot down. The courage, skill and devotion to duty were in keeping with the highest traditions of the Naval Service.

From: Commander Squadron Torpedo TEN: I wish to extend our thanks in appreciation of our Fliers rescue and excellent hospitality extended by you and your command on the nights of 21 June 1944. Their prompt and speedy rescue, under hazardous conditions, enables these men, and others in similar positions, to have greater confidence in carrying out their missions. It has been of great service, not only to the Navy, but to their Squadron to permit the speedy return to duty of experienced men trained over a long period of time. Torpedo TEN adds to its expression of sincere appreciation a VERY WELL DONE to your command.

7 SEPTEMBER 1944: Participated in DesDiv 100's Shore-Bombardment on the Southern PALAU ISLANDS. We destroyed all military installations and their Airfields on NECESEBUS and PELELIU ISLANDS. The City of SAIPAN, on ANGAUR ISLAND was leveled and all Troop barracks were demolished. Other than this they suffered the following losses: One (1) Oil dump demolished, Four (4) Planes destroyed on the ground, One (1) Plane shot down (Consisting of the Island Commander and his two high ranking Official Assistants), Radio Central (Consisting of 3 radio towers), Two (2) Pill-boxes One (1) completely destroyed, and the other severely hit). In general these Islands were well worked over. This was our Fourth Shore-Bombardment, (Second Daylight Bombardment). Our mission was the destruction of shipping (no shipping was located) military installations and reduction of the ability of the defending force to resist the invasion forces.

8 thru 18 SEPTEMBER 1944: Participated in Carrier Task Force (THIRD FLEET) First strike against the PHILIPPINE ISLANDS since the start of Pacific hostilities. We struck MINANAO ISLAND in the Southwest during which we wiped out a JAPANESE Convoy of (52) ships, consisting of (32) loaded cargo ships and (20) Sanpans, and struck hard against the shipping and aircraft from DAVAO GULF and SARANGANI BAY in the Southeast to SURIGO and CAGAYAN in the North. All Five (5) Airfields were blasted including DEL MONTE AIRDROME the most important JAPANESE Base on MINANAO. Eight (8) Planes were shot down and (60) more destroyed on the ground and hits were scored on (2) 7000 Ton Ships off ZAMBOANGOR. The other Islands which were hit and hit hard were as follows: BOHOL, NEGROES, LAYTE, SAMAR, PONAY, NASBATE, SABU and LUZON. Japans shipping and airforce has been dealt its most crushing defeat by American Navy Planes and Warships which destroyed (262) enemy ships and (724) enemy planes.

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The PHILIPPINES had been hit with such terrific force that on the third day of this Historic Battle, the JAPANESE Airforce refused combat and the ground gunners made only feeble attempts to drop the hard hitting Navy Pilots. Two days later the JAPS put up stiff opposition in which they lost (84) more ships and (233) more planes. This crippling blow seemed to finish the enemys desire for combat and the next day there was no opposition at all. All ground installations were destroyed on all Islands.

21 & 22 SEPTEMBER 1944: Participated in Carrier Task Force(THIRD FLEET) First Strike by Air on MANILA in which the enemy suffered the follwoing losses: (140) Planes shot down and (13) destroyed on the ground, (11) Ships sunk and (24)damaged. Of those sunk and damaged, they were as follows: Two(2)DD's, One(1)Tanker and Four (4)Large AK's sunk, and One(1) Tanker damaged, another left burning. We lost only Eight(8)Planes and Four(4)men. During this strike on MANILA, we participated in AA action against Japan's New Twin Motor Torpedo Bombers. These New Torpedo Bombers were so fast that they circled our formation, made there dive, dropped two(2) bombs (which missed)and strafed the deck of one of our Carriers(injuring three persons), before our Top-Notch Gunnery Officer could even get a solution. While in the Carrier Task Force struck LUZON completely by surprise and the enemy suffered the follow ing losses on our First Raid:One(1)AO, Three(3)Large AK's, Two(2)Small AK's, One(1) large Destroyer, One(1)FA, One(1)SL, One(1)Large AK, One(1)FTC. Damaged: Two(2) Floating Drydocks, Ten(1)AK's, One(1)Large HO, Five(5)Large AK's, and Three(3)small ships. Shot down (63)Planes,(One(1)TISS, and (13)VF's), and destroyed Four(4) on the ground. Probables: Three(3)AK's, Two(2)SB8s, Two(2)Small ships, Three(3)Large AK's, Tow(2)Escorts, (Small than our DE's), Discontinued this strike due to a typhoon.

24 SEPTEMBER 1944: While in this Carrier Task Force, launched a Morning Strike on MANILA consisting of Fighter and Dive Bombers, damage was as follows: One(1)AO sunk One(1)Large AO sinking, One(1)AO afire and sinking fast, Three(3)AK's badly afire and sinking fast, Three(3) or Four(4) other AK's hit but not bad. Tow Escort ves- sels (like our DE's) sunk, Six(6)small Escort vessels damaged, Eight(8)AK's and AO's left at TARBET, not badly damaged. No air opposition - No AA fire - No planes in the air or on the ground - Our losses were none. AFTERNOON: 12 Plane Rockett Attack ISLAND of PANAY - City of ILLILO. No air opposition, bombed air strip in Coilcount- er, burned Five(5)Medium AO's, One(1)Small AO, One medium AK, damaged One(1)medium AK, and burned Warehouses at MONINE RAILROAD, destroyed (6) Planes on the ground. Another Commedation to the Officers and Command of this TASK FORCE(THIRD FLEET) a job well done. In the attack on LUZON our pilots and men hit the enemy another disasterous blow in spite of hazardous weather. The uncompleted strike shows(in addition to the 1st Raid) 144 Planes shot down and 140 Planes destroyed on the ground. (35) Ships sunk and (27) more damaged and probaly sunk. Many destructives hits on Airfields and Harbor Installations. THEY CAN NOT STOP YOU.

10 OCTOBER 1944: Participated in Carrier Task Gorce's strike on OKINOWA ISLAND. One (1)CA, One(1) DD, One(1)AK, and many others being attacked. AA fire moderate but accurate. A few planes in the air and many on the airfields. Two(2)CA's(Large one hit twice, small one sunk), One(1) CL, One (1)DD, Five(5)Large AK's north of NAGO WAM, along with numerous small vessels. Six(6) SS's in channel north of YAGO JINCE Four(4) submarines surmerged, Two(2)sunk by four(4)bombs by planes, Two(2)submarines sunk, three(3)AK's serverly damaged, twenty-five(25)Single Engine Aircraft, One(1) Transport shot down, when attempting to take off. Many planes left burning on the NAHA AIRFIELD. One(1)Large and Two(2)small AK's ten miles of entrance to NAHA Har- bor. Many small ships in harbor. The enemy suffered the following: Losses:During our raids on NINAMI, KITO DAITO SHAMI and SHAMI ISLANDS; Sunk: One(1)Heavy Cruiser, One(1) DD, One(1)Sub-tender, Two(2)Submarines, Two(2)SC's, One(1)Medium AO, Two(2) Light AO's, and Two(2)AK's, Damaged: One(1)Light Cruiser, One(1)AK, One(1)AO. Dur- ing these strikes we were designated to be the Pony Express once again, during which Eleven(11)men were hurt on our Forecastle, while engaged in passing Official Mail.

12 thru 13 OCTOBER 1944: Participated in Carrier Task Force's First Strike on FOR- MOSA ISLAND, PHILIPPINES ISLAND, in which we fired Four Hundred and Sixty-Four(464) rounds of AA Common and fought off Six(6) Waves of Japs. Our losses were Fourteen

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(14)men and one(1)Ship. The next evening at sunset Five(5)more waves of JAPS came in, in separate intervals, each wave consisting of 80 planes. As each wave came in Twenty-Five(25)planes were shot down, the remainder retiring. At 1850 we were attacked again by twelve(12)FRAN of which one succeeded in dropping her torpedo which scored a hit in the forward engine-room in the CANBERRA, this flooding her two enginerooms and one fireroom. After this hit the FRAN was shot down all was quite the remainder of the night. The FLASH report of our #1 Strike on FORMOSA was as follows: Fifty-One(51) Enemy planes shot down, Thirty-Three(33)destroyed on the ground, Sunk: One(1)Large AK, Three(3)Medium AK's, ELEVEN(11)Small AK's, One(1)DD, One(1)AM, One(1)Sub-Tender, Nine(9)SD's, Nine(9)Luggers. Damaged: Three(3)Large AK's, Three(3)Medium AK's, Two(2)Small AK's, One(1)DD beached, Eight(8)Small AK's and all ground installations hit. Our losses were Nine(9)VF's and One(1)VB. The summary of the enemy losses: Three Hundred and Thirty-Six(336) Enemy planes shot down, One Hundred and Six(106) planes destroyed on the ground, Four(4)Large AK's, Six(6)Medium AK's, Twenty-One(21)Small AK's, Eight(8)SC's, One(1)Small Escort and Eleven (11) Small vessels. Damaged: Three(3)Large AK's, Fifteen(15)Medium AK's, Twenty-Five(25) Small AK's, One(1)Large AP and Eleven (11)SC's, and SD's, Twenty-Five(25)Small-craft. Probables: One(1)Large AK, Three(3)Medium AK's, Three(3)small craft(AK's), One(1)AK, Five(5)SC's, One(1)AM, and Eleven(11)SC's and SD's. Heavy damaged to aluminum plants, docks, ships, warehouses and Oil dumps. Left Alcohol plant at SHKO burning and destroyed all buildings and barracks at FEITO AIRFIELD. Our losses were Twenty-Two(22)planes.

13 thru 17 OCTOBER 1944: Participated in AA action along with CruDiv 13 while in company with CANBERRA forming a Cripple Unit, then only 97 miles from FORMOSA. At 0930 General Quarters was sounded and at this interval we fought Four(4) waves of JAP planes which were attacking our formation trying to finish off our cripples. During these attacks, enemy torpedo planes were sighted attacking the formation from the opposite side, One(1) a FRAN, although under heavy AA fire succeeded in getting in and dropping her torpedo which hit the HOUSTON aft on the starboard side setting her Scout Plane afire and increasing her list. The FRAN was shot down after her torpedo had been dropped. Ten minutes later another single plane, a KATE was reported and spotted coming in low and fast at 18,000 yards, the order commence fire was given, we scored numerous hits on the plane. Ceased fire was given to avoid hitting the other ships, at this moment the plane although hit and burning, succeeded in dropping her torpedo which exploded in the wake of the SANTA FE. The plane crashed 500 yards from the Cruiser. A second plane a FRANCIS (A Twin Motor Job) came in from the fantail and made her run, hitting the HOUSTON for the third time, aft on the port side giving her a Stbd. list of 25°. The crew abandon ship and were rescued by other destroyers. Dive-Bombers were sighted high over head and bomb splashes were sighted ahead of formation. Many planes in the air, mostly covered by CAP. Our Unit now being 180 miles from FORMOSA, werwere again attack by a wave of JAP planes of which five(5) were shot down, One(1) of which the COGSWELL gets full credit. We later released the Cripples to a Division of DE's and Tugs and proceeded south to LUZON to fuel.

20 - 21 OCTOBER 1944: Participated in the support of the invasion of LEYTE ISLAND, PHILIPPINES ISLANDS.

24-25 OCTOBER 1944: In company with Task Group 38.4 proceeding to about 50 miles east of SAMAR ISLAND, PHILLIPINES ISLANDS to launch search and attack air group to locate and damage enemy surface units reported in vicinity of CORON BAY, CALAMIAN GROUP. 22 miles from SAMAR ISLAND, search planes sighted three(3) Destroyers headed east doing 15 knots and a surface group composed of four(4) Battleships, Eight (8)CA's and many Destroyers headed north at 18 knots. This force appeared to be making for SAN BERNARDINO STRAITS. Results of our first strike; which located the enemy forec to the north which consisted of Two(2)BB's, four(4)CV's, Three(3)CA's, and Six(6)DD's, was as follows: Damaged: Two(2)CV's, One(1)DD, this force was 120 miles north of us. Strike #2 - One(1) CV dead in the water, One(1)CL dead in the water, one(1) BB damaged slightly and one(1)CA damaged and slowed. Reports from Strike #3 was that two previously undamaged CV'S had been hit and were afire. The first damaged CV was dead in the water well astern of the main group. Eight miles north of the CV was a slow moving CA training oil ten miles north of the CV was one BB, One(1) CL retiring at high speed towards the main group they had been circling the cripples before. Strike #4 reported the main group consisted of One(1)BB, One

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(1)CA, Three(3)DD with One(1)BB and One(1)CL rejoining at high speed. Ten miles SE was the damaged CA trailing oil - Eight miles south of the CA was the damaged CV dead in the water and two(2)DD's were somewhere among the units picking up survivors. Three(3)CV's, One(1)CL and One(1)DD which had been hit have now been sunk. The damaged CV was reported twenty five miles north of us. The Cruisers scored many hits on the CV and she was soon afire end to end and listing badly. Still dead in the water, she was able to fire back with her after gun, then after several explosions she was observed to sink. Contact was made on enemy units 12½ miles ahead of us, believed to be the damaged heavy cruiser with two(2) Destroyers. The cruisers opened fire at dusk on the enemy CL and she began to burn. The CL returned fire at a rapid rate of speed. DESDIV100 was ordered to stand by for torpedo attacks. As we maneuvered in for the attack, the CL opened fire on us and we were ordered to fire standard half salvo with CL at 6800 yds., (all torpedos ran hot), while cruisers covered us by fire during the run. Upon completion of the run, we expended Fifty-Nine(59) rounds on the CL at ten seconds intervals. Good hits were scored on the target, although covered by dense smoke she returned fire with her after turrets, which appeared to be 5"/38 the same as ours. She kept her stern to us at all times which made the torpedo run very difficult. After several large explosions on the enemy cruiser, she ceased firing and was observed to sink. All was calm except for the burning oil on the waters surface which illuminated the sky for a good twenty miles.

RESULTS OF RECENT BATTLES WITH ENEMY SURFACE FORCES IS AS FOLLOWS:JAP SHIPS SUNK

Northern Group

4 -- CV
1 -- CL
1 -- DD
2 -- BB
1 -- CA
2 -- DD

U.S. LOSSES

1 - CVL Sunk
1 - CVE Sunk

1 - CL Damaged
3 - DD Damaged

Several PT boats sunk.

Middle Group

1 -- BB
2 -- CA

JAP SHIPS DAMAGEDNorthern Group

None

Middle Group

2 - BB
5 - CA
6 - DD

Southern Group

1 - BB
2 - CL
4 - DD

Southern Group

1 -- CL
2 -- DD

Many small ships not identified.

FROM TASK GROUP COMMANDER.

YESTERDAYS ACTION AND THAT OF THE DAY BEFORE MADE HISTORY THAT WILL STAND IN THE ANNALS OF THE AMERICAN NAVY AS LONG AS THERE IS A NAVY X THIS TASK GROUP BORE THE BRUNT OF THE ENEMYS ALL OUT AIR ATTACK AND WIPED OUT THE CREAM OF HIS CARRIERS AND SHORE BASE AIR X DURING AND FOLLOWING THIS AND IN SPITE OF THE LOSS OF THE DARING AND GALLANT PRINCETON WE CONTRIBUTED OUR SHARE WITH THE OTHER TASK GROUP TO THE COMPLETE ROUTE OF THE ENTIRE JAPANESE NAVY AND THE DESTRUCTION OF ITS MAJOR PORTIONS X WITH JUSTIFIABLE PRIDE IN THE FORCE UNDER MY COMMAND I SAY WELL DONE WHICH WORDS SEEM INADEQUATE TO EXPRESS IS IN MY HEART BT 260308

THE COMMANDER IN CHIEF PACIFIC FLEET DESIRES TO EXPRESS TO ALL OFFICERS AND MEN OF THE FLEET HIS PRIDE AND GRATITUDE FOR THE COURAGEOUS AND AGGRESSIVE MANNIN IN WHICH THEY HAVE DONE THEIR UTMOST TO DESTROY THE ENEMY IN THE RECENT FIGHTING IN THE PACIFIC X TO THOSE WHO HAVE FOUGHT IN THE AIR ON THE SEA AND LAND IN OUR SUBMARINES QUOTE WELL DONE UNQUOTE X TO THOSE BRAVE MEN WHO HAVE GALLANTILLY GIVEN THEIR LIVES FOR VICTORY OF OUR COUNTRY OUR EVERLASTING RESPECT X THEIR HIGH EXAMPLE WILL INSPIRE US ALL IN THE COMPLETION OF THE TASK OF DESTROYING THE ENEMIES OF THE UNITED STATES BT 160720

 FROM TASK FORCE COMMANDER

WELL DONE TO ALL HANDS FOR THE NIGHT ACTION.

FROM ADMIRAL HALSEY

1. A hearty well done to all hands for the skollful, safe retirement of the damaged HOUSTON and CANBERRA from FORMOSA in spite of frequent air attack.

2. The performance of all hands since early October will never be beat. It has been a brilliant and courageous piece of fighting.

1 to 18 NOVEMBER 1944: DesDiv100 along with Task Group 38.3 proceeded from ULITHI first towards MANUS, then after special orders from ComThirdFleet, was ordered to change course towards the PHILLIPINES Area to launch air strikes in support of land ing operations. After two(2) days underway, the U.S.S. RENO was hit by a torpedo around midnight, and the COGSWELL, CAPERTON, and KNAPP were detached from T.G.38.3 to assist and accompany her to port. She had a heavy list to port and was down by the stern, her main deck under water and enlisted personnel going over the side. The RENO reported she had lost all steering and still listing heavily to port. Des-Div100 ordered the destroyers to form a circle around the RENO and to continue to circle her until further orders, she was then making 8 knots in the slow circle. About an hour later, shouts were heard which appeared to be from someone in the water, upon investigation, we rescued a CMM who had been blown over the side by the explosion. At 0500 in the morning, the tug ZUNI was picked up by radar and sighted about 30 minutes later going in the opposit direction, we then gave chase and upon overtaking her, straightened her out and she began to return to the group and assist in towing the RENO. Her explanation for going in the opposite direction was that she thought we were a small Jap force. The RENO at this time still had no power nor steering and very low in the water. We sent our boat alongside to rescue the ship's records and accounts while the destroyers rescued the men as they dropped and jumped over the side. The COGSWELL rescued 164 enlisted men and 8 Officers and then took our screening station ahead of the RENO. In 1 Hr., and 20 minutes a total of 457 enlisted men and 26 Officers had been rescued with not a casualty. We then proceeded towards port, ULITHI. We entered the channel by use of radar at 2000 and with the use of our searchlight, we directed the RENO to her berth. Four(4) days later we proceeded to search an area 60 miles square surrounding the point at which a reef was believed to be. Reports were negative and we returned to port, alongside the tender in ULITHI LAGOON to continue with minor repairs. Two(2) later at about 0500, General Quarters rang out on all ships in the Lagoon, as several miget submarines had been sighted in the lagoon and one had been sighted at the channels entrance. The USS CASE reported having ramed a miget submarine and the pieces plus two Jap bodies had come to the surface. The DE's and DD's which were able, got underway and formed an interchannel patrol, which we did not secure from until around 1300. Depth charges were dropped with results unknown. The enemy subs sank an AO in the channel which was the only damage they succeeded in doing before we destroyed them.

22 NOVEMBER to 2 DECEMBER 1944: Participated in the air strike conducted during this period, spending most of the time to the Eastward of the PHILIPPINES in a ready position for the support of army operations on LEYTE ISLAND. On Nov. 25, gave air support against shipping, aircraft and shore establishments in the Northern LUZON Area. The strike met with the usual sucess, sinking a Heavy Cruiser, assigned as a specific objective and a convoy of cargo ships with escorts, destroying numerous enemy planes in the air and on the ground and damaging shore and air facilities. The enemy put up considerable resistance in the FORMOSA air attacks. A suicide dive onto the deck of the ESSEX was observed which started a gasoline fire which apparently seemed worse then it was, as flight operations were resumed in 15 minutes. The second suicide attempt was shot down with no further damage to our ships. We then proceeded towards ULITHI.

The following letter was received from the Commander Destroyer Division ONE HUNDRED
 "1. The Division Commander has this date received from Admiral Halsey a SILVER STAR MEDAL for participation in the recent action in which two of our damaged ves-

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sels successfully retired from a position close to enemy territory. It is felt that this medal was presented in recognition of the splendid work done by the division rather than as a reward for any personal achievement.

"2. Accordingly, it is desired to express sincere appreciation to all hands in the division for the tireless effort, constant alertness, and splendid fighting spirit which contributed so much to the safe retirement of our crippled ships.

WALLACE J. MILLER."

2. The Commanding Officer knows that all hands will be pleased and delighted to learn that their former Commanding Officer, Commander H.T. DEUTERMANN, also received a SILVER STAR award as a result of this same operation; his citation is quoted:

"For exceptionally meritorious conduct in the performance of outstanding service as the Commanding Officer of a destroyer, assigned as a screening vessel to a task group protecting the withdrawal of two severely damaged ships, under tow, from enemy waters. By outstanding seamanship, his ship performed missions of rescue, transferred personnel under adverse conditions of wind and sea under enemy air attack. The excellent performance of his ship when in the screen contributed greatly to the successful accomplishment of the salvage mission. His courage, leadership and skill were at all times an inspiration to his men and in keeping with the highest traditions of the United States Naval Service."

3. I am sure that were Commander DEUTERMANN here he would concur wholeheartedly with the feeling of the Division Commander that the awards presented were in reality in recognition of the services and efforts of the ship and its entire crew.

Each Officer and man aboard may take pride in his participation in this operation which brought forth official recognition for a difficult task extremely well done.

R. E. LOCKWOOD, Commander, U.S. Navy,
Commanding U.S.S. COGSWELL(DD651).

11 through 24 DECEMBER 1944: During this period Task Force 38.3 and 38.4 plus Destroyer Division ONE HUNDRED conducted air strike operations over Central and Northern LUZON, covering the advance and landing of the attack forces on MINORO ISLAND. With the remainder of Squadron FIFTY and FIFTY-FIVE in the screen about the heavy units of Task Group 38.3 apparently the new type of air covering operation in which fighter cover was maintained over Central and Northern LUZON to prevent enemy offensive air action from bases in that region was extremely effective. The Task Force was not attacked during the entire period and little opposition was experienced by our landing forces. Actual damage to the enemy can not be stated. On completion of air operations on 16 December the Task Force retired to the eastward and attempted to fuel on 17 Dec. but storm conditions gradually increasing into typhoon proportions preventing fueling operation until the morning of the 19 Dec. Much damage was taken by ships of the THIRD FLEET during this storm, CVL's and CVE's suffered particularly and several of these had to be sent in for repairs. A complete reckoning of the damage is not available to this command, but information received that the destroyers HULL and SPENCE were lost, and an unknown number of survivors rescued. On the nights of 19 and 20 Dec., COGSWELL, CAPERTON, INGERSOL, KNAPP and PRITCHETT from Task Group 38.3 and several destroyers from Task Group 38.1 and 38.2 fell out one by one to investigate reports of survivors coming from various ships in the formation. Efforts to find personnel in the darkness were unsuccessful and COGSWELL and KNAPP were designated to remain behind and conduct a daylight search, others rejoining the Task Force. COGSWELL and KNAPP continued the search throughout the night until noon the next day when it was decided that further efforts in this particular area would be fruitless and set to rejoin the Task Force. During the morning with the assistance of the planes we were able to rescue four(4) survivors of the USS HULL(DD350). We proceeded to join the Task Force on 21 Dec., shortly after midnight. Before it was possible to rejoin, word was received that the Task Force had cancelled LUZON air operations and reversed course again, after midnight 22 Dec. several reports made of possible survivors in water and COGSWELL and KNAPP remained until after daylight and made a through search with out success. Rejoined Task Group 38.3 and held gunnery exercises on the way into

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port. When only 9 miles away from port, we were still firing and our shells were landing on the recreation center and the shrapnel was flying around the Hospital Ship in the harbor. One shell hit the Battleship NEW JERSEY (injuring three men and killing another) By this time Condition "RED" had been set on the Island and General Quarters had been set on all ships in the harbor. Upon investigation, they found that instead of their being attack by an enemy task force, it was only Task Force 38.1, 38.2 and 38.3 returning to port, they then secured from Condition "RED" and General Quarters and immediately sent word to the Commander of the Task Force to cease firing and upon entering port held an investigation to find out who was in fault, as the shells were landing on the Island and on the ships in the harbor which was inexcusable. The results of the inquest are at this time unknown.

(Statement of Action during the period of 3 Jan. through 24 Jan. 1945 on attached sheet)

30 January 1945: The fleet having been reorganized, most units being assigned to FIFTY FLEET; DesDiv100, however, reported to Commander Service Squadron TEN for routing to PEARL HARBOR. The ship, and the division, have been alive with rumor since our return to port, Despite the utmost secrecy attempted, and lack of any definite orders of any nature, all hands seem sure we are to be sent to a navy yard for overhaul. All Officers and Enlisted men presume we are headed STATE-SIDE as soon as we leave PEARL HARBOR.

STATEMENT OF ACTIONS AND CALPAIGNS PARTICIPATED IN DURING THE

PERIOD OF 3 JANUARY THROUGH 24 JANUARY 1945

Task Unit 38.3.4 (THIRD FLEET) left ULITHI on 30 December enroute to FORMOSA we arrived off FORMOSA, 3rd Jan., ready for dawn strike operations. We began our carriers strikes at dawn and continued throughout the day. The results of the strikes are unknown to this command. The enemy was apparently unable to put up effective air counter attack against the task force. We retired in the evening and resumed the strike again in the morning. Weather was not too good and the strike was discontinued in the afternoon, and we refueled in the Philippine Sea east of northern Luzon. We again arrived off northern Luzon before dawn the next morning to launch strikes which we did in spite of poor weather, with the usual success. After fueling on Jan. 8, we made a high speed run-in on FORMOSA and commenced a one day series of strikes, the results are unknown. Upon completion in the late afternoon, the task force headed for Bashi Channel and a fueling rendezvous in the South China Sea. The task force transited Bashi Channel into the South China Sea, during the night 9-10 January, and although enemy hecklers were in the air practically all night, we proceeded through Balintang Channel, while our night fighters destroyed or drove off all enemy planes. The task force with oilers in company proceeded in through the South China Sea, with an occasional enemy plane getting nosey and being promptly polished off. We fueled the next day and headed in for the CAMRANH BAY area off the French Indo-China Coast. The reports show that the Saigon-Camranh Bay strike was a routine performance and indicated excellent results against shipping, anchored and in convoy. Anchored were as follows: a light cruiser, a destroyer, and a large number of supply ships, all were sunk. The convoy consisted of Two(2) large AO's, Two(2) Medium AO's, Four(4) Destroyers, Two(2) SF's, and Four(4) Junks, this convoy was also sunk. On the 12th our strikes continued to go over and this time demolished the piers and docks and any and all shore installations and batteries, and buildings. Two(2) Large AO's, Two(2) Medium AO's, and Four(4) DE's were spotted off SAIGON and sunk. We went within 12 miles of the FRENCH INDO-CHINA COAST. Our attack was centered between SAIGON and CAMRANH BAY which is less than 700 miles north of SINGAPORE. Our objects were to hit all Major JAP held seaports in CHINA and FRENCH-INDO-CHINA. This is the first time that a Task Force of the PACIFIC FLEET has gone into action so far south in the SOUTH CHINA SEAS. During the two days, January 15th and 16th, routine carrier strike operations were conducted against the China Coast from Amoy around through Swatow to Hong Kong including also the Hainan area. Again, judging from what could be intercepted on aircraft voice radio circuits, the strikes appeared to be successful, and practically everything afloat, aloft, or in sight on the enemy's air fields was destroyed or severely damaged. Again, enemy aircraft were shot down from time to time by air patrols but none got through to inflict damage on our own force. Upon completion of the Hainan strikes January 16th, the force retired to the southeast to fuel. During the remainder of the period in the South China Sea, 17-20 January, the task force was plagued by heavy seas. Fueling was conducted under difficult circumstance and the task group remained in a more or less stand-by status, supporting Luzon land operations and hoping the Japanese would attempt a move in force to reinforce or interfere in the Lingayen area. The Japs did not appear to desire a mix-up with the THIRD FLEET and on the night of Jan. 20-21, retirement through Balintang Channel was begun. Apparently, during this retirement, our night fighters gave the Japs unexpected treatment in connection with night ferrying of planes to Luzon. Time after time planes heading from FORMOSA towards LUZON were intercepted and shot down. After our exit from the South China Seas, we maneuvered into position to strike FORMOSA from the east. Arriving at a point east of FORMOSA at dawn we launched fighter sweeps and continued air operations throughout the day. At 1200, and with many friendly aircraft in the vicinity, enemy planes got through. Two(2) suicide bombers hit TICONDEROGA and a bomb hit was obtained on LANGLEY. Damage to LANGLEY appeared to be slight but TICONDEROGA damage involved a serious fire and was later detached with escorts to proceed to ULITHIA. Due to fact that so many friendly planes were in the air, the enemy planes were in close before detected. Upon completion of our air operations, we worked east and north to arrive off OKINAWA for a strike on the next morning. The COGSWELL was selected as one of the escorts along with the two cruisers, BILOXI and FLINT for the TICONDEROGA. At dawn on the 22nd, carrier air strikes were launched against OKINAWA. No enemy resistance developed and destroyers fueled from battleships during the operations. This operation was a combined strike and photo mission and it is believed to have been successful. The task force then retired to Ulithi for further assignment.