

**Diary
USS Cogswell
August 1943 to July 1945**



USS Cogswell from the deck of the Hornet – circa 1944

**Task Force “58”
Task Force “38”
The Two Greatest Task Forces Ever Assembled in the Pacific**

Jimmy Littleton – The best powder loader in the Pacific
JJP – BM 1st
Duke – S 1st

This log was kept by jim Littleton [LITTLE JOHN]. Some inputs from me as I stood RADAR watches even tho I was a BOSN and stood my watches in CIC./ Some inputs from JOHN HUBER and some from TOKYO ROSE GUYS in picture from left to right.

John Plain [or page] Jim Nugent, Littlejohn, Duke.

Whos the guy with the Trumpet?

This band is why Ill never forget the words to BLUE SKY. My bunk was next to the mess hall. JJp





1943

August 10 - Transferred from the USS Guest to the Fargo Building. Had done convoy duty in the Atlantic. *LITTLE JOHN*

August 12 - Left Fargo this afternoon. Arrived at Bath, Maine. No liberty.

August 13 - Got a chance to go ashore on liberty. Good liberty. No sailors except the ones that were waiting for the Cogswell.

August 17 - The USS Cogswell was put into commission - making trial runs out into the harbor. Left Bath, Maine, early this morning with her. Arrived 1600.

September 4 - Left Boston for Bermuda on 5 week shakedown.

September 7 - Arrived in Bermuda. Had gunnery practice and fired our torpedoes.

October 6 - Left Bermuda.

October 9 - Arrived in Boston.

October 16 - Left Boston for Norfolk, Virginia.

October 18 - Arrived in Norfolk.

October 21 - Left Norfolk for Trinidad.

October 24 - Arrived in Trinidad.

October 28 - Left Trinidad and returned to Norfolk, Va.

November 12 - Left Norfolk and arrived in Bermuda and took the Iowa with the President aboard 600 miles from Bermuda. He went to Cairo to have a conference



Sunbeams

By Henry Bosworth

12/17/81

The QUINCY
SUN
QUINCY, MASS



THE JINXED USS William D. Porter looked something like this when an uninvited visitor rudely came to call. Earlier, the Porter had one of the most embarrassing experiences in Naval history.

Sarsaparilla And A Jinx

It was a name out of the long-ago past. But, who could ever forget it!

The William D. Porter, a hard-luck or jinxed ship if there ever was one. Her story is a "believe-it-or-not" out of World War II.

It all came back the other day when the phone rang and the voice on the other end said:

"My name is Dean Slough. I was on the destroyer William D. Porter during the war and we are trying to get a reunion together."

He said he knew I had written a couple articles about the Porter some years ago and wondered if he could get copies of them for the reunion.

I had written the articles in 1950 when I was a reporter for The Patriot Ledger. They were about two incidents that happened when my ship, the destroyer Cogswell was with the Porter. One of them is almost unbelievable, but it actually happened.

It goes back to November, 1943 — and we were in Norfolk, Va. I had the signal watch that night and our skipper, Commander Harold Deuteran said to me:

"I'm expecting an important message sometime tonight. It might be only one word — sarsaparilla. If it comes wake me up immediately."

"Sarsaparilla?" I asked myself as he strode from the bridge, "Wonder what that's all about?"

It wasn't too long before the battleship USS Iowa reached out of the inky darkness with a flashing signal light.

Three dots, dot dash, dot dash dot and so on until the flickers spelled out S-A-R-S-
I-L-L-A.

I notified the skipper and the message was relayed to two other destroyers, one the Porter, the other I forget.

Whatever else "sarsaparilla" meant, it told us to get underway. At midnight, the Iowa and her three escorts slipped quietly out to sea under cover of darkness while Norfolk, Va. slept unconcerned.

A couple of days later — the 15th I believe — the small convoy was "somewhere" off the Azores heading for Africa.

It was a mysterious trip. No one told us but we could tell something was up. Something big.

I was on the bridge with the other Cogswell signalmen. It was a peaceful day — until the silence was shattered by a booming cry: T-O-R-P-E-D-O!

And there it was — a torpedo — streaking through the water toward the Iowa.

The Iowa was warned by emergency flag hoists and a talk-between-ships telephone. She managed to turn to avoid the torpedo which passed harmlessly to her stern.

General quarters sounded and the Cogswell crew raced to their battle stations. Torpedomen stood eagerly by the depth charge racks as we prowled the area looking for the German submarine's periscope and attempting to make underwater sonar contact.

But we couldn't locate the sub. Then we learned there was no sub to locate.

CONT'D

Continued on page 20

Added by JFD

Saesaparilla And A Jinx

The torpedo was not from a German sub. It had been fired — accidentally from the William D. Porter.

The division commander who was in charge of the escorts with his flag aboard the Cogswell spluttered, fumed and spluttered some more when the awful truth reached us in a message of humiliation from the embarrassed Porter.

Why the rage, I thought to myself, a civilian at heart? After all, it didn't hit the Iowa.

But the raging commander knew something that we didn't know at that particular moment.

On the Iowa was Harry Hopkins, Admirals Leahy, McIntire and Cook; Generals Marshall, Arnold, Handy, Somervell and Watson according to Hopkins' own private papers made public after the war.

Not only that but with them was Admiral Ernest King, the fleet commander.

So our division commander had plenty to rant, rage and roar about.

But he still had one more — and a much bigger — reason. Someone else was aboard the Iowa.

President Franklin Delano Roosevelt was a passenger on his way to Oran, then to secret dates in Cairo and Tehran with Chiang Kai-Shek, Stalin and Churchill.

And that was what saesaparilla was all about.

We later turned the Iowa and her valuable human cargo over to another division of U.S. destroyers one day out of Africa. The Cogswell and Porter headed for Bermuda where we parted company.

The Porter remained to await a Navy board of inquiry to determine how the hell an American destroyer happened to fire a torpedo at an American battleship carrying the President of the United States.

The Cogswell headed for the Panama Canal, the West Coast, Pearl Harbor and the big show in the Pacific.

Slowly we moved across the South Pacific as part of the famed Third and Fifth Fleets from the Marshalls, to Truk, Saipan, Tinian, New Guinea, Guam, the Philippines, the China Sea, Formosa, the Bonins and so on.

Forgotten was the poor Porter.

Now it was June, 1945 and we had taken Okinawa, the vital springboard to the Japanese homeland.

The Cogswell was assigned to radar picket duty with other destroyers between Okinawa and Japan. Our job was to make contact with Japanese planes approaching from the Japanese homeland and alert our ships and land forces at Okinawa for an air raid.

On June 10 we moved out of the harbor to take our picket station a few miles off Okinawa. Then another destroyer got underway to join us as our picket partner for the day.

"DD579" remarked one of the newer signalmen, peering at the approaching destroyer through a long glass.

"Hell, that's the Porter, the William D. Porter," one of the older hands shouted.

And, sure enough, it was. We hadn't seen her since we left her quite embarrassed in Bermuda nearly two years before.

The Cogswell and Porter moved into picket position about 500 yards apart.

It was June 10, 1945. Another rather quiet day like the one in November, 1943 until suddenly, it happened.

A Japanese Kamikaze plane came high out of nowhere, and was zooming down on the Cogswell.

Down plunged the plane, down, down, onto the — Porter! — It opened a gaping hole along her waterline. For some reason, the suicide pilot changed his mind in the final few seconds and picked the Porter instead of the Cogswell as his target.

Tiny LSMs hurried to the vessel's side and took off the 350 or so survivors.

Three hours later, the stricken Porter rolled over on her side. Her bow shot up like the grasping hand of a person drowning and then she slipped into her watery grave.

"They sent us to the Aleutians after the Roosevelt incident so we couldn't get into any more trouble," Slough laughed as we reminisced by phone the other day.

And, as we discovered, it really is a small world after all.

He was calling, he said, from "Quin-coe", III.

"You mean Quin-coe," I corrected. "That's the way it's supposed to be pronounced.

We both laughed and hung up.

Well, we can laugh now. But it wasn't very funny back then.

U. S. S. COGSWELL (DD-651)

When the Iowa signaled it was beginning the gunnery drill, the destroyer decided to get in a torpedo drill, firing mock torpedoes at the Iowa.

The Porter's torpedo officer had ordered three mock torpedoes but the third one whooshed out of its tube alive, ready to kill.

When everything settled down, Pick recalled, the destroyer was ordered back to its port under arrest.

This was believed the only time an entire ship had been placed under arrest Pick said, wondering if the legality was ever tested.

Pick remembered the Navy's No. 1 man, Adm. Ernest J. King, standing on the bridge glaring at the Porter.

Nearby, Gen. Hap Arnold sidled up to Gen. George Marshall and said softly "George, if you would like to see the sea give up its dead and the skies go black, watch Ernie."

Arnold approached King and asked, "tell me, Ernie, does this happen often in your Navy?"

End of Articles

15 Nov Detached from Iowa screening duty, returned to Bermuda on 16 Nov.

19 Nov Underway for Panama.

21 Nov Sub contact - dropped charges. No results, as the safety was set on all the charges. None went off.

22 Nov In Panama, going through the canal.

23 Nov Tied up in Balboa. Liberty in Panama City.

24 Nov Underway for San Diego.

1 Dec Arrived San Diego.

4 Dec Underway for Pearl Harbor.

9 Dec Arrived Pearl Harbor.

10 - 21 Dec Out on four day firing runs.

22 Dec Out with Enterprise.

24 Dec Rescued pilot whose plane crashed from carrier.

26 Dec Returned to Pearl Harbor.

30 Dec Out on firing runs.

31 Dec Back in Pearl Harbor.

with Winston Churchill. Had a sub contact - dropped charges.

November 22 - Arrived in Panama Canal the night of Nov. 22. The next day we had liberty.

November 23 - Left for San Diego. Had another sub contact, dropped charges.

December 1 - Got into San Diego. Had 2 good liberty days.

December 4 - Left for Pearl Harbor.

December 9 - Arrived at Pearl Harbor.

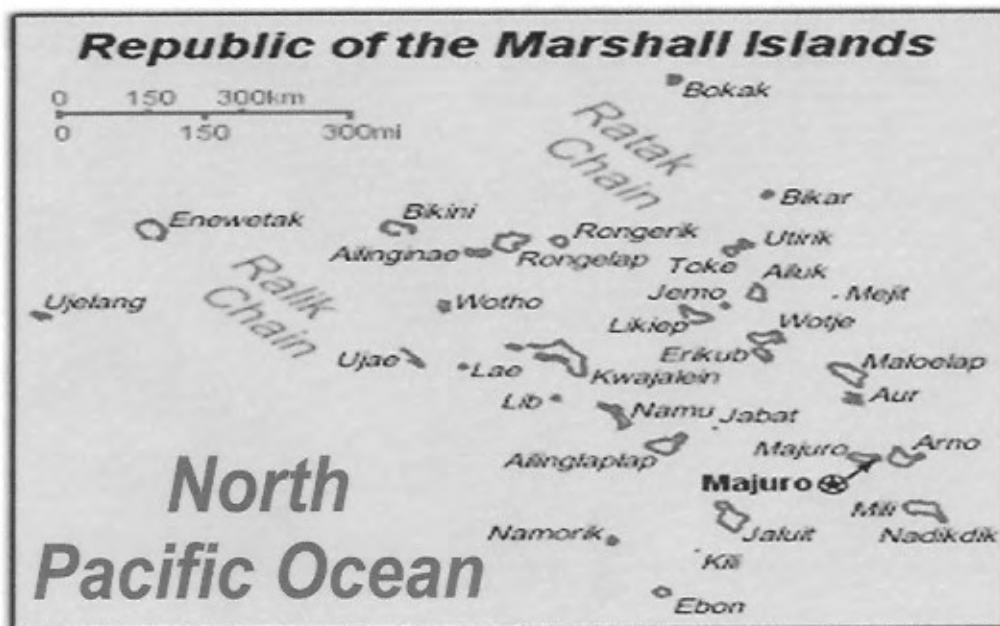
December 25 - Spent Christmas Day underway but came back to Pearl Harbor for New Years.

1944

January 16 - Left Pearl Harbor.

January 22 - Crossed the equator and the international dateline (180th Meridian).

January 29 - Our planes from the carriers attacked the Jap-held Marshall Islands. (Jap communication dump was blown up 300 feet into the air.)



January 30 - The Cogswell went in and bombarded Kwajalein. We sank one gunboat. Some Jap shells landed pretty close but fortunately did not damage.

February 5 - Anchored in Majuro, Marshall Islands.

February 9 – Left Majuro.

February 16 – Our carrier planes attacked Jap held Truk – did much damage because the Japs didn't expect us.

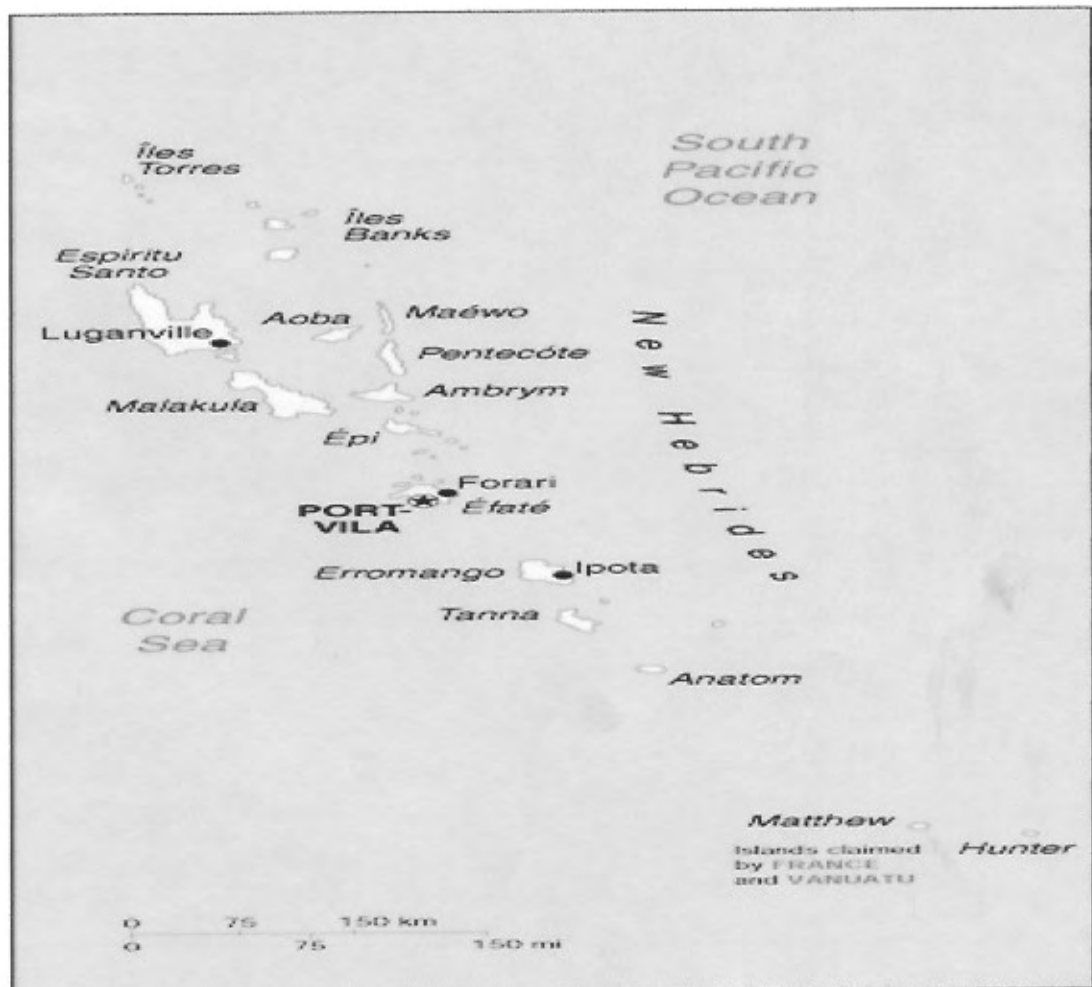
February 21 – Japs spotted our task force – later that night we were attacked by enemy planes. Shot down three planes. Were attacked again the next day (22nd). Shot down 22 planes.

February 22 – Our carrier based planes bombed Guam and Saipan.

February 30 – Returned to Majuro.

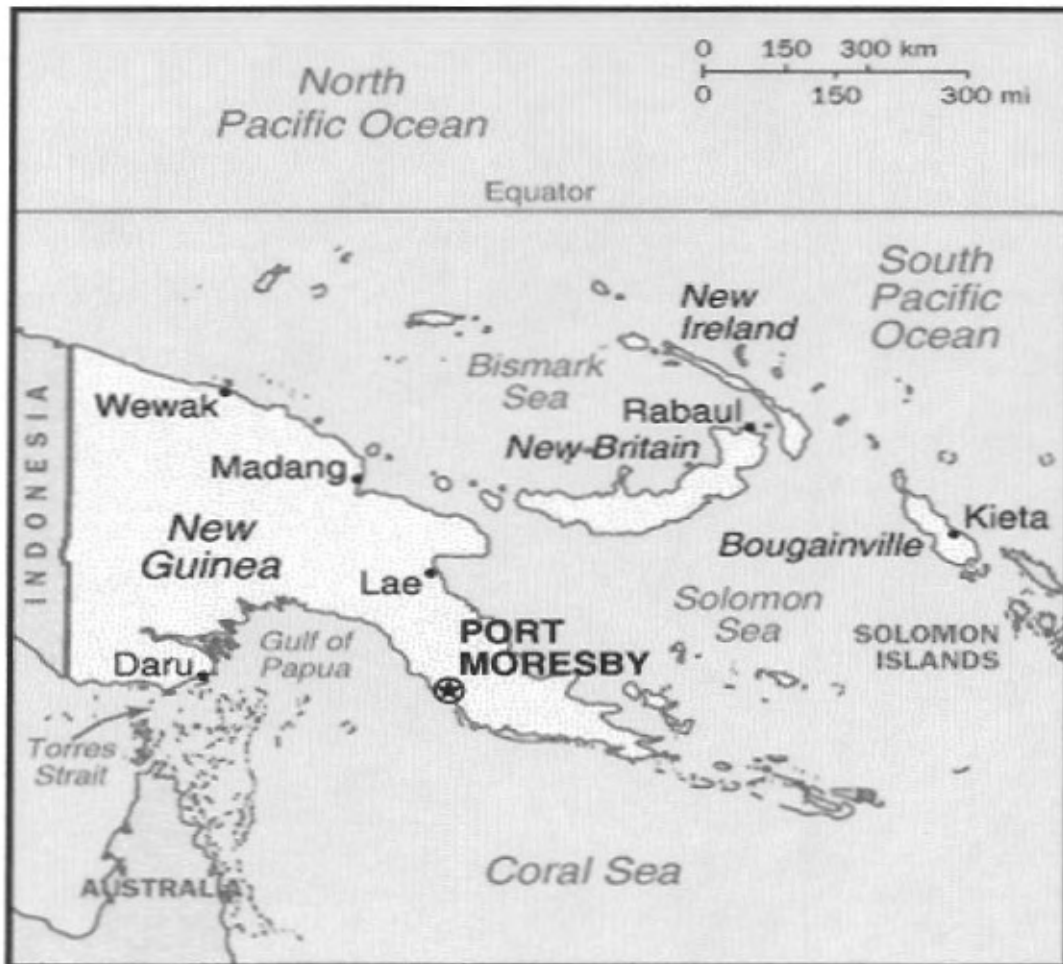
March 7 – Left Majuro for Aspiratos Santos, New Heberdies (*ed.* Espiritu Santo, New Hebrides).

March 12 – Arrived at New Hebrides.



The New Hebrides Islands

March 20 – Attacked Masseau (*ed. Mussau*) In the New Ireland Islands.



March 26 – Left Mussau.

March 29 – Our carrier planes bombed the Palau islands.



M I C R O N E S I A

March 30 – Our planes bombed Yap.

March 31 – Our planes bombed Woleai.

April 6 – Returned to Majuro.

April 13 – Left Majuro.

April 21 – Our planes bombed Holandia, New Guinea.

April 22 – Our troops landed at Holandia – only one man was lost and he fell out of a landing barge and drowned.

April 27 – Ceased patrolling and left Holandia area.

April 29 – Our planes attacked Truk, Ponape (*ed. Pohnpei*) and Satawan. (Set our clocks back one day (*sic*).)

April 31 – Our planes bombed Yap and Pohnpei.

May 3 – Arrived in Majuro.

May 13 – Left for training period with the carriers.

May 15 – Came back from operating with carriers and anchored in Majuro.

May 17 – Left Majuro for another training period. Something big must be coming up.

May 18 – Came back in (sic) Majuro (had my 2nd birthday at sea).

May 29 – Our squadron of destroyers went out on patrol duty.

May 30 – Came back from patrol duty.

June 6 – Left Majuro. I think for good. What a hell hole. These tropical islands are not what they look like in the movies.

June 11 – Our carrier planes bombed Guam, Saipan and Tinian.

June 12 – One of the officers was transferred to us from one of the carriers. We had to take him back to Eniwetok on an important mission.

June 14 – Arrived in Eniwetok and dropped our passenger off. Refueled ship and headed for sea again.

June 16 – Sighted and joined our task force again.

June 18 – Jap planes sighted us. Later that day 300 Jap planes attacked our forces – over 300 (sic) were shot down.

June 20 – Sent our carrier based planes after Jap task force. We were busy that night picking up pilots that had to make crash landings in the water. We picked up 5 pilots. One Jap Betty (torpedo bomber) tried to land on one of our carriers – was shot down. One of our destroyers picked up Jap pilot.

June 21 – Jap fleet left vicinity – quite a few of their ships were hit.

June 23 – We started to patrol around the islands.

June 29 – Still patrolling and been attacked each night by from one to six Jap planes – but our night fighters took care of them.

July 4 – Left task force and headed for Guam. Tonight we bombarded Guam.

July 5 – Patrolled the island. Tonight we bombarded the island again.



Guam

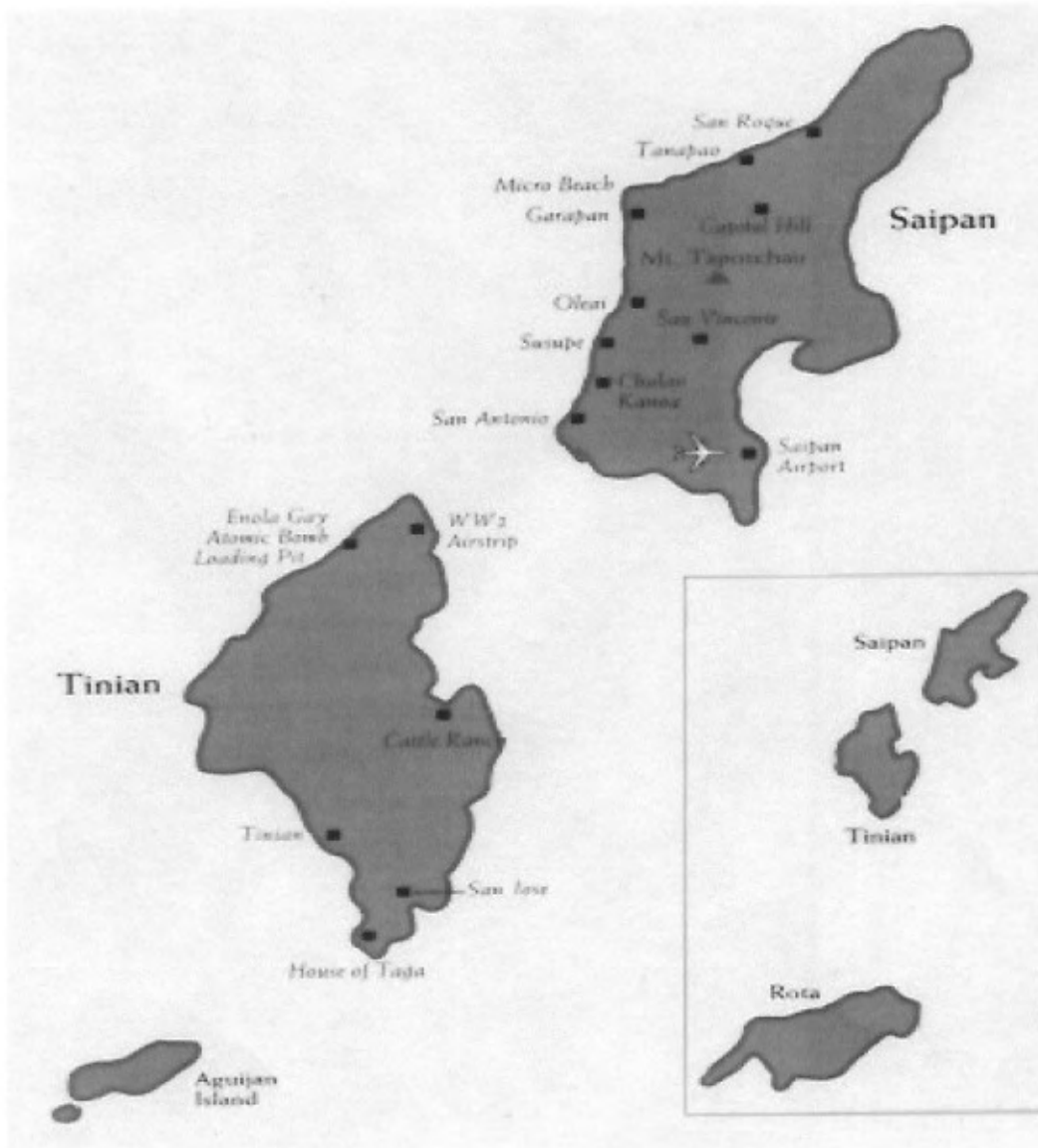
July 6 – Left to join task force. This afternoon we joined the task force. Tonight we left the Marianas.

July 14 – Left Eniwetok with our task group.

July 17 – Our carrier based planes attacked and bombed Guam.

July 19 – Carrier planes continue to bomb Guam. This afternoon left cruisers and went with battleships.

July 20 – Arrived in Saipan and anchored. We could see our dive bombers bombing Saipan and Tinian. Got underway for sea this afternoon.



July 21 – Today we went back with the carriers. One of our torpedo planes crashed – we picked up one man – the other 2 went down with the plane. Later that day another plane took off from the carrier loaded with bombs and it crashed and blew up. When we got to the spot where the plane had crashed all we found was a pilot's shoe that had been blown off one of his feet. The three were killed.

July 25 – Our carrier based planes bombed Peleliu, Woleai and Yap (in the Marshall Islands).

July 26 – Continued their bombing.

July 27 – Still bombing Peleliu, Woleai and Yap.

July 31 – Returned to Saipan and anchored. Could still see them bombing Tinian.

Tonight the Japs were really catching hell. Planes bombing and ships bombarding.

August 1 – Underway for patrol duty.

August 2 – Our task group left Saipan.

August 4 – Planes from our carriers bombed the Bonin Islands.



Sank some ships in the harbor and one Jap convoy escaped and we were sent after it. We picked up our cruisers just when it was getting dark. We caught up with the Jap stragglers from the convoy. We left two tankers burning and sinking fast. Received order to go after a Jap light cruiser and a destroyer that had been damaged. We were at G. Q. for quite some time. Our main batteries were firing steady from more than an hour. The cruiser had fired on us but no hits were scored. The destroyer escaped. The rest were sunk. We were 384 miles from Tokyo by the time we finished off the convoy.

August 5 – Was bothered by 2 or 3 Jap planes early this morning. Stayed out of range. We bombarded the Bonin Islands. Did considerable damage. Jap shore batteries opened up on the cruisers. No hits on our ships.

August 7 – Met the battleships as they came from Saipan. We will operate with the cruisers and battleships instead of the carriers.

August 11 – Arrived in Eniwetok.

August 20 – Out on patrol duty again.

August 21 – Returned and anchored in the bay.

August 30 – Left Eniwetok with cruisers and battleships.

September 2 – Crossed the equator and the pollywogs were initiated. What an initiation! Our squadron received unit citation.

September 7 – Went in with cruisers and bombarded the islands Anguar and Peleliu of the Palau Islands.

September 8 – Our carrier planes made a raid on Mindano (*ed. Mindanao*).



September 9 – Still sending air strikes in at the Jap islands. A Jap dive bomber got inside our formation and dropped its load at one of our carriers. The only damage

caused was when the Jap strafed the carrier. Killed a few of the crew (plane was shot down).

September 10 – The men on the carrier were buried at sea today. This afternoon we left Mindanao area.

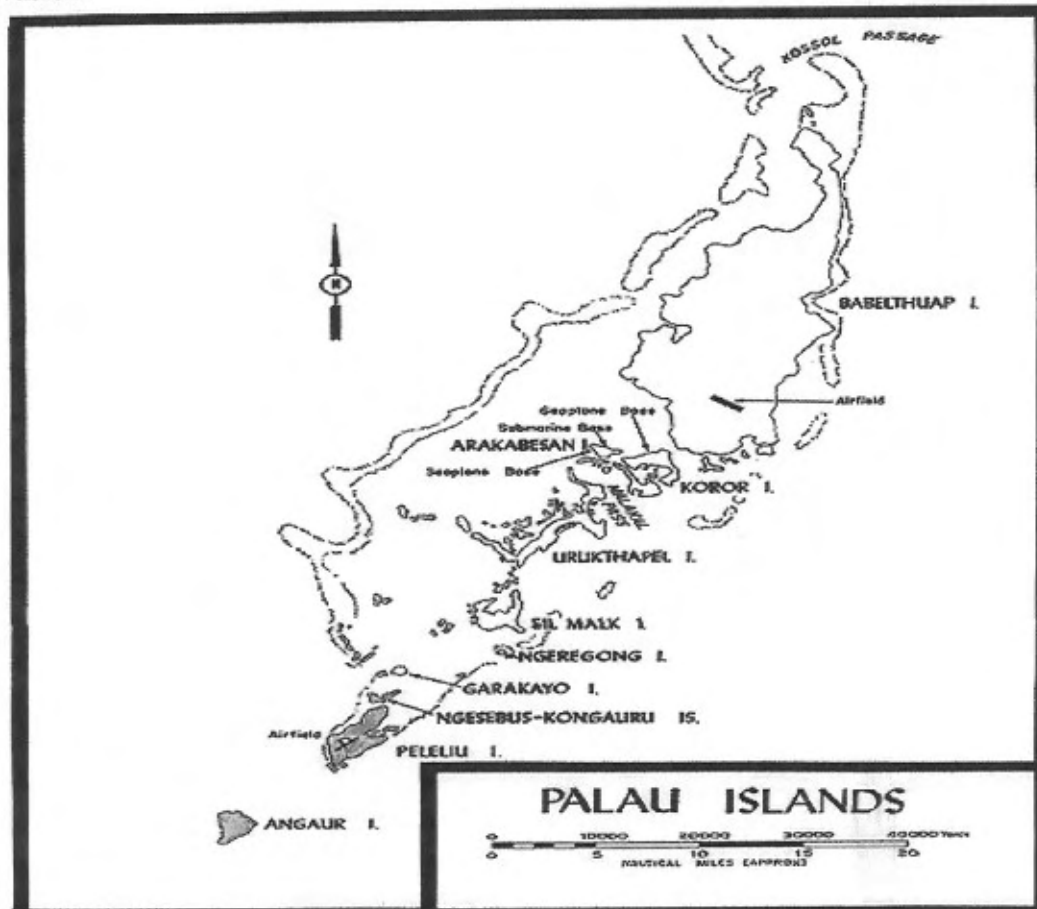
September 11 - Battleships joined up with our group and we refueled. Late tonight we started back towards Mindanao Island.

September 12 – Made more air strikes today.

September 13 – Still sending in air strikes.

September 14 – Had aboard a pilot that was shot down over Mindanao Is. One of the battleships' planes had picked him up from the bay. We transferred him back to the carrier. Late tonight we left this area.

September 15 – Arrived in the Palau area and sent planes out to help with the invasion.



September 16 – Still in Palau area. We still had the two pilots aboard that were

shot down when we were up at the Bonin Islands. A sub had surfaced and picked them up.

September 21 – Left Palau area.

The damage done in the Mindanao raid: 500 planes, 40 San Pans (*ed. Sampans*) (fishing boats), 27 ships sunk and 38 damaged, and several airfields destroyed. The islands we hit were: Cebu, Panay, Negros, Bohol, Leyte.

September 23 – Refueled today and headed toward the Philippines.

September 24 – Made air strikes on San Bernadino Straits. We are expected to run into hurricane.

September 27 – Anchored at the Palau Islands.

September 28 – Went out on patrol duty.

September 29 – Returned this morning but left this afternoon.

September 30 – Returned and anchored this morning. Left again at 1630.

October 1 – Returned and anchored this morning. Underway this afternoon. Expect hurricane. We were at Ulithi Bay in the Yap Islands.



October 2 – In the middle of hurricane. All hands were ordered to keep clear of the main deck (plenty rough out).

October 3 – Anchored in Ulithi Bay this afternoon.

October 6 – Left this afternoon.

October 8 – Enormous wave came over forecastle and injured 11 men – 5 men in bad shape (broken legs). I was lucky because I was on the superstructure when the wave came over.

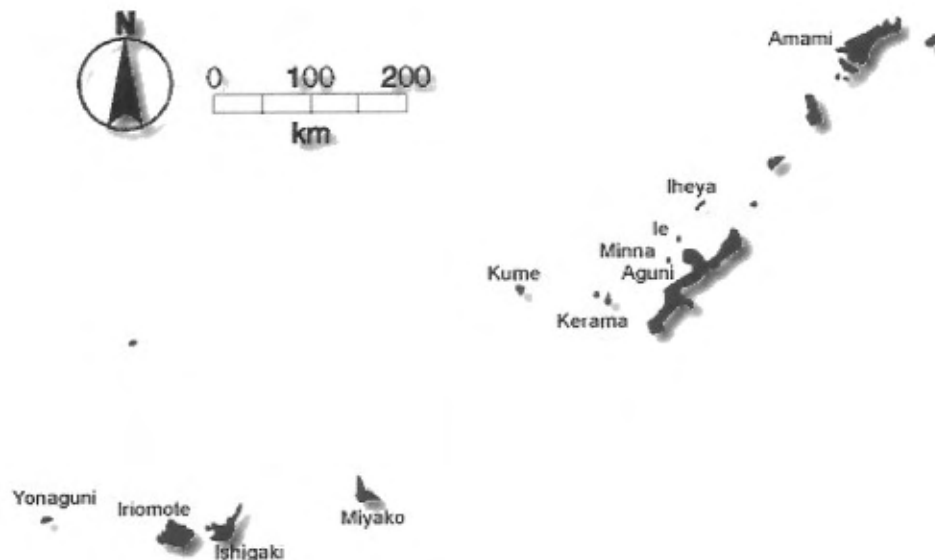
October 9 – Transferred the mail and the men who were hurt. We passed them on

stretchers to a larger ship where they could be operated on.



A wave over the Cogswell's bow in the South Pacific

October 10 – Made an air strike on Ryukyu Islands. 221 planes destroyed, 16 AK's sunk (transports), 22 AK's damaged. Warehouses oil dumps and shore installations demolished. One of the fellows that was hurt on our ship died this afternoon. He was buried at sea at 1700.



October 11 – Refueled today.

October 12 – Made a strike on Formosa Island. Quite a few Jap planes snooping around tonight. Can't get much sleep except for the few minutes I get in the gun mount. *LITTLE JOHN*

October 13 – Made another strike on Formosa. Quite a few enemy planes in the air. The cruiser the USS Canberra was torpedoed by Jap plane. 12 Jap planes came in and 8 were shot down. Four got away. The Canberra was badly damaged. We left the task force about 1900 with about 5 cans to form a formation to keep the Japs from getting in at the crippled cruiser. We shot down two Jap planes that tried to sneak in the formation. Was at 1-easy all night.

USS Canberra under torpedo attack

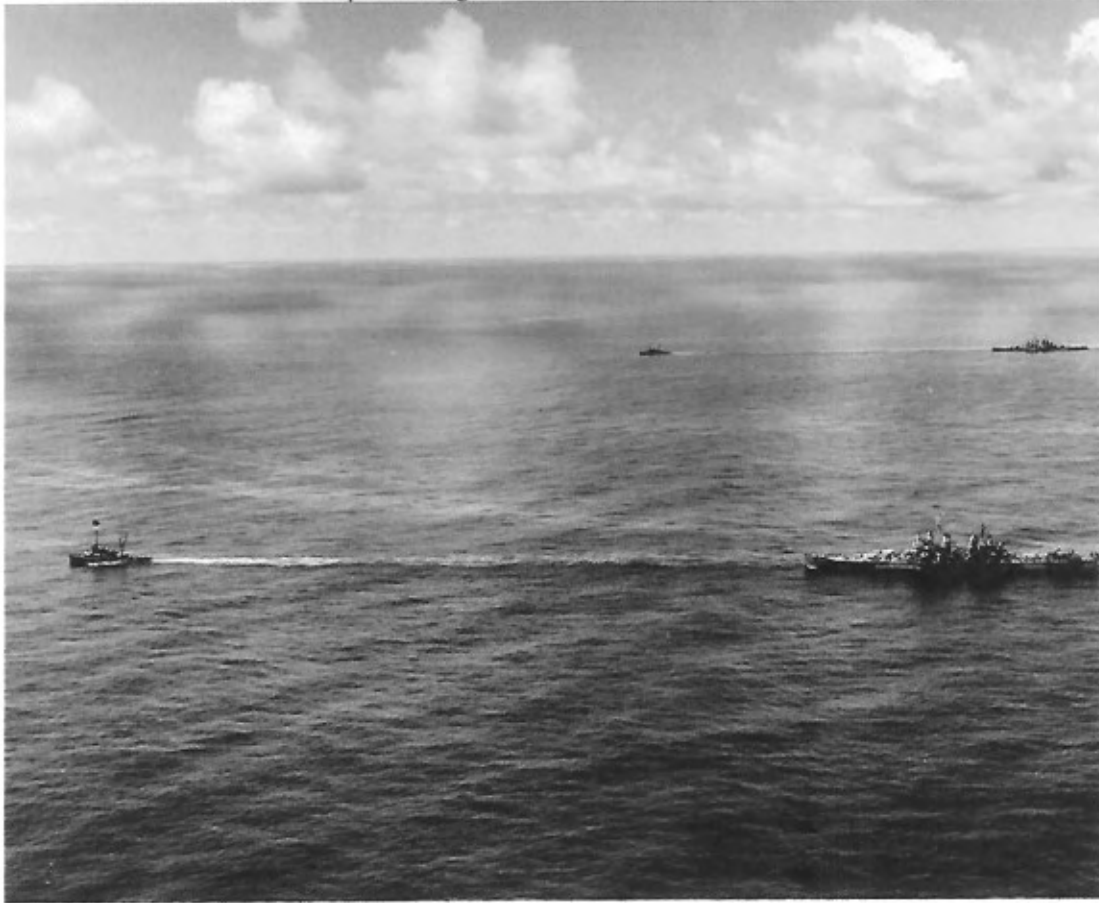


October 14 – More Jap planes this evening. One converted carrier joined us. The cruiser Witchata (*ed. Wichita*) is towing the crippled cruiser. They are not making much speed and the Japs will probably try to get in at them.

October 15 – Tug joined us at 0130. We were bait in order to lure the Jap fleet out. Our main body of the task force was 100 miles away waiting for the Japs to try to come out and finish us off. Another converted carrier joined us this morning. The USS Houston was hit with two torpedoes this morning. We shot down one Jap torpedo plane that was making a run on our stbd. side. The Houston was bad off. Another cruiser took her in tow.

October 16 – More Jap planes this morning. The Houston was dead in the water. She was hit with another aerial torpedo. That makes 3 altogether. A sea-going tug has her in tow now. Reports are main body of Jap fleet only 250 miles away. Bad place for us because we are not making any speed with the badly crippled cruisers.

Photo # NH 98343 Torpedo damages cruisers Canberra and Houston under tow, October 1944



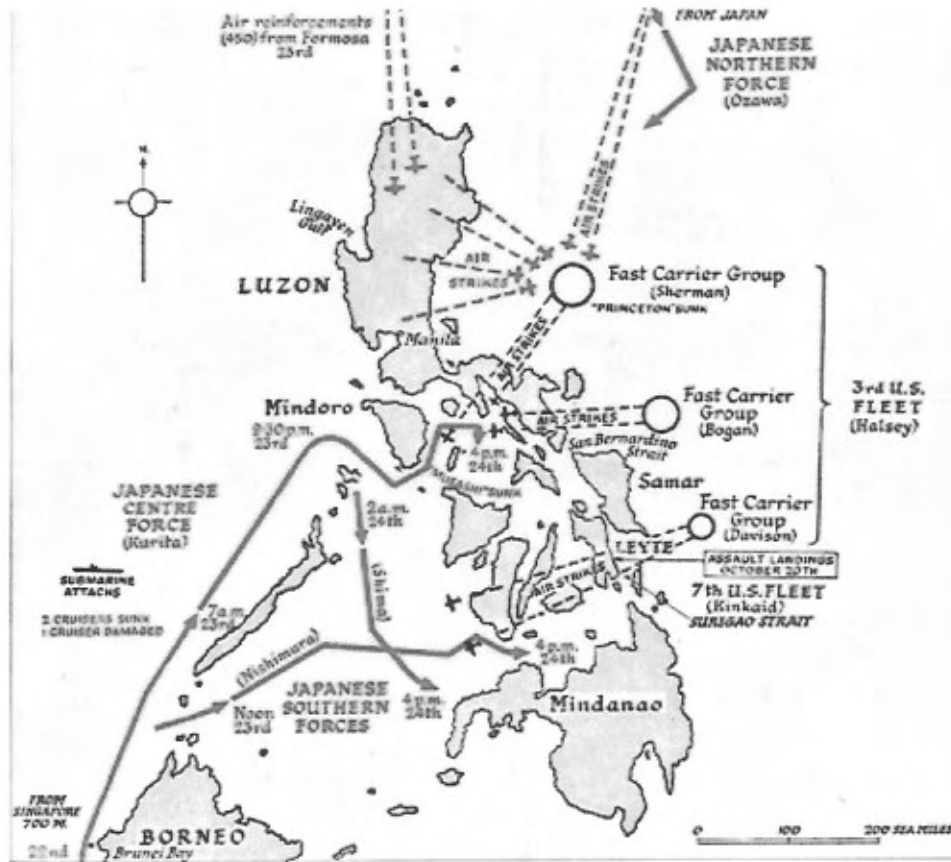
October 17 – Our task force came up from the Philippines to intercept the Jap fleet but they went into hiding. We refueled from a cruiser and also took on fresh water. Went along side of the Canberra and passed fresh water to her. She didn't have any water because the engine room and two firerooms were flooded. The crew sure needed the water because they were taking salt water baths.

October 18 – Left the two crippled cruisers this morning. Four of us cans and three cruisers sighted our task force about 0730. Sure is a good relief to be with them again. Refueled again.

October 20 – Our planes made another strike on San Bernadino Straits. Invaded Leyte.

October 21 – Refueled.

October 23 – Left our task force with two battleships and joined another task group and went in port to supply up.



The Battle of Leyte Gulf

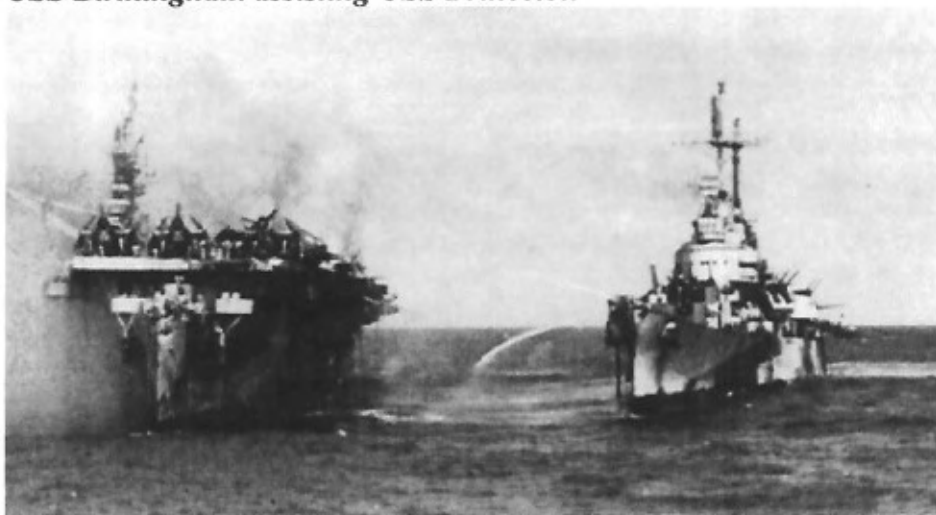
October 24 – Are patrolling off the Philippines. Have word that our subs have attacked Jap task group just west of the Philippines with aid of PT boats. Jap plane attacked one of our hospital ships at Leyte Is. Our other task force was called back out and didn't get a chance to supply up. Made heavy air attack on Jap task force coming out of San Bernadino Strait. Our group hasn't had many planes today but our task force 38.3 have been under heavy air attack all day. The ships shot down 15 planes and our planes shot down 300 more. The Japs were using land-based planes. One of our carriers, the Princeton, was torpedoed.

USS Princeton burning after taking torpedoes



Had to finish sinking her ourselves at sunset. The USS Birmingham and a destroyer was alongside of the Princeton taking off survivors when one of her magazines blew up. Both ships that were alongside were damaged.

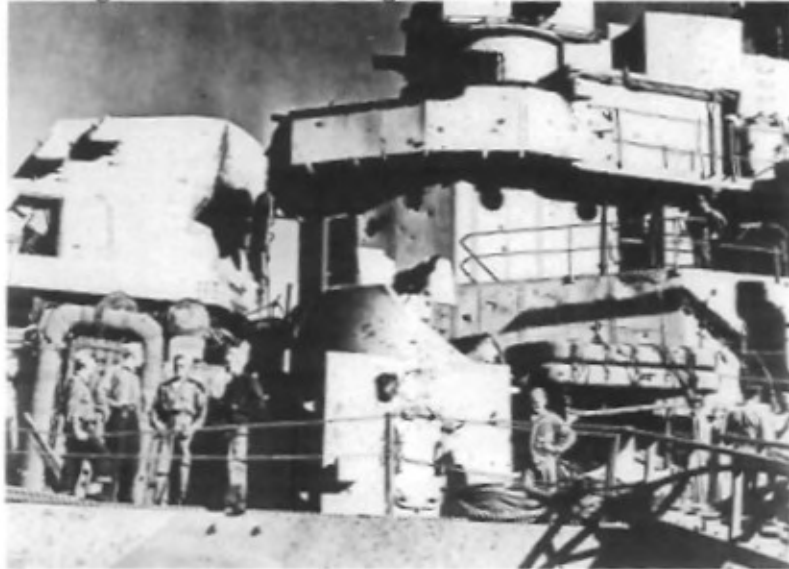
USS Birmingham assisting USS Princeton



Our loss of planes were heavy. Task Group 38.3 joined our group 38.4 at 2300. Had a few Jap snoopers but didn't get a chance to fire at them because our night fighters

care of them. Two of our tin cans were hit.

Damage to the USS Birmingham



October 25 – Sent another air strike against the Jap ships early this morning. Joint battle force- 6 battleships, 7 cruisers and 16 destroyers. Invasion forces were having a hard time with the Jap ships at Leyte. Sent the battleships down to help out. 3 cruisers went back to the carriers. No reports on the air attack we made yet. Our planes have hit some of the Jap ships and we have been ordered to go get them. Our cruisers New Orleans, Wichita, Santa Fe and the Mobile with 12 tin cans. About dusk we sighted one of the Jap carriers that had been hit by our planes. The cruiser opened fire on the carrier. The carrier fired back but didn't hit anything. It went down in less than an hour (no survivors). Headed for one Jap cruiser and two destroyers. When our cruisers opened up fire, the Jap destroyers got out in a hurry. We were ordered to make a torpedo run on the cruiser. We led the way with two other cans behind us. Each can fired 3 apiece. No hits. Made another run and fired more torpedoes. We were in at 5500 yards and the cruiser came close to hitting us. We opened up with our 5 inch battery and got the hell out of there quick. Later she blew up and sank. The explosion lit up the whole horizon. I doubt if they had any survivors. The rest of the Jap force was too far ahead of us to catch.

October 26 – Returned to our task group this morning. Refueled. Picked up the pilots of 2 planes that crashed off our stbd. bow as they came back from bombing. The planes were shot up.

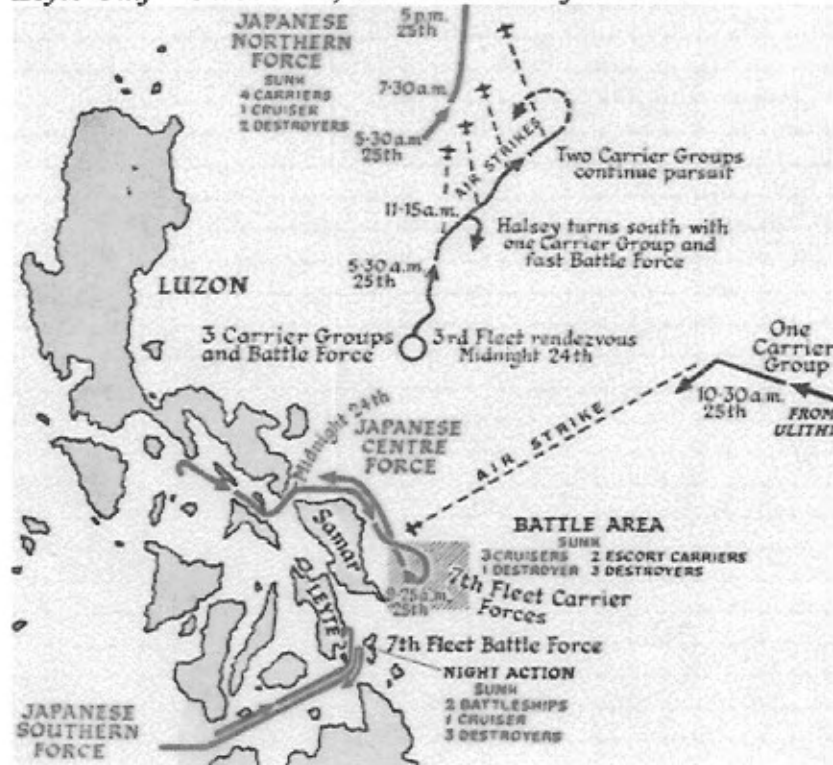
October 27 – Just patrolling today. Were sent out to sink a mine that got into our formation. One of our planes made a few strafing runs on it. We finally sank it but it didn't explode. Good thing too! Made strikes on Manila – no reports yet.

October 28 – Three battleships joined our group this morning.

October 30 – Anchored in Ulithi Bay. Took aboard supplies and ammunition. Reports on battle against Jap fleet: Northern task group lost- 4 carriers (large), 1 light cruiser, 1 destroyer. Jap task group in the San Bernadino Strait lost – 1 battleship, 2 carriers, 2 destroyers sunk. Southern group in the San Bernadino Strait lost – 1 cruiser, 2 destroyers. Jap ships badly damaged were: (in all three task groups) 5 battleships, 6 heavy cruisers, 8 destroyers, 1 light cruiser.

Our losses were: 1 cruiser (converted cruiser), 2 escort carriers, several PT boats. One of our carriers and three destroyers damaged.

Leyte Gulf – October 25, 1944. The end of the battle.



November 3 – 2330 hours. Nice moonlight night, too quiet, though. Our light cruiser Reno hit a mine. (*ed note. It was later determined that the Reno had been torpedoed.*) The carrier Essex was reported hit by a mine or either a submarine's torpedo. No Jap planes in the air. 1300- 4 destroyers including us left the task group to take the crippled cruiser back in for repairs. The carrier wasn't hit so bad so she is still with the task force. A sea-going tug joined us this morning. I guess she will take the cruiser in tow.

November 4 - Our cruiser, the USS Reno, is dead in the water and listing badly on

the starboard side. We just sent our whale boat over. Quite a few men were lost. The tug now has her in tow. About 1630 the Reno was listing so bad(ly) that the men had to go over the side. The Cogswell picked up 151 survivors. There was a skeleton crew left aboard the Reno. No Jap planes have been around all day. We must be out of range. The other two destroyers that are with the Cogswell also took on survivors.

WE HAD THE BEST CNOW OF THE WAR WHEN WE TOOK ON SURVIVORS. THE RENO CREW DID NOT TAKE TO TIM CAN SAILGRING VERY WELL. MY BUNK NEST TO THE MESS HALL REAKED OF FOUL ORDORS. JJP

USS Reno under tow after attack.



November 5 – Went to GQ because we had a target on the horizon but it was one our tugs to pick up the Reno. We have 2 tugs with us now. We took on 154 survivors from the Reno. Correction: the Essex wasn't hit. The explosion was caused when a plane blew up. No enemy planes in area.

November 7 – Getting pretty rough this morning. The Reno lit off one boiler. Using boiler for auxiliary purposes only.

November 11 – Anchored in Ulithi Bay.

November 12 – Reno personnel left this morning. Had recreation for one section.

November 14 – Left Ulithi Bay with task group this evening.

November 15 – This evening late, the Caperton and us left the task force to go look for an uncharted reef.



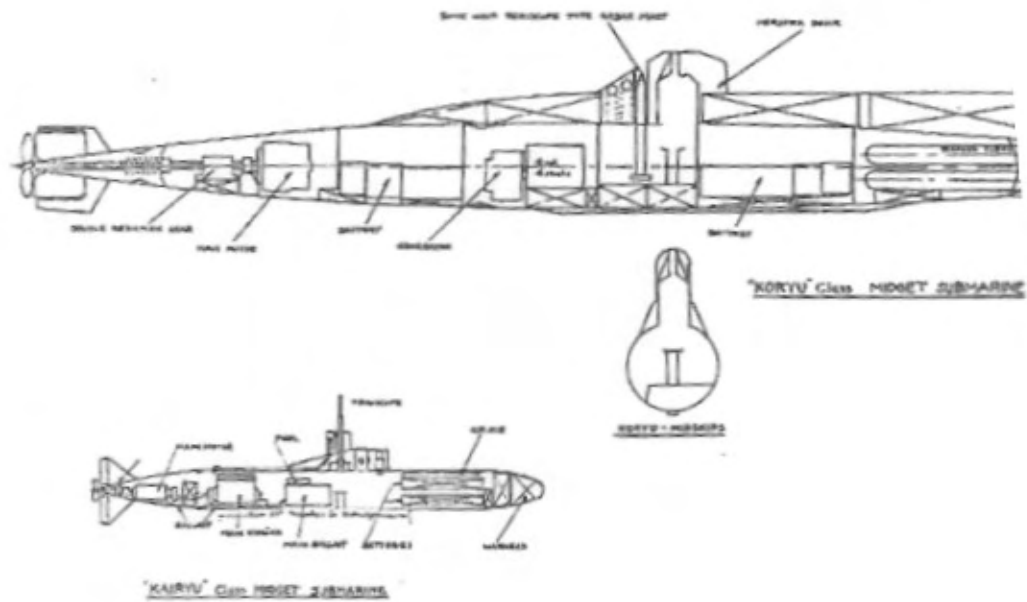
USS Caperton – DD-650

November 17 – Still haven't been able to find the reef.

November 18 – Headed back in. Arrived late afternoon and refueled. Then went alongside a tender.

November 20 – Went to GQ early this morning. Midget subs in the harbor. One of our tankers was hit by a torpedo and was on fire. We were dropping depth charges all morning in the harbor. Sat: underway and started patrolling the harbor. The small subs were launching from large subs outside the nets. We sank five small subs and a T.B.F. sank one of the large subs. Went back along side of the tender. The tanker just sank.

— Japanese "Koryu" & "Kairyu" type midget subma



November 21 – One section had recreation on the beach.

November 22 – Got underway about 1430 with task group.

November 23 – Had surface target practice today. Thanksgiving Day dinner was good.

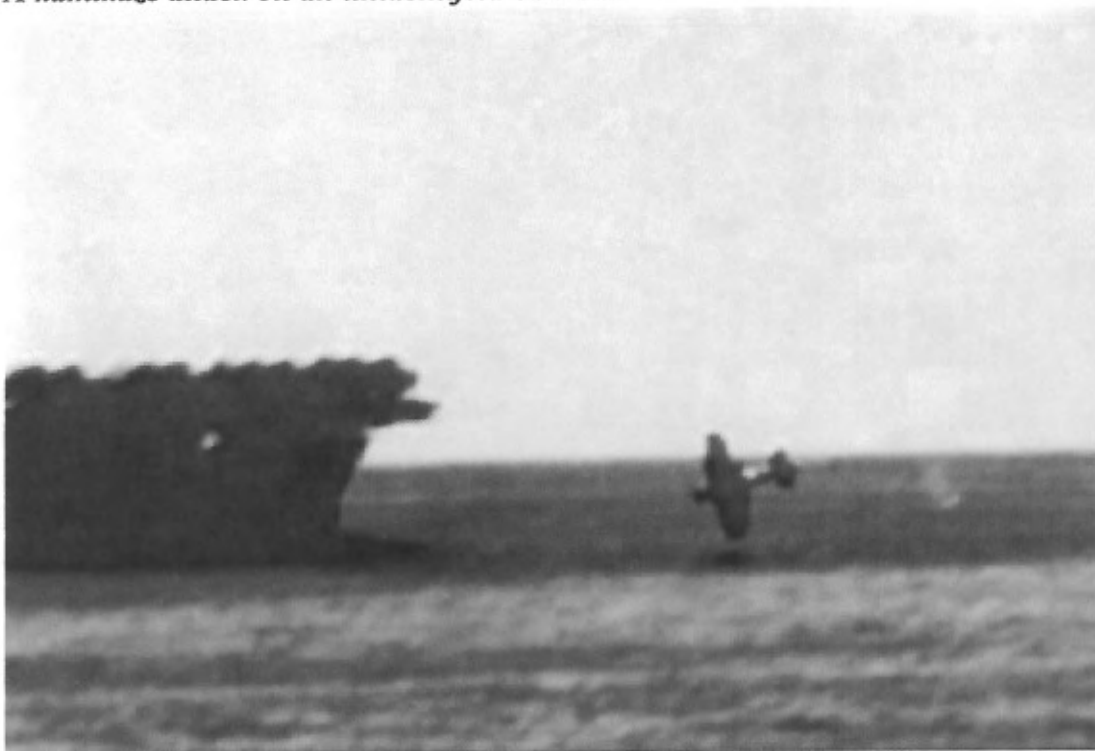
November 24 – Refueled early this morning.

November 26 – Had GQ at 0515. Enemy planes attacked us when we sent our air strikes on Luzon. Our planes sank a cruiser in Santa Cruz Bay. Jap bomber dropped two bombs in the wake of our light cruiser. Jap plane made suicide landing on flight deck of our carrier USS Essex and destroyed 14 planes on deck. Another plane made a suicide dive on the carrier USS Intrepid and crashed with bombs causing considerable damage. We were at GQ all day and most of the night. The Jap planes were painted white and were very hard to see in the day. Secured from one easy at 2315.

Kamikaze hits USS Essex.



A kamikaze attack on an unidentified carrier.



November 26 – Refueled from tanker this morning.

December 2 – Anchored at Ulithi.

December 7 – Went into drydock. All hands over the side to scrape the bottom.



*Left: USS Cogswell (DD-651) Right: USS Ingersoll (DD-652)
Two other ships in background*

Date and location unknown. Probably during FRAMMING.

December 10 – Left Ulithi with task group for invasion of Luzon.

December 12 – Picked up fighter pilot who was forced down and crashed into the sea.

December 14 – We are supposed to go to dawn GQ because we will be in striking distance of Luzon. Japs are using suicide dive bombers now.

Note: Our captain received the Silver Star award for bringing the torpedoed cruisers Houston and Canberra safely to port.

December 15 – Sent all day and all night air strikes on target and air fields over Luzon. Our carrier planes sank 1 destroyer, 1 transport and many small craft and 41 planes shot down in the air and 176 on the ground. Our planes met little opposition.

December 16 – Sent air strikes all day against island of Luzon. Our planes shot down 2 Jap bombers – 2 fighters. We have had Jap snoopers on our screen for the last three days but we haven't been attacked yet. The sea is getting rough as hell.

December 17 – Was scheduled to refuel from tankers but sea was too rough. The

U. S. S. COGSWELL (DD-651)

MISCELLANEOUS ITEMS

Fall of 1943- Do you remember when the Cosgwell was plane guard for the Enterprise, she picked up a pilot who crashed during flight operations. Captain Deuterma traded him back to the carrier for a case of toilet paper, which the Cogswell ran out of. War is hell.

In 1944- The Cosgwell crossed the Equator and the International date line at the same time. Proper ceremonies were observed and certificates issued to the crew.

October 9-10, 1944- Do you recall or perhaps you were there.

The "Heavy Seas" of October 9-10 1944, Caused many injuries on the Cogswell. Nine of the men suffered injuries requiring extended medical treatment.

Four of which were serious enough to be transferred to the USS South Dakota for more acute medical attention. The USS South Dakota reported that, Seaman 1st Class Noble Hundley died later as a result of his injuries.

How big can "Heavy Seas" be, read on...

ANN LANDERS

DEAR READERS: Remember the Texan who wrote about his friend, the "champ at one-upmanship"? The friend said that during World War II, he was on an aircraft carrier and the waves were so high they washed down the flight deck. The unconvinced Texan said, "A wave would have to be 80 feet or 100 feet high in order to do that. If you tell me there have been waves that washed over the deck of any carrier, ANYWHERE, at ANY time, I'll eat my hat."

If that Texan will let me know whether he prefers mustard or ketchup, I will send him a jar or a bottle because from the looks of the mail bags piled all over my office, he is going to have to eat his hat.

Here is a sampling of the most one-sided mail I've ever read:

DEAR ANN: Here are three facts that are absolutely irrefutable:

1. Elvis is dead.
2. The pope is Catholic.
3. In a Pacific typhoon, with winds over 70 miles an hour and massive swells, waves can and will come over the top of the bow of a carrier. I've seen it happen.

—John M., USN Retired, Oxnard, Calif.



(U. S. S. COGSWELL (DD-651))

MISCELLANEOUS ITEMS

ANN LANDERS Continued...

DEAR JOHN: Thanks for the backup information. Here's more from the Department of the Navy:

Dear Miss Landers: Enclosed you will find two photographs of the aircraft carrier USS Bennington, taken after the ship had been through a typhoon off Okinawa on June 4, 1945. I'll bet this typhoon was the one referred to by your correspondent. As you can see, the damage to the steel structural members supporting the flight deck was so massive, they simply folded over.

—David Widen, assistant for exploratory development, Department of the Navy

From Albany, N. Y.: I am enclosing photos of the USS Hornet with the deck that was battered by 90-foot waves. I lived through that typhoon, and it was an experience I shall never forget.

Blaine, Minn.: I came home from Pearl Harbor submarine base on the aircraft carrier Saratoga. The sea was so rough and the waves so high, we couldn't eat at tables. We sat on the hangar deck with our backs to the bulkhead and the trays on our laps. I was also in Okinawa in 1945 during the typhoon. It was so bad, I lived for four days under a bulldozer.

Mesa, Ariz.: I hate to admit it, but that loud-mouthed braggart is right. Carrier decks CAN be washed down by heavy seas. On June 9, 1945, I was in the Yellow Sea, aboard the USS Pittsburgh. The waves were over 100 feet high, and the winds were up to 142 miles per hour.

Worcester, Mass.: In 1953, I was aboard an aircraft carrier during a NATO exercise called "Operation Mariner." The sea was so rough, the waves broke over the bow of the flight deck, and we had to cancel operations.

Clarksville, Va.: I was a 19-year-old sailor aboard the aircraft carrier USS Belleau Wood. We sailed into a typhoon which devastated Okinawa. Stars and Stripes magazine showed some great photos of this incredible happening. Unforgettable!

Sautee, Ga.: I was one of hundreds who were caught in that great typhoon 50 years ago while aboard the USS Monterey, an aircraft carrier. And by the way, there was another fellow on that carrier whose name you might recognize, Lt. Gerald Ford. ■

Caperton had a few casualties when waves hit her when she was alongside tanker.

Refueling at sea...in calmer waters.



December 18 – Storm got worse today. We had more casualties in the storm with our task force than we did on our last raid on the Philippines. Men were lost over the side and some of our carriers caught on fire and quite a (number of) planes were damaged on the hangar decks.

December 19 – Weather much calmer today. We just had enough fuel to take us along side of one of our tankers and refuel. 1000 – we finished refueling. This afternoon we left task group to look for survivors with one destroyer and one DE.

December 20 – At 0600 the destroyer with us picked up another survivor from USS Hull which had capsized and sunk in the storm. At 0900 we picked up another survivor from the Hull. There have been three destroyers sunk and possible (sic) more lost because there were survivors picked up from the USS Monahan (*ed. Monaghan*) and the USS Spence. 0930 we left searching (sic) area and joined our task group.

Editor's note: The Hull, Spence and Monaghan were all lost in the storm that became Typhoon Cobra, December 14 to 18, 1944. Six men survived the Monaghan, 24 survived the Spence and more than 200 men were killed when the Hull sank.

December 21 – At 0215 received orders that the air strikes on Luzon have been

cancelled for today. Changed course to meet one of our task groups which is trying to miss a storm. 0700 rejoined task group. Apparently have missed storm. Because of the three destroyers that were sunk in the storm we are making 100 mile sweeps looking for survivors from the sunken destroyers. 6 or 8 men were picked up by the task group today. Still searching tonight.

December 22 – We passed over area where the ships had sunk but didn't find any survivors. 1200 we refueled.

December 24 – 1200 – We got in and anchored in Ulithi.

December 25 – Christmas Day – Went on recreation party on Mog-Mog Island



ISLAND: Mogmog

PRIMARY MISSIONS:

Fleet Recreation Island

Seaplane Repair Area

INVADED: 22 September 1944

1420 Hours

Declared Secure at 1450

CODE NAME: Litharge Island

Yellow Beach

- had the usual crummy recreation and the usual fight in the boat on the return trip. The Christmas dinner was swell.

December 30 – We were anchored at Ulithi for 4 days and left this morning. Spent New Years at sea.

1945

January 2 – Refueled from tankers in range of Japanese air bases in the Philippines and Formosa.

January 3 – Strike day on Formosa. First air strike was delayed one hour due to intense cloudiness. Only about 50 percent of the planes got through to the targets on Formosa. All strikes got through to Okinawa in the Ryukyu Islands.

January 4 – Again the planes encountered bad weather over the targets. One of our pickets were attacked by an Irwin (torpedo bomber) but unsuccessful (sic) in its attempt to torpedo the ships. Several enemy planes were encountered by our patrols. They were either driven off or shot down. Our task force encountered unusual (sic) large quantities of mines, one of which we ourselves destroyed during this operation. Shrapnel hit our ship in large quantities. There were several others exploded by destroyers in our formation.



Japanese "Irwin" torpedo bomber

Note: Our best girl, Tokyo Rose, was back on the air with her usual line of bullshit today. Only a child could believe the ideological propaganda. Their ignorance of the war status is displayed throughout the entire program. I wonder if the dopey Japs believe her?



World War II: Correspondents interview "Tokyo Rose," Iva Toguri, American-born Japanese woman who became the seventh American ever convicted of treason. She was later pardoned by President Gerald Ford after publicity over likely injustice in the conviction.

We experienced a dramatical (sic) incident over the radio by which we communicated with our planes. A wounded and badly bleeding pilot unable to return to his ship crashed in the water 20 miles from his ship. His buddie (sic) who was accompanying him in another plane refused to leave him and crashed in the water hoping he would be able to save his wounded comrade. His attempts proved futile and both were lost.

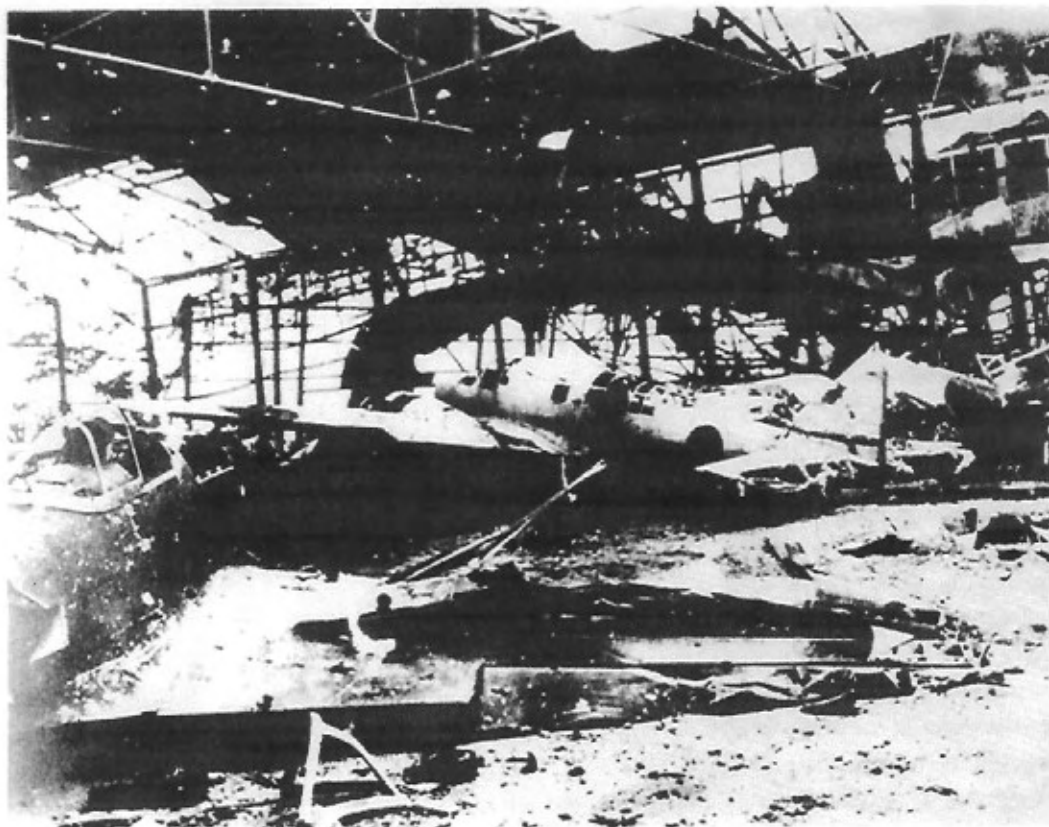
January 5 – Today, as in previous days, enemy planes were seen closing the formation, not attempting attack but just keeping us located. Refueled at dawn this morning within 200 miles of the Philippines within easy range of suicide bombers as they only have intentions of making a one way trip. Tonight we are heading toward Luzon.

January 6 – We sent air strikes on the north western air fields on Luzon. As on

previous days the weather was 0.0 over the target. Some of our planes were unable to penetrate the weather.

January 7 – Continued air strikes in north western Luzon. Photos of previous strikes show that the air fields were now in-operational. Our planes were directed to strikes on Clark Field where 150 planes were reported well hidden in the wooden secrete (sic) around the air strips. The Seventh Fleet has reported continuous attacks by the Japanese air force. Night fighters are over Clark Field on heckling raids. The invasion of Luzon will start the 9th. I guess we will get hell then.

Aftermath of US attack on Clark Field.



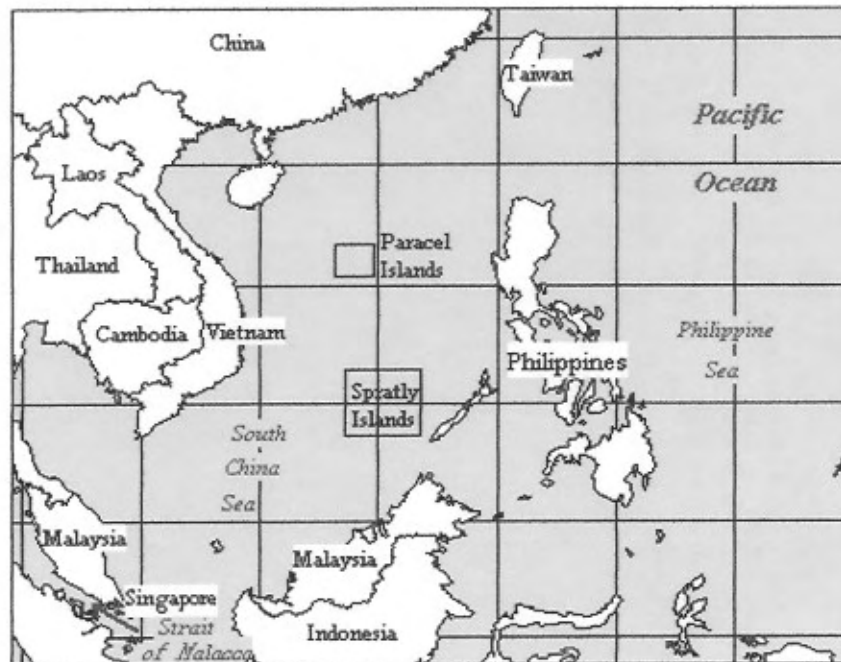
215

January 8 – Refueled today from tanker.

January 9 – Made air strikes on Formosa; weather over the target was poor. Made preparations to enter the South China Sea. One two-motored Jap dive bomber was shot down over task force. Today the 9th fleet invaded Luzon at Lingayan Gulf and underwent intense air attacks by Japanese suicide bombers. Invasion was successful. Entered the South China Sea tonight. Came within seven miles of a Jap held island.

Note: The first American task force to enter the China Sea. (*ed.* This note was made a few days after the Cogswell's entry into the South China Sea.)

January 10 – We have been instructed not to fire AA batteries at any enemy ships or planes. This means we will make torpedo runs on any enemy shipping in order to avoid detection. Early this morning our night fighter shot down two enemy suicide bombers at such a great range that we had to launch a relay plane. The pilot of the night fighter was recommended for a commendation. One Jap bailed out over the formation and was rescued by a DD whose crew probably had him for chow. The tankers joined the fleet today. Large amounts of enemy shipping has been sighted by our search planes.



South China Sea Region

Note: so far the ships milage(sic) recorded reads 150,000 since we've been in the Pacific.



A P38 – One of the “night fighters” of WWII.

January 11 – Refueled from the North Carolina off the Paracel Islands in the middle of the South China Sea.

Note: Three Jakes were shot down – obviously search planes from some Jap Man of War.

January 12 – Made strikes on the east coast of Indo-China. Little air resistance was encountered but large amounts of shipping were either severely damaged or sunk by our forces. Main Jap bases hit were: Cam Ranh Bay, Saigon, Quang gui (sp?) and other nearby bases.

Summary of first air strike:

Sunk: one cargo, one destroyer, eight medium cargos strafed, fires started on beach at Cam Ranh Bay. First convoy attacked: five DEs sunk, one DE exploded when beached, three DEs remaining dead in water, one DE still circling. Second convoy attacked: two large oilers sunk, four or five DEs sunk. Third convoy: one heavy cruiser, one light cruiser, six cargo transports heavily laden, four destroyers. Due to bad weather was unable to attack. Fourth convoy: three tankers sunk, two left burning, 12 ships damaged, all but three escorts were strafed heavily. Twenty targets still left behind for strike.

Note: Heard Tokyo Rose again last night and she said “We got into the China Sea alright but that we would never get out.”

January 13 – Refueled today from tanker. The sea is pretty rough. Broke the fuel line three times.

January 15 – Sent air strikes against Hong Kong. One Dinah was shot down, one transport, two torpedo bombers. We were ordered by the task group commander to pick up three Jap bodies that were in the water to see if they had any information on them. The first one was half eaten up either by sharks or barracuda. He had about \$3000 in invasion money in a belt around his stomach.

The second one wasn't so bad except most of his head was gone; he had a Jap flag in a bag around his neck and photos of his family and other information; markings from his uniform show that he was an officer in the army, probably off from one of the transports which were sunk. The third one was too far gone to pick up.

A Japanese "Dinah", K1-46



January 16 – Made air strikes on Hong Kong. Lost quite a few planes by enemy ack-ack. 1500- picked up three flyers from one of our torpedo bombers. Two of them were badly wounded by enemy fire. Many of our aircraft were unable to make it back to formation due to lack of fuel and enemy fire. Many of these pilots were rescued by pickets and other screening vessels.

January 17 – Transferred one of the flyers which needed medical care; couldn't transfer the other two because the sea was too rough.

January 18 – Refueled from one of our aircraft carriers. Sea was very rough; couldn't take any fuel aft and the forward fuel line broke on us. We got word from the carrier that the pilot we transferred over to them is going to be OK. A few Jap snoopers came in pretty close last night but due to the weather I think we went undetected. The flag was raised at half mast today for the men that have been lost in the operation. Weather still bad.

January 19 – Refueled from tanker; sea still very rough; almost collided with tanker.

January 20 – 0945 – went to GQ because four Jap bombers were above the task group; one was shot down by our fighters and the other three got away; went to GQ again but our CAP (combat air patrol) shot down six more Jap planes; a little while after that we were told that two more groups of Japs were closing in on the task group. One group came from Luzon and the other group came from Formosa. They were probably trying to make suicide attacks. (Banzai-Jos)

Note: Jan 20- Went through the straits last night and I sure am glad to get the hell out of the China Sea.

Note: Weather is much better since we got out of the China Sea.

January 21 – 1245- Jap suicide planes sneaked in on our formation today and dropped bombs on two of our carriers (USS Ticonderoga and USS Langley). The destroyer Maddox was hit. The dive bomber that crashed on the Ticonderoga blew part of the flight deck up. The plane that dropped her bomb on the Langley didn't cause much damage because the bomb didn't go off. The Ticonderoga can't launch her planes because of the damage done by the bombs – but the Langley is now launching planes. So far our CAP and the task group shot down fourteen planes: seven zekes, 1 Betty, 5 Dinah's. Don't know what the rest of them were. The lookouts spotted a mine dead ahead of us but we sank it with 20 mm and 40 mm. We have been assigned to screen the damaged Ticonderoga till (sic) she can get back to port.

A Japanese "Betty" torpedo bomber

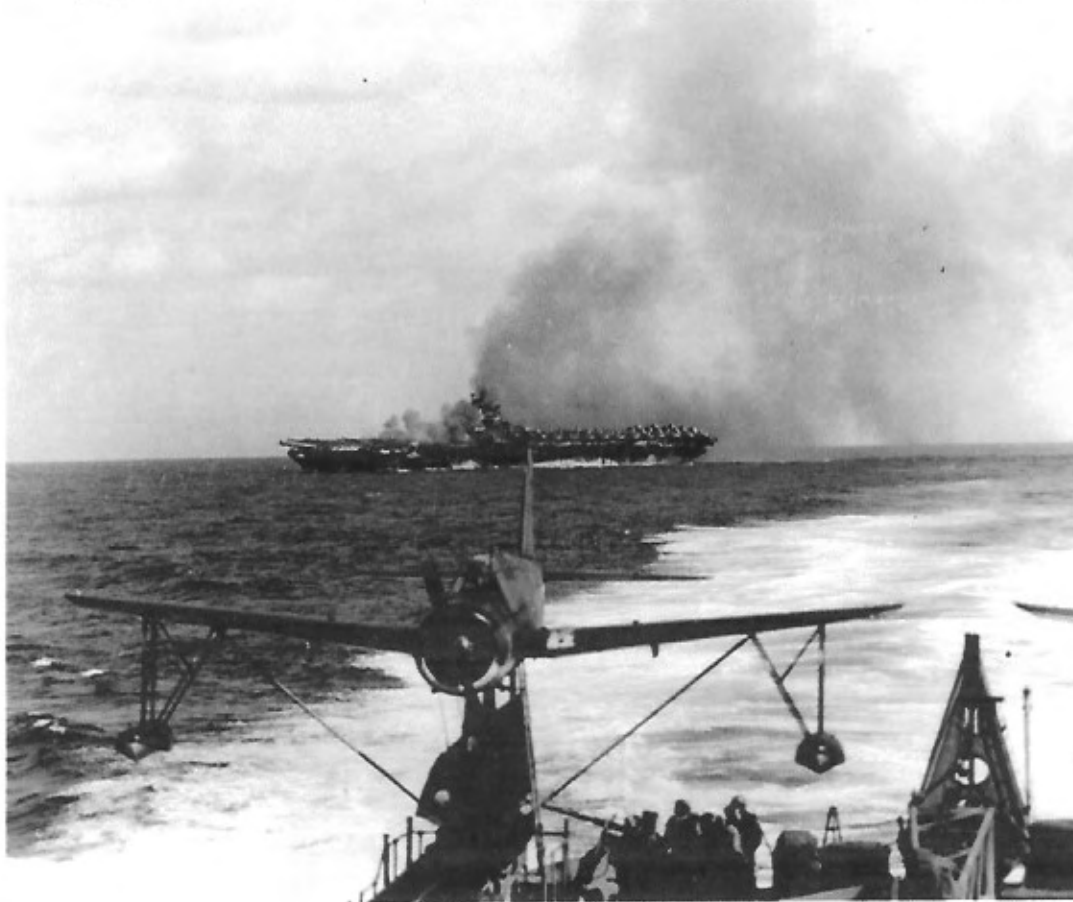


January 22 – 2100- Left task group last night with two cruisers and two destroyers and the crippled carrier. 1600- had burial services aboard the Ticonderoga for the men that were killed. The force that we left was under attack today. The cruisers have left us now and we are proceeding alone.

January 24 – Arrived in Ulithi with the Ticonderoga; dropped anchor at 1630.

January 30 – Left ulithi bound for Pearl Harbor with two damaged carriers, the USS Independence and the USS Nahenta Bay. It will take us quite some time because Pearl Harbor is about 4000 miles from Ulithi.

Photo # 80-G-273151 USS Ticonderoga afire after she was hit by a Kamikaze, January 1945



The Independence after a torpedo hit - 1945



February 10 – Arrived at Pearl Harbor for a few days layover. Got ashore a few times.

February 13 – Left Pearl Harbor and expect to arrive in San Pedro California the 19 of Feb. A hectic year if ever there was one.

Editor's note: There are no diary entries from February 13 to April 14, 1945. The Cogswell was in San Pedro CA for repair and replacements for some crew

members.

Note: April 14, 1945

The world mourned after losing a great man who helped bring us to the climax of this long struggle for peace. The people now realize that no one will ever replace him as president of the United States. His name is Franklin Delano Roosevelt. He was buried on Sunday 16-45 at Hyde Park, N.Y. Harry Truman – Vice President replaced him as President of the USA.



President Franklin D. Roosevelt's Funeral Procession.

April 19 – Left for Pearl Harbor- from there we don't know where.

To horseshit Tokyo!

Bad news for the Japs: Tokyo Rose is dead – Hari Kari. Tokyo Sue replaced her.
proved to be false rumor.

April 20 At sea making practice torpedo runs & it sure feels rotten to be going out to sea again.

April 25 – Arrived in Pearl Harbor. I had one liberty there and didn't care for any more.

April 26 – Out to sea in order to train the new men. Expect to return to Pearl on a Sunday night at 4:30. What a life this is.

April 27 – Still making practice runs at sea. This new bunch of boots are a dumb bunch. *OLD SALT AT 20 YRS OLD.*

April 30 – Back at Pearl Harbor again and I don't know how long we will be there.



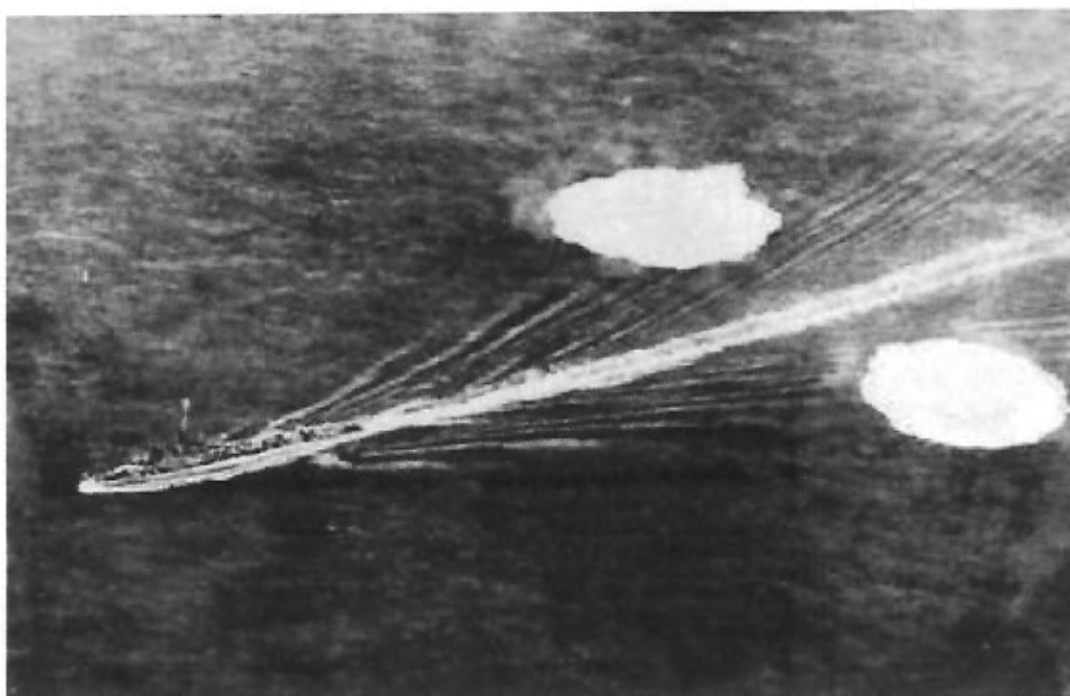
May 2 – Left Pearl harbor for an unknown destination; expect to go into action soon.

May 4 – Refueled at sea from one of our carriers (Gilbert Islands) expect to head for Ulithi.



May 8 – Germany has signed the unconditional surrender pact with the Allies.

May 14 – Arriving in Ulithi the Ingersoll got a sub contact and dropped charges – she reported oil on the water and doesn't know whether the sub was damaged or sunk. In Ulithi to fuel and get ammunition and supplies. Don't expect to stay long.



A tin can dropping depth charges in the Pacific.

Note: Captain Miller is to leave us shortly for other duties with Admiral Nimitz. We have a new executive officer whose name is J.B. Collins. Capt. Miller has volunteered our Div. 100 to be in the "Suicide Duties".

May 23 – Left Ulithi with 13 large transports loaded with troops for reinforcements in Okinawa.



May 27 – Arrived at Okinawa in the morning and was attacked by a Jap suicide dive bomber. It was shot down by a destroyer so we had to wait before we could enter Okinawa because it was continually under attack by Japanese planes.
A Japanese “Irving” dive bomber shot down by American ships.



May 28 – Have to fuel this morning and don't know what we are to do. Had sub contact and dropped charges.

May 31 – Got our orders to enter Okinawa harbor – this place has been under attack day and night; the Japs are hitting our shipping continuously that are in the harbor. (sic)

June 1 – Left Okinawa for radar picket duty; the can we are to relieve had 72 air attacks in 6 days. The Ingersoll (652) has sunk a sub while on picket duty.

June 3 – We had an air attack while on picket duty off Okinawa: 10 planes came in our CAP. Shot down 4 and the picket destroyers got the rest. The ships on picket duty with us are the Caperton and the Wadsworth and L.C.S are standing by ready to pick up survivors from any destroyers that get hit. The Jap suicide planes have been knocking destroyers off left and right. The air attack is over but they are now attacking Okinawa. Day and night Okinawa is under air attack. Just as soon as it starts to get dark the destroyers lay a heavy smoke screen over the island.



A tin can laying down smoke.

Note: Captain Deutermann came aboard our ship (he was our former Capt. and is now a member of staff on Okinawa). He also said if we lasted 18 hours on picket duty off Okinawa we were pretty good.

We anchored at the island where Ernie Pyle the war correspondent was killed (Sima Jima). The watches aboard the ship are armed with rifles and pistols and are directed to shoot at anything they see in the water because of the Japs that swim out to the ships carrying hand grenades and pushing mines against ships that are anchored in the harbor. One Jap suicide swam out to an LST and cut a few throats before he was discovered and killed.

June 7 – One of the cans that was relieved from picket duty was being towed in the morning by a sea going tug with a torpedo hit amidships. They shot down 7 planes: total of planes shot down over the picket stations and islands were 32 in

all. We came very close to getting it. Boy! This ship sure has the luck.
Note: President Truman said over the radio that over 200 ships were in the invasion alone. 60% were destroyers. 3 sailors to one soldier and marine. Okinawa was the bloodiest operation of the Pacific war.

June 8 – Went on picket duty last night and had an air attack: one plane was shot down by a DD. GQ lasted 3 ½ hours. The Japs dropped flares so they could see where we were but none of our ships were hit. Yesterday a ship that relieved us a few days ago was hit with a suicide plane. We went in to Okinawa just at the right time. Boy! This ship is lucky.

June 10 – This morning we had an air attack and a suicide plane sunk the Wm. D. Porter (579). The ship lost no lives but there were a few injured. The ship took 2 hours before sinking. It was a miracle that nobody got killed.

Photo # 80-G-490024 Taking off the crew of the sinking USS William D. Porter, 10 June 1945



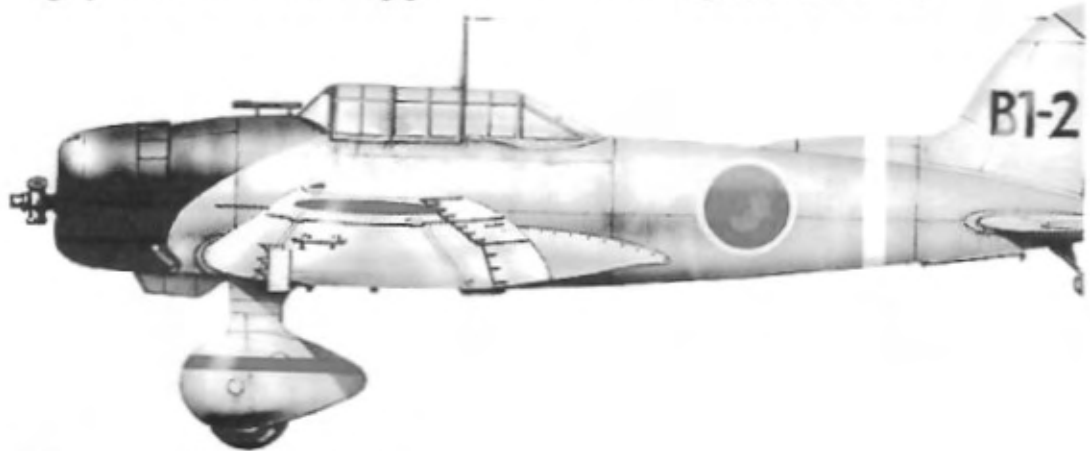
Editor's note: Sinking after she was near-missed by a "Kamikaze" suicide aircraft off Okinawa, 10 June 1945. USS LCS-86 and another LCS are alongside, taking off her crew. Though not actually hit by the enemy plane, *William D. Porter* received fatal underwater damage from the near-by explosion.

Note: Tokyo Rose said last night the marines and soldiers will walk the streets of Tokyo but the destroyer sailors wouldn't. I'm beginning to think she's right.

There's a graveyard down here with 66 destroyers either damaged or sunk.

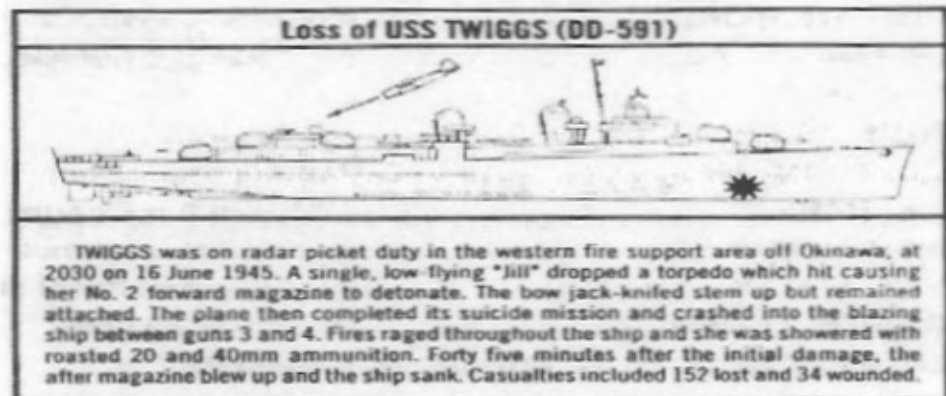
June 11 – We had another air attack today and 3 planes were shot down. One LCS was damaged when a plane tried to crash dive on her but he missed: several personnel were missing and one was injured. No destroyers were hit.

June 16 – Had an air attack in the port of Okinawa in which a plane dropped three planes that came very close to our ship. Shrapnel fell all over the ship and it was a mighty close call for us. 2 Jap planes were shot down, a Nel and a Val.



A Japanese "Val" dive bomber.

June 18 – Had an air attack while on picket duty. One destroyer was sunk, the Twiggs (591).



A sketch of the Twiggs from a newsletter.

The Jap planes put a torpedo in her and then crashed on the ship. Out of about 300 and some odd men 188 were picked up. If the Japs keep this up the USN won't have any destroyers. It seems they don't give a damn about us guys anyway.

June 19 – Arrived in port (Camarota) (*ed. Note – the diary has this location over written in pencil but it is illegible, to me!*) for fuel, ammunition and further orders. Expect to return to the fleet (Task Force 38!)

June 20 – Had an air attack today and the Japs got an APO, LCD, a destroyer escort AK and a sea plane tender. 10 planes were shot down.

June 21 – We had another air attack today and there were over 30 Jap planes but the CAPs shot most of them down. We lost 4 CAPs including a PBM – 38 Jap planes were shot down and they were all bombers carrying one man bombs but they never got a chance to use them against us.

June 24 – At picket station 16 and patrolling north of the island. LCS (82) was given presidential citation for shooting down 9 Jap planes while on picket duty.

June 29 – Arrived in Leyte and we are to join the fleet again. It looks like a big job coming up this time.

July 1 – We have started on a 45 to 60 day operation “Destination Tokyo” – to bombard Tokyo and to send air strikes to knock out landing fields where the suicide planes might take off from. We are in task group 34 which is a bombardment group made up of battleships, cruisers and destroyers. We are to meet the carriers a few days from now.

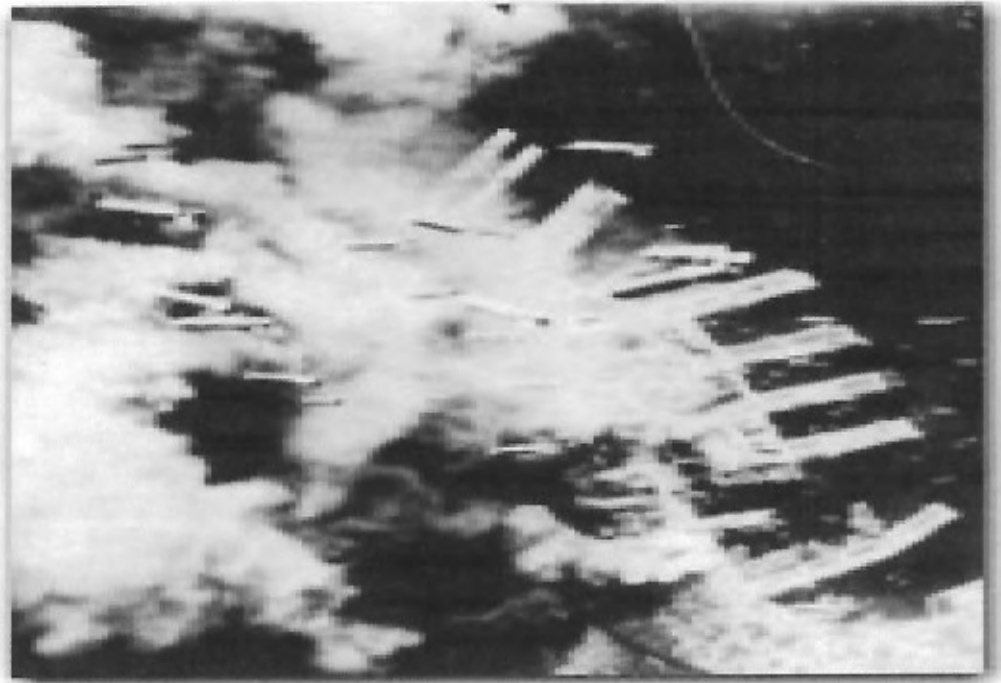
July 8 – We have been out at sea for 10 days now and fueled 3 times so far. Today we are to refuel from the tankers and also to pass mail. A B-29 flew over the group today. Boy! They sure are a big plane.



The Cogswell passing mail in the South Pacific.

Editor's note: the entries for the 10th, 12th and 13th in the original diary are dated April. This is obviously incorrect. I have changed the dates to July.

July 10 – Today we sent air strikes over Tokyo and did considerable damage. One of our pilots had to bail out over the capital because of engine trouble. AA fire over the target very heavy. Not one Jap plane came out to intercept us yet.



Bombs falling on Tokyo – July, 1945

July 12 – We are 190 miles from Japan hunting a sub who has been following our task group and giving away our position. The Ingersoll and the Cogswell were ordered by the task group commander to continue our search 'til the 14th, then return to the group.

Note: Admiral Nimitz has announced the raid that took place over Tokyo. The new dispatch they sent to the states named some of the carriers, battleships, cruisers and destroyers including ourselves.

July 13 – This place we are in now is loaded with floating mines. We have blown up three of them already. We still haven't got a contact on that sub so we are to leave this area tomorrow and return to the task group and carry on operations against the Japs. We might get some mail if the tankers brought any out.

July 23 – Have just finished getting fuel and provisions at sea; expect to bombard Honshu in a few days. An English task group should join us soon.

July 24 – We continued air strikes and our planes did considerable damage to the enemy. 35 B-29s came over the task group returning from a raid on Japan. Our pilots report interception weak but AA fire very heavy. Tomorrow we are to go in 5 miles off the shore and look for enemy shipping and knock out any shore installations.

July 25 – Japs sent up quite a few planes today against ours and they had high flying reconnaissance planes over our group. The operation we were supposed to have gone on has been cancelled because it would have been too dangerous. The English task group were under attack last night by Jap (Graces) torpedo planes. No damage was done but 4 of them were shot down.



A Japanese Dive Bomber "Grace"

July 26 – We spotted 3 subs on the horizon and the Ingersoll challenged them but they were our own so we are now escorting them away from the task group so our planes won't mistake them for enemy subs and sink them.

July 28 – Made more air strikes against Tokyo and also the remaining Jap fleet. Most of the fleet is very seriously damaged or sunk. Our planes dropped pamphlets over the island telling the Japs to evacuate before our bombers arrive. The bombardment group left today and they are going to raise hell with the Nips.

The final diary entry is in pencil and is not dated. It reads:

So peace was declared and we started to live again.

Johnny P.

*I AM STILL TRYING TO GET INFO WHEN WE
SANK SUICIDE BOATS,
I PUT INFO ON VIDEO, MAYBE MY SON WILL
COME UP WITH ANSWERS. JJP*