

Not ever lost, but now found

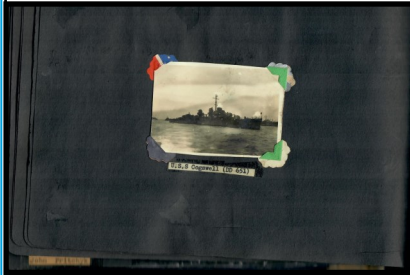
World War II shipmate now newest member

A notice in an American Legion Post magazine for our October 2023 reunion resulted in finding one of our last surviving World War II shipmates.

John Pritchyk, 96, was looking through the magazine when he spotted the reunion notice and asked his son John Prichyk III to reach out to George Overman, who was listed as the USS Cogswell DD-651 Association contact person. The connection proved fruitful to both John and the Association.



John Pritchyk



John Pritchyk's photo album

In consultation with President Frank Wille it was decided to give a complimentary membership to the elder Pritchyk. It was one of the rare cases where a former Cogswell shipmate was not listed in our 3,000-plus name master list.

We welcomed John to the fold and are hoping that he can make our October reunion in Rapid City, South Dakota.

During his two-year U.S. Navy service during World War II, John served as a storekeeper on three ships, the USS Cogswell DD-651, the USS Charger CVE-30 and the USS Franklin D. Roosevelt CV-42. **(Continued on Page 17)**

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FEBRUARY 2023

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South Dakota Reunion set for October

Plans are now complete for our USS Cogswell DD-651 Association reunion in Rapid City South Dakota.

With our aging group we never know what will be our last time together so we are hoping as many shipmates as possible will make plans to join us for this important reunion. You can find all the information you need on Pages 18-21.

Also George has arranged for an exciting speaker for our banquet on the final night of the reunion. You can find that info on Page 15. Hint: The photo at the right.



A message from President Frank Wille

Your association continues to thrive. Since we met in Orlando, 2 former shipmates found us via the website, including a World War II veteran. It is really rewarding when a shipmate connects with our group.

We reached out to the USS Kidd DD-661 museum in Baton Rouge and they agreed to take any items that we wished to send to them. George has been hauling all of our memorabilia around from reunion to reunion, at significant expense to him. Now, Cogswell items are on display in the Kidd museum. Good for them; good for us. We made some of the yearbooks and other items available to our members and received some revenue for the association.



Frank Wille, Zola Low, Lyna Low

Planning is well underway for the October reunion in Rapid City and several members have already sent in their registration forms. It promises to be a fun and exciting reunion.

Frank Wille

NOW HEAR THIS! THE SHIP'S STORE IS OPEN. NOW AVAILABLE NEW T-SHIRTS, SWEATSHIRTS AND BALL CAPS.

Selena Simmermann is the Ship's Store manager. She and husband Buddy have created some great new items. Her address is:

SK 67 Lake Cherokee,
Henderson, TX 75652.

To reach her by phone, call 903-263-1059.

Email: ssimmermann@gmail.com

Hats, t-shirts and sweat shirts are available along with other items. Contact Selena for these items and she will mail them to you with just a small added shipping charge.

See Pages 7-8 for additional items.



Shipment of "NEW" stuff for the ship's store!

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Director/Ship's

Store:

Selena Simmermann
SK 67 Lake Cherokee
Henderson, TX 75652.
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"It is not that life ashore is dis-
tasteful to me. But life at sea is
better."

— Sir Francis Drake

ATTENTION!

If you have not received an e-mail message from the Cogswell Association in the past month it is probably because we do not have your valid e-mail address on file. Please send us your current e-mail address if it has changed recently. Send current e-mail address to: Secretary@usscogswell.com

Visit the Association Online

www.usscogswell.com

FINANCIAL STATEMENT
USS COGSWELL DD 651 ASSOCIATION
August 1, 2022 to February 1, 2023

Balance, August 2022	\$19,920
Income	
Dues	220
Donation	80
Ships Store	113
Reunion deposit	1,072
Mem Sales *	652
Total income	2,137
Expenses	
Assn Admin	921
Reunion expense	380
1400 total expenses	1,300
Balance, February 2023	\$20,757

* Sale of Cogswell memorabilia

USS COGSWELL ASSOCIATION

DATABASE STATISTICS as of 02/15/2023

- Active = 162 (paid dues are current) - 125 Life Members
- Inactive = 0 (have not paid dues for more than two years—house cleaning of these inactive members)
- New = 0 (New members found who were mailed a membership form, waiting for return.)
- No Interest = 570 (members who have indicated they have no interest in the Cogswell Association)
- Deceased = 864 (known deceased shipmates)
- Not Located = 1711 (continues to be the largest number in database)

New members— August 01, 2022—February 15, 2023

Last Name	First	City	State	Years Aboard	Rank
PRITCHYK	JOHN	MYRTLE BEACH	SC	1945	SK3
TWO BULLS	WAYNE	WOLF POINT	MT	1969	FN

Known Deceased since February 01, 2022

Last Name	First Name	City	St	Years Aboard	Rank
GALLOWAY	NORMAN	SEATTLE	WA	1958-1962	DC2
GRABILL	MARVIN	ELKHART	IN	1963-1965	MM3
LAURICELLA	BENJAMIN	SARATOGA SPRINGS	NY	1952-1955	CS3
LONG	GAETON	ALTOONA	FL	1960-1962	OFFICER
MATTHEWS	WALLACE	OKEECHOBEE	FL	1957-1961	SK2
STRUM	DONALD	NEW BERLIN	WI	1962-1963	YN3

A letter from your editor

A little while ago my wife and I attended a Veteran's appreciation dinner in our town. It was put on by a local student group called Veterans' Esteem Team (VET). It's an annual event that a group of students from various high schools put on to honor all veterans.

It's a great time, the dinner is always catered and good and they find a comedian, singer or juggler to entertain "the troops." It is always nice to be treated with respect and I hope that wherever you live you are being honored and remembered as well.

At all of these events I proudly wear my USS Cogswell DD-651 ball cap. There are usually more than 400 people, spouses get invited too, and once while eating my dinner a man walked up to me and asked if I had been on board the Cogswell. Of course, I answered yes.

He then told me this great story about how he had orders to the Cogswell in the early to mid-60s and almost as soon as he got to the ship, there was a change of orders and he was sent to another ship. It was a similar story to the one I.C. Smith told me for the August 2016 Scuttlebutt (feel free to read on the website). In IC's case his Cogswell tenure lasted just 16 days.

Because we were in a large crowd and the politicians were all there speaking it was not a place I could do a proper interview with the man who approached me at the Veterans dinner. I gave him a piece of paper with my name and phone number on it and asked him to call me so I could get more information.

I told him about our Association and he said he didn't think he would qualify as he had only been aboard for a few days. I assured him that he definitely qualified for membership. I was disappointed when he never called to follow up.

It always gives me pause when I consider that in the long history of the Cogswell just over 3,000 sailors served on her decks. And of those many are now gone, some we know of and many we don't. Not everyone probably had as positive an experience as I did aboard the Cogswell, but I'm always surprised when George Overman tells me that a former shipmate was contacted and expressed no interest in joining.

At this point in my life I cherish the relationships and friendships that have survived the passing of so many years. As I have expressed before I found the Association through a Google search. By that time many reunions had already been held, but I finally made my first one in Buffalo, New York in 2010.

We still had a number of World War II members who attended, all who are now gone. As the years roll by I now truly look forward to the reunions and a chance to relive, even for a few days those great times I had at sea so many years ago.

I mention all this because one of the members I had grown to know and really enjoy, Marvin Grabill, is unfortunately one of the obituaries I needed to write for this newsletter.

I haven't missed a reunion since the Buffalo one and have made many new friends, most who were not on the ship at the same time as I was. With participation waning and the years rolling by I hope that as many people as can make it will come to this next one in Rapid City, South Dakota.

If you haven't signed up or made your reservations for the reunion, give it some thought and then hopefully come and join us.

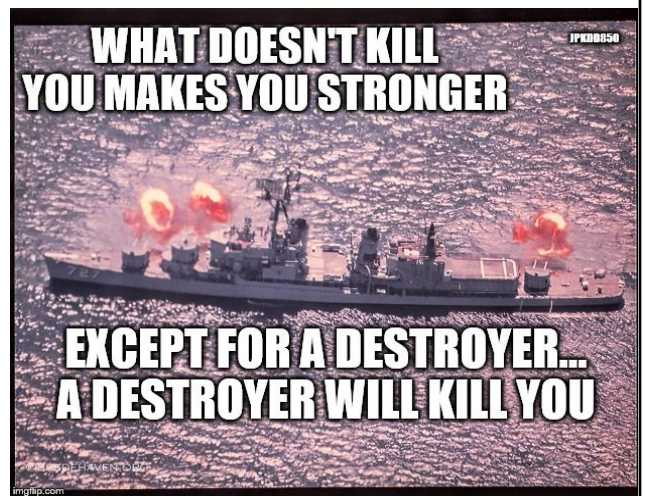
On another subject, many of you met my father, Lee Smith, at the Herndon, Virginia reunion. He is still doing well at 97 years old. I was fortunate to be able to be his Guardian on an Honor Flight Bluegrass tour out of Louisville, Kentucky last September.

It was an amazing experience and one I will never forget. Because I was a veteran, the Kentucky Honor Flight Bluegrass covered all my expenses which I truly appreciated. I tell you this because if you haven't done an Honor Flight I commend the experience to you as one that was very impactful to both me and my father. If you get a chance, please go. I'm sure you won't regret it.

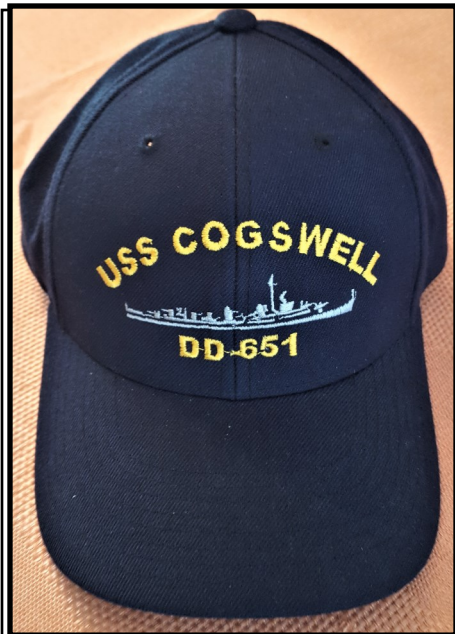
As always, this newsletter depends on your participation and contributions. So please send your stories to me at my email address: jlsme-diaservices@gmail.com. Or call me at 810-338-3015.



Me, Joan and the Grandkids at a football game wearing my Cogswell gear, of course



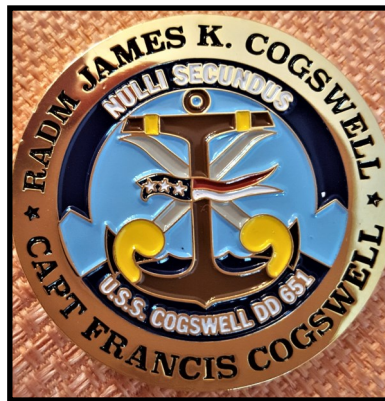
Items in the Cogswell Ship's Store



Embroidered cap (wear it for unexpected discounts at retailers)



Carry bag available to order



Front 1



Front 2



Carolyn Sessions models the Cogswell blanket.



Common back

See next page for exciting new USS Cogswell plaque.

See Ship's Store ad on Page 2 for ordering information.

Our terrific new ship's store operator, Selena Simmerman has been working hard to create new items for sale. See page 2 and below for ordering information.

Use SHOP Drop Down Menu on Left to Browse or Use Search Beneath Cart On Right

Home Shop Our Story Contact Us Bulk Purchases

Shop > USS Cogswell 12" Laser Carved Wood Plaque



USS Cogswell 12" Laser Carved Wood Plaque

\$50.00 Free Shipping!

Special Instructions

QTY

1

Add to Cart

Navy USS Cogswell 12" Laser Carved Wood Plaque Laser Carved Wood Plaque Use our contact form or e-mail me at marge@precisionwoodcraftingok.com. Be sure to include a phone number and e-mail address in case I need to contact you.

<https://precisionwoodcraftingok.com/> To purchase contact Marge@precisionwoodcraftingok.com. Include an email and phone number in case they need to contact you.

McAfee SECURE

11:20 AM 1/11/2020

Tom Lamson (RM3 67-68) is one of the first Association members to purchase one of the custom designed 12-inch Cogswell plaques shown above. Selena has purchased three plaques for sale and one for the reunion auction. If you want one like Tom's you'll need to contact Precision Wood Crafting on your own. Use the web-site address above or email the company at: Jim@precisionwoodcraftingok.com. There is no charge for artwork and the price includes standard shipping. Tom said his plaque was \$45, but he received a \$5 discount, so \$40. Larger sizes are available. Contact them for the cost of the larger sizes.





TAPS



Gaeton A. Long Jr.

Commander Gaeton A. Long, Jr. (U.S. Navy Retired) died suddenly, but peacefully at his home in Altoona, Florida August 16, 2022. He was 86.

Commander Long had battled Parkinson's disease for 17 years. He served as a Ltjg. Aboard the USS Cogswell from 1960-1962. He was a member of the USS Cogswell DD-651 Association.

He was born in Brooklyn, New York to Gaeton A. Long Sr. and Marie Spiatto.

Gaeton retired from active Naval service in 1982. Following his retirement he and his wife, Beth, lived in the Tampa Bay area for 17 years where he was employed by Raymond James Financial, and subsequently Tech Data Corporation as manager of facilities and services.

He ventured into real estate sales followed by five years coordinating disaster services for the American Red Cross in the Tampa Bay area.

In 2000 he retired as director of facilities for Shorecrest Prep School in St. Petersburg, Florida. That ended his working years.

Following his retirement he and his wife moved to the Villages in Florida from St. Petersburg, Florida. Later in 2015 the couple moved to Lakeview Terrace in Altoona.

He served 22 years in the Navy and was a member of Fruitland Park United Methodist Church.

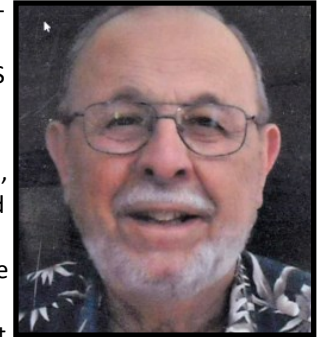
"Gaeton spoke frequently of his Cogswell experiences and the friendships he made there," Beth said.

Survivors include his wife, Beth, of 57 years; a niece and nephew.

In retirement he learned to play golf, continued his lifelong hobby of stamp collecting, enjoyed cruises, traveling, swimming, bridge and shipboard reunions, but his greatest love was his Sunday School class where he taught for ten years.

He will be sadly missed by many friends who remember his detailed sea stories and travel escapades.

A memorial service was held on September 11, 2022 at Lakeview Terrace in Altoona.



Gaeton A. Long Jr.

Donald Strum

Donald "Don" Strum, who served aboard the USS Cogswell DD-651 between 1962-63, died April 9, 2022 in New Berlin, Wisconsin. He was 81.

Donald was a YN3 aboard the Cogswell. His Navy service went from 1959-1965.

"My father always wanted to attend a reunion, unfortunately God had other plans for him," said his daughter Julie Hakala. "Continued prayers for all our veterans."

He was born in Story City, Iowa. He participated in scouting and 4H livestock. He liked to hunt and fish with friends. After graduation from Ellsworth High School he enlisted in the US Navy.

After the Navy Don worked for Harnischfeger Corporation, a manufacturing company that makes mining equipment. He retired after working there for 39 years, where he made many friendships that lasted throughout the years.

His biggest passion was his family.

He was preceded in death by his wife, Alice.

Survivors include sons Timothy and Thomas; daughters Julie and Jennifer, six grandchildren and four great grandchildren.



Donald Strum

Norman R. Galloway

Norman R. Galloway, who served aboard the USS Cogswell DD-651 between 1959-62, died at home in Seattle on August 29, 2022. He was 87.

Norman was a Damage Controlman (DC2). He was a member of the Association and had attended several reunions, the last one in San Diego in 2014. He had a brother who also served on the Cogswell, but was not a member of the Association.

"He loved the reunions," said his daughter Tracey Dang.

Following his Navy service he and his wife Jo, moved from northern California to Seattle for work. Norman worked as a carpenter nailing cedar siding on new houses for a few years, then as a welder in a fabrication shop.

In 1966, he began work as a structural ironworker and welder. That was the work he did for 31 years, retiring in 1997 at age 62.

Survivors include his wife, Joe Marie, daughters, Tracey Dang, Norma Macke, five grandchildren and two great grandchildren; and a step-brother Gary Moss.

He was cremated.



Norman R. Galloway



TAPS

(continued)



Marvin Grabill

Marvin J. Grabill, who served aboard the USS Cogswell DD-651 from 1963-65, died November 9, 2022 in LaGrange, Indiana. He was 79.

A longtime member of the Association Marv was a frequent reunion attendee and had many great stories (See August 2017 Scuttlebutt on the website for more on Marv). He was a Machinist Mate during in the Navy.

Cogswell shipmate Richard Yarker remembered his longtime friend.

“Marvin and I were good friends,” Richard said. “We worked in the after engine room. There are countless stories I could tell about some of the crazy things we did, but one particular one came to mind.”

“In July of 1964, Marvin and I drove my 56 Ford from San Diego to Marian, Indiana to visit his sister. I was going to Shelbyville, Indiana to make plans to get married to the love of my life. We have been together for 58 years.”

“My trunk was loaded with a lot of things that probably should not have been in there, offensive grenades, smoke grenades, several 20mm shells and a bunch of parts from a Mark 5 torpedo. I won’t go into how we acquired it all.”

“Marv and I had 1 gallon containers of assorted whiskey we had purchased on our last cruise together back from South East Asia. Marv walked into the kitchen holding his carton of whiskey by a strap across the top and was handing it to his sister when the bottom of the container came apart and all 5 fifths of whiskey hit the floor, all shattered except the 17-year-old Ambassador Scotch. Needless to say, it removed the wax off a lot of the green tile floor.”

“I went to my car and returned with a fifth of bourbon whiskey and the party began,” Richard said. “The next morning we said our good byes and I headed out to Shelbyville. That was the last time I saw Marvin. We stayed in contact with a phone call now and then I always got an instant smile on my face when he would call and say ‘how you doing Hoot?’, a nickname I had picked up and he was Betty Grabill.”

In 1961, Marvin graduated from Concord High School in Elkhart, Indiana. Following his Navy service he worked as a skilled tool and die maker for more than 30 years. With the help of his woman friend, Marvin owned and operated Phyl’s Corner Bar for 15 years, selling it after the death of his friend.



Marvin Grabill

.For 20 years Marv and his son, Mark, enjoyed racing sprint cars together. In his spare time Marv liked visiting his family and friends at Angel Automotive in Elkhart.

Survivors include, sons Mark and Jonathan, daughter Audra; four grandchildren, a sister and a brother. He was preceded in death by a sister and his parents.

No funeral service information was available.

Benjamin Anthony Lauricella

Benjamin Anthony Lauricella, who served aboard the USS Cogswell DD-651, died on November 11, 2022 – Veteran’s Day, at the Home of the Good Shepherd in Malta, New York. He was 89.

A native of Manhattan Ben was born on July 3, 1933.

Ben joined the Navy in 1951 and served aboard the Cogswell from 1952-55. During his service he made an around-the-world cruise and enjoyed telling his family about his experience of becoming a shell-back. He was a Korean War veteran. He was a CS3 when he left the Cogswell.

Ben spoke fluent Italian, his parents came from Sicily, and after he returned home he pursued a career as a hairdresser.

In 1956, Ben met Kathi, his beloved wife for more than 50 years in hairdressing school. They graduated, married and were soon working at his step-father’s business, Rivoli’s Beauty Salon. Ben worked as a hairdresser for 20 years.

In 1975, Ben and Kathi built a new home and moved the family to Saratoga Springs in 1976.

After retiring from hair dressing, Ben became a school bus driver for the Saratoga Springs City School District. He drove for the district for 25 years.

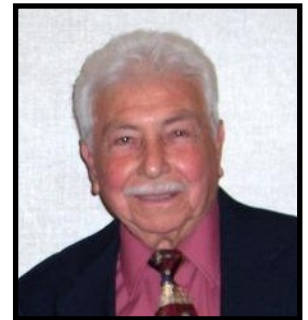
His son said his father’s bus was known as “The Happy Bus” and that he was loved by students and staff.

During the summer Ben worked as a Pinkerton guard at the Saratoga Race Track for 10 years, leaving that job to sell tip sheets in the mid-1980s.

“He did that happily every summer for the next 32 years,” his son said. One of his sons worked with him for 10 of those years. “He was the greeter and had many loyal customers every year,” his son said.

Ben and his wife had a summer cabin on Hunt Lake and spent every summer there for 15 years.

“They loved to fish and row their boat around the lake,” the son said. **(continued next page)**



Benjamin Lauricella



TAPS

(continued)



(Lauricella obit continued from previous page) After his wife Kathi died in 2013, Ben worked a few more years at the racetrack before retiring. In late 2021 he decided to move from his home into the Home of the Good Shepherd.

Survivors include his son, Dan Lauricella, daughter, Daneen; and four grandchildren.

Ben had a private memorial with burial at the Gerald B.H. Solomon Saratoga National Cemetery.

Alfonso "Tony" Emmolo, Ben's friend and shipmate, said his passing is a huge loss. Ben and Al attended Cogswell reunions together.

"I miss my visit with him every summer," Tony said. "Benny was a Bronxite along with one other (Aldo Miniaci). I was a fellow New Yorker with a boyhood friend aboard (Pat Cerrato) -all deceased I must add.

"I voluntarily transferred from Naval Air Station, Norfolk, Va. to the Cogswell moored in Newport, R.I. .My friend in good time introduced me to the guys from N.Y.

"Benny was the cook aboard ship and I was the Mailman. I would describe Benny as a happy go lucky person with a ready smile. We spent hours talking about our families (Italian) and the Bronx. I bragged about Long Island.

"One day my Italian mother sent me a "CARE PACKAGE" filled with Italian food. Pasta, pasta sauce, pepperoni, anchovies, provolone, etc.

"We all met one night in the kitchen and cooked us a meal. Just the 5 of us. Benny never forgot that and even remembered it when we met 60 odd years later. Being a good cook he appreciated my Mom's cooking. He was the cook and I was the mailman so we took care of each other. He didn't wait in line and I got the best part of the cow to eat.

"I ran across his name on the Cogswell web-site and called him up. You would think he won the lottery when he heard my voice. So from then on we got together every August where he lived in Saratoga Springs, NY. for the next 12 years."

Wallace Matthews (late obit)

Wallace Lee Matthews, who served aboard the USS Cogswell DD-651 as an SK2, died October 14, 2020 as a result of a traffic accident in North Carolina. He was 84.

Wallace had attended a number of Cogswell reunions. When he retired from the Navy he was a Chief. Born in Safe, Missouri he last lived in Okeechobee, Florida.

He was a member of the Veterans of Foreign Wars, the American Legion and the Fraternal Order of Eagles.

Survivors include three children, Michael, John and Patricia; two sisters, four grandchildren and five great grandchildren. He was preceded in death by his first wife Jouellorene Janice and his second wife, Wilma Lanyon.

Military honors were rendered at his funeral at Centertown Cemetery in Centertown, Missouri on Oct. 19, 2020.



Wallace Matthews

*May the road rise up to meet you, may the wind ever be at your back,
May you find old friends waiting to greet you, there on the outside track.
We're gathered together old times to remember, 'tis but for ourselves we would grieve,
So we'll sing you a chorus and bid you farewell - fair winds and a following sea.
We'll sing of 'The Leaf' and 'The Parting Glass', we'll raise up our voices in song,
No sadness today for the one who has passed, celebrate with a voice glad and strong.
A catch in the throat, a tear in the eye, but no funeral dirge will this be,
We'll roar 'Auld Lang Syne' as a victory song - fair winds and a following sea.
And those of us left here will miss a true friend, who shared with us good times and bad,
Raising a glass to your memory we'll say: "We've known you - why should we be sad?"
We honour a life that was lived to the full, we honour a spirit, now free.
You'll long be remembered, whenever we say: "Fair winds and a following sea!"
You'll long be remembered, whenever we say: "Fair winds and a following sea!"
—Tom Lewis*



Typhoon Cobra—The Worst Natural Disaster in U.S. Navy History

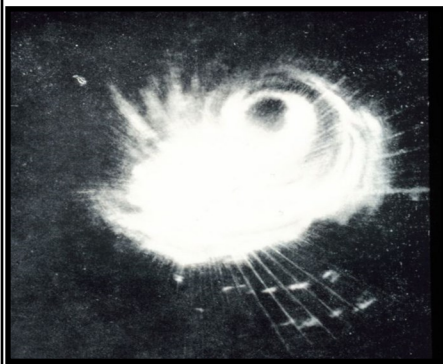
(Editor's note: The USS Cogswell DD-651 was one of many ships caught in a powerful Pacific Typhoon in December 1944. The Cogswell rescued one of the survivors of one of the three destroyers sunk during the storm. Officially the storm was named Typhoon Cobra, but it has also been called "Halsey's Typhoon")

The following article is reprinted with permission by:

Naval History and Heritage Command (NHHC) Director Samuel J. Cox, U.S. Navy rear admiral (retired).



Rear Admiral Sam Cox (retired)



Storm captured by a Navy ship's radar. This storm was the second tropical storm to ever be observed on radar.

On 18 December 1944, elements of Admiral William Halsey's Third Fleet plowed into a powerful Pacific Typhoon east of the Philippines. By the time the tropical cyclone passed, three U.S. destroyers had been sunk, *Spence* (DD-512), *Hull* (DD-350) and *Monaghan* (DD-354) with 775 of their crewmen lost and only 91 rescued. The light carrier *Monterey* (CVL-26) suffered a serious fire during the storm, losing three crewmen and 18 aircraft.

Total casualties across the entire force, including the three destroyers, included 790 killed and 146 planes smashed, washed overboard, or jettisoned. Twenty-seven ships were damaged, eleven requiring major repairs, including *Monterey*.

Following the Battle of Leyte Gulf on 24–25 October, the Third Fleet Fast Carrier Task Force (TF-38) was essentially tied down providing air cover to Leyte as the U.S. Army Air Force was unable to get onto airfields on Leyte and provide their own air-cover to troops ashore, primarily due to abysmal weather that rendered all but the airfield at Tacloban unusable due to mud. (Tacloban had very limited capacity even under ordinary circumstances.)

As a result, rather than roaming the Western Pacific, Halsey's carriers were subject to increasing Japanese kamikaze attacks while tied down off the eastern Philippines.

(Actually, more U.S. ships would be sunk, put out of action, or damaged, and with more casualties in the two months it took the Army to secure Leyte, than during [The Battle of Leyte Gulf](#) itself.)

Nevertheless, TF-38 stood in there and kept pounding Japanese airfields with airstrikes and fighter sweeps throughout the Philippines but especially on the main island of Luzon, which MacArthur had originally slated for invasion in mid-December. Halsey's carriers were conducting operations in support of this planned invasion (which would be postponed until January 1945, but that was not known yet) when the weather began seriously to deteriorate on 16 December, gravely impacting at-sea refueling operations. Many of Halsey's ships were low on fuel due to the continuous high-tempo combat operations

The Battle of Leyte Gulf

As of 17 December 1944, TF-38 consisted of seven *Essex*-class fleet carriers, six *Independence*-class light carriers, eight battleships, four heavy cruisers, eleven light cruisers and about 50 destroyers. TF-38 was joining with the Third Fleet refueling group that consisted of twelve fleet oilers, three fleet tugs, five destroyers, ten destroyer escorts, and five escort carriers with replacement planes.

With the technology of the time, there was little capability to track typhoons, and avoiding them depended greatly on the "Seaman's Weather Eye." The problem with this typhoon was that although it was very powerful, it was very compact and not very big, so warning signs were not apparent until the typhoon was very close, much closer than expected. Initially, as the weather rapidly deteriorated on 17 December, there were no signs that a typhoon was approaching, and the weather forecasters on the Third Fleet staff and on the carriers repeatedly misdiagnosed the situation. As seas built on the morning of the 17th, refueling became increasingly hazardous, with cases of parted hoses and lines and several near-collisions. *(Continued Page 13)*



Light aircraft carrier USS *Langley* (CVL-27) rolling heavily during Typhoon Cobra, 18 December 1944. A battleship is steaming behind the carrier.

(Typhoon, continued from Page 12) At 1251, Halsey gave orders to delay fueling. Halsey also gave orders for ships that had not been able to refuel to ballast down with salt water. However, several ships delayed too long in doing so in hopes that they would be able to take fuel as soon as the seas subsided. Vice Admiral John McCain, Commander of CTF-38, followed Halsey's order, except for those orders pertaining to the destroyers *Spence*, *Hickox* (DD-673) and *Maddox* (DD-731) which were so low on fuel (10–15%) that they might not make it 24 hours.

The *Spence* and *Hickox* were ordered to remain with the oilers and grab fuel if the seas allowed. As a result, the three destroyers delayed ballasting down, in the case of *Spence* too long, which would prove fatal.

Several attempts by Halsey to maneuver the fleet to areas more conducive to refueling put parts of the fleet directly in the path of the storm, unfortunately. For a time, the fleet was on the same course as the storm but slightly ahead and faster, which gave a misleading impression that conditions were slowly improving. It wasn't until about 0400 on the 18th that it became apparent that the fleet had stumbled into a very serious weather condition. It wasn't until about 1000 that the barometer started falling precipitously in a manner indicative of an approaching typhoon and not just a bad weather front. By 1400 the wind reached hurricane strength, and several of the carriers were so close that they could see the eye of the typhoon on radar.

In the end, a number of ships ultimately wound up in the most dangerous quadrant, with some passing right through the eye on 18 December. Halsey's biggest mistake was waiting too long to give individual ships the okay to break out of formation to ride out the storm independently, giving the order only at 1149 (although some commanding officers were already doing so on their own initiative). Others who tried too long to stay in formation caused their ships to take an even worse beating than necessary. At 1314, Halsey issued a typhoon warning, the first official traffic referencing a typhoon. By this time, three of Halsey's destroyers had already gone down, and others were fighting to survive.

The poor sea-keeping qualities of the *Independence*-class light carriers (which had been hastily designed and built on light cruiser hulls) became readily apparent by 0900 on 18 December. All were rolling severely. *Langley* (CVL-27) rolled 70-degrees at one point. Seven planes on *Cowpens* (CVL-25) were washed overboard and one plane that broke loose started a fire that was quickly extinguished. On *San Jacinto* (CVL-30), a fighter plane broke loose on the hangar deck and smashed seven other aircraft. By contrast, the escort carriers, with their hull design based on merchant ships, actually fared better than the light carriers, suffering less damage, although about 90 of the replacement aircraft were lost.

The light carrier *Monterey* (CVL-26) fared the worst, as a plane broke free on the hangar deck and smashed into a bulkhead at 0911, starting a serious fire, that was put out only after three sailors were killed and many more injured, with 18 planes destroyed by fire or washed overboard and another 16 planes seriously damaged as they careened about the hangar bay during severe rolls, exacerbated by the fact that *Monterey* also lost steerageway when the boiler rooms were evacuated shortly after the fire started.

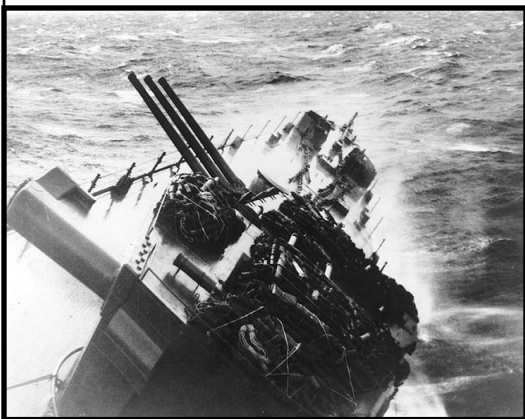
Of note, future President Lieutenant Gerald R. Ford was serving as the General Quarters Officer of the Deck. With Captain Stuart H. Ingersoll on the bridge, Ford was ordered to go down to the hangar deck and report on the fire, noting later that he was nearly washed overboard while planes were smashing into each other. Fortunately, the crew got the fire and the planes under control along with steerage, and *Monterey* weathered the typhoon, although she required repairs at Bremerton until April 1945.

Spence (DD-512) was a new *Fletcher*-class destroyer, much more stable than the older *Farragut*-class, but she was in trouble even before the typhoon hit, with her fuel state down to 15%, which meant she had less than 24 hours' steaming time at eight knots. After unsuccessfully attempting to refuel from battleship *New Jersey* (BB-62) on the 17th, she was then ordered to accompany the oiler group to refuel at the first chance, which never came. Her skipper began water-ballasting too late and she began rolling heavily to port. Water entered through the ventilators and short-circuited the distribution board. Then the rudder jammed hard right. At 1110, *Spence* took a deep roll to port, recovered, and then took another one from which she did not recover, going down with 317 of her crew (23 survived), the first destroyer to sink in the typhoon.

By 1100 the destroyer *Hull* (DD-350), commanded by Lieutenant Commander J.A. Marks, was in serious trouble. **(Continued on Page 14)**



The U.S. escort carrier USS *Anzio* (CVE-57) rolling heavily while trying to maintain course and speed during a typhoon east of the Philippines, 17 December 1944. Note the casual attitude of the deck crew. A Grumman TBF (or TBM) *Avenger* is visible on the left, a Grumman F4F (or FM) *Wildcat* is tied to far end of the deck.



USS *Santa Fe* (CL-60) rolling about 35 degrees to starboard as she rides out a typhoon encountered in the South China Sea, probably on 18-19 December 1944. Note that her forward 6"47 gun turret is trained to one side to avoid shipping water through its gun ports. The photograph was released for publication on 26 July 1945.

(Continued from Page 13) Marks was responsible for screening a group of four oilers and maintained station for too long. *Hull* was at 70% fuel state and had not taken on saltwater ballast in the tanks. (The Court of Inquiry determined that standard procedures at the time did not require re-ballasting with that much fuel on board, but the failure to do so nonetheless contributed to her loss. Although regulations didn't require it, re-ballasting was a lesson from an earlier typhoon that had not been learned.)

In addition, as an older *Farragut*-class destroyer, *Hull* had over 500 tons of extra weapons and equipment added, making her top heavy. By 1100 the wind had reached 100 knots, and *Hull* was rolling 50 degrees, which just before noon reached 70 degrees. She survived several such rolls before a gust of wind estimated at 110 knots pinned her on her beam ends, and water poured down her funnels and into the pilothouse and she capsized and sank a few minutes after noon with 202 of her crew (62 survived.)

The *Farragut*-class destroyer *Dewey* (DD-349) almost met the same fate as *Hull*, but was saved by the prompt jettisoning of topside weights, re-ballasting with salt water, and the loss of her funnel, which reduced sail area, along with a lot of bailing and pumping. *Farragut*-class *Aylwin* (DD-355) also barely survived as she passed very close to the eye wall. By 1100, *Aylwin* had lost her engines and steering control, rolled 70 degrees to port and stayed there for 20 minutes. Regaining steering control intermittently, Lieutenant Commander W. K. Rogers, through some incredible ship handling was able to hold her up, but temperatures in the engine rooms reached 180 degrees as the blowers failed and the engine rooms had to be evacuated.

The ship's engineering officer, Lieutenant E. R. Rendahl and Machinist's Mate T. Sarenski remained at their posts despite the intense heat in order to protect the electrical circuits. When they too finally evacuated, they had to take off their life jackets to fit through the escape hatch to the deck, where they collapsed due to the temperature change and were washed overboard. Somehow, *Aylwin* managed to survive despite serious flooding.



USS Maddox DD-731 Allen M. Sumner class destroyer in trouble as the typhoon overtakes the Third Fleet

Farragut-class destroyer *Monaghan* (DD-354) was not so lucky as *Dewey* and *Aylwin*. Her fuel tanks were 76 percent full, and although she attempted to ballast down, with great difficulty as valves stuck, it was too late. At 1130, *Monaghan* lost electric power and the steering engine failed. After several very heavy rolls she foundered just before noon along with 256 of her crew (only six survived). *Monaghan* had 12 battle stars, having sunk a Japanese midget submarine inside Pearl Harbor during the air attack, served at Midway, performed valiantly in the Battle of the Komandorski Islands, drove the Japanese submarine I-7 onto the rocks in the Aleutians and fought in other battles, but she was defeated by a storm.

By the time the typhoon moved through, numerous ships had been damaged. Those that required major repair included *Anzio* (CVE-57), *Cape Esperance* (CVE-88), *Baltimore* (CA-68), *Miami* (CL-89), *Dewey* (DD-349), *Aylwin* (DD-355), *Buchanan* (DD-484), *Dyson* (DD-572), *Hickox* (DD-673), *Benham* (DD-796), *Donaldson* (DE-44), and *Melvin R. Newman* (DE-416.) Other ships damaged included four light carriers, three escort carriers, one battleship, one destroyer, two destroyer escorts, and an oiler.

A hero of the Typhoon was the destroyer escort *Tabberer* (DE-418), which had her foremast and radio antennas washed away, and was taking 60 degree rolls. As evening approached on the 18th, *Tabberer* encountered and rescued a survivor of *Hull*. At that point her commanding officer, Lieutenant Commander Henry L. Plage, commenced a box search, despite her own serious state. Over the next 51 hours, Plage didn't receive (or ignored) repeated orders from Admiral Halsey for all ships to regroup at Ulithi. (Halsey did not learn that any of his ships had been sunk until 0225 on 19 December.)

During this period, *Tabberer* rescued 55 survivors (41 from *Hull* and 14 from *Spence*) before being relieved by two destroyer escorts. *Tabberer* rescued ten of the *Hull* survivors at night. Many were rescued by *Hull* swimmers, who went over overboard with lines tied, in order to bring the survivors to nets and life rings on *Tabberer's* side, while other crewmen used rifle fire to drive away sharks. Lieutenant Commander Plage was awarded a Legion of Merit and *Tabberer* a Navy Unit Commendation (the first ever awarded, although others were awarded retroactively for earlier actions). The destroyer *Brown* (DD-546) rescued the six survivors from *Monaghan* and 13 survivors of *Hull*. All told, 93 crewmen who had been washed overboard or survived the sinking of their ships were rescued.

A Court of Inquiry subsequently convened at Ulithi on 26 December 1944 aboard the destroyer tender *Cascade* (AD-16), with Admiral Chester A. Nimitz in attendance and presided by Vice Admiral John Hoover. The Court of Inquiry placed responsibility for losses and storm damage on Admiral Halsey but ascribed no negligence, stating that Halsey's mistakes "were errors in judgment committed under stress of war operations and stemming from a commendable desire to meet military requirements." In retrospect, Halsey should not have attempted any refueling operations on the morning of 18 December, but that would have required him to know where the center of the typhoon was before he did. **(Continued on Page 15)**



An oil tanker trying without success to move into refueling position

(Continued from Page 14) The Court of Inquiry also determined that the commanding officers of *Hull*, *Monaghan*, and *Spence* maneuvered too long in an attempt to keep station, which “prevented them from concentrating early enough on saving their ships.” In the opinion of Rear Admiral Samuel Eliot Morison, it was “too much to expect of junior destroyer skippers—classes of 1937 and 1938, Naval Academy—to have pitted their brief experience against the lack of typhoon warnings and their own want of fuel.”

However, in the words of Fleet Admiral Nimitz, “The time for taking all measures for a ship’s safety is while still able to do so. Nothing is more dangerous than for a seaman to be grudging in taking precautions lest they turn out to have been unnecessary. Safety at sea for a thousand years has depended on exactly the opposite philosophy.”

Sources are: *History of United States Naval Operations in World War II*, Vol. 13: *The Liberation of the Philippines*, by Samuel Eliot Morison; and the *Dictionary of American Fighting Ships* (DANFS).



Carrier takes a roll

2023 Reunion Speaker Blaine Kortemeyer

Banquet talk to focus on Mount Rushmore basics

Our reunion speaker for the USS Cogswell DD-651 reunion in Rapid City, South Dakota this October has a very close connection to one of our tour stops – Mount Rushmore.

Blaine Kortemeyer is not just the Assistant Chief of Interpretation and Education at Mount Rushmore National Memorial but is a member of the “Rope Team” that actually works over the edge of the mountain to keep track on granite cracks in the massive sculpture and works to maintain the memorial for the ages.

In an article published in September 2021 by the South Dakota Public Broadcasting system, Kortemeyer was extensively featured for his work on the face of the monument. The following is from that article by Arielle Zionts.

“It’s hard to describe” being up there, team member Blaine Kortemeyer said as he looked up at the mountain he just came down from.

“One of my favorite places is across Jefferson,” said Kortemeyer, who is also the acting chief of interpretation. “His gaze is actually four-degrees higher than the other three because of cracks during the carving era that (sculptor Gutzon) Borglum and workers had to adjust to. So putting the ropes right through Jefferson’s part and hopping off the forehead across into the front of the eyes is pretty cool. I’ve only backed out on the nose once, it’s kind of scary.”

Kortemeyer, who’s six-feet tall, said he could stand on Jefferson’s bottom eyelid and reach up to touch his eyebrow.

The group trains year-round but not on the monument itself. So the climbers spent a day training on the granite before taking a second day to calibrate all of the sensors.

The top of the mountain — called Tunkasila Sakpe Paha, or Six Grandfathers in Lakota — is not flat. So as they walk toward the edge, team members wear helmets and full-body harnesses with ropes and carabiners connected to a safety line.

Team members then connect two ropes to anchors before rappelling down the face of the monument.

They use descenders and ascenders to navigate up and down the working rope, plus a device that automatically locks onto the safety line if it notices rapid movement.

Kortemeyer, who has been at Rushmore for 24 years has been in his current position since 2011 is planning a 30-minute presentation called “Rushmore 101,” for our banquet guests.



Blaine Kortemeyer checks his repelling equipment before working on the face of Mount Rushmore. Photo credit: Michael Zimny, South Dakota Public Broadcasting. Blaine will be our banquet speaker in October.

Last chance for memorabilia

Silent auction planned for remaining Cogswell items at reunion



Cogswell model

Sadly we are at the point of having to divest our Association of the remaining Cogswell memorabilia items that are still in our collection. The USS Kidd DD-661 is the recipient of many of our unique historical items, such as the commissioning pennant, photos, flags, etc.

With the approval of the attendees at our Orlando, Florida reunion it was decided that the Kidd museum was the most appropriate anchoring place for our

treasured items. Because the Kidd Museum is an actively supported museum ship it also presents an opportunity for us to visit both her and our stuff. Here is the description of the ship from their website.

The USS Kidd was named for Medal of Honor recipient Isaac C. Kidd Sr., who was killed aboard his flagship USS Arizona during the Japanese attack on Pearl Harbor. She is one of only four Fletcher-class destroyers still preserved as museums and the only known destroyer preserved in her World War II configuration.

USS Kidd is recognized as one of the most authentically restored vessels in the world by the Historic Naval Ships Association, an organization whose fleet spans several nations scattered across five continents. The attached Veterans Museum displays a variety of artifacts that celebrate veteran and naval military history, with displays and interesting artifacts for all generations.

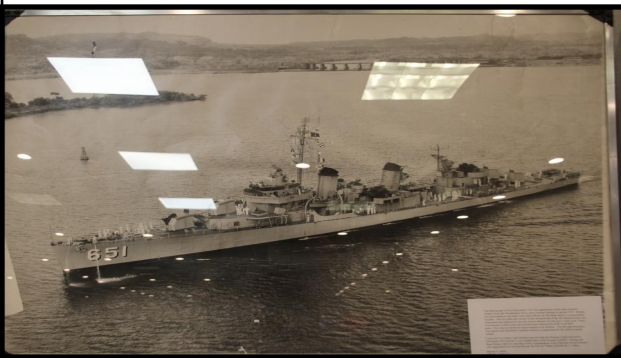
There are a few items still left in the collection, including the large photo books that are a complete historical record of the Cogswell during the 27 years she was in service. Those items (some pictured here) will be offered to reunion attendees through a silent auction in Rapid City, South Dakota in October.

A silent auction bidding number will be issued to attendees on arrival and they will have until noon on Thursday to bid and bid again if necessary to win the items.

If you want to know how a silent auction works go to this address: <https://kindful.com/nonprofit-glossary/silent-auction/>



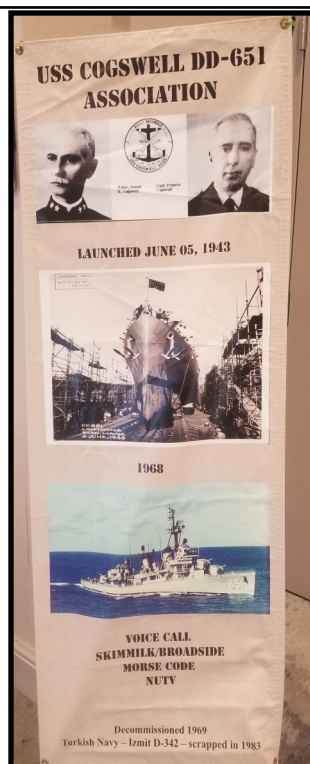
Gift to Cogswell commander from Turkish Navy commander



Cogswell photo



Large photo books



Left: Reunion welcome banner.

(Continued from Page 1) Most of his service was on the East Coast during the war serving aboard the Charger, which was a ship dedicated to training Navy pilots and carrier crews in the Chesapeake Bay area. John Jr. said his father talked a little about his Navy service and remembered a trip to Guantanamo Bay. A search of historical records show that was likely aboard the Charger.

In an interview with John's son, John III, he recalled that his father said that immediately after fulfilling graduation requirements for high school, he left even before the graduation ceremony to join the Navy in May 1944.

John told his son that he was assigned to the deck division, but when it was discovered he could type he was transferred to being a storekeeper. The change from working in the deck division to the storekeeper's office was a welcome one, his son said.

A native and long-time resident of Old Forge, Pennsylvania (near Scranton in northeastern Pennsylvania) he resettled there after his service. For a time, he helped his father in the mines, but then became a plaster man working in Pennsylvania and New York on residential and business projects, eventually starting his own business.



John's Navy WWII Navy pic

When the plaster business started to fade, he transitioned into the dry wall business and eventually did concrete and aluminum siding installation. In the 1970s he started a sports card collectibles business that he continues to work at to this very day. The business expanded to include specialty cards related to movies, Civil War and other non-sports card collectibles. In the last few years, John and his wife Irene moved from Pennsylvania to Myrtle Beach to be near family. At the Del Webb community where they live, John is an skilled Bocce ball player and plays on the Grand Dunes Bocce Club. His son, John III is a member of the four-member team which boasts being the oldest team in combined years in the club. They recently won the overall championship.

"Dad was very smart and diversified," John III said. "He was always involved in our lives, cub scout leader, coach and always active in the church."

In an article for the Del Webb community John was quoted as saying this about his Navy service.

"Every day I wear my US Navy hat as it reminds me how proud I am to have served my country," he said.

John was married to his wife Irene for 72 years until she died last June. In addition to John Jr., he had a daughter, Carolyn and a son Dave in Goodyear, Arizona. The couple have three grandchildren.



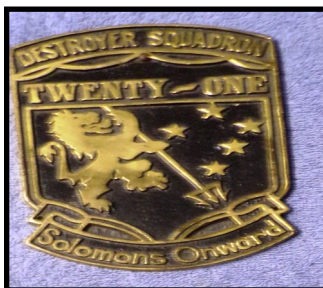
John Pritchyk (3rd from left) and his son (far right) are part of the championship Grand Dunes Bocce Club team. (Note: John's hat)

Here are the final results of the silent auction held last fall for part of the USS Cogswell DD-651 historical collection.

Cruise Books:



- 1952-3 (1) (Don Tennant \$25)
- 1960-61 (2) (Frank CIRINCIONI)
- 1962 (1) (No bids)
- 1966-67 (2) (Russ Mills \$50) (Jim Smith \$60)
- 1968 (2) (Tim Lewis and Russ Mills \$50)



Mack Stringfield \$145



Mack Stringfield \$112

Rapid City South Dakota
Tuesday Oct. 17—Thursday Oct. 19, 2023
Best Western Ramkota Hotel
2111 N LaCross Street, Rapid City, SD 57701

We have booked both traditional double queen, three accessible king roll-in and two accessible king walk-in rooms. The group rate is \$81 per night. In addition;

- Group rate honored 3 days pre/post blocked dates.
- Room rates are subject to 9.0% tax and \$2.00 City Occupancy tax (or current rates)
- Daily check-in time is after 4:00 pm and check-out time is 11:00 am
- All rates are based on 1-4 person occupancy in each room
- Individual room cancellations may be made until 4:00 pm one day prior to check-in without incurring a cancellation charge.
- All reservations will be guaranteed for late arrival to the individual.
- Any 'No Shows' will be billed to the individual's method of guarantee.

COVID 19

We have modified our cleaning practices in response to the recent COVID-19 outbreak. While we've taken a number of precautions to prevent the spread of illnesses, viruses, and bacteria, we cannot guarantee that you or your guests won't be exposed. As such, we cannot accept liability for the transmission of any illness, virus or bacteria.

RESERVATION METHOD:

Individuals must call the Best Western Ramkota at (605) 343-8550 to reserve a guest room prior to Sunday, September 15 2023. Guests must specify they are with USS Cogswell DD-651 to receive the special group rate.


Complimentary airport shuttle services provided by Rapid Shuttle (located outside baggage claim at Rapid City Regional Airport) Attendees must specify "Best Western Ramkota" to receive complimentary shuttle.

Area Shuttle: At this time, hotel will not guarantee local shuttle service due to staffing. Hotel will accept requests for shuttle 14 days prior to shuttle desired date in an attempt to staff a shuttle driver for specific time periods/events.



























TOUR INFORMATION




*We will be visiting the Mount Rushmore National Memorial, Crazy Horse Memorial, and a drive through Custer State Park's Wildlife Loop. There will be stops for photo taking, lunch, and potty breaks! We can bring our own lunch and drinks (beer included) or if desired eat when we reach Custer. This is a school bus so plan accordingly. Route highlighted in **ORANGE***




- 
- 0900 Pickup at hotel
- 
- 0940 Arrive Mt. Rushmore (1 hour visit)
- 1040 Depart Mt Rushmore heading to Crazy Horse
- 
- 1110 Arrive Crazy Horse (1 hour visit)
- 1210 Leave Crazy Horse heading to Custer
- 
- 1220 Arrive Custer for lunch (1.5 hours)
- 1350 Leave Custer on the Wildlife Loop
- 
- 1445 Stop at Wildlife Station Visitor Center (20 minute visit)
- 1505 Leave Wildlife Station Visitor Center for
Custer State Visitor Center
- 
- 1530 Arrive Custer State Park Visitor Center (20 minute visit)
- 
- 1550 Depart for Hotel
- 
- 1635 Arrive Hotel
- 
- 
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Buffet Dinner Menu




House salad with three dressings




Roast Turkey with cranberry stuffing and pan gravy











Burgundy Beef Tips with mushroom & onion demi-glace







Mashed potatoes and gravy






Seasonal vegetables



Served with fresh rolls, and carafes of coffee at tables



Assorted layer cake desserts



Cash Bar



RAPID CITY SD REUNION PLAN OF THE DAY

(Subject to change)

Tuesday, October 17, 2023

- 0930 USS COGSWELL DD-651 ASSOCIATION registration begins in hospitality room
- 0930 Raffle tickets on sale and continues throughout the day
- 1400 Snack service begins in hospitality room, snack mix, soft drinks, coffee & tea, beer & wine)
- 1700 Reunion welcome gathering with an enhanced food layout (sandwiches, fruit, veggies and chips) created by chef Alice Lincoln
- 1730 Remarks from our Association President Frank Wille, hotel management and visiting guests
- 1800 An overview of activities during the reunion including tour update
- 1815 (Approximate) Raffle drawing
- 1830 Reception continues and the sea stories begin

Wednesday, October 18, 2023

- 0730 Continental breakfast served in hospitality room or full breakfast can be purchased in restaurant
- 0900 Tour bus leaves near the lobby
- 1635 Tour bus returns from trip
- 1635 Hospitality room open for sea stories
- 1700 Restaurant & Lounge open for dinner on your own

Thursday, October 19, 2023

- 0730 Continental breakfast served in hospitality room or full breakfast can be purchased in restaurant
- 0900 Cogswell Association business meeting and election of new committee members in the hospitality room
- 1000 Time approximate—day on your own
- 1200 Ship's store and memorabilia room (Lincoln room) closes.
- 1700 Photo shoot begins in designated area—TBD (all hands on deck, purchase of photo book optional)
- 1715 Banquet room opens—full cash bar available. (No Cogswell refreshments available)
- 1745 Banquet program begins with announcements
- 1800 Invocation and Necrology
- 1815 Food service
- 1900 Guest speaker / Entertainment (TBD)
- 2000 Benediction
- 2015 Hospitality room open for more sea stories

Friday, October 20, 2023

- 0800 Final farewells in the lobby or restaurant as the USS COGSWELL DD-651 ASSOCIATION reunion is closed and we look forward to our next reunion in the Central Time Zone

Tin Can Sailors - A group worth joining

For those who love destroyers (and who wouldn't?) The National Association of Destroyer Veterans is a group you should consider joining. They publish a great quarterly newsletter and offer announcements of coming events of interest to anyone who has served aboard a destroyer. TCS supports museum ships across the country and membership offers free or discount admission to most of them. Field days offer a chance to work on a museum ship and Bull Sessions offer one-day opportunities to meet with other tin can sailors. To join call (800) 223-5535.

A membership also comes with free or reduced admission to many of the museum ships that are supported by donations from the Association.

To find coming events such as TCS reunions or Bull Sessions, go to destroyers.org or For more information on any event, see The Tin Can Sailor newspaper or call the office at (508) 677-0515.



Tell us your stories

Just a reminder that this is your newsletter. If it is going to be of interest to you we need to hear from you about what you want to read and hear about. Many of you have been very helpful, but others have been silent. We realize that you may be silent because you are happy or satisfied with the direction and content of the newsletter. If not, please let us know what you would like to read and hear. We all share a common experience, but within that common experience are many, many different stories, please don't keep yours a secret. Even if you don't think you are a writer, let us help you put your story together. Easiest way to do that is to contact Jim Smith at jlsmidiaservices@gmail.com or on his cellphone (810) 338-3015 and tell him your stories.

Check out the Cogswell website

If you haven't checked out the USS Cogswell DD-651 Association website do yourself a favor and try it out.

usscogswell.com

George Overman did the association proud with his design of the new website. There are many new features including photos and videos.

You can also see the latest information on reunions and visit and read past newsletters there. Let us know what you think. (And thank George if you get a chance)

Where's Waldo? Forget that, where's George?

Our fearless Secretary and reunion organizer has been traveling the country and where he stops, no one knows. But you can bet if he's close to a Cogswell sailor, he'll make every effort to stop and say hello.



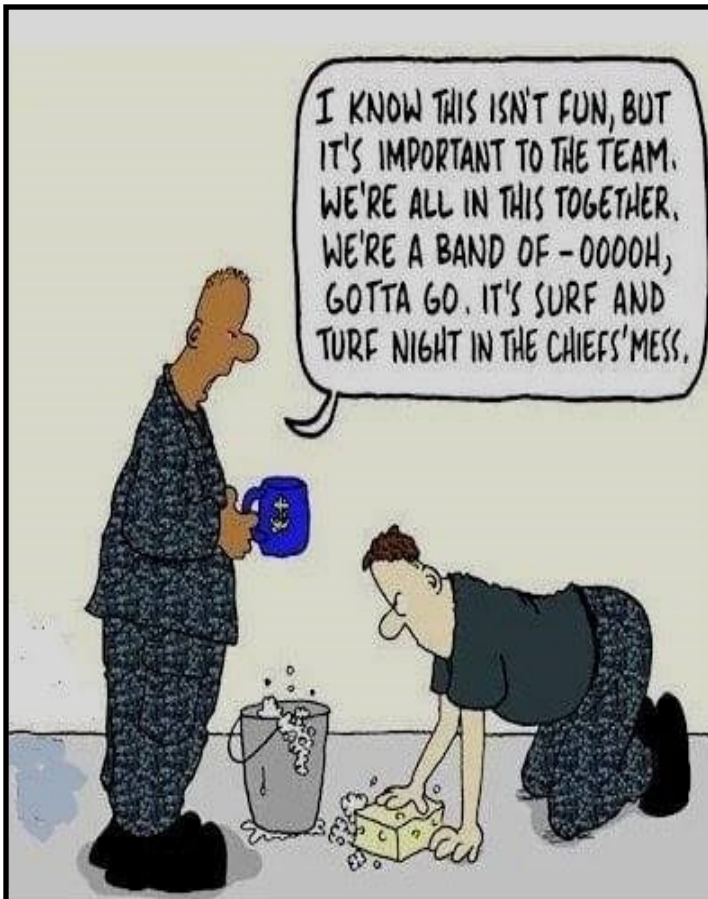
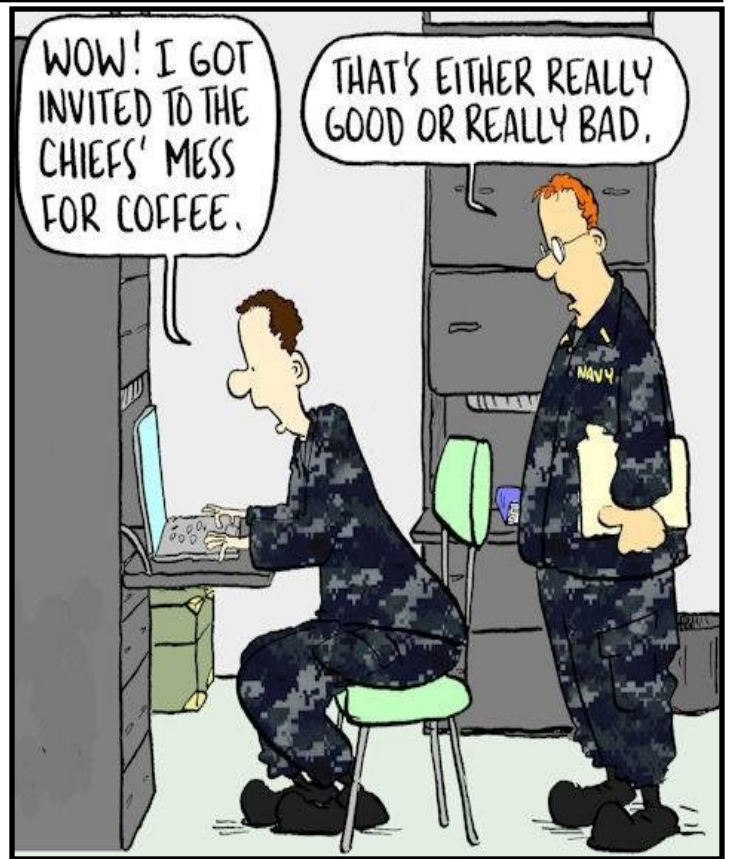
Goody and Doni Kimball and George Overman in Quartzite, Arizona.

On another subject (right) George was in Pahrump, Nevada and had a good day at the slots. Guess who is picking up the tab for the beer in Rapid City, South Dakota?

Well, probably not George.



Time for a laugh



USS Cogswell DD-651 Association

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Oceanside, CA 92058

Visit the website:

www.usscogswell.com

Email:

secretary@usscogswell.com

