

DOWNLOAD PDF THE CENTRAL PACIFIC AND THE TYPHOON OF DECEMBER 1944

Chapter 1 : USS Hull (DD -) - 2

Typhoons and Hurricanes: Pacific Typhoon, 18 December On 17 December , the ships of Task Force 38, seven fleet and six light carriers, eight battleships, 15 cruisers, and about 50 destroyers were operating about miles east of Luzon in the Philippine Sea.

You were all of 19 when the Lord called you into another service. Dad, thank you for giving me life and a proud lifetime memory. Monaghan was steering toward Leyte Bay on a rendezvous course with the Pacific Task Forces 38 and The Third Fleet was engaged in naval air strikes against Japanese forces in the Philippines. While the planes had been attacking central Luzon in support of the Mindoro invasion, the carriers and their destroyer protectors were in desperate need of fuel. She ran at flank speed during the operations and was riding high in the seas from lack of fuel. The photo above arrived, thanks to my sister Carolyn Carpenter, this summer The Commander in Chief, U. The rain blinds you. Well, instead of taking us out of the typhoon they took us back into it. The following is an official record of an account by Lt. Ford who served as the assistant navigator, Athletic Officer, and anti-aircraft battery officer on board Monterey. During the storm, Ford narrowly missed being a casualty himself. After Ford left his battle station on the bridge of the ship in the early morning of 18 December, the ship rolled twenty-five degrees which caused Ford to lose his footing and slide toward the edge of the deck. The two inch steel ridge around the edge of the carrier slowed him enough so he could roll and twisted into the catwalk below the deck. The six survivors, rescued by USS Brown after drifting on a raft 3 days, reported that Monaghan took roll after roll to starboard, finally going over. Of the 6 hands that survived the sinking, 3 perished after rescue. From accounts passed on by one of his shipmates, my dad and other Monaghan crew members remained in the water because some of the men were injured and bleeding. Their being in the life raft was their only hope and the area was known to be shark infested. Quietly, on the night of the second day, without notice in the darkness and the rough seas, Dad joined the watery grave of the Spence, Hull and Monaghan. Monaghan received 12 battle stars for World War II service. This entry was posted on December 17, at You can follow any responses to this entry through the RSS 2. You can leave a response , or trackback from your own site.

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Chapter 2 : Pacific typhoon season - Wikipedia

War is the worst but, a December typhoon in the western Pacific took + men and a few calendrierdelascience.comr knowledge and technology available at the time was not available to some.

The Leningrad diarist Tanya Savicheva dies of starvation at the age of 29. V-1s continue to have devastating effects in South-East England in terms of material destruction and losses of life. Minsk in Belarus is liberated by Soviet forces. The Allies find themselves in the "battle of the hedgerows", as they are stymied by the agricultural hedges in Western France which intelligence had not properly evaluated. Siena, Italy falls to Algerian troops of the French forces. Largest Banzai charge of the war: Soviet troops enter Vilnius, Lithuania. After heavy resistance Caen, France is liberated by the British troops on the left flank of the Allied advance. Saipan is declared secure, the Japanese having lost over 30,000 troops; in the last stages numerous civilians commit suicide with the encouragement of Japanese military. Japanese are still resisting on New Guinea. Tokyo is bombed for the first time since the Doolittle raid of April. President Roosevelt announces that he will run for an unprecedented fourth term as U. S. President. The Soviets take Vilnius, Lithuania. Field Marshal Rommel is badly wounded when his car is strafed from the air in France. General Hideki Tojo resigns as chief minister of the Japanese government as the defeats of the Japanese military forces continue to mount. Emperor Hirohito asks General Kuniaki Koiso to form a new government. Loos, France is taken, and the Allied breakout from hedgerow country in Normandy begins. American forces take Leghorn Livorno, Italy far up the Italian boot. The July 20 Plot is carried out by Col. Claus von Stauffenberg in a failed attempt to assassinate Hitler. Hitler was visiting headquarters at Rastenburg, East Prussia. Reprisals follow against the plotters and their families, and even include Rommel. US Marines land on Guam. The Poles rise up against the Germans in the Lwow Uprising. Marines land on Tinian Island, last of the Marianas after Saipan and Guam; Tinian will eventually be a B base, and the base from which the atomic bombers departed. Operation Cobra is now in full swing: Loos in Normandy with American troops taking Coutances. The army detachment "Narwa" begins to retreat to the Tannenberg line. Majdanek Concentration Camp is liberated by Soviet forces, the first among many. The Soviet Union is now in control of several large cities in Poland, including Lublin. US bombers mistakenly bomb American troops near St. Battles on the Tannenberg Line. At the start of the battles there are 25 Estonian and 24 Dutch, Danish and Flemish infantry battalions on the German side at the Narva Front. The artillery forces, and the tank, engineer and other special units are composed mainly of Germans. The attack by the Soviet Armed Forces is stopped, tens of thousands of men are killed in both sides. A decisive day in the Battle of Narva, allowing the German army detachment "Narwa", including Estonian conscript formations to delay the Soviet Baltic Offensive for another one and a half months.

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Chapter 3 : Pacific Typhoon, 18 December

3: The Dekemvriana ("December events") begin in the Greek capital, Athens, between members of the leftist National Liberation Front and government forces, backed by the British. The clashes are limited to Athens however, and the rest of the country remains relatively tranquil.

She began her operations with the Pacific Fleet off San Diego, engaging in tactical exercises and training. During the summer of she cruised to Alaska and in April took part in fleet exercises in Hawaiian waters. She continued these operations until the outbreak of the war, moving to her new home port, Pearl Harbor , 12 October Pearl Harbor Edit The pattern of fleet problems, plane guard duty, and patrolling was interrupted 7 December when the Japanese attacked Pearl Harbor. Hull was sailed 7 December for Suva , Fiji Islands, to prepare for the amphibious assault on Guadalcanal. She departed 26 July for the Solomons and on the day of the landings, 7 August , screened cruisers during shore bombardment and then took up station as antisubmarine protection for the transports. Next day she helped repel bombing attacks, shooting down several planes. That evening she intentionally sank the transport George F. Elliott, burning beyond control. On 9 August the destroyer sank a small schooner off Guadalcanal, departing that evening for Espiritu Santo. During the next difficult weeks on Guadalcanal, Hull made three voyages with transports and warships in support of the troops, undergoing air attacks 9 and 14 September. Upon completion she moved to the Aleutian Islands, arriving Adak, Alaska 16 April, and began a series of training maneuvers with battleships and cruisers in the northern waters. As the Navy moved in to retake Attu in May, Hull continued her patrol duties, and during July and early August she took part in numerous bombardments of Kiska Island. The ship also took part in the landings on Kiska 15 August, only to find that the Japanese had evacuated. Hull bombarded Makin during this assault 20 November, and with the invasion well underway arrived in convoy at Pearl Harbor 7 December From there she returned to Oakland, California 21 December for amphibious exercises. She arrived 31 January off Kwajalein, screening transports in the reserve area, and through February carried out screening and patrol duties off Eniwetok and Majuro. Joining a battleship and carrier group, the ship moved to Mille Atoll 18 March, and took part in a devastating bombardment. Hull also took part in the bombardment of Wotje 22 March. The veteran ship next participated in the raid on Truk 29â€”30 April, after which she arrived Majuro 4 May Hull bombarded Saipan 13 June, covered minesweeping operations with gunfire, and patrolled during the initial landing 15 June. With help from American submarines, Mitscher succeeded in sinking two Japanese carriers in addition to inflicting fatal losses on the Japanese naval air arm during "The Great Marianas Turkey Shoot " 19 June, Hull assisting in several of these engagements. During July the destroyer operated with carrier groups off Guam, and after the assault 21 July patrolled off the island. In August she returned to Seattle, Washington, arriving on the 25th, and underwent repairs which kept her in the States until 23 October, when she anchored at Pearl Harbor. Hull joined a 3rd Fleet refueling group, departing 20 November to rendezvous with fast carrier striking forces in the Philippine Sea. Typhoon Cobra Edit Fueling operations with the fast carrier strike force in the Philippine Sea began 17 December, but increasingly heavy seas forced cancellation later that day. The fueling group became engulfed in an approaching typhoon next day, with barometers falling to very low levels and winds increasing above 90 knots. After the Hull was ordered to change course to degrees the wind increased to over knots. At about 18 December Hull became locked "in irons", in the trough of the mountainous sea. Unable to steer with the north wind on her port beam, yawing between 80 and degrees, the whaleboat and depth charges were swept off. As the roll increased to 70 degrees, she was pinned down by a gust as the sea flooded the pilothouse and poured down the stacks. All hands worked feverishly to maintain integrity and keep the ship afloat during the heavy rolls, but finally, in the words of her commander: I remained on the port wing of the bridge until the water flooded up to me, then I stepped off into the water as the ship rolled over on her way down". A later finding was that additional sea water ballast could have helped the ship recover from the degree roll. Reportedly some time before the ship

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became locked "in irons" the officers had debated whether to remove the commanding officer in order to turn to a safer course, but the Executive Officer refused to do so as there had never been a mutiny on a US Navy ship. This incident gave the novelist Herman Wouk the idea for the climax of his novel *The Caine Mutiny*, in which a captain is actually relieved of his duties by his officers in the course of Typhoon Cobra. The Executive officer, who went down with the ship, was the father of the rock journalist Greil Marcus.

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Chapter 4 : Extracts Relating to the Typhoon from Commander in Chief, Pacific Fleet Report

Pacific Typhoon, 18 December Typhoons and Hurricanes: The Effects of Cyclonic Winds on U.S. Naval Operations Information on Navy Policy & Federal Law Concerning Aircraft Wrecks.

Local and Regional Events: On one of the coldest mornings of the year, most places in South Dakota experienced low temperatures of less than 20 degrees below zero. Aberdeen dropped to 22 below zero, Highmore and Mobridge fell to 23 below zero; Britton fell to 24 below zero, and Summit bottomed out at 25 below. A powerful Alberta Clipper and a slow-moving deep Arctic high-pressure system brought widespread prolonged blizzard conditions to the entire region from the 16th to the 19th. The clipper dropped from 1 to 5 inches of snowfall on top of the already extensive snow cover of 1 to almost 4 feet. Across central and north central South Dakota, northerly winds increased to 25 to 40 mph with gusts to 55 mph late in the morning of the 16th. Temperatures also fell, and widespread blizzard conditions and dangerous wind chills of 40 to 70 below zero developed, prevailing through noon on the 18th. Across northeast South Dakota, conditions changed through late in the day of the 16th, with widespread blowing snow, falling temperatures, and dangerous wind chills. Widespread blizzard conditions developed on the morning of the 17th and continued into the evening of the 18th. Conditions changed throughout the afternoon of the 16th in west central Minnesota, with a full-fledged blizzard by the morning of the 17th. North winds of 30 to 40 mph gusting to 50 mph brought visibilities to near zero and caused heavy drifting, making travel difficult. Many people had to be rescued from their vehicles after getting stuck in massive snowdrifts or going into ditches because of low visibilities. Some people had to wait to be rescued for many hours, for some over a day. Due to the massive amount of blowing snow, widespread heavy drifting occurred across the entire area, blocking roads, making travel difficult, and leaving some people stranded to wait out the storm. Some snowdrifts from the storm were as high as 15 feet with a few houses almost buried. A Burlington Northern locomotive became stuck in a foot drift near Hazel and had to be dug out. Due to the weight of the snow, the roof of a hanger at the Gettysburg Airport collapsed on an airplane. All schools were let out early on the 16th with some schools not reopening until the 20th. Several school buses went into the ditch or got stuck in drifts and had to be pulled out. There were several accidents, most with minor injuries; however, one accident in Dewey County resulted in serious injury. Most of the roads, state highways and Interstate 90 were closed for a day or two until road crews could get to them. Interstate 29 also received heavy drifting, with parts of it closed for a while during the storm. Most snow plows had to be called back because they could not see the roads or the roads would be drifted over shortly after they were plowed. Some county snow removal budgets were already depleted or were close to being consumed. Emergency personnel and road crews were working extended hours to keep up with the storm. Rescue vehicles had a difficult time responding to emergencies. In one case, a lady from Mobridge had to be brought to Aberdeen. The mile trip took six hours. Also, a rural Westport man died because the rescue units could not get to him in time. Airports were closed or flights were canceled or delayed. Mail was delayed for some people up to several days with a massive backup of Christmas packages. Some government offices and many businesses were closed for several days. All sports and other activities were postponed or canceled. Farmers and ranchers had a difficult time getting feed to their livestock. Many cattle were loose and had to be found as they walked on snow drifts over fences. The storm also killed several animals and a countless number of pheasants with some buried in the snow. Several dairy producers had to dump thousands of pounds of milk because trucks could not get to them in time. Fortunately, there were only spotty power outages throughout the storm. For several hours on the night of the 16th in the extreme cold, people in Pierre were without power for several hours. A and Global Events for December 18th: The typhoon was first observed on December 17 as it surprised a fleet of ships in the open waters of the western Pacific Ocean. Sustained winds associated with the storm were up to mph with gusts to mph. On December 18, the small but violent typhoon hit the Task Force while many of the ships were attempting to refuel. Due to the extreme seas and winds, three destroyers

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capsized and went down with practically all hands, while a cruiser, five aircraft carriers, and three destroyers suffered serious damage. Approximately officers and men were lost or killed with another 80 injured. This storm inflicted more damage on the Navy than any storm since the hurricane at Apia, Samoa in 1929. In the aftermath of this deadly storm, the Pacific Fleet established new weather stations in the Caroline Islands and, as they were secured, Manila, Iwo Jima, and Okinawa. Also, new weather central offices for coordinating data were established at Guam and Leyte. This storm was the second tropical storm ever to be observed on radar East of Philippine Islands. A battleship is steaming behind the carrier. Navy the image is part of an album of photographs collected by Captain Carlos W.

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Chapter 5 : Typhoon Cobra Disaster | World War II Wiki | FANDOM powered by Wikia

Typhoon Cobra, also known as the Typhoon of or Halsey's Typhoon (named after Admiral William 'Bull' Halsey), was the United States Navy designation for a tropical cyclone that struck the United States Pacific Fleet in December during World War II.

In view of the fact that the ship was riding the seas satisfactorily at the time, and that I estimated that we would be fueled on short notice as soon as the heavy weather abated, I did not consider ballasting advisable. At a time I estimate roughly about 1000, the seas became mountainous, and the wind increased to hurricane proportions. Considerable damage was occurring as the sea grew worse. The motor whaleboat was smashed in at the bow, and finally was torn clear of the boat davits, falling into the sea. Several depth charges were torn loose from the K-guns and were lost overboard. All charges were set on safe, so no damage was done by them. The smokestacks were under terrific strain because of the wind. Up until shortly before the ship turned over, I was greatly concerned that either or both of the stacks might be torn off the ship. One of the pad eyes supporting the mast stay pulled out at the deck. Several of the metal covers on ammunition ready boxes were ripped completely off the boxes by the wind. The bridge structure was under such great strain that I was greatly concerned that the structure itself or a portion thereof might be torn off the ship. In endeavoring to alleviate the heavy rolling of the ship, I tried every possible combination of rudder and engines, with little avail. Then an attempt was made to turn away from the wind, and bring it as far on the port quarter as possible, but again the ship would not answer. At all times until the ship went over, the true wind was from approximately north, which was most of the time abaft the beam. Shortly before noon, steering control went out on the bridge, but was regained in the steering motor room in a few minutes. The engine telegraphs went out for awhile, but were also reported operating satisfactorily in a few minutes. At this time the ship took several deep rolls because of high velocity wind gusts. I estimated the rolls to have been about 70 degrees. At one time the Junior Officer of the Deck was catapulted from the port side of the pilot house completely through the air to the upper portion of the starboard side of the pilot house. She had rolled about 70 degrees and righted herself just as soon as the wind gust reduced a bit. Just at this point the wind velocity increased to an unbelievable high point which I estimated at 100 knots. The force of this wind laid the ship steadily over on her starboard side, and held her down in the water until the seas came flowing into the pilot house itself. The ship remained over on her side starboard at an angle of 80 degrees or more as the water flooded into her upper structures. I remained on the port wing of the bridge until the water flooded up to me, and I stepped off into the water as the ship rolled over on her way down. The suction effect of the hull was felt, but it was not very strong. Shortly after, I felt the concussion of the boilers exploding under water. The effect was not very strong, and caused me no ill effects. I concentrated my efforts thereafter to trying to keep alive in the mountainous seas which pounded us. Despite hard rudder and every possible engine combination, it was impossible to come back to the right. At 1000, the barometer read 29.5. With the sea broad on the port bow, the ship rolled heavily to starboard, and lubricating oil suction was lost. On almost every roll of 40 degrees or more, necessitating the engines to be stopped. It should be noted here that we had previously also tried to head further to the left, into the wind, but not only was this less satisfactory from the standpoint of pounding it was just as impossible to turn the ship to the left as it was to turn it right! Sometimes before this, when it became apparent that the wind and sea would be continually from the port side, Commander Destroyer Squadron One directed that the ship be heavily ballasted to port. This order, was carried out at once, and at maximum pumping rate all the port side fuel oil tanks. All hands were directed to remain inside, and all hands were further ordered to move to, and remain on, the port side of the ship. This required little urging most of them were already complying voluntarily! By 1030, the barometer read 29.0. At this time, several things occurred in rapid succession; steering control was lost from the bridge due to short circuiting of the switchboard in the steering motor room sea and spray leaked through the mushroom ventilator despite all efforts to make it watertight, and was shifted to hand

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steering, holding constant full right rudder; lube oil suction was again lost and all engines stopped; heavy seas leaked through engine race hatches which were dogged down as tightly as they would go , short circuiting the main switchboard, and causing loss, of light and power; pounding seas sprung 1 fireroom starboard hatch open, flooding the air lock and leaking water into the fireroom; seas entered through 2 main forced draft lower blower intake located on main deck forward starboard or gallons at a time, and the situation seemed to be going from bad to worse. Word had been passed to the steering motor room to form a bucket brigade and keep the water bailed out. Steam fire and bilge and main circulating pumps were reported pumping in the engine rooms and 1 fireroom, and apparently were well able to handle the inflow of ocean. Mouthpieces were full of salt water. The fierce wind which was raging against us by this time was such as no one on board had ever experienced before! The spray, driven horizontally across the surface, blotted out the sea from the sight of those of us on the bridge, and felt like a barrage of thousand of needles against the face and hands. The needle-like spray removed the paint from metal surfaces in many places like a sand blaster. No one had a stitch of dry clothing nor had we had for hours and we were in constant danger of falling overboard into the sea almost every time the ship rolled to starboard.

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Chapter 6 : Typhoon Cobra () | Military Wiki | FANDOM powered by Wikia

December January February March The Battle of Mindoro began in the central Typhoon Cobra struck the United States Pacific Fleet and did severe.

Advisories automatically sent to you. Click here for information on receiving tropical cyclone advisories for the Atlantic and East Pacific Basins. You can subscribe to the CPHC mailing list here. Advisories available in RSS format: The National Weather Service offers a variety of services to make sure you stay informed about tropical activity even when you are away from your television or computer. Some of these services are: These are available in numerous stores in a host of designs and features. For mariners at sea, there are a variety of ways and frequencies that you can use to keep updated on tropical developments. For more information on how to set up your cellphone or PDA go here. What is a major hurricane? What is an intense hurricane? This is the equivalent of category 3, 4 and 5 on the Saffir-Simpson scale. Intense hurricane is an unofficial term, but is often used in the scientific literature. It is the same as major hurricane. When is hurricane season? The Atlantic hurricane season is officially from 1 June to 30 November. Maximum activity is in early to mid September. Once in a few years there may be a tropical cyclone occurring out of season - primarily in May or December. For more detailed information, see "What is my chance of having a tropical storm or hurricane strike by each month? The season is officially 15 May 15 through 30 November. The Central Pacific basin has a very peaked season from August through September. The hurricane season is officially from 1 June to 30 November. The Northwest Pacific basin has tropical cyclones occurring all year round regularly though there is a distinct minimum in February and the first half of March. The North Indian basin has a double peak of activity in May and November though tropical cyclones are seen from April to December. Globally, September is the most active month and May is the least active month. Recently, Tang and Neelin also identified that changes to the moist static stability can also contribute toward hurricane changes due to ENSO, with a drier, more stable environment present during El Nino events. There is also a smaller tendency to have the tropical cyclones originate a bit closer to the equator. The opposite occurred during La Nina events. Again there is also the tendency for the tropical cyclones to also form closer to the equator during El Nino events than average. Where can I get historical data of tropical cyclones? To download the actual data go here. You may select a major city or latitude and longitude and find how many storms of a particular strength and over particular ranges of time and proximity have approached that point. Monthly temp, precip, pressure, sunshine data for about world stations for period of record. Daily weather data at hundreds of US stations. Data for some stations on temp, precip, freeze, drought, soil moisture, wind, storms. Frequency and movement of tropical cyclones. This single volume CD-ROM contains global historic tropical storm track data for five tropical storm basins. Northern hemispheric extratropical storm track data are included from to Tropical track data includes time, position, storm stage maximum wind, central pressure when available. The user has the capability to display tracks, and to track data for any basin or user-selected geographic area. The user is also able to select storm tracks passing within a user-defined radius of any point. Narratives for all tropical storms for the period are included along with basin-wide tropical storm statistics.

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Chapter 7 : USS Hull (DD) | Military Wiki | FANDOM powered by Wikia

December 18, Typhoon Cobra, also known as the Typhoon of or Halsey's Typhoon (named after Admiral William "Bull" Halsey) was the United State Navy designation for a tropical cyclone that struck the Task Force 38 in the during World War II in the Pacific.

Featured Stories By David Reade. Naval Aviation concludes its year anniversary, there is one element of its history that has received little attention: In a way hurricane reconnaissance is the longest-running humanitarian effort in U. Between and , U. Navy patrol and specialized weather reconnaissance squadrons flew hurricane and typhoon reconnaissance flights to locate, track, and provide storm information crucial for U. Weather Bureau-issued warnings and forecasts. The bureau in effect lost two-thirds of its prewar hurricane warning capabilities, which presented a considerable problem in forecasting storms. Aircraft could also provide weather data, but prior to aircraft flights into violent tropical storms, hurricanes, and typhoons were considered inconceivable. A number of early accidental or unofficial flights into hurricanes, however, demonstrated that flying into these storms was less hazardous than previously thought. These flights revealed the potential for dedicated weather reconnaissance. Navy hurricane reconnaissance flights began during that same season. After the season, the Weather Bureau, Navy, and Army met to discuss the hurricane flights that had occurred with hopes of sharing information. At the conference, the bureau, interested in improving the hurricane reconnaissance process and gathering better quality storm data, pressed the military to establish dedicated hurricane reconnaissance units with specially trained crews. In the Gulf of Mexico, reconnaissance flights were used to detect and track storms to determine their course, speed, and intensity in support of gulf area base evacuations. The recommendation also suggested creating a specially trained Navy weather reconnaissance unit to fly missions under the control of the Caribbean Sea Frontier and FAW commanders. The proposal, however, was not adopted. The Navy eventually assigned an existing patrol squadron, Patrol Bombing Squadron VPB based in Port Lyautey, Morocco, to perform the hurricane reconnaissance duties throughout the Atlantic basin for the hurricane season. The squadron flew PB4Y-1 Liberators, conducting anti-submarine patrols, search and rescue, logistical transport, and area weather reconnaissance. The unit flew five flights into the storm over several days, including a number of eye penetrations. Over the course of the season VPB flew 51 hurricane flights for a total of flight hours. In the Pacific, wartime limitations and priorities similar to those in the Atlantic also affected typhoon forecasts. Individual Navy weather centrals and their corresponding component weather stations sought airborne weather reconnaissance observation from adjacent operational commands and flying units. Navy combat patrol flights routinely fanned out across the vast Pacific looking for enemy vessels, and some of these flights were accompanied by trained aerologists or aerologist mates. Because of the reliance on verbal or written weather reports, there were significant delays in getting weather information to the units that needed it. These delays were a contributing factor in the destructive typhoons that struck the 3rd Fleet in December and June During the final push toward mainland Japan, weather reconnaissance flights helped Navy and Marine combat units and commands to avoid or prepare for typhoon events. Post-War Storm Reconnaissance After much reorganization after the war, the Navy and Air Force weather services formally established weather reconnaissance squadrons and clear-cut hurricane hunting requirements for the Atlantic and Pacific. In , the squadron began deployments to NAS Roosevelt Roads to be closer to the hurricane breeding grounds. Before the start of the hurricane season, the Navy ordered VP split into two units, with one half reassigned to NAS Brunswick, Maine, and the other half retained in Miami to form the core of a new dedicated hurricane reconnaissance unit, Weather Squadron VJ 2. The squadron received newer P2V-5JF Neptunes with wingmounted J jet engine pylons, to augment the main reciprocating engines beginning in January and took delivery of its first Warning Star, a WV-1, in January The last and final Navy weather reconnaissance aircraft used for hurricane hunting was the WP-3A Orion. As a result of continued U. Over a year period from to , the Navy flew into more than named storms in the Atlantic of which

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were hurricanes , encompassing 2, mission flights 22, flight hours , and approximately 1, eye penetrations. This school was established to teach the procedures of weather reconnaissance, including the most up-to-date information on typhoon and hurricane research. The facility also provided an extensive ground training school supporting squadron-level maintenance for the weather reconnaissance version of the PB4Y-2 Privateer, as well as its mission systems and aircrew training. Established that same month at Camp Kearney, Weather Reconnaissance Squadron VPW 1 became one of the first Navy patrol squadrons purpose-built for weather reconnaissance. Between December and early , the Navy did not have a dedicated typhoon reconnaissance squadron in the western Pacific. A number of Navy units were tasked with part-time support for the typhoon reconnaissance mission. During the s, typhoon frequency in the northwestern Pacific averaged 22 storms per year, while the Atlantic on average produced only seven hurricanes per year. To address this issue, the Navy established a new weather reconnaissance unit, VJ 1, in early . Between and , VJ-1 became the primary Navy typhoon reconnaissance squadron in the western Pacific. Between 24 December and 2 January , VW-3 flew its last typhoon missions, comprising three radar fixes on Typhoon Harriet, in an area between Guam and Philippines. With both the Navy and Air Force maintaining various typhoon warning centers in the Pacific, each issuing uncoordinated typhoon warnings that were often contradictory not only between the services, but within the services , there was a need for coordinated typhoon reconnaissance operations and forecasts. Between and , the center issued more than 1, tropical cyclone warnings for typhoons, tropical storms, and tropical depressions. Fleet Air Reconnaissance Squadron VQ 1 would be the last dedicated Navy squadron to fly typhoon missions before turning the job over to the Air Force in . One of the first incidents where Navy aircraft flew in support of hurricane research was in August , when VC flew F2H-2P Banshees into the eye of Hurricane Connie to photograph cloud formations and structures. Based at NAS Cecil Field, Jacksonville, the squadron was tasked to fly the hurricane surveillance mission on any Atlantic storm that came within range of the aircraft. In October , the squadron became famous for taking many of the key photographs of Soviet ships and missiles that precipitated the Cuban Missile Crisis. Beginning in , VAP took over the cloud seeding mission as part of Project Stormfury, which sought to determine if hurricanes could be weakened and potentially dissipated by seeding specific areas of storms with silver iodide. The squadron deployed a four-plane special detachment to NAS Roosevelt Roads as seeding aircraft for the project. Although VAH supported Stormfury until , it was discovered early that the A-3 had problems with high-altitude icing on its wings and tail control surfaces. Beginning in , the Navy began assigning seeding missions to attack squadrons operating A-6A Intruders. Each year a different A-6 squadron was assigned the mission and deployed a five-plane detachment to Puerto Rico for training and potential storm sorties. Only a couple of these attack units ended up seeding hurricanes: In more recent years, a Navy organization has resumed tropical cyclone research in both the Atlantic and Pacific after a year hiatus. The ELDORA system, with two antennas mounted in a tail radome, emits two conical radar helixes fore and aft that provide three-dimensional atmospheric data above and below the aircraft. It entered service in . The aircraft maps the vortex structures of the storm, providing insights into the influences of intensification and the changes that occur within the inner core, supporting satellite-based prediction techniques for estimating tropical cyclone intensity using computer models. In , NRL participated in a multinational tropical cyclone study, the Tropical Cyclone Structure Project, to investigate typhoon formation, cyclo-genesis, and intensification in the western Pacific. In early December , Adm. An unnamed typhoon, having tracked across the Pacific practically unnoticed, caught up to the fleet miles east of the island of Luzon. Kosco , with winds in excess of miles per hour slammed into the task force with devastating results. The aircraft penetrated the outer edges of the storm. The third flight occurred on 17 December, when an Army Air Forces flight penetrated the eye of the storm. This flight is considered the first official aircraft typhoon reconnaissance in the Pacific. Three destroyers sank and nearly 30 ships were seriously damaged. More than men were lost and another 80 injured. A number of other ships sustained damage, but only six lives were lost.

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Chapter 8 : Typhoon Cobra by Jared tajalle on Prezi

Fueling operations with the fast, carrier strike-force in the Philippine Sea began on 17 December , but increasingly heavy seas forced cancellation later that day. The fueling group became engulfed next day in an approaching typhoon, designated Cobra, with barometers falling to very low levels and winds increasing above 90 knots.

Baldwin, The New York Times military editor, analyzed records of the Naval Court of Inquiry, log books of the ships concerned, and other accounts of the storm for this article, which is reprinted here It was the greatest fleet that had ever sailed the seas, and it was fresh from its greatest triumph. But, the hand of God was laid upon it and a great wind blew, and it was scattered and broken upon the ocean. The inexorable Law of Storms -- the Bible of all seamen since the days of astrolabe and sail -- was neglected, and the US Third Fleet, proud in its might, paid the penalty -- more men lost, more ships sunk and damaged than in many of the engagements of the Pacific war. Storms have intervened before in history and nature has adjudicated the small affairs of man. But, in years of naval history, there had been no wind the like of that which struck the Third Fleet, Admiral William F. Halsey commanding, and humbled it in an hour of victory December The battle for Leyte Gulf was history; the Japanese Empire only a few weeks before had been dealt a fatal blow. The invasion of Mindoro started 15 December and the Third Fleet was weary from three days of wide ranging strikes against the island of Luzon. But, on the night of December the sea made up and there was the queasiness of impending storm. Sunday, 17 December, dawns dark and brooding, the sea choppy, the wind brisk but fickle, the ships fretful. Across hundreds of miles of ocean the Third Fleet steams, the masts, the flight decks bowing and dipping, swinging in wide arcs across the horizon. Here in all its majesty is the fleet that has humbled Japan -- a score of carriers, big and little; eight battlewagons, numerous cruisers, dozens of destroyers. The refueling rendezvous is changed three times in search of calmer seas; the Third Fleet makes contact with the 24 big fleet oilers and their escort and, despite the querulous swells, refueling starts. The compulsion of combat, the support needed by those soldiers back on Mindoro , permits no concession to nature. The destroyers -- the little ships that dance in any sea, the ships with empty maws from their days of high speed steaming -- come alongside the tankers and battleships in the morning. But, the ocean will have none of it; this is a job for super seamen. Some get aboard hundreds of gallons before the lines break and the ships swing wildly apart, but most part line after line as boatswains curse and the water boils aboard the well decks and the steel plates run with oil. Wind force, 26 knots. In early afternoon Commander Third Fleet orders fueling suspended, sets course to the northwest, then later to the southwest to escape the center of the approaching storm which is not clearly located. The night is haggard. Aboard the destroyers the "fiddles" are on the wardroom tables, the sleepers are braced in their bunks, but the sharp motion of the aroused ocean makes sleep fitful and despairing. Rain squalls and flung spray and spume reduce visibility; station-keeping is difficult -- at times almost impossible. The seas make up; the winds beat and buffet, "but no estimates of the storm center were in agreement," and not until dawn does the Third Fleet realize it is in the path of the granddaddy of all typhoons. And, the fleet oilers and their escorting destroyers and escort carriers -- somewhat to the north and east of the main body -- are directly athwart the eye of the approaching typhoon. All were low the day before; some had de-ballasted pumped salt water out of their tanks to prepare to refuel. They are riding light and high; stability is reduced. And, their crews know that topside weight has been greatly increased since commissioning by more anti-aircraft guns, fire control gear and radar. The forenoon watch opens, in the words of an old seagoing term, "with the devil to pay and no pitch hot. The sea is convulsed, diabolic; the ships are laboring -- laid over by the wind, rolling rapidly through tremendous arcs with sharp violent jerks, pounding and pitching, buried deep beneath tons of water, rising heavily, streaming foam and salt from gunwales and hawse pipes. Violent rain gusts, spin drift blown with the sting of hail, a rack of scud blot out visibility. The Third Fleet is scattered; few ships see others. The deeply laden oilers, the heavy battleships, the larger carriers roll and plunge deeply and violently, but not dangerously, through the towering seas, but for the escort

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carriers, the light carriers and the destroyers, the struggle is to live. The war now is against nature, not the Japanese; no man in all the fleet had ever felt before the full fury of such a howling, demonic wind. At destroyer DEWEY loses bridge steering control; at the radar, short-circuited by the flying scud, is out of operation. Men fight it as a bomb handling truck breaks free on the hangar deck and smashes the belly tank of a fighter. Men fight it as a wall of solid green water rips open, like a can opener, the steel roller curtains on the port side of the hangar deck. Men fight it as the anemometer, with one of its cups gone, registers a wind velocity of more than knots; men fight it as the wind and sea pull out of its steel roots the forward 20mm gun sponson. Men fight it as the motor whaleboat is carried away by a wall of water, as bombs break their battens in the magazine and skitter about the deck, as jeeps and tractors, a kerry crane and seven planes are flung and blown off the flight deck into the writhing sea. But, in the end it is the sea which extinguishes the fire, as it was the sea which started it; the F6F breaks clear of the catwalk and falls into the tumult of water. As the day wears on, the log books run out of the language of nautical superlatives. The wind shifts rapidly in direction as the typhoon curves, blowing from north and south and east and west -- backing and filling as do all circular storms -- and increasing in intensity to Force 17, far beyond that ancient nautical measuring stick of mariners, the Beaufort scale -- which defines Force 12, its maximum -- "that which no canvas could withstand" -- as a "hurricane above 65 knots. The tops of the waves -- 70 feet from trough to crest -- are flattened off by the wind and buried straight before its violence; rain and spin drift mix in a horizontal sheet of water; one cannot tell where ocean stops and sky begins. Over all is the cacophony of the ships -- the racked and groaning ships, the creaking of the bulkheads, the working of the stanchions, the play of rivets, the hum of blowers, the slide and tear and roar of chairs and books adrift, of wreckage slipping from bulkhead to bulkhead. Low fuel, attempts to keep station or to change course to ease pounding spell havoc -- for some. The seas are so great, the wind so strong that some of the lighter destroyers are derelicts; all possible combinations of rudders and screws fail to take them out of the troughs; they are sloughed and rolled and roughed far on their sides by wind and water, and drift out of control downwind. A plane breaks loose on the hangar deck, skids into other planes -- each lashed to steel deck pad eyes with 14 turns of wire and rope -- tears them loose. The whole deck load crashes from side to side with each roll, "rupturing and tearing away all air intakes and vent ducts passing through the hangar decks. Have tried full speed, but it will not work. Am dead in water. Sheer off if possible. She struggles to rise again -- and makes it, but sluggishly. In the after deck house, men cling to stanchions and pray silently or aloud. Slowly the ship recovers. But, the lights go out; again the deep roll to starboard, again and again she struggles back, shuddering, from disaster. And, there go with her 18 officers and men. SPENCE is de-ballasted, light in fuel; she rides like a cork and is flung like a cork in the terrible canyon-like troughs. An awful roll throws Krauchunas on his back against the bulkhead "in a shower of books and whatnot. The afternoon watch brings some slight surcease to some ships, climax and desperation to others. The fleet is widely dispersed across a raging ocean -- some ships have felt the full fury of the storm; others are still to feel it. Small and old as destroyers go, HULL made heavy weather of it in the morning; the driven spray had shorted everything; in the Combat Information Center leaky seams admitted the sea and "sparks were jumping back and forth among the electrical cables. But, the storm brooks no objections; gradually, HULL loses the fight. But, the wind increases to an estimated knots; "the force of the wind lays the ship over on her starboard side and holds her down in the water until the seas come flowing into the pilot house. At the barometer hits bottom -- an estimated But the typhoon has done its worst; at the barometer registers a slight rise, and at the wind slackens to about 80 knots. The storm curves on into the wide open spaces of the Pacific the rest of that day - Monday. The winds still howl; the ships still heave, the ocean is confused, and even on Tuesday the seas are huge, but the great typhoon is over. Behind, it leaves the fleet scattered and broken, with more unrequited damage, as Admiral Halsey later noted, than at any time since the first battle of Savo Island. TABBERER also rescues ten survivors from SPENCE aboard a life raft on the 20th; other ships, scouring the ocean now that news of the sinkings is widely disseminated, find a handful of spent and injured sailors, who will forever comprehend more fully than any living men the meaning of the fury of the sea. Home ported at the destroyer

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base, San Diego, she participated in fleet maneuvers with the battle force and conducted her training operations along the California coast and in Hawaiian and Alaskan waters. During the raid, HULL contributed her share of firepower against the attackers while her engineers labored to raise steam in an effort to get underway. Escaping from the cataclysmic raid unscathed, the destroyer joined up with several ships outside the harbor hoping to engage with submarines that had been reported trying to enter the harbor. During the grim weeks that followed the attack, HULL took part in the hit-and-run strikes against the Japanese-held islands of Jaluit and Makin. Upon her return to Pearl Harbor in March, she was allocated to escorting shipping between Hawaii and West Coast ports for a period of three months. Her repair parties being unable to contain the fires or effect repairs, HULL was compelled to sink the fiery wreck later that evening. In early January, she escorted a convoy to San Francisco, and upon her arrival entered the Mare Island Navy Yard, Vallejo, California, for alterations and repairs. At the completion of her yard overhaul and battle-readiness exercises, HULL went to conduct her operations in the North Pacific. Arriving at Adak on 16 April, she and her division operated with battleships and cruisers in these northern waters and took part in several bombardments on Attu and Kiska islands. On 15 August, she covered the landings at Kiska, which were met without resistance from the Japanese. Upon "taking" the island, the landing force was astonished to discover that the enemy had successfully evacuated their troops two weeks earlier by submarines. After sustaining a savage battering from the demonic sea and fierce winds, the doomed HULL, having lost steering control, became "locked in irons" in a monstrous trough. Despite every attempt by her captain, Lieutenant Commander James E. Marks, to keep her afloat, a strong gust of wind, recorded at knots, finally leaned her well over on her beam end to 80 degrees. Marks, describes the terrifying situation that he and his crew had to contend with: I had served on several destroyers during my naval career and had witnessed many severe storms, primarily while on convoy duty in the North Atlantic, and believe that no wind or sea could have been worse than what I was now experiencing. Because of the velocity of the wind, the smokestacks were under a terrific strain. At times, I felt that the bridge, which was taking such extreme punishment from the tons of water bashing the whole structure, would be torn off the ship. She had just rolled over to 70 degrees, but thankfully recovered when a gust momentarily ceased. But now, the wind had reached up to knots, its enormous force laying the HULL steadily on her starboard side and holding her down. I continued to remain on the bridge until the water flooded up to me, before stepping into the sea as she rolled over. I then concentrated every effort to survive. What with the wind whipping the sea into a froth and the air full of salt spray and driving rain, I could hardly see but a few feet around me. Actually, I felt like a pea in a pot of boiling water, being thrown and tossed up and down beneath the waves and being smashed about by the turbulence. While the Mindoro invasion was going forward, the Third Fleet stood off the Philippines to send carrier aircraft roaring westward in a series of strikes at targets in the Manila area. Halsey planned to fuel his ships on 17 December and to launch a three-day strike series on the 19th. But the day chosen for fuelling operations proved one of the darkest in Third Fleet history. Trouble began during the forenoon watch of the 17th. When the calendar turned on 19 December, the Third Fleet had lost three ships, men, and about planes. Twenty-eight ships were damaged, and nine of the damaged were so badly battered they had to be sent into port for major overhauls.

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Chapter 9 : Central Pacific Hurricane Center FAQ

The Pacific typhoon season was the first official season to be included in the West Pacific typhoon database. It has no official bounds; it ran year-round in , but most tropical cyclones tend to form in the northwestern Pacific Ocean between June and December.

The Book is available at Amazon. Although the fire ended when the burning plane tumbled overboard, it seems to have served as a signal to start a chain reaction. Tractors and other planes soon broke loose from their lashings and careened wildly on the flight deck. A second fire was started when a fighter belly tank caught fire from the friction. Because of wind and seas, fire fighters could not find firm footing but had to lash themselves to the deck to avoid being washed overboard. Charles White, was the Assistant Air Officer and was also in the detail that went out to jettison the Hellcat. When this loss became known throughout the Cowpens, many crewmen recalled her earlier reputation as a jinx ship. She started this off in Norfolk, Virginia, by running afoul of an antisubmarine net and hanging there like a trapped fish. Later, at Pearl Harbor, she was rammed by a destroyer. Off the Marshalls, a "lost" carrier pilot tried to land on her deck, crashed over the side, and killed four gunners. Some of her complement even began to regret her nickname, "Mighty Moo," which had to be said with a smile by those who used it. But, as the Cowpens settled down to the business of war and made a very fine showing, the "jinx" faded into limbo. She had seen a lot of rough weather and a lot of rough fighting, but Typhoon Cobra was harder to handle than both put together. Winds over knots buffeted her. She wallowed in monstrous seas, rolling in her struggle as much as 45 degrees which, for a top-heavy carrier with a lot of overhang, is close to the capsizing point. However, we soon took a roll to starboard which flooded our radar and radio-transmitter room and put our radar and most radio circuits out. This same roll threw a couple of jeeps and a TBM plane over the starboard side of the flight deck between number two and three stacks. It also caused a plane on the hangar deck to break loose and go banging around, with the danger of fire, until it was secured again. Montgomery, commander Carrier Task Group 2, to leave the formation and take an easier riding course. Two destroyers were assigned as guides and escorts. Of these only the Halsey Powell was able to find the "blinded" Cowpens and to serve as her seeing eye DD through zero-zero weather. On the big rolls one could reach down from the starboard wing of the bridge and touch green water as we rolled to starboard. Finding an easier course and keeping on it required steering the ship with her engines as the rudder could not keep her from falling off at the low speed we were making through the water. These three images courtesy of our Admin Assistant, Herschel A. Pahl "We had just come to what we hoped would be an easier riding course when an F6F fighter plane on the afterstarboard corner of the flight deck broke loose and slid into the catwalk and caught fire. The wind was on the starboard quarter at that time so I had no choice but to turn the ship so as to keep the flames away from the other planes that were parked around it on the flight deck. Otherwise, I would soon have had the whole deck covered with burning planes. During the turn to port the F6F was jettisoned, and we were free to return to our easier riding course. However, before we got back we took a couple of very heavy rolls to starboard which could have been our last but the Good Lord was on our side. It was during this period that Bob Price disappeared. No one saw him go overboard, although they remembered seeing him at the F6F as it was being jettisoned. Bob was an excellent officer and well-loved by his men. About this time our anemometer gave up the ghost, and the rotating cups on the mast took off after the radar antenna to port. Before the rotating cups carried away, the pointer of the instrument on the bridge was hard against the stop at knots several times and always above knots. As to the degree of roll, our instrument, located in central station, registered only to 45 degrees where the moving arm was stopped by a pin. We hit the pin several times to starboard for at least 50 degrees. They started banging around with such force that you could feel it on the bridge seven decks above. They were finally lassoed and secured; otherwise, the bombs would have, in a very short time, battered themselves through the side of the ship. The men who secured these loose bombs were all volunteers, and they all risked their lives in saving the ship. You may wonder how these

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bombs got adrift and why. The bomb stowage in our magazines was not designed for so large a bomb and consequently, the storage battens, etc. Hence a jury rig for securing which failed under typhoon conditions as many other things did. I have, so far, mentioned only the serious happenings, but there were a few humorous ones, too. I am sure that there were smiles on the bridge when I lost my footing and skated clear across the bridge from port to starboard on the seat of my pants. Our aerologist, who had just reported aboard, was a young fellow born and raised in the vicinity of New York City. I am sure that he had never seen a good line squall or any kind of heavy weather. After our anemometer carried away I asked him to come up to the bridge to look the weather over, but he never made it until late that afternoon. The only thing wrong with her was the built-in five to seven degree list to starboard that she and all her sister ships had when fueled to capacity. We were fueled to capacity on the day in question, hence our trouble. Well, anyway, that big blow did more damage to the Cowpens than the Japs ever succeeded in doing. A review by Richard Cummings on the Book which this excerpt was taken: The book also recounts the dramatic rescue of the survivors, plucked from the sea by heroic Americans, and how Captain Henry Plage, against orders, sailed his ship, the USS Tabberer into typhoon Cobra, making the rescue possible. The first of these typhoons, called Cobra, was the more powerful of the two, and was the one in which Plage defied the odds and made his rescue. The book contains dramatic photographs of the impact of the storms on the American ships, the rescue and of the rescued survivors. This does a great disservice to Kosco, a hero in his own right. It is extremely well written and powerful in its recounting of one of the most significant events in American naval history. But in the midst of the landings, Halsey attempts a complicated refueling maneuver and unwittingly drives his ships into the teeth of a massive typhoon. For three days, small bands of survivors battle dehydration, exhaustion, sharks, and the elements awaiting rescue at the hands of the courageous lieutenant commander Henry Lee Plage, who, defying orders, sails his tiny destroyer escort, the USS Tabberer, back into the storm to rescue drifting sailors. Something, if experienced, can never be forgotten. My own experience with several monstrous storms in remind me how puny we truly are on this planet of chaos.