

Photo Mystery Solved

USS Cogswell hosted French “orphans” during ‘52-53’ cruise

A number of Cogswell shipmates have solved the photo mystery we published in the August 2015 newsletter. The photos (repeated here in a smaller version) were from a 1952 Christmas visit to the Cogswell from a group of French underprivileged children and orphans in Cannes, France. The visit of about 25 children and a chaperone included treats and gifts for the children, said Dick Pedersen, a member of the crew. (See bio of Dick Pedersen in the February 2015 newsletter). It was a chilly day on the French Riviera



Christmas 1952

era when the children came aboard, Pedersen said.

The 1952-53 cruise book includes several pictures of the children visiting the ship as well as a cartoon memorializing the event. Wayne Kerber, SO3, another member of the crew sent copies of the cruise book pages and they will be available for viewing at the June 2016 reunion.

Shipmate Daniel Saracino, PO3, who was also aboard the Cogswell, remembered that there may have been as many as 50 children who came aboard and that LTJG L. F. Schempp Jr., the Damage Control Officer, served as “Santa Claus” for the children’s party aboard.

The original source of the photos that appeared in the August 2015 newsletter were from Shipmate Carl Scherr. The children came aboard on Christmas Eve day, Scherr said. The passage of years has resulted in a slight disagreement about whether the children ate a meal aboard or just had treats.

“The children were fed a nice dinner and then shown around the ship,” Scherr said. “They had fun sitting in the 40mm gun mount and other places. Many of the crew were assigned to take care of them and I think everyone had a good time.”

Many members of the crew attended Christmas Eve services on shore and Sherr said he went to Nice and attended Catholic services at the Cathedral at Notre Dame. Other crew members attended the American Protestant Episcopal Church, also in Nice.

Scherr enjoyed night life at Emelios New Yorker in Cannes, where they offered food, drink and burlesque. The Commodore Club was another favorite place. He also took a trip to the French Alps and a place called Auron and the Hotel De Las Donnas. Two days there included ice skating and skiing and cost a total of \$14.

Pedersen also remembered taking the train to Nice for a little rest and relaxation.

The 11-day stay in Cannes was part of a memorable Mediterranean cruise that went from August 1952 to February 1953.

Also during the Cannes port visit a bad storm came through while the Cogswell was tied up next to the USS Everglades and inboard of three other destroyers. Before the ship could get underway there was considerable damage done from the storm, Saracino said.

Pedersen also recalled the bad storm and said the ship got underway with only about half the crew aboard because the group of ships could not hold the anchorage. He also recalled a wonderful Christmas dinner aboard the Cogswell. The French were friendly and Pedersen celebrated New Year’s Eve in a bar with a number of American sailors in Cannes.

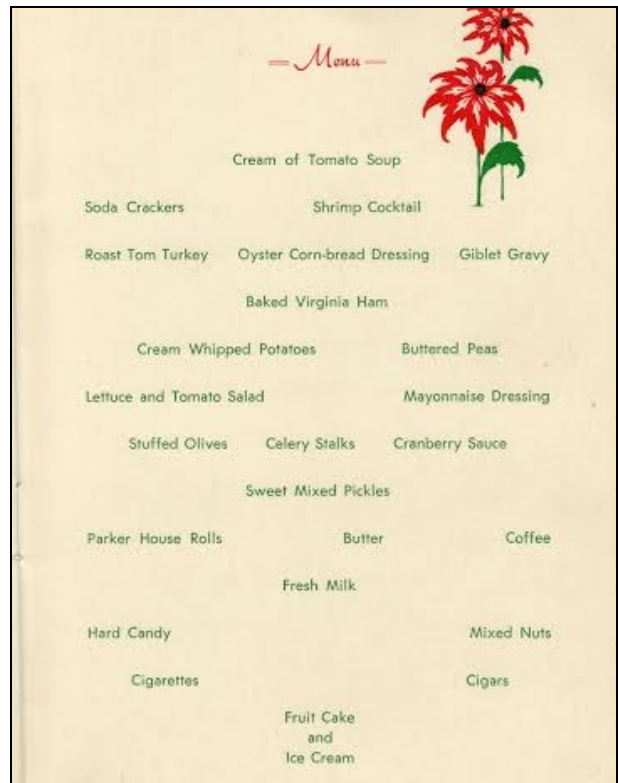
Sadly the cruise ended on a tragic note, when after leaving Gibraltar and heading home a sailor was lost at sea off Nar-rangsett Bay, Saracino said. **(See next page for more photos) (See Page 11 for more on this cruise)**



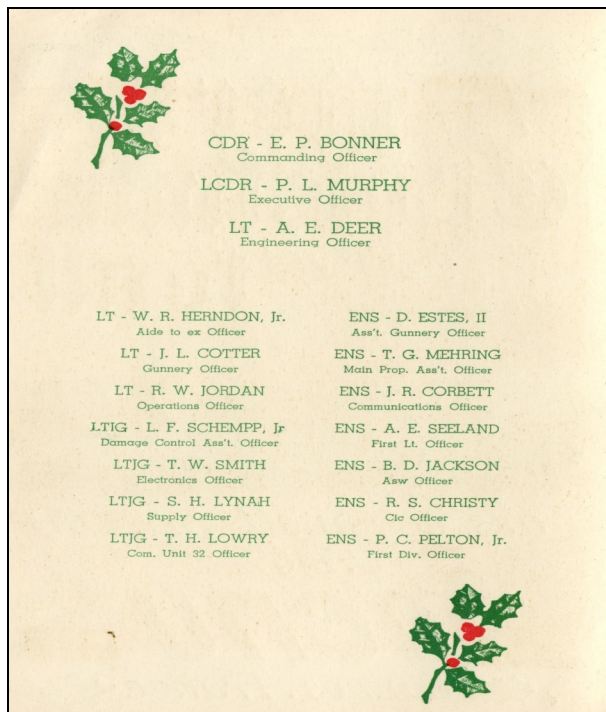
Christmas 1952



Christmas 1952



Christmas Dinner Menu 1952



Thanks to Carl Scherr for the photos on Page 7 and the 1952 Christmas menu from the USS Cogswell during its visit to Cannes, France. Copies of the full menu will be on display at the 2016 Reunion in Herndon, Virginia.

The Dream Cruise of 1952-53

(Thanks to Shipmate Derald D. Schliebe, of Hillsboro, Oregon, for the loan of his cruise book "The Cruise 1952-3" from which the following story is taken. Schliebe, an ME3 and a member of R Division during the cruise sent me the book after my question about the mystery photos in the last newsletter.)

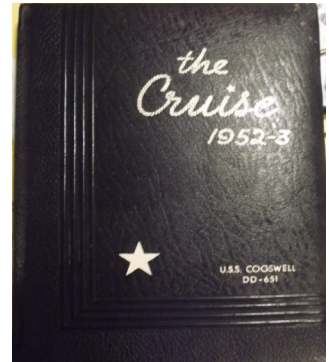
The 1952-53 Mediterranean Cruise by the USS Cogswell must rank right up at the top of a list of best cruises by our beloved ship. The 24,181-mile trip began on August 26, 1952 from the Navy Yard in Boston where she completed a five-week availability stay.

Any luxury cruise line passenger would be salivating over the number and length of stays in ports in Scotland, England, Greece, Italy, Trieste, Turkey, Portugal, France and Gibraltar.

Port calls in those great countries included stops and tours in Glasgow, Edinburgh, Dover, London, Venice, Athens, Argostoli, Salonika, Kavalla, Rome, Nice, Monte Carlo, Naples, Augusta Bay, Bay of Napoli, Lisbon and Cannes. A number of the ports were visited twice during the goodwill voyage.

Sailors visited Edinburgh Castle, the White Cliffs of Dover, Westminster Abbey, Buckingham Palace, Big Ben and Picadilly Square, The Parthenon, The Acropolis, The Constantine Arch, The Home of Christopher Columbus, St. Peter's Basilica, Castle Nuovo, The Ruins of Pompeii, Piazza Unita, Miramare Castle, The Grand Canal of Venice, The Blue Mosque in Istanbul, The French Rivera, The Cathedral of Notre Dame, The Rock of Gibraltar, again just to name some of the highlights of the cruise.

In a six-month cruise, the Cogswell spent 84 days in the various ports, which is nearly half the cruise time. **(Con't Page 12)**



More than just a cup, a fond memory

Almost immediately after boot camp I was assigned to the USS Cogswell and when I arrived I was put into First Division. We left for West Pac just a few days after I reported aboard and one of the first things I noticed (after I emerged from three days of crushing sea sickness out of San Diego) that many of the "old salts" were carrying personalized white porcelain coffee cups. On the way home from West Pac I finally learned that I could get my own cup in Yokosuka, Japan.

By the time I was ready to buy the cup I had been transferred to the bridge as a Quartermaster striker. Also by that time I had acquired a not-so-flattering nickname – "Brand X." I hesitated to write this story as I had long ago put that awful nickname behind me. As best I can remember, an OOD coined the name during a morning watch on the bridge when the OOD came by the chart desk and inquired as to where we were on the chart.

We had been a couple days without a decent star fix and by that time the dead reckoning was probably not too accurate and the Loran was probably not working again. Jokingly, I closed my eyes and poked my finger randomly on the chart to indicate I had no real idea exactly where we were. At the time on television advertisers often referred to their competition as "Brand X." In other words buy our product instead of the inferior "Brand X" product. The officer looked at me and said "Smith, you're Brand X." The nickname stuck among my bridge mates and close friends.

So when I arrived in Yokosuka I decided I wanted a coffee cup with that name on it, plus my current rank "Leading Seaman" although we all know that wasn't really a rank. On the back of the cup in jest I had a peace sign painted. The Cogswell folks knew I was joking, but it caused me some minor problems when I arrived at my next ship, the USS Hoel, DDG-13 as some of the folks didn't see the humor in having a peace sign on a coffee cup on the bridge of a warship.

By the time I was discharged the coffee stains were thick and my fondness for the cup intense. Over the years, I had that cup with me during my years at the police department in California (that's where the dymo-label with my name on it was applied) and later when I was a reporter at several papers. I can't even imagine how many gallons of coffee went through that cup and then through me. It survived a couple drops to the floor and one of my former wives had the gall to clean the coffee stains out of it, which may explain why she is a "former" wife. I don't remember what I paid for it, probably 500 or 600 yen which was about \$2 at the time.

If you still have or own your personalized Navy coffee cup, it would be great if you snapped a photo, sent the photo to me and told me the story behind the cup. — **James L. Smith (66-67)**



(Dream Cruise 1952-53, con't from page 11) The cruise books details that there were numerous parties and receptions thrown in the crews' honor at various stops and a number of organized dances with the local ladies. It also noted that the ship consumed 1,645,745 gallons of fuel oil and the crew drank 453,600 cups of coffee. One wonders who had the job of keeping track of the coffee consumption.

The crew also reportedly smoked 1,332,000 cigarettes during the cruise, according to the cruise book.

In the cruise book a menu from a Lisbon, Portugal restaurant taped inside listed some unbelievable prices for food. A lobster dinner for \$1.50 U.S. was the most expensive offering. Beer was 25 cents.

Only two months in to the cruise the ship had a change of command as Commander Emmett P. Bonner relieved Commander R.S. Crenshaw Jr. as captain on October 8, 1952 in Piraeus, Greece. The Cogswell was assigned to Destroyer Squadron 18 and Destroyer Division 182 during the cruise.

Sadly, not everything about the cruise was happy. Seaman Apprentice Kenneth Neil Youngs, 18, was lost at sea on February 9, 1953 while sailing home to America.

In a Memoriam page in the cruise book it was noted that "Kenneth Neil Youngs was a credit to his family and his ship and an exemplary young man. He was a good shipmate who served and died in the finest traditions of the Naval service."



(Reunion, con't from Page 1) After the tour, the hospitality room will be waiting for more sea stories.

Sunday's tour starts with a professional tour guide narrating a trip through historic Washington, D.C. and many of the most prominent buildings and monuments.

For those who want to spend more time touring on their own, it might be wise to book an extra day at the beginning or end of the reunion. At 1130 the tour guide will be high-lined off the bus and the tour will head to Union Station where everyone will be on their own for lunch and shopping.



Lincoln Memorial

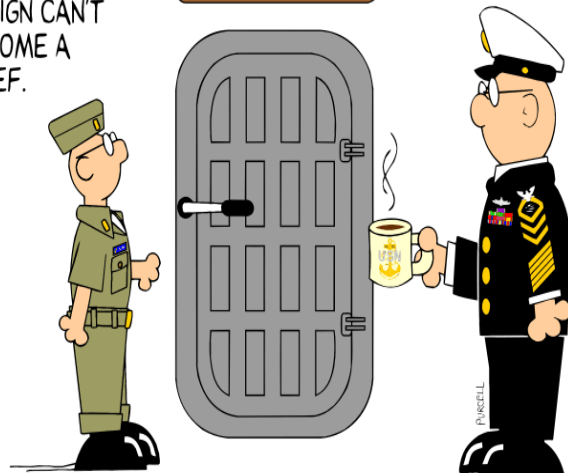
The tour bus returns to the hotel at 1430 so folks can get ready for the closing banquet.

I JUST THOUGHT IT ODD THAT A CHIEF CAN BECOME AN ENSIGN, BUT AN ENSIGN CAN'T BECOME A CHIEF.

Courtesy goatlocker.org

CPO COUNTRY

WE GOT STANDARDS.



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A Chief has nothing to do!

As everyone knows, a Chief has practically nothing to do, that is, except to decide what is to be done, to tell somebody to do it, to listen to reasons why it should not be done, why it should be done by somebody else, or why it should be done a different way, and to prepare arguments in rebuttal that shall be convincing and conclusive.

He must follow up to see if the thing has been done, to discover that it has not been done, to listen to excuses from the person who should have done it and did not do it.

He must follow up a second time to see if the thing has been done, to discover that it has been done, but done incorrectly, to point out how it should have been done, and to decide that as long as it has been done, should it be left as is or done again.

Finally he must consider how much simpler and better the thing would have been if he had done it himself in the first place. In his mind the thoughts reflects sadly that if he had done it himself, he would have been able to do it right in twenty minutes. But as things turned out, he spent two days trying to find out why it had taken somebody else three days to do it wrong, and then realize that such an idea would strike at the very foundation of the belief that....

A CHIEF NEVER HAS ANYTHING TO DO! (Thanks to goatlocker.org for reprint permission)