

THE SCUTTLEBUTT



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Mobile in Review My Perspective

By James L Smith (QM 66-67)



Joan & Jim Smith

A successful USS Cogswell reunion will be remembered for a number of things, but perhaps no one will ever forget the 3:17 a.m. wake-up call on Tuesday morning. President Frank Wille called it "General Quarters," but other Cogswell sailors had some other choice names for it, not many suitable for print.

But as only a group of tin can sailors could, the incident was pretty much taken in stride and in fact resulted in a number of pretty humorous comments, none better than Gale Sessions.

When a sleepy Sessions, who was slumped in a lobby couch, was told that perhaps the early morning fire alarm was a set-up for the Murder Mystery play at the dinner late that night, Sessions, who had only been asleep about an hour piped up, "if that's true, then someone is going to die for real."

One of Cogswell's former sailors, who had a background in fire control systems, volunteered and tried to help the poor desk clerk investigate the system and tried to reset the system so the elevators would return to service.

Eventually, those who were able climbed the stairs back to their rooms and

the others waited until about 5 a.m. for the elevators to be put back into service.

Another Cogswell attendee pointed out that George Overman seems to try and outdo himself each reunion with some unusual surprise. So far, even a middle of the night fire alarm, has not out done the earthquake at the San Diego reunion.

Another theory was that Admiral Semmes, the Confederate admiral and Southern war hero that the reunion hotel was named after in Mobile, Alabama, may have extracting a little revenge on some Yankee sailors.



Lobby GQ

Other than the early wake-up on Tuesday, the hotel got high marks, along with the hospitality room and banquet on Tuesday night.

Sunday night opened with greetings from the hotel management as well as a retired navy Captain connected with the Port of Mobile

The Association welcomed first time attendees, Roy Wyckoff, TM, 67-69; Jerry Gross, PN, 66-68 (wife, Donna), and Ed Schrier, ET, 66-68 (wife, Evelyn).

(Continued on page 2)

(Continued from page 1)

Members came from compass points around the country with the following states represented: Alabama (4), Arkansas, California (3), Connecticut, Florida (3), Georgia, Idaho (3), Iowa, Kentucky, Michigan, Minnesota, Mississippi, Missouri, Montana, New Hampshire, New Mexico, Oregon (2), Pennsylvania (3), Oklahoma, South Carolina (2), and Texas (4).

In a continuing moving Association tradition Senior Chief Art Blaine read the POW-MIA "empty chair" memorial service to start the reunion. It is a reminder to all that many of our comrades in uniform did not return or are still unaccounted for.



Arline & Art Blaine

The entire current service association officers were re-elected by acclamation. (President: Frank Wille, VP: Mack Stringfield, Treasurer: Orvil Williams, Secretary/Reunion Planner: George Overman)

On Monday the group headed to Battleship Park for a tour and lunch aboard the USS Alabama.



Lunch was served in the wardroom, which caused at least one former enlisted man to offer to show officers how to eat off divided metal trays.

Back aboard the bus the Cogswell group headed to Ft. Gaines on Dauphine Island. The fort, which was built and occupied in 1819, was part of the

Confederate defense of Mobile Bay in 1864. It was also an integral part of the Battle of Mobile Bay that same year. It was the battle that U.S. Admiral Farragut uttered the famous words "Damn the torpedoes, full speed ahead."

While many took advantage of the time at the fort to walk through the various exhibits, others took the time to escape the hot and humid weather by hanging out in the shade or the few air conditioned spaces on the grounds.



On Day 2 of the reunion the morning started off with a beautiful tour of the Bellingrath Gardens, which included a leisurely boat tour (what would a Navy reunion be without getting on the water at some point?) on the Fowl River.



Returning back to the hotel, folks retired to hotel rooms to dress for the formal dinner and ceremonies of our final evening.

George Overman did his usual yeoman duty in taking everyone's photo before we adjourned into the dining room for a wonderful dinner.

The evening's entertainment was a local Mystery Dinner Theater group's performance of "Murder on the Carnivore Cruise." The actors involved a number of the Cogswell attendees and there were many laughs.



In the morning folks gathered for breakfast and final good byes.

Of course, during the reunion, there was plenty of time in the hospitality room for the telling of sea stories, which seem to get better and better each reunion.

The only open question is what magnificent surprise George Overman will arrange for the San Diego reunion. Previous reunions featured earthquakes (San Diego), record early snowstorms (Boise), darn cold wet weather (Buffalo).



Perhaps a tsunami awaits us in San Diego in 2014.

(Editors note: There are dormant volcanos in the area!)

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503-342-6699
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760-889-2216
Secretary@usscogswell.com

Treasurer:

Orvil Williams (IC 64-68)
10512 South 36th Ave West
Colfax IA 50054-7516
(515) 674-3800
Treasurer@usscogswell.com

Director—Don Miller Shipmate Locator

Alice Lincoln
10512 South 36th Ave West
Colfax IA 50054-7516
515-674-3800
CrewmemberLocator@usscogswell.com

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



NOW HEAR THIS Ships Store Now Open NEW COGSWELL BALLCAPS!

Orvil Williams, your treasurer, has several Cogswell Association items for sale. These may include hats, shirts, and other items. However, due to the rapid changeover of this material we will not publish which items are available. For up to date information on which items are available please send an e-mail to Orv at Treasurer@usscogswell.com or give him a call at **(515) 674-3800**. We know he is standing by and waiting for the order. Orv also brings a huge selection of items for sale to each reunion.



President's Message

"Damn the torpedoes, Full Speed Ahead"

By Frank Wille (Officer 63-65)

That's the order given by Admiral Farragut during the Battle of Mobile Bay which we learned about on the Monday tour during the USS Cogswell reunion in Mobile AL. Actually, the torpedoes were what we call today "mines" and they were placed at the entrance to Mobile Bay, which is much larger than I had previously realized. As Farragut's fleet entered the bay on August 5, 1864, a "torpedo" sank the USS Tecumseh which caused the fleet to falter. Farragut issued his order and the ships progressed into the bay. Two days later, the Confederate Navy surrendered.

The Monday tour also included a visit to USS Alabama (BB-60) which was its own history lesson. We ate a catered lunch in the wardroom aboard Alabama and tried to imagine life aboard such a large vessel. I was most interested to learn that Alabama was the ship where Bob Feller, baseball Hall of Famer, served during WW II.

The Cogswell reunion was a smashing success. We had 5 shipmates who participated in their first reunion and were honored to have Mary Kittredge join us for the final banquet. The mystery theater was a fun event - most of us thought that Walt Baker was the culprit but learned that someone from the cast stole the jewels. The hotel worked hard to make our stay pleasant; they even arranged for a late night General Quarters drill to test our reflexes. Many thanks to George Overman for all his hard work in planning the reunion. Also thanks to shipmate and Mobile resident, Clyde Beck, for helping George and for providing airport transportation.

We left Mobile without knowing where the next reunion would be - there was a tie between two cities as to who would host. Subsequent voting determined that San Diego would be the site for the fall 2014 reunion. Planning is already underway. We hope to see many of our California shipmates next year.

Your officers were reelected for another term. We value the trust that you have placed in us.

Please share your Navy stories with Jim Smith so we can feature them in future issues of Scuttlebutt.

Frank Wille
Association President



Lyna Low & Frank Wille

USS COGSWELL DD-651 ASSOCIATION

2014 REUNION IN SAN DIEGO CA

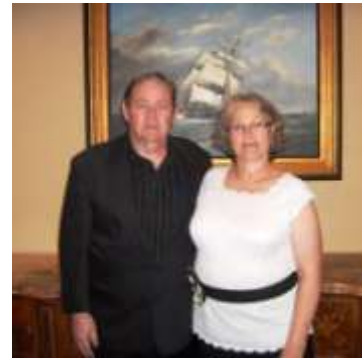
By George Overman



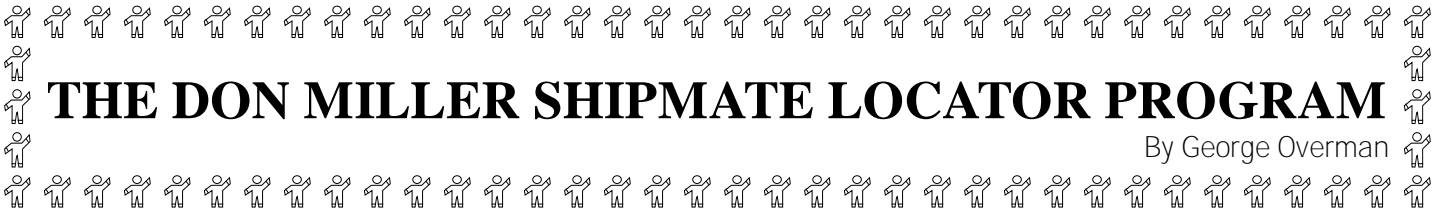
Your Association committee is busy planning the 2014 reunion in San Diego. This reunion will take place in October or early November, 2014. Some of the hotels have quoted a lower room cost if we have the reunion in November. However with the holidays in November it would have to be the first week. Time will tell once we complete the hotel inspections and begin negotiating the contract.

In order for us to make sure we are looking for the best venue possible that will fit into our price range, we have created a questionnaire for you to fill out and return to me by September 15. You can fill it in, scan and e-mail, or send via snail mail. Follow the directions on the form in the back part of this newsletter. We will use this data to score and weight the things that are important to our group. We look forward to getting your input.

**FINANCIAL STATEMENT
USS COGSWELL DD 651 ASSOCIATION**



APRIL 31, 2013	CASH ON HAND OR IN BANKS	\$23,240.09
	DEPOSITS	
MAY 2013		\$ 1655.00
JUNE 2013		\$ 642.00
JULY 2013		\$ 0.00
TOTAL DEPOSITS		\$2,297.00
	DEBITS	
POSTAGE		\$ 0.00
REUNION		\$ 6,871.27
NEWSLETTER		\$ 1,677.76
TOTAL DEBITS		\$ 8,549.03
TOTAL DEPOSITS + CASH ON HAND		\$ 25,537.09
MINUS EXPENSES		\$ 8,549.03
TOTAL		\$16,988.06
CASH ON HAND (Bank statement 7/31/13)		\$16,988.06



THE DON MILLER SHIPMATE LOCATOR PROGRAM

By George Overman

As many of you know, this program is named after the person who was instrumental in finding a large number of crewmembers who have joined the USS Cogswell DD-651 Association. I was one of those crewmembers located by Don Miller when he called me on a Sunday afternoon many years ago. It is estimated that Don located over 500 crewmembers during his “searching days.”

Don was also the first president of the Cogswell Association, which was founded by Chad White. Don served dutifully in this capacity until 1999, when Frank Wille took over the helm.

The current Director of The Don Miller Shipmate Locator Program is Alice Lincoln. Along with her mother Cheryl Williams, they have found well over 100 of our missing crewmembers. They continue to work hard on this program by trying to find more of our missing shipmates.

In order to bolster their activity, we have begun utilizing the services of “Jerry” who is working with Tin Can Sailors to provide searching help. He volunteers his time and TCS receives \$10 for each member located (deceased or living).

Again, we think this program is worthy and in order to continue our efforts we need donations for the search activities.



Don & Arlene Miller

You can make a check out to the
USS COGSWELL DD-651 ASSOCIATION
and mail to
USS COGSWELL DD-651 ASSOCIATION
PO BOX 6098
OCEANSIDE, CA 92052-6098

Tin Can Sailors Crewmember Locator Program

By George Overman

We are continuing to use the Tin Can Sailors locator service to find missing crewmembers. The program has been successful, but only to the extent that we are getting an overall 18% return on our investment. In other words, we are getting 1.8 new members for each 10 we find. Some are deceased and others are simply not interested in the Association. We also have 24 pending new members to follow up with, both from TCS and other sources. Tom Lamson and Mack Stringfield are making phone calls to these folks to get them to send in their membership forms. We can only hope their persuasion to join for these crewmembers is successful. **Again please help with a donation if you can, funds are getting very low.**

We currently have 24 former crewmembers in the “new” category that need follow up. Stats to date, some names are pending action.
Total names provided: 396
Total located: 255
Total deceased: 119 (47% earlier years very high—later years better)
Total alive: 136 (53% later years much better)
No interest in Association: 84 (62% - either initial no interest indicated or have not responded to numerous membership reminders)
Interested in Association: 52 (38% - currently contacting folks to contact for reminder)
New active members: 24 (18% from those found living since inception of program)



USS COGSWELL ASSOCIATION DATABASE STATISTICS as of 08/15/2013

Our database contains 3293 names total.

- Active = 259 (paid dues are current)
 ⇒ 123 Life Members
- Inactive = 4 (have not paid dues for more than two years—house cleaning of these inactive members)
- New = 24 (New members found who were mailed a membership form, waiting for return.)
- Reactivating = 0 (Need to be contacted (Inactive members who are reactivating their membership)
- No Interest = 651 (members who have indicated they have no interest in the Cogswell Association—some newly found who chose not to join)
- Deceased = 492 (known deceased shipmates—some newly found crewmembers)
- Not Located = 1863 (continues to be the largest number in database - we still need help locating. Largest part of decrease due to TCS locating efforts.

New members—February 15, 2013—August 15, 2013

Last Name	First	City	State	Years Aboard	Rank
SELDEN	THOMAS	CEADERVILLE	OH	68-69	LT

Known Deceased since February 2013

Last Name	First Name	City	St	Years Aboard	Rank
ALICIA	HARRY	WINTER SPRING	FL	59	BT
AUBERT	JOSEPH	CENTRAL	LA	59-62	CS
CARROLL	THOMAS			56-57	FN
CONNER	CLARENCE			62	GMM
DEARTH	LAWRENCE			62	SO
DOUGLAS	WALLACE	CHUCHUI	TN	60-62	BM
DUBOSE	JOSEPH	HARLINGTON	TX	59-62	GMG
ERICKSON	HARVEY	WICHITA	KS	60-62	SOG
FARIELLO	THEODORE			62	SN
FISHER	EARL	CHULA VISTA	CA	66-68	BT
GORDON	MAX	IMPERIAL BEACH	CA	61-64	SK
GRABLE	GALE	LOS ANGELES	CA	59-62	SM
GUNTER	EDWARD			62	RD
JOHNSON	FREDERICK		MN	68-69	ET
JONES	EDWARD			44-45	SA
JONES	GEORGE	SNOWBALL	AR	68-69	PN
KITTREDGE	BRUCE	LILLIAN	AL	64-67	BT
KOEHLER	DAVID			68-69	OFFICER
MCCONNELL	ARDLE	PORTLAND	OR	58	BM
PRICE	LESTER	GUTHRIE	OK	68-69	ST
ROBINSON	GARDNER	TUCSON	AZ	66-69	MM
ROSE	DONALD			67-69	EM
SIM	STEPHEN			68-69	OFFICER
SUTTON	DENNIS	LAKE BUTLER	FL	68-69	BM
TREMPER	FRANK	SIDNEY	NY	52-53	SA

PO= Plankowner

Many of the deceased names came through the TCS locating service.

Obituaries

Alicia, Harry (BT, 1959)

Dear Secretary of USS Cogswell DD-651 Association,

I'm writing to inform you that BT1 Harry Alicia passed away on 17 March, 2013. He really enjoyed the emails/correspondence from USS Cogswell DD-651 Association.

Sincerely,

Shawn Alicia



Cissna, Durwood W (SA 59-61)

(Editors note: This information provided by James Hodges was mistakenly omitted in the Feb edition)

I wrote a letter to Mary Ellen Cissna who, as we suspected, was Sonny Durwood Cissna's wife. I am attaching her response and a photo. (James Hodges)

Letter displayed on next page.



(over 51 yrs) Durwood Cissna & Mary Ellen Cissna Christmas Party

Good Morning Mr. Hodges!

It is October 18, 2012 and Thursday.

I appreciate you kind memories that you shared with Sonny, to me and I've copied and sent to his children. They will appreciate it also.

He transferred from USS Cogswell (DD-651) to USS Rowen (DD-782) received emergency orders to Johnson Island for "Operation Dominic." It was 1962 and we'd been married almost two years. I was expecting our first child within weeks and he didn't want to go to Maine. Another sailor had joined the Navy to travel but hadn't been anywhere and he was a Gunner's Mate. The child came late and he was at sea by the time she was born, so met her at three months of age.

Sonny was always called that, and Grandpa Sonny. He was exposed to radiation during the tests, which wasn't proven until later years. He was thirty-five when diagnostic tests found the type of Cancer and gave him one to five years of life. We had three children and the youngest was five, so he felt he had to live, take treatments and the Doctors at Kaiser helped him achieve a quality life for 22 more years. All children educated, married, five grandchildren born. Youngest was 3yrs. by then.

He went to College for two yrs getting his Bachelors' Degree in Science, went into the Missile Weapons field on the USS Long Beach, later leaving the Navy for a civilian job with the Navy as an Engineer Technician traveling to many ports testing all Weapons systems, later retiring when shipyards were closing on the coast of California in 1998. He died the following year, but he enjoyed the life. There was Scuba Diving with his son as his partner. Hiking, biking and laughing through it all as long as his body would allow. I am very grateful for the wonderful time I had with Sonny, three months short of forty years, and still wish it could have been longer.

You've done very well retiring with the Navy. Good for you and still time to enjoy more ahead. Stay strong, active and learn more, was Sonny's belief.

Warm regards,

Mary Cissna

**KITTREDGE, BRUCE JAMES
(BT 64-67)**



*Bruce James Kittredge
May 14, 1930
February 27, 2013*

Bruce James Kittredge, died Feb. 27, 2013 in Pensacola at the age of 82. He was born in Detroit, Michigan on May 14, 1930 and is preceded in death by his parents, Grace Marie and James Bruce Kittredge, and a brother, Raymond Kittredge.

Survivors include his wife, Mary Therese Kittredge, brothers Jerry, Bob, Ricky and Dennis. Sons Chuck (Becky), Jay, Sean (Denise), Tom (Krista), and daughter Sue Reeths (Steve). Also by many grandchildren and great grandchildren. Services include: Visitation Sunday, March 3, 5-7pm at Oak Lawn Funeral Home & Crematory. Monday, March 4, 10am, funeral procession from Oak Lawn Funeral Home & Crematory to Barrancas National Cemetery for a Military Funeral Honors Ceremony. Bruce retired after 22 years of faithful service as a Chief Petty Officer in the United States Navy. Oak Lawn Funeral Home & Crematory has been entrusted with arrangements.

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**CARROLL, THOMAS LELAND
(FN 56-57)**

Dear Sir:

While looking for an old classmate, we found the attached Obituary that I thought you might be interested reading it. Thomas Leland Carroll served on the USS Cogswell and is listed on your list of missing shipmates.

Sincerely
Bill LaFever

Thomas L. Carroll

Thomas "Tom" Leland Carroll of North Bend died of cancer on Saturday, Oct. 11, 2003, at Mt. Si Transitional Health Center in North Bend. He was 69.

Mr. Carroll was born on Feb. 21, 1934, in Kelso. He attended Kelso High School, then enlisted in the Navy in 1955. He served on the USS Cogswell in China before his discharge in 1960.

Mr. Carroll moved to Snoqualmie in the early 1960s, marrying his wife, Marilyn, there on Oct. 13, 1962. In 1967, he and his family moved to North Bend where he remained until his death.

He worked for more than 30 years at the Weyerhaeuser Sawmill in Snoqualmie, where he received many safety awards.

According to his family, Mr. Carroll had a great sense of humor and loved working on cars and attending car shows.

Survivors include his wife, Marilyn, of North Bend; sons Michael Carroll of Spokane and Jon Carroll of Snoqualmie; a daughter, Phyllis Carroll, of Renton; a brother, Sam Carroll, of Lacey; and two grandchildren.

No service will be held. Snoqualmie Valley Funeral Chapel in North Bend is in charge of arrangements.

GRABLE, GALE NORMAN (SM 59-62)

Gale "Norman" Grable, 69, of Prescott, Ariz., passed away on Sunday Oct. 31, 2010, of an apparent heart attack at his home in Prescott. He spent his last days enjoying the company of his sister and at the home he enjoyed.

He was born in Hollywood, Calif., Jan. 9, 1941, the son of Fred and Madye Grable Sr. At 17, he enlisted in the Navy and served two tours, first on the USS Cogswell, in Vietnam as a communication specialist, and later on the USS Molala ATF-106. He lived in San Diego with his wife Vickie.

In 1967 he was accepted into the U.S. State Department as a communications officer, and after several years, he was promoted into the Corp Diplomatic as a U.S. Diplomat. During his illustrious career as a diplomat, he and his family lived in Washington D.C. and several posts overseas. He organized press conferences for Presidents Lyndon B. Johnson, Richard Nixon and the 1971 S.A.L.T. talks in Geneva. He was praised for his accomplishments at work and was known among his peers "as the golden boy."

Norman was a very talented artist and cartoonist. He came from an artistic family. His dad was a cartoonist for Disney, as well as other studios. His mother was a milliner for the Ice Capades.

After leaving Washington D.C., he moved to the Lake of the Ozarks to be near his brother Fred. Norman worked as a finish carpenter and cabinet-maker. He loved the natural beauty there and the friendly residents. In the 28 years that he lived there, he counted many in the area as his friends. His favorite thing to do there was taking his boat out to fish in the many coves on the lake.

In retirement, he moved to Montana to be with his sister and they in turn moved to Prescott, Ariz., for health reasons. He loved cooking good, old fashioned, Southern food, reading and listening to the blues.

PRICE, LESTER EUGENE (ST 68-69)

Guthrie News Leader
Thursday, December 2, 1999

Graveside funeral services for Lester Eugene Price, 60, of Guthrie, Okla. will be at 3 p.m. Saturday, Dec. 4, 1999 at Lawrie Cemetery in Guthrie. Rev. Bob Walker of Guthrie will officiate. Burial will be in Lawrie Cemetery under the direction of Smith Funeral Home of Guthrie. Lester was born May 6, 1939 in Logan County, Okla. to Ansel and Alice Price. He died Tuesday Nov. 30, 1999 at Cole's Nursing Home in Guthrie.

He is survived by his wife, Judith, of Sterling, Kan., three sons, James Eugene Price, Steven Keith Price and Daryl Dwayne Price all of San Diego, Calif.; four brothers, Vern Price and Leon Price, both of Guthrie, Kenneth Price of Moore, and Ronald Price of Kingfisher; two sisters, Alice Faye Mallory of Springfield, Mo. and Joyce Hinds of Oklahoma City; and five grandchildren, Crystal Lewis, Heather Bailey, Brandon Price, Tasha Price and Cory Price.

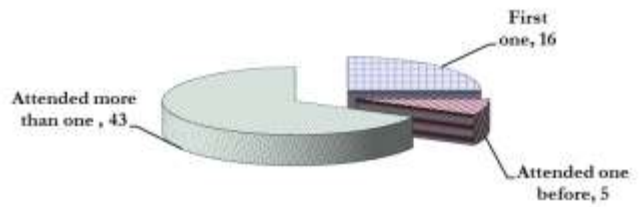
Lester was a retired Chief Petty Officer of the United States Navy and was past commander of the VFW Post No. 4578 of Guthrie.

2013 Mobile AI Reunion Survey Results Total Responses Received 64

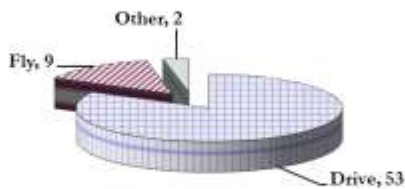
Survey Response Makeup
86% Response



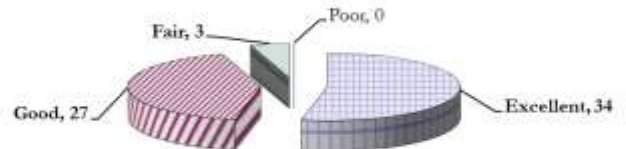
Previously Attended Reunions?



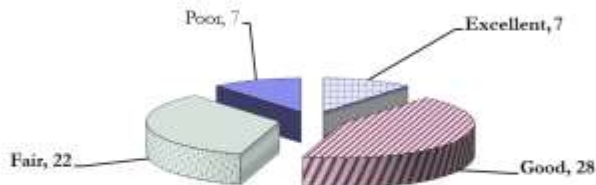
Transportation Method



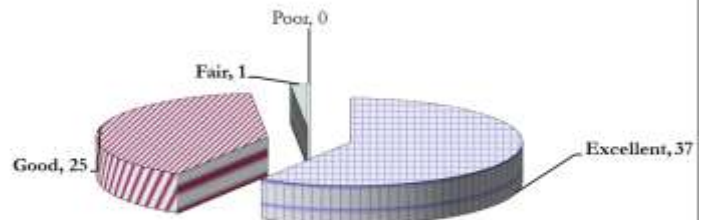
How Did You Rate The Overall Reunion



Hotel Rating

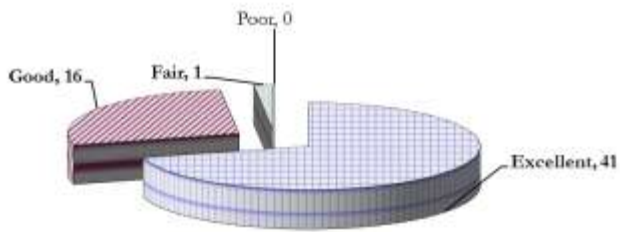


Hospitality & Exhibits

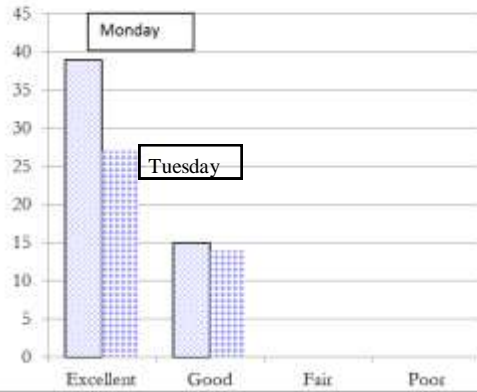


2013 Mobile AI Reunion Survey Results Total Responses Received 64

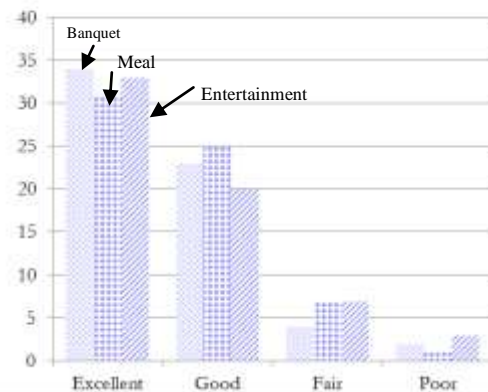
Reception



Tours



Banquet & MMD



Individual comments on Mobile reunion.
Broken out as C=for Association, E=Entertainment, H=Hotel,

C	I stayed hot a lot. Overall the reunion was fine!
C	Appreciate all hard work to put the event on.
C	All the work that was done to put it all together was fantastic.
C	Enjoyed every minute of it.
C	I appreciate all the work you do to put this together - I have no suggestions
C	Enjoyed renewing friendships
C	Best part was getting together with former shipmates and their spouses. That will never change. Thanks to Geo Overman and his helpers/producers.
C	Great camaraderie. POW/MIA recognition (powerful).
C	All in all, felt the field trips a little strenuous for all. Maybe they need to be shorter or less strenuous places. Rates were excellent.
C	Like to have complementary breakfast. Little more modern hotel would be good. A little more own time.
C	First day activities were too long. Great people. Hotel was isolated from other services.

C	I am sooooo glad yall found me. I really enjoyed myself and look forward to attending many more reunions.
C	The table setup sucked (banquet)
C	Great tours
C	Tuesday entertainment good for the right crowd. This was a total success because the members are special guys.
C	Another outstanding job! Bravo Zulu
C	Had a great time.
C	Tuesday tour was a wonderful place, but may have required too much walking for some/many convention goers, but I did personally enjoy it. Similarly, the Monday tour may have been tough on many, but it did have a shorter walk to air conditioning, and I personally enjoyed it more as well.
C	The humidity to moist (I guessed at this)
C	I had a great time meeting everyone and looking at pictures and especially hearing the stories.
C	I liked it all!
E	Entertainment ruined an otherwise good banquet
E	Loved the MMD!

E	Banquet entertainment - too confusing for most.
E	Enjoyed the entertainment
E	There were some misprints on the MMD guide, which clouded the clues a bit, but it made it fun too.
E	Dinner theater was a blast
H	Reunion breakfast not well organized on Monday Morning.
H	No staff members of facility to handle any problems. First room no workable sleep # bed, no lights working; however next room acceptable. No one working at night in hotel but one desk employee that was not give necessary info to handle false fire alarm incident.
H	The fire alarm drill did not have specific plan for the hotel.
H	Did not like hotel managements handling of fire alarm situation. There was no consideration for the age of the guests.
H	Could have done without the fire drill. They needed more staff in the restaurant.
H	GQ (I think this refers to the fire drill!)
H	Service in the hotel restaurant was poor. Everything else was excellent. The fire drill was a "hoot".
H	A/C in building needs work staff was excellent
H	Hotel excellent except for the fire drill.

H	The early A.M. drill was challenging!
H	There were a few problems with the hotel but the decorum and history of hotel over compensated for the problems. The restaurant could do better but bar was great for sandwich.
H	I liked how well they hide the front of the hotel (name).
H	My room had bugs on the bed. When we made the reservations I thought my request for adjoining rooms would have been considered more.
H	Even the fire drill was fun. It was entertaining to watch the reactions from the guests - just relax people - they were doing their best to fix a bad situation.
H	unfortunate about the "fire drill". It didn't wreck my time here in Mobile - they got a guy here to reset the elevator as soon as possible.
H	The hotel restaurant was short staffed and thus slow. The fire alarm was tiresome. The banquet food was slow coming out and the ceremonies seemed on the fly.
H	Non-performing TV remote; dirty glass in bathroom upon arriving; and terribly slow service at breakfast on 1st day.
H	Hotel so/so (you get what you pay for). Accommodation good - rest fair
H	Hotel was lacking in efficiency. Hotel housekeeping was so-so. Hotel should have been more accommodating with food service and A/C!!
H	Fire drill & hotel response to same (did not like). Restaurant at hotel, but surrounding restaurants were good. Location was good - you could walk if hotel did not work out. Support staff at hotel not very supportive at banquet or with issues with the room. Food was pretty good at banquet.
H	Poor service in restaurant. Pork chops tough at banquet & canned gravy. Rooms good. Poor air conditioning.
H	(Didn't like) The obvious - Monday morning breakfast and 3:00 AM awakening

H	Hotel was unprepared for convention goers. They did not anticipate how tour schedule would affect breakfast, nor how age of attendees affects emergency evacuation placement. Weird water stains in room (and no maintenance crew to clean it, was done by desk personnel), and TV wouldn't receive remote signal. The food at the banquet was fantastic! But getting tea/water/bread took too long, as we sat in a dim room for nigh an hour before anything was served.
H	Hospitality room & hallways too warm.

If you made any comments listed under the “C” category and would like to add clarity to your entry, please send an e-mail to Secretary@usscogswell.com The committee is committed to correct or improve any of the negative ratings in that category for which we have some control. I know it’s hard to believe, but we cannot control the weather.

Overman’s Volunteer Award

By George Overman

Volunteer—vol·un·teer [vol·uhn·teer]

1. a person who voluntarily offers himself or herself for a service or undertaking.
2. a person who performs a service willingly and without pay.

Volunteers are what helps an organization survive. Imagine how much it would cost the Cogswell Association each time a person who performed the slightest bit of work wanted to get paid. First, we don’t have the money to pay for all this help, and secondly, there would be a lot of things that would fall by the wayside and never get done.

I thought it was imperative that our Association recognized some of these folks. So, I decided on my own, to have a volunteer award(s) at each of the reunions. I called it the Overman’s Volunteer Award because there is absolutely no cost to the Association. Because it does not cost the Association, I am the only one who gets to make the decision on the winner’s of the award. Funny how that works!

The first award was presented to Walt Dziedzic at the Tucson reunion in 2011. Walt made numerous calls and sent untold e-mail messages to his former department crewmembers and others he served with on the Cogswell. Truth be told, some of them were probably ready to file a restraining order against him! However, I did get Walt a very large beer mug inscribed with his name.

And would you believe he complained that it was too heavy when “full” of beer. Geezzzzz.



So when Mobile came around I decided to go a bit further and present some new awards. This time it was a pilsner glass inscribed with names, rates (if applicable) and years aboard (if applicable). The group who won an award in Mobile included: Cheryl Williams & Alice Lincoln for all their hard work at the reunions. Mike Adamsen for his beautiful rendition of Taps on his horn at the banquets. Clyde Beck for taking part in the hotel inspections, acting as the airport shuttle, and helping with the shopping the day before the reunion. Tom Lamson who has been instrumental in calling the “new” people that were found by Tin Can Sailors and reminding them to send in their membership forms (award mailed to Tom). James L Smith for all his hard work on the newsletter. You see many articles written by James and it’s a great help. And, last but not least, Mack Stringfield who was also present at the initial hotel inspections and later made another trip from TX to Mobile to get a few issues smoothed out with hotel management. Mack is also helpful in calling some of our “new” members.

My bad, there is one crewmember I forgot at this reunion but I am sure you will see his name announced in San Diego Until next time.....

STEVEN A KURCINIK (GM 61-65)

For Gunner's Mate Steve Kurcinik the Cogswell was his home-away-from-home and his only duty station during his four year Navy service from 1961 to 1965.



Elizabeth & Steve Kurcinik

Born and raised in Willimantic, Connecticut, Steve was inducted into the Navy at the center on Broadway in New York City. From there he went to boot camp at Great Lakes where he was part of Company 464. His group was part of the last to wear the old flat hat. That old hat sits on a dummy head in his home today.

“At the time there wasn't anything to do but go in the service, because you were going to get drafted anyway and I wanted a choice,” Steve said. The Navy was his first choice because an uncle had served in the navy during World War II.

It was Steve's first time away from home and the weather was turning cold as he arrived at Great Lakes and after running afoul of a Chief Boatswain's Mate he was assigned the duty of scrubbing some stairs with a toothbrush.

“An officer came along and asked me ‘What are you doing?’” After explaining his assignment the officer told him “Get up and go back to your group.”

He reported aboard the Cogswell and made several cruises with her during the next four years. During a training exercise off the coast of San Diego a sailor went overboard from a carrier and he and other crew members on the Cogswell spent hours at the rail unsuccessfully searching for the lost carrier sailor.

On another cruise when things were heating up in Cuba the Cogswell escorted a group of Marines to Balboa, Panama where the Marines picked up another escort to take them through the canal and into the Atlantic.

As a gunner's mate he was assigned to the 3-inch guns that were located at various locations on the ship. While he served on the ship he sent back some of his pay to the grandmother who raised him in Connecticut. “The Navy taught you how to take care of yourself,” Steve said. “I thought it was a good experience.”

Another incident he remembers from his time on the Cogswell was coming back from a night at the bar in San Diego with a shipmate and being awakened early the next day along with the rest of the crew and ordered into quarters. Crew members were taken off the ship for questioning about a large sum of payroll money that had been stolen. Steve remembered being taken to a large warehouse where he was questioned and cleared of any involvement.

A payroll shipment was missing and the civilian Naval investigators dressed in suits with sunglasses came aboard and began questioning everyone about the missing money. A small amount of the money later turned up in some scrap metal in Yokosuka, Japan. A supply officer and disbursement clerk were transferred off the ship because of the theft, but Steve doesn't believe anyone was ever caught.

Another time in Kaohsiung, Taiwan he remembered being picked for shore patrol duty and

(Continued on page 20)

(Continued from page 19)

having to help rescue a sailor from an unhappy mob after the sailor and a jitney driver got into a heated argument over how much was owed for a ride. "A crowd was gathering and we were afraid he was really going to get hurt," Steve said. There were other times when they had to mediate disputes over locals trying to cheat sailors out of money during exchanges. During national elections in the Philippines, he and other shore patrol officers had to enforce the no alcohol regulations in effect during the election periods. "Some of those Philippine officers carried revolvers bigger than they were," Steve said.

Sadly, one night on the Cogswell a sailor cut his wrists and he was on duty and had to clean up the mess.

In another incident in Japan, a civilian Japanese police officer and a military officer arrived at the ship and demanded the return of a Japanese fire extinguisher that had been "lifted." They didn't want to press charges, but did insist on getting back the fire extinguisher. Steve disappeared below decks and returned with the fire extinguisher which made everyone happy. Although Steve thinks he remembers the culprits he is remaining mum on the names. "I still know one of the guys, I think," Steve said.

Back in San Diego another sailor had been through a Captain's Mast and was waiting to be transferred to the brig when he made a garbage run to the pier after evening "sweepers" in his undress blues, but never returned to the ship after dumping the trash. Steve had to call the Marine sentries to alert them to the missing sailor. Apparently he had set up the escape with his girlfriend, but ended up missing ship's movement which we all know is a very serious offense.

On a lighter note, he remembered being one of the sailors picked to attend a Chinese Opera in Keelung, Taiwan as part of a good will visit during one cruise. "The costumes were interesting, it was kind of neat," he said. As odd as it sounds, he always looked forward to returning to the Cogswell after being away. "It was my home-away-from home, it was kind of nice getting back," he said.

Like most Cogswell sailors he remembers fondly port calls to Olongapo, Hong Kong, Yokosuka, Sasebo, Kobe and, of course, Pearl Harbor and Oahu.

A month before the Cogswell was due to head back overseas and a month before his scheduled discharge, Steve arranged a transfer off the ship. He didn't give much of a thought to shipping over, but looking back doesn't think it was such a bad life.

Once discharged he headed home to Connecticut and with his uncle's help took a \$2.10 a hour job at the Pratt and Whitney plant near his hometown. "I thought that was a lot of money at the time and it was a good place to work," Steve said. Apparently so, as he spent the next 36 years working there until he was offered a nice retirement package at age 58. "I didn't stay at one machine and it wasn't boring or dull," he said.

In addition to the job, he met Elizabeth on a blind date in Brooklyn after he returned from the Navy and the couple was married. They have raised three children and now enjoy the company of two grandchildren who live very close.



ROY EDWARD WCYKOFF (TM 67-69)

Torpedoman Roy Wyckoff remembers vividly jumping into the ocean to recover practice torpedoes while an armed boatswain's mate stood on the 02-deck with a rifle acting as a shark sentry during his time on the Cogswell.

The Cogswell reunion in June in Mobile, Alabama was Roy's first.

During his Navy career he served on three destroyers, the USS Jenkins, DD-447 – an early Fletcher class DD – the Cogswell and later on the USS Boyd, DD-544. Before his Navy career was over, all three ships were decommissioned. "It wasn't my fault," Roy said.

"George (Overman) found me," was how Roy explained getting connected with old shipmates.

Roy retired from the U.S. Postal Service after a 30-year career of delivering mail in Miami, Florida and Oklahoma City where he makes his home. He was born and raised in

Mooreland, Oklahoma, a small town near the panhandle. Albert Wyckoff, Roy's older brother was serving as a boatswain's mate at the time Roy enlisted about 18 months after he graduated from high school. He fondly remembers several visits to Subic Bay and a couple stops in Hong Kong and Yokosuka, Japan during his Navy career.

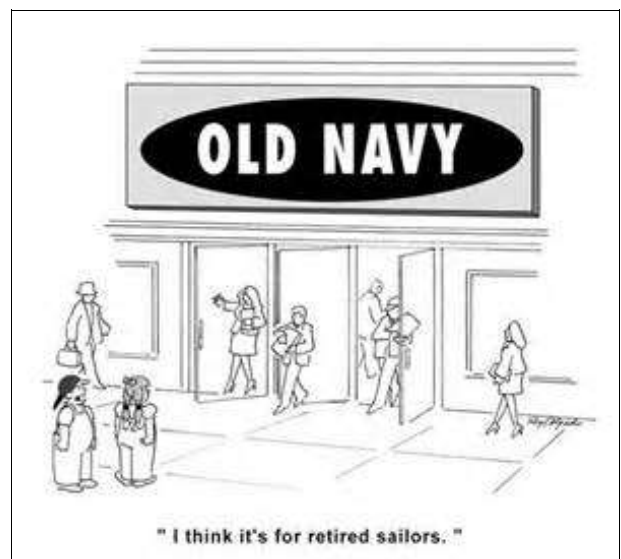
As a member of the Sonar Division, his sleeping quarters were in the fantail of the Cogswell which was pretty convenient because his watch station and general quarters station was after steering. "When I got up for watch I walked about 10-feet to after steering," he said.

One of his funnier recollections was when he and a shipmate were returning from some serious shore liberty in San Diego and his buddy decided he didn't want to walk around a flooded dry dock and suddenly jumped into the dry dock and swam across to the other side. "The shore patrol picked him up on the other side," Roy said. "We may have had a few beers."

On one of his ships he remembers spending a night in Da Nang Harbor as a "show of force." He remembers the Captain's launch circling the ship all night with an armed crew aboard to keep anyone from getting close enough to attach any explosives to the ship. He also recalled episodes of intensive shore bombardment but was only aware of a reported hit on a truck and an ammo dump.

"Most of my Navy memories are good ones," Roy said. He hopes to make the next reunion in San Diego (but we're guessing he won't reenact his friend's short cut swim in the dry dock.)

(Editors note: Let's see, who can I call at National Steel and Shipbuilding)



Navy Speak 101 (The Navy Department Library)

CAPTAIN'S MAST

The term "mast" refers to the ceremony that takes place when the captain awards non-judicial punishment for regulation infractions or official recognition for "jobs well done." In the days of sail, ceremonies were held under the mainmast on a regular basis and usually on a Sunday morning just before divine services. Consequently, the ceremony came to be known as "mast" in recognition of the locality of the presentation.

CARRY ON

In the days of sail, the officer of the deck kept a weather eye constantly on the slightest change in wind so sail could be reefed or added as necessary to ensure the fastest headway. Whenever a good breeze came along, the order to "carry on" would be given. It meant to hoist every bit of canvas the yards could carry. Pity the poor sailor whose weather eye failed him and the ship was caught partially reefed when a good breeze arrived.

Through the centuries the term's connotation has changed somewhat. Today, the Bluejacket Manual defines "carry on" as an order to resume work: work not so grueling as two centuries ago.

CHAPLAINS

Chaplains, the military men of the cloth, are rightly named according to French legend.

It seems that Saint Martin of Tours shared his cloak -- by splitting it in half -- with a beggar on a wintry day at the gates of Amiens, France. The cloak was preserved since it was believed to have been shared with Christ, and became the sacred banner of French kings. The officer tasked with the care of the cloak and carrying into battle was called the chaplain or cloak bearer. Chaplain comes from the French word "chapele" meaning a short cloke. Later, priests or chaplains, rather than field officers, were charged with the care of the sacred cloak.

Chaplains served aboard warships of many nations and in the British and American navies they collected four pence per month from each member of the crew. In return, they rewarded every seaman who learned a psalm by giving him six pence.

Besides holding divine services, chaplains were charged with the instruction of midshipmen and the moral guidance of officers and men alike.

It wasn't until the 18th century that chaplains were permitted to dine in the wardroom. Previously, they messed in their own cabins although they were frequently invited to dine with the captain.

Navy Speak 101 (Cont'd)

CHARLEY NOBLE	<p>Charley Noble is the enlisted man's name for the galley smoke stack or funnel. The funnel is said to have been named after a stern old merchant captain who discovered that the galley's smoke stack was made of copper and therefore should receive a daily polishing. In today's Navy it is the custom to send green recruits to find Charley Noble, a hunt which causes endless amusement for the ship's veterans.</p>
CHEWING THE FAT	<p>God made the vittles, but the devil made the cook," was a popular saying used by seafaring men in the last century when salted beef was staple diet aboard ship.</p> <p>This tough cured beef, suitable only for long voyages when nothing else was as cheap or would keep as well, required prolonged chewing to make it edible. Men often chewed one chunk for hours, just as if it were chewing gum and referred to this practice as "chewing the fat."</p>
CHIT	<p>One tradition carried on in the Navy is the use of the "chit." It is a carry over from the days when Hindu traders used slips of paper called "citthi" for money, so they wouldn't have to carry heavy bags of gold and silver.</p> <p>British sailors shortened the word to chit and applied it to their mess vouchers. Its most outstanding use in the Navy today is for drawing pay and a form used for requesting leave and liberty. But the term is currently applied to almost any piece of paper from a pass to an official letter requesting some privilege</p>
CROW'S NEST	<p>The crow (the bird, not the rating badge) was an essential part of the early sailors' navigation equipment. These land-lubbing fowl were carried on board to help the navigator determine where the closest land lay when the weather prevented sighting the shore visually. In cases of poor visibility, a crow was released and the navigator plotted a course that corresponded with the bird's because it invariably headed toward land.</p> <p>The crow's nest was situated high in the main mast where the look-out stood his watch. Often, he shared this lofty perch with a crow or two since the crows' cages were kept there: hence the "crow's nest."</p>

Tin Can Sailors Events

TCS has regular Bull Sessions, annual reunions, and Field Day sessions aboard historical vessels. More information can be obtained from the TCS web site: <http://www.destroyers.org/> or call (800) 223-5535 Monday—Friday, 10 a.m. to 4 p.m. Eastern time. This gives Cogswell crewmembers the opportunity to hook with up other Cogswell crewmembers and possibly meet other sailors you served with in the past aboard other “Tin Cans”.

September 27-29, 2013

USS KIDD (DD-661) Field Day at Baton Rouge, LA (Event one)

October 5, 2013

New England Bull Session, Millican-Mackenzie American Legion Post 273, Burlington, MA

October 5, 2013

Western States Bull Session, Courtyard by Marriott, San Diego, CA

October 19, 2013

New York Bull Session, Hilton Garden Inn Melville, Plainview, NY

October 24-27, 2013

USS KIDD (DD-661) Field Day at Baton Rouge, LA (Event two)

October 26, 2013

Texas Bull Session, Sunday House Inn & Suites , Fredericksburg, TX

October 26, 2013

Chicago Area Bull Session, Marriott Deerfield Suites, Deerfield, IL

January 11, 2014

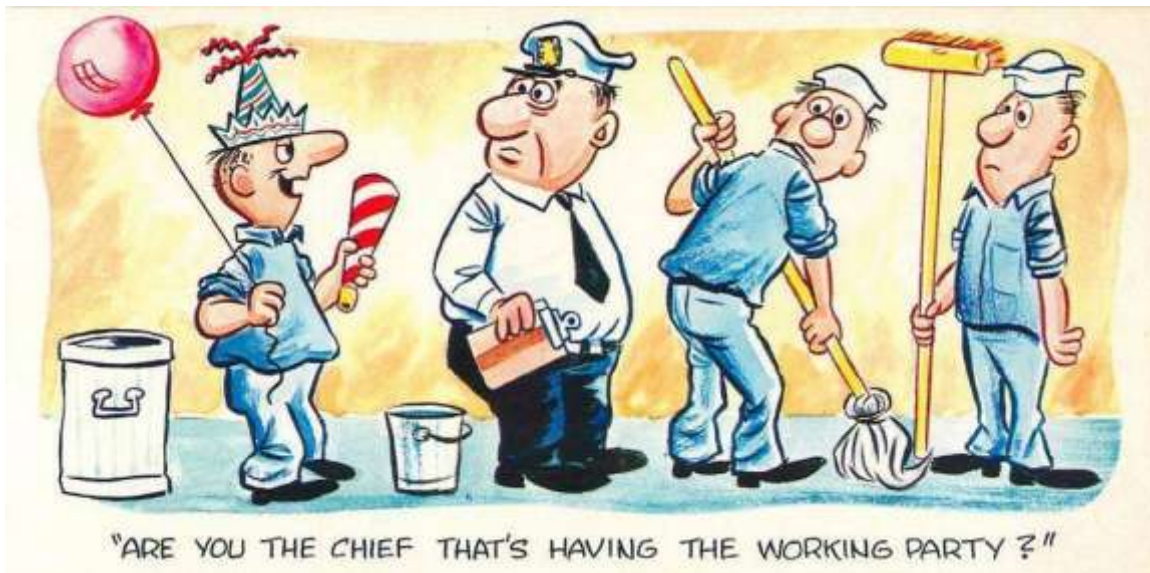
Florida Bull Session, Ramada Hotel & Conference Center, Lakeland, FL

January 18, 2014

Arizona Bull Session, Embassy Suites Phoenix Airport at 24th Street, Phoenix, AZ

March 1, 2014

Jacksonville Bull Session, Holiday Inn Express, Jacksonville Beach, FL



Reunion Hotel Requirements

What Would You Like

By George Overman

In an effort to attain the best possible venue for the Cogswell reunions, I am trying to gather the needs and desires of our members on what to look for when evaluating a prospective location. In the MUST section, list any item that would be a MUST requirement. This would be an amenity or item that if not available you would refuse to stay at the hotel.

MUST requirements: (i.e. NON-SMOKING UNITS), _____

In the DESIRED section, check off the amenity that you would LIKE to have in a reunion hotel along with a weighting factor anywhere from 1 (low desire) to 10 (highly desired but not a must) for that item. If you couldn't care less just put an N/A. Yes, I understand there are many items that don't typically fit our group but it is as complete a list as I could put together.

DESIRED requirements:

ITEM:	WEIGHT:	ITEM:	WEIGHT:
AAA APPROVED	_____	HAIR DRYER	_____
AIR CONDITIONING	_____	HANDICAPPED ROOMS	_____
AIRPORT TRANSPORTATION	_____	HANGING CLOSET	_____
ALARM CLOCK/RADIO	_____	HIGH QUALITY MATTRESSES	_____
ARMCHAIR	_____	ICE MACHINES	_____
BABYSITTING	_____	INTERIOR ROOM ACCESS	_____
BEACHFRONT	_____	IRONING BOARD W/IRON	_____
BED & BREAKFAST	_____	JACUZZI OR SPA	_____
BICYCLE RENTAL	_____	KING BEDS	_____
BOATS RENTAL	_____	KITCHEN UNITS	_____
BREAKFAST INCLUDED	_____	LARGE ROOM	_____
CABLE TV	_____	LARGE BATHROOM	_____
CAR RENTAL	_____	LAUNDRY FOR GUESTS	_____
CEILING FANS	_____	LOUNGE (BAR)	_____
CHILD PLAY AREA	_____	MICROWAVE	_____
COFFEE MAKER	_____	PATIO OR BALCONEY	_____
COUCH	_____	PETS ALLOWED	_____
CURRENCY EXCHANGE	_____	PET FREE ROOMS	_____
DIVE PACKAGES	_____	PUSH TOWELS	_____
DOUBLE BEDS (2)	_____	QUEEN BEDS (2)	_____
ELECTRIC TOWEL WARMER	_____	RECLINER	_____
EXTERIOR ROOM ACCESS	_____	REFRIGERATOR	_____
FAX AVAILABLE	_____	RESTAURANT	_____
FIREPLACE	_____	ROOM SERVICE	_____
FISHING PACKAGES	_____	SAFE	_____
FREE PARKING	_____	SHOWER	_____
GOLF	_____	SHOWER W/TUB	_____

SHUFFLEBOARD	_____	WATERFRONT HOTEL	_____
SLEEP NUMBER BEDS	_____	WELL LIGHTED ROOMS	_____
SPA OR JACUZZI	_____	WORKOUT ROOM	_____
SUITES AVAILABLE	_____	OTHER:	
SWIMMING POOL	_____	_____	_____
ROOM TABLE/CHAIRS	_____	_____	_____
TELEPHONE	_____	_____	_____
TENNIS	_____		
VCR	_____		

On the same scale of 1 to 10, how important are the following to you?

HOTEL CLEANLINESS	_____
HOTEL LOCATION	_____
BANQUET COST	_____
ROOM COST	_____
TOUR COST	_____

Name: (Optional) _____

PLEASE RETURN THIS DOCUMENT **NO LATER THAN SEPTEMBER 15, 2013**. WE WANT TO INCORPORATE THESE FINDINGS IN OUR REVISED HOTEL INSPECTION MATRIX.

E-mail: Secretary@usscogswell.com
 Snail Mail: USS COGSWELL DD-651 ASSOCIATION
 PO BOS 6098
 OCEANSIDE, CA 92052-6098

USS Cogswell Biography/"sea" stories project

Name _____ Age _____ Cogswell years _____
Rate & rank _____ Other duty stations _____ Spouse
name _____ How long married _____ Children _____ City where you live
now _____ Birth hometown _____

Favorite Cogswell memory (the one you tell all your family and friends at parties):

(Use back of paper for more room)

Give me a little information on your after Cogswell career, children, church, travel, hobbies and generally what makes you tick and smile (use additional sheets if necessary):

After I collect these sheets I will start writing up the biographies/sea stories, but I will undoubtedly have questions so I need a number to reach you. Also if you have e-mail give me that address so I can send you the finished work for correction and editing.

Thanks,

JIM SMITH
375 DAVIS LAKE RD
LAPEER, MI 48446

E-mail: jlsmediaservices@gmail.com

Editor's note: Jim used this sheet beginning at the Tucson reunion to gather some of the stories in this edition. Please feel free to fill this out and send it to Jim through e-mail or the address indicated. We want your bios and sea stories.

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Bath Maine, 1943—650 Caperton,
651 Cogswell, 652 Ingersoll, 653 Knapp.