

THE SCUTTLEBUTT



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USS COGSWELL DD-651 ASSOCIATION 16TH NATIONAL REUNION MOBILE AL JUNE 02-04, 2013 (SUN, MON, TUE)

Admiral Semmes Hotel, 251 Government St.

The room rate (king or two queens) is \$89 per night plus tax (currently 14%). This rate does NOT include meals. There is breakfast and lunch, available at the Adm. Semmes and dinner available at the Holiday Inn next door. The Adm. Semmes also has bar food available in the evening in The Admirals Corner lounge.

NOTE CORRECT ROOM RESERVATION PROCESS!

For booking a reservation call [251-432-8000](tel:251-432-8000). Request a **GROUP RESERVATION** and when prompted use **GROUP CODE: 0601USSCOG**. This is the direct number for the Admiral Semmes front desk. The phone will be answered by knowledgeable staff experienced with handling reservations. Any difficulty encountered by a caller will be directed to Maura Garino, VP Public Relations & Business. If Maura does not solve the problem you may be having, feel free to send me an e-mail to Secretary@usscogswell.com or call 760-889-2216.

DO NOT USE THE 877# OR THE ON-LINE BOOKING SYSTEM.

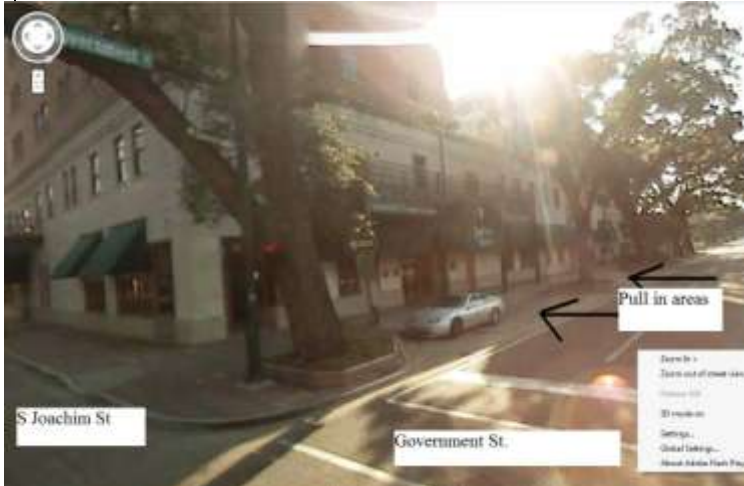
All unused rooms in our room block will be released on May 02, 2013 to avoid additional expenses to the Association.

If you are driving to Mobile, attendees should check into the hotel ***before*** entering the parking garage. With the room key, which you will receive after checking in, you can get access to the parking garage gate without needing to get a parking slip (just use the room key). The room key also allows you in-and-out privileges of the parking garage gate during your stay. The charge for the parking garage will show up on your

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room bill (24 hr. fee—current rate \$7.00/day). Checking in will require that attendees pull up in front of the Admiral Semmes at 251 Government St. (US Hwy 90). There is a small area where cars can park while unloading before proceeding to the parking garage (see picture).



Because this area is small and several folks may be trying to unload at one time, the hotel is providing a doorman to assist in this effort at no cost to the Association. This service will only be available on June 01 (Saturday) between the hours of 1200-1800 as many attendees are arriving on June 01..

Once you are unloaded, checked in, and have your room key, proceed to the parking garage by making an immediate right on S Joachim St to a stop sign which is Church St. Make a right on Church St. and another right on S Jackson St. to the entrance to the parking garage.

We are going to have a wonderful time at the reunion. The Admiral Semmes management also provided us additional space for our hospitality room. However, in order accommodate both our banquet and support for the Mobile Mystery Dinner Theater performers, the hospitality room will not be available on June 04 between 1700-1900. The banquet room with a no host bar will be available when picture taking begins at 1700 and the hospitality room will be open after our banquet for more telling of fairy.... Er "Sea Stories".



*Local crewmember Clyde Beck and family will provide airport shuttle service depending on arrival time. More information is available in the reunion brochure, which is posted online. If you can't get to the online version, give George Overman a call and he will e-mail or snail mail one to you

*An updated list of attendees or prospective attendees will be posted on the Cogswell web site periodically. <http://www.usscogswell.com/docs/Reunion%20Information/Reunion%20guests.pdf>

*There will be a representative from the Fleet Reserve Association available to answer questions over several issues relating to our veterans. They will also provide brochures covering these issues. This representative is tentatively scheduled to be available in the hospitality room on Sunday, June 02, between 1300-1600.

***Looking at a photo book completed at the Fall River reunion sent to me by Jim Touse, it is so sad to realize how many of the crewmembers who were at that reunion are no longer with us. It's time to get to the reunion in Mobile and meet up with your former shipmates and friends.**

USS COGSWELL DD-651 ASSOCIATION CONTACTS

President:

Frank Wille (Officer 63-65)
11614 Hazelnut CT
Oregon City, OR 97045
503-342-6699
President@usscogswell.com

Vice President:

Mack Stringfield (EM 65-66)
9402 Crosby Way
Missouri City, TX 77459
832-715-8971
VPresident@usscogswell.com

Secretary/Membership/Reunion Planner:

George Overman (RM 64-66)
P.O. Box 6098
Oceanside CA 92052-6098
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 Mobile on the Horizon

By Frank Wille (Officer 63-65)

I keep seeing the TV commercials which tell us how nice it is on the Gulf Coast. Soon, we'll be able to judge for ourselves as we visit Mobile for the 16th Cogswell reunion in June. We have three exciting days planned for the reunion and it really should be a great event. Of course, the most important event is to mix and mingle with shipmates of the COGSWELL. Every reunion, I learn more about how Cogswell was a "lucky" ship. It didn't seem that way at the time but nearly 50 years later, I understand the sentiment.



Those of you who receive the TCS newsletter can read about the "Willie D" (USS Porter) which was not so lucky. When they fired a torpedo at the USS IOWA, with FDR aboard, Cogswell was one of the 2 other destroyers in the formation. When the Porter was hit by a kamikaze plane and sunk, Cogswell was at the adjacent picket station.

We continue to locate former shipmates via the Tin Can Sailor locator service. We pay for the service so are being careful how often we request the service. We would appreciate any member who would agree to make a few searches.

There have been some suggestions that we consider combining with another ship group for reunions. Someday, we may need to do that. Your Executive Committee has decided that we should continue Cogswell reunions as long as participation remains healthy.

See you in Mobile!

Frank Wille

Ernest Bartell (MM 43-45)

Although we were notified back in 2007 of Bud's death, we recently received a request from Bud's daughter Brenda for access to our members only areas to do some research on her father.

Brenda was already in possession of many letters that were written home when Bud was on the Cogswell. The work she did on this book can only be described as outstanding. It is a journal of pictures, letters written home to his mom and dad, and many "unauthorized" daily diary entries.

We will have this book available at the reunion for viewing (wearing white gloves).



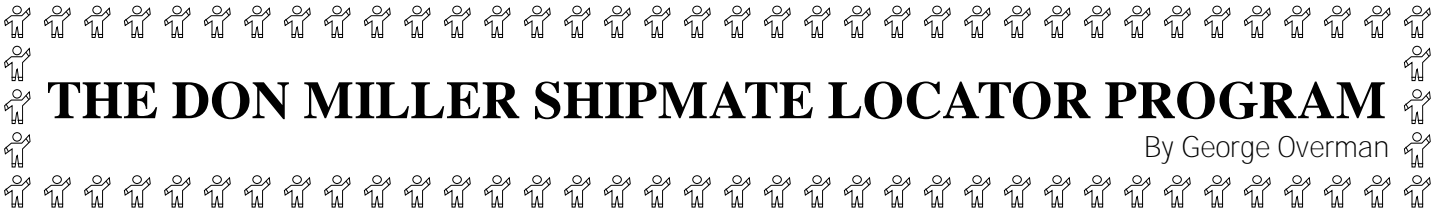
ERNEST GORDON "BUD" BARTELL

WW II Service Aboard the USS Cogswell
August 1943 to October 1945

**FINANCIAL STATEMENT
USS COGSWELL DD 651 ASSOCIATION**



JULY 31, 2012	CASH ON HAND OR IN BANKS	\$16,046.25
	DEPOSITS	
August 2012		\$ 65.00
September 2012		\$ 739.00
October 2012		\$ 197.00
November 2012		\$ 10.00
December 2012		\$ 30.00
January 2013		\$ 1859.00
TOTAL DEPOSITS		\$2,900.00
	DEBITS	
POSTAGE		\$ 53.05
Event Insurance		\$ 298.00
Tin Can Sailors		\$ 200.00
Admiral Semmes Hotel		\$ 100.00
Reimbursed Expenses		
George Overman		\$ 1,159.25
TOTAL DEBITS		\$ 1,810.30
TOTAL DEPOSITS + CASH ON HAND		\$ 18,946.25
MINUS EXPENSES		\$ 1,810.30
TOTAL		\$17,189.00
CASH ON HAND (Bank statement 1/31/13)		\$17,135.95



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 19% return on our investment. In other words, we are getting 1.9 new members for each 10 we find. Some are deceased and others are simply not interested in the Association. We also have 32 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.

We currently have 32 former crewmembers in the “new” category that need follow up.

Stats to date, some names are pending action.

Total names provided: 342

Total located: 218

Total deceased: 100 (46% earlier years very high—later years better)

Total alive: 118 (54% later years much better)

No interest in Association: 73 (62% - either initial no interest indicated or have not responded to numerous membership reminders)

Interested in Association: 45 (38% - currently contacting folks to contact for reminder)

New active members: 23 (19% from those found living since inception of program)



USS COGSWELL ASSOCIATION DATABASE STATISTICS as of 02/15/2013

Our database contains 3294 names total. Changes since 08/01/12 below

- Active = 266— up 1 (paid dues are current)
⇒ 147 Life Members
- Inactive = 0 down 9 - (have not paid dues for more than two years—house cleaning of these inactive members)
- New = 32— up 3 (New members found who were mailed a membership form, waiting for return.)
- Reactivating = 0 down 2 (Need to be contacted (Inactive members who are reactivating their membership)
- No Interest = 623— up 30 (members who have indicated they have no interest in the Cogswell Association—some newly found who chose not to join)
- Deceased = 467—up 35 (known deceased shipmates—some newly found crewmembers)
- Not Located = 1969—down 63 (continues to be the largest number in database - we still need help locating. Largest part of decrease due to TCS locating efforts).

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New members—February 15, 2012—August 01, 2012

Last Name	First	City	State	Years Aboard	Rank
CAMPBELL	RAYMOND	GRANTS PASS	OR	59-61	BT
HIEGEL	KENNETH	LITTLE ROCK	AR	59-61	OFFICER
HORST	GERALS	FAIR OAKS RANCH	TX	61-64	DK
MOORE	MICHAEL	MORGAN HILLS	CA	N/A	FAMILY
SEASE	MARK	ALBURQUERQUE	NM	59-62	BT
STOMBAUGH	THOMAS	DICKSON CITY	PA	55-56	MM

Known Deceased since February 2012

Last Name	First Name	City	St	Years Aboard	Rank
BROWN	WILLIAM III	MACON	GA	59-61	SN
CISSNA	DURWARD	EUGENE	OR	59-61	SA
DAVES	WILLIAM	GREENWOOD	MS	62-65	SN
DODGENS	MAXWELL	PICKENS	SC	58-61	SN
DUBERG	CARL	OAK PARK HEIGHTS	MN	53-55	OFFICER
DUMMITT	RIVAL	CAMP DIX	KY	60-61	SA
ESLINGER	DOUGLAS	SAN FRANCISCO	CA	65	SM
FREEMAN	DONNIE	SHAWNEE	OK	60-61	SA
FREW	TERRY	SAFFORD	AZ	60-61	FN
GRAVES	ROY	HENDERSONVILLE	TN	43-45	TM (PO)
HAGLER	WILLIAM	ERIN	TN	62-64	SH
HEISLER	JAMES	FOUNTAIN BAY	FL	60-61	FA
HENSLEY	RONALD	CINCINNATI	OH	57-59	SN
KIEL	RICHARD	CHARLESTON	SC	57-58	OFFICER
KIRKLAND	KENNETH	RUIDOSO	NM	66-67	SN
LANDRY	WILLIE	METARIE	LA	60-61	FN
LARSEN	CLIFFORD	GRAND RAPIDS	IA	59-61	FN
MANES	PAUL	SAN DIEGO	CA	65	GMC
MOORE	JAMES H JR	CHULA VISTA	CA	59-61	CDR (SKIPPER)
MOORE	JAMES I	SAN DIEGO	CA	63-64	CDR (SKIPPER)
MOORE	ROBERT M	NATIONAL CITY	CA	65	BT

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PACE	ALBERT	ULSTER PARK	NY	43	SA (PO)
PHILLIPS	HAROLD	CINCINNATI	OH	43-44	SA
PITTS	GARETH	WARNER		60	SM
RAIRDON	JOHN			69	FN
ROBINSON	ROBERT	ALBANY	GA	59-60	FTM
SIMMS	WALTER JR	ATLANTIC CITY	NJ	60-61	SN
SMITH	LONNIE	GRANTS PASS	OR	65	FTG
SNOW	HOWARD	LAKE WALES	FL	45-46	SN
STEVENS	BOBBY	ST VOSEPA	MO	63-64	RM
TALMADGE	LAMAR			69	CS
TROSKY	FREDRICK			69	FA
WALLIN	EUGENE	PORTLAND	OR	59-61	FA
WOOLDRIDGE	THOMAS	MADISON HEIGHTS	VA	63-64	BT
YETTER	WILLIAM	PORTLAND	OR	58-61	SA

PO = Plankowner

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

CARL N DUBERG (OFFICER 53-55)

To: George Overman

It is with much sadness that I report the passing of my husband, Carl. He died as a result of a stroke on August 22 of this year [2012] here in Oak Park Heights, Minnesota where we have now lived for several years. Carl was born in Minneapolis and lived in this area until he entered the Naval Academy - Class of '46, graduating in '45.

He spoke often of his time on the Cogswell and retained a love of the ocean and sky from his days of navigating - also of the ports he was able to visit.

I know he would want me to thank you for your efforts to keep the Cogswell people in touch.

Beatrice Duberg

ROY LEON GRAVES (TM 43-45—PLANKOWNER)

I wanted to let everyone know that Dad, Roy L. Graves passed away yesterday [August 14, 2012] at 5:00pm. Dad would have been 87 this Saturday, he was born 8/18/1925 in Decatur, Alabama. Moved to Nashville at age 7 and resided in Hendersonville, TN for the past 49 years.

As you know Dad was a Plank Owner and very proud to have served aboard the USS Cogswell during WWII.

Michael Graves
Son

RONALD WILBERT HENSLEY (SN 57-59)

My father { Ronald W. Hensley } of Covington , KY served on the USS Cogswell in the mid-late 50's and was very proud of his service , he passed on January 14 , 2012 and if there is an area of your news letter where you mention things like that I would appreciate it if you would do so.

Thank You Very Much
Ronald W. Hensley Jr

RICHARD H KIEL (OFFICER 57-58)

Received from Maria Kiel:

Thank you for the lovely card and kind words about Dick. He died peacefully on Jan 21 with his family at his bedside. I, too, am at peace with his passing - he had an inoperable malignant brain tumor - but I miss him terribly. It's so nice to hear from caring friends from the Cogswell; it makes my grief easier to bear. Time and good memories will do the rest.
May God bless you all.

ALBERT DAVID PACE (SA 43—PLANKOWNER)

My name is Frank Pace younger brother of Albert. I was reading your web site of the USS Cogswell and read the names of the missing men that served on the Cogswell. Albert got out of the navy after the war and worked as a machinist in Newark N.J. In 1953 he moved to Ulster Park N.Y. Where he bought a house and raised his family. He died in January of 2000. I hope this information is of any help to you and your organization. If I can be of any further help please feel free to E-mail me.

Frank Pace USN Ret
pacefc27@comcast.net

Obituaries


Share |

Howard R. Snow

(January 22, 1927 - October 6, 2012)

[Send Flowers](#) [Send Sympathy Gifts](#) [Send Sympathy Card](#)

[Guest Book](#) | [Sign Guest Book](#) | [Send Private Condolences](#)

 LAKE WALES Mr. Howard R. Snow, 85, passed away Sat., Oct. 6, 2012 in Bartow, FL of heart failure. Mr. Snow was born in Cortland, Ohio on January 22, 1927 where he lived for many years, and moved to Lake Wales, FL in 2004. He worked for Wean United in Warren, Ohio for over 20 years, then going on to retire from the Cortland Bank in 1995. After his long tenure with the bank, he worked part time for Eagle Chevrolet in Hubbard, Ohio and Greenwood Chevrolet in Youngstown, Ohio. Mr. Snow served several terms as a Cortland City Councilman, and also served as Council President. He was very active in Cross Country and Track events as an Ohio High School Track Official, and was a



HOWARD RICHARD SNOW (SN 45-46)

member of the Youngstown Ski Club and took many trips with them. Mr. Snow was a sports fan of all high school sports, and he also had a great love for the Ohio State Buckeyes. He is a member of the Cortland Christian Church, Cortland, Ohio, Cortland VFW, and a WWII U.S. Navy Veteran. Mr. Snow entered the U.S. Navy at 18 years of age and served on both of the ships, USS Colorado and USS Cogswell. While deployed in the South Pacific, he witnessed the signing of the "Treaty of Peace" with Japan and also witnessed Gen. Douglas MacArthur sign the Japanese surrender document, "Instrument of Surrender." Mr. Snow was a very generous man and gave of himself and to charities as much as possible. Mr. Snow was preceded in death by his parents, Howard G. Snow and Helen Rice Snow, brothers, Robert Snow, Charles Snow, and sister Eleanor Snow Payne. He is survived by his sons, Keith A. Snow & wife Denise, Lake Wales, FL, Scott E. Snow and wife Mari, Dublin, OH, daughter, Holly Snow Elliott and husband Bob, Fort Meade, FL, grandchildren, April Snow Evans and husband Eric, Brian Snow and wife Lisa, Kelly Elliott, Ryan Elliott, Dustin Snow, Robby Elliott, Katin Elliott and Tom Snow, ten great grandchildren, one great-great-grandchild, and many nieces and nephews. Mr. Snow is in a better place, keeping everyone entertained with all of his wonderful stories. Memorial services will be held in Cortland, Ohio in late November. Condolences may be sent to the family at www.faircockth.com. In lieu of flowers, please send donations to The Noble Home, 2120 Marshall Edwards Drive, Bartow, FL 33870. Hancock Funeral Home, Fort Meade, FL 863-295-8171.

Biography of James Harris Moore Jr.

By Michael Patrick Moore

My father, James Harris Moore was born in 1918 in Jacksonville, Florida. He had two younger sisters and a younger brother. His parents, Mae Trott and James Harris Moore Sr. were from Alabama. Jim's family was among the earliest settlers in the state. He could have counted among his ancestors at least two Revolutionary War patriots.

His family returned to Alabama where he grew up in rural Dora, and McCalla, in Walker and Jefferson Counties. His family were farmers, merchants, and devout Methodists. Mae became a school teacher in time. Times were tough in the coal mining community where his father operated a miming company store. His youngest brother had died in infancy, and Dad never forgot his Mothers grief. Jim graduated early from McAdory High School and moved through different jobs as a listless teenager. He attended the University of Alabama, but left due to lack of money. He remained deeply affected by his ROTC experience. He struggled for a couple of years in the depression. He drove a dump truck, worked in a mine briefly and worked in a dairy. He wrote in his diary that he felt he was "getting nowhere." He became very ill in the winter of 1937. During that illness, he resolved to do something with his life and "get somewhere". He was 19 years old.



Shortly after, he enlisted in the US Navy in Birmingham Alabama. I have a note he wrote from boot camp saying these were the "happiest days of his life". He was selected for and completed Aviation Machinists Mates school. When he was a Second Class Aviation Machinist's Mate, he was selected for flight school and an opportunity to become a Naval Aviation Pilot.

He married my Mom (Lettie Clark), his HS sweetheart in 1940. I joined them in 1941 (Sharon came in 1945, Jeanne in 1946 and Marye in 1955). He received his Wings of Gold and joined VP-72 in

Argentina, Newfoundland in October of 1941 flying on the Neutrality Patrol protecting shipping in the North Atlantic. On Dec 9, 1941, his PBY, with 11

men aboard, flew to the South Pacific. He was designated Patrol Plane Commander. The last destination noted was Kanehoe Bay, HI.

What followed in his flight log books were pages of 18 and 19 hour missions in the PBY. He was at Bouganville and Guadalcanal, Solomons. I

recall him once telling me about how he broke down and



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cried on Christmas day of 1942, because the US was losing the war. An Admiral found him and tried to console him he said. He received his Commission in 1942. At the battle of Midway, he had seen the Yorktown sink. He came back to the states in 1943 and became involved in radio control work (drones). I believe the drones were used for more than reconnaissance. He later returned in 1944 to participate in the Liberation of the Philippines. He no longer flew PBY's, but flew dive bombers (SBD, SB2C's). In 1946, he participated in Operations Cross Roads, flying F6F's both by Radio Control and Live Operator to gather air samples from the cloud of the Able Blast.

Dad continued to fly through to the Korean War. We all moved to Japan where Dad was stationed at NAS Atsugi when not flying in Korea. He quit flying while we were in Japan and eventually we moved back to the US where dad went to destroyer school. He became Operations Officer of Sumner, DD-692, and later XO of Borie, DD-704 . He became XO of Noble, APA-218 and finally CO of Cogswell in 1959, the high point of his Naval Career. After leaving Cogswell, Dad became XO of FAAWTC Dam Neck, Va. from where he retired a few years later.

Although he had "gotten somewhere" with his life, he became a warrior without a war. He missed the Navy, and he especially missed the Cogswell. I became aware he was writing letters trying to get into the Vietnam War as a Merchant Captain if possible. He passed away in 1972 due to heart disease. He was buried with full Naval Honors, and per his wishes, in his Whites with his sword and gloves on his casket. The US Navy supported his final services with great professionalism his family will never forget.



"I can imagine no more rewarding a career. And any man who may be asked in this century what he did to make his life worthwhile, I think can respond with a good deal of pride and satisfaction: 'I served in the United States Navy.'"

President John F. Kennedy, 1 August 1963



FRANK WILLE (OFFICER 63-65)

Frank Wille, the long serving USS Cogswell Association President, recalled at least one major advantage to having rank during his service aboard the USS Cogswell.

The incident that brought home the advantage of being in the right place at the right time involved an arrangement by the supply officer to allow members of the crew to use six weeks advance pay (3 pay periods) so they could stock up on Japanese technology while in the Port of Yokosuka, Japan. Unexpectedly, due to mechanical problems with another destroyer, they were immediately ordered to Hong Kong for a three-week stint as Station Ship in the popular rest and relaxation port.



Many of the crew found that the advanced pay they drew in Japan left them broke and not able to fully take advantage of the super liberty in Hong Kong.

Frank didn't have that problem as he tagged along on the Hong Kong shore visits with the first class corpsman who, by nature of his rate, had the authority to declare a bar or restaurant "off-limits" based on his sanitation standards.

Knowing that, the owners of those establishments plied the corpsman with free drinks and food along with his officer sidekick.

"Doctor-san, please come in, everything is one the house. And for your friend (Frank) too."

Rank truly had its privilege.

One of his softer memories is distributing toys and dolls at a Japanese orphanage in Beppu, Japan during the 1963 Christmas season. Beppu was a hot springs resort town and during a visit to Japan during Frank's civilian employment the townspeople still remembered the Navy ship Christmas visit and the gifts to the orphanage.

Frank, 69, who received his commission via the ROTC at Oregon State in 1963, came aboard the Cogswell as an Ensign a month before the ship sailed on a WestPac cruise. When he left the Cogswell he was a lieutenant junior grade.

His first assignment was as EMO, division officer for the ETs and when a motorcycle accident took the life of the Cogswell's Communications Officer, Frank received a new assignment to replace the deceased officer. It was that transfer that left him dealing with characters, and now lifelong friends, George Overman and Bill Loyd.

Following his active duty service, Frank served in the Naval Reserves retiring as a captain. Born in San Francisco, Frank is married to Lyna Low and they currently live in Oregon City, Oregon. The couple has two sons and two daughters.

He worked for Longview Fibre Co, a major paper manufacturer, and travelled throughout the US and Asia for the company. He is a long time member of Lions and a Master Gardener, which keep him busy in retirement.

5 MAY 1967 POD and Newspaper Article—Submitted by James L Smith

OPS: ENS MALLOCH
REP: FIELDS RMC
SUP: RUNNING SK2

Fleet Post Office
San Francisco, California
(96601)

DUTY DAY: 7/3
DUTY SGT: T
DUTY NAA: NILES STG2
5 MAY 1967

NOT TO BE REMOVED FROM THE SHIP FRIDAY FOR OFFICIAL USE ONLY

Carry out the daily routine for underway/inport with the following modifications:

- 0000 Advance all ship's clocks one hour to conform to +7(T) zone time. (Pacific Daylight Saving Time)
- 0530 Reveille. Mess gear.
- 0545 Breakfast for the crew. Commence fresh water washdown.
- 0645 Secure the mess line. Muster on stations. Make reports to the OOD.
- 0700 Turn to Commence ship's work. Make all preparations for entering port. Dump all trash and garbage.
- 0830 All Hands shift into the Uniform for Entering Port. Station the Navigation Detail on the Bridge.
- 0900 (Approx) Station the Special Sea and Anchor Detail.
- 0915 (Approx) (When abeam Ballast Point) All Hands to quarters for entering port. Embark Medical and Agricultural inspectors from boat.
- 0945 (Approx) (South of Ferry Lane) Put OIG in the water.
- 1020 (Approx) Moor starboard side to USS STODDARD, Berth 65, Pier 6, NAVSTA San Diego.
- 1030 (Approx) USS INGERSOLL moors alongside to port.
(When Announced) Liberty commences for sections II, III, IV and V to expire on board 0730 Saturday 6 May 1967 for section II, 0730 Sunday 7 May 1967 for section III and 0730 Monday 8 May 1967 for sections IV and V.
- 1200 Mess gear.
- 1215 Dinner for the crew.
- 1315 Secure the Mess Line.
- 1545 Sweepers
- 1630 ALL HANDS shift into the Uniform of the Day.
- 2000 Movie Call.

ORDERS OF THE DAY/ANNOUNCEMENTS

1. The following Uniforms will be effective:
 - a. Entering Port.
 - Officers and CPO-Service Dress Khaki
 - Other Enlisted-Service Dress Blue
 - Line Handlers Only-Undress Blue with Neckerchief
 - Boat Crews-Service Dress Blue w/White Tennis Shoes
 - b. 08-12 Quarterdeck Watch.
 - Officers/CPO-Service Dress Khaki
 - Other Enlisted-Service Dress Blue
 - c. Subsequent Quarterdeck and Topside Watch.
 - Officers/CPO-Service Dress Khaki
 - POI-Service Dress Blue
 - Other Enlisted-Undress Blue with Neckerchief
 - d. Shore Leave and Liberty.
 - Officers-Service Dress Khaki/Appropriate Civilian Attire
 - CPO-Service Dress Khaki (Present Regulation concerning Civilian Attire will be announced after arrival).
 - Other Enlisted-Service Dress Blue
 - e. Uniform of the Day.
 - Officers and CPO-Service Dress Khaki
 - Other Enlisted-Undress Blue

f. Working Uniform.

Officers and CPO-Mash Khaki w/long Sleeve Shirt and Tie
Other Enlisted-Bungarees with White Hat

Note: Blue Denim Work Jackets will not be worn inport. Blue Working Jackets with gandy, colorful or cartoon type embroidery or patches will not be worn inport.

2. After the ship reaches Buoy #5 no one will be permitted topside unless they are in the prescribed Uniform for entering port.
3. When the word is passed, all hands not actually on watch or assigned Special Sea Detail Station will fall in at Divisional Quarters, form up in two ranks, and remain at parade rest unless directed to attention for passing honors. Division Officers, CPO and leading PO's will muster with their divisions.
4. No one will be permitted to come on board or leave until the ship has been cleared by Medical and Agricultural Inspectors.
5. MEXICO BORDER No minor person, under the age of 21 years of age, serving on board USS COGSWELL shall cross the U.S./MEXICO border into Mexico unless written permission for each specific crossing has been granted by the Commanding Officer or the Executive Officer. No personnel serving on board USS COGSWELL will cross into Mexico in a leave or liberty status while wearing the Naval Uniform.
6. Limits to travel in the ELEVENTH Naval District for overnight liberty is 75 miles and for weekend or holiday liberty 200 miles. Limits for holiday or weekend travel in Mexico are 75 miles. This distance is determined from the ship's location at the time liberty commences. Personnel must have written permission of the Executive Officer to leave these prescribed limits. Before recommending approval of an "Out of Area" pass Division Officers and Department Heads will ensure that:
 - a. The man has demonstrated mature and responsible conduct by his past record.
 - b. The man has definite arrangements for transportation both from and returning to the ship.
 - c. The man has sufficient funds to cover the expense of transportation.
 - d. The destination and the weather are not such as to make the return of the man on time questionable.
7. Hitchhiking by service personnel is prohibited in the ELEVENTH Naval District. Hitchhikers will be returned to the ship for disciplinary action.
8. The carrying of spring knives, snap or gravity blade daggers or bowie knives by Naval personnel while on shore in leave or liberty status is prohibited.
9. The Mt. 33 Magazine will be opened by the CDO after arrival at the pier. Souvenirs are to be moved at that time. At liberty call the magazine will again be opened for the removal of alcoholic liquor. In order to pick up your liquor you will need your claim check and ID card. Alcoholic beverages are to be removed from the ship and in any event not more than one hour after claiming the carton from the Magazine. Alcoholic beverages are not to be taken below decks or stowed in any other space aboard the ship. No alcoholic beverages are to be opened, have seals broken, removed from the carrying container or consumed on board the ship or Naval Station. Personnel who violate these directives will be placed on report and restricted to the ship to await disciplinary action.

The Magazine will again be opened at Liberty Call on Saturday 6 May for those personnel in today's duty section or for those personnel who are not going ashore today.

All alcoholic beverages must be removed from the ship not later than 1000 Saturday 6 May.

10. Guests will be permitted to come aboard as soon as the ship is moored and has been cleared through medical and agricultural inspection. Female guests will not be permitted in any of the berthing compartments, storerooms, equipment spaces. They will be permitted in the Mess Decks and CPO Mess. The forward head is to be roped off and secured after crossing the ferry lane. The CPO Head will be used as a ladies room. Personnel will use the access ladder on the focsle. Female guests will not be permitted in the officers' berthing area. Guests being escorted to the Mess Decks will use the portside ladder.

11. Enroute from buoy #5 the CMAA and 2 MAA will patrol the decks to ensure that absolutely no one appears on deck, or through an open hatch or door in any but the prescribed uniform. Personnel who are required to be in work uniforms such as dungarees, whites, etc. will remain below at all times.

After arrival at the berth the uniform for all personnel topside will be the same as the uniform for entering port. After securing the Sea Detail, Engineering personnel will NOT use the starboard side hatches for entering and leaving their spaces. Prior to receiving their guests they will shift into Blues. Engineering personnel required topside to hook up shore services will be in Undress Blues until directed otherwise.

12. The Senior Watch Officer will assign a BROW and 6 sideboys to be standing by the quarterdeck 15 minutes prior to arrival at the berth until secured by the CDO.

Uniform: Service Dress Blue

13. The following senior officers are expected to come aboard the ship after our arrival:

CAPT A. L. KOBAY, Jr.-COMDESRON 21
CAPT D. E. BERGIN, Jr.-Chief of Staff COMCRUDES PAC
COMDESDIV 213

In addition the following flag officers may come aboard:

RADM IUSE-COMCRUDES FLOT ELEVEN
RADM GOODFELLOW-COMCRUDES FLOT SEVEN

14. The following message from COMMODORE ROGERSON, COMDESDIV 212 has been received on board and is published for the information of all hands:

"FM COMDESDIV TWO ONE TWO
TO USS WILSON
USS COGSWELL
USS STODDARD
USS INGERSOLL
UNCLAS
DEPLOYMENT

1. Though few shall long remember the exploits of Rogerson's Raiders each of you as individuals can justifiably recount his combat experience with pride, for there is no greater tribute than being called to serve ones country in combat and no greater personal satisfaction than having done so, well.
2. Combat is the ultimate task master of all military endeavors. Mistakes are magnified; successes deflated; victory expected. Each of you have successfully met this task; each has performed with superb professional competence and personal valor.
3. It is, thus, with a deep sense of humility and personal pride that I add my congratulations and thanks for a job well done. It would be an honor should I ever again be privileged to command Rogerson's Raiders in combat. Rogerson."

15. The following message from the Chief of Staff COMCRUDESPAC has been received on board and is published for the information of all hands:

"FM ADMNO COMCRUDESPAC
TO COMDESDIV 212
USS H B WILSON
USS STODDARD
USS INGERSOLL
USS COGSWELL
UNCLAS

As the culmination of an arduous and successful cruise with the Seventh Fleet in Southeast Asia, you arrive home for a well deserved and long awaited reunion with your friends and loved ones. Each of you may take great and justifiable pride in the knowledge that your contributions were not only vital, but were also in the highest traditions of the Cruiser-Destroyer Force. The days of relative calm and rest ahead are yours to enjoy. Do so with our best wishes and appreciation. RADM FREEMAN'S absence precludes his sending this message personally, but I know that I echo his sentiments. D. E. BERGEN, CAPT USN, Chief of Staff."


H. T. CAMPBELL, LCDR, USN
Executive Officer

COLORFUL REUNION — States flags as they greet the destroyer Cogswell as it returns to duty in Vietnam waters. The

Flags Greet A Returning Destroyers

It was a red, white and blue homecoming for the men aboard four destroyers as they returned here from Vietnam.

The guided-missile destroyer Henry B. Wilson and the destroyers Stoddard, Ingersoll and Cogswell pulled alongside Pier 6 at the Naval Station yesterday as families shouted and waved small American flags.

The colorful homecoming was planned by wives of the men aboard the Cogswell, who believe that what this country needs is a lot more flag waving.

Gone Six Months

Hundreds of folks crowded onto the pier to welcome the ships home from the war, ending a six-month separation.

It was a busy six months for the men aboard the ships. They spent their time bombarding targets along the coast of Vietnam.





The Stoddard and the Ingersoll each returned home with mementos of the war — scars left by minor damage from North Vietnamese shore batteries during operations north of the 17th Parallel. However, there were no personnel casualties.

Served as Flagship

During the deployment, the Stoddard served as flagship for capt. R. G. Rogerson, skipper of Destroyer Division 212, who returned aboard the Wilson.

There will be a period for leave and rest for the crews of the four ships, followed by summer midshipman training cruises starting in June.

Navy Speak 101 (The Navy Department Library)

 <p>ADMIRAL OFFICIAL PHOTO NOT TO BE REPRODUCED WITHOUT PERMISSION OF THE NAVY DEPARTMENT LIBRARY</p>	<p>An admiral is the senior ranking flag officer in the US Navy, but his title comes from the name given the senior ranking officer in the Moorish army of many years ago. A Moorish chief was an "emir," and the chief of all chiefs was an "emir-a!." Our English word is derived directly from the Moorish.</p>
<p>BAMBOOZLE</p>	<p>In today's Navy when you intentionally deceive someone, usually as a joke, you are said to have bamboozled them. The word was used in the days of sail, also, but the intent was not hilarity. Bamboozle meant to deceive a passing vessel as to your ship's origin or nationality by flying an ensign other than your own -- a common practice of pirates.</p>
 <p>BINNACLE LIST</p>	<p>Many novice sailors, confusing the words "binnacle" and barnacle, have wondered what their illnesses had to do with crusty growths found on the hull of a ship. Their confusion is understandable. Binnacle is defined as the stand or housing for the ship's compass located on the bridge. The term binnacle list, in lieu of sick list, originated years ago when ships' corpsmen used to place a list of the sick on the binnacle each morning to inform the captain about the crew's health. After long practice, it came to be called binnacle list.</p>
 <p>BITTER END</p>	<p>As any able-bodied seaman can tell you, a turn of a line around a bitt, those wooden or iron posts sticking through a ship's deck, is called a bitter. Thus, the last of the line secured to the bitts is known as the bitter end. Nautical usage has somewhat expanded the original definition in that today the end of any line, secured to bitts or not, is called a bitter end. The landlubbing phrases "stick to the bitter end" and "faithful to the bitter end" are derivations of the nautical term and refer to anyone who insists on adhering to a course of action without regard to consequences.</p>
 <p>BOATSWAIN, COCKSWAIN (OR COXSWAIN), SKIFFSWAIN</p>	<p>As required by 17th century law, British ships-of-war carried three smaller boats -- the boat, the cock boat, and the skiff. The boat -- or gig -- was usually used by the captain to go ashore and was the larger of the three. The cock boat was a very small rowboat used as a ship's tender. The skiff was a lightweight all-purpose vessel. The suffix "swain" means keeper, thus the keepers of the boat, cock and skiff were called boatswain, cockswain and skiffswain respectively. Until 1949, a boatswain's mate 3rd class in the Navy was called a cockswain.</p>

Navy Speak 101 (Cont'd)

BOATSWAIN'S PIPE

No self-respecting boatswain's mate would dare admit he couldn't blow his pipe in a manner above reproach. This pipe, which is the emblem of the boatswain and his mates, has an ancient and interesting history.

On the ancient row-galleys, the boatswain used his pipe to "call the stroke." Later because its shrill tune could be heard above most of the activity on board, it was used to signal various happenings such as knock-off and the boarding of Officials. So essential was this signaling device to the well-being of the ship, that it became a badge of office and honor in the British and American Navy of the sailing ships.

BOKOO

Often an old salt will boast that he has had bokoo this or has done something bokoo times during his seafaring years. The picturesque sound of the word "bokoo" may cause one to wonder how it came to mean "many" or "a lot."

Actually, bokoo is a legitimate French word, "beaucoup," meaning "very many." Americanization changed the spelling and pronunciation but the meaning remains unchanged. Like many foreign terms that have crept into our nautical lingo, "bokoo" is the inevitable product of generations of American sea men meeting peoples of other nations and adopting bokoo phrases from their languages for everyday shipboard use.

BULLY BOYS

Bully boys, a term prominent in Navy chanties and poems, means in its strictest sense, "beef eating sailors." Sailors of the Colonial Navy had a daily menu of an amazingly elastic substance called bully beef, actually beef jerky. The item appeared so frequently on the messdeck that it naturally lent its name to the sailors who had to eat it.

As an indication of the beefs texture and chewability, it was also called "salt junk" alluding to the rope yarn used for caulking the ship's seams.

BUMBOATS

Bumboats, in spite of their name, were not waterborne geedunks piloted by bums or hobos. They are small boats used by native hucksters and gizmo salesmen to transport their wares to ships anchored in the storm. The name is a hand-me-down from "boomboats" as the craft were once permitted to tie up to the boat

boom of a ship. An early Low German spelling was "bumboat" and in that form it was taken up by American sailors.

Received in Reunion Friendly Monthly Memo

Meanwhile, if you want to see what the extra charges can be on airlines, there is a comprehensive list here:

http://i.sling.com/sc/aw/photo/c/co/comprehensive_airlines_fees_chart_v2.pdf

Editors note: Go to the website to see all the extra charges placed on travelers. It may help you make a decision on which airline to use.

OK, DUMP THEM ON ME By George Overman

Jim and Ann Touse are “downsizing” their living facilities so Jim just thought it would be a good idea to mail all the reunion photo books, some old notes, reunion brochures, etc. to me. Darn! Well I guess it’s better than tossing them and they will be kept until I need to downsize. I’ve also received a couple of history books put together by John Barwinczok that contain lots of useful information. My intentions are to try to put all the “stuff” I have together in one rather large document. Maybe, just maybe, I can have this done by the time I roll into Mobile, although I am not holding my breath.

However, there was one document that was folded in the information which was sent to me by Jim. I thought it was very interesting and wondered if it ever really worked for anyone aboard Cogswell? Someone could use a dictionary for spelling :-)

USS COGSWELL
(20651)

1. NAME _____
FIRST _____ MIDDLE _____ LAST _____

2. ADDRESS _____
STREET _____ CITY _____ STATE _____ PHONE _____

3. RACE _____ HEIGHT _____ COLOR OF EYES _____ AGE _____

4. FIGURE (check one) SKIMMATIONAL () INDIFFERENT ()
GOOD () SOLID ()
FAIR () GUTE ()

5. When do you like to dance, and where (if you do) _____

6. Are you married? _____ Does your husband travel? _____

7. Do you drink? _____ How much? _____ Can you take it? _____

8. What is your capacity and desire for the following?
A. Scotch _____
B. Bourbon _____ If any of the others has the same
C. Gin _____ affect, but is better for you,
D. Rum _____ please state.
E. Beer _____
F. Whiskey _____

9. Do you neck? _____ Where and when? _____ For love or fun? _____

10. Do you like to make whoopie? _____ Why? _____ Can you take it? _____

11. Do your parents object to your dating sailors? _____ Why? _____

12. Do you prefer your date in uniform or civilian clothes? _____

13. Is your residence a home? _____ Hotel? _____ Boarding house? _____

14. If at home, draw location of parents bedroom, living room sofa, nearest window to sofa, back door and shot gun on back of application.

15. How late can you stay out? _____ Do your folks object? _____

16. Can you cook well? _____ Hows your coffee? _____

17. Will you try any thing once? _____ More than once? _____

18. What music do you like? _____

19. What kind of sports do you like, other than necking? _____

20. Do you work? _____ Doing what? _____

21. Are you good looking? _____ Please inclose photo.

22. Do you smoke? _____ What brand? _____ do you carry your own?

23. When may I have the presents of your company? _____

24. Time? _____ Date? _____

25. Do you make sailors wait or are you on time? _____

26. Are raids on your ice box prohibited? _____

NOTE: Fill out this questionair, as it will save a lot of trouble and time. A sailor doesn't have much time to work when he is on the beach.....

ADDRESS OF SENDER,
RESPECTIVELY
YOURS

HOW DO I GET INTO THE MEMBERS ONLY AREAS ON THE WEBSITE?

By George Overman

Occasionally, I get the questions “how do I get into the members only areas”? All you need is your last name (98% of the time) and service number (98% of the time). Your username must be entered all in CAPS and the password (service #) only numbers. In some cases, 2%, you may need to use initials after the last name because of a common name; SMITH, JONES, BROWN. In other cases if you are a family member you don't have a service number so I use another identifier (2%). If you cannot get access send an e-mail to Secretary@usscogswell.com or call the number listed on page three. After you get the username and password, please write it down.

No, your username is not BOOTSTRAP!



Facts about Mobile, Alabama

Submitted by James L Smith



In addition to being famous as the host of the 2013 USS Cogswell Association Reunion, the City of Mobile has a varied and interesting history.

Founded as capital of colonial French Louisiana in 1702.

Remained part of New France for more than 60 years.

During war with Spain in 1720, Mobile was a battlefield and the capital moved west to Biloxi.

Britain took control in 1763 following their victory in the Seven Years War.

Mobile did not become part of the United States following the Revolutionary War, as it was part of territory captured by Spain from Great Britain in 1780.

Mobile first became part of the U.S. in 1813 when it was captured by American forces.

December 14, 1819 Mobile became part of the new 22nd state of Alabama.

In 1861, Mobile seceded from the Union and joined the Confederacy.

So at various times, Mobile was French, British, Spanish, American and Confederacy in the first 160 years of its settlement.

Mobile was once the second largest international seaport on the Gulf Coast. Only New Orleans was larger. Despite major fires, Mobile remained one of the four busiest ports in the U.S. by the 1850s.

During the Civil War the heavily fortified city was under a blockade by Union Admiral David Farragut. The Confederates built blockade running, fast, shallow-draft, low-slung ships to evade the blockade. The Confederate submarine, which was built and tested in Mobile, has the distinction of the first submarine to sink an enemy vessel.

In August 1864 Farragut's ships participated in the famous Naval battle – The Battle of Mobile Bay. It was heard that Farragut reportedly said "Damn the torpedoes, full speed ahead." The quote came after the USS Tecumseh hit a Confederate mine and sank. The Tecumseh still rests in Mobile Bay.

The City of Mobile surrendered to the Union army to avoid destruction. An ammo depot exploded on May 25, 1865, weeks after Confederate President Jefferson Davis dissolved the Confederacy. The explosion killed 300 people and destroyed a large part of the city.

Of the 175 Fletcher class destroyers built across the U.S., seven were built in Mobile shipyards, including DDs 550, 551, 552, 553, 654, 655, and 656.

Liberty ships were also produced in the Mobile shipyards during World War II.

Mobile has been damaged by hurricanes, Frederic (Sept. 12, 1979), Ivan (Sept. 16, 2004), and Katrina (Aug. 29, 2005).

The city is the resting place of the museum ship, USS Alabama, BB-60.

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”.

National Reunion

August 11-15, 2013

Milwaukee WI, Hyatt Regency Milwaukee

Bull Sessions:

May 11, 2013

Midwest Bull Session, Holiday Inn Holidome, Topeka, KS

June 01, 2013

Upper Midwest Bull session, Robbins Restaurant, Oshkosh, WI

July 20, 2013

Pennsylvania-Delaware Bull Session Hilton Garden Inn Valley Forge/Oaks, Phoenixville, PA

October 19, 2013

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

October 26, 2013

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

Field Days:

May 16-19, 2013

USS JOSEPH P KENNEDY, JR. Fall River, MA

August 22-25, 2013

USS THE SULLIVANS, Buffalo, NY

I participated again in Wreaths Across America on Dec 15, 2012. This time I drafted another Sailor Friend he was from the Kwanis Club.

Lewis Hause (ME 51-52) (Officer front left)



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 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.

USS COGSWELL DD-651 ASSOCIATION SEPTEMBER/OCTOBER 2014 REUNION PACIFIC TIME ZONE

Your executive committee made a preliminary selection of four cities for our September/October 2014 reunion. We are saying September/October because it will depend on where the reunion is held and other factors. (hotel rates, etc.)

After the four original cities were selected, they were contacted for information that we could use to narrow down our choices to three cities. Based on this information, the following three cities made the finalist list. However, it is up to our "active" members to vote their choice for the 2013 reunion.

Please look at all the information provided by each city and make your decision. You can mail this form back, or send an e-mail to Secretary@usscogswell.com with your choice. You may also wait until the reunion in Mobile. If you are present, we will have the information, which was provided by the CVB's available for review. You may vote by filling out this form after you review the information, but not later than Monday night, June 03. We will announce the winner at our banquet on Tuesday evening, June 04. Select ONE and only ONE city. If more than one city is marked, or a name is not listed, the ballot will not be counted. If you think that your vote does not count, past selections have been decided by as little as two votes.

(Please do NOT contact anyone at the listed CVB's) The cities are listed alphabetically.

Name: _____(Required)

My vote for the 2013 reunion: Portland OR Reno NV San Diego CA

Initials: _____

If returning by mail send form to:
USS COGSWELL DD-651 ASSOCIATION
PO BOX 6098
OCEANSIDE, CA 92052-6098





No. 1, "America's Greenest Cities" – Travel + Leisure (April 2012)



Portland is home to more microbreweries and brewpubs than any other city in the world.



The Oregon Museum of Science and Industry (OMSI) is the nation's fifth-largest science and technology museum, also home to the U.S. Navy's last non-nuclear, last-attack submarine.

WHY PORTLAND?



- No sales tax.
- No food and beverage tax.
- Year-round skiing on majestic Mount Hood.
- Awe-inspiring vistas and hiking opportunities in the Columbia River Gorge.
- Willamette Valley's world-class wine country.
- Scenic towns and beaches on the rugged Oregon coast.



Hailed as the most authentic Japanese Garden outside Japan, this 5.5-acre garden includes a teahouse, five beautiful garden styles, and breathtaking views of Portland and Mount Hood.



Hotel rates ranging from \$62 to \$144 with an average room rate of \$107.

RENO TAHOE

MORE THAN YOU KNOW

Easy to get to and around, affordable, fun, delicious dining, great day trips, too many events to count, best hospitality suites – these are just a few reasons why Reno Tahoe USA is known for great military reunions. We would be honored to host your next reunion.



Attractions:

- Breathtaking Lake Tahoe
- National Automobile Museum
- National Bowling Stadium
- Historical Virginia City
- Fallon Naval Air Station
- World-class restaurants, museums, shopping, spas, attractions and more!



Lodging:

- 15,000 rooms in beautiful resorts
- Rates from **\$64-\$129** per night
- FREE Airport Shuttle
- Owner-operated properties
- Almost NO Food & Beverage Minimums
- Coffee under \$40 per gallon
- **Complimentary, gorgeous, spacious hospitality suites!**
- FREE parking
- FREE valet parking
- Primarily non-union properties
- Restaurants on site or next door
- **Entertainment nightly!**
- **Events year round!**



**We Know
Military Reunions!**



Reno Tahoe USA
1-800-443-1482
MeetRenoTahoe.com

USS COGSWELL DD-651 ASSOCIATION

SAN DIEGO WANTS YOU!

San Diego has you on radar contact, and wants you to check in for the two thousand fourteen Reunion! Clear skies, light winds and mild temperatures await your arrival, as you descend on our beautiful city.

So why choose San Diego for your next reunion? Besides our near-perfect weather, our upbeat, anything-is possible attitude inspires energetic teamwork, innovative thinking and inspired productivity. And when your reunion concludes, the real fun begins! San Diego is a veritable playground of the finest in life, from culinary indulgences, thrilling attractions, sizzling nightlife, family friendly fun and luxurious comfort.

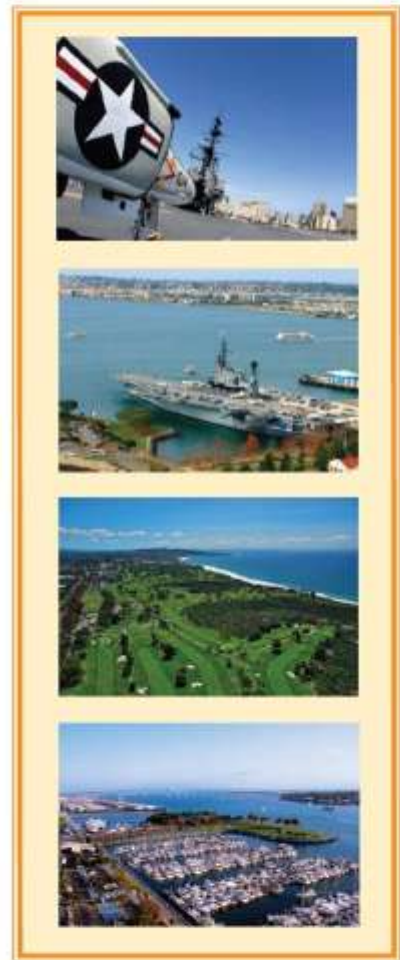
HERE ARE MORE REASONS TO CHOOSE SAN DIEGO!

- 1. Fantastic Flavors:** San Diego is a foodie's paradise, with restaurants offering everything from farm fresh produce to succulent seafood delights. Take a culinary journey with flavors from around the world, ranging from Thai, Mexican, Indian, Japanese, Italian, American and more, all only steps away from your hotel. Film buffs love to visit Kansas City Barbecue in downtown San Diego, where bar scenes from the popular 1986 film "Top Gun" were filmed
- 2. Nightly thrills:** Explore the legendary Gaslamp district in Downtown San Diego, as you dance on rooftops, swing in jazz clubs or sing along with your favorite bands and applaud as fireworks burst in the starlit sky. See San Diego come to life after dark.
- 3. Welcome to the Danger Zone:** Celebrate America's proud military history aboard the U.S.S. Midway, one of America's longest-serving aircraft carriers. Explore more than 60 exhibits, including 25 restored aircraft, and walk in the footsteps of 225,000 Midway sailors who served our country and upheld American ideals of strength, freedom and peace.
- 4. Craft Beer Revolution:** Something's brewing in San Diego, and it has caught the attention of national media. Both CNN and the New York Times agree, that the San Diego Craft Brew scene bubbles with tasty innovative craft beers that beckon to be explored. With over 40 microbreweries that call San Diego home, you can taste what the brew masters have been crafting up at many local pubs, restaurants and bars.
- 5. We Got Your History:** Explore the birthplace of California in San Diego's Old Town, the site of the first permanent Spanish settlement. Tour around many of the historic structures and sites impeccably preserved to this day. With over 150 shops, award-winning restaurants, museums, a theatre, galleries and historical sites to explore, you can easily spend the whole day in the town.
- 6. Need for Speed on the Bay:** San Diego bays offer fun, adventure and speed for watersport enthusiasts. While Mission Bay is a veritable water wonderland for kayaking, sailing, stand up paddle boarding and wind surfing, the San Diego Bay offers an entrée to adventure on high seas. Hop aboard a racing-class AC45 catamaran for a thrilling ride around the bay, or take a tour around the Coronado Bridge on a speed boat.

Reunion friendly rates between \$90-\$140

For more information log on to:

sandiego.org



SAN DIEGO TOURISM AUTHORITY

USS COGSWELL DD-651 ASSOCIATION
PO BOX 6098
OCEANSIDE CA 92052-6098

We're on the Web:
www.usscogswell.com

Email: Secretary@usscogswell.com



USS Cogswell 1944