

A FINAL SALUTE TO CAPTAIN ORLIE BAIRD

Captain Orlie G. Baird (Ret.) began his distinguished Naval career in March 1943 as an enlisted radio technician and served in the South Pacific during World War II. A sailor's sailor Captain Baird continued his Navy career post World War II as an officer.



Capt. Orlie G. Baird

A longtime friend and member of the USS Cogswell DD651 Association Captain Baird died March 26, 2015 at the age of 90. The captain and his wife were on hand for the closing USS Cogswell DD651 Association banquet in October 2014 in San Diego.

He was born August 16, 1924 in Pennington County, Minnesota. At the close of World War II he was selected for officer training and received his commission as an Ensign in 1949 after his graduation from the University of Michigan with a bachelor's degree in physics. During his 34-year Navy service, Captain Baird served on a number of ships and commanded several of them, most notably the USS Cogswell DD-651 from June 1964 until December 1965 when he left to become Commander, Escort Squadron FIVE in January 1966.



Capt. & Mrs. Baird at the 2014 Cogswell reunion in San Diego.

Captain Baird's extensive sea billets included: CIC and Electronics Officer aboard the USS Spangler, DE-696, Operations Officer of the USS Harveson DER-316, and Commanding Officer of the USS Lorikeet MSC(0)-49.

During 1955-56, Captain Baird completed the Command Communication Course at the Naval Post Graduate School, Monterey, California. He then served for two years on the Staff of Commander in Chief, U.S. Pacific Fleet in Pearl Harbor, Hawaii. In the summer of 1958, Captain Baird was ordered to the USS Rochester CA-124 as Communications officer. In 1959 he became the Executive Officer of the USS Rupertus DD-851, a unit of DESRON 3, which became the first U.S. destroyer squadron to be home-ported in Yokosuka.

In September 1970, he joined the fitting out crew of USS Mount Whitney (LCC-20) **(continued Page 11)**

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AUGUST 2015

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NOW HEAR THIS: REUNION PLANS SET

Hard to believe, but it is time for shipmates to make plans to attend the next reunion of the USS Cogswell Association in June 2016 in Herndon, Virginia.

An association inspection team of Dick Forbrich and George Overman recently visited five area hotels and based on membership input

selected the Crowne Plaza Dulles Airport as the next reunion site by a slim margin.

The reunion will be held from June 3-5. Members should have received an e-mail with the appropriate links to book a hotel room.

If you are unable to access the hotel through the Internet call

the hotel at 703-471-6700 and ask for rooms in the group code UCO. Rates are \$89 (up to four people) in a standard room or \$119 a night for the King Feature room.

Only 25 rooms are booked for June 2 with 50 rooms available for June 3, 4 and 5. Once those rooms are gone there may be **(Reunion con't Page 13)**

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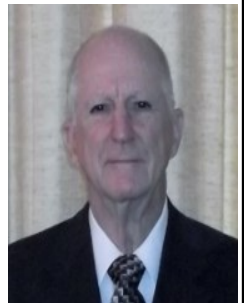
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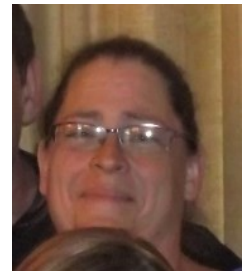
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ATTENTION!

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

Visit the Association Online

www.usscogswell.com

A message from President Frank Wille

Occupy D.C

We all should have recovered from the reunion in San Diego and can look forward to the 18th USS Cogswell DD-651 reunion in Fairfax County, Virginia (Washington D.C area) June 3 thru June 5, 2016. It promises to be an exciting reunion with the opportunity to visit several historical sites. All of us tried to avoid DC during our Navy careers but now we can look forward to enjoying the area. I hope that you will make an effort to attend this reunion and renew the bond that we all enjoy.



Frank Wille, Zola Low, Lyna Low

It is with deep sadness that we learned of the passing of former Commanding Officer, CAPT Orlie Baird. It was an honor to have CAPT Baird attend our reunion banquet in San Diego. It meant a lot to all of us and I know that he enjoyed it. Fair winds and following seas, Skipper.

We are in need of a member to be in charge of the Ship's Store = Cogswell clothing and paraphernalia. The Executive Committee has promised Orv Williams that we'll find someone to take on this duty so that Orv can concentrate on Treasurer duties. The Ship's Store does not require many hours; almost all of the activity takes place during a reunion. Please give this your serious consideration.

Your association remains in sound financial condition and with dedicated leadership. I wish you continued health and prosperity.

Frank Wille

President

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

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.



FINANCIAL STATEMENT
U S S COGSWELL DD651 ASSOCIATION
DECEMBER 31, 2014 TO JULY 31, 2015



DECEMBER 31,2014 CASH ON HAND OR IN BANKS \$17,740.09

DEPOSITS

JANUARY 15	\$1,554.00
FEBRUARY 15	\$260.00
MARCH 15	\$50.00
APRIL 15	\$70.00
MAY 15	\$45.00
JUNE 15	\$58.00
JULY 15	\$30.00
TOTAL DEPOSITS	\$2,067.00

DEBITS

POSTAGE	\$61.00
SUNDANCE STAGE LINES	\$1638.75
Reunion & Newsletter expense	\$605.25
TOTAL DEBITS	\$2,355.00

TOTAL DEPOSITS + CASH ON HAND	\$19,807.09
MINUS EXPENSES	\$2,355.00
TOTAL	\$17,452.09
CASH ON HAND (Bank statement 7/31/15)	\$17,452.09

USS COGSWELL ASSOCIATION

DATABASE STATISTICS as of 08/15/2015

Our database contains 3301 names total.

- Active = 240 (paid dues are current)
- 128 Life Members
- Inactive 18 (have not paid dues for more than two years—house cleaning of these inactive members)
- New = 3 (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 = 665 (members who have indicated they have no interest in the Cogswell Association—some newly found who chose not to join)
- Deceased = 521 (known deceased shipmates—some newly found crewmembers)
- Not Located = 1854 (continues to be the largest number in database - we still need help locating

New members—Feb 01, 2015 – Aug 01, 2015

Last Name	First	City	State	Years Aboard	Rank
BUTCHER	BEAU	211 CROSBY DR	DICKSON TN	N/A	

Known Deceased since February 2015)

Last Name	First Name	City	St	Years Aboard	Rank
BAIRD	ORLIE	SAN DIEGO	CA	64-65	CDR
CERRATO	PASQUALE	NEW PORT RICHIE	FL	53-55	BTFN
CORDTS	FREDERICK	CENTEREACH	NY	51-54	SN
DONNELLY	CHARLES	CAMDEN	NJ	44	SA
GILCHRIST	CHARLES	PORTVUE	PA	58	RD3
HAYES	ROBERT (Bob)	FRESNO	CA	55-57	LCDR
PASQUALETTI	LEWIS J	BUFFALO	NY	52-55	SN
ROGERS	F. CARL	HAVERHILL	MA	43-46 *PO	SN
SMITH	ROBERT W	GEORGETOWN	TX	51-52	ENS

*PO= Plankowner



Christmas on the Cogswell—we believe in France



Cogswell entertains French visitors








Cogswell crew on a goodwill port visit to France

We need some help identifying the context of these three photos. Going only from the newsletter editor's memory it is believed they are from a Christmas season visit to France. Right now the year is unknown as well as the specific cruise that resulted in this port visit. The source of the photos is also not known. If you can help, send an e-mail to the newsletter editor at jlsmediaservices@gmail.com so we can report back in our next newsletter.

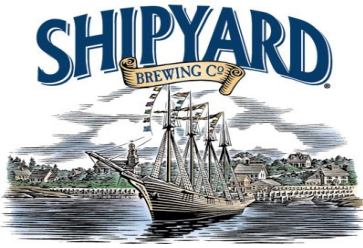
A Letter from the editor

Shipmates, I need your help. This is your newsletter and it needs your help. Please consider writing an article about your experiences aboard the Cogswell and sharing it with the rest of the association. Trust me you will get tired of just reading what I think is interesting so I am appealing to you for your ideas. One thing we all have in common is service and I believe that many of us are still serving our communities through volunteer work. I would like to start a short column each newsletter highlight some community service that one or more of our members are doing. Don't be shy or modest, your work might inspire others. If you are involved in an honor guard or service organization that would certainly qualify. A year ago I was certified through the VA as a volunteer driver for my local Veteran's Office and three or four times a month I drive veterans who have no transportation to one of five area VA hospitals or clinics. It is very rewarding and much appreciated by veterans. Now, it's your turn to let me know how you help your community. You can always reach me at my e-mail address: jlsmediaservices@gmail.com or by phone at 810-338-3015. Fair winds and following seas, my friends.



<p>SMOKING LAMP</p> 	<p>Sea dogs who sailed the wooden ships endured hardships that sailors today never suffer. Cramped quarters, poor unpalatable food, bad lighting and boredom were hard facts of sea life. But perhaps a more frustrating problem was getting fire to kindle a cigar or pipe tobacco after a hard day's work. Matches were scarce and unreliable, yet smoking contributed positively to the morale of the crew so oil lamps were hung in the fo'c'sle and used as matches. Smoking was restricted to certain times of the day and by the bos'un's. When it was allowed, the "smoking lamps" were "lighted" and the men relaxed with their tobacco. Fire was, and still is the great enemy of ships at sea. The smoking lamp was centrally located for the convenience of all and was the only authorized light aboard. It was a practical way of keeping open flames away from the magazines and other storage areas. In today's Navy the smoking lamps have disappeared but the words "smoking lamp is lighted in all authorized spaces" remains, a carryover from our past.</p>
<p>SPINNING A YARN</p> 	<p>Salts and landlubbers alike delight in hearing a tall tale told with all the trimmings by someone with a talent for "spinning a yarn." While today "spinning a yarn" refers to any exaggerated story, originally it was exclusively a nautical term understood by sailors only. Officers and mates in the old Navy were stern disciplinarians who believed if sailors were allowed to congregate and tell sea stories, no work would be done. However, there was one job that required congregating on a weekly basis -- unraveling the strands of old line. On this day, the salts could talk to their heart's content and the period came to be known as the time for "spinning yarns." Later anyone telling a tale was said to be "spinning a yarn," a cherished naval tradition.</p>
<p>TONNAGE</p> 	<p>Today tonnage refers to a ship's displacement in the water or the gross pounds of cargo it is capable of carrying. In the days of sail this was not so. Tonnage was spelled "tunnage" and referred to the number of "tuns" a ship could carry. A "tun" was a barrel normally used for transporting wine and tunnage specified the number of barrels that would fit into the ship's hold.</p>
<p>TOOK THE WINDS OUT OF HIS SAILS</p> 	<p>Often we use "took the wind out of his sails" to describe besting an opponent in an argument. It simply means that one noble adversary presented such a sound argument that his worthy opponent was unable to continue the verbal pugilistics. Originally the term described a battle maneuver of sailing vessels. One ship would pass close to windward usually ahead of another, and thereby blanket or rob the breeze from the enemy's canvas causing him to lose headway.</p>
<p>WARDROOM</p> 	<p>Aboard 18th century British ships there was a compartment called the wardrobe and used for storing booty taken at sea. The officers' mess and staterooms were situated nearby, so when the wardrobe was empty they congregated there to take their meals and pass the time. When the days of swashbuckling and pirating had ended, the wardrobe was used exclusively as an officers' mess and lounge. Having been elevated from a closet to a room, it was called the wardroom.</p>
<p>YANKEE</p> 	<p>Americans are known by their nicknames from Hong Kong to Timbukto; one of the most widely used is "Yankee." Its origin is uncertain but it is believed to have been given us by the early Dutch. Early American sea captains were known, but not revered, for their ability to drive a hard bargain. Dutchmen also regarded as extremely frugal, jokingly referred to the hard to please Americans as "Yankers" or wranglers and the nom de plume persists to this day.</p>

SHIP'S HUSBAND



Sometimes when a ship is heading for the yards, an old salt says that she is going to see her husband now and it causes novices to wonder what he's talking about. A ship's husband was once a widely used term which described the man in charge of the shipyard responsible for the repair of a particular ship. It was not uncommon to hear the sailors of creaky ships lament, "Ah, she's been a good ship, lads, but she's needing her husband now." In the course of a ship's life, she may have had more than one husband but this had little bearing upon her true affections. Tradition has it, her love was saved solely for her sailors.

SHOW A LEG



Many of our Navy's colorful expressions originated as practical means of communicating vital information. One such expression is "show a leg." In the British Navy of King George III and earlier, many sailors' wives accompanied them on long voyages. This practice caused a multitude of problems but some ingenious bosun solved one that tended to make reveille a hazardous event: that of distinguishing which bunks held males and which held females. To avoid dragging the wrong "mates" out of the rack, the bosun asked all to "show a leg." If the leg shown was adorned with silk, the owner was allowed to continue sleeping. If the leg was hairy and tattooed, the owner was forced to "tum-to." In today's Navy showing a leg is a signal to the reveille petty officer that you have heard his call and are awake.

SICKBAY



In the modern Navy, sickbay is the place a sailor can receive medical attention. In the days of sail there were few such places on shore designated specifically for ill seamen, but onboard most ships there were sick berths located in the rounded stern. The contour of the stern suggested the shape of a bay and consequently the sailors began calling the ancient dispensaries sickbays.

SIDEBOYS



The use of sideboys is a custom inherited from the British Navy. In the days of sail, gangways weren't frequently used so sailors boarded ship by climbing the rope ladders. Important persons were granted the privilege of wrestling with the Jacob's ladder. Very important persons, many of whom were rather hefty or aged, were hoisted aboard in a bos'un's chair. The officer of the deck instructed the bos'un's to rig a chair hoist from a yardarm and, with much heaving and hoeing, the VIPs were hoisted aboard much like casks of salt horse. The men who did the hoisting were called sideboys. Today, sailors lined up in clean uniforms on the quarterdeck when visiting dignitaries embark are still called sideboys, preserving another naval tradition.

SKYLARKING



Originally, skylarking described the antics of young Navymen who climbed and slid down the backstays for fun. Since the ancient word "lac" means "to play" and the games started high in the masts, the term was "skylacing." Later, corruption of the word changed it to "skylarking." Skylarking is a familiar term to most sailors and a popular pastime for others. Today, it is generally looked upon with disfavor while on board ship because "goofing off" can cause accidents and wastes time. However, skylarking wasn't always viewed unfavorably. Back in the days of wooden ships, it was thought to be the better "occupation" of sailors with free time on their hands -- skylarking on the weatherdeck -- rather than engaging in mutinous talk in a ship's dark corners.



TAPS

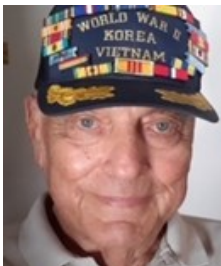


Fred L. Cordts (late obit)

Fred L. Cordts, 84, of Centereach, New York died on February 5, 2012. Fred served on board the USS Cogswell between 1951-1954 he was listed as an SN during his service on the Cogswell. Fred was the husband of Evelyn, and the father of James, Cherylyn, Cliff and Michelle. He had two sisters, Margaret Bruce and the late Eleanor Menier. He was grandfather to James, Jessica, Carissa and Aleise. Following services at the Marinello Funeral Home he was interred at Calverton National Cemetery.

Robert (Bob) Watson Hayes

Robert (Bob) Watson Hayes, 90, of Fresno died on June 28 surrounded by his family at home. Robert served aboard the USS Cogswell from 1955-57 as an officer. He was born in Champagne, Illinois on March 21, 1925. Bob enlisted in the Naval Aviation Cadet Program in 1942 and served as a pilot in the U.S. Navy during WWII, Korea, and Vietnam. He retired as a Lieutenant Commander after serving 25 years in active duty and logging over 35,000 flight hours. Following retirement, Bob joined the Merchant Marines from 1969-1970. He moved to Fresno and in 1974 married Diane Dutra, his wife of 41 years. Bob continued his love for flying as a flight instructor into his mid 80's and taught extensive safety and aerobatic maneuvers. He was a member of DAV, VFW, The American Legion and served as a docent for the Veterans Memorial Museum. A true adventure seeker, he and Diane spent much of his retirement traveling the world, often revisiting places he hadn't seen since the war.



Cogswell shipmate Frank Embick remembers his service with Hayes. "I found him to be unfailingly kind and generous with his time and expertise. He was a calming influence in times of stress, unflappable. I am proud to have been his shipmate and mourn his passing." In addition to his wife he is survived by his three children and three stepchildren and 9 grandchildren.

Donald Robert Libey

Donald Robert Libey passed away on March 15 in Ocala, FL from complications following heart surgery. Don was born in Canton, Ohio on February 25, 1944. He attended elementary school in Avon Lake, Ohio, the place he considered home, graduated from Wheaton High School, Wheaton, IL, and Northern Illinois University.

Don spent 10 years in the US Navy as a medic aboard ship. During the Viet Nam war he was on several raids up the Mekong River with Marine units and his recounts of those events were harrowing.



He was a HM 1 during his service on the USS Cogswell from 1968-69. He donated several bottles of wine to the 2014 Cogswell reunion in San Diego.

He had a truly eclectic career in the Publishing and Direct Marketing industries and as author of 20 books. In the 1980s, he was President of Regnery Publishing Co, Washington, DC. Don was an expert

in Direct Marketing through print catalogs and was sought out by many to improve their businesses. The loyal relationships established over many years in the industry made him the "go to" person when a catalog was to be sold or bought. He ended a long and outstanding career as an intermediary by concluding the sale last month of a catalog company, owned by a long-time friend, to a major office supply firm. It was the last on his bucket list made several years ago and he concluded every one.

As he requested, his ashes will be sent to a Funeral Director, who was a neighbor and school classmate in Avon Lake, OH. He will scatter them along the shore of Lake Erie at the Avon Lake Beach. Don would be pleased.

He is survived by his partner and high school sweetheart Andrea Stewart, daughters Millisa (Mike) Jaycox, Megan (Tony) Nevitt, Marin (Dan) Dugal, Grandson Campbell Dugal.

Charles B. Gilchrist (late obit)

Charles B. Gilchrist, 78, died August 20, 2013 in Pennsylvania. Gilchrist served aboard the USS Cogswell in 1958 as a radar technician and participated in the nuclear test programs dubbed Operation Hardtack. He was born Oct. 9, 1934 and after his Navy service he was a construction specialist for the Duquesne Light Company. Gilchrist was survived by his wife, Florence "Flo" Gilchrist, five children and stepchildren and five grandchildren.

TAPS (Con't)

Lewis J. Pasqualetti

Lewis J. Pasqualetti, 82, of Buffalo, NY died June 26. Pasqualetti served aboard the USS Cogswell as a seaman from 1951-55 during the Korean War. Pasqualetti's daughter, Linda Kirton said her father proudly displayed photos of the Cogswell on his walls at home and often shared his sea stories with his family. In addition to Linda, he is survived by another daughter and son. Another son preceded him in death. He has eight grandchildren and two great-grandchildren.

Pasquale Cerrato

Pasquale Cerrato, of New Port Richie, Florida has died. No obituary was available and the death was reported by Cerrato's shipmate, Tony Emmolo. Cerrato reportedly served aboard the Cogswell from 1951-54 as a boiler tender. Emmolo kept in touch with Cerrato after their service and Cerrato was the best man at Emmolo's wedding and Emmolo served as best man at Cerrato's wedding.

F. Carl Rogers

F. Carl Rogers, 90, died May 30, in Haverhill, Massachusetts surrounded by loving family. Rogers was a plankowner of the USS Cogswell and served with the ship for the duration of World War II. He received his honorable discharge on February 17, 1946 as a Seaman First Class.



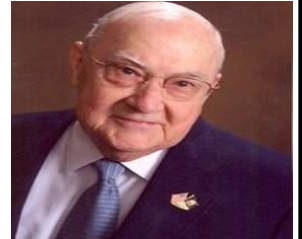
He was a member of the VFW Lorraine Post of Haverhill, the American Legion Post in Haverhill and the Tin Can Sailors.

After service, Rogers continued his education graduating from Northeastern University with a Criminal Justice degree and served as a police officer from 1950 until his retirement as sergeant in 1985 in Haverhill. He graduated from the FBI Academy in Quantico, VA in 1973. He taught Criminal Justice at Northeastern University. In 1975 he was named Policeman of the Year and again in 1978 and 1984. He was a longtime member of the Massachusetts Police Association and a lifelong member of St. James Parish of Haverhill and a member of the Ancient Order of Hibernians of Newburyport.

In addition to his wife of 68 years, Gloria C. Rogers, a son, F. Carl Jr., daughters, Leslie, Kathleen, Marlene, Jean, Joyce and Janet, ten grandchildren and nine great-grandchildren.

Robert W. Smith

Robert W. Smith, 87, a Cogswell officer from 1951-52 died April 19 at his home in Sun City, Texas. Smith served aboard the Cogswell as an ensign during the Korean War. He enlisted in 1945. Born in Dubuque, Iowa on June 20, 1937, he spent his school years Peoria, Illinois. Before graduation, he and a group of his classmate volunteered for World War II in the Navy. His parents picked up his high school diploma for him because he had already left for the service.



He served as a medical corpsman during World War II. After the war he graduated from the University of Illinois with a bachelor's degree in business. While working his first job in Chicago he was recalled to active duty for service in the Korean War. He was selected from the fleet to attend the first Officer Candidate School in Newport, Rhode Island. He received his commission in November 1951. After release from active duty he continued his service in the Naval Reserves and retired in 1971 in San Jose as a Lieutenant Commander. Smith worked in accounting, finance, auditing and computer systems. During his career he worked for Shell Oil Co., and for a San Francisco Mutual Fund, President of Systems and Software Design in Palo Alto, California, a company he founded. He also was vice-president and controller for the leasing division of Crocker Bank and controller for SRMC, a computer company in San Jose, California. Smith volunteered as a coach and treasurer for Little League, a tax preparer for seniors in the AARP program, and an elementary school mentor. Favorite activities included gardening, traveling and league bowling. He particularly enjoyed going to reunions for his schools, fraternity, Navy ships, and the Wolcott family. He was a member of St. Helen Catholic Church and MOWW (Military Order of the World Wars) as well as a number of clubs in Sun City. He was widowed twice, his first wife was Mary Jane Cramer, of Chicago who he was married to for 51 years. His second wife died in Sun City after an 8-year marriage. He married his third wife, Virginia, in Sun City in 2011. He has four children from his first marriage, and four stepchildren in his third marriage. The couple shares 22 grandchildren and one great grandchild. His remains were placed at the Central Texas State Veterans Cemetery in Killeen, Texas with full military honors.



Captain Orlie G. Baird—Our Final Salute

(continued from Page 1) and was the commanding officer of this new class of Amphibious Command Ship until January 1971.

Captain Baird also commanded the Naval Communications Station in Morocco after attending the Defense Language Institute, East Coast and was Fleet Communications officer for the United States Pacific Fleet.

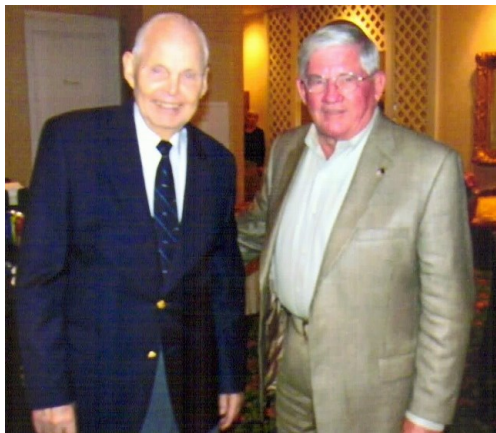
Perhaps one of his most important cruises was a midshipman cruise to Victoria, British Columbia where he met his future wife, Gay McDonald.

“He often said the \$7 he paid to bring his Canadian bride into the United States was the best money he ever spent,” said his son Gordon.

A lover of learning, Captain Baird, in addition to his degree from the University of Michigan, he studied at the Naval Post Graduate School in Monterey and the War College in Newport, Rhode Island. Following graduation from the War College he became the Assistant Chief of Staff for Operations and Readiness at the Naval Communications Command, Washington, D.C.

He earned a Masters of Arts degree in International Affairs from George Washington University and an MBA from San Diego State University. Following his Navy retirement, he had a second career working for Logicon. He was a volunteer with the VITA tax program, the Friends of the Library and his church.

Survivors include his wife of 65 year, Gay Baird; son Orlie Jr. (Billie) and daughter Karen McKinley (Steven), brother Arthur Baird and six grandchildren and many loyal former shipmates. Memorial services were held May 8 at Miramar National Cemetery in San Diego.



John Helpap and Capt. Orlie Baird

John Helpap remembers Capt. Baird. “I feel so fortunate to have attended the reunion with Capt. Baird making his final appearance. My story about Capt. Baird was when he was taking the Cogswell out on his first sailing. We were getting underway from Pier 3 at the 32nd Street Destroyer Station. My sea and anchor detail was on the forecandle and Capt. Baird was jockeying the ship out of the slip when the hull rammed the pier wall. I immediately received a call from the bridge asking if there was any serious damage to the pier. I went to the top of the bow and pretended to assess any damage (there was!) I immediately reported no apparent damage to the pier. I realized if there was I would have to write a report for the Captain. Never heard another word about the incident. — John Helpap



George Overman and Capt. & Mrs. Baird

Captain Baird and I got together several times at the Old Time Communicators luncheon events in San Diego. He was always a gentleman and told some stories about Cogswell that will never make it to print. However, he also took time to write stories for our newsletters. He was a humble man who would always say “call me Orlie” but I just could not do that. I always called him Skipper or Captain Baird. In his 2002 newsletter article about helping get the USS Frank Knox off the reef in 1965, I believe the last comment made by the Skipper says it all on how he felt about the crew.—George Overman.

“I must also admit that in writing this, it brought back a lot of very fond memories. It made me think again why the term “shipmate” has such a special connotation, but unless one has actually spent time on a naval ship, I think it is hard for a person to realize how much that term covers or what it really means. ~

Shipmate swap led John Mendenhall to Cogswell

John Mendenhall's Navy career on the USS Cogswell was bookended by West Pac cruises. The first cruise left one day after he and another sailor arranged a ship swap in San Diego in 1962. The day after he left the ship in 1965 for his Navy discharge the Cogswell left for another West Pac cruise.

In between, Mendenhall also made a second West Pac cruise. A native of Galva, Kansas, a town of about 50 people, he spent the first dozen years of his life traveling back and forth between Kansas and Texas following his father who worked in the oil fields.

When his father went to work as a carpenter in San Diego, the transient life slowed a little bit, but San Diego was a lot different than his small town in Kansas.

"It was a culture shock," Mendenhall said. "I really didn't have indoor plumbing the first 12 years of my life."

After high school, he joined the Navy and had to travel just 15 miles to check in to boot camp from his home. After boot camp the A school he was attending at Treasure Island didn't pan out and he received orders to head to the USS Algol, AKA 54, being refitted on Swan Island near Portland, Oregon. After completion of the refitting the Algol began the long trek to its homeport in Norfolk, Virginia.

When the Algol reached San Diego he hoped to swap ships with a member of the crew on the USS Braine, DD-630, because he had a couple friends aboard that ship. When that didn't work out he found a seaman apprentice like him aboard the Cogswell who came from Norfolk and the two spent two days walking the paper work through channels for the swap.

Assigned first to the deck division, Mendenhall, who learned to type in high school, found an opening as weapons yeoman, a job he did for the next year. Later he stepped into an opening for an FT striker about halfway through his enlistment and he was an FTSN when he left the Navy.



John and Nancy Mendenhall



John Mendenhall

"I really enjoyed both cruises," he said. Some of the travels have taken him back to places he visited on the Cogswell. His favorite cruise was with Capt. Moore as the ship spent a lot of time making goodwill stops at Asian ports.

Taiwan, Korea, Hong Kong and the Philippines were just a few of his favorite stops. The Cogswell was Station Ship in Hong Kong which meant they spent more than a month in that location. He also upgraded his wardrobe with tailor made shirts and pants.

His stop in Chinhae, South Korea only lasted one day, which was long enough because the temperature that day was -25 degrees. In Kaoshong, Taiwan he remembered deciding, after some adult beverage consumption, to get his photo taken, but it took two men to hold him still on the stool while another man took his photo.

He remembers the ship recovering a pilot who crashed off a carrier the Cogswell was lifeguarding.

In Okinawa, the ship had to pull out in the middle of the night on short notice to escape an anticipated tsunami that was caused by an Alaskan earthquake. In the Philippines he served as the captain's driver and remembered driving the captain and other officers around the base housing for officers.

"They would look at the names and some of them would say, "I served with him on this ship or that," Mendenhall said. "It was pretty boring."

On Grande Island he remembered free beer and hot dogs and having a pretty good time there.

Another time during the Cuban Missile Crisis the Cogswell escorted a large convoy to the Panama Canal and then spent a couple days there after the convoy left through the canal. **(Con't on Page 13)**

(Con't from 12) During that trip he and another sailor from the USS Braine, who had a new camera, went on liberty and decided to take some nice photos. On the way up the gangway to their ships, the camera slipped, fell and bounced into the water.

Admittedly camera shy, he said he didn't take many pictures during his cruises, a thing he now very much regrets.

One of the pranks he remembers is that newbies would be given a boat hook and told to stand by the rail and watch for the "mail buoys" even when the ship was 4,000 miles at sea.

Another vivid memory was a notable trip from Hawaii to the Philippines in which eight of the ten days of that transit was done with the heavy weather bill set.

"We didn't do any work for those days," he said. During patrols in the Taiwan straits, Mendenhall said he was often cramped in the aft fire control director with a lieutenant junior grade who complained endlessly during the watches. The perch was high and the seas were rough during those watches.

"It was not a pleasant experience," he said. One pleasant experience was being tied up next to a tender because the food was better. Although, Mendenhall remembers a second class cook named Zamora who was an excellent baker and who made great pies. He also like sitting on the fantail during calm, glass like seas watching flying fish in the South Pacific.

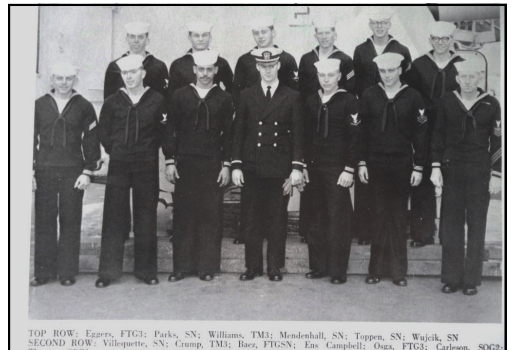
During a Midshipmen's cruise he remembered taking some of the midshipmen to the bosun's locker in the bow, lining up cigars and watching them turn green as they smoked the stogies.

After checking off the Cogswell for the last time, he and Gary Eggers headed to a week or so in transition barracks at the 32nd Street base and then left the Navy and for a short time lived with Eggers and his wife.

Following that he moved back to San Fernando Valley where his parents had moved and he began work at a "sweat shop" in Torrance for a short time. He landed a job as a communications technician with Pacific Bell Telephone Company, a job he held for 31 years until he retired in 1996. He lived and worked around northern San Diego County for his whole career.

His first marriage dissolved the same year as his retirement but when he purchased a mobile home to live in he also met a real estate woman who he would later marry. The two each had three children and each had a child that suffered from Hodgkin's disease which was something they had in common.

Later he worked with Nancy in the real estate business and did some antique restoration. The two are no longer active real estate agents, but maintain an interest in their three offices. John is 72 and the couple recently celebrated their 18th wedding anniversary, they enjoy traveling and will soon head out on another cruise this one from New Jersey to Nova Scotia.



TOP ROW: Eggers, FTG1; Parks, SN; Williams, TM3; Mendenhall, SN; Toppen, SN; Wujcik, SN
SECOND ROW: Villaparte, SN; Gump, TM3; Baez, FTGSN; Ena, Campbell; Oren, FTG3; Carlsson, SO2

John also attended Paloma Junior College from 1975-77 under the GI Bill and he obtained his Associates of Arts degree. During a recent road trip John returned and found three one-room schoolhouses he attended in the Midwest as a child, one is abandoned, but two are currently used as private homes.

The couple currently lives in Las Vegas, but previously lived in Costa Rica for a year. In addition to the six children, the couple has ten grandchildren aged between five and 24 years old.

(Reunion con't from Page 1)

additional charges. Unless requested, all rooms will be on the second and third floor.

A full buffet breakfast is included and served in Houlihan's Restaurant and Bar in the hotel. In addition members are entitled to a 20 percent discount on all items ordered from the menu at Houlihan's. Parking is free and there is an airport shuttle to and from Dulles Airport.

Full reunion information, including tours, banquet meals, entertainment, etc. will be published soon.



From Airborne to Seaworthy

John Garcia ‘jumped’ from the Army to Navy

John Garcia started out his military jumping out of airplanes and ended it riding out Pacific Ocean typhoons on the USS Cogswell.

Garcia, 76, and his wife Nellie, attended their first Cogswell reunion last October in San Diego. A native of Corcoran, California in central California he finished high school at Belmont High School in Los Angeles after he moved there with his mother, step-father and sister. He attended LA City College for a year and enlisted in the U.S. Army in 1959.

As part of his Army training in Fort Campbell, Kentucky he ended up being assigned to the 101st Airborne and logged 29 jumps during his Army career which ended in 1961. During his time in the Army he went to non-commissioned officer school, became a squad leader and worked with heavy weaponry such as anti-tank guns and mortars.

“I loved jumping out of airplanes,” Garcia said. What he wasn’t so fond of was the 20-mile forced marches with full packs of gear and weapons. At that time his squad had one of the fastest recorded times for a 20-mile forced march with equipment.

One of the highlights of his Army career was an inspection that done by General William Westmoreland, who at the time was in charge of the 101st Airborne Division. During the inspection General Westmoreland singled out Garcia for his appearance and called other company commanders over to see him.

“I want you to look at this soldier, this is what a paratrooper looks like,” Westmoreland told Garcia and the other company commanders. “I was pretty spit and polish.”



John and Nelli Garcia



After his discharge he headed back to the family home in Los Angeles where he lived for five months.

With a promise of a school he re-enlisted in the Navy, but due to his previous Army training was able to avoid going to boot camp. The promised school was not immediately available and he headed to his first (and as it turned out – last) duty station, the USS Cogswell. He spent his first year assigned to First Division, where he learned the valuable lessons related to the deck division.

After a year in First Division the captain told him he was heading to disbursement school and returned to the ship and was assigned to the Supply Division, where he stayed for the duration of his Navy career.

During his three WestPac cruises aboard the Cogswell, Garcia remembered that the ship had a number of goodwill trips including an extended stay in Hong Kong where he and his ship-mates played softball against a Chinese team there.

One of his favorite recollections was sitting on a mound in Subic Bay and watching carrier sailors fight with each other after a long night of drinking while waiting for a boat to return them to their ship.

“Ninety-nine percent of destroyer sailors didn’t fight with each other, but the carrier guys sure did,” Garcia said. “We would sit on the mound and cheer on the fighters.”

Being a disbursement clerk and paymaster had its advantages, as did living with and working with other members of the supply division. **(Con’t Page 15)**

(Con't from Page 14) When the chow wasn't to his liking, his friendship with the Second Class Cook often got him leftover food that was headed to the Wardroom. It also meant special access to the laundry services as well.

"If I needed my stuff washed or a haircut, they would work with us," Garcia said. "And we could help with special pay if they needed that."

He did stand watches at sea and was the Sea Detail Helmsman which led to a harrowing incident during underway replenishment in which the main helm lost steerage and led to a minor confrontation with an officer on the bridge. When the helm didn't respond the Cogswell moved dangerously close to the ship and the officer pushed Garcia aside briefly until Garcia reclaimed the helm which was now responding. Turning the wheel smartly, the ship barely avoided a collision.

During his service on the Cogswell he recalled steaming through two typhoons and remembers the ship heaving up and crashing down.

"The ship would shake like it was going to come apart," Garcia said.

When the Cogswell returned from the 1966 cruise, Garcia grabbed his seabag, left the Cogswell on the 32nd Street pier and into civilian life.



John Garcia—Army

He credits some good information from some of the "old salts" for heading him in the right direction in his civilian pursuits. Garcia headed to Sacramento and began working in construction, but remembered that the Navy veterans urged him to head to the State and Federal offices to look for a steady job.

He also attended Sacramento City College and Solano Community College achieving his Associates Degree.

Although he took tests for the California Highway Patrol and border patrol, he ended up getting a job with the post office, first as a window clerk and then as a head clerk in Winters, California. At one point he was offered to test for an open postal inspector's position. He passed all his tests and background checks and was sent to Washington, D.C. for training in the postal academy.

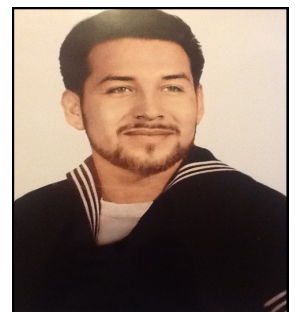
Once done there he was assigned to the Postal Inspector's office in San Francisco where he rose to the rank of Captain and retired in 1995. One notable case he worked on was the Unabomber Case with terror subject Theodore John "Ted" Kaczynski. He helped gather information on that case with his counterpart in the Oakland office.

Following his retirement, Garcia worked in hotel security for a local casino for 12 years finally retiring completely in 2007.

John and his wife, Nellie, knew each other from childhood, Nellie's mother was the Godmother for John's sister, but they didn't reconnect until 1968. The couple has been married for 47 years and they have three children, Lisa Marie, Jonathon and Jenny Elizabeth. They have three grandchildren, including a granddaughter who served in the U.S. Air Force.

Garcia is a member of the 101st Airborne Association, the Fleet Reserve Association and VFW Post 11091 in Winters, California as well as the Cogswell Association. He is a member of the firing squad on the VFW Honor Guard.

In the past he was a Boy Scout Scoutmaster, a Little League coach, (counselor for a Boy's something) and was a player coach for a men's softball team in Winters. He and his wife enjoying traveling, especially to Puerto Vallarta.



John Garcia—Navy

A joke for the road: An old Chief and an old Gunny were sitting at the VFW arguing about who'd had the tougher career. "I did 30 years in the Corps," the Gunny declared proudly, "and fought in three of my country's wars. Fresh out of boot camp I hit the beach at Okinawa, clawed my way up the blood soaked sand, and eventually took out an entire enemy machine gun nest with a single grenade. "As a sergeant, I fought in Korea alongside General Mac Arthur. We pushed back the enemy inch by bloody inch all the way up to the Chinese border, always under a barrage of artillery and small arms fire. "Finally, as a gunny sergeant, I did three consecutive combat tours in Vietnam. We humped through the mud and razor grass for 14 hours a day, plagued by rain and mosquitoes, ducking under sniper fire all day and mortar fire all night. In a fire fight, we'd fire until our arms ached and our guns were empty, then we'd charge the enemy with bayonets!" "Ah," said the Chief with a dismissive wave of his hand, "all shore duty, huh?"

USS Cogswell DD-651 Association

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