

San Diego welcomes Cogswell Sailors

Recent USS Cogswell reunions have been marked with at least one unplanned signature event. Cogswell get togethers have included earthquakes, middle-of-the-night fire alarms and in Tucson attendees arrived to the hotel only to find out the restaurant had been shut down the week prior.



So with great anticipation most of the 2014 attendees arrived to the Town and Country Resort and immediately dug into the emergency evacuation section of the hotel guidebook in anticipation of our next adventure.

All of that was unnecessary as there were no unusual natural or other disasters at the reunion. There were many highlights and memories made during the three-day event.

Coronado Hotel tour

Many of the 91 attendees began arriving on Saturday and Sunday, but the festivities officially began with the opening of the hospitality room and registration Monday morning (Oct. 20). This year's reunion included six first timers. We trust it won't be the last.

The reunion was opened on a somber note as Capt. Walt Dziejdz recounted his experience as the executive officer aboard the USS Belknap (CG-26) when it collided with the USS John F. Kennedy in the Ionian Sea on Nov. 22, 1975. Walt punctuated his talk with photos he took during the aftermath of the accident. A rapt audience enjoyed both his story and that of his wife, Rose, who described the abrupt announcement of the accident on local television in North Carolina during a holiday children's program before any of the families on both ships had been notified. Even after nearly 40 years, it was apparent the emotional impact this event has had on the lives of many people. The collision resulted in a major fire and loss of life on both ships. The accident resulted in "Belknap lights" being installed on carriers to prevent a repeat of the confusion that occurred during flight operations on that fateful night.



Walt and Rose Dziejdz

The hospitality room became a hub for shipmates to reminisce and get acquainted. In addition to the hospitality room, **(continued on Page 18)**

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FEBRUARY 2015

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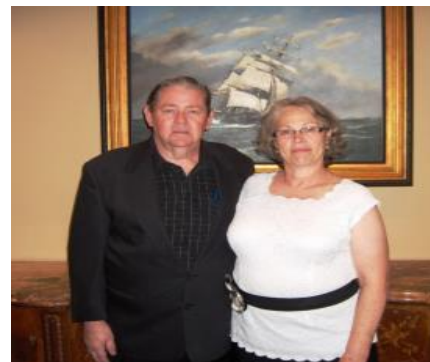
ATTENTION!

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

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



Treasurer Orvil Williams and Cheryl

JULY 31, 2014 CASH ON HAND OR IN BANKS \$21,002.62

DEPOSITS

AUGUST 14	\$2,563.00
SEPTEMBER 14	\$1,744.00
OCTOBER 14	\$1,938.00
NOVEMBER 14	\$0
DECEMBER 14	\$20.00

TOTAL DEPOSITS \$6,265.00

DEBITS

POSTAGE	\$84.85
MISSION SAN DIEGO	\$100.00
SHIPS STORE	\$1,743.09
REUNION REFUNDS	\$803
Reunion & Newsletter expense	\$6,595.64
TIN CAN SAILORS	\$200.00

TOTAL DEBITS \$9,526.58

TOTAL DEPOSITS + CASH ON HAND \$27,267.62

MINUS EXPENSES \$9,526.58

TOTAL \$17,740.09

CASH ON HAND (Bank statement 12/31/14) \$17,740.09

USS COGSWELL ASSOCIATION

DATABASE STATISTICS as of 02/01/2015

Our database contains 3290 names total.

· Active = 249 (paid dues are current)

↳ 133 Life Members

· Inactive = 17 (have not paid dues for more than two years—house cleaning of these inactive members)

· New = 2 (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 = 511 (known deceased shipmates—some newly found crewmembers)

· Not Located = 1856 (continues to be the largest number in database - we still need help locating

New members—August 15, 2014-February 01, 2015

Last Name	First	City	State	Years Aboard	Rank
BULLOCK	JEREMY	HELENA	AL	N/A	N/A
DENNEY	CHARLES	WALNUT CREEK	CA	61-62	OFFICER
PEREZ	ERNESTO	FORT WORTH	TX	66-69	STG

Known Deceased since August 2014)

Last Name	First Name	City	St	Years Aboard	Rank
GABRIEL	BERNARD	MARIONETTE	WI	63-64	FA
HANSELMAN	JOHN	PORTLAND	OR	59-62	RD2
HARE	DAVID	BALTIMORE	MD	51-52	BT3
MILLER	WOODROW	LEBANON	PA	45-46	BM3
POWELL	JAMES	BELLMOOR	PA	52-54	SN
SEASE	MARK	ALBUQUERQUE	NM	59-62	BT2
SPELL	STERLING	SHREVEPORT	LA	44-46	FC3

*PO= Plankowner

It's good to be the 'Oil King'

BT Pedersen did four years without one steaming watch

Boiler Technician Richard "Dick" Pedersen, a member of the re-commissioning crew of the USS Cogswell in 1951, thanks his lucky stars he was never transferred to a ship where he might have been required to stand a steaming watch in the fireroom.

Dick's Cogswell career included several promotions, but due to a variety of circumstances his duties never involved a steaming watch in his almost four years aboard. If records of such a thing were kept, he might have been one of only a handful of ship-board firemen to never stand a steaming watch on warship he was assigned to for such long time.

Now how did such an unusual thing happen?

Pedersen was born and raised in a small Northern Wisconsin town. He assumed that like 95 percent of his classmates he would take his passing grades, his high school diploma, get a job, get married and raise a family. His course work in high school did not include college prep courses, but it did include playing varsity basketball and football.

While his athletic skills did not attract the attention of the Big 10 or other major colleges he did have some state colleges express interest in him playing for them. So off he went to college, but when the Trigonometry, Chemistry and Physics classes started to weigh him down he pulled the plug on college after two years. Military service seemed like a good transition from college to "real" life so he visited with his two brothers, both World War II veterans for advice.

One Army brother, who was wounded on Dec. 18, 1944 during the Battle of the Bulge as part of the 9th Armored Division, earned a Purple Heart in the war, but encouraged his brother to seek his military service elsewhere.

"You don't want to sleep in a hole in the ground in the middle of winter," the brother told him.

The second brother, a Coast Guardsman who served on an APA in the Pacific came home with seven battle stars from the war. His crude advice kept him from becoming a member of another branch of the service.

"I don't care what you do but I would rather have a sister who is a whore than a brother who is a Marine," the brother told him.

So Pedersen entered the Navy at the Great Lakes Training Center in 1951. After graduation he was sent to Charleston, South Carolina and the Cogswell along with several other new recruits. When they arrived they found the Cogswell in rough shape after six years in the mothball fleet.

The recruits were called before a group of officers and told their Naval career direction had been decided for them. Pedersen was told he was assigned to the Forward Fireroom. The only problem for Pedersen is that he had no idea where the Forward Fireroom was.

When he asked a sailor holding a coffee cup outside the Wardroom to help him find his new work station he was fortunate to learn that he was talking to the First Class Petty Officer in charge of that very space.

He remembers the scary climb down the ladder to the lower level of the fireroom. After working there two weeks a Third Class Petty Officer, who turned out to be the "Oil King" asked Pedersen if he wanted to be his helper.



(continued) For crew members who worked above decks the Oil King was the person in charge of keeping an inventory of fuel oil and supervising underway refueling operations.

One of the advantages, he was told, was that he wouldn't have to work in the fireroom and when the time came for him to take over the "Oil King" job he would have an "open gangway," which sounded like a pretty good deal. So he became the helper.

The Third Class and several other petty officers on the ship were reservists who had been called up to help train the new crew and after a few months many of them were returned to civilian life leaving behind Pedersen to become the "Oil King."

After re-commissioning the new crew was now on its own and Pedersen had not yet stood a steaming watch. At his first opportunity Pedersen took the Third Class Petty Officer test, which he passed. Plenty of training cruises, including two trips to the Mediterranean and still not one steaming watch for Pedersen.

Time passed and he became eligible and passed the Second Class Petty Officer test without yet once standing a steaming watch in the fireroom.

The ship then made an around the world cruise including some time in Korea and Pedersen quietly escaped ever standing a steaming watch.



Dick and Marion Pederson

"The only job I ever had in the Navy was being the Oil King on the Cogswell," he said.

As time was running out on his enlistment, Pedersen began preparing for the end of his Naval career with no intentions of shipping over, but because he was eligible he took the First Class Petty Officer exam anyway. When the results were in, Pedersen passed the test and was on the list for promotion and still without standing one steaming watch.

To obtain the promotion he would have been required to re-enlist for six years, something he was not about to do. The Engineering Officer assigned to give him his "ship over" talk surprised Pedersen with an offer to test for Warrant Officer.

"I had never stood a watch in the fireroom and now they were offering this to me!," Pedersen said. He knew the competition for WO would be stiff considering he would be competing with chiefs with far more experience so he turned the offer down and left the Navy.

"Talk about reaching your level of incompetence," Pedersen said. "I have often wondered what I would have done or what would have happened if I had been transferred to another ship. Being a Second Class I would have been expected to be the "top of the watch" in the fireroom" Fortunately he never had to find out.

After his discharge, Pedersen married and went back to college and obtained a Master's Degree. Pedersen and his wife After his discharge, Pedersen married and went back to college and obtained a Master's Degree. Pedersen and his wife raised three wonderful children who all earned college degrees and have successful careers of their own.

Pedersen taught industrial arts at a high school for 32 years and was chairman of his department when he retired 24 years ago. Today he and his wife, Marion, enjoy their 2 grandchildren and 2 great grandchildren.

"Life is good!," he said.

"A good Navy is not a provocation to war. It is the surest guaranty of peace." - President Theodore Roosevelt

'Anchors Aweigh' the story behind the tune and words

It certainly does not take a Navy sailor to recognize the tune Anchors Aweigh. But the story behind the unofficial – it has never been officially adopted by the Navy – anthem dates back more than 100 years.

The words and tune were composed by Midshipman Alfred H. Miles and Lt. Charles A. Zimmerman and was played for the first time at the Dec. 1, 1906 Army versus Navy football game at Franklin Field in Philadelphia, Pennsylvania before a crowd of 30,000, which Navy won 10-0. It was the first Navy win since 1900. Originally the song was written as a fight song for the U.S. Naval Academy and the original words reflect that.

The most recognizable verse was written and added in 1926 by Midshipman Royal Lovell, Class of 1926, although some accounts said it was written by another student.

Although the song has long been used as the U.S. Navy anthem a pending proposal to make it the official song has not yet been adopted.

Lt. Zimmerman, a graduate of the Peabody Conservatory in Baltimore was chosen to be the Naval Academy bandmaster in 1887 at the age of 26. His father, Charles Z. Zimmerman played in the band during the Civil War.

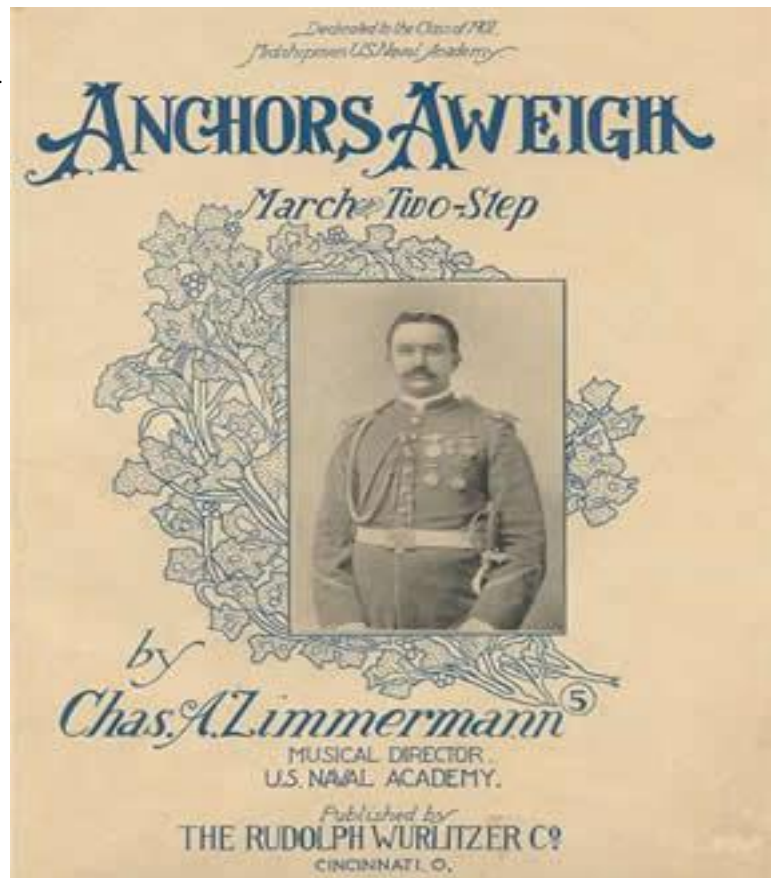
In 1906, Lt. Zimmerman was asked by Midshipman First Class Miles, a member of the Class of 1907, to write a new march, one that could be used as a football fight song, "one that would live forever."

On a U.S. Navy history site the writing of the song went like this: "Supposedly, with the two men seated at the Naval Academy Chapel organ, Zimmerman composed the tune and Miles set the title and wrote two first stanzas in November 1906.

"In the 1916 "Lucky Bag," the Academy yearbook, the class prepared a surprise for Lt. Zimmerman. On page one was an impressive photo of the bandmaster in his full dress uniform, and on the next, a moving tribute to his devotion to the Naval Academy. Unfortunately, Lt. Zimmerman did not live to enjoy this tribute. He became ill and died suddenly on Sunday morning, Jan. 16, 1916, of a brain hemorrhage. He was 54 years old.

He was given a full military funeral with midshipmen serving as pallbearers. Classes were suspended so the entire regiment could attend when he was buried in St. Mary's Cemetery on Jan. 19, 1916. Later his body was moved to the Naval Academy cemetery where a granite monument, a gift from the classes of 1916 and 1917 was erected, as says the inscription on the base, "by his Midshipmen Friends." Miles, the original lyricist, continued his Navy career and retired as a Captain.

See the words of the original and 1926 verse and the new 1997 version written by ?? The new version was written to make the song more in line with the entire Navy and not just the Academy.



US Navy Anthem (Anchors Aweigh) Original version. Words And Music: Capt. Alfred H. Miles U.S.N. and Charles A. Zimmerman (1907)

*Anchors Aweigh, my boys, Anchors Aweigh.
Farewell to college joys, we sail at break of
day-ay-ay-ay.
Through our last night on shore, drink to the
foam,
Until we meet once more:
Here's wishing you a happy voyage home.*

*Stand, Navy, out to sea, Fight our battle cry;
We'll never change our course, So vicious foe
steer shy-y-y-y.
Roll out the TNT, Anchors Aweigh.
Sail on to victory
And sink their bones to Davy Jones, hooray!*

*Stand Navy, down the field,
Sail set to the sky
We'll never change our course
So Army you steer shy-y-y-y*

Roll up the score Navy

Verse 3 added by Royal Lovell(1926)

*Anchors Aweigh, my boys, Anchors Aweigh.
Farewell to college joys, we sail at break of
day-ay-ay-ay.
Through our last night on shore, drink to the
foam,
Until we meet once more:
Here's wishing you a happy voyage home.*

*Anchors Aweigh
Sail, Navy, down the field,
And sink the Army, sink the Army gray.*

1997 Revised Lyrics written by Master Chief Petty Officer John Hagen, USN (Ret.)

Verse 1 (1997 version)

*Stand Navy out to sea,
Fight our battle cry;
We'll never change our course,
So vicious foe steer shy-y-y-y.
Roll out the TNT,
Anchors Aweigh.
Sail on to victory
And sink their bones to Davy Jones, hooray!*

Verse 2




*Anchors Aweigh, my boys,
Anchors Aweigh.
Farewell to foreign shores,
We sail at break of day-ay-ay-ay.
Through our last night ashore,
Drink to the foam,
Until we meet once more.
Here's wishing you a happy voyage home.*

Verse 3





*Blue of the mighty deep:
Gold of God's great sun.
Let these our colors be
Till all of time be done, done, done, done.
On seven seas we learn
Navy's stern call:
Faith, courage, service true,*



Navy Speak 101

<p>MIND YOUR Ps AND Qs</p>	<p>There are few of us who have not at one time or another been admonished to "mind our Ps and Qs," or in other words, to behave our best. Oddly enough, "mind your Ps and Qs" had nautical beginnings as a method of keeping books on the waterfront. In the days of sail when sailors were paid a pittance, seaman drank their ale in taverns whose keepers were willing to extend credit until payday. Since many salts were illiterate, keepers kept a talley of pints and quarts consumed by each sailor on a chalkboard behind the bar. Next to each person's name a mark was made under "P" for pint or "Q" for quart whenever a seaman ordered another draught. On payday, each seaman was liable for each mark next to his name, so he was forced to "mind his Ps and Qs" or get into financial trouble. To ensure an accurate count by unscrupulous keepers, sailors had to keep their wits and remain somewhat sober. Sobriety usually ensured good behavior, hence the meaning of "mind your Ps and Qs."</p>
<p>MOORING LINE</p> 	<p>There aren't many "old salts" in today's Navy who haven't been required sometime in their career to heave around on a length of hawser in order to tie up a ship. Hawser used in this backbreaking task is called mooring line and gets its name from a combination of two terms used in the early days of sail. The Middle Dutch word "maren" meant "to tie," and the Middle English words "moren rap" meant "ship's rope." Through the years the terms merged and were Americanized, hence any line used to tie a ship to the pier is called "mooring line."</p>
<p>NAVY BLUE</p>	<p>Blue has not always been "navy blue." In fact it wasn't until 1745 that the expression navy blue meant anything at all. In that year several British officers petitioned the Admiralty for adaption of new uniforms for its officers. The first lord requested several officers to model various uniforms under consideration so he could select the best. He then selected several uniforms of various styles and colors to present to George II for the final decision. King George, unable to decide on either style or color, finally chose a blue and white uniform because they were the favorite color combinations of the first lord's wife, Duchess of Bedford.</p>
<p>PEA COAT</p> 	<p>Sailors who have to endure pea-soup weather often don their pea cots but the coat's name isn't derived from the weather. The heavy topcoat worn in cold, miserable weather by seafaring men was once tailored from pilot cloth -- a heavy, coarse, stout kind of twilled blue cloth with the nap on one side. The cloth was sometimes called P-cloth for the initial letter of the word and the garment made from it was called a p-jacket -- later a pea coat. The term has been used since 1723 to denote coats made from that cloth.</p>
<p>PORTHOLES</p> 	<p>Sometimes, novice seamen will ask "how come holes on the starboard side are called portholes instead of starboardholes?" Many old salts are ready with explanations, but actually the name "porthole" has nothing to do with its location. The word originated during the reign of Henry VI of England (1485). It seems the good king insisted on mounting guns too large for his ships and therefore the conventional methods of securing the weapons on the forecastle and aftcastle could not be used. A French shipbuilder named James Baker was commissioned to solve the problem. And solve it he did by piercing the ship's sides so the cannon could be mounted inside the fore and after castles. Covers, gun ports, were fitted for heavy weather and when the cannon were not in use. The French word "porte" meaning door, was used to designate the revolutionary invention. "Porte" was Anglicized to "Port" and later corrupted to porthole. Eventually, it came to mean any opening in a ship's side whether for cannon or not.</p>

Navy Speak 101 (continued)

<p>ROPE YARN SUNDAY</p> 	<p>On the day the tailor boarded a sailing ship in port, the crew knocked off early, broke out rope yarn and mended clothes and hammocks. One afternoon per week at sea, usually a Wednesday, was reserved for mending. Since it was an afternoon for rest from the usual chores, much like Sunday, it was dubbed "rope yarn Sunday." The Navy adhered to the custom up to the years immediately after World War II; men used Wednesday afternoon for personal errands like picking up their laundry and getting haircuts. Of course they paid back the time by working a half-day on Saturdays. Today, uniforms require less attention so rope yarn Sunday has been turned to other purposes; mainly early liberty or a time for catching up on sleep. Some, however, still adhere to tradition and break out the ditty bag for an afternoon of uniform PMS [Preventative Maintenance Schedule].</p>
<p>SALLY SHIP</p> 	<p>"Sally ship" was not a ship but a method of loosing a vessel run aground from the mud holding her fast. In the days before sophisticated navigation equipment, ships ran aground much more often than today. A grounded ship could be freed with little or no hull damage if she could be rocked out of her muddy predicament. To free her, the order was given to "sally ship." The crew gathered in a line along one side and then ran athwartships from port to starboard and back and forth until the vessel began to roll. Often the rolling broke the mud's suction and she could be pulled free and gotten underway.</p>
<p>SCUTTLEBUTT</p> 	<p>The origin of the word "scuttlebutt," which is nautical parlance for a rumor, comes from a combination of "scuttle," to make a hole in the ship's side causing her to sink, and "butt," a cask or hogshead used in the days of wooden ships to hold drinking water; thus the term scuttlebutt means a cask with a hole in it. "Scuttle" describes what most rumors accomplish if not to the ship, at least to morale. "Butt" describes the water cask where men naturally congregated, and that's where most rumors get started. The terms "galley yarn" and "mess deck intelligence" also mean the spreading of rumors and many, of course, start on the mess deck.</p>
<p>SEA CHANTIES</p> 	<p>Sea chanties were songs sung in the days of sail by crews as they worked at heaving the lines or turning the capstan. The songs' rhythms caused everyone to push or pull simultaneously, hence causing a concerted effort and better results. Some believe the term is a derivation of the French word "chanter" which means "to sing." Others maintain the spelling should be "shanties," claiming the name refers to the shanties along the Mobile, Ala. waterfront where many of the tunes were learned by sailors. Whatever the origin, chanties were divided into three distinct classes. Short-drag chanties, used when a few strong pulls were needed; long-drag chanties, longer songs to speed the work of long-haul jobs; and heaving chanties, used for jobs requiring continuous action such as turning the capstan. One man, the chanty-man, stood high above the working crew and sang the main lines while the rest of the crew added their voices strongly on the second line. On the last word, a combined pull made the ropes "come home." A good chanty-man was highly prized by officers and crew alike. Although he had no official title or rate, he was usually relieved of all duties to compose new verses for sea chanties.</p>

For those who participated in the San Diego Naval Base tour on Wednesday, Oct. 22 you will be interested in the following exchange of e-mails between Capt. Curtis Jones – our high ranking tour guide and Association President Frank Wille. (I've cleaned out all the e-mail addresses for clarity)

President Wille:

Sent: Monday, October 27, 2014 11:35:07 AM

Subject: Thank you

CAPT Jones,

A very hearty thank you for taking time from your busy schedule to share your base with former crew members of the USS Cogswell DD-651. Several members came up to me that night to say how great it was to see the base again & how special it was to have the base CO conduct the tour. Your comments were appreciated by all. Thanks for handling the delicate questions with candor.

Probably the most famous "incident" that Cogswell had with the base was in Nov 64. Our payroll was stolen from the Supply Officer's safe. NCIS came aboard & even went to sea with us because we were right in the middle of RefTra. They never did solve the case. The SO was

known to leave the safe open, every once in a while. They concluded that this is what happened. About two years later, some pipe was being off-loaded in Yokosuka and stacks of bills fell out of them. The bills weren't traceable but the pipe had been on the pier in San Diego. No one was able to make total connection but that was the interesting end of the story.

Our CO at that time lives near you & he attended this reunion. Thought you might enjoy this interaction that the ship had while on base.

Enjoyed meeting you.

Continued success to you & your wife.

The SWO community is in good hands.

Frank Wille
CAPT USN-Ret
President
USS Cogswell Assn

Capt. Jones wrote back on Nov. 13:

Subject: RE: thank you Frank --

It was truly my honor to be able to participate in the COGWELL's reunion. Thank you for coming back to the "old stomping grounds", and if I can be of assistance in any way in the future, please don't hesitate to ask.

Cheers and v/r,

Curt



USS Wayne E. Meyer DDG-108



Captain Curt Jones, CO San Diego





TAPS



Mike Hanselman

Mike Hanselman, 73, born Jan. 16, 1941 died Nov. 16, 2014 after a long battle with cancer. Hanselman, passed away peacefully after a long battle with cancer. He served aboard the Cogswell as a Radarman from 1959-1962. He is survived by his wife, Penny; daughter, Heather; son, Jack; daughter-in-law, Tina (Jack); and granddaughters, Gabby and Gia. Mike was born in Portland. He attended Vernon and Jefferson High schools. Mike was a member of the 1958 Jeff Football State Championship Team, earning All City and All State honors. He also attended Portland State University. Mike had two careers. He retired from Oregon Transfer after 28 years and he also, with his family, founded The Blue Heron Herbarry at their Sauvie Island location. A celebration of Mike's life was held Dec. 14.

Sterling J. "Jim" Spell

Sterling J. "Jim" Spell, of Shreveport, Louisiana, died Oct. 4, 2014. He was 89. Jim served aboard the Cogswell from 1944-1946 and was a member of the USS Cogswell DD-651 Association. Services for Jim were held Oct. 8. Following his World War II service he earned a degree in Forestry in 1950 from Louisiana Tech University. He owned the Bolinger Company Inc. and Spell Brothers Lumber Co. He was a deacon at Broadmoor Baptist Church and a lifelong Bible teacher. He was active in church and in support of Global World Missions. He loved the outdoors and was an avid hunter, fisherman and enjoyed gardening and travel. Surviving is his wife Linda Smith Spell, two sons, seven grandchildren and six great-grandchildren and many family and friends.

Vonda L. Potter (late obit)

Vonda L. Potter, age 77 of Crossville, Illinois, died May 07, 2013 at Faith Countryside Homes/Faith Care Center in Highland. Vonda was the wife of Cogswell sailor Edwin Earl Potter. She continued her membership in the Cogswell Association long after her husband's death in 2006. Vonda was born on Friday, August 09, 1935, in Crossville. She and Edwin married on April 14, 1955. Mrs. Potter lived her entire life in Crossville. She was a 1953 graduate of Crossville High School and attended Lockyear's Business School in Evansville, Ind. She worked at Carmi Hospital after her son was born and reared her family. She became a real estate broker after her son was grown and later founded Potter Real Estate, where she remained active until 2010. She and her husband also ballroom danced.

Mark Daniel Sease



Mark Daniel Sease died on Sunday, January 25, 2015. He was a United States Navy Veteran who served on the USS Cogswell. Mark is survived by his wife, Henrietta Sease, five daughters, several grandchildren, several great-grandchildren, one sister and numerous relatives and friends.

Joel Bernard Aulinskis (late obit)

Joel Bernard Aulinskis passed away peacefully at his own home surrounded by his loved ones on April 30, 2014. He was born on Feb. 24, 1938 to Eilene Winona Olson and Bernard (Dutch) Aulinskis of Kewanee, Illinois. He left this earth to meet his beloved wife Mary-Ann Aulinskis and brother Ron (Judy) Aulinskis of Chicago Heights, Illinois. Joel joined the Navy in 1956 where he served two years overseas and was honorably discharged after four years of service. Joel spent the remainder of his life working as "Joel the Carpet Man." Joel was a proud member of the Moose Club in Niles, Michigan where he played pool. He also played pool for Colonial Bar in Niles. Joel was the captain of two pool league teams out of the Wounded Minnow in Dowagiac. Joel was a friend to all that knew him. He had a full life and was loved by many.

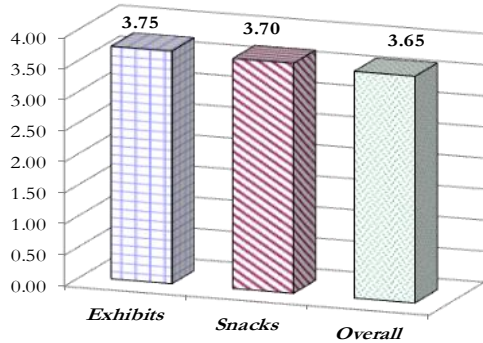


Survey Says.....

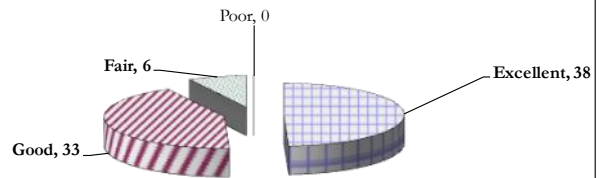
Survey Response Makeup
88% Response



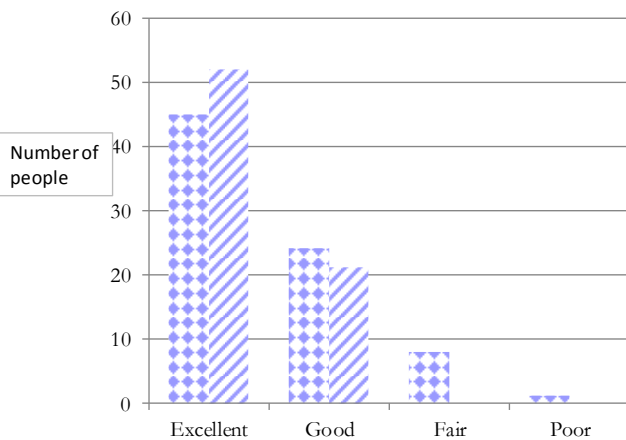
Hospitality Room



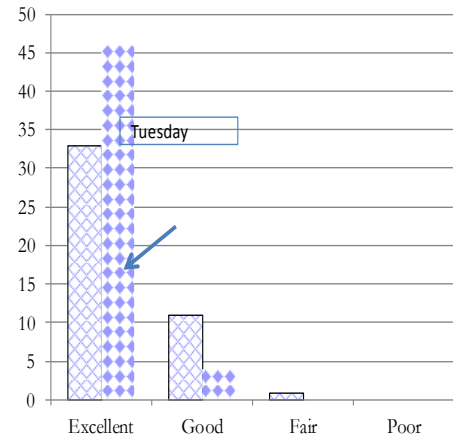
Hotel Rating



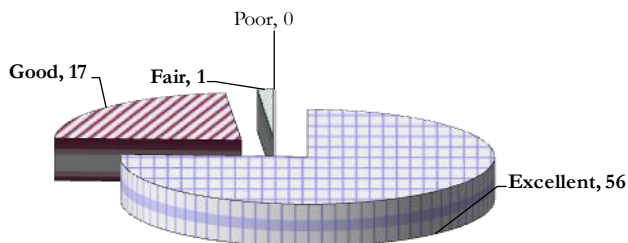
Banquet & Speaker



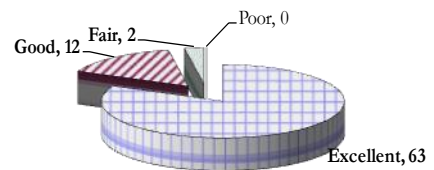
Tours



Reception



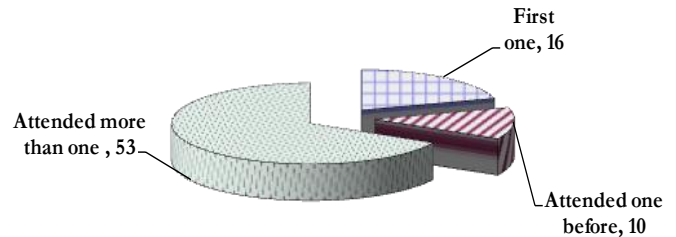
How Did You Rate The Overall Reunion



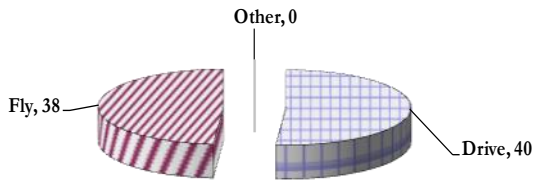
More Survey Says....

Thanks to all who participated in the reunion survey as it helps to improve the future Cogswell gatherings.

Previously Attended Reunions?



Transportation Method



From the windshield of our tour bus was this DDG parked at the San Diego Navy pier. (right)



Three Cogswell sailors share a little "bull" at the 2014 reunion. (above)

A message from President Frank Wille

President's message

The 17th National Reunion in San Diego is now history and it was a great success. There were more than 90 participants and the comments were positive. We enjoyed the company of Plankowner Robert Williamson, who attended his first reunion, accompanied by his daughter Becky, and 5 other "first timers". Former Commanding Officer, Captain Orlie Baird, and his wife Gaynor, joined us for the banquet. Several of us served under CAPT Baird in the mid-60's. It is always great to see him.

We enjoyed two great tours of the San Diego area, including a visit to Naval Base, San Diego where CAPT Jones, Commanding Officer of the base came aboard the bus and narrated the tour of this facility. Much of it seemed very familiar but the living conditions for sailors has vastly improved. CAPT Jones said he really enjoyed spending time with our group of Navy veterans.

The banquet was a rousing success giving former shipmates the opportunity to mix and mingle. We learned about the USS Midway museum which has been a huge success in San Diego.

While in San Diego, we completed the voting on where the next reunion should be held. From three finalists in the Eastern Region, Fairfax County, Virginia was selected. Stay tuned for further details.

Wishing all of you continued good health and prosperity in 2015.

Frank Wille

President



A Cogswell group enjoys Tuesday mission tour



The beautiful Hotel del Coronado

Your Reunion Feedback

- C I liked it all.
- C Great Job
- C Well satisfied with all things.
- C Very good.
- C Very memorable
- C Thank you very much.
- C Liked Midway - Base tour, Coronado
- C Officers should be compensated for what they're doing. Tremendous amount of work & excellent job.
- C Best one yet.
- C Breakfast - great idea. Would like to see reunions run a day or two longer.
- C Tours were excellent
- C Too crowded trying to get to snacks during reception and servers had some trouble serving during banquet.
- C Tour drivers were great. Not having museum admission included was a touch disappointing.
- C Tour guides were great.
- C Everything - if it weren't so darn much work for you more often would be fine with me.
- C Thanks for the work.
- C We really appreciate the hard work it took to make this happen.
- C Everything [what did you like]
- C I had a great time.
- C Everyone was friendly and nice.
- C Like - info from Cogswell. Didn't like - Zero
- C Organization was excellent

Your Reunion Feedback (continued)

C Outstanding folks.

C Music - dancing at reunion.

E The man from the midway was very good. I do not appreciate jokes about drunken adventures because we know of people who over drank and died!

E Walt deserves more money

E Did like speaker

E Too many drinking stories

E Excellent guest speaker.

E That guy with the stories too long.

E After main speaker, the rest of the speakers like to hear themselves. Talk too long.

E Midway presentation 4.0

E Midway was excellent [Entertainment]

H Door key problems

H Hotel was nice but room was cramed.

H Banquet meal too large for many.

H Don't serve such large meals

H Banquet food was dry, but dessert was excellent. T&C's layout was confusing at first.

H Other than the time we had to wait to get our room, I was totally satisfied with the reunion.

H Hospitality room not big enough for banquet.

(Con't from Page 1) the hotel provided a side room for the traveling "Cogswell Museum" and another room which was used for a gathering place. It was special to welcome aboard the reunion Robert Williamson, a Cogswell plankowner and World War II veteran who was accompanied to the reunion by his daughter Becky Koppen.



Robert Williamson

On Tuesday (Oct. 21) following breakfast in the hospitality room a number of shipmates headed out for the day's tour. First stop was a visit to Mission San Diego de Alcala, the first of a series of 21 missions established by Father Junipero Serra. Serra started the first mission on July 16, 1769. After personalized tours of the grounds and church the group reboarded the bus for a trip to Old Town San Diego. Old Town is the site of the first permanent Spanish settlement in California. The area has been restored to what it looked like back in the 1700s. The group had about two hours to tour the buildings, find that perfect souvenir and eat lunch before reboarding the bus for the next part of the tour.

Our tour next took us through parts of what was the old Naval Recruit Training Center including a drive-by of the USS Recruit (TDE-1, later TFFG-1) the landlocked training ship more affectionately known to most of us as the USS Neversail. The ship which remains behind a fence in its original location is now surrounded by nice residential homes.



Next stop was at the Embarcadero at the foot of Broadway Avenue for tours near and dear to a sailor's heart. About half the group chose to visit the Maritime Museum of San Diego which is a fine collection of historic ships, including the HMS Surprise which was the ship in the movie "Master and Commander" and "Pirates of the Caribbean." The other tour went to the USS Midway Museum, which gave folks a chance to tour the carrier, which was America's longest-serving carrier and also see the 35 aircraft and other exhibits on board.

USS Neversail

After a full day of touring the bus returned to the hotel where the story-telling and adult beverage consuming continued well into the evening.

Reveille was early Wednesday and the bus departed for Naval Base San Diego, a familiar place to any sailor. George had promised us an officer for a tour guide but no one expected that our tour would be conducted by Capt. F. Curtis Jones, the base commander. Capt. Jones took questions and gave us an excellent overview of the current conditions, ships and missions at the naval base. One of the ships at the pier was the USS Dewey (DDG-105) which is the ship used for the filming of the TNT series "The Last Ship." In the show the Dewey is renamed the USS Nathan James (DDG-151). Capt. Jones said the ship and base would be hosting film crews shortly for the next season's programs.



Jack Foster and Ben Lauricella

After dropping Capt. Jones off the bus then headed over the bridge to Coronado Island and a tour of the Coronado Hotel, a landmark five-star hotel that likely none of us were rich enough to stay in during our Navy days. **(See Page 11 for an e-mail exchange between Association President Frank Wille and Capt. Jones)**



Capt. Orlie & Gaynor Baird

After lunch on the island everyone got on the bus for the return trip to the hotel and the banquet. Capt. Orlie Baird and his wife, Gaynor were able to join us for dinner. It is always special to have a former skipper in attendance.

In addition to a speech by Peter Kirn who recounted the sometimes difficult effort to get the USS Midway to San Diego as a museum ship the crowd was entertained by Capt. Dziedzic with lighter tales of life aboard the Cogswell and interesting trips to Tijuana. Sadly and too quickly Thursday morning arrived and fond farewells to shipmates and friends until the 2016 reunion which will be held in Fairfax County Virginia near Washington, D.C. Stay tuned for details.

World War II artifacts, attaboys (Thanks to Beau Butcher)

Destroyer Tops Sale Of Bonds

An enviable challenge to all Americans is the record of a destroyer, the USS Cogswell, which sold more war bonds than any other ship in the Fleet during the last Pearl Harbor Day war bond drive.

Bonds sold as the ship was under way for the second invasion of the Philippines averaged \$121 per man. With approximately 300 men aboard her, the maturity value of the bonds purchased averaged \$52,000. In a close contest for top honors among the various divisions on the ship, the Engineering division emerged the winner. As a reward, a beer spree, prepared by the losing divisions, feted the victors, on Ulithi in the Carolines. Adding to the thrill of victory, Fleet Admiral Chester W. Nimitz sent a special commendation to the ship's crew.

Runner-up in the bond contest was another destroyer, the USS Caperton, which boasted an average of \$111 per man.

Cogswell wins special fleet bond drive honor

Deck Log Form 92

Heading: (210645)

INSTRUCTIONS FOR SMALL BOYS CONNECTION ENEMY SMALL CRAFT X
SINK FIRST THEN RECOVER SURVIVORS BUT DO NOT WORK HARD
ENOUGH AT IT TO ENDANGER YOUR SHIP OR YOUR HOME BOYS BT

TOR/0730/FL-BOSWORTH
WU/ROG

From: COMTASKGROUP 58.2	Date: 21-2-44	Originated by:	Released by:																
Action To: ALL SHIPS	Deferred _____	Radio _____	Restricted _____																
	Routine _____	Visual <u>V V V</u>	Confidential _____																
	Priority _____	Mailgm. _____	Secret _____																
Information To:																			
Unit Comdr	Unit Eng	Unit Gun	Unit Comm	Capt	Exec	Repair	Eng	Nav	Gun	Int Lt.	Sply	Torp	Comm	OOD	Med	Disb	Offce	Cmess	Mail Ord

Recover enemy survivors, but not "enough to endanger your ship"

Deck Log Form 92

Heading: -A - 8K2 240450 0K8 - W - 8K3 K82 G3 143 BT

RESULTS STRIKES SAIPAN X LARGE AK PROBABLY SUNK WITH SEVEN HITS X BOW MISSING AND LEFT SETTLING X MEDIUM AK LISTING AND APPARENTLY GROUNDED ON REEF AFTER FIVE HITS X SMALL AK BURNING AND DEAD IN WATER X ONE HIT ON LARGE AK X PC EXPLODED AND SUNK X SMALL CRAFT STRAFFED X ELEVEN ZEKES ONE BETTY TWO LILIES SHOT DOWN OVER TARGET AND BY CAP X SEVENTEEN TWIN ENGINE ELEVEN SINGLE ENGINE FIVE FLOAT PLANES AND THREE FLYING BOATS DESTROYED PARKED X FIVE OTHER PLANES STRAFFED BUT DID NOT BURN X IN ADDITION SHIPS CUMFIRE SHOT DOWN EIGHT PLANES NIGHT SERIES AND FOUR PLANES DURING DAY X RUNWAYS ON AND HANGERS SHOPS BOMBED AND STRAFED AT SAIPAN LAND AND SEAPLANES BASES X THREE F6F ONE TBF LOST IN COMBAT X NONE LOST OPERATIONALLY X FOUR PILOTS TWO CREW MISSING X PHOTOGRAPHS OBTAINED BT -TOR/0730/FL:-JONES -WU/ROG

From: COMTASKGROUP 58.2	Date: 24-2-44	Originated by:	Released by:																
Action To: COMTASKFORCE 58	Deferred _____	Radio _____	Restricted _____																
	Routine _____	Visual _____	Confidential _____																
	Priority _____	Mailgm. _____	Secret _____																
Information To: COMTASKGROUP 58.3/TASKGROUP 58.2																			
Unit Comdr	Unit Eng	Unit Gun	Unit Comm	Capt	Exec	Repair	Eng	Nav	Gun	Int Lt.	Sply	Torp	Comm	OOD	Med	Disb	Offce	Cmess	Mail Ord

A task force after action report that includes the sad news that four pilots and two crew are missing from action Feb. 24, 1944

Deck Log Form 92

Heading: - A - 0K8 242255 K8 GR167 BT

THE TASK FORCE COMMANDER WILL NOT ATTEMPT TO ENUMERATE RESULTS OBTAINED DURING THE ANACONDA AND GATEWAY EPISODE OF THIS CRUISE CHA HIS HEART IS TOO FILLED FOR VERBAL EXPRESSION OF PRIDE FOR HIS FORCE X THE MUTUAL CONFIDENCE BETWEEN AIRCRAFT AND SURFACE UNITS WAS FULLY DEMONSTRATED DURING THE NIGHT AND EARLY MORNIGN OF THE 21 DASH 22 WHEN THE SCREEN AND SUPPORTING UNITS OF TG 58 POINT 2 SHOT DOWN 12 PLANES TO BURNING CINDERS DROVE OFF MANY OTHERS AND BY SKILLFUL MANEUVERING SAVED ALL SHIPS FOR THEIR MISSIONS X THIS MUTUAL CONFIDENCE MUST OBTAIN FOR ALL FUTURE NAVAL OPERATIONS X AFTER THE NIPS LOSS OF FACE AT ANACONDA EXPECTED A FIGHT CHA WE HAD A FIGHT CHA WON THE FIGHT I AM PROUD TO STATE THAT I FIRMLY BELIEVE THIS FORCE CAN KNOCK HELL OUT OF THE JAPS ANY WHERE ANY TIME X YOUR STANDARD IS HIGH CHA I CAN ONLY CONGRATULATE ALL HANDS ON AN OUTSTANDING PERFORMANCE AND GIVE YOU A STUPENDOUS WELL DONE BT

TOR/0135-JHD FL
WU/JB

From: COMTASKFORCE 58	Date: 25-2-44	Originated by:	Released by:																
Action To: TASKFORCE 58	Deferred _____	Radio _____	Restricted _____																
	Routine _____	Visual <u>TTTTTTTT</u>	Confidential _____																
	Priority _____	Mailgm. _____	Secret _____																
Information To:																			
Unit Comdr	Unit Eng	Unit Gun	Unit Comm	Capt	Exec	Repair	Eng	Nav	Gun	Int Lt.	Sply	Torp	Comm	OOD	Med	Disb	Offce	Cmess	Mail Ord

"A stupendous well done" from the task force commander for actions take on Feb. 25, 1944.

Attaboys and artifacts... (continued)

U. S. S. Markab Form No. 19-A
U. S. S.

Heading: -T- D652 DK53 -A- 0K8 190621 K8 GR 46 BT

THE AVIATORS AND GUN SHIPS OF THIS TASK FORCE HAVE DONE A JOB TODAY WHICH WILL MAKE THE COUNTRY PROUD OF THEM X THEIR SKILLFULL DEFENCE OF THIS TASK FORCE ENABLED THE FORCE TO ESCAPE A VICIOUS WELL COORDINATED AIRCRAFT ATTACK CARRIED OUT WITH DETERMINATION -- MITSCHER

Date	6/19/44	TOR	0823	Opr.	JONES	Sys.	VISUAL	Freq. or Method	LITE							
FROM:	CTF 58		ACTION TO:		TF 58		INFORMATION TO:									
Ref. No.																
Unit Comdr	Unit Gun	Unit Eng	Unit Comm	Unit Dis	Unit Med	Capt	Exec	OOD	Eng	Gun	Int Lt	Torp	Comm	Store	Censy	Office

A very positive after action report from June 19, 1944.

U. S. S. Markab Form No. 19-A
U. S. S.

Heading: PDL -A- 6F4 F64 -A- 8K3 190600 0K8 -W- 0F5 DVM12 0FA GR 32 BT

ENEMY PLANES SHOT DOWN BY SIXTEEN HUNDRED COLON LEXINGTON THIRTY TWO CMA PRINCESTON TWO SEVEN CMA ENTERPRISE ELEVEN CMA SAN JACINTO SIX X CMA SHIPS AA FOUR TOTAL EIGHTY X NO PROBLE COUNTED

Date	6/19/44	TOR	0823	Opr.	DEES	Sys.	VISUAL	Freq. or Method	LITE							
FROM:	COMSCREEN		ACTION TO:		SCREEN		INFORMATION TO:									
Ref. No.	CTG CTG 58.3 - CTF 58 COMFIFTHFLT - COMSUBDIV 12 - COMSCREEN															
Unit Comdr	Unit Gun	Unit Eng	Unit Comm	Unit Dis	Unit Med	Capt	Exec	OOD	Eng	Gun	Int Lt	Torp	Comm	Store	Censy	Office

Enemy planes shot down in additional June 19, 1944 report

A letter from the editor:

Welcome to this edition of The Scuttlebutt. Thanks to a weak moment at the last reunion I am now your new editor. Remember how everyone told you to never volunteer for anything in the service. Some of us learned that lesson and some of us didn't. Put me in that latter group.

But the only way this will really work is if you help. So send me your ideas, your stories and your jokes. All my contact information is found on Page 2 with the Association contact list.



James Smith in Subic Bay

If there's a story that you always tell friends, family and neighbors about your time in service, those are the stories we want to hear about. If there is something you have been itching to find out about a Navy tradition we'll do a little research and see if we can get an answer. So feel free to call, write or e-mail your story ideas and I'll do the heavy lifting, if typing on a keyboard can be considered heavy lifting, and together we'll produce a newsletter than will hopefully be interesting.

One final note, for 30 years I wrote for newspapers. I had thousands of bylines and I don't need to see my name in print anymore. It takes up valuable space and no one really cares anyway. You can pretty much assume, unless otherwise noted, that I am responsible for the stories you see in the newsletter. If there is a mistake, blame me.

Commander (Ret.) donates signed copy of book to reunion

A retired Navy Commander, Rick Campbell, has donated a signed hardcover copy of his newest book to the next USS Cogswell Reunion. In a letter to the Association Commander Campbell writes:

My first two books - *The Trident Deception* and *Empire Rising*, have received fantastic reviews, with *The Trident Deception* being hailed by Booklist as "The best submarine novel written in the last 30 years, since Tom Clancy's classic - *The Hunt for Red October*". Readers have really enjoyed the book - *The Trident Deception* is the #2 rated submarine thriller (out of almost 400) on Amazon based on reader reviews, second only to Tom Clancy's *The Hunt for Red October*. My second book is off to a great start - Barnes & Noble has selected *Empire Rising* as one of their [Top-12 February Thrillers!](#)

It's tough to break in as a new author, but my publisher is trying to make it happen. St. Martin's Press has arranged the best possible promotions this year - the paperback version of *The Trident Deception* will be featured at the front of every Barnes & Noble across the country for one month starting February 3rd, Walmart has placed an order for 10,000 copies, and the paperback will be carried by most military exchanges. My second book - *Empire Rising* - will also be featured at the front of every Barnes & Noble for 3 weeks when it releases on February 24th, and will be offered at a 20% discount.

Your association members are the ideal target audience for my books - Navy veterans in particular have really enjoyed reading *The Trident Deception*.

Over 300 Navy associations took me up on this offer last year, spreading the word to their members. As a result, *The Trident Deception* sold very well (#44 nationwide and #28 at Barnes & Noble), and my publisher offered me a second two-book deal, for books releasing in 2016 and 2017. With the release of the paperback version of *The Trident Deception* and the hardcover and eBook of *Empire Rising* in February, I'm making another push to get the word out.

If you would like a free book for an upcoming reunion, and/or can help me by spreading the word to your association members in some way, please let me know. I would really appreciate your help!

Best Regards,

Rick Campbell

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.



Reunion 2016

Plans underway for Cogswell reunion in the Nation's Capitol

The 2016 reunion planning activities in Fairfax County VA are underway. I have gathered the Request for Proposals (RFPs) from interested hotels and I am in the process of putting this information into a readable matrix so we can make a decision which hotels will be visited during our visit in May/June. I don't have a specific time schedule for the trip yet, but Alice & Kevin Lincoln are planning on participating in the hotel site visits. Actually, I think Kevin is only going so he can carry Alice's luggage! If anyone who lives in the general Fairfax area would like to assist in these inspections, let me know. We don't want to overpower the CVB but one local couple would be good.



on
let

Vietnam Memorial



After the on site visit and selection is made all the other items will be planned. I am certainly going to plan a tour bus to see monuments on the National Mall in Wash DC. Another tour will be planned for the second day, but that decision on what to visit has not been made. I encourage folks to stay longer as there so many things to see in the area.

World War II Memorial

Most of the hotels we will be visiting are close to public transportation so a train into DC should not be a problem.

The August newsletter will contain all the details of the May/June 2016 reunion and registration forms. We are expecting at least 500 people to attend this reunion!



Korean War Memorial

George Overman, Secretary/Membership and Reunion Planner

Secrets to a long happy marriage



A old woman was sipping on a glass of wine, while sitting on the patio with her husband, and she says, "I love you so much, I don't know how I could ever live without you"... Her husband asks, "Is that you, or the wine talking?"... She replies, "It's me... talking to the wine."



HUSBAND DAY CARE CENTER
*Need Time to Relax?
*Need Time to Yourself?
*Want to Go Shopping?
LEAVE YOUR HUSBAND WITH US!
WE'LL LOOK AFTER HIM FOR YOU!
YOU ONLY PAY FOR HIS DRINKS!

Geezer Planet

Some wit and wisdom from the e-mail of Capt. Walt Dzedzic

One day, while an old retired sailor was cutting the branch off a tree high above a river, his ax fell into the river. When he cried out, the Lord appeared and asked, "Why are you crying?" The sailor replied that his ax had fallen into the water and he needed the ax to supplement his meager pension. The Lord went down into the water and reappeared with a golden ax.

"Is this your ax?," the Lord asked.

The sailor replied, "No."

The Lord again went down and came up with a silver ax. "Is this your Ax?" the Lord asked.

Again, the sailor replied, "No."

The Lord went down again and came up with a rusty old iron ax. "Is this your Ax?" the Lord asked.

The sailor replied, "Yes."

The Lord was pleased with the sailor's honesty and gave him all three axes to keep, and the destroyer went home happy.

Sometime later, the sailor was walking with his woman along the river bank, and his woman fell into the river. When he cried out, the Lord again appeared and asked him, "Why are you crying?"

"Oh Lord, my woman has fallen into the water!"

The Lord went down into the water and came up with Angelina Jolie. "Is this your woman?" the Lord asked.

"Yes," cried the sailor.

The Lord was furious. "You lied! That is an untruth!"

The sailor replied, "Oh, forgive me Lord. It is a misunderstanding. You see, if I had said 'no' to Angelina Jolie, You would have come up with Cameron Diaz. Then if I said 'no' to her, you would have come up with my woman. Had I then said 'yes,' you would have given me all three. And Lord, I am an old man not able to take care of all three women in a way that they deserve, that's why I said yes to Angelina Jolie."

And God was pleased.

The moral of this story is: Whenever a U. S. Navy Sailor (especially a Cogswell vet) lies, it is for a good and honorable reason, and only for the benefit of others!

"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, in Bancroft Hall at the U. S. Naval Academy.

USS Cogswell DD-651 Association

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