

## Welcome USS Wedderburn crew to the San Antonio Cogswell reunion

**W**hen Joe Dean, a former US Navy radioman aboard the USS Wedderburn DD-684 saw the ad in the Tin Can Sailors

Magazine inviting another destroyer association to join with the USS Cogswell DD-651 Association for our next reunion it was exactly what the corpsman ordered for their association.

Like the Cogswell association, the membership of the Wedderburn association have seen attendance and membership dwindle with the inevitable march of time.

World War II members who once made up the largest share of the reunion attendance have either died or can no longer travel to the events. Ditto for the Cogswell association.

Joe, a retired New York City Police Homicide Detective, said it is now the Vietnam veterans who make up the largest group of reunion attendees to the reunions in recent years.

As of late January, Joe believes about 12 of the Wedderburn sailors plus their families will be joining with the Cogswell attendees in San Antonio.

In 1996, Joe attended his first Wedderburn reunion and remembers the many World War II sailors that were there. *(Continued on Page 9)*



USS Wedderburn DD-684

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## Reunion 2020: Tacoma, SD or SF Bay Area

As we prepare to join together at the San Antonio Reunion, it is time to consider the location of our 2020 reunion on the West Coast.

The Executive Committee has offered three sites, based on our usual criteria, and the three areas we are asking you to vote on are the greater Tacoma, Washington, San Mateo County (SF Bay Area) and San Diego.

All the information on the three cities and the ballot are on pages 13-16 in this newsletter. Please help us by filling out your ballot and mailing it in or better vote in person in San Antonio.

# A message from President Frank Wille

Excitement is building as we prepare for the June reunion in San Antonio. The city is very friendly to service members and veterans and we can expect a warm reception and an excellent reunion.

Because our attendance numbers have been dropping at recent reunions, we reached out to other destroyer associations and the USS Wedderburn responded. They will join us in San Antonio.

We'll share a hospitality room and share the tours and banquet. There will be a chance for both associations to meet separately for business. This helps both of us with negotiations for hotel rooms and tours. It will be fun to hear their Sea Stories and share ours with them.

Be sure to get your reunion registration submitted. We need to know how many people to expect as soon as possible. I look forward to seeing you in early June.

Frank Wille



Frank Wille, Zola Low, Lyna Low

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

Selena Simmermann is the new Ship's Store manager. At the reunion in Colorado Springs, Selena stepped up and offered to handle sales of our Association merchandise.

Her address is:

SK 67 Lake Cherokee, Henderson, TX  
75652.

To reach her by phone, call 903-263-1059. Hats, t-shirts and sweat shirts are available along with other items. Contact Selena for these items and she will mail them to you with just a small added shipping charge. All will be available at the San Antonio reunion in 2019.



*Shipment of "NEW" stuff for the ship's store!*

# USS COGSWELL DD-651 ASSOCIATION CONTACTS

## President:

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President@usscogswell.com



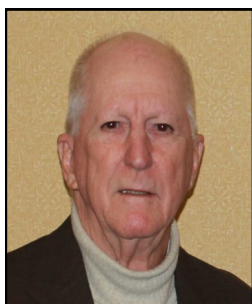
## Vice President:

Mack Stringfield (EM 65-66)  
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## Director/ Newsletter:

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## Ship's Store:

Selena Simmermann  
SK 67 Lake Cherokee  
Henderson, TX 75652.  
903-263-1059.



## **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](mailto:Secretary@usscogswell.com)

## Visit the Association Online

[www.usscogswell.com](http://www.usscogswell.com)

**FINANCIAL STATEMENT  
USS COGSWELL DD 651 ASSOCIATION  
AUGUST 1, 2018 TO JANUARY 31, 2019**

**Balance**

July 2018                      \$19,375

**Income**

Dues	960
Registrations	1,862

**Expenditures**

Challenge coins	728
Operating expenses	400

**Balance**

February 2019                      \$21,069

Consider a life membership to the USS Cogswell DD-651 Association. Here are three good reasons:

1. If you live long enough you will save lots of money.
2. You will help save postage (in both directions) and extra paperwork.
3. You will never be bugged by George Overman again about paying your dues!



# USS COGSWELL ASSOCIATION

## DATABASE STATISTICS as of 02/01/2019

- Active = 208 ( paid dues are current) - 134 Life Members
- Inactive = 10 (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 = 555 (members who have indicated they have no interest in the Cogswell Association—some newly found who chose not to join)
- Deceased = 757 (known deceased shipmates—some newly found crewmembers)
- Not Located = 1770 (continues to be the largest number in database - we still need help locating

### **New members— August 01, 2018—February 01, 2019**

Last Name	First	City	State	Years Aboard	Rank
MILLS	RUSSELL	ROCHESTER	WA	64-68	MM3

### **Known Deceased since August 01, 2018**

Last Name	First Name	City	State	Years Aboard	Rank
DAVIS	MARION (BUD)	MONTESANO	WA	65-68	HTC
MARHEINEKE	JOSEPH	STERLING HTS	MI	43-45	FC3
MCCARTHY	HARRY	SOUTH SALT LAKE	UT	61-63	GM3
MORELLI	ANTHONY	HERMOSA	SD	64-66	SN
NIENSTEDT	LOWELL	MIAMISBURG	OH	45	SK1
PECK	DELBERT	BLACK EAGLE	MT	55-58	MM3
WINSLOW	EDWARD	WEBSTER	NY	44-46	EM
WYCKOFF	ROY	EDWARD	OK	67-69	TM2

\*PO= Plankowner



# TAPS



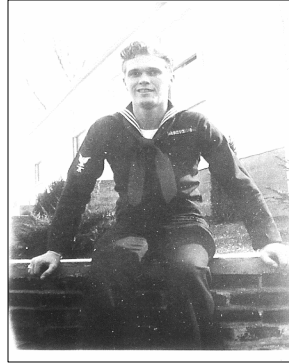
## Joseph F. Marheineke

Joseph F. Marheineke, a World War II veteran and life member of the USS Cogswell DD-651 Association died January 10, 2019 in Rochester, Michigan. He was 96.

Joseph and his second wife, June, attended a number of Cogswell reunions and he provided valuable historical information over the years about the USS Cogswell's World War II service. He recalled the close calls with kamikaze aircraft and the Cogswell's entry into Tokyo Bay after Japan's surrender.

His high school sweetheart and first wife, Alice, died suddenly in 1988 after the couple had been married 43 years.

The last surviving member of the "Three Amigos" Joe was life-long friends with Dan Nelson and Jim Spell after his service with them on the Cogswell. Although not a plankowner, Joe came



Joe Marheineke



Joe and June Marheineke

aboard the ship shortly after an early shakedown cruise after its commissioning.

At the end of the war, Joe returned to his pre-war job at American Car and Foundry in St. Charles, Missouri.

In the early 1950s, Joe and Alice relocated to California where he went to work at the Los Angeles Chrysler plant where he rose to the position of maintenance superintendent before transferring in 1971 to

the Detroit Lynch Road Assembly plant as maintenance superintendent, retiring in 1979. He then took a position of Facility Engineer at F. Joseph Lamb, a machine tool company and was responsible for 13 facilities in Michigan and Ohio.

In a biography in the August 2006 Scuttlebutt, Joe talked about the two women that he shared his life with.

"I have been twice blessed having these lovely ladies in my life."

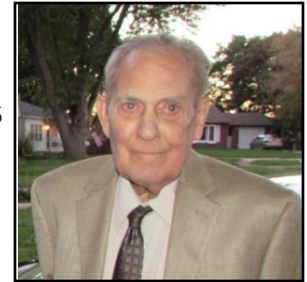
He is survived by June, who lives in Rochester, Michigan.

"We thoroughly enjoyed the wonderful times we had at the reunions," June said.

In addition to June, Joe is survived by children, Michael, Martha, Mary, Matthew, Melissa and Mark, 13 grandchildren, 12 great-grandchildren and one great-grandchild on the way. Funeral services were held January 16.

## Lowell Harrison Nienstedt

Lowell Harrison Nienstedt, a World War II veteran who served four years including aboard the USS Cogswell from April – September 1945 died January 7, 2019 in Woodstock, Illinois. He was 99 and a native of Miamisburg, Ohio.



Lowell Nienstedt

Lowell and his wife, Dolores, attended several reunions, but in recent years was not able to travel.

He attended Northwestern University and worked in accounting and paper sales for several companies, ultimately retiring from Howard Paper in 1989.

During his lifetime, Lowell lived in Illinois, Ohio and California. He enjoyed classical music, singing, fishing, traveling and being with family.

He was preceded in death by a son, Charles, two sisters and a brother.

Surviving is his wife Dolores, daughter, Peggy, son, Richard, five granddaughters and five great-grandchildren.

A memorial service will be held at a later date.

## Anthony B. Morelli

Anthony B. Morelli who served on the USS Cogswell DD-651 from 1964-66 died Nov. 15, 2018 in South Dakota.

Morelli served in the deck division.

Shipmate Ronald Reichenbach described Morelli as "a stand up guy and a great shipmate."

No obituary or further information was available on Morelli. He was not a member of the Association and was listed as "not located" on the crew list.





# TAPS

(continued)



## Edward R. Winslow

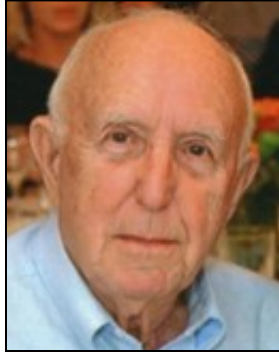
Edward R. Winslow, who served aboard the USS Cogswell from 1944-46, died June 28, 2018 in Webster, New York. He was 91.

An EM3 at the time of his discharge, Winslow was with the ship when it sailed into Tokyo Bay for the official surrender.

He retired from Stromberg Carlson after a 37-year career.

Surviving is his wife of 68 years, Jean, two children, six grandchildren and five great-grandchildren.

A memorial service was held July 5, 2018 in Webster. Memorial donations were requested to Honor Flight Rochester.



Edward Winslow

## Delbert Peck

Delbert Peck, a life member of the USS Cogswell DD-651 Association, died April 29, 2015 in Great Falls Montana. He was 79.

He served aboard the Cogswell from 1955-58 and was an MM3 when he left the ship.

Born February 9, 1936 in Polson, Montana, he joined the Navy after he graduated from Great Falls High School in 1954. For two years he served aboard the Cogswell along with his brother Vernon, who predeceased him.

On May 2, 1959 he married Lorrie.

Following his Naval service Delbert began an electrician apprenticeship with Rainbow Electric and worked for Cascade Electric as an electrician and estimator until his retirement in 1997.

He was an active member of the IBEW Electrical Union for 55 years and one of the founding members of the Black Eagle Fire Department. He enjoyed camping with his family and spending time with his sons in the local Boy Scout troop. When not cheering for the Denver Broncos or watching the History Channel, Delbert could be found at his cabin in Limestone Canyon where he loved to hunt, ride his 4-wheeler, mow the lawn, and tinker. He shared his love for hunting and fishing with his brother Vernon.

He was a loving husband, father, grandfather, and a caring friend to all who knew him.

He is survived by his wife of 56 years Lorrie, four sons, nine grandchildren, six great-grandchildren, a brother and sister.

Funeral services were held April 29, 2015.



Delbert Peck

## Harry McCarthy

Harry McCarthy, a GM3 aboard the USS Cogswell DD-651 in 1961-1963, an amazing father and grandfather died April 3, 2017 in Bountiful, Utah at the age of 74 due to kidney failure. He was a member of the USS Cogswell DD-651 Association.

In addition to serving five years in the US Navy, he served in the Utah Air National Guard for 18 years.

He loved fishing, camping and exploring new places and possessed a real sense of adventure.

He is survived by a daughter, five grandchildren and one great-grandchild.

An open house and celebration of Harry's life was held April 8, 2017 and internment with military honors was done on April 14, 2017 at the Utah Veterans Cemetery and Memorial Park in Bluffdale, Utah.



Harry McCarthy

***Fair Winds and Following Seas, Rest in Peace Shipmates***



# TAPS

Continued



## Marion Alonzo Davis

Marion "Bud" Alonzo Davis, who served as a chief aboard the USS Cogswell DD-651, from 1965-68 died May 21, 2017 in Montesano, Washington. He was 85.

Marion, who was born in Shady Valley, Tennessee but raised in Wishkah Valley, Washington. He had an unusual pet bear named "Mike" who rode in his car and fished with him until he got too big and had to be released.

He enlisted in the Navy in 1952 and served during both the Korean and Vietnam wars, retiring in 1972. Following his Navy retirement he worked for the US Post Office.

He married Beverly Berry on Aug. 3, 1957 and she died the same year. In 1978 he married Edna who died in 2008. He is survived by his significant other Darlene.

A member of the Elma Missionary Alliance Church, the Montesano VFW and the Satsop Grange. He enjoyed tin can reunions, traveling, watching western programs, gardening and spending time with his family.

He is survived by his four sons, two daughters, two brothers, two sisters, 18 grandchildren and 25 great grandchildren.

Funeral services were held June 9, 2017.



Marion Alonzo Davis

## Roy Edward Wyckoff

Roy Edward Wyckoff, a member of the USS Cogswell DD-651 Association, died January 21, 2019 in Plano, Texas. He was 73.

Roy attended two Cogswell reunions, the last one in Herndon, Virginia.

A native of Woodward, Oklahoma he later lived in Lebanon, Oklahoma.

He served aboard three destroyers during the Vietnam War, including

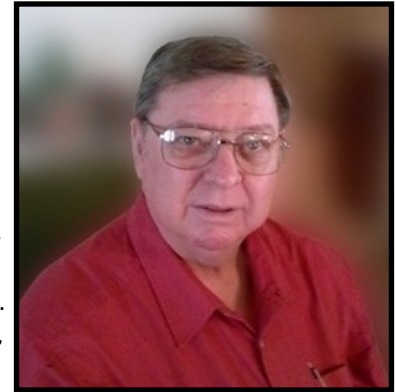
the Cogswell. His other ships were the USS Boyd DD-544 and the USS Jenkins DD-447. During his Navy service he attained the rank of Torpedoman Second Class.

He attended college in Alva, Oklahoma and was a member of The American Legion, Post 136 in Marietta, Oklahoma.

After his Navy service he spent 30 years with the U.S. Postal Service. He retired on Christmas Day 2000.

Roy is survived by his brother, Albert Wyckoff, of Lebanon, Oklahoma; several nieces and nephews. Memorials are requested to the American Cancer Society.

Inurnment was held at the DFW National Cemetery Feb. 8, 2019.



Roy Edward Wyckoff

## Origin of "Fair Winds and Following Seas"

*Source: Researched by Samuel Loring Morison.*

The origin of the quote "Fair Winds and Following Seas" is unknown. It is often said to have been lifted from a poem, phrase, or literary work, but to the best of this researcher's knowledge, it wasn't. Over the last century at least, the two quotes "Fair Winds" and "Following Seas" have evolved, by usage, into a single phrase which is often used as a nautical blessing.

"Fair Winds": The Dictionary of American Regional English defines "Fair Wind" as "safe journey; good fortune." An early example of the phrase's use is in Herman Melville's *Moby Dick*, published in 1851, where it says near the end "Let me square the yards, while we may, old man, and make a fair wind of it homeward." In other words, let me square the yards (add on all sail) and make a safe journey home. **(Continued on Page 26)**





**(continued from Page 1)** They partied non stop. Truly the Greatest Generation.

“We had a great time, they were smoking Camel cigarettes and drinking whiskey,” he said.

The histories of the two Fletcher class destroyers USS Cogswell DD-651 and the USS Wedderburn DD-684 are extremely similar. And now, like two ships tied up together at the pier, the members of the associations of both ships will join together at the San Antonio reunion in June 2019.

In fact, when the history of the two ships is examined, it is likely that at some point they were tied up together at some pier, somewhere.

The ships were launched about two months apart in 1943, the Cogswell from Bath, Maine on June 5 and the Wedderburn from San Francisco on August 1.

Both ships served in the latter years of World War II in the Pacific and both were present in Tokyo Bay for the official surrender. The two ships served during the Korean War and the Vietnam War with similar duties and experiences.

With both ships taken out of service in the late 1960s, the youngest members of either crew are now likely in their 70s or above.

When the Wedderburn Association began its reunions in 1990, Joe said that they would draw between 125-150 people. In recent years, the numbers have been half or less of those earlier reunions. The Cogswell Association has likewise experienced reduced attendance for recent reunions.

Of course, the common denominator is the two ships who were built within months of each other.

The first reason the Cogswell association reached out for another ship association was to make it possible to receive better rates and service at reunion sites, but we also expect the addition of new folks will create a possibility of making new friends and hearing new sea stories.

There will be opportunities for both ship associations to meet with just their own members, but also times that we can spend together getting to know each other better.

For sure get to know Joe better, he has an extremely interesting history before and after his Navy duty.

Joe served in the Navy from 1963-1967. After boot camp and graduation from Radioman school in Bainbridge, Maryland he was sent to Subic Bay and later to Da Nang. He joined the USS Wedderburn in November 1965.

After his Navy service, Joe wanted to become a Longshoreman like his Dad, but learned that container ships and other technological advances were eliminating waterfront jobs by the thousands. Instead, he joined the New York City Police Department eventually getting promoted to homicide detective on the lower east side of New York City. Joe was one of 16 detectives in his bureau who handled about 60 murders a year.

Following his retirement from the NYPD in 1988, Joe worked for about 10 years Managing investigations for Visa and Mastercard. In 1999 he became Vice President of Investigations and Senior Security Advisor for Madison Square Garden and Radio City Music Hall a job he held until October 2011.

Coming to work at Madison Square Garden was really a return home for Joe as he grew up just blocks from the famous venue.

On September 11, 2001, Joe knew that his responsibilities would change significantly following the terrorist attack on the World Trade Center. Increased security and his responsibility for 35 police bomb dogs.

“I knew when I saw the planes fly into the buildings that my life had changed 500 percent,” he said. “It was a very rewarding job.”

Because of his senior counter terrorism position at Madison Square Garden for the 2004 Republican National Convention, he was chosen to be a senior security advisor for the 2008 Democratic Convention in Denver Colorado.

Joe and his wife, Nancy, have three sons, and live in New York most of the time, but winter in Pompano Beach, Florida. One of his sons is a Grand Jury Warden for the Supreme Court of NY State in NYC, another is head of security for Citi Field, the home of the New York Mets and the former Shea Stadium. Another is an actor currently working on an off Broadway Play.

The Cogswell Association welcomes Joe, his family and Wedderburn shipmates to the 2019 reunion!

## **Words of Wisdom**

“I was drinking at a bar so I took a bus home. That may not seem like a big deal to you, but I’ve never driven a bus before.”

“I thought getting older would take longer.”

A wise man once said nothing.

“I’ve decided I’m not old, I’m 25 plus shipping and handling.”

Behind every angry woman stands a man who has absolutely no idea what he did wrong.



# Things to do in and around San Antonio

San Antonio has a long and rich history. It was named by the Spanish explorers in 1691 for St. Anthony of Padua and today is the seventh most populous city in the United States and the second most populous in Texas.

It was founded as a Spanish mission in 1718 and became the first chartered civil settlement in 1731 making it the oldest municipality in the State. From 2000 to 2010 among the top ten largest cities in the US it was the fastest growing city in America. It is the county seat of Bexar County.

Including The Alamo, the city has five 18<sup>th</sup> Century frontier missions. People can explore the Missions along the River Walk's new Mission Reach. The Mission Reach is an eight mile stretch with recreational trails, picnic and seating areas, pedestrian bridges, pavilions and portals to four Spanish colonial missions – Concepcion, San Jose, San Juan and Espada.



It is home to a professional basketball team, the San Antonio Spurs, and hosts one of the largest stock and rodeo shows annually. It has been a major center of military activity with bases both inside and outside the city limits. Fort Sam Houston, Lackland Air Force Base, Randolph Air Force Base, Camp Bullis and Camp Stanley are all in the area. Kelly Air Force Base was merged with Lackland in 2001.



If you have extra time before or after the reunion here are a few things within a short driving distance to explore:

Lyndon B. Johnson National Historical Park in the Hill Country. In addition to an interesting museum and exhibits the famous LBJ Ranch is open for tours. One of the smaller Presidential aircraft which were used to fly LBJ from the Austin Airport where Air Force One would land to the smaller landing strip at the ranch is on display. The tour of the modest ranch house is a fascinating look at one of our Presidents.



# San Antonio, TX

Monday June 03—Wednesday June 05, 2019

## El Tropicano Riverwalk Hotel

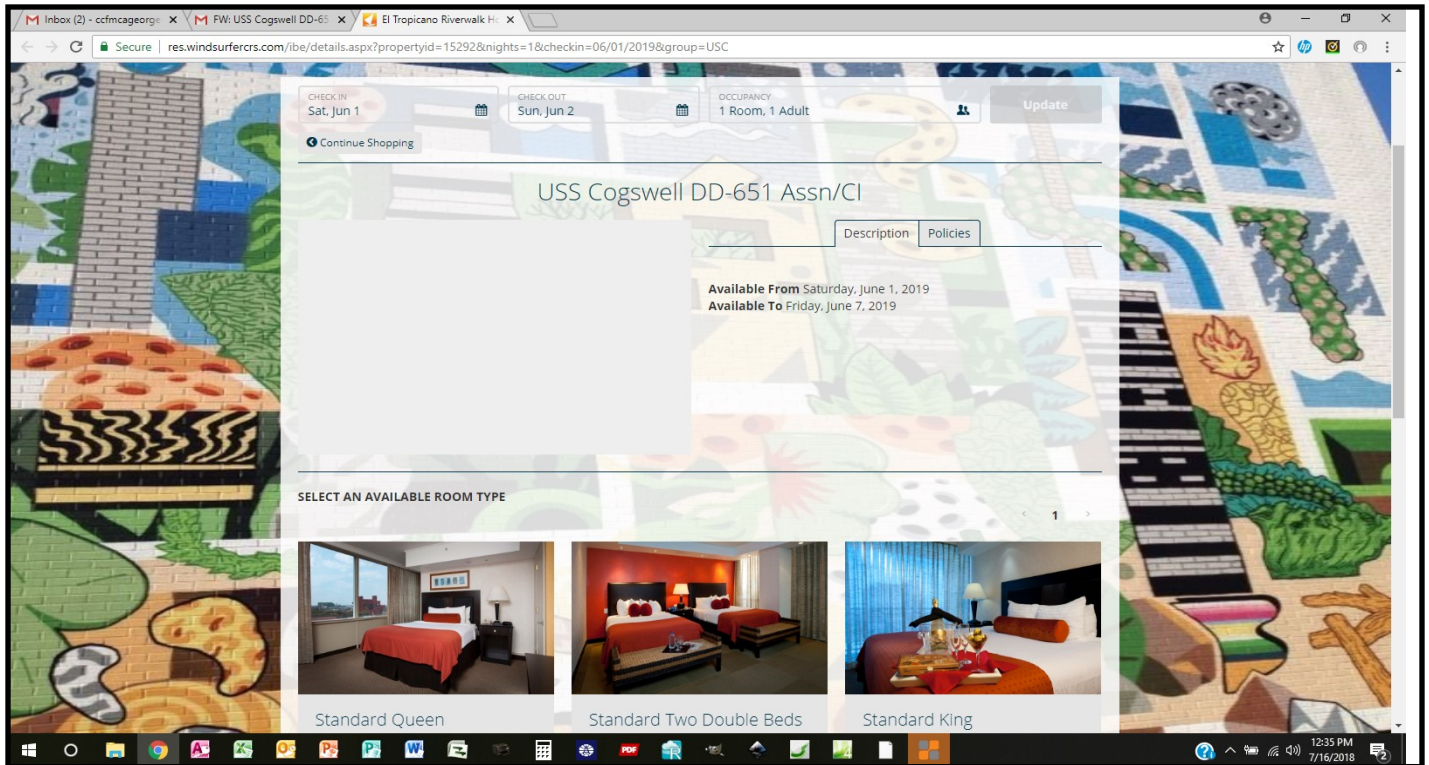
110 Lexington Ave. San Antonio, Texas 78205

The El Tropicano Riverwalk Hotel was the hotel chosen by the inspection team of Mack Stringfield, Mike McGivney and George Overman. We inspected different hotels and based on input from our members on ranking hotel features and by using the inspection matrix the El Tropicano Riverwalk Hotel came out on top.

The easiest way to book a room is to go to the Cogswell dedicated hotel website page by clicking on the following link [USS Cogswell DD-651 Association](https://res.windsurfercrs.com/ibe/details.aspx?propertyid=15292&nights=1&checkin=06/01/2019&group=USC) or you may have to copy & paste this address, <https://res.windsurfercrs.com/ibe/details.aspx?propertyid=15292&nights=1&checkin=06/01/2019&group=USC>







Put in the dates for next year and other information required then click “update” then select the type of room you want to reserve and click on “Book Now” and input all remaining information required. You can see the included amenities in the rooms.

Room rates for all rooms: \$109 per night plus tax (for up to 2 people in one bed rooms and up to 4 people in two bed rooms.) Rates are good +/- 3 days of the reunion (May 30-June 08).

The room rate includes a full breakfast buffet for two people per room.

Parking rates for either self parking is \$14/day plus tax and \$20/day plus tax for valet parking.

If you cannot access the web or if you have a special request Phone: (210) 223-9461 and request a room in the USS Cogswell DD-651 Association room block.

**MORE REUNION INFORMATION TO FOLLOW; TOURS, POD, BANQUET, ETC.**



WE LOOK FORWARD TO WELCOMING 2020 USS Cogswell DD-651 National Reunion

# SPEAKING OF SAN DIEGO

## MEET CALI-BAJA

The distinct influence of Baja culture is experienced in everything from architecture to food to art in San Diego. Cali-Baja cuisine is San Diego's distinct food culture that comes from open collaboration between chefs on both sides of the border. It combines the creativity and freshness emphasized in Californian cooking with the Baja-Mediterranean movement found in Mexico's culinary scene.

## GET YOUR CRAFT BEER ON

With more than 150 breweries, San Diego is known as the Craft Beer Capital of America. It also defined the popular West Coast-style IPA. Taste award-winning beer from pioneers like Karl Strauss Brewing Company and Stone Brewing or innovators like Eppig Brewing, Pure Project Brewing and Thorn Street Brewery.

## BE ABOUT THOSE GOOD VIBES

Downtown's Gaslamp Quarter is one of the hottest nightlife destinations on the West Coast. This historic district, featuring both Victorian-era buildings and modern high-rises, includes 16-walkable city blocks with buzzing bars, restaurants and nightclubs.

## GET INSPIRED

Discover Balboa Park, the largest urban cultural park in the U.S. and a 1,200-acre oasis that captivates visitors with its Spanish Colonial Revival architecture—including the iconic California Tower, one of San Diego's most recognizable structures—17 museums, beautiful gardens, theaters and the world-famous San Diego Zoo.

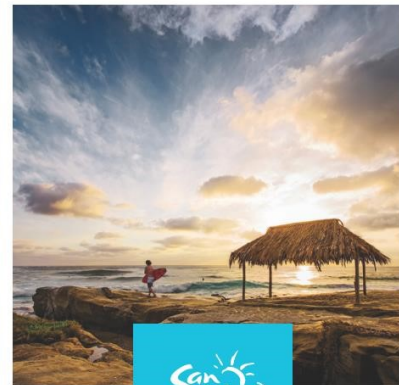
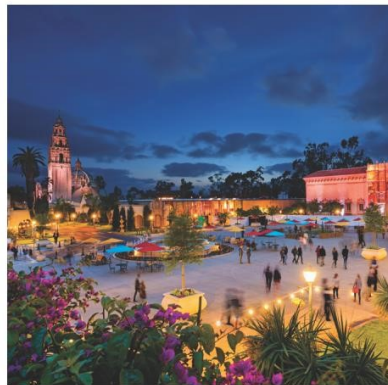
## DIVE INTO HISTORY

Learn about San Diego as the birthplace of California amidst sweeping views of the Pacific Ocean and San Diego's dramatic skyline at Cabrillo National Monument, which commemorates the historic 1542 landing of Juan Rodriguez Cabrillo, the first European explorer to set foot on the U.S. West Coast.

## ADVENTURE OUTDOORS

Explore San Diego's outdoor-loving lifestyle along 70 miles of coastline. Torrey Pines State Natural Reserve, set atop dramatic ocean cliffs above the Pacific, is a coastal wilderness full of hiking trails and breathtaking views. Mission Bay Aquatic Park is the largest manmade aquatic park of its kind in the world. The 4,600-acre outdoor playground features recreation on and off the water, from sailing and jet skiing to bike riding.

[PLAN YOUR GETAWAY AT SANDIEGO.ORG](http://SANDIEGO.ORG)



AVAILABLE HOTEL VENUES RANGE IN RATES FROM \$119.00 - \$179.00







# EXPERIENCE THE TRUE NORTHWEST

Plan your next military reunion, small or large, in Tacoma + Pierce County, WA! Situated 18 miles south of Seattle-Tacoma International Airport, traveling to Tacoma is a breeze! Tacoma + Pierce County offers a wide variety of meeting spaces, hotels and unique venues at all price points and are well-suited for groups from 40-400.

Tacoma + Pierce County is home to Joint Base Lewis-McChord featuring a military and air museum for you to explore as well as a variety of parks and locations for memorials. The area is located a short distance from Naval Base Kitsap-Bangor. During your reunion take advantage of the world class museum district, including two car museums. Test your creativity with hands-on glassblowing at local glassblowing studios or explore our beautiful Mount Rainier National Park.



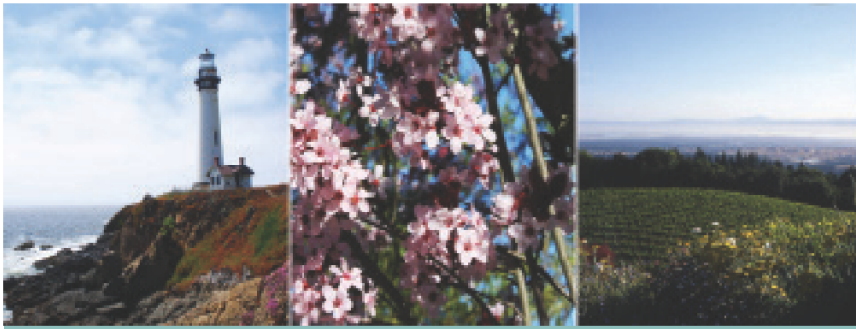
**RENA YADRICK**  
**REGIONAL SALES MANAGER**  
 rena@traveltacoma.com  
 (253)830-6799

## MAKE THE MOST OUT OF YOUR PACIFIC NORTHWEST ADVENTURE

- » Joint Base Lewis McChord - 9mi South of Tacoma
- » Lewis Army Museum
- » Closest urban center to Mt. Rainier National Park
- » Hotel rates ranging from \$120-160







## SAN MATEO COUNTY & SILICON VALLEY AT A GLANCE

### LOCATION

San Mateo County is located on a 60-mile peninsula immediately south of San Francisco and is bordered on the east by San Francisco Bay, on the west by the Pacific Ocean and on the south by Santa Clara & Santa Cruz counties, encompassing 447 sq. miles and is home to the San Francisco International Airport.

### POPULATION

Fourteenth largest county population in CA - approximately 743,373.

### CLIMATE

Sunshine and mild temperatures. Average annual temperature is a pleasant 68 degrees (summer highs reaching 80 degrees and winter lows in the mid-50s). Average rainfall is approximately 20 inches per year, occurring primarily from December to March.

### MAJOR ATTRACTIONS

Filoli, Hiller Aviation Museum, PEZ Museum, Año Nuevo State Reserve, Fitzgerald Marine Reserve, Pigeon Point and Montara Lighthouses, San Mateo County History Museum, Sanchez Adobe, Woodside Store, CuriOdyssey, Stanford University, Mavericks, Cantor Arts Center and the Computer History Museum.

### RECREATIONAL ACTIVITIES

Sightseeing, fine dining, shopping, whale watching, sport fishing, golfing, biking, hiking, walking, kayaking, surfing, windsurfing, horse racing, go-kart racing, miniature golf, horseback riding, exploring the Coast, historical sites, marine reserves, beaches and redwoods.

### PUBLIC MEETING FACILITIES

San Mateo County Event Center, Cow Palace, South San Francisco Conference Center.

### ACCOMMODATIONS

Over 30 convention hotels offering complimentary airport shuttle service, and over 16,000 sleeping rooms in more than 170 properties, including charming bed and breakfast inns.

San Mateo County/Silicon Valley Convention & Visitors Bureau  
111 Anza Boulevard | Suite 410 | Burlingame, CA 94010  
Tel. 650.348.7600 | Fax. 650.348.7687 | [info@smccvb.com](mailto:info@smccvb.com) | [www.visitsanmateocounty.com](http://www.visitsanmateocounty.com)

## USS COGSWELL DD-651 ASSOCIATION

### SEPT/OCT 2020 REUNION

### PACIFIC TIME ZONE

Your executive committee made a preliminary selection of three cities for our Sept/Oct 2020 reunion. We are saying Sept/Oct because it will depend on where the reunion is held and other factors. (Hotel rates, weather, etc.)

The following three cities were selected to receive a Request For Proposal (RFP) for our 2020 reunion. However, it is up to our "active" members to vote their choice, based on the information provided by each city, for the 2020 reunion.

Please look at all the information provided by each city and make your decision. You can mail this form back, or send an e-mail to Secretary@usscogswell.com with your choice. You may also wait until the reunion in San Antonio (2019). Voting must be completed no later than Tuesday night, June 04. We will announce the winner at our banquet on Wednesday evening, June 05. Select **ONE** and **ONLY ONE** city. If more than one city is marked, or a **name is not listed**, the ballot will not be counted. If you think that your vote does not count, past selections have been decided by a run-off vote because of a tie between two cities.

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

Name: \_\_\_\_\_(Required)

My vote for the 2020 reunion:

- San Diego, CA
- San Mateo County (Bay Area)
- Tacoma (+Pierce County) WA

Initials: \_\_\_\_\_

If returning by mail, send form to:

USS COGSWELL DD-651 ASSOCIATION

PO BOX 6098

OCEANSIDE, CA 92052-6098



## Death, destruction highlight 10-month service on Cogswell

Jerry Jacobus short duty aboard the USS Cogswell DD-651 may have been short, but no one can say it was not eventful. Jerry was aboard from February 1958 to Christmas Eve of the same year.

Early in his service aboard the Cogswell, Jerry remember he had a 72-hour liberty and returned to find that a major investigation was going on over a terrible incident that occurred in the forward emergency Diesel room.

Five sailors were in the room playing cards when someone hooked a chain link over the hasp so the hatch would not open. They then set off the large CO2 tanks and the five card players were killing each other to get out. A passing watch stander came to take readings and discovered a bloody scene when he opened the door and discovered the mayhem inside. Jerry believes there may have been two fatalities and maybe a third.

The ensuing investigation caused all liberty for those aboard to be cancelled for a week. (If anyone else has information on this event please contact the newsletter editor).

Jerry remembers a BM1 who had a still in the after bosun locker and was quite good at making his own booze. When the ship had to depart for sea trials, he recalled that the Captain wanted to leave the Gig in port so the crew didn't have to lower and lift it out of the water for reasons that have faded in Jerry's memory.

When the ship returned to port the gig was missing and a nearly two day search finally located it under a dock hidden very well. The crew of the gig were "off on a wild toot."

"that sure didn't set well with the Captain," Jerry said.



Jerry Jacobus

The third major event during his short time aboard involved a Hydrogen Bomb test off Johnson Island.

Even at 150 miles down wind, it took about 20 minutes for the pink haze to spread over the water to where they were. Jerry, who was messenger of the watch and was with an officer at the fantail when the readings were taken.

The next day Jerry was at the helm when the large radar mast broke about half way up. The OOD ordered Jerry to change course, but he didn't because he was concerned that steering through the trough would have brought the mast down on the bridge possibly killing all of them.

When he went back to Messenger of the Watch after being relieved on the helm the Captain sent Jerry to the Chief Bosun mate to get them to tie off the mast. The chief and a Lieutenant tied themselves together with life jackets and a life line and climbed up the ladder to where the break occurred.

Sadly the Chief tied the life line on the broken side so if the mast went sideways the Chief and the lieutenant would be going with it.

Jerry was back on the bridge with the Captain and the Executive Officer and said "Oh my God, that stupid chief just tied them off on the broken part."

"Well the Captain and the Exec both gave me a dirty look so I kept my mouth shut after that."

Eventually the mast fell backwards and landed on top of the stack dead center. The chief and lieutenant were swinging out in space between the bridge and stack. **(Continued on page 18)**



Stock Navy photo of hydrogen bomb tests



**(Continued from page 17)** The ship returned to Pearl Harbor for repairs. Jerry said one of the crew got drunk while they were there and fell over the side trying to go back on liberty and drowned. Divers could not locate him, but his body resurfaced 9 days later. After a month and a half in dry dock, the ship headed to Yokosuka, Japan. Unknown to anyone at the time the ship had apparently bent a shaft on one screw getting tied up in dry dock and the ship was taking on water which kept the pumps working overtime until the ship arrived in Japan.

Once in dry dock in Japan, a typhoon hit and Jerry remembers water coming over the side of the dry dock.

During his Navy service, Jerry also served on the USS Brush DD-745 where he ran the paint locker for 2 ½ of his 3 years aboard the Brush.

During that service he became a shellback when the Brush went to Australia.

“It was 9 women to every man down there,” Jerry said. “I told (the Navy) I would ship over for 20 years if they stationed me down there.”

He remembers taking a 58 degree roll on the Brush during a typhoon and receiving a distress call from the USS Thomas DD-747 when a man went overboard between Midway and Pearl Harbor. Luckily the man overboard and a shipmate who dove in after him, both washed back up on the ship without needing any more assistance.

Following his Naval service, Jerry became a civilian painter and painted water tanks, grain elevators and bridges. After wrecking a car during the winter he went to work in a body shop for 7 ½ years and then opened his own shop which he has owned for 42 years.

Jerry’s son runs the business now, but he still owns 50 percent of the business. He has been an American Legion member for 42 years and a member of the 40 & 8 for about 5 years.

He also belongs to the Battle Ground, Yacolt & Chelatchie Prairie Railroad, a small excursion train out of Yacolt, Washington for 15 years. As a volunteer conductor he put in 366 hours last year.



**Jerry Jacobus volunteers as a conductor for the Chelatchie Prairie Railroad**



**Jerry Jacobus (center) with (l-r) Captain Robert Gaines, Jerry O’Neal, Jacobus, Parsons (first name unknown), and unidentified crewmember in front of Mount 51.**

As a volunteer with a non-profit recovery organization, Jerry helps veterans and others get clean and sober, arrange for housing and jobs to clean up their lives. Jerry has been a member of Lions for more than 15 years and helps with their eyeglass program.

His wife of 44 years died June 28, 2004. He has two children, son, Dave, and daughter, Darlene. He has two grandsons, two granddaughters, including one granddaughter who was third runner up for Miss American in 2011 in Las Vegas.

Jerry and his girlfriend have enjoyed many travels from Ohio to Massachusetts, Nashville, New Orleans, Little Rock, Austin, Grand Canyon, Huntington Beach. Another year they took 8 different trains through Colorado and the Midwest.

“The best being the Tolick & Chama New Mexico,” Jerry said.

# A letter from your editor

Another Scuttlebutt deadline has come and gone. When George Overman “asked” me to take over the publication of the USS Cogswell DD-651 Association newsletter I had no idea what a pain and joy it would be.

The best part is getting to talk with shipmates from three wars and doing stories not only about their experiences on our favorite ship but learning about what happened to them after the service.

So many are now gone, each issue we fill two, three and sometimes more pages with our shipmates who have died. They leave behind a legacy of military service, family and hard work in various fields. I hear the joy they have in seeing grown children succeed and the fun they have with grandchildren.

It’s cliché, but time is precious and the further you are along the timeline, the more precious it becomes. In just this issue alone we say good bye to three more of our World War II members. Those that survive are not likely to be able to travel and be with us at reunions anymore.

Even our precious few Korean War shipmates are not as evident as they once were.

At my first Cogswell reunion – Buffalo, New York – I had the distinct pleasure and honor to meet June and Joe Marhineke. We met them on the tour bus and later walked across the Canadian border into Canada with them. Later we shared a dinner table with them and in just a few days we were friends.

They only lived about 90 minutes from us in Michigan so we got to meet them for dinner at their apartment in Sterling Heights. We didn’t see them often, but Joe and June were never far from our thoughts.

So it was with great sadness that I received June’s call this January that Joe had died. The last year had not been easy for either of them, but June is now living in a wonderful place in Rochester, Michigan and we’ll be sure to see her when we get home from our Tucson winter hibernation.

Joe is just one of our fellow shipmates who is no longer with us. He was special because he had great knowledge and recollection of the World War II exploits of the Cogswell and helped build the record we have, along with others, of the ship’s service during that war.

It won’t be long and the largest contingent of Cogswell sailors won’t be the ones we haven’t located, but the ones who we know are no longer alive.

For that reason I’m encouraging as many as are able to attend the next reunions. The one in San Antonio promises to be special as we have included sailors from another Fletcher class destroyer – the USS Wedderburn DD-684 – which has a very similar history to the Cogswell.

Tin Can Sailors are a special breed, and Fletcher class sailors are even more special, in my humble opinion. So please don’t miss this opportunity to come and enjoy the fellowship again of those whom you once served with.

As he always does, George Overman has put together a program that will allow you time to enjoy the sights of San Antonio and the surrounding area (the Pacific War Museum is top notch and I can’t wait to visit again) as well as plenty of time for visiting with shipmates and their families, and, of course, drinking beer.

Bring your memories, your photos and prepare to have one great time.

On another topic, I need your stories! I truly want this to be your newsletter and without your input that simply doesn’t happen. Call me at 810-338-3015 or email me at [jlsmediaservices@gmail.com](mailto:jlsmediaservices@gmail.com). You don’t have to be a writer, just a half way decent story teller. I’ll help you put it into written form.

One of the best read parts of this newsletter are the biographies of members. If I haven’t gotten to you and you would like me to interview you, please use the contact information above and let’s get it done. The only rule is that we haven’t already done it (although I might make exceptions to that rule too) and you need to be a member in good standing with George and the Association.

If you have a particular story about something that happened aboard ship and you think others might enjoy that is another good reason to give me a call or send me an email. Besides if you don’t give me your ideas then I am stuck here with just my own and that’s just not good.



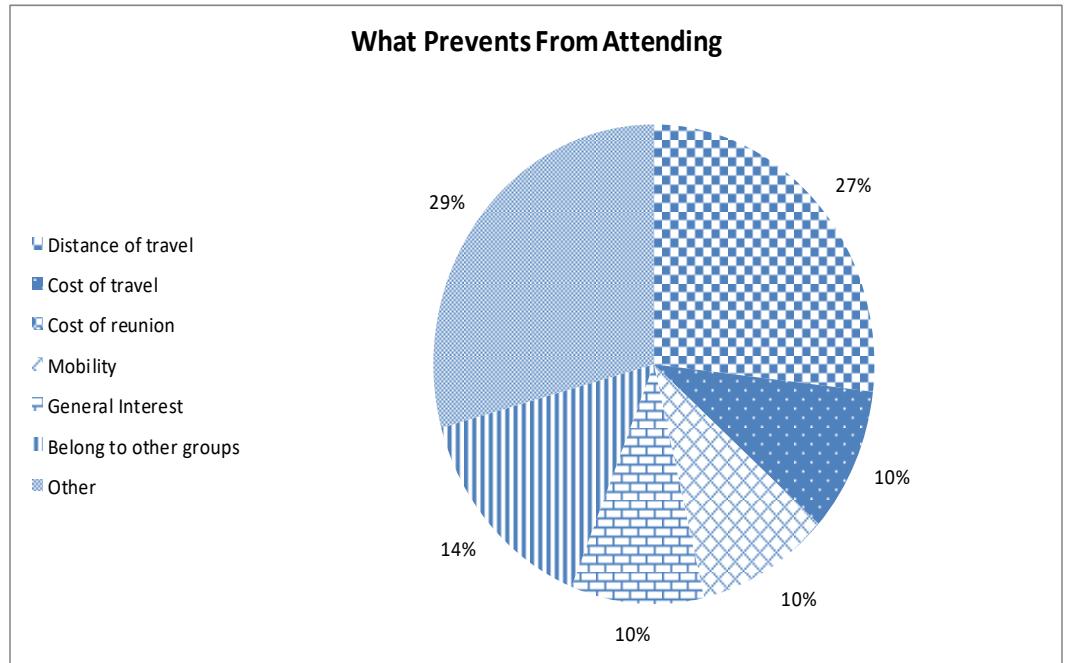
**Me with June and Joe Marhineke in Michigan**



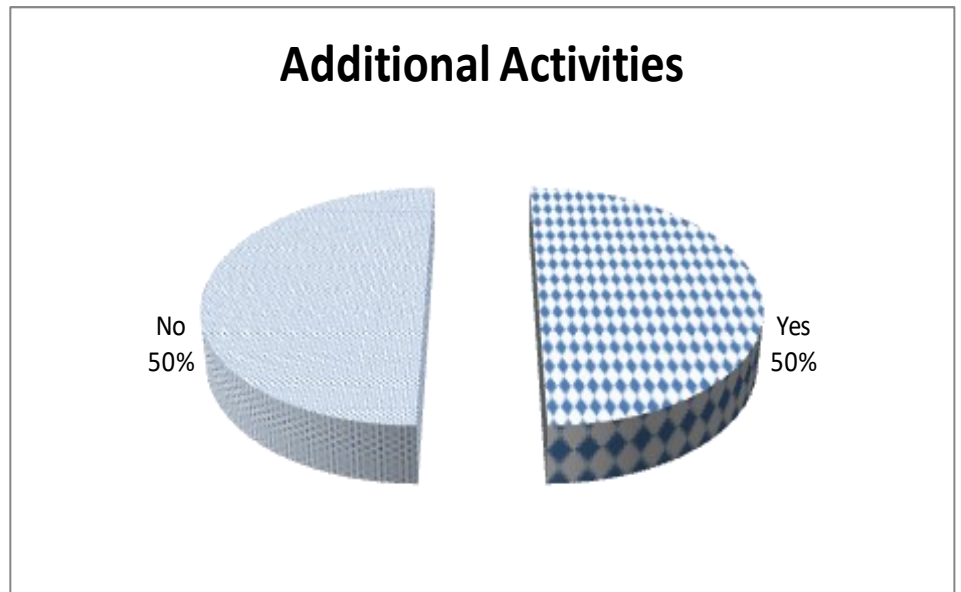
# Reunion Survey Results

In January 2018, the committee created an e-mailed a survey to Cogswell Association members about our reunion planning. This survey went only to those who have e-mail. We received responses from 33 people, which is a reasonable return. We included some in the August 2018 newsletter, here are additional results of that survey. (These are highlights from that survey.)

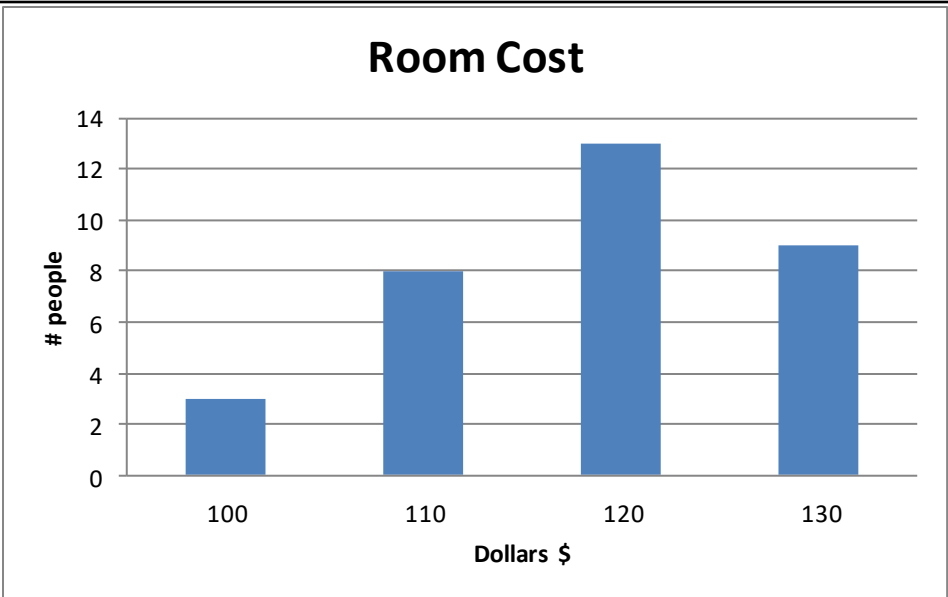
If you have not attended reunions in the past or have attended a limited number, what things have prevented you from attending often?



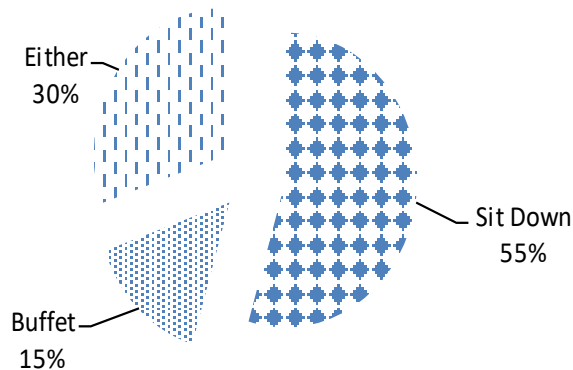
Would you like to have additional activities planned "after" the official reunion for those staying longer?



What do you consider the optimal sleeping room cost?

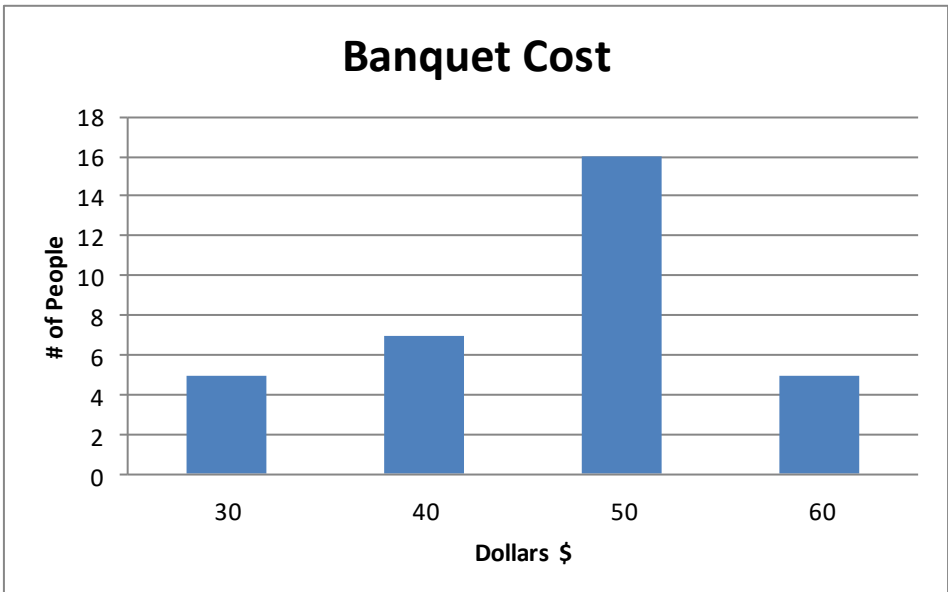


### Meals

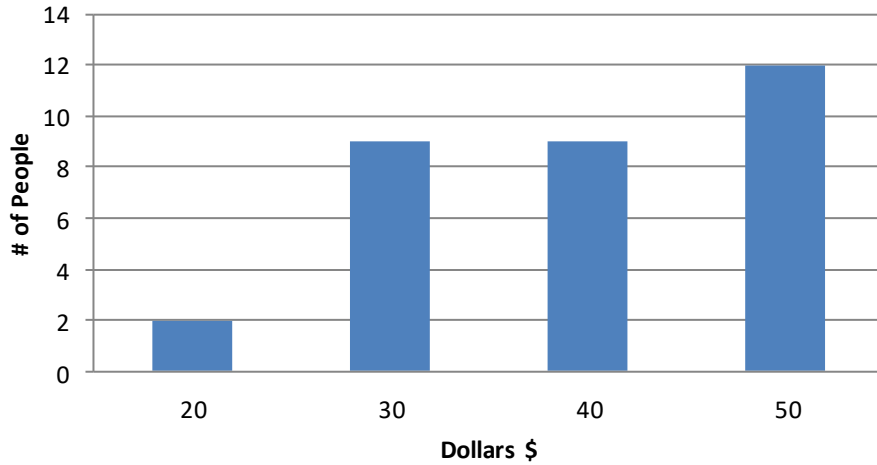


Which type of service do you prefer at the banquet?

What would you consider your maximum allowable banquet cost to be per person?



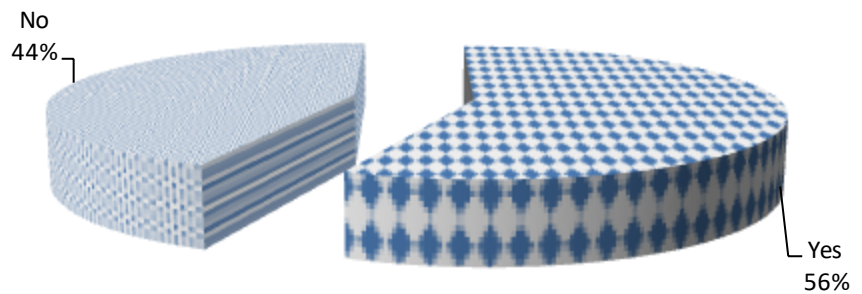
## Registration Fee



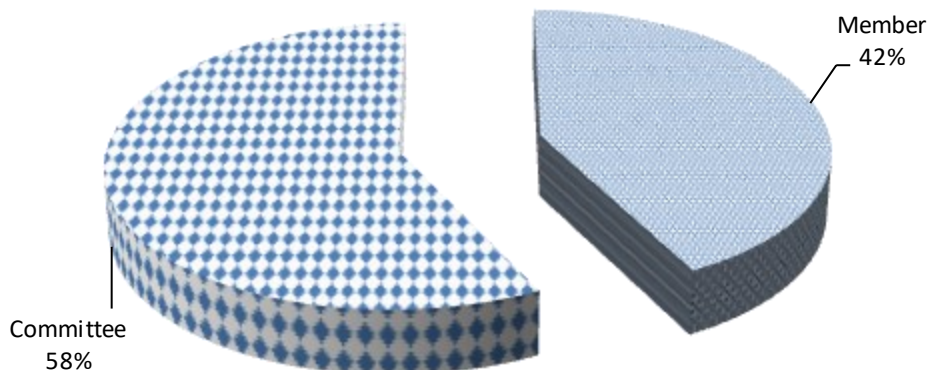
How much are you willing to pay as a registration fee to offset reunion expenses?

Would you consider staying at a hotel without banquet facilities and have an off-site banquet meal with entertainment or show? (Transportation provided).

## Alt Hotel

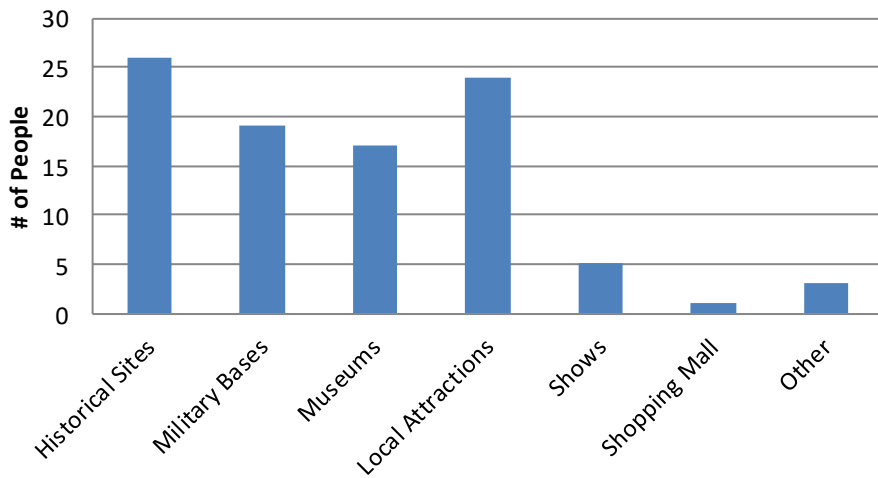


## Tour Voting



Would you prefer to vote on a list of possible tours or let the executive committee choose?

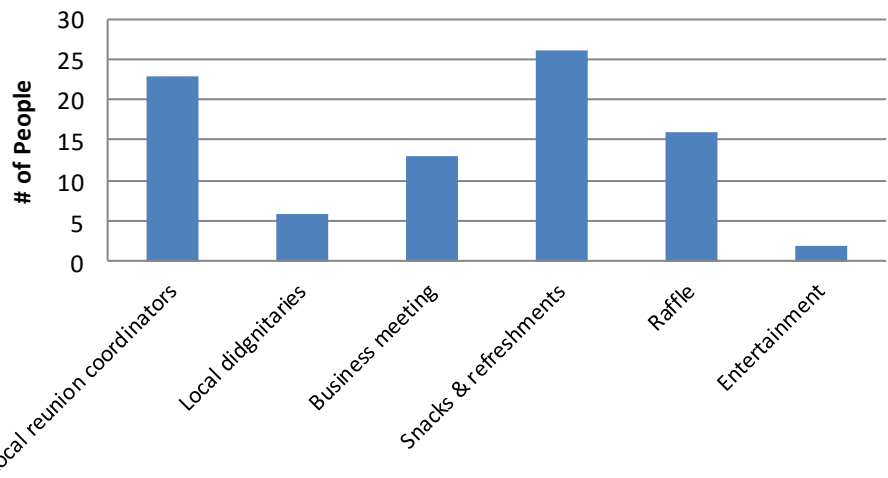
## Tours



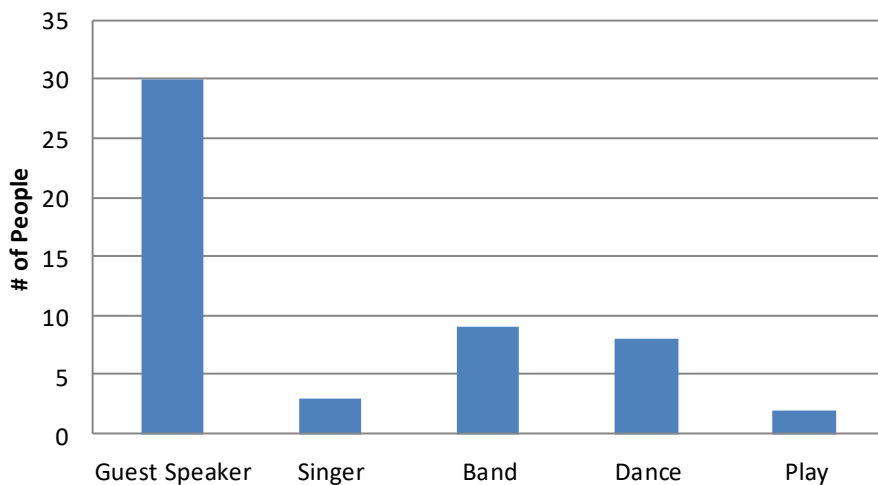
What type of tours are you most interested in during the reunion?

What activities would you like to have at the opening reception?

## Reception Activities

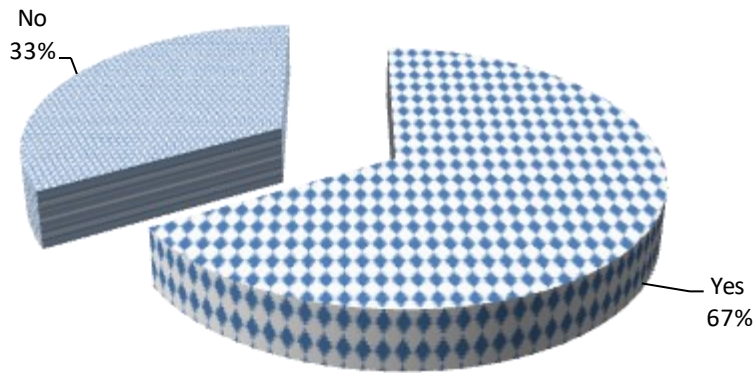


## Banquet Activities



What type of activities would you prefer to have at the banquet?

## Third Party



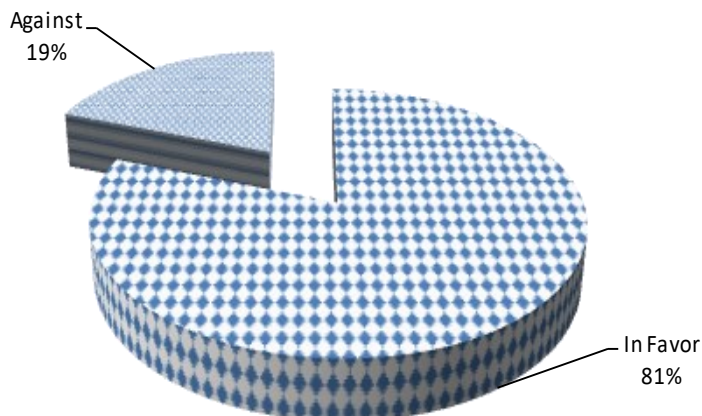
Would you be receptive to the involvement of a Third Party organization such as Gatherings Plus in conducting a Reunion for us?

## Phone Calls

Are you willing to make phone calls to former shipmates to encourage them into attending the reunion?



## Combine Reunions



The executive committee is currently investigating the possibility of joining with another ship's association for a combined reunion as our attendance continues to decay. (Details to be worked out). Are you in favor of this move or against this move?

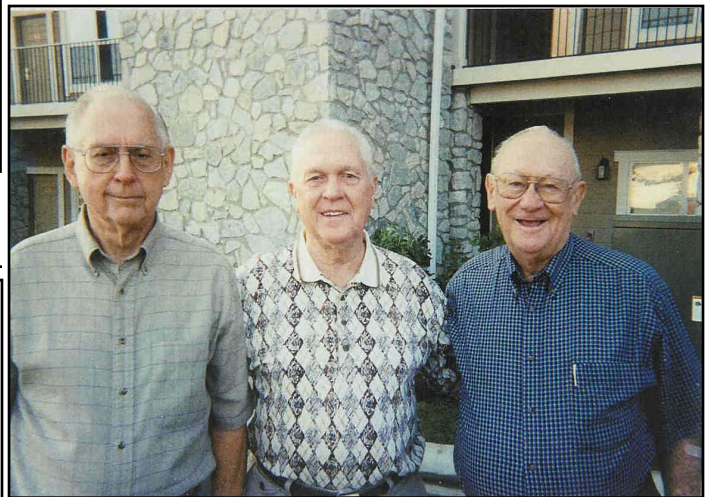


An early published list of attendees  
 Casino  
 City  
 Close city  
 Fellowship  
 I attend the reunions to see old shipmates and visiting with others who served on Cogswell  
 I go every place  
 Local East Coast  
 Location  
 Location  
 Location, location, location  
 Meet former CO  
 Meeting with shipmates and friends  
 More attendees from the years I served on Cogswell  
 More beer!  
 More shipmates known on board ship (67-68)  
 Naked dancers  
 Other officers who served aboard during the period 1967-69  
 Place of interest. Ability to get to the location  
 Seeing shipmates  
 Shipmates  
 The opportunity to meet fellow shipmates and others with similar experiences  
 Tours and/or attractions  
 Visiting with shipmates  
 Walt Dziedzic :-)  
 Women with large.....



Jim Spell, Joseph Marheineke and Dan Nelson during WWII

World War II's Three Amigos  
 now gone, but never forgotten



Dan Nelson, Joseph Marheineke and Jim Spell took this photo during a mini-reunion in Branson, Mo. in October 2003, about 58 years after the photo taken above left.

**These two pictures taken 58- years apart are a great reminder why we need your old Navy pictures. If you are coming to the San Antonio reunion (and really, why wouldn't you?) bring some of those treasured photos to share and let us duplicate them for posterity.**

## Tin Can Sailors - A group worth joining

For those who love destroyers (and who wouldn't?) The National Association of Destroyer Veterans is a group you should consider joining. They publish a great quarterly newsletter and offer announcements of coming events of interest to anyone who has served aboard a destroyer. TCS supports museum ships across the country and membership offers free or discount admission to most of them. Field days offer a chance to work on a museum ship and Bull Sessions offer one-day opportunities to meet with other tin can sailors. To join call (800) 223-5535.

A membership also comes with free or reduced admission to many of the museum ships that are supported by donations from the Association.

To find coming events such as TCS reunions or Bull Sessions, go to [destroyers.org](http://destroyers.org) or For more information on any event, see The Tin Can Sailor newspaper or call the office at **(508) 677-0515**.



## Tell us your stories

Just a reminder that this is your newsletter. If it is going to be of interest to you we need to hear from you about what you want to read and hear about. Many of you have been very helpful, but others have been silent. We realize that you may be silent because you are happy or satisfied with the direction and content of the newsletter. If not, please let us know what you would like to read and hear. We all share a common experience, but within that common experience are many, many different stories, please don't keep yours a secret. Even if you don't think you are a writer, let us help you put your story together. Easiest way to do that is to contact Jim Smith at (810) 338-3015 or at email [jlsmediaservices@gmail.com](mailto:jlsmediaservices@gmail.com) and tell him your stories.

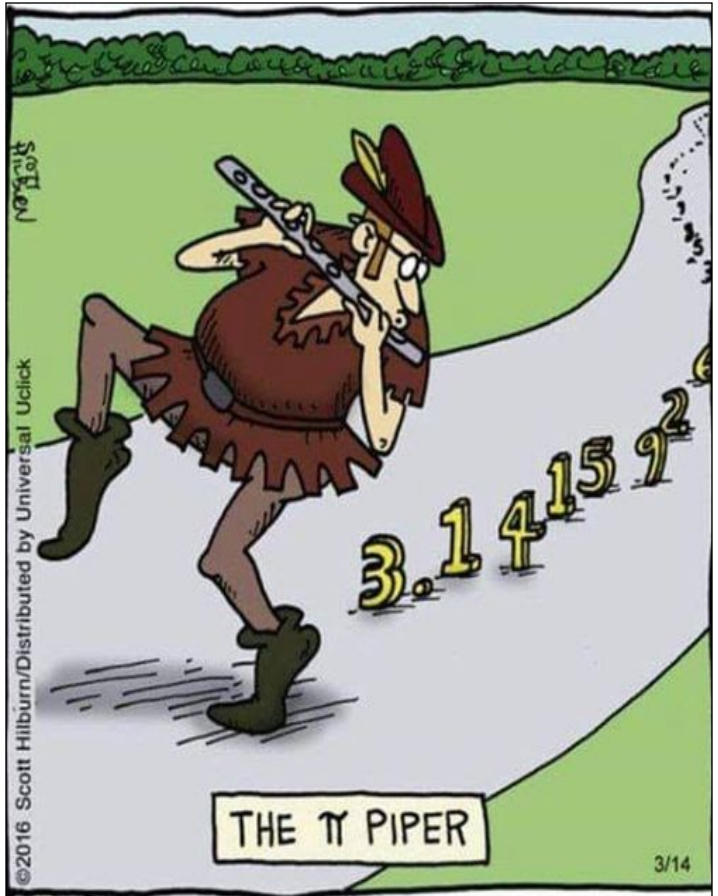
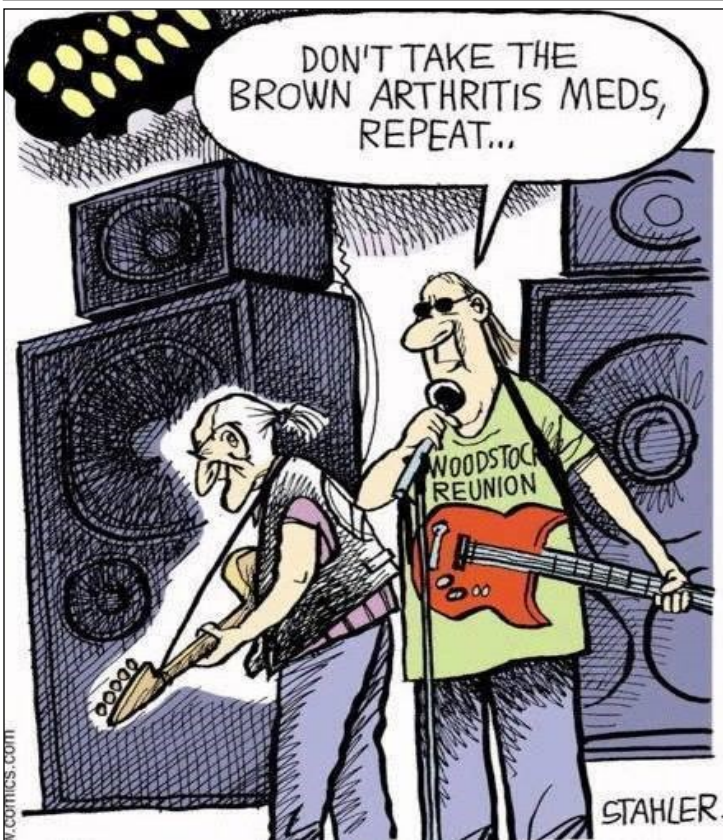
**(Continued from Page 8)** "Following Seas": Defined by Bowditch's *American Practical Navigator* as "A sea in which the waves move in the general direction of the heading." It further defines "Tide" as "the periodic rise and fall of the water resulting from gravitational interactions between the sun, moon, and earth. . . . the accompanying horizontal movement of the water is part of the same phenomenon." In simple terms: the movement of the water, the waves, and the surface, correspond with the movement of the tide.

"Fair Winds and Following Seas" is really two quotes originating from different sources. The two quotes are a nautical phrase of good luck--a blessing as it were--as the person, group, or thing it is said to departs on a voyage in life. It is often used at a "beginning" ceremony such as a commissioning ceremony of a ship or people, as well as in retirement, change of command, or farewell ceremonies.

**Here's a groaner:** A woman walked into a bar and found that she was the only customer. The solo bartender took her drink order and while he was pouring the drink the woman heard a voice say, "You are a very attractive woman." She looked around and saw no one talking to her. The bartender brought her drink and walked away to wash glasses behind the bar. The same voice she heard before said "You have the prettiest hair and eyes I have ever seen." Again the woman could see no one else in the bar and the bartender was not talking to her. The bartender came back to check on the woman and she asked him about the voice she kept hearing. "Oh, that, I should have warned you, those are the peanuts at the end of the bar. They are complimentary."



# Time for a laugh





# USS Cogswell DD-651 Association

P.O. Box 6098, Oceanside, CA  
92052-6098

**Visit the website:**

[www.usscogswell.com](http://www.usscogswell.com)

**Email:**

[secretary@usscogswell.com](mailto:secretary@usscogswell.com)

