

## Cogswell veterans descend on DC

In the annals of USS Cogswell DD-651 Association reunions the June 2016 gathering may go down as one of the great ones.

In addition to the usual hospitality room fun, the latest reunion will likely be most remembered for an historic dedication of the USS Cogswell DD-651 plaque at the Navy Museum in downtown Washington, D.C. and a unique banquet speaker on the final night.

Around those two events were sandwiched great tours, including one led by the father of Jim Smith, our newsletter editor, at the Udvar-Hazy Air and Space Museum at Dulles Airport.

Perhaps the only thing missing from this reunion was a middle-of-the-night fire drill, an earthquake, a closed hotel restaurant on the eve of our Tucson reunion or any other natural or man-made disaster that has befallen previous gatherings. In truth, this was the second consecutive reunion without a serious glitch.

The recently renovated Crowne Plaza Hotel in Herndon was on its game for the weekend and the reviews were generally very good for the venue. There were six, first time attendees to the reunion which always makes for a special reunion. **(Reunion, Con't on Page 9)**



Navy Museum USS Cogswell dedication

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## Colorado Springs, Colorado here we come!

It's Anchors Aweigh to the Wild Blue Yonder! By a majority vote the fall 2017 Cogswell Association reunion will be in Colorado Springs, Colorado home of the US Air Force Academy since 1954.

The city won over Rapid City, SD and Albuquerque, NM at the

June 2016 reunion.

Exact dates of the reunion will depend on getting the best rates for hotels.

Just in case you were wondering, there are no 'springs' in Colorado Springs, it was named after a company brought in by

General William Jackson Palmer a Civil War hero who founded the city at the base of Pike's Peak. The Colorado Springs Company laid out the town in the 1870s.

Watch for details in your email and the February 2017 Scuttlebutt. **(See page 21)**

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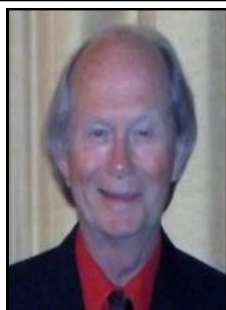
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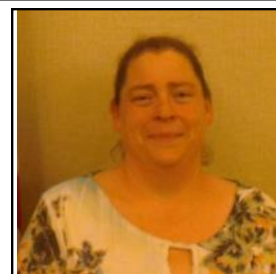
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## **ATTENTION!**

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

## **Visit the Association Online**

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

# A message from President Frank Wille

## Stepping Up

There were many highlights to the recent USS Cogswell DD-651 reunion. What impressed me the most was the number of Cogswell shipmates who stepped up and helped out to make this a truly memorable reunion.

**Dick Forbrich** helped George inspect the hotels prior to the reunion; he then paid for and set up a dedication at the US Navy Memorial – we were part of history as a plaque was unveiled for USS Cogswell DD-651 at the Memorial during the Saturday tour. It was a very special ceremony. Dick also donated some wine to the raffle.

**IC Smith** stepped up when we were looking for a tour guide on Sunday. He provided many insights from his days in Washington DC. It was great to have this personal connection.

**Lee Smith** (Jim's Dad) was our docent at the National Air & Space Museum, Udvar-Hazy Center. How cool is that to have a personal connection when touring this awesome facility. Lee really knew the facility and brought special life to the exhibits.



Frank Wille, Zola Low, Lyna Low

**Ozzie Ozkosar** shared his experiences on Cogswell after it became the Izmut in the Turkish Navy. We learned that the ship remained in service for about ten years and was the best ship in their Navy. Ozzie and his wife Sonia joined in many of the bull sessions and his talk at the banquet was very moving.

**Yvonne Harris** brought a large ship's model and donated it to the Association. Her Dad, Brown Harris, served aboard Cogswell in WW II and said "he won the model in a poker game". The model joins other historical items in the Cogswell museum.

My personal THANK YOU to **Kevin Lincoln** who stepped up and took over the Ships Store. We were in real danger of giving up our supply of shirts, hats, cups, etc until Kevin agreed to manage this for us.

And, of course, my thanks to **George Overman** who did the planning and contract negotiations with the hotel. The Crowne Plaza did a fine job for us. We really got our money's worth from them and the comments were very positive. (We tried to get them to do a late night Fire Drill but it didn't happen until the night after most of us departed. Ask Gale Sessions about this.)

There were six first timers at this reunion and I heard positive comments from all of them. The major disappointment was that this was our first reunion without any WW II veterans. Several sent their Best Wishes for the reunion but just weren't able to travel. Please keep them all in your thoughts.

My special thanks to the Executive team (George, Mack, Orv, Alice, Jim) who each contributed to the success of this reunion. We look forward to gathering next year in Colorado Springs.



The Ozkosars

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

Kevin Lincoln 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 Kevin at [allymae@q.com](mailto:allymae@q.com) or give him a call at **515-674-4003**. We know he is standing by and waiting for the order. Kevin also brings a huge selection of items for sale to each reunion.



**FINANCIAL STATEMENT  
USS COGSWELL DD 651 ASSOCIATION  
JANUARY 31, 2016 TO JUNE 30, 2016**

**January 31, 2016 CASH ON HAND OR IN BANKS \$19,468.61**

**DEPOSITS**

<b>FEBRUARY 2016</b>	<b>\$ 687.00</b>
<b>MARCH 2016</b>	<b>\$ 1,060.00</b>
<b>APRIL 2016</b>	<b>\$ 1,961.00</b>
<b>MAY 2016</b>	<b>\$ 2,116.00</b>
<b>JUNE 2016</b>	<b>\$ 1,101.00</b>
<b>TOTAL DEPOSITS</b>	<b>\$ 6,925.00</b>



Treasurer Orvil Williams and Cheryl Williams

**DEBITS**

<b>CROWN PLAZA</b>	<b>\$ 2,699.91</b>
<b>GOLD LINE STAGES</b>	<b>\$ 1,721.00</b>
<b>U S NAVY MEMORIAL</b>	<b>\$ 736.00</b>
<b>George Overman</b>	
<b>Reunion &amp; Newsletter expense</b>	<b>\$ 634.18</b>
<b>Reunion refunds</b>	<b>\$ 274.00</b>
<b>Cheryl Williams</b>	
<b>Reunion expense</b>	<b>\$ 695.25</b>
<b>TOTAL DEBITS</b>	<b>\$ 6,760.34</b>

<b>TOTAL DEPOSITS + CASH ON HAND</b>	<b>\$ 26,393.61</b>
<b>MINUS EXPENSES</b>	<b>\$ 6,760.34</b>
<b>TOTAL</b>	<b>\$ 19,633.27</b>
<b>CASH ON HAND (Bank statement 6/30/16)</b>	<b>\$ 19,633.27</b>

# USS COGSWELL ASSOCIATION

## DATABASE STATISTICS as of 08/01/2016

*Our database contains 3306 names total.*

· Active = 237 ( paid dues are current)

    ↳ 127 Life Members

· Inactive = 15 (have not paid dues for more than two years—house cleaning of these inactive members)

· New = 4 (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 = 659 (members who have indicated they have no interest in the Cogswell Association—some newly found who chose not to join)

· Deceased = 542 (known deceased shipmates—some newly found crewmembers)

· Not Located = 1847 (continues to be the largest number in database - we still need help locating)

### **New members— February 2016—July 2016**

Last Name	First	City	State	Years Aboard	Rank
HAMILTON	RICHARD	FARMERSVILLE	TX	N/A	
LYKKEGAARD	ALEX	CEDAR RAPIDS	IA	59-62	ETR2
NEAL	HAROLD	OCALA	FL	44-46	RM2
THORNBRUGH	DONALD	MULVANE	KS	66-67	ET3

### **Known Deceased since February 2015)**

Last Name	First Name	City	St	Years Aboard	Rank
ALVAREZ	FRANKLIN	LINCOLN	CA	59,60,61	LTJG
BAYLESS	MICHAEL	ST. PAUL	IN	64, 65, 66, 67	
FERNANDEZ	JOSEPH	SAN RAFFEL	CA	43,44,45	FC2 PO
HAMILTON	RICHARD			43,44	FC3 PO
HARRIS	BROWN			45,46	SA
HAUSE	LEWIS	CAPE MAY	NJ	51,52	ME3
LAUK	RICHARD	LINCOLN	NE	65,66,67	LT
PFEIFER	EDWARD			51,52,53	LT
RILEY	DAVID	PORTLAND	OR	44	
WENHAM	ROBERT	FORT WORTH	TX	60,61	ETRSN

\*PO= Plankowner



# TAPS



## Franklin Fernsler Alvarez

Franklin Fernsler Alvarez, a 1957 graduate of the US Naval Academy, died Nov. 24, 2015 at the age of 80. Frank was a life member of the USS Cogswell DD-651 Association, but it is not clear if he attended any reunions.

A veteran of the Korean and Vietnam wars, Frank served aboard the USS Cogswell between 1959-1961 and was a LTjg during his service aboard. He was married and a father and grandfather at the time of his death.

Frank was born to Paul and Frances Alvarez on June 20, 1935 in Los Angeles, California. He had a sister, Paulette.

He was buried at the Sacramento Valley National Cemetery in Solano County, California.



**Franklin Alvarez**

## Richard "Dick" E. Lauk

Richard "Dick" E. Lauk, 79, of Lincoln, Commander, US Navy Retired, passed away suddenly early Sat. Dec. 19, 2015. Richard served aboard the Cogswell as a lieutenant from 1965 to 1967.

Dick was the son of Victor E. and Ruth (Reinick) Lauk. He graduated Lincoln High in 1953 and the University of Nebraska Agricultural College in 1957. He married his wife of 57 years, Betty L. Paul, in 1957 and joined the Navy. Dick graduated officer candidate school in Newport, R.I. Dec. 1958. His first naval duty was agricultural officer in Saipan, Mariana Is., in addition to the Cogswell, Lauk served on



**Richard Lauk**

destroyers Tullare, Winston and McCord. In June 1967, he was appointed Commander of Ceremonial Guard at the White House in D.C., followed by Naval intelligence in London. He finished his naval career as head of Navy recruiting area one, retiring in 1978 in Lincoln with his family.

Bruce Hulbert relieved Lauk as weapons officer in Yokuska to allow Lauk to obey rush orders to get back to Washington, D.C. to command the Ceremonial Guard at the White House.

"I have often thought that his tenure there must have been remarkable with the notable 1968 deaths of Robert Kennedy, Martin Luther King Jr., etc.," Hulbert said. "He must have been a busy man."

"A great loss," said Stephen F. Argubright, an officer who served with Lauk on the Cogswell

Dick spent his retirement in agriculture and livestock; watching Nebraska football; he loved to discuss politics and had a great sense of humor. A much loved and respected man, he will be greatly missed.

"I was fortunate to have had the opportunity to meet up with Dick (even though we were on the Cogswell at the same time) back in Lincoln, Nebraska when I traveled back for a couple family reunions," said George Overman. "We typically had lunch together and told 'sea stories.' As the article says he had a good sense of humor."

He is survived by his wife Betty; his son, Rick E. Lauk, Carson City, Nev.; daughter, Becky L. Lauk, Lincoln; grandchildren Wesley Lauk Thomas, U.S. Army, stationed in Jordan, Gabrielle Thomas, Seoul, Korea, Sarah and Matthew Lauk, Carson City, Nev.; and one great-granddaughter.

Private graveside services were held on Wed. Dec. 23, 2015 at Wyuka Cemetery, Lincoln, NE.

## Michael E. Bayless

Michael E. Bayless, 73, of St. Paul, died Wednesday, June 29, 2016, at his residence. Mike served aboard the Cogswell from 1964 to 1968, but was not a member of the Association.

He was born Nov. 30, 1942, to Robert Able Bayless and Lois Willetta Hawkins Bayless in Greensburg. He married Judy Kay Eiler Bayless on May 28, 1966, and she survives. He was preceded in death by his parents.

Other survivors include two children: Eldonna Neeley of Mount Summit; and Diahann Pruitt and husband, Lee, of Shelbyville; brother, Kenneth Bayless of Franklin; four grandchildren, Kathryn Neeley, Raistlin Neeley, Lane Pruitt and Hope Pruitt. He graduated from Shelbyville High School in 1961. Mr. Bayless was a welder at GE/Wellman, retiring in 2007 with 38 years of service.

Mr. Bayless attended St. Paul Christian Church. He was a member of the Noble Township Advisory Board and the St. Paul Volunteer Fire Department.

Mike enjoyed trains, planes and Farmall tractors and watching Indianapolis Colts football, Indiana University basketball and Cincinnati Reds baseball. Most of all he loved spending time with his family, especially his grandchildren.



**Mike Bayless**



# TAPS

(Continued)



## Lewis Hause

Lewis Hause, of North Cape May, New Jersey, died March 5, 2016 at the age of 85. Hause served aboard the USS Cogswell in 1951 and 1952 during the Korean War as an ME3. Lewis was born in Centralia, Pennsylvania.

He attended the USS Cogswell DD-651 Association reunion in Las Vegas and perhaps others. After his Navy service he served as a detective with the Philadelphia Police Department retiring as a detective. He later worked for Drinker-Biddle and Reath Law Firm.

Hause was preceded in death by his wife Carol R. (1999) and his daughter Leslie. He is survived by four children: Lewis (Chuck) Hause and his wife Christine, Lynne Hess and her husband Carl, Lori Stump and her husband David and Christopher Hause and his wife JoAnne; one brother Harvey Hause and his wife Judy. He also leaves 13 grandchildren and 11 great-grandchildren.

Burial was at Sunset Memorial Park in Somerton, Pennsylvania.

## Joe R. Fernandez

Joe R. Fernandez, a long time resident of San Rafael and San Francisco native, Joe Fernandez, died peacefully in his home Saturday, April 6, 2013.

Soon after graduating from high school, Joe joined the US Navy during WWII, serving aboard the USS Cogswell where he participated in various Pacific campaigns.

He was admired as a hero by his grandchildren and many friends and family members for his toughness and bravery during various combat victories.

He and Rina, his wife of 65 years, were familiar faces in Marin, actively involved in several organizations including Club Italia, Sons In Retirement (SIRS), and the YMCA.

When Rina passed away in 2011, Joe attended the Marin Adult Day Health Center in Novato where he thrived in the company of other seniors, making new friends and connections and re-discovering his own special talent in music and art.

He is survived by his daughters Joyce Fernandez and Jan Hadfield, and their husbands, Dadi Ratnagar and Ernie Hadfield, as well as three beloved grandchildren and four great-grandchildren. He will be greatly missed by all.

His memorial service was May 4, 2013 at St. Isabella's Catholic Church.



Joe Fernandez



## A Sailors Farewell

Surrounded by angry, raging seas Under a shrouded mid-night moon

I think about loved ones dearly missed

I won't be seeing anytime soon.

Future plans come crashing down

Under the heavy pounding waves

I've traded my warm bed and loving arms

In exchange for an early watery grave.

Weep not for me my cherished children

For I could have been a better man

I just hope I will be remembered

For providing as best for you I can.

Eternity now pulls and beckons me

I must say my last goodbye with tears

To you my love, please forgive me,

For not providing you more years.

— Carl Fraser

# Family of Oscar Scholz seeks help from shipmates

The USS Cogswell DD-651 Association has received a request from the family of Oscar Scholz (*see late obit in the February 2016 newsletter*) for help from sailors that served with Oscar on the Cogswell from 1945-1947. Here is her letter:

Hello. I am an investigator working with a law firm that is representing the family of a gentleman that has passed away from an asbestos-related disease.

Our client, Oscar Scholz, served aboard the USS Cogswell from 1945-1947 as a Machinist Mate. We are looking for gentlemen that may have served with him.

I understand that you cannot provide names of possible shipmates, but I would like to send you a photo of our client so that you can forward it to other gentlemen that served during that time.

Please let me know if this is possible.

Thank You,

Sherry L. Day  
Asbestos Investigator  
SLD Investigations LLC  
4605 W. Schafer Road  
Pinckney, MI 48169  
(734) 878-5236



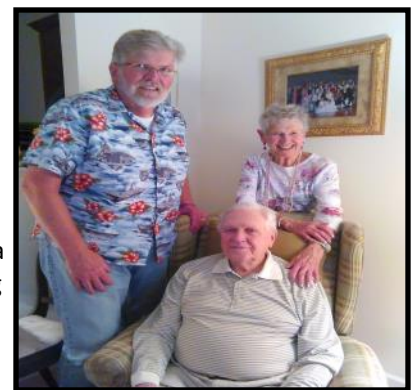
## A letter from your editor

My wife and I went to our first reunion in Buffalo, New York in May 2010. At that reunion we met Joe and June Marheineke who were more than welcoming to us. We walked across the bridge to Canada at Niagara Falls with them and spent some great time with them in the hospitality room and at the banquet.

Unable to travel long distances anymore Joe and June have not been able to attend recent reunions, but they live about an hour away from us in Michigan and recently we drove down to have dinner with them and I spent some time interviewing Joe for a story in this newsletter (*see Page19*) on another day. Joe was a World War II veteran and I served on the Cogswell during the Vietnam War.



Photo display at reunion



Me, Joe and June Marheineke

Other than sharing the same ship 20 years apart and sharing the same state we probably would never have met except for the reunion and the Association. They appreciated Joan and me sharing with them about the reunion and we told them we displayed the photo of them in the memorabilia room. They are grateful for their many friends in our group.

I would like to encourage members of our association to reach out to our older members who live near you and join them for dinner or spend some time visiting. Check out the Association website and find an older shipmate near you and pay them a visit. You won't regret it, they will love it and who couldn't use a new friend.



**(Reunion, con't from Page 1)** Opening night saw a reaffirmation of the confidence in our elected board of directors with the re-election of President Frank Wille, Vice-President Mack Stringfield, Treasurer Orville Williams, Secretary George Overman and Director Alice Lincoln.

There were presentations made by proponents of the three potential future reunion sites in the Mountain Time Zone. By the end of the reunion, the majority had voted for Colorado Springs, Colorado for the fall 2017 event.

A beautiful spread of snacks, including healthy and tasty snacks prepared by Alice Lincoln, greeted the attendees.

The beer and sea stories flowed every night in the hospitality room and the memorabilia room and ship's store attracted a lot of visitors as well. The amazing collection of documents, photos and artifacts from our beloved ship continues to grow.

George Overman may need to get a larger RV to transport the growing traveling museum.

One of the newest items was a large scale model of the Cogswell which was brought to the reunion by Yvonne Harris, the daughter of Brown Harris, who served on the Cogswell during World War II and which was won, as the legend goes, in a card game.

Reveille came early Saturday for those on the bus tour which started in the rain as the bus headed to the nation's capitol from the hotel. The bus dropped the group off at the World War II Memorial and folks were on their own to visit all the war memorials and the Lincoln Memorial where the bus was waiting to pick us up.



**Sea stories in the hospitality room**

Many folks visited the Vietnam Wall, the Korean War Memorial as well several other smaller monuments on the Mall. Interestingly, the walking tour also put us in the middle of the Atheist's Rally near the reflecting pool at the foot of the Lincoln Memorial.

Perhaps the most poignant part of the day's activities came at the Navy Memorial and Museum downtown D.C. George Overman kept teasing a surprise and boy did he and Dick Forbrich cook up a big one.

After our arrival at the museum we were ushered into the auditorium where Forbrich, who served as an officer aboard the Cogswell in 1967-68 unveiled a permanent plaque honoring the service of the USS Cogswell DD-651. As long as the museum is in existence there will be a plaque on display in honor of our ship.

After posing for photos in front of the large video display of the plaque the tour wolfed down the box lunches in preparation for the next adventure of the day.

Traveling across town, the bus dropped the Cogswell sailors at their final stop for the day, the Udvar-Hazy Air and Space Museum. As a surprise newsletter editor Jim Smith had arranged for his father, a long time docent at the museum, to be assigned to half of the Cogswell group for the tour.



**Lee Smith conducting tour**

Lee Smith, a World War II Army Air Corps veteran, was wearing his Cogswell hat when

the group arrived. After touring the expansive museum the group headed back to the Crowne-Plaza for a well-earned dinner and rest.

There was another early wake up on Sunday and a special tour guide, I.C. Smith. As an FBI agent serving twice in Washington, D.C., Smith became very familiar with the D.C. Metropolitan area and gave us a great tour of both well and lesser known monuments in the city during a three-hour bus tour.

The stops included the Iwo Jima Memorial, the Einstein Memorial as well as drive by tours of Ford's Theater, many of the downtown historic buildings.

For lunch and additional touring the bus left the group off at the Union Station near the Capitol. Folks had a couple hours to shop and eat at the historic and renovated old train station. A couple folks walked across the street and visited the Post Office Museum.

The bus returned the sailors and their guests to the hotel for a little rest before the banquet Sunday night.

Vice-President Stringfield took over the somber job of the MIA table ceremony as well as reading the ever growing list of names who died since our last reunion. **(Reunion, con't on page 10)**



**IC Smith at the Iwo Jima site**

***(Reunion, con't from page 9)*** After dinner, the attendees were treated to the story of Ozkan Ozkosar, a native of Turkey and at the time a Senior Chief Machinist Mate in the Turkish Navy who traveled to America to escort the former USS Cogswell back to Turkey where it served another ten years in that Navy as the Izmit.

While in America he met an American woman who caught his eye and eventually brought him back to America.

Ozkan received a pretty hearty laugh when he remembered how he and the Turkish Navy thought of the then 27-year-old destroyer.

"It was the best ship in the Turkish Navy at the time," he said. "For us, it was a modern ship, I fell in love with her."

Later, Ozkan returned to the United States to join his bride and later joined the US Navy and eventually retired as a lieutenant commander.

***(Stay tuned for more on his story in a future edition of the newsletter.)***

It was an entertaining and riveting speech from a man who is a bridge to the ship's dual history as a warship for two nations. He also cleared up a long standing, but incorrect as it turned out belief that the Cogswell was sunk as a target.

"It was scrapped little by little," he said.

Reunion surveys were collected and raffle prizes were drawn and then all too soon, the speech, the dinner and the reunion was over. Until Colorado Springs when we meet again.



**Mack, George and Frank at the Vietnam Wall**

## More 2016 Reunion Photos



**The Korean War Memorial**



**Gale Sessions meets Albert Einstein**

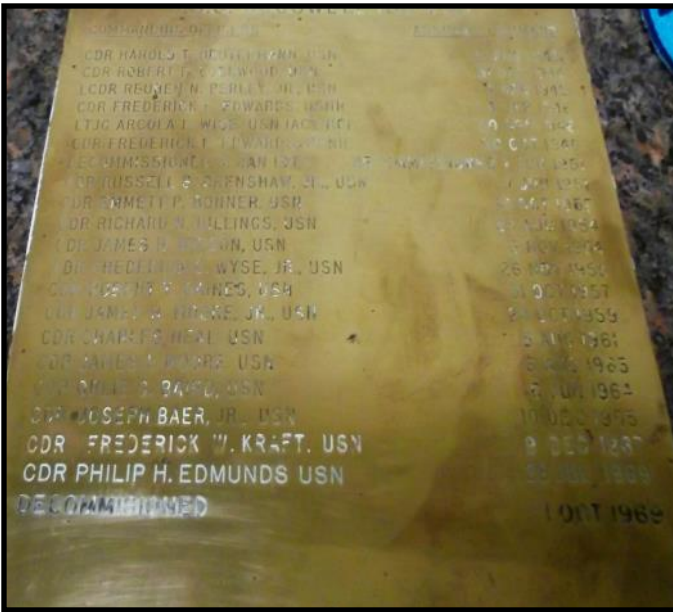
***More reunion photos next page***



Sunday tour stops at the White House



Dick Forbrich unveils Cogswell Plaque

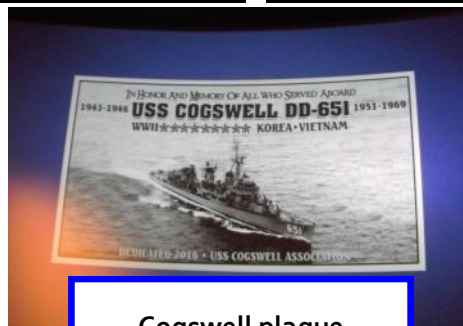


Cogswell's Commanding Officer plaque



World War II Memorial

**Did you know?** In Colorado Springs since 2002 you can eat lunch or dinner in a former US Air Force KC-97 airborne refueling tanker at The Airplane Restaurant.

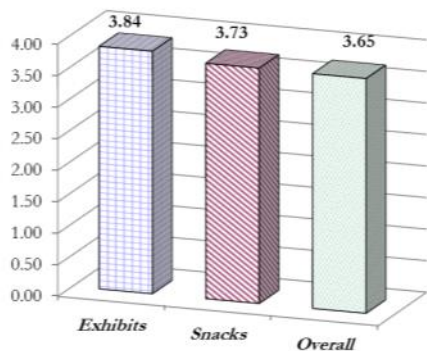


Cogswell plaque

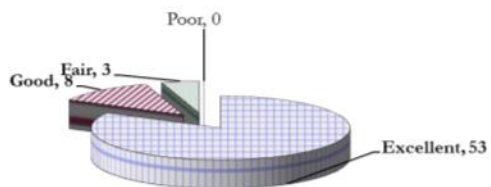
**Did you know?** The Pro Rodeo Hall of Fame is located in Colorado Springs, Colorado

# Survey says....

Hospitality Room



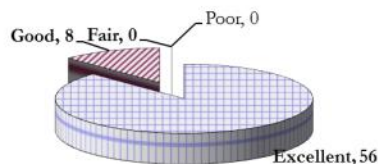
Hotel Rating



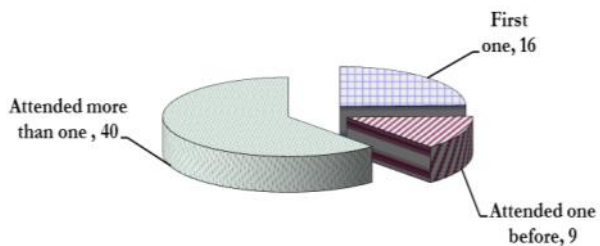
Survey Response Makeup  
84% Response



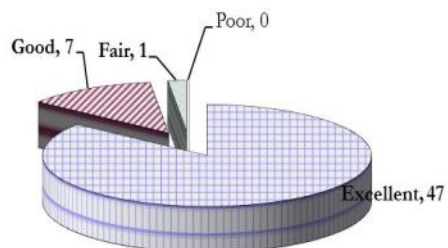
How Did You Rate The Overall Reunion



Previously Attended Reunions?

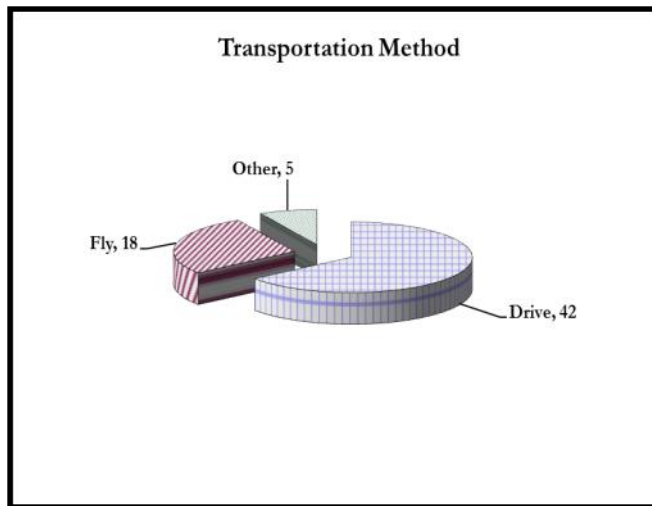
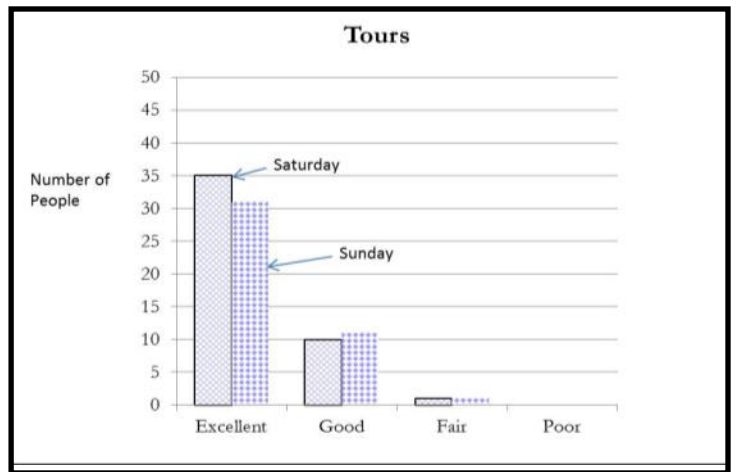
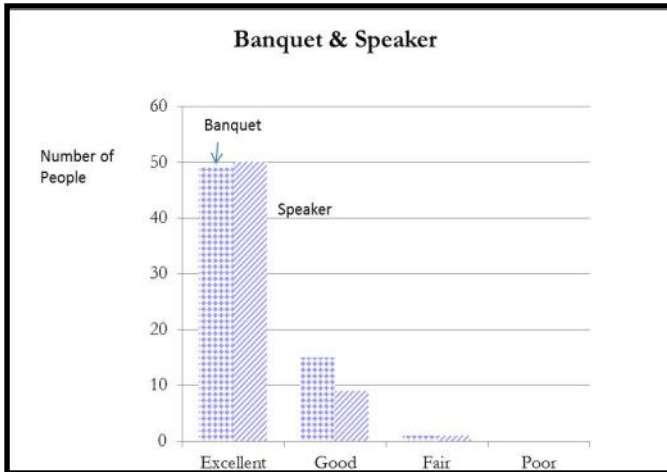


Reception



Survey (con't next page)

# Survey says.....(con't)



## Your comments

Great location and sites. This was one of the best reunions. Thanks to everyone who worked on it.

Best Yet!

Suggest the tours be shortened

Best one yet - I've been to 5 reunions this was the best and they've all been good.

Beer ran out! Sat tour needed time management.

Tours too long

My first, much much more than I could have ever expected. Looking forward to many more

***(Continued next page)***

# ***Your comments (con't)***

Wine was listed but not available (top of form says "subject to change"). More diet coke.

Need Bud lite! Very enjoyable.

Saturday was a bit too busy - a lot to cover in a day. Committee work is very much appreciated.

Everything was great

As we all get older avoid tours - too much walking. Or let people know to bring w/ch

The best ever can be - wonderful people to meet, looking forward to meet you guys again in Colorado. Thank you very much

Seeing the people and revisiting old times.

I had a life time lasting memories that I will treasure for ever. Thank you very much.

Missed the wine & fresh coffee 1st day

Saturday tour a little to long for old guys

No bad comments. Loved it all.

A wonderful reunion

Loved the tours. Enjoyed the whole weekend.

One of the best reunions in a long time

Tours were fun - made us tired!

Enjoy the people. Very nice.

It would be nice on such occasions if, when we are all together, we could have some interchange; maybe pass a mike around, let each of us interchange a couple with rest of the crew. Maybe allow each of us two minutes.

Too much time at Union Station

Outstanding! BZ! All the organizers & attendees were poster children for running a gathering as well as demonstrating what being in the navy family really is.

[Hospitality] room was very cold! One of the best, if not best reunion I have attended (3rd one). Would be nice if hospitality room had wine too. Great job!

Everything was great as usual

We didn't attend the tours because we had done most them already.

BZ! ***(More comments—page 15)***

# *Your comments (con't)*

Need to help the spouses mingle better. It can be lonely when you know no one.

The whole Cogswell "staff" worked together to come up with a super super reunion. Thank you.

This was my first reunion and I thought it was excellent, well organized and well executed. I hope that the organization will press members to join the Navy Memorial Log.

Keep up the great work - it was one of your best!

Class operation

Bring wine to hospitality room not just beer.

Many moments of such dedication & appreciation of our men in service.

Better use of microphone by speaker

Encourage better use of microphone by speakers.

Ozzie was exceptional

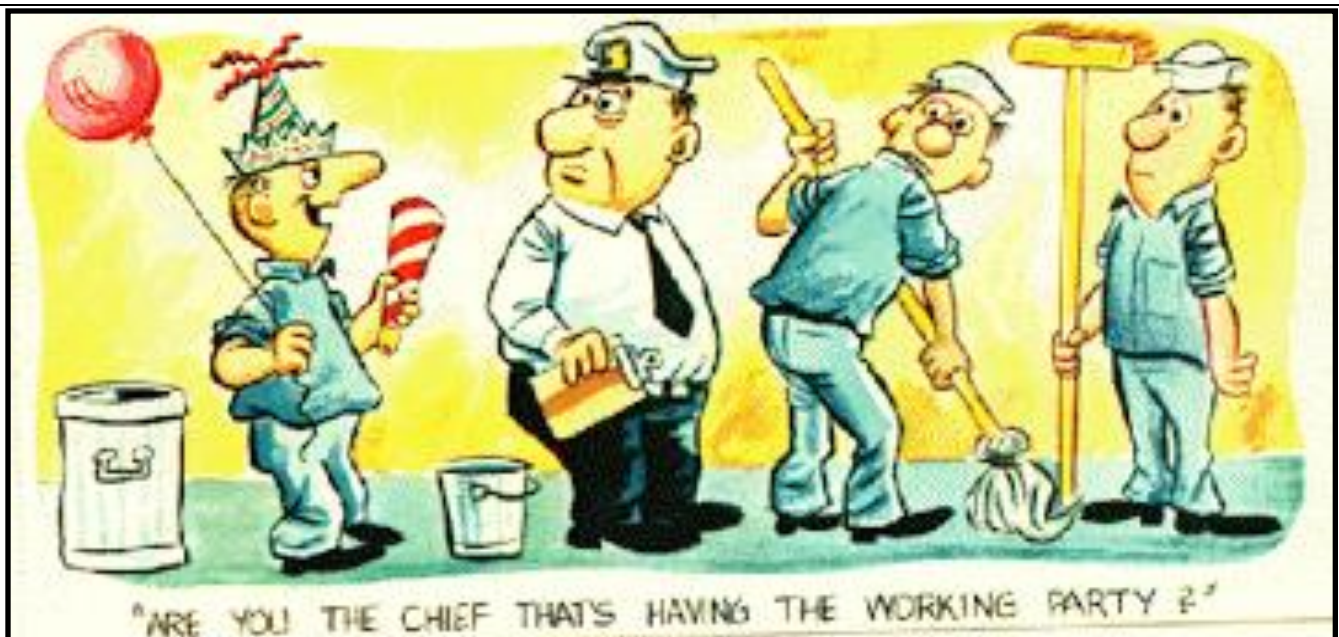
I especially enjoyed Ozzie's story.

His [speaker] talk should be taped & kept w/Cogswell treasures.

Best speaker of the 5 reunions we have been to.

Hotel was very nice

The staff of the hotel was VERY helpful to me all the time we were there.



# Cogswell card game 'trophy' finds a home

For as long as Yvonne Harris can remember her father had a large scale model of the USS Cogswell on his bedroom dresser. Her father, Brown Harris who served on the Cogswell from 1945-1946, never talked much about his Navy service as she grew up.

He did tell her how he came to own the large model.

"He always told me he won it in a card game," Yvonne said.

At the time of his death in 2013 in Freeland, Michigan, he was 86. the ship ended up with one of his daughters and ended up stored in a basement.

When her sister went to move she gave the ship to Yvonne who put in in her bedroom.



One sleepless night in her home near Baltimore, Maryland she contemplated a better fate for the ship model and began wondering about donating it to the nearby U.S. Naval Academy in Annapolis. Before that she decided to do a little research on the Cogswell and found the USS Cogswell DD-651 Association site and fired off an e-mail to George Overman.

After learning of the 2016 reunion in Herndon, Virginia she decided the more appropriate place for the ship was with the Association and arranged to bring it to the reunion where it was officially received at the banquet Sunday night.



**Brown Harris**

Her father also served on the USS Natoma Bay CVE-62 after his Cogswell service. In his civilian life, Brown first was a truck driver, but later had a career as an electrician in the Baltimore area. About 20 years before his death he moved to Freeland, Michigan where he lived until he died.

Yvonne's biggest wish is that someone in the Association will take on the job of giving the model a little TLC to bring it back to its original shape. She knows nothing about the history of the model or even better, where he stored the large trophy aboard the ship.

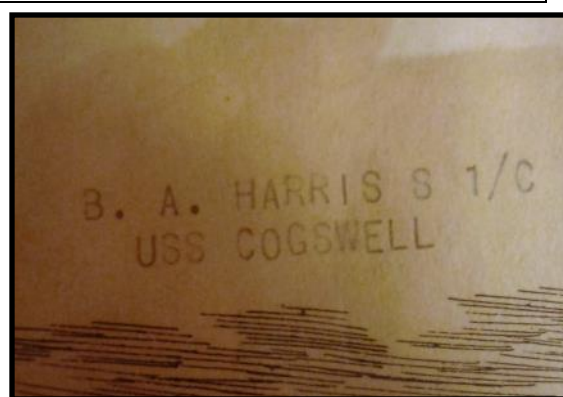
*(See below for another Brown Harris World War II souvenir.)*



**Ship's stern**



In addition to the ship model, Brown Harris had this framed ship tray that was personalized for the USS Cogswell and BA Harris.. The name plate could be arranged to fit any Fletcher class destroyer. Thanks to Yvonne Harris for sharing these photos. If anyone knows anything about these trays please contact the newsletter editor.





# 16-day Cogswell stint, leaves a lifetime of memories

When it comes to official service on the Cogswell, I.C. Smith may be able to claim the shortest stay of any of the 3,000-plus sailors who were assigned to her.

IC's enlistment was supposed to expire on May 14, 1966, but the Navy implemented an involuntary extension due to the Vietnam War. He had already had a chance to voluntarily extend his Navy service with a promotion to second class petty officer, a test he had already passed, if he would agree to make another WestPac cruise.



I.C. Smith

"I had already been there!," IC said. Besides, he had plans to enroll in summer school at Northeast Louisiana University, which is now the University of Louisiana at Monroe. At the time he declined the promotion and cruise he was aboard the USS Herbert J. Thomas DD-833, which was docked inboard to the Cogswell in San Diego.

The orders came for him to transfer to the Cogswell next door by 0800 on June 6. Fortunately, he thought for him, the Cogswell was set to get underway at 0600 on the same day for a trip to the Rose Festival in Portland, Oregon.

At 0600 June 6, IC stood on the fantail of the Thomas and waved good bye to the Cogswell.

"I thought I could beat the system," he said. "Since the Cogswell was at sea, I had to report to the Navy Station, assuming, giving the fact I was well into my two-month involuntary extension that they would just release me. Wrong!"

With no immediate release in sight, he believes he was assigned the evening Tijuana Shore Patrol shift which gave him late liberty in San Diego when he was done at 2300.

On June 16, the Cogswell returned to San Diego and IC reported aboard.

"I was sitting around somewhere when someone found me, stating the Captain wanted to see me," IC said. "I went up to his cabin and he had my orders and asked, 'What are you doing here?' I told him I had orders and had no choice but to report."

At this point, his enlistment was set to expire July 14, less than a month away.

"The Captain shook his head and said 'enjoy your stay.'

For the balance of his time aboard the Cogswell, he had no duties, no assignments and spent his time hanging out in the FT shack, but that caused some shipmates to become suspicious.

Some believed he might have been placed on board to spy. Thankfully for him an FT shipmate came to his defense and assured everyone "Smitty" was anything but an NIS agent.

"So I wandered around the ship, drank coffee and sometimes went for midrats," he said.

During his second week aboard, the Cogswell went to sea.

"On the last night sleep was difficult," Smith said. "I went up around the forward fire control director late at night and stood up there for quite a while. The sea was rough as I recall. That was my last night at sea."

There was one disappointment he recalls from his service on the Cogswell. He had always wanted to be the short timer on a ship who wore the special "short timer's chain."

"As it turned out there was a third class Gunner's Mate who was a day or so shorter than me, so I never got to wear the short timer's chain," IC said. He left the ship on July 1, reported back to the Navy station and was released from service on July 11. By the best count that was a total of 16 days aboard the Cogswell.

"Suffice it to state that my stay aboard that ship, albeit brief as it was will always hold a special place for me," IC said. "For it was on the Cogswell that I spent my last night at sea aboard a Navy warship, ate my last ship meal, slept my last night (actually I slept very little that last night) and served as a sailor aboard a warship."

Following his discharge, he worked as a police officer while attending the University of Louisiana-Monroe. IC, a Memphis, Tennessee native who grew up in rural north Louisiana graduated with a liberal arts degree and joined the FBI in 1973.

During his 25-year distinguished FBI career he served in St. Louis, Washington D.C. (twice), Miami, Florida and Little Rock, Arkansas where he retired as the Special Agent-in-Charge. After his retirement in 1998, IC and his wife, Carla, moved to Essex County, Virginia.

In 2004 he published a book, "INSIDE, A Top G-Man Exposes Spies, Lies and Bureaucratic Bungling Inside the FBI." He has **(con't on page 18)**



I.C. Smith leads Sunday reunion tour.

**(I.C. Smith con't from page 17)** appeared on numerous cable and network news shows, often to comment on national security issues. He has been quoted in numerous national magazines and newspapers.

He continues to live in Essex County where he continues the renovation of an old farm house. His main avocation is being a grandfather to four grandsons. He has also lectured at the Smithsonian Institution, the Third and Sixth Raleigh Spy Conferences, at the International Spy Museum, and various agencies in the U.S. Intelligence community.

On April 4, 2006, he lectured on national security at a university in Arkansas as part of a guest lecture series, was interviewed by a Japanese film crew for a documentary about the normalization of relations with China by President Richard Nixon, testified before the U.S.-China Commission in April, 2009 and was interviewed by the Romanian Internet news service, HotNews.

Cogswell veterans at the 2016 reunion will always remember the great bus tour he gave us on Sunday of monuments, both well known and more obscure.

IC was raised by his grandparents, graduated from a small school that had 300 students in all 12 grades. He had 22 students in his high school graduating class.

"I feel very fortunate to have led the life I've led," IC said. "And I look to my four years, one month and 27 days in the Navy as having played a major role in my life, i.e. going to college, partially on the GI Bill, buying my first home with a VA loan, the maturation that took place while I served, the experiences, many (most?) not to be discussed in polite company, the special relationship of having served in something far greater than me. Well, as I've said on many occasions, I got more out of the Navy than the Navy got out of me."

For more information on IC's distinguished FBI career and more sea stories go to his website at [www.icsmith.com](http://www.icsmith.com).

## IC Smith's Career Highlights

- In St. Louis he obtained information that led to the solving of the murder of a police officer in St. Charles, Missouri – a murder committed by a person in the Witness Protection Program.
- In Washington D.C, as a public corruption investigator he worked on investigations involving various Members of Congress, such as Daniel Flood and Otto Passman.
- After a transfer to a Chinese counterintelligence squad he was promoted to the squad supervisor and led the investigation of Larry Wu-tai China, the CIA employee who spied for the Chinese for three decades.
- At FBI Headquarters he applied for wiretaps of Chin before the highly secretive Foreign Intelligence Court and received information from inside China that led to Chin's identity.
- After a year as an Inspector's Aide traveling in the U.S., Hong Kong and Tokyo inspecting FBI offices, he was named the Unit Chief for the East German counterintelligence squad. He spent a month in West Germany as a guest of the Bundesamt fur Verfassungsschutz (the West German internal security service) that included a trip to Berlin and a rooftop visit to the Reichstaag, overlooking East Germany.
- Upon his return he was transferred to Miami as the Assistant Special Agent in Charge where he handled a myriad of duties, including white collar crime, terrorism and Cuban counterintelligence. He handled the defection of Cuban Air Force General Rafael del Pino, still the highest ranking official ever to defect from Cuba.
- In 1988, he transferred to the U.S. Embassy in Canberra, Australia as the FBI's Legal attache responsible for the independent nations of the South Pacific, i.e. New Zealand, Papua New Guinea, Cook Islands, Vanuatu, Kiribati, etc.
- In 1990, he was promoted to the FBI's Senior Executive Service and transferred to the Department of State as Chief of Investigations, Counterintelligence Programs, Diplomatic Security where he traveled to the Soviet Union, Nicaragua and China. He found himself followed in the Soviet Union and China, later learning that Karina Leung, the subject of the infamous Parlor Maid case in California (with whom two FBI agents had sexual relationships) had tipped off the Chinese to his visit.
- In 1991, he was promoted to FBI Headquarters as the Section Chief for Analysis, Budget and Training in the National Security Division. He was the primary liaison with foreign intelligence and security agencies and was the principal FBI representative for the U.S. Intelligence Community. He represented the FBI on the National Foreign Intelligence Board, chaired by the Directors of the CIA James Woolsey and John Deutch. He also lectured at the National War College, Eastern Michigan University and various other national security forums.
- In 1995, he was transferred to Little Rock, Arkansas as Special Agent in Charge for the state. He made public corruption the highest priority for the FBI and was intimately involved in high profile investigations of public officials in the state, as well as the campaign finance investigations involving Charlie Trie and John Huang.
- Authored and co-authored two books "INSIDE A Top G-Man Exposes Lies, Spies, Lies and Bureaucratic Bungling Inside the FBI" and "Historical Dictionary of Chinese Intelligence" (with British author Nigel West). Both books are available on Amazon.com.

# Joe Marheineke recalls World War II patrols

By June Marheineke (with a little help from Jim Smith)

On Nov. 17, 1942 a tall, skinny red-headed 20-year-old man named Joe boarded a train from St. Charles, Missouri and made his way through St. Louis and eventually to the Great Lakes Training Center in Chicago to begin an 8-week Navy boot camp.

In boot camp he recalled resting in his hammock a little homesick listening to the newly released Irving Berlin classic “White Christmas” sung by Bing Crosby.

With his graduation from boot camp in Chicago and advanced fire control school in San Diego he boarded another train for a five-day trip to Boston where he had orders for the USS Cogswell. Before he could begin the adventure of his life on the Cogswell, Joe Marheineke served on shore patrol until the ship returned from its shakedown cruise in the Atlantic.

When he reported aboard he found the brother of a friend from boot camp, Ralph Rech, a trumpet player, who would join Joe as a member of a ten-piece band that often played aboard the Cogswell.

“I think we were the only destroyer in the Pacific with its own band,” Joe said.

He also quickly met Dan Nelson and a short time later Sterling “Jim” Spell, who became lifelong friends. From Boston the ship sailed to Norfolk, Virginia and then participated in a prestigious cruise as part of a flotilla escorting President Franklin D. Roosevelt to the Tehran Conference with Winston Churchill and Josef Stalin. There was a little excitement on this cruise when the destroyer USS William D. Porter accidentally fired a live torpedo at the Battleship USS Iowa which was the ship carrying the US President to the conference.

On June 10, 1945, the Porter’s history would again intersect with Cogswell when a kamikaze that Cogswell crewmembers believed was headed towards them veered off and fatally damaged the Porter. It was one of many close calls that the “lucky” Cogswell would have during the war.

When the Cogswell returned from its Atlantic escort of the President, it soon departed for the Pacific by way of Bermuda, Trinidad and the Panama Canal en route to San Diego. Joe recalled that none of those stops resulted in liberty for him or much of the crew. Once in San Diego, the ship was filled with provisions for its long Pacific crossing.

Somewhere during the Pacific phase of Cogswell’s cruise Joe, Ralph Rech and other musicians on board scavenged instruments from other ships and put together a band that ended up playing through the war raising morale and lifting spirits not just on the Cogswell but the ships tied up next to her in various ports.

The band’s theme song “Blue Skies” is a song that Joe sings to this day. Once in the South Pacific the Cogswell participated in nearly all of the Pacific sea campaigns of World War II including the battle of San Bernardino Straits, Guam, Marshall Islands, Okinawa and Iwo Jima, to name a few.

During one dark night, Joe remembered the Cogswell and other ships exchanging fire with a Japanese cruiser that was fairly close. He also remembered quiet, dark nights on deck looking up to a sky full of stars.

Joe remembered one stretch where the crew was at general quarters for 38 hours straight. Food was delivered to crew members at their battle stations.

In December 1944, the Cogswell was part of a large fleet of ships that steamed into the teeth of Typhoon Cobra, not-so-affectionately named ‘Halsey’s Typhoon.’ Three ships, the Spence, the Hull and the Monaghan were sunk and dozens of ships, including large carriers suffered major damage during the storm. The Cogswell, which was relatively undamaged, assisted in the recovery of one survivor, Tom Stealey, who would become a lifelong friend to Joe and many World War II Cogswell sailors. Stealey was aboard the USS Hull when it sank.

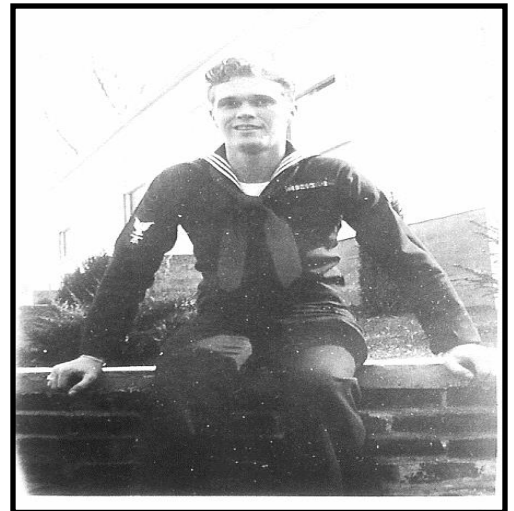
Joe introduced Stealey at the Branson reunion in August 2007. Stealey, who always thought of himself as an honorary Cogswell sailor died in 2009.

“There was hardly a dry eye in the house when he finished talking,” Joe said.

Joe also has a recollection that the Cogswell was connected to the USS Ticonderoga transferring “something” when the carrier was hit by a kamikaze in January 1945.

“We cut lines and moved off,” Joe said.

While docked in Ulithi, an oiler came through the submarine nets, apparently followed by a Japanese midget suicide submarine that blew up the oiler inside the harbor. **(Con’t on page 20)**



Joe Marheineke

**(Con't from page 19)** Early in 1945, the Cogswell steamed back to San Diego for a needed overhaul. While there, Joe took a short leave, caught a train and headed back to Missouri where he married Alice Heinsz on Feb. 27, 1945. The long train round-trip ate up much of his leave, but he and his bride enjoyed a short honeymoon of a couple days before he returned to duty and the Cogswell. In San Diego, the ship picked up a young officer, Alan Shepherd, who would later bring honor to his country by being the first American in space.

During his service on the Cogswell, Joe vividly remembered standing watches with a young gunnery officer named Charles Evans Hughes III, who was the grandson of Chief Justice of the Supreme Court Charles Evans Hughes and a former unsuccessful Presidential candidate.

During a stop in Okinawa, Joe saw the “destroyers’ graveyard,” a part of the harbor where many heavily damaged ships were kept. Liberty on all the islands in the Pacific was not like liberty in later years.

“We sat on a beach and maybe got a beer,” Joe said. “Anytime off the ship was a good time.”

On the same days that the atomic bombs were dropped on Hiroshima and Nagasaki, the news was relayed to all the ships of the fleet.

“When the news came of the surrender, the ship went pretty wild,” Joe said.



**Jim Spell, Joe Marheineke, Dan Nelson**



**Dan Nelson, Joe Marheineke, Jim Spell**

With a short stop in Hawaii on the way back, the Cogswell returned to duty off Okinawa and then the triumphant entrance into Tokyo Bay leading the way for the large fleet of ships accompanying the USS Missouri for its date with destiny and the surrender of Japan on September 2, 1945 on the Missouri’s main deck.

Joe remains convinced that the USS Cogswell was first among the ships steaming into Tokyo Bay in late August in preparation for the surrender. While in Japan, Joe participated in the destruction of suicide boats in Sagami Wan Bay before being sent to a troop ship for a return home.

The six-high bunks on the troop ship were a small price to pay for a long awaited final trip home, Joe said.

Joe remembered the food was pretty good, except when they had been out to sea too long and sometimes had to pick weevils out of the bread.

“Actually they looked like raisins,” Joe said.

**(For more information on Joe’s life after his discharge from the Navy head to the USS Cogswell website and read the August 2006 biography on Joe.)**

## Many states now offering “Veteran” designation on driver’s license

Many states now offer a “Veterans” designation on the state driver’s license. The designation will often take the place of carrying around a copy of your DD214 (although not always). Retailers and restaurants often have in place discount programs available for veterans, but veterans will need to ask to find out. Many casinos also offer special promotions and discounts for veterans, but again the veteran sometimes needs to ask. Some retailers offer the discounts year round for current serving military and retired and disabled military. Other veterans can often get discounts on major holidays like Fourth of July, Veteran’s Day and Memorial Day, but the discounts vary by region and store. In states with the veteran designation on the driver’s license it is often required that you go to your local driver’s license office with a copy of your DD214.

**“The Lady in Wait”** Men sail to far away places, yet she never says goodbye forever. As a sunset is beautiful, so is she, and only her love more so. She is the lady in wait. No creature of god’s earth endures more and gives so much, for her mate is among the men of the sea. For reasons beyond her control, she must rely on her faith that this man, to whom she is devoted, loves her equally. Hers is a mission of love, understanding, and trust. A mission of bearing the undeserved pain of loneliness and waiting. The mate must endure hardships, too; but his is a mission of country and honor, and of this she is proud. These things can open the hearts of the proudest sailors, despite the salt that may have accumulated upon their brows, for they know that it is the lady in wait that gives that man of far away seas the strength to continue; the enormous strength required to endure both the monotony and danger of an unpredictable and uncontrollable environment. Let us never forget the men that sail the seas to ensure and protect our freedom and our way of life, but also let us not forget the lady in wait, for it is she that makes it so. Celebrate with us today the lady in wait for she is my wife. Remember, dear lady in wait, that we all love you and appreciate the enormous sacrifices you’ve made, sacrifices which have enriched us all. - Author unknown.

PIKES PEAK  
AMERICA'S MOUNTAIN

# WELCOME TO Colorado Springs

USS COGSWELL DD-651 ASSOCIATION FALL 2017

## BLUE SKIES, INSPIRATIONAL SETTINGS & AFFORDABLE ACCOMODATIONS

We welcome you to experience the refreshing atmosphere of our destination. With convenient access, fantastic attractions and unique charm, Colorado Springs is the perfect destination for your military reunion. Spectacular scenery is found throughout the region and Pikes Peak - America's Mountain serves as a majestic backdrop. **Founded by civil war hero General William Jackson Palmer in 1871, the city has a rich military tradition and is home to the U.S. Air Force Academy, Fort Carson, Schriever Air Force Base, Peterson Air Force Base and the North American Aerospace Defense Command.** With more than 55 attractions and activities, historic stops, museums, countless parks & open spaces and stunning natural beauty, your group will find new ways to connect around every corner.

### FANTASTIC ATTRACTIONS

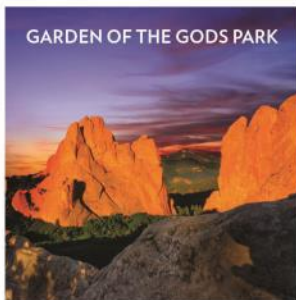
- Pikes Peak - America's Mountain
- U.S. Air Force Academy
- Garden of the Gods Park
- Historic Old Colorado City
- Garden of the Gods Trading Post
- Cripple Creek Heritage Center
- Royal Gorge Route Railroad
- Manitou Springs Historic District
- Royal Gorge Bridge
- U.S. Olympic Complex
- ProRodeo Hall of Fame
- Cave of the Winds
- Pikes Peak Highway
- Pikes Peak Cog Railway
- Cripple Creek Casinos
- Manitou Cliff Dwellings
- Cheyenne Mountain Zoo
- Seven Falls

### AFFORDABLE PROPERTIES

Colorado Springs offers a variety of comfortable and affordable properties with ample space to gather together. Choose from an impressive variety of options ranging from a full-service hotels to charming B&Bs and peaceful mountain retreats.

### INVITING CLIMATE

Colorado Springs is known for a mild climate and 300+ days of beautiful blue skies annually.



[VISITCOS.COM/MEET](http://VISITCOS.COM/MEET)

# Blue Water Navy Agent Orange Exposure Info

One of the hot topics in the VA Medical system right now is the fight to bring Vietnam veterans who served in Blue Water Navy into the system as potential Agent Orange victims.

The qualifications are fairly complicated and in some cases requires verification from log books and other verifiable sources to prove that a ship, or sailor, was within a certain range of the Vietnam coast or actually detached on land.

Some destroyers qualify based on the fact they were moored or docked within South Vietnamese harbors or sailed inside inland waterways, including rivers, canals, estuaries and deltas. What is making this difficult is that the definition of "inland waterway" is being refined frequently so things could change further. Most of the direction of the change seems to be in favor of the veteran, however. There are exceptions, however.

The period under consideration is from January 9, 1962 and May 7, 1975.

To further complicate the issue, there are five ship categories involved in the Agent Orange issue:

- Ships operating primarily or exclusively on Vietnam's inland waterways. Swift boats, river patrol boats and LSTs are the most common of these vessels. Sailors aboard these craft almost universally qualify.
- Ships operating temporarily on Vietnam's inland waterways. Ships, destroyers, cruisers, and cargo ships, operating primarily on Vietnam's offshore waters for gunfire support of ground operations and interdiction of enemy vessels traveling along the coastal water. If any of those ships entered Vietnam's inland waterways all veterans aboard are eligible for the presumption of Agent Orange exposure.
- Ships that docked to shore or pier in Vietnam. This would include any ocean going ship in the Blue Water Navy that entered an open water hard and docked to a pier or otherwise docked to the shore of Vietnam. Any veteran aboard the ship at the time of docking will be eligible for the presumption of exposure if that veteran provides a lay statement of personally going ashore.
- Ships operating on Vietnam's close coastal waters for extended periods with evidence that crew members went ashore. This category includes large ocean going ships of the Blue Water Navy that conducted a variety of mission along the Vietnam coast for extended periods of time. Some of these ships have evidence that some crewmembers went ashore. This would include combat ships, such as destroyers, when there is evidence that crewmembers went ashore. Any veteran aboard a ship where there is evidence that some crewmembers went ashore will be eligible for the presumption of exposure if that veteran provides a lay statement of personally going ashore.
- Ships operating on Vietnam's close coastal waters for extended periods with evidence that smaller craft from the ship regularly delivered supplies or troops ashore. This includes large ocean going ships of the Blue Water Navy that conducted supply mission or transported troops into and out of the country using smaller landing craft housed with the mother ship. Included in this were cargo ships, amphibious attack transports and landing ship docks. The rules on this category require certain evidence that a veteran was aboard while it was in qualifying waters.

There is a constantly changing list of all Navy ships that qualify for a presumption of Agent Orange exposure. As many of the USS Cogswell DD-651 Association members served on ships other than the Cogswell (which currently does not show up on the list) we are publishing this as a service. To check the current ship list go to the following Internet address and follow the directions: <http://www.publichealth.va.gov/exposures/agentorange/shiplist/list.asp>

## 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 [jlsmediaservices@gmail.com](mailto:jlsmediaservices@gmail.com) or on his cellphone (810) 338-3015 and tell him your stories.

**CHIEFS AROUND OFFICERS**



**CHIEFS AROUND E-4 AND BELOW**



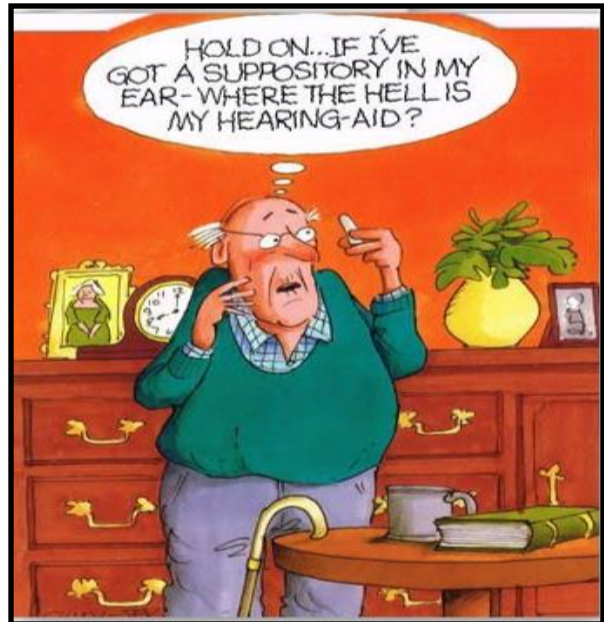
In the middle of the beautiful Texas Hill Country, many miles from the nearest ocean, sits the National Museum of the Pacific War and the Admiral Nimitz Foundation museum next door in Fredericksburg, Texas.

Cogswell sailors will find a plaque dedicated to the World War II service of the beloved destroyer in the memorial courtyard between the two museums.

A short walk down the road from the museum is the Pacific Combat Zone exhibit, currently under renovation, where living history reenactments are done. The Pacific Combat Zone also includes a number of military artifacts too large for the museum.

The Fredericksburg area includes many other attractions, including the Lyndon B. Johnson ranch where daily tours are offered as well as wine tasting stops in and around the area.

Fredericksburg is the hometown of famous World War II Admiral Chester W. Nimitz. For more information on the museum and its programs visit [PacificWarMuseum.org](http://PacificWarMuseum.org). At left is a photo of the Cogswell plaque at the museum, 340 E. Main St., Fredericksburg, TX 78624.



A seasick Navy apprentice seaman asked a chief what could be done about his crippling sickness.

"Well, if you can find it, you need to eat a big chunk of homemade fudge," said the CPO.

"Will that keep me from throwing up?" asked the green-gilled sailor.

"No," said the chief, "But it won't taste as bad coming up."



# How to simulate being a Navy sailor

1. Buy a steel dumpster, paint it gray inside and out, and live in it for six months.
2. Run all the pipes and wires in your house exposed on the walls.
3. Repaint your entire house every month using gray paint.
4. Renovate your bathroom. Lower all showerheads to four and one-half feet off the deck.
5. When you take showers, make sure you turn off the water while you soap down.
6. On Mondays, Wednesdays, and Fridays, turn water heater temperature up to 300 degrees. On Tuesdays and Thursdays, turn water heater off.
7. On Saturdays and Sundays tell your family they used too much water during the week, so no bathing will be allowed.
8. Put 5W-20 lube oil in your humidifier, instead of water, and set it on high.
9. Leave your lawn mower running in your living room 24 hours a day to maintain proper ambient noise level.
10. Once a month, disassemble all your major appliances and electric garden tools, inspect them and then reassemble them. Do this every week with your lawnmower, weed whacker and other gasoline powered tools.
11. Once a week blow compressed air up through your chimney, making sure the wind carries the soot across and onto your neighbor's house. Laugh at him when he curses you.
12. Raise the thresholds and lower the headers of your front and back doors, so that you either trip or bang your head every time you pass through them.
13. Raise your bed to within 6 inches of the ceiling, so you can't turn over without getting out and then getting back in.
14. Have a fluorescent lamp installed on the bottom of your coffee table and lie under it to read books.
15. Sleep on the shelf in your closet. Replace the closet door with a curtain. Have your spouse whip open the curtain about 4 hours after you go to sleep, shine a flashlight in your eyes, and say "Sorry, wrong rack."
16. Make each member of your family qualify to operate each appliance in your house i.e., dishwasher operator, blender technician, etc.
17. Find the dumbest guy in the neighborhood and make him your boss for the next two years.
18. Have your neighbor come over each day at 5 am, blow a whistle so loud Helen Keller could hear it, and shout "Reveille, reveille, all hands heave out and trice up."
19. Have your mother-in-law write down everything she's going to do the following day, then have her make you stand in your back yard at 0600 (6 A.M.) while she reads it to you.
20. Empty all the garbage bins in your house and sweep the driveway three times a day, whether it needs it or not.
21. Have your neighbor collect all your mail for a month, read your magazines, and randomly lose every 5th item before delivering it to you.
22. Watch no TV except for movies played in the middle of the night. Have your family vote on which movie to watch, and then show a different one.
23. When your children are in bed, run into their room with a megaphone shouting that your home is under attack and ordering them to their battle stations.
24. Post a menu on the kitchen door informing your family that they are having steak for dinner. Then make them wait in line for an hour. When they finally get to the kitchen, tell them you are out of steak, but they can have dried ham or hot dogs. Repeat daily until they ignore the menu and just ask for hot dogs.
25. Bake a cake. Prop up one side of the pan so the cake bakes unevenly. Spread icing real thick to level it off.
26. Get up every night around midnight and have a peanut butter and jelly sandwich on stale bread. **(con't page 25)**





**(How to Simulate Being a Navy Sailor, Con't from page 25)**

27. Set your alarm clock to go off at random times during the night. At the alarm, jump up and dress as fast as you can, making sure to button your top shirt button and tuck your pants into your socks. Run out into the back yard and uncoil the garden hose.

28. Every week or so, throw your cat or dog into the pool and shout, "Man overboard port side!" Rate your family members on how fast they respond.

29. Put the headphones from your stereo on your head, but don't plug them in. Hang a paper cup around your neck on a string. Stand in front of the stove, and speak into the paper cup "Stove manned and ready." After an hour or so, speak into the cup again "Stove secured." Roll up the headphones and paper cup and stow them in a shoebox.

30. Place a podium at the end of your driveway. Have your family stand watches at the podium, rotating at 4-hour intervals. This is best done when the weather is worst. January is a good time.

31. When there is a thunderstorm in your area, get a wobbly rocking chair, sit in it and rock as hard as you can until you become nauseous. Make sure to have a supply of stale crackers in your shirt pocket.



32. Buy a trash compactor but only use it once a week. Store up garbage in your bathtub.

33. Invite at least 375 people, most of whom you don't really like, to come and live with you for about 6 months.

34. Lock-wire the lug nuts on your car wheels.

35. Start your car and let it run for 4 hours before going anywhere, to ensure the engine is properly "lit off".

36. Walk around your car for 4 hours checking the tire pressure every 15 minutes.

37. Make coffee using eighteen scoops of budget priced coffee grounds per pot, and allow the pot to simmer for 5 hours before drinking.

38. Have the paperboy give you a haircut with sheep shears.

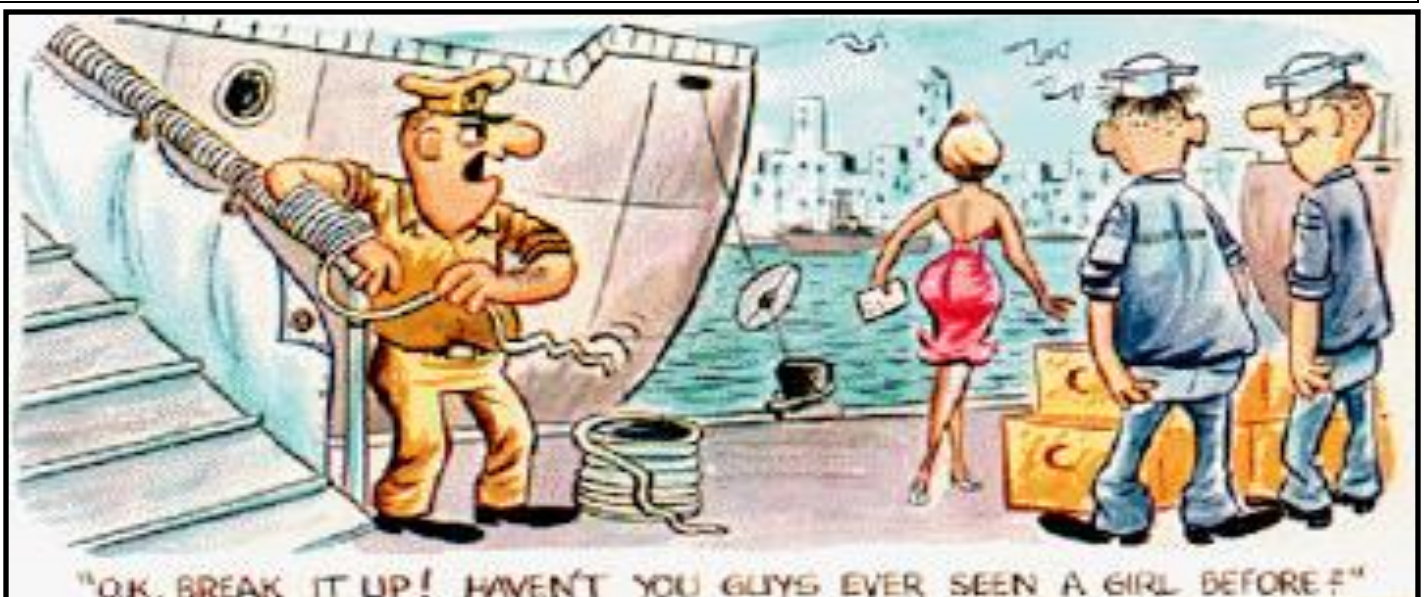
39. Submit a request form to your father-in-law, asking if it's OK for you to leave your house before 1500 (3 PM).

40. Take a two-week vacation visiting the Far East, and call it "world travel".

41. Lock yourself and your family in the house for six weeks. Tell them that at the end of the 6th week you are going to take them to Disney World for "liberty." At the end of the 6th week, inform them the trip to Disney World has been canceled because they need to get ready for an inspection, and it will be another week before they can leave the house.

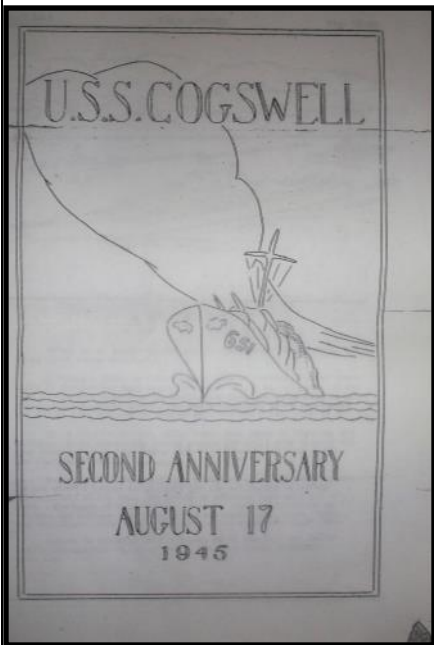
42. Needle gun the aluminum siding on your house after your neighbors have gone to bed.

Now, who's ready to go back to sea? — from Ted Ross



# Aug 17, 2016: The 73rd anniversary of the Cogswell commissioning

At the time this newsletter heads for publication, the 73<sup>rd</sup> Anniversary of the USS Cogswell commissioning will pass on Aug. 17. Joe Marheineke shared a ship newsletter from the second Anniversary celebration aboard the Cogswell that came just two days after the Japanese agreed to surrender. A more complete copy of that newsletter can be found in the August 2004 Scuttlebutt. The following excerpts from that newsletter come from page 3 and page 8:



“She’s Growing Old.

Two years ago today, on a sun drenched August afternoon, a new trim destroyer was commissioned at the Charlestown, Navy Yard, Boston, Mass. Boasts Record.

To the yard workers she was just another tin can but to us she was the U.S.S. Cogswell -- DD-651, our place of residence until further notice.

History books may never record that day as a date of major importance but it will long be remembered by us for it marked the beginning of an important and interesting phase of our lives. And thus today, we pause for a brief period to help the young lady celebrate her second birthday.

She is still a youngster but she has been around and for a two year old boasts a record that will stand up with the best of them when the final statistics of World War II are tallied up and entered in the ledger.

There is no doubt that the war lords of Japan realize they picked the wrong back to knife at Pearl Harbor. The Cogs can rightfully take some of the credit for making them see that international crime, like any crime, does not pay.

From Pearl Harbor to Tokyo in 18 months isn’t breaking speed records in this modern age but it is pretty fast considering there were a few stops on the way, stops where the

welcome sign did not hang.

As a member of the famous Task Force 58 and the equally famous Third Fleet, the Cogs portrayed a role in many of the biggest shows in the Pacific Theater --- shows such as the invasion of the Marshalls, Saipan, Guam, Tinnian, Palau, Philippines, Okinawa and Hollandia Bay and the two battles of the Philippine Sea where the Jap fleet was handed its greatest setback of the war will never be forgotten.

And just recently the name of the ship broke into the newspapers the country over along with others that pranced into Japan’s back yard to dare the remains of the Nip fleet to come out and fight and helping to paste every nook and corner in Tokyo itself.

The little girl has come a long way and you can bet she will be in the midst of things when the Japs fall on their now wobbly knees and cry out for mercy.

Some day soon the Cozy Cogs will slip into Yokohama Bay, drop the anchor and rig the movie screen on the foremast.

And this little act will be her simple way of telling the world that Japan has been secured.

To us it will mean the climax of a long voyage, a voyage that started in Boston for a new trim destroyer and a green crew. A voyage that will never be forgotten for it can’t be. These years will never be erased.

Yes, the Cogs has been around. You can tell it by just looking at her. She’s not the stay-at-home-type. She’s fast, you might say. But she will always be able to take care of herself.”



**For a little humor the Cogswell newsletter editor in 1945 added this gem:**

“PLAN THAT POST-WAR TRIP NOW”

The AMERICAN STEAMSHIP COMPANY has for your pleasure planned cruises to the countless islands of the Pacific taking in such beautiful playgrounds as Magnificent Mog-Mog, Saipan, Guam, Okinawa and many others. Moon-lite nites of silver splendor, days of pleasures you will remember. Don't wait send now for your free booklet TRAVEL EASE 1556 Main St., AMERICAN S.S. CO. N.Y.” (See Page 27 for more)

# Notes from our ship's second birthday

(con't from page 26) On Page 8 of the USS Cogswell's anniversary newsletter on Aug. 17, 1945 there was a poignant article about the end of the war. Here is the text of that article:

"AT LAST"

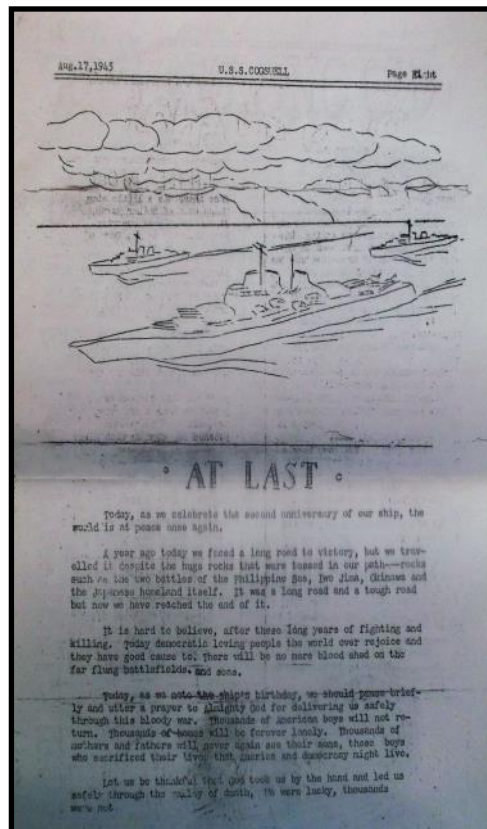
"Today, as we celebrate the second anniversary of our ship, the world is at peace once again.

A year ago today we faced a long road to victory, but we traveled it despite the huge rocks that were tossed in our path --- rocks such as the two battles of the Philippine Sea, Iwo Jima, Okinawa and the Japanese homeland itself. It was a long road and a tough road but now we have reached the end of it.

It is hard to believe, after these long years of fighting and killing. Today democratic loving people the world over rejoice and they have good cause to. There will be no more blood shed on the far flung battlefields and seas.

Today, as we note the ship's birthday, we should pause briefly and utter a prayer to Al-mighty God for delivering us safely through this bloody war. Thousands of American boys will not return. Thousands of homes will be forever lonely. Thousands of mothers and fathers will never again see their sons, those boys who sacrificed their lives that America and democracy might live.

Let us be thankful that God took us by the hand and led us safely through the valley of death. We were lucky, thousands were not."



## 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.



### Coming TCS Events

**Bull Sessions: Texas (Oct. 1) The Hilton Garden Inn—San Antonio Airport. New York (Oct. 22) Upsky Hotel, Hauppauge, NY. Mid-Atlantic (Oct. 29) Best Western Plus Sandcastle Beachfront Hotel, Virginia Beach, VA. Chicago (Oct. 15) Marriott Deerfield Suites, Deerfield, IL. Arizona (Jan. 21) Embassy Suites Phoenix. Florida (Jan. 7) Ramada Hotel & Conference Center, Lakeland, FL. All event information is available at [www.destroyers.org](http://www.destroyers.org)**

# USS Cogswell DD-651 Association

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