

A Rocky Mtn. High awaits shipmates

In just two months the USS Cogswell DD-651 Association will host its 19th reunion Oct. 10-12. This year the gathering will be in Colorado Springs, the home of the Air Force Academy and some of the most incredible scenery in America.

First, and foremost, this is another opportunity to connect with shipmates who you served with and some who you may never have met and enjoy a time of reminiscing and fellowship.

Our fantastic reunion planner has held the feet of the local hospitality folks to the fire and obtained the best possible rates for hotels and tours available.

If you have never visited the area it is a place of stunning beauty and George Overman, the Association secretary and reunion planner, has put together two tours that take full advantage of the great vistas available in the Rocky Mountains.

On Wednesday, Oct. 11, our group will be leaving the hotel and the first stop will be on the Pike's Peak Cog Railway. This is the world's highest cog train and will take you to 14,115 feet. Witness the view that inspired the song "America the Beautiful."

This three-hour tour, includes a 30-minute stop on the peak. A brown bag lunch will be available with your registration.

Next stop on the tour is "Garden of the Gods" a 1,367-acre park with a rich history and beautiful vistas. It is a unique place where the grasslands of the Great Plains meet the pinion-juniper woodlands characteristic of the American Southwest and merges with the mountain forest of Pike's Peak. **(continued on Page 16)**



Pikes Peak Cog Railway

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AUGUST 2017

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How to join in the reunion fun

Registration forms and information are available at the USS Cogswell DD-651 Association website (usscogswell.com) or by contacting George Overman by email at: Secretary@usscogswell.com.

To book a room at the Hotel Elegante Conference & Event Center call (719) 576-5900 and ask for the Cogswell Association rate. There is a link to the hotel booking on the Cogswell website. Parking is free at the hotel and there is free airport

shuttle to the Colorado Springs airport for those staying at the hotel. A free breakfast buffet for two is available for everyone staying at the hotel. Book soon to get the low rate and be included in the tours.

A message from President Frank Wille

Pike's Peak or Bust

Here's looking forward to the October reunion in Colorado Springs when you can go to the top of Pike's Peak without expending much effort. Take the Wednesday tour which is a cog train to the top of this famous mountain. See the view that inspired the song: "America the Beautiful". Of course, if that's too tame, you are welcome to hike up the mountain and meet us at the top. (I hear that is what George is planning to do.) Either way, it will be an exciting day. So, join us in Colorado Springs for the USS Cogswell reunion. If you haven't signed up yet, please let us know that you are planning to join us.

We need to make some long-range plans at the upcoming reunion. Our attendance numbers continue to decline – we're all getting older – and it is difficult to find a host hotel unless we have enough attendees. Should we continue as is, combine the reunion with another ship, or meet with the Tin Can Sailor annual meeting? We need your input. If you can't join us in Colorado Springs, please communicate your preference.

Your Association remains strong with an excellent newsletter and high spirits.

May you all continue to have Fair Winds and Following Seas. Hope to see you in October.

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.

Several Cogswell Association items are for sale and will be available for sale at the reunion. 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. So there's another reason to come to the reunion. To get great Cogswell stuff!



USS COGSWELL DD-651 ASSOCIATION CONTACTS

President:

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



Treasurer:

Orvil Williams (IC 64-68)
10512 South 36th Ave West
Colfax IA 50054-7516
(515) 674-3800
Treasurer@usscogswell.com



Vice President:

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



Sec/Membership Reunion Planner:

George Overman (RM 64-66)
P.O. Box 6098
Oceanside CA 92052-6098
760-889-2216
Secretary@usscogswell.com



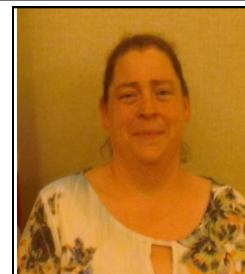
Director/ Newsletter:

James Smith (QM 66-67)
375 Davis Lake Road
Lapeer, MI 48446
jlsmediaservices@gmail.com
810-338-3015



Director:

Alice Lincoln
3352 S. Walnut St.
Colfax, IA 50054
alice.lincoln@centurylink.com
515-419-6086



ATTENTION!

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

Visit the Association Online

www.usscogswell.com

**FINANCIAL STATEMENT
USS COGSWELL DD 651 ASSOCIATION
FEBRUARY 1, 2017 TO JULY 31, 2017**

Due to an early newsletter deadline the financial report was not available at publication time.

A complete financial report will be sent in a separate e-mail or provided at the October reunion.



In its place here is a poem from our own Capt. Walt Dziedzic.

Treasurer Orvil Williams and Cheryl Williams

Come gather round me lads and I'll tell you a thing or two,
About the way we ran the Navy in nineteen sixty two.
When wooden ships and iron men were barely out of
sight; I am going to give you some facts just to set the rec-
ord right.
We wore the ol' bell bottoms, with a Dixie cup or flat hat
on our head;
And we always hit the sack at night but we never "went to
bed."
Our uniforms were worn ashore, and we were mighty
proud;
Never thought of wearing civees, in fact, they were not
allowed.
What happened to the KiYi brush, and the old salt-water
bath:
Holy stoning decks at night, 'cause you stirred
old Bosn's wrath!
We always had our gedunk stand and lots of pogeY bait;
And it always took a hitch or two, just to make a rate.
In your seabag, all your skivees were neatly stopped and
rolled; The blankets on your sack had better have a three-
inch fold.
Your little ditty bag, it is hard to believe, just how much it
held;
You wouldn't go ashore with pants that hadn't been
spiked and belled.
We had scullery maids and succotash and good old S.O.S.;
And when you felt like topping off, you headed for the
mess. Oh, we had our belly robbers, but there weren't too

many gripes; For the deck apes were never hungry and
there were no starving snipes. Now, you never hear
of Davey Jones, Shellbacks or Polliwogs;
And you never splice the main brace to receive your dai-
ly grog. Now you never have to dog a watch or stand the
main event;
You even tie your lines today; back in my time they were
bent.
We were all two-fisted drinkers and no one thought you
sinned;
If you staggered back aboard your ship, three sheets to
the wind.
And with just a couple hours of sleep you regained your
usual luster;
Bright eyed and bushy tailed, you still made morning mus-
ter.
Rocks and shoals have long since gone, and now it's
U.C.M.J.;
Back then, the old man handled everything if you should
go astray.
Now they steer the ships with dials, and I wouldn't be sur-
prised;
If some day they sailed the damned things from the
beach computerized.
So, when my earthly hitch is over, and the good Lord picks
the best, I'll walk right up to Him and say, "Sir, I have but
one request."
Let me sail the seas of Heaven in a coat of Navy blue.
Like I did so long ago on earth, way back in sixty two."

USS COGSWELL ASSOCIATION

DATABASE STATISTICS as of 08/01/2017

Our database contains 3309 names total.

- Active = 222 (paid dues are current)
 128 Life Members
- Inactive = 3 (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 = 675 (members who have indicated they have no interest in the Cogswell Association—some newly found who chose not to join)
- Deceased = 565 (known deceased shipmates—some newly found crewmembers)
- Not Located = 1841 (continues to be the largest number in database - we still need help locating

New members— February 2017—August 01, 2017

Last Name	First	City	State	Years Aboard	Rank
EICHMANN	DAVID	STODDARD	WI	n/a	
MESSNER	STEPHEN	WILLOUGHBY	OH	58,59	OFFICER
PITZEL	GUY	LANGLEY	WA	65-69	STG2
STRUM	DONALD	MUSKEGO	WI	62,63	YN3

Known Deceased since February 01, 2017

Last Name	First Name	City	St	Years Aboard	Rank
ARNAIZ	ROBERT	CORAM	NY	51-54	GM3
BRANDT	LARRY	RAPID CITY	SD	55	RM3
CRENSHAW	RUSSELL	DRAYDEN	MD	51,52	CDR *CO
FOODY	THOMAS	YONKERS	NY	45,46	SN
HARDY	JAY	ANDERSON	SC	61-64	RM2
HEALY	FRANCIS	COMMACK	NY	51,52	SN
HENDRICKSON	MERLIN	BLACKSBURG	SC	53-56	END3
LITTLETON	JAMES	NEWTON	MA	43	SN *PO
MECHAM	CLESSEN	TALENT	OR	63,64	YNC
MILES	RICHARD	?	IN	52-54	BT3
WOODSTOCK	CHARLES	OTSEGO	MI	51-54	BM2

*CO= Commanding Officer

*PO= Plankowner



TAPS



Cogswell Commander dies

Captain Russell S. Crenshaw led Cogswell 1951-52

Russell Sydnor Crenshaw, Jr. Captain, U.S. Navy (Ret.), and former commanding officer of the USS COGSWELL DD-651, of Drayden, MD died February 4, 2017 at his home with his loving wife at his side. He was 96.

He was born April 5, 1920 in Richmond, VA to the late Russell Sydnor Crenshaw and Polly Robins Crenshaw. Captain Crenshaw was born into a Navy family and followed his heritage. He was in the Naval Academy class of 1941, serving in Pacific fleet destroyers from Pearl Harbor, thru Midway, the Solomons, and the Marshalls in USS MAURY (DD-401) and in USS STORMES (DD-780) at Okinawa.

Taking command of USS THOMAS J. GARY (DE-326) at the age of 25 in south China, he led his five ship Escort Division on a two-month cruise around the world, meeting his bride-to-be in Marseilles.

Postgraduate study in Ordnance Engineering followed, during which he married Flavienne Gaubert and earned an MS (EE) from MIT. After a tour as Gunnery Officer of the Flagship in Europe and commanding USS COGSWELL (DD-651) in 1951-52, he returned to the Navy's Bureau of Ordnance where he was in charge of building the first TERRIER missiles and later the first TALOS systems. In 1955, he was commissioning commanding officer of USS FOREST SHERMAN (DD-931).

Two Cogswell Association members, Carl Scherr and Don Clasen recalled serving under Captain Crenshaw.

"I remember Capt. Crenshaw well," Don Clasen said. "I served as the captain's talker and was fairly close to him during my time on the ship from 1951-53. I remember him as a very qualified officer and a strict disciplinarian. He always demanded your best. I'll never forget a time during an abandon ship drill that only the captain, the helmsman and myself remained on the bridge during the drill. I commented that if the captain is supposed to go down with the ship, I, too, would suffer the same fate. He agreed that was possible."



Capt. Russell Crenshaw

For Carl Scherr he remembered Captain Crenshaw from a rough Atlantic crossing in late summer 1952. "Everytime we took a large roll the Captain would say in a loud voice: "Check that roll"

"Thanks to crewmates like Captain Crenshaw, I'll always feel that the service experience helped me grow from a smart-ass kid to a responsible adult, husband, father and a respected newsman," said Don Clasen.

Following a course at the NATO Defense College in Paris, he served briefly on the U.S. Army staff in Heidelberg, then became the Head of the Missile Section of the NATO International Staff in Paris, later transferring to the U.S. Embassy to NATO. Returning to Washington in 1960 for duty in the Office of the Chief of Naval Operations, he headed the Surface Warfare branch of the Development Division.

In 1963, he took command of USS SPRINGFIELD (CLG-7), flagship of the 6th. Fleet in the Mediterranean. In 1964, returning to Washington, he joined the staff of the Director of Defense Research & Engineering in the Pentagon, working principally on NATO cooperative programs.

Retiring from the Navy in 1967 he established The Crenshaw Company to focus principally on international technology transfer in naval systems. This led to many years of international travel with clients and customers in Europe and the Far East as well as in the United States.

Long a resident of Alexandria, VA, he and his beloved wife designed and built their dream house at Pagan Point on the St. Mary's river across from the site of the original settlement in the colony and moved there in 1987 to enjoy the warm friendships, the active sailing programs, and relaxed rural life of southern Maryland.

Captain Crenshaw was the author of "Naval Ship handling," a well-known professional text, and the "South Pacific Destroyer," both Published by the Naval Institute and "The Battle of Tassafaronga," published by Nautical & Aviation Publishing Company. His decorations include 13 battle stars on his Pacific ribbon, a Presidential Unit Citation for service in MAURY, a Silver Star, and two Legion of Merit awards. He was a member of the Army Navy Club, the New York Yacht Club, and the St. Mary's River Yacht Club. He is survived by his beloved wife of 69 wonderful years, Flavienne G. Crenshaw and his step-grandson, Barry A. Crenshaw. Services were held March 13, 2017 at the U.S. Naval Academy.



TAPS

(Continued)



Merlin Hendrickson

Merlin Allen Hendrickson, 81, of Blacksburg, South Carolina died August 24, 2015 in Shelby, North Carolina.

Born in White Lake, NY, he was the husband of Jean Bonhard Hendrickson and son of the late Beatrice Dauch Hendrickson Stephenson and stepson of the late Louis Stephenson. Mr. Hendrickson retired from the Town of Bethel, NY and the City of Gastonia, NC.

He served in the U. S. Navy on the USS Cogswell from 1952-1956 during the Korean War.

Merlin loved fishing, hunting, traveling, spending time with his family and friends, and last but not least, his "Yorkies". He was a member of St Paul's Lutheran Church in Gaffney and the VFW.

In addition to his wife, he is survived by two daughters; four sons; a brother; six grandchildren; four great-grandchildren and many nieces and nephews, step-grandchildren and step-great-grandchildren.

Funeral services were held at St. Paul's Lutheran Church in Gaffney, South Carolina.

Francis K. Healy

Francis K. Healy, 85, died February 11, 2017 in New York.

An active member of the USS Cogswell DD-651 Association, Francis served as a seaman aboard the Cogswell in 1951-52 during the Korean War. He was born June 23, 1931.

He was buried at Calverton National Cemetery in Suffolk County on Long Island, NY. No further information or obituary could be located.

Thomas C. Foody

Thomas C. Foody, 90, who served as a seaman aboard the USS Cogswell from 1945-46, died Dec. 16, 2016 in New York.

Foody was born in Philadelphia, PA on Oct. 18, 1926. He is survived by his wife, Helen (Pat); four children; five grandchildren and one great grandchild; numerous nieces and nephews.

His son-in-law, John Clarke, also a former Navy man (GMG2 – 1975-78), remembers that Foody told him he was a loader in one of the 5-inch turrets.

"He spoke of night fights with the Japanese Navy in the Pacific," Clarke said. "Other than my own father he was one of the best and most honorable men I ever had the opportunity to know."

Foody lived his life in Bronx and Yonkers, New York, Clarke said. He was not a member of the USS Cogswell DD-651 Association. Funeral services were in the Bronx.

Charles W. Woodstock

Charles W. Woodstock, of Otsego, Michigan died November 18, 2013 at Borgess Medical Center in Kalamazoo, Michigan.

Born June 9, 1925 in Lake Mills, Wisconsin, Charles served his country in the Armed Guard and continued his service in the U.S. Navy, retiring as a ETCM after 22 years of service. His service included World War II and the Korean War.

He served as a BM2 aboard the USS Cogswell from 1951-1954. After his Cogswell service he went on to serve on nuclear submarines.

Following his military service, Charles was a professor at the University of New Mexico and he taught about nuclear reactors until his retirement.

Charles was a member of Faith Chapel Ministries in Alamo and the V.F.W. in Marble Falls, TX and Otsego. In his leisure time, he loved gardening and animals.

On January 27, 2000, he married Mary Ellen (Sornbury) Fergusson, who survives. Also surviving are his children, Connie (Stephen) Tigchelaar of Kalamazoo and Chuck Woodstock of Nottawa; three step-children, Steve (Linda) Fergusson of Martin, Laura (Kevin) Riddell of San Jose, CA and Mike Fergusson of Otsego; two grandchildren and nine step-grandchildren; three great-grandchildren and five step-great-grandchildren; a brother; a sister; several nieces and nephews. Preceding him in death were his parents; and brothers, Lawrence, Robert and Paul.

Services were held at Winkel Funeral Home in Otsego.

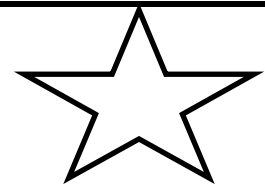
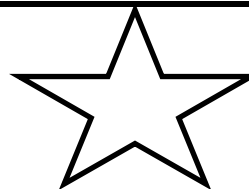


Charles W. Woodstock

Clessen "Les" Harvey Mecham

Clessen "Les" Harvey Mecham, 79 of Talent, Oregon died at his home on November 6, 2009.

Mecham served aboard the USS Cogswell as a YNC from 1963-64. No further details were located.





TAPS



Jay Harold "Sonny" Hardy

Jay Harold "Sonny" Hardy, 74, Anderson, South Carolina, died April 4, 2017 at An-Med Health Medical Center. Jay was born August 6, 1942.

He was a Navy Veteran and served on the USS Cogswell DD-651 from 1961-64. He was an RM2. He had previously attended reunions of the USS Cogswell DD-651 Association. A graduate of Central Wesleyan University, he retired as an Electronics Engineer from NCR, a prominent Software, Computer Hardware, and Electronics Company.

Mr. Hardy is survived by his wife, Lynne Rickard Hardy of their home, a son, two sisters, three grandchildren. Funeral services were held April 8, 2017 at New Prospect Baptist Church. Interment was in the church cemetery with Military Honors.



Jay Hardy

James D. Littleton Sr. (late obit)

Plankowner James David Littleton Sr. Of Jupiter FL, formerly of Newton, Massachusetts, died May 20, 2010 just one day after celebrating his 90th birthday with his family.

James was born in Clemson S.C. As a child he moved to Brooklyn New York where he lived until enlisting in the United States Navy to serve in WWII. He was assigned to the initial crew of the USS Cogswell DD-651 in 1943.

After his service in the Navy he moved to Newton Massachusetts where he met his wife Dorothy Fitzgerald Littleton and together raised their three children. Along with his daughters, James is survived by 12 grandchildren and 21 great grandchildren.

For the last 20 years James lived in Florida with his grandson. During this time he enjoyed painting, bike riding reading, archery and shooting. James lived a long and happy life and he will be missed very much by all who knew him. *(To see a photo of a tattoo his grandson had done of honor his grandfather see Page 25)*

Richard T. Miles (late)

Richard T. Miles, a BT3 aboard the USS Cogswell DD-651 from 1952-54 died in 2013.

The death of Miles was reported by his daughter, Cindy Miles, who said her father told stories of his around the world travels and crossing the equator.

A year after leaving the Navy he re-enlisted serving until his retirement in 1971.

"Unfortunately he passed in 2013, but chose the Neptune Society to fulfill his last wish of being buried at sea as he claimed those were the best years of his life!" Cindy wrote.

Robert T. Arnaiz

Robert T. Arnaiz, who served aboard the USS Cogswell DD-651 during the Korean War, died August 24, 2012. He was 81.

At the time of his discharge Robert was a GMG3 and had served aboard the Cogswell from 1951-1954. He was born January 26, 1931. He was a member of the USS Cogswell DD-651 Association until 2012. He lived in Coram, New York.

He was buried in Calverton (New York) National Cemetery.

No obituary or additional information on his life could be located.

Larry L. Brandt

Larry L. Brandt, 81, passed away Nov. 26, 2016, at the Veterans Administration Medical Center, Fort Meade.

He was born on Sept. 14, 1935, in Rapid City. Larry attended schools in Hermosa, Custer and Rapid City. He proudly served in the U. S. Navy for four years including a time aboard the USS Cogswell DD-651. Larry was employed in Rapid City in the floor covering field until his retirement in 1996.



Larry L. Brandt

In 1964, Larry married the love of his life Mazie M. Benda in Rapid City. They resided in Rapid City where they raised their son and daughter. Larry shared his passion for motorcycles (Harley-Davidsons) with his wife, children and many friends.

Larry is survived by his wife, Mazie; a son, Bruce (Kristen) Brandt, Moorcroft, WY; and a daughter, Rene Brandt, Rapid City; four grandchildren, Trisha Ramirez, Dillon, Andrea, and Taylor Brandt; and five great-grandchildren.

Cremation has taken place and he will be interred at Black Hills National Cemetery near Sturgis. A memorial has been established to the Canyon Lake Senior Center.



Larry L. Brandt



TAPS

(Continued)



Bon Voyage

By Gary L. Edmisten

Bon Voyage to those who've set sail
We bid them farewell as we man the rail.
Let us be Joyous and let us not weep
For those who have now crossed over the deep.
When a Sailor's last roll call is made
His final embarking shant be delayed.
So lower the Colors, let them be furled
Each time a Sailor disembarks this world.
The crew onboard in Heaven awaits
The Eternal reunion of their mates.
They'll be welcomed home by those onboard
Moored in peaceful waters with the Lord.
As he approaches, he'll call "Ahoy! The ship!"
Now in safe harbor, an Eternal trip.
Then he'll hear "Sailor on deck! Hoist the flag!"
"Help him get settled! Help stow his bag!"
Be it known that it's a Divine remand
To ship in Heaven, ye Seafaring Man.
On permanent station forevermore
Peaceful duty for Veterans of war.
And when he's weighed anchor for the last time
We'll Honor his memory so sublime.
We'll all reminisce and hoist a brew
In a Toast of Honor to the crew.

A Sailor Died Today

Unknown author

Papers tell their life stories
When politicians leave this earth,
Their bodies lie in state,
While thousands note their passing,
And proclaim that they were great.
From the time that they were young,
But the passing of a Sailor
Goes unnoticed, and unsung.
Is the greatest contribution
To the welfare of our land,
Some jerk who breaks his promise
And cons his fellow man?
Or the ordinary fellow
Who in times of war and strife,
Goes off to serve his country
And offers up his life?
The politician's stipend
And the style in which he lives,
Are often disproportionate,
To the service that he gives.
While the ordinary Sailor,
Who offered up his all,
Is paid off with a medal
And perhaps a pension, small.
It is not the politicians
With their compromise and ploys,
Who won for us the freedom
That our country now enjoys.
Should you find yourself in danger,
With your enemies at hand,
Would you really want some cop-out,
With his ever waffling stand?
Or would you want a Sailor
His home, his country, his kin,
Just a common Sailor,
Who would fight until the end.
He was just a common Sailor,
And his ranks are growing thin,
But his presence should remind us
We may need his likes again.
For when countries are in conflict,
We find the Sailor's part,
Is to clean up all the troubles
That the politicians start.
If we cannot do him honor
While he's here to hear the praise,
Then, at least, let's give him homage
At the ending of his days.
Perhaps just a simple headline
In the paper that might say:
***"OUR COUNTRY IS IN MOURNING,
A SAILOR DIED TODAY."***

Do you remember what you used to call these?

Marv Grabill, MM3 on the USS Cogswell DD-651, from 1963-65 (see bio Page 20) sent in a list of common daily words that had a completely different name in the Navy. We added a few to his list, but have fun remembering the "Navy" names of these items. We have provided a space for you to pencil in your answers and we'll include a list of answers on Page ?? Get them all right and George will buy you a beer in the hospitality room in Colorado Springs.

Floor _____

Right _____

Ceiling _____

Walls _____

Left _____

Front _____

Back _____

Bedroom _____

Kitchen _____

Bumper _____

Steering wheel _____

Yes _____

Downstairs _____

Shiny metal _____

Bed _____

Resume activity _____

Dining room _____

Flag _____

Throw away _____

Underwear _____

Candy _____

Nose _____

Door _____

Stairs _____

Vacation _____

Hallway _____

Rope _____

Gossip _____

Mop _____

Get to work _____

Middle of the ship _____

Jail _____

Tie down—hold _____

Shower kit _____

Western movie _____

Make bed _____

Quick fix _____

Clothes _____

Closet _____

Kool Aid _____

Movies _____

Ash tray _____

Food _____

Cold cuts _____

Toilet _____

Showers _____

Dish washing room _____

Luggage _____

Re-enlist _____

Goof off _____

USS COGSWELL DD-651 ASSOCIATION

19TH NATIONAL REUNION

OCTOBER 10-12, 2017

COLORADO SPRINGS, CO

Colorado Springs, CO

October 10-12 (Tue, Wed, Thu), 2017

Hotel Elegante Conference & Event Center

2886 S Circle Dr., Colorado Springs, CO, 80906

The Hotel Elegante Conference & Event Center was the hotel chosen by the inspection team of Darlene & Jack Foster and George Overman. We inspected different hotels and based on input from our members on ranking hotel features and using the inspection matrix the Hotel Elegante came out on top.



Here's what the USS Cogswell DD-651 Association Vice President Mack Stringfield says:

"The Brochure reflecting the venue and tours looks to be a fun time for all. Concerning the tours, the \$ is inclusive of the entire tour providing a diverse and beautiful landscape not seen by most major city dwellers. This is an area unchanged by centuries and should be a must see for later discussions in the hospitality suite. Just think, new train sea stories. Previously, I said the remoteness of the locale and tours reflects the \$ cost which is very reasonable."

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

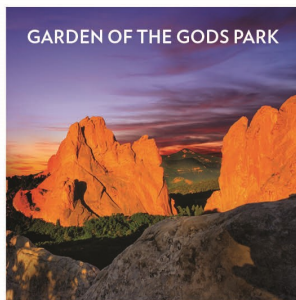
- Pikes Peak - America's Mountain
- U.S. Air Force Academy
- Garden of the Gods Park
- Historic Old Colorado City
- Garden of the Gods Trading Post
- Cripple Creek Heritage Center
- Royal Gorge Route Railroad
- Manitou Springs Historic District
- Royal Gorge Bridge
- U.S. Olympic Complex
- ProRodeo Hall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

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A letter from your editor

Like many of my fellow tin can sailors I was moved to tears when I heard the news about the collision of the USS Fitzgerald DDG-62 and a Philippine cargo ship off the coast of Japan on June 17.

The loss of seven lives over something that seemed so senseless only made the emotions more intense. And while we can question how something like this happens, especially with all the modern navigational aids, it was frustrating to hear both people who should know better and the news media who doesn't know better, speculate on the reasons for the tragedy.

Clearly something went horribly wrong and eventually blame will be placed and corrective action will be recommended. But none of that will bring back any of the lost sailors.

I remembered underway drills and exercises on both my ships (Cogswell and USS Hoel DDG-13) that involved situations that involved catastrophic flooding. At our San Diego reunion Capt. Walt Dziedzic described the horrific situation he and his sailors encountered aboard the USS Belknap CG-26 when it collided with the USS John F. Kennedy CV-67 in November 1975.

Even with the passage of many years one could see the lifelong impact that accident had on Walt.

More than that though, all of us who are familiar with life at sea on a warship can appreciate the acts of bravery that must have occurred during those frightening first minutes and hours aboard the Fitzgerald. I've spent a lot of time in the intervening weeks haunted by what must have occurred in the middle of the night aboard the Fitzgerald.

It is in times like these that I most remember my own shipmates and the times we spent together. It is why as the years pass I look forward to each approaching reunion of the USS Cogswell DD-651 Association with great anticipation as to who I might get to see there.

Friends, the years are passing quickly, my hair testifies that I have grown older, but probably not wiser, and watching my little grandchildren grow in to young adults and adults makes me realize I will not always have the opportunity to travel and gather.

A lot of work has gone into providing a wonderful venue for the coming reunion in Colorado Springs in October, and all that is left to do is have you sign up and come. Each newsletter brings news of more and more of our former shipmates dying.

I look forward to seeing as many of you as possible at the coming reunion. As always if you have stories you would like to see in the newsletter please write me at my home address: 375 Davis Lake Road, Lapeer, MI 48556 or email me at jlsmediaservices@gmail.com or feel free to call me



USS Fitzgerald in better days



Post collision USS Fitzgerald DDG-62

at 810-338-3015.

Answers to “Remember what you called these?” on Page 11: Deck, starboard, overhead, bulkhead, port, forward (or bow), stern or aft, stateroom, galley, fender, helm, aye aye, below, bright work, bunk or rack, carry on, mess deck, colors, deep six, skivees, geedunk or pogy bait, snot locker, hatch, ladder, leave, passageway, line, scuttlebutt, swab, turn to, amidship, brig, belay, ditty bag, s* kicker, trice up, jury-rigged, togs, locker, bug juice, flick, butt kit, chow, horse “you know”, head, rain locker, scullery, sea bag, ship over, skate.**

"I Was a Sailor Once"

I recall enjoying standing at sunrise on the wing of the ship's bridge, salt ocean spray upon my face, feeling the cold clean ocean winds whipping in, from the four compass quarters of the globe.

The engine vibration beneath my feet on a destroyer like a living thing, and I knew the great power of her engines drove her through swiftly on the high sea.

I enjoyed waking up to the sounds of Navy - the piercing trill of the boatswains pipe, the quarter deck syncopated clangor of the ship's bell, the harsh squawk of the 1MC, and strong language and loud laughter of sailors at work.

I enjoyed Navy vessels -- Navops of destroyers nervous darting, plodding fleet auxiliaries and amphibs, sleek submarines and the steady solid center of aircraft carriers maneuvering at sea.

I enjoyed hearing proud names of Navy ships a reminder of historical times: Midway, Lexington, Saratoga, Coral Sea, Antietam, Valley Forge -- memorials of great battles won and tribulations overcome.

I enjoyed the lean angular names of Navy "tin-cans" and escorts: Barney, Cogswell, Dahlgren, Mullinix, McCloy, Damato, Parks, Mills -- reminders and mementos of heroes who went to war before us. And the others named for our cities -- Providence, San Diego, Los Angeles, St. Paul, and Chicago -- their names familiar across our nation.

I enjoyed the music tempo of a Navy band blaring through the topside speakers as we pulled away from the dock or coming home from a cruise, and after refueling or replenishing out at sea. At these times I also looked forward for the familiar "Mail Call" which was sure to come.

I enjoyed liberty call at a foreign port: the spicy scent of people a reminder of their food and the rich soil of where it was grown and to see their environment and habits which are far different than ours.

I even looked forward to the never ending paperwork and all hands working parties as my ship filled herself with the multitude of supplies, both mundane and to cut ties to the land and carry out her mission anywhere on the globe where there was water to set her afloat.

I enjoyed my shipmates and it made no difference if they were enlisted or officers because to me they're just sailors and shipmates too. They came together from all parts of our land, farms of the Midwest, small towns of west coast and New England too, from cities across the United States and some from foreign countries too, the mountains and the prairies, from all walks of life. I trusted and depended on them as they trusted and depended on me - for professional competence, for comradeship, for strength and courage.



Admiral Koenig, Ret.

In a word, they were "shipmates"; then and forever. I enjoyed the surge of adventure deep in my heart, when the word was passed: "Now set the special sea and anchor detail - all hands to quarters for leaving port," and I liked the infectious thrill of sighting home again, with the waving hands of welcome from family and friends whose long wait was near its end at pier side.

I enjoyed the prevailing companionship of robust Navy laughter, the hard work and danger too; at times the rough going; the parting from loved ones was painful too, but ever present in our minds was "Anchors Aweigh" and the strong salutation of "all for one and one for all" are indicative of the philosophy of the sea.

I enjoyed the serenity of the shipboard life and sea after a day of hard ship's work, as flying fish flitted across the wave tops and sunset gave way to night.

I enjoyed the feel of the rolling deck of a Navy ship in darkness to see the night shadows of the horizon up and down movement, masthead and range lights, the red and green navigation lights and stern light, the pulsating phosphorescence of radar repeaters - they cut through the dusk and joined with the mirror of stars overhead.

Most of all I enjoyed the drifting off to sleep lulled by the myriad noises large and small that told me that my ship was alive and well, and that my shipmates on watch would keep me and my ship safe.

I enjoyed quiet but serious midwatches with the aroma of fresh strong coffee for the incoming watch injection of the fuel for a wake up-- the lifeblood of the Navy permeating everywhere. Take your position on the hectic watches when the exacting minuet of haze-gray shapes racing at flank speed kept all hands on a razor edge of alertness.

I enjoyed the sudden electricity of "General quarters, general quarters, all hands man your battle stations," followed by the hurried clamor of running feet on ladders **(Continued on Page 16)**

(con't from Page 15) and the resounding thump of watertight doors as the ship transformed herself in a few brief seconds from a peaceful workplace to a weapon of war -- ready, watchful, and alert.

I enjoyed the sight of space-age equipment manned by young men and women clad in dungarees and sound-powered phones that their grandfathers could still recognize. Again, not a playful matter and no shortcuts. Know what you are doing and know why it's done the way it's done.

I enjoyed Navy traditions and the men and women who made them. I enjoyed the proud names of Navy heroes: Halsey, Nimitz, Perry, Farragut, John Paul Jones and Arleigh Burke too. Yes, a strong Navy heritage to follow.

I enjoyed what a sailor found in the Navy: comrades-in-arms, reverence to God, pride in yourself and country, and mastery of the seaman's trade. It's where adolescent turns to responsible adulthood.

In years to come, a sailor remains a sailor, and recalling when sailors come home from the sea, sailors will remember and never forget the fondness and respect of the ocean in all its moods - the impossible shimmering mirror calm and the storm-tossed green water surging over the bow. The memory

will immediately recall it's self with aroma of a faint whiff of fuel oil or stack gas, a faint echo of engine and rudder orders, a vision of the bright bunting of signal flags snapping at the yard-arm, a refrain of hearty laughter in the wardroom or chief's quarters and noises of the mess decks.

When sailors make their last port of call then go ashore for good they will grow wistful about their Navy days, when the seas are memories belonged to them and new ports of call are never more. Those former sailors keep looking evermore to the horizon wishing for the call of the sea they once knew. They recall old memories at the sound of the bos'n whistle or the music of Anchors Aweigh, they'll stand taller and say, "I WAS A SAILOR ONCE."

Written by By VADM. Harold Koenig, U.S.N. Ret.

(continued from Page 1) The tour will conclude with a visit to the Garden of the Gods Trading Post, which was designed to resemble a traditional Pueblo Indian home. This one-of-a-kind gift shop includes handmade jewelry, books, souvenirs, toys, clothing and home décor items.

Of course, there will be plenty of time in the evening for adult beverages and story-telling in the hospitality room.

On Thursday, Oct. 12, the tour will depart the hotel and head to the Santa Fe Depot in Canon City for a different rail experience on the Royal Gorge Railway. The train will travel through the soaring cliffs of the Royal Gorge.

Three million years of unrelenting flow by the once meager – now mighty – Arkansas River have carved granite wonders that tower more than 1,000-feet above the rushing Arkansas River below. More than 300 days of sun, a dry and dreamy climate and the protection of this



Royal Gorge Railway



Garden of the gods Trading Post

narrow, winding, dramatic canyon draws some of Colorado's most majestic wildlife, like big horn sheep, bald eagles and blue herons.

Enjoy the views that draws thousands of adventure-seeking visitors every year. The railroad was only resurrected in 1999 and has continued to grow in popularity since.

Food is available on the train or you can purchase another bag lunch to eat on the bus on the way back to the hotel after the train trip.

Following the tour, the bus will return to the hotel in time for a little rest before the closing banquet.

Don't delay and don't disappoint your shipmates and yourself by not getting signed up for this great time.

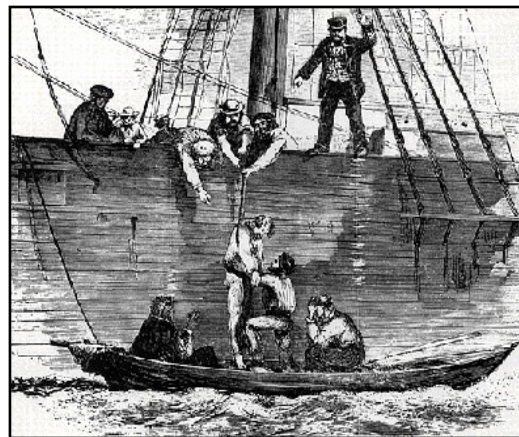
A Story of Shanghaied Sailors

By Lee M. Smith

At times during the latter half of the nineteenth century, ships entering San Francisco Bay would be greeted by “party” boats crewed by a few men., a couple of dance hall girls and a substantial amount of booze. Sailors would be encouraged to jump ship and join the fun on the party boat. Many of these same sailors were planning to desert the ship when in port to head to the gold fields in the mountains anyway, and this seemed a good time to part ways with the ship.

Ship owners and captains were hard pressed to keep adequate crews so they arranged to pay bar owners and strong men to add sailors to their crews. Sailors deserting their ships for the party boats were rowed ashore and escorted to a bar in San Francisco’s Barbary Coast, easily one of the most sinful locales in the world at that time.

The sailors would be plied with drinks, attention lavished on them by the ladies. After a few drinks of the local rotgut, one final drink was a “Mickey Finn,” a drink with a strong knockout additive. The now unconscious sailor would be picked up, put on a board and rowed to an outbound ship. Finally waking up with a fearful hangover, the sailor would discover he was on a strange ship, now west of San Francisco on its way to Shanghai. Many ship captains in those days were unpleasant people and the new sailor would realize quickly he better work or maybe be fed to the sharks. Boat owners and captains paid the bar and its henchmen for each sailor delivered.



China, in general, and Shanghai, in particular, were popular destinations. As a matter of fact, some of the cargo on those ships was dirty laundry to be washed in Shanghai and returned on another ship. It would take weeks, maybe months to have your dirty clothes cleaned and returned ... if ever.

I learned all this in the mid-1950s from an aged bar owner in San Francisco named “Harpoon Louie.” Never did learn his real first name. Harpoon operated a bar not far from the old Barbary Coast. If he liked you, and he seemed to like me, he would tell you of some of his experiences as a very strong young man in San Francisco before the turn of the century. Harpoon boasted he helped deliver unconscious sailors for which he said he was paid well. On election day when it was illegal to sell liquor, friends of Harpoon could always get a drink or beer. He’d fix the first drink but let trusted customers fix their own after that, leaving the money on the bar. Harpoon generally sat in a well-worn overstuffed chair behind the bar. Later, San Francisco began a beautification program which put an end to Harpoon’s bar.



Lee Smith leading 2016 tour

The story of Shanghaied sailors and how the practice came about was told to me by Harpoon. Maybe it’s not fully accurate, but it’s a good story and just as good an explanation as any.

(Lee Smith is the father of the newsletter editor who led one of the tours during our visit to the Udvar-Hazy Air and Space Museum at Dulles Airport at the last USS Cogswell DD-651 Association meeting in Herndon, Virginia. Some further research confirmed Mr. Smith’s story and also showed that the practice of kidnapping sailors was widely used in other ports of call besides San Francisco in less civilized days. The practice continued despite attempts to outlaw or regulate it into the beginning of the 1900s.)

Doctor’s Orders

A 92-year-old man went to the doctor for a physical. A few days later the doctor saw the man walking down the street with a young lady on his arm. He smiled at his patient and a few days later he called the man. “You’re doing great, aren’t you?,” asked the doctor. “Just doing what you said, “get a hot mama and be cheerful.” The doctor said “I didn’t say that! I said, “you’ve got a heart murmur. Be careful.”

Memories of Yokosuka, Japan

Yokosuka was a small, quaint fishing village when Commodore [Matthew Perry](#) sailed into Japan in 1853 to open trade with that country. It was in 1860 that the Japanese government began to turn Yokosuka into a major shipping port.

The French government assisted the Japanese government in building the port into a major shipyard. Yokosuka was selected because of its uncanny similarity to the Port of Toulon, France. It was called the Yokosuka Iron Works, which was changed to Yokosuka Navy Yard in 1871. In 1886 the French reorganized the yard again.

In intervening years, Yokosuka became one of the main arsenals of the Imperial Japanese Navy into the 20th Century. The battleship Yamashiro and the aircraft carriers, Hiryu and Shokaku were built there. Major Japanese Naval aircraft were also designed there.

The Navy yard was expanded to 280 acres by 1944 and employed more than 40,000 workers. In addition to shipbuilding, the yard housed a gun factory, ordnance and supply depots, a fuel storage facility, a sea-plane base and a Naval air station.



US Navy Base Yokosuka, Japan



Japan liberty call

On August 30, 1945 Japanese Vice Admiral Michitaro Totsuka, commander of the base, surrendered his command to Rear Admiral Robert Carney. It was then occupied by a variety of allied forces. The repair ship Piedmont took charge of ship repair and maintenance and much of the Japanese ship building equipment was sent to other countries as part of reparations required by the surrender.

The best known and longest serving American commander was Captain Benton W. "Benny" Decker who was in command from April 1946 until June 1950. He helped convert former war equipment buildings into schools, churches and hospitals for the residents of the area. In 1947, the repair of US Navy ships became a high priority which intensified with the onset of the Korean War.

A Naval hospital was established there and in April 1951 the Ship Repair Department became a component command. As the major naval ship repair facility in the Far East the Yokosuka facility assumed a vital role in the maintenance and repair of the U.S. Seventh Fleet during both the Korean and Vietnam War. In the post USS Cogswell era, the base

has continued as an important US Naval base. On Oct. 5, 1973 the USS Midway and her accompanying task group made the port its home. In 1991, the Midway departed Yokosuka and was replaced by the USS Independence. In 1998, the USS Kitty Hawk relieved the Independence. The Kitty Hawk was replaced on Dec. 1, 2005 by the nuclear-powered Nimitz-class USS George Washington.

What many of us remember about Yokosuka was it was the first foreign port stop of our Naval service. The city of about 200,000 people included a nice Officer's Club, an Enlisted Man's Club and a great store. But waiting outside the base was a sailor's delight.

The main gate opened out into a Honcho and this is where the action was in the 1960s at the height of the Vietnam War. Bars, cabarets and night clubs were plentiful. Shops selling dolls, souvenirs,



Outboard in Yokosuka, Japan

personalized coffee cups were also in abundance. After exchanging green backs for script, one headed to the exchange to get the yen one would need to purchase an Asahi or Kirin beer or other libations on liberty. At the time I was there the exchange rate was 360 yen to \$1. I cashed in \$10 and felt like a millionaire with 3,600 yen in my pocket. *(Con't page 19)*



Yokosuka liberty call

Memories of Yokosuka (Con't from page 18) There were also pachinko parlors and as port calls go this was a step above say, a Subic Bay. Attractive hostesses were on hand to encourage excessive drinking. Some bars featured country and western music and others offered more main stream tunes and jazz.

Some of the bars had Americanized names "The Texas Cabaret," the Honky Tonk, the US Club and more. There were opportunities to get your portrait painted for mom back home or get a "Tonkin Gulf Yacht Club" patch.

I remember walking into "Sailor Town" and seeing a sign "Welcome USS Cogswell." So marketing was alive and well even way back then. At one restaurant I saw "hamburger" on the menu and so I ordered it. It was not a hamburger like one would get at an American restaurant. It was a strange cut of mystery meat sealed up in some kind of fried breading. Not what I had in mind for dinner.

During a port visit there while serving on another destroyer I convinced my division chief and officer that I could be trusted to take a three day leave to go on a USO tour out of Tokyo. Leaving Yokosuka I took a train to Yokohama, transferred to another train there to Tokyo and then found my way to the USO office and a wonderful tour of the city and other parts of Japan.

I remember visiting Kamakura (Great Buddha), Lake Hakone and other stops during my whirlwind trip. Worried I would not find my way back to Yokosuka on a night train I hired a cab and it cost me nearly \$30 (nearly half of my



Sailor Town Yokosuka, Japan



monthly pay) to make the trip by cab. But I wasn't late. Yokosuka had particular sights and sounds that when I close my eyes even today, 50 years later, I can still see and smell. One of those smells was the strange odor of the harbor. One that I got up close to when I fell off the No. 1 line while frapping them after our arrival there. One particular bosun's mate got great delight in putting my 6-foot-2 body on those lines whenever we got to port. Not having to frap lines was one of the major motivations for me getting out of First Division. Well, you've heard my recollections of Yokosuka. Let's hear some of yours.

(The editor borrowed small parts and tidbits from various Internet

sources. Some of those are the "USS Yorktown CV-10 Stories" and other ship sites. The photos came from google searches from public domain sites.)

"Cup of Joe" not so much a Navy thing after all

For way more years than I am proud to admit I believed the term "Cup of Joe" came from the infamous Navy Admiral Josephus "Joe" Daniels who was behind the general order that ended the presence (legal) of alcohol aboard American ships in 1914.

Enlisted sailors had been denied their grog since the Civil War, but officers were still able to enjoy a little wine until old Joe issued General Order No. 99 which banned the practice.

All that was left aboard for stimulant drinking was coffee and thus became a "cup of Joe" sarcastically named after the man who banned it.

Sadly, that appears to be a myth. The term "Cup of Joe" didn't come into usage until the late 1920s or early 1930s, long after the order issued by Admiral Daniels.

The more likely origin of the term comes from the combining of two other words, java and jamoke. Jamoke is a combination of the words java and mocha.

Another theory says "Joe" is a slang name for "the common man," which dates to the mid-19th century.

As much as I would like to tar old Admiral Josephus for his very backward thinking in 1914, it appears that he is off the hook (and on the wagon) on this one.



A real Cup of Joe

Marv Grabill recalls Cogswell aft engine room cookouts

Marv Grabill remembers being a little “in awe” the first time he saw the USS Cogswell tied up to a pier in San Diego in March 1963.

A long, grueling train ride had brought Marv from Chicago where he had just finished a Machinist Mate “A” School at Great Lakes to San Diego.

“It was 9:30 at night and I was walking down the pier and there was this big ship and I said to myself, ‘this is where I’m going to spend my time, I was in awe’ I thought to myself this is going to be my home for the next few years – and it was.”

The Cogswell wasn’t Grabill’s first duty in the Navy, he spent his first 8 months out of boot camp on the Destroyer Tender USS Yosemite, AD-19, in Newport, Rhode Island. The most remarkable part of that duty was that he missed muster on his first day aboard, Dec. 29, 1961 because he was busy shoveling snow off the main deck in his dress blues.

What he remembers about the Yosemite was its huge size and the fact it never went anywhere.

“They had a machine shop, a dry-cleaning facility, a sheet metal shop and an optical shop, among other things,” he said. “It was a small city.”

“They didn’t know where I was and they were looking all over for me,” Marv said. After explaining what had happened to the Master at Arms he was told to get off the ship for the rest of the holidays and report back on January 2 and left him to fend for himself in a place that he knew “absolutely nobody.”

The Navy career started just after he graduated from Concord High School in Elkhart, Indiana. Marv was born in Elkhart and returned there after his Navy days and remains there today.

Marv and two friends from high school were delivering plywood to the mobile home industry and decided with nothing better on the horizon to seek some adventure in the Navy. The three joined and were sworn in together and spent boot camp in the same company. After boot camp one of the men went to the USS Sperry AS-12, another to the USS Bon Homme Richard CV-31 and Marv went to the tender, but eventually to the Cogswell.

“My very first meal in boot camp was liver,” he said. “I thought to myself I have made a huge mistake. This is not right.”

Once aboard the Cogswell, he inherited the best bunk in the engineering space when a sailor name Cates was discharged and handed over his rack to Marv.

He remembered that the Cogswell had only been in San Diego a short time after its east coast duty and involvement in the Cuban Missile Crisis when he arrived aboard. It was about three weeks before he went to sea “and played sailor” after his arrival aboard.

One thing he vividly remembers is that some of the best meals he ate aboard the Cogswell were not cooked in the ship’s galley but on the hot plate in the aft engine room.

“We may have cooked more meals down there than they did in the mess decks,” Marv said. One memorable incident was a sailor who brought a 5-foot length of link sausage, a loaf of bread, a five-pound brick of cheese and three pounds of eggs into the aft engine roof and they cooked that up on that one hot plate. A skillet was fashioned out of a one-gallon tin can.

The downside of that was the cooking odor wafted up the hatch by the quarterdeck which brought some attention to what they were doing.

“We cooked a lot of meals down there,” Marv said. As for the food on the mess deck he would only say, “I will eat it, but I’d hate to serve it.”

One sad memory was a fire that killed four children of the ship’s cook on Christmas Eve 1964.

“We were all pretty much in shock after that,” he said.

A 30-day stint in Hong Kong as station ship left a very positive impression on Marv.

“During one week we were the only ship in Hong Kong and then a bird farm pulled in and the prices doubled,” Marv said.

If Marv has any regrets is that he didn’t appreciate the great and exotic places he visited on the ship.

“It was kind of neat to go to all these places, but seeing the world through the bottom of beer glass is not the best,” he said.

Although he didn’t get into any serious trouble in the Navy, Marv remembers a time or two that he and Roger “Johnny” Johnson were returned to the ship by shore patrol for being “rowdy.”

(Continued on Page 21)



Marv Grabill

(continued from Page 20) Looking back, Marv fondly remembers his shipmates, many of whom he can still recall by name, and his time aboard. Although he had more than one general quarters assignments his favorite was as a phone talker in the barber-shop when it was damage control central.

"You could almost go to sleep there," he said.

"I had a lot of good times," Marv said. "I can remember coming up on deck after a 1600-2000 watch when the weather was good, the sea was calm and feel the breeze against your face, I'll never forget how good that felt. All of that means a helluva lot to you later in life." Being at sea made him realize "how damn small you are."

"Everybody I served with is a big part of my life and I do appreciate it," Marv said. "They were some good times, but I wouldn't do it again."

After a four-month extension, that took him to his discharge in January 1966, it was time to head home. Shipmate Mike McGivney, who was also getting out, offered him a ride as far as Oklahoma and he jumped at the chance. Once they got to Oklahoma he ended up snowed in at Mike's house for four or five days until the weather cleared enough for him to catch a flight to Chicago from Oklahoma City.

Back home he became a skilled tool maker and spent the next 30 to 35 years making precision tools for making automotive parts, toys and other companies. After his retirement from tool making he bought a bar in Elkhart, Phyl's Corner with a woman friend and they had a great time interacting with customers for the next 13 years until he sold the bar in 2013 after her death.

"After learning what it was like to work behind the bar, Marv said he wished he had been a better customer during his Navy years when he was a customer.

To make up for his lost opportunities at enjoying the places he visited in the Navy, Marv recently took a dream trip to Fiji, Bali and Samoa which he thoroughly enjoyed. The 24-hour travel time in flying to Seoul, South Korea and then to Bali was not his favorite part, however.

In the future he hopes to make a cruise through the Panama Canal.

Marv has three children and is proud of all of them. One son is a major in the army who is married to a Navy Commander.

"She outranks him by one," he said. Another son is a local politician and his daughter, who used to run a resort is now a dedicated homemaker.



Phyl's Corner Bar

Definitely not work

A U.S. Navy Captain was about to start the morning Officer's Call with his staff. While waiting for the coffee machine to finish its brewing, the Captain decided to pose a question to all assembled.

He explained that his wife had been a bit frisky the night before and he failed to get his usual amount of sound sleep....

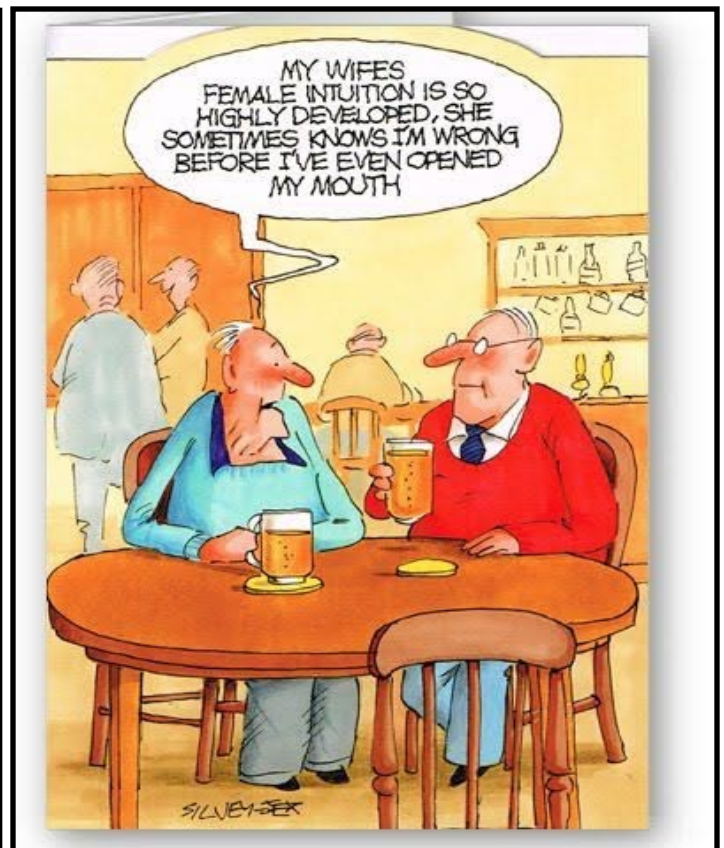
He posed the question of just how much of sex was "work" and how much of it was "pleasure?"

The XO chimed in with 75-25% in favor of work. A Commander said it was 50-50%. A lieutenant responded with 25-75% in favor of pleasure, depending upon his state of inebriation at the time.

There being no consensus, the Captain turned to the OASN who was mess crankin and in charge of making the coffee and asked what was HIS opinion?

Without any hesitation, the young OASN responded, "Sir, it has to be 100% pleasure." The Captain was surprised and, as you might guess, asked why?

"Well, sir, if there was any work involved, the officers would have me doing it for them."



USS COGSWELL DD-651 ASSOCIATION

MAY/JUNE 2019 REUNION

CENTRAL TIME ZONE

Your executive committee made a preliminary selection of three cities for our May/June 2019 reunion. We are saying May/June 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 2019 reunion. However, it is up to our "active" members to vote their choice, based on the information provided by each city, for the 2019 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 Colorado Springs (2017). Voting must be completed no later than Wednesday night, October 11. We will announce the winner at our banquet on Thursday evening, October 12. 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 2019 reunion:

- Nashville, TN
- San Antonio, TX
- Springfield, IL

Initials: _____



If returning by mail, send form to:

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

NASHVILLE LOOKS FORWARD TO WELCOMING THE USS COGSWELL (DD-651) ASSOCIATION FOR YOUR 2019 REUNION!

TOP 10 THINGS YOUR REUNION CAN ONLY DO IN NASHVILLE:

1. Hear the Music Where Music Lives — We're proud of the title "Music City" — nowhere else can you hear such diverse sounds as Americana, country, rockabilly, jazz, blues, classical, gospel, and rock n' roll.

2. Hit The Hall — Kick off your Nashville experience with a day at the Country Music Hall of Fame and Museum. The world's largest popular music museum offers ever-changing exhibits featuring the legends of country music past and today's hottest stars.

3. Ride The Row — Take a tour of Music Row and visit historic RCA Studio B, the famous recording studio where Elvis recorded over 250 songs. Roy Orbison, Dolly Parton, Everly Brothers, Eddy Arnold, and many more recorded classic hits here.

4. Visit The Home Of The Greek Gods — In Nashville's Centennial Park, you'll find the world's only full-scale reproduction of the ancient Parthenon in Athens, Greece.

5. Take In A Songwriters- In-The-Round Show — One of the most unique ways to hear music in Nashville is at a songwriters show.

Music City is easily accessible with over 440 daily flights into Nashville International Airport and also at the convergence of three major US interstates (I-40, I-24, and I-65). Hotel rate ranges vary, depending on time of year and location in the city, but averages are \$99-\$200 at military reunion-friendly hotels throughout Nashville.

Nashville CVC looks forward to welcoming your reunion to Music City!

Amy Spear, Senior Tourism Sales Manager
615-259-4716 (direct)
amy@visitmusiccity.com

Nashville
MUSIC CITY

6. Hear Nashville's Newest Sound — Honor musicians from stars to studio players that represent all genres of music at the Musicians Hall of Fame and Museum and pay homage to the Man in Black at The Johnny Cash Museum.

7. Visit the Ryman Auditorium, the "Mother Church of Country Music."

8. Take A Timeless Journey — The stars of the Grand Ole Opry take the famous six-foot circle of wood and perform every Tuesday, Friday, and Saturday night.

9. Salute — Three U.S. Presidents called Tennessee home: Andrew Jackson, James K. Polk, and Andrew Johnson. You can revisit the past at The Hermitage, Home of President Andrew Jackson. Polk is buried on the grounds of the historic State Capitol building in downtown Nashville.

10. Visit Honky Tonk Highway — Tootsie's Orchid Lounge, Legends Corner, The Second Fiddle, The Stage, Layla's Bluegrass Inn, Robert's Western World, and more are all experts at serving up cool longnecks and hot country music.

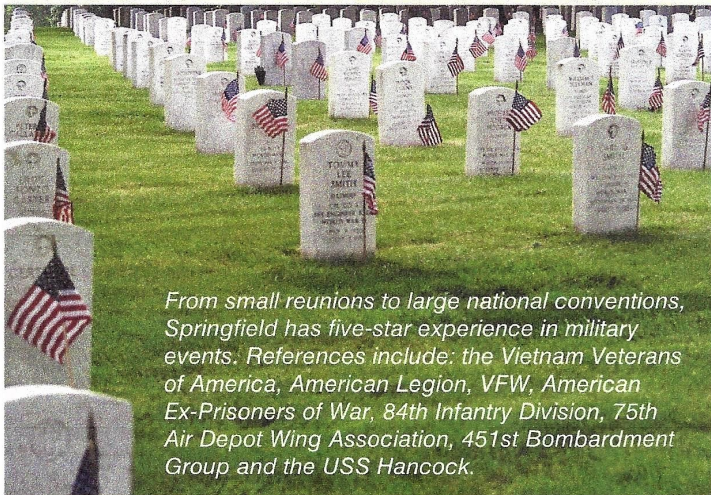


Springfield, Illinois

WHERE VETERANS ASSEMBLE

PRIDE • HONOR • TRIBUTE

Reunite the spirit in a city that salutes you. Springfield, IL is known as the place where the heritage of Lincoln comes to life. But, it's also a place that treasures and commemorates the service of veterans, from the Civil War to today. We invite you to reconnect. Reflect. Reminisce. Celebrate. Explore. In Springfield, your pride of service shines through



From small reunions to large national conventions, Springfield has five-star experience in military events. References include: the Vietnam Veterans of America, American Legion, VFW, American Ex-Prisoners of War, 84th Infantry Division, 75th Air Depot Wing Association, 451st Bombardment Group and the USS Hancock.



Proud to be of service to those who have served our country.

We at the Springfield Convention & Visitor's Bureau are pleased to assist you with special services, bringing your highest meeting aspirations to life. We can arrange special tours and offer suggestions for event venues like the Abraham Lincoln Presidential Library & Museum, the Illinois State Military Museum and many more. Memorial services are a key part of any military reunion and we offer a number of respectful locations to honor those who have served.

**DISCOUNTED
ROOM RATES!
\$84 - \$114**

ILLINOIS
ARE YOU UP FOR
AMAZING?
Illini

SPRINGFIELD, IL

MIDWESTERN HOSPITALITY AT ITS BEST

Centrally located. Centered on you. Springfield is at home with home-style hospitality. Settle yourself in our welcoming environs and you won't be a stranger for long. It is a difference you will notice from your very first contact with the Springfield Convention & Visitors Bureau. Let us help make your military group's visit a Legendary one!



**ALWAYS
LEGENDARY**

San Antonio River Walk

Known as the “world’s largest hotel lobby,” the River Walk serves as the city’s main hub, connecting attendees to convention facilities, hotels, restaurants, shops, theaters, museums and more.

The world famous San Antonio River Walk symbolizes the heart and soul of the city that winds through the vibrant city core and continues north through the Museum Reach to new Pearl Brewery District and south along the historic San Antonio Mission Trail, providing easy access to the city’s cultural hot spots, culinary delights, historic sites and other attractions. In addition to river barge cruisers, you can tour the River Walk by bike using the city’s bike share program, B-Cycle. And if you are looking for a more unique perspective, you can now kayak through the Mission Reach and South Town area of the River Walk – the largest urban eco-restoration project in the country!



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.



Coming TCS Events

Reunion: 8/20-24 Tin Can Sailors National Reunion, Valley Forge Casino Resort, King of Prussia, PA

Bull Sessions:

9/23/2017 Texas Bull Session, The Hilton Garden Inn, San Antonio Airport, San Antonio, Texas

10/14/2017 Mid-Atlantic Bull Session, Best Western Plus, Virginia Beach, Virginia

10/21/2017 New York Bull Session, Radisson Hotel Hauppauge, Long Island, Hauppauge, New York

(for details go to 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 jlsmidiaservices@gmail.com or on his cellphone (810) 338-3015 and tell him your stories.

A tattoo to remember

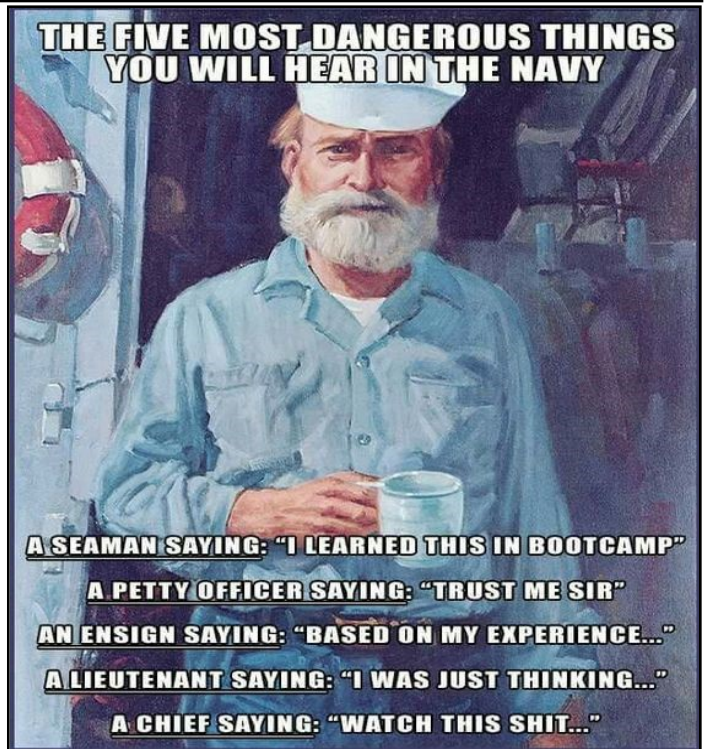
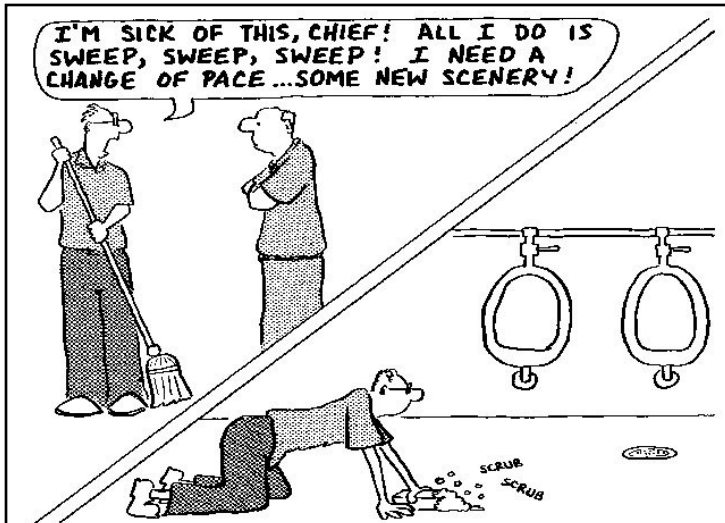
This is the tattoo that the Shawn Anderson, grandson of James D. Littleton Sr. had done to honor his grandfather.



Time for a laugh

Free Advice

A rancher asked a veterinarian for some free advice.
 "I have a horse that walks normally sometimes, and sometimes he limps. What shall I do?"
 The vet replied, "The next time he walks normally, sell him."



USS Cogswell DD-651 Association

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

Visit the website:

www.usscogswell.com

Email:

secretary@usscogswell.com

