

SA to welcome Cogswell veterans

Remember the Cogswell! The famous site of the Battle for the Alamo will welcome veterans from the USS Cogswell DD-651 Association in June 3-5, 2019.

This will be the first visit of the USS Cogswell DD-651 Association to San Antonio and the first ever in Texas.

Secretary and reunion organizer George Overman is still working to secure another ship association to join us in an attempt to keep costs and amenities competitive, but with or without another tin can association joining us it promises to be a rip roarin' time for all.

San Antonio's rich history goes far beyond the famous battle for the Alamo and the beautiful Riverwalk through downtown with its unique shops and restaurants make this a very impressive venue for our next reunion.

All the information you need to book your stay is located on pages 16-17 of this issue. With the central time zone location of this reunion the executive committee is hoping that everyone who is able will make a concerted effort to attend. It is true that "the more the merrier."

For those planning to attend it would be appreciated if you would reach out to shipmates that you know that may have never attended a reunion or who haven't been for awhile and encourage them to join us in Texas.



The Alamo

NULLI SECUNDUS

In this issue:

| | |
|-------------------------|--------------|
| Association Info | 2-5 |
| TAPS | 6-10 |
| Cogswell sailor tragedy | 11-12 |
| Gale Sessions bio | 13-14 |

AUGUST 2018

| | |
|-----------------------------|--------------|
| Letter from the editor | 15 |
| Reunion info | 16-17 |
| Reunion survey results | 18-19 |
| Liberty to remember | 20 |
| Things to do in San Antonio | 21 |
| Time for a laugh | 23 |

Previous reunion cities

| | |
|---------------------------------|--|
| 2017 - Colorado Springs CO | 2002 - Seattle WA |
| 2016 - Herndon (Fairfax Cty) VA | 2001 - Atlantic City NJ |
| 2014 - San Diego CA | 1999 - San Diego CA |
| 2013 - Mobile AL | 1998 - Baton Rouge LA |
| 2011 - Tucson AZ | 1996 Las Vegas NV |
| 2010 - Buffalo NY | 1995 Nashville, TN |
| 2008 - Boise Idaho. | 1993 Las Vegas NV |
| 2007 - Branson MO | 1992 Fall River MA |
| 2005 - Las Vegas NV | 1990 Mesa AZ |
| 2004 - Charleston SC | Who was at the first? Who was at the most? |

A message from President Frank Wille

I'm looking forward to the June 2019 reunion in San Antonio. Our hotel is right on the famous Riverwalk allowing everyone to take a stroll – your choice if it is short or extended. Since San Antonio was selected, I've enjoyed watching activities from the area, including the parade of floats honoring the military. George, with help from Mack Stringfield and Mike McGivney, has inspected the hotel and negotiated a good contract. We're set for a great reunion.



Frank Wille, Zola Low, Lyna Low

Recently, I had one of those “small world” experiences that make you smile. I attended a local rodeo with my grandson. After taking our seats, I noticed that a man in the row in front of us had a nice Navy jacket on. I thanked him for his service and asked what types of ships he had served on. Destroyers was the answer and he named a couple from his career. The first one that he named was Cogswell! This was Don Sharpe, a young MM on Cogswell in the mid – 50s. He had a full career, retiring as a MMCM. It was great to meet him and claim to be a fellow Cogswell sailor. He says he will try to attend the next reunion.

Always proud to be a crewmember of the “lucky ship”, USS Cogswell DD-651.

Frank Wille

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

Selena Simmermann is the new Ship's Store manager. At the reunion in Colorado Springs, Selena stepped up and offered to handle sales of our Association merchandise. Her address is SK 67 Lake Cherokee, Henderson, TX 75652. To reach her by phone, call 903-263-1059. Hats, t-shirts and sweat shirts are available along with other items. Contact Selena for these items and she will mail them to you with just a small added shipping charge. All will be available at the San Antonio reunion in 2019.



USS COGSWELL DD-651 ASSOCIATION CONTACTS

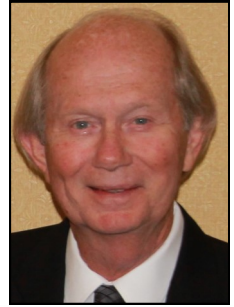
President:

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



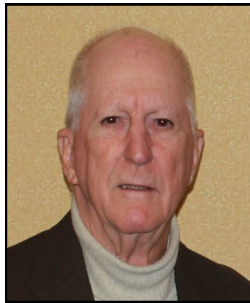
Vice President:

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:

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



Director/ Newsletter:

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



Ship's Store:

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



ATTENTION!

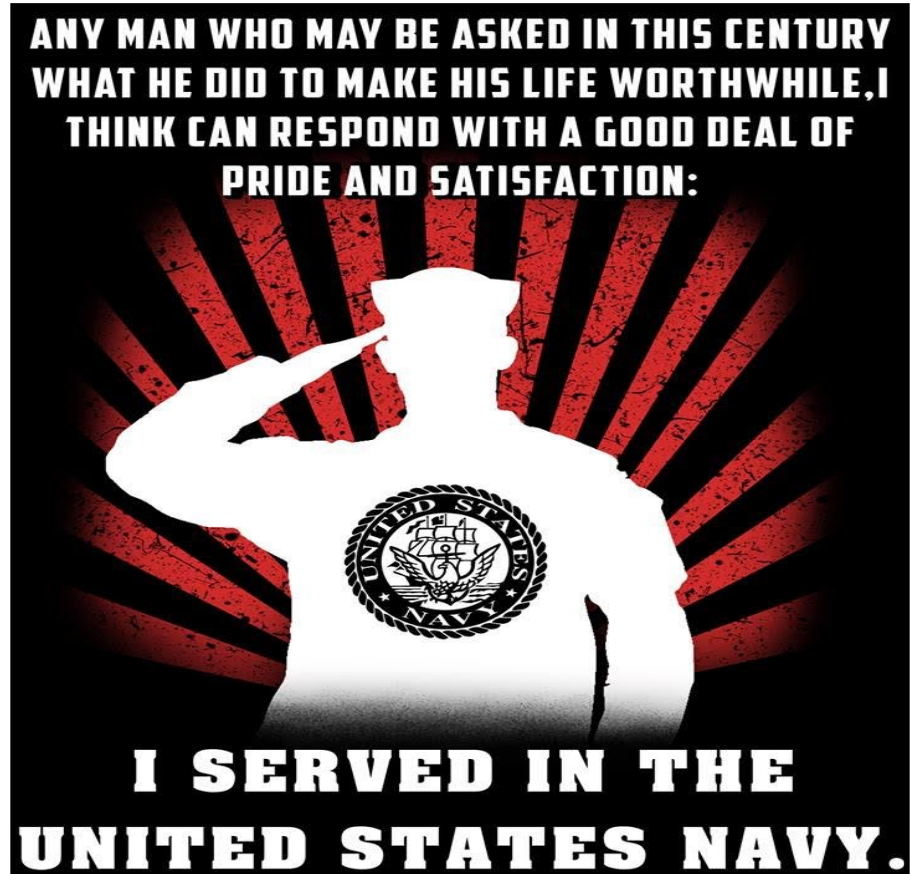
If you have not received an e-mail message from the Cogswell Association in the past month it is probably because we do not have your valid e-mail address on file. Please send us your current e-mail address if it has changed recently. Send current e-mail address to: Secretary@usscogswell.com

Visit the Association Online

www.usscogswell.com

**FINANCIAL STATEMENT
USS COGSWELL DD 651 ASSOCIATION
FEBRUARY 1, 2018 TO JULY 31, 2018**

| | |
|-----------------------------|-----------------|
| Balance Jan 2018: | \$20,621 |
| Income: Dues | \$ 1,060 |
| Expenditures: | |
| Reunion expenses | \$ 874 |
| Operating expenses | \$ 1,232 |
| Donation to TCS | \$ 200 |
| (in memory of Orv Williams) | |
| Balance July 2018: | \$19,375 |



USS COGSWELL ASSOCIATION

DATABASE STATISTICS as of 08/01/2018

- Active = 214 (paid dues are current) - 134 Life Members
- Inactive = 10 (have not paid dues for more than two years—house cleaning of these inactive members)
- New = 1 (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 = 557 (members who have indicated they have no interest in the Cogswell Association—some newly found who chose not to join)
- Deceased = 749 (known deceased shipmates—some newly found crewmembers)
- Not Located = 1771 (continues to be the largest number in database - we still need help locating

New members— February 01, 2018—August 01, 2018

| Last Name | First | City | State | Years Aboard | Rank |
|------------|-------------|-------------|-------|--------------|---------|
| BITTING | CLIFFORD | ALBION | IN | 64-66 | RD2 |
| CIRINCIONI | FRANK | EL CAJON | CA | 60-62 | RM1 |
| PLAIN | JOHN | SACRAMENTO | CA | 43 | RDM3 PO |
| SPRAGIO | JOHN | BATON ROUGE | LA | RELATIVE | |
| TAPIA | RUDOLPH | WHITTIER | CA | 65-67 | TM3 |
| WOOLERY | CHRISTOPHER | TOPEKA | KS | 65-66 | MMFN |

Known Deceased since February 01, 2018 (Former members)

| Last Name | First Name | City | State | Years Aboard | Rank |
|-----------|------------|-------------|-------|--------------|---------|
| BECKER | HOWARD | LAKWOOD | CO | 43-44 | SOM1 PO |
| MILLER | HARRY | LANCASTER | PA | 43-45 | EM2 PO |
| MOREHOUSE | ROGER | MERRILL | MI | 68-69 | BT1 |
| MOTTO | JAMES | MEMPHIS | TN | 63-64 | BM |
| MURRAY | ARTHUR | LYNDHURST | NJ | 55-59 | MM2 |
| PECK | VERNON | GREAT FALLS | MT | 56-57 | FN |
| POULOS | JOHN | SAXONVILLE | MA | 43-46 | BM2 PO |
| SEGARS | ELSTON | GILBERT | SC | 51-54 | MM3 |
| SLOCKETT | WALTER | WILMINGTON | DE | 43-45 | BT2 |
| TIS | ROBERT | COHASSET | MA | 56-58 | LTJG |
| WOMACK | LEONARD | OLALLA | WA | 60-61 | LT |

*PO= Plankowner

See following pages for more information on identifying those found as deceased.



TAPS



Roger Stanley Morehouse

Roger Stanley Morehouse, who served about the USS Cogswell DD-651 from 1968-69, died May 9, 2012 in Merrill, Michigan. He was 72.

A career Navy sailor, he retired from the Navy after 22 years of service. At the time of his service on the Cogswell he was a BT1.

He was a member of the Hemlock-Merrill VFW Post and was an avid woodworker and devoted much of his free time to making furniture for family and friends.

Roger is survived by his wife of 41 years, Helen Morehouse; his son; Keith Morehouse; his daughter, Tammy Morehouse, two grandchildren and a brother.

He was cremated.



Roger Morehouse

James Thomas Motto

James T. Motto, a BM aboard the USS Cogswell DD-651, from 1963-65, died January 4, 2018 in Memphis, Tennessee.

He was born October, 4, 1944. Internment was at Memorial Park Funeral Home and Cemetery in Memphis, Tennessee.

No further information was available.



James Motto

Arthur J. Murray

Arthur J. Murray, who was an active member of the USS Cogswell DD-651 Association and served on the Cogswell as an MM2 from 1955-59, died January 5, 2018 in Metuchen, New Jersey. He was 81.

He was born in Queens, New York and lived in New Jersey for more than 50 years.

Following his Navy service Arthur worked as an electrician for 30 years. He was an avid golfer, enjoyed fishing and reading US history.

Survivors include his wife Betty, his children, grandchildren and granddogs.

A funeral mass was held January 27 with a private internment following.

Harry B. Miller

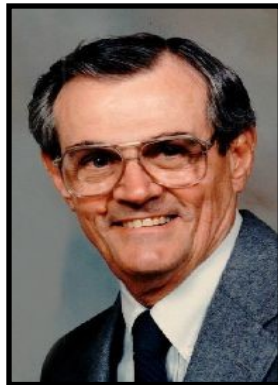
Harry B. Miller, a USS Cogswell DD-651 plankowner, died March 19 2018 at Hospice and Community Care in Mount Joy Pennsylvania. He was 95.

Miller, an EM2, served aboard the Cogswell from 1943 to 1945. He was preceded in death by Geraldine Miller, his wife of 59 years.

He retired from Bell of Pennsylvania in 1982 where he was a systems technician. A native of Lancaster, Pennsylvania, he was a longtime member of the former St. Paul's United Methodist Church in Lancaster.

He was a member of American Legion Post #34, Lancaster and Millersville/Manor VFW Post #7294

He was a member of the USS Cogswell DD-651 Association and the Telephone Pioneers and Guys and Dolls. He was buried in Greenwood Cemetery in Lancaster, Pennsylvania with military honors.



Harry Miller

Requiem

**Under the wide and starry sky,
Dig the grave and let me lie.
Glad did I live and gladly die,
And I laid me down with a will.**

**This be the verse you grave for me:
Here he lies where he longed to be;
Home is the sailor, home from sea,
And the hunter home from the hill.**

Robert Louis Stevenson, 1850 - 1894



TAPS

(Continued)



Robert J. Tis

Robert J. Tis, a LTJG aboard the USS Cogswell DD-651 from 1956-58, died March 11, 2018 at his home in The Villages, Florida surrounded by family. He was 86. He formerly lived in Cohasset, Massachusetts.



Robert Tis

Robert was born and raised in New Jersey and was a 1956 graduate of the US Merchant Marine Academy in Kings Point, New York. He served as engineering officer aboard the Cogswell. Following his Naval service he worked for Bethlehem Steel, Boston Edison Co. and the Pilgrim Nuclear Power Station.

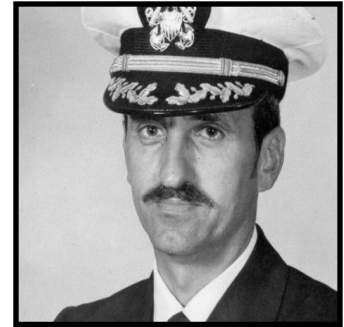
He also served on numerous boards of directors, including Jordan Hospital, Old Colony United Way, Plymouth Philharmonic, Plymouth Rotary and Cohasset Personnel Committee.

He loved the beach, playing golf and traveling. He was known for a positive attitude and a gentle and kind nature.

He is survived by his wife, Peggy, son Robert Jr. and stepdaughter, Lauren Tobin and 10 grandchildren. A funeral mass was held March 24 at St. Anthony's Church in Cohasset, Massachusetts.

Leonard Ray Womack

Leonard Ray Womack, who followed his US Navy service with a civilian merchant marine career, died Oct. 28, 2017, following a brief illness. He was 86.



Leonard "Ray" Womack

Ray served as a lieutenant aboard the USS Cogswell DD-651 from 1960-61. He was born in Fairview, Oklahoma on Dec. 15, 1930.

After his US Navy retirement in 1979 he became a Merchant Marine Master and worked for the University of Washington's oceanography department aboard the research vessel Thomas G. Thompson where he continued to pursue his love of the sea.



Early family photo

Ray was active in his community and church. He was an active member of the USS Cogswell DD-651 Association.

He is survived by his wife of 65 years, Shirley Mae, daughters, Christina, Suzanna and Melissa; 11 grandchildren, one great grandchild and two sisters.

Walter Hutton Slockett

Walter Hutton Slockett, who served aboard the USS Cogswell DD-651 during World War II, died February 14, 2017 at the Delaware Veterans Home. He was 92.

Born in New Britain, Connecticut, Walter resided in Wilmington, Delaware for most of his life. His service in the US Navy spanned 15 years and World War II and the Korean War. He was a BT2 during his service on the Cogswell from 1943-45.

Later in life he made rustic twig furniture by hand. He was described as a kind and respectful person who never uttered a negative word about anyone.

His wife Emma died Feb. 13, 2013. He is survived by a daughter, Lynn, stepdaughter, Diane; two grandchildren and two great grandchildren.

He was buried at the Delaware Veterans Memorial.

Elston Lee Segars

Elston Lee Segars, who served aboard the USS Cogswell DD-651 from 1951 to 1954 died Oct. 2, 2003 in Leesville, South Carolina. He was 72.

Elston was born Aug. 4, 1931 in Hartsville, South Carolina. According to Association records Elston was an MM3 during his service aboard the Cogswell.

He was buried in First Calvary Baptist Church Cemetery. No further details on his life were available.



TAPS

Continued



Vernon F. Peck

Vernon F. Peck, an FN aboard the USS Cogswell DD-651 in 1956 – 1957, died February 26, 2015 at the Cambridge Court Assisted Living Center in Great Falls, Montana. He was 76.

He was born March 5, 1938 in Polson, Montana and graduated from Great Falls High School in 1956. After graduation he joined the USS Navy and was assigned to the USS Cogswell.

Following his discharge he worked for the Anaconda Company Smelter and Envirotech for a combined 36 years as a boilerman and engineer.

Vernon took full advantage of the outdoors offerings of Montana as we was an avid fisherman. He enjoyed fishing on the Sun and Missouri rivers and he relished his summer time vacations at his western Montana Abbot Lake home and fishing for bass in the Echo Lake area.

A fly fisherman, he designed his own flies, including his "Scottybugger" which was made with the fur of his beloved dog, Scotty.

A talented artist, Vernon enjoyed painting fish, wildlife and landscapes.

He was survived by his wife of 42 years, Velma; 8 children and more than 25 grandchildren and great grandchildren.

At his request he was cremated and there was no memorial service.



Vernon Peck

John J. Poulos

John J. Poulos, a USS Cogswell DD-651 plankowner, died February 11, 2012 at the MetroWest Medical Center in Framingham, Massachusetts after a short illness. No age was given in the obituary.

Born in Boston and returned to Massachusetts after his Naval service. He served aboard the Cogswell from commissioning to 1946. He was a BM2.

A resident of Saxonville, Massachusetts for more than 40 years he was employed at Raytheon Company in Bedford for more than 40 years and retired as Prototype Fabrication Center Lab Manager.

He was an avid fisherman, hunter and outdoorsman and had a passion for being with his family in the great outdoors.

He is survived by his wife Annette; two sons, John Jr., and Kevin; daughter Patricia; nine grandchildren and two great grandchildren.

Burial was in St. Stephens Cemetery in Framingham.

May the road rise up to meet you, may the wind
ever be at your back,
May you find old friends waiting to greet you,
there on the outside track.

We're gathered together old times to remember, 'tis but for
ourselves we would grieve,

So we'll sing you a chorus and bid you farewell - fair winds
and a following sea.

We'll sing of 'The Leaf' and 'The Parting Glass', we'll raise up
our voices in song,

No sadness today for the one who has passed, celebrate with
a voice glad and strong.

A catch in the throat, a tear in the eye, but no funeral dirge
will this be,

We'll roar 'Auld Lang Syne' as a victory song - fair winds and a
following sea.

And those of us left here will miss a true friend, who shared
with us good times and bad,

Raising a glass to your memory we'll say: "We've known you -
why should be we sad?"

We honour a life that was lived to the full, we honour a spirit,
now free.

You'll long be remembered, whenever we say: "Fair winds and
a following sea!"

You'll long be remembered, whenever we say: "Fair winds and
a following sea!"

---Tom Lewis



This list of deceased crewmembers was compiled by comparing the information on each individual listed as "no interest" in the 1940's, 50's and 60's. Then searching in several online databases we were able to match up the information we have in our database to the obituaries found. We tried to keep the web link for those found in our database so if anyone is interested in this information let George Overman know.

| Last Name | First | Middle | Suffix | Years Aboard | Rank |
|-------------|-----------|---------|--------|-------------------|--------|
| BASHOR | JERRY | D | | 63,64 | SN |
| CIPOLLA | ARASAMO | | | 51,52,53 | SH3 |
| HENRICHS | R | GLEN | | 65 | EM |
| JOYCE | JAMES | WALTER | | 43 | Y2 PO |
| KARDASH | THOMAS | | | 51,52,53,54,55 | SA |
| KLENKE | RUSSELL | DAVIID | | 68,69 | FN |
| KOPACZYNSKI | JOSEPH | WALTER | | 43,44,45 | MM2 PO |
| LAMBRECHT | LEE ROY | H. | | 65 | MM |
| LAWSON | MONT | | JR | 55,56,57,58 | BM1 |
| LEDBETTER | ALFRED | P. | JR | 53,54 | FN |
| LEGGETT | DEAN | F | | 55,56,57,58,59,60 | MM2 |
| LEVERENZ | ROY | FRED | | 43 | LT |
| LOTT | ROBERT | J. | | 53,54 | RMSN |
| MADER | GORDON | EDWARD | | 43 | SC3 PO |
| MASCHINO | JOHN | PETER | | 51,52,53,54 | SO2 |
| McADAMS | ROBERT | B | | 59,60,61 | LCDR |
| MORETH | WILLIAM | J. | | 51,52,53,54,55 | FT3 |
| NANGLE | EARL | GEORGE | | 43,44,45 | GM2 PO |
| NAVRATIL | LEONARD | J | | 51,52,53,54 | IC2 |
| NEFF | J | BRADLEY | | 61,62 | ETNSN |
| NELSON | ALBERT | MYRON | | 43,44,45,46 | FN PO |
| NOORDEWIER | DAVID | A. | | 65,66,67 | SK |
| NUTLEY | GERALD | MICHA* | | 68,69 | ETR3 |
| OLIVEIRA | CARL | (n) | | 43,44,45 | SC1 PO |
| OTTAVIANO | VINCE | A. | | 53,54 | RMSN |
| PACHECO | HENRY | | | 51,52,53,54 | MM3 |
| PACHECO | RALPH | F. | | 51,52,53,54,55 | FT2 |
| PALO | LEON | J | | 54 | MM3 |
| PATTERSON | ROBERT | A | | 51,52,53,54,55 | GM3 |
| PATTERSON | RUSSELL | W. | | 59,60 | MR3 |
| PERRY | WILLIAM | (n) | | 43,44,45 | SS3 PO |
| PETRASEK | EDWIN | | | 51,52,53,54,55 | MM1 |
| PFUNTER | LAWRENCE | V | | 58,59,60 | TM2 |
| PHELAN | PATRICK | MICH* | | 69 | BMC |
| PIERCE | FRANK | | | 54,55,56 | BT3 |
| PINGLEY | RICHARD | HAROLD | | 68,69 | SN |
| PITTARD | WILLIAM | C | | 58,59,60,61 | TM3 |
| RIDGEWAY | JAMES | PERCY | | 62,63,64 | GMG1 |
| ROSSON | GRANVILLE | SID | | 55,56,57,58,59 | MM2 |

| | | | | |
|-------------|----------|-------------|----------------|-------|
| ROTH | KEITH | EUGENE | 65 | QM3 |
| SALTZMAN | HOWARD | E. | 53,54 | ENS. |
| SANDERSON | ROBERT | O. | 55,56,57,58,59 | BT2 |
| SCHEMPP | LEONARD | F. | 51,52,53,54 | LT |
| SEARS | LUTHER | H | III 59,60,61 | SN |
| SECREST | MARSHALL | V | 58,59,60 | SN |
| SHEETS | LARRY | E. | 56,57,58,59 | MM1 |
| SPITZER | GEORGE | L. | 59,60 | SN |
| SPRAGIO | JOHN | ANDREW | 44,45,46 | SN |
| STEINMILLER | LEON | FLOYD | 45,46 | FA |
| SWACKHAMMER | JOE | D. | 51,52,53,54 | RM3 |
| SWENSON | DELBERT | FRANK | 64,65 | MM3 |
| SYRA | DARREL | W | 66,67 | RM3 |
| THARP | JERRY | W | 57,58,59,60,61 | BT2 |
| TOLIVER | JOHN | H | 65 | MM2 |
| VANDERTEEMS | WILLIAM | H | 51,52 | TMT2 |
| VERGIELS | RICHARD | F. | 51 | SA |
| VOLK | GERALD | D. | 58 | BM3 |
| WAGNER | DONALD | E. | 51,52,53,54 | MM3 |
| WAMNES | LEONARD | B | JR 51 | RM1 |
| WEIDOW | HAROLD | A. | 51,52 | BMSN |
| WHITEHEAD | WALTER | LEON | 54,55 | MM3 |
| WINTER | GEORGE | B. | 54,55,56 | LTJG |
| WITHROW | LLOYD | T. | 65,66,67 | EM3 |
| WOMACK | LEONARD | RAY | 60,61 | LT |
| WRIGHT | WILLIAM | McKINLEY | 43 | SA PO |
| YATES | TEMPLE | WEEDEN* JR. | 66,67,68,69 | SFP2 |
| YOUNGBLOOD | ROY | J | 57 | FT3 |

Can you help identify this location?

This photo of the USS Knapp DD-653 and USS Cogswell DD-651 is believed to have been taken in Guantanamo Bay, Cuba.

It is not certain that this is correct, but someone out there should be able to narrow down not just the location, but perhaps the approximate date (or at least year) this was taken.

The USS Knapp is one of the Associations we are looking at to join us at a future reunion.



USS Knapp and USS Cogswell side-by-side in ??

Family seeks shipmates, memories

Navy “turned to” to help Cogswell sailor in tragic event

A long lost newspaper clipping and a daughter’s desire to retrace her family’s story led her to the USS Cogswell Association DD-651 website for help.

Mabel Lindsay, the daughter of George W. Thomas Engineman 1st class who served on the Cogswell in 1954, wanted to find any of her father’s shipmates who remembered him and the horrible tragedy that abruptly ended his service on the Cogswell.

It was not the tragic death of George Thomas, who himself would die just 10 years later in a horrific motorcycle crash, but the death of his wife, Zella, and the injury to his three children, Mabel, 3, Georgia, 2, and Paul, 8, while the Cogswell was transitioning from the east coast to the west coast.

Mabel’s mother, Zella, a Navy veteran who worked in aircraft maintenance, was also in the process of transitioning the rest of the family from the east coast to west coast to join her husband when she fell asleep at the wheel while driving through Texas and drove off the road and crashed. Zella didn’t make it to the hospital, but before she died she was able to give emergency personnel enough information about her husband and children to assist them in finding him. Mabel and her two siblings survived the accident but were very much alone in a Texas hospital.

A newspaper article of the accident, written by a legendary Associated Press reporter, detailed the dramatic events that led to the Cogswell being diverted from its course and making an emergency stop in Acapulco, Mexico.

Murray Miles, the gunnery officer aboard the Cogswell and a member of our Association, responded to Mabel’s recent request for information as he was the officer who was assigned to see George off the ship and to transportation that would take him to Mexico City for a flight to Texas. Miles, said he was selected because he knew a little Spanish.



George and Zella Thomas



One month after their mother’s fatal accident Mabel (front holding blanket), Georgia (far right front) and Paul posed with older cousins .

Other than his interaction with George during the transfer in Mexico, Miles didn’t remember much else about George as they were in separate divisions on the ship.

Miles recalled that the ship was likely headed to Korea and not to San Diego when it was diverted to Mexico.

The newspaper article outlined some incredible, and quick work done by high level Naval officials, not only to get George home to his children, but the diplomatic work needed to get clearance for the ship to dock quickly into Acapulco. The article further mentions that the captain of the Cogswell Cmdr. James R. Wilson also arranged for plane tickets, transportation, emergency pay and leave for George.

It was an incredible effort that quickly reunited the family and gained national attention when reporter Elton C. Fay, who was best known for being one of the very few reporters briefed in advance of Gen. Jimmy Doolittle’s daring bombing raid on Japan in 1942, broke the story of the incredible effort.

The Navy also arranged for some immediate shore duty in Ohio for George so he could be near his children in Kentucky where they were taken to live with relatives as they recovered from the death of his wife and the children’s mother.

At some point he remarried, but Mabel said her stepmother was not very understanding and tried to erase any memories of her mother. The family
(continued on page 12)

(continued from page 11) lived in Guam for a couple years and her father got another ship assignment as he completed his Naval career, which began in 1943 after his enlistment in Lynwood, California during World War II.

It was the discovery of her brother's 1968 obituary notice in 2001 that sent Mabel on a search for more information on her parents. It was a call to her mother's youngest sister, who was listed in the obituary, that provided for her for the first time her mother's name. A later meeting with relatives produced the news article about her mother's death and the determined Navy effort to reunite the father with the children.

George's last ship was the USS Chanticleer ASR-7 and Mabel remembers his 1st class uniform with all its gold sleeve stripes. The family relocated to Winnebago, Illinois following his retirement.

After he retired from the Navy, George worked as a diesel mechanic for six months, the skill he learned in the Navy, until he too was killed in a 1964 accident when he was struck by a car that ran a stop sign while riding a motorcycle. Sadly, Paul, the oldest child, who served four years in the Navy, was killed in his own motorcycle accident in 1968.

"I'm looking for anybody who may have been my father's shipmate or remember the incident," Mabel Lindsay said. She can be contacted at her email: lindsay-mmtc@yahoo.com



A recent Georgia and Mabel photo

Page 9

RALD-LEADER

Long Arm Of Naval Command Reaches To Bring Sailor To Land After Wife Dies, Children Hurt

By Elton C. Fay

WASHINGTON, Jan. 1 (AP)—This tells how the Navy high command reached out its long arm to divert a war ship from course and give a hand to an enlisted man to hurry him back to his tragedy-stricken family.

The account came to light today in a file of dispatches, telling in cryptic, abbreviated phrasing, what happened after an automobile accident killed the wife of Engineer I. C. George W. Thomas and injured his three children.

Mrs. Zella Thomas, with her children—Paul, 8 years old, Mabel, 3, and Georgia Lynn, 2—was driving from an East Coast port to San Diego, Calif., to make a new home there, where her husband's ship would base. Thomas was aboard the Destroyer Cogswell, headed for the Pacific Fleet from former Atlantic station. Near Mineral Springs, Texas, on Dec. 9, the car swerved from the road and crashed. Red Cross authorities notified the nearest Navy office. The word was hurried to Washington Naval Headquarters.

Chief Of Bureau Helps

In the Bureau of Personnel's casualty section clerks picked Thomas' card from a file, found the name of his ship. Naval Operations reported the Cogswell then at a position west of the Panama Canal, headed north.

Vice Adm. James L. Holloway Jr., chief of the bureau, stepped in at this point. Over the linked system of naval communications a radio message went out, aimed at the destroyer, by then off the west coast of Mexico. Holloway's message informed Thomas of the accident.

Even before the message had cleared Washington, the admiral sent another communication to Pacific Fleet Commands asking if a seaplane could rendezvous with the Cogswell and pick up Thomas.

The answer went out "from COMCRUDESPAC to BUPERS" (Commander, Cruisers and Destroyers, Pacific, to Bureau of Personnel). It said the Cogswell had been ordered to change course and head for the nearest port to land Thomas. The nearest port was Acapulco, Mexico.

But warships do not suddenly enter the harbor of a friendly nation unannounced.

Diplomacy Goes To Work

The Office of Chief of Naval Operations, headed by Adm. Robert Carney, picked up this problem. Quick arrangements were made through diplomatic channels and Mexican authorities hurriedly granted clearance for the American destroyer to come in to Acapulco. The destroyer disembarked Thomas, to board a Mexican airliner and head for Dallas, Texas.

By then the administrative machinery of the Navy was in full operation, directed at getting Thomas to the side of his children. When Thomas left his ship he had orders transferring him to temporary duty in Texas, advance pay to help him travel and take care of emergency expenses. The captain of the Cogswell had arranged for airline tickets and a passport into Mexico. At Mexico City, the embassy sent a Navy man and his wife to meet Thomas and see him aboard a Dallas-bound plane.

Transferred To Shore Duty

In a Dallas hospital Thomas found his children.

But Thomas and the Navy were faced with still other problems. The sea was no place for a man concerned about the care of three motherless children. Thomas, with 12 years of service, wanted to stay in but felt he should leave the Navy to be near the children who would be living with their grandmother at Ravenna, Ky. The Navy solved this one. New orders transferred him to shore duty at the Navy's Bureau of Aeronautics office at Wright-Patterson Air Base, Ohio—a few hours drive from the new home of his children.

Thomas, a native of Lynwood, Calif., enlisted in 1943 at Palmdale, Calif.

He has written two letters to Navy Headquarters. The first one said he was proud to know the Navy would do so much for one man of its many, but added the circumstances probably would compel him to leave service when his current enlistment was up. The second, written after his new assignment, said he intended to stay in and become a 20-year man.

Standard Oil Offers Ohio Jobs To 60

LIMA, Ohio, Jan. 1 (AP)—Sewar Bowles, manager of the Standard Oil of Ohio Refinery in Lima, said today that 60 workers from the Latonia, Ky., refinery have been offered jobs here.

A delegation of 35 of the workers will visit the Lima refinery on Monday, he said.

Bowles said 70 workers involved in the thermal cracking operation at the Latonia refinery are going to lose their jobs.

"More modern equipment at other locations and decrease product demand in the petroleum market are responsible for the layoffs at Latonia," Bowles said.

He said Standard Oil expects curtailment of operations at Latonia for several years.

The company's industrial relations department will assist in locating homes for the 60 employees who come to Lima, he said.

The transfers will become effective by March 1. The other Latonia workers will be offered jobs at other locations, he said.

Sheep Care

LINCOLN, Neb. (UP)—A few minutes spent now "drenching" farm sheep with a parasite-killing solution will aid the flock in the spring. Dr. Paul Q. Guyer, extension animal husbandman at the University of Nebraska, said the treatment should be repeated again in March or April before turning a flock to spring pasture.

"You're in the Navy now and not behind a plow"

Gale Sessions "deserts" the Army for the Navy

One of the first things to happen to Electrician's Mate Gale Sessions after he reported aboard the USS Cogswell was a notice from his mother that he was wanted as a deserter from the US Army.

That story in short order.

First things first. Gale was born in Wells, Texas on a family farm in 1943. Except for his time in the military and as a contract machinist around the country, Texas has been his home. With a laugh as big as Texas and a great sense of humor, Gale has been a long time fixture at many Cogswell reunions. His voice puts the "awl" in drawl.

While he grew up on a farm, that was not the life he wanted.

"I couldn't get away fast enough," Gale said.

Time for the "deserter" story. In 1960, while he and three buddies (that was half the men in his high school class) were still in high school they joined the National Guard.

After graduation Gale got married to his high school sweetheart, Shirley, on June 10, 1961. A week later, on June 17 he and his buddies reported to Army boot camp in Ft. Leonard Wood, Missouri and six months active duty. The Army changed those plans and activated Gale and he went to Ft. Polk in Louisiana. In September 1963 he was deactivated and returned home to civilian life in Texas.

Gale thought that might have been the end of his military career, but the Army had other plans. In December 1963 he received a letter calling him back to active duty and he reported to his local National Guard station to see what was up.

The Army said they were sending him to warrant officer school and helicopter pilot training as an E2 or private. That didn't set well with Gale as he had been deactivated as an E4, Specialist. The Army officer told him he could straighten that out when he got to his training station.

"I'd been lied to before (by the Army) so I headed to the Navy recruiter," Gale said.

Because of his previous Army service, the Navy said he could bypass boot camp and go to Electrician's Mate school at Great Lakes as an E3. So it was anchors aweigh for Gale who let the caissons go rolling along without him.

As promised he went to the school and then got orders to the Cogswell in June 1964. During a phone call to his mother she told him the police had been at the house looking for him because he was a "deserter" from the Army.

Gale went to the Executive Officer on the Cogswell who assured him the whole matter would be repaired.

"We'll take care of that, the Army is not going to get you," the officer told him. Thus began Gale's service on the Cogswell, which included two WestPac cruises. By the time he was discharged in 1967 he was an EM2 and a minor legend aboard the ship.

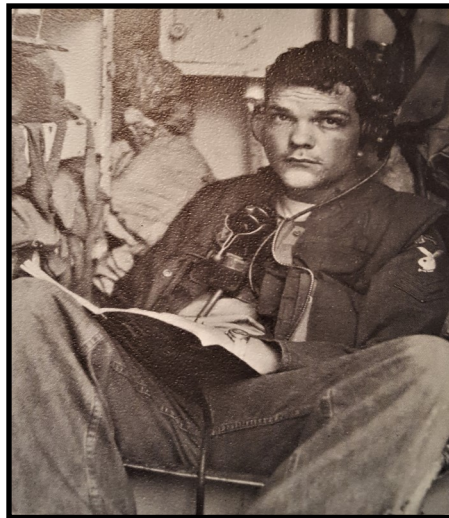
There are many Gale Sessions stories (hear more in San Antonio) but here are a couple favorites.

While on liberty in Hong Kong, Gale and a buddy, who he refuses to name, but says joins him at many reunions, decided after a night of visiting "historical and cultural" sights that a rickshaw ride would be fun. They found a rickshaw guy that looked about 100 years old and climbed on.

It may have been the alcohol but they started yelling at the man, "faster, faster" and he tried to oblige but finally he dropped the rickshaw poles on the ground and told both men to get off. But he wasn't done, he told them to pick up the poles and carry him for awhile.

As they started down the street holding the poles, the Chinese man was shouting at them "faster, faster."

(continued on page 14)



Gale Sessions (notice the crow)

(con't from previous page) Not all the fun occurred off the ship.

One time on the ship while hanging around the shop, a sound powered phone call came in which Gale answered abruptly. The voice on the other end identified himself as the engineering officer, but before he got to his purpose he began chewing out Gale for the way he answered the phone.

"You are supposed to answer with your name, location," the lieutenant said angrily.

"Do you know who this is?," Gale asked the lieutenant. When the lieutenant answered in the negative, Gale hung up the phone and the crew in the shop scattered throughout the ship.

"He was really, really mad," Gale said, but apparently never found out who the offender was.

And then there was the time the ship was in the yards in Vallejo that he and some buddies headed for Los Angeles for a quick liberty. They had prearranged a car ride back with another Cogswell sailor (who he also refuses to name) who was going to meet them at a bus station.

"He said he was there, but he wasn't," Gale said. "We even had him paged." He and his buddies had to hitchhike back to the ship but arrived a few hours late. They only time he really got in trouble while in the Navy.

After his discharge in December 1967, Gale went back to Texas found a job at the Amoco Oil Refinery in Texas City, Texas where he worked for 12 years not as an electrician but

as a machinist. A series of four strikes convinced him to head out on his own. For many years he did contract work as a machinist throughout the country for oil companies, steel mills and others. In 1990 he landed a job at the South Texas Nuclear Power Plant in Bay City, Texas. He stayed with them until 2001 when he accepted a retirement package.

During his itinerant years, Shirley and the family would stay home and he would see them when he could. The couple had two daughters, Selena and Melissa. They have one grandson and great grandchild. Gale's daughter, Selena Simmerman, runs the USS Cogswell DD-651 store.

Unfortunately, in 2012 Shirley, his high school sweetheart that he married just before heading to boot camp died. After Shirley's passing he reconnected in 2013 with another high school friend, Carolyn, who he attended school with from the second grade through high school. Carolyn's brother is one of the three buddies who joined the National Guard with Gale. The reconnection occurred after the funeral of a mutual friend and ever the romantic Gale asked Carolyn out for a drink after the funeral.

The fun has continued with Gale at our reunions.

At the Mobile, Alabama reunion, the entire crew was awakened at 3 a.m. at the Admiral Semmes Hotel by a malfunctioning fire alarm. It was the final day of the reunion and Gale had only been in bed a couple hours, probably visiting more "historical and cultural" sights when everyone was roused from sleep and sent to the lobby.

One of the attendees speculated that this might be an elaborate set up for the Murder Mystery dinner that was to occur that night in the ballroom.

"If that's the case," Gale said. "Someone really is going to die."



(l-r) Carolyn and Gale Sessions, Melissa and Evan Davis and Selena and Buddy Simmerman

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 gorgeous young lady on his arm. He smiled at his patient and walked on. The patient smiled back and went around the block. A couple of days later the doctor talked to the man and said: "You're really doing great, aren't you?" The old man replied, "Just doing what you said, "Get a hot mama and be cheerful." The doctor paused and then answered, "I didn't say that! I said, "You've got a heart murmur. Be careful!"

A letter from your editor

When you are a newsletter editor time passes really quickly. Just when you finish one newsletter it is time to think about the next. Hopefully all of you are enjoying a wonderful, restful summer.

My wife and I spend the winters in Tucson, a place we fell in love with during the 2010 USS Cogswell DD-651 Association reunion there. Each year we set up our RV in the same park we stayed in during the reunion. Call it a side benefit from attending the reunion.

Next year we are already locked in to making the Cogswell reunion in San Antonio. We spent one of our pre-Tucson winters in Texas, a month of that in San Antonio. It was a wonderful place to visit and one that left us with a great many memories.

Three days is not enough time to do San Antonio and the surrounding area justice, so if you are able I would suggest extending your stay a few days and check out as many of the offerings there as possible.

The Riverwalk through downtown is a unique feature, one that would likely not be recognized by World War II military personnel who trained there.

Back then the river was known more for its odor than anything else. What the city has done with it now is truly remarkable.

The Alamo is rich in history for Texas and America and while it is now dwarfed by the city around it, the tour of it is awe inspiring.

Elsewhere in this newsletter there is an article on all the San Antonio attractions so I won't belabor those here because the real reason for coming to San Antonio is to be with shipmates and swap stories and catch up.

I still remember with great fondness seeing some of my friends from the 66-67 cruise at my first reunion in Buffalo, New York. Even with the passage of so many years meeting with them brought back so many good memories. But more than that, I have met so many great people from other eras on the ship, folks I would have never met had I not made the trip.

And while I didn't serve directly with them, I have come to appreciate and enjoy their company. We all share a common experience, even if the experiences were not at the same time.

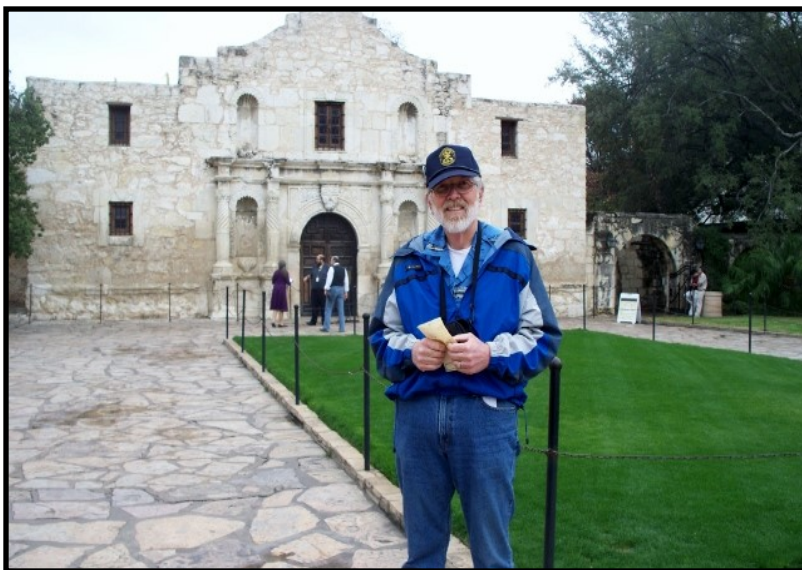
Another must read is the Gale Sessions bio (Page 13). I haven't had so much fun interviewing someone since I spent 45 minutes interviewing Burt Reynolds.

I had the pleasure of communicating with Mabel Lindsay (see story Page 11) about the tragic traffic death of her mother and the determined effort to get their father from the USS Cogswell in the Pacific Ocean back to Texas where Mabel and her brother and sister were in the hospital with injuries from the accident. It is a compelling and sad story about a former shipmate that I don't want you to miss.

We are encouraging Mabel and her sister, Georgia, to join the Association and to hopefully join with us at the San Antonio reunion.

The story is a good example that our Navy service was more than just a dry duty. As shipmates, even those we didn't serve with are part of a very large family. The fact the Navy went to extremes to get George Thomas home to his children shows how close we all really are.

As always I welcome your stories and ideas as it makes the task of putting this newsletter together easier and more relevant to what you want. You can always reach me at my cellphone 810-338-3015 or by email at jlsm mediaservices@gmail.com



Your newsletter editor at The Alamo

San Antonio, TX

Monday June 03—Wednesday June 05, 2019

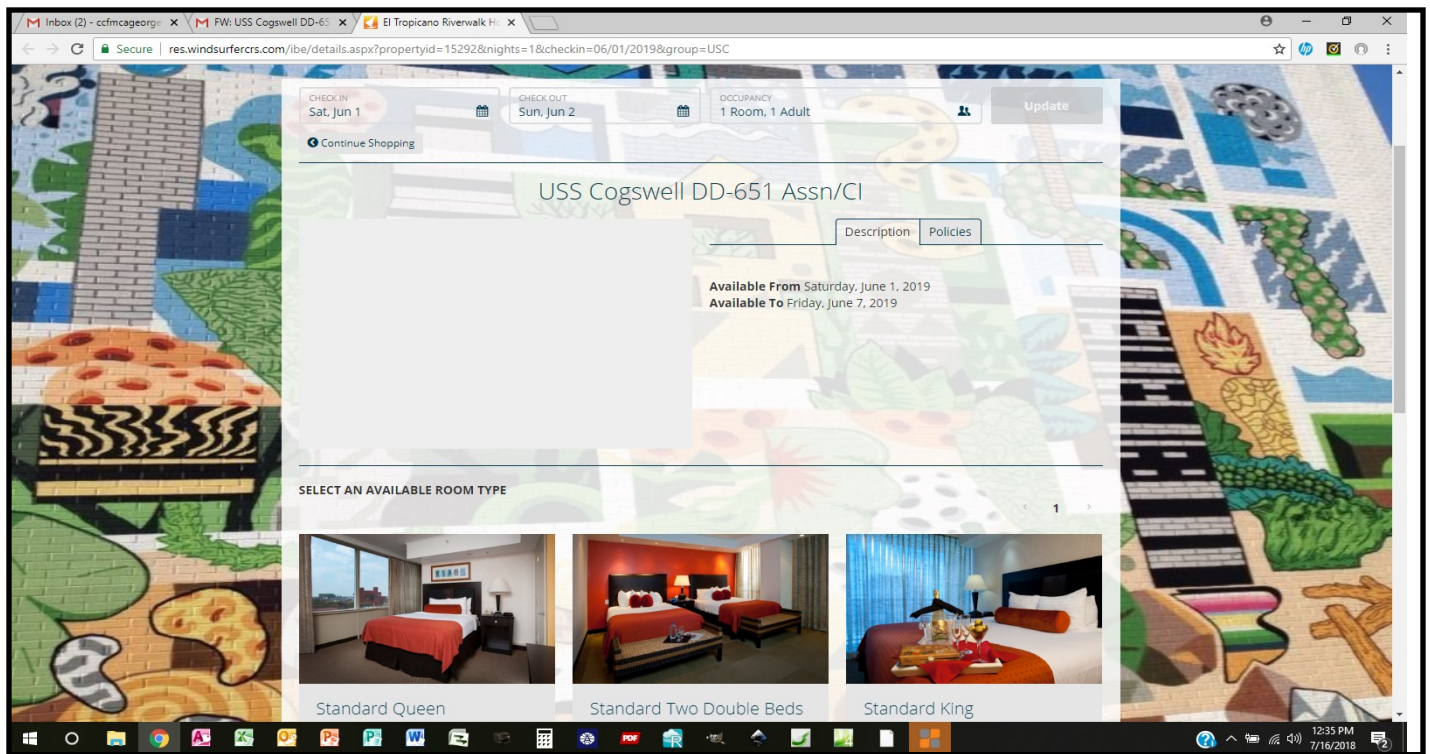
El Tropicano Riverwalk Hotel

110 Lexington Ave. San Antonio, Texas 78205

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

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





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

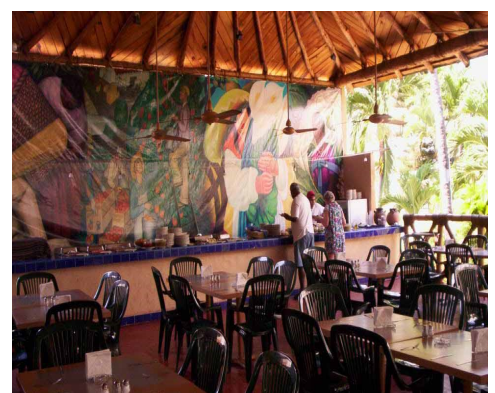
Room rates for all rooms: \$109 per night plus tax (for up to 2 people in one bed rooms and up to 4 people in two bed rooms.)

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

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

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

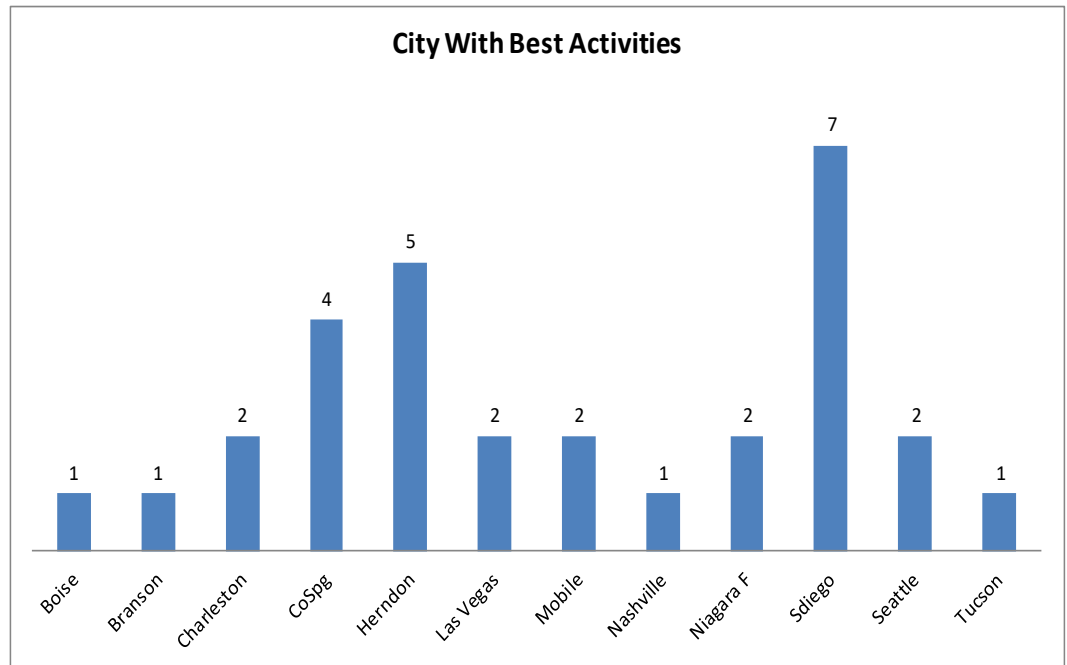
MORE REUNION INFORMATION TO FOLLOW; TOURS, POD, BANQUET, ETC.



Reunion Survey Results

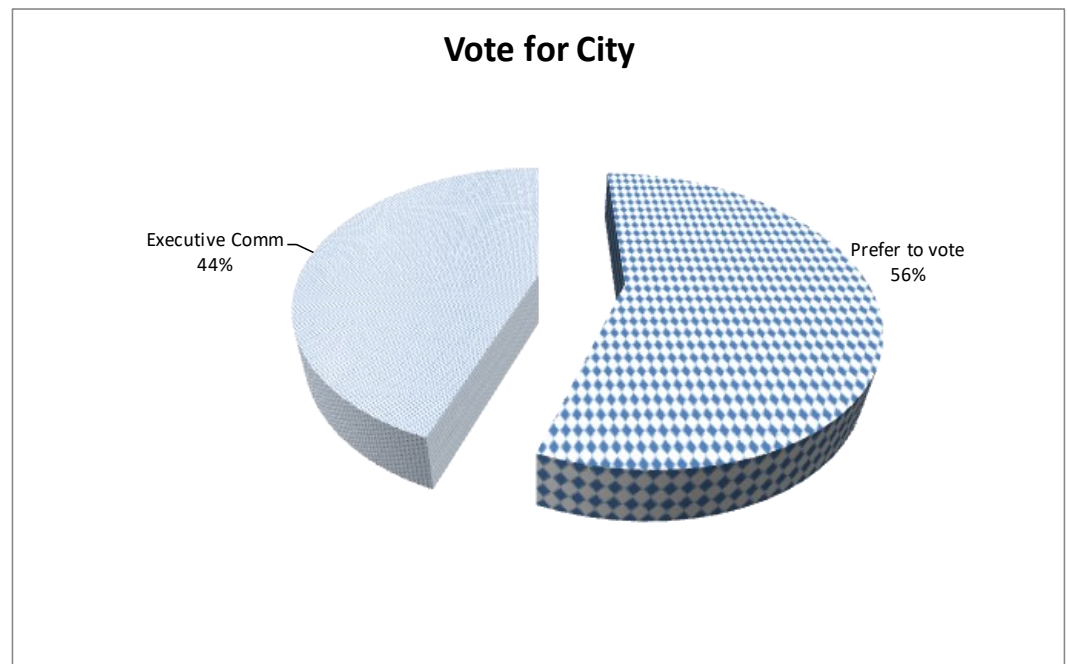
This past January, the committee created an e-mailed a survey to Cogswell Association members about our reunion planning. This survey went only to those who have e-mail. We received responses from 33 people, which is a reasonable return. Included here are the results of that survey. Our planning will be influenced in the future by these results. (These are highlights from that survey.)

If you have attended reunions in the past, which one had the best activities over-all.

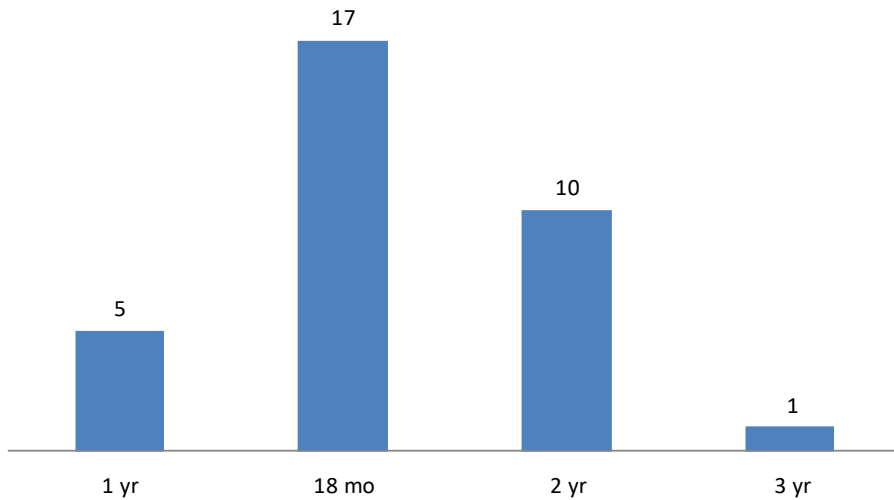


Do you prefer to vote for the reunion city or would you prefer the executive committee to select the venue?

(Continued next page 19)



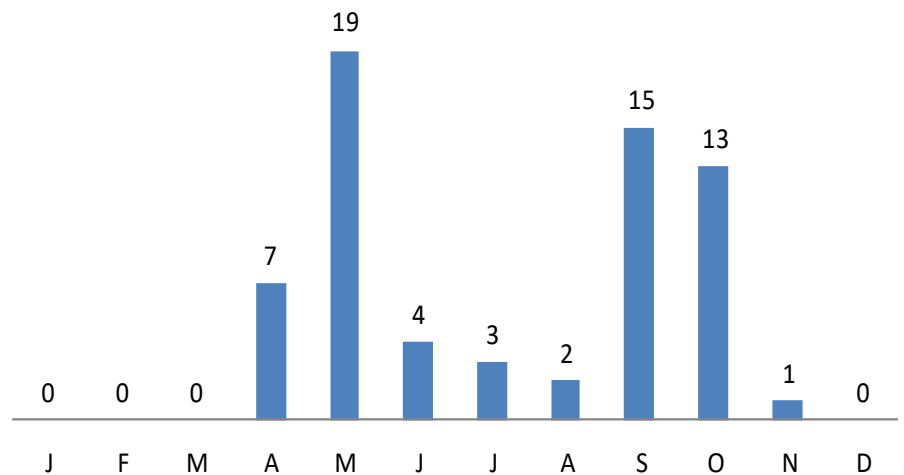
How Often



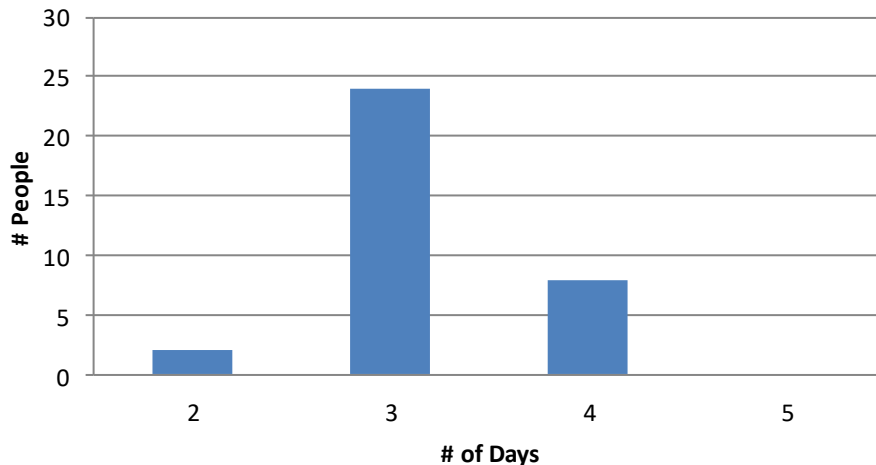
How often should the reunions be held?

What months would you prefer the Cogswell reunion be held (regardless of geographical location)? (If answer above is every 18 months, pick two months)

What Months



Days



Over how many days should the reunion take place?

(We will publish additional survey results in future newsletters)

A Hawaiian night to remember, and forget

When I left San Diego on the USS Cogswell for my first WestPac cruise on Nov. 8, 1966, it was the first time I had ever left the continental United States. My first three days underway I experienced terrible sea sickness, so much that I think there was a time I wished I would just die. It was the only time I have ever experienced sea sickness before or after

Our first port call was Yokosuka, Japan and I have to admit that I was in a little bit of awe realizing how far, both geographically and culturally I was from my hometown of Los Angeles.

There were many memorable port calls in that cruise, including Hong Kong, Subic Bay and very brief stops in Okinawa and then Midway for fuel.

But the port call that made the biggest impression on that cruise was Pearl Harbor and Honolulu, the final one before arriving back in San Diego.

Memorable mostly because of what I remember, which isn't much. In addition to the work days of getting the Cogswell "ship shape" for our return to home port San Diego, there were those great liberty nights in Honolulu.

Here's what I remember:

- ◆ Sipping a Mai Tai on the patio at the legendary Royal Hawaiian Hotel. It was particularly memorable because I remember hearing my stepfather talk about his days as a Navy pilot during World War II in Hawaii. He also had visited the Royal Hawaiian Hotel.
- ◆ Agreeing with several of my shipmates, I think 8 of us altogether, that we would pool our money and rent a hotel room on Waikiki Beach for the one night we had off the ship. It was rented by one sailor and the rest of us planned to sneak into the room individually at the end of the night. The hotel only gave us one key and for whatever reason the key was entrusted to me. I stuck it in my white jumper pocket
- ◆ During the evening we "cruised" the bars of Honolulu and eventually bought a couple bottles of the cheapest jug wine we could find. I think it was 89 cents a gallon for the fruity concoction.
- ◆ Sometime after consuming way too much of Ernest and Julio's best vino we staggered to the beach in front of the hotel. Someone suggested a late night swim in the beautiful and warm tropical night. Not wanting to get our uniforms wet we shed them on the beach and went for a skivvy swim in the surf.
- ◆ After getting out we dried off and retrieved our uniforms and headed back to the hotel. It was then I discovered that the hotel key that had been entrusted to me had gotten lost on the beach when I shed my white jumper.
- ◆ Drunk and looking not very squared away it took me some time to convince a skeptical hotel clerk to give me a duplicate key to our room, while my shipmates waited outside on the sidewalk to see if I was successful.
- ◆ Once I got the key, I signaled the rest and one by one they started entering the hotel one at a time about 5 minutes apart. I waited in the room and let them in one-by-one until all 8 of us were in the room. Somehow one of the gallon bottles of wine made it back to the room as well. Fortunately, only a small amount of wine was left in the bottle.
- ◆ Spreading out throughout the room, I ended up sleeping in the bathtub with the bottle of wine sitting on the sink. When I woke up in the morning and saw and smelled that stale wine I nearly got sick. I know one or two guys slept on the balcony.



Royal Hawaiian patio



Waikiki Beach

There's probably a lot about that night I have forgotten, but what I remember was burned forever into my memory. If you were one of the 8, feel free to chime in with any other recollections of that evening. — Jim Smith

Things to do in and around San Antonio

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

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

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

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

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

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



Hill Country Wine Tours. There are several fine wineries in and around the Hill Country as well as wonderful restaurants. Wine tasting is available at most of the Hill Country wineries.

Tower of the Americas. Located in downtown San Antonio, the 750-foot tall Tower of the Americas provides guests the most spectacular view of the Alamo City. Eat dinner with a panoramic view from the revolving Chart House Restaurant. There is also an observation deck and a 4D Theater Ride.



Tin Can Sailors - A group worth joining

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

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

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



Tell us your stories

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



A failure to communicate

One reason the Services have trouble operating jointly is that they don't speak the same language. For example, if you told Navy personnel to "secure a building," they would turn off the lights and lock the doors. Army personnel would occupy the building so no one could enter. Marines would assault the building, capture it, and defend it with suppressive fire and close combat. The Air Force, on the other hand, would take out a three-year lease with an option to buy.

Time for a laugh



Ship's New Female Quarters Regs

Department of the Navy is now assigning females to quarters in a separate private "OFF LIMITS" area on all aircraft carriers.

While addressing all personnel at Pearl Harbor, CINCPAC advised, "Female sleeping quarters will be "out-of-bounds" for all males.

Anyone caught breaking this rule will be fined \$50 the first time."

The Admiral continued:

Anyone caught breaking this rule the second time will be fined \$150.

Anyone caught breaking this rule a third time will cost you a fine of \$500.

Are there any questions?

At this point a Marine from the security detail assigned to a ship stood up in the crowd and inquired:

"How much for a season pass?"



USS Cogswell DD-651 Association

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

Visit the website:

www.usscogswell.com

Email:

secretary@usscogswell.com

