

## Cogswell, Wedderburn sailors gather for fun and fellowship in San Antonio

**N**early one hundred sailors and their spouses, children and friends gathered in San Antonio during the first week of June and shared stories and friendships during the USS Cogswell DD-651 Association reunion.

For the first time a group of 10 sailors from another Fletcher class destroyer, the USS Wedderburn DD-684, joined the Cogswell sailors for the fun.

The El Tropicano Riverwalk Hotel was the gathering place and the event started with the usual opening ceremony that included welcoming remarks by President Frank Wille, hotel representatives, a POW/MIA remembrance and a raffle. It ended with a great food spread by Alice Lincoln and her family. The quality and quantity kept most folks in the hospitality room. Instead of going out to dinner.

Melissa Davis and her sister, Selena Simmerman, deftly handled the raffle and were very generous in providing a number of the wonderful items in it. Selena and Buddy Simmerman have taken our Ship's Store to a new level.

Unlike previous years the association business meeting was postponed this year until Wednesday morning. The election of officers was held at that time with no changes. **(Con't on page 7)**



**President Wille opened the festivities**

NULLI SECUNDUS		AUGUST 2019	
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## Reunion 2020 headed to Washington State

Planning is already underway for the 2020 reunion. As voted on by the members of the USS Cogswell DD-651 Association our next stop will be the in Tacoma-Seattle area.

As always the reunion committee is using some flexibility to find a hotel in that general region that provides the rooms, the tour attractions. banquet services and other amenities at a cost that is affordable to our membership.

More details will be available in the February 2020 newsletter and Secretary George Overman will send out updates as needed via email.

Additionally, the USS Wedderburn sailors have indicated that they would like to join us again at that reunion. Stay tuned.

# A message from President Frank Wille

It was great to see so many shipmates and their families at the reunion in San Antonio. The enthusiasm was noticeable and there were even some new sea stories. We were joined by families of USS Wedderburn DD- 684 and we enjoyed meeting them and hearing their stories. It worked so well that they plan to join us at the next reunion.

Our tour was to the Museum of the Pacific War which seemed curiously located in the middle of Texas. When we learned that it was the hometown of Fleet Admiral Nimitz, it made sense. They had many nice displays including the only midget submarine recovered from the attack at Pearl Harbor. Thanks to Mike McGivney who provided local support for us.

Many thanks to shipmate family members who are taking an important role in our association: Alice Lincoln, Selena Simmermann, and Melissa Davis. They have stepped forward to keep our group moving forward. Of course, we all owe George Overman a big thank you for all of the coordination of the reunion. His efforts were obvious to all.

Planning is underway for the next reunion in the Tacoma, Washington area. Stay tuned for details.

Your association remains strong and solvent.

Wishing you well.

Frank Wille



Frank Wille, Zola Low, Lyna Low

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

Selena Simmermann is the Ship's Store manager. She and husband Buddy have created some great new items (See Page 7) 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. **(See Pages 5 & 9 for items)**



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

# USS COGSWELL DD-651 ASSOCIATION CONTACTS

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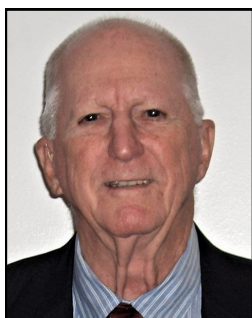
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## Ship's Store:

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



## **ATTENTION!**

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

## Visit the Association Online

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

# *A letter from your editor*

Still reeling in the after glow of another reunion, I'm watching the summer fly by here in Michigan. It was great to see so many folks in San Antonio and to get acquainted with our new friends from the USS Wedderburn DD-684.

Sea stories seem to have a common thread no matter the name or number of the ship we served on. Looking forward to our next reunion in the State of Washington next year. If you have never attended a reunion I urge you to consider making one before it's too late.

In this edition we have a great story by our President Frank Wille who recounts his work on helping to arrange the return of POWs from North Vietnam at the end of that war.

We know that many of the officers and men who served aboard her during three wars went on to successful careers and the impact of the sailors who once served aboard the USS Cogswell DD-651 is amazing to me both in and out of the Navy.

Heck, one of them was the first American in space, Alan Shepherd, how cool is that?

I know for me the next time we do the POW/MIA ceremony at the reunion will have an even bigger meaning to me knowing that one of our men served to bring back the ones we knew were in captivity.

The work done by so many to make the reunion successful always leaves me with a feeling of gratitude. For all the ribbing we do on George Overman, please know that behind the scenes he is always working hard to make this association run well.

Selena and Buddy Simmerman have stepped up to really take our Ship's Store to a new level. If you haven't seen the new embroidered hats, the customized overnight bag and the Challenge coins make sure you check them out in this issue. The prices are good too. I bought nearly 20 Challenge coins and am about to reorder because they make great little gifts for family and friends.

For me the best part of the reunion is connecting with shipmates I served with (for my 1966-67) but also seeing those shipmates that came before me who have become friends over the years of attending reunions.

Who doesn't like to laugh a lot? I'm including a photo with this column of a priceless moment of three of our fellow sailors who showed their strong affection for each other. (I think a little beer might have been involved as well).

A night with Gale Sessions, Walt Dzedic and George Overman can't help but bring at least a smile to your face.

It is with great sadness that we say goodbye to Captain Walt Baker in this edition. I have great memories of meeting he and his wife at previous reunions and enjoyed the time we spent talking with them in the hospitality room and on the tour bus.

There's lots of other good stuff in this edition, including a brief rundown on the reunion and some photos. I hope you enjoy the feature on Hong Kong and I eagerly await your ideas and articles for future editions. As always you can reach my by email at [jlsm mediaservices@gmail.com](mailto:jlsm mediaservices@gmail.com) or by phone at 810-338-3015.



**One can only guess what precipitated this event but everyone seems to be having a great time. It is believed that beer may have been involved.**

**FINANCIAL STATEMENT  
USS COGSWELL DD 651 ASSOCIATION  
FEBRUARY 1, 2019 TO JULY 31, 2019**

<b>Balance, February 2019</b>		<b>\$21,069</b>
<b>Income</b>		
Dues	470	
Reunion	6,581	
Ships Store	2,100	
		<b>9,051</b>
<b>Expenses</b>		
Reunion	6,835	
Assn expenses	1,014	
Ships Store	2,292	
		<b>10,141</b>
<b>Balance, August 2019</b>		<b>\$19,979</b>

**Keep warm with a USS Cogswell DD-651 blanket**



The Cogswell Ship's Store now has this fine throw blanket for sale from the store. It is one of several new items available for purchase. See Page 9 for additional new items and see Page 2 for order instructions.



# USS COGSWELL ASSOCIATION

## DATABASE STATISTICS as of 08/01/2019

- Active = 203 ( paid dues are current) - 128 Life Members
- Inactive = 15 (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 = 554 (members who have indicated they have no interest in the Cogswell Association—some newly found who chose not to join)
- Deceased = 765 (known deceased shipmates—some newly found crewmembers)
- Not Located = 1764 (continues to be the largest number in database - we still need help locating

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

Last Name	First	City	State	Years Aboard	Rank
MILLS	RUSSELL	ROCHESTER	NY	64-68	MM3
MONTGOMERY	JAMES	CONWAY	SC	51-53	SN

### **Known Deceased since February 01, 2019**

Last Name	First Name	City	St	Years Aboard	Rank
ANNIS	LARRY	SCOTTSDALE	AZ	51	FN
BAKER	WALTER	LAS CRUCES	NM	57-60	OFFICER
DOW	LOUIS	SANTE FE	NM	44	SN
FISH	LAWRENCE	NEW FIELD	NY	62-64	RD3
HICKS	BILLY	STILLWATER	OK	61-65	SN
SARACINO	DANIEL	GARDINER	NY	51-53	PN3
WILSON	DONALD	CROSS JUNCTION	VA	51-53	CS1

\*PO= Plankowner

**(Con't from Page 1)** There was a plea for an association member to step up and takeover the treasurer's spot.

The business meeting was put off so that our association and the USS Wedderburn DD-684 Association would have separate space to handle business.

On Tuesday, after a short delay to find a bus driver who had had enough sleep to drive us the group departed the hotel for a tour of the town of Fredericksburg, hometown of Admiral Chester W. Nimitz and the National Museum of the Pacific War.

While the weather was wet, much of the group enjoyed the museum tour as well as sampling some of the fine restaurants nearby in downtown Fredericksburg.



**Opening night dinner table**

For those who like military memorabilia this was a pretty fantastic place. In addition a number of folks made a short walk to the courtyard where they saw the plaque that commemorates the service of the USS Cogswell, DD-651.

A special shout out to Mike and Linda McGivney, for all their efforts in making this a very memorable reunion. Mike not only helped with the planning and early visits to San Antonio, but Mike stepped up and rented a separate van and drove it to handle the overflow tour guests who wanted to go on the Fredericksburg tour.

Back at the "ranch" on Tuesday night, many folks spread out through the Riverwalk area and tasted some of the local cuisine serenaded by the mariachi bands that roam through the area.

Also unlike previous reunions, the planning committee left Wednesday open for individual sightseeing in San Antonio. Many folks used a local trolley service that allowed them to hop on and hop off at some of the historic sites in the city that traces its origins to more than 300 years ago.

Of course, area missions, including the historic Alamo, the Riverwalk, Luckenbach, and the LBJ Ranch attracted several Cogswell and Wedderburn visitors.

Other folks used the Wednesday time to sit on the hotel patio overlooking the river and swapping more sea stories.

Inevitably, all good things must come to an end and Wednesday night rolled around all too soon but with plenty of fun ahead.

The usual picture taking session was followed by an emotional presentation put together by Secretary/Reunion planner George Overman of the members who have died since the last reunion.



**Visiting the Alamo**

Gary Esterby, FTG 66-69, gave the invocation.

A nice dinner and conversation period followed. Banquet speaker Jesus Francisco De La Tejo, Phd. talked about the histo-

ry of San Antonio from its roots as a military outpost and presidio along the river to its current existence as a tourist mecca. By a vote of the Association and announced at the banquet we will be heading to the Tacoma—Seattle area for the 2020 reunion.



**A visit to the National Museum of the Pacific**



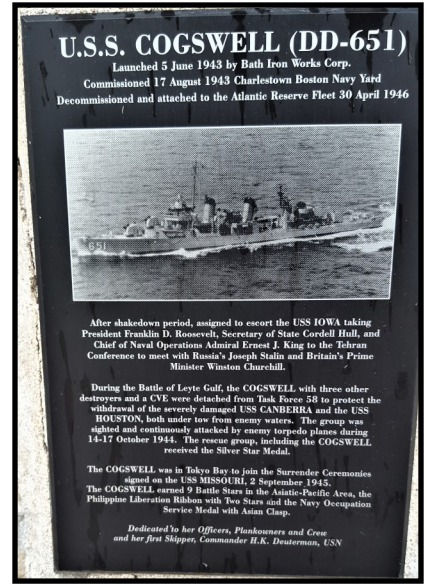
**Enjoying the Riverwalk patio at the hotel**

*More Reunion photos on the next page*

# More Reunion Photos



George Overman waiting for museum stragglers in the rain.



Cogswell plaque in museum garden



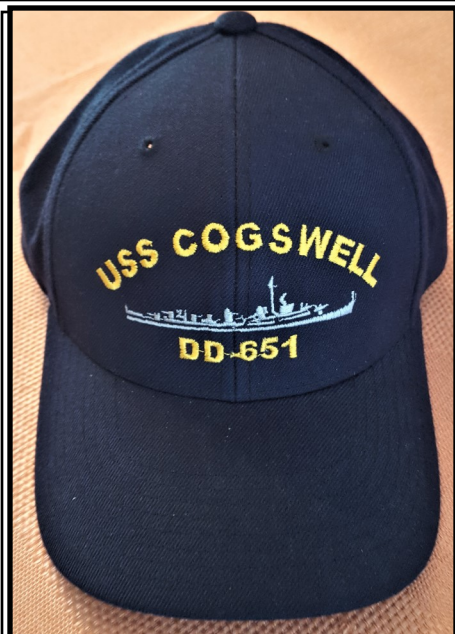
Jerry Gross points out Cogswell plaque



Destroyer sailors reliving memories of the high seas on the San Antonio Riverwalk



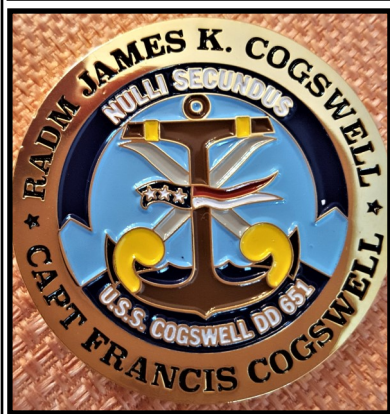
# New Items in the Cogswell Ship's Store



Embroidered cap



Carry bag



Front 1



Front 2



Buddy Simmerman shows the size of the carry bag



Common back

See Ship's Store ad on Page 2 for ordering information.



# TAPS



## Walter F. Baker

Walter F. Baker, who had a long and distinguished Naval career died June 18, 2019 at Memorial Medical Center in Las Cruces, New Mexico. He was 87.

Capt. Baker was a longtime member of the USS Cogswell DD-651 Association and a welcome fixture at many Cogswell reunions, his last was 2014. He served as a lieutenant aboard the USS Cogswell from 1957-1960.

He was born September 24, 1931 in Zeigler, Illinois. He graduated from De Paul University in Chicago, the Naval Post Graduate School in Monterey, California and the Naval War College.

Walter Baker was commissioned in 1954. He served on Destroyers, Amphibious and Surface Force ships on both coasts of the country; the second third (of his Naval career) was spent in and out of Vietnam; and the final third of his career was spent in Logistics, the Naval War College where he graduated "With Distinction", the Joint Chiefs of Staff at the Pentagon, replenishment and maintenance of the Sixth Fleet in the Mediterranean and Command of the Military Sealift Command in the Mediterranean. He retired in 1984.

During his service he earned the Legion of Merit, Bronze Star with Gold Star and Combat "V", Meritorious Service Medal with 2 Gold Stars, Air Medal with numeral 4, Joint Service Commendation Medal, Navy Commendation Medal with Combat "V", Navy Achievement Medal, Combat Action Ribbon and the Vietnamese Navy Distinguished Service Medal.

Following his retirement, Walter and his family moved to Las Cruces, New Mexico



Walter F. Baker



Walt and Elsa Baker at a Cogswell reunion

where he quickly became involved in community service activities, service clubs and Veterans' organizations. When recommended for and receiving the Vietnam Veterans of America, State of New Mexico's "Profile of Courage" Award he was actively supporting some 38 local and otherwise organizations, serving either as an officer or a member of the board. Some of these many organizations are: the American Legion, Legion Riders, Vietnam Veterans of America, Military Order of the World Wars, Reserve Officers Associations, Sons of the American Revolution, Military Officers Association of America, the Mayor's Committee on Aging, the 4<sup>th</sup> of July and the Veterans Day Parades, SCORE, Welcome Wagon, AARP, Sunrise Lions Club, Rotary Club of Las Cruces, the Boy Scouts, The Community of Hope, the Gospel Rescue Mission, voting and poll work, Habitat for Humanity, Junior and Senior ROTC efforts, Relay for Life and fundraising for the Torch Run, Operation Wounded Warrior and the homeless Veterans and the City's homeless and needy in general.

He is survived by his wife, Elsa, brother Charles Baker, son Roger Martin Baker II, daughter Deborah Kinnison, and son William Baker. He has four grandchildren.

Funeral services were held June 28 in Las Cruces with burial following at the National Cemetery located at Fort Bliss Texas with full military honors.

## *Fair Winds and Following Seas shipmate*



# TAPS

(continued)



## Lawrence Fish

Lawrence Fish, an RD3 aboard the USS Cogswell DD-651 between 1962-64 died July 2018 in a hospital in Fort Worth, Texas from complications of pneumonia. He was 74.

Larry was a member of the USS Cogswell DD-651 Association and a retired employee New York State Electric and Gas employee and a member of the Masonic Lodge of Newfield, New York.

He is survived by his wife, Darlene, who now lives in Haines City, Florida, his oldest daughter Melissa and her family in Texas, and his youngest daughter Melinda and her family in Vermont.

Larry was the proud grandfather to 6 grandchildren and 4 great-grandchildren. A Memorial Service was held in Newfield on September 2, 2018.

**"Twilight and evening bell,  
And after that the dark!  
And may there be no sadness of fare-  
well,  
When I embark;  
For though from out our bourne of  
Time and Place  
The flood may bear me far,  
I hope to see my Pilot face to face  
When I have crossed the bar."**

**— Alfred, Lloyd Tennyson, "Crossing the Bar"**

## Billy Ray Hicks

Billy Ray Hicks, a SN aboard the USS Cogswell DD-651 from 1961-65, died March 22, 2019 in Stillwater, Oklahoma. He was 75.

He was a longtime member of the USS Cogswell DD-651 Association.

Born January 10, 1944 in Deer Lodge, Tennessee he grew up there and graduated from Sunbright High School in 1962 joining the Navy following his graduation.

He married Linda on September 4, 1993 in Stillwater where they were members of Solid Rock Church.

Bill worked for 45 years at the City of Stillwater Utilities. He made WestPac cruises along with service in Vietnam.

His obituary also listed service with the Cogswell during the Cuban Missile Crisis.

Joyce Hicks, his first wife, preceded him in death. He enjoyed hunting, fishing, woodworking and spending time with his family.

Survivors include a son, William, daughters, Leslie and Lou Ann and eight grandchildren and three great grandchildren

Funeral services were held March 28 with interment in Coyle, Oklahoma.



**Billy Ray Hicks**

**"I must go down to the seas again, to  
the lonely sea and the sky,  
And all I ask is a tall ship and a star to  
steer her by;  
And the wheel's kick and the wind's  
song and the white sail's shaking,  
And a grey mist on the sea's face, and  
a grey dawn breaking."**

**— John Masefield, "Sea Fever"**



# World War II iconic photo has “Tin Can” ties

George Mendonsa, the man widely believed to be the sailor who grabbed a nurse in Times Square and kissed her on V-J Day, August 14, 1945, was a quartermaster first class on leave from the USS Sullivans DD-537 when the photo was taken.

The photo came to represent the elation felt in the country with the final end of a bloody World War.

Mendonsa died in February 2019 in a nursing home in Middletown, R.I.

Although a number of men, and women, claimed to be the couple in the famous photo, experts finally gave the nod to Mendonsa and Greta Friedman. The Life Magazine photographer Alfred Eisenstaedt and Friedman are also deceased.

Mendonsa described the reasons he grabbed and planted a kiss on Friedman during the celebration.

During the war he had witnessed horrific injuries and was impressed and thankful for the work he saw done by nurses.

After a day of drinking in celebration he spotted Friedman, who was not a nurse but a dental assistant, and wanted to show his appreciation. The moment was caught by the photographer and it became a symbol for the joy the country was feeling at the end of a four year war.

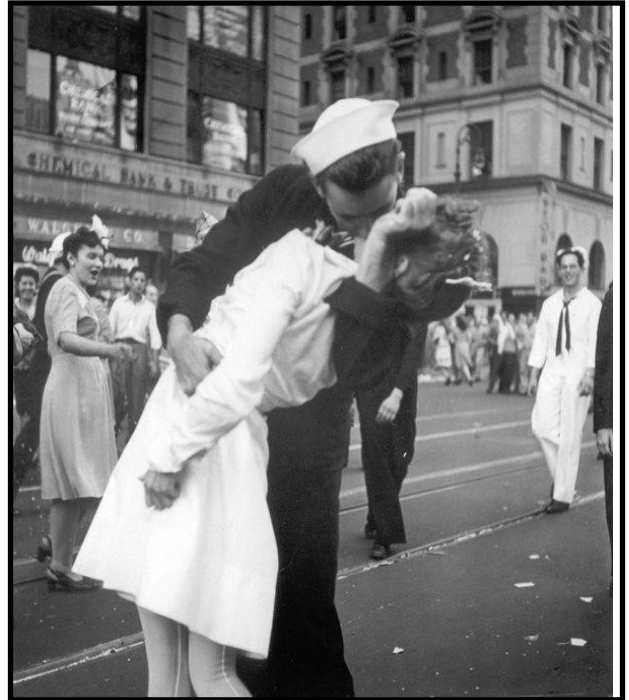
The photograph came just moments after news was broadcast that Japan had surrendered unconditionally.

Mendonsa was a fisherman in Rhode Island after the war.

For many years, the couple remained anonymous, but sometime later several couples claimed they were the people in the iconic photo. But an extensive forensic analysis and research landed on Mendonsa and Friedman as the most likely couple in the photo.

“How many people in a lifetime do something famous?” Mr. Mendonsa asked in an interview with The Daily Mail in 1995. “There isn’t a Navy man alive who didn’t serve in World War II who hasn’t looked at that photo and said, ‘I wish I were that guy.’ I was not looking for any financial gain. I only wanted the recognition.”

Research involved mapping his face and a reverse age process. Later, Norman Sauer, a forensic anthropologist at Michigan State University, analyzed the photo and said he could not find any inconsistency between Mr. Mendonsa’s face and the sailor’s.



**Tin Can Sailor George Mendonsa in famous photo**



**Friedman and Mendonsa**



**George Mendonsa in later years**

## Memories of a great “R & R” port

What sailor who once sailed into the exotic harbor of Hong Kong doesn't vividly recall some memory of his visit there? Many of us can probably still recall the smell of the harbor and the excitement we felt when we grabbed a water taxi to take us ashore for whatever adventure or fun awaited.

Sailing into the harbor and encountering strange junks and small hand powered rickety boats reminded one of an earlier, tougher time. The looming skyline of Hong Kong and Kowloon beckoned a sailor who had been too long at sea and who longed to put feet on dry land again.

The incredible offerings of this strange and wonderful city had an allure all its own. For the Navy sailor there are other things to remember as well.

Mary Soo, the petite businesswoman who met each Naval vessel with an offer too good to be true. Mary and her workers, mostly young women, would paint your ship's hull and main deck during your short visit, and would do it for your table scraps.

At the end of each chow line stood a Chinese person, scrapping the remaining food from our trays. That food was a precious commodity in a place where there were way too many hungry mouths to feed. In addition, Mary would take your war trash as well, particularly any brass you had laying around.

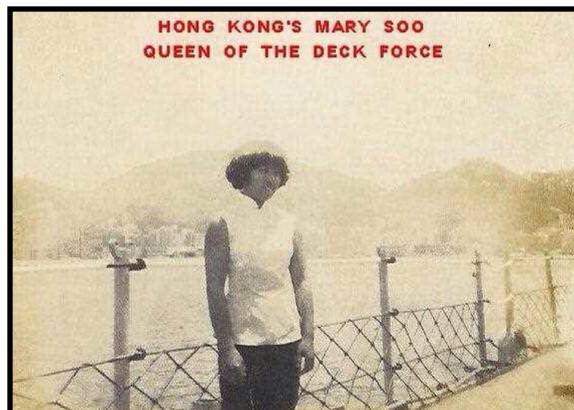
Some of us took extra helpings so that there would be plenty for the person to scrap off our dish when we finished our meal. All the food went into a large can that later found its way onto one of Mary Soo's boats each day.

Rumor had it she gave the food to her workers and sold the extra to the masses. She was a very wealthy woman who came from humble circumstances. She began her career long before we were there offering to work along side sailors who wanted to finish their chores so they could get ashore and have a good time.

Later she built that into a thriving and lucrative business that carried on for decades. Mostly she hired young women who came from humble circumstances like herself. She paid them and fed them and encouraged them to better themselves and move on to better work.

The Navy supplied the paint and rags – the women painted with rags – and did a darn fine job. They tethered small boats alongside the ship and worked from sun up to sun down.

Mary Soo died at a ripe old age, but has the undying gratitude of thousands of sailors for freeing up port time for fun.



### China Fleet Club

After a short water taxi trip from anchored ship to shore, one of the first places many sailors visited in Hong Kong was the China Fleet Club. It was a Western refuge in a very oriental setting.

It was a combination bar, department store and resting place for sailors from many allied nations.

The history of the China Fleet Club, which is no longer where it was when the Cogswell visited Hong Kong, dates back to a decade before World War II. It was originally built as a playground for British sailors and military in the one-time British protectorate.

What many of us didn't know when we visited there to purchase fine china, Asian souvenirs or drink a beer or relax in a quiet setting was the incredible history of the building. **(Continued on Page 14)**

**(Continued from page 13)** During its 60-year history the building welcomed hundreds of thousands of sailors from a variety of nations, including for a time, Japanese sailors who took over the building after the Battle of Hong Kong in 1941.

The building went on war footing on Dec. 8, 1941, just hours after Japan declared war and just a day after the attack on Pearl Harbor. A surrender of Hong Kong came on Christmas Day 1941. Before many of the British had been taken prisoner they destroyed 500 cases of beer, 75 cases of Brandy, 75 cases of whiskey, 100 cases of gin, 75 cases of sherry and 100 cases of Rum.

In late August 1945, the building was returned to the British following Japan's surrender. During the Japanese occupation of Hong Kong from 1941-1945 the building was used as a Japanese military training facility.

In 1964, during the installation of an air conditioner a live Japanese shell was found in the building and was a likely a survivor of the Battle of Hong Kong. The building was briefly shelled by the Japanese but suffered only minor damage. Allied bombing did no damage to the building during the Japanese occupation.

The shell was safely removed by Hong Kong police.

Many sailors in the 1960s purchased Akai reel-to-reel tape recorder/players during stops in Hong Kong. The reel-to-reel recorders were the highest audio technology at the time and were popular items because they could be purchased so cheaply.

Fine china was available along with many other fine products that sailors brought and stored on the ship until it was time to return home.

The multi-story building was right off the pier and could not be missed by any sailor landing on shore.



**China Fleet Club (circa 1960s)**

## Wan Chai District

For those not interested in a retail shopping experience, many sailors headed directly off the pier to the nearby Wan Chai District of Hong Kong. Once popularized in "The World of Suzie Wong" the exotic nightlife and bars made this a must stop for weary sailors.

Today, some of the nightlife and bar scene remains, but a Navy sailor from the 1950s and 1960s would find a place of mostly legitimate commerce and modern buildings.

During the Vietnam War the Shore Patrol enforced a "no roof top" rule which was often interpreted as anything one step off the sidewalk or higher. Many of the bars had no steps up from the sidewalk so that sailors would not violate the "no roof top" rule by entering.

There was always loud music, flowing booze and other attractions that brought the sailors to the area.

The local population lived in cramped and sometimes make shift habitats built with whatever materials were available. Some of the bars had American names and a good time could be had in most of them. People were piled on top of each other in this densely populated area.

The growth of the district began in the mid-1800s with the British.

During World War II the Japanese occupied the area and used the local population, including children, as slave labor. There were reports of cannibalism, starvation and torture of the local population by Japanese soldiers.

Following the Japanese surrender, local schools reopened and development of the district renewed. During the Vietnam War the presence of U.S. military personnel brought prosperity to the businesses in the area.

It was in the Wan Chai District in 1997 that the formal handover ceremony from the British to the Chinese was held.

**(Continued Page 15)**



**Wan Chai District**

## Hong Kong Tailor Shops

One major attraction for sailors in Hong Kong was the possibility of getting a fine suit or a custom made Navy uniform – complete with dragon cuffs – made during a short stay in the harbor.



The first problem was finding a reliable tailor. Getting a cab or rickshaw off the pier meant dealing with drivers who were paid a bounty for taking you to a particular shop. In one case we argued incessantly with a driver to take us to the tailor we wanted.

When you finally arrived at your preferred tailor you would be plied with free drinks as you decided what suit or uniform – or both – you were going to purchase.

Some sailors got drunk at the tailor shop before they even got to a bar. The finished goods were either shipped to the sailor on the ship or sent home to America directly from the tailor.

A nicely tailored Navy blue dress uniform had all the buttons, but also included a handy zipper on both the jumper and pants. The jumper zipper made the top form fit your torso and the zipper in the pants meant not having to button all those darn buttons.

They were not suitable for an inspection as they were not regulation although there were a few guys who got away with it.

It is reported that during the height of the Vietnam War and the constant visits of Navy ships to the harbor that there were more than 15,000 tailors working in Hong

Kong.

Many of them were located on Hennessey Road, a major highway of commerce in the city. Hong Kong tailoring dates to the 1920s when there were only about 600 tailors in the city.

## Tiger Balm Gardens

The beautiful landscaped gardens with its gawdy statues and figures was built for \$16 million (Hong Kong dollars) in 1935. Known as one of the first theme parks in Hong Kong, it was opened to the public in the early 1950s.

The beautiful gardens attracted visitors, including those in Navy uniforms on shore liberty.

It was sold several times for ever increasing prices as the cost of land skyrocketed in the former British colony.

By 1985 the garden was converted into the “Haw Par Villa” amusement park and many of the sculptures were replaced by rides and later the rides were replaced by the statues.

With land prices continuing to soar the property became a prime target for developers and after an agreement with the government to preserve the mansion and the private gardens around it developers demolished the public gardens for a new housing development.

So land that had been drooled over for nearly three decades finally fell to the wrecking ball, but in a city as crowded as Hong Kong you can't blame folks for seeing the need for more housing.

Many of the garden's murals and statues were salvaged and are on display at a museum. When the editor was visiting during liberty on the Cogswell I quietly gave some small change to a young child who asked for money. About 10 minutes later a gang of children pestered the editor to the point he had to escape the gardens or risk being mauled by the munchkins.



## President Frank Wille recalls role in Operation Homecoming

Most of you will remember Operation Homecoming in 1973 – the return of the Vietnam War POWs. It was an uplifting event with positive feelings. Well, that was not by accident. Several months of planning and preparation went into Operation Homecoming. Because I participated in the planning, I am sharing some of my memories.

When the sailors of USS Pueblo AGER-2 were released from North Korea in 1968, they returned to the US fairly quietly and wearing their prison clothes. Most of them reported feeling like criminals even though the crew had very little culpability for their capture (the Commanding Officer was court martialed for surrendering the ship; no crew members were charged.) Department of Defense took their comments to heart and committed that the Vietnam POW return would be as positive as possible.

In early 1972, each service formed a planning team with CINCPAC as the joint command. The idea was for the return to be coordinated while allowing each service to customize their participation. For the next year, there was maximum cooperation between Army, Navy, Air Force, and Marines on Operation Homecoming..

Planning had many unknowns:

We knew how many total POW/MIAs there were but could not plan for how many were alive;

We had no idea how many would be returned at one time;

We had no idea of the timing;

We did not know where they would be released. The last place expected was from North Vietnam;

We did not know the physical or mental condition of the POWs'.

CINCPAC (ADM McCain, father of one of the POWs) decided that there would be three military hospitals made ready for the returnees: Clark AF Hospital; Navy Hospital Guam; Army Hospital Okinawa. Personnel were selected and put on standby to report to each hospital, if activated. There were doctors, nurses, psychiatrists, chaplains, dentists, supply personnel, admin staff, and escorts (here was one difference between the services. Navy and Air Force had only pilots as POWs; they designated Intelligence Officers as escorts because pilots are used to debriefing after a mission. Marine pilots were also escorted by AIs; Marine enlisted and Army enlisted were escorted by fellow soldiers from their original unit.) These lists of designated personnel had to be kept current during the year.

Each of the POW/MIAs had a dress uniform and a working uniform ready for them. Because most were expected to have lost weight during captivity, the uniforms were tailored accordingly. Each returnee's uniform

had their current rank/rate on it (POWs were promoted in step with their contemporaries and the new rank was with each uniform.) All service medals were current, including medals earned on their last mission. Navy tailors were part of the team to make modifications, as needed. **(Con't on page 17)**



**New photo of a welcoming crowd to one of the transports returning POWs.**



**One of the first POWs stares out a window as his transport prepares to leave Hanoi (CINCPAC photo)**



**(continued from Page 16)** When the treaty was finally signed in 1973, the arrangement for the POWs was to have them released in four equal increments, two weeks apart. Those held in captivity the longest would be released first with the severely injured in the first increment.

The US would send planes to Hanoi for the return. Because of the size of the increments, only Clark Hospital was activated and all returnees (no longer POWs) went to Clark. Everyone spent 3 to 5 days in the hospital there. Family members were asked to remain in the US until the returnees were transported there. Medical checks, debriefings, and considerable paperwork took place at Clark.

Most of you will remember that each plane of returnees had a Senior Officer as the spokesman. It was much more than that. While in captivity, the POWs developed a very structured network with everyone taking leadership from the Senior Officer in their camp. This was very important to them and remained during all evolutions (if the SRO said wear dress uniforms on the plane, that's what happened).

When ready, the returnees were flown home over several days. Each flight would go to Travis AFB in California and the men would meet their families. They were then taken to the military hospital nearest their home of record. The escort was with them all the way, handling the myriad of requests for their time and sorting out any problems.

The flights all touched down at Hickam AFB (Hawaii) for refueling. I was able to meet most of the groups even though they arrived between 2300 and 0500 in Hawaii. I have several heartwarming stories from this time. There were standing offers from many citizens and US companies to the returnees. Each had to choose what made sense for them. Most of you may remember the copper bracelets worn by many of us. That was a common connection between returnees and ordinary citizens.



**First POWs boarding plane in Hanoi (CINCPAC photo supplied by Frank Wille)**

released. If others were captured in Laos and Cambodia, I am uncertain about their fate. We did not negotiate with either country and they may have held captives when hostilities ceased. I have no basis for a belief either way. In reading debriefing reports from all the Navy POWs it became clear to me that the most critical time for each pilot was immediately after he ejected. The villagers would shoot at the parachutes and threaten them when they landed. If a village elder appeared, he knew the value of capturing a pilot and would intervene. That's how most of them ended up in North Vietnam.

Yes, the early POWs were treated very harshly. Some were maimed for life. There were a couple who were tortured to death. Treatment began to improve in the late 1960s and by 1972, they were receiving better food and more humane treatment. They were very bitter about some Americans who they felt gave encouragement to North Vietnam.

This was an unforgettable experience for me. If you have any questions or comments about Operation Homecoming, please feel free to contact me.



**News photo of POWs leaving North Vietnam air space.**

The CAPT who was my supervisor went immediately to Clark for the first increment. He was the Navy's officer in charge for the entire operation (CAPT Griffith was a senior pilot in 1964 and a few of his men were POWs). I stayed in Hawaii and kept the Admiral informed of daily events. I went to Clark for the final increment and saw first hand how well coordinated the operation was.

Some have asked me if I believe that all POWs were released at the end of the war. I firmly believe that all POWs held by North Vietnam were

released. I firmly believe that all POWs held by North Vietnam were

## Cogswell officer recounts broken mast incident

In the last issue of *The Scuttlebutt*, Jerry Jacobus recalled in vivid detail the day the radar mast broke. Jerry also recalled the tragic accident that killed two sailors in the emergency diesel generator room.

The editor requested additional information on both and former officer Stephen "Steve" Messner responded in a big way.

As can be expected, Steve Messner's account of the radar mast breaking after 60 years is somewhat different than Jerry's, but clearly it was a major incident that both still remember.

In addition to his recollection, Steve sent some interesting newspaper articles on both the mast repair and the fatal incident in the emergency generator room. He also gave us a rare Wardroom photo of all the officers aboard in 1958.

Further he included an article written about the USS Cogswell DD-651's three-month dry dock routine maintenance visit along with three Destroyer Division 212 ships.

All the articles are included in this edition of *The Scuttlebutt* and can be seen and read on the pages following this one. Steve has also made them available to enhance our extensive collection of Cogswell memorabilia.

Now here is Steve's recollection of the broken mast incident:

"I was the OOD on the bridge when the mast broke. My memory of it is a bit different than Jerry's but, hey! that was 60 years ago! Here's my version:

The afternoon watch had just started and all the officers were at lunch except me and the JOD, Jim Trent. We were heading for R&R in Pearl at 25 knots with super heated steam. The Ammen was with us, 1,000 yards back. It was a sunny day with moderate seas. We were on the starboard wing talking when suddenly I heard a loud crack. My eyes immediately went to the mast. It had cracked just above the yard arm (or maybe just below) and was teetering. The watch boatswain was right there so I told him to pass the word for the Captain to "please come to the bridge." Then, thinking we would ride better, I slowed to 15 knots (minimum speed with super heated steam). I then got on the radio and asked the Ammen to "maneuver independently to stand clear as I was slowing to 15 knot because of a "casualty" (crummy word to use) on my mast."

By this time the Captain was on the bridge and ordered "stop." Word came from the engine room, "request permission lift safeties." I smiled, knowing there was no choice with the super heated steam and said "permission granted." Meantime the ship had begun to roll with the seas. The Captain then got some way on and finally settled on 15 knots as a good speed! (I don't think I ever ordered a course change but the Captain could very well have.)

I remember the Operations Officer, Walt Baker (*see obituary on Page 10*), and one of the Chiefs (Young?) trying to get a line on the radar platform to lead forward and secure everything from falling. It was a dangerous effort but no one was hurt and the big "bed spring" radar antenna finally tipped backward and settled in the forward smokestack."

**—Steve Messner (See news articles on following pages)**



Wardroom 1958: From (left around the table) Walter Baker, OPS; H.P. Dunbar, 2<sup>nd</sup> Div. J.O.; David Cunningham, Engineering; John Vaught, Communications; Stephen Messner, CIC; Robert Gaines, CO; L.S. Kroll, Damage Control Ast.; Tom Lillie, Ast. Com.; Richard Kiel, Main Propulsion Ast.; John Soli, Electronics Mat'l; Patrick Petty, Supply; Frank Embick, Gunnery; John McMahon, XO.



# PEARL HARBOR SHIPYARD LOG

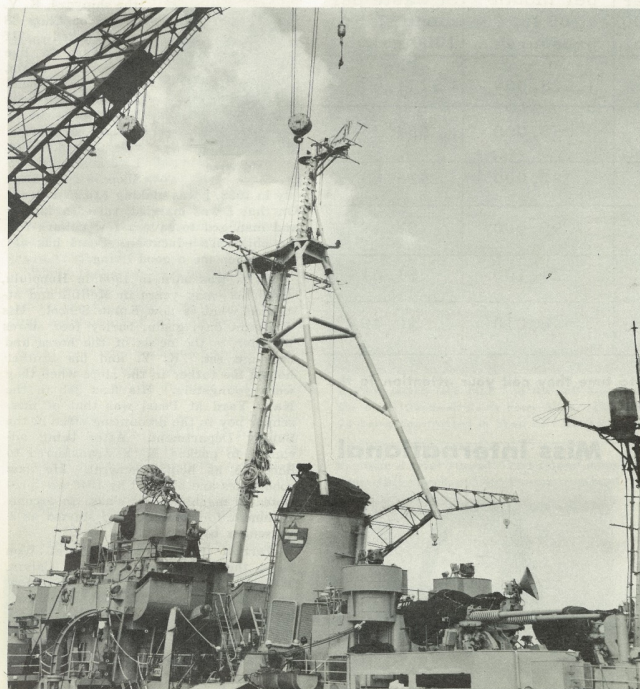


GOLDEN ANNIVERSARY

Vol. XII, No. 35

Pearl Harbor, Hawaii

Friday, September 5, 1958



A PORTAL CRANE swings the USS Cogswell's new tripod mast into position at the Repair Basin last week. Built by Shop 11-26, it replaces the single mast which broke in two while the destroyer was enroute to Pearl Harbor from Johnston Island on August 2.

## Cogswell's Mast Replaced at Pearl

While returning to Pearl Harbor from Johnston Island, the USS Cogswell, DD 651, suffered a broken antenna mast and limped into the shipyard for a patch-up job.

Metal fatigue, caused by the heavy weight of radar equipment and the constant rolling of the ship, was blamed for the mishap at sea.

Last Friday, the Cogswell received its new Pearl-made aluminum tripod mast ... and a week ahead of schedule, at that. Being larger and stronger than the single mast it replaces, the new mast can carry more radar equipment than before.

It is similar to the one made for the USS Epperson about five years ago, and

only the second destroyer-type mast to come out of Pearl Harbor. Towering 79 feet 2 inches, the new aluminum structure is divided into three sections—the main mast with the radar platform, the stub mast, and the telescopic mast.

If tests prove successful, the Cogswell may be leaving earlier than September 12—her original departure date—to head for her new assignment in the Western Pacific.

"Everyone has been most helpful and cooperative, especially Shop 11-26 which built our new mast. We on the Cogswell appreciate their all-out efforts," CDR Robert Y. Gaines, skipper of the San Diego-based ship, told the LOG last week.

How did the shipyard get so far ahead of schedule? Shop 11-26 worked three shifts, building the mast and assisting other trades to install most of the equipment and paint the mast while it was still in the shop.

Shops 51 and 67 installed most of the electrical cables including lights, Shop 56 hooked on the wave guide, and Shop 17 installed the ladder. The exacting job of rigging the mast fell to the experts of Shop 72. Doing most of the work in the shop rather than on ship saved much staging and time, according to William Bennett, master of Shop 11-26.

When the mast was delivered a week ago, only minor fittings and radar were required to complete the installation. The crew's galley which was stripped down to make way for the new mast was expected to be ready for occupancy yesterday.

## Key Chairmen Back Chest Fund Drive

With the Community Chest Drive scheduled to begin September 5th, Chairman W. T. Tigges is readying his organization of key men and they in turn are selecting their solicitors.

An interview with three of the key chairmen selected at random on "Why I Believe in the Community Chest," brought the following replies:

KENDALL CASEY, MP&R: I consider myself fortunate to have a small part in the annual drive for funds for the Community Chest. It is not the first time that I have had a small part to do, and my first assignment was accepted with considerable reluctance. But when I had an opportunity to discuss the matter with officials and workers of the civilian community, I gained more of an insight into what is taking place. The Chest supports 26 organizations, each a very worthy cause. Were it not for the Chest, each would have the additional expense and trouble of running its own campaign, thus making prospective contributors more and more reluctant to contribute because it would seem that everyone is continually asking for a contribution of some sort. From just the saving of time and effort, a "Community Chest" is a worthwhile idea.

But aside from the above, everyone gets a chance to feel that he is doing his part to help others in the community. The old phrase "It is more blessed to give than to receive" is more than an empty phrase. All of us, consciously or unconsciously, want to feel that we are

doing our part to help those less fortunate than ourselves, and a "Community Chest" provides a convenient way to do it. And last, but not least, one has the opportunity to designate to what organizations his money shall go, thus supporting the thought of "my favorite charity." I urge all of us shipyard employees to be as generous as possible and make the 1958 Drive as successful as past drives have been.

DON HARBY, Supply: I personally know of the wonderful help the Community Chest gives to the Boy Scouts of America, as well as the other 25 agencies. As Institutional Representative for the Punahou PTA which sponsors two

Continued on Page Two

## Employees' Council Minutes For August

At the August meeting of the Employees' Council, the Shipyard Commander reported that the workload looked good through next July. He also said the yard's overhead cost has decreased, putting Pearl in a more favorable competitive position.

### SAFETY

On the subject of Safety, Admiral Holtzworth blamed most of the accidents on carelessness and told the Council that disciplinary action would be taken against employees whose carelessness causes accidents.

Leis were presented in welcome by Ray Lee, Council chairman, assisted by Edna Cheek of Supply to new officers, CAPT J. W. McCormick, production officer, CDR J. C. Morse, special assistant to the comptroller and LCDR B. R. Naczowski, shop superintendent.

The agenda carried four items:

### 1. Responsibility for Starting and Stopping Saran, Vinyl and Saran Painting Jobs.

In response to the statement that safety precautions are relaxed during vinyl and saran applications and that the safety man assigned should be given full responsibility for starting and stopping saran and vinyl jobs, the Shipyard Commander assured the group of his intent to keep the excellent safety record made in saran work. He said that any potentially hazardous condition observed by any employee should be reported to his supervisor. He assured the Council that saran and vinyl safety measures would be thoroughly examined.

### 2. Journeymen Assigned to do Combination Journeyman-Gas Tester Duties.

The Council called the Shipyard Commander's attention to the fact that electrician-gas tester combination men were being used during saran applications. The Council maintained this resulted in

The Admiral said that to the best of his knowledge safety precautions were strictly adhered to by these journeymen trained in gas testing work and that to have an electrician merely standing by in substantial idleness would be wasteful.

### 3. Sick Leave for Employees on Light Duty Status.

The Council asked whether injured employees placed on light duty work can be forced out on annual instead of sick leave.

The Admiral replied that such employees may take either sick or annual leave if there is no light duty work, but that sick leave must be granted if requested. In this situation an employee whose absence extends beyond three days would be entitled to apply for injury compensation.

### 4. Medical Treatment.

In response to the question regarding the regulation concerning medical treatment for employees who have recurring ailments as a result of duty connected injuries, the Shipyard Commander said employees are entitled to this treatment as long as a Government Medical officer thinks it necessary.

If the ailment recurs and more than six months have elapsed since the final action by the Bureau of Employees Compensation, the employee should see the Safety Division which will advise him on how to request further medical care. An occupational injury case can be reopened any time upon recurrence if the employee requests it.

### Discussion.

Discussion from the floor included a question regarding overtime payment for employees called in on short notice to perform stress relieving work. Admiral Holtzworth said the Industrial Relations Department and the Production Depart-

## CDR W.T. Peale Takes Over As New Electronics Supt.

By Bob Sjodin

Arriving on the Leilani, August 21st, was CDR William T. Peale, his wife, Florence, three children, David, 12, Trev, 9, Sally 4 and CDR Peale's mother, Mrs. Annie Peale. Waiting to greet them dockside, was CAPT F. K. B. Wheeler, Planning Officer and Fred Mason, civilian assistant to the Electronics Division superintendent.

The Commander is the shipyard's new electronics superintendent.

CDR Peale, a graduate of Johns Hopkins University, Class of 1942, converted from reserve status in 1946 to engineering duty-regular Navy, followed by a post-graduate tour at the Naval Academy, 1946 to 1949.

He comes to this shipyard with a wealth of shipboard electronics experience, having been electronics officer on the Staff of Commander, Destroyers, Atlantic, with headquarters at Newport, Rhode Island.

CDR Peale and his wife, Florence are looking forward to this, their first tour of Navy duty together outside of the



CDR Peale

Former electronics superintendent, CAPT T. W. Murphy and CDR Peale were classmates at the Naval Academy Postgraduate School, and at the present time are in effect exchanging spots, geographically speaking. CAPT Murphy was recently transferred from here to the Navy War College at Newport.

Golf, swimming and enjoying Island living, probably in Kailua, will keynote the busy schedules in store for the Peale

# DRYDOCKER

VOL. 16 NO. 16

Our Service For Ships Means Ships For Service

17 April 1959

## Oriskany Highlights

With only five working days left to go on our mammoth conversion job on *uss Oriskany (CVA-34)*, shipyard workers are busily engaged in finishing up the last minute details which remain.

Major key events include the ship's departure this afternoon on her second Builder's Sea Trial, main purpose of which is to run the engines at full power. This was not done on the first Builder's Sea Trial due to troubles with carbon packing on No. 3 Main Engine (see *Drydocker* 10 Apr 1959).

The ship will be fueled with 400,000 gallons of Navy Special Fuel on 25 April in preparation for the Sea Trial (27-30 April) of the Board of Inspection and Survey (InServ) when impartial observers will judge whether or not the ship is ready to be turned over to the Fleet.

Compartment closers are getting ever closer to the end of their job with 1,282 out of 1,318 compartments closed for a 97.2 per cent mark. This leaves only 36 compartments to go to finish the job.

Since 1,094 compartments have been turned over to the ship's company as acceptable for use, 224 compartments remain with minor touch-up work left to be done and minor deficiencies left to be corrected.

## Jewish Festival of Passover Observance Set; Religious Services, Home Hospitality Available

Jewish feast of the Passover will be celebrated from sunset on Wednesday 22 April through sunset Thursday 30 April in 1959, according to *I2ND Notice 1743* of 24 Mar 1959.

Since Passover is primarily an occasion for family gatherings at home, liberal leave will be granted to Jewish personnel, consistent with the exigencies of the service. For those who cannot go home on this holiday, liberal liberty will be granted personnel desiring to accept the hospitality of the local communities.

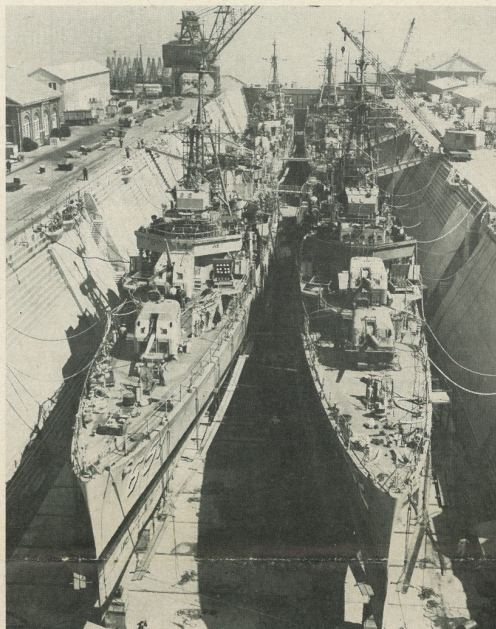
## Secretary Week 19-25 April Proclaimed by SF Mayor

Once again the secretaries have a week all their own. Mayor George Christopher has proclaimed 19-25 April as Secretaries' Week. A colorful program has been arranged by the Golden Gate Chapter, National Secretaries Association (International) which will culminate in their Fourth Seminar, "Tomorrow's Secretary . . . Today," to be held at the Sheraton-Palace Hotel, 25 April. The registration fee for this event is \$6.

Many of our lovely ladies from the shipyard and the RadLab attended the last two seminars, among whom was Isabel Burke, who is a member of the executive board. She was recently appointed Golden Gate Chapter Division Committee chairman for the NSA prospective Retirement Home for member secretaries.

## SAFETY SCORE

SFNS vs. Lost-Time Accidents	
Number this year	3
Number last year (as of 4/14/58)	2
Number of days worked since last lost-time accident (as of 4/14/59)	42



Destroyer Division 212 in Drydock 3

NOW UNDERGOING three-month regular overhaul are these four ships of Destroyer Division 212 in Drydock 3. They are (rear left) *USS Braine (DD-630)*, *USS Ammen (DD-527)*, (front left) *USS Cogswell (DD-651)* and *USS Ingersoll (DD-652)*.

## Training Seeks Teachers For After-Work Instruction

Because of the continued interest and expansion of the shipyard's After-Hours Training Program, there is a need for additional technically qualified instructors for vocational courses at the high school level and technical courses at the junior college level.

These courses, co-sponsored by the shipyard and the John O'Connell Evening Institute, are operated on the shipyard from 1630 to 1830 for the high school level and 1630 to 1930 for junior college level Mondays through Thursdays.

These instructors are issued vocational Class "D" credentials by the California State Department of Education and are paid at the rate of \$6.40 per hour by the San Francisco School Department while instructing. Previous teaching is not necessary. Instructors are selected initially on the basis of their technical and personal reputation on the shipyard. They may be required later to take the regular 60-hour teacher training course to continue as an instructor.

Officer personnel, engineers, technicians and supervisors interested in further information on these positions are requested to call Ed Brahney in the Training division, Ext. 3037.

## EA Sets Goal of 100% In Membership Drive

One hundred per cent participation by the employees of San Francisco Naval Shipyard for the 1959-1960 year! That's the goal set by EA President Gavin Lawless for the membership drive (currently under way) which opened last Monday.

### Only Costs \$2.50

Membership, at \$2.50 each, is open to all SFNS employees. Participation will make it possible for OUR Employees' Association to "tell the shipyard story" to the business people downtown and to the residents of the local communities in the Bay Area.

In this way they'll understand better the meaning of the shipyard in their area, what its payroll means to local business establishments and what it does for the National Defense effort.

### It's YOUR Association

In addition, YOUR Association is set up to represent YOU in helping to support YOUR place of employment. Each employee who joins and takes an active part by voting for strong Executive Committee members adds that much more strength to the organization as a whole and to its accomplishments.

## Hancock Lauds Work During Tough Overhaul

Commanding Officer Capt. H. L. Miller of *uss Hancock (CVA-19)* had words of appreciation to all hands at San Francisco Naval Shipyard for the work done on his ship while she was here for overhaul.

Here's what he said in a letter to Shipyard Commander Capt. Floyd B. Schultz:

7 Apr 1959

"It is my wish, and also that of the Heads of Departments, Division Officers and ships company of the *Hancock* to compliment you and all of the personnel of the San Francisco Naval Shipyard on the excellent overhaul of *Hancock* completed on 18 Mar 1959, accomplished under the most difficult conditions.

"The problems were tough, every day saw a new curve being thrown, and planning time was very short. But through it all, your command maintained a can-do spirit and outstanding individual performance was the rule rather than the exception.

"It is with great pleasure that I say 'Thanks and Well Done.'"

## Submarine Veterans Urged To Attend 24 April Meeting

A meeting of the San Francisco chapter of "Submarine Veterans of World War II" will be held at 7 p.m. (1900) on Friday 24 April, at the Chief Petty Officers' Club, 840 Donahue St., just outside the Main Gate at San Francisco Naval Shipyard.

All men who served in submarines or relief crews during World War II—your presence at this meeting is urgently desired in the interests of getting this new chapter for the Bay Area organized.

### Q & L Executive Meet

The Q & L Executive Committee meeting will be held Monday 20 April at the Shop 71 Conference Rm. at the 11:30 lunch hour.

Urgent business matters will be discussed.

### Yard Air Raid Sirens To Sound Here 22 April

The shipyard air raid sirens will be tested on an individual basis (singly) between 11 a.m. and 1 p.m. on Wednesday 22 April.

Sounding of the sirens will occur intermittently during the two-hour test period.

# Destroyer Division 212's Men, Ships Here for Three-Month Regular Overhaul

The four ships of Destroyer Division 212 (uss *Ammen*, uss *Braine*, uss *Cogswell* and uss *Ingersoll*) came into San Francisco Naval Shipyard on 26 March for the start of a three-month regular overhaul which will include extensive boiler work and installation of modified sonar gear.

## The Officers

DesDiv 212 is under the command of Capt. John E. Dacey, a 1938 graduate of the Naval Academy, who was born in Biloxi, Miss. He attended the U.S. Naval Postgraduate School in 1946-47, studying Ordnance engineering, then proceeded to Massachusetts Institute of Technology where he earned a master's degree in nuclear physics. Capt. Dacey was a student at the National War College from September 1957 to June 1958.

He was in at the beginning of World War II in the South Pacific, having been aboard uss *California* during the Pearl Harbor attack on 7 Dec 1941. Capt. Dacey also participated in the Sicilian invasion in 1943 and in Task Force 38 operations against Japan in 1945.

He wears a *Commendation Ribbon* plus area campaign medals with a total of six battle stars.

## Cdr. Henning

uss *Braine* Commanding Officer Cdr. Donald A. Henning, a native of Galena, Ill., was commissioned an ensign from the Naval Academy on 19 Dec 1941. He completed sub training at New London, Conn., in 1943 and became a qualified submariner in 1945.

Cdr. Henning served aboard uss *Cushing* (DD-396) until she was sunk in November 1942 during the *Battle of Guadalcanal*. He made combat patrols in uss *Batfish* (SS-310) and uss *Nautilus* (SS-168) and participated in the Korean campaign as commanding officer of uss *Goss* (DE-444).

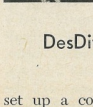
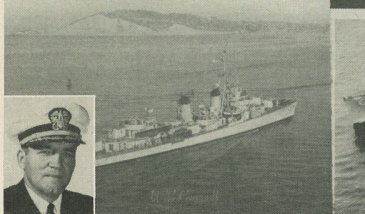
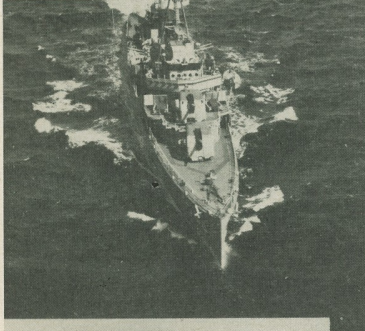
He wears the *Letter of Commendation Medal with Combat V*, *Purple Heart*, Asiatic-Pacific campaign medal with three stars and *Korean Presidential Unit Citation Badge*.

## Cdr. Gaines

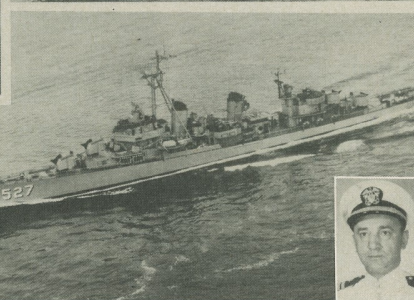
uss *Cogswell* Commanding Officer Cdr. Robert Y. Gaines, a native of Cairo, Ill., enlisted in the Navy on 13 July 1935. After practically continuous sea duty, he was promoted to warrant officer on 29 Apr 1942, to ensign on 15 June 1942, to lieutenant (junior grade) on 1 May 1943, to lieutenant on 1 July 1944 and to lieutenant commander on 25 Nov 1945.

He received a degree in electrical engineering at UCLA in June 1949 under the five-term program.

Cdr. Gaines, who wears the *Commendation Ribbon with Combat V*, *Purple Heart*, Asiatic-Pacific campaign medal with 12 stars and four Korean service medals, lists his hobby as "The Navy." He has



DesDiv 212 at Sea



OPERATING AT SEA are these four ships of Destroyer Division 212. (Top left) USS *Braine* (DD-630), commanding officer Cdr. D. A. Henning; USS *Ingersoll* (DD-652), commanding officer Cdr. P. A. Newlove; USS *Cogswell* (DD-651), commanding officer Cdr. R. Y. Gaines; USS *Ammen* (DD-527), commanding officer Cdr. Zaven Mukhalian.

set up a complete intra-division athletic program with competition in 24 different events, ranging from chess and checkers to golf, shooting, basketball, football and tug-o-war (see picture).

## Cdr. Newlove

uss *Ingersoll* Commanding Officer Cdr. Paul A. Newlove was born in Marysville, Ohio. A graduate of the University of California, he began his naval career as a midshipman at Northwestern university in June 1941. He served aboard uss *Indianapolis* at Salamaua, Lae, Bougainville, Kiska and Adak.

Cdr. Newlove attended sub school at New London, Conn., in 1943. He was aboard uss *Archerfish* in Tokyo Bay when the Japanese surrendered officially. He wears the *Bronze Star Medal*.

## Cdr. Mukhalian

uss *Ammen* Commanding Officer Cdr. Zaven Mukhalian, a native of Bridgewater, Mass., graduated from the U.S. Merchant Marine Academy in February 1942. He was ordered to active duty in the Naval Reserve in August 1942 as navigator on uss *Lyon* (APA-71), where he served until the end of World War II.

He transferred to the regular Navy in March 1947, took various courses of instruction at the University of Missouri and the Navy's Postgraduate school at Monterey and spent two years as commanding officer of uss *Begor* (APD-127) as part of operation "Passage to Freedom" (evacuation of refugees from North to South Viet Nam).

Cdr. Mukhalian wears the European-Middle East, and Asiatic-Pacific campaign medals with a star for Okinawa, China Service Medal, Navy Occupation Medal, Philippine Liberation Medal and the *Vietnamese PVE*.

## The Ships

uss *Braine*, named in honor of Civil War hero RAdm. Daniel L. Braine, was launched on 7 Mar 1943. After commissioning, she

went to the South Pacific, where she participated in Wake Island raid 5-6 Oct 1943, landings at Bougainville, Green Island, Emirau, Marianas invasion, Kwajalein and Tinian, where a direct hit from an enemy 4.7-in. shell caused 20 casualties.

On 19 and 20 June 1944, *Braine* was again in action in the first *Battle of the Philippine Sea*. Then she was ordered back to the States for battle damage repair.

She was back in action to support the landing at Leyte on 20 Oct 1944, remaining in the Philippines until detached to take on radar picket duties at Okinawa. On 27 May 1945, two *Kamikazes* dived on *Braine*, causing 150 casualties, of whom 67 died.

*Braine* returned to the states for repairs. She was decommissioned in 1947 and mothballed, not being unzipped until April 1951 when she was sent to active duty with the Atlantic Fleet.

## USS Cogswell

uss *Cogswell*, which was launched on 5 June 1943, was named in honor of both RAdm. James Kelsey Cogswell, who helped destroy the Spanish Fleet at Santiago in 1898, and his son, Capt. Francis Cogswell, who won the *Navy Cross* in World War I.

*Cogswell* served in the Pacific during World War II, participating in the bombardment of Kwajalein on 30 Jan 1944 and aiding the strikes on Truk and the Marianas in mid-February.

She was also at Emirau, Palau, Yap, New Guinea, Saipan, Tinian, Guam, Iwo Jima, Pelieliu, Mindanao, Visayan, Luzon, Okinawa, Formosa, second *Battle of the Philippine Sea*, Mindoro, Camranh Bay, Saigon, Hong Kong, Canton, Hainan, Tokyo, Kure, Kobe, Northern Honshu and Hokkaido.

*Cogswell* was mothballed in January 1946, remaining out of commission until 7 June 1951, when she was recommissioned and joined the Atlantic Fleet. On 10 Aug 1953 she sailed from Newport,

R.I., on a seven-month, round-the-world cruise, participating in Korean operations on the way. Since that time she has alternated between WestPac duty and overhaul on the West Coast and training operations in the San Diego area.

## USS Ingersoll

uss *Ingersoll*, commissioned in 1943 at Bath, Me., also operated in the South Pacific during World War II. She participated in the Truk Island attack, the battle for Hollandia, the *Battle of the Philippine Sea*, the Philippine assault, the *Battle of Surigao Strait*, the Marianas attack, the capture of Saipan and Guam and the attacks on Luzon and Formosa.

*Ingersoll* was mothballed in 1946, recommissioned in 1952 for participation in the Korean conflict and since that time has alternated between operations in WestPac and overhaul periods and training operations on the West Coast.

## USS Ammen

Second Navy ship to bear her name, uss *Ammen*, which was built right here in San Francisco at

Bethlehem Pacific, was commissioned on 12 Mar 1943 and immediately (after her shakedown cruise) joined the Pacific Fleet.

Named after RAdm. Daniel Ammen, who served with distinction during the Civil War, uss *Ammen* engaged in operations at Cold Bay, Attu, Kiska, Pribilof Islands, Milne Bay, New Britain, New Guinea, unloaded 1,088 rounds of 5-in. shells on Negras Island on 28 Feb 1944, Tananmerah Bay, Noemfoor Islands and Leyte.

On 14 Nov 1944, *Ammen* took a *Kamikaze* hit which wiped out her forward stack and torpedo mount, killing five torpedomen and seriously injuring 21 more crewmen.

*Ammen* underwent battle damage repair at Mare Island. She went back out to the Pacific to participate in the Okinawa landing on 1 Apr 1945. On 21 April, eight men were wounded by a 100-lb. bomb from a Japanese plane.

## Navy Unit Commendation

uss *Ammen* was awarded the *Navy Unit Commendation* by Secretary of the Navy James Forrestal "for outstanding heroism in action as a fighter direction ship on a radar picket station during the Okinawa campaign, April 1 to June 24, 1945..."

On 15 Apr 1946, *Ammen* was mothballed. She was recommissioned on 5 Apr 1951 to join the Atlantic Fleet. She sailed on a seven-month, around-the-world trip on 10 Aug 1953.

She was transferred to the Pacific Fleet in September 1954, participating in the Formosa Patrol and Tachen Island operations, for which she received the *China Service Medal (extended)*. Since that time she has alternated between WestPac and the West Coast.

## SFNS Golf Tourney

To all golf enthusiasts and sports lovers, plans have been made to conduct an 18-hole, one-day golf tournament on 21 April. This tournament is open to all military personnel stationed on or based at SFNS. Personnel will furnish their own golf clubs and balls as there is a limited number available at the Special Services Issue room.

Interested personnel should contact Special Services as soon as possible for complete entrance information. Call Ext. 2813.

## Five DD's Overhauled

Charleston, S.C. (*The Navy News*)—Five destroyers from the Atlantic Reserve Fleet have been assigned eight-month availabilities.



Capt. John E. Dacey



Heave Men, for the Good Old Cogswell

HUSKY CREWMEN from USS *Cogswell* tail on to the rope in the DesDiv 212 tug-o-war competition, which they won hands out and muscles straining on the yard ball field.

## And the rest of this story too...

Stephen Messner also provided a newspaper article on the deaths of two sailors trapped in a USS Cogswell DD-651 compartment and the hospitalization of three others in the same awful incident while the ship was berthed in San Diego.

Jerry Jacobus recalled his version of the story in the February 2019 Scuttlebutt. While the recollections vary slightly, the story is still a tragic one.

Upon returning from a 72-hour liberty Jerry recalled their was a major investigation on the ship over the deaths of two shipmates who were trapped in a forward emergency diesel room while playing cards.

The article (*at right*) identifies the two dead sailors at Richard G. Bishop, 20, of Morristown, New Jersey and Sameuel Van Horn, 22, Winston-Salem, North Carolina.

Injured was Patrick C. Grinnell, 21, of Port Angeles, Washington; La Virne Berry, 21, Salida, California and Gerald Jan Stark, of Comfrey, Minnesota.

In its article, the newspaper interviewed Rear Admiral Frank Fenno, commander of the Pacific destroyer-cruiser force who indicated a security watch made a routine check of the room at 7 p.m. and when he returned at 7:20 found the door chained from the outside trapping the five men in the space.

The door was opened and the trapped men were found.

"We haven't learned how this happened, but the watch might have unthinkingly secured the door," Admiral Fenno was quoted.

Admiral Fenno said it appeared the gas was released somehow from inside the compartment and that it could not have been released from outside. No gas escaped out of the compartment into other parts of the ship, the Admiral said.

While Jacobus recalled that all liberty was cancelled and he was not allowed back on the ship during the investigation, Messner did not recall that part of the story.

## USS Cogswell website has wealth of information

- ◆ Complete shipmate list
- ◆ Active Association membership list
- ◆ Reunion information
- ◆ Past issues of the Scuttlebutt newsletter
- ◆ Photo albums
- ◆ Commanding officers
- ◆ Association bylaws

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

## Fumes Kill Two Sailors Aboard Ship

### 3 Escape; Probe How Door Was Locked

SAN DIEGO, Calif., June 14 (AP)—Five sailors were trapped in a destroyer compartment amid carbon dioxide fumes Friday night, and two died.

The victims pounded frantically on the door for rescue, the survivors said today, but could not be heard by other sailors just outside because the latter were watching fights on television.

Asphyxiated when carbon dioxide from the destroyer Cogswell's fire-smothering system was released inexplicably into the closed compartment were:

Richard G. Bishop, 20, of Morristown, N.J.

Samuel Van Horn, 22, Winston-Salem, N.C.

The survivors were reported in satisfactory condition after treatment at the Navy hospital for carbon dioxide poisoning.

They are Patrick C. Grinnell, 21, Port Angeles, Wash.; La Virne Berry, 21, Salida, Calif., and Gerald Jan Stark, 18, Comfrey, Minn.

The Cogswell was berthed in San Diego Bay.

### Were Playing Cards

Rear Adm. Frank Fenno, commander of the Pacific destroyer-cruiser force, said the five men had been playing cards in the emergency Diesel generator room, one deck below the main deck.

The security watch made a routine check of the room at 7 p.m., then returned at 7:20 and found that the door had been fastened from the outside with a chain, Fenno reported. The door was opened and the trapped men found.

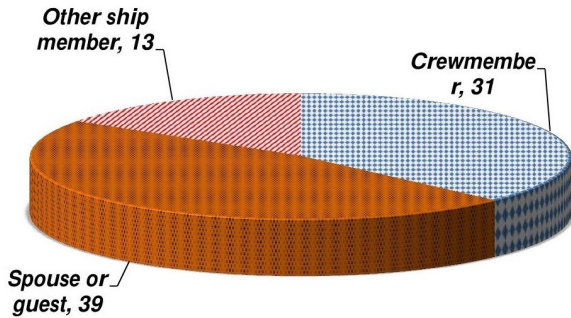
"We haven't learned how this happened, but the watch might have unthinkingly secured the door," he added.

Fenno said it appeared the gas was released somehow from inside the compartment and that it could not have been released from outside. It did not escape to other parts of the ship.

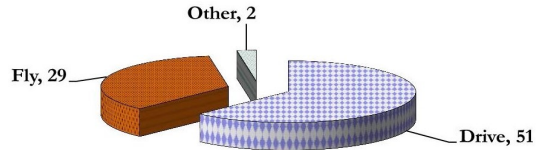
47

# Reunion Survey Results

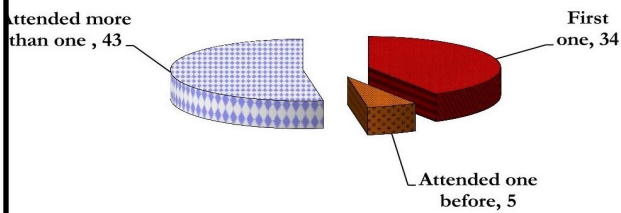
### Survey Response Makeup 89% Response



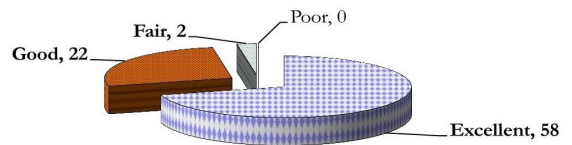
### Transportation Method



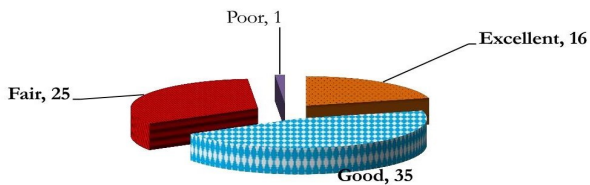
### Previously Attended Reunions?



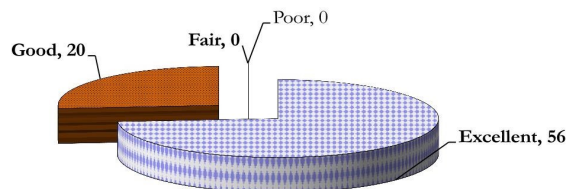
### How Did You Rate The Overall Reunion



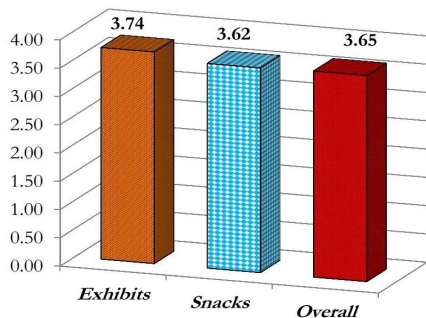
### Hotel Rating



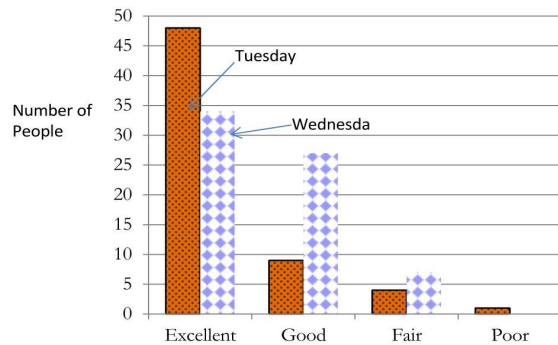
### Reception



### Hospitality Room



### Tours/Activities



## Reunion Survey Results (con't)

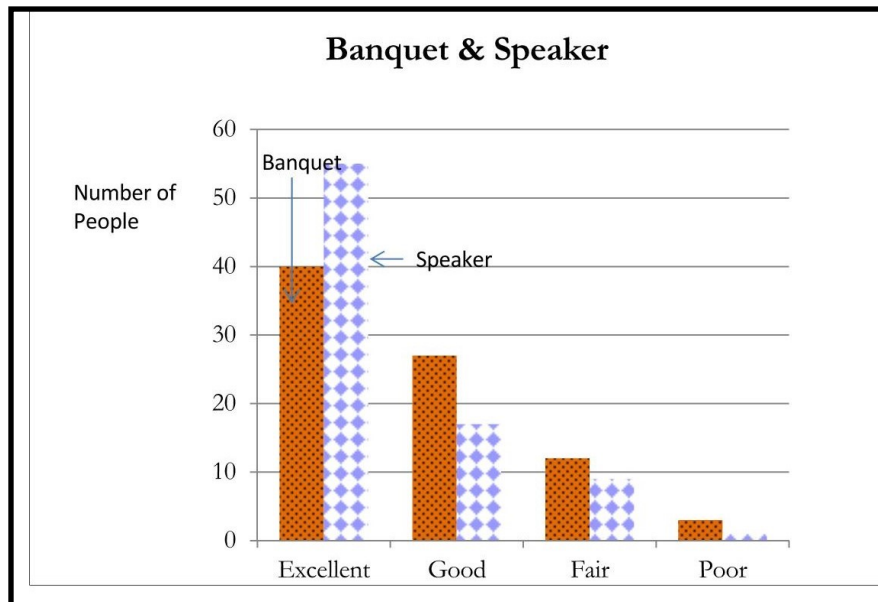
(TYPED EXACTLY AS RECEIVED)

C	Reunion very good.
C	Always have a great time! Appreciate all you do.
C	helped.
C	Cogswell committee did and excellent job as usual.
C	Loved it!
C	Keep up the good work.
C	Very nice reunion
C	We come to visit but the technical stuff was great.
C	Great time
C	Seeing old crewmates again
C	I thought all went well. Tough to improve on what we had this year. Not fond of 8 AM tours.
C	Good balance between scheduled group activities and free time
C	Very friendly group - made us feel very welcome
C	Good group of navy people
C	It was all good
C	Thought every thing was great
C	No more reserved tables!!!
C	No more reserved tables. Crew members should be equal.
C	Organization was good.
C	Texas in June is too hot.
C	Enjoyed
C	Enjoyed
C	Everything was as good as expected
E	Little too long
E	Time limit on banquet speaker - he was good but too long
E	Guest speaker little to much time
E	History lesson was too long.
E	Talk was a little long
E	Guest speaker ( <i>liked</i> )



## Reunion Survey Results (con't)

H	The main disappointment was the lodging. The room had no room for anything. The sink & stool in bathroom both leaked. There was no iron in the room and it would have been so nice if there had been a restaurant on site that we could have accessed for lunch and/or dinner.
H	Hotel I gave a "D-"
H	Hotel a little shabby but people were great. Price was very good.
H	I didn't like the fact that the food was plain but I did like how fancy the place is.
H	Needs better management through out hotel.
H	Hotel restaurant disappointing. Hotel housekeeping disappointing
H	Lacking in maintenance, can't shut off water in tub, wallpaper peeling, my room was cleaned ONE time during stay.
H	Hotel fair, but staff were very good
H	Rooms were passable - torn curtains .....
H	Change in banquet room was a little disorganized.
H	The hotel was poor in terms of our room and room service. I would not stay at this hotel ever in the future.
H	Hotel quality not so good but the price was right.



## Tin Can Sailors - A group worth joining

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

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

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



## Tell us your stories

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

### Ooops!

John's car was unreliable and he often called Karl for a ride. One day Karl got another call from John asking for a ride. "Where are you?," said Karl "In the drugstore on the corner downtown, my brakes went out!" John said. "Where's the car?," Karl asked. "It's in here in the drugstore with me," John answered.

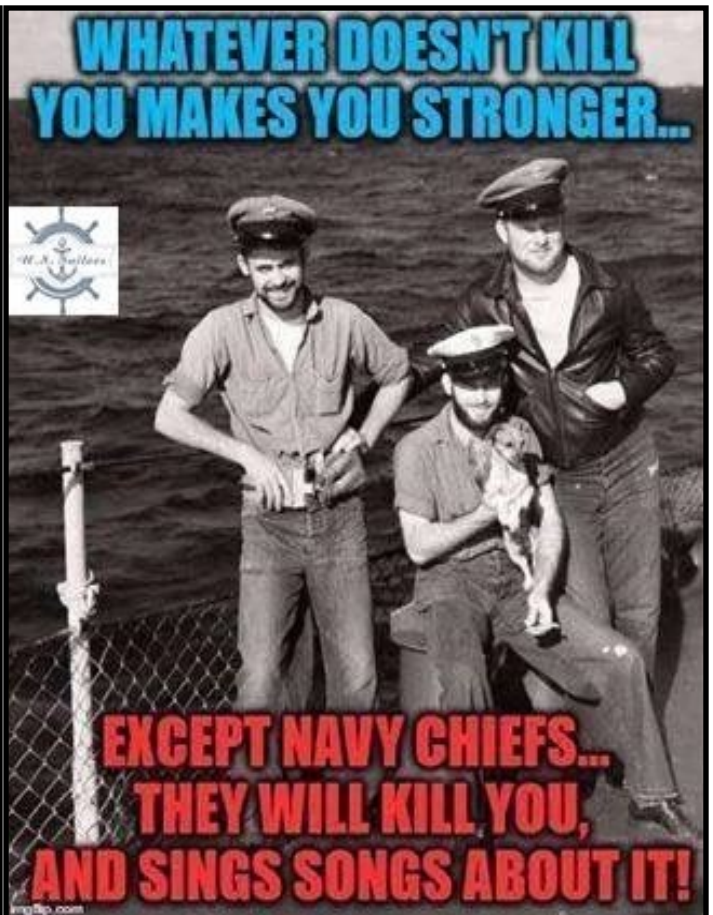
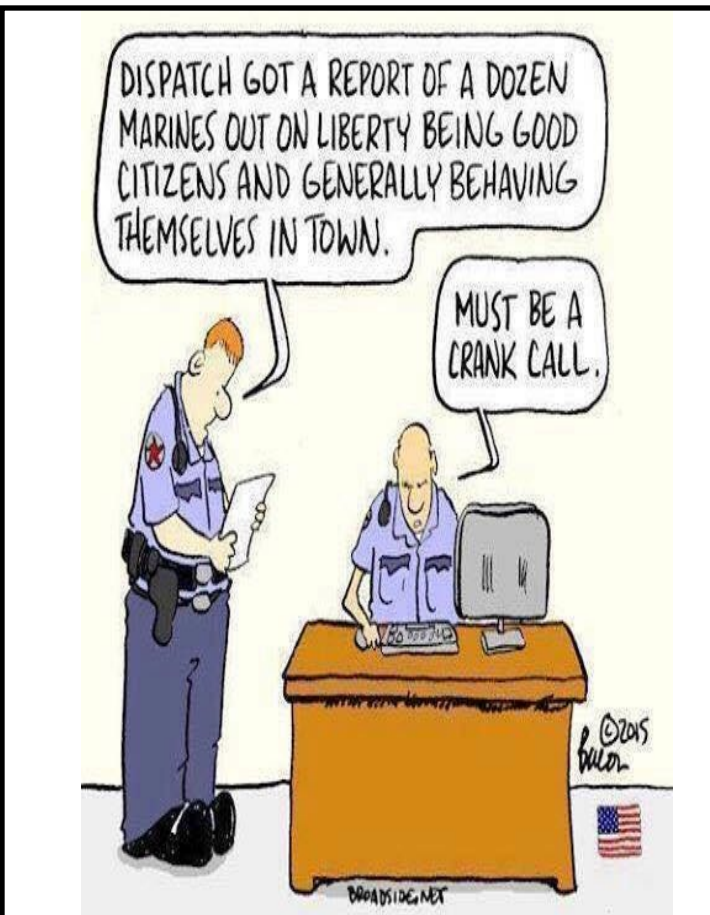
### Need your Cruise book replaced?

Frank Arre, owner and operator of "Classic Cruise Book Reproductions" contacted the Association with information about his company which has access and has reproduced Navy cruise books from the Naval Historical Foundation, where he worked after he retired from the Navy as a YNC in 1998

When the NHF ceased making the reproduction books for sailors and family's of sailors Arre took on this service as a part-time evening business. After he completely retired he is now doing this full-time. They have helped thousands of shipmates locate and reproduce cruise books that they were missing. They said they can do this at a fair and reasonable price. They are also able to take cruise books you have and digitally reproduce them so they can be easily shared with family and friends. Arre's site

[www.navycruisebooks.net](http://www.navycruisebooks.net) lists all books currently available and they obtain new books frequently. Arre will give free quotes and can provide ship photos from the Navy's vast collection. The Association has no further information on this service and directs members to do all communications about this directly with Arre.

# Time for a laugh



# USS Cogswell DD-651 Association

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**Visit the website:**

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

**Email:**

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

