

Join your shipmates in Washington, DC

The 2016 USS Cogswell, DD-651 Association reunion June 3-6 looks to be a particularly memorable gathering for shipmates.

Association Secretary and Reunion Planner George Overman has put together a fine package of tours and some great hotel rates. A welcome session is planned for Friday, June 3, highlighted by remarks from President Frank Wille and a representative from the hotel and convention and visitor's bureau. The business meeting and election of committee members will be held. Sea stories will commence at 1830 hours at a welcome reception.

On Saturday, the tour bus leaves at 0800 for stops at the National Mall and Memorial Parks. The self-guided walking tour starts at 0845 the World War II Memorial and the bus will return and pick everyone up at the Lincoln Memorial at 1100.

Next the tour will continue to the United States Navy Memorial on Pennsylvania Avenue. In addition to beautiful tributes and other exhibits including "The Lone Sailor" statue. A box lunch will be served at this stop. George has promised a "secret" presentation just for the Association, but he's not revealing what it is.

Final stop on the Saturday tour is the National Air and Space Museum, Steven F. Udvar-Hazy Center. The Udvar-Hazy Center includes some remarkable aviation exhibits including the Space Shuttle Discovery, a Lockheed SR-71 Blackbird spy plane and a Concorde, the supersonic airliner, among hundreds of other exhibits. **(Continued on Page 12)**



Vietnam War Memorial

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FEBRUARY 2016

Special points of interest:

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- * 2017 reunion information 19-22
- * Chain of Command (humor) 18
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Book your reunion hotel stay now, mates!

Now hear this! If you haven't yet made your reservation for the 2016 Cogswell, what is taking you so long?

Perhaps you lost the information on how to book a room at the Crowne Plaza Hotel near Dulles Airport. It's easy, call 703-471-6700 and ask for group code UCO. Room rates are \$89 for up to four

people in a double queen room or up to 2 people in a king room. The Association reserved just 25 rooms so book soon as we want all hands on deck. All rooms will be on the 2nd and 3rd floor ONLY, unless you request otherwise. Book late and you're likely to be on a higher floor at a higher cost.

For those staying in the hotel, a full buffet breakfast is included at Houlihan's Restaurant and Bar in the hotel. Hotel guests will be entitled to a 20% discount on all menu items at Houlihan's. Parking is free and there is a free shuttle service to and from Dulles Airport.

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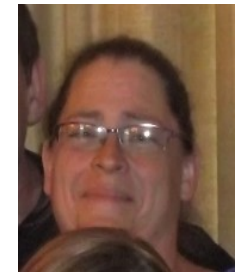
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ATTENTION!

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

Visit the Association Online

www.usscogswell.com

A message from President Frank Wille

Snow job

If you watched the news, you saw the great snow storm of 2016 in the Washington DC area. That's where we will be in just a few months. Hope the snow will have melted by then. Of course, in Washington, the snow jobs continue all year.

We look forward to seeing everyone at the 2016 reunion. Get your reservations in early. We're hoping to see many of our East Coast shipmates at this reunion. There are some great tours scheduled and we'll have plenty of beer.

May God look over each and every one of you.

Frank Wille

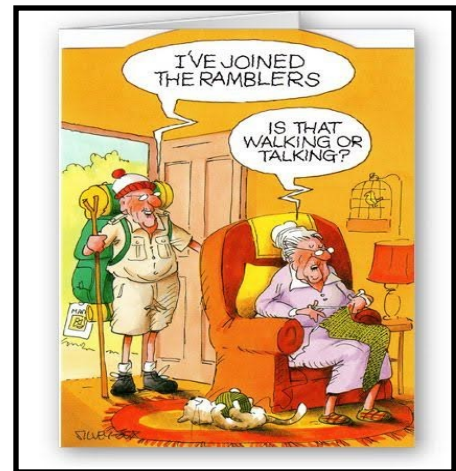
President



Frank Wille, Zola Low, Lyna Low

Tell us your stories

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



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

Orvil Williams, your treasurer, has several Cogswell Association items for sale. These may include hats, shirts, and other items. However, due to the rapid changeover of this material we will not publish which items are available. For up to date information on which items are available please send an e-mail to Orv at Treasurer@usscogswell.com or give him a call at (515) 674-3800. We know he is standing by and waiting for the order. Orv also brings a huge selection of items for sale to each reunion.



FINANCIAL STATEMENT

U S S COGSWELL DD651 ASSOCIATION

JULY 31, 2015 CASH ON HAND OR IN BANKS \$17,452.09

DEPOSITS

AUGUST 15	\$.00
SEPTEMBER 15	\$ 10.00
OCTOBER 15	\$ 1580.00
NOVEMBER 15	\$ 274.00
DECEMBER 15	\$ 782.00
JANUARY 16	\$639.00
TOTAL DEPOSITS	\$3,275.00



Treasurer Orvil Williams and Cheryl Williams

DEBITS

POSTAGE	\$ 49.00
CROWN PLAZA	\$ 300.00
GOLD LINE STAGES	\$ 200.00
TIN CAN SAILORS	\$ 200.00
George Overman Reunion & Newsletter expense	\$ 521.48

TOTAL DEBITS \$1,268.18

TOTAL DEPOSITS + CASH ON HAND \$20,727.09

MINUS EXPENSES \$1,268.18

TOTAL \$19,468.61

CASH ON HAND (Bank statement 1/31/16) \$19,468.61

USS COGSWELL ASSOCIATION

DATABASE STATISTICS as of 02/01/2016

Our database contains 3304 names total.

- Active = 237 (paid dues are current)
 - ↳ 129 Life Members
- Inactive = 18 (have not paid dues for more than two years—house cleaning of these inactive members)
- New = 5 (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 = 664 (members who have indicated they have no interest in the Cogswell Association—some newly found who chose not to join)
- Deceased = 530 (known deceased shipmates—some newly found crewmembers)
- Not Located = 1850 (continues to be the largest number in database - we still need help locating)

New members— Aug 01, 2015 – Feb 01, 2016

Last Name	First	City	State	Years Aboard	Rank
DONNELLY	ROBERT	TURNERSVILLE	NJ	N/A	
HOULE	ROBERT	KITTERY POINT	ME	N/A	
SCHUCK	JOHN, SR	CAMDEN	NJ	N/A	

Known Deceased since February 2015)

Last Name	First Name	City	St	Years Aboard	Rank
FOXWELL	MILFORD	CAMBRIDGE	MD	53,54	PNSN
HOULE	EDWARD	PORTSMOUTH	NH	59-62	MM2
MICCICHE	FRANK	STATEN ISLAND	NY	43-44 *PO	WT2
PALLANCK	ROBERT	NEW YORK	NY	43 *PO	SA
SCHOLZ	OSCAR			46	MM1
SEIBEL	GARY	SILVERDALE	WA	59-62	TM3
SHORTELL	DONALD	OVERLAND PARK	KS	43-46 *PO	RM2
SUMMERER	DALE	PORT HURON	MI	53-56	RMSN
WILLIAMSON	ROBERT	WOOLSTOCK	IA	43 *PO	SA

*PO= Plankowner



TAPS



Donald J. Shortell

Donald J. Shortell, 93, of Overland Park, Kansas died of natural causes on April 25, 2015. Don was a USS Cogswell Plankowner serving aboard the USS Cogswell until his Honorable Discharge in November 1947. He served as a communications officer on the Cogswell. He turned down football scholarship offers to join the Navy immediately after the attack on Pearl Harbor.



Donald J. Shortell

Don loved sports and was an all-state end in high school. He also played baseball and golf.

Following his World War II service he worked for Mobil Oil Corporation for 36 years and was very proud that he worked his way from the loading docks to become the Special Projects Coordinator of the Midwest. He had a great sense of humor.

Don's life centered around his family. He was preceded in death by his wife, Patricia; a daughter, Marilyn and a son Joseph. He is survived by daughter, Cathy Jurgensen, son, Dr. James Shortell, Dr. Thomas Shortell, son Pat Shortell, and daughter Donna Kerr. He had ten grandchildren and five great grandchildren. He was buried with full military honors at Resurrection Cemetery in Lenexa, Kansas.

Edward Thomas Houle

Edward Thomas Houle, 76, passed away at the US Department of Veterans Affairs Medical Center in Manchester, N.H., on Wednesday, December 16, 2015, surrounded by his loving family.

He was born November 3, 1939, in Lynn, Mass., son of Elizabeth and Wilbert Houle. Ed proudly served in the United States Navy aboard the USS Cogswell during the Vietnam War. He attended the last Cogswell reunion in San Diego.

Ed was predeceased by his wife Carol, his parents, his brother Wilfred and his sister Elaine. He is survived by his brothers Richard and Wilbert, stepsons Harry Revels, Paul Revels and wife Jill, "da nephew" Robert, three granddaughters, great grandson, great niece, and nieces and nephews.

A springtime service will be held at the New Hampshire State Veterans Cemetery in Boscawen, N.H. For those who were close to him, Ed is doing "just right" again.



Ed Houle

Frank Micciche (Late obit)

Frank Micciche, 93, of Oakwood N.Y., a retired garment presser and a loving father, grandfather and great-grandfather, died July 2014 in Staten Island University Hospital, Ocean Breeze.

Micciche served aboard the USS Cogswell from 1943 until the end of World War II as a second class petty officer.

He was born in Bayonne, New Jersey and grew up in Meiers Corners.

He moved to Oakwood in 1959. A sports enthusiast, he was a fan of the New York Mets and football Giants and enjoyed bowling in leagues.

Mr. Micciche was a parishioner of St. Charles R.C. Church, Oakwood.

His wife of 44 years, the former Jessie Parolisi, died in 1999. He also was preceded in death by his stepson, Joseph LaMarca, in 2010.

Surviving are his stepson, Anthony LaMarca; his sister, Rose Trugilio; four grandchildren, and six great-grandchildren.



Frank Micciche

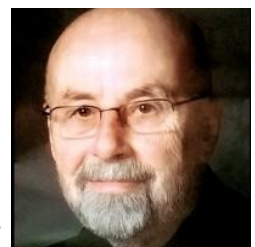
Gary David Seibel

Gary David Seibel, 75, died peacefully and happily at home with his family and doggies by his side on December 9, 2015 following eight years of living with Alzheimer's Disease.

He was born on Christmas Eve, 1939, in Yakima, WA to David and Hertha Seibel. Upon his graduation from Moxee High School Gary joined the

US Navy in San Diego. He served during the Cuban Missile Crisis and loved to tell adventurous stories of this period. Gary, who served aboard the USS Cogswell from ?? was honorably discharged from the Navy and then spent most of his working life in the Seattle and Bellevue area as a kitchen remodeler and as a distributor of large appliances. Gary was preceded in death by his two younger brothers, Richard Seibel and David Seibel.

He is survived by; his wife, Judith, his sister Virginia Marchitto of Federal Way, WA, his daughter Shannon Erickson of Edmonds WA, his son Ted Seibel of Lynwood, WA and two granddaughters, Laura Johnson and Hannah Morris of Edmonds, WA. A memorial service was held January 9.



Gary Seibel



TAPS

(Continued)



Robert Wallace "Bob" Williamson

Robert Wallace "Bob" Williamson died on Thursday September 24, 2015 at his home in Webster City, Iowa.

Bob was a USS Cogswell Plankowner and attended his final Cogswell Association reunion in San Diego in October 2014.

He was born in Eldora, Iowa on February 17, 1925. Bob was raised by his grandparents on their farm in Eldora.

He attended school in Eldora where he first met Shirley Whitney, in the first grade. Shirley's family eventually moved to Minneapolis but they kept in touch, and Shirley faithfully wrote to Bob during World War II.



Bob Williamson

When Bob was 17, and just a junior in high school he joined the navy, where he was a 2nd Class Radarman.



At the 2014 Cogswell reunion

He spent time in Iceland, England, Casablanca and the South Pacific, and was involved in 13 major battles.

He trusted in Jesus Christ as his savior while in the Navy, and Shirley received Jesus as her Savior at the same time in Minneapolis, and their letters telling each other crossed in the

mail.

After he was discharged he returned to Eldora and finished high school and then married Shirley in Minneapolis on June 30, 1946. After their marriage they lived in Minneapolis for a few years, and then moved to Waterloo, Iowa. After retirement the couple went to live in Montana where their son Tim and his family lived, and then eventually came back to Iowa to be near their daughter Becky.

Bob's family includes: his wife Shirley; son Tim and his wife Sue; daughter Becky and her husband Paul Koppen; 9 grandchildren; and 4 great grandchildren. He was preceded in death by his parents, and two sisters Patricia and Virginia.

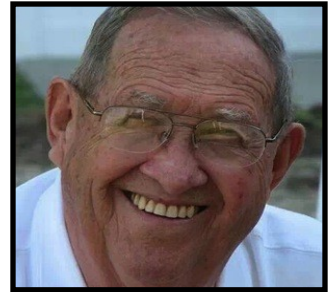
A memorial Service was held October 19, 2015 at 10AM, at the Faith United Methodist Church in Webster City.

Milford Mace Foxwell Sr. (Late obit)

Milford Mace Foxwell Sr., 83, of Cambridge, Maryland passed died January 19, 2014 at Dorchester General Hospital.

He was born on May 18, 1931 in Cambridge, the son of the late Louis Foxwell and Grace Shorter Foxwell.

Milford graduated from Cambridge High School in 1949. A longtime baseball player, he was chosen several times for Maryland and Delmarva All Star Teams. He was a player in the Eastern Shore Baseball League. Mr. Foxwell was scouted by Major League Baseball. He signed a contract with Reggie Otera and the Chicago Cubs in 1949. He played in Minor Leagues for 2 years.



Milford Foxwell Sr.

He married Patsy Potter on March 22, 1951.

He served in the United States Navy from 1952 to 1954 aboard the USS Cogswell. After the Navy, he turned down the Cubs offer to continue playing because he wanted to stay home with his wife and family.

Milford was an Insurance Representative with B.F. Veach, and later was the owner of Tastee Freeze and Foxwell's Grocery. He was a Dorchester County School Bus Contractor and training instructor. He retired from Dorchester County Board of Education in 1995.

He was a Member and Officer in the Cambridge Jaycees; an active member of The First Baptist Church in Cambridge; active in Veterans Affairs; The Dorchester Humane Society; The PTA; served as President of the Sports Booster Clubs and Parents' Club; and was a Member of American Legion and V.F.W.

He is survived by his wife Patsy, two sons, Dr. Milford Mace Foxwell Jr. "Mickey" and wife Suzanne of Cambridge, Larry Veach Foxwell and wife Kathy of Secretary, Maryland; and one daughter, PattiCarol Foxwell Smith and husband Mike of Baldwin, Maryland; four grandchildren: Austin Mace Foxwell, Will Barcus Foxwell, Louis Shipley Foxwell, and Lauren Brooks Smarr; one great-granddaughter: Makayla Brooks Willoughby and his beloved dog, Angel. He was preceded in death by a brother, Marvin Mitchell Foxwell.

A memorial service was held January 25, 2014.



TAPS (Con't)



Edward Justin Pfeifer

Edward Justin Pfeifer, who served aboard the USS Cogswell in 1951-1953 died January 27, 2016 in Vermont.

Born Nov. 22, 1920 in Detroit to Mary Calkins Pfeifer and Charles S. Pfeifer in Detroit, Michigan, he moved with his family to Montpelier, Vermont in 1931 and graduated from St. Michael's High School in 1939. In January of 1943, he graduated with a Bachelor of Arts Degree from St. Michael's College in Colchester, Vermont.



Edward Pfeifer

Upon graduation, he served as an officer in the U.S. Navy during WWII aboard the destroyer, USS Albert W. Grant (DD-649). For his service, he was awarded numerous honors including the Bronze Star and the Purple Heart. He then attended graduate studies at Brown University earning a Master's Degree in American Civilization.

From 1951 to 1953, he was recalled into active duty with the U.S. Navy serving aboard the USS Cogswell (DD651) and at the U.S. Navy Training Center in Newport, Rhode Island until his honorable discharge. He returned to Brown University, earned his Ph.D. in American Civilization and began his initial career with Saint Michael's College in 1948 working in the English Department retiring from faculty in 1986 with more than 30 years of teaching and mentoring as a professor in the History Department and serving as the Academic Dean from 1965-1970.

In 1957, he married Joan Sheehey in Burlington. She survives him with along with their four children and their spouses, Justine and Francis Landry of South Burlington, Elizabeth Sweeney of Montpelier, John and Brenda Pfeifer of South Burlington and Marty and Julie Pfeifer of Dedham, MA. He is survived by eight grandchildren, Matthew and Nicolas Landry, Hannah and her husband Christopher Guilmette, Joshua and Benjamin Pfeifer, Jessica, Jennifer and Colin Sweeney and one great grandson, Jack Thomas Guilmette. He is also survived by many nieces and nephews from the Paul and Elizabeth Sheehey and the Robert and Joyce Stanton families. Since 1991, he had resided with his wife in Cabot, Vermont.

He was truly an honorable family man, caring and generous, highly recognized for his academic achievements and remembered and admired by his former students and colleagues. Services were held Feb. 2.

Oscar John Scholz (Late obit)

Oscar John Scholz, 88, passed away March 14, 2012 at Somerset Medical Center.

He will be sorely missed by family and friends. Born in Manhattan, NY, he grew up in NY before moving to Piscataway in 1945. John served as a Machinist Mate (MM1C) with the US Navy during WWII on the USS NASHVILLE CL-43, the USS COGSWELL DD-651, and USS ISHERWOOD DD-520.

He was a baseball coach for Dunellen Little League. John was employed by Art Color Printing Company for 21 years and Reynolds Metal for 14 years and retired from Reynolds Metals in 1982.

John was a member of the Piscataway Senior Citizens Center, Our Lady of Fatima Senior Citizens Center and Our Lady of Mount Virgin Senior Citizen Center. He is survived by his loving wife of 67 years, Marion; son, Jack and his wife Joan; daughter, Sharon and her husband Phil; and foster children Edward and his wife Jane; Geri and her husband Bill; Russell and his wife Rosemary; Grace and her husband Ralph. He was the proud grandfather of 12 grandchildren and 6 great grandchildren

Robert Pallanck

The Association had been informed of the death of Robert Pallanck who was a Plankowner of the USS Cogswell DD-651 in 1943, but we have been unable to obtain additional details or a photo. If you have an obituary or photo please contact the newsletter editor.

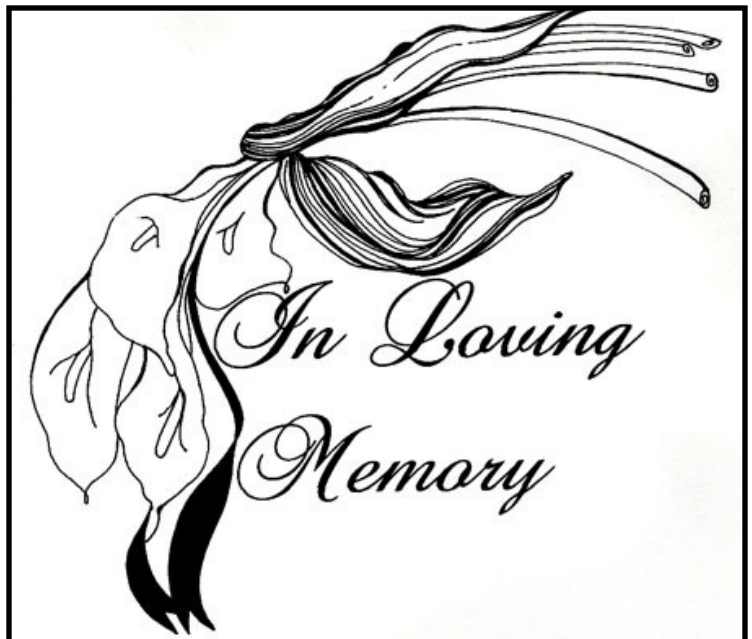


Photo Mystery Solved

USS Cogswell hosted French “orphans” during ‘52-53’ cruise

A number of Cogswell shipmates have solved the photo mystery we published in the August 2015 newsletter. The photos (repeated here in a smaller version) were from a 1952 Christmas visit to the Cogswell from a group of French underprivileged children and orphans in Cannes, France. The visit of about 25 children and a chaperone included treats and gifts for the children, said Dick Pedersen, a member of the crew. (See bio of Dick Pedersen in the February 2015 newsletter). It was a chilly day on the French Riviera



Christmas 1952

era when the children came aboard, Pedersen said.

The 1952-53 cruise book includes several pictures of the children visiting the ship as well as a cartoon memorializing the event. Wayne Kerber, SO3, another member of the crew sent copies of the cruise book pages and they will be available for viewing at the June 2016 reunion.

Shipmate Daniel Saracino, PO3, who was also aboard the Cogswell, remembered that there may have been as many as 50 children who came aboard and that LTJG L. F. Schempp Jr., the Damage Control Officer, served as “Santa Claus” for the children’s party aboard.

The original source of the photos that appeared in the August 2015 newsletter were from Shipmate Carl Scherr. The children came aboard on Christmas Eve day, Scherr said. The passage of years has resulted in a slight disagreement about whether the children ate a meal aboard or just had treats.

“The children were fed a nice dinner and then shown around the ship,” Scherr said. “They had fun sitting in the 40mm gun mount and other places. Many of the crew were assigned to take care of them and I think everyone had a good time.”

Many members of the crew attended Christmas Eve services on shore and Sherr said he went to Nice and attended Catholic services at the Cathedral at Notre Dame. Other crew members attended the American Protestant Episcopal Church, also in Nice.

Scherr enjoyed night life at Emelios New Yorker in Cannes, where they offered food, drink and burlesque. The Commodore Club was another favorite place. He also took a trip to the French Alps and a place called Auron and the Hotel De Las Donnas. Two days there included ice skating and skiing and cost a total of \$14.

Pedersen also remembered taking the train to Nice for a little rest and relaxation.

The 11-day stay in Cannes was part of a memorable Mediterranean cruise that went from August 1952 to February 1953.

Also during the Cannes port visit a bad storm came through while the Cogswell was tied up next to the USS Everglades and inboard of three other destroyers. Before the ship could get underway there was considerable damage done from the storm, Saracino said.

Pedersen also recalled the bad storm and said the ship got underway with only about half the crew aboard because the group of ships could not hold the anchorage. He also recalled a wonderful Christmas dinner aboard the Cogswell. The French were friendly and Pedersen celebrated New Year’s Eve in a bar with a number of American sailors in Cannes.

Sadly the cruise ended on a tragic note, when after leaving Gibraltar and heading home a sailor was lost at sea off Nar-rangsett Bay, Saracino said. **(See next page for more photos) (See Page 11 for more on this cruise)**



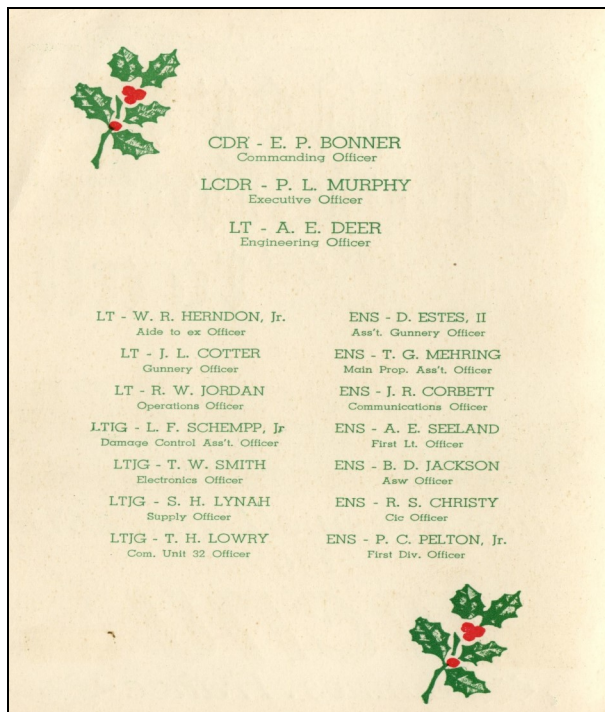
Christmas 1952



Christmas 1952



Christmas Dinner Menu 1952



Thanks to Carl Scherr for the photos on Page 7 and the 1952 Christmas menu from the USS Cogswell during its visit to Cannes, France. Copies of the full menu will be on display at the 2016 Reunion in Herndon, Virginia.

The Dream Cruise of 1952-53

(Thanks to Shipmate Derald D. Schliebe, of Hillsboro, Oregon, for the loan of his cruise book "The Cruise 1952-3" from which the following story is taken. Schliebe, an ME3 and a member of R Division during the cruise sent me the book after my question about the mystery photos in the last newsletter.)

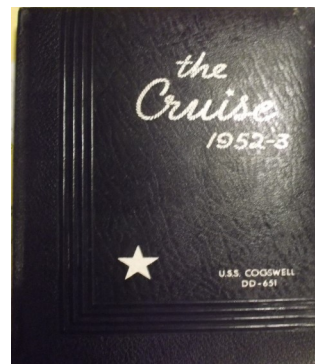
The 1952-53 Mediterranean Cruise by the USS Cogswell must rank right up at the top of a list of best cruises by our beloved ship. The 24,181-mile trip began on August 26, 1952 from the Navy Yard in Boston where she completed a five-week availability stay.

Any luxury cruise line passenger would be salivating over the number and length of stays in ports in Scotland, England, Greece, Italy, Trieste, Turkey, Portugal, France and Gibraltar.

Port calls in those great countries included stops and tours in Glasgow, Edinburgh, Dover, London, Venice, Athens, Argostoli, Salonika, Kavalla, Rome, Nice, Monte Carlo, Naples, Augusta Bay, Bay of Napoli, Lisbon and Cannes. A number of the ports were visited twice during the goodwill voyage.

Sailors visited Edinburgh Castle, the White Cliffs of Dover, Westminster Abbey, Buckingham Palace, Big Ben and Picadilly Square, The Parthenon, The Acropolis, The Constantine Arch, The Home of Christopher Columbus, St. Peter's Basilica, Castle Nuovo, The Ruins of Pompeii, Piazza Unita, Miramare Castle, The Grand Canal of Venice, The Blue Mosque in Istanbul, The French Rivera, The Cathedral of Notre Dame, The Rock of Gibraltar, again just to name some of the highlights of the cruise.

In a six-month cruise, the Cogswell spent 84 days in the various ports, which is nearly half the cruise time. **(Con't Page 12)**



More than just a cup, a fond memory

Almost immediately after boot camp I was assigned to the USS Cogswell and when I arrived I was put into First Division. We left for West Pac just a few days after I reported aboard and one of the first things I noticed (after I emerged from three days of crushing sea sickness out of San Diego) that many of the "old salts" were carrying personalized white porcelain coffee cups. On the way home from West Pac I finally learned that I could get my own cup in Yokosuka, Japan.

By the time I was ready to buy the cup I had been transferred to the bridge as a Quartermaster striker. Also by that time I had acquired a not-so-flattering nickname – "Brand X." I hesitated to write this story as I had long ago put that awful nickname behind me. As best I can remember, an OOD coined the name during a morning watch on the bridge when the OOD came by the chart desk and inquired as to where we were on the chart.

We had been a couple days without a decent star fix and by that time the dead reckoning was probably not too accurate and the Loran was probably not working again. Jokingly, I closed my eyes and poked my finger randomly on the chart to indicate I had no real idea exactly where we were. At the time on television advertisers often referred to their competition as "Brand X." In other words buy our product instead of the inferior "Brand X" product. The officer looked at me and said "Smith, you're Brand X." The nickname stuck among my bridge mates and close friends.

So when I arrived in Yokosuka I decided I wanted a coffee cup with that name on it, plus my current rank "Leading Seaman" although we all know that wasn't really a rank. On the back of the cup in jest I had a peace sign painted. The Cogswell folks knew I was joking, but it caused me some minor problems when I arrived at my next ship, the USS Hoel, DDG-13 as some of the folks didn't see the humor in having a peace sign on a coffee cup on the bridge of a warship.

By the time I was discharged the coffee stains were thick and my fondness for the cup intense. Over the years, I had that cup with me during my years at the police department in California (that's where the dymo-label with my name on it was applied) and later when I was a reporter at several papers. I can't even imagine how many gallons of coffee went through that cup and then through me. It survived a couple drops to the floor and one of my former wives had the gall to clean the coffee stains out of it, which may explain why she is a "former" wife. I don't remember what I paid for it, probably 500 or 600 yen which was about \$2 at the time.

If you still have or own your personalized Navy coffee cup, it would be great if you snapped a photo, sent the photo to me and told me the story behind the cup. — **James L. Smith (66-67)**



(Dream Cruise 1952-53, con't from page 11) The cruise books details that there were numerous parties and receptions thrown in the crews' honor at various stops and a number of organized dances with the local ladies. It also noted that the ship consumed 1,645,745 gallons of fuel oil and the crew drank 453,600 cups of coffee. One wonders who had the job of keeping track of the coffee consumption.

The crew also reportedly smoked 1,332,000 cigarettes during the cruise, according to the cruise book.

In the cruise book a menu from a Lisbon, Portugal restaurant taped inside listed some unbelievable prices for food. A lobster dinner for \$1.50 U.S. was the most expensive offering. Beer was 25 cents.

Only two months in to the cruise the ship had a change of command as Commander Emmett P. Bonner relieved Commander R.S. Crenshaw Jr. as captain on October 8, 1952 in Piraeus, Greece. The Cogswell was assigned to Destroyer Squadron 18 and Destroyer Division 182 during the cruise.

Sadly, not everything about the cruise was happy. Seaman Apprentice Kenneth Neil Youngs, 18, was lost at sea on February 9, 1953 while sailing home to America.

In a Memoriam page in the cruise book it was noted that "Kenneth Neil Youngs was a credit to his family and his ship and an exemplary young man. He was a good shipmate who served and died in the finest traditions of the Naval service."



(Reunion, con't from Page 1) After the tour, the hospitality room will be waiting for more sea stories.

Sunday's tour starts with a professional tour guide narrating a trip through historic Washington, D.C. and many of the most prominent buildings and monuments.

For those who want to spend more time touring on their own, it might be wise to book an extra day at the beginning or end of the reunion. At 1130 the tour guide will be high-lined off the bus and the tour will head to Union Station where everyone will be on their own for lunch and shopping.



Lincoln Memorial

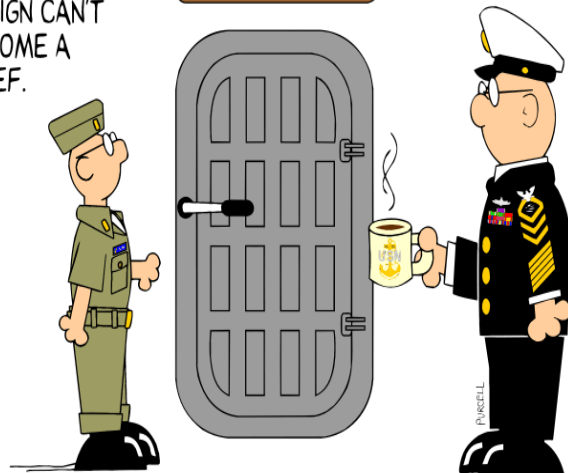
The tour bus returns to the hotel at 1430 so folks can get ready for the closing banquet.

I JUST THOUGHT IT ODD THAT A CHIEF CAN BECOME AN ENSIGN, BUT AN ENSIGN CAN'T BECOME A CHIEF.

Courtesy goatlocker.org

CPO COUNTRY

WE GOT STANDARDS.



NAVY STANDARD.COM
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A Chief has nothing to do!

As everyone knows, a Chief has practically nothing to do, that is, except to decide what is to be done, to tell somebody to do it, to listen to reasons why it should not be done, why it should be done by somebody else, or why it should be done a different way, and to prepare arguments in rebuttal that shall be convincing and conclusive.

He must follow up to see if the thing has been done, to discover that it has not been done, to listen to excuses from the person who should have done it and did not do it.

He must follow up a second time to see if the thing has been done, to discover that it has been done, but done incorrectly, to point out how it should have been done, and to decide that as long as it has been done, should it be left as is or done again.

Finally he must consider how much simpler and better the thing would have been if he had done it himself in the first place. In his mind the thoughts reflects sadly that if he had done it himself, he would have been able to do it right in twenty minutes. But as things turned out, he spent two days trying to find out why it had taken somebody else three days to do it wrong, and then realize that such an idea would strike at the very foundation of the belief that....

A CHIEF NEVER HAS ANYTHING TO DO! (Thanks to goatlocker.org for reprint permission)

From farm to fleet and then fleet to farm

Gary Esterby felt a draft, so he joined the Navy

When Gary Esterby found out that his college draft deferment had lapsed during an absence from Mankato University in Minnesota in the spring of 1965, he learned in a most unusual way that he needed to move quickly to enlist in the Navy. A friend told Gary that by staying out of school for a term that he would likely be subject to immediate draft. Gary asked the head of his local draft board if his number was up, but she told him she was not able to divulge that information but left her desk for a few minutes.

"I'm kind of snoopy and I found a list of 16 names who were going to get draft notices very soon and mine was first on the list," Gary said. "I went that weekend and enlisted in the Navy." Because of a delayed enlistment program, he didn't have to head for San Diego boot camp until February.

He was looking forward to San Diego because he had heard it was not cold there, but that winter they had a record number of frosted mornings.

Gary attended high school in Cannon Falls, Minnesota and lives nearby today with his wife, Avis, who he has known all his life, but only started dating just before he left the Navy in 1969.

The "A" school hinted at by a recruiter never came to pass and his first orders out of boot camp were to the USS Cogswell. He arrived at the Cogswell with a group of 20 other "boots" and he was the only one who wasn't assigned to the deck division. Gary ended up in the gunnery division.

"I didn't have to get up at 6 a.m. every day and swab decks and paint," Gary said. "I did get to clean and paint guns."

Within a very short time, Gary found himself at sea heading for the Rose Festival and a long river transit to Portland. Later that year the Cogswell headed to sea and the first of two WestPac cruises he would make aboard.

Raised on a farm, Gary continued farming his family's land after he left the Navy. He benefitted from the transfer of the Cogswell to the Turkish Navy, because with just a few months left on his enlistment, he was given the option to leave the Navy early or seek another short term ship assignment.

"I took the early out," he said. In between his reporting aboard and departure, Gary has many fond memories and recollections about his time aboard the Cogswell.

When some Fire Control Technicians talked to him about taking courses for third class Fire Control Technician he was assured that his fellow gunners' mates would not care. He was assured incorrectly, Gary said.

"I became dog meat to the younger gunners' mates," he said. "They took it as a kick in the shins. But I got through it." Gary believed that the Fire Control work would have a better application in his future civilian life than being a gunner's mate.

During gunnery operations, Gary was assigned to the aft Fire Control station which was just aft of the second stack. Being cooped up in a small fire control director with stack gas and soot falling in on you was not good.

"It was a horrible spot, especially when we were going slow and the wind was in the wrong direction," he said.

During a stint of mess cooking, Gary remembered that one of the drawbacks was that the mess cooks berthed near the Chiefs' Quarters and the chiefs would often return from some hard liberty and wake them up and ask them to cook up some mess for them in the middle of the night.

During one underway food replenishment, Gary remembered that as the food was passed from hand to hand, a box of tasty fruit cocktail suddenly found its way not into the reefer decks but into a hidden corner of their berthing space. When a cook with a clipboard noted that he was a case short on fruit cocktail the mess cooks at the top of the hatch assured him that he had miscounted.

Later, the mess cooks opened the five gallon cans of fruit cocktail and began chowing down.

"We ate fruit cocktail until we turned green," Gary said. "To this day I still don't care for fruit cocktail."

One time in the middle of the Pacific, Gary was standing a bridge watch when an officer apparently was talking to him for 15 minutes without Gary responding. Finally, the officer noticed that he had locked his knees and was actually asleep standing up.

"I didn't think it was possible to stand up and sleep," the officer told him. "Don't do it again." **(Continued on Page 14)**



Gary and Avis Esterby and grandsons, Kyan, Kasen and Kade

(Esterby, continued from page 13)

Gary never suffered from seasickness, but he remembered one deck division sailor who started throwing up as soon as the last line was freed from the pier until they got back into port.

"I felt really sorry for that guy," Gary said. "He wasn't worth anything at sea."

During a particularly rough period, the Cogswell's captain (Kraft) ordered that no one be on an open deck without a lifeline. An ensign was spotted by Gary walking around the deck holding a coiled lifeline not attached to anything. Word got to the captain who ordered the ensign by name to "lay to the bridge." "He really got chewed out, I don't think he sat for a week," Gary said. "That storm ripped stuff off the bulkheads."

Not a party guy, Gary left the Cogswell in Yokosuka on liberty one Sunday morning about 9 a.m. with a group of 15 other sailors. Instead of going to the enlisted men's club with the rest, he took a train to Yokohama and found himself in the middle of a Japanese holiday with a camera. He spent the day taking pictures of people in their ceremonial dress and returned in time to accompany some of his drunk shipmates back to the Cogswell.

"It's one of my favorite Navy memories," Gary said. "I remember just about everything about that day and I'm sure my shipmates who went to the EM Club remember very little. That whole day cost me 96 cents in cab fare, train fare and food."

During a stop at Subic Bay, Gary recalled doing some snorkeling on Grande Island. After collecting some coral and shells from the ocean he put them in a coffee can and when he got back to the ship he stored them on a high shelf in an office used by 2nd and 1st Class Petty Officers in his division because he had no other place to keep them. After a short time, the smell from the rotting sea life became more and more overpowering until the petty officers discovered the can and then demanded at quarters the next day to know who was "the wise guy" who put the can in their office.

"I was smart enough to realize they didn't know who it was and I didn't tell them," he said.

Between the 1966 and 1968 cruise, Gary went home on leave to Minnesota. While there he applied for and got an \$1,800 loan so he could buy a Volkswagen when he came back to the ship which was in Vallejo.

After visiting a dealer, he negotiated the price for the VW at \$1,865. The salesman asked if he was going to pay cash or finance the car.

"I want to put some money down and finance the rest," Gary told the salesman.

"How much do you want to put down?," the salesman asked.

"I told him \$1,800," Gary said. "I never saw a guy so mad as he had to write up all the finance paperwork so I could make three \$15 monthly payments and a \$20 last payment." It was that car that took him home to Minnesota at the end of his enlistment. The extra \$65 was the sales tax on the car that Gary didn't figure on when he took out the loan.

Once back home in Minnesota, Gary went back to work on the farm and continued full time farming on the family's 350-acre until 1983 when high interest rates forced him to find other work to supplement the farm. In addition to crops, Gary raised dairy cows, steers and pigs.

He hired in at a small sign company (that later grew to a very large company) after he stopped by and asked for work. While a supervisor told him there was no work for him, another higher boss basically hired him on the spot. It was a job he held for 18 years.

Later he took a job that at one point required him to drive 42 hours in two days time. When Gary said he couldn't do that much driving in a short time, the boss told him to take a hike that they would find someone who would. Later he learned that in a short period of time the company went through seven drivers.

Gary worked for a malting company which was a supplier to a major beer company and then worked for a seed company, a division of Land O'Lakes. That part time position left him plenty of time to do volunteer construction work during his off time. While he wanted to work, he also wanted to give of his time and talent to others.

Gary is a man of strong faith who believed that God would provide.

"I told my wife that if the freezer was empty we would know we were headed in the wrong direction," Gary said. "We now have three freezers and we struggle to find places to put food."

Part of his volunteer work is putting up cords of wood, sometimes as much as 120 cords a year, which he donates to folks who need it.

"I don't take a nickle," Gary said.

Gary and Avis were married in the spring of 1970 and have two sons, Matt and David. Matt and his wife, Ericka, have three boys, Kyan, Kasen and Kade and live about 30 minutes from his parents. Matt and Erika are public educators and David who recently married Amy works in IT in Seattle.

Gary and Avis have attended several Cogswell reunion and are hoping to make it to Washington, D.C. for the next one. He was been an Association member for about 15 years.



Gary Esterby aboard the Cogswell

WestPac mission visit remains vivid memory

An overnight Hong Kong liberty during a 1963 WestPac cruise aboard the USS Cogswell is the most enduring memory of Mike McGivney's Naval service.

How he obtained a rare overnight liberty pass in a foreign port is lost to time, but Mike, now 73, recalled meeting a priest and brother who ran a Maryknoll Catholic mission in Kowloon that so touched him that he continues to support Maryknoll missions to this day. McGivney believes the Cogswell may have been the Station Ship during this visit to Hong Kong. He recalls that the priest and brother ran a living center that was a block long and four or five stories high. The Catholic missionaries handed out bags of dough every day to the large number of families living in the "block house."

"Each family got food daily and I think I remember that each bag had an American flag on it," Mike said. Each family lived in a 12-by-12 room and all the folks in the building shared a common bathroom and shower.

Hong Kong is a long way from Pond Creek, Oklahoma where Mike was born and raised on the family farm. At least some of the family farm survives and Mike travels to Oklahoma from his current home in Schertz, Texas each year to work the farm for a few weeks.

After high school, Mike attended Oklahoma Central State University, now University of Central Oklahoma in Edmond for a year. In September of 1961 he enlisted in the Navy and went to San Diego for boot camp.

Testing during boot camp brought him an offer for electrician's school and he accepted. When he graduated from boot camp he was assigned to mess cooking and grounds keeping at the San Diego base until the next school started. During that time Mike said he rode around the base on a bicycle turning on and off the sprinkler systems that watered the lawns and plants.

Like most sailors of the time, Mike used a San Diego locker club to change into civilian clothes and was fortunate to have open liberty while waiting for his school to start. He remembered one of the first times he went into San Diego asking someone what bus he should take to get back to the base. He was told to look for the "La Hoya" bus and take it.

Not understanding the Spanish pronunciation and spelling of La Jolla he watched three buses go by until someone gave him a quick Spanish lesson and he caught the right bus to get back to the base.

After almost a year on base between boot camp and school, he reported aboard the Cogswell after graduation. He slept in the fantail of the Cogswell with other members of his division.

Before they headed overseas they had a few training cruises off San Diego, the most memorable was the first when he became hopelessly sea sick. Fortunately, that was the first and last time he suffered from sea sickness during his Navy career, including a South China Sea typhoon that was so bad, crewmembers were directed to use the second deck to go forward and aft.

One of the more memorable tasks performed by electricians were the stringing of rigging lights while at anchor in Kaohsiung and Hong Kong. The first cruise was pre-Vietnam so there were not cruises to that country on this cruise.

Between cruises the Cogswell spent a time in dry dock in Long Beach and Mike and other crewmembers rented a room, but it was a short lived rental.

"It was a luxury to be able to stand in a shower and let the water run and one of the roommates left the shower curtain outside the tub and the water through the ceiling of the apartment below," Mike said. "The landlord put us out."

During his second WestPac cruise in 1965, Mike and other crewmembers ready for discharge found their enlistments had been extended four months.

The Cogswell spent most of its time trailing aircraft carriers and on at least one occasion picked up flight crews that survived and at least one flight crew member who died after an airplane crash on that second cruise.

The sea periods were long, some more than 30 days at a time, Mike said.

During his second visit to Hong Kong he was not able to visit the mission but remembered that he and many other shipmates had tailor made suits made.

By the time the Cogswell returned from this cruise, Mike was already past his original discharge date.

"I was ready to jump off the ship when we got to shore," he said.

Another crewmember, Marvin Grabill, was discharged on Feb. 1 with him and they jumped into Mike's car and started driving home. In Oklahoma Grabill caught a plane to Indiana and Mike resumed his life on the farm and then back to college for a year.

Next he went to work driving a truck for a cousin and then a short time later took a long haul trucking job with a major freight carrier. He made many trips to the west and east coasts and while some trips were short others were long. Mike enjoyed his time driving and ended up with more than 1 million miles in the driver's seat. **(McGivney continued on Page 16)**



Mike and Linda McGivney and "Rudy"

(McGivney, continued from Page 15) Trips to Los Angeles, Oakland, Chicago, Detroit and some tough visits to New York are among his memories, but some of the tougher trips were in the South.

"Those two-lane back roads and narrow bridges are tough," Mike said.

For many years, Mike believed he would be a career bachelor, but a friend fixed him up with Linda for a date in Oklahoma City and 35 years later they are still together. When a job transfer took Linda to San Antonio, Texas with the Department of Defense at Randolph Air Force Base, Mike found a civil service job as an electrician at Randolph.

The couple has no children but have had several dogs they considered family. Mike retired from public service in 2001 and Linda in 2002 and remain very active in their church, Our Lady of Perpetual Help. Rudy, a Papillon dog, is the current pet of the couple.



Marv Grabill



Hard to see, but Mike McGivney is in the back row second from left

Mike learned about the Cogswell Association's Tucson reunion while reading a military magazine in the waiting room of a doctor's office shortly before that reunion. He remembered calling George and joining the Association and has attended reunions in San Diego, Mobile and Tucson since joining.

At the San Diego reunion he reconnected with Marv Grabill, the shipmate he rode home with after his discharge in 1965. Folks at the Mobile reunion will remember that Mike tried to help with the "middle-of-the-night" fire alarm episode. But the primitive and cheap fire alarm was not able to be fixed.

Mike hopes to continue to see his former shipmates at future reunions.

A look back at military service *(Thanks to Walt Dzedzic for the submission)*

The military experience made us the ethical persons we are and gave us a great sense of understanding of the people around us. Like it or not it gave us an experience we will never forget. Occasionally, I venture back to NAS, Meridian, where I'm greeted by an imposing security guard who looks carefully at my identification card, hands it back and says, "Have a good day, Sr. Chief".

Every time I go back to any Navy Base it feels good to be called by my previous rank, but odd to be in civilian clothes, walking among the servicemen and servicewomen going about their duties as I once did, many years ago.

The military is a comfort zone for anyone who has ever worn the uniform. It's a place where you know the rules and know they are enforced - a place where everybody is busy, but not too busy to take care of business. Because there exists behind the gates of every military facility an institutional understanding of respect, order, uniformity, accountability and dedication that becomes part of your marrow and never, ever leaves you.

Personally, I miss the fact that you always knew where you stood in the military, and who you were dealing with. That's because you could read somebody's uniform from 20 feet away and know the score.

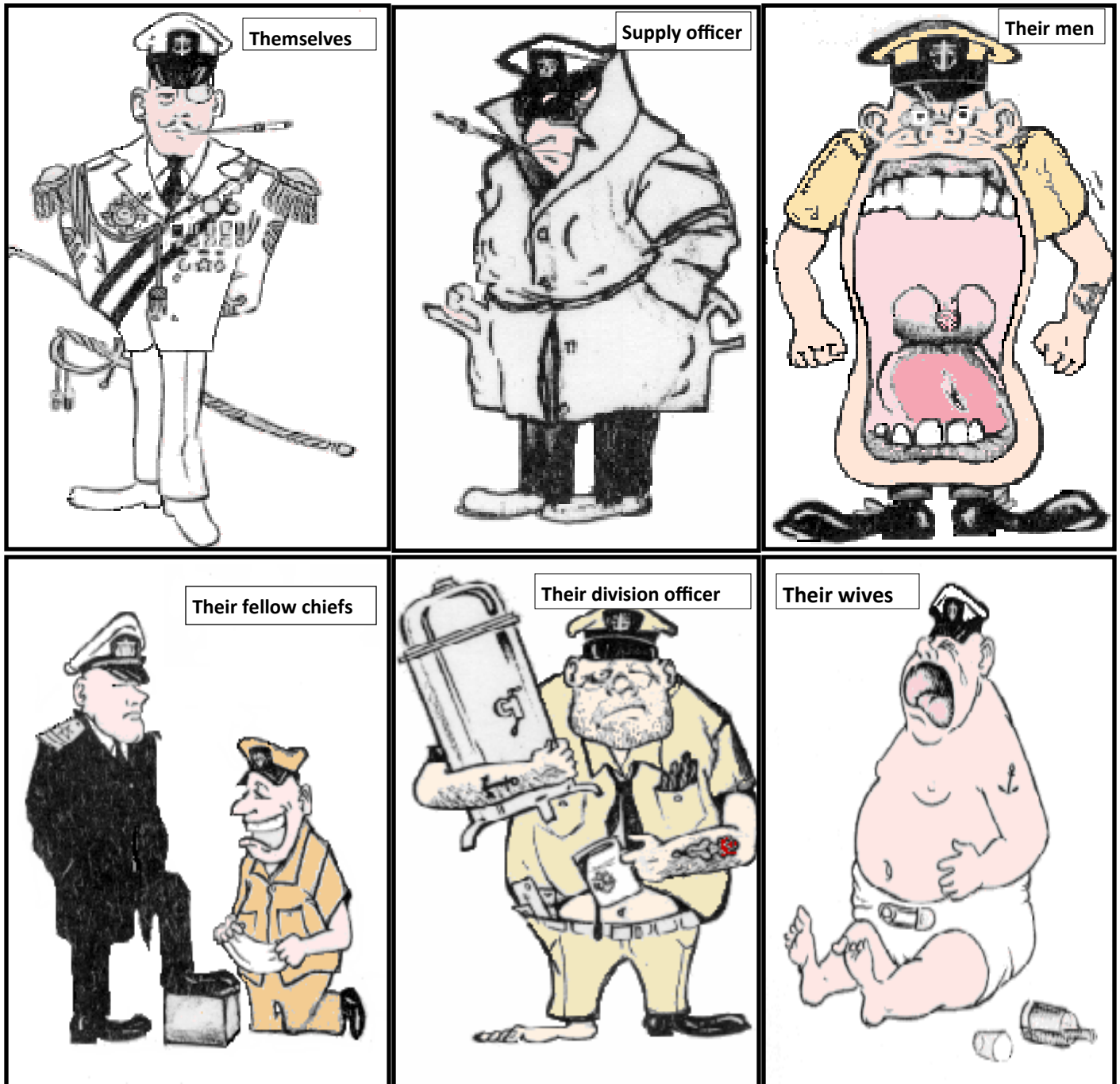
Service personnel wear their careers on their sleeves, so to speak. When you approach each other, you can read their name tag, examine their rank and, if they are in dress uniform, read their ribbons and know where they've served and for enlisted, how many years service they have served to date.

I miss all those little things you take for granted when you're in the ranks, like breaking starch on a set of fatigues fresh from the laundry and standing in a perfectly straight line military formation that looks like a mirror as it stretches to the endless horizon.

I miss the sight of troops marching in the early morning mist, the sound of boot heels thumping in unison on the tarmac, the bark of drill instructors and the sing-song answers from the squads as they pass by in review.

To romanticize military service is to be far removed from its reality, because it's very serious business -- especially in times of war. **(Continued on Page 18)**

How Chiefs are viewed by.....

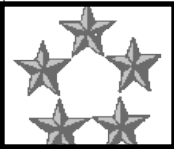


Many states now offering "Veteran" designation on driver's license

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

In states with the veteran designation on the driver's license it is often required that you go to your local driver's license office with a copy of your DD214.

The Chain of Command



Admiral - Leaps over tall buildings with a single bound. Is more powerful than a locomotive. Is faster than a speeding bullet. Walks on water. Gives policy guidance to God.



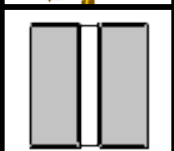
Captain - Leaps short buildings with a single bound. Is more powerful than a small engine. Is just as fast as a speeding bullet. Walks on water if the sea is calm. Talks with GOD.



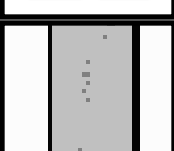
Commander - Leaps short buildings with a running start. Is almost as powerful as a small engine. Is slower than a speeding bullet. Walks on water in indoor swimming pools. Talks with GOD if special form is provided.



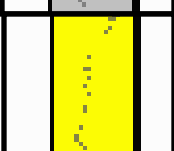
Lieutenant commander - Barely clears little huts. Lose tug of war with small engine . Can fire a speeding bullet. Swims well. Is occasionally addressed by GOD.



Lieutenant - Crashes into buildings trying to leap over them. Is run over by small engines. Can sometimes handle a gun without inflicting self injury. Dog paddles. Talks to animals.



Lieutenant Junior Grade - Cannot recognize buildings. Recognizes small engines two or three times. Is not issued ammunition. Can stay afloat if instructed in Mae West. Talks to walls.



Ensign - Falls over doorstep when trying to enter a building. Says "Look at the Choo-choo" when locomotive passes by. Not allowed elastic for his slingshot. Plays in puddles. Mumbles to himself.



Chief Petty Officer - Lifts tall buildings and walks under them. Kicks Locomotives off tracks. Catches Bullets in teeth and eats them. Freezes water with a single glance. He is GOD.

(Military service, con't from Page 16) I miss the salutes I'd throw at officers and the crisp returns as we criss-crossed with a "by your leave sir".

I miss the smell of jet fuel hanging heavily on the night air and the sound of engines roaring down runways and disappearing into the clouds. The same while on carrier duty.

I even miss the hurry-up-and-wait mentality that enlisted men gripe about constantly, a masterful invention that bonded people more than they'll ever know or admit.

I miss people taking off their hats when they enter a building, speaking directly and clearly to others and never showing disrespect for rank, race, religion or gender.

I miss being a small cog in a machine so complex it constantly circumnavigates the Earth and so simple it feeds everyone on time, three times a day, on the ground, in the air or at sea.

Mostly, I don't know anyone who has served who regrets it, and doesn't feel a sense of pride when they pass through those gates and re-enter the world they left behind with their youth.

I wish I could express my thoughts even better about something I loved -- and hated sometimes.

Face it guys - we all miss it...Whether you had one tour or a career, it shaped your life.

USS COGSWELL DD-651 ASSOCIATION
SEPTEMBER/OCTOBER 2017 REUNION
MOUNTAIN TIME ZONE

Your executive committee made a preliminary selection of five cities for our Sep/Oct 2017 reunion. We are saying Sep/Oct because it will depend on where the reunion is held and other factors. (hotel rates, weather, etc.)

After the five original cities were selected, they were contacted for information that we could use to narrow down our choices to three cities. Based on this information, the following three cities made the finalist list. However, it is up to our "active" members to vote their choice for the 2017 reunion.

Please look at all the information provided by each city and make your decision. You can mail this form back, or send an e-mail to Secretary@usscogswell.com with your choice. You may also wait until the reunion in Herndon (2016). Voting must be completed no later than Saturday night, June 04. We will announce the winner at our banquet on Sunday evening, June 05. Select **ONE** and **ONLY ONE** city. If more than one city is marked, or a **name is not listed**, the ballot will not be counted. If you think that your vote does not count, past selections have been decided by a run-off vote because of a tie between two cities.

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

Name: _____ (Required)

My vote for the 2017 reunion:

- Albuquerque, NM
- Colorado Springs, CO
- Rapid City, SD



Initials _____

Send to: George Overman
P.O. Box 6098
Oceanside, CA 92052

See following pages for information on the three cities.

ALBUQUERQUE: WHERE ADVENTURE MEETS CULTURE

This Southwestern city is home to a colorful collection of art, culture and natural treasures. It's also abundantly affordable, accessible and authentic.



©VisitABQ.org

ARTS & CULTURE

The Native American, Spanish and Western cultural influences are evident in every element of the city. From Pueblo- and Spanish-inspired architecture to world-famous cuisine, music and art, the heritage of the area creates a unique sense of place in Albuquerque. Traditional and modern creativity flourishes here as our distinctive culture gives rise to an abundance of art, galleries and theater.



©Micheal Barley

OUTDOOR RECREATION

From the Rio Grande Valley to the striking 10,678-foot Sandia Mountains, biking, hiking, sightseeing and more are within easy reach. Nature and adventure lovers indulge in accessible outdoor activities year-round. With dependably sunny days, blue skies, crisp mountain air and stunning vistas

everywhere, Albuquerque provides attractive high-desert conditions for athletes of all interests. The city's location in a high desert valley rift lends itself to hiking, biking, rock climbing, mountaineering, bouldering, geocaching, birding and more.

CUISINE

Every meal in Albuquerque presents you with an opportunity to experience the exotic, addictive flavors of America's most unique and cherished regional cuisine. From corner cafes to patio dining, Albuquerque offers New Mexican cuisine at its best, all revolving around red and green chiles.

Vineyards and breweries are also a popular stop for local flavor. Stop in for a scenic tasting tour at one of several wineries. New Mexico's craft breweries are also on the rise and gaining nationwide recognition.



©Sergio Salvador



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GOLF

More and more golfers are discovering that Albuquerque is one of the sport's best-kept secrets. Golf Digest and Golf Magazine have ranked several of our courses among the best in the country. When you tee off at one of our 14 year-round golf courses, you'll play with rocky mountain peaks, slumbering volcanoes and the meandering Rio Grande as stunning backdrops. The area's breathtaking scenery combines with affordability to provide unbeatable cost-to-quality value.

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PIKES PEAK
AMERICA'S MOUNTAIN

WELCOME TO Colorado Springs

USS COGSWELL DD-651 ASSOCIATION FALL 2017

BLUE SKIES, INSPIRATIONAL SETTINGS & AFFORDABLE ACCOMODATIONS

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

FANTASTIC ATTRACTIONS

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

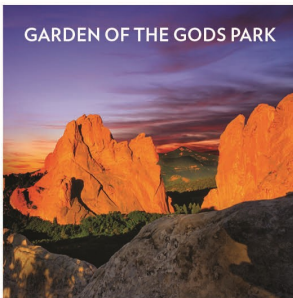
AFFORDABLE PROPERTIES

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

INVITING CLIMATE

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

GARDEN OF THE GODS PARK



U.S. AIR FORCE ACADEMY



NATIONAL MUSEUM
OF WWII AVIATION



U.S. OLYMPIC
TRAINING CENTER



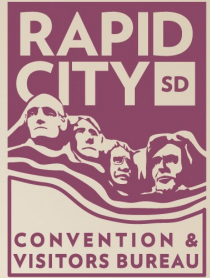
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MEET WHERE BIG IDEAS RULE.

Rapid City is more than the heart of one of the nation's most popular travel destinations – it's a place of magnificent possibilities. Amazing accomplishments and wondrous beauty surround you here, with five national parks and monuments within an hour's drive, the dramatic views and spectacular scenery of the Black Hills of South Dakota and a local culture that's rich with history and artistic expression. Rapid City welcomes veterans to a vibrant, patriotic destination with a main street America experience that meets your budget on every level.

DO BIG THINGS



LET'S TALK ABOUT MAKING YOUR REUNION A BIG SUCCESS.

CONTACT:
TYSON STEIGER
MANAGER OF CONVENTION SALES
Steiger@VisitRapidCity.com
RapidCityMeetings.com



444 Mt. Rushmore Road N.
Rapid City, SD 57701
TOLL FREE 1-800-487-3223, Ext. 8489
PHONE 605-718-8480



Honor Guard at Mount Rushmore

PATRIOTIC SITES IN AND AROUND RAPID CITY

- Mount Rushmore National Memorial
- The City of Presidents
- The South Dakota Air & Space Museum
- National Presidential Wax Museum
- Minuteman Missile National Historic Site
- Ellsworth Air Force Base



South Dakota Air & Space Museum

Twas' the Night Before Christmas (at sea)

(George Overman says it is still close enough to Christmas for this poem which was sent to us by Walt Dziedzic)

Twas the night before Christmas, the ship was out steaming, Sailors stood watch while others were dreaming.

They lived in a crowd with racks tight and small, In an 80-man berthing, cramped one and all.
Sailors stood watch while others were dreaming.

I had come down the stack with presents to give, And to see inside just who might perhaps live.

I looked all about, a strange sight did I see, No tinsel, no presents, not even a tree.

No stockings were hung, shined boots close at hand, On the bulkhead hung pictures of a far distant land.

They had medals and badges and awards of all kind, And a sober thought came into my mind.
For this place was different, so dark and so dreary, I had found the house of a Sailor, once I saw clearly.

A Sailor lay sleeping, silent and alone, Curled up in a rack and dreaming of home.

The face was so gentle, the room squared away, This was the U S Sailor today.

This was the hero I saw on TV, Defending our country so we could be free.

I realized the families that I would visit this night, Owed their lives to these Sailors lay willing to fight.

Soon round the world, the children would play, And grownups would celebrate on Christmas Day.

They all enjoyed freedom each day of the year, Because of the Sailor, like the one lying here.

I couldn't help wonder how many lay alone, On a cold Christmas Eve on a sea, far from home.

The very thought brought a tear to my eye, I dropped to my knees and started to cry.

The Sailor awakened and I heard a calm voice, "Santa, don't cry, this life is my choice."

Defending the seas all days of the year, So others may live and be free with no fear.

I thought for a moment, what a difficult road, To live a life guided by honor and code.

After all it's Christmas Eve and the ship's underway! But freedom isn't free and it's Sailors who pay.

The Sailor say's to our country "be free and sleep tight, No harm will come, not on my watch and not on this night."

The Sailor rolled over and drifted to sleep, I couldn't control it, I continued to weep.

I keep watch for hours, so silent, so still, I watch as the Sailor shivered from the night's cold chill.

I didn't want to leave on that cold dark night, This guardian of honor so willing to fight.

The Sailor rolled over and with a voice strong and sure, Commanded, "Carry on Santa, it's Christmas and all is secure!"

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