

Flooding prompts relief fund for family

A rain event of Biblical proportions settled over a large part of Louisiana in mid-August 2016. The intense storm parked over the area and began dropping historic amounts of rain, sometimes as much as 2-3 inches per hour during the height of the storm.

One of those caught in the middle of the storm was former Cogswell sailor Don Jones, who served aboard the ship from 1959-1961. Jones lived close to Baton Rouge in the heart of the storm.

Fortunately, Jones and his wife, Michael, were not among the 13 people who lost their lives in the storm, but sadly they were among the approximately 146,000 homes destroyed or damaged in the week long flooding that followed the storm.

Rainfall in many parishes exceeded 20 inches of rain during the storm and in Watson, Louisiana accumulations reached 31.39-inches.

The “no-name” storm dumped three times as much rain on Louisiana as Hurricane Katrina did in 2005, the Washington Post reported. The storm dropped the equivalent of 7.1 trillion gallons of water, which is enough water to fill Lake Pontchartrain four times.

A number of rivers and waterways quickly reached record levels and many thousands of people were forced to evacuate and were forced into shelters.

The National Weather Service said the storm was a 1 in a 1,000-year event.

Along with the National Guard, the Coast Guard, an informal rapidly assembled (*con't Page 16*)



News photo of flooding

Nulli secundus

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February 2017

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A Rocky Mountain High awaits shipmates

See pages 10-11 for information on the next reunion which will be in Colorado Springs Oct. 10-12.

George Overman has scheduled some great tours and a nice hotel for the 2017 reunion, but it will all be for naught if you don't come. On

Page 3 President Frank Wille has a message to all members of the Association about the reunion.

If you have not yet been to a reunion then seriously consider making this your first. You will find yourself welcomed, among friends

and we're sure you will have a great time. Watch for additional information from George in your email. You should already have your registration forms, now all you need to do is to stop and fill them out. Hope to see you there!

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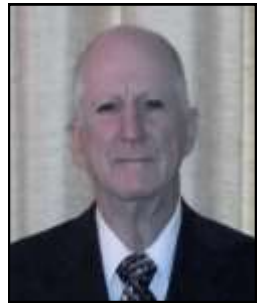
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ATTENTION!

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

Pike's Peak or bust

This is my personal appeal to all Association members to make plans for our next reunion, Oct 10 thru 12, 2017 in Colorado Springs. Advance planning lists many exciting things to do in the area. I plan to go to the top of Pike's Peak where the poem "America the Beautiful" was inspired. The Air Force Academy is another interesting place to visit. The geology of the area will keep you enthralled. Thanks to George Overman for putting together another great reunion.



Frank Wille, Zola Low, Lyna Low

We continue to search for former shipmates hoping to get them to join the Association. If you have contact with anyone who served on the Cogswell, please reach out to them. If you are willing to help make contacts, we would appreciate your help.

USS Cogswell DD-651 Association remains financially solvent and able to make advance deposits for our reunions. We appreciate the continued support of our members. Thank you.

May blessing continue to you and your families.

Frank Wille

Association President

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

Kevin Lincoln has several Cogswell Association items for sale. These may include hats, shirts, and other items. However, due to the rapid changeover of this material we will not publish which items are available. For up to date information on which items are available please send an e-mail to Kevin at Alice.lincoln@centurylink.com or give him a call at 515-419-6086. We know he is standing by and waiting for the order. Kevin also brings a huge selection of items for sale to each reunion.



**FINANCIAL STATEMENT
USS COGSWELL DD 651 ASSOCIATION
JULY 1, 2016 TO JANUARY 31, 2017**

FINANCIAL STATEMENT

USS COGSWELL DD651 ASSOCIATION

JUNE 30, 2016 TO JANUARY 31, 2017

JUNE 30, 2016 CASH ON HAND OR IN BANKS \$19,633.27

DEPOSITS

JULY 2016	\$20.00
AUGUST 2016	\$110.00
SEPTEMBER 2016	\$0.00
OCTOBER 2016	\$0.00
NOVEMBER 2016	\$50.00
DECEMBER 2016	\$18.00
JANUARY 2017	\$1,090.00

TOTAL DEPOSITS

\$1,288.00

DEBITS

NATIONAL AIR & SPACE MUSEUM	\$ 100.00
TIN CAN SAILORS	\$ 200.00
USPS POSTAGE	\$ 47.00
HOTEL ELEGANTE	\$ 300.00
George Overman	
Reunion & Newsletter expense	\$ 1,048.48
Order checks	\$ 42.00

TOTAL DEBITS

\$1,737.48

TOTAL DEPOSITS + CASH ON HAND

\$20,921.27

MINUS EXPENSES

\$1,737.48

TOTAL

\$19,183.79

CASH ON HAND (Bank statement 1/31/17)

\$19,183.79



Treasurer Orvil Williams and Cheryl Williams

USS COGSWELL ASSOCIATION

DATABASE STATISTICS as of 02/01/2017

Our database contains 3302 names total.

- Active = 231 (paid dues are current)
- 132 Life Members
- Inactive = 14 (have not paid dues for more than two years—house cleaning of these inactive members)
- New = 0 (New members found who were mailed a membership form, waiting for return.)
- Reactivating = 0 (Need to be contacted (Inactive members who are reactivating their membership)
- No Interest = 659 (members who have indicated they have no interest in the Cogswell Association—some newly found who chose not to join)
- Deceased = 554 (known deceased shipmates—some newly found crewmembers)
- Not Located = 1844 (continues to be the largest number in database - we still need help locating)

New members— August 2016—February 2017

Last Name	First	City	State	Years Aboard	Rank
BENTON	DEAN	YORK	PA	65,66	RM3
JUDSON	AILEEN	KING OF PRUSSIA	PA	N/A	Spouse
SQUIRE	JAMES	WALDPORT	OR	55-57	BT3

Known Deceased since August 2016

Last Name	First Name	City	St	Years Aboard	Rank
ANANIA	ROBERT	MILWAUKEE	WI	62-66	BT3
ANDERSEN	ROBERT	SAN DIEGO	CA	68-69	GMCS
BURNS	ALBERT	COLORADO SPRINGS	CO	66-68	GMCS
CARLIN	LEROY	PINE GROVE	CA	59-62	MM2
CLARK	THOMAS	CAPITOLA	CA	60-61	EMFA
ECKERT	LARRY	GOOSE CREEK	SC	63-66	MM3
HUPP	JAMES	MARTINSVILLE	IN	66-69	GMG3
JUDSON	WILLIAM	KING OF PRUSSIA	PA	63-64	SN
KOHORST	MICHAEL	VAN WERT	OH	68-69	FN
MOBILIO	ARMAND	HOLDEN	MA	51-54	SH1
PERRY	ALLEN	NACOGDOCHES	TX	64-67	BT3

*PO= Plankowner



TAPS



Albert Burns

Albert Burns, 86, died October 31, 2016 in Colorado Springs, Colorado. Al was a retired Senior Chief Petty Officer and member of the USS Cogswell DD-651 Association. He served aboard the Cogswell in 1966, 67 and 68.

At the time of his death he had been helping Association planner and Secretary George Overman with the 2017 reunion in Colorado Springs.

He was born in Shulter, Oklahoma on June 24, 1930 to Otto E. and Viola (Long) Burns, who preceded him in death. Albert married Rosemary (Knapp) Burns on February 25, 1956. She preceded him in death on January 27, 1996. They had one son, Robert Burns, who died May 19, 2008.



Albert Burns

Albert joined the Navy in February 1948 and retired in 1968. He served on the light Cruiser USS Astoria CL90, Battleship USS Iowa BB61, Troop Transport USS General Mann Tap 112, Destroyers, USS Silverstein DE534, USS Wedderburn DD684, and the USS Cogswell DD651. Albert proudly served during the Korean and Vietnam Wars.

He worked as a foreman at Joy Manufacturing for fifteen years and was an automotive instructor at Peterson AFB.

Survivors include his sister, Charlene (Burns) Langer; step-brother, Fred Woolman; niece, Corinne Blackmore; nephew, Freddie Langer; companion, Virginia Brunstein; and numerous friends from all walks of life.

Al treasured his friends who will miss him deeply. Grave-side services were held November 15, 2016 at Fort Logan National Cemetery in Denver, Colorado. Memorial contributions may be sent to "Homes for all Veterans", 17 South Weber Street, Colorado Springs, Colorado 80903.

Robert Anderson, a retired GMCS, died 14, 2008.

Robert served during World War II, Korea and Vietnam and on the Cogswell in 1968-69. He is buried at Ft. Rosecrans National Cemetery in San Diego, California. No further information could be found.

Armand J. "Joe" Mobilio

Armand J. "Joe" Mobilio, 85 of Holden, passed away peacefully, surrounded by his devoted family, Thursday, January 21st, 2016 after a brief illness.

Joe was born in Worcester, one of five children of Italian immigrants Vincenzo and Camilla (Scoppettone) Mobilio. He grew up in Worcester and graduated from Sacred Heart Academy. Before leaving for active duty, he married the woman who became the love of his life and devoted wife for the next 64 years, Jean M. Bianchi. Joe then



Armand J. "Joe" Mobilio

left to serve in the U.S. Navy, during the Korean War, aboard the USS Cogswell. Upon his discharge, Jean and Joe settled in Worcester to begin their family and lived in Worcester and Shrewsbury before moving to Holden in 1984.

Joe, with a strong work ethic, began his career as a barber in the Worcester area, until he founded in 1967, Mobilio Insurance Agency on Shrewsbury Street, serving as President until retiring in 1995 and turning the company over to his son Mark. Joe was also a licensed real estate broker and talented property investor.

Joe is survived by his wife, Jean; his two children, Susan Lundstrom and her husband Derek, Mark J. Mobilio and his wife Susan, all of Holden; four grandchildren, two great granddaughters. Joe also leaves a brother and three sisters. Joe was a member of St. Mary's Church in Holden and former member of St. Anne's in Shrewsbury. He was a member of the Professional Insurance Agents Association, and notably received numerous insurance company awards over the years. He was also a member of the Eastside Post 201, American Legion. A member and former active member of the ITAM Club. Joe was an avid golfer, member of Holden Hills Country Club and frequent golfer at both Holden Hills and Wachusett Country Clubs. Joe and Jean also spent many winters in Florida. Joe truly believed that faith, family and friends were most important, yet he had room in his heart for everyone he met. He was very generous with his love, time and resources, and helped anyone he could and as an animal lover, he would often take home strays.

Joe was buried with military honors January 28, 2016.



TAPS

(Continued)



Leroy E. Carlin

Leroy Carlin, 77, of Pine Grove, California died September 22, 2016 in Sutter Health Hospital. He was born in San Jose, Ca. on August 23, 1939 to the late James and Martha (Merten) Carlin.

A member of the USS Cogswell DD651 Association, he and his wife, Barbara, were frequent attendees at ship reunions. The last reunion for the couple was the most recent San Diego get together.

Lamar Steigerwalt visited Leroy in August and is glad that he had the chance to do so.

Leroy served in the U.S. Navy and the Navy Reserves and his service aboard the USS Cogswell



Leroy E. Carlin

was from 1959-62 as an MM2. He was a member of the Free Masons of California. He was a respected business man as he was a general contractor for 45 years in the community; he was well known and loved by many.

Leroy is survived by his wife of 54 years, Barbara (Pitto) Carlin; his daughter, Linda and Chuck Ray of Pine Grove, Ca; grandchildren, Michelle and Kevin Kraft; great grandchildren, Blakley, Macie and McKenzie. He is preceded in death by his granddaughter, Kristine in 2002 and his sister, Bernice in 2016.

Graveside services were held October 5, 2016 at the Pine Grove Cemetery in Pine Grove, California. Memorial donations are suggested to Shriners Hospitals for Crippled Children, 2425 Stockton Blvd., Sacramento, California 95817.

Robert R. Anania

Robert R. Anania, a former Cogswell sailor, died March 16, 2012 at the age of 68 in Cudahy, Wisconsin.

Robert served as a BT3 aboard the Cogswell from 1962-1966.

He was preceded in death by his wife Cheryl L. Anania and is survived by a two sons, Chad and Rick Anania and a daughter, Carey Wilson and six grandchildren.

Military honors were rendered at a service March 22, 2012 at Southern Wisconsin Veterans Cemetery in Union Grove.



Robert Anania

James W. Hupp

James Wendell Hupp, 66, of Martinsville, Indiana died Dec. 17, 2012 at his residence.

He was born September 24, 1946 in Urbana, Ohio to the late Wendell Walter and Edna Belle (Farish) Hupp.

From 1966-69, he was a GMG3 aboard the USS Cogswell serving in Vietnam. Following his service, he worked for Skel Gas in Indianapolis, Indiana where he was a regional manager, retiring in 2000. After his retirement he worked for Weliever Olds-Pontiac-GMC dealership in Martinsville, Indiana and was employed with Walmart in Martinsville at the time of his death.

A Baptist, Jim was very supportive of his wife's membership at the St. Martin of Tours Catholic Church. He was also a member of the Morgan County Shrine Club, where he was a past president, Masonic Lodge F&AM #74, where he served as Past Master and American Legion Post No. 230, all in Martinsville. He was also a member of the Scottish Rite, Indianapolis.

He was raised in Springfield, Ohio. He moved to Morgan County, Indiana in 1984. Jim enjoyed time with his family, especially his grandchildren, and working in his yard.

On Oct. 24, 1970 he married Donna Jo Heston who survives in Martinsville. Other survivors include a son, Jimmy, of Indianapolis, a daughter, Carrie Jo Hupp and fiancé, Eric Savage, of Martinsville, two brothers, two sisters and three grandchildren, several nieces and nephews. He was preceded in death by his parents and his father-in-law.

He was buried with military honors at Hampton Cemetery in West Jefferson, Ohio.



James W. Hupp

Larry Edward Eckert

Larry Edward Eckert, 70, of Goose Creek, South Carolina died Jan. 25, 2014.

He served aboard the USS Cogswell as an MM3 from 1963-1966. A short obituary published in 2014 mentioned only that he was a US Navy retiree, a Vietnam veteran and the husband of Carolyn M. Eckert.



TAPS

(Continued)



Michael R. Kohorst

Michael R. Kohorst, 65, of Van Wert, Ohio died Wednesday, Sept. 4, 2013, at St. Rita's Medical Center in Lima following an extended illness.

He was born March 16, 1948, in Lima, Ohio, the son of Dorothy M. (Becker) Kohorst, who survives in Van Wert, and the late Carl S. Kohorst. On January 17, 1970, he married Cynthia (Young) Kohorst, who survives in Van Wert.

Survivors include his mother, Dorothy M. Kohorst, a daughter, Mandy (William) Hemming of Bowling Green; one son, Justin Kohorst of Van Wert; three grandchildren; one sister; as well as many nieces, nephews, cousins, aunts and one uncle.

His father and grandparents preceded him in death.

After high school, Mike attended Bowling Green State University, where he was a member of the Falcon Marching Band. He enlisted in the U.S. Navy on March 9, 1967, and completed basic training in Great Lakes Naval Training Center. He was also a member of the base band and Blue Jacket Choir.

While in the Navy, Mike served two tours of duty in Vietnam. During his first tour, he was an FN aboard the USS Cogswell DD 651 in 1968-69 in the South China Sea and Gulf of Tonkin. During his second tour of duty, he was stationed aboard the USS Bainbridge DLGN 25 in Australia. He was honorably discharged from the U.S. Navy on December 22, 1970. He was also a member of American Legion Post 178 and the local Disabled American Veterans unit.

Mike enjoyed visiting family, reading, watching movies, listening to music and driving. A true sailor at heart, he loved to take to the waters on Rose Lake and spent time there fishing and driving the boat.

Mike was also a volunteer with Van Wert County Special Olympics for 18 years, where he served as a chaperone, softball coach and board member.

Graveside military honors were conducted Sept. 11, 2013 by the combined honor guards of American Legion Post 178 and VFW Post 5803 at Woodland Cemetery.



Michael R. Kohorst

Allen Ray Perry, a BT3 aboard the USS Cogswell from 1964-67 died Dec. 11, 2013 in Houston, Texas. He was born in Mercedes, Texas on July 28, 1947. He was interred at Houston National Cemetery. No further details were found.

William Haddon Judson, Jr.

William Haddon Judson, Jr. age 69, of King of Prussia, Pennsylvania, died Friday August 21, 2015. "Haddie" was born in Bryn Mawr, PA on February 24, 1946 to the late William H., Sr. and Josephine (Minnick) Judson. He was married to Aileen (Henig) Judson. He attended The Haverford School and, after that William was in the US Navy and served aboard the USS Cogswell 1963-64 as an SN. He was a Vietnam veteran.

He also attended MIT, UC Berkley and UC Santa Cruz. He started his career working for his father at Judson Research and Manufacturing Company, the world renown inventor of superchargers for race and sport cars, engine synchronizers for boats and who was also a manufacturer of aerospace equipment, nautical equipment and agricultural implements, in many positions prior to his work in the IT field. After retirement, he most recently enjoyed employment at The Home Depot in West Norriton, where he was a member of the MET Team. He was a member of the USS Cogswell DD-651 Association, the Tin Can Sailors Association, the NRA, Lower Providence Rod & Gun Club and was a Republican Committee Person with Area 5 for Upper Merion Gulph I. He was also a longtime volunteer at the Devon Horse Show.

Survivors include his Wife: Aileen (Henig) Judson of King Of Prussia PA, Daughter: Jesse Judson-Roth of Easton, PA, Sister: Patricia Judson-Graham of Las Vegas, NV, and a Grandson Mason Roth. Along with his parents he was preceded in death by a brother Gregory Judson. Funeral services were held in Conshohocken, Pennsylvania. October 17, 2015. Memorial contributions may be made in his memory to: S.P.C.A. 19 East Ridge Pike, P.O. Box 222, Conshohocken, Pa 19428 or a charity of your choice.



William Judson



TAPS

(Continued)



Thomas Clark

Thomas Clark, who served aboard the USS Cogswell from 1960-61 has reportedly died. According to Association records he was an EMFA during his time on the Cogswell. He had a Capitola, California address. No further information on his obituary or services could be found. Anyone with additional details may contact the newsletter editor at 810-338-3015 or at jlsmidi-aservices@gmail.com

Bon Voyage

By Gary L. Edmisten

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

1965 Westpac Deck Logs

By George Overman

After leaving the reunion in Herndon, I spent three extra days in the area where along with meeting up with the last skipper in Cogswell, CDR Phillip H Edmunds, I went to the National Archives. At the National Archives I spent a whole day scanning the deck logs for the Cogswell over the period of June 04-Dec 31, 1965. Most of this covers the entire Westpac cruise. To date I have been able to complete posting on the Cogswell website through September 30, 1965. The job is time consuming as each page has to be rotated and cropped. I do intend to complete this task soon so everything I scanned while at the NA will be complete. Unfortunately, unlike earlier deck logs I have seen, the deck logs for this later time frame were all hand written which makes it nearly impossible to search. "Happy hunting". I've include a couple of excerpts I found interesting.

August 15, 1965 (This might explain why Orv is like he is!!)

16-20

MOORED AS BEFORE. 1830 COMMENCED COLLISION DRILL
1845 SECURED FROM COLLISION DRILL *1815 WILLIAMS, ⁶⁷²⁻⁸⁹⁻⁷⁰ ORVIL E. JR.
ICFN WAS TREATED FOR A GASH ON HIS HEAD. INJURY OBTAINED BY
HITTING HIS HEAD ON A COMBING ACCIDENTALLY. TREATMENT: 5 STITCHES
REQUIRED. DISPOSITION: RETURNED TO DUTY.

AP Pyle
Ensign USN

September 12, 1965—Remember it well, some pretty banged up folks.

12-16

UNDERWAY AS BEFORE. 1206 C/S 20 KTS. 1216 C/S 12 KTS.
1218 C/K 135°. 1233 C/S 22 KTS. 1240 C/S 12 KTS. 1252
SECURED PLANE GUARD DETAIL. 1319 C/S 25 KTS. SET
PLANE GUARD DETAIL. 1328 C/S 28 KTS. C/K 110°. 1330
C/K 220°. 1350 C/K 250°. 1355 C/K 260°. 1408 C/K 270°. 1420
C/K 070°. C/S 18 KTS. 1423 SECURED PLANE GUARD
DETAIL. 1440 C/S 25 KTS. C/K 060°. 1450 C/K 070°. 1504
SET PLANE GUARD DETAIL. 1506 C/K 080° C/S 28 KTS.
1517 A CIA AIRCRAFT BEING LAUNCHED FROM UNDER-
DENDE WENT INTO THE WATER OFF CARRIER'S PORT
BEAM. MANEUVERING TO ASSIST HELO IN RECOVERY
OF PILOT AND PASSENGERS. 1524 CAPTAIN AT THE CONN. *clh*
1524 HELO RECOVERED TWO PASSENGERS AND CLEARED THE
AREA. COMMENCED LOWERING MOTOR WHALE BOAT TO
RECOVER PERSONNEL. 1525 BOAT IN THE ^{WATER} TO RECOVER *clh*
PERSONNEL. 1530 BOAT RECOVERED FIVE MEN AND RETURNED
TO THE SHIP HELO RETURNED AND RECOVERED TWO MEN.
1533 HELO CLEAR OF AREA. 1537 FOLLOWING OFFICERS
WERE BROUGHT ABOARD SHIP; CONDITION UNKNOWN:

APPROVED:

C. D. Bond

U. S. N. COMMANDING

EXAMINED:

J. R. [Signature]

U. S. N. NAVIGATOR

USS COGSWELL DD-651 ASSOCIATION

19TH NATIONAL REUNION

OCTOBER 10-12, 2017

COLORADO SPRINGS, CO

Colorado Springs, CO

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

Hotel Elegante Conference & Event Center

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

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



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

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

PIKES PEAK
AMERICA'S MOUNTAIN

WELCOME TO Colorado Springs

USS COGSWELL DD-651 ASSOCIATION FALL 2017

BLUE SKIES, INSPIRATIONAL SETTINGS & AFFORDABLE ACCOMODATIONS

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

FANTASTIC ATTRACTIONS

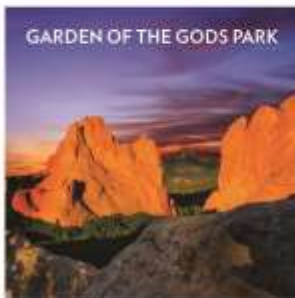
Pikes Peak - America's Mountain	U.S. Olympic Complex
U.S. Air Force Academy	ProRodeo Hall of Fame
Garden of the Gods Park	Cave of the Winds
Historic Old Colorado City	Pikes Peak Highway
Garden of the Gods Trading Post	Pikes Peak Cog Railway
Cripple Creek Heritage Center	Cripple Creek Casinos
Royal Gorge 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

VISITCOS.COM/MEET

A letter from your editor

One of the joys of doing the newsletter is that I get to know Cogswell sailors from a number of different eras in the ship's history. I'm always amazed at the wide range of occupations, life experiences and the fact that we come from all over the country.

It occurred to me that we think of America as a melting pot and a Navy ship is a reflection of that. We were thrown together as shipmates to work together (and play together) in some serious business back in the day.

The fact that that common experience binds us together long into our lives and many years after we served together simply reflects the power of relationships forged at sea and during war, or in peace time for that matter.

The photo I chose for this edition's column was one that always make me reflect. My first sleeping quarters on the Cogswell were in the fantail. I arrived aboard the Cogswell just in time to make a WestPac cruise in 1966.

Unlike many of my shipmates who had been together for some time, I was the new guy aboard. I thought I might have time to head home for liberty with my parents in the Los Angeles area after I mustered aboard, but discovered I had only days, not weeks, until we departed for Vietnam.

I distinctly remember walking to the pier in San Diego and waiting in line for a pay phone so I could call home (collect, as I recall) to my parents to tell them they would not see me again for at least six months. I don't mind admitting it was a bit unnerving to me.

But some of the friendships I made during that cruise were lasting. The fact that we can continue to connect through the USS Cosgwell DD-651 Association and our reunions is a blessing that I do not take for granted. The fact that I have made friends with other shipmates who served during other times is a big bonus.

Sadly, each time I do this newsletter we say "fair winds and following seas" to a number of shipmates who have died. We honor those mates from all eras on the Cogswell who have left us, but more importantly it drives home the point that we should appreciate the times we have left together.

If you haven't made a reunion, or been to one recently, I would encourage you to consider doing it this October in Colorado Springs. You will find yourself welcomed and appreciated. In the meantime, consider submitting an article or memory to me for use in a future newsletter. It is easy to do. Either snail mail me at 375 Davis Lake Road, Lapeer, MI 48446, email me at jlsmedi-aseservices@gmail.com. If you prefer to do your recollection by phone feel free to call me on my mobile phone at (810) 338-3015.



Your newsletter editor and his bunk

Who was Davy Jones, and why does he have a locker?

Any sailor worth his salt remembers hearing about "Davy Jones." So who was Davy Jones and why did he have a locker? The accepted meaning of Davy Jones locker is that it is the bottom of the ocean or sea and is the resting place of drowned mariners. But where did he or the locker originate? Davy is the evil spirit of the sea, but there are various possible explanations for how he came about.

One, Jones may be a corruption of the Biblical seaman Jonah, who had an unfortunate encounter with a big fish or whale, which according to the Bible he survived. Two, in the 16th century there was a publican named Davy Jones who imprisoned drunken sailors in a locker and then press-ganged them to service on ships. Three, the name comes from the patron saint of sailors – St. David. None of the above is supported by any evidence, so they are just guesses.

The first source of the use of the name comes from Tobias Smollett's 1751 book "The Adventures of Peregrine Pickle."

"By the Lord! Jack, you may say what you wool (will); but I'll be damned if it was not Davy Jones himself. I know him by his saucer eyes, his three rows of teeth, his horns and tail, and the blue smoke that came out of his nostrils. What does the blackguard hell's baby want with me? I'm sure I never committed murder, except in the way of my profession, nor wronged any man whatsoever since I first went to sea. This same Davy Jones, according to the mythology of sailors, is the fiend that presides over all the evil spirits of the deep, and is often seen in various shapes, perching among the rigging on the **(continued on Page 14)**



Current and former sailors sink Navy ratings change

After a firestorm of protest fueled by current and former sailors, The US Navy did an about face and brought back the 241-year-old job rating systems they tried to phase out in late September.

Hell hath no fury like a bosun's mate or yeoman scorned.

By December the backlash was so great that the Navy threw the plan overboard, but still left open the door that there could be future changes to the traditional rating system.

An online petition started by a former Navy man quickly garnered more than 100,000 signatures which caused the Obama administration to weigh in on the outpouring of support for the traditional system.

The idea, which was scrapped, sought to combine and replace 91 historical ratings, such as yeoman, boat-swain's mate and hospital corpsman, among others and replace them with alphanumeric codes. Gender neutrality was also part of the planned change.

Admiral John Richardson announced the retreat to the traditional system on December 21, 2016.

Facebook sites such as Tin Can Sailors and other Navy related sites exploded with anger shortly after the new system was announced in September 2015.

In his remarks announcing the retreat Admiral Richardson credited the anger and concern expressed by current and former sailors with changing the minds of Navy leadership.

"The feedback from current and former sailors has been consistent that there is wide support for the flexibility that the plan offers, but the removal of rating titles detracted from accomplishing our major goals," Richardson wrote in the message.

"Furthermore, there has been a solid body of thoughtful input that pointed out that there is a way to have the benefits of the rating modernization program without removing rating titles."

He also said the reversal was an example of the "fast learning" he has promoted within the Navy since he became the service's top officer.

"The Design for Maintaining Maritime Superiority states that our most junior teammate may have the best idea and that we must be open to capturing that idea," Richardson wrote, citing a Navy document published in January. "We have learned from you, and so effective immediately, all rating names are re-

stored."

There are still open questions. A Navy official told Military.com that the service is still determining the best way to allow sailors to hold multiple job titles, a key selling feature of the plan to substitute alphanumeric codes for ratings. Other elements of the original plan, including the potential redesign of ratings badges, will be decided at a future date, the official said.

Chief of Naval Personnel Vice Adm. Robert Burke, who had been tasked with promoting the job titles overhaul to the fleet over the last three months, said in a statement that the Navy still had decisions to make about rating names.

The Navy first began to review its ratings system earlier this year at the behest of Navy Secretary Ray Mabus, who ordered the Marine Corps and Navy to ensure their job titles were sufficiently gender-neutral as previously closed jobs opened to women. In response, the Marines announced in June they were changing 19 job titles to remove the word "man," while the Navy expanded its review to the system itself.

"As we move forward into the execution stages of the rating modernization, more and more sailors will have multiple occupational skill sets or ratings," Burke said. "Before we get there, we will need to tackle the issue of managing rating names. We will involve sailors throughout the Fleet and leverage the Rating Modernization working group to figure out how to best do that."

The author of the White House petition, former Navy operations specialist Dave Weeks, told Military.com he had launched it in response to community outcry from those who felt that their rating was a key part of who they were in the Navy.

"A lot of people like myself really loved their job, and the title that went along with it was part of your Navy identity," he said. "And besides that, when people start off in the Navy and strike into a rating, it is a huge sense of pride for them to be able to put

on a rank badge that has a rating symbol on it." "One only has to visit Navy social media pages to see the disgust and outrage of current and former personnel," the petition reads. "One by one current leadership continues to erode the very things that set the Navy apart from the other services. Mr. President, I and the others signing this petition request you use your authority to restore to our Sailors what they have earned."

A spokesperson for the Chief of Naval Personnel told Stars and Stripes in a statement that with all new initiatives, the Navy expects and seeks feedback, and would continue to do so.

"This cultural change will not happen overnight," Cmdr. John Schofield said in the statement. "It will take a measured approach to make it the norm. The feedback from the sailors, be it positive, negative, or neutral, is crucial for us to assess and evolve this transformational change and push it forward." **(Continued on Page 14)**



(Navy Ratings change con't from Page 13) In November, Coast Guard Commandant Adm. Paul Zukunft steered away from the decision to remove ratings, telling Military.com his service had briefly considered it, but determined such a move would cause "chaos" in the ranks.

Earlier this month, Richardson suggested at an all-hands call in Fallon, Nevada that he had underestimated the backlash that would result when the Navy got rid of ratings, Navy Times reported.

Future changes will aim to make jobs and titles more relevant to today's Navy, Burke said.

"As we looked at rating modernization effort over the past few months, we saw that we could still achieve the positive results we want without changing rating titles right now," he said. "However, modernizing our industrial-age personnel system in order to provide Sailors choice and flexibility still remains a priority for us. Our personnel system has not fundamentally changed since the 1970s, and just like our ships, aircraft and weapons systems, it needs updates to keep pace with a rapidly changing world."

--Portions of this article were taken from an article by Hope Hodge Seck in military.com and Stars and Stripes.

(Con't from Page 12) eve hurricanes, shipwrecks, and other disasters, to which a seafaring life is exposed; warning the devoted wretch of death and woe."

The first source that mentions Jones' locker is the 1803 Naval Chronicle:

"...seamen would have met a watery grave; or, to use a seaman's phrase, gone to Davy Jones locker."

Now where does that term "worth your salt" come from? It comes from Roman times when salt was a valuable commodity, often traded or bartered for goods.

Roman soldiers were paid, or at least partially paid in salt cakes in those days. Someone who was considered a good, or competent soldier was considered "worth his salt."

Back in the day some of us would have traded that salt pay for a little beer pay.

A Sailor You Be

By Noel Payne

Have you felt the salt spray, upon your face?

Have you seen the porpoise at the bow, keeping pace?

Have you viewed sea birds, above the wake in flight?

Have you fixed on a star, at sunset burning bright?

Has there been a time, to save a shipmate?

Has the roll of the deck, ever kept you awake?

Has the vastness of the sea, left you feeling alone?

Has a foreign port, made you wish you were home?

If you have weighed anchor, from calm shelter.

If you have crossed the equator, at noon time swelter.

If you have stood your watch, on a pitching deck.

If you have made landfall, on the horizon a speck.

When you have secured the deck, for the night to turn in.

When you have mustered at sunrise, seen a new day begin.

When you have dogged down hatches, in a mountainous sea.

When you have known all these things, a sailor you be.

Did you know?

The iconic Chevrolet Corvette was named after a warship.

Actually, a long line of British warships going back to the 17th Century.

The original flush-decked sailing warship had a single tier of guns and ranked below a frigate.



Corvette sailing ship

In the US Navy they were initially called a "sloop-of-war."

They were known more for the speed than the firepower.

In the 20th and 21st centuries the ships remain lightly armored and are smaller than a frigate, but capable of trans-oceanic duty.



Flower Class WWII Corvette

The World War II corvettes of the British Navy were often named for flowers, which is why they were called "Flower class" corvettes.

Nothing would strike fear into the heart of an enemy more than being attacked by the HMS Gardenia.



Chevrolet Corvette

Memories of Olongapo and Subic Bay, PI

No doubt any sailor aboard the Cogswell who made a WestPac will recall with fondness the stops made in Subic Bay. Crossing the bridge over the Olongapo River (which had a much cruder name at the time) was a step into an exotic world for a young man far from home.

Crossing the bridge, if you were nice, you would throw a dime or quarter into the murky river so a young kid could dive for the coin into water that would have killed you had you fallen in it. The immune systems of those children must have been great.

Barely into town, dressed in your whitest white uniforms you would be accosted by a kid with a shoe shine box who would threaten your uniform with a finger full of polish if you didn't agree to a shine. Getting your shoes shined in Olongapo was like drying your sheets in a rainstorm. The grimy streets messed up a shoe shine in three steps.

Magsaysay Boulevard, the main drag in the city, was littered with dive bars with American names. The dark interiors hid any manner of nefarious activities, but the San Miguel was good and strong, even if the after affects the next day left one a little dehydrated.

The music was loud and the sailors were louder. Each ship had favorite bars and when there were fights, and there were plenty, it most likely resulted from a sailor from another ship stumbling in and making a fuss.



How many times did you cross this bridge?



Main Street Olongapo

It was an adult Disneyland for a sailor.

The Shore Patrol was everywhere and the smells of food, garbage and worse in the streets startled one's senses. If you got lubricated enough you might even buy a barbeque monkey (we hoped they were monkeys) and often the street food vendors were kind enough to wave the flies off the food before wrapping it up for you.

One night while heading back to the Cogswell I noticed a shipmate slumped over the bar of an Olongapo establishment. Not wanting him to be late getting back I walked inside and tapped him on the shoulder to wake him up. For my trouble I got punched in the face.

In his angry state I left him behind and wished him the best. The next day after he had been delivered back to the ship by the shore patrol he lamented that he had been written

up. When I explained how I had tried to keep that from happening he had no recollection of the punch or confrontation.

I nursed a sore face for several days.

On the days you didn't want to deal with the drama downtown, you might stop at the Enlisted Man's Club (The Sky Club?) and hear a USO band or a local combo. Better yet, catch a ride to Grande Island and spend the day there at the beach.

Feel free to send your Olongapo, Subic or other liberty recollections to Jim Smith at 375 Davis Lake Road, Lapeer, MI 48446 or by e-mail at jlsmediaservices@gmail.com. As always photos are great.

Do remember that your wife, children and grandchildren may come across this article so keep that in mind when relating a long lost memory.



Downtown Olongapo at Subic Bay
(courtesy Walt Norkus)

Relief Fund (continued from Page 1) fleet of private boat owners formed what was called the "Cajun Navy" to answer frantic calls for rescue they received through social media.

Because of the historic nature and scope of the storm many of those affected did not have flood insurance.

When Jones' plight was learned Walt Dziedzic quickly organized a fund-raising effort "The Don Jones' Relief Fund" and reached out to USS Cogswell DD-651 Association members for help.

Early in the flooding, the Association received the following letter from Sara Johnson, the Jones' daughter:

"This is Sara, Donald and Michael's daughter. I am writing to let you know that Momma and Daddy are alright and safe. They evacuated the house at 2:30 Saturday morning. I only had bits and snippets of information until tonight. I am thankful and praising God for His hand in this. There was no water in the house at 1:00, by 2:30 it was chest high. They waded to the car (which they had put all the personal items needed in case of an evacuation) and left, but the car stalled. They could not open the doors or windows. Dad crawled into the back seat to kick out the window (this is the miracle part). The back window was open. He crawled out and had to drag Mom through the window. The water was over their heads. They swam until they got across the road to the neighbors and were able to stay there until being picked up by deputies and taken to a shelter. My cousin retrieved them last night and they are safe.

They have lost everything. The house has water over the roof. The car with all of their "important" papers, etc., has washed away. Please keep them in your thoughts and prayers. They have no phone and are having to borrow one to talk to me. I am planning on heading that way Friday or Saturday.

Sara Johnson"

Over the next three months contributions from Association members were sent to Walt which culminated in mid-December with a check for \$8,599.20 being sent to Don and Michael. While Walt had hoped to collect \$10,000, he was appreciative of the 45 association members, who donated. The 17 folks who also contributed were members of other commands and U.S. Naval Academy classmates of Walt's who gave generously.

There were four donations of \$500, two \$300 contributions and the rest of the donations ranged from \$25 to \$250.

"Bravo Zulu to all who contributed; I included all your comments and well wishes with the check," Walt wrote in a letter to Association members detailing the end of the fund-raising effort.

Please see below for a letter from Don.

Thank you letter from Don and Michael Jones

January 17, 2017

To my fellow Cogswell Members and friends:

Please accept my and Michael's sincere thanks for the generosity you have shown us in your donations given through Walt Dziedzic after we lost not only our home, but also our personal belongings, in the August 2016 flooding in Livingston Parish, Louisiana.

After receiving 8 feet of water in our home of 52 years and having the parish housing inspector tell us we would not be able to repair due to the flooding damage and age of the home, we have decided to take our daughter up on her and our son-in-law's offer to come live with them in Texas. We hope to be in our permanent home in the apartment over the garage some time in late January/early February. The monetary donations we have received from all of you will help us to purchase lost items needed for daily living.

It seems when there are disasters, we never think it could be something that would happen to us. There is no way to prepare for the loss one feels at a time like this, but all of you have made me still believe in the goodness of our fellow man. Again, we thank you for what all of you have given and cannot say in words how much it is appreciated.


Donald W. Jones

Former Cogswell officer recalls service

Louis Richard “Dick” Forbrich Jr. has a special place in his heart for the USS Cogswell. An Ensign fresh out of OCS in 1966, his first, and only sea duty assignment was aboard DD-651.

It was an assignment that very nearly didn’t happen as he had orders for flight training in Pensacola which were cancelled after the Navy learned he suffered from hay fever, so the orders were re-cut and he was instead assigned as an engineering officer to the Cogswell which was in San Diego at the time.

The assignment to the engineering division and Main Propulsion resulted from his Industrial Engineering Degree from Lehigh University in Bethlehem, Pennsylvania.

Attendees at our last Cogswell reunion will recall that it was Dick who was instrumental in arranging for the plaque and the ceremony to honor the ship at the US Naval Museum in Washington, D.C.

“I had been to the museum several times and remembered the wall with the different ships and thought that the Cogswell deserved a place on the wall with other great ships of the Navy,” Dick said. In case you missed it, the ceremony was a very moving and impactful highlight on the Cogswell sailors who attended.

Born in Boston, Dick moved to the Pittsburgh, Pennsylvania area, Green Tree specifically, when he was three-years-old. He graduated from Dormont High School.

Like his short-lived flight training dreams, he almost missed the Navy altogether. After his graduation from Lehigh University, he went to

Chicago, where his parents had moved after he started college, and worked as a civilian at the Naval Ordnance Plant.

With Vietnam in full swing, his supervisor applied for and eventually received a deferment for Dick so he could work at the plant. At almost the same time, he was accepted to OCS in Newport, Rhode Island.

“My boss came to me and said ‘I have good news, your deferment was approved.’” “I told him, I was accepted to OCS and was leaving for the Navy.”



Dick Forbrich at Naval Museum plaque ceremony



Ensign Dick Forbrich

Why the Navy? “I thought I could swim better than I could crawl through mud or dust.” The only possible connection to the Navy is that his father once worked on a project with Portland Cement to develop cement ships.

During his time at OCS, he remembers learning a lot about Naval history, navigation and many other Navy-related courses. He also remembers a lot of physical training as well.

One of the motivations for the officer candidates was a song that was popular at the time and which was played on the radio every morning during PT. It was Eric Burdon and the Animals’ “We Gotta Get Out of This Place.”

Dick has a number of great stories about his time aboard the Cogswell. Like the time the Cogswell was participating in a gunfire exercise outside Honolulu shooting at a target pulled by a tug.

“I remember that while shooting at the target we ended up bracketing the tug,” he said. “I don’t remember who called a cease fire, but later at the officer’s club he and a couple other Cogswell officers overheard a conversation from someone who had been on the tug.

“Can you believe that damn ship bracketed us,” Dick remembered hearing from an officer of the tug. “We kept quiet.”

Or how about the time that the supply department ordered 1,000 rolls of toilet paper for the Cogswell and 1,000 cases of toilet paper showed up on the pier.

“Somehow the chief was able to trade a lot of that for something we really needed,” Dick said.

Or the time when the Cogswell was making its first port call to Subic Bay on that cruise and the executive officer warned everyone about the perils awaiting sailors in that port.

As it turned out a small group of officers stopped at the Officer’s Club, but later decided to head into town despite the perils awaiting them. Included in that group was the executive officer. Just over the bridge they encountered a group of Philippine children who surrounded the group in a friendly way. **(Continued on Page 18)**

Forbrich (continued from Page 17) “Those kids really like me,” the executive officer said. “Yes, and they just stole your wallet,” another officer told him. So much for his own warning.

During an underway refueling operation Forbrich recalled a prank from the oiler. A member of the oiler crew came over to the Cogswell on a bosun’s chair, made his way to the bridge, quickly wiped down one of the windows on the bridge and handed the Captain several books of green stamps.

“It was a great gesture and relieved some of the tension of the operation,” Dick said.

And like any new officer, he said he had to learn the hard way that it was the chiefs and, not the officers, who really ran the Navy.

One night after returning from liberty, he got a chilly “Good evening, sir” from his chief on the quarterdeck.

Sensing that something was wrong, Dick asked: “What’s wrong chief?”

It turned out that before going ashore, Dick had a task he wanted done and when he couldn’t find the chief, he went to a first class and gave him the assignment directly.

“The chief read me the riot act and let me know that was not the way it was done,” he said. “I never did it again.”

One more lesson he learned right away: “Not to wash out the coffee pot in the engine room.”

Following his service on the Cogswell, Dick, who was promoted to LTJG by the time he left, was transferred to the Defense Contract Administration Services Office (DCASO) in Buffalo, NY where he was Quality Assurance officer for military contracts in Western New York.



Dick and Katie Forbrich at the DC reunion



The Cogswell plaque at the Naval Museum

Buffalo, known for its football team and extreme winter weather, got mixed reviews from his friends who heard about the transfer.

“Half of them told me it was the greatest place ever and the other half asked who I had pissed off to get orders there,” he said.

In the end, he enjoyed his time in Buffalo but after that assignment he left the service as a Lieutenant and went to work with IBM. The good news, in return trips to Buffalo to visit with friends he met his wife, Katie, a native Buffalioian.

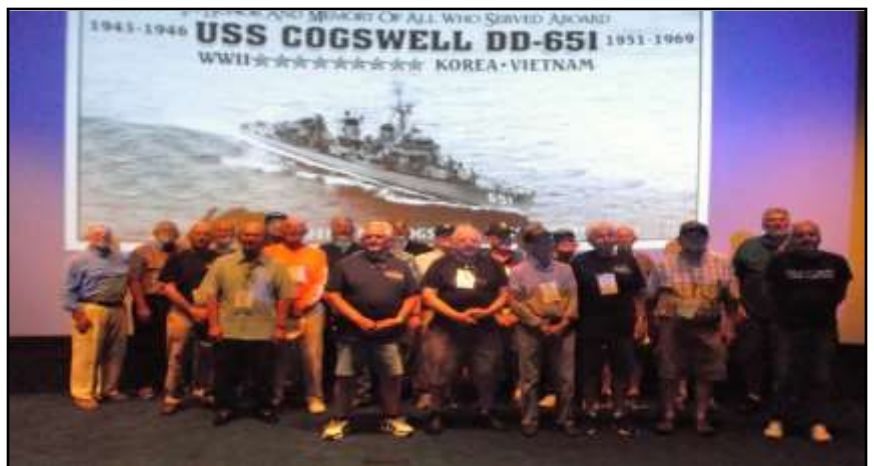
At IBM he worked in Morristown, NJ on Safeguard, an anti-ballistic missile defense system, and later he worked in Florida on the NASA Shuttle program where IBM had responsibility for the launch processing system. As part of

that team Dick was on hand for a number of the first shuttle launches. After that he moved to the Washington area to work on the FAA’s air traffic control modernization program.

Following his retirement from IBM, he worked for a program management firm as a consultant on a number of projects for different government agencies.

He and his wife, Kathleen, “Katie,” have been married 45 years and are now living in Germantown, Maryland. The couple has three children and three grandchildren.

In addition to traveling and enjoying European river cruises, the couple loves spending time with their grandchildren, who all live within a short distance of their home. They also are involved in community and church activities.



Reunion 2016 sailors gathering in front of the screen with our new plaque

Navy Yard Cogswell softball team trophy lives on

A little piece of USS Cogswell DD-651 history is apparently now part of the displays in the USS Kidd DD-661 museum ship in Baton Rouge, Louisiana.

Richard "Dick" Pedersen (see biography in the February 2015 Scuttlebutt), a BT2 aboard the Cogswell from May 1951 to December 1954 sent the following story to the newsletter editor.

"During the time we spent in the Philadelphia Navy Yard a bunch of us decided we would put together a fast pitch softball team and enter into the Navy Yards league. The thing was – we had no equipment of any kind to field a team. Some of us went to the Recreation Center to see what was available to the likes of Tin Can Sailors like us.

The people at the Recreation Center were very good to us and we were able to borrow some bats, balls, a few gloves and some spikes. For uniforms we had some old beat up sweat suits which had seen their better days.

After a couple of practices we began league play and much to our surprise we did very well. I don't remember how many games we played but when the season was over we were tied for first place. That meant that we would play the team we were tied with for the championship.

We came out on the field dressed in those old ratty sweat suits and the other team had these bright red, white and blue uniforms and looked like a million bucks. But looks aren't everything!

Well, long story short – we did not win! But we did ourselves proud to stand up to that team that had played together for years. The score was close but who remembers who came in second? At the end of the game we were presented with a small trophy. We had no idea what to do with the trophy so we put it on display in the Engineering sleeping compartment.

Most of the guys on the team were from the Engineering Division so we thought that would be a good place for the trophy. How long it was on display, I don't remember. For some reason I was given it for safekeeping. I wrapped it in a towel and put it in my locker. When I left the ship I threw the towel in my sea bag and it came home with me. It was packed away for years and years and pretty much forgotten.



Dick Pedersen

Many years later my son-in-law and I went to visit the USS Kidd. In the Engineering sleeping compartment on the Kidd they put plastic covers on a few of the foot lockers and in those lockers there is memorabilia from the Kidd and her sister ships.

One of the lockers was devoted to the Cogswell. It suddenly hit me – that would be a good place for the trophy we won. I talked to the curator about the trophy and he was thrilled about the addition. When I got home I found the trophy, still wrapped in the same old towel, put it in a shoe box and sent it off to its new home. As far as I know it is still on display there.

If there is anyone in the USS Cogswell DD-651 Association that played on that team I would love to hear from them. Maybe their memory is better than mine.

– Sincerely Richard "Dick" Pedersen."

3950 N. Main Street Apt. #144
Racine, Wisconsin 53402
262-554-2199



USS Kidd DD-661



Dick and Marion Pedersen

Editor's note: It would be great if someone is visiting the USS Kidd would take a photo so we could all see the trophy.

Any Cogswell Golden Shellbacks?

Golden Dragon meet King Neptune

We know a number of Cogswell sailors are shellbacks. They either crossed the equator on the USS Cogswell or were initiated on other Navy ships.

There is another class of shellback that is much, much rarer and it is unlikely, but not impossible that any of the USS Cogswell DD-651 Association members are members of this club – A Golden Shellback.

A Golden Shellback is a sailor who crossed both the equator and the International Dateline at the same time. This would take some pretty precise navigation, but from research we know it has been done by at least one Naval ship, the USS Bon Homme Richard (LHD-6) on May 26, 2005. There are probably others, but research didn't come up with them.

There is another exclusive class of sailor those that have crossed the equator and the prime meridian off West Africa. Those sailors earn the distinction of being Emerald Shellbacks in the US Navy or Royal Diamond Shellbacks for British sailors.

In 1895, Mark Twain described his experience in crossing the equator and later the International Dateline:

Twain, in dire financial difficulties was embarking on an around the world speaking tour during which he also wrote 'Following the Equator,' his account of the journey. In it, he notes the moment the ship crossed the equator aboard the SS Warrimoo:



Mark Twain

"A sailor explained to a young girl that the ship's speed is poor because we are climbing up the bulge toward the center of the globe; but that when we should once get over, at the equator, and start downhill, we should fly.

Afternoon. Crossed the equator. In the distance it looked like a blue ribbon stretched across the ocean. Several passengers kodak'd it.

Three days later, he describes crossing the international dateline:

While we were crossing the 180th meridian it was Sunday in the stern of the ship where my family were, and Tuesday in the bow where I was. They were there eating the half of a fresh apple on the 8th, and I was at the same time eating the other half of it on the 10th—and I could notice how stale it was, already. The family were the same age that they were when I had left them five minutes before, but I was a day older now than I was then. The day they were living in stretched behind them half way round the globe, across the Pacific Ocean and America and Europe; the day I was living in stretched in front of me around the other half to meet it.

Along about the moment that we were crossing the Great Meridian a child was born in the steerage, and now there is no way to tell which day it was born on. The nurse thinks it was Sunday, the surgeon thinks it was Tuesday. The child will never know its own birthday. It will always be choosing first one and then the other, and will never be able to make up its mind permanently. This will breed vacillation and uncertainty in its opinions about religion, and politics, and business, and sweethearts, and everything, and will undermine its principles, and rot them away, and make the poor thing characterless, and its success in life impossible."

Four years after Twain's voyage, the Warrimoo was again travelling from Canada to Australia. The date was December 30, 1899 and nearing midnight. The captain, sensing a unique opportunity, headed for the point at which the equator crosses the international dateline. At precisely midnight, the front end of the ship was enjoying summer in the southern hemisphere on the first day of the new century. The rear of the ship remained in the Northern hemisphere in midwinter on the final day of the nineteenth century.



SS Warimoo

Captain's Tea time One day while my mother was visiting the San Diego Naval base she approached my ship on the pier with me at her side. She looked up at the mast and spotted a signal flag and asked me what the flag meant. "It is the Captain's absentee flag," I told her.

A few months later I realized while meeting with a group of my mother's friends in La Crescenta, California that she had totally misunderstood what I said. She was trying to impress her friends with a telling of her visit to the Navy base and told her friends. "You know, they even have a flag they put up when the Captain is having tea!" - James L. Smith

Tin Can Sailors - A group worth joining

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

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



Coming TCS Events

Bull Sessions: Midwest: Kearney, Nebraska (April 8) This is an overnight event at the Best Western Plus, 224 Second Ave. South, Kearney, Nebraska. There is a special room rate for Tin Can Sailors members. Cost for the bull session, which includes dinner is \$40 per person. For hotel reservations contact (308) 234-2541 Ask for the TCS room rate of \$89.00. For registration for the Bull Session contact TCS (877) 846-2267 to register using a credit card.

The Tin Can Sailors will hold the annual national convention August 20-24, 2017 at the Valley Forge Casino Resort, 1160 1st Avenue, King of Prussia, PA. For reservations call (610) 354-8118. The Tin Can Sailors rate is \$99 (plus tax) single or double per night. Rate will be available until July 19. Information packets will not be ready until April. If you would like to be put on the mailing list, please call the office at 1-800-223-5535 or email monica@destroyers.org and one will be mailed when they are complete.



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 jlsmidi-aseservices@gmail.com or on his cellphone (810) 338-3015 and tell him your stories.



Time for a laugh

A father's advice to a Navy son

The following is a father's advice to his son just moments before he gets on the bus that will carry him off to join the Navy.

"Son, you are getting ready to embark on a great adventure as many of the men in our family have done since your great-great-great-great-great-great-great grandfather did many hundreds of years ago.

There will be many dangers ahead that you will encounter. Remember your training and obey your commanders, this will keep you alive during the arduous days of battle. Always stay with the plan, if you deviate from it you will be in grave jeopardy.

When the time of battle is over, be wary as you go into the towns and cities ahead because there are many hidden dangers lurking there.

There will be many temptations to lure you away from your brothers in arms and this could put you in danger even if it seems safe at the time. In every town there will be a street that will be most treacherous of all there will be strong drink to dull your senses, loud and crude songs to suppress your hearing, and wild women of ill repute to enable your enemy to catch you off guard. My advice to you as a former sailor is simple – Whatever you do...

"FIND THAT STREET."



Question:
How long does it take the average person to become a Sailor?

Answer:
An average person will never become a Sailor !!

There are stupid questions

One day a door-to-door salesman had gone to several doors in a neighborhood only to have the door closed in his face without a sale.

There was one last house on the block so he figured what could it hurt to try one more door.

He knocked on the door and a 10-year-old boy answered the door. What surprised the salesman was that the boy had an open beer in one hand and a Playboy magazine in the other.

The salesman decided to plow forward and asked the boy: "Is your mother home?"

The young man looked up from his Playboy magazine took a sip from his beer and asked a snarly question of his own to the salesman.

"What do you think?"



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