

## Fun, tours highlight 2017 reunion

It was a Rocky Mountain high time in Colorado Springs at the 19<sup>th</sup> USS Cogswell DD-651 Association reunion in Colorado Springs in October.

And that “high” had nothing to do with the now legal weed in Colorado.

About 60 former shipmates and their spouses gathered at the Hotel Elegante for three days of fun and story-telling.

There was a special tribute by Vice-President Mack Stringfield at the banquet for the late Orvil Williams, the longtime Association treasurer who died in August 2017. Orvil’s wife and daughter, Alice, along with their family joined us for this year’s reunion.

As always, the Williams family provided hospitality services that were extraordinary. While Orvil was greatly missed it was an honor to have his family continue with us now and in the future.

Two other members who were greatly missed were President Frank Wille and Walt Dzedzic both who received excused absences for family and medical reasons. We hope and pray to see them at the next reunion in the spring of 2019.

Members voted to make San Antonio our next gathering place, so “Remember The Alamo! Remember the Cogswell!” See George Overman’s article below.

The opening night business meeting saw the re-election of the current slate of officers and presentations by the Convention Bureau and hotel. Continuing with our tradition the Missing Man Table ceremony was done.

We also welcomed Geoff and Vera LaDue and Don and Kathryn Lansing to their first Cogswell reunion.

George Overman, who usually has a surprise or two in store at each reunion mustered up an early season snowstorm on the weekend before the reunion but by the time most members **(Con’t Page 4)**



**Hospitality Room fun**

### NULLI SECUNDUS

**In this issue:**

Association Info	<b>2-5</b>
TAPS	<b>6-11</b>
Reunion survey	<b>14-16</b>
Remembering the bosun pipe	<b>17</b>

### FEBRUARY 2018

Midshipmen pranks	<b>18</b>
A letter from the editor	<b>19</b>
An “out of this world” sailor	<b>20</b>
A Sailor’s Thoughts	<b>21</b>
Tin Can Sailor’s Info	<b>22</b>
Time for a laugh	<b>23</b>

## San Antonio 2019 information

**By George Overman**

The reunion planning is on a temporary hold for now. We do not want to get hotel quotes or book any tours just yet as there are a couple of things brewing in the process that we use.

With our reunion attendance dropping for various reasons we need to import additional people into the system. We only had 55 people at the banquet and 27 rooms booked in Colorado Springs.

We originally contracted for 45 rooms based on past history but Colorado Springs proved to be a challenge.

One thing we are exploring is the addition of one or more other destroyer associations joining with us to plan the reunion. We have also developed a Memorandum of Understanding (MOU) **(con’t page 4)**

# A message from President Frank Wille

The reunion in Colorado Springs was a great success, according to those in attendance. (I was unable to attend because my wife was in the hospital – she’s better now).

The hotel had nice accommodations, the tours were great, and the banquet speaker was very informative.

My personal thank you to Mack Stringfield who presided over the reunion and did an excellent job. The reunion team was well organized and it showed.

Jim Smith arranged for the speaker and was the welcome committee; Alice Lincoln and Cheryl Williams helped in every way and kept the guys in line.

George did his usual masterful work in organizing the reunion and kept it functioning smoothly – we are very fortunate to have George as our coordinator.

After a spirited election, San Antonio was chosen for the next reunion – in Spring 2019. After gathering input from the membership, we are reaching out to other destroyer associations (preferring DesRon 21 ships) to see if there is any interest in having a joint reunion. Each group would meet separately but at the same time to help our bargaining power with the hotel and tour companies. Stay tuned.

Your association remains strong and solvent. We greatly miss our shipmate Orv Williams who was an inspiration to us all.

May you enjoy Fair Winds and Following Seas.

Frank Wille



Frank Wille, Zola Low, Lyna Low

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

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



# USS COGSWELL DD-651 ASSOCIATION CONTACTS

## President:

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



## Ship's Store:

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



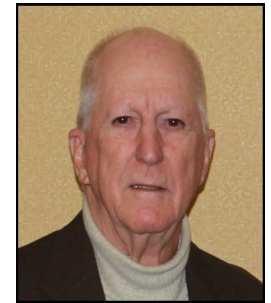
## Vice President:

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



## Sec/Membership Reunion Planner:

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



## Director/ Newsletter:

James Smith (QM 66-67)  
375 Davis Lake Road  
Lapeer, MI 48446  
jlsmedi-  
aservices@gmail.com



## Director:

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



## **ATTENTION!**

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

## Visit the Association Online

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

**FINANCIAL STATEMENT  
USS COGSWELL DD 651 ASSOCIATION  
AUGUST 1, 2017 TO JANUARY 31, 2018**

October 2017 balance	\$19,588
Reunion income	\$ 9,536
Reunion expenses	\$ 9,476
Dues income	\$ 320
Current balance	\$19,605

**San Antonio (con't from Page 1)** Secondly, we recently sent out a questionnaire to members with e-mail concerning reunion activities. The information collected may very well have an impact on the planning process. It is important we collect a large sample of data in this effort. Please get the information back to us. If we don't get a large sample we may end up in Fairbanks, Alaska in January for the next reunion. Just saying!  
And lastly, get ready for San Antonio in May/ June 2019 time frame.



Riverwalk San Antonio

***Return your reunion questionnaire soon!***

# USS COGSWELL ASSOCIATION

## DATABASE STATISTICS as of 02/01/2018

- Active = 222 ( paid dues are current) - 132 Life Members
- Inactive = 3 (have not paid dues for more than two years—house cleaning of these inactive members)
- New = 4 (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 = 627 (members who have indicated they have no interest in the Cogswell Association—some newly found who chose not to join)
- Deceased = 670 (known deceased shipmates—some newly found crewmembers)
- Not Located = 1777 (continues to be the largest number in database - we still need help locating)

### **New members— August 1, 2017—February 01, 2018**

Last Name	First	City	State	Years Aboard	Rank
RICHTER	DAVID	SAN DIEGO	CA	68-69	YN3

### **Known Deceased since August 01, 2017**

Last Name	First Name	City	St	Years Aboard	Rank
BULLOCK	DALE J.		UT	43	
COBLE	GARY L.	DU BOIS	PA	69	PC2
EICHMANN	CLARENCE C.	MENOMONIE	WI	54-54	SN
ROLOFF	CHARLES J.	STILLWATER	MN	51-54	RD
WILLIAMS	ORVIL E.	COLFAX	IA	64-68	IC2

\*CO= Commanding Officer

\*PO= Plankowner

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



# TAPS



## Orvil Eugene Williams

Orvil Eugene Williams, the longtime treasurer of the USS Cogswell DD-651 Association, died peacefully on August 16, 2017 surrounded by his family. Funeral services were held on Saturday, August 19, 2017. Association Vice-President Mack Stringfield represented the Association at the service and shared stories with the family and attendees.

Orvil's death left a void in the leadership of the Association. Over the years, Orvil's family became an integral part of Association reunions a service that continues even after his passing.

Born August 12, 1945 in Prairie City, Iowa, Orvil moved with his family at age 12 to Colfax, Iowa. Colfax would be the family home for most of his life.

In 1963 Orvil joined the U.S. Navy serving aboard the USS Cogswell DD-651 rising to IC 2<sup>nd</sup> class. He served on the ship during its service in the Vietnam War. On Jan. 15, 1966 he married Cheryl Lynn Jones.

After returning to Colfax, Orvil worked for the Bell Telephone Company for 30 years before retiring to focus on spoiling his grandchildren and wiener dogs. Orvil enjoyed building things and tinkering with engines. His family often claimed things had been "Orvilized" when he finished.

"Orv was one of the kindest, gentlest people I have ever met," said Association secretary George Overman. "Along with his great sense of humor and contribution to the Association. I consider it an honor to have known him. He will be deeply missed."

"Orv was the quiet, controlled one who accepted duties with a smile and kept all of us positive," said Association President Frank Wille. "He and his family were an important presence at our reunions and within the association."

He was a proud member of the American Legion, DAV, NRA, Telephone Pioneers and, of course, the Cogswell Association.

He is survived by his wife and children, 11 Grandchildren; Charles (Hawk), Jackie (Tom), Brielle (Tyler), Seth, Christian, Kaleb, Lynn, Caleb and Isabella; 2 step-grandchildren; Samantha (Aaron) and Bailey; 3 Great grandchildren; and Brother, Marty.



Orvil Williams

## Gary L. Coble

Gary Coble, age 69, of DuBois, Pa., died on Thursday, Feb. 8, 2018 at the University of Pittsburgh Medical Center Shadyside.

Beloved husband to wife Jackie of 48 years and dearly loved father to daughters Gwen, Heather and Teresa, and son-in-law Luke.

Adored grandfather to Aliyah, Jackson, Rylan, Vivian and Elizabeth. Son of late Norman and LaRue Coble of State College. He is survived by his siblings: Pat, Donna, Barry, Kerry, Ethel and Richard and sisters-in law Barbara and Gloria and brother-in-law Leigh.

Gary served proudly in the US Navy during the Vietnam War and was a PC2 aboard the USS Cogswell in 1969 and was a retired engineer and inventor. He will be dearly missed by those whose lives he touched.

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

A memorial service was held on Friday, Feb. 16, 2018 at the Baronick Funeral Home & Crematorium, Inc.

Full military honors were accorded by the members of the DuBois Area Honor Guard from the funeral home.

Memorial donations can be made to Friends of the Pittsburgh Fisher House, 3945 Forbes Avenue, Box 240, Pittsburgh, PA 15213. (Helping U.S. Veterans families). [www.e-giving.org/friendsofpgghfisherhouse](http://www.e-giving.org/friendsofpgghfisherhouse)



Gary Coble



# TAPS

(Continued)



## Clarence Eichmann

Clarence Eichmann, who served as a seaman aboard the USS Cogswell from 1951-1954, died August 22, 2017.

A resident of Menomonie, Wisconsin, he attended grade school in Milwaukee and graduated from Custer High School. He served in the U.S. Navy from 1948 until 1954.

"He truly loved the Navy and the Cogswell and as kids we loved all those stories," said son Dave Eichmann, who is an Association member.



Clarence Eichmann

Clarence was in First Division and was with the Cogswell on two world cruises. After the Navy he worked in Milwaukee and married Marlys. In 1968 the couple moved to Menomonie, Wisconsin where Clarence worked for UW Stout on the grounds crew.



Clarence and his wife traveled extensively in their motorhome. He loved Christmas with his family and was involved with Christ Lutheran Church in Menomonie.

The couple has four children, four grandchildren and seven great grandchildren. In May 2017, Clarence and his son David made an Honor Flight to Washington, D.C.

Clarence at one time was a member of the Association. Burial at Christ Lutheran Halvorson Cemetery was done with military honors provided by the Menomonie Veterans Honor Guard August 28.

*(See additional photo of Clarence using a bosun's pipe on Page ??)*

## Dale John Bullock (late)

Dale John Bullock, who was a plankowner and served aboard the USS Cogswell in 1943 died on Nov. 7, 1964.

The Cogswell data base shows that his listed hometown was San Diego, California. He was buried in Clearfield Cemetery in Clearfield, Utah. No further information could be located.

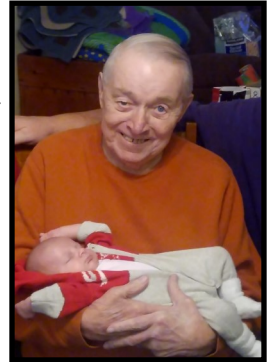
## Charles Jerome Roloff

Charles J. Roloff, a radarman aboard the USS Cogswell DD651 from 1951-54, died February 8 in Minnesota.

He was 86.

"Charlie" was born and raised in Stillwater to Jerome and Gert Roloff.

After graduating from Stillwater High School he began work at Andersen Corporation in Bayport, but soon joined the Navy during the Korean War. He spent the next four years aboard the destroyer USS



Charles Roloff

Cogswell, a journey that took him to all corners of the world.

He always talked fondly of his time aboard the "tin can," and maintained contact with many of his shipmates.

After his time in the Navy ended, he returned to Stillwater and resumed working at Andersen. He married Betty (Raduenz) and they had two sons together, Dan and David.

Charlie enjoyed teaching his boys to fish and hunt and coached them both in hockey and other sports. He loved the outdoors and knew many great fishing spots on the St Croix River, and other nearby lakes along with countless pheasant filled fields and duck blinds.

Charlie was remarried in the 80's to Alice Ahlstrom and they spent the next 30 plus years happily together. Early on, they enjoyed winter stays in Las Vegas. As they started to acquire grandchildren the sabbatical to the desert ended, and they returned to living year-round in Stillwater, where they could dote over the young ones.

Throughout his time in Stillwater, Charlie was a proud member of the American Legion. He enjoyed the daily banter between the members and especially enjoyed Navy beating Army in the annual matchup.



Charles in his Navy years

He was preceded in death by his wife Alice; his parents; Sister Carol (Sis) Murphy; and his first wife Betty.

He is survived by his children and stepchildren, five grandchildren and 9 great grandchildren.

## TAPS (Continued)

This list of deceased crewmembers was compiled by comparing the information on each individual listed as "not located" in the 1940's or as "inactive or not interested" in other years in our database. Then searching in an online website called Grave Site Locator. Any former military personnel who have been buried in a gravesite in the U.S. can be located. If other funeral arrangements were made their names will not show up on this site. There were additional names identified but I could not absolutely confirm it was the correct individual. I will continue an attempt to locate those from other years as well to see if we can identify other crewmembers who have passed.

<u>Last Name</u>	First	Middle	Suffix	Years Aboard	Rank	Special
ALFONE	JACK	RONALD		54	EM3	
ALLARDING	RICHARD	F		51,52	SA	
ALLEN	WOODROW			43,44,45	BM3	PO
ALSTON	JUSTUS	O.		60,61		
ANDERSON	HOWARD	LEROY		54	GM3	
ASKEW	RALPH	B		55	SOSN	
ATTARIAN	THEODORE			51,52,53	CS3	
BAILLEY	CHARLES	ROBERT		46,47	GM2	
BEAN	WILBUR	E.		52,53,54	MM3	
BERTCH	ROY	JOSEPH		69	FN	
BLANCHARD	CARYL	J		52	BM3	
BOSWORTH	HENRY	WARREN	JR.	43,44,45,46	SM2	PO
BRIGGS	WILLIAM	H		52,53	YNSN	
BRUMMETT	BELVIN	R		66,67		
BULLOCK	DALE	JOHN		43	F3	PO
BURKE	WALTER	M.		43	GM2	
BUSSELL	VERNON	J	JR	55,56,57,58,59	MM3	
CARNER	GLENN	M		56,57,58,59,60,61,62	EM3	
CARSON	DONALD	W		58,59,60,61	BT1	
CATES	JIMMY	T		60,61,62,63	MM	
CAUTHEN	RAYMOND	SAMUEL		43,44,45	BT3	PO
CHASE	DONALD	A		54,55	FN	
CHITWOOD	WILLIAM	A		56,57,58,59	BT3	



**TAPS (Continued)**

DAGRAEDT	RICHARD	MAURICE	45,46	RT3	
DAHLKAMP	EDWIN	(n)	46	CGM	
DENDY	JOHN	D	65		
DOODY	THOMAS	FRANCIS	JR. 44	SA	
DULYEA	RALPH	HUDSON	JR. 66,67,68,69	MM3	
DUQUETTE	BRUCE	CALDWELL	45,46	SA	
DZUBIN	QUINTEN	EVON	45,46	SA	
EASKY	CHARLES	E.	65,66,67	RDC	
ENDRIZZI	ROBERT	JOSEPH	44	FA	
FAHRNI	GRANT	A	52,53,54	MM2	
FERRANCE	EDWIN	C.	51,52,53	EMC	
FIFE	ROBERT	JOSEPH	45,46	B3	
FINSCH	LAWRENCE	G	62,63,64,65,66	GMG3	
FOSTER	HERMON	HAROLD	44	SA	
FROCK	MARION	D.	58	ME2	
FROHNE	ROBERT	PAUL	51,52	FC3	
GAERTNER	ROBERT	H.	52,53,54	RDSN	
GILMAN	GALE	K.	59,60,61	GM1	
GODBEE	ELVIN	E	53,54	FN	
GOREWICH	RAYMOND	(n)	44,45	CSM	
GOSS	BILLY	WAYNE	56,57,58,59,60,61,62	MM2	
GREGER	JAMES	EDWARD	45,46	SA	
HALE	RAYMOND	C	58,59,60,61,62,63	CS2	
HALPERN	WILLIAM	W	44,45		
HANSEN	RUAL	ALFORD	57,58,59	RD2	
HARING	HARRY	JAMES	43	MM2	PO
HAZUDA	RONALD	J	52,53,54	FN	
HESTER	EDWIN	FRED	43	SN	PO
HISLOP	WALTER	THOMAS	51	BMG2	
HOBBY	WELCH	EUGENE	51,52,53,54	EM3	
HOLTBY	JOE	HAROLD	65,66	GM	
HOOK	AARON	VANCE	43	TM3	PO
HOPKINSON	WILLIAM	ARTHUR	43,44,45	EMC	PO

## TAPS (Continued)

JENSEN	ALLEN	W.	65	RD	
JOHNSON	ROOSEVELT		43,44,45	MM3	
KAYATTA	EUGENE	VINCENT	43	PHM2	PO
KNAPP	MILTON	JAMES	46	GM1	
LAISURE	ROBERT	HARTMAN	45,46	SA	
LANGSTON	LESTER	CARL	JR	44,45	SA
LARSON	RICHARD	F	63,64,65	SM3	
LARSON	HAROLD	G*	46	FN	
LEETE	THEODORE	BRADFORD	45,46	PHM3	
LINN	HAROLD	FRANCIS	43	FA	PO
LOCKWOOD	ROBERT	E	44,45	CDR	
MALLARD	ETHNER	DUREAL	46	SN	
MATHIS	EDDIE	LEE	45	ST3	
MORRIS	WHITTY	CHARLES	43	CEM	PO
MORROCCO	LOUIS	V	53,54	RD3	
MYERS	CECIL	DALE	46	SN	
O'NEAL	BOOKER	TABRE	JR.	43	STM2 PO
PAGE	WALTER	ALFRED	43	SOM3	PO
RABON	LACY	CARLYLE	SR	44,45	SN
RAE	TEIVE	VICTOR	44	GM2	
REILLY	EDWARD	FRANCIS	43	SA	PO
RETOS	PETER	(n)	43	SA	PO
RHODES	GUY	RAYMOND	43	PO1	PO
ROBERTSON	DEWITT	TALMAGE	43	STM2	PO
RODDEN	GEORGE	RICHARD	44,45	SN	
ROMANO	GEORGE	(n)	46	SA	
ROYECK	WILLIAM	EARL	43	FC1	PO
RYAN	ROBERT	EDWARD	43	SA	PO

## TAPS (Continued)

SANDS	ABRAM	CARTER	45	STM2	
SATTERFIELD	JOHN	JACK	44	WT2	
SAUNDERS	PAUL	(n)	JR 45	FN	
SCHENA	AMELIO	ANTHONY	44	SC3	
SCHNAPP	HARRY	(n)	43	SA	PO
SCHUMACHER	HOWARD	HERBERT	44,45	SC3	
SHARP	HENRY	LEON	43	FN	PO
SIMS	JOHN	ROBERT	46	SA	
SPASOFF	STEVE		44,45	SA	
STEPHENS	DONALD	EUGENE	44,45	SN	
STEPP	GALE	BURTON	44,45	FA	
THOMASON	THOMAS	GRANT	45,46	MM3	
THOMPSON	WALTER	EDWARD	43	SN	PO
TODD	JAMES	ROBERT	43	TM3	PO
WENZEK	CHARLES	RAYMOND	45,46	MM3	
WILLIS	ROBERT	NEAL	43	RM1	PO
ZOPFF	RICHARD	HARRY	43	FN	PO

## Air Force Academy grad enjoyed a Cogswell connection at Colorado Springs

Sometimes it pays to advertise. As those who have attended any of the USS Cogswell DD-651 Association reunions knows George Overman has amassed an impressive collection of Cogswell memorabilia. Our hospitality room is always well marked with a banner with our ship's name and photo on it.

Timothy Oliver came to Colorado Springs to be part of an Air Force Academy reunion, but ended up with a big surprise and an invite to another reunion.

In one of those "small world" incidents he saw a sign advertising the "USS Cogswell DD-651" reunion on the hotel message board. He stopped the first person wearing a Cogswell reunion badge and introduced himself.

"My uncle served on the Cogswell in World War II," he said. Seeing the Cogswell crewman at the Hotel Elegante brought a flood of memories back to him.

On the Cogswell's last night, acting on an invitation, Timothy came up to the hospitality room and began looking through old photos and World War II documents. With the help of a Cogswell Association member he located his uncle's name "Abel Oliver" on the roster of plankowners in 1943.

Before he left the room, he was sporting a Cogswell hat and a patch to take home to Abel's widow.

The bond of family and military service from all branches was on display for all to see and we know that Timothy went home with a great feeling about our organization and his uncle.

According to Association records, Abel Oliver, of Boston, Massachusetts, served as a seaman apprentice aboard the Cogswell in 1943.



**Jerry and Donna Gross on the top of Pike's Peak**

*(Reunion con't from Page 1)* arrived the snow had melted away and the weather turned beautiful for all three days of the reunion. A busload of Cogswell sailors and their spouses were up bright and early Tuesday morning for a trip to the Cogs Railway and Pike's Peak. Filling up half a railway car, the group made the climb to the 14,000-foot peak on a day where you could see 150 miles in any direction. The air was cool and thin but the views were enjoyed by all.

After the trip to Pike's Peak, the group was given a tour of The Garden of the Gods, a city park that includes beautiful vistas and rock formations. At the end of that tour, the bus dropped the group off at The Garden of the Gods Trading Post where the Cogswell tourists loaded up on ice cream and souvenirs.

On Wednesday morning the group was up even earlier, but maybe not brighter for a bus trip to the Royal Gorge Railroad in Canon City. Again, our group was escorted aboard the train and occupied half of a coach car.

Many took advantage of the beautiful weather and used the open air car to view the beautiful river and scenery of the Royal Gorge. Following the train ride the group returned to the hotel to prepare for the closing evening's banquet and festivities.

After a welcome by Association Vice-President Mack Stringfield, George

Overman's brother-in-law, a Coast Guard veteran, Terry Klich who joined us for this year's reunion offered the Invocation.

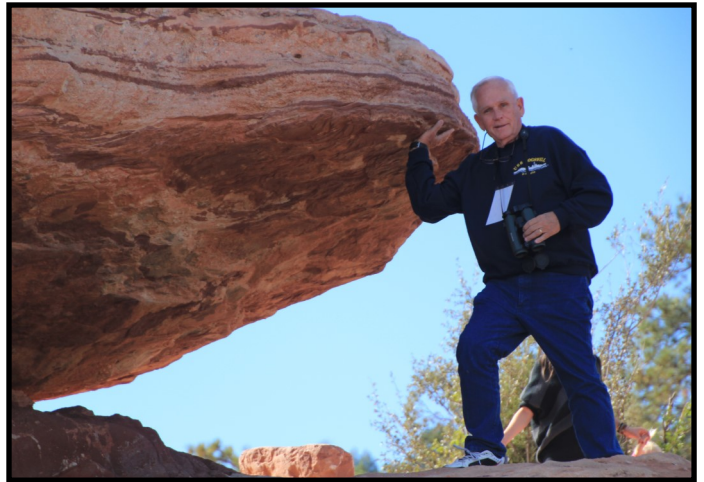
The Missing Man Table Ceremony was repeated and Mack Stringfield offered the necrology, as well as the special tribute to Orville Williams.

Mike Adamsen did the honor of playing Taps at the end of the necrology and then dinner was served.

Following dinner, Retired Navy Captain Michael Maixner, a former

professor at the U.S. Air Force Academy gave an interesting talk with excellent photos of the recovery and transit of the USS Cole back to the United States after the terrorist attack in Yemen.

Capt. Maixner had a wonderful power point with dramatic photos of the damaged Cole and a video of the work done to put the Cole back into active service. An appreciative audience gave him a standing ovation at the conclusion of his talk. Jim Smith presented Capt. Maixner with a bag full of Cogswell swag,



**Heavy lifting at The Garden of the Gods**



**Capt. Mike Maixner discusses USS Cole**

that included t-shirts, a coffee cup and a patch.

Mrs. Gretchen Maixner, the speaker's wife, pulled the winning tickets for the survey raffle. A number of attendees went home with Cogswell souvenirs.

Later he was given a 12-pack of San Miguel beer by Dan Pobuda who won the unique prize in the survey drawing at the end of the evening. Terry Klich closed the ceremonies with a benediction followed by a poignant send off by Vice-President Stringfield.

As always the stories and beer flowed nightly in the hospitality room.

***(Thanks to Bettie Baker for her fine photography at the reunion)***



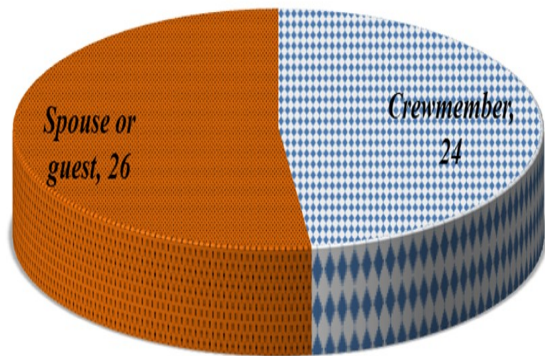
**Riding the rails through Royal Gorge**

# Photos from 2017 Colorado Springs Reunion

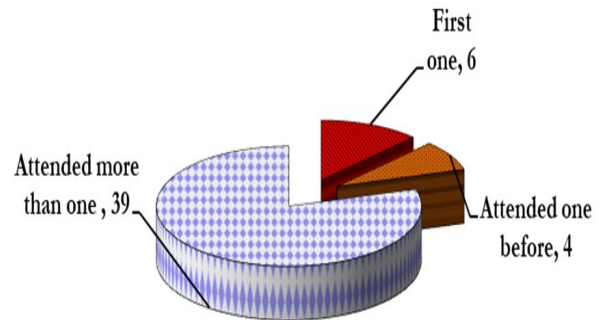


# Reunion Survey Results

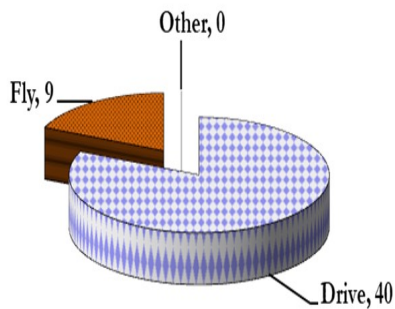
Survey Response Makeup  
89% Response



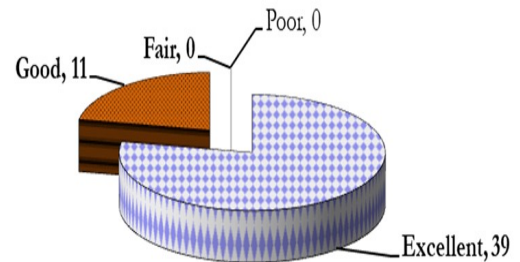
Previously Attended Reunions?



Transportation Method

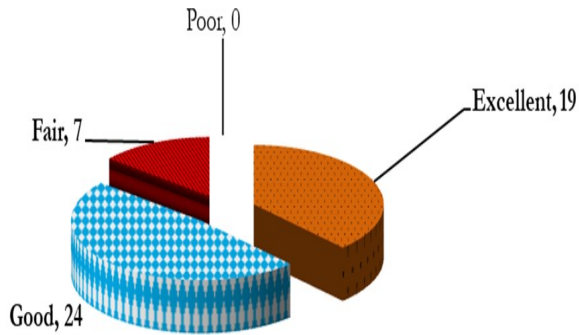


How Did You Rate The Overall Reunion

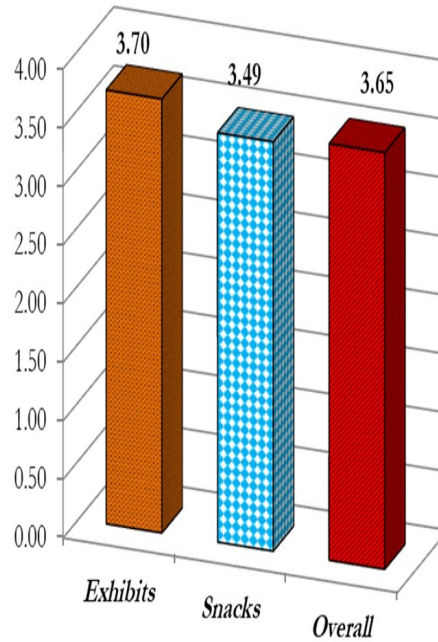


# Reunion Survey Results (Con't)

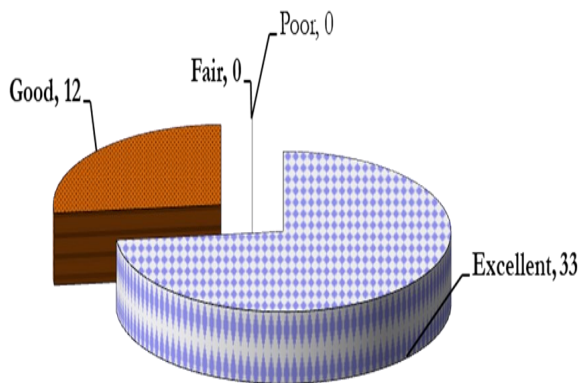
### Hotel Rating



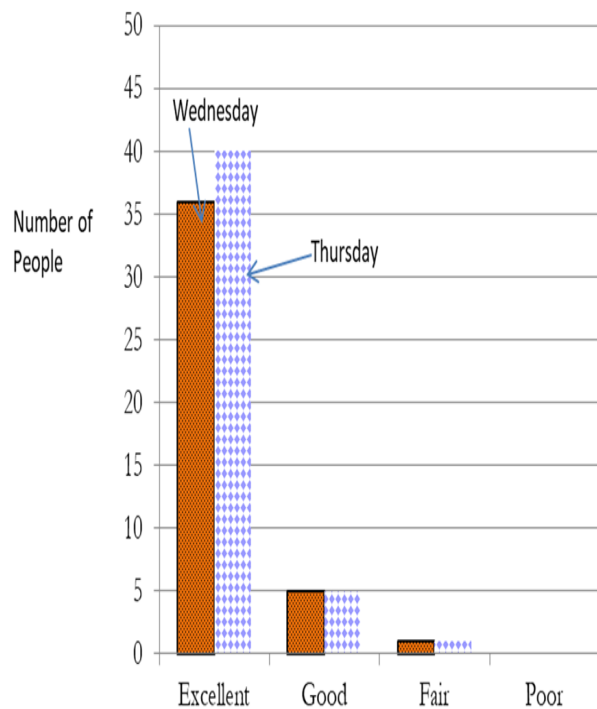
### Hospitality Room



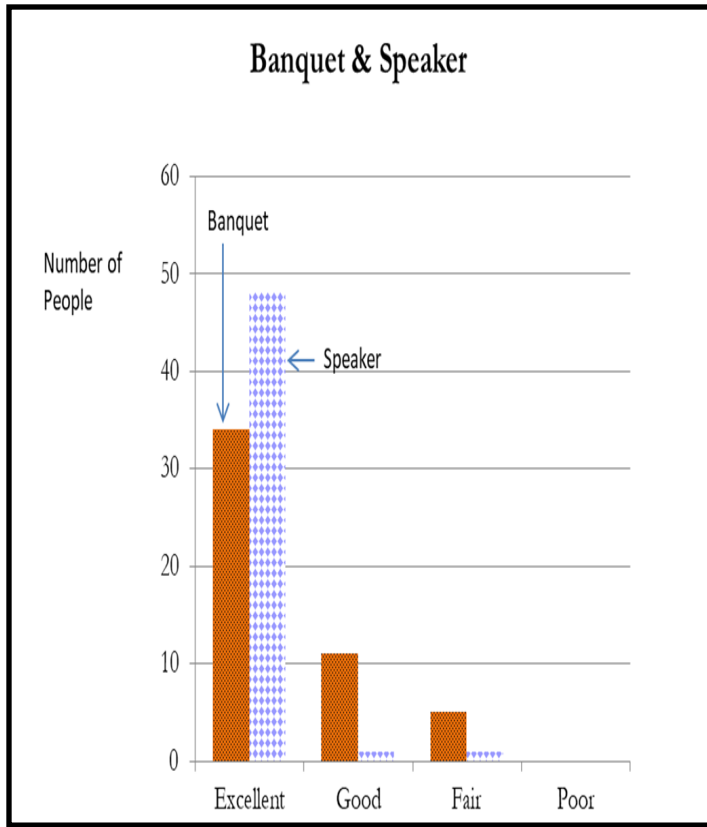
### Reception



### Tours



## Reunion survey results (con't)



## Remember the Cogswell, come to San Antonio

Hopefully you are making plans to join us at the next reunion scheduled sometime in the spring of 2019 in San Antonio.

If you have never been there you certainly have heard of The Alamo and its unique place in the history of America.

The Alamo is just one of many reasons that make a trip to San Antonio very memorable. The Spanish missions, the closeness to the beauty of the Hill Country around Fredericksburg, Texas and the incomparable Riverwalk make San Antonio a five-star destination for our reunion.

In nearby Fredericksburg is a unique and wonderful museum commemorating the War in the Pacific during World War II. In its memorial wall in the outside courtyard is a plaque dedicated to a number of ships and units including the USS Cogswell DD-651.

The Admiral Nimitz Museum (Fredericksburg, Texas) is the hometown of one of the US Navy's iconic admirals.

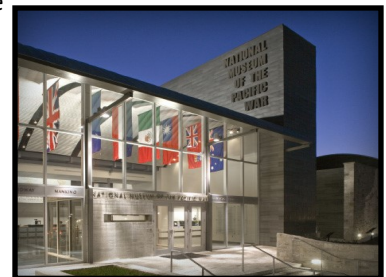
But there is so much more and of course, your shipmates will be there to enjoy the time with you. More information will be forthcoming on the reunion planning as it proceeds.



**Alamo**



**Riverwalk**



**Pacific War Museum**



# “Pipe Down!” Remembering the Bosun’s Pipe

The bosun’s pipe was the Navy version of a school bell. It told us when to wake, when to sleep, when to sweep and when to eat.

Did you know though, that the bosun’s pipe preceded the US Navy by hundreds of years? Historical documents show that as early as the 1200s sailors and navies used a whistle or pipe to help run daily life on a ship. Why? Because in the days before electronic sounds systems, voices could often not be heard above the sounds of wind and waves.

The high-pitched sound of a bosun’s pipe could be heard over the din of maritime noise. It was an object of pride for the boatswain’s mates who wore it, often dangling around the neck with an elaborate lanyard, often created by the person wearing it.

Not just an object of pride but a symbol of leadership and authority accompanied the wearing of the pipe.

The pipe was used to announce or “pipe aboard” the arrival of important military leaders aboard ships and in the British Navy sometimes heralded the arrival of a queen or king. The origin of piping aboard and side boys date to the days when rough weather made it difficult for senior officers to come aboard ladders during rough seas. The bosun would use the pipe to call “side boys” to the rail to help hoist visitors aboard on a chair.

Some naval traditions suggest that upon retirement a person in possession of a bosun’s pipe should seek a responsible and worthy person to give the pipe to before departing.

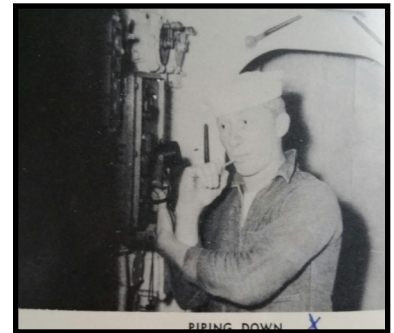


Authentic US Navy Bosun's Pipe

For right-handed boatswain’s mates, it is permissible for them to salute with a left hand if they are using the right hand at the time to pipe a call.

The earliest mention of the use of a bosun’s call or pipe can be traced to 1248 AD during the Crusades. In 1485 it was used by the English as an honored badge of rank and at that time was worn by the Lord High Admiral of England.

When the Lord High Admiral, Sir Edward Howard, was killed in action off Brest in 1513, a “whistle of honor” was presented by the queen mother of France to the officer who commanded the French galleys on this occasion. From about that time it was no longer worn as a badge of rank, and it reverted to its original use and was employed only as a method of passing orders. About 1671 it was referred to as a “call,” and by this name it has been known ever since. In our Navy it is often referred to as a “boatswain's pipe.”



Clarence Eichmann piping WWII

## Can you help identify this location?

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

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

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



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

# Midshipmen score big on pranks at Air Force Academy

At the end of Capt. Michael Maixner's presentation at the Colorado Springs Reunion in October, he gave a quick look at some pranks that Navy midshipman had committed at the Air Force Academy during the week of the Air Force versus Navy football game over the years.

Members of service academies are often assigned to the other academies for short periods of time, Capt. Maixner said. Those on campus at the time of the game often pull pranks on each other.

The three best pranks that he observed while he taught at the Air Force Academy were outlined at the banquet.



1. Midshipman painted an Air Force F-4, one that compiled a great combat record in Vietnam and that currently sits on the Academy grounds, in the colors of the Blue Angels Navy demonstration team. The midshipman used paint that was easily removed and that did not damage the plane. A high ranking Navy officer signed off on the harmless prank before it was done.



2. Using half hoops and black plastic the midshipman assembled overnight a submarine that appears to be coming up out of the front lawn of the Air Force Academy. Two midshipmen manned the conning tower



and appeared to be scanning the property with binoculars when the Cadets woke up the next morning.

3. On one side of the stadium are the large letters "AIR FORCE." Before the big game midshipmen painted the letters "C" and "H" in front of the "AIR" making it CHAIR FORCE.

Enjoy the photos of the pictures of the pranks.



## USS Neversail lives (sort of)

Many of us learned our first seamanship lessons on a ship that never touched the ocean. In fact, the USS Recruit (TDE -1, later TFFG-1) had no screws or an engine and "sailed" on a concrete lake.

The landlocked USS Recruit, or more affectionately called the USS Neversail by the recruits who trained on her, has a long and interesting history. She was one of several landlocked training vessels built by the US Navy. When built she was a two-thirds scale of a Dealey-class destroyer escort and was originally commissioned on July 27, 1949. During her first 18 years she was the only landlocked ship to be commissioned in the Navy. *(continued on Page 22)*



USS Recruit TDE-1 (aka USS Neversail)

# A letter from your editor

As I write this (October, 16, 2017) my wife and I have just returned home from the Colorado Springs, Colorado USS Cogswell DD-651 Association reunion. What a great reunion it was.

George Overman gets his share of ribbing, but as one who works with him on Association business I can tell you he works very hard to make sure that we get the best deal possible both in quality and price. This was my 6<sup>th</sup> reunion and each one seems to get better.

If you missed this one, you missed two great and unique tours. The Cogs Railway trip to the top of Pike's Peak and the Royal Gorge Railway were two wonderful experiences that will leave me and my wife with many memories.

Most of all I enjoyed seeing some of my friends from my time on the Cogswell (66-67) but also seeing those folks who I have only met through the reunions. One can never have too many friends and shipmates are a step above just regular friends.



**Cogswell plaque at the Pacific War Museum**

Association members chose San Antonio for our Central Time Zone reunion in 2019 and I'm pretty pumped about it already.

My wife and I are RV people and a number of years ago we spent two months in Texas, including a month in San Antonio. There is plenty to do there and in case you wonder what Naval connection there could possibly be to that City, well let me tell you.

About an hour north the town of Fredericksburg is home to the Pacific War Museum. Among its thousands of exhibits is a plaque dedicated to the USS Cogswell in the memorial garden. It is also the hometown of famous World War II Admiral Chester Nimitz and he has a great library there as well. Fredericksburg also has wonderful shopping and wineries for those poor souls not interested in war stuff.

The City of San Antonio, of course, is home to The Alamo, which is the subject of both truth and legend, but it has been nicely restored and very much worth seeing.

The Riverwalk in San Antonio is a beautiful stretch of the San Antonio River that now winds its way through downtown with great restaurants and shops. The city is also surrounded by a number of Spanish missions.

The Lyndon Baines Johnson Ranch is not far from San Antonio either. My wife and I are planning to add a couple days to our reunion trip so we can make sure that we cover as much sightseeing



**Close up of Cogswell plaque**

as we can.

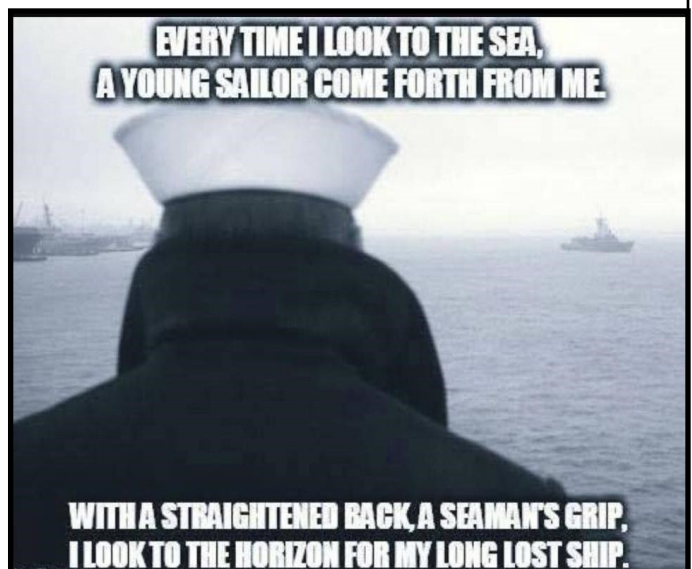
In the days following the reunion I always feel a little let down that the days passed too fast and wishing I was closer to my friends so we could get together more often.

There is something eternal about the bond that forms when you spend weeks and months at sea with a group of folks. Hard to explain to those who haven't experienced it.

Remember when you travel to check out the Active Member Shipmate list on the Cogswell website and perhaps see some friends for a mini-reunion.

Also do yourself a favor and check out some of the photos on the photo page (available to members only) on the website. The pictures taken during World War II are my favorite.

Enjoy this edition of the Scuttlebutt and keep those stories coming. As always feel free to call me at (810) 338-3015 or contact me by email at [jlsm mediaservices@gmail.com](mailto:jlsm mediaservices@gmail.com)



# An “out of this world” Cogswell shipmate

Before he flew into space and walked on the moon Astronaut Alan Shepard walked the decks of the USS Cogswell DD-651.



Flight training photo

As the first American in space and the fifth to walk on the moon, Shepard was hailed as a hero.

The former World War II Cogswell gunnery officer rose to the rank of Rear Admiral before retiring from the Navy.

After graduation from the U.S. Naval Academy, Shepard proposed to his sweetheart, Louise Brewer and then headed to San Francisco to board a freighter for his trip to the Cogswell. The trip to Ulithi in the South Pacific took weeks but eventually he was united with his first Naval duty station.

Two days out of Ulithi, the Cogswell rescued 172 survivors from the USS Reno after it was torpedoed by the Japanese. Some of those rescued were classmates of Shepard's. The Cogswell crew earned a unit citation for its rescue efforts.

Like the rest of the Cogswell crew, Shepard would survive typhoons, kamikaze attacks and other major Pacific actions.

During Christmas 1944 Shepard missed his grandmother's funeral but when the Cogswell pulled into San Francisco in February 1945 for an overhaul he took a few weeks leave and headed home to marry Louise. When the honeymoon was soon over, Louise followed Shepard back to San Francisco where she set up housekeeping to await his return.



Shepard on the moon

Shepard was promoted to deck officer on his return and put in charge of several anti-aircraft guns. A noted prankster at the Naval Academy, it was reported that Shepard ran afoul of the Cogswell's strict captain.

He would often “waste” his time watching carrier flight operations. “He was on the wrong ship,” a shipmate was reported as saying.

Shepard remained aboard the Cogswell through the sinking of the USS Porter and the surrender in Tokyo Bay. In mid-September he received the orders he had been hoping for a transfer to flight training in Corpus Christi.

In May 1961, Shepard made history as the first American to fly into space on Mercury spacecraft Freedom 7. In early 1971 Shepard made his second flight into space on Apollo 14 landing on the moon. He became the first astronaut to hit a golf ball on the moon. He was promoted to rear admiral in 1971.

Not a bad resume for a guy who started his Naval career aboard our beloved ship.

In the intervening years, parks, beaches, schools, a post office and streets were named for him.

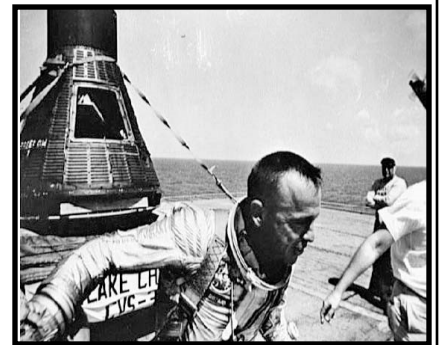
He is in the U.S. Astronaut Hall of Fame, the National Aviation Hall of Fame and the International Space Hall of Fame and there are statues of him in several museums.

Shepard died on July 21, 1998 at the age 74 from complications from leukemia.

On December 6, 2006, the Navy launched the USNS Alan Shepard (T-AKE-3) a dry cargo ship. She is currently part of the Pacific fleet.



Alan and Louise Shepard



Shepard and Freedom 7



Rear Admiral Shepard



USNS Alan Shepard T-AKE-3

# A Sailor's Thoughts...

*(Credit Eugene Slovers US Navy Pages)*

Some random and rambling thoughts accumulated from various quarters over the years. A bit of introspection from an "older" sailor.

A sailor will walk 10 miles in a freezing rain to get a beer but complain mightily about standing a 4 hour quarterdeck watch on a beautiful, balmy spring day.

A sailor will lie and cheat to get off the ship early and then will have no idea where he wants to go.

Sailors are territorial. They have their assigned spaces to clean and maintain. Woe betide the shipmate who tracks through a freshly swabbed deck.

Sailors constantly complain about the food on the mess decks while concurrently going back for second or third helpings.

Some sailors have taken literally the old t-shirt saying that they should "Join the Navy. Sail to distant ports. Catch embarrassing, exotic diseases."

After a sea cruise, I realized how much I missed being at sea. We are now considering a Med cruise visiting some of my past favorite ports. Of course I'll have to pony up better than \$5,000 for the privilege. To think, Uncle Sam actually had to pay me to visit those same ports 25 years ago.

You can spend two years on a ship and never visit every nook and cranny or even every major space aboard. Yet, you can know all your shipmates.

Campari and soda taken in the warm Spanish sun is an excellent hangover remedy.

E5 is the almost perfect military pay grade. Too senior to catch the crap details, too junior to be blamed if things go awry.

Never be first, never be last and never volunteer for anything.

Almost every port has a "gut." An area teeming with cheap bars, easy women and partiers. Kind of like Bourbon St. , but with foreign currency.

If the Guardia Civil tell you to "Alto," you'd best alto, right now. Same goes for the Carabinieri, gendarmes and other assorted police forces. You could easily find yourself in that port's hoosegow. Or shot.

Contrary to popular belief, Chief Petty Officers do not walk on water. They walk just above it.

Sad but true, when visiting even the most exotic ports of call, some sailors only see the inside of the nearest pub.

Also under the category of sad but true, that lithe, sultry Mediterranean beauty you spent those wonderful three days with and have dreamed about ever since, is almost certainly a grandmother now and buying her clothes from Omar the Tent maker.

A sailor can, and will, sleep anywhere, anytime.

If you can at all help it, never tell anyone that you are seasick.

Yes, it's true, it does flow downhill.

## Tin Can Sailors - A group worth joining

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

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

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



## Tell us your stories

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

### *USS Neversail (continued from Page 18)*

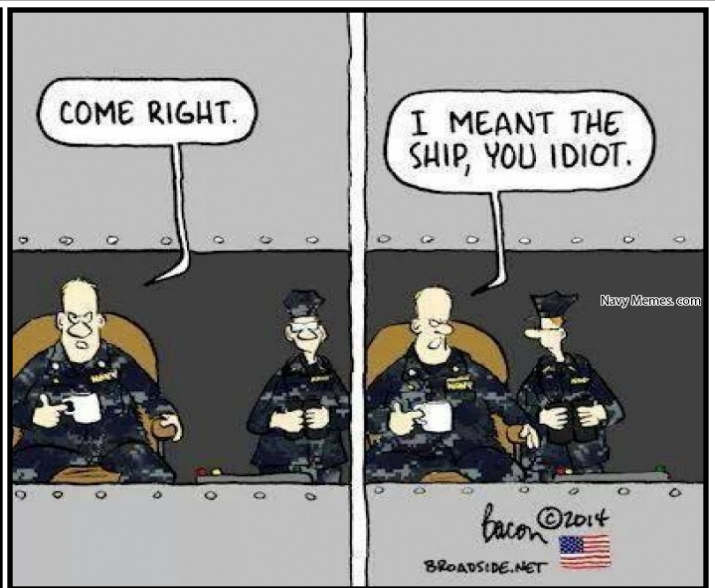
Yes, she was actually commissioned, but when the Navy had trouble classifying her for inclusion on a computer-based ship registry, she was decommissioned in 1967. She was recommissioned in 1982 and refurbished to resemble an Oliver Hazard Perry class frigate. Even when she was dropped from commissioned status she continued to serve as a training "ship" until the Naval Training Center was closed in 1997.

Another landlocked ship, the USS Commodore at Naval Training Center Bainbridge, Maryland was also known as USS Neversail. It had the additional moniker of "Building 430."

Those who attended the most recent USS Cogswell DD-651 Association reunion in San Diego got a good look at her as she stands unused in the Point Loma area. She is the only surviving training ship and hopes are that she will remain standing as a Naval museum. She is listed on the National Register of Historic Places.

The USS Commodore was dismantled when the training center in Maryland closed and the USS Bluejacket, which was located at the Naval Training Center in Orlando, Florida was dismantled when that facility closed in 1995.

# Time for a laugh



# USS Cogswell DD-651 Association

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

**Visit the website:**

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

**Email:**

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

