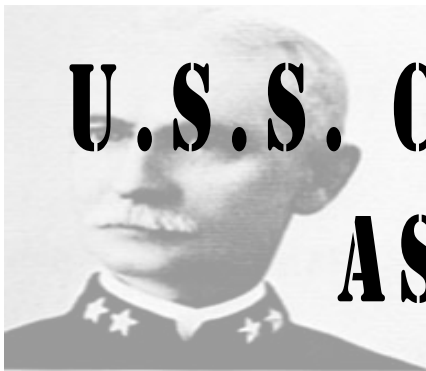


THE SCUTTLEBUTT

U.S.S. COGSWELL DD-651 ASSOCIATION



9th Cogswell DD-651 Association Reunion Seattle, WA

By Frank Wille

The Ninth Reunion of USS Cogswell Association was held Oct 17 thru 19, 2002 in Seattle Washington. 87 members and guests attended the reunion and banquet. The Sixth Ave Inn provided nice accommodations and turned their hotel into a Cogswell facility for the 3 days. Their staff worked very hard to make our stay pleasant.

We met many old friends and welcomed a few shipmates to the association. Efforts are underway to find additional shipmates via the Don Miller Shipmate Locator Program, coordinated by George Overman.

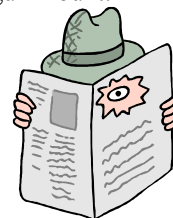
There were two nice tours of the Seattle area which were well attended by our members. On Friday, we took the ferry to Bremerton for the "Anchor's Aweigh" tour – a look at the Navy's Past & Present. This included a tour of USS Turner Joy (DD 951), a Forest Sherman class destroyer which was decommissioned in 1982 and became a permanent fixture in Bremerton in 1990. We enjoyed a nice guided tour of the ship and even ate lunch on the mess decks. I saw several shipmates showing family members the space that would have been theirs



(Continued on page 10)



This little tidbit, is about the time the Cogswell went on a six month tour in the Med. We were equipped with all kinds of "Spook" equipment, it was installed on the 0-1 level aft, just forward of the five inch gun mount. There were about four, rated, ET's, Radarmen, and Fire Control Tech's. We were trained in the operation of the components, our records were checked and we were given a "Secret" clearance and stood watches in the shack, all during the trip over, and for some time before the "Spooks" came on board.



They were a secretive group but that is their way, anyway, prior to their arrival, I was telling the other members of the crew, about the great radios that were in there, and all the great music I was able to listen to. We in the Fire Control Gang, wanted to have the music piped into our compartment. I looked it over, and found that since the "Sound Powered Telephones" were controlled from in our room, it was easy to hook the radio output into a speaker I installed in the Fire Control room.

All went well for most of the trip over to the Med. One Sunday morning, I had the eight to twelve watch on the equipment. Tuned in the best music I could find, piped it into the isolated phone circuit and all was well. (I thought). It seems that someone had messed with the witching panel for the phones and somehow, the JA circuit, feeding the bridge was connected into my isolated circuit.

The outcome was, the tune that I had piped in, was broadcast all over the bridge. It also was during church service on the forecastle, conducted by Lt. Piffer. To make matters worse, the church pennant was flying on the mast

(Continued on page 2)

and Captain Crenshaw, was sitting on the bridge. He told the duty quartermaster, to call the radio shack and shut off the music as it was not allowed during church service. The duty radioman, explained that he had no music piped in, once told to the captain, his response was, tell the radio shack to pull out all patch cords and get the music stopped. Naturally, nothing happened, now the Captain was getting real mad. Some how the information got spread all around the ship, but not to my area.

As it became known in the Fire Control Room, "Wardie Cleveland Casey" one of my strikers, called me on another phone, asked what song I was playing, told him it was "Blacksmith Boogie." Not a good song for the observance of Church service. He explained what was happening and I shut down. A lot of people were walking on tip toes for a while as no one would own up to the music problem. Finally the Captain let it fade away.

During our first Reunion in Mesa, I met Captain Crenshaw, he and I had some time to speak and I asked him if he remembered the Music incident. He said he sure did and I made a full confession to him. Heck, I was not worried about any disciplinary action after all those years. He took it very well. This is just one of the strange happenings that occurred on the Good Old "Skimmilk."

A Response to the Grounding Incident on San Clemente

By Ron Eberle

We ran aground at San Clemente Island, off southern cal. in early 68 and Cdr Kraft was Captain and had just finished a tour on river patrol boats in Vietnam, he told me him self. In 1967, the ship was called upon to shore bombard or fire support for our troops in Vietnam along the DMZ. We had been in the yards in San Francisco for about 4 months, I think. I was on the Lee helm at the before mentioned time. We had went in to drop off some of the fire control radar people to check our readiness after being in the yards, taking off the gun barrels and having them realigned and remounted. We left the yards to go to San Clemente Island to fire at the targets there. We fired and were on our way back in to pick up our men when the electricians were messing with the lee helm and the engine room telegraph, no one told us the work was done, the head set was taken by a short guy and of course standing by the Captain when the Captain noticed we were not stopping. The Captain called into me to ALL STOP. I positioned the lee helm straight up in the all stop mode, but we kept on going at all ahead 2/3's and that is when the Captain grabbed the short guy with the head set and yelled into it, THIS IS THE CAPTAIN, STOP THIS SHIP!!!! And the ship started to shake, when we stopped, in the pilothouse the goats up on the top of the ridge looked like they were laughing at us. Needless to say, that is when we went back into the yards and this time it was in Long Beach. Ron Riley must have been new on board ship because I cannot remember waking him up for watch in the middle of the night. But he might be the one I told when we were under way, you know when you look out and see two porpoises swimming together straight at the ship it looks like the old World War II films of torpedoes coming straight at the ship, I told him someone has fired torpedoes at us and he ran over to the other side of the pilot house and told the OOD and about that time the trails came out the other side and went right on by. The OOD told him not to fall for that kind of stuff. Well anyway, it was funny at the time. You should have seen it all from up on the bridge, we were all going whoooooo.

USS COGSWELL DD-651 ASSOCIATION CONTACTS

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EXPLANATIONS FOR A REAL CHIEF PETTY OFFICER IN THE U.S.NAVY!

submitted by CDR. Joe Baer

- **REAL CHIEFS THINK ENSIGNS SHOULD BE SEEN AND NOT HEARD, AND NEVER, EVER, BE ALLOWED TO READ BOOKS ON LEADERSHIP.**
- **REAL CHIEFS DON'T HAVE ANY CIVILIAN CLOTHES.**
- **REAL CHIEFS HAVE CPO ASSOCIATION CARDS FROM THEIR LAST 5 COMMANDS.**
- **REAL CHIEFS DON'T REMEMBER ANY TIME THEY WEREN'T CHIEF'S.**
- **REAL CHIEFS PROPOSE LIKE THIS "THERE WILL BE A WEDDING AT 1000 HOURS ON 29 OCTOBER, BE THERE IN WHITES WITH YOUR GEAR PACKED BECAUSE YOU WILL BE A PRIME PARTICIPANT."**
- **REAL CHIEFS FAVORITE NATIONAL HOLIDAY IS CPO INITIATION.**
- **REAL CHIEFS KEEPS FOUR SETS OF DRESS KHAKI UNIFORMS IN THE CLOSET IN HOPES THEY WILL COME BACK.**
- **REAL CHIEFS FAVORITE FOOD IS SHIPBOARD SOS FOR BREAKFAST.**
- **REAL CHIEFS DON'T KNOW HOW TO TELL CIVILIAN TIME.**
- **REAL CHIEFS CALL EACH OTHER "CHIEF."**
- **REAL CHIEFS GREATEST FEAR IS SIGNING FOR PROPERTY BOOK ITEMS.**
- **REAL CHIEFS DREAM IN NAVY BLUE, WHITE, HAZE GRAY AND OCCASIONALLY KHAKI.**
- **REAL CHIEFS HAVE SERVED ON SHIPS THAT ARE NOW WAR MEMORIALS OR TOURIST ATTRACTIONS.**
- **REAL CHIEFS GET TEARS IN THEIR EYES WHEN THE "CHIEF" DIES IN THE MOVIE "OPERATION PACIFIC."**
- **REAL CHIEFS DON'T LIKE CERTIFIED NAVY TWILL. "WASH KHAKI" IS THE ONLY THING TO MAKE A UNIFORM OUT OF.**
- **REAL CHIEFS CAN FIND THEIR WAY TO THE CPO CLUB BLINDFOLDED, ON 15 DIFFERENT NAVY BASES.**
- **REAL CHIEFS HAVE PICTURES OF SHIPS IN THEIR WALLETS.**
- **REAL CHIEFS DON'T OWN ANY PENS THAT DO NOT HAVE "PROPERTY U.S. GOV'T" ON THEM.**
- **REAL CHIEFS DON'T VOLUNTARILY GET THE MANDATORY FLU SHOTS.**
- **REAL CHIEFS DON'T ORDER SUPPLIES, THEY SWAP FOR THEM.**
- **REAL CHIEFS FAVORITE QUOTE IS FROM THE MOVIE BEN HUR, "WE KEEP YOU ALIVE TO SERVE THIS SHIP."**
- **REAL CHIEFS THINK EXCESSIVE MODESTY IS THEIR ONLY FAULT.**
- **REAL CHIEFS HATE TO WRITE EVALUATIONS, EXCEPT FOR THEIR OWN.**
- **REAL CHIEFS TURN IN A 4 PAGE BRAG SHEET FOR THEIR EVALUATION.**
- **REAL CHIEFS LAST SHIP WAS ALWAYS BETTER.**
- **REAL CHIEFS KNOW THAT THE BLACK TAR IN THEIR COFFEE CUP MAKES THE COFFEE TASTE BETTER.**
- **REAL CHIEFS IDEA OF HEAVEN-THREE GOOD PO1'S AND A DIVISION OFFICER WHO DOES WHAT HE IS TOLD.**
- **REAL CHIEFS THINK JOHN WAYNE WOULD HAVE MADE A GOOD CHIEF, IF HE HAD NOT GONE SOFT AND MADE MARINE MOVIES.**
- **REAL CHIEFS USE THE TERM "GOOD TRAINING" TO DESCRIBE ANY UNPLEASANT TASK...SCRAPING THE SIDES OF THE SHIP IS "GOOD TRAINING." HAVING TO SLEEP ON YOUR SEABAG IN THE PARKING LOT BECAUSE THERE WAS NO ROOM IN THE BARRACKS IS "GOOD TRAINING."**



1940'S U.S.S. COGSWELL DD-651 SHIPS CREW (MINUS PLANKOWNERS)

ABBOTT	DONALD	DAVIDSON	CARL	FOLSOM	JOHN
ALFONSO	ROLAND	DAVIS	WALTER	FOODY	THOMAS
ALLEN	LYLE	DAVIS	HUGH	FOSTER	HERMON
AMAN	ALBERT	DAVIS	ROBERT	FRANZ	EMERY
ANDERSON	MELVIN	DAY	WILLIAM	FREIBURGER	JOHN
ANDERSON	JAMES	DE ROGATIS	R*	GEHLING	JOHN
ANOSKEY	MARIO	DE WITT	FRANCIS	GOLDER	ROBERT
ASTBURY	MAYNARD	DELANOSA	MACADONIC	GOREWICH	RAYMOND
AUSTIN	WILLIAM	DELIMAS	JOHN	GOUDREAULT	HENRY
BAEZ	RONALD	DERRICO	GEORGE	GRAYBILL	DONALD
BAKER	MORLEY	DES JARDIN	EDWARD	GRAYSON	JACK
BANKS	CHARLES	DEUTERMANN	HAROLD	GREGER	JAMES
BARASH	IRVING	DIRMBERGER	JOSEPH	GREGG	LANGDON
BARRETT	JOHN	DIXON	THOMAS	GROCHOWSKI	PETER
BATES	RAYMOND	DOCKENS	CHARLES	GROLLER	WILLIAM
BAUER	PAUL	DODD	WILLIAM	GURRY	FRANK
BEAVENS	HARRY	DOMINIK	WALTER	HAGBERY	LEONARD
BELL	ALBERT	DONAHUE	FLOYD	HALFHILL	OWEN
BELL	ALZIE	DONAHUE	RAYMOND	HALPERN	WILLIAM
BENGTSON	KERMIT	DONALD	RALPH	HAMM	HARRY
BERTUCCI	JOHN	DONNELLY	CHARLES	HANNE	MARION
BLAIR	BOWEN	DOODY	THOMAS	HARDY	W.
BOK	WILLIS	DOTY	NEAL	HARRIS	BROWN
BRADLEY	GUY	DOUGAN	LEONARD	HARRISON	GORDON
BRATTON	CARL	DOW	LEWIS	HEGDAHL	BENNIE
BREAUX	WARREN	DOWELL	HARRY	HENISER	CARL
BROCHU	RAYMOND	DOYE	GEORGE	HICKS	BILL
BROCK	ROBERT	DOYLE	FRANCIS	HILL	DALE
BUCKNER	JOHN	DRESSEL	LEVI	HOFF	LEVERNE
BUNKER	WILLIAM	DRIVER	MILES	HOLLY	ROBERT
BURKE	WALTER	DRUMMATTER	JOHN	HONKA	DAVID
BURKS	LUTHER	DuBOIS	JULIAN	HUFFSTUTLER	REV
BURKS	LUTHER	DUBOIS	FRANK	HUGHES	ROBERT
BYRCK (?)	DANIEL	DUCK	WILLIAM	HUGHES	LERLIE
CADORE	ROBERT	DUCKWORTH	ROBERT	HUGHES	
CALTON	JACK	DUGGAN	RAYMOND	HULL	GEORGE
CANDIO	JOHN	DUNIGAN	BILLY	HUMPHREY	JAMES
CAPPS	RAYMOND	DUQUETTE	BRUCE	HUNDLEY	NOBLE
CHAMBERS	ALLEN	DZUBIN	QUINTEN	INGRAM	JAMES
CHAPIN	JACK	E*AN (W,X?)	ALBERT	JACOB	JOSEPH
CHARLES	JOHN	EARTHMAN	HAROLD	JOHNSON	ROBERT
CHOATE	DAVID	EBERT	DONALD	JOHNSON	ROOSEVELT
CLARK	RALPH	EDELMAN	PAUL	JONES	EDWARD
COCKEREL	LAWRENCE	EDGAR	LEO	JONES	WILLIE
COD**O	ALBERT	EDWARDS	FREDERICK	JOSEPH	WERNER
COGSWELL	JAMES	EFRON	HARRIS	KEEL	JAMES
COHILL	PAUL	EHERLEIN	RUSSELL	KEISTER	RAYMOND
CONRAD	WILLIAM	EHERT	DONALD	KELLEY	CHARLES
COPPOLA	ANTHONY	EMORY	LLOYD	KELLY	JOHN
CORBETT	THOMAS	ENDRIZZI	ROBERT	KENT	ROBERT
CORDILL	MAJOR	ENGLEMAN	AUBREY	KIDDER	GLEN
CORLEY	EDGAR	FELIS	MATHEW	KINSEILA	PAUL
CRAFT	CHRIS (CECIL)	FERGUSON	SHEARL	KITCHEN	PAUL
CRATER	ROBERT	FEROUS	GEORGE	KNAPP	MILTON
DAGRAEDT	RICHARD	FICKEN	HENRY	KOERSCHEN	JOHN
DAHLKAMP	EDWIN	FIERST	EDWIN	KUZINSKY	EDWARD
DAINO	JOHN	FIFE	ROBERT	LAISURE	ROBERT
DALEY	NICHOLAS	FIGORSKI	BOLDY	LANDERS	GRADY
DANIELS	LUTHER	FLINT	WILLIAM	LANGDON	GREG
DAUNHAUER	NORBERT	FLIPPIN	MINOR	LANGSTON	LESTER

1940'S U.S.S. COGSWELL DD-651 SHIPS CREW (MINUS PLANKOWNERS)

LARSON	HAROLD	RIMLOW	RUSS	STURART	HAROLD
LE BLANC	PHILLIP	ROBERTS	J	THOMASON	THOMAS
LE*NOX	CHARLES	ROCKINS	CHARLES	THOMPSON	MURRELL
LEETE	THEODORE	RODDEN	GEORGE	TOMLINSON	CECIL
LIBBY	DANIEL	ROGORSKY	JULIUS	TOWNSEND	JOSEPH
LOCKWOOD	ROBERT	ROMANO	GEORGE	TRAVIS	ERNEST
LOUX	RICHARD	ROSE	WILLIAM	TRYGG	C
LOWERY	ALBERT	RUDGINSKY	EDWARD	VAN SANT	EDWARD
LYNCH	ROBERT	SAILADY	WARREN	WENDEL	HAMILTON
LYON	ARTHUR	SAMFORD	PIERRE	WENZEK	CHARLES
MALLARD	RICHARD	SANDS	ABRAM	WEST	CLIFFORD
MALLARD	ETHNER	SATTERFIELD	JOHN	WHITE	VERNON
MAREK	JOE	SAUNDERS	PAUL	WHITLOW	WILLIAM
MARHEINEKE	JOSEPH	SCARBOROUGH	BENJAMIN	WILLIAMSON	ELMER
MARTIN	MELVIN	SCHADE	ELMER	WINGATE	ALBERT
MATHIS	EDDIE	SCHENA (?)	AMELIO	WINSLOW	EDWARD
MCCOREY	EDWIN	SCHLACHTER	JAMES	WOIJECK	ANTHONY
McCOY	LARRY	SCHOLZ	OSCAR	WOOD	LUCIEN
MENDEZ	TELEAFORE	SCHUMACHER	HOWARD	ZIMMERMAN	PAUL
MESSER	HAROLD	SCOTT	WILLIAM		
MIDDLETON	WILLIAM	SELLE	ORVILLE		
MILES	RICHARD	SETOS	PETER		
MILLER	ALBERT	SHAW	WILLIAM		
MILLER	WOODROW	SHEPARD	ALAN		
MILLER	HARRY	SIMS	JOHN		
MILLS	CLARENCE	SLOCKETT	WALTER		
MITTKER	CARL	SMITH	RALPH		
MONROE	JOHN	SMITH	ROBERT		
MOORE	PAUL	SMITH	HENRY		
MORTON	WALTER	SMITH	NOAH		
MYERS	CECIL	SNOW	HOWARD		
NEAL	HAROLD	SOWERS	FRANK		
NELSON	DAN	SPARGO	THOMAS		
NELSON	ELMER	SPASOFF	STEVE		
NICHOLS	CHARLES	SPAULDING	ROBERT		
NICKEL	MERLIN	SPEELMAN	HAROLD		
NIENSTEDT	LOWELL	SPELL	STERLING		
O'DONAL	CLIFTON	SPENCE	WALTER		
PAGE	EUGENE	SPICER	ROBERT		
PARKER	CURTIS	SPITZ	ARTHUR		
PATTERSON	ED	SPRADLEY	ELLIS		
PATTERSON	CLYDE	SPRAGIO	JOHN		
PATTON	BERNARD	SPRINGER	ROBERT		
PATTON	ABNER	SPROWLS	RICHARD		
PEARSONS	FLOYD	ST CLAIR	LLOYD		
PERLEY	REUBEN	STANEK	STANLEY		
PERNO	HOWARD	STEFFAN	ROBERT		
PHILLIPS	HAROLD	STEINKE	CLAUDE		
PRICE	EARL	STEINMILLER	LEON		
PRIM	LUCIUS	STEPHENS	WILLIE		
PRUSAK	MICHAEL	STEPHENS	DONALD		
PULVER	STANLEY	STEPHENS	VERNON		
PULVER		STEPHENSON	THOMAS		
RABON	LACY	STEPP	GALE		
RAE	TEIVE	STEPP	WILLIAM		
RAMSEY	GORDON	STERNICKI	EDWARD		
REAVLEY	THOMAS	STRICKLAND	DENNIS		
REILLY	WILLIAM	STRICKLAND	JOHN		
RHODES	CHARLES	STROBEL	CHARLES		
RICK	DONALD	STURART	HAROLD		



Some Memories of my Time aboard the USS COGSWELL DD-651 in 1966 By: Russell Crosby BT3

Graduating from boot camp (Company 459 – San Diego) in November, 1965 I got the customary 2 weeks leave and then back to my first assignment, temporary duty aboard the USS COGSWELL DD-651, reporting aboard in early December, 1965. She had just returned from a Westpac cruise about a month before I reported aboard. I remember my first sight of her at the pier looking pretty sleek and loaded down with armament. I was impressed and apprehensive both, but at least I was now “a real fleet sailor, and a destroyerman to boot”, or so I felt.

As I was awaiting further transfer to “A” school and was in the engineering field I was assigned engineering duties and was a new fireman down in the engineroom. A first trip to sea soon followed, which for me and the other new boots was a long day. The ship began to start her rolls as we passed Point Loma and it was not very long until we were all lined up at the rail feeding the fish. “Oh my God, this is going to be a long four years, what have I gotten into?” This old chief came by and said, “Sailors, that is just in your head, forget it, you will be fine”. I thought I might die myself and at that moment it did not sound so bad. You can believe port certainly looked good that night.

Well being a new guy, and temporarily assigned at that, you can guess where I soon ended up. Yep, mess cooking. That was quite an experience. That small galley and crates of eggs to break and prepare for morning chow. A 3rd class commissaryman called “Red”, think his last name was Johnson, was quite a guy. He was pretty salty to say the least. Well, I as negotiating a loaded gunboat of below as the ship rolled along. In 3 months was soon up and I was my short time aboard. By this time

One of my special memories was was assigned to one of the 3 inch of the night. A full moon was out sea, gun mounts are moving, and could almost hear the music of the background. What a view. I now Naturally we all know she was an 3 wars without any major losses. I Dad, a WWII combat infantryman, see me now. The Cogswell when he was a part of the invasion even more special to me at this time.



soon learned the tricks of the trade such food down two decks to the messdecks fact I got to liking mess cooking but my sent back to main control for the rest of I sort of had my “sea legs” as well.

my first time to go to general quarters. I mounts amidships and it was the middle and I am standing there looking out to people are in the action mode, and you old “Victory at Sea” movies in the really felt like a “destroyerman”. old veteran, and a lucky one, surviving was an 18 year old kid and feeling my would sure be proud of me if he could happened to be in the Phillipines area of Leyte so many years ago making her

By this time I was getting just “salty” enough that new seafarer dungarees replaced the boot dungarees. I also purchased a set of used garbardine blues with all the neat Hong Kong embroidered work on the cuffs, etc. from another shipmate really needing liberty money. Speaking of liberty, don’t we all remember the Seven Seas locker Club and tatoo merchants of San Diego and a customary trip to Tiajuana, all required San Diego stop offs in your Navy experience.

Another special memory was in April or May, 1966 the Cogswell went to Portland, Oregon for the Rose Festival and parade. This was a special trip to me, very beautiful scenery, and some of the nicest people I have

(Continued on page 15)

Copy of original documents from Joe Marheineke

DD651/A16/MM

U.S.S. COGSWELL (DD651)

C/O Fleet Post Office
San Francisco, Calif.
23 July 1944

Confidential:

From: The Commanding Officer.
To: The Chief of Naval Personnel.

Subject: Combat Service Performed By:

1. While attached to the U.S.S. COGSWELL (DD651)
The subject man has performed the following combat
service while attached to U.S.S. COGSWELL (DD651).

While in a carrier task group participated in the Marshall Island Campaign. Participated in bombardment of enemy objectives in the Marshall Islands on 30 Jan. 1944.

Participated in the strike against TRUK on 16 - 17 Feb. 1944. Participated in AA action against enemy aircraft during the night of 16 -27 Feb.44

Participated in the strike against Marianas Islands on 22 Feb. 1944. Participated in the AA action against enemy aircraft during the period 21 -22 Feb. 1944.

While in a carrier task group participated in the supporting operations during the seizure and occupation of EMIREAU ISLAND, Admiralty Group, 20-25 March 1944.

Participated in the carrier task group strikes against PALAU ISLAND (30 March 1944), YAP ISLAND (31 March 1944), and WOLEAI ISLAND (1 April 1944).

Participated in the AA action against enemy aircraft during the night of 29 March 1944 and 30 March 1944.

Serving outside continental U.S. for more than 60 days, in accordance with ALNAV # 32.

While in a carrier task group participate in the supporting operations during the seizure and occupation by U.S. troops at AITAPE, HOLLANDA, AND TANAMERA (29 April 1944).

Participated in the carrier task group strikes against SAIPAN AND POWAPE (29 April 1944) and in the second strike against TRUK (29 April 1944).

11 June 1944:
While in a carrier task group participated in the supporting operations during the seizure and occupation by U.S. troops of SAIPAN, in Marianas Island.

16 June 1944:
Participated in the AA action against enemy aircraft during the daring daylight attack during which 353 enemy planes were shot down.

20-21 June 1944:
Participated in TASK FORCE 58's first strike against the Japanese Fleet in which the enemy suffered (1) Carrier sunk and (1) probably sunk. (1) Battleship hit, (1) Heavy Cruiser hit, (1) Destroyer sunk and two others hit, and three Tankers sunk.

4-5 July 1944:
Participated in DesDiv 100's Bombardment of GUAM on the nights of 4 and 5 of July 1944.

H.T. DEUTERMANN,
Commanding Officer
U.S.S. Cogswell (DD 651)

USS COGSWELL (DD-651) ASSOCIATION

USS COGSWELL (DD-651) ASSOCIATION BYLAWS

PREAMBLE

We, the former crew members of the Destroyer, UNITED STATES SHIP COGSWELL (DD-651) with the aims of: promoting and enhancing the memory and preserving the heritage of this guardian of freedom, and promote camaraderie, respect, and fellowship among its members, and provide the means by which this camaraderie, respect and fellowship may be continued through the years, and uphold the principles and purpose of good citizenship by dedicating our allegiance to the United States of America and fidelity to its Constitution and Laws, and provide the means by which these aims can be continued throughout the years, do hereby establish, enact, publish and adopt these bylaws for and on behalf of the USS COGSWELL (DD-651) ASSOCIATION.

ARTICLE I -NAME

The name of this association shall be the USS COGSWELL (DD-651) ASSOCIATION. Herein referred to as "THE ASSOCIATION."

ARTICLE 11- PURPOSE

THE ASSOCIATION shall be an unincorporated, fraternal, nonprofit organization, not affiliated with the U .S. Department of the Navy, which has as its sole purpose and intent the scheduling and conducting, at intervals to be determined by its membership, reunions and meetings of shipmates, and the establishment of communication within its membership, all as set forth in the Preamble of these bylaws.

ARTICLE 111- OPERATING YEAR

The operating year of THE ASSOCIATION shall be from January 1 through December 31, each year.

ARTICLE IV -MEMBERSHIP

Full membership in THE ASSOCIATION shall be available to all former members of the ship's company of USS COGSWELL (DD-651) during any period of commissioned service, family members or relatives of former ship's company.

ARTICLE V -OFFICERS

The officers of THE ASSOCIATION shall be: President, Vice President, Secretary and Treasurer. Officers shall be drawn from the membership and elected by a simple majority during the final business meeting at each reunion held by the membership. Officers shall serve until a successor is elected and installed. If an office becomes vacated for any reason, before the next election, the vacancy may be filled by appointment by the President of THE ASSOCIATION.

ARTICLE VI -BOARD OF DIRECTORS

The direction of THE ASSOCIATION shall be vested in the Board of Directors, which board shall consist of the elected officers; two at-large representatives and THE ASSOCIATION past-Presidents. The board members shall be responsible for presentation of items for discussion and member concerns to be brought up at the next scheduled reunion, to the President.

ARTICLE VII -FINANCES

Annual dues for THE ASSOCIATION year or any part thereof shall be at a rate to be determined by the general membership, as required for the financial stability of the Association, except that dues received from new members after November 1st will be credited to the following year. Dues shall be payable to USS COGSWELL (DD-651) ASSOCIATION.

ARTICLE VIII -BUSINESS MEETINGS

THE ASSOCIATION shall conduct general business meetings of its general membership during regular scheduled reunions at which time reports from officers and matters of concern submitted by members and the Board of Directors may be discussed. The general membership meeting shall also include an election of officers and appointment of area representatives, as required. The Board of Directors of THE ASSOCIATION shall conduct no less than one meeting at each scheduled reunion, and such other "called" meetings the President may deem appropriate and/or necessary.

ARTICLE IX -REUNIONS

Reunions shall be scheduled on a regular basis as a means to promote camaraderie, respect and fellowship among THE ASSOCIATION members. Nominations for the dates, frequency, and sites of future reunions will be determined by member surveys. Final selection of inclusive dates and site for the reunions will be determined by the majority vote from the surveys.

ARTICLE X -DUTIES OF OFFICERS

A.) PRESIDENT -The President shall be the Chief Executive Officer of THE ASSOCIATION. He shall be the presiding officer at all meetings of THE ASSOCIATION general membership and Board Of Directors and shall prepare an agenda for each ASSOCIATION general membership meeting. He shall be authorized to sign checks.

B.) VICE-PRESIDENT -The Vice-President shall perform the duties of the President in his absence.

C.) SECRETARY -The Secretary shall maintain an accurate list of members of THE ASSOCIATION. The Secretary shall issue all notices necessary to the membership and shall handle all official correspondence for THE ASSOCIATION as directed by the President. The Secretary shall record the minutes and keep a record of transactions at each general membership meeting and meetings of the Board of Directors.

D.) TREASURER - The Treasurer shall be responsible for the receipt, control, disbursement and accounting of all funds of THE ASSOCIATION. The Treasurer shall render such financial reports as may be prescribed by the President. He shall be authorized to sign checks.

E.) BOARD OF DIRECTORS -A Board of Directors consisting of the elected officers and at-large representatives shall provide advice and consent and direct the business and financial affairs of THE ASSOCIATION as prescribed by the President.

ARTICLE XI -AMENDMENTS

These bylaws may be amended at any scheduled general business meeting by a two thirds (b) majority vote by those ASSOCIATION members present.

These bylaws are hereby approved and adopted on October 19, 2002

(Continued from page 1)



aboard Cogswell. After touring Turner Joy, we boarded a harbor boat for a view of the Puget Sound Naval Shipyard and mothball fleet. Our guide was quite knowledgeable and identified all of the ships present. There were many familiar names, especially among the many aircraft carriers present.

On Saturday, we sampled Seattle, a deluxe city tour. We visited several neighborhoods of the city, then stopped at the Hiram Chittenden Locks and Salmon Ladder to watch some of the hundreds of boats that pass from freshwater Lake Union to saltwater Puget Sound via the locks.

There were a few salmon passing thru the fish ladder that day. After going to Magnolia Bluff, above the Space Needle, we stopped at world famous Pike Place Farmer's market. The guys were hanging onto their credit cards as the women found souvenirs and keepsakes of Seattle.

Several shipmates, and their guests, took advantage of the Seattle location and visited sites in the local area. Several used the ferry system to visit historic Victoria, British Columbia; others visited Mt St Helens, the Oregon Coast; and Northwest areas. That's always a nice feature of our reunions – the chance to see other parts of the U.S.

At the Association meeting on Saturday, new By Laws were adopted, giving some structure to our organization. Adopting By Laws was the culmination of considerable effort by a number of members. Using provisions of the By laws, officers were elected to serve until the next reunion:

**President
Frank Wille**

**Vice President
Pete Daggett**

**Secretary
George Overman**

**Treasurer
Orvil Williams**



George reported on the survey mailed to all members and Charleston was the number one site chosen for the next reunion. A motion was made, seconded, and passed to have the next reunion in Charleston, South Carolina in May 2004. (Subsequent to our meeting, Dick Kiel agreed to be reunion coordinator for the Charleston meeting. He has already chosen a hotel and blocked the rooms.) Block the dates May 20 – 22, 2004 on your calendar for our next reunion. [See page 11]

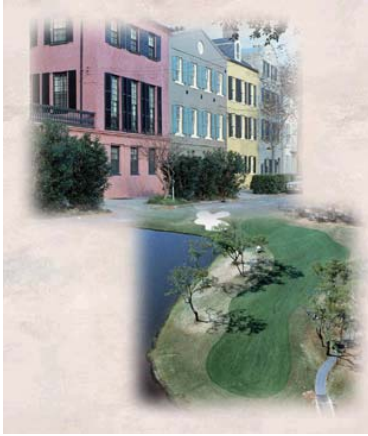
The banquet was a real success. Shipmates and guests mingled in the Inn's dining room which was shut down to the general public for the night. We had an excellent social hour followed by a nice steak and shrimp dinner. Our speaker, CDR Schiffman, Chief of Staff, DesRon NINE provided an insightful look at today's Navy. The room layout made it difficult for everyone to see the video portion of his talk. We learned some lessons which will be incorporated into the planning for the next reunion.

My sincere thanks to Orv & Cheryl Williams who handled the registration and paid the bills, George Overman who provided Cogswell statistics & information and also allowed use of his room as the hospitality suite. Special thanks to "karaoke" Mark Coolidge for all of his help in organizing the reunion activities. Mark brought the supplies for the hospitality room which featured some special local beers. He also provided the PA system and entertainment for the banquet.

A very special thank you to Shad White's widow who donated \$300 to the Association for the reunion. This money was used to upgrade the hospitality room and the appetizers at the social hour.

**10th USS COGSWELL DD-651 REUNION
MAY 20-22, 2004
CHARLESTON SOUTH CAROLINA**

by Dick Kiel



The Clarion Hotel Charleston Airport is located in North Charleston at Exit 209 from Interstate I 26. We have forty rooms reserved at \$79.00 per night plus 12% tax. Included is a full breakfast every morning. The web site address is www.clarioncharleston.com. Rooms have a variety of bed sizes and amenities such as refrigerators and microwaves which are allocated on a first-come-first-served basis. The hospitality room is supplied with ice, cups and napkins and we will supply all drinks and snacks that we want. The distance to the downtown area is twelve miles which is somewhat inconvenient, but the cost of the downtown hotels is extremely expensive and they are not wildly enthusiastic about ship-run hospitality rooms. The telephone number of the hotel is 843-572-2200. The address is 7401 Northwoods Blvd, Charleston, SC 29406. Golf is available and may be arranged through the hotel's activities director. There are restaurants and shopping within walking distance & the hotel has a restaurant and bar. Check in time is 3PM, but the hospitality room should be operational by 10 AM, Thursday 20 May 2004. For the shipmates who were station in Charleston years ago, the hotel area was mostly farm country when they were here!

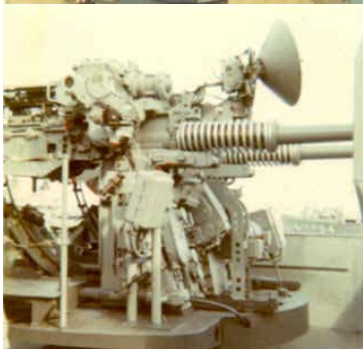


There will be more information about the 2004 reunion in the next newsletters or check online at the



(l-r) LCDR D.C. Meyer (XO), ENS. T. Collier, CDR F.W.Kraft (CO). This picture was taken the day we left for the Silver Anniversary cruise.

The Cogs tied up to a berth in San Diego prior to leaving for the Silver Anniversary Westpac Cruise of 1968.



This is the port 3"50. Taken in 1968.

Pictures compliments of John Seward (RM3, 1968)

THE SECOND CLASS RADARMAN a story by Jerry Tallent (65,66)

The squadron of four United States Navy destroyers was tied up side by-side to a pier at Subic Bay, Philippines. The squadron was about three months into the 7-month deployment. It was a very hot day, and had been raining for several hours. The rain had finally quit, so many of the crew were relaxing on the fan-tail this Sunday afternoon. The U.S.S. Bigguns needed a rest, and so did the crew.

He was walking down the pier carrying his sea-bag on his shoulder. He was spotlessly dressed in his tailor-made blues. Most likely he was burning up from the heat and high humidity, but there was no outward indication of this condition. It was clear from this sailor's gait he had spent many hours at sea, and that he was conditioned by many years of rolling decks. On his arm was the insignia of a Petty Officer Second Class Radarman, with four bright red hash marks for sixteen years of service. It was obvious to all who viewed this scene. This was a "Salt."

The sight of a sailor being transferred was not unusual. Sailors came and went from the many ships in Subic Bay all the time. Most of them would not even deserve a second glance. What set this sailor apart, was the item hanging from his key ring at his waist. It was a "tin coffee cup." Many sailors carried their keys in this fashion, but to see a sailor in his dress uniform, with a tin cup hanging from his key ring was very unusual. It was clear from the first glance, this sailor was different.

After checking in at the quarterdeck, Petty Officer Trackem was taken below to the mess decks. He set his heavy sea bag down, and after removing his dress blue jumper, introduced himself. "I'm Bill Trackem," he said, "and I've been transferred from a tin-can in Norfolk." As he removed his dress jumper, the men could not help but notice that this sailor was covered with tattoos on all parts of his arms. With the formalities over, Petty Officer Trackem quickly filled his tin coffee cup with hot coffee, and immediately began to drink.

Let me ask, have you ever drunk "boiling hot" coffee out of a tin cup? The cup had to be hot enough to burn his flesh, and the coffee for sure would have burnt his throat. Petty Officer Trackem did not blow on the coffee or allow it to cool, he drank it right down, and I don't mean he drank it in a few minutes. He drank it straight down in several big swallows! No sugar, no milk, black and hot.

Those of us who worked with Petty Officer Trackem, soon learned he was an expert at his rate. His watches were always run with efficiency and professionalism. He could spot contacts on the radar scope before most of us could even begin to focus. He conducted the best training, and always had time to help the newest striker. If an extra watch-stander were needed, he would always volunteer. He was well liked by all his men and most of the crew. The only exception was when he sent a young sailor below decks to get him a fresh cup of coffee during the mid-watch. He insisted we go after only his coffee, and return quickly. He wanted it hot, and if you carried more than one cup it might take too long. Petty Officer Trackem did not drink warm coffee. Have you ever carried a "tin cup" of boiling hot coffee up four steep ladders, at night and in heavy rolling seas?

Liberty call was Petty Officer Trackem's downfall. He seldom went on liberty, and mostly just played cards with his shipmates. When he went on liberty, he always returned late. He never left the ship for a few hours, but for a few days. The command somehow tolerated his approach, as he only went on liberty about once a month. The rest of the time he was on self-imposed restriction.

One of Petty Officer Trackem's young seamen, during a long and boring midwatch, decided that if his boss really liked his coffee hot, he would be the one to deliver. He took the now very famous "tin cup" below to get some coffee. Instead of going directly to the coffee urn, he headed to the galley. He placed the tin cup on a hot grill and allowed it to get cherry hot. Using a glove he had borrowed from the welding shop, he quickly filled this glowing tin cup with the hottest coffee available. He then quickly, but very carefully, took the cup to his boss. Petty Officer Trackem did not see the young seaman arrive. After setting the tin cup down, the seaman announced that hot coffee was here.

Petty Officer Trackem grabbed the tin cup, and without a pause or a comment, drank the boiling hot coffee down. His only comment was "its about time you learned how to get my coffee to me hot, from now on you will be the one to go after it, and be sure it's always this hot."

About two years later that Petty Officer Trackem was transferred. He left the ship dressed in his best tailor made blues, with the same "tin cup" hanging from his key ring.

We always believed that wherever this sailor would be stationed, including the hereafter, he would drink his coffee hot!

A Mustang's Hunting Dog

A Mustang retired after 35 years and realized a lifelong dream of buying a bird-hunting estate in Alaska. He invited an old Admiral friend to visit for a week of pheasant shooting. The friend was in awe of the Mustang's new gun dog, "Chief." The dog could point, flush and retrieve with the very best. The Admiral offered to buy the dog at any price. The Mustang declined, saying that Chief was the very best bird dog he had ever owned and that he couldn't part with him.

Six months later the same Admiral returned for another week of hunting and was surprised to find the Mustang breaking in a new dog. "What happened to Chief?" he asked.

"Had to shoot him," the Mustang replied. "Another old shipmate came to hunt with me and couldn't remember the dog's name. He kept calling him 'Master Chief'. . . after that, all the dog would do was sit on his butt and bark."



Words to Ponder:

Give a person a fish and you feed them for a day; teach that person to use the Internet and they won't bother you for weeks.

Some people are like Slinkies ... not really good for anything, but you still can't help but smile when you see one tumble down the stairs.

Health nuts are going to feel stupid someday, lying in hospitals dying of nothing.

Have you noticed since everyone has a camcorder these days no one talks about seeing UFOs like they use to.

Whenever I feel blue, I start breathing again. Why does a slight tax increase cost you two hundred dollars and a substantial tax cut saves you thirty cents?

In the 60's people took acid to make the world weird. Now the world is weird and people take Prozac to make it normal.

Politics is supposed to be the second oldest profession. I have come to realize that it bears a very close

Picture submitted by Marc Steele who served on the Cogswell from 10/67 to 12/68.

“I was on the last WestPac deployment and was a FTG2. My assignment was the Mk. 56 Fire Control System. When I reported aboard in 10/67 Cogswell was in dry dock at Mare Island Naval Shipyard. The ship was in the yard for an over haul. I am enclosing a photo my wife took when she visited me in December '67. This photo was shortly after the ship was floated out of dry dock and I believe before we went out for bay and sea trials. I do remember that when we went out the first time for bay trials the rudder stuck hard over and they had to come get us with a tug.”



**USS COGSWELL ASSOCIATION
DATABASE STATISTICS as of 01/30/03**

By George Overman

Our database contains 3268 names total.

- **Active** = 292—down 6 from last newsletter. (members current active with paid dues—this number continues to decrease each newsletter)
- **Inactive** = 144 - up 5 from last newsletter (have not paid dues for more than two years - search underway to ascertain interest—Doreen Whitlock is working on this list)
- **New** = 61—up 28 from last newsletter mostly through the efforts of **Alice Lincoln**—Orville and Cheryl Williams daughter (new members found who were mailed a membership form, waiting for return—unfortunately many of the old “news” have not sent in their membership forms since last newsletter)
- **Not Interested** = 167—up 2 from last report (shipmates who have indicated they do not have any interest in the Cogswell Association)
- **Not Able** = 11 - down 2—added to deceased (shipmates who are unable to participate for various reasons)
- **Deceased** = 174—up 46. Some names collected at reunion, but for the most part have matched names to the Social Security Death Index to find many of the former Cogswell crewmembers who are no longer with us. (known deceased shipmates)
- **Not Located** = 2482 (largest number in database - we still need help locating.

New members November 01, 2001— May 05, 2002:

Name	Rate	Years	Current Location
Morely Baker	WT1	43p-45	Princeton, WV
John Egan	RD3	64-66	Safety Harbor, FL
Carl Fairfield	LTJG	61-63	Arcata, CA
Donald Hewkin	YN3	55,56	Palawan, PHIL
Brent Hill	GMG3	60-63	Layton, UT
Robert Gill	IC2	67,68	Goodyear, AZ
Orval Mills	MM1	61-65	Goose Creek, SC
Charles Scott	Family member		Newburyport, MA

*p=plankowner

Once again a special thanks to **Alice Lincoln** for finding **37 new crewmembers** since our reunion in Seattle. This is a great accomplishment and serves as an example for others to follow. I am always looking for volunteers to help locate our missing crewmembers.

Known Deceased since May, 2002

The majority of the names on this list were compiled by matching names in our database with the Social Security Death Index on the Internet. This task is not complete as I have only gotten through half the alphabet.

ANDRES	JACK	43	Plankowner
BASKA	EUGENE	53,54,55,56	
BLACKBURN	ROLAND	43	Plankowner
BORDEAUX	JUDE	68,69	
BRATTON	CARL	43,44,45,46	
CAMPBELL	JOHN	66,67	
CHAFFEE	WESLEY	43,44	Plankowner
CHAMPION	KENNETH	43	Plankowner
CORT	ROBERT	43	Plankowner
DAINO	JOHN	43,44,45	
DIVISH	GEORGE	43	Plankowner
DOMINIK	WALTER	44	
DOUVARJO	JACK	43	Plankowner
DRESSEL	LEVI	44	
DRIVER	MILES	45,46	
DROUIN	ROBERT	43	Plankowner
DRUMMATTE	JOHN	45,46	
DUKAUSKAS	CLARENCE	43	Plankowner
DYCHES	ARCHIE	59,60	



(Continued from page 6)

ever met while in uniform lived in Portland, Oregon. They were so nice to us and I have a special fondness in my heart to this day for the reception we received from that city that weekend. It was a time when service men were not always welcome in uniform in many areas and this was a welcome treat for me.

One chief, Chief Machinist Mate Milne, remains in my memory to this day. He was the perfect example of a “Navy Chief Petty Officer”. He had a paunch, gray hair, and a mustache that was perfectly groomed along with the customary tatoos that generally come with long years of naval service aboard grayhounds of the sea. In his dress blues, red hash marks almost to the crow, his chief’s hat on at a jaunty angle, he certainly conveyed the dignified and confident image of a man of the sea who had traveled many miles of ocean, visited many ports, and was Navy through and through. During the little time I was in his presence in main control he was the leader who never had to be harsh to get the job done, as his men never wished to disappoint him always holding him in high regard.

We also had some not so fun jobs as snipes; like helping the BT’s on rebricking boilers. There was always an occasion for bilge diving, etc. but my short time aboard the COGSWELL was an overall educational and very memorable and positive experience. I was soon off to “A” school and the next time I was to see the COGSWELL was in 1968 as I remember, in Pearl Harbor, Hawaii. I was now stationed aboard the USS DAVIDSON DE-1045, another good ship filled with good shipmates and many memorable experiences. The latter 60’s were definitely a special and turbulent time to be in the military, but is was also very exciting time in American history.

About a year ago I made a trip through Baton Rouge and naturally took my wife aboard the USS KIDD, another Fletcher class destroyer. It is remarkable the great job that has been done in preserving her. I took my wife through the galley and mess decks, etc. reliving those experiences of many years ago. I even got to make a special tour of the engineroom to show my wife how we worked and lived. Down in the after crew’s quarters other sister ships are recognized and honored in special display cases. Among those in the line of Honor is our ship, the USS COGSWELL DD-651.

May she and our shipmates always remain alive in our memories and in our hearts and may future generations say proudly, “My grandad was a destroyerman. Yes, he served aboard a grayhound of the sea.”

(Continued from page 14)

EDGAR	LEO	44	
EFRON	HARRIS	45,46	
FAUCHER	IVOR	43	Plankowner
FERGUSON	SHEARL	43,44	
FIGORSKI	BOLDY	44	
GANLEY	JAMES	51,52,53,54,55	
GOUDREAUL	HENRY	43,44	
GRANT	JAMES	69	
HAWLEY	LAWSON	43	Plankowner
HENISER	CARL	44	
HOGENTOGL	HOWARD	69	
HUNDLEY	NOBLE	44	
JAKACKY	WILLIAM	43	Plankowner
KOERSCHEN	JOHN	45,46	
LANFORD	WALTER	43,44,45	Plankowner
LANGDON	GREG	44,45	
LINDLEY	KENNETH	43	Plankowner
MARES	JOSEPH	43	Plankowner
MCCOREY	EDWIN	46	
MRAK	ARTHUR	43	Plankowner
NICOTERA	LOUIS	43	Plankowner
SCHMIDT	GILBERT	56,57	
SHUGHART	JAMES	60,61	
SOMMERS	RICHARD	43,44,45	Plankowner
THOMPSON	RONALD	51,52,53,54	

Schedule Of Tin Can Sailors Events

<http://www.destroyers.org/>
 (Tin Can Sailors Hosts the Cogswell Web Site)

April 5, 2003	New Jersey Bull Session, Holiday Inn, Jamesburg, New Jersey
April 10-13, 2003	USS KIDD (DD-661) Field Day, Baton Rouge, Louisiana
April 25-27, 2003	USS EDSON (DD-946) Field Day, New York, New York
April 26, 2003	Pacific Northwest Bull Session, Holiday Inn Seattle North/Everett, Everett, Washington
May 2-4, 2003	USS EDSON (DD-946) Field Day, New York, New York
May 16-18, 2003	USS JOSEPH P. KENNEDY JR. (DD-850), Field Day, Fall River, Massachusetts
May 24, 2003	Texas Bull Session, Fredericksburg Inn & Suites, Fredericksburg, Texas
May 24, 2003	Upper Mid-West Bull Session, Park Plaza Hotel, Oshkosh, Wisconsin
May 31, 2003	Midwest Bull Session, Park Inn Regency Lodge Omaha, Omaha Nebraska
July 19, 2003	Pennsylvania/Delaware Bull Session, Doubletree Hotel, Wilmington, Delaware
August 24-28, 2003	Tin Can Sailors National Reunion, Portland Marriott Downtown, Portland Oregon
September 18-21, 2003	USS THE SULLIVANS (DD-537) Field Day, Buffalo, New York
September 25-28, 2003	USS LAFFEY (DD-724) Field Day, Mt. Pleasant, South Carolina
October 4, 2003	New England Bull Session, Four Points Sheraton, Burlington, Massachusetts

Oh What a Beautiful Morning

Submitted by Mike O'toole

The recent publication [last newsletter] was of much interest to me re the log that was kept and brought back memories... especially of our participation on the Truk episode...I will always remember that particular day...because on the morning of the event...we had been at General Quarters for two nights and days...and I was asked to go down to the mess hall and bring up some sandwiches for the crew on the bridge...and when I went below...there was a song playing on the system...that I have always associated with that moment in time....they were playing...."Oh what a beautiful morning....Oh what a beautiful day".... and I have never heard that song since without thinking of a day in time that could have been our last day on earth....

A LITTLE RUST CAN GO A LONG WAY THE DAY THE MAST FELL

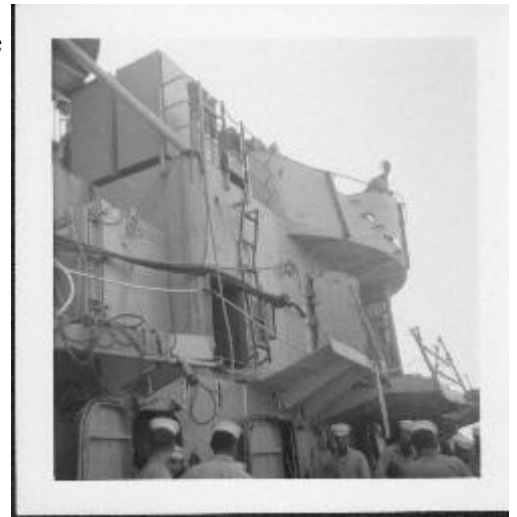
submitted by Norm Galloway

Pictures were taken a few days after Nov. 18th 1959, which is the date the incident happened. We continued on to Sasabo, Japan for repairs. #1 is a picture of the portside 3 in. guntubs and the 01 level deck that was ripped up like it was made of paper.

#2 is of the life raft stowage rack, that used to be on the 01 level.

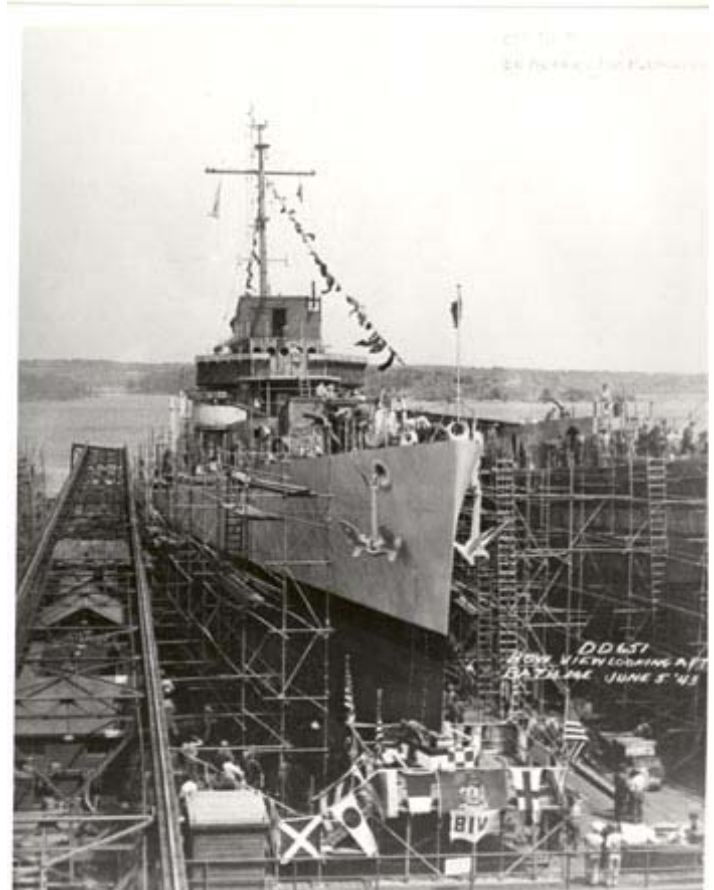
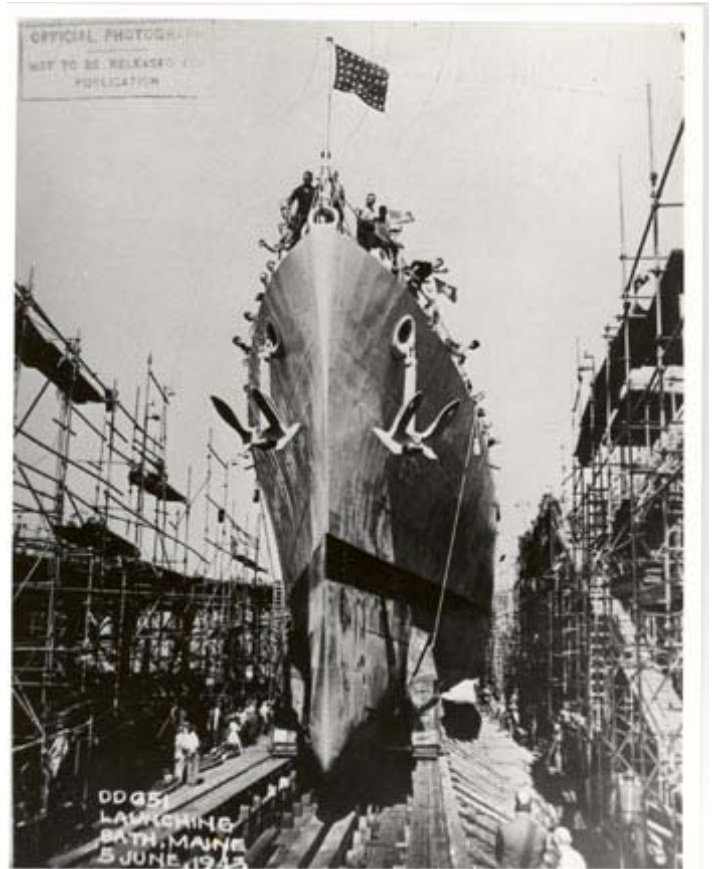


#3 is misc. material broken lose on the main deck. I believe larger object is a big reel of line . We also had a couple of oxygen bottles that got lose from their rack, fortunately they didn't break the valves off. You may already know the story about this, but basically what happened was a big wave hit the ship from the starboard side and rolled us over to port side, I heard it was around 58 to 60 degree roll. Then another wave hit us from the port side and righted us back up, the one that righted us did most of the damage.



January 2003

The following photos were submitted by Charlie Scott, grandson of Carl Rogers. They were taken in 1943 at the Bath Iron Works.



11 June through July 3, 1944:

Operated with a task force conducting and holding strikes on TINIAN, PACAN, ROTA, AND GUAM during the invasion of Saipan.

26-27 July 1944:

In company with Carrier task groups took part in the air strikes on Japanese held Palau, Yap, Woleai and Ulithi.

4-5 August 1944:

As part of a Carrier task group took part in air strikes against Japanese held IWO JIMA and CHICHI JIMA. Came in contact with a Japanese task force 400 miles from Japan. In this battle the U.S.S. COGSWELL sank one Cruiser and assisted in the sinking of one Jap Destroyer. The entire Japanese Convoy was annihilated.

7 September 1944:

In company with a Carrier task unit took part in air strikes against Japanese held Palau Island.

9-10 September 1944:

As part of a Carrier task group took part in air strikes against Japanese held Mindano Island in the Philippines. (12-13-14) September took part in a series of air strikes against objectives in the Japanese held Philippines.

17-18 September 1944:

As part of a Carrier task group took part in air operations in support of the seizure of the Southern Island of the Palau group.

21-22 September 1944:

As part of a Carrier task group took part in the air strikes against Jap held Manila Bay area in the Philippines. (24 Sept. 1944 took part in a second strike against the Philippine group.

10 October 1944:

As part of a carrier Task Group took part in air strikes against Japanese held Islands of Okinawa in Nansai Shoto.

13-13 October 1944:

As part of a Carrier Task Group took part in a series of air strikes against Japanese Island of Formosa and in a subsequent 2 days attacks by enemy planes on the Task Group.

14-17 October 1944:

Together with three other destroyers left the battle area to take two damaged U.S. Ships back to safety. Although sighted & continuously attacked by Japanese torpedo planes for three days and three nights, shot down the enemy aircraft & proceeded to take the U.S. Ships to safety.

19-24 October 1944:

As part of a Carrier Task Group took part in support in air operations covering the assault and occupation of Islands in the Visayans in the Philippines Group.

25 October 1944:

As part of a Cruiser and Destroyer task Force, contacted & engaged the enemy fleet. Assisted in sinking of a Japanese Cruiser, in which the U.S.S. COGSWELL made a daring torpedo attack.

27 October 1944:

As part of a carrier task group held air strikes against Leyte, supporting U.S. Troops.

3-10 November 1944:

As part of a small task group retiring from Philippines, helped crippled Reno (Cruiser) to Ulithi.

-----*****Continued*****-----

25-26-27 Nov. 1944:

As part of a carrier task group held air strikes against Manila Bay.

14 December 1944:

As part of a Carrier task group held air strikes in the Philippines.

15-16 December 1944:

As part of a Carrier task group held strikes on Mindoro while U.S. troops invaded Mindoro.

30-31 December 1944:

As part of a Carrier task group held strikes against Formosa and Luzon prior to invasion of Luzon.

3-4 Jan. 1945:

As part of a Carrier task group held air strikes on Formosa Jan. 6-7 held air strikes on Luzon.

9 Jan. 1945

As part of a Carrier task group entered the China Sea, held air strikes on Formosa while U.S. troops invaded Luzon.

10 Jan. 1945:

As part of a Carrier task group while in the China Sea held air strikes on Saigan, Cape St. James Cameron Bay.

12-14 Jan. 1945:

As part of a Carrier task group while operating in the China Sea held air strikes on Hong Kong and Canton, China.

16-17 Jan. 1945:

As part of a Carrier task group while operating in the China Sea made air strikes on Luzon and Formosa. 19 Jan. air strikes on Luzon.

20 Jan. 1945:

While passing through Balinlang Channel out of the China Sea, was under heavy enemy air attack.

21 Jan. 1945:

Air strikes on Formosa and Okinawa, enemy air attack, Ticonderoga hit by aerial bomb at 1215: hit again at 1245 by suicide plane. Destroyer Maddox hit by suicide plane. During the day 245 enemy planes were shot down.

22 Jan. 1945:

Retiring to Ulithi with crippled ships.

CHDR. H. T. WORTERMAN
HAVING COMPLETED HIS TOUR
AS CAPTAIN OF U.S.S. COGSWELL
WAS ASSIGNED "HONORARY"
COMMANDER AND PROMOTED
TO RANK OF CAPTAIN
THIS COMPLETED HIS
ACTION REPORT.

January 2003

**U.S.S. COGSWELL DD-651
ASSOCIATION**

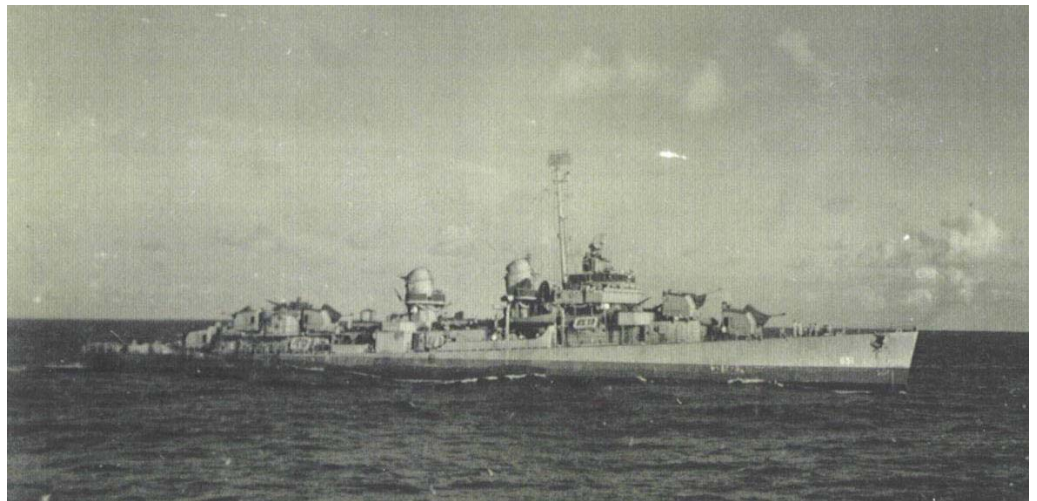
George Overman
P.O. Box 28597
San Diego, CA 92198

We're on the web

Hosted by Tin Can Sailors

<http://www.destroyers.org/uss-cogswell>

<http://www.destroyers.org/>



USS COGSWELL DD-651—1944
Courtesy Joe Marheineke