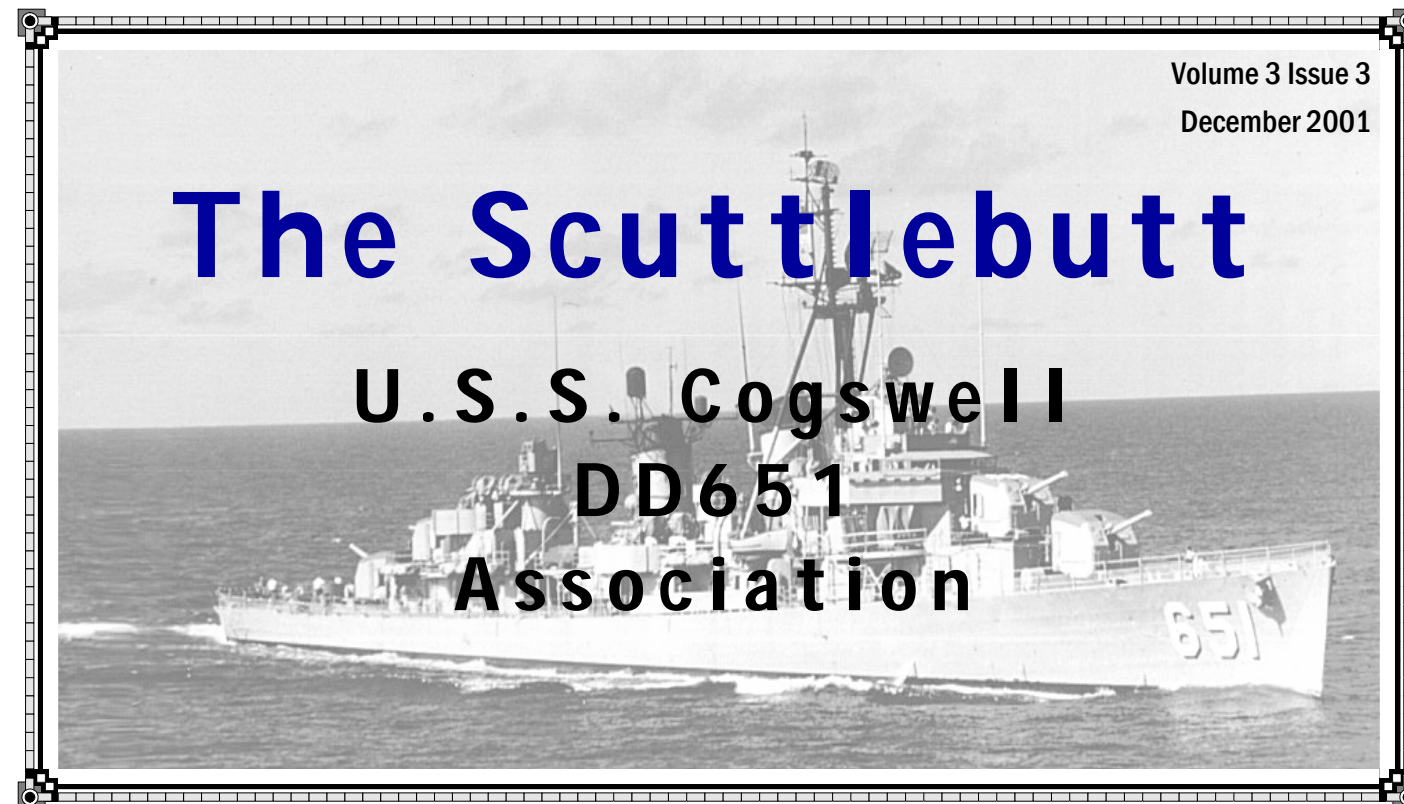


**U.S.S. Cogswell DD651  
Association**  
George Overman  
P.O. Box 28597  
San Diego, CA 92198

Mailing Label



## Reunion 2002, Seattle

**M**ark your calendars! Start making vacation plans now! The next reunion of the USS Cogswell Association will be:

**Seattle, Oct 17-19, 2002.**

Seattle is an exciting place to visit. There are plenty of things to do, great scenery, and it is a gateway to many other exciting places. We are planning 2 or 3 scheduled tours with the opportunity to do several individual tours yourself. Come to Seattle but plan to spend time in the Pacific Northwest. Here are a few of the many possibilities:

- Victoria BC = old world charm only a ferry ride away
- Mt Rainier = one of the tallest volcanic mountains in North America
- Mt St Helens = erupted in 1980, visit the impact area
- The Space Needle & Seattle Center = Seattle's signature attraction
- Olympic National Forest = a true rain forest only hours away
- Puget Sound & San Juan Islands = several islands are worth visiting

2002 is the Centennial Year of the Destroyer – 100 years serving our country. We will have special activities to commemorate this occasion.

Reunion, Seattle, Destroyer Centennial = 3 good reasons to be in Seattle in October of 2002.

So, add a few days to your schedule and plan to enjoy the visit to Seattle. Your reunion committee can help you plan your stay and enjoy your visit.

## USS Frank Knox Salvage By Orlie Baird

**I** was asked to write an article for the Newsletter about USS Cogswell's role in the Frank Knox salvage operations. That covers a lot of territory, so I will try to provide an overview of events as they come to mind. And since I am just using my "memory bank" (a fairly fragile creature at best) please forgive me if your memories conflict with my version. Also, since all hands were involved, I will refrain from mentioning names, as I would have to mention so many that this article would go beyond the word count George allotted me.

During Cogswell's overhaul in the Long Beach Naval Shipyard, we spent some time in the dry-dock with the Frank Knox, and so built up a fairly close rapport with her. Then, a few months later as Vietnam went critical, we steamed in company with the Knox in a Destroyer Flotilla that took a great circle route from San Diego to the Philippines.

After spending about 45 days at sea (mostly "chasing" the carrier USS Independence around Yankee Station off Vietnam, we spent a few days in Subic Bay, and then a couple days of independent ship exercises prior to our scheduled visit to Hong Kong. These plans were disrupted by dispatch orders diverting us to Pratas Reef, where there was a considerable effort ongoing to try and free the USS Knox, which was hard aground. For some time USS Knox had resisted all efforts to free her.

*(Continued on page 3)*

USS Cogswell from deck of USS Hornet, 1944



**We're on the web**  
<http://www.destroyers.org/DD651-Site/DD651.htm>  
<http://www.destroyers.org/>

## Captain Orlie G. Baird



Captain Orlie G. Baird entered the Navy in March 1943. After boot camp and radio technician's school he served in the South Pacific in LCC-48 and USS ALCYONE as a radio technician. In 1945 he was selected for officer training and entered NROTC. In 1949 he graduated from the University of Michigan with a B.S. in Physics and was commissioned as an Ensign in the U.S. Navy. Sea duty billets after commissioning included duty as CIC and Electronics officer of the USS @PANGLE@R DE-696, in commissioning and as Operations Officer of the USS HARVESON DER-316, and as Commanding Officer of the USS LORIKEET MSC(O)-49. During 1955-56,

Captain Baird completed the Command Communication Course at the Naval Post Graduate School, Monterey, California. He then served for two years on the Staff of Commander in Chief, U.S. Pacific Fleet in Pearl Harbor, Hawaii. In the summer of 1958, Captain Baird was ordered to the USS ROCHESTER CA-124 as Communications officer. In 1959 he became the Executive Officer of the USS RUPERTUS DD-851, a unit of DESRON 3, which became the first U.S. destroyer squadron to be homeported in Yokosuka.

Captain Baird completed the Command and Staff Course at the Naval War College in Newport, Rhode Island during 1961-62. He was then ordered to OPNAV where he served in the Operations and Readiness Division of the Assistant Chief of Naval Operations for Communications. While serving in OPNAV he received his Master of Arts degree in International Affairs from George Washington University. In June 1964 he assumed command of USS COGSWELL DD-651 and in January 1966 he became Commander, Escort Squadron FIVE.

Upon graduation in 1968 from the Naval Warfare Course at the Naval War College, he became the Assistant Chief of Staff for Operations and Readiness at the Naval Communications Command, Washington, D.C. In September 1970, he joined the fitting out crew of USS MOUNT WHITNEY (LCC-20) and was the commanding officer of this new class of Amphibious Command Ship until January 1971. He attended the defense Language Institute, East Coast (French language student) prior to reporting as Commanding Officer of the NAVAL COMMUNICATION STATION MOROCCO. In 1975 he reported to the Staff of the Commander in Chief of the U.S. Pacific Fleet as Fleet Communications Officer.

He retired from active duty on 1 August 1977, and has made his home in San Diego since. He received his MBA degree from San Diego State University before entering the work force, and retired from the "active work force" in 1991.

He is married to the former Gaynor M. McDonald of Victoria, British Columbia, and in 1999 they celebrated their golden wedding anniversary. They have two children: Gordon Baird and Karen McKinley, both of whom also make their home in San Diego with their families, for a total of six grandchildren.

## To contact The USS Cogswell Association:

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 (Moved, I don't have his addr yet)  
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## USS Cogswell Association New Jersey, 2001 Reunion Report

45 members, including 14 Plankowners, attended the Cogswell reunion in Atlantic City, July 26 thru 28. It was exciting to see so many former shipmates and swap sea stories. It was especially nice to talk to the Plankowners and World War II veterans and to hear their stories. John Huber was coordinator for the Atlantic City reunion and he did an excellent job of putting together all of the activities. He did such a nice job, we let him be Master of Ceremonies for the banquet!

Atlantic City has an interesting history, including the Boardwalk and the Miss America pageant. We even used the Miss America headquarters hotel as the reunion hotel. Most everyone stayed away from the casinos but there were scattered reports of winnings (no reports of losses although I suspect there were some).

An interesting sightseeing trip went to historic Philadelphia where we had toured the cruiser USS Olympia, Dewey's flagship during the Battle of Manila Bay. While this was an impressive ship, everyone agreed that they were glad the Cogswell had bunks and not hammocks. Tied up to the Olympia was an old diesel submarine. A quick walk thru of it reminded everyone how small the hatches were on a submarine. After the ships, we visited Independence Square and the Liberty Bell (it's a repair, not a crack, we learned of the split down the front). We ate authentic Philly sandwiches and had a nice bus tour around the city. All of the history here really makes you stop and think and reflect on the sacrifices of our forefathers.

The Cogswell Association met on Saturday

and made the following decisions:

1. The Executive Committee was reelected to serve another term.
2. Orvil Williams agreed to assume the duties of Treasurer. (The Association said a hearty "Thank You" to Jim Touse who served as Treasurer for many years. Thanks again, Jim)
3. We agreed to make a \$200 contribution to the Tin Can Sailors Association. They manage a Web Site with information about all destroyers, including information about upcoming reunions.
4. Seattle was proposed and accepted as the site for the next reunion in October 2002. See Article.
5. Efforts will continue to locate former shipmates. George Overman will manage the list and coordinate.
6. We agreed to use Association funds to buy drinks for all Plankowners at the banquet. We considered other forms of recognition but this seemed the most expedient.

John Huber was the Master of Ceremonies at the banquet. Following introductions and a few sea stories from others, John read from a journal (diary) that he kept while aboard Cogswell. We learned that radar picket duty off Okinawa was hazardous duty – the kamikazes were active and ships were sunk or disabled frequently. A sister ship (USS Porter) was sunk during this campaign. John also shared other stories that were fascinating to hear.

### *The Cogswell history books were prepared by John Barwinczok*

Book one, which contains approximately 40 pages, is filled with interesting facts about the Cogswell and costs \$25. Book two contains about 95% of book one plus many articles given to John by other shipmates. Book two contains approximately 80 pages and costs \$25. Both books can be purchased for \$40. Prices include shipping. Make checks payable directly to John Barwinczok and mail to him at

25 Leavenworth Ave  
 Auburn, NY 13021-4552

Book One # \_\_\_\_\_ Total \$ \_\_\_\_\_

Ship to: \_\_\_\_\_

Book Two # \_\_\_\_\_ Total \$ \_\_\_\_\_

Both # \_\_\_\_\_ Total \$ \_\_\_\_\_

(Clip on dotted line)

## the editors 2 ¢:

The New Jersey Reunion was not as well attended as I had hoped it would be but more folks showed up than I had anticipated so I was actually pleased with the turnout. (How's that for a convoluted thought) There were 45 members but there were about 100 folks at the banquet... maybe more... wives and sons and daughters perhaps even a significant other or two... it was an experience I won't forget.

Like most "Tweeners" and Viet Nam Era vets I was really impressed with Mr. Hubers Journal... I wish I could reprint it here (Edited for a family audience). I had never heard a first hand account of what it was like in the Pacific Theater during WWII. Our experiences were a Princess Cruise compared to what they went through. It was a very sobering recitation, too bad you all couldn't have heard it... I am serious about getting my hands on a copy of that Journal John.

I was expecting Atlantic City to be like Las Vegas, boy was I off base. Atlantic City has a History that goes back to the first Boardwalk built almost 150 years ago. It's not Vegas... some of the casino owners may be trying to emulate it but they fall short, I think they actually just don't get it... The people were very nice, everyone there had that Jersey scowl but they all bent over backwards to help when you asked for it. It was a pleasant experience.

### Suggestions for the ex-sailor who misses the "good old days" --

- Sleep on the shelf in your closet. Replace the closet door with a curtain.
  - Six hours after you go to sleep, have your wife open the curtain, shine a flashlight in your eyes, and mumble "Sorry, wrong rack".
  - Renovate your bathroom. Build a wall across the middle of your bathtub and move the shower-head down to chest level.
  - When you take a shower, make sure you shut off the water while soaping.
  - Every time there's a thunderstorm, go sit in a wobbly rocking chair and rock as hard as you can until you're nauseous.
  - Put lube oil in your humidifier instead of water and set it to "High".
  - No TV, watch 15 year old movies in the middle of the night.
  - Have your family vote on which movie to watch, and then show the one you want to see.
  - Leave the lawnmower running in your living room 24 hours a day for proper noise level.
  - Have the paperboy give you a haircut. Buy a trash compactor and only use it once a week. Store up garbage in the other side of your bathtub.
  - For a midnight snack, have a peanut butter and jelly sandwich on stale bread, if anything.
  - Make up your family menu a week ahead of time without looking in your food cabinets or refrigerator.
- (More of these next time)

On to Seattle... I am anxious to get up there, my son lives across the bay in Gig Harbor and I haven't been up to see him yet, so this will likely turn into a family vacation. I was in Seattle in 1962 for the Worlds Fair... I was 18... the very next thing I did when I got back to Milwaukee from that trip was to join the Navy. I thought I was going to go fight Castro... silly me.

I have heard from "Our Supreme Leader" Frank Willy and preparations are already under way, it will be a good show. FYI; Mark Coolidge lives up there so all you "Party Animals" should give him a call or drop him a line to set up a Night on the town...

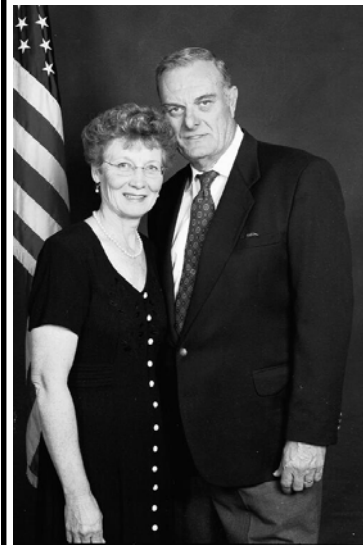
Pete Daggett, Flunky

### Moved or Moving?

Make sure you send one of those change of address cards from the U.S. Post Office to our database custodian. We need to keep your address current so you will not miss any of the important information mailed to our members. Mail the form to:

P.O. Box 28597  
San Diego, CA 92198

### Introducing the Don Miller Shipmate Locator Program



With over 2400 of our shipmates remaining to be located, the executive committee is introducing the above named program. This program is named in honor of Don Miller who served as the Cogswell DD-651 Association President for many years. Don alone, is responsible for locating hundreds of our now current members. This program is designed to reward individuals who search for and locate our missing shipmates.

Everyone is eligible to sign up for this program and we encourage people to check with friends, neighbors, children, grandchildren, etc. Your grandchildren or great grandchildren can earn money along with other activities for class field trips or other projects.

If you are interested please contact the plan administrator, George Overman, for more details. His e-mail address is [uss-cogswell@destroyers.org](mailto:uss-cogswell@destroyers.org) or telephone George at (760) 721-5730. A brochure has been prepared to explain the program.

(Continued from page 1)

We steamed smartly from Subic Bay to Pratas Reef, and reported directly to the Admiral in command of salvage operations. There were a lot of ships (primarily support ships such as tugs and repair ships) already there, and had been for some time. The Admiral gave us an update of the situation over the primary tactical net (PriTac) and indicated that he planned to use USS Cogswell to make waves to cause the Knox to move up and down as the swell from our wake reached her, and so enable the tugs and beach gear pulling from the Knox's forecastle (added to efforts from her own screws) to get her to move and so allow her to be pulled free. Some years back, when the battleship USS Missouri went aground off Norfolk, Virginia, this was one of the actions taken to help re-float that ship. Cogswell's task was to make maximum speed on a course that would bring us as close to the Knox as possible (while avoiding the shoals which brought Knox to grief). Since high tide was about an hour after midnight, this was when our runs were to be made. The Admiral asked for our comments, and I asked to make some trial runs at relatively slow speed to get the "lay of the land" during the remaining daylight hours while we could take advantage of a very few visual navigation references.

After completing our test runs, we dropped the hook and had a meeting of officers and petty officers that had key roles in the forthcoming drill to lay out our strategy for a pretty hairy operation. As a personal check off list, I tried to think of the questions I would have to answer at a court martial if something went wrong, and then take steps to make sure those things were covered. I was particularly thankful that Cogswell had a great crew who were well shaken down by the extensive steaming and gunnery work we had been conducting off Vietnam. Every station manned was very important in this coming evolution, from special sea detail personnel on the focsle poised to drop the anchor (and run) to the watch in steering aft a ship-length away, but ready to take steering control if anything went wrong with our regular steering system.

About midnight USS Cogswell set the special sea and anchor details, and started to build up speed to make our runs. What made it particularly tough for the navigation team was that there were almost no visual references to use in getting quick and continuing fixes required in such dangerous waters. Fortunately we could use the USS Knox (well lit up and not moving) as both a visual and radar reference point. The first night, the Admiral had said that speeds of about 28 knots would be sufficient, so we only kept two boilers on the line for those runs. It was scary going, as while we steamed at flank speed down the course, you could look astern toward our starboard quarter and see white foam from our wake boil up over the nearby reef less than a thousand yards on the beam. The Admiral was definitely tracking our efforts, as on the first run he got on PriTac and warned us that it looked like we were getting too close to the reef. However, our Navigation team was comfortable with our track (although the term comfortable is definitely a misnomer) so we continued on.

Frank Knox did not get off the reef that night and after a few runs (and with the tide level dropping), the Admiral called off the drill until the next night. He was very positive, telling us that the Frank Knox had moved a bit, and almost get free, and then asked if we had any comments. After the excitement of running at high speeds that close to reefs that were not visible, and having had the Admiral start us off about midnight with the admonition: "Broadside, we have one destroyer on the rocks already, and I don't want another there. Acknowledge!" I did something quite uncharacteristic by rejoining with: "This is broadside. No recommendations, but one comment. I'm glad it's so dark, because if I could see what I was doing, I wouldn't have the guts to do it." There was a long pregnant pause, (during which I thought I had bought the farm with my sarcastic remark), then a "roger out" from the Admiral.

The salvage team on the Knox made some adjustments to their gear, and also had divers cut off the sonar dome which was literally clinging to the reef, and we started in again early the next night. This time we had four boilers on the line, and really screamed down the course past the Knox. As we started our turn to take position for the next run, various radio circuits came alive, attesting to the fact the Knox was moving and coming off the reef. We delayed setting up for the next run and soon the word came that further runs were not needed. The Admiral was very generous in his praise of our part in the salvage ops, and when I asked to be released, was quick to grant the request. Since we had four boilers on the line, and had already lost a couple days of our scheduled Hong Kong port visit, it seemed to be a proper time for a "high speed engineering trial" en route Hong Kong, and made it so. Definitely a tad over the normal 15 knot SOA (Speed of Advance) stipulated for such travel, but no one called us on it. I owed that to a great crew that had just done a superb job in a dangerous evolution that involved the considerable skill, teamwork, and attention to detail of all hands.

Some time later, when USS Cogswell returned to Subic Bay, the Admiral who had been in charge of USS Knox Salvage Operations was there, and was also the Senior Officer Present Afloat (SOPA) in that port. When I made my required call on him, he spent quite a bit of time praising Cogswell's role in the USS Knox salvage operations, and noted certain things that had occurred. He stated that he had been directed to recommend which (of rather dismal) options should be taken, such as cutting up and scuttling the Knox, if they couldn't get the Knox off in a few more days. He also fondly reminisced that since it was a clear dark night when Cogswell made her high speed runs, he could the light of an early space shuttle hurtling by in the sky, and below it and seeming to be racing the shuttle was the Cogswell, with a large amount of black smoke billowing out of the stacks. As a destroyer man, I immediately became defensive, noting that we had not been able to clean firesides for some time, since we had been steaming almost steadily since arriving in WESTPAC, but our engineering gang had still definitely cranked out the necessary turns when we needed them. But the Admiral hastened to assure me

(Continued on page 5)

## USS COGSWELL ASSOCIATION DATABASE STATISTICS as of 11/2/2001

*Our database continues to grow; we now have  
3258 names total.*

*These statistics are as of 11/02/01.*

- **Active** = 329 (members current active with paid dues)
- **Inactive** = 103 (have not paid dues for more than two years - search underway to ascertain interest)
- **New** = 23 (new members found who were mailed a membership form, waiting for return)
- **Not Interested** = 166 (shipmates who have indicated they do not have any interest in the Cogswell Association)
- **Not Able** = 11 (shipmates who are unable to participate for various reasons)
- **Deceased** = 126 (known deceased shipmates)
- **Not Located** = 2500 (largest number in database - we still need help locating.



### New members since January 01, 2001:

Ivian C. Smith	Laneview, VA
James L. Reed	Helendale, CA
Charles Bailey	Garland, TX
John Seward	Kalamazoo MI
Leon Lassiter	Lowndesboro AL
James Brush	Leander TX
Jay Hardy	Anderson SC
Carl Oliveira	San Francisco CA
Eugene Baska	Kansas City KS
Maurice Rollins	Bellingham WA

### Known Deceased since January 01, 2001

Robert Osborne  
Joseph Gearin  
Fernand Racine  
Donald Ryer  
By George Overman

*We thought we should share this letter with the  
association:*

## TIN CAN SAILORS, INC. The National Association of De- stroyer Veterans

President  
*Thomas J. Peltin*

Vice President  
*George T. Moore*

Treasurer  
*Owed F. Hayes*

October 31, 2001

Jim  
USS Cogswell (DD-651) Association  
135 Indiana Court  
Hillsdale, MI 49242

Dear Jim:

Thank you far your letter and the most generous \$200 check from the USS Cogswell Association. I apologize far not, responding more promptly.

The support by reunion groups of the Historic Fleet has been roast gratifying. Those ships serve as memorials to all destroyers and all who served aboard them so it is fitting that we assist them. Please extend n my appreciation to your DD-651 shipmates far this donation.

We are pleased to be able to host the Cogswell web site. We hope it serves to bring in new recruits far you as well as to tell the world about your fine ship.

Thanks again far writing, for the contribution, and far your support of Tin Can Sailors.

Sincerely,

**Tom,**  
Thomas J. Peltin

PO Box 100 \* Somerset, A 02726 [www.destroyers.org](http://www.destroyers.org)  
(508) 677-0515 \* (508) 676-9740 [fax]

## USS Knox—Another Perspective

By Richard D. Duffy

October 19, 2001

I don't really know where to start. So I'll just ramble on. I was a first class machinist mate in charge of the forward engine room. At the time of the grounding 0235, 18 July 1965, I was Engineering Officer of the Watch. We were on our way to Taiwan for our first R&R since deploying from San Diego on 4 June 1965. We were steaming at 16 knots when we came to a sudden stop. Location was 20deg 36'N, 116 deg 49.3' E on Pratas Reef. Pratas Reef is located about 180 miles SE of Hong Kong 425 miles north of Subic Bay, R.P. and 240 miles SW of Kaohsing, Taiwan.

Why Salvage. The Frank Knox was a Radar Picket Can of the long-hull DD-692 class with the Value of the electronic suit - - undamaged by the stranding - - was well over \$15 million at that time.

What damaged her so badly. When we ran aground the damage was minimal. the Sonar dome and the pit sward was ripped off and the propellers were damaged. Over the time from 18 July to the wave from the Cogwheel on 24 Aug we had suffered through 3 typhoons. The first typhoon "Gilda" hit after the first pull had been made on 20 July. We had moved aft about 12 feet. To get that 12 feet we had removed all ammo, fuel and water from the forward part of the ship. This had been put on a army barge that had been brought along side. Typhoon Gilda provided us with winds of 30 knots and swells of 10 to 12 feet. This is when the hull was badly damaged. The forward engineering spaces flooded the waterline and were abandoned at about midnight.

WE now had one boiler number 4 , one 4000 gpd evaporator, number 2 ships service generator. The boiler was salted up badly. The forward emergency diesel generator was providing vital power the forward areas of the ship. Casualty power was rigged to provide power for additional vita services forward. We had to have chow you know and the galley was forward so we rigged casualty power. The PRAIRIE fabricated several large tanks of about 150 gallons that was used to transport boiler feed water to the Knox vie helicopters of the IWO JIMA. we are now at about the 23 July. the seas has worked the ship on the reef and many more spaces are now flooded. The forward engineering spaces could not be dewatered easily . the use of 6 inch electric submersible pumps could only lower the water level by 6". So 10 inch gas driven salvage pumps were brought in . with the additional pumps the water level was only lowered by 23" fwd fire room and 14 " fwd Eng. room. Typhoon Harriet on its way. Most of the crew was removed from the ship the 25 July or so. I was one of the lucky ones that got to stay aboard as part of the salvage crew. Harriet only had 10 ft. seas and 30 knot winds. it was a rough ride but not as bad as Gilda.

Next we attempted to dewater the engine room by using air. a 210 cfm compressor was transferred to Knox . the first blow on 28 July only got 1/4 psi could be maintained in the space. after two days of plugging leaks patching holes, and repacking leaking stuffing tubes the most air pressure was still only 1/4 psi. 28 July Typhoon Ivy became a threat and was expected to be in the area on 30 July. 29 July good news Ivy changed course and was not going to be a threat.

It was about the 5th of August when they started foaming operations. It continued until we got off of the rock. It was about the 5th that #4 Boiler and #2 S/S turbogenerator was taken off line.

9 Aug was a exciting day. they set off a charge to free some of the coral and it caused a large amount of damage to the ships hull at frame 18 to 33 on the Stbd. side. Little damage was done to the coral.

I don't remember much between then and the 22 Aug. Most that went on was foaming. by the 22nd about everything forward of frame 110 fwd below the water line had foam in it if they could get to it.

The USS Cogswell (DD651) came on the seen the evening of 22 Aug to make waves. 0230 23 Aug at 27 knots she was making waves running parallel to the reef. 0330 24 Aug she had 4 boilers and 33 knots. @0520 as Cogswell's waves arrived the Knox lunged about 5 feet aft. The crew on watch Cheered. It was like someone hit a home run at a ball game. The cheer woke those that were not on watch. It was a great day thanks to the USS COGSWELL Well done

Knox was towed stern first to Kaohsung getting there on 26 Aug . The first and only dungaree liberty. I had not had a beer since San Diego, about the 3rd of June. I think I only had two beers and I was ready to go back to the ship. That's all I could take.

Dick Duffy,  
397 Old Russell Road,  
Bald Knob, AR 72010 - 9697  
Home Phone 501 827 4311



*(Continued from page 3)*

that what he said was in admiration, not to cast aspersions on our engineering plant. In complimenting Cogswell, the Admiral several times seemed to give Cogswell the full credit for getting Knox free. Since I knew that there were a lot of different teams cooperating in the salvage operations, including many experts flown out for the purpose of repairing equipment on the Knox, welding special windlasses and anchor systems on her bow to increase pull and keep her from drifting further in on the reef in case of storms, tugs pulling from the bow, special state of the art systems such as a sort of Styrofoam material used to fill below deck spaces and so enhance buoyancy, to name a few, I had to modestly say we had a lot of help. In retrospect, I must admit that I didn't argue that point very hard.

\*\*\*\*\*

I must also admit that in writing this, it brought back a lot of very fond memories. It made me think again why the term "shipmate" has such a special connotation, but unless one has actually spent time on a naval ship, I think it is hard for a person to realize how much that term covers or what it really means. ~ Warm regards, Orlie